

**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION
CITY COUNCIL CHAMBERS
June 14, 2017**



AGENDA

MEETING CALLED TO ORDER AT 5:30PM

ROLL CALL

ADOPTION OF MINUTES OF May 24, 2017

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

STAFF BOARD COMMUNICATIONS AND DISCLOSURES

442/444 Main Street – Request to vacate a 250 sf. (25' x 10') Public Utility Easement that covers PC-304-C, a metes and bounds parcel located between 442/444 Main Street and Swede Alley. *Planner 32*
Scarff
Withdrawn no action taken

CONTINUATIONS

1450-1460 Park Avenue – A plat amendment requesting to combine Lots 1 and 2 of the Retreat at the Park Subdivision at 1450-1460 Park Avenue into one lot of record. *PL-17-03501 33*
Public hearing and continuation to June 28, 2017
Planner
Grahn

1450-1460 Park Avenue - Conditional Use Permit (CUP) application for the construction of a Parking Area of five (5) or more than spaces at 1450-1460 Park Avenue. Applicant is proposing to construct nine (9) parking spaces along Sullivan Road. *PL-17-03502 34*
Public hearing and continuation to June 28, 2017
Planner
Grahn

1450-1460 Park Avenue- Request for Approval of a Condominium Plat for the combined Lots of the Retreat at the Park Subdivision for eight (8) residential units. *PL-17-03503 35*
Public hearing and continuation to June 28, 2017
Planner
Grahn

Land Management Code (LMC) amendments regarding Master Planned Affordable Housing Development amending LMC Chapter 6 Section 7, and other applicable sections in the LMC. *Planner 36*
Astorga
Public hearing and continuation to June 28, 2017

1800 Park Avenue, Double Tree (formally the Yarrow) - The applicant has requested an extension for the indefinite continuance of their previously approved Conditional Use Permit to allow for a temporary structure (tent) to be use twice per year for a maximum period of one hundred eighty days consecutively but for a maximum of 260 days out of 365 days in a year. *PL-17-03537 38*
Public hearing and continuation to June 28, 2017
Planner
Hawley

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

Treasure Hill Conditional Use Permit, Creole Gulch and Town Lift Mid-station Sites – *PL-08-00370 39*
Sweeney Properties Master Plan - PL-08-00370
Planner

Public hearing and consideration of motion to continue public hearing to a future date Astorga

4001 Kearns Boulevard – First Amendment to the Park City Film Studios Subdivision, a re-plat to create three platted lots of record from existing 29.55 acre Lot 1 and to include a 0.8 acre parcel acquired from UDOT for storm water detention. The property consists of approximately 30 acres.

PL-15-03005 189
Planner
Whetstone

Public hearing and possible recommendation to City Council on June 29, 2017

442/444 Main Street – Plat Amendment to combine Lot 12, Block 23 of the Park City Survey with two adjacent metes and bounds parcels to the east to form one unified lot of record. The property currently contains one (1) historic building with a non-historic addition, and the owner wishes to make another small addition onto the back of the building, which fronts Swede Alley.

PL-16-03396 284
Planner
Scarff

Public hearing and possible recommendation to City Council on June 29, 2017

1302 Norfolk Avenue – Appeal of the Community Development Director’s Determination to deny a demolition permit for a house being reviewed for designation to the Historic Sites Inventory.

PL-17-03487 319
Planner
Grahm

Quasi-Judicial review, Public hearing and possible action

352 Woodside Avenue- Request for a Plat amendment proposing to combine the south half of Lot 19, all of lot 20, and the north half of Lot 21, of Block 3 amended plat of the Park City Survey into one lot of record.

PL-17-03546 351
Planner
Hawley

Public hearing and possible recommendation to City Council on July 13, 2017

ADJOURN

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MAY 24, 2017

COMMISSIONERS IN ATTENDANCE:

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

EX OFFICIO:

Planning Director, Bruce Erickson; Kirsten Whetstone, Planner; Ashley Scarff, Planner; Polly Samuels McLean, Assistant City Attorney; Matt Cassel, City Engineer

=====

REGULAR MEETING

ROLL CALL

Chair Strachan called the meeting to order at 5:35 p.m. and noted that all Commissioners were present except Commissioners Thimm who was expected to arrive.

ADOPTION OF MINUTES

NOTE: The Commissioners approved the Minutes at the end of the meeting since Commissioner Thimm needed to be present to form a quorum of Commissioners who were present on April 12th.

April 12, 2017

Commissioner Thimm referred to page 58, and noted that the Minutes reflected a comment by Planner Astorga saying, "...and it's quite difficult on other municipalities..." He recalled that Planner Astorga had actually said it was "**quite typical in other municipalities...**" Commissioner Thimm had confirmed this change with Planner Astorga and corrected the minutes to say, "**...quite typical...**"

MOTION: Commissioner Joyce moved to APPROVE the Minutes of April 12, 2017 as amended. Commissioner Suesser seconded the motion.

VOTE: The motion passed.

May 10, 2017

Commissioner Band moved to APPROVE the minutes of May 10, 2017. Commissioner Thimm seconded the motion.

VOTE: The motion passed. Commissioner Joyce abstained.

PUBLIC INPUT

Tom Hurd commented on TDRs. His interest is that he and two other families own lots in TDR Sending Old Town 2. Mr. Hurd stated that on June 18, 2015 the Planning Commission forwarded a positive recommendation to the City Council a revision to the LMC, which would award one TDR for each 1,875 square feet in the Historic District, regardless of underlying zone. The current methodology is 1 TDR per the underlying density for that particular zoning. Mr. Hurd noted that the City Council sent it back to the Planning Commission for further study and it never resurfaced. After one year and 11 months ago no action has been taken. Mr. Hurd asked if anyone knows what further study the City Council wanted, and if there was any hope that the Planning Commission would readdress this LMC change regarding TDRs and re-forward it to the City Council. In general, he asked if the TDR program was still viable. Mr. Hurd stated that in the last three to five years he has had three inquiries about TDRs and whether they would be willing to sell them. His answer is yes he would be willing to sell them but no one is buying. Mr. Hurd asked if anyone has ever transferred a TDR from one sending zone to a receiving zone. He had met with Planner Whetstone and with Director Erickson to discuss TDRs and the situation, as well as the equity in changing the rules so every piece of property is treated equally. Mr. Hurd asked if it was possible to move the process forward.

Director Erickson explained that TDRs was returned back to the Planning Commission because some of the receiving zones were no longer appropriate. The intent was to transfer density to the resort bases and to Bonanza Park; however, those are not appropriate locations at this point. The City is also concerned about how the asset is valued. The current Code does not allow the asset to be valued until the City Council determines the value of the asset being transferred. The zoning regulation has to be applied. There is no asset value until the City approved the transfer.

Director Erickson noted that TDRs were on the list of priorities that the Planning Commission went through several months ago, but they have been distracted by other issues such as net zero, historic preservation, storefront preservation, etc. He thinks TDRs have a lot of merit in Mr. Hurd's neighborhood, and he would like to find a way to make it work. However, he first needs to find a receiving zone.

Chair Strachan stated that because the current zoning and many of the would-be receiving zones are already dense there are no buyers. He understood that there were willing

sellers, but until they have willing buyers the program does not work. Chair Strachan stated that his solution was to downzone and make the densities less, but that was not received well and it did not progress. The current zoning exists, and unless they are willing to change the fundamental starting point, it is not a viable program.

Commissioner Band had researched TDRs when the issue was first raised. There are only about ten TDR programs in the entire Country that actually work. Her research found that downzoning is a huge part where the communities downzone the zones in order for people to buy the 2,000 additional square feet. Commissioner Band pointed out that it is a complicated process and Park City was not the only City who was still trying to figure it out. She also found that cities with TDRs programs do not function well because there are not buyers or sellers or a bank. Commissioner Band did not believe anyone had bought or sold a TDR in Park City.

Mr. Hurd clarified that he was primarily looking for clarity. He understood from their comments that TDRs was still on the list but it does not work.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Director Erickson reported that the discussion regarding conventional retail on Main Street was coming back to the Planning Commission. He anticipated that it would be scheduled on the agenda in July.

Director Erickson stated that they were still on track to talk about Treasure Hill and related traffic on June 10th.

Commissioner Joyce asked when the Planning Commission could expect the Kimball to come back. Director Erickson replied that the Kimball remand would probably be in July.

Commissioner Phillips stated that he would be attending the City Council meeting and he intended to make comments as a private citizen, and not representing the Planning Commission. Chair Strachan asked Commissioner Phillips to provide an update for the Planning Commission at the next meeting.

Commissioner Band disclosed that she would be recusing herself from 7195 Little Belle Court because she had sold a condo there yesterday.

Commissioner Suesser announced that she would be unable to attend the June 28th Planning Commission meeting.

CONTINUATIONS – public hearing and continue to date specified

Chair Strachan opened the public hearing.

Dan Maus, an owner of the Struggler condominium adjacent to 1450 and 1460 Park Avenue. He understood that the parking would be increased, and he wanted to know how far the parking would be extended, and what the configuration would look like. He also asked if there would be paved parking, or whether there would be structured involved.

Chair Strachan stated that the Planning Commission had no additional information. He encouraged him to attend the meeting on June 29th and to read the Staff report because it may answer some of his questions.

Community Development Director, Anne Laurent, pointed out that there was not a Staff report on this item because it was not scheduled on the agenda this evening; however, as a Staff person she offered to step outside with Mr. Maus and try to answer his questions to the best of her ability.

Director Erickson clarified that the parking would not be increased over the zone density for parking, and they were not parking the two historic homes.

1. 1450-1460 Park Avenue – A plat amendment requesting to combine Lots 1 and 2 of the Retreat at the Park Subdivision at 1450-1460 Park Avenue into one lot of record. (Application PL-17-03501)

Chair Strachan opened the public hearing. There were no comments. Chair Strachan closed the public hearing.

MOTION: Commissioner Joyce moved to Continue 1450-1460 Park Avenue plat amendment to June 28, 2017. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

2. 1450-1460 Park Avenue - Conditional Use Permit (CUP) application for the construction of a Parking Area of five (5) or more than spaces at 1450-1460 Park Avenue. Applicant is proposing to construct nine (9) parking spaces along Sullivan Road. (Application PL-17-03502)

MOTION: Commissioner Joyce moved to CONTINUE the 1450-1460 Park Avenue CUP to June 28, 2017. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

3. 1450-1460 Park Avenue- Request for Approval of a Condominium Plat for the combined Lots of the Retreat at the Park Subdivision for eight (8) residential units. (Application PL-17-03503)

MOTION: Commissioner Joyce moved to CONTINUE 1450-1460 Park Avenue Condominium Plat for eight residential units to June 28, 2017. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

4. 4001 Kearns Boulevard – First Amendment to the Park City Film Studios Subdivision, a plat amendment to divide Lot 1 into three platted lots of record. The property consists of approximately 30 acres. (Application PL-15-03005)

Chair Strachan opened the public hearing. There were no comments. Chair Strachan closed the public.

MOTION: Commissioner Joyce moved to CONTINUE 4001 Kearns Boulevard First Amendment to the Park City Film Studios Subdivision to June 14, 2017. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

1. **Yearly report given to Planning Commission regarding the Capital Improvement Projects approved by City Council.**

City Engineer, Matt Cassel, stated that during the budget season he presents the CIP list to the Planning Commission that was prepared by the City Staff. The Planning Commission is requested to review the list to make sure that it is consistent with the General Plan. Mr. Cassel noted that it is also a requirement of the State Code. Public uses are to conform to the General Plan, and that includes building, roadwork, general or public utilities, and infrastructure.

Mr. Cassel had highlighted the projects that he believed the Planning Commission would have a higher sense of focus. He understood it was a lot of information, and he was prepared to answer questions.

Commissioner Joyce asked if the Planning Commission was supposed to approve the CIP or whether it was just an FYI. If they were to approve it, he was unsure how they could do that with limited information and no details. Using the park and ride on SR248 and US40, he could not understand how the Planning Commission would be able to determine whether it is consistent with the General Plan without some level of detail.

Mr. Cassel replied that he and Director Erickson had spoken earlier in the day about how they could make sure that each project on the CIP lists is reviewed administratively before it moves forward. He clarified that the goal this evening was not to have the Planning Commission approval the list, but rather whether they see items that may not be consistent with the General Plan.

Director Erickson remarked that there was no approval action by the Planning Commission. The intent was for the Commissioners to provide input that the Staff could take to the City Council as part of the budget process.

Commissioner Suesser was confused about some projects being identified as proposed projects. Mr. Cassel explained that the list was proposed to the City Council, but the Council had not yet approved it. However, some items were approved from years prior. He agreed that the goal was for the Planning Commission raise questions for the City Council to consider before taking a final vote on the projects.

Commissioner Joyce commented on the item for Swede Sidewalks, which said, "Construct sidewalks on Swede Alley and other parking and pedestrian enhancement concept design". He recalled previous discussions regarding storefronts and whether Swede Alley should change its role. There was also discussion about having retail built in a City owner building that could provide low interest retail rental. Commissioner Joyce believed that walkability along Swede Alley should be part of an overall Swede Alley plan.

Mr. Cassel stated that the City has had conversations about Swede Alley. The 1998 Swede Alley Master Plan is outdated and it needs to be updated. There are varying positions on whether Swede Alley should continue to be a back of house alley or whether they should make it more of a storefront. The concept is to make Swede Alley more walkable, but they still need to look at those ideas and update the plan, and then move forward from that updated plan.

Commissioner Joyce stated that trying to figure out what Swede Alley should become is a hard discussion, and he would not favor spending any money at this point unless there were issues related to health and safety. He thought it was unwise to spend money on a concept without knowing the end project.

Commissioner Suesser commented on the Old Town stairs. She was happy to see the proposal for three sets of stairs on 9th Street and one on 10th Street. A lot of building was occurring on those blocks and there are no sidewalks. She believed the community could use the additional stairs. Commissioner Suesser stated that when this discussion has come up in the past, there has been discussion on whether the right-of-way for those stairs was still available because there are encroachments into the rights-of-way.

Mr. Cassel stated that on 9th Street they have continued to reserve space to put the stairs in. He noted that 9th Street is paved and he believed there were stairs from Empire down to Woodside, but not from Empire to Lowell. Commissioner Suesser asked if stairs were proposed from Empire to Lowell. Mr. Cassel replied that it was proposed, but he was unsure how it could be accomplished because there are currently utilities in that right-of-way.

2. **1900 Park Avenue – Conditional Use Permit (CUP) for the construction of a second outdoor dining patio and exterior entryway, as well as the expansion of an existing restroom area within the Frontage Protection Zone (FPZ) for Squatters Pub. (Application PL-17-03528)**

Director Erickson noted that Ashley Scarff was the project planner and he would present the application in her absence.

Director Erickson reviewed the application to remodel 1,000 square feet of an existing deck at Squatters inside the Frontage Protection Zone; to add a 500 square feet deck; and to improve the bathrooms for ADA access and provide additional restroom space.

The application had been reviewed by the Planning Department and the City Engineer. The City Engineer had provided commentary respect to the drainage on the back of the property in terms of making sure that the stream water quality remains clean. That mitigation was addressed in a condition of approval. Another condition of approval states that because this was a pre-existing metes and bounds parcel, the applicant must submit an application to record one lot of record.

The Staff recommended that the Planning Commission conduct a public hearing and approve the conditional use permit based on the findings of fact, conclusions of law, and conditions of approval found in the Staff report.

Commissioner Suesser asked about the right turn only coming out of the parking lot and asked if that applied to both sides. Director Erickson replied that for now it was only on the southeast side.

Commissioner Joyce commented on past discussions about adding landscaping as part of the last update. He noted that a series of large trees that line the end of the existing deck would have to be removed. He liked how the trees form a natural buffer for the Frontage Protection Zone. Commissioner Joyce noted that trees were drawn on the new plan, but he could not find a new landscaping plan or what the trees would be replaced with. He asked if there was a commitment from the applicant in terms of what would replace the removed trees since it is right on the road.

Director Erickson noted that page 154 of the Staff report had a landscape plan but it did not list the plant materials. He stated that Planner Scarff had added condition of approval #8 requiring replacement in-kind; however, he was unsure how they could replace a 12" caliper Aspen. Director Erickson believed they could enhance the landscaping.

Chair Strachan agreed that Condition #8 was not strong enough. He thought they should say that the trees indicated on the site plan on pages 152, 153, and 154 should be required.

Commissioner Thimm asked if the approval could be condition to require a 2-1/2" caliper. Director Erickson replied that the Staff would consider a 2" or 3" caliper on the west and south façade of the deck. Commissioner Phillips asked if that would be required regardless of the condition. Director Erickson remarked that if significant vegetation is removed, there is a requirement inside the Code for replacement, which is the language Planner Scarff used to draft the condition.

Director Erickson was willing to revise condition of approval #8 stating that the trees on the west end of the deck and the north end of the deck be replaced with 3" minimum caliper. Chair Strachan asked if the number of trees should be taken from the site plan on page 154. Director Erickson answered yes.

Chair Strachan opened the public hearing.

Ralph Nagasawa, the project architect for Squatters, stated that he was present to answer questions. He thought Planner Scarff had done a good job on the Staff report. Mr. Nagasawa noted that the applicant met with the Planning Department and the City Engineer on several occasion to work through the issues. He was not opposed to a

condition of approval requiring that they put in additional trees, because the applicant had already spoken with Planner Scarff about replacing with 2" to 3" caliper trees.

Chair Strachan closed the public hearing.

Director Erickson drafted Condition of Approval #8 to read, "All Significant vegetation that is moved as part of construction shall be replaced as shown on page 154 of the Staff report, which is not less than 3" caliper diameter at breast height". The Commissioners were comfortable with the language.

MOTION: Commissioner Suesser moved to APPROVE the conditional use permit for 1900 Park Avenue based on the Findings of Fact, Conclusions of Law, and Condition of Approval, as amended per the discussion this evening to revise Condition #8. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – 1900 Park Avenue

1. On April 17, 2017, the Planning Department received an application for a Conditional Use Permit (CUP) to allow the Salt Lake Brewing Company to make improvements within the Frontage Protection Zone (FPZ) at Squatters Pub located at 1900 Park Avenue. The applicant also wishes to amend the site's existing Outdoor Dining CUP so that it covers the proposed second dining patio. The application was considered complete on April 21, 2017.
2. The subject property is a metes and bounds parcel that falls within the General Commercial (GC) District and Sensitive Land Overlay (SLO) Zone.
3. The project scope will only affect previously developed areas and will not affect nearby sensitive lands, as conditioned.
4. The entire parcel falls within the FPZ, making all proposed improvements subject to a Conditional Use review.
5. The Land Management Code (LMC) states that, within the FPZ, all construction activity, including permanent signs, within the setback area between thirty feet (30') and one hundred feet (100') from the nearest right-of-way line requires a CUP.
6. The site currently contains one (1) outdoor dining patio area that measures 1,019 square feet in area. The current property owner procured a CUP on June 27, 1990 for

outdoor dining on a proposed 1,026 sf patio within the FPZ. Building plans for the referenced deck are stamped approved August 28, 1990.

7. The existing outdoor deck was present when Salt Lake Brewing Company applied for a CUP to convert the building into Squatters Pub from the Mt. Air Café on April 12, 2006.

8. The applicant is proposing to renovate the existing patio and add a second outdoor dining patio that measures 528 square feet, as well as a new covered entryway that will add 51.9 square feet.

9. The new patio will be oriented at an angle, but the corner closest to the right-of-way (SR-224) is proposed to be located 45 feet, 2 ½ inches (45', 2.5") from the right-of-way line. All other improvements are located further back from the right-of-way line, and no construction is proposed to take place within the first 30 feet of the property.

10. The new entryway will be covered with a roof form designed to mimic the main structure's clock tower feature. The two (2) patio areas will be lined with poles that will support shade sails, which are temporary in nature.

11. The applicant is also proposing to expand the area of an existing restroom, which will incorporate 25.6 square feet of space that currently falls within the footprint of the existing patio, reducing the existing patio's area to 993.3 square feet. This will require the bathroom's roof to be extended to the west by approximately 6 feet (6') from the existing gable end.

12. No usable open space area will be affected with this project. The applicant proposes to maintain a landscaped island surrounding the patio areas, similar to the landscaped island currently on-site, as well as the currently landscaped buffer area that runs adjacent to Park Avenue.

13. The site plan shows 63 existing off-street parking spaces, which exceeds the off-street parking requirement for a restaurant and bar at a ratio of 1 space per 100 square feet of net leasable floor area.

14. The parking spaces adjacent to the SR-224 right-of-way are legal non-complying, as they fall within an area 30 feet in width that the FPZ stipulates shall be a landscaped buffer area. The existing landscaped buffer area abutting SR-224 is also legal noncomplying as it is not 30 feet in width, but was added through past approvals.

15. The proposed additions shall not affect vehicular and pedestrian circulation of the site,

or utilize currently usable open space, as they will not occupy any area that is not already developed.

16. The proposal meets all setback, height, and design requirements of the GC District and FPZ sections of the LMC.

17. On May 10, 2017, the property was posted and notice was mailed to affected property owners within 300 feet. Legal notice was also published in the Park Record on May 10th.

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

19. This application has been reviewed under LMC §15-1-10(E) for Conditional Use Permits, as well as LMC §15-2.18-10(B)(1) Outdoor Dining.

Conclusions of Law – 1900 Park Avenue

1. The application satisfies all Conditional Use Permit review criteria as established by the LMC's Conditional Use Review process (§15-1-10(E), Criteria 1-16), as well as LMC §15-2.18-10(B) Outdoor Dining;
2. The Use, as conditioned, is compatible with surrounding structures in use, scale, mass, and circulation;
3. The Application complies with all requirements of the LMC; and
4. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval for the Proposed Improvements – 1900 Park Avenue

1. The scope of this approval includes the renovation of the existing outdoor patio that measures 1,019 square feet in area, as well as the construction of a second patio measuring 528 square feet, and a new covered entryway measuring 51.9 square feet. An existing restroom will also be expanded, enclosing 25.6 sf of the existing outdoor patio area.
2. The second patio area, which is proposed to be oriented at an angle, shall be setback a minimum of 45 feet, 2 ½ inches (45', 2.5") from the SR-224 right-of-way line.
3. All other improvements shall comply with the minimum front, side, and rear yard setback requirements found in LMC §15-2.18.3, GC District Lot and Site Requirements.

4. The proposed covered entryway and roof extension over the restroom addition shall comply with the maximum building height for the GC District of 35 feet, measured from existing grade.
5. No existing parking spaces shall be altered or removed as part of this project.
6. Per LMC §15-3, all parking shall take place on hard-surfaced areas. The applicant shall either formalize the parking to the rear of the building currently utilized by employees, or have employees park in already-established parking areas.
7. The existing curb cut/entry point to the southeast of the building shall be signed as “right turn only” due to its close proximity to the SR-224/SR-248 intersection.
8. All Significant vegetation that is moved as part of construction shall be replaced as shown on page 154 of the Staff report, which is not less than 3” caliper diameter at breast height”.
9. The applicant must take measures to mitigate storm water runoff into the adjacent creek that originates from the unpaved area to the rear of the building often used for parking. This shall be required as part of the building permit application.
10. The applicant must apply for and procure a Building Permit from the Building Department prior to construction of the approved improvements, and plans shall be consistent with the plans reviewed by the Planning Commission on May 24, 2017.
11. The applicant shall not receive a Certificate of Occupancy for the improvement areas described above unless a plat amendment application to create a one-lot subdivision from the current metes and bounds parcel has been received by the Planning Department and deemed to be a complete application.
12. The final plat amendment shall be recorded with Summit County within one (1) year on this CUP approval.

Conditions of Approval for Outdoor Dining – 1900 Park Avenue

1. The proposed seating area shall be entirely located on private property and shall not diminish existing parking or landscaping.

2. The proposed seating area shall not impede pedestrian circulation.
3. The proposed seating area shall not impede emergency access or circulation.
4. The proposed furniture shall be compatible with the streetscape.
5. No music or noise in excess of the City Noise Ordinance, Title 6, is permitted.
6. Outdoor Dining shall not take place after 10 p.m.

3. 158 Main Street – A plat amendment requesting to combine two existing lots located at 158 Main Street into one lot of record. (Application PL-17-03523)

Director Erickson noted that Tippe Morlan was the project planner. He would be presenting the application in her absence.

Director Erickson reviewed the application for a lot combination on the south end of Main Street at 158 Main Street.

The Planning Department found no issues other than a number of encroachments on the creek side on to City property and the neighboring properties. Planner Morlan had added conditions of approval to clean up all the encroachments. A flood plain study would be required as addressed in Condition of Approval #8. Director Erickson stated that the flood zone mapping would be obtained, but because it is in the flood zone there will be occupancy issues on the first floor, which is similar to everything else along that creek.

The Staff recommended that the Planning Commission forward a positive recommendation to the City Council for the plat amendment at 158 Main Street in accordance with the findings of fact, conclusions of law and condition of approval in the draft ordinance.

Chair Strachan opened the public hearing.

Ed Drohicke stated that he and his wife own this property and they live in the home full time. Thanks to Planner Morlan, this was the first time they had seen all the historic related to their property. He and his wife intend to live in this house as long as they are able. He pointed out that they were the only owners of a home on Main Street that actually live there full-time. They would like to talk other owners on Main Street into living in their homes full time rather than renting to other people.

Chair Strachan closed the public hearing.

MOTION: Commissioner Suesser moved to forward a POSITIVE recommendation to the City Council for the plat amendment at 158 Main Street based on the Findings of Fact, Conclusions of Law and Conditions of Approval as found in the draft ordinance. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – 158 Main Street

1. The property is located at 158 Main Street.
2. The property consists of Lot 1 of the Saldarini Replat and a remnant parcel of Lot 6 of Block 20 of the Park City Survey.
3. The property is in the Historic Residential (HR-2) District Sub-Zone B.
4. The home on this site is listed on Park City's Historic Sites Inventory (HSI) as a significant structure.
5. The Plat Amendment removes one interior lot line which bisects the existing home.
6. The proposed Plat Amendment combines the property into one (1) lot measuring 3,688 square feet.
7. A single-family dwelling is an allowed use in the District.
8. A utility easement with the Snyderville Sewer Improvement District exists on the rear portion of the property as reflected on the plat.
9. The minimum lot area for a single-family dwelling is 1,875 square feet in the HR-2 zone. The proposed lot meets the minimum lot area for single-family dwellings. The proposed lot area does not meet the minimum lot area for a duplex.
10. The proposed lot width is width is approximately 42.8 feet along Main Street.
11. The minimum lot width required is twenty-five feet (25'). The proposed lot meets the minimum lot width requirement.
12. The existing historic house extends to the south property line with no side yard setback and has a 3 feet side setback from the north property line. The front setback is 10 feet and the rear setback is 20 feet.

13. Historic structures that do not comply with Building Setbacks, Building Footprint, Building Height, Off-Street parking, and driveway location standards are valid Non-Complying Structures as per requirements for Existing Historic Structures in the HR-2 zone.

14. A snowshed easement for this property has been granted as a part of the original Saldarini Replat approval.

15. The deck, wood steel fence, and stone retaining wall at the rear of the house encroach onto Park City property to the east by approximately 1 foot.

16. There is a stone retaining wall which encroaches onto Park City property to the east of the property by 3 to 5 feet along the rear property line.

17. The cinder block retaining wall at the north of this property encroaches onto 166 Main Street by approximately 3 feet.

18. A remnant of Lot 6 which is not being incorporated into this lot belongs to owners of adjacent 150 Main Street which accommodates the Landmark Historic home which sits on the original lot line between Lots 6 and 7 of Block 20 of the Park City Survey.

19. The remnant parcel on the south side of Lot 6 of Block 20 of the Park City Survey is a part of 150 Main Street and shall be incorporated into that lot with a plat amendment if the property owners of 150 Main Street choose to alter the lot or the historic home in any way.

20. This property lies in FEMA Flood Plain A.

21. This plat amendment does not change any exterior lot lines of this parcel.

22. This plat amendment does not change any setback, lot size, or other requirements for this zone as applied to this parcel and the existing single family dwelling. All new construction shall meet requirements of the Land Management Code in effect at the time of submittal of any changes.

23. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

Conclusions of Law – 158 Main Street

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 – 158 Main Street

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. An encroachment agreement for the cedar block retaining wall is required with the neighbor at 166 Main Street on the north side of this property as the retaining wall crosses that property line.
4. An encroachment agreement for the concrete retaining wall to the west and front of the property is required with the City where it sits on City Property and in the public Right of Way.
5. The property owner shall resolve the encroachment of the deck with the wood steel fence and stone retaining wall over the east property line into the adjacent City owned property to the rear of the house by removing the portion of the structures which encroaches onto City property.
6. The property owner shall remove the encroaching retaining wall to the rear of the home.
7. The encroachments shall be resolved to the satisfaction of the City Engineer prior to recordation of the final plat mylar.
8. A Hydraulic and Hydrology study is required before the applicant may submit for a building permit because the property is in a FEMA flood zone. If the flood zone changes by more than 1 foot, a Letter of Map Revision (LOMR) will also be required to be submitted to FEMA.

4. **7195 Little Belle Court – A condominium plat amendment requesting to convert private area to limited common area within Unit 5.**
(Application PL-17-03540)

Commissioner Band recused herself and left the room

Director Erickson stated that Tippe Morlan was the project planner and he would be presenting the application in her absence.

Director Erickson reviewed the application for a plat amendment to convert 45 square feet of common space to private space to enclose a deck. He noted that deck enclosures have occurred a number of times in the past as evidenced in the Staff report.

The Staff found no issues with the request and recommended forwarding a positive recommendation to the City Council for the plat amendment at 7195 Little Belle Court in accordance with the findings of fact, conclusions of law and conditions of approval found in the draft ordinance.

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

Commissioner Joyce remarked that in her short time in the Planning Department Planner Morlan does great work writing the Staff reports. They are easy to read and he appreciated her efforts.

MOTION: Commissioner Suesser moved to forward a POSITIVE recommendation to the City Council for the Sixth Amendment to the Little Bell condominium plat amending Unit 5, based on the Findings of Fact, Conclusions of Law and Conditions of Approval found in the draft ordinance. Commissioner Campbell seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – 7195 Little Belle Court

1. The property is located at 7195 Little Belle Court.
2. The Little Belle Condominiums plat was approved by the City Council on December

17, 1981 and recorded at Summit County on December 21, 1981.

3. The Little Belle Condominiums plat recorded 20 residential condominium units 8 parking spaces.

4. In August of 2000, an amended plat was approved to expand the private areas for Units 5, 6, 7, and 8 of the Little Belle Condominiums.

5. The first amended plat for the Little Belle Condominiums recorded in August of 2000 only shows expanded private space for Unit 7.

6. In August of 2001, a second plat amendment was recorded. This second amendment converted the limited common deck areas to private areas and expanded the private living areas to the furthest extensions of the exterior walls of the end units for Units 2, 9, and 10.

7. In April of 2004, a third plat amendment was recorded. This third amendment converted limited common deck area to private area for Unit 20.

8. In June of 2006, a fourth plat amendment was recorded. This fourth amendment converted all limited common deck and solarium areas to private areas for Units 1, 3, 4, 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20.

9. In June of 2011, a fifth plat amendment was recorded. This fifth amendment added 425 square feet of private space to Unit 3.

10. Currently there are 20 condominium units and 31 underground parking spaces.

11. The property is subject to requirements and restrictions of the Deer Valley Resort 12th Amended and Restated Large Scale MPD.

12. The MPD originally allowed 20 condominium units for the Little Belle development.

13. On April 20, 2017, the City received a completed application for a Sixth Amendment to the Little Belle Condominiums plat requesting conversion of 46 square feet of private area to limited common area in Unit 5 for the purpose of expanding an existing deck into an area of the unit that is private.

14. On April 5, 2017, the Little Belle Homeowner's Association voted unanimously (with more than 2/3rds of members voting) to approve the conversion of limited common area to private area for Unit 5.

15. There are no exterior changes proposed.
16. The proposed amendment is consistent with the purpose statements of the district.
17. Unit 5 would decrease by 46 square feet from 3,216 square feet to 3,170 square feet.
18. All construction is proposed within the existing building envelope.
19. Each unit has a two car garage meeting parking requirements of the parking code.
20. 8 additional guest parking spaces have been provided in this development since the units were originally constructed.

Conclusions of Law – 7195 Little Belle Court

1. There is good cause for this amendment to the plat.
2. The amended plat is consistent with the Park City Land Management Code and applicable State law regarding condominium plats.
3. The amended plat is consistent with the 12th Amended and Restated Deer Valley Master Planned Development.
4. Neither the public nor any person will be materially injured by the proposed plat amendment.
5. Approval of the plat amendment, subject to the conditions of approval, will not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval – 7195 Little Belle Court

1. The City Attorney and City Engineer will review and approve the final form and content of the amended plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. All conditions of approval of the Deer Valley Resort 12th Amended and Restated Large Scale MPD and the amended Courchevel Condominiums at Deer Valley plats

shall continue to apply.

4. No building permit may be granted until after this plat amendment has been recorded. Once the deck area is recorded as limited common area, both the unit owner and the HOA must be the applicant for any building permit pulled for the deck area.

5. **Request for a four lot subdivision plat, known as Village at Empire Pass North Subdivision, located at the intersection of Village Way and Marsac Avenue east of the Silver Strike chair lift, to create 3 development lots for the Village at Empire Pass Master Planned Development and one lot for ski area related uses.** (Application PL-16-03293)

Doug Ogilvy, presenting the property owner, Rudus Park City, was available to answer questions.

Planner Kirsten Whetstone stated that this was one of the last subdivisions in the areas that are allowed to have units or unit equivalents that had not been platted. Each of the lots will require a conditional use permit and a condominium plat. All of the square footage is documented and recorded in the County.

Planner Whetstone stated that the parcel is approximately 9-1/2 acres. The request is for a three-lot development. Lots 2 and 3 are part of the Village Master Plan Development and they were identified for lodge buildings. In this case the applicant also has a development covenant with the perspective buyer on 24.5 unit equivalents; and requested that it be referenced on the plat. She noted that the plat note has been added since the last meeting.

Planner Whetstone remarked that Lot 1 was for the townhouse units attached in a configuration to be approved by the Planning Commission as a conditional use permit before moving forward.

Planner Whetstone referred to Exhibit K, which was the chart she presented at the last meeting with modifications based on the Commissioners comments at the last meeting. She had removed the Employee Housing Units (EHUs) for the ones that had not yet been built. She explained that the Staff likes to keep track of the number of actual units as opposed to just the Affordable Unit Equivalents.

Planner Whetstone recalled that prior to the meeting on May 10th there was an issue with a skier easement and having the correct documentation. The item was continued to this meeting to give the Staff the opportunity to verify the documentation.

Chair Strachan asked Planner Whetstone to point to the location of the Silver Strike lift to help orient the Commissioners. Chair Strachan asked if Doug Clyde's question was how to get skiers on to Lot 2 from the base of Silver Strike. Planner Whetstone replied that Doug Clyde's question related to the parcel to the north of Lot 2, which is the Marsac Mine claim parcel. There is a one-foot detection strip and the recorded document says that in this master plan they needed to provide the skier easements to these lifts within the Village at Empire Pass. That recordation was included in the Staff report. The person Mr. Clyde was representing felt that he should have access to it. Planner Whetstone remarked that even without the protection strip, Mr. Clyde's client would not have access to the easement unless he negotiates access with Lot 2.

Chair Strachan asked for the purpose of the protection strip. Planner Whetstone assumed that if someone wanted to access the Marsac Claim they would need to negotiate with that property owner. She had asked the applicant if they could take it to the property line so it would show on the plat, but if someone wanted to renegotiate and have a recorded document to say that the mine claim can access the easement, then the easement would be there. Planner Whetstone stated that she had done the research with the City Attorney. She had also provided the history on the Marsac Claim because Mr. Clyde had said that it was a recreation parcel and should have access to the ski lift. Planner Whetstone thought it was clear from the 2004 Minutes that it was not part of this master plan. Even though it was annexed and part of it was zoned in the RD zone, it was not part of the master planned development that allowed the skiing access.

Director Erickson explained that approval of this plat as proposed with the findings of fact, conclusions of law in the ordinance would not affect the development rights in this parcel. He noted that page 337 of the Staff report showed the mine claim. The Staff believed that the idea was to do the annexation and to bring in all the mine claims and all the issues at one time. However, since this particular claim did not want to be party to the development agreement, they would have to negotiate their access rights and development rights independent of the Empire Pass Development Agreement. The Staff came to that conclusion based on Planner Whetstone's research.

Planner Whetstone reviewed Exhibit K and noted that the first column were the units that were approved or proposed, which showed 509 units, including the 21 units identified for Lot 2, and including the 70 units for B-2 East. They are only allowed 550 individual units, so there were only 41 units remaining. Planner Whetstone reviewed the column of UEs and noted that 785 UEs were allowed in this master plan, not including the single family in Pod D. She noted that 738.2 UEs have either been approved or proposed with either a condominium or a subdivision; leaving 46.8 UEs remaining to be identified.

Director Erickson noted that the table in Exhibit K would help track the next round of approvals. He explained that the way the Development Agreement was written, it was a combination of Unit Equivalents and total number of units. There are slightly more unit equivalents because they wanted a mechanism where units could become larger.

The Staff recommended that the Planning Commission conduct a public hearing and consider forwarding a positive recommendation to the City Council for the four lot subdivision plat in accordance with the Findings of Fact, Conclusions of Law and Conditions of Approval found in the draft ordinance.

Commissioner Campbell wanted to know how much weight Exhibit K will hold in the future. He assumed that the applicant stipulated that the numbers were correct, but there was no way to confirm them. He recognized the hours of work that Planner Whetstone had put into preparing the table. Commissioner Campbell asked if in the future they should look to Exhibit K rather than looking back at the original plat.

Assistant City Attorney McLean remarked that Exhibit K was a reflection of all the documents, but it was not a formally approved document and there could be errors. It was only a reflection of what has been platted.

Mr. Ogilvy stated that there is documentation that cross checks back to the other documents. There would have to be a compelling reason for someone to think that there was an error in the table. Ms. McLean remarked that the underlying documents really control. The table is useful but only because it reflects the documents.

Planner Whetstone stated that something similar was done for the Deer Valley MPD that was approved by the Planning Commission. It identifies every parcel in Deer Valley, what was allocated, and what was built. She clarified that Exhibit K was prepared from all of the ordinances, the recorded plats, the Minutes showing the number of units approved, and the plat showing what was actually platted.

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

MOTION: Commissioner Phillips moved to forward a POSITIVE recommendation to the City Council regarding the Village at Empire Pass North Subdivision Plat, pursuant to the findings of fact, conclusions of law, and conditions of approval in the draft ordinance. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – Village at Empire Pass North Subdivision Plat

1. The property is located at Marsac Avenue and Village Way within Pod A of the Master Planned Development for the Village at Empire Pass. Addresses will be assigned prior to plat recordation.
2. The zoning is Residential Development (RD) within Flagstaff Mountain Resort Annexation and Village at Empire Pass MPD area (RD-MPD).
3. On June 24, 1999, Council adopted Ordinance 99-30 and Resolution 20-99 approving the annexation and development agreement for the Flagstaff Mountain area.
4. Resolution 20-99 granted the equivalent of a “large-scale” master planned development (MPD) and set forth the types and locations of land use, maximum densities, timing of development, development approval process, as well as development conditions and amenities for each parcel.
5. The Flagstaff Development Agreement was subsequently amended and recorded in March of 2007.
6. The Development Agreement specifies that a total of 87 acres, within three development pods (A, B1 and B2), of the 1,750 acres of annexation property may be developed for the Mountain Village.
7. The Mountain Village is further constrained to a maximum density of 785 UE configured in no more than 550 dwelling units as multi-family, hotel, or PUD units, provided the number of PUD units do not exceed 60. The Mountain Village is also allowed 16 single family home sites. At least 50% of the residential units within the Mountain Village must be clustered within the primary development pod (Pod A).
8. There are currently 588.742 UE (382 multi-family units) platted within the Village at Empire Pass (Pods A, B1 and B2).
9. With approval of 23.5 UE (up to a maximum of 23 units) on Lot 3 of the Village at Empire Pass North Subdivision, there will be 612.242 UE platted (up to 405 MF units), and 69.4% of MF units in Pods A, B1 and B2 located within Pod A. If 81 UE (70 units) are also built on Pod B2 (see request for B2 East Subdivision at this same

meeting) there will then be a total of 693.242 UE and 475 units with 59.2% of MF units located within Pod A.

10. Upon Conditional Use Permit approval of the 23.5 UE for Lot 3 and 81 UE for B2East, 91.758 UE and 75 dwelling units would remain to be allocated to remaining residential development sites in Pod A. The remaining sites include Lots 1 and 2 of this subdivision, Lodge Building 1 (Tower Residential), and Lots 1 and 2 of the Village at Empire Pass Phase 1 subdivision.

11. The applicant is not requesting allocation of any MPD Resort Support Commercial for this subdivision at this time. There exists a total of 7,287 sf of unallocated Resort Support Commercial that can be allocated within the Village MPD to Pods A, B1, and B2.

12. Accounting of the support commercial, residential accessory space, and support meeting space is finalized at the time of review of the Conditional Use Permits and memorialized with the final condominium plats.

13. On July 28, 2004, the Planning Commission approved a Master Planned Development for the Village at Empire Pass (Pod A), known as the Village Master Planned Development (VMPD) Pod A.

14. The purpose of the VMPD was to establish unit mix and density for the Village Master Plan, as well as addressing overall project infrastructure throughout the Annexation Area. The VMPD established building volumetric diagrams, including specific height exceptions, density, and development location.

15. The Village at Empire Pass West Side Subdivision plat was approved by Council in 2005 and recorded at Summit County on August 12, 2005. This subdivision platted Lots 12-18 of the VMPD (west side).

16. Village at Empire Pass Phase I Subdivision plat was approved by Council on September 30, 2004 and platted the east side lots. An amended Village at Empire Pass Phase I Subdivision plat was approved on January 6, 2011 and recorded on January 4, 2012.

17. Six lodge buildings have been built to date within Pod A namely Shooting Star, Silver Strike, Flagstaff Lodge (was Snowberry Lodge), Arrowleaf A and Arrowleaf B, and Grand Lodge. A seventh building, One Empire Pass is currently under construction. Additionally, Larkspur East and Larkspur West Townhouses (attached homes), Paintbrush and Belles PUD style homes, and six single family homes in Banner

Wood are platted within Pod A. Of these units, one Belles PUD unit and 2 Banner Wood single family units are remaining to be permitted and constructed. Additionally 4 PUD units within Nakoma in Pod B1 are remaining to be permitted and constructed.

18. Three of the large lodge buildings (Buildings 1, 3, and 4) as well as additional townhouse and PUD style units remain to be constructed within the Village MPD Pod A.

19. The proposed subdivision consists of property that is currently described by metes and bounds. The request is for a 3.0 acre Lot 1, for future townhouse and PUD units, a 1.57 acre Lot 2 for Lodge Building 4, a 0.67 acre Lot 3 for future Lodge Building 3, and a 0.10 acre Parcel A. The property consists of a total of 5.34 acres.

20. Lots 1 and 2 have frontage on Marsac Avenue, a State Highway. Lot 3 has frontage on Village Way, a private street. Lot 2 also has frontage on Village Way. Parcel A has access to Village via a proposed access easement across Lot 2.

21. Lots 2 and 3 will take access off Village Way. Location of access off Marsac Avenue requires review and approval by UDOT and the City Engineer, as Marsac Avenue is currently a state highway.

22. A Conditional Use Permit (CUP) is required prior to construction of the Lodge Buildings, PUD units, and townhouses.

23. Utilities are available to the lots. SBWRD recommended conditions and plat notes to address their concerns. storm drainage, access, snow storage, etc. No changes are proposed to existing streets.

24. All existing and required easements will be recorded on the plat, including utilities, storm drainage, access, snow storage, etc. No changes are proposed to existing streets.

25. Final utility plans are required to be submitted with the Conditional Use Permit based on the proposed configuration of units and buildings. Additional off-site utility easements maybe required and will have to be recorded prior to issuance of building permits.

26. There is no minimum or maximum lot size or lot width in the RD District.

27. All applicable requirements of Land Management Code apply, unless otherwise allowed per the Flagstaff Development Agreement and the Village at Empire Pass MPD.

28. A height exception and building volumetric were approved with the Village at Empire Pass Pod A Master Planned Development for the Lodge Buildings (Lots 2 and 3).

29. The final Mylar plat is required to be approved and signed by the Snyderville Basin Water Reclamation District prior to recordation to ensure that requirements of the District are addressed.

30. Snow storage area is required along public streets and rights-of-way due to the possibility of large amounts of snowfall in this location.

31. On site affordable housing requirements are required by the Flagstaff Development-Affordable Housing Technical Report. This plat identifies an on-site housing obligation of 1.1 AUE for Lot 3 and 2.0 AUE for Lot 2 (per requirements of the Affordable Housing Mitigation Plan) to be incorporated into MPD Lodge Buildings 3 and 4 and noted on the plat. Also 0.84 AUE are an outstanding requirement of the Tower Residences to be constructed in MPD Lodge Building 1. No AUE are planned or identified for Lot 1 of this subdivision.

32. Requirements of the Flagstaff Agreement will be reviewed and verified for compliance during the Conditional Use Permit applications reviewed for development on Lots 1, 2 and 3. This transportation, affordable housing, environmental, transfer fees, construction mitigation, and others as may apply. Some of these obligations are triggered by the number of certificates of occupancy issued.

33. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

Conclusions of Law – Village at Empire Pass North Subdivision

1. There is good cause for this subdivision plat.
2. The subdivision plat is consistent with the Park City Land Management Code and applicable State law regarding subdivisions, the Park City General Plan, and the Village at Empire Pass Master Planned Development.
3. Neither the public nor any person will be materially injured by the proposed subdivision.
4. Approval of the subdivision, subject to the conditions stated below, does not

adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval – Village at Empire Pass North Subdivision

1. The City Attorney and City Engineer will review and approve the final form and content of the subdivision 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 Summit County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void unless a written request for an extension is submitted to the City prior to the expiration date and the City Council grants an extension.
3. All applicable conditions, regulations, requirements, and stipulations of the Amended and Restated Development Agreement for Flagstaff Mountain, Bonanza Flats, Richardson Flats, The 20-Acre Quinn's Junction Parcel, and Iron Mountain (recorded at Summit County on March 2, 2007), and associated Technical Reports and Agreements, continue to apply.
4. The plat will note that conditions of approval of the Village at Empire Pass Master Planned Development (Pod A) shall continue to apply.
5. Utility structures such as ground sleeves and transformers and other dry utility boxes must be located on the lots.
6. Non-exclusive public utility easements (PUE) shall be indicated on the plat prior to recordation as approved by the City Engineer and SBWRD, including drainage easements.
7. A financial security to guarantee for the installation of any required public improvements is required prior to plat recordation in a form approved by the City Attorney and in an amount approved by the City Engineer.
8. A ten foot (10') wide snow storage easement is required along the private street frontages of the lots and a ten (10') wide public snow storage easement is required along public street frontages.
9. Fire sprinklers are required for new construction per the Chief Building Official at the time of review of the building permit. A note stating this shall be on the plat.

10. Prior to building permit issuance, documentation from UDOT showing approval of access to Lot 1 off Marsac Avenue is required. If documentation does not exist, a new application shall be submitted to UDOT for approval of the curb cut location. This approval shall be submitted to the City Engineer.

11. Any proposed curb cuts for access directly to Marsac Avenue, a state highway, must be approved by the City Engineer and UDOT.

12. A Conditional Use Permit approval is required prior to issuance of building permits on Lots 1, 2 and 3.

13. A final grading and utility plan, including storm water and drainage plans, shall be submitted with the Conditional Use Permits for development on Lots 1, 2 and 3, for approval by the City Engineer and SBWRD. No building permits shall be issued until all necessary utility easements are recorded.

14. A declaration of condominium and a record of condominium plat are required prior to the sale of individual units within the development.

15. All requirements of the affordable housing mitigation plan shall be addressed with the Conditional Use Permit and condominium plat. A note shall be included on the plat indicated that the development of Lot 3 has an on-site affordable housing obligation of 1.1 AUE and Lot 2 has an on-site affordable housing requirement of 2.0 AUE, to be consistent with all requirements of the Flagstaff Affordable Housing Mitigation Plan. Lot 1 has no on-site obligation. All deed restricted units shall be identified on the final condominium plats prior to recordation of such plats.

16. Wastewater service to Village at Empire Pass North Subdivision shall be provided by the Snyderville Basin Water Reclamation District. A Line Extension Agreement with the District may be required for Lot 1. If a line extension is necessary, it shall be the responsibility of the Owner to extend the public wastewater system within Lot 1 according to the requirements of the Line Extension Agreement.

17. The property is located within a water source protection zone. All sewer construction must comply with State of Utah drinking water regulations.

18. This development is part of a common plan development and a MS4 storm water permit is required for all land disturbance activities for each separate phase of construction, prior to building permit issuance.

19. The CC&Rs shall provide notice and process for the tracking and collection of the

Real Estate Transfer Fee as required and defined by the Flagstaff Mountain Development Agreement, as amended.

20. Requirements and obligations of the Flagstaff Mountain Development Agreement, as amended and recorded at Summit County in March of 2007, as apply to this Property, shall be completed, or bonded for completion, prior to issuance of certificates of occupancy for any approved development located on Lots 1, 2, and 3, unless otherwise conditioned herein. This includes gondola payments, number of shuttles in operation, provision of affordable housing units, collection mechanism for real estate transfer fees, and all other such obligations as are outlined in the March 2007 Agreement, some of which are triggered by the number of certificates of occupancy issued.

21. A Construction Mitigation Plan shall be submitted with the Conditional Use Permit applications and in advance of issuing building permits.

NOTE: The Planning Commission approved the Minutes at the end of the meeting. Those approvals can be found under Adoption of Minutes on the first page.

Commissioner Suesser asked if there was a video of the Treasure Hill traffic study presentation at the last meeting. Chair Strachan replied that there was only an audio recording. Director Erickson noted that the video-taping only took place during the discussions of the model and the CAD presentations. He did not believe there were videos of any other presentations. Assistant City Attorney understood that the meetings with the model were videoed just to capture the visual aspect for the record.

The Park City Planning Commission Meeting adjourned at 6:40 p.m.

Approved by Planning Commission: _____

Memo to the Planning Commission



Subject: 442/444 Main Street
Author: Ashley Scarff, Planning Technician
Date: June 14, 2017
Type of Item: Public Utility Easement Vacation Request

The owner of 442/444 Main Street has requested the vacation of a platted Public Utility Easement that covers a 250 square foot metes and bounds parcel located between 442/444 Main Street and Swede Alley (PC-304-C). In working with the City Engineer, staff has found that this is typically a request taken directly to City Council and does not require a recommendation from the Planning Commission. Staff is withdrawing this item from the June 14, 2017, Planning Commission agenda and all future meetings, and it will be placed on a future City Council agenda for their consideration.



PLANNING DEPARTMENT

Planning Commission Staff Report

Subject: 1450-1460 Park Avenue Plat
Author: Anya Grahn, Historic Preservation Planner
Project Number: PL-17-03501
Date: June 14, 2017
Type of Item: Legislative – Plat Amendment

Summary Recommendations

Staff recommends the Planning Commission conduct a public hearing for the Retreat at the Park, First Amended located at the 1450-1460 Park Avenue and continue the item to June 28, 2017, to allow additional time for staff to do analysis on this project. Due to the specificity of this project, it is important that the plat amendment, Conditional Use Permit (CUP) for nine (9) parking spaces, and the condo plat amendment are scheduled together.

Description

Applicant: Park City Municipal Corporation, represented by Rhoda Stauffer
Location: 1450-1460 Park Avenue
Zoning: Historic Residential-Medium Density District (HRM)
Adjacent Land Uses: Commercial and Residential
Reason for Review: Plat amendments require Planning Commission review and City Council action



PLANNING DEPARTMENT

Planning Commission Staff Report

Subject: 1450-1460 Park Avenue CUP
Author: Anya Grahn, Historic Preservation Planner
Project Number: PL-17-03502
Date: June 14, 2017
Type of Item: Legislative – Plat Amendment

Summary Recommendations

Staff recommends the Planning Commission conduct a public hearing for the proposed Conditional Use Permit (CUP) at 1450-1460 Park Avenue, and continue the item to June 28, 2017, to allow additional time for staff to do analysis on this project. Due to the specificity of this project, it is important that the plat amendment, Conditional Use Permit (CUP) for nine (9) parking spaces, and the condo plat amendment are scheduled together.

Description

Applicant: Park City Municipal Corporation, represented by Rhoda Stauffer
Location: 1450-1460 Park Avenue
Zoning: Historic Residential- Medium Density (HRM) District
Adjacent Land Uses: Historic and non-historic residential single family and multi-family condominium developments, City Park
Reason for Review: Conditional Use Permits require Planning Commission review and approval



PLANNING DEPARTMENT

Planning Commission Staff Report

Subject: 1450-1460 Park Avenue Condo Plat
Author: Anya Grahn, Historic Preservation Planner
Project Number: PL-17-03503
Date: June 14, 2017
Type of Item: Legislative – Plat Amendment

Summary Recommendations

Staff recommends the Planning Commission conduct a public hearing for the Retreat at the Park Condominiums located at 1450 and 1460 Park Avenue, and continue the item to June 28, 2017, to allow additional time for staff to do analysis on this project. Due to the specificity of this project, it is important that the plat amendment, Conditional Use Permit (CUP) for nine (9) parking spaces, and the condo plat amendment are scheduled together.

Description

Applicant: Park City Municipal Corporation, represented by Rhoda Stauffer
Location: 1450-1460 Park Avenue
Zoning: Historic Residential-Medium Density District (HRM)
Adjacent Land Uses: Commercial and Residential
Reason for Review: Condominium Record of Surveys require Planning Commission review and City Council review and action

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Land Management Code Amendments
regarding Master Planned Affordable
Housing Development
Author: Francisco Astorga, AICP, Senior Planner
Date: 14 June 2017
Types of Item: Legislative – Land Management Code Amendments

Summary Recommendations

Staff recommends that the Planning Commission open and continue the public hearing for Land Management Code (LMC) Amendments to a date uncertain to allow staff additional time for research.

Topic

Applicant: Park City Planning Department
Location: Citywide
Reason for Review: Land Management Code Amendments require Planning Commission review and recommendation to City Council.

Summary

The Planning Department is reviewing administrative and substantive amendments to the Park City Development Code, specifically amending Land Management Code Chapter 15-6-7 Master Planned Developments Affordable Housing Development; and other applicable sections in the LMC. Staff recommends that the Planning Commission allow additional time for research and vetting prior to presenting amendments to the Planning Commission for review.

Exhibits

Exhibit A – LMC § [15-6-7 Master Planned Affordable Housing Development](#)

Exhibit A

15-6-7 Master Planned Affordable Housing Development

- A. **PURPOSE.** The purpose of the master planned Affordable Housing Development is to promote housing for a diversity of income groups by providing Dwelling Units for rent or for sale in a price range affordable by families in the low-to-moderate income range. This may be achieved by encouraging the private sector to develop Affordable Housing.

Master Planned Developments, which are one hundred percent (100%) Affordable Housing, as defined by the housing resolution in effect at the time of Application, would be considered for a Density incentive greater than that normally allowed under the applicable Zoning District and Master Planned Development regulations with the intent of encouraging quality Development of permanent rental and permanent Owner-occupied housing stock for low and moderate income families within the Park City Area.

- B. **RENTAL OR SALES PROGRAM.** If a Developer seeks to exercise the increased Density allowance incentive by providing an Affordable Housing project, the Developer must agree to follow the guidelines and restrictions set forth by the Housing Authority in the adopted Affordable Housing resolution in effect at the time of Application.
- C. **MIXED RENTAL AND OWNER/ OCCUPANT PROJECTS.** When projects are approved that comprise both rental and Owner/occupant Dwelling Units, the combination and phasing of the Development shall be specifically approved by the reviewing agency and become a condition of project approval. A permanent rental housing unit is one which is subject to a binding agreement with the Park City Housing Authority.
- D. **MPD REQUIREMENTS.** All of the MPD requirements and findings of this section shall apply to Affordable Housing MPD projects.
- E. **DENSITY BONUS.** The reviewing agency may increase the allowable Density to a maximum of twenty (20) Unit Equivalents per acre. The Unit Equivalent formula applies.
- F. **PARKING.** Off-Street parking will be required at a rate of one (1) space per Bedroom.
- G. **OPEN SPACE.** A minimum of fifty percent (50%) of the Parcel shall be retained or developed as open space. A reduction in the percentage of open space, to not less than forty percent (40%), may be granted upon a finding by the Planning Commission that additional on or Off-Site amenities, such as playgrounds, trails, recreation facilities, bus shelters, significant landscaping, or other amenities will be provided above any that are required. Project open space may be utilized for project amenities, such as tennis courts, Buildings not requiring a Building Permit, pathways, plazas, and similar Uses. Open space may not be utilized for Streets, roads, or Parking Areas.
- H. **RENTAL RESTRICTIONS.** The provisions of the moderate income housing exception shall not prohibit the monthly rental of an individually owned unit. However, Nightly Rentals or timesharing shall not be permitted within Developments using this exception. Monthly rental of individually owned units shall comply with the guidelines and restrictions set forth by the Housing Authority as stated in the adopted Affordable Housing resolution in effect at the time of Application.

Adopted by Ord. [02-07](#) on 5/23/2002

Amended by Ord. [06-22](#) on 4/27/2006

Amended by Ord. [09-10](#) on 3/5/2009



Planning Commission Staff Report

PLANNING DEPARTMENT

Subject: 1800 Park Avenue, Double Tree by Hilton – The Yarrow
Author: Makena Hawley, Planner
Project Number: PL-17-03537
Date: June 14, 2017
Type of Item: Modification to a previously approved Conditional Use Permit for a temporary structure (tent)

Summary Recommendations

Staff recommends the Planning Commission conduct a public hearing for the proposed Modification/Extension Application at 1800 Park Avenue, and continue the item to June 28, 2017, to allow additional time for staff to do analysis in regards to parking and use of their temporary structure.

Description

Project Name: Double Tree by Hilton – formally known as The Yarrow
Applicant: Nicole Sharp, Yarrow Resorts
Location: 1800 Park Avenue
Proposal: Modification of a Conditional Use Permit approved on May 14, 2014
Zoning: General Commercial (GC)
Adjacent Uses: Residential/Commercial/Retail

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Treasure
Project #: PL-08-00370
Author: Francisco Astorga, AICP, Senior Planner
Date: 14 June 2017
Type of Item: Administrative – Conditional Use Permit
Transportation/Traffic Update

Summary Recommendations

Staff recommends that the Planning Commission review the Treasure Hill Traffic Study DRAFT Addendum #7 (Transportation/Traffic Update) submitted to the City on May 4, 2017 and Staff's initial draft response/comments. As noticed, a public hearing should be held. Staff recommends that the Planning Commission continue the item to the July 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: 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

Despite the applicant's stated goal of completing their transportation/traffic study addendum in February 2017, the applicant was not able to conclude their study update until early May 2017. The applicant introduced this update on May 10, 2017. Due to the late submittal of the update, Staff was unable to present response/comments during the May 10, 2017 Planning Commission meeting.

Transportation Studies/Documents

The following list below has been further updated and is now in chronological order (document date - name of document - company that prepared the document):

- [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, see Exhibit A.](#)

Staff's Initial Repose to the Transportation/Traffic Update

The Planning Department worked closely with the City Engineer and the City's Transportation Planning Manager and reviewed applicant's Transportation/Traffic Update. The objective was to synthesize the current and previous Planning Commission discussions and public comments regarding traffic related impacts. Staff's approach is in multiple parts:

- Review applicant's submittal and previous reports and evaluate the assumptions.
- Evaluate the projected outcome of the applicant's studies, and add qualitative discussions regarding impacts to Park City.
- Evaluate the adequacy and effectiveness of proposed mitigations strategies.

Staff will recommend that an independent analysis be conducted, concentrating on the validity of the assumptions, and accuracy of predictions, including the target LOS. Staff may also request that an independent analysis provide potential mitigation strategies to Staff for their consideration prior to forwarding Staff recommendations to the Planning Commission.

Staff continues to work with Park City Fire District, and Park City Department of Building and Fire Safety (Fire Marshal), to add their insight regarding emergency service access and routes, plus construction traffic and parking impacts.

Staff is compiling the comments into three (3) categories for future discussions by the Planning Commission:

- Road and Intersection capacities / levels of service
- Operational characteristics and plans
- Mitigation strategies proposed by applicant

Staff's initial draft comments/response includes the following items that were verbally shared with the applicant on May 26, 2017. Written comments were provided to the applicant on June 5, 2017.

General:

1. *Define actual level of service (LOS).*
2. *Clearly identify time period in which data was collected in the Executive Summary. Also clarify weather conditions during both AM and PM peak.*
3. *The analysis fails to evaluate trips generated and parking impacts to Main Street for those seeking to access the mountain via the cabriolet.*
4. *Document states that the cabriolet will transport 2,500/hour; however, specifics on cabriolet capacity are lacking (# of passengers, timing loading and unloading, number of cabriolet cars, etc.).*

5. *Specify cabriolet hours or operations by day and by season.*
6. *Develop a detailed mitigation monitoring and report program that specifies mitigation measure, responsible party, timing/schedule, estimated cost, effectiveness measure, and any potential remedial/corrective action.*
7. *Clarification needed regarding construction trips and demands on Park City Transit from employee commuters to the cabriolet system.*
8. *Please verify that Sheet P.16 revised on March 20, 2009 contains the number of units and building area by use.*
9. *Verify all intersection figures. For example Silver King Drive at 15th Street shows a significant decrease in volumes between Silver King Drive/15th Street and Park Ave. and Deer Valley Drive where no major destination or street exist to divert or capture traffic between these two points.*
10. *Based on the information provided on the Appendix - Commercial Space Exhibit and Sheet P.16, it would seem that there are commercial spaces that are still not accounted for, equating to approximately 8,079 sf., identified as 1,393 sf. of allotted commercial and 6,686 sf. of support commercial. Please look into this. If correct, these missing commercial areas need to be added.*
11. *Confirm that none of the areas identified as common space & circulation and accessory space, with the exception of employee housing, are being counted towards trip generation.*
12. *When we calculate the hotel land use we get 53 AM trips and 59 PM trips while you indicate 49 AM and 55 PM. Could you please look into this? When we calculate the other three (3) land uses we get a lot closer, which may be a result of simple rounding. Please review the trip reduction calculations.*

Trip Reduction Questions/Request for Information:

1. *Page 13 – Justify 65% avg. hotel occupancy rate. Compare to comparable lodging properties.*
2. *Page 13 – Justify rationale for 31% trip reduction from retail to residential for employee housing.*
3. *Page 13 – Justify rationale for 16% trip reduction.*
4. *Page 13 – Justify further reduction of 20% from retail to retail.*
5. *Page 13 – It is assumed these uses are support commercial; however, it is likely external trips will be generated and should be account for or mechanisms to*

deter external trips should be outlined (i.e. restaurant, shopping, spa, etc.).

6. Page 14 – Justify 30% reduction in trips for gondola from peer resorts operations and communities (could be gleaned from Environmental Impact Studies (EIS's) developed for existing Northstar/Ritz, Mammoth, Heavenly, Telluride that operate as transportation facilities).
7. Page 14 – Justify 10% reduction for beginner and intermediate trail construction and access from development.
8. Page 14 – Unclear on statement on access to Main to link with Transit. Is this assuming that additional trips beyond Main St. will be made via Park City Transit to further destinations?
 - a. Existing conditions change in terms of blackout days, Park City School District school parking, variable-message signs (VMS), Canyons access and gondola connections, weather.
 - b. Was the same modeling software used in 2005 as was used in 2017, (SimTraffic)?
 - c. What is the LOS standard we are trying to achieve/maintain?
9. Page 16 – Define “modern technologies.” We assume this is onsite and remote way-finding but it needs to be defined. Recommend monitoring percentage (%) of access (i.e. 50% Empire and 50% Lowell).
10. Page 23 – Park Ave. /Deer Valley Drive “Worst Approach.” Why is this not shown/modeled? The “Overall Intersection” for this intersection does not seem to reflect reality as observed by City staff.
11. Page 24 – Please show Table 7 and 8 in one (1) table for comparison purposes?
12. Without Treasure, when does Empire Avenue/Silver King Drive fail (3 yrs, 5 yrs, 10 yrs?) and when does it fail with Treasure? This will help all parties, including Vail, to plan, budget, design, and construct.
13. Page 25 – Retiming signals is not adequate ongoing mitigation. Without modeling the other approaches and adjacent intersections impacts to these intersections and the signal coordination and timing (SCATs) system are unknown.

Summary and Conclusions:

- 1st bullet – Definitively state that the cabriolet system “shall” be included in the project. Timing of construction shall also be identified as previous project documents state that construction workers will arrive via cabriolet. Again, specify hours of operation. To be effective the cabriolet must operate will beyond the PM peak.

- *3rd Bullet – Is the “on-site commercial” really on-site commercial or support commercial?? Please clarify. If the commercial is open to the general public, have these trips been accounted for?*
- *Is the employee housing dedicated to Treasure employees and how many units?*
- *4th Bullet – Offsite parking should be mandatory and year round with little to no parking provided for employees aside from those that carpool. In regards to incentives, please specify what the actual incentives are. Certain incentives have various success rates and effectiveness that have been validated by various studies, e.g., California Air Pollution Control Officers Association (CAPCOA).*
- *5th Bullet – Shuttle system should operate during winter ski season and peak summer season. How many trips per day and/or hours per day should be specified?*
- *Valet shall be provided to control parking usage for those that are allowed to park onsite (i.e. guests vs. employees vs. general public).*
- *6th Bullet – This measure is too ambiguous considering the scope and duration of project. Richardson Flat parking lot will most likely be open to the public and will not be available for private entity leases. Proponent will be required to procure/secure private parking. Shuttles or van pools shall be provided from adjacent communities. Can the project proponent estimate peak number of shift/construction workers? If not now, when?*

Discussion requested: Staff requests that the Planning Commission continue to review the Transportation/Traffic Update and Staff’s initial draft response/comments, as listed above. The Planning Commission may request additional clarification of the applicants report or conclusions. Staff does not expect the applicant to address all or any of these items at the meeting. The City Engineer and Transportation Planning Manager will attend the meeting with the City Planner, should the Planning Commission have any questions about this Staff report including Staff’s initial draft response.

Specifically, Staff is of the current opinion that the Transportation/Traffic update, as submitted is disproportionality focused on intersection capacity (and road capacity) with measurements in term of levels of service that may, or may not reflect high peak conditions. Second, a number of the assumptions that drive intersection capacity etc., have not yet been vetted and rely on the Highway Capacity Model, without the background as to assumptions used in the creation of Highway Capacity model ratios. Third, Staff is requesting information regarding operations assumptions and detail regarding mitigations.

Staff has requested information from the Fire District as to dispatch locations,

procedures during heavy traffic or weather condition. Staff has also requested information regarding procedures upon arrival at the site due to the fire lanes being located within the parking Structure(s).

The Chief Building Official will provide a review of construction mitigation when provided by the applicant.

The City Engineer will provide a review of sight distances, corner sight triangles, truck turning movements along the route from U 224 to the site, etc.

The Planning Commission is requested to comment on the Staff' current opinions regarding the Transportation/Traffic Update. The Planning Commission may focus the discussion items as below:

- Questions on the Staff Report and process
- Questions on the applicants' report
- Questions regarding Staff analysis to date
- Questions on Streets Master Plan and Lowell project(s)

1986 Sweeney Properties Master Plan Development Parameters and Conditions

The following transportation/traffic/parking related text below is copied directly from the 1986 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 following transportation related text below is copied directly from the 1986 Sweeney Properties Master Plan (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.~~ 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 following list below simply represents the last transportation/traffic related Planning Commission meetings and minutes that took place in 2009:

- [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](#)

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

On June 9, 2017 a neighborhood group provided public comment in the form of a traffic study review memo, See Exhibit B - THINC TH Traffic Study Review Memo.

Summary Recommendations

Staff recommends that the Planning Commission review the Treasure Hill Traffic Study DRAFT Addendum #7 (Transportation/Traffic Update) submitted to the City on May 4, 2017. Staff recommends that the Planning Commission review the recently submitted Transportation/Traffic Update and Staff's initial draft response/comments. As noticed, a public hearing should be held. Staff recommends that the Planning Commission continue the item to the July 12, 2017 Planning Commission meeting.

Exhibits (printed)

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Exhibit B - 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 DRAFT Addendum #7

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



Table of Contents

	<u>Page</u>
Executive Summary	2
Introduction	4
Existing (2017) Traffic Volumes	7
Future (2037) Traffic Volumes	9
Project Traffic Volumes	12
Future (2037) Traffic Volumes With Project	19
Traffic Analysis	21
Traffic Demand Management	26
Parking Analysis	27
Summary and Conclusions	30

List of Figures

	<u>Page</u>
Figure 1 Site Plan	5
Figure 2 Project Location & Study Intersections	6
Figure 3 Existing Peak Hour Traffic Volumes, Lane Configurations & Traffic Control	8
Figure 4 Future (2037) Peak Hour Traffic Volumes	11
Figure 5 Ski and Trail Concept Plans	15
Figure 6 Project Trip Distribution by Percentage	17
Figure 7 Project Trip Generation Peak Hour Volumes	18
Figure 8 Project + Future (2037) Peak Hour Traffic Volumes	20

List of Tables

	<u>Page</u>
Table 1 Existing Traffic Count Summary	7
Table 2 Anticipated Population Growth	9
Table 3 Existing vs. Future Traffic Volume Summary	9
Table 4 Land Use Specific Trip Generation	13
Table 5 Trip Generation after Trip Reduction	16
Table 6 Level of Service Descriptions	22
Table 7 Existing Levels of Service	23
Table 8 Future Levels of Service	24
Table 9 Future Mitigated Levels of Service	25
Table 10 Future Levels of Service With Project	26
Table 11 Parking Generation	28
Table 12 Reduced Parking Generation	29



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 109 AM peak hour trips and 160 PM peak hour trips.

This study analyzes project traffic impacts at the following intersections:

- Park Ave / Deer Valley
- Empire Ave / Shadow Ridge
- Empire Ave / Crescent Tram
- Lowell Ave / Manor Way
- Park Ave / Silver King
- Park Ave / Crescent Tram (8th Street)
- Park Ave / Silver King
- Empire Ave / Manor Way
- Lowell Ave / Shadow Ridge
- Lowell Ave / North Star
- Park Ave / 14th Street
- Empire Ave / 14 Street

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 taking into account 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 Traffic Impact Analysis by PEC in July 2004 (the "Original Report"), Addenda 1-6 thereto, issued between 2004 and 2009 (the "Six Addenda," the Original Report and the Six Addenda, collectively the "Original Studies") and this addendum, the roadway network can facilitate the traffic needs for (a) existing traffic and (b) traffic anticipated from the Treasure Hill Project. Implementation of the improvements at the Empire Ave / Silver King intersection, which will be necessary regardless of the impacts of the Treasure Hill development, will allow the intersections and roadways in the study area, even with the Treasure Hill development, to operate at an acceptable level of service in the future.

Traffic Demand Management ("TDM") strategies will reduce the traffic impact of Treasure Hill. These strategies include:

- Installation of a cabriolet system.
- Installation of beginner/intermediate ski runs that connect with the Park City Mountain Resort ("Resort").
- Implementation of a mixed-use development that includes employee housing and commercial facilities on site.
- During the busy winter season and special events, encouragement of employees not living on site to use public transportation to access the site.
- During the busy winter season and special events, implementing a shuttle service to and from the airport.
- During the construction phase of the project, off-site parking and shuttles to the site for construction workers at the Richardson Flats or similar park and ride. Nonetheless, it is recognized there will be employees that need to drive to the site in order to fulfill job responsibilities including delivery services.



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 square feet (sq-ft) of commercial space that includes 16, 127 sq-ft of meeting space. The development will also have 200,000 sq-ft of hotel space (202 rooms), 45,153 sq-ft or 18 units of three story condominiums, 6,369 sq-ft or 3 units of two story condominiums, 220,164 sq-ft or 82 units of one story condominiums, and 6,669 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 Park City Municipal Corporation ("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.
- Proposed TDM strategies to mitigate the increase of traffic generated by the proposed Treasure Hill development.
- Proposed mitigation measures to maintain appropriate traffic operations at the intersections for each traffic condition.

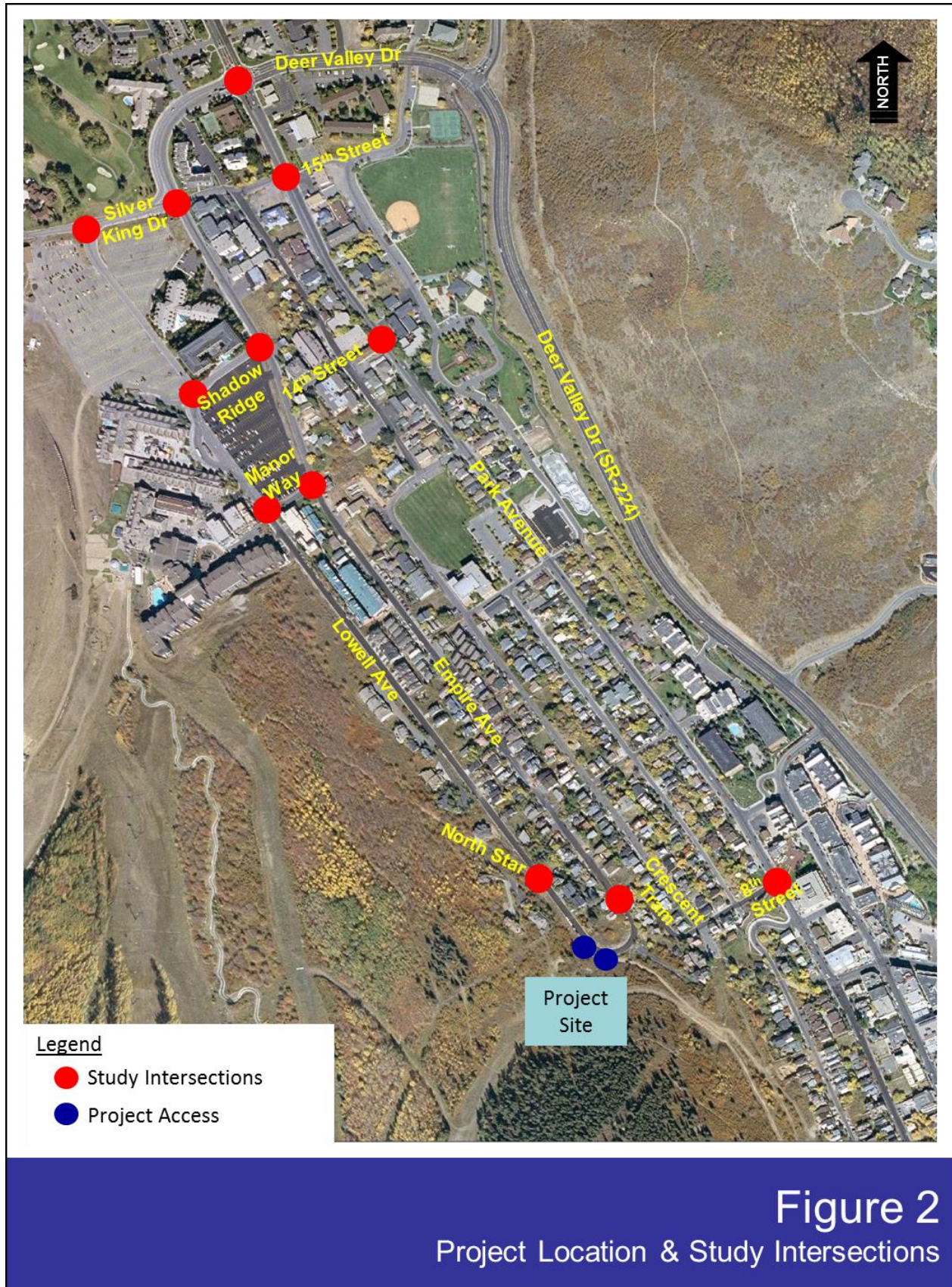
Study Area

In collaboration with 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. The study area intersections are also highlighted in **Figure 2**.

- | | |
|---|-----------------------------------|
| • Park Ave / Deer Valley | • Park Ave/ Silver King |
| • Empire Ave / Shadow Ridge | • Empire Ave / Manor Way |
| • Empire Ave / Crescent Tram | • Lowell Ave / Shadow Ridge |
| • Lowell Ave / Manor Way | • Lowell Ave / North Star |
| • Park Ave / Silver King | • Park Ave / 14th Street |
| • Park Ave / Crescent Tram (8 th Street) | • Empire Ave / 14 Street |
| • 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. The dates were selected because President's Day weekend represents one of the busiest ski times and therefore high traffic volumes on the intersections and roadways in the study area.

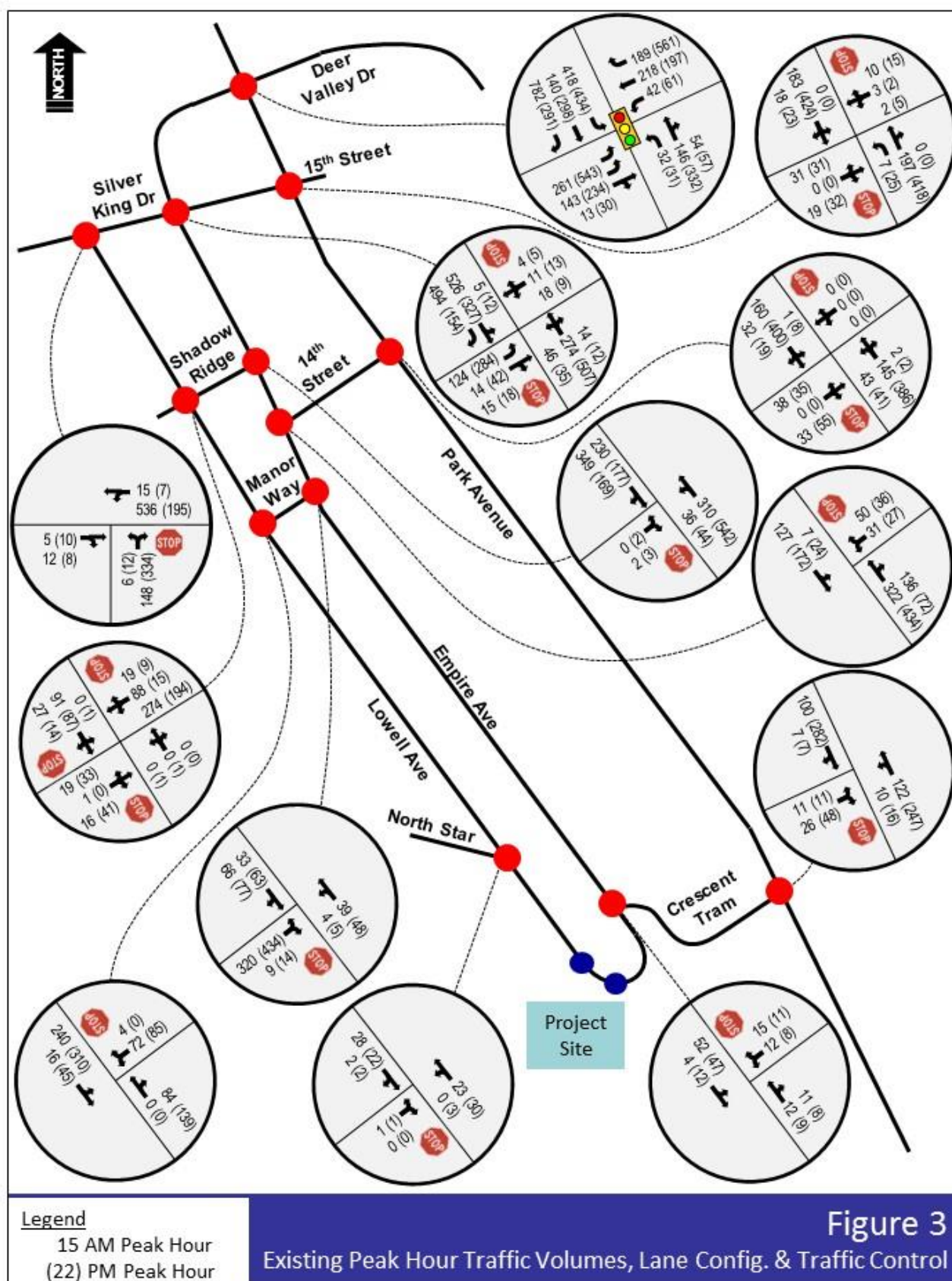
Table 1 below summarizes the data gathered from President's Day Weekend 2017 compared to what was estimated in the Original Report in 2004 and what was gathered over President's Day Weekend 2005. A detail of the traffic counts for February 18, 2017, can be found in the Appendix.

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 / Silver King	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 Street	NA	NA	NA	NA	573	765

Note: The numbers depict the total volume at the intersection during one peak hour.

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.





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 Park City 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 Park City and Summit County. The land use plans provide the best estimate of future population along with the associated traffic. **Table 2** depicts the anticipated traffic volumes for Summit County and Park City.

Table 2 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 3 Existing vs. Future Traffic Volume Summary

Intersection	<u>Actual Counts</u> <u>February 18th 2017</u>		<u>Future Traffic Volumes</u> <u>2037</u>	
	AM	PM	AM	PM
Park Ave / Deer Valley	2438	3069	3067	3861
Empire Ave / Silver King Dr.	1545	1418	1944	1784
Empire Ave / Shadow Ridge	927	937	1166	1178
Empire Ave / Manor Way	471	641	593	806
Empire Ave / Crescent Tram	53	95	67	120
Lowell Ave / Shadow Ridge	535	396	673	498
Lowell Ave / Manor Way	416	579	523	728
Lowell Ave / North Star	27	48	34	60
Park Ave / Silver King	470	975	591	1227
Park Ave / 14th Street	454	946	571	1190
Park Ave / 8 th Street	276	611	347	768
Empire Ave / 14 Street	573	765	721	962
<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, Park City 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, Park City 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:

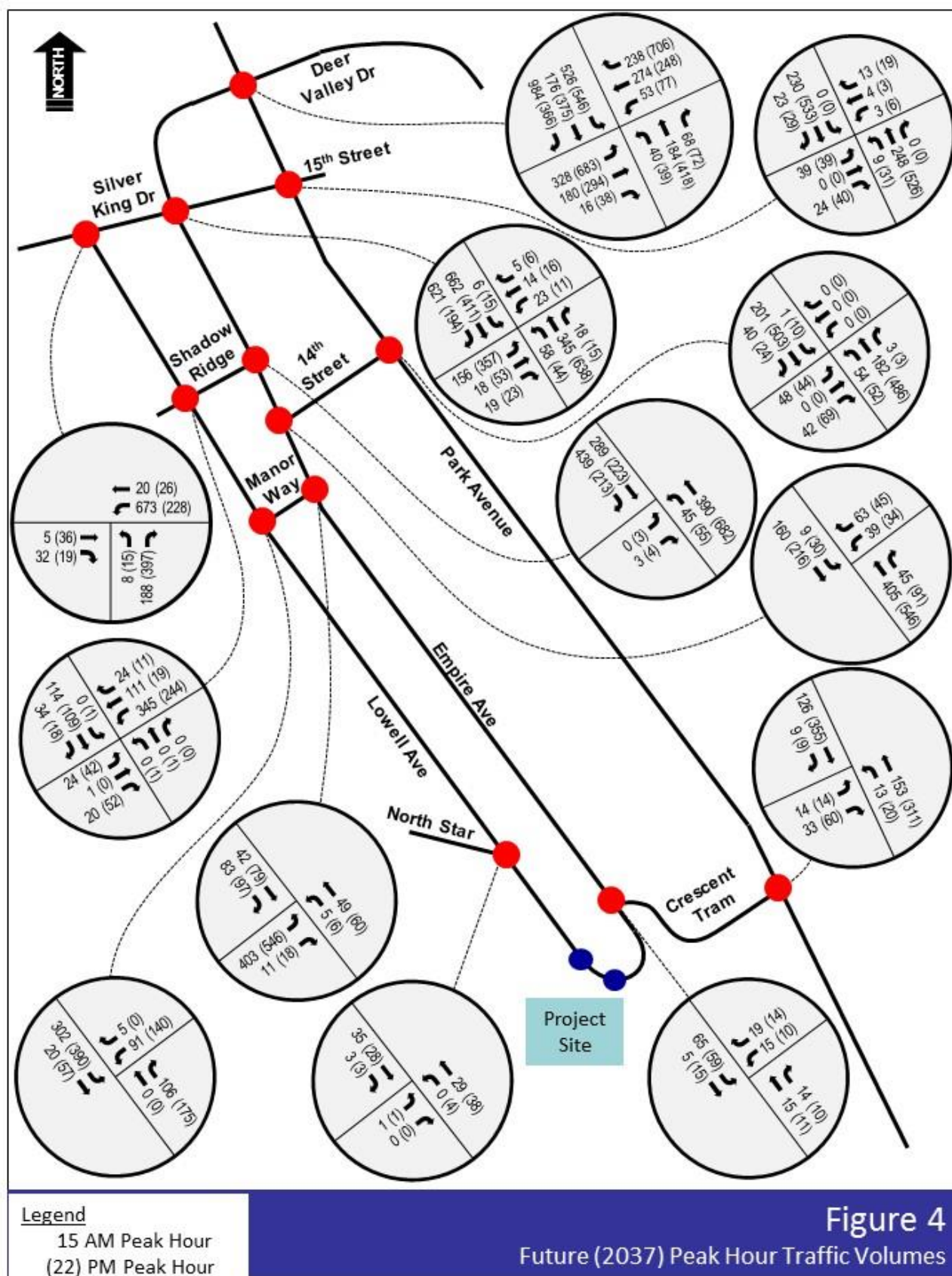
"The Bamberger property is a large piece of land to the west of Lowell Avenue and to the south of the current PCMR base area. For the analysis, it was assumed that development of the Bamberger property would not resemble the typical Old Town street and parcel layout originally platted for the property. 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 Resort, there is a Development Agreement between PCMC and the Resort that entitles the Resort to 491.78 maximum unit equivalents. 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 Bamberger property and the Resort's potential development. Because the exact plans are unknown at this time for the Resort's development, a variety of mixed land uses equaling a maximum of 491.78 equivalent units was assumed.

The projected traffic volumes for the combination of both developments ranged between 187 to 363 during the AM Peak Hour and 332 to 462 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 3** on the Park Ave / Deer Valley intersection, it is anticipated there will be an additional 629 vehicles in the AM Peak Hour and 800 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. Thus, the volumes in **Table 3** and depicted in **Figure 4** will 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 310 was utilized, and it was assumed the hotel was 83% occupied for the initial trip generation rates, as recommended in the ITE Trip Generation Manual. The ITE Trip Generation manual states: "Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms, limited recreational facilities (pool), and/or other retail space and service shops." 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 integrated with the hotel building and therefore 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.
- 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, a portion of the commercial space (17,470 sq-ft) may spur trips to the Treasure Hill Project. 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 4 provides the results of the trip generation for each of the individual land uses.

**Table 4 Land Use Specific Trip Generation**

Land Use (ITE Reference)	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Hotel	122,225 sq-ft or 202 units	70	57	127	81	61	142
Employee Housing	6,669 sq-ft or 30 units	5	11	16	18	12	30
Condominium/Townhouse	103 units	10	42	52	45	26	71
Commercial	17,470 sq-ft	27	29	56	64	45	109
Total		111	139	250	209	144	353

Trip Reduction

The ITE Trip Generation Manual provides trip generation rates for a hotel, which can be discounted based on occupancy rate. The occupancy rate for the project hotel was originally calculated at 83% using the occupancy rate from the ITE Trip Generation Manual. However, the average annual hotel rate was instead reduced to 65% based on peak hotel occupancy rates for 2014 reported by the Park City Chamber of Commerce Convention & Visitors Bureau Economic Profile. This information from the Park City Chamber of Commerce can be found in the Appendix.

The next reduction to trip generation arises from the internal capture rate that accounts for trips between various land uses located within the same development (hotel, employee housing, residential and commercial). 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.

- Trips from retail (commercial) to residential which are generated by employee housing and condominium/townhouses were reduced by 31%. While the ITE Trip Generation Manual does not specify a hotel use in this regard, it is reasonable to assume there would be a reduction in trips from the commercial to the hotel as well. Because the hotel land use was not specifically identified in the manual, a conservative approach was taken, such that hotel trip generation was reduced only by 16%, half that of the residential.
- Trips from retail (commercial) to retail (commercial) were reduced 20%.

As an alternative to motorists traveling from Treasure Hill, along Empire Avenue, Lowell Avenue, and other roadways in the study area to reach the Resort, ski runs for beginner and intermediate skiers will



be constructed to connect them with Park City Mountain Resort. This is another significant trip reduction improvement specific to the Treasure Hill development that is expected to reduce trip generation by 10% for 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. Accordingly, it was assumed that the cabriolet would reduce trip generation by 30% 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 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 proposed 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.

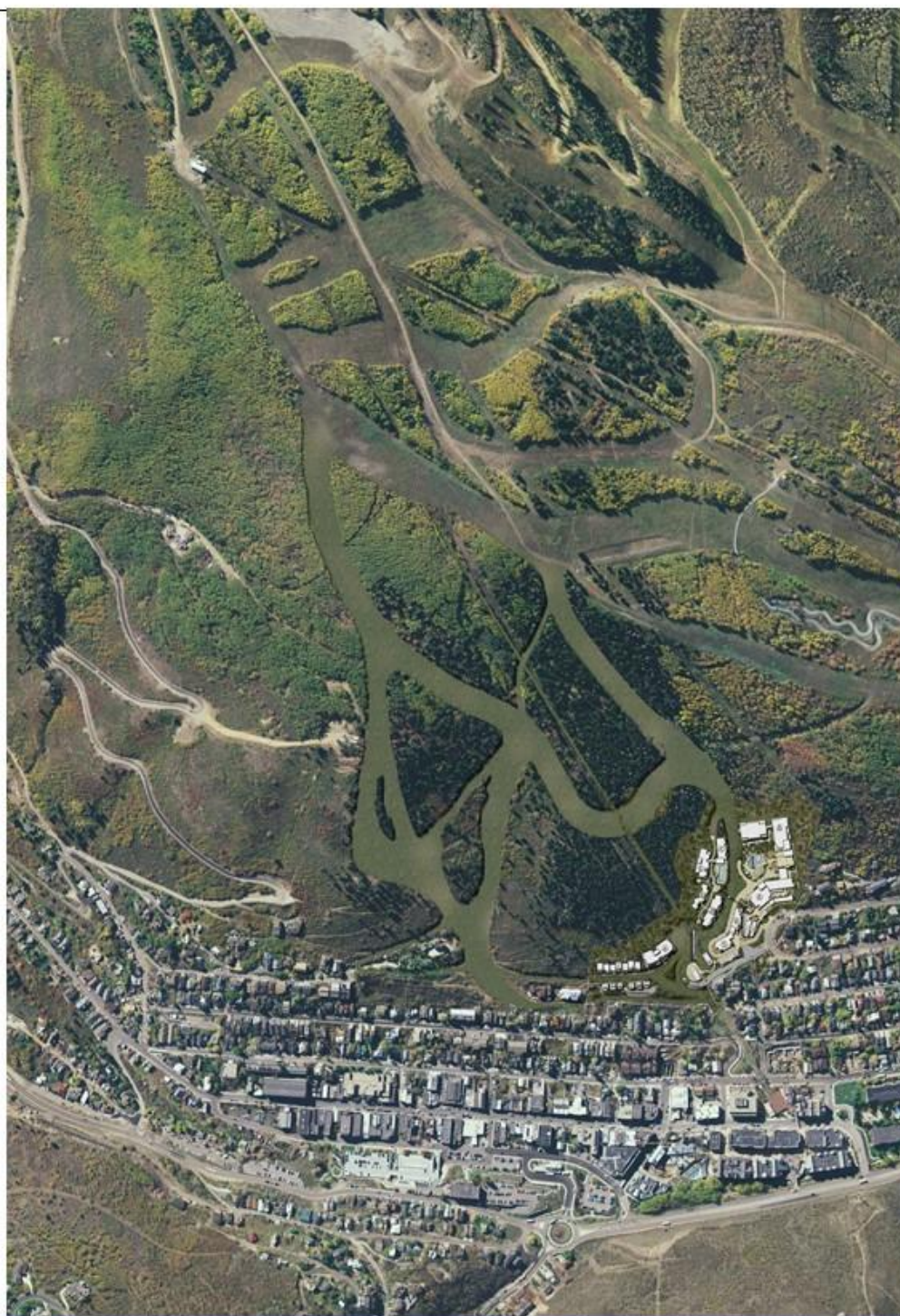


Figure 5
Ski and Trail Concept Plans



Table 5 provides the results of the trip generation traffic volumes after all the trip reductions have been applied.

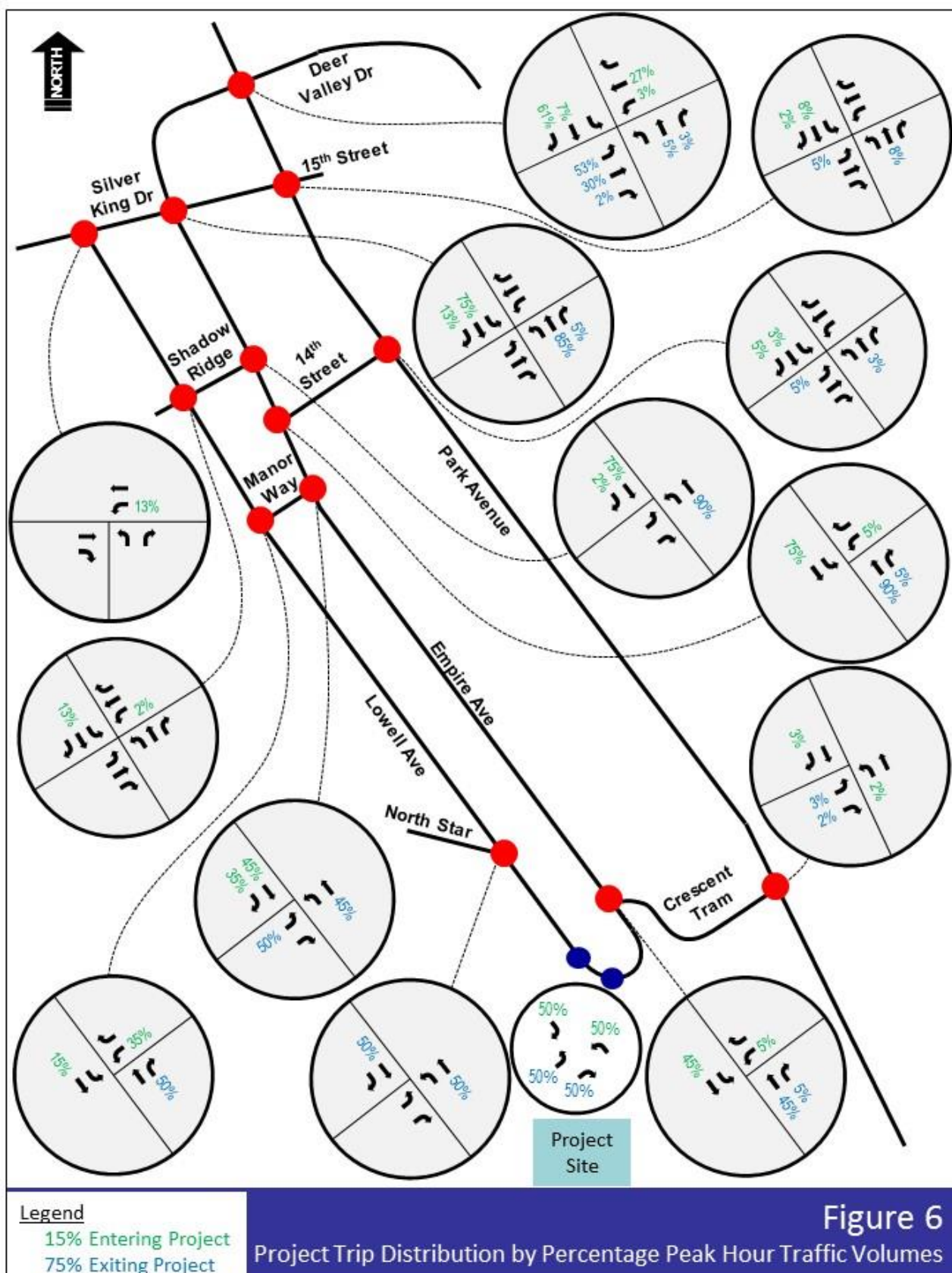
Table 5 Trip Generation after Trip Reduction

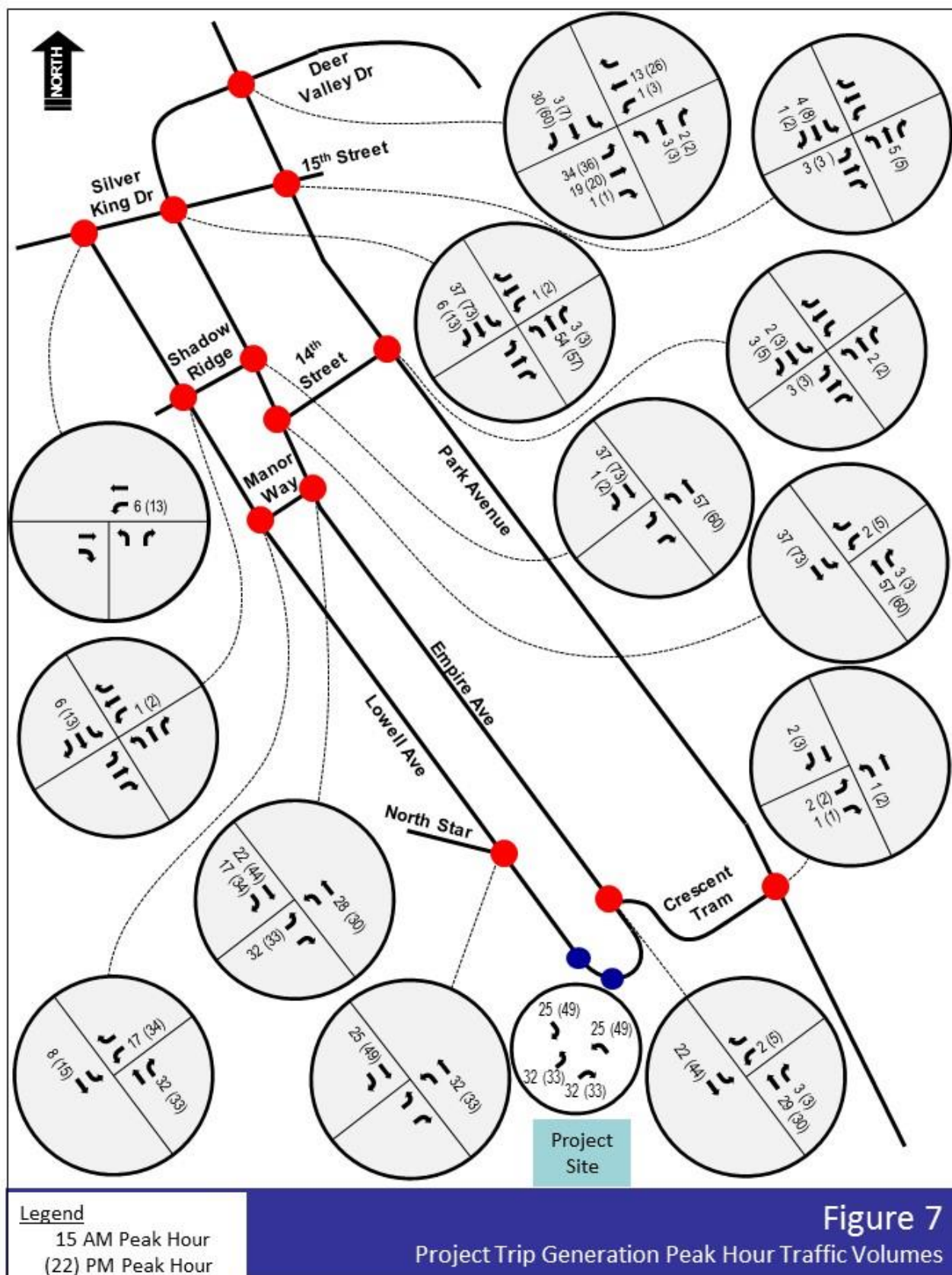
Land Use (ITE Reference)	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Hotel	122,225 sq-ft or 202 units	27	22	49	31	24	55
Employee Housing	6,669 sq-ft or 30 units	3	5	8	9	6	15
Condominium/Townhouse	103 units	4	17	21	19	10	29
Commercial	17,470 sq-ft	15	16	31	36	25	61
Total		48	61	109	95	65	160

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 5**.







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.

DRAFT



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 6** 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 6**. 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 6 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 7 shows the level of service and corresponding delay (sec/veh) at each of the study intersections for the existing traffic conditions.

Table 7 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			B (19.9) / C (24.3)
Empire Ave / Silver King Dr	Stop	C (19.2) / F (56.0)	EB / EB	
Empire Ave / Shadow Ridge	Stop	A (7.4) / A (9.8)	NB / EB	
Empire Ave / Manor Way	Stop	A (5.2) / A (6.1)	EB / EB	
Empire Ave / Crescent Tram	Stop	A (4.2) / A (3.8)	WB / WB	
Empire Ave / 14 Street	Stop	A (8.5) / A (9.5)	EB / EB	
Lowell Ave / Silver King	Stop	B (13.7) / B (14.4)	NB / NB	
Lowell Ave / Manor Way	Stop	A (3.9) / A (6.8)	WB / SB	
Lowell Ave / North Star	Stop	A (4.4) / A (3.7)	EB / EB	
Lowell Ave / Shadow Ridge	Stop	A (8.9) / A (5.4)	EB / WB	
Park Ave / 15th	Stop	A (7.0) / B (12.7)	EB / EB	
Park Ave / 14th Street	Stop	A (6.3) / B (11.0)	EB / EB	
Park Ave / 8th	Stop	A (4.6) / A (6.6)	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 7**, all the intersections currently operate at an acceptable LOS during both the AM and PM peak hours except for the Empire Ave / Silver King intersection during the PM peak hour. The eastbound left turning movement at the Empire Ave / Silver King intersection experiences excessive delays during a typical winter ski day as the motorists leave the Resort.

Future (2037) Levels of Service

Table 8 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 8 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			D (35.6) / D (53.3)
Empire Ave / Silver King	Stop	F (51.9) / F (164.1)	EB / EB	
Empire Ave / Shadow Ridge	Stop	B (13.4) / D (25.6)	NB / EB	
Empire Ave / Manor Way	Stop	A (6.0) / A (8.3)	EB / EB	
Empire Ave / Crescent Tram	Stop	A (4.2) / A (4.1)	WB / WB	
Empire Ave / 14 Street	Stop	B (11.4) / C (15.4)	WB / WB	
Lowell Ave / Silver King	Stop	B (19.2) / F (205.1)	NB / NB	
Lowell Ave / Manor Way	Stop	A (6.2) / B (10.0)	SB / SB	
Lowell Ave / North Star	Stop	A (3.1) / A (1.6)	EB / SB	
Lowell Ave / Shadow Ridge	Stop	A (7.0) / A (6.7)	WB / WB	
Park Ave / 15th	Stop	B (10.1) / C (15.8)	WB / WB	
Park Ave / 14th Street	Stop	A (6.8) / B (14.4)	EB / EB	
Park Ave / Crescent Tram	Stop	A (5.6) / A (8.1)	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 8**, the intersections are expected 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 result from vehicles queuing from the Empire Ave / Silver King intersection.

The eastbound left turning movement in the AM peak hour and all the eastbound movements experience excessive delays at the Empire Ave / Silver King due to the volume of vehicles.



Future Levels of Service Without Project

With the intersections in the study area operating in the future at undesirable levels of service even without taking into account the impact of the Treasure Hill project, expected mitigation/improvement measures were applied and analyzed. **Table 9** shows the level of service and corresponding delay (sec/veh) at specific intersections for the future traffic conditions without the Treasure Hill development.

Table 9 Future Mitigated Levels of Service

Intersection	Control	Worst Approach ¹		Overall Intersection ²
		LOS AM / PM	Approach AM / PM	LOS
Park Ave / Deer Valley	Signal			D (43.8) / D (53.5)
Empire Ave / Silver King	Roundabout or Signal			A (7.1) / B (11.9)
Lowell Ave / Silver King	Stop	A (7.1) / B (10.6)	WB / 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 9**, 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.

While the Park Ave / Deer Valley intersection operates at an acceptable LOS, certain traffic movements experience excessive delays. Retiming the existing traffic signal will remove excessive delays and still provide an acceptable LOS for the intersection.

Future Levels of Service With Project

Table 10 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 9**.

Table 10 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			D (47.7) / D (53.9)
Empire Ave. / Silver King	Roundabout or Signal			A (7.1) / B (12.1)
Empire Ave / Shadow Ridge	Stop	C (15.4) / C (24.0)	NB / EB	
Empire Ave / Manor Way	Stop	A (6.9) / B (11.6)	EB / EB	
Empire Ave / Crescent Tram	Stop	A (4.6) / A (4.7)	WB / WB	
Empire Ave / 14 Street	Stop	B (11.7) / C (16.7)	WB / WB	
Lowell Ave / Silver King	Stop	A (7.1) / B (10.6)	WB / NB	
Lowell Ave / Manor Way	Stop	A (6.4) / B (11.2)	SB / SB	
Lowell Ave / North Star	Stop	A (4.2) / A (8.2)	EB / EB	
Lowell Ave / Shadow Ridge	Stop	A (7.2) / A (6.1)	WB / WB	
Park Ave / 15th	Stop	A (10.0) / D (28.7)	WB / WB	
Park Ave / 14th Street	Stop	A (7.2) / B (19.2)	EB / EB	
Park Ave / 8th	Stop	A (5.6) / A (8.3)	EB / EB	
Access 1 / Empire Ave	Stop	A (2.5) / A (2.6)	NB / NB	
Access 2 / Lowell Ave	Stop	A (3.8) / A (3.9)	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**, with the implementation of the mitigation/improvement measures applied in **Table 9**, 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.

TRAFFIC DEMAND MANAGEMENT / TRAFFIC MITIGATION

The Treasure Hill project will implement various Traffic Demand Management (TDM) strategies.



- A very significant TDM strategy is the creation of a transportation system that does not put additional vehicles on the roadways. The Treasure Hill project is committed to providing a cabriolet system that will connect the project to Main Street. The gondola will traverse between Main Street and Treasure Hill 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. The cabriolet will allow employees and visitors from the project to access the Park City transit system without using a private vehicle or hired vehicle. This cabriolet will also be available to ride for residents living near the project, resulting in fewer vehicles on the roadway.
- Another TDM commitment is the construction of ski runs for beginner and intermediate skiers that will provide connection to Park City Mountain Resort. The same ski run terrain will provide trail connections during the summer months of the year.
- Another TDM strategy is the inclusion of employee housing and on-site commercial. 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 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 and other special events like Sundance Film Festival 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 to get to the site. Flexibility regarding this strategy is necessary to accommodate the many aspects of construction.

PARKING ANALYSIS

As part of this addendum, a parking generation study was completed to estimate parking demand that the Treasure Hill project would 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 11 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 gondola 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. 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 12**.

Table 12 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.

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 traffic and 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, encouragement of employees not living on site to use public transportation to access the site.
- During the busy winter season and special events, implementation of shuttle service to and from the airport.
- During the construction phase of the project, making arrangements for some construction workers to park off site at the Richardson Flats, or similar park and ride lots and shuttle them to the site.



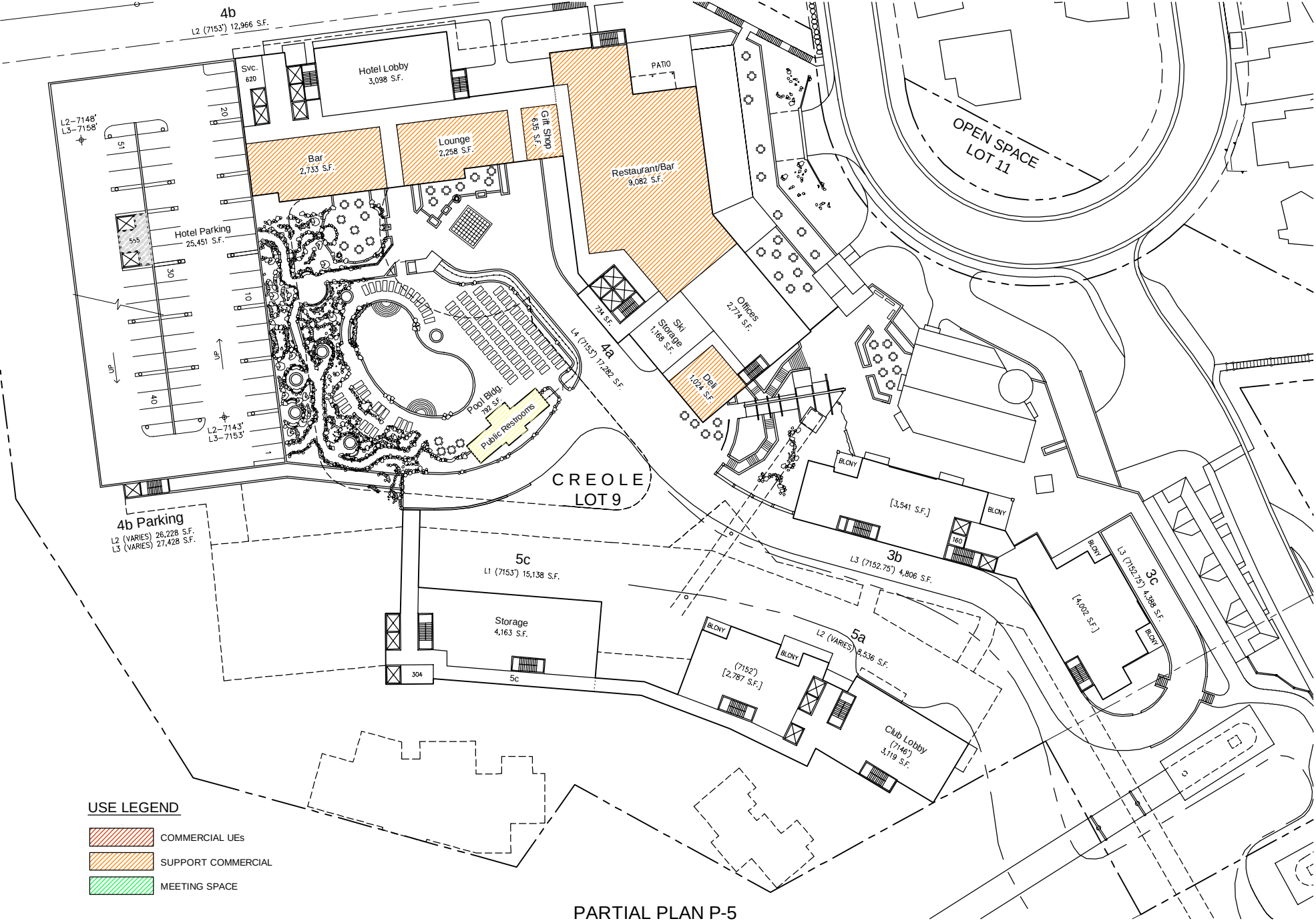
APPENDIX – Commercial Space Exhibit

DRAFT





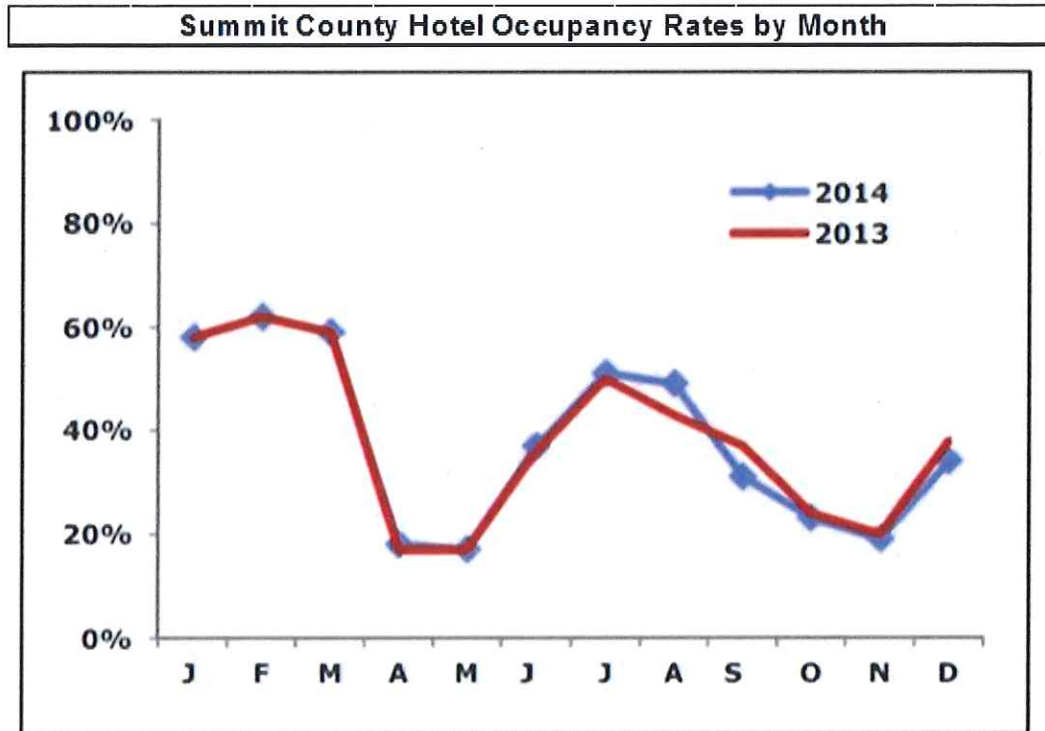






APPENDIX – Hotel Occupancy Rates

DRAFT



Source: DestiMetrics; Kern C. Gardner Policy Institute, University of Utah 2015
 Utah Tourism Report
 Data Current March 2016



APPENDIX – Existing Conditions Traffic Analysis

DRAFT

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Existing

04/11/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.5	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.0	4.7	5.7	6.6	3.1	2.5	0.3	1.4	1.2	1.6

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	3.3	0.3	0.2	0.0	0.0	0.0	2.6	1.0	0.7
Total Del/Veh (s)	28.6	21.2	12.6	44.7	39.2	5.0	18.1	27.5	10.8	28.6	16.9	9.1

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.8
Total Del/Veh (s)	19.9

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	19.2	11.1	5.3	13.3	15.1	7.0	5.0	1.3	0.9	4.1	1.3	3.6

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	3.9

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.4	0.0	0.1	1.7	0.5	1.6

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.2	1.3	3.9	2.4	0.4	0.3	0.4	3.4

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	0.0	0.9	0.7	0.8

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Existing

04/11/2017

12: Park Ave & Osborne St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	4.6	2.9	1.7	0.1	1.6	1.4	1.3

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.9	2.8	3.5	5.7	1.6	4.0

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.3	0.2	3.2	4.3	1.8	0.9	1.6	0.6	0.3	1.7

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.2	0.0
Total Del/Veh (s)	0.3	0.2	5.8	4.5	13.7	3.7	5.3

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.1	7.4	1.2	2.3	1.5	1.8

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	8.9	2.4	5.4	6.1	3.8	0.2	1.3	3.4	3.1

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	8.5	5.2	1.3	0.8	3.7	0.6	1.6

Total Network Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	27.8

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Existing

04/11/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	59	33	16
Average Queue (ft)	26	13	1
95th Queue (ft)	49	36	10
Link Distance (ft)	388	334	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	108	131	133	84	223	84	58	112	121	243	373	265
Average Queue (ft)	50	69	59	33	123	42	20	48	57	165	87	118
95th Queue (ft)	94	112	117	73	197	73	49	85	102	261	257	211
Link Distance (ft)			591		536	536	357	357	357		706	706
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	215	215		250						220		
Storage Blk Time (%)					0					6	0	
Queuing Penalty (veh)					0					8	0	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LT
Maximum Queue (ft)	116	103	46	97	29
Average Queue (ft)	48	20	16	25	1
95th Queue (ft)	89	69	37	68	13
Link Distance (ft)		315	388	602	591
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	12	0			
Queuing Penalty (veh)	4	0			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Existing

04/11/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	29
Average Queue (ft)	16	2
95th Queue (ft)	38	14
Link Distance (ft)	185	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	93	18
Average Queue (ft)	45	1
95th Queue (ft)	74	10
Link Distance (ft)	146	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	19
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Existing

04/11/2017

Intersection: 12: Park Ave & Osborne St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	49	18
Average Queue (ft)	20	1
95th Queue (ft)	47	11
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	63	59	69
Average Queue (ft)	30	32	41
95th Queue (ft)	48	53	62
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	54	75	14
Average Queue (ft)	28	13	0
95th Queue (ft)	43	49	10
Link Distance (ft)	392	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Existing

04/11/2017

Intersection: 20: Lowell Ave & Silver King Dr

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	11	67	94
Average Queue (ft)	1	12	40
95th Queue (ft)	7	44	67
Link Distance (ft)	334		738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	28	126	22
Average Queue (ft)	2	29	1
95th Queue (ft)	13	87	10
Link Distance (ft)	270	167	602
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	21	94	60
Average Queue (ft)	8	53	32
95th Queue (ft)	18	80	50
Link Distance (ft)	232	270	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Existing

04/11/2017

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	87	25	41
Average Queue (ft)	35	1	3
95th Queue (ft)	63	13	21
Link Distance (ft)	392	332	167
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 13

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Existing

04/11/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.1	0.1	0.0
Total Del/Veh (s)	12.7	1.2	7.2	9.5	12.5	3.7	4.5	0.7	1.9	1.4	2.0

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	2.9	0.4	0.5	0.0	0.0	0.0	2.9	0.9	0.5
Total Del/Veh (s)	32.1	24.5	17.9	46.9	39.1	17.8	18.3	27.5	21.1	29.7	17.7	3.2

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	0.7
Total Del/Veh (s)	24.3

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	56.0	25.3	17.5	14.3	6.4	9.1	3.2	1.2	0.7	6.1	1.7	3.0

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	13.6

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	2.5	0.0	0.0	2.1	0.5	1.5

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.1	1.5	4.7	2.1	0.4	0.5	0.4	4.1

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	1.7	0.1	1.2	1.1	1.0

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Existing

04/11/2017

12: Park Ave & Osborne St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.2	0.0	0.0	0.1
Total Del/Veh (s)	6.6	4.0	2.5	0.2	3.4	4.2	2.5

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.3	4.0	6.8	7.0	5.8

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.6	0.0	0.0	0.0	0.1
Total Del/Veh (s)	11.0	0.2	5.5	5.7	2.8	3.0	2.9	0.8	0.5	2.4

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	1.1	0.6	0.4
Total Del/Veh (s)	2.6	0.1	4.7	3.0	14.4	13.6	10.3

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.8	4.0	3.5	0.7	1.7	1.1	1.1

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0		0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.0	2.5	4.9	5.4	3.5		0.0	2.7	2.9	3.7

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	5.2	1.1	0.8	4.2	0.7	1.6

Total Network Performance

Denied Del/Veh (s)	0.9
Total Del/Veh (s)	36.7

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Existing

04/11/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	70	43	38	8
Average Queue (ft)	27	15	8	0
95th Queue (ft)	54	42	29	4
Link Distance (ft)	382	341		357
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			1	

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	201	211	216	97	229	345	59	171	183	294	325	112
Average Queue (ft)	121	132	107	43	117	162	19	93	103	176	116	39
95th Queue (ft)	179	193	187	84	193	286	46	147	161	282	257	79
Link Distance (ft)			591		537	537		357	357		706	706
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	215	215		250			300			300		
Storage Blk Time (%)	0	0	0		0					2	0	
Queuing Penalty (veh)	0	0	2		0					5	0	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LT
Maximum Queue (ft)	150	322	51	76	71
Average Queue (ft)	119	129	14	11	10
95th Queue (ft)	176	336	35	44	43
Link Distance (ft)		315	382	602	591
Upstream Blk Time (%)		7			
Queuing Penalty (veh)		24			
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	70	2			
Queuing Penalty (veh)	42	7			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Existing

04/11/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	36	11
Average Queue (ft)	13	0
95th Queue (ft)	36	7
Link Distance (ft)	185	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	123	18
Average Queue (ft)	63	1
95th Queue (ft)	99	11
Link Distance (ft)	146	2121
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	18	6
Average Queue (ft)	1	0
95th Queue (ft)	9	4
Link Distance (ft)	247	292
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Existing

04/11/2017

Intersection: 12: Park Ave & Osborne St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	65	37
Average Queue (ft)	30	4
95th Queue (ft)	53	23
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	65	73	104
Average Queue (ft)	32	41	56
95th Queue (ft)	51	62	87
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	98	119	68
Average Queue (ft)	33	24	4
95th Queue (ft)	63	81	30
Link Distance (ft)	392	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Existing

04/11/2017

Intersection: 20: Lowell Ave & Silver King Dr

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	23	35	235
Average Queue (ft)	2	3	84
95th Queue (ft)	13	20	211
Link Distance (ft)	334		738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	22	107	17
Average Queue (ft)	3	22	1
95th Queue (ft)	18	73	6
Link Distance (ft)	270	167	602
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	49	81	59
Average Queue (ft)	14	42	31
95th Queue (ft)	31	67	52
Link Distance (ft)	232	270	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Existing

04/11/2017

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	64	9	66
Average Queue (ft)	31	0	11
95th Queue (ft)	57	4	42
Link Distance (ft)	392	332	167
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 81

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 Signalized Intersection Summary

6: Park Ave & Empire Ave/Deer Valley Dr

04/11/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	143	13	42	218	189	32	146	54	418	140	782
Future Volume (veh/h)	261	143	13	42	218	189	32	146	54	418	140	782
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	284	155	14	46	237	205	35	159	59	454	152	850
Adj No. of Lanes	2	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	408	398	36	67	290	484	348	961	344	732	919	969
Arrive On Green	0.12	0.24	0.24	0.04	0.16	0.16	0.03	0.38	0.38	0.15	0.49	0.49
Sat Flow, veh/h	3442	1684	152	1774	1863	1583	1774	2557	914	1774	1863	1583
Grp Volume(v), veh/h	284	0	169	46	237	205	35	108	110	454	152	850
Grp Sat Flow(s),veh/h/ln	1721	0	1836	1774	1863	1583	1774	1770	1701	1774	1863	1583
Q Serve(g_s), s	7.1	0.0	7.0	2.3	11.1	5.7	1.1	3.7	3.9	13.5	4.1	19.4
Cycle Q Clear(g_c), s	7.1	0.0	7.0	2.3	11.1	5.7	1.1	3.7	3.9	13.5	4.1	19.4
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	408	0	434	67	290	484	348	665	640	732	919	969
V/C Ratio(X)	0.70	0.00	0.39	0.68	0.82	0.42	0.10	0.16	0.17	0.62	0.17	0.88
Avail Cap(c_a), veh/h	784	0	651	130	373	554	389	665	640	732	919	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	28.9	42.8	36.8	10.8	16.1	18.7	18.7	12.8	12.6	6.4
Incr Delay (d2), s/veh	2.1	0.0	0.6	11.5	10.6	0.6	0.1	0.5	0.6	1.6	0.4	11.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.0	3.6	1.3	6.6	2.5	0.5	1.9	1.9	1.6	2.2	11.2
LnGrp Delay(d),s/veh	40.2	0.0	29.5	54.3	47.4	11.4	16.2	19.2	19.3	14.4	13.0	17.5
LnGrp LOS	D		C	D	D	B	B	B	B	B	B	B
Approach Vol, veh/h		453			488			253			1456	
Approach Delay, s/veh		36.2			32.9			18.8			16.0	
Approach LOS		D			C			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	38.3	7.9	25.8	7.4	48.9	15.2	18.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	13.5	20.0	6.6	31.9	5.0	28.5	20.5	18.0				
Max Q Clear Time (g_c+I1), s	15.5	5.9	4.3	9.0	3.1	21.4	9.1	13.1				
Green Ext Time (p_c), s	0.0	5.3	0.0	2.0	0.0	3.5	1.5	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				22.9								
HCM 2010 LOS				C								



APPENDIX – Future (2037) Conditions Without Treasure Hill Traffic Analysis

DRAFT

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037)

04/11/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	4.4	10.1	6.9	2.9	2.3	0.3	1.5	1.1	1.5

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	3.3	0.4	0.3	0.0	0.0	0.0	10.6	9.2	8.5
Total Del/Veh (s)	33.3	23.3	12.2	49.3	45.4	6.9	36.1	30.8	13.6	58.9	35.6	31.6

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	5.3
Total Del/Veh (s)	35.6

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	51.9	25.1	15.4	25.0	26.3	7.0	7.0	2.5	1.9	4.3	1.5	4.5

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	7.7

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	4.2	2.7	0.1	0.0	1.9	0.3	1.7

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	4.8	2.7	0.4	0.4	0.4	3.8

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.1	0.0	1.0	0.9	0.8

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037)

04/11/2017

12: Park Ave & Osborne St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.6	3.1	2.1	0.2	1.4	2.0	1.3

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.1	3.0	3.8	6.2	1.6	4.4

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.8	3.6	3.8	2.0	1.9	2.3	0.6	0.4	2.0

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.3	0.2	0.0
Total Del/Veh (s)	0.5	0.3	6.8	4.5	19.2	5.9	6.4

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.2	13.4	3.2	3.1	1.9	3.1

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	5.0	2.8	6.3	7.0	4.9	0.2	1.3	3.8	3.4

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.4	7.7	1.5	1.2	4.2	0.8	2.2

Total Network Performance

Denied Del/Veh (s)	5.3
Total Del/Veh (s)	47.0

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037)

04/11/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB
Directions Served	LTR	LTR	L
Maximum Queue (ft)	56	33	16
Average Queue (ft)	26	13	1
95th Queue (ft)	49	36	9
Link Distance (ft)	388	334	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			50
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	146	160	156	143	305	128	74	116	142	245	700	719
Average Queue (ft)	77	92	74	42	164	52	27	56	71	227	418	430
95th Queue (ft)	134	142	138	96	265	99	57	95	121	283	838	822
Link Distance (ft)			591		536	536	357	357	357		706	706
Upstream Blk Time (%)											9	7
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	215	215		250						220		
Storage Blk Time (%)					2					36	0	
Queuing Penalty (veh)					1					64	0	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	LT	R
Maximum Queue (ft)	149	228	72	163	55	86
Average Queue (ft)	81	50	21	45	3	7
95th Queue (ft)	144	183	51	122	24	59
Link Distance (ft)		315	388	602	591	591
Upstream Blk Time (%)		2				
Queuing Penalty (veh)		3				
Storage Bay Dist (ft)	50					
Storage Blk Time (%)	49	2				
Queuing Penalty (veh)	18	3				

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037)

04/11/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	31
Average Queue (ft)	18	2
95th Queue (ft)	39	16
Link Distance (ft)	185	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	114	25
Average Queue (ft)	57	1
95th Queue (ft)	94	10
Link Distance (ft)	146	2121
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	1	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	2
95th Queue (ft)	13
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037)

04/11/2017

Intersection: 12: Park Ave & Osborne St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	55	46
Average Queue (ft)	26	2
95th Queue (ft)	52	18
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	56	71	87
Average Queue (ft)	34	36	46
95th Queue (ft)	52	57	71
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	60	81	6
Average Queue (ft)	32	16	0
95th Queue (ft)	53	53	6
Link Distance (ft)	392	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037)

04/11/2017

Intersection: 20: Lowell Ave & Silver King Dr

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	30	87	124
Average Queue (ft)	2	27	49
95th Queue (ft)	14	73	90
Link Distance (ft)	334		738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	27	179	40
Average Queue (ft)	2	63	4
95th Queue (ft)	16	155	23
Link Distance (ft)	270	167	602
Upstream Blk Time (%)		2	
Queuing Penalty (veh)		9	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	30	128	67
Average Queue (ft)	10	63	34
95th Queue (ft)	22	98	55
Link Distance (ft)	232	270	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037)

04/11/2017

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	93	94	45
Average Queue (ft)	37	9	6
95th Queue (ft)	68	62	29
Link Distance (ft)	392	332	167
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 99

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.3	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	5.0	8.5	7.7	3.4	2.9	0.3	1.6	0.9	1.7

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	4.4	1.4	1.4	0.0	0.0	0.0	8.1	6.8	7.1
Total Del/Veh (s)	34.2	24.4	15.4	101.1	117.0	7.3	31.5	48.2	26.1	70.3	47.4	21.3

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	4.4
Total Del/Veh (s)	43.8

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	16.3	10.7	5.9	11.8	11.8	3.8	17.2	5.5	3.0	11.2	6.8	4.9

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.1

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	2.6	0.1	0.1	1.9	0.5	1.8

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.8	4.7	2.2	0.4	0.4	0.5	3.8

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.0	1.0	0.9	0.8

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

12: Park Ave & Osborne St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	6.0	3.3	1.9	0.1	2.2	2.6	1.7

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.6	3.9	6.2	1.8	4.4

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.7	4.2	3.9	2.1	2.9	0.7	0.4	2.2

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	1.2	0.3	7.3	5.6	26.9	5.7	6.8

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	12.3	2.7	4.7	3.5	3.8

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	6.0	2.6	6.6	6.9	4.6	0.2	1.5	3.8	3.5

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	6.5	1.1	0.9	3.5	1.0	2.0

Total Network Performance

Denied Del/Veh (s)	4.4
Total Del/Veh (s)	54.9

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	60	38	26	4
Average Queue (ft)	30	16	2	0
95th Queue (ft)	53	40	13	3
Link Distance (ft)	382	334		357
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	183	190	182	275	546	273	59	149	172	245	728	732
Average Queue (ft)	82	99	77	108	319	91	25	78	92	229	457	353
95th Queue (ft)	152	166	153	270	557	316	54	130	153	292	833	722
Link Distance (ft)			591		536	536	357	357	357		706	706
Upstream Blk Time (%)					6	1					8	3
Queuing Penalty (veh)					0	0					0	0
Storage Bay Dist (ft)	215	215		250						220		
Storage Blk Time (%)	0	0	0	0	33					41	0	
Queuing Penalty (veh)	0	0	0	0	18					73	0	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	111	69	48	105	171	49	206	196
Average Queue (ft)	60	17	15	28	68	6	99	18
95th Queue (ft)	102	49	38	67	128	29	170	109
Link Distance (ft)		309	382		601		591	591
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100		100		
Storage Blk Time (%)	1			0	2		4	
Queuing Penalty (veh)	0			0	1		0	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	19
Average Queue (ft)	18	1
95th Queue (ft)	39	10
Link Distance (ft)	185	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	119	6
Average Queue (ft)	57	0
95th Queue (ft)	97	4
Link Distance (ft)	146	2121
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	19
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 12: Park Ave & Osborne St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	28
Average Queue (ft)	25	2
95th Queue (ft)	53	13
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	63	70	79
Average Queue (ft)	35	39	47
95th Queue (ft)	52	61	69
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	75	79	4
Average Queue (ft)	33	17	0
95th Queue (ft)	55	56	3
Link Distance (ft)	391	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 20: Lowell Ave & Silver King Dr

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	34	114	114
Average Queue (ft)	2	29	47
95th Queue (ft)	14	84	96
Link Distance (ft)	334		738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		2	
Queuing Penalty (veh)		0	

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	28	165	17
Average Queue (ft)	3	57	1
95th Queue (ft)	16	146	9
Link Distance (ft)	265	165	601
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	26	119	69
Average Queue (ft)	10	66	36
95th Queue (ft)	21	96	58
Link Distance (ft)	232	265	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	89	59	66
Average Queue (ft)	40	3	4
95th Queue (ft)	71	30	30
Link Distance (ft)	391	332	165
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 96

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 Signalized Intersection Summary

6: Park Ave & Empire Ave/Deer Valley Dr

04/11/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	328	180	16	53	274	238	40	184	68	526	176	984
Future Volume (veh/h)	328	180	16	53	274	238	40	184	68	526	176	984
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	357	196	17	58	298	259	43	200	74	572	191	1070
Adj No. of Lanes	2	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	447	463	40	75	348	603	340	738	265	483	671	776
Arrive On Green	0.13	0.27	0.27	0.04	0.19	0.19	0.12	0.29	0.29	0.19	0.36	0.36
Sat Flow, veh/h	3442	1690	147	1774	1863	1583	1774	2555	916	1774	1863	1583
Grp Volume(v), veh/h	357	0	213	58	298	259	43	137	137	572	191	1070
Grp Sat Flow(s),veh/h/ln	1721	0	1837	1774	1863	1583	1774	1770	1701	1774	1863	1583
Q Serve(g_s), s	9.1	0.0	8.6	2.9	13.9	10.9	0.0	5.4	5.6	17.5	6.6	23.8
Cycle Q Clear(g_c), s	9.1	0.0	8.6	2.9	13.9	10.9	0.0	5.4	5.6	17.5	6.6	23.8
Prop In Lane	1.00		0.08	1.00		1.00	1.00		0.54	1.00		1.00
Lane Grp Cap(c), veh/h	447	0	503	75	348	603	340	511	492	483	671	776
V/C Ratio(X)	0.80	0.00	0.42	0.77	0.86	0.43	0.13	0.27	0.28	1.18	0.28	1.38
Avail Cap(c_a), veh/h	631	0	557	142	373	625	340	511	492	483	671	776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.0	0.0	26.8	42.6	35.4	20.6	30.6	24.7	24.8	29.6	20.5	9.2
Incr Delay (d2), s/veh	4.8	0.0	0.6	15.0	16.9	0.5	0.2	1.3	1.4	102.0	1.1	178.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	0.0	4.4	1.7	8.7	4.8	0.9	2.8	2.8	17.1	3.6	48.6
LnGrp Delay(d),s/veh	42.8	0.0	27.4	57.6	52.3	21.1	30.8	25.9	26.2	131.6	21.6	188.0
LnGrp LOS	D		C	E	D	C	C	C	C	F	C	F
Approach Vol, veh/h		570			615			317			1833	
Approach Delay, s/veh		37.1			39.7			26.7			153.0	
Approach LOS		D			D			C			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	30.5	8.3	29.2	15.6	36.9	16.2	21.3				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	20.0	7.2	27.3	5.1	32.4	16.5	18.0				
Max Q Clear Time (g_c+I1), s	19.5	7.6	4.9	10.6	2.0	25.8	11.1	15.9				
Green Ext Time (p_c), s	0.0	1.3	0.0	3.6	0.5	3.5	0.6	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			100.3									
HCM 2010 LOS			F									

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.3	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.0	5.0	8.5	7.7	3.4	2.9	0.3	1.6	0.9	1.7

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.0	0.0	4.4	1.4	1.4	0.0	0.0	0.0	8.1	6.8	7.1
Total Del/Veh (s)	34.2	24.4	15.4	101.1	117.0	7.3	31.5	48.2	26.1	70.3	47.4	21.3

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	4.4
Total Del/Veh (s)	43.8

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	16.3	10.7	5.9	11.8	11.8	3.8	17.2	5.5	3.0	11.2	6.8	4.9

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.1

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.0	2.6	0.1	0.1	1.9	0.5	1.8

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.8	4.7	2.2	0.4	0.4	0.5	3.8

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.7	0.0	1.0	0.9	0.8

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

12: Park Ave & Osborne St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	6.0	3.3	1.9	0.1	2.2	2.6	1.7

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.6	3.9	6.2	1.8	4.4

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	7.7	4.2	3.9	2.1	2.9	0.7	0.4	2.2

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	1.2	0.3	7.3	5.6	26.9	5.7	6.8

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	12.3	2.7	4.7	3.5	3.8

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.3	6.0	2.6	6.6	6.9	4.6	0.2	1.5	3.8	3.5

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	6.5	1.1	0.9	3.5	1.0	2.0

Total Network Performance

Denied Del/Veh (s)	4.4
Total Del/Veh (s)	54.9

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	60	38	26	4
Average Queue (ft)	30	16	2	0
95th Queue (ft)	53	40	13	3
Link Distance (ft)	382	334		357
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	183	190	182	275	546	273	59	149	172	245	728	732
Average Queue (ft)	82	99	77	108	319	91	25	78	92	229	457	353
95th Queue (ft)	152	166	153	270	557	316	54	130	153	292	833	722
Link Distance (ft)			591		536	536	357	357	357		706	706
Upstream Blk Time (%)					6	1					8	3
Queuing Penalty (veh)					0	0					0	0
Storage Bay Dist (ft)	215	215		250						220		
Storage Blk Time (%)	0	0	0	0	33					41	0	
Queuing Penalty (veh)	0	0	0	0	18					73	0	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	111	69	48	105	171	49	206	196
Average Queue (ft)	60	17	15	28	68	6	99	18
95th Queue (ft)	102	49	38	67	128	29	170	109
Link Distance (ft)		309	382		601		591	591
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100		100		
Storage Blk Time (%)	1			0	2		4	
Queuing Penalty (veh)	0			0	1		0	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	19
Average Queue (ft)	18	1
95th Queue (ft)	39	10
Link Distance (ft)	185	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	119	6
Average Queue (ft)	57	0
95th Queue (ft)	97	4
Link Distance (ft)	146	2121
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	19
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 12: Park Ave & Osborne St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	28
Average Queue (ft)	25	2
95th Queue (ft)	53	13
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	63	70	79
Average Queue (ft)	35	39	47
95th Queue (ft)	52	61	69
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	75	79	4
Average Queue (ft)	33	17	0
95th Queue (ft)	55	56	3
Link Distance (ft)	391	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 20: Lowell Ave & Silver King Dr

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	34	114	114
Average Queue (ft)	2	29	47
95th Queue (ft)	14	84	96
Link Distance (ft)	334		738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		2	
Queuing Penalty (veh)		0	

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	28	165	17
Average Queue (ft)	3	57	1
95th Queue (ft)	16	146	9
Link Distance (ft)	265	165	601
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		3	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	26	119	69
Average Queue (ft)	10	66	36
95th Queue (ft)	21	96	58
Link Distance (ft)	232	265	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	89	59	66
Average Queue (ft)	40	3	4
95th Queue (ft)	71	30	30
Link Distance (ft)	391	332	165
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 96

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Future (2037)

04/11/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.2	0.0	0.1	0.1	0.1
Total Del/Veh (s)	13.2	1.8	8.5	15.5	15.8	4.4	5.4	0.8	1.8	1.2	2.1

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	105.2	107.9	113.1	0.0	0.0	0.0	78.0	78.0	78.2
Total Del/Veh (s)	42.2	25.0	16.9	67.2	52.3	82.0	18.9	33.4	26.9	99.4	48.0	9.0

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	57.0
Total Del/Veh (s)	53.3

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	5.4	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	164.1	90.6	82.9	18.9	11.1	13.5	4.7	2.0	1.3	7.6	2.1	3.1

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	1.1
Total Del/Veh (s)	30.2

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.1	2.6	0.0	0.1	2.4	0.6	1.7

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.3	2.4	6.2	2.0	0.4	0.7	0.5	5.6

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)		0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)		1.2	0.0	1.2	1.6	1.0

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Future (2037)

04/11/2017

12: Park Ave & Osborne St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.3	0.0	0.0	0.1
Total Del/Veh (s)	8.1	4.1	3.3	0.4	3.6	5.4	2.7

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.2	0.1	0.0	0.1
Total Del/Veh (s)	4.8	5.5	10.0	9.7	7.9

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.5	0.0	0.0	0.0	0.1
Total Del/Veh (s)	14.4	0.3	8.8	6.1	3.5	5.6	3.6	0.9	0.6	3.2

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	26.0	6.9	0.0	0.0	681.7	596.6	350.3
Total Del/Veh (s)	75.0	75.5	5.1	4.2	205.1	196.3	105.8

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.3	0.3	0.0	0.0	0.2
Total Del/Veh (s)	25.6	2.8	5.6	1.6	2.1	1.3	1.9

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.1		0.0	0.0	0.0
Total Del/Veh (s)	4.5	2.9	5.7	6.7	3.8	0.0	2.2	3.0	3.3	4.3

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.4	7.2	1.4	1.0	5.7	1.2	2.2

Total Network Performance

Denied Del/Veh (s)	111.8
Total Del/Veh (s)	84.8

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037)

04/11/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	73	52	34	14
Average Queue (ft)	28	19	11	0
95th Queue (ft)	53	45	33	6
Link Distance (ft)	382	341		357
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	276	278	248	218	580	584	60	218	222	325	744	709
Average Queue (ft)	161	173	118	64	427	479	22	125	136	309	558	378
95th Queue (ft)	240	258	203	144	746	699	51	195	205	380	929	925
Link Distance (ft)			591		537	537		357	357		706	706
Upstream Blk Time (%)					38	61					33	10
Queuing Penalty (veh)					0	0					0	0
Storage Bay Dist (ft)	215	215		250			300			300		
Storage Blk Time (%)	2	4	1		2			0		49	1	
Queuing Penalty (veh)	7	15	4		2			0		185	3	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	SB
Directions Served	L	TR	LTR	LTR	LT
Maximum Queue (ft)	150	331	59	143	100
Average Queue (ft)	149	324	20	28	16
95th Queue (ft)	150	335	44	97	60
Link Distance (ft)		315	382	602	591
Upstream Blk Time (%)		62			
Queuing Penalty (veh)		269			
Storage Bay Dist (ft)	50				
Storage Blk Time (%)	100	2			
Queuing Penalty (veh)	76	9			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037)

04/11/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	29
Average Queue (ft)	16	2
95th Queue (ft)	39	16
Link Distance (ft)	185	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	157	18
Average Queue (ft)	91	1
95th Queue (ft)	146	9
Link Distance (ft)	146	2121
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	4	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	6
Average Queue (ft)	0
95th Queue (ft)	4
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037)

04/11/2017

Intersection: 12: Park Ave & Osborne St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	76
Average Queue (ft)	33	10
95th Queue (ft)	53	43
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	94	102	200
Average Queue (ft)	41	51	82
95th Queue (ft)	68	81	149
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	105	128	76
Average Queue (ft)	43	31	7
95th Queue (ft)	80	92	40
Link Distance (ft)	392	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037)

04/11/2017

Intersection: 20: Lowell Ave & Silver King Dr

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	133	53	6	484
Average Queue (ft)	49	10	0	402
95th Queue (ft)	191	37	4	487
Link Distance (ft)	334		315	738
Upstream Blk Time (%)	5			
Queuing Penalty (veh)	0			
Storage Bay Dist (ft)		50		
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	28	173	17
Average Queue (ft)	6	46	1
95th Queue (ft)	23	134	9
Link Distance (ft)	270	167	602
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		2	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	42	102	59
Average Queue (ft)	16	48	33
95th Queue (ft)	34	77	54
Link Distance (ft)	232	270	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037)

04/11/2017

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	85	89	100
Average Queue (ft)	35	4	18
95th Queue (ft)	66	34	63
Link Distance (ft)	392	332	167
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 576

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Future (2037) Mitigated

04/12/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.2	0.1	0.1	0.2	0.1
Total Del/Veh (s)	19.5	1.0	12.1	15.8	20.4	5.9	7.6	2.0	2.1	1.5	3.2

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	35.3	38.3	40.1	0.0	0.0	0.0	4.1	2.7	2.1
Total Del/Veh (s)	52.8	34.9	29.6	191.7	131.9	48.8	25.7	66.5	65.4	53.1	31.0	5.0

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	11.3
Total Del/Veh (s)	53.5

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	18.3	10.3	6.0	12.0	4.1	8.6	19.1	12.6	8.5	23.9	9.6	3.2

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	11.9

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.4	0.1	0.1	2.3	0.6	1.6

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.6	3.3	7.5	2.6	0.5	0.7	0.5	5.7

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.9	1.4	0.0	1.3	0.9	1.1

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Future (2037) Mitigated

04/12/2017

12: Park Ave & Osborne St Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.2	0.3	0.0	0.0	0.1
Total Del/Veh (s)	7.8	4.1	3.1	0.3	4.0	5.1	2.9

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1
Total Del/Veh (s)	4.9	5.1	9.6	9.7	7.8

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.2	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	21.1	0.3	9.8	8.0	3.9	2.8	4.1	1.0	0.8	3.6

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.3	0.3	0.2
Total Del/Veh (s)	0.4	0.1	5.3	3.8	8.9	5.2	4.9

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.7	0.3	0.0	0.0	0.2
Total Del/Veh (s)	42.3	3.3	6.4	1.9	3.8	2.9	2.7

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.1	0.1		0.0	0.0	0.0
Total Del/Veh (s)	4.3	2.9	5.8	6.5	4.2	0.0	0.0		3.2	3.9	4.5

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	15.4	7.4	1.5	1.0	6.2	1.4	2.3

Total Network Performance

Denied Del/Veh (s)	11.0
Total Del/Veh (s)	64.7

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB	NB	SB
Directions Served	LTR	LTR	L	TR	LTR
Maximum Queue (ft)	90	39	48	90	8
Average Queue (ft)	35	21	12	13	1
95th Queue (ft)	69	46	39	99	6
Link Distance (ft)	376	341		345	357
Upstream Blk Time (%)				0	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)			50		
Storage Blk Time (%)			0	2	
Queuing Penalty (veh)			2	1	

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	304	357	407	274	533	575	124	322	332	325	743	677
Average Queue (ft)	212	237	198	164	373	400	30	202	211	288	349	134
95th Queue (ft)	314	362	385	337	661	655	111	326	326	371	729	476
Link Distance (ft)			591		537	537		357	357		706	706
Upstream Blk Time (%)			0		18	20	0	3	3		6	1
Queuing Penalty (veh)			4		0	0	0	9	8		0	0
Storage Bay Dist (ft)	215	215		250			300			300		
Storage Blk Time (%)	9	16	4	11	33		0	5		20	0	
Queuing Penalty (veh)	31	54	28	26	26		0	2		75	3	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T
Maximum Queue (ft)	194	151	46	122	310	98	255
Average Queue (ft)	120	31	11	28	160	14	109
95th Queue (ft)	177	82	32	89	267	53	202
Link Distance (ft)		309	376		601		591
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	100			100		100	
Storage Blk Time (%)	12	0		0	17		6
Queuing Penalty (veh)	9	0		1	7		1

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	24
Average Queue (ft)	15	1
95th Queue (ft)	37	12
Link Distance (ft)	185	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	155	25
Average Queue (ft)	92	1
95th Queue (ft)	150	12
Link Distance (ft)	146	2121
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 12: Park Ave & Osborne St

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	60	70
Average Queue (ft)	32	7
95th Queue (ft)	53	36
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	84	99	184
Average Queue (ft)	41	47	82
95th Queue (ft)	69	77	145
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	111	192	77
Average Queue (ft)	46	40	8
95th Queue (ft)	87	122	40
Link Distance (ft)	391	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 20: Lowell Ave & Silver King Dr

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	60	119
Average Queue (ft)	11	63
95th Queue (ft)	39	97
Link Distance (ft)		738
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	50	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	28	178	13
Average Queue (ft)	5	47	1
95th Queue (ft)	23	141	8
Link Distance (ft)	265	165	601
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		5	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	58	98	76
Average Queue (ft)	17	53	39
95th Queue (ft)	37	80	64
Link Distance (ft)	232	265	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) Mitigated

04/12/2017

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	83	61	112
Average Queue (ft)	35	4	22
95th Queue (ft)	68	31	73
Link Distance (ft)	391	332	165
Upstream Blk Time (%)			0
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 298

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 Signalized Intersection Summary

6: Park Ave & Empire Ave/Deer Valley Dr

04/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	683	294	38	77	248	706	39	418	72	546	375	366
Future Volume (veh/h)	683	294	38	77	248	706	39	418	72	546	375	366
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	742	320	41	84	270	767	42	454	78	593	408	398
Adj No. of Lanes	2	1	0	1	1	1	1	2	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	742	518	66	107	307	714	238	514	88	593	789	1012
Arrive On Green	0.22	0.32	0.32	0.06	0.16	0.16	0.03	0.17	0.17	0.29	0.42	0.42
Sat Flow, veh/h	3442	1619	207	1774	1863	1583	1774	3025	517	1774	1863	1583
Grp Volume(v), veh/h	742	0	361	84	270	767	42	265	267	593	408	398
Grp Sat Flow(s),veh/h/ln	1721	0	1826	1774	1863	1583	1774	1770	1772	1774	1863	1583
Q Serve(g_s), s	23.7	0.0	18.4	5.1	15.6	18.1	2.1	16.0	16.2	31.5	17.8	2.7
Cycle Q Clear(g_c), s	23.7	0.0	18.4	5.1	15.6	18.1	2.1	16.0	16.2	31.5	17.8	2.7
Prop In Lane	1.00		0.11	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	742	0	584	107	307	714	238	301	301	593	789	1012
V/C Ratio(X)	1.00	0.00	0.62	0.79	0.88	1.07	0.18	0.88	0.89	1.00	0.52	0.39
Avail Cap(c_a), veh/h	742	0	584	137	307	714	262	301	301	593	789	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.49	0.00	0.49	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.1	0.0	31.7	51.0	44.9	11.6	35.8	44.5	44.6	28.7	23.4	3.5
Incr Delay (d2), s/veh	23.3	0.0	1.0	20.3	24.3	55.4	0.3	28.6	29.8	37.0	2.4	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.6	0.0	9.5	3.1	10.1	29.3	1.1	10.2	10.4	24.0	9.7	3.5
LnGrp Delay(d),s/veh	66.5	0.0	32.7	71.3	69.2	67.0	36.1	73.1	74.4	65.7	25.8	4.7
LnGrp LOS	F		C	E	E	F	D	E	E	F	C	A
Approach Vol, veh/h	1103				1121		574				1399	
Approach Delay, s/veh	55.4				67.9		71.0				36.7	
Approach LOS	E				E		E				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	36.0	23.2	11.1	39.7	8.1	51.1	28.2	22.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	31.5	18.7	8.5	33.3	5.1	45.1	23.7	18.1				
Max Q Clear Time (g_c+I1), s	33.5	18.2	7.1	20.4	4.1	19.8	25.7	20.1				
Green Ext Time (p_c), s	0.0	0.3	0.0	4.4	0.0	8.1	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	54.6											
HCM 2010 LOS	D											

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 Signalized Intersection Summary

7: Empire Ave & Silver King Dr/15th St

04/12/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	357	53	23	11	16	6	44	638	15	15	411	194
Future Volume (veh/h)	357	53	23	11	16	6	44	638	15	15	411	194
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	388	58	25	12	17	7	48	693	16	16	447	0
Adj No. of Lanes	1	1	0	0	1	0	1	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	598	400	172	227	297	103	460	895	21	279	920	782
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.49	0.49	0.49	0.49	0.49	0.00
Sat Flow, veh/h	1381	1236	533	401	918	318	939	1813	42	737	1863	1583
Grp Volume(v), veh/h	388	0	83	36	0	0	48	0	709	16	447	0
Grp Sat Flow(s),veh/h/ln	1381	0	1769	1637	0	0	939	0	1855	737	1863	1583
Q Serve(g_s), s	12.1	0.0	1.6	0.0	0.0	0.0	1.8	0.0	15.4	0.9	7.9	0.0
Cycle Q Clear(g_c), s	12.7	0.0	1.6	0.7	0.0	0.0	9.6	0.0	15.4	16.3	7.9	0.0
Prop In Lane	1.00		0.30	0.33		0.19	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	598	0	572	627	0	0	460	0	916	279	920	782
V/C Ratio(X)	0.65	0.00	0.15	0.06	0.00	0.00	0.10	0.00	0.77	0.06	0.49	0.00
Avail Cap(c_a), veh/h	766	0	787	820	0	0	551	0	1097	351	1101	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.5	0.0	11.8	11.5	0.0	0.0	11.5	0.0	10.2	16.9	8.3	0.0
Incr Delay (d2), s/veh	1.2	0.0	0.1	0.0	0.0	0.0	0.1	0.0	2.9	0.1	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	0.8	0.3	0.0	0.0	0.5	0.0	8.4	0.2	4.1	0.0
LnGrp Delay(d),s/veh	16.7	0.0	11.9	11.5	0.0	0.0	11.6	0.0	13.1	17.0	8.7	0.0
LnGrp LOS	B		B	B			B		B	B	A	
Approach Vol, veh/h		471			36			757			463	
Approach Delay, s/veh		15.9			11.5			13.0			9.0	
Approach LOS		B			B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		28.8		20.4		28.8		20.4				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		29.1		21.9		29.1		21.9				
Max Q Clear Time (g_c+I1), s		17.4		14.7		18.3		2.7				
Green Ext Time (p_c), s		6.3		1.2		6.0		1.8				
Intersection Summary												
HCM 2010 Ctrl Delay				12.7								
HCM 2010 LOS				B								



APPENDIX – Future (2037) Conditions With Treasure Hill Traffic Analysis

DRAFT

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037) + Project Mitigated

04/12/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.5	5.0	6.4	10.0	3.3	3.3	0.4	1.5	1.0	1.7

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	3.5	1.0	0.6	0.0	0.0	0.0	23.3	21.1	22.2
Total Del/Veh (s)	33.2	24.9	18.3	84.4	116.5	8.0	27.7	44.2	25.4	81.9	56.1	29.5

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	12.4
Total Del/Veh (s)	47.7

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.2	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	17.7	10.4	6.9	12.9	13.2	5.5	22.9	6.7	5.0	11.1	7.4	4.6

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	7.8

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.6	2.8	0.2	0.2	2.3	0.7	1.6

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.9	5.4	3.5	0.7	0.5	0.5	4.3

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.2	0.3	1.2	1.9	0.9

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037) + Project Mitigated

04/12/2017

12: Park Ave & 8th St. Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.1	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.6	3.0	1.8	0.1	1.9	2.4	1.5

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	WBR	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.4	3.1	4.3	6.4	2.0	4.6

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.2	3.9	4.2	1.9	2.6	1.3	0.7	0.4	2.1

16: Access 1 & Lowell Ave/Empire Ave Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.1	1.7	0.4	2.5	1.3

17: Lowell Ave & Access 2 Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.8	0.0	0.3	0.1	1.2

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.2	0.2	0.0
Total Del/Veh (s)	0.6	0.1	7.1	5.5	24.8	5.3	6.6

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	5.9	15.4	4.0	5.3	3.9	4.6

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.4	3.7	3.1	6.6	7.2	4.8	0.2	1.5	3.8	3.7

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

AM Peak Hour Future (2037) + Project Mitigated

04/12/2017

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.7	9.3	1.9	1.0	5.4	1.1	2.6

Total Network Performance

Denied Del/Veh (s)	12.3
Total Del/Veh (s)	60.0

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	LTR
Maximum Queue (ft)	65	37	27	4
Average Queue (ft)	30	14	2	0
95th Queue (ft)	53	38	14	3
Link Distance (ft)	382	334		357
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			50	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	204	225	208	247	523	476	72	134	172	245	744	732
Average Queue (ft)	88	106	89	103	328	85	24	83	101	237	543	462
95th Queue (ft)	156	170	170	266	553	282	55	124	156	273	894	861
Link Distance (ft)			591		536	536	357	357	357		706	706
Upstream Blk Time (%)					5	1					16	9
Queuing Penalty (veh)					0	0					0	0
Storage Bay Dist (ft)	215	215		250						220		
Storage Blk Time (%)	0	0	1		35					49	0	
Queuing Penalty (veh)	0	1	2		19					88	0	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	NB	SB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T	R
Maximum Queue (ft)	120	75	43	123	266	48	208	182
Average Queue (ft)	64	18	16	35	91	6	105	14
95th Queue (ft)	108	49	38	82	182	33	168	89
Link Distance (ft)		309	382		601		591	591
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	100			100		100		
Storage Blk Time (%)	2	0		0	3		6	
Queuing Penalty (veh)	1	0		0	2		0	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	45	4	36
Average Queue (ft)	21	0	5
95th Queue (ft)	42	3	24
Link Distance (ft)	185	211	2121
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	144	28
Average Queue (ft)	71	1
95th Queue (ft)	117	14
Link Distance (ft)	146	2121
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	1	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB
Directions Served	LR
Maximum Queue (ft)	19
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	247
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 12: Park Ave & 8th St.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	63	25
Average Queue (ft)	27	1
95th Queue (ft)	52	11
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	64	88	78
Average Queue (ft)	37	42	49
95th Queue (ft)	58	71	72
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	65	83	10
Average Queue (ft)	32	16	0
95th Queue (ft)	54	55	7
Link Distance (ft)	391	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 16: Access 1 & Lowell Ave/Empire Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	12	59
Average Queue (ft)	0	23
95th Queue (ft)	6	48
Link Distance (ft)	211	126
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Lowell Ave & Access 2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	20
95th Queue (ft)	48
Link Distance (ft)	128
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Lowell Ave & Silver King Dr

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	11	83	122
Average Queue (ft)	0	29	49
95th Queue (ft)	6	76	93
Link Distance (ft)	334		738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		1	
Queuing Penalty (veh)		0	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

AM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	22	180	43
Average Queue (ft)	2	78	3
95th Queue (ft)	14	187	19
Link Distance (ft)	265	165	601
Upstream Blk Time (%)		2	
Queuing Penalty (veh)		13	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	26	126	70
Average Queue (ft)	10	69	37
95th Queue (ft)	21	102	61
Link Distance (ft)	232	265	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	97	164	62
Average Queue (ft)	42	16	5
95th Queue (ft)	76	85	28
Link Distance (ft)	391	332	165
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 127

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

3: Park Ave & 15th St

04/12/2017

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	0	24	3	4	13	9	253	0	0	234	24
Future Vol, veh/h	42	0	24	3	4	13	9	253	0	0	234	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	50	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	46	0	26	3	4	14	10	275	0	0	254	26
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	571	562	267	575	575	275	280	0	0	275	0	0
Stage 1	267	267	-	295	295	-	-	-	-	-	-	-
Stage 2	304	295	-	280	280	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	432	436	772	429	429	764	1283	-	-	1288	-	-
Stage 1	738	688	-	713	669	-	-	-	-	-	-	-
Stage 2	705	669	-	727	679	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	418	433	772	412	426	764	1283	-	-	1288	-	-
Mov Cap-2 Maneuver	418	433	-	412	426	-	-	-	-	-	-	-
Stage 1	732	688	-	707	664	-	-	-	-	-	-	-
Stage 2	682	664	-	702	679	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.4			11.3			0.3			0		
HCM LOS	B			B								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1283	-	-	502	594	1288	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.143	0.037	-	-	-				
HCM Control Delay (s)	7.8	-	-	13.4	11.3	0	-	-				
HCM Lane LOS	A	-	-	B	B	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.5	0.1	0	-	-				

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

9: Empire Ave & Crescent Tram

04/12/2017

Intersection

Int Delay, s/veh 4.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	19	44	17	65	27
Future Vol, veh/h	17	19	44	17	65	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	21	48	18	71	29

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	228	57	0
Stage 1	57	-	-
Stage 2	171	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	760	1009	1536
Stage 1	966	-	-
Stage 2	859	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	724	1009	1536
Mov Cap-2 Maneuver	724	-	-
Stage 1	966	-	-
Stage 2	819	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.4	0	5.3
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	851	1536
HCM Lane V/C Ratio	-	-	0.046	0.046
HCM Control Delay (s)	-	-	9.4	7.5
HCM Lane LOS	-	-	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

10: Empire Ave & Manor Way

04/12/2017

Intersection						
Int Delay, s/veh	11.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	435	11	5	77	64	100
Future Vol, veh/h	435	11	5	77	64	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	473	12	5	84	70	109
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	219	124	178	0	-	0
Stage 1	124	-	-	-	-	-
Stage 2	95	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	769	927	1398	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	929	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	766	927	1398	-	-	-
Mov Cap-2 Maneuver	766	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	17.3	0.5		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1398	-	769	-	-	
HCM Lane V/C Ratio	0.004	-	0.63	-	-	
HCM Control Delay (s)	7.6	0	17.3	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	4.5	-	-	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

11: Lowell Ave & Northstar Dr

04/12/2017

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	0	61	60	3
Future Vol, veh/h	1	0	0	61	60	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	0	66	65	3
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	133	67	68	0	-	0
Stage 1	67	-	-	-	-	-
Stage 2	66	-	-	-	-	-
Critical Hdwy	7.12	6.22	4.12	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	839	997	1533	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	839	997	1533	-	-	-
Mov Cap-2 Maneuver	839	-	-	-	-	-
Stage 1	943	-	-	-	-	-
Stage 2	945	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.3	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1533	-	839	-	-	
HCM Lane V/C Ratio	-	-	0.001	-	-	
HCM Control Delay (s)	0	-	9.3	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

12: Park Ave & 8th St.

04/12/2017

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	34	14	153	126	11
Future Vol, veh/h	16	34	14	153	126	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	17	37	15	166	137	12
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	340	143	149	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	656	905	1432	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	648	905	1432	-	-	-
Mov Cap-2 Maneuver	648	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9.8	0.6		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1432	-	803	-	-	
HCM Lane V/C Ratio	0.011	-	0.068	-	-	
HCM Control Delay (s)	7.5	0	9.8	-	-	
HCM Lane LOS	A	A	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

14: Park Ave & 14th St

04/12/2017

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	51	0	42	0	0	0	54	184	3	1	203	43
Future Vol, veh/h	51	0	42	0	0	0	54	184	3	1	203	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	55	0	46	0	0	0	59	200	3	1	221	47
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	565	567	244	588	589	202	267	0	0	203	0	0
Stage 1	246	246	-	319	319	-	-	-	-	-	-	-
Stage 2	319	321	-	269	270	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	436	433	795	421	421	839	1297	-	-	1369	-	-
Stage 1	758	703	-	693	653	-	-	-	-	-	-	-
Stage 2	693	652	-	737	686	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	419	411	795	381	399	839	1297	-	-	1369	-	-
Mov Cap-2 Maneuver	419	411	-	381	399	-	-	-	-	-	-	-
Stage 1	719	702	-	658	620	-	-	-	-	-	-	-
Stage 2	658	619	-	694	685	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	13.3			0			1.8			0		
HCM LOS	B			A								
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1297	-	-	533	-	1369	-	-				
HCM Lane V/C Ratio	0.045	-	-	0.19	-	0.001	-	-				
HCM Control Delay (s)	7.9	0	-	13.3	0	7.6	0	-				
HCM Lane LOS	A	A	-	B	A	A	A	-				
HCM 95th %tile Q(veh)	0.1	-	-	0.7	-	0	-	-				

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

16: Access 1 & Lowell Ave/Empire Ave

04/12/2017

Intersection						
Int Delay, s/veh	4.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	35	0	25	19	0	32
Future Vol, veh/h	35	0	25	19	0	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	38	0	27	21	0	35
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	38	0	113	38
Stage 1	-	-	-	-	38	-
Stage 2	-	-	-	-	75	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1572	-	884	1034
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	948	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1572	-	869	1034
Mov Cap-2 Maneuver	-	-	-	-	869	-
Stage 1	-	-	-	-	984	-
Stage 2	-	-	-	-	932	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		4.2		8.6	
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1034	-	-	1572	-	
HCM Lane V/C Ratio	0.034	-	-	0.017	-	
HCM Control Delay (s)	8.6	-	-	7.3	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

17: Lowell Ave & Access 2

04/12/2017

Intersection						
Int Delay, s/veh	2.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	32	0	0	19	35	25
Future Vol, veh/h	32	0	0	19	35	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	35	0	0	21	38	27
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	73	52	65	0	-	0
Stage 1	52	-	-	-	-	-
Stage 2	21	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	931	1016	1537	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	931	1016	1537	-	-	-
Mov Cap-2 Maneuver	931	-	-	-	-	-
Stage 1	970	-	-	-	-	-
Stage 2	1002	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	9	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1537	-	931	-	-	
HCM Lane V/C Ratio	-	-	0.037	-	-	
HCM Control Delay (s)	0	-	9	-	-	
HCM Lane LOS	A	-	A	-	-	
HCM 95th %tile Q(veh)	0	-	0.1	-	-	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

20: Lowell Ave & Silver King Dr

04/12/2017

Intersection						
Int Delay, s/veh	9.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	5	32	679	20	8	188
Future Vol, veh/h	5	32	679	20	8	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	50	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	35	738	22	9	204
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	40	0	1521	23
Stage 1	-	-	-	-	23	-
Stage 2	-	-	-	-	1498	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1570	-	130	1054
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	204	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1570	-	69	1054
Mov Cap-2 Maneuver	-	-	-	-	69	-
Stage 1	-	-	-	-	1000	-
Stage 2	-	-	-	-	108	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		9		12.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	666	-	-	1570	-	
HCM Lane V/C Ratio	0.32	-	-	0.47	-	
HCM Control Delay (s)	12.9	-	-	9.3	-	
HCM Lane LOS	B	-	-	A	-	
HCM 95th %tile Q(veh)	1.4	-	-	2.6	-	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

21: Empire Ave & Shadow Ridge Rd

04/12/2017

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	3	45	447	326	440
Future Vol, veh/h	0	3	45	447	326	440
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	49	486	354	478
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1177	593	833	0	-	0
Stage 1	593	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	211	506	800	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	557	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	193	506	800	-	-	-
Mov Cap-2 Maneuver	193	-	-	-	-	-
Stage 1	552	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.2	0.9		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	800	-	506	-	-	
HCM Lane V/C Ratio	0.061	-	0.006	-	-	
HCM Control Delay (s)	9.8	0	12.2	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0.2	-	0	-	-	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

HCM 2010 TWSC

29: Empire Ave

04/12/2017

Intersection						
Int Delay, s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	41	63	462	48	9	197
Future Vol, veh/h	41	63	462	48	9	197
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	45	68	502	52	10	214
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	762	528	0	0	554	0
Stage 1	528	-	-	-	-	-
Stage 2	234	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	373	550	-	-	1016	-
Stage 1	592	-	-	-	-	-
Stage 2	805	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	369	550	-	-	1016	-
Mov Cap-2 Maneuver	369	-	-	-	-	-
Stage 1	592	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	15.3		0		0.4	
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	- 461	1016	-		
HCM Lane V/C Ratio	-	- 0.245	0.01	-		
HCM Control Delay (s)	-	- 15.3	8.6	0		
HCM Lane LOS	-	- C	A	A		
HCM 95th %tile Q(veh)	-	- 1	0	-		

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Future (2037) + Project Mitigated

04/12/2017

3: Park Ave & 15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	1.4	0.1	0.1	0.1	0.2
Total Del/Veh (s)	28.7	1.4	15.8	25.0	19.8	8.4	7.9	4.6	2.1	1.4	4.8

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.0	0.0	20.8	17.6	17.8	0.0	0.0	0.0	5.2	3.5	2.8
Total Del/Veh (s)	52.0	36.0	31.3	138.7	151.0	46.4	30.1	69.9	72.6	54.5	31.9	5.5

6: Park Ave & Empire Ave/Deer Valley Dr Performance by movement

Movement	All
Denied Del/Veh (s)	6.0
Total Del/Veh (s)	53.9

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	20.0	11.9	6.9	14.8	6.0	7.3	20.7	11.9	7.3	32.6	10.0	3.2

7: Empire Ave & Silver King Dr/15th St Performance by movement

Movement	All
Denied Del/Veh (s)	0.0
Total Del/Veh (s)	12.1

9: Empire Ave & Crescent Tram Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.7	2.8	0.2	0.1	2.6	1.2	1.6

10: Empire Ave & Manor Way Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	11.6	2.3	10.3	3.1	0.7	0.9	0.7	6.9

11: Lowell Ave & Northstar Dr Performance by movement

Movement	EBL	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	2.3	0.3	1.4	1.7	1.2

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Future (2037) + Project Mitigated

04/12/2017

12: Park Ave & 8th St. Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.3	0.3	0.0	0.0	0.1
Total Del/Veh (s)	8.3	4.8	2.7	0.3	3.8	4.5	2.8

13: Lowell Ave & Manor Way Performance by movement

Movement	WBL	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.1
Total Del/Veh (s)	5.1	6.7	10.6	11.2	8.5

14: Park Ave & 14th St Performance by movement

Movement	EBL	EBT	EBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	19.2	0.3	9.7	7.7	4.2	3.1	3.2	0.9	0.5	3.8

16: Access 1 & Lowell Ave/Empire Ave Performance by movement

Movement	EBT	WBL	WBT	NBR	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Del/Veh (s)	0.1	1.8	0.5	2.6	1.3

17: Lowell Ave & Access 2 Performance by movement

Movement	EBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.1	0.3	0.2	1.0

20: Lowell Ave & Silver King Dr Performance by movement

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.4	0.3	0.2
Total Del/Veh (s)	0.4	0.1	5.5	3.5	10.6	5.7	5.3

21: Empire Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.3	0.0	0.0	0.2
Total Del/Veh (s)	24.0	11.5	7.8	1.9	3.9	2.8	2.8

22: Lowell Ave & Shadow Ridge Rd Performance by movement

Movement	EBL	EBR	WBL	WBT	WBR	NBL	NBT	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0			0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.4	3.0	5.5	6.1	4.0			0.1	6.0	3.2	4.3

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

SimTraffic Performance Report

PM Peak Hour Future (2037) + Project Mitigated

04/12/2017

29: Empire Ave Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.7	10.6	1.6	1.1	8.4	1.8	2.7

Total Network Performance

Denied Del/Veh (s)	5.9
Total Del/Veh (s)	66.4

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 3: Park Ave & 15th St

Movement	EB	WB	NB	NB	B15	SB
Directions Served	LTR	LTR	L	TR	T	LTR
Maximum Queue (ft)	120	56	56	136	21	18
Average Queue (ft)	40	20	14	33	1	1
95th Queue (ft)	96	47	41	190	16	9
Link Distance (ft)	376	341		345	312	357
Upstream Blk Time (%)				1		
Queuing Penalty (veh)				5		
Storage Bay Dist (ft)			50			
Storage Blk Time (%)			0	5		
Queuing Penalty (veh)			2	2		

Intersection: 6: Park Ave & Empire Ave/Deer Valley Dr

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	314	390	388	275	575	565	184	320	325	325	735	479
Average Queue (ft)	225	246	193	163	420	409	33	221	228	279	365	158
95th Queue (ft)	321	356	326	334	666	659	115	356	358	380	780	542
Link Distance (ft)			591		537	537		357	357		706	706
Upstream Blk Time (%)					20	16	0	5	7		8	1
Queuing Penalty (veh)					0	0	0	15	20		0	0
Storage Bay Dist (ft)	215	215		250			300			300		
Storage Blk Time (%)	10	18	4	0	49			9		20	0	
Queuing Penalty (veh)	36	65	30	0	39			4		77	2	

Intersection: 7: Empire Ave & Silver King Dr/15th St

Movement	EB	EB	WB	NB	NB	SB	SB
Directions Served	L	TR	LTR	L	TR	L	T
Maximum Queue (ft)	193	196	68	112	384	109	263
Average Queue (ft)	125	39	15	34	171	14	118
95th Queue (ft)	188	115	43	95	285	55	216
Link Distance (ft)		309	376		601		591
Upstream Blk Time (%)		0					
Queuing Penalty (veh)		0					
Storage Bay Dist (ft)	100			100		100	
Storage Blk Time (%)	15	0		0	17		8
Queuing Penalty (veh)	11	0		0	7		1

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 9: Empire Ave & Crescent Tram

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	31
Average Queue (ft)	15	2
95th Queue (ft)	37	16
Link Distance (ft)	185	2121
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Empire Ave & Manor Way

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	163	24	4
Average Queue (ft)	112	2	0
95th Queue (ft)	170	13	3
Link Distance (ft)	146	2121	332
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	19		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 11: Lowell Ave & Northstar Dr

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	25	18
Average Queue (ft)	1	1
95th Queue (ft)	11	7
Link Distance (ft)	247	287
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 12: Park Ave & 8th St.

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	75	53
Average Queue (ft)	33	7
95th Queue (ft)	59	32
Link Distance (ft)	160	288
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & Manor Way

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	96	114	219
Average Queue (ft)	47	55	86
95th Queue (ft)	79	91	154
Link Distance (ft)	146	1734	505
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Park Ave & 14th St

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	115	258	52
Average Queue (ft)	46	40	3
95th Queue (ft)	86	134	23
Link Distance (ft)	391	2685	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 16: Access 1 & Lowell Ave/Empire Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	35	57
Average Queue (ft)	2	20
95th Queue (ft)	15	48
Link Distance (ft)	211	106
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Lowell Ave & Access 2

Movement	EB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	21
95th Queue (ft)	47
Link Distance (ft)	140
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 20: Lowell Ave & Silver King Dr

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	4	64	143
Average Queue (ft)	0	14	70
95th Queue (ft)	3	45	113
Link Distance (ft)	334		738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Exhibit A - Treasure Hill Traffic Study DRAFT Addendum #7

Queuing and Blocking Report

PM Peak Hour Future (2037) + Project Mitigated

04/12/2017

Intersection: 21: Empire Ave & Shadow Ridge Rd

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	36	181	40
Average Queue (ft)	6	56	2
95th Queue (ft)	26	158	17
Link Distance (ft)	265	165	601
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		6	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 22: Lowell Ave & Shadow Ridge Rd

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	46	104	76
Average Queue (ft)	17	50	38
95th Queue (ft)	38	81	64
Link Distance (ft)	232	265	738
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 29: Empire Ave

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	85	87	141
Average Queue (ft)	40	8	30
95th Queue (ft)	70	45	96
Link Distance (ft)	391	332	165
Upstream Blk Time (%)			0
Queuing Penalty (veh)			1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 342

Exhibit B - THINC TH Traffic Study Review Memo

Francisco Astorga

From: Nicole Deforge <ndeforge@fabianvancott.com>
Sent: Friday, June 09, 2017 8:45 AM
To: Francisco Astorga
Cc: Charles Stormont
Subject: Treasure Hill
Attachments: Treasure Hill Traffic Study Review Memo-20170608.pdf

Dear Francisco,

THINC has commissioned a report from Ivan Hooper, a well-known traffic expert, to evaluate the traffic report submitted by Treasure Hill. A copy of that report is attached.

Mr. Hooper has identified a number of critical flaws in the Treasure Hill report, which we urge you to consider in preparing your staff report for the Planning Commission.

We very much appreciate your efforts in connection with this process. Please let me know if you have any questions.

Thanks.

Nikki

NICOLE M. DEFORGE

Attorney

FabianVanCott

215 South State Street, Suite 1200

Salt Lake City, UT 84111-2323

Phone: [801.574.2620](tel:801.574.2620)

ndeforge@fabianvancott.com

www.fabianvancott.com

MEMORANDUM

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

////////////////////////////////////

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 Dr-Plot _____ Time Period _____

LAND USE A

ITE LU Code _____ Size _____

Enter	Total	Internal	External
Exit	Total	Internal	External
Total			
%			

Enter from External _____

Exit to External _____

LAND USE B

ITE LU Code _____ Size _____

Enter	Total	Internal	External
Exit	Total	Internal	External
Total			
%			

Enter from External _____

Exit to External _____

LAND USE C

ITE LU Code _____ Size _____

Enter	Total	Internal	External
Exit	Total	Internal	External
Total			
%			

Enter from External _____

Exit to External _____

LAND USE D

ITE LU Code _____ Size _____

Enter	Total	Internal	External
Exit	Total	Internal	External
Total			
%			

Enter from External _____

Exit to External _____

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

Application: PL-15-03005
Subject: First Amendment to the Park City Film Studios Subdivision
Author: Kirsten Whetstone, MS, AICP- Senior Planner
Date: June 14, 2017
Type of Item: Legislative

Summary Recommendation

Staff recommends Planning Commission conduct a public hearing and forward a positive recommendation to City Council to approve the First Amendment to the Park City Film Studios Subdivision plat to create three lots of record pursuant to the findings of fact, conclusions of law, and conditions of approval as stated in the draft Ordinance.

Description

Applicant: Quinn's Junction Partners L.C.
Location: 4001 Kearns Blvd
Zoning District: Community Transition (CT) with Regional Commercial Overlay (RCO) per Annexation Agreement
Surrounding Land Uses: IHC Park City Medical Campus, Summit County Health Department and People's Health clinic, USSA Training Facility, Quinn's Recreation and Park City Ice Rink complex, US 40, Park City Heights residential MPD, open space and trails.
Reason for Review: Plat amendments require a public hearing and recommendation by the Planning Commission with final action by City Council.

Summary of Proposal

This application for the First Amended Park City Film Studios Subdivision plat (Exhibit A) is a request to create three platted lots of record from an existing 29.55 acre lot and to include a 0.8 acre parcel acquired from the Utah Department of Transportation (UDOT) for storm water detention into Lot A. The purpose of the subdivision is to provide platted lots for the three phases of the Quinn's Junction Partnership Master Planned Development (MPD). Uses on the lots are restricted by conditions of the MPD and associated Development Agreement. See Exhibits B, C, and D for the existing Park City Studio plat and ordinances for the approved subdivision and annexation.

Purpose of CT Zoning District

The purpose of the Community Transition (CT) District is to:

- (A) Encourage low-Density public, quasi-public, and/or institutional Uses relating to community open space, recreation, sports training and Development, tourism, and community health;
- (B) Encourage low Density Development designed in a manner so as to cluster Uses in the least visually sensitive Areas and maximizes open space;
- (C) Enhance and expand public open space and recreation Uses Compatible with the adjacent public deed-restricted open space;
- (D) Prohibit highway service commercial, regional-commercial, and limit residential land Uses;
- (E) Require Building and Site design solutions that minimize the visual impacts of parking and parking lot lighting from the entry corridor and adjacent neighborhoods and land Uses;
- (F) Preserve and enhance environmentally Sensitive Lands such as wetlands, Steep Slopes, ridgelines, wooded Areas, and Stream Corridors;
- (G) Preserve Park City's scenic entry corridor by providing significant open space and landscape buffers between Development and the highway corridor;
- (H) Encourage transit-oriented Development and Uses;
- (I) Promote significant linkages to the broader community open space and trail network;
- (J) Encourage the Development of high quality public places such as parks, trails, and recreation facilities;
- (K) Encourage Development which preserves the natural setting to the greatest extent possible; and
- (L) Minimize curb cuts, driveways, and Access points to the highway.
- (M) Encourage sustainability, conservation, and renewable energy.

Background

May 12, 2012 – The property was annexed into Park City with the Quinn's Junction Partnership (QJP) Annexation and was zoned Community Transition (CT) with Regional Commercial Overlay (RCO). The intent of the RCO is to allow for commercial uses on properties not otherwise zoned for regional commercial uses. The property is subject to Annexation Ordinance 12-12 and a Master Planned Development (MPD) Development Agreement (May 24, 2012). The Development Agreement includes concept plans for a film studio campus, including film studios and support uses, a 100 key hotel with an events center/film screening theater component, as well as support retail uses for the campus, as further defined in the Agreement, and consistent with a January 17, 2012 pre-annexation Agreement. The permitted uses, density, and development requirements were part of the negotiated Annexation Agreement.

December 5, 2013 – City Council approved an amendment to the Phasing Plan allowing Phase One to be broken into three sub-phases (1-A, 1-B, 1-C). Council included a condition of approval requiring approval and recordation of a subdivision plat for the property prior to issuance of a building permit for the Film Studio project.

December 11, 2013 – Administrative Conditional Use Permit (CUP) application for Phase 1-A of the Park City Film Studios project was submitted.

April 17, 2014 – City Council approved a final subdivision plat to create a 29.55 acre platted lot of record for the Park City Film Studios project pursuant to the Quinn's Junction Partnership Annexation and the Park City Film Studio project Master Planned Development (MPD). Conditions of approval of the Annexation and MPD Development Agreements, including conditions of approval of the amended phasing plan and the Film Studio Conditional Use permit, continued to apply.

April 30, 2014 – Planning Director approved the Administrative Conditional Use Permit for Phase 1-A.

May 23, 2014 – Park City Film Studio Subdivision plat recorded at Summit County.

March 28, 2014 – Park City Film Studio submitted for a building permit for Buildings 7, 7a, and 7b (Phase 1A).

May 23, 2014 – Park City Film Studio building permit issued for Phase 1A.

October 13, 2015 – Park City Film Studio received a certificate of occupancy for Phase 1A and posted a landscape bond for completion of a portion of the landscaping for this phase.

November 19, 2015 – applicant submitted an application for the First Amended Park City Film Studios Subdivision plat.

December 15, 2015 – Initial Development Review and comment letter sent to applicant requested revised plat and resolution of utility issues.

February 16, 2016 – Second time to Development Review with revised Plat.

June 14, 2016 – Third time to Development Review with revised plat and information from the Park City Fire District related to fire flow and water storage requirements.

February 14, 2017 – Fourth time to Development Review with revised plat and additional information regarding adequacy of water for fire flow and water storage related to the proposed type of construction.

April 5, 2017 – application deemed complete upon submittal of final letters from the Park City Fire District, Summit Water Company, and Weber Basin Conservancy District addressing water concerns raised at the initial development review meeting.

Analysis

The proposed subdivision plat creates three lots of record from Lot One (29.55 acres) of the Park City Film Studios Subdivision and a 0.8 acre parcel acquired by the owner from UDOT and utilized for storm water detention. Total property is 30.35 acres in area. Access for all lots is at an existing signalized intersection of SR 248 with Round Valley Way. This is an approved UDOT access point according to the 248 Corridor Preservation Plan and a traffic signal for west bound traffic was installed during construction of the first phase of the Film Studio building.

All streets and drives within the subdivision plat are private and all maintenance and snow removal is the responsibility of the property owner. Shared public utility, drainage easements and sewer easements are provided on the proposed plat, subject to final review by the City Engineer and Snyderville Basin Water Reclamation District (SBWRD).

The property is subject to the Quinn's Junction Property Annexation and Master Planned Development Agreements (Exhibit H) that identified uses, site layout for buildings and parking, specific building heights and setbacks, architectural character, green building requirements, landscaping, and pedestrian connectivity. This proposed plat amendment does not propose changes to these requirements. Staff recommends a condition of approval of this plat that the required landscaping for Phase 1-A be brought back to compliance with the Administrative CUP, or bonded prior to plat recordation.

Land Management Code and Master Planned Development review

Zoning for the subdivision is Community Transition (CT) with Regional Commercial Overlay (RCO) zone, subject to the Quinn's Junction Partnership Annexation and MPD Agreement (Exhibit H) as further described below:

CT Zone	Permitted through MPD	Proposed
Building Height	MPD allowed max 32', except 50' for main Sound Stage Building 7 or up to max of 60' if contract for long term film production necessitated full studio height. Also 70% of non-studio buildings may have height of 36 – 40 feet.	Heights per Annexation and MPD Development Agreement. No changes to permitted heights are requested. No buildings are proposed with this plat.
Unit Equivalents	Up to 1 unit per acre for residential with MPD/bonus criteria of the zone. Up to 3 units per acre for non-residential uses with MPD/bonus criteria or as negotiated during Annexation/MPD process.	Per Annexation/MPD maximum total of 374,000 sf as specified in the Annexation and Development Agreement. No change to density is requested with this plat.
Lot Size	No minimum lot size	A- 14.71 acres B- 7.42 acres C- 8.22 acres Total- 30.35 acres (29.55 + 0.8).
Front setback (minimum)	CT zone requires minimum 25' setback. MPD requires minimum 150' setback from centerline of <u>SR 248</u> and <u>US 40</u> for any building over 28' in height and 100' setback for all other buildings and structures.	No changes proposed to allowable setbacks with this plat.
Rear setback (minimum)	CT zone requires minimum 25' setback. MPD requires minimum 150' setback from centerline of <u>SR 248</u> and <u>US 40</u> for any building over 28' in height and 100' setback for all other buildings and structures.	No changes proposed to allowable setbacks with this plat.
Side setbacks (minimum)	CT zone requires minimum 25' setback from side property lines.	No changes proposed to allowable setbacks with this plat.

Parking	Per LMC for specific uses or as approved by Planning Commission during MPD review. Maximum of 730 surface spaces and 150 underground spaces permitted by the Annexation Ordinance with parking to be phased with phases of development.	Phase 1 parking proposed is 449 spaces with 316 spaces constructed with Phase 1-A and 133 spaces remaining to be built on Lot A for the rest of Phase 1. Parking for future phases on Lots B and C will be reviewed with each Administrative CUP and if shared parking is desired between lots, then a shared parking agreement will be submitted with the Admin CUP applications and recorded at Summit County upon approval (Exhibits E and F). No changes to parking are requested with this plat.
Uses	MPD allows specific uses as outlined in the Annexation and MPD Agreements, such as recreation, international film school, commercial support retail, entertainment center, hotel/lodging, motion picture media campus, sound stages/studios, and event center.	No changes in uses are proposed with this plat.

General Subdivision Requirements

- (A) Subdivision Name-** The proposed subdivision name does not duplicate or closely approximate the name of another Subdivision in the area.
- (B) Monuments-** All survey monumentation is required to be completed prior to acceptance of public improvements.
- (C) Limits of Disturbance-** A landscape and limits of disturbance plan for construction will be submitted with the CUP applications as well as with building permit applications per the MPD Agreement for each phase of development.
- (D) Ridgeline Development-** Not applicable as there are no major or minor ridgelines within the property.
- (E) Open Space-** There are no open space parcels designated with this property per conditions of the QJP Annexation and MPD Agreement.
- (F) Roads and Utility Lines-** All roads internal to the development are to be designated as private drives. Easements are provided as needed for public

utilities and storm drainage. A shared access easement with the City's parcel to the south is provided for possible future shared access point with SR 248, consistent with the existing subdivision plat. Staff recommends a condition of approval that dry utility infrastructure must be located on the property and shown on the building plans prior to building permit issuance to ensure that utility companies verify that the areas provided for their facilities are viable and that exposed meters and boxes can be screened with landscaping elements.

- (G) Drainage Ways-** Final design of the storm water management system and required public utility easements are subject to approval by the City Engineer.
- (H) Soils Conditions-** Due to the potential for areas of expansive soils within this subdivision, a soils conditions report shall be submitted prior to issuance of any building permits for structures, utilities, and roads, and shall be reviewed by the City Engineer and Building Official prior to issuance of an excavation permit for any construction. The property is not located within the Park City Soils Ordinance boundary however; any areas of disturbance due to off-site utility improvements that fall within the Park City Soils Ordinance boundary are required to adhere to all requirements of the Ordinance.
- (I) Trails and Sidewalks-** Trails and sidewalks are to be provided consistent with the MPD Development Agreement for each phase of development. Public access easements shall be shown on the plat consistent with the MPD Agreement. The applicant provided the City with the required \$75,000 for trails to be constructed to the site by the City.
- (J) Limits of Disturbance/Building Pad locations-** The MPD and Annexation Agreement identify approximate location of building pads with final location to be determined during Conditional Use Permit and building permit review.
- (K) Top Soil Preservation and Final Grading-** Top soil preservation and final grading shall be reviewed with Conditional Use Permits for each phase of development consistent with the Annexation and MPD Agreement. No portion of this property is within the Park City Soils Ordinance boundary;
- (L) Architectural Standards-** Compliance with architectural guidelines is reviewed by the Planning Director at the time of Administrative CUP per the Annexation and MPD Agreement.
- (M) Water Bodies and Water Courses-** There are no bodies of water incorporated into the lots so as to not burden the City with responsibility of a water body. There are remnants of an irrigation ditch on the southern portion of the property. No water has been diverted through the ditch since 1995, according to the City Water Department. If the applicant intends to use the ditch for irrigation of landscaping for Phases Two and Three, there would first need to be resolution of water right and water source issues relative to this ditch. The property owner is responsible for maintenance of drainage areas, including any irrigation ditches and canals that are required to provide water for downstream users. Retention areas that are part of the storm water management plan may have standing water at times. Maintenance of these areas is the responsibility of the property owner.
- (N) Fire Sprinkling-** There is a plat note requiring all construction to comply with the International Building Code requirements for fire protection or as required by the

City's Chief Building Official.

General Lot Design Requirements

Staff has reviewed the proposed plat for compliance with the General Lot Design Requirements per LMC 15-7.3-3 as follows:

- (A) Lot Arrangement-** there are no foreseeable difficulties, for reasons of topography or access, in securing building permits to build on these lots subject to compliance with the applicable building codes, the LMC, and in providing reasonable access and utilities.
- (B) Building Sites-** building sites shall comply with the Annexation and MPD Agreements and all LMC Setback requirements for the proposed lots, consistent with the Annexation and Development stipulations (Exhibit H).
- (C) Square footage-** maximum building size and floor area for all buildings and uses are identified in the Annexation and MPD Development Agreements (Exhibit H).
- (D) Lot Dimensions-** proposed lot dimensions comply with the minimum lot dimensions of the CT and RCO zones per the MPD. No non-conforming conditions are created by the proposed plat amendment.
- (E) Double Frontage Lots and access to Lots-** Lots fronting on two streets is generally to be avoided. The lots front State Highway 248 to the west, and US 40 to the east. Only the west side frontage provides access.
- (F) Lot Drainage-** Drainage plans are required with each Conditional Use Permit and building permit. Drainage easements on the plat are subject to final approval by the City Engineer.
- (G) Landscaping-** Prior to issuance of building permits for each phase of development a landscape plan is required to be submitted and reviewed by the Staff for compliance with the LMC and conditions of the MPD and Administrative Conditional Use Permits.
- (H) Limits of Disturbance/Vegetation protection-** Prior to issuance of a building permit for each lot a limits of disturbance and vegetation protection plan is required to be submitted and reviewed by the Staff for compliance with conditions of the MPD and/or CUP plans and conditions.
- (I) Re-vegetation, seed, and sod-** All disturbed areas will be re-vegetated, seeded, and/or sodded prior to issuance of a certificate of occupancy and a financial guarantee for the completion of this re-vegetation is required to be paid or posted prior to issuance of the permit.
- (J) Debris and Waste-** Debris and waste are required to be removed per the LMC prior to issuance of a certificate of occupancy. This is a condition of building permitting. Consolidation and recycling of construction waste and debris shall be identified on the Construction Mitigation Plan prior to issuance of a building permit.
- (K) Fencing-** Fencing of hazardous conditions may be required by the Chief Building Official. Fences will be constructed according to standards of the LMC and conditions of approval of the MPD and CUP for the various phases of development.

Road Requirements and Design

Staff has reviewed the proposed plat for compliance with the Road Requirements and Design per LMC 15-7.3-4. There are no public streets proposed. The MPD access point is at an existing signalized intersection with Round Valley Way as contemplated by the February 1, 2007 Cooperative Corridor Preservation Agreement between UDOT and Park City. **Staff recommends a condition of approval that a note shall be added to the plat regarding a future shared access easement with the City's parcel to the south to provide shared access to SR 248 if this access is approved by UDOT consistent with existing plat.** The City Engineer shall approve access easement language prior to plat recordation.

Utility Requirements

Sanitary sewer facilities are required to be installed in a manner prescribed by the SBWRD. The applicants have met with the SBWRD officials to review the plat and utility plans for compliance with these requirements (Exhibit G). Final approval of the sewer facilities and a signature on the plat from SBWRD is required prior to final plat recordation. Water is provided by Summit Water for this property, per the Annexation Agreement. The applicant coordinated with Park City Fire District, Summit Water, and Weber Basin regarding water service, adequacy of water storage and sufficient fire flows for existing and future construction (Exhibit I).

Green Building

The Annexation/MPD requires LEED construction at the certified level without commissioning per the Annexation Agreement for the Studio Building. Also, at a minimum, the future Hotel shall include a "Green" operational policy within industry standards and a door key activated light shut-off (or similar system) in all rooms.

Analysis Summary

Staff finds this subdivision, as conditioned complies with the Land Management Code regarding final subdivision plats, including zoning requirements (with exceptions as permitted during the Annexation /MPD approvals), general subdivision requirements, and lot and street design standards and requirements. General subdivision requirements related to 1) drainage and storm water; 2) water facilities; 3) sidewalks and trails; 4) utilities such as gas, electric, power, telephone, cable, etc.; 5) public uses, such as trails and trail heads; and 6) preservation of natural amenities and features have been addressed through the Master Planned Development process and this plat amendment application as required by the Land Management Code.

Process

Approval of this application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC 1-18. Development of each lot is subject to requirements of the Community Transition zone and the Annexation and MPD Agreement. Lots are also subject to approved Conditional Use Permits.

Good Cause

There is good cause for this subdivision plat in that it creates legal lots of record for future phases of the Park City Film Studios MPD, incorporates a remnant parcel that the applicant owns into Lot A, provides necessary utility and access easements, and is consistent with the approved QJP Annexation and MPD.

Department Review

The application has been reviewed by the Planning, Building, Engineering and Legal departments as well as the utility providers. Issues raised during the review process have been addressed with revisions to the submittal, plat notes, and by conditions of approval.

Notice

On May 10, 2017, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was published in the Park Record and on the Utah Public Notice website on and May 10th for the May 24th meeting.

Public Input

No public input was received prior to publication of this report. The Planning Commission held a public hearing on May 24th and continued the item to June 14, 2017 to allow staff additional time for review of the staff's recommended conditions. There was no public input at the meeting on May 24th.

Alternatives

- The Planning Commission may forward a positive recommendation to approve the plat amendment as conditioned and/or amended; or
- The Planning Commission may forward a negative recommendation to deny the plat amendment and direct staff to make findings of fact to support this decision; or
- The Planning Commission may continue the discussion and request additional information on specific items.

Significant Impacts

There are no significant fiscal and environmental impacts from this amended subdivision.

Consequences of not taking the Suggested Recommendation

Lot 1 will remain in its current configuration with future development occurring on the single lot of record pursuant to the approved annexation and master planned development agreements. Portions of the property could not be sold separately. The acquired UDOT parcel will remain a separate parcel for storm drainage purposes.

Summary Recommendations

Staff recommends Planning Commission conduct a public hearing and forward a positive recommendation to City Council to approve the First Amendment to the Park City Film Studios Subdivision plat pursuant to the findings of fact, conclusions of law, and conditions of approval as stated in the draft Ordinance.

Exhibits

Ordinance

Exhibit A- Proposed plat

Exhibit B- Park City Film Studios Subdivision recorded plat

Exhibit C- Ordinance 14-16 (Subdivision approval)

Exhibit D- Ordinance 12-12 (Annexation approval)

Exhibit E- Parking layout

Exhibit F- Amended Phasing Plan

Exhibit G- SBWRD letter and Grant of Easement

Exhibit H- QJP Annexation and MPD Development Agreements

Exhibit I - Fire District, Summit Water, and Weber Basin letters regarding water service

DRAFT Ordinance No. 2017-XX

AN ORDINANCE APPROVING A FIRST AMENDMENT TO THE PARK CITY FILM STUDIOS SUBDIVISION PLAT, LOCATED AT 4001 KEARNS BLVD, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 4001 Kearns Boulevard petitioned the City Council for approval of the First Amendment to the Park City Film Studios Subdivision Plat; and

WHEREAS, on April 22 and May 10, 2017, proper legal notice was published in the Park Record and on the Utah Public Notice website; and

WHEREAS, on May 10, 2017 the property was properly posted and notices were sent to property owners according to the requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a public hearing on May 24, 2017 and June 14, 2017, to receive input on the First Amendment to the Park City Film Studios Subdivision plat;

WHEREAS, the Planning Commission, on June 14, 2017, forwarded a recommendation to the City Council; and,

WHEREAS, on June 29, 2017, the City Council held a public hearing on the First Amendment to the Park City Film Studios Subdivision plat; and

WHEREAS, there is good cause and it is in the best interest of Park City, Utah to approve the First Amendment to the Park City Film Studios Subdivision plat.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The First Amendment to the Park City Film Studios Subdivision plat as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 4001 Kearns Boulevard in Park City, Utah.
2. The property is located north of Richardson Flat Road, east of SR 248 and west of US Highway 40.
3. The property contains 30.35 acres and includes a 29.55 acre Lot One of the Park City Film Studios Subdivision and a 0.80 acre remnant parcel to be combined with proposed Lot A.

4. The property was annexed into Park City with the Quinn's Junction Partnership (QJP) Annexation on May 12, 2012, and is subject to Ordinance 12-12. The property was zoned Community Transition (CT) with Regional Commercial Overlay (RCO).
5. On May 24, 2012 a Development Agreement was executed and recorded at Summit County.
6. The Development Agreement includes concept plans for a film studio campus, a 100 key hotel, and commercial and support uses, as further defined in the Development Agreement, consistent with the prior January 17, 2012 Annexation Agreement, a pre-annexation agreement between the City and the property owner.
7. The Annexation Agreement and Ordinance 12-12 include a condition of approval that an Administrative Conditional Use Permit is required for the Park City Film Studio project prior to issuance of any building permits.
8. On December 5, 2013, the City Council approved an amended phasing plan for Phase 1 allowing it to be broken into three sub-phases (1-A, 1-B, 1-C).
9. On December 11, 2013, the applicant submitted an Administrative Conditional Use Permit (CUP) application for Phase 1-A of the Park City Film Studios project.
10. On April 17, 2014, City Council approved a final subdivision plat to create a 29.55 acre platted lot of record for the Park City Film Studios project pursuant to the Quinn's Junction Partnership Annexation and the Park City Film Studio project Master Planned Development (MPD). The plat was recorded at Summit County on May 23, 2014.
11. Conditions of approval of the Annexation and MPD Development Agreements, including conditions of approval of the amended phasing plan and the Film Studio Conditional Use permit, continued to apply to this property.
12. On April 30, 2014, the Planning Director approved the Administrative Conditional Use Permit for Phase 1-A.
13. On October 13, 2016, constructed Phase 1-A (Buildings 7, 7A, and 7B) received a certificate of occupancy and a landscape bond for completion of a portion of the landscaping for this phase was posted.
14. On November 19, 2015, the applicant submitted an application for a four lot subdivision plat amendment that was taken to Development Review on December 15, 2015. SBWRD commented that they would be unable to provide sewer service to all of the lots due to the configuration.
15. On February 16, 2016, staff took a proposed three lot subdivision plat to Development Review and provided comments to the applicant regarding utility and drainage easements, parking requirements, and water service.
16. On June 14, 2016, a further revised plat was taken to Development Review.
17. February 14, 2017, the application was taken back to Development Review with information regarding water service provided by the applicant. Staff requested further documentation regarding water storage and flow required for fire protection, as well as information regarding anticipated type of construction of the remaining phases.
18. On April 5, 2017, the application for a three lot subdivision amendment was deemed complete upon submittal of letters from the Park City Fire District, Summit Water Company, and Weber Basin Conservancy District addressing water concerns raised at the initial development review meeting.

19. On May 10, 2017 Planning Staff observed elements of the landscaping installed with Phase 1-A did not survive the winter and need to be replaced.
20. No portion of this plat is within the Park City Soils Ordinance boundary.
21. The proposed subdivision plat creates three lots of record for the Park City Film Studios project.
22. Phase 1 parking proposed is 449 spaces with 316 spaces constructed with Phase 1-A and 133 spaces remaining to be built on Lot A for Phase 1.
23. Parking for future phases shall be provided on each lot that corresponds to each future Phase. Parking will be reviewed with each Administrative CUP and if shared parking is desired between lots, then a shared parking agreement shall be submitted with CUP applications and recorded at Summit County upon approval.
24. No non-conforming conditions are created by the subdivision plat.
25. The property is accessed from Kearns Blvd, aka SR 248, a State Highway. The MPD access point is at an existing signalized intersection with Round Valley Way as contemplated by the February 1, 2007 Cooperative Corridor Preservation Agreement between UDOT and Park City.
26. All roads will be designated as private drives and streets. Easements are provided as needed for public utilities, including storm drainage.
27. A shared access easement with the City's parcel to the south is provided for possible future shared access point with SR 248.
28. There are no public streets within the subdivision. Each phase is designed to accommodate fire and emergency vehicle circulation through the phase.
29. The subdivision plat application complies with the Land Management Code regarding final subdivision plats.
30. General subdivision requirements related to 1) drainage and storm water; 2) water facilities; 3) sidewalks and trails; 4) utilities such as gas, electric, power, telephone, cable, etc.; 5) public uses, such as parks and playgrounds; and 6) preservation of natural amenities and features have been addressed through the Master Planned Development process as required by the Land Management Code.
31. The Annexation Ordinance applies to this plat. The Ordinance requires LEED construction at the certified level without commissioning per the Annexation Agreement and at a minimum, the Hotel shall include a "Green" operational policy within industry standards and a door key activated light shut-off (or similar system) in all of the rooms.
32. Sanitary sewer facilities are required to be installed in a manner prescribed by the Snyderville Basin Water Reclamation District (SBWRD).
33. Water facilities are required to be installed in a manner prescribed by the Park City Fire District, Summit Water, and Weber Basin Water Conservancy District.
34. There are wetlands adjacent to the site to the north and east, as identified on the National Wetlands Inventory. The Inventory does not identify wetlands on the property.
35. There are remnants of an irrigation ditch running through the southern portion of the property. If the applicant intends to use the ditch for irrigation of landscaping for Phase Two, there would first need to be resolution of water right and water source issues.
36. A Riparian Analysis prepared by Psomas and submitted with the CUP application,

- concludes that no riparian conditions exist within the property boundaries.
37. Water service is provided by Summit Water for this property per the Annexation Agreement.
 38. There is good cause for this subdivision plat in that it creates legal lots of record for the film studios campus uses.
 39. Trails and sidewalks are provided consistent with the MPD Development Agreement.
 40. The applicant has provided the City with the required \$75,000 for trails to be constructed to the site by the City.
 41. Development of each lot requires an Administrative Conditional Use permit subject to the QJP Annexation and MPD Agreement.
 42. Attention to the location of visible dry utility boxes and installations is an important consideration when designing a site in order to ensure that adequate area is available for landscape elements to provide adequate screening from public view.
 43. The findings in the Analysis section are incorporated herein.

Conclusions of Law:

1. There is good cause for this amended subdivision plat.
2. The plat complies with LMC 15-7.3 as conditioned.
3. The plat is consistent with the Park City Land Management Code and applicable State law regarding subdivisions and amendments.
4. The plat is consistent with the May 12, 2012, Quinn's Junction Partnership Annexation and May 24, 2012 MPD Development Agreement, as amended with the December 5, 2013 Council approved phasing plan for Phase 1-A.
5. Neither the public nor any person will be materially injured as a result of approval of the proposed subdivision plat, as conditioned herein.
6. Approval of the proposed subdivision amendment, subject to the conditions stated herein, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. City Attorney and City Engineer review and approval of the final form and content of the subdivision plat for compliance with State law, the Land Management Code, and the conditions of approval, is a condition precedent to recordation of the plat.
2. The applicant will record the subdivision plat at Summit County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat amendment will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. Conditions of approval of the May 12, 2012, Quinn's Junction Partnership Annexation, as stated in the Annexation Agreement and Ordinance 12-12, continue to apply, and shall be noted on the plat.
4. Conditions of approval of the May 24, 2012, MPD Development Agreement, as amended by the City Council on December 5, 2013, continue to apply, and shall be noted on the plat.
5. Final utility, storm water, and grading plans shall be approved by the City Engineer prior to Building Permit issuance.

6. Final sewer easements and conditions must be approved by the SBWRD prior to recordation of the plat. A note shall be included on the plat prior to recordation stating that at the time of any resurfacing of paved areas, the property owner shall be responsible to adjust waste water manholes to grade according to SBWRD standards. Prior notification of the adjustments and inspection by SBWRD are required.
7. Any proposed impacts to the off-site wetland areas require prior approval from the Army Corps of Engineers and/or UDOT. All proposed impacts shall be identified with the conditional use and building permit applications.
8. A construction mitigation plan (CMP) shall be submitted and approved by the City for compliance with the Municipal Code, LMC, and the MPD/CUP conditions of approval prior to issuance of a building permit. A construction recycling area and excavation materials storage area within the development shall be utilized and identified on the CMP.
9. A financial guarantee, in a form and amount acceptable to the City and in conformance MPD conditions of approvals, for the value of all public improvements, including landscaping, shall be provided to the City prior to building permit issuance for new construction within each phase. All public improvements shall be completed according to City standards and accepted by the City Council prior to release of this guarantee.
10. Documentation reconfirming that there is water sufficient for adequate redundancy and fire flows per the Park City Fire District, is required prior to issuance of building permits for vertical construction for each phase of development.
11. Topsoil shall be stockpiled on site for use on the property and export of excess material from the site shall be minimized and shall be described in the CMP prior to building permit issuance.
12. A note shall be added to the plat regarding a future shared access easement with the City's parcel to the south to provide shared access to SR 248 if this access is approved by UDOT consistent with the existing plat.
13. Due to the potential for areas of expansive soils within this subdivision, a soils conditions report shall be submitted prior to issuance of any building permits for structures, utilities, and roads, and shall be reviewed by the City Engineer and Building Official prior to issuance of an excavation permit for any construction.
14. Dry utility infrastructure must be located on the property and shown on the building plans prior to building permit issuance to ensure that utility companies verify that the areas provided for their facilities are viable and that exposed meters and boxes can be screened with landscaping elements.
15. The development will disturb over 1.0 acre and is part of a common plan development therefore an MS4 storm water permit is required for all land disturbance activities for each separate phase and/or each separate lot of construction, prior to building permit issuance.
16. Landscaping required for Phase 1-A, per the approved Administrative CUP, shall be brought back into compliance with the approved landscape plan. Landscaping which is no longer alive, or thriving, shall be replaced, or bonded for as required by the Building Department, prior to plat recordation.

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

PASSED AND ADOPTED this 29th day of June, 2017.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, MAYOR

ATTEST:

Michelle Kellogg, City Recorder

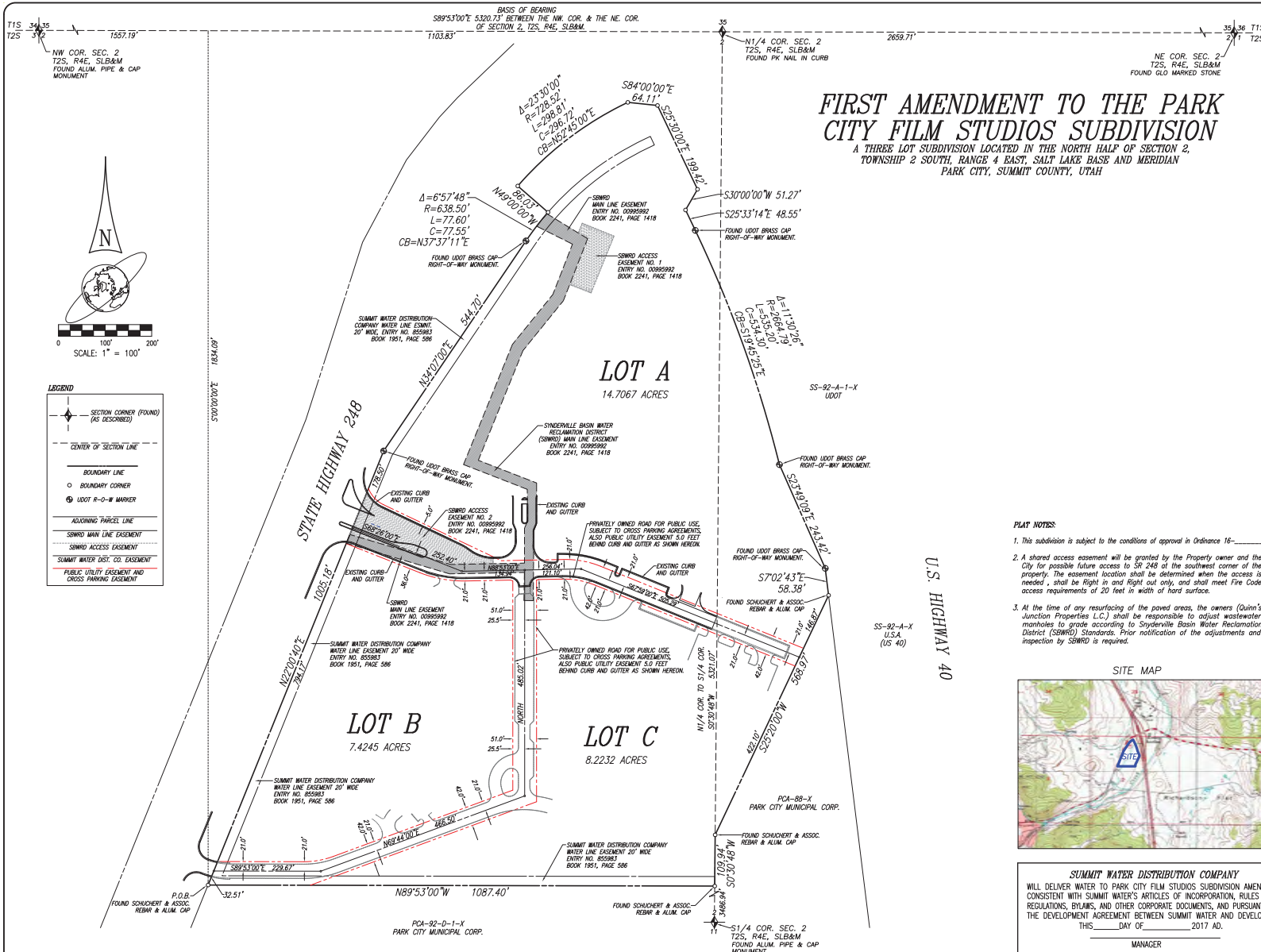
APPROVED AS TO FORM:

Mark Harrington, City Attorney

Exhibit

Exhibit A- Proposed plat

EXHIBIT A



SURVEYOR'S CERTIFICATE
I, Ted M. Biehn, do hereby certify that I am a Registered Land Surveyor, and that I hold Certificate No. 163473 as prescribed under the laws of the State of Utah. I further certify that, by the authority of the owner, I have made a survey of the tract of land shown on this plat as First Amendment to the Park City Film Studios Subdivision and that the same as been correctly staked on the ground as shown on this plat. I further certify that the information on this plat is accurate.
Signed on this _____ day of _____, A.D. 2017

Ted M. Biehn, PLS
Utah Registration No. 163473

BOUNDARY DESCRIPTION
Beginning on the easterly line of State Highway 248 at a point which is S89°53'00"E 1557.19 feet along the Section Line (Basis of Bearing) and S07°00'00"E 1834.09 feet from an aluminum pipe monument at the Northwest Corner of Section 2, Township 2 South, Range 4 East, Salt Lake Base and Meridian from which Section Corner the GLO Stone Monument at the Northeast Corner of said Section 2 bears S89°53'00"E 5320.73 feet; thence N22°00'40"E 1005.18 feet along the easterly Right-Of-Way Line of said Highway to a UDOT brass cap monument; thence N34°07'00"E 544.70 feet along said Right-Of-Way Line to a UDOT brass cap monument and the beginning of a 635.50 foot radius curve the center of which bears S55°51'43"E; thence Northeastly 77.60 feet along said Right-Of-Way Line and said curve to the right through a central angle of 65°48' (chord bearing = N37°17'12"E 72.55 feet); thence N49°00'00"W 86.03 feet along said Right-Of-Way Line to a point on the arc of a 728.52 foot radius curve, the center of which bears S49°00'00"E; thence Northeastly 298.81 feet along said Right-Of-Way and said curve to the right through a central angle of 33°30'00" (chord bearing = N52°45'00"E 236.72 feet); thence S84°00'00"E 64.11 feet along said Right-Of-Way to the westerly Right-Of-Way of US Highway 40; thence S25°30'00"E 199.42 feet along said westerly Right-Of-Way; thence S30°00'00"W 51.27 feet along said westerly Right-Of-Way; thence S25°33'14"E 48.55 feet along said Right-Of-Way Line to a UDOT brass cap monument and the beginning of a 2664.79 foot radius curve the center of which bears S64°22'22"W; thence Southeastly 535.20 feet along said Right-Of-Way Line and said curve to the right through a central angle of 11°30'26" (chord bearing = S19°45'25"E 534.30 feet) to a UDOT brass cap monument; thence S74°09'00"E 243.42 feet along said Right-Of-Way Line to a UDOT brass cap monument; thence S70°43'E 58.38 feet along said Right-Of-Way to a rebar with aluminum cap at a point that is S89°53'00"E 800.00 feet and S25°20'00"W 1336.80 feet from the PK nail marking the North Quarter Corner of said Section 2; thence S25°20'00"W 568.97 feet to a rebar with aluminum cap on the North-South Center of Section Line of said Section 2; thence S2°54'40"W 109.84 feet along said North-South Center of Section Line to a rebar with aluminum cap, said point being S0°30'48"W 1834.13 feet from said North Quarter Corner of Section 2; thence N89°53'00"W 1087.40 feet to a rebar with aluminum cap and the point of beginning. Contains 30.3544 acres.

Owner's Dedication

Known all by these presents that the undersigned owner of the described tract of land above, have caused the same to be subdivided into a three lot subdivision to hereafter be known as the First Amendment to the Park City Film Studios Subdivision. Quinn's Junction Properties L.C. (QJP) hereby grants a public utility easement to all existing utilities shown hereon, the existing private roadways, and the future privately owned roads shown on this plat. Said utility easements are granted for the purpose of maintenance, repair and eventual replacement of all public utilities constructed within the First Amended Park City Film Studios Subdivision. In witness whereof, we have hereunto set our hands this _____ day of _____, A.D. 2017.

Quinn's Junction Properties L.C., a Utah limited liability company
Greg Erickson
President

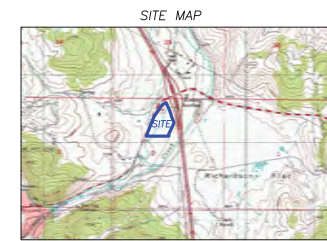
Signature

Acknowledgement

State of Utah _____, SS
County of _____
On this _____ day of _____, 2017, Greg Erickson personally appeared before me, the undersigned Notary Public, in and for said State and County. Having been duly sworn, Greg Erickson, acknowledged to me that Quinn's Junction Properties L.C., a Utah limited liability company, is the owner of the herein described tract of land and that he, as President of Quinn's Junction Properties L.C., is authorized to sign the above Owner's Dedication and Consent to Record freely and voluntarily.

NOTARY PUBLIC

My commission expires _____ Residing in _____



SUMMIT WATER DISTRIBUTION COMPANY
WILL DELIVER WATER TO PARK CITY FILM STUDIOS SUBDIVISION AMENDED, CONSISTENT WITH SUMMIT WATER'S ARTICLES OF INCORPORATION, RULES AND REGULATIONS, BYLAWS, AND OTHER CORPORATE DOCUMENTS, AND PURSUANT TO THE DEVELOPMENT AGREEMENT BETWEEN SUMMIT WATER AND DEVELOPER. THIS _____ DAY OF _____, 2017 AD.

MANAGER

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2017 AD.

MAYOR

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2017 AD.

PARK CITY RECORDER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____, 2017 AD.

PARK CITY ATTORNEY

CITY ENGINEER APPROVAL
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2017 AD.

PARK CITY ENGINEER

PLANNING COMMISSION
REVIEWED THIS _____ DAY OF _____, 2017 AD. BY THE PARK CITY PLANNING COMMISSION

CHAIR

SYNDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SYNDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2017 AD.

SYNDERVILLE BASIN WATER RECLAMATION DISTRICT

Robinson, Biehn & Biehn, Inc.
Professional Land Surveyors
RBB
3483 South 100 East
Bountiful, Utah 84010
(801) 566-1118

T1S 34 35
T2S 37 2
NW COR. SEC. 2
T2S, R4E, SLB&M
FOUND ALUM. PIPE & CAP
MONUMENT

BASIS OF BEARING
S89°53'00"E 5320.73' BETWEEN THE NW COR. & THE NE COR.
OF SECTION 2, T2S, R4E, SLB&M

N1/4 COR. SEC. 2
T2S, R4E, SLB&M
FOUND PK NAIL IN CURB

NE COR. SEC. 2
T2S, R4E, SLB&M
FOUND GLO MARKED STONE

FIRST AMENDMENT TO THE PARK CITY FILM STUDIOS SUBDIVISION

A THREE LOT SUBDIVISION LOCATED IN THE NORTH HALF OF SECTION 2,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

CENTER LINE WATER LINE EASEMENT TABLE

W1	S89°53'00"E	16.00'
W2	S38°19'55"E	45.00'
W3	S17°53'00"W	15.00'
W4	S17°53'00"W	15.00'
W5	S38°19'55"E	15.00'
W6	S22°00'00"W	15.00'
W7	S48°18'00"E	15.00'
W8	S21°00'00"E	12.00'
W9	S21°33'00"W	17.00'
W10	S25°30'00"E	14.00'
W11	S48°18'00"E	15.00'
W12	N48°21'00"W	30.00'
W13	S21°33'00"W	15.00'
W14	S0°00'00"E	12.00'
W15	N48°18'00"E	10.00'
W16	S47°51'00"E	21.00'
W17	S47°51'00"E	18.00'
W18	S22°00'00"W	15.00'
W19	N21°33'00"W	415.21'
W20	N23°21'00"W	213.00'
W21	N48°21'00"W	30.00'

CENTER LINE STORM DRAIN EASEMENT TABLE

SD1	N48°42'00"E	67.00'
SD2	N28°18'00"E	35.00'
SD3	N55°45'00"E	23.00'
SD4	N48°28'00"E	25.00'
SD5	S14°00'00"E	18.00'
SD6	S68°28'05"E	142.00'
SD7	S48°28'05"E	23.32'
SD8	S28°33'00"W	27.00'
SD9	S14°23'05"W	222.00'
SD10	S36°18'00"W	64.00'
SD11	S45°53'00"W	67.00'
SD12	S45°00'00"W	205.00'
SD13	S12°00'00"E	154.00'
SD14	S21°33'00"W	120.00'
SD15	S48°47'00"W	37.00'
SD16	S27°17'00"W	45.00'
SD17	S0°18'00"E	84.00'
SD18	S25°30'00"W	31.00'
SD19	S24°42'00"E	263.00'
SD20	S1°30'00"W	203.00'
SD21	S22°00'00"W	245.00'
SD22	S12°33'00"W	122.00'
SD23	S48°44'00"W	65.00'
SD24	S18°35'00"E	118.00'
SD25	S27°48'00"E	231.00'
SD26	S17°53'00"E	104.00'
SD27	S17°48'00"W	168.00'
SD28	S22°07'00"W	35.00'

LEGEND

SECTION CORNER (FOUND) (AS DESCRIBED)	
CENTER OF SECTION LINE	
BOUNDARY LINE	
BOUNDARY CORNER	
WOOD R-O-W MARKER	
ADJOINING PARCEL LINE	
SANITARY MAIN LINE EASEMENT	
SANITARY ACCESS EASEMENT	
SUMMIT WATER DIST. CO. EASEMENT	
PUBLIC UTILITY EASEMENT AND CROSS PARKING EASEMENT	
CENTER LINE STORM DRAIN EASEMENT	
CENTER LINE WATER LINE EASEMENT	

LOT B

LOT C

LOT A

Ordinance No. 14-16**AN ORDINANCE APPROVING THE PARK CITY FILM STUDIOS SUBDIVISION
LOCATED AT 4001 KEARNS BLVD, PARK CITY, UTAH.**

WHEREAS, the owners of the property known as Quinn's Junction Properties, aka, Park City Film Studios, located at 4001 Kearns Blvd, north of Richardson Flat Road, east of State Road 248 and west of US 40, have petitioned the City Council for approval of the Park City Film Studios subdivision; and

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

WHEREAS, proper legal notice was sent to all affected property owners according to the Land Management Code of Park City; and

WHEREAS, the Planning Commission held a public hearing on March 26, 2014, to receive input on the subdivision; and

WHEREAS, the Planning Commission, on March 26, 2014, forwarded a positive recommendation to the City Council; and

WHEREAS, on April 17, 2014, the City Council held a public hearing on the Park City Film Studios subdivision; and

WHEREAS, it is in the best interest of Park City, Utah, to approve the Park City Film Studios subdivision to memorialize the existing metes and bounds parcel as a legal lot of record in compliance with requirements of the annexation agreement, development agreement, and phasing plan approval.

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 Park City Film Studios subdivision, as shown in Exhibit A, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 4001 Kearns Boulevard in Park City, Utah.
2. The property is located north of Richardson Flat Road, east of SR 248 and west of US Highway 40.
3. The property contains 29.55 acres.
4. The property was annexed into Park City with the Quinn's Junction Partnership (QJP) Annexation on May 12, 2012, and is subject to Ordinance 12-12. The property was zoned Community Transition (CT) with Regional Commercial Overlay (RCO).
5. On May 24, 2012 a Development Agreement was executed and recorded at Summit

County.

6. The Development Agreement includes concept plans for a film studio campus, a 100 key hotel, and commercial and support uses, as further defined in the Development Agreement, consistent with the prior January 17, 2012 Annexation Agreement, a pre-annexation agreement between the City and the property owner.
7. The Annexation Agreement and Ordinance 12-12 include a condition of approval that an Administrative Conditional Use Permit is required for the Park City Film Studio project prior to issuance of any building permits.
8. On December 5, 2013, the City Council approved an amended phasing plan for Phase 1 allowing it to be broken into three sub-phases (1-A, 1-B, 1-C).
9. On December 11, 2013, the applicant submitted an Administrative Conditional Use Permit (CUP) application for Phase 1-A of the Park City Film Studios project.
10. On March 11, 2014, the Planning Director conducted an administrative public hearing to receive public comment on the Administrative Conditional Use permit. No public comment was provided.
11. No portion of this plat is within the Park City Soils Ordinance boundary.
12. The proposed subdivision plat creates a lot of record for the Park City Film Studios project that is planned to be maintained under the common ownership of Quinn's Junction Properties, LC, the current owner.
13. No non-conforming conditions are created by the subdivision plat.
14. The property is accessed from Kearns Blvd, aka SR 248, a State Highway. The MPD access point is at an existing signalized intersection with Round Valley Way as contemplated by the February 1, 2007 Cooperative Corridor Preservation Agreement between UDOT and Park City. A traffic signal for the entrance/exit to the Film Studio site will be installed as part of the Studio project. The cost associated with the traffic signal shall be worked out between the applicant and UDOT.
15. All roads will be designated as private drives and streets. Easements are provided as needed for public utilities. A shared access easement with the City's parcel to the south is provided for possible future shared access point with SR 248.
16. There are no public streets within the subdivision. Each phase is designed to accommodate fire and emergency vehicle circulation through the phase.
17. The subdivision plat application complies with the Land Management Code regarding final subdivision plats.
18. General subdivision requirements related to 1) drainage and storm water; 2) water facilities; 3) sidewalks and trails; 4) utilities such as gas, electric, power, telephone, cable, etc.; 5) public uses, such as parks and playgrounds; and 6) preservation of natural amenities and features have been addressed through the Master Planned Development process as required by the Land Management Code.
19. The Annexation Ordinance applies to this plat. The Ordinance requires LEED construction at the certified level without commissioning per the Annexation Agreement and at a minimum, the Hotel shall include a "Green" operational policy within industry standards and a door key activated light shut-off (or similar system) in all of the rooms.
20. Sanitary sewer facilities are required to be installed in a manner prescribed by the Snyderville Basin Water Reclamation District (SBWRD).
21. There are wetlands adjacent to the site to the north and east, as identified on the National Wetlands Inventory. The Inventory does not identify wetlands on the

property.

22. There are remnants of an irrigation ditch running through the property. No water has been diverted through the ditch since 1995. If the applicant intends to use the ditch for irrigation of landscaping for Phase Two, there would first need to be resolution of water right and water source issues.
23. A Riparian Analysis prepared by Psomas and submitted with the CUP application, concludes that no riparian conditions exist within the property boundaries.
24. Water service is provided by Summit Water for this property.
25. There is good cause for this subdivision plat in that it creates a legal lot of record from metes and bounds described parcel for a future film studios project.
26. Trails and sidewalks are provided consistent with the MPD Development Agreement. The applicant has provided the City with the required \$75,000 for trails to be constructed to the site by the City.
27. The findings in the Analysis section are incorporated herein.

Conclusions of Law:

1. The subdivision plat complies with LMC 15-7.3 as conditioned.
2. The subdivision plat is consistent with the Park City Land Management Code and applicable State law regarding subdivision plats.
3. The subdivision plat is consistent with the May 12, 2012, Quinn's Junction Partnership Annexation and May 24, 2012 MPD Development Agreement, as amended with the December 5, 2013 Council approved phasing plan for Phase 1-A.
4. Neither the public nor any person will be materially injured as a result of approval of the proposed subdivision plat, as conditioned herein.
5. Approval of the proposed subdivision plat, subject to the conditions stated herein, will not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

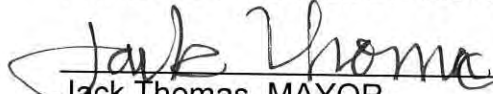
1. City Attorney and City Engineer review and approval of the final form and content of the subdivision plat for compliance with State law, the Land Management Code, and the conditions of approval, is a condition precedent to recordation of the plat.
2. The applicant will record the subdivision plat at Summit County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat amendment will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. Conditions of approval of the May 12, 2012, Quinn's Junction Partnership Annexation, as stated in the Annexation Agreement and Ordinance 12-12, continue to apply, and shall be noted on the plat.
4. Conditions of approval of the May 24, 2012, MPD Development Agreement, as amended by the City Council on December 5, 2013, continue to apply, and shall be noted on the plat.
5. A final utility plan shall be approved by the City Engineer prior to issuance of permits for site work for each phase.
6. A final grading plan shall be approved by the City Engineer prior to issuance of permits for site work for each phase.

7. "The potential adjacent wetlands shown on the National Wetlands Inventory map will be delineated prior to occupancy of the first building in phase 1a. If such wetlands exist and could be impacted, PCFS shall provide sufficient irrigation water, based on the Corp of Engineer's findings, to maintain it prior to occupancy of the first building in phase 1a. The original irrigation ditch that supplied water to the wetland will either remain in place until a determination from the Corp of Engineers is received or can be modified to bypass the proposed construction but must still provide irrigation/storm/runoff waters to the potential adjacent offsite wetlands."
8. UDOT approval is required for any off-site storm-water detention facilities and/or landscaping and fencing proposed within the UDOT right-of-way areas, prior to approval of final utility plans by the City Engineer for each phase.
9. A construction mitigation plan (CMP) shall be submitted and approved by the City for compliance with the Municipal Code, LMC, and the MPD conditions of approval prior to issuance of a building permit. A construction recycling area and excavation materials storage area within the development shall be utilized and identified on the CMP.
10. A financial guarantee, in a form and amount acceptable to the City and in conformance MPD conditions of approvals, for the value of all public improvements, including landscaping, shall be provided to the City prior to building permit issuance for new construction within each phase. All public improvements shall be completed according to City standards and accepted by the City Council prior to release of this guarantee.
11. Water sufficient for adequate redundancy and fire flows per the Park City Fire District is required prior to issuance of building permits for vertical construction for each phase.
12. A certificate of occupancy for Buildings 7, 7A, and 7B (as identified on the approved revised phasing plan) shall be issued by the Park City Building Department prior to requesting a certificate of occupancy for Buildings 6 and 8 as identified on the approved revised phasing plan per the MPD Agreement.
13. Topsoil shall be stockpiled on site for use on the property and export of excess material from the site shall be minimized.
14. A note shall be added to the plat indicating that a shared access easement will be granted by the Property owner and the City for possible future shared access to SR 248 at the southwest corner of the property. The City Engineer shall identify the easement requirements prior to recordation of the easements at such time that the easements are needed.
15. Due to the potential for areas of expansive soils within this subdivision, a soils conditions report shall be submitted prior to issuance of any building permits for structures, utilities, and roads, and shall be reviewed by the City Engineer and Building Official prior to issuance of an excavation permit for any construction.

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

PASSED AND ADOPTED this 17th day of April, 2014.

PARK CITY MUNICIPAL CORPORATION



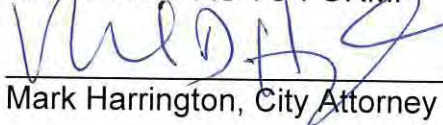
Jack Thomas, MAYOR

ATTEST:



Marci Heil, City Recorder

APPROVED AS TO FORM:



Mark Harrington, City Attorney





When recorded return to:
City Recorder
Park City Municipal Corporation
P.O. Box 1480
Park City, UT 84060

Ordinance 12- 12**EXHIBIT D**

AN ORDINANCE ANNEXING APPROXIMATELY 29.55 ACRES OF PROPERTY LOCATED AT THE SOUTHWEST CORNER OF THE SR248 AND US40 INTERCHANGE IN THE QUINN'S JUNCTION AREA, KNOWN AS THE QUINN'S PARTNERSHIP ANNEXATION, INTO THE CORPORATE LIMITS OF PARK CITY, UTAH, AND AMENDING THE OFFICIAL ZONING MAP OF PARK CITY TO ZONE THE PROPERTY COMMUNITY TRANSITION (CT) WITH A REGIONAL COMMERCIAL OVERLAY (RCO) DESIGNATION

WHEREAS, on January 24, 2005, the property owner, Quinn's Junction Partnership, of the property shown on the attached Annexation Plat "Exhibit A", (the "Property"), first petitioned the City Council for approval of an annexation into the Park City limits; and

WHEREAS, the Property is approximately 29.55 acres in area and is located southwest of the intersection of State Road 248 and US-40 as described in the attached Legal Description "Exhibit B"; and

WHEREAS, the Property is included within the Park City Annexation Expansion Area, and is not included within any other municipal jurisdiction; and

WHEREAS, on January 18, 2012, Summit County and the Quinn's Junction Partnership executed a Settlement Agreement "Exhibit C" regarding vested development rights for this parcel, including an Annexation Agreement which was entered into by and among the Quinn's Junction Partnership and Park City Municipal Corporation on January 17, 2012 ("Annexation Agreement"); and

WHEREAS, on January 20, 2012, a revised annexation petition, including a zoning map amendment request to zone the property Community Transition (CT) with a Regional Commercial Overlay (RCO) was submitted. Additional information related to the annexation petition and the Master Planned Development for a 374,000 sf (Gross Floor area as described in the January 17, 2012 Annexation Agreement) movie/film studio campus, with associated uses and a 100 room (keys) hotel, was submitted to the City, and the submittal was deemed complete; and

WHEREAS, the Park City Council accepted the Quinn's Junction Partnership Annexation petition on January 26, 2012; and

WHEREAS, the City reviewed the petition against the criteria stated in Sections 10-2-403 (2), (3), and (4) of the Utah Code, annotated 1953 as amended, and found the petition complied with all applicable criteria of the Utah Code; and

WHEREAS, On February 2, 2012, the City Recorder certified the annexation petition and delivered notice letters to the "affected entities" required by Utah

Code, Section 10-2-405, giving notice that the petition had been certified and the required 30-day protest period had begun; and

WHEREAS, no protests were filed by any "affected entities" or other jurisdictions within the 30-day protest period and the petition was considered accepted on March 5, 2012; and

WHEREAS, the Planning Commission, after proper notice, conducted public hearings regarding the Annexation petition application on March 14th, March 28th, April 11th, and April 25th; and

WHEREAS, on April 25, 2012, the Planning Commission voted to forward to City Council a negative recommendation on the proposed annexation and zoning of Community Transition (CT) with a Regional Commercial Overlay (RCO) as described in the Annexation Agreement; and

WHEREAS, on May 17th and May 24th, 2012, the City Council conducted public hearings and discussed the annexation, MPD, and zoning map amendment and took public testimony on the matter, as required by law; and

WHEREAS, the January 17, 2012, Annexation Agreement outlines parameters, conditions, and restrictions regarding the Master Planned Development (the "Proposed MPD") on the 29.55 acres for a film and media campus, with associated uses; and

WHEREAS, the MPD Plans dated May 24, 2012 as "Exhibit F" submitted by the Applicant, set forth further conditions, design objectives and standards, building massing and articulation, site plan requirements, landscaping and buffering, materials, and other specific items that have a goal of enhancing rather than detracting from the aesthetic quality of the entry corridor; and

WHEREAS, a Development Agreement between the City and Petitioner, pursuant to the Land Management Code Section 15-8-5 (C), setting forth further terms and conditions of the Annexation and Master Planned Development is herein included as Exhibit G ("Development Agreement").

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

SECTION 1. ANNEXATION APPROVAL. The Property is hereby annexed into the corporate limits of Park City, Utah according to the Annexation Plat executed in substantially the same form as is attached hereto as "Exhibit A" and according to the Findings of Fact, Conclusions of Law, and Conditions of Approval as stated below.

The Property so annexed shall enjoy the privileges of being in Park City as described in the Development Agreement attached as "Exhibit G" and shall be

subject to all City levies and assessments as described in the terms of said Development Agreement.

The Property shall be subject to all City laws, rules and regulations upon the effective date of this Ordinance.

SECTION 2. ANNEXATION DEVELOPMENT AGREEMENT. Council hereby authorizes the Mayor to execute the Development Agreement in substantially the same form as is attached hereto as "Exhibit G" and as approved by the City Attorney.

SECTION 3. COMPLIANCE WITH STATE LAW, GENERAL PLAN, AND ANNEXATION POLICY PLAN. This annexation meets the standards for annexation set forth in Title 10, Chapter 2 of the Utah Code, the Park City General Plan, and The Annexation Policy Plan - Land Management Code Chapter 8, Annexation. The CT zoning designation with Regional Commercial Overlay (RCO) is consistent with the Annexation Agreement approved by the City Council and executed on January 17, 2012.

SECTION 4. OFFICIAL PARK CITY ZONING MAP AMENDMENT. The Official Park City Zoning Map is hereby amended to include said Property in the CT zoning district, with an RCO overlay as shown in "Exhibit E".

SECTION 5. FINDINGS OF FACT, CONCLUSIONS OF LAW, AND CONDITIONS OF APPROVAL.

Findings of Fact

1. The property is subject to the January 17, 2012 Annexation Agreement between Park City and Quinn's Junction Partnership that sets forth certain requirements and waivers for the MPD development. These waivers are due to pre-existing vesting in Summit County and the terms of the January 18, 2012 County Settlement Agreement.
2. Land Uses proposed in the MPD Plans include a 100 room/key hotel and associated lodging uses, a film studio campus with sound stages, and associated uses, including support commercial, recording studio, outdoor stage amphitheater, enclosed atrium area between the hotel and ballroom/meeting space, screening rooms and theater, related mixed use office/retail/entertainment, sound stages, film school and related educational uses, associated offices, workshops, and production support and offices. The Gross Floor Area allowed per the Annexation Agreement is 374,000 square feet. Exceptions to the Floor Area, including porches, balconies, patios and decks, vent shafts, courts, and one atrium subject to further restrictions, are spelled out in the Annexation Agreement.
3. Proposed uses as identified in the MPD Plans (Exhibit F) are consistent with the January 17, 2012 Annexation Agreement.

4. The City Council as the final approving body of the MPD has decreased the number of Off-Street Parking Spaces within MPDs based upon a parking analysis and recommendation from the Planning Department per Section 15-6-5 (E).
5. The City Council hereby incorporates the staff reports dated March 14th, March 28th, April 11th, April 25th, May 17th and May 24th, 2012 as part of the record of decision.

Conclusions of Law

1. Due to the unique circumstances of the terms and conditions of the County Settlement Agreement, the Annexation and Zoning Map amendment are consistent with the Annexation Agreement (Exhibit D), the City's Annexation Policy Plan, Quinn's Junction Study Area, the required findings and conclusions of LMC 15-6-6, and the Park City General Plan (2005).
2. Approval of the Annexation and Zoning Map amendment does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The Official Zoning Map shall be amended to designate the Quinn's Junction Partnership Annexation property with Community Transition (CT) zoning, with a Regional Commercial Overlay (RCO) limited to the commercial uses provided in the Annexation Agreement dated January 17, 2012 and the MPD concurrently approved herein. To the extent there is any conflict between the MPD and the Annexation Agreement, the terms of the MPD shall govern.
2. The attached Exhibits, including the Development Agreement for the Quinn's Junction Annexation and the Annexation Agreement, shall be fully executed and recorded at Summit County, along with the Annexation Plat.
3. The Master Planned Development Plans hereby approved and all final design, Administrative CUP and building permits shall comply with the Annexation Agreement and all applicable Land Management Code "LMC" provisions that are not contrary to said Annexation Agreement.
4. The required Administrative Conditional Use permit application for final design shall be reviewed for consistency with the Annexation Agreement and the MPD Plans package, these conditions of approval including site design, building massing and height, setbacks, architectural design and vernacular, materials, colors, landscaping, lighting, fencing, grading, berming, trails, circulation for buses and emergency vehicles, parking and phasing, etc. and conditions of the Annexation Development Agreement. Rendered elevations, material and color samples, shall be provided for Planning Department review prior to approval of the Administrative Conditional Use permit. Maximum building height of Building 8 (formerly Pad 7) is limited to 50 feet or maximum height not to exceed 60 feet in the event a major, long term film production contract necessitates the full studio height in compliance with Paragraph 2.5(e) of the Annexation Agreement. Final Architectural Review pursuant to 15-2.23-6 shall be

- concurrent with the Administrative CUP. Commissioner Jack Thomas shall participate in the Administrative CUP as a liaison for purpose of further input on final design and architectural elements. Final building footprints shall substantially conform to the MPD Site Plan approved by the City Council. Minor variations in building size and articulation will be considered by the Planning Director at the time of review of the Administrative CUP, provided that there is no increase in the total Gross Floor Area for each of the four main areas, namely: 1) the hotel, 2) office/sound stage support, 3) sound stage, and 4) retail/support. Final building footprints shall be located within the identified building pads.
5. A preliminary landscape plan, provided by a licensed landscape architect, and including landscape site design and materials consistent with those identified in the Annexation Agreement and as further specified in the MPD Plan package is required to be submitted with the Administrative Conditional Use permit application. The landscape plan shall identify grading, heights, and undulation of the perimeter berming to soften the view of the commercial structures. The landscape plan shall include a planting plan and an irrigation plan. Ground cover for green roofs shall also be included in the landscape plan. Perimeter landscaping should be of a substantial size and shall be reviewed and approved by the City Arborist and Landscape Architect. The landscape plan shall indicate how the landscaping will be phased and shall indicate perimeter plantings to be installed prior to vertical construction to provide screening of construction work. Temporary irrigation will be required to ensure these plantings survive. Final landscape plans, consistent with the preliminary landscape plan submitted with the Administrative CUP, shall be submitted and must be approved by the City with the building permit plan sets.
 6. Parking lot and all other exterior lighting shall meet requirements of the LMC with additional restrictions on the overall wattage, automatic timers, and lighting designed in zones and shall comply with best lighting practices as recommended by the Dark Skies organization. A lighting plan, provided by a qualified lighting professional, shall be submitted with the Administrative Conditional Use permit application. The plan shall include a requirement to shut off lighting in parking areas used on an intermittent basis, particularly in the secure studio campus.
 7. Security fencing on the property perimeter shall not exceed 7' in height and internal gate fencing may be 12' in height in areas limited to as shown on Exhibit F (page 42). Fencing shall not include razor wire or other details that read as "high security" fencing. Use of electronic monitoring is allowed. Fencing details shall be provided with the Administrative Conditional Use permit application and shall be consistent with the Final MPD Plan Package (Exhibit F, page 39) in terms of location, design, materials, colors, and extent. Perimeter fencing shall be phased consistent with the phased parking lot construction described in #16 below.
 8. All vehicular access points to the development from SR-248 shall comply with any and all existing Corridor Preservation Agreements. Changes to

these Agreements must be approved by the Utah Department of Transportation. The City approves of the two proposed access locations as depicted on the Final MPD Plan Package (Exhibit F- page 9). The Applicant will be responsible for filing application for required access approvals with the Utah Department of Transportation. Without additional UDOT approvals, there will be a single public access to the property at the signalized intersection of Round Valley Drive and SR 248, and emergency access as approved by UDOT, and the Fire and Building departments.

9. In the event that the south secondary access point is approved, this access shall be located in such a way as to not preclude access to the adjacent City open space parcel. Necessary cross access easements shall be provided, on the subdivision plat, through the public area of the MPD to provide access to the signalized intersection for the City parcel.
10. Traffic Management Plans for special events shall be approved by the City's Special Events staff as well as by the City's Police Departments of Transportation and Public Safety. All necessary special event permits and conditional use permits shall be obtained prior to commencing the Special Event or Master Festival. No overcrowding permits may be granted by the Building Department. The Applicant agrees to City use of surplus parking, said "surplus" amount and availability determined by the Applicant, for City-approved special events, primarily for overflow parking for the Park City Sports Complex (ice, fields and hosted trail races). Provided such use is consistent with deed restrictions, the City will provide reciprocal use of surplus parking as determined by the City at the Sports Complex. Fees shall not be charged for the parking unless the host event is charging fees for the parking at other locations.
11. Outdoor activities and noise shall be limited to 7AM to 10 PM and shall not exceed the City's noise ordinance, unless otherwise allowed through a Special Event/Master Festival permit in accordance with the Municipal Code.
12. At the time of the Administrative Conditional Use permit application, the applicant shall identify the square footage of all parking areas and all hard surfaced areas. Interior and perimeter parking lot landscaping shall meet requirements of the LMC Chapter 3. Snow storage areas shall be provided in accordance with the LMC Sections 15-3-3(E) and 15-3-4.8(E).
13. At the time of the Administrative Conditional Use permit application, the applicant shall provide a detailed parking analysis to identify specific uses, square footage, employee, hours of operation, shared parking ratios, and other items that will allow the Planning Staff to calculate the parking demands as such relates to the progression of the proposed phasing plan. The parking analysis shall look at the extent to which alternative modes of travel (bus, shuttle, carpool, bike, etc.) and use of the Richardson Park and Ride can reduce the demand for parking at the site, on a day to day basis. The parking analysis shall also provide information about special events and parking demand. With reductions for shared parking as well as support uses which reduce the required parking spaces, parking spaces are hereby approved up to a maximum of 730

surface spaces, and an additional 150 spaces underground at the hotel, for a total of 880 parking spaces. .

14. A phased parking plan shall be provided by the Applicant with the Administrative Conditional Use permit for approval by the Planning Department. The plan shall identify only essential paving with each phase of development, propose measures to reduce parking demand with various programs and incentives, and mitigate employee parking, particularly on the public campus and during construction. Prior to building each phase of parking, the applicant shall provide a parking analysis of existing conditions and needs, including traffic mitigation and use of the Richardson Park and Ride by full-time shift employees and mitigation of construction employee parking (such use the City hereby approves). The Planning Director must approve proceeding to construction for each phase of the parking; however such approval may not be unreasonably withheld. The final phase of parking area on Exhibit F, pg. 33 (farthest north/east lot) and any un-striped temporary parking shall contain a permeable surface area system.
15. The applicant shall pay the City \$75,000 to fulfill the proportionate share of the development's construction of public trail connections to the Park City Heights Rail Trail connector. The City shall build the trail. The applicant may install trail head amenities as shown on the MPD Plans at their expense.
16. Bike racks shall be provided for the various uses, as required by LMC Section 15-6, Master Planned Developments (hotel, mixed use, trail head area, sound stage, etc.).
17. Construction of a bus loop/bus shelter shall be provided prior to issuance of a certificate of occupancy for the hotel or mixed use buildings. The shelter shall be located at the bus drop-off located at one location of either option A, or B, as approved by the City Transit Manager. The Transit Manager may approve alternate location(s) as part of the Administrative CUP.
18. A grading plan shall be submitted with the Administrative Conditional Use permit application. Excavated materials shall remain on site to the greatest extent reasonably possible. Final grading plans, consistent with the preliminary grading plan submitted with the Administrative CUP, shall be submitted and must be approved by the City with the building permit plan sets.
19. Grading of the site, including the undulating berms and swales along SR 248 shall meet the sight distance and clear zone requirements of UDOT and be consistent with the grading proposed in the MPD Plans (with additional berm east of Building 2 adjacent to city property as reflected on revised sheets #10 and depicted on revised sheet #20, dated 5/24/12).
20. All landscaping, parking lots, driveways, roads, plazas, sidewalks, trails on the property, and other common areas shall be maintained by the property owner, or an Owner's Association, as the City will not maintain such areas.

21. Recycling centers shall be installed in the hotel, mixed use, and sound stage areas prior to issuance of a certificate of occupancy for the building.
22. The hotel shall provide shuttle service for guests within Park City and encourage guests to utilize shuttles from the airport as well as around town. The shuttle service shall be in place prior to issuance of a final certificate of occupancy for the hotel.
23. In accordance with Paragraph 2.5(h) of the Annexation Agreement, the applicant shall pay all applicable fees, including development, Building and Planning, Business licensing, and all other legally imposed fees and taxes collected by City Departments for services, utilities, etc.
24. A storm water management plan, prepared by a licensed professional, shall be submitted with the Administrative Conditional Use permit application and must meet all applicable code requirements on-site. The plan shall be consistent with best management practices for storm water management, including pre versus post run-off, water oil separators for parking facilities, and 100 year storm event detention on site. Final storm water plans, consistent with the preliminary plan submitted with the Administrative CUP, shall be submitted and must be approved by the City with the building permit plan sets.
25. Roof top mechanical equipment shall be architecturally screened from public view.
26. Trash and recycling enclosures shall be screened with landscaping, fencing, buildings, berms, etc. per the LMC.
27. LEED construction at the certified level without commissioning per the Annexation Agreement is required for the movie studios. The Applicant's architect shall score the construction and submit such to the Park City Building Department for confirmation. Based on the agreement of the anticipated manager of the complex, Raleigh Studios, Raleigh shall use best efforts to determine whether it is in their best interests to seek and obtain official LEED Construction Commissioning at the increased standard of Silver. However, at a minimum, the Hotel shall include a "Green" operational policy within industry standards and a door key activated light shut-off (or similar system) in all the rooms.
28. Areas of plazas, pedestrian walk ways, patios, etc. shall not be heat melted. Solar panels and skylights are allowed on rooftops per the LMC Chapter 5.
29. Acknowledging that the inside areas of the studio campus may be active 24/7, the applicant shall propose specific hours of operation for approval by the Planning Director as part of the Administrative CUP to mitigate traffic of employee loading and unloading. Support commercial uses, such as food service, deli, café, etc. shall be open during filming hours and office hours to mitigate vehicular trips off site for breaks and lunch. Where possible, set shift work will be scheduled in non-peak traffic times.
30. Additional Building articulation as required by LMC Chapter 5 shall be demonstrated on the final building plans prior to issuance of a building permit.

31. Permanent power shall be provided for the trailer parking area and the applicant shall use best effort to utilize solar or other renewable energy resource if technically and economically feasible.
32. A sign plan must be filed with the Administrative CUP in compliance with LMC Title 12. No icon, water tower, or billboards are allowed. Internal "plaza" areas shall be defined on the sign plan.
33. Final Subdivision approval shall contain covenants and restrictions (CCRS) in compliance with Paragraph 2.6 of the Annexation Agreement.
34. Water service is provided by Summit Water. The applicant may be required to construct an emergency connection to the City system if required by state drinking water approval or the project fails the flow and standards required by the International Fire Code (2009), specifically including Section 507, Appendix B and Table B105.1. Should City service be necessary in the future, the project may first be required to annex into the City Water District and the applicant shall pay applicable impact and user fees in effect at such time and make such dedications as required by LMC 15-8-5(C) (1-3).
35. This MPD approval and zoning approved herein are limited to the terms of the Annexation Agreement and due to the unique circumstances regarding a legal settlement of historic claims in the Summit County Settlement Agreement, such approval shall not be considered precedent for future zoning amendments or annexation petition to this or neighboring properties in the Quinn's/CT zone area. All future development applications, changes in commercial use, or rezone requests shall be processed in accordance with the General Plan, zoning and LMC in effect at the time of application. The densities approved herein shall not be considered in terms of neighborhood compatibility in the event of a rezone or CT amendment request by other properties within the CT zone.
36. As part of the required Construction Mitigation Plan, to be submitted prior to issuance of any building permits on the property, the landscape guarantee shall insure phased and adequate berming along SR248 in the event the project is not completed, and the construction guarantee bond shall take into consideration the location of this property on the entry corridor and provide for adequate landscape and site disturbance coverage for each phase of the building construction as proposed in Exhibit G of the Development Agreement to insure visual and physical impacts of any work stoppage are mitigated in the event construction is not completed on this property.
37. No wood burning devices or outdoor gas firepits/fireplaces with the exception of one fire pit (non-wood burning) and permanent BBQ appliances are allowed on the property at the hotel
38. Specific soils test pits shall be reviewed prior to building permit issuance and if environmental issues, such as contaminated soils are present, a mitigation plan shall be required prior to issuance of permits. To satisfy this condition, developer may submit prior tests and studies performed on the property.

39. The secure studio campus shall serve as a public emergency shelter if approved within the City's Emergency Plan.
40. The Planning Staff and the applicant shall complete a review of the Administrative Conditional Use Permit within one year of the first certificate of occupancy, and the staff shall provide a report of the review to the City Council.

SECTION 6. EFFECTIVE DATE. This Ordinance shall take effect upon publication of this Ordinance, recordation of the Annexation Plat and Development Agreement, and compliance with state annexation filing requirements, pursuant to the Utah Code Annotated Section 10-2-425.

PASSED AND ADOPTED this 24th day of May, 2012.

PARK CITY MUNICIPAL CORPORATION

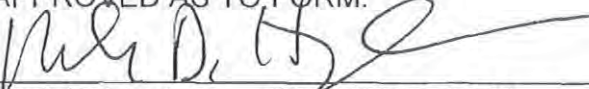

Dana Williams, MAYOR



ATTEST:


Janet M. Scott, CITY RECORDER

APPROVED AS TO FORM:


Mark D. Harrington, CITY ATTORNEY

Exhibits to the Ordinance

- Exhibit A- Annexation plat
- Exhibit B- Legal Description
- Exhibit C- County Settlement Agreement executed January 18, 2012
- Exhibit D- City Annexation Agreement
- Exhibit E- Zoning map amendment
- Exhibit F- Final MPD Plans packet
- Exhibit G- Annexation Development Agreement



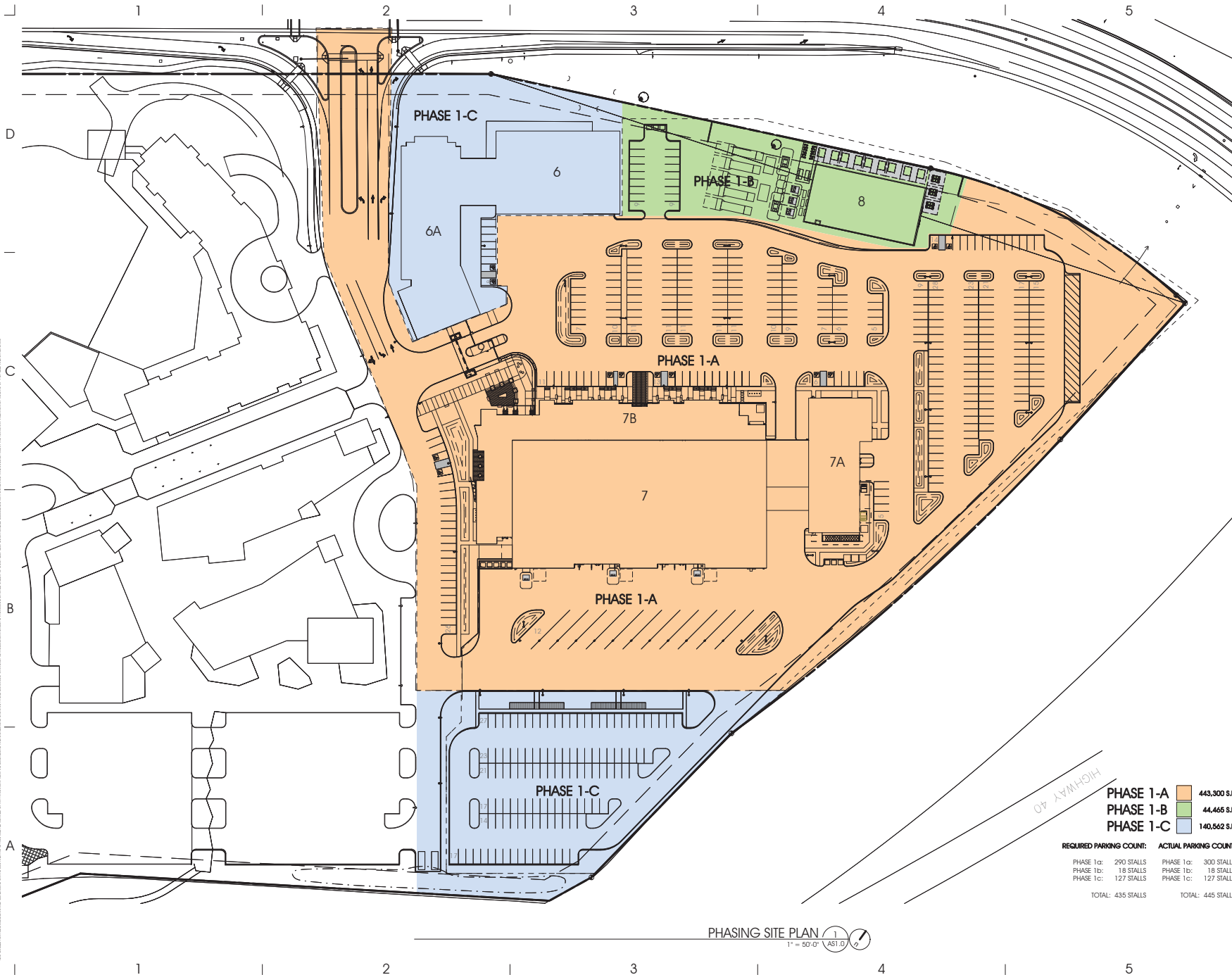
**Park Citry Film Studio
Parking Exhibit**
449 spaces approved
316 spaces existing
not including star trailer site
Remaining 133 future spaces to be built
on remaining studio site

Future 133
parking
spaces to reach
approved 449
spaces on Studio
side of project

1993

Imagery Date: 7/8/2016 40°40'47.7"

EXHIBIT F



ARCHITECT 1334
ajc architects
703 east 1700 south
salt lake city, utah 84105
ph: 801.466.8818
fx: 801.466.4411
www.ajcarchitects.com

CONSULTANT

OWNER INFORMATION

PROJECT DESCRIPTION
PARK CITY FILM STUDIOS

4001 KEARNS BLVD
PARK CITY, UT 84060

SHEET NAME:
PHASING SITE PLAN

REVISIONS
MARK DATE DESCRIPTION

ISSUE DATA
ISSUE DATE: DEC 11, 2013
ISSUE TYPE: CUP PHASE 1A
DRAWN BY: ajc
CHECKED BY: J. Jones

SHEET NUMBER:

AS1.0



SNYDERVILLE BASIN

WATER RECLAMATION DISTRICT

2800 HOMESTEAD RD, PARK CITY, UT 84098

WWW.SBWRD.ORG

T 435-649-7993

F 435-649-8040

December 15, 2015

Kirsten Whetstone
Park City Municipal Corp.
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060

Subject: Park City Film Studios Subdivision Amended
Plat Review

Dear Ms. Whetstone,

The Snyderville Basin Water Reclamation District (SBWRD) has reviewed the referenced plat and has the following comments:

1. The recording information (Entry #, Book and Page) for the SBWRD easement needs to be included on the plat. This easement identifies both main line and access easements, which should also be specified on the plat (see enclosed).
2. The easement must be shown extending through Lot 3 (see attached red-lined drawing).
3. Several wastewater laterals serving Lot 1 cross a portion of the proposed Lot 2 area (see attached red-lined drawing). Per SBWRD policies, laterals may not cross adjacent lots beyond the area of the SBWRD main line easement. A possible solution will be to revise the lot lines in order to eliminate the cross-lot laterals.
4. The following note must be added:

At the time of any resurfacing of the paved areas, the (name of Owner's Association) shall be responsible to adjust wastewater manholes to grade according to Snyderville Basin Water Reclamation District (SBWRD) standards. Prior notification of the adjustments and inspection by SBWRD is required.

The applicant should contact me to schedule a time for plat signing after the Owner's Dedication has been signed and the above comments have been addressed.

Sincerely,

Bryan D. Atwood, P.E.
District Engineer

Enclosures

cc: Greg Erickson, Quinn's Junction Properties L.C.
Ted Biehn, Robinson, Biehn & Biehn, Inc.
Plat Review File

Kirsten Whetstone

From: Bryan Atwood <BATwood@sbwr.org>
Sent: Tuesday, December 22, 2015 10:51 AM
To: Matt Cassel; Kirsten Whetstone
Cc: Kevin Berkley
Subject: RE: PCFS subdivision plat
Attachments: Plat Review.pdf

Kirsten,

The 3 lot configuration would address our cross-lot lateral issue, which is item 3 of our review letter (attached). It should be an easy matter to add the items addressed in our other comments to the plat.



Bryan D. Atwood, P.E.
District Engineer
Snyderville Basin Water Reclamation District
2800 Homestead Road
Park City, UT 84098
Office: 435-214-5245
Mobile: 435-731-0039
batwood@sbwr.org

From: Matt Cassel [mailto:matt.cassel@parkcity.org]
Sent: Monday, December 21, 2015 4:08 PM
To: Kirsten Whetstone <kirsten@parkcity.org>
Cc: Bryan Atwood <BATwood@sbwr.org>
Subject: RE: PCFS subdivision plat

Kirsten:

What were my comments from the meeting?

- Drainage from lot to lot,
- access easements and future access points,
- What parking requirements must be met on site, and will there need to be parking easements for the site,
- Water supply to cover fire demands still needs to be resolved.

Matthew Cassel, P.E.
City Engineer
435-615-5075



When recorded return to:
 Snyderville Basin Water Reclamation District
 2800 Homestead Road
 Park City, Utah 84098

ENTRY NO. 00995992

05/27/2014 09:41:49 AM B: 2241 P: 1418

Easements PAGE 1/4

MARY ANN TRUSSELL, SUMMIT COUNTY RECORDER
 T FEE 0.00 BY SNYDERVILLE BASIN WATER RECLAMATION DISTRICT



**GRANT OF EASEMENT AND ACCESS EASEMENT
 FOR CONSTRUCTION AND MAINTENANCE OF WASTEWATER COLLECTION
 AND TRANSPORTATION PIPELINE(S) AND APPURTENANCES**

Quinn's Junction Properties L.C., a Utah limited liability company, Grantor, does hereby convey and warrant to the Snyderville Basin Water Reclamation District, a local District of the state of Utah, (the District) Grantee, of Summit County, Utah, for good and valuable consideration, the receipt and adequacy of which is hereby acknowledged, a permanent non-exclusive easement and right-of-way for the purpose of constructing, operating and maintaining one or more underground pipelines and appurtenances in the easement granted herein for the collection and transportation of wastewater as permitted by the District in the exclusive discretion of the District, over, across, through and under the premises of the Grantor situated in Summit County, Utah which are more specifically described as follows:

Main Line Easement:

A sanitary sewer easement beginning at a point South 89°53'00" East along the north section line of Section 2, Township 2 South, Range 4 East 2285.00 feet; thence South 00°07'00" West, 391.39 feet from the Northwest corner of Section 2, Township 2 South, Range 4 East and running thence South 58°31'56" East, 102.61 feet; thence South 21°18'42" West, 142.98 feet; thence South 39°00'52" West, 137.84 feet; thence South 22°08'34" West, 254.26 feet; thence South 68°45'01" East, 134.23 feet; thence South 00°00'00" East, 87.15 feet; thence South 22°47'04" West, 15.49 feet; thence South 00°26'12" West, 151.27 feet; thence North 89°04'00" West, 20.00 feet; thence North 00°56'00" East, 60.33 feet; thence South 88°54'29" West, 160.74 feet; thence North 73°27'49" West, 231.03 feet; thence North 22°00'49" East, 20.09 feet; thence South 73°27'49" East, 226.01 feet; thence North 88°54'29" East, 158.19 feet; thence North 00°00'00" East, 74.65 feet; thence North 22°47'04" East, 17.51 feet; thence North 00°39'42" West, 67.58 feet; thence North 68°45'01" West, 146.86 feet; thence North 22°08'34" East, 278.53 feet; thence North 39°00'52" East, 137.65 feet; thence North 21°18'42" East, 116.22 feet; thence North 63°23'14" West, 85.97 feet; thence 34.53 feet along a 638.56 radius curve to the right (chord bears North 39°11'37" East, 34.52 feet) to the point of beginning.

Said easement contains 32,149 square feet
 (Within Parcel PCA-91-A)

Also granting to the Snyderville Basin Water Reclamation District a perpetual right of ingress and egress to and from and along said right-of-way and with the right to operate, maintain, repair, replace, augment and/or remove the pipelines and appurtenances deemed necessary by the District for the collection and transportation of wastewater; also the right to trim, clear or remove, at any time from said right-of-way any tree, brush, structure or obstruction of any character whatsoever, which in the sole judgment of the Grantee may endanger the safety

of or interfere with the operation of Grantee's facilities. The Grantor and its successors in interest hereby forever relinquish the right to allow or construct any surface or underground improvement which would interfere with the operation, replacement or repair of the pipelines constructed and maintained under the provisions of this easement and covenant and agree that no underground or surface improvement, trees or structures will be constructed under or over the surface of the easement granted herein, without the express written consent in advance of the Grantee, which would interfere with the exercise of the rights of the Grantee to operate, maintain, repair or replace the sewer pipeline constructed by or for the Grantee.

Also granting to the Snyderville Basin Water Reclamation District a perpetual right of ingress and egress to the above described permanent easement over, across, and through the premises of the Grantor situated in Summit County, Utah which are more specifically described as follows:

Access Easement #1:

Beginning at a point South 89°53'00" East along the north section line of Section 2, Township 2 South, Range 4 East 2360.93 feet; thence South 00°07'00" West, 411.39 feet from the Northwest corner of Section 2, Township 2 South, Range 4 East and running thence South 67°59'11" East, 73.99 feet; thence South 22°00'49" West, 131.81 feet; thence North 68°41'18" West, 49.39 feet; thence North 21°18'42" East, 105.81 feet; thence North 58°15'42" West, 23.64 feet; thence North 22°00'49" East 22.62 feet to the point of beginning.

Said easement contains 7,201 square feet

(Within Parcel PCA-91-A)

Access Easement #2:

Beginning at a point South 89°53'00" East along the north section line of Section 2, Township 2 South, Range 4 East 1900.69 feet; thence South 00°07'00" West, 988.77 feet from the Northwest corner of Section 2, Township 2 South, Range 4 East and running thence 46.79 feet along a 68.50 foot radius curve to the left (chord bears South 45°01'09" East, 45.89 feet); thence South 64°35'18" East, 187.24 feet; thence 18.68 feet along a 100.50 radius curve to the right (chord bears South 59°15'54" East, 18.65 feet); thence South 53°56'30" East, 4.10 feet; thence 53.13 feet along a 85.20 foot radius curve to the left (chord bears South 71°48'13" East, 52.27 feet); thence South 01°05'31" East, 13.69 feet; thence South 88°54'29" West, 91.45 feet; thence North 73°27'49" West, 226.01 feet; thence North 22°00'49" East, 99.40 feet to the point of beginning.

Said easement contains 17,448 square feet

(Within Parcel PCA-91-A)

The easements granted herein are subject to the condition that the Grantee shall indemnify and hold harmless, the Grantor, its heirs and successors against any and all liability caused by the acts of the Grantee, its contractors or agents, during the construction, operation or maintenance of the sewer pipeline provided for in this easement; the Grantor's right to indemnification or to be held harmless by the Grantee under the terms of this paragraph are expressly conditioned upon prompt and immediate notice to the Grantee of any claim or demand which would cause a claim against the Grantee and upon the Grantees right to defend any claim

against the Grantor which would cause a claim of indemnification against the Grantor. This provision shall not be interpreted or construed to waive the rights of the Grantee to the affirmative defenses to claims provided under the Utah Governmental Immunity Act.

WITNESS the hand of said Grantor this 17th day of April, 2014

By: [Signature]

Name: Greg Erickson

Title: Manager

STATE OF UTAH)

COUNTY OF SUMMIT Davis)

On the 17th day of April, 2014, personally appeared before me Greg Erickson the signor of the foregoing instrument, who did personally acknowledge to me that the foregoing easement was executed by the Grantor.

[Signature]
NOTARY PUBLIC

RESIDING AT: Kaysville Utah

My Commission Expires:

2-9-2017

Revised and Readopted 4/12



EASEMENT 1019

ARCHITECT 13.1.2021	CONSULTANT P. S. M. ARCHITECTS 1701 East 1700 South Salt Lake City, Utah 84119 Tel: (801) 466-8411 info@psmarchitects.com	PROJECT INFORMATION 4175 S. Mountain Rd. Unit 205 Salt Lake City, UT 84119 (801) 724-2777 (801) 724-7676 FAX	PROJECT DESCRIPTION PARK CITY FILM STUDIOS	4001 KEARNS BLVD PARK CITY, UT 84060	SHEET NAME SBRWD EASEMENT EXHIBIT	REVISIONS MARK DATE DESCRIPTION	FILE DATA SHEET DATE APRIL 8, 2024 SHEET TYPE MD 20 DRAWN BY: RLS/SPR CHECKED BY: SBR/AAH	SHEET NUMBER C4.0
------------------------	--	---	---	---	---	------------------------------------	---	----------------------



**DEVELOPMENT AGREEMENT
FOR THE
QUINN'S JUNCTION PARTNERSHIP ANNEXATION
MASTER PLANNED DEVELOPMENT
PARK CITY, SUMMIT COUNTY, UTAH**

This Development Agreement is entered into as of this 24th day of May, 2012, by and between QUINNS JUNCTION PARTNERSHIP ("Developer"), as the owner and developer of certain real property located in Park City, Summit County, Utah, on which Developer proposes the development of a project known as the Quinn's Junction Partnership Annexation Master Planned Development, and PARK CITY MUNICIPAL CORPORATION, a municipality and political subdivision of the State of Utah ("Park City"), by and through its City Council.

RECITALS

A. Developer is the owner of approximately 29 acres of real property located in Park City, Summit County, Utah, which real property is more particularly described on Exhibit A attached hereto and incorporated herein by reference, and which real property is depicted on the site plan attached hereto as Exhibit D and incorporated herein by reference (the "Property").

B. As a compromise of claims and in settlement of litigation, Summit County recognized that the property in question has a vested development right to commercial uses.

C. Developer obtained these vested rights for a commercial project now known as "Quinn's Junction Partnership Annexation Planned Development" wherein, the parties agreed to settle long standing differences in return for recognition for a commercial use of the property in question. The Settlement Agreement is attached hereto as Exhibit B.

D. Developer and Park City also entered into an Annexation Agreement wherein Park City recognized the property has vested development rights to the commercial uses, densities, and configuration as part of a motion picture studio and media campus as stated in the Settlement Agreement described in Recital B. A copy of the Annexation Agreement is attached hereto as Exhibit C.

E. Based on a further agreement between developer and Park City with the consent of the County, Developer applied to build a mixed use development on the Property consisting of a Motion Picture Studio and Media Campus, ancillary and support commercial and lodging (the "Film Studio").

F. Developer obtained Park City approval for the development on the Property of a mixed use hotel and commercial project known as the Quinn's Junction Partnership Annexation Master Planned Development (the "Master Planned Development Approval"), as more fully described in the incorporated Approval Documents (hereinafter defined) and as set forth below (the "Project").

G. Park City requires development agreements under its Park City Land Management Code ("LMC") for all Master Planned Developments.

H. Park City determined that, subject to the terms and conditions of this Development Agreement,

Developer complied with the applicable provisions the Land Management Code (“LMC”) as provided in the Settlement Agreement and Annexation Agreement, and has found that the Project is consistent with the purpose and intent of the relevant provisions of the LMC, as limited by the Annexation Agreement.

I. Following a lawfully advertized public hearing, Park City, acting pursuant to its authority under Utah Code Ann., Section 10-9-101, *et seq.*, and in furtherance of its land use policies, goals, objectives, ordinances, resolutions, and regulations made certain determinations with respect to the proposed Project, and, in the exercise of its legislative discretion, elected to approve this Development Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, conditions and considerations as more fully set forth below, Developer and Park City hereby agree as follows:

1. Project Conditions:

1.1. The (i) Findings of Fact, Conclusions of Law and Conditions of Approval dated May 24, 2012, attached hereto as Exhibit E, and (ii) Film Studio Master Planned Development, prepared by IBI, dated May 24, 2012, attached hereto as Exhibit F, together with related documents attached thereto, are hereby incorporated herein by reference (the “Approval Documents”) and shall govern the development of Project, subject to the provisions of the January 17th, 2012 Annexation agreement including the vested rights of 374,000 gross sq. ft of development of Motion Picture and Media Campus and any modifications specifically set forth in this Development Agreement. The Project is located in the Community Transition (CT) Zoning District, with a Regional Commercial Overlay (RCO). Development Application for an Administrative Conditional Use Permit and a Park City Building Department building permit are required prior to the commencement of any construction in connection with the Project and shall be processed and granted as set forth in this Development Agreement.

1.2. Developer agrees to pay the then-current impact fees lawfully imposed and as uniformly established by the Park City Municipal Code at the time of permit application, whether or not state statutes regarding such fees are amended in the future, unless otherwise made unlawful.

1.3. Developer and its successors agree that the following are required to be entered into and approved by Park City prior to the issuance of a Building Permit: (a) a construction mitigation plan; (b) a utility plan; (c) a storm water plan; (d) a grading plan; and (e) a landscape plan in compliance with condition of approval #5 of the MPD approval and the Annexation agreement. Approvals by Park City shall not be unreasonably withheld.

1.4 Development Applications.

1.4.1 Development applications shall be approved by the City within a reasonable time if they comply with the January 17, 2012 Annexation Agreement, City’s vested rights laws and conform to this Development Agreement.

1.4.2 City’s Denial of a Development Application. Assuming Annexation is approved, if the City denies any Development Application, the City shall provide a written determination advising the Applicant of the reasons for denial including specifying the reasons

the City believes that the Development application is not consistent with this MPD and/or the City's vested rights laws.

1.4.3 Meet and Confer regarding Development Application Denials. The City and Applicant shall meet within fifteen (15) business days of a denial to resolve the issues specified in the denial of a Development Application.

1.4.4 City Denials of Development Applications Based on Denials from Non-City Agencies. If the City's denial of a Development Application is based on the denial of the Development Application by a non-city agency, Developer shall appeal any such denial through the appropriate procedures for such a decision and not through the processes specified below.

1.4.5 Mediation of Development Application Denials.

1.4.5.1 Issues Subject to Mediation. Issues resulting from the City's denial of a Development Application shall be mediated.

1.4.5.2 Mediation Process. If the City and Applicant are unable to resolve a disagreement subject to mediation, the parties shall attempt within ten (10) business days to appoint a mutually acceptable mediator with knowledge of the issue in dispute. If the parties are unable to agree on a single acceptable mediator, they shall each, within ten (10) business days, appoint their own representative. These two representatives shall, between them, choose the single mediator. Applicant shall pay the fees of the chosen mediator. The chosen mediator shall within fifteen (15) business days, review the positions of the parties regarding the mediation issue and promptly attempt to mediate the issue between the parties. If the parties are unable to reach agreement, the mediator shall notify the parties in writing of the resolution that the mediator deems appropriate. The mediator's opinion shall not be binding of the parties.

1.4.6 Parcel Sales. The City acknowledges that the precise location and details of the public improvements, lot layout and design and any other similar item regarding the development of a particular parcel may not be known at the time of the sale of a parcel. Developer may obtain approval of a subdivision that does not create any individually developable lots in the parcel without being subject to any requirement in the City's vested laws to complete or provide security for any public infrastructure at the time of such subdivision. The responsibility for completing and providing security for completion of any public infrastructure in the parcel shall be that of the developer or subdeveloper upon a subsequent re-subdivision of the parcel that creates individually development lots, or any building permit application, whichever occurs first.

1.5 Developer is responsible for compliance with all local, state and federal regulations regarding the soils and environmental conditions on the Property. Furthermore, Developer is responsible for receiving any required Army Corp of Engineer Permits related to the riparian zone of Silver Creek if it is required.

2. Master Plan Approval and Reserved Legislative Powers

2.1 MPD. Subject to the provisions of this Development Agreement, Developer is hereby granted the right by **Park City**, to develop and construct the Project in accordance with the general uses, densities, massing, intensities, and general configuration of development approved in the January 17, 2012 Annexation Agreement, this Development Agreement, in accordance with, and subject to the terms and conditions of the Approval Documents, and subject to compliance with the other applicable ordinances and regulations of Park City. Both parties acknowledge the Site Plan attached as Exhibit D and the Approval Documents supersede and replace the Site Plan attached as Attachment A to the Annexation Agreement.

2.2 If the Developer acquires any additional property contiguous to the Property and located within the bounds of Park City or the City Annexation Declaration area, then Developer may petition to annex or apply to add such future property within this Development Agreement. Park City will reasonably process and consider such petition or application in accordance with applicable state law and the Land Management Code in effect at that time.

2.3 Reserved Legislative Powers. Developer acknowledges that the City is restricted in its authority to limit its police power by contract and that the limitations, reservations and exceptions set forth herein are intended to reserve to the City all of its police power that cannot be so limited. Notwithstanding the power of the City to enact legislation under the police powers vested in a city such exercise of power through legislation shall only be applied to modify land use and zoning regulations which are applicable to the Project in conflict with the terms of this Development Agreement based upon policies, facts and circumstances meeting the compelling, countervailing public interest exception to the vested rights doctrine in the State of Utah. Any such proposed legislative changes affecting the Project and terms and conditions of this Development Agreement under the above specific limitations and applicable to the Project shall be of general application to all development activity in the City of Park City; and, unless Park City declares an emergency, Developer shall be entitled to the required notice and an opportunity to be heard with respect to the proposed change and its applicability to the Project under the compelling, countervailing public interest exception to the vested rights doctrine. Nothing in this section shall limit the future legislative amendment of more specific ordinances or codes for which the Developer does not yet have a vested right, and except as otherwise provided in this agreement, will not vest until such time as a complete application is filed in conformance with the applicable code(s), including but not limited to: building and energy, lighting, sign and subdivision codes.

2.4 Application Under City's Future Laws. Without waiving any rights granted by the January 17, 2012 Annexation Agreement, or this Development Agreement, Developer may at any time choose to submit a Development Application for some or all of the Project under the City's Future Laws in effect at the time of the Development Application. Any Development Application filed for consideration under the City's Future Laws shall be governed by all portions of the City's Future Laws related to the Development Application so applied for. The election by the Developer at any time to submit a Development Application under the City's Future Laws shall not be construed to prevent Developer from relying on prior Development Applications or the City's Vested right Law as they pertain thereto.

3. General Terms and Conditions

3.1 Term of Agreement. The Master Planned Development is subject to Section 15-6-4 (H) of the Land Management Code. Unless a delay is a result of delay of process by the City for a complete,

pending application, a building permit for the first phase of the Project must be approved within two years of the execution of this Development Agreement.

3.2 Binding Effect; Agreement to Run With the Land. This Development Agreement shall be recorded against the Property as described on Exhibit A hereto, and shall be deemed to run with the land provided it remains effective and shall be binding on all successors and assigns of Developer in the ownership or development of any portion of the Property.

3.3 Provision of Municipal Services. Except as otherwise provided in the Annexation Agreement, Park City shall provide all City services to the Project that it provides from time-to-time to other residents and properties within the City including but not limited to police and other emergency services. The services shall be provided to the Project at the same level of services, on the same terms, and at the same rates as provided to other residents and properties in the City or applicable service district.

3.4 Assignment. Neither this Development Agreement nor any of the provisions, terms or conditions hereof can be assigned to any other party, individual or entity without assigning the rights as well as the responsibilities under this Development Agreement and without the prior written consent of the City directed to the City Recorder, which consent shall not unreasonably withheld. Any such request for assignment may be made by letter addressed to the City and the prior written consent of the City may also be evidenced by letter from the City to Developer or its successors or assigns. If no response is given by the City within 14 calendar days following Developer's delivery of a request for consent, the City consent will be deemed to have been granted. This restriction on assignment shall not prohibit or impede the sale of parcels of fully or partially improved or unimproved land by Developer prior to construction of buildings or improvements on the parcels, with Developer retaining all rights and responsibilities under this Development Agreement.

3.5 No Joint Venture, Partnership or Third Party Rights. This Development Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto, nor any rights or benefits to third parties.

3.6 Integration. Except vested rights granted by Summit County to developer in consideration of the dismissal of litigation against the County and recognized by the City in the Annexation Agreement, this Development Agreement and the Approval Documents collectively contain the entire agreement with respect to the subject matter hereof and integrates all prior conversations, discussions or understandings of whatever kind or nature and may only be modified by a subsequent writing duly executed by the parties hereto.

3.7 Severability. If any part or provision of this Development Agreement shall be determined to be unconstitutional, invalid or unenforceable by a court of competent jurisdiction, then such a decision shall not affect any other part or provision of this Development Agreement except that specific provision determined to be unconstitutional, invalid or unenforceable. If any condition, covenant or other provision of this Development Agreement shall be deemed invalid due its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law.

3.8 Attorney's Fees. If either party commences litigation regarding this Development Agreement, any of the Exhibits hereto or the Approval Documents, the prevailing party, as determined by a court of competent jurisdiction, shall be entitled to reasonable attorney's fees and all costs paid by the other party.

3.9 Minor Administrative Modification. Minor, immaterial administrative modification may occur to the approvals contemplated and referenced herein without revision of this Development Agreement. These include but are not limited to changes in building configuration to accommodate tenants so long as the square footage, general location and uses are consistent with what is vested herein.

3.10 No Waiver. Failure to enforce any rights under this Development Agreement or applicable laws shall not be deemed to constitute a waiver of such right.

3.11 Default.

3.11.1 **Notice.** If Developer or the City fails to perform their respective obligations hereunder or to comply with the terms hereof, the party believing that a Default has occurred shall provide Notice to the other party. If the City believes that the Default has been committed by a subdeveloper, then the City shall also provide a courtesy copy of the Notice to Developer.

3.11.2 **Contents of the Notice of Default.** The Notice of Default shall:

3.11.2.1 Specific Claim. Specify the claimed event of Default;

3.11.2.2 Applicable Provisions. Identify with particularity the provisions of any applicable law, rule, regulation, or provision of this Development Agreement (including exhibits) that is claimed to be in Default;

3.11.2.3 Materiality. Identify why the Default is claimed to be materials; and

3.11.2.4 Optional Cure. If the City chooses, in its discretion, propose a method and time for curing the Default which shall be of no less than sixty (60) days duration.

3.11.3 **Meet and Confer; Mediation.** Upon the issuance of a Notice of Default the parties shall engage in the “Meet and Confer” and “Mediation” processes specified in Sections 1.4.3- 1.4.5.

3.11.4 **Remedies.** If the parties are not able to resolve the Default by “Meet and Confer” or by Mediation, then the parties may have the following remedies:

3.11.4.1 Law and Equity. All rights and remedies available at law and in equity, including, but not limited to, injunctive relief, specific performance and/or damages.

3.11.4.2 Security. The right to draw on any security posted or provided in connection with the Project and relating to remedying of the particular Default.

3.11.4.3 Future Approvals. The right to withhold all further reviews, approvals, licenses, building permits and/or other permits for development of the Project in the case of a default by the Developer, or in the case of a default by a subdeveloper, development of those Parcels owned by the subdeveloper until the Default has been cured.

3.11.5 Public Meeting. Before any remedy in Section 3.11.4 may be imposed by the City, the party allegedly in Default shall be afforded the right to attend a public meeting before the City Council and address the City Council regarding the Claimed Default.

3.11.6 Emergency Defaults. Anything in this Development Agreement notwithstanding, if the City Council finds on the record that a default materially impairs a compelling, countervailing interest of the City and that any delays in imposing such a default would also impair a compelling, countervailing interest of the City, then the City may impose the remedies of Section 3.11.4 without the requirements of Section 3.11.5. The City shall give Notice to the Developer and/or any applicable subdeveloper of any public meeting at which an emergency default is to be considered and the Developer and/or any applicable subdeveloper shall be allowed to address the City Council at that meeting regarding the claimed emergency Default.

3.11.7 Extended Cure Period. If any Default cannot be reasonably cured within sixty (60) days, then such cure period shall be extended so long as the defaulting party is pursuing a cure with reasonable diligence.

3.11.8 Cumulative Rights. The rights and remedies set forth herein shall be cumulative.

3.11.9 Default of Assignee. A default of any obligations assumed by an assignee shall not be deemed a default of Developer.

4. Phasing; Access.

4.1 Project Phasing. The Project shall be constructed in phases in accordance with the phasing plan approved together with this Development Agreement (the "Phasing Plan") (attached hereto as Exhibit G), and in accordance with the LMC. Developer may proceed by constructing the Project all at one time or by phase within this approved project Phasing Plan. In the event of such phasing, the issuance of a building permit on the first such phase shall be deemed to satisfy the requirement of issuance of a building permit in Section 3.1 above. Any major modifications or elaborations to the approved Phasing Plan must be approved by the City Council prior to the commencement of construction of the applicable phase. If such proposed major modifications or elaborations are substantial as determined by the Chief Building Official and the Planning Director, such modifications or elaborations will come before the City Council for approval.

4.2 Construction of Access. Developer may commence grading access to the Project as approved by the City Engineer according to generally accepted engineering practices and standards, and pursuant to permit requirements of the LMC, the International Building Code (or if such Code is no longer then in effect, according to the code that is, in fact, then in effect), the Uniform Fire Code, and the Army Corps of Engineers. Developer shall be responsible for maintenance of any such accesses until they are completed according to City standards and accepted by the City.

4.3 Form of Ownership Anticipated for Project. The Project will consist of a commercial building and related improvements, and a hotel building including 100 units and related improvements. Developer anticipates that the commercial portions and, if applicable, the hotel of the Project will be owned by Developer, or its assigns. Any condominiumization of the Project for private ownership, fractional ownership and common ownership of land and common facilities requires additional approvals and shall be in compliance with applicable ordinances and state code.

5. **Affordable Housing.** Pursuant to the Annexation Agreement, no affordable housing is required for this MPD. QJP shall post City affordable housing information in a work place accessible to all its employees.

6. **Open Space.** Pursuant to the Annexation Agreement, no definable open space is required for this MPD within the granted and approved development of 374,000 gross sq ft as defined in the agreement between the parties incorporated as exhibits hereto.

7. **Physical Mine Hazards.** If any, a list and map of all known Physical Mine Hazards on the property as determined through the exercise of reasonable due diligence by the Owner as well as a description and GPS coordinates of those Physical Mine Hazards are hereby attached and incorporated as Exhibit H.

8. **Notices.** All notices, requests, demands, and other communications hereunder shall be in writing and shall be given (i) by Federal Express, UPS, or other established express delivery service which maintains delivery records, (ii) by hand delivery, or (iii) by certified or registered mail, postage prepaid, return receipt requested, to the parties at the following addresses, or at such other address as the parties may designate by written notice in the above manner:

To Developer:

c/o Greg Ericksen Esq.
1065 South 500 West
Bountiful, Utah 84010

With a copy to:

Scott M. Lilja
Van Cott, Bagley, Cornwall & McCarthy
36 south State Street, Suite 1900
Salt Lake City, UT 84111-1478

To Park City:

445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060
Attn: City Attorney

Such communications may also be given by facsimile and/or email transmission, provided any such communication is concurrently given by one of the above methods. Notices shall be deemed effective upon receipt, or upon attempted delivery thereof if delivery is refused by the intended recipient or if delivery is impossible because the intended recipient has failed to provide a reasonable means for accomplishing delivery.

8. **List of Exhibits.**

Exhibit A – Legal Description

Exhibit B – Settlement Agreement for film and media campus

Exhibit D – Site Plan
Exhibit C – Annexation Agreement
Exhibit E – Master Planned Development Findings of Fact, Conclusions of Law and Conditions of
Approval dated May 24, 2012
Exhibit F - Master Planned Development Plans dated May 24, 2012
Exhibit G - Phasing Plan
Exhibit H - List of all known Physical Mine Hazards on the property (None)

IN WITNESS WHEREOF, this Development Agreement has been executed by Developer by a person duly authorized to execute the same, and by Park City acting by and through its City Council, as of the 24th day of May, 2012.

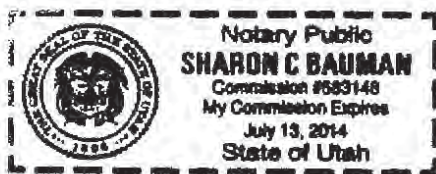
QUINNS JUNCTION PARTNERSHIP “Developer”

By: *[Signature]* *managing member.*
MICHAEL MARTIN

Acknowledgment

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

On this 19 day of June, 2012, before me, the undersigned notary, personally appeared, personally known to me/proved to me through identification document allowed by law, to be the person whose name is signed on the preceding or attached document, and acknowledged that he/she signed it voluntarily for its stated purpose as MANAGING MEMBER (title) for QUINNS JUNCTION PARTNERSHIP, a Utah partnership.



Sharon C Bauman
Notary Public

PARK CITY MUNICIPAL CORPORATION "Park City"

By: *Dana Williams*
Dana Williams, Mayor

ATTEST:

By: *Janet M. Scott*
Janet M. Scott, City Recorder

APPROVED AS TO FORM:

Mark D. Harrington
Mark D. Harrington, City Attorney



EXHIBIT A

That certain real property located in Summit County, State of Utah described as follows:

QUINN'S JUNCTION PARCEL

Beginning on the easterly line of State Highway 248 at a point which is S89°53'00"E 1557.19 feet along the Section Line (Basis of Bearing) and S0°00'00"E 1834.09 feet from an aluminum pipe monument at the Northwest Corner of Section 2, Township 2 South, Range 4 East, Salt Lake Base and Meridian from which Section Corner the GLO Stone Monument at the Northeast Corner of said Section 2 bears S89°53'00"E 5320.73 feet);

thence N22°00'40"E 1005.18 feet along the easterly Right-Of-Way Line of said Highway to a UDOT brass cap monument;

thence N34°07'00"E 544.70 feet along said Right-Of-Way Line to a UDOT brass cap monument and the beginning of a 638.50 foot radius curve the center of which bears S55°51'43"E;

thence Northeasterly 338.83 feet along said Right-Of-Way Line and said curve to the right through a central angle of 30°24'19" (chord bearing = N49°20'26"E 334.87 feet) to a UDOT brass cap monument;

thence N64°25'25"E 14.39 feet along said Right-Of-Way Line to a UDOT brass cap monument, said point also being on the westerly Right-Of-Way Line of US Highway 40;

thence S25°33'14"E 223.71 feet along said westerly Right-Of-Way Line to a UDOT brass cap monument and the beginning of a 2664.79 foot radius curve the center of which bears S64°29'22"W;

thence Southeasterly 535.20 feet along said Right-Of-Way Line and said curve to the right through a central angle of 11°30'26" (chord bearing = S19°45'25"E 534.30 feet) to a UDOT brass cap monument;

thence S23°49'09"E 243.42 feet along said Right-Of-Way Line to a UDOT brass cap monument;

thence S7°02'43"E 58.38 feet along said Right-Of-Way to a rebar with aluminum cap at a point that is S89°53'00"E 800.00 feet and S25°20'00"W 1336.80 feet from the PK nail marking the North Quarter Corner of said Section 2;

thence S25°20'00"W 568.97 feet to a rebar with aluminum cap on the North-South Center of Section Line of said Section 2;

thence S0°30'48"W 109.94 feet along said North-South Center of Section Line to a rebar with aluminum cap, said point being S0°30'48"W 1834.13 feet from said North Quarter Corner of Section 2;

thence N89°53'00"W 1087.40 feet to a rebar with aluminum cap and the point of beginning. Contains 29.5530 acres.

WHEN RECORDED RETURN TO

David L. Thomas
Chief Civil Deputy
Summit County Attorney
P.O. Box 128
60 N. Main Street
Coalville, Utah 84017

**SETTLEMENT AGREEMENT
FOR FILM AND MEDIA CAMPUS**

THIS SETTLEMENT AGREEMENT (the "Agreement") is entered into as of this 8th day of January, 2012, by and among QUINNS JUNCTION PARTNERSHIP (Michael Martin, General Partner), the sole owner of certain undeveloped real property in the Snyderville Basin, including all legal claims belonging to Ralph Merrill (the "QJP"), and SUMMIT COUNTY, a political subdivision of the State of Utah, by and through its County Manager (the "County").

RECITALS:

A. QJP is the owner of approximately 29 acres of land and appurtenant real property rights, located on the southwest corner of Quinn's Junction, which is at the intersection of U.S. 40 and S/R 248 in the Snyderville Basin, Summit County, Utah (the "Property"). QJP desires to build a mixed use development on the Property consisting of a Motion Picture Studio and Media Campus, ancillary and support commercial and lodging (the "Film Studio").

B. The Property is claimed to be within the Annexation Policy Plan of Park City Municipal Corporation (the "City") and its Expansion Area (the "Park City Annexation Declaration Area") in accordance with Utah Code Annotated ("UCA"), §10-2-201.5. The provisions of UCA, §10-2-402 have been satisfied. QJP has filed an Annexation Petition with Park City (the "QJP Annexation Petition" or "Petition") in accordance with UCA, §10-2-403.

C. QJP has asserted claims and commenced litigation against the County in two separate lawsuits and other administrative actions that are currently pending in State and Federal Courts.

D. As a result of this litigation several disputes have arisen between Summit County and QJP.

E. The parties desire to settle all claims, actions, and litigation between them (the "Litigation").

F. This Agreement implements the agreed upon conditions for settlement of the Litigation.

F. This Agreement provides that QJP shall attempt in good faith to annex into the City. In the event of a rejection of the annexation petition by the City, QJP will be vested with certain development rights within unincorporated Summit County.

G. Summit County, acting pursuant to its authority under Utah Code Annotated, Section 17-27a-101, et seq. and the Code, has made certain determinations with respect to the proposed Film Studio, and, in the exercise of the discretion afforded the County Manager in Summit County Code §1-14-10(F)(17) to settle lawsuits, has elected to approve of this Agreement.

SUMMIT COUNTY AND QJP HEREBY AGREE AS FOLLOWS:

ARTICLE I

Vested Rights within Unincorporated Summit County

1.1 Legal Description of Property. The legal description of the Property included with the Film Studio is attached hereto as Exhibit A, which is incorporated into this Agreement by this reference. No other property may be added to the legal description of the Film Studio for purposes of this Agreement, except by written amendment. Except as expressly set forth in this Agreement, this Agreement shall not affect any land other than the Property.

1.2 General Description of Film Studio. The Film Studio covered by this Agreement consists of approximately 29 acres of land located generally nearby and on the southwest corner of U.S. 40 and S.R. 248 in Summit County, Utah.

1.3 Vested Development Right. As a compromise of claims and in settlement of the Litigation, the County hereby recognizes that the Property has a vested development right to the following commercial uses, densities, and configuration as part of a Motion Picture Studio and Media Campus:

1.3.1 Total Density not to exceed a maximum of 355,000 gross square feet.

1.3.2 One Hotel/Lodging facility which shall not exceed 100 keyed rooms within the gross square footage granted herein without further approval by the County.

1.3.3 Heights not to exceed 32 feet except in the cases of sound stages/studios and entry way fire suppression water tank, which shall not exceed 60 feet.

1.3.4 Setback of buildings from the centerline of SR 248 and US 40 shall not be less than 150 feet from any building over 28 feet in height. Setback of all other buildings or structures shall not be less than 100 feet from the centerline of SR 248 and US 40.

1.3.5 All exterior street and other lighting shall be kept to a minimum, directed downward, and ensure that light sources are fully shielded. Only high pressure

sodium, incandescent, LED or other sources appearing to be amber in color consistent with the Code provisions for the protection of the night sky shall be allowed.

1.3.6 Permitted Uses shall be Recreation, International Film School, Commercial Support Retail, Entertainment Center, Hotel/Lodging, Motion Picture Media Campus, Sound Stages/Studios, and Event Center. All other uses are prohibited.

1.3.7 All other provisions of Summit County Code, §§ 10-1 thru 10-11, and all other County ordinances, which are not in conflict with §§1.3.1 – 1.3.6 herein, shall be applicable to the Property.

- 1.4 Process. §1.3 shall be subject to the approval of an appropriate form of Development Agreement.

ARTICLE II

Annexation to Park City

2.1 Annexation Declaration Area. Utah law favors that development take place within the boundaries of cities and towns where land is located in a city's annexation declaration area. The Property is claimed to be within the Park City Annexation Declaration Area.

2.2 Annexation Agreement. As a condition subsequent to the vesting of uses, densities, and configuration of the Film Studio contained in §1.3, QJP and the City have executed an Annexation Agreement, a copy of which is fully set forth at "Exhibit B" herein.

2.3 Petition. As a further condition subsequent to the vesting of uses, densities, and configuration of the Film Studio contained in §1.3, QJP has filed the QJP Annexation Petition with the City and QJP agrees it will not withdraw the petition prior to the City Council rendering a final decision/vote or the expiration of the time periods set forth in paragraph 2.3 of the Annexation Agreement, whichever occurs first.

2.4 Decision on Petition. The City shall either approve or reject the QJP Annexation Petition within ninety (90) days of the acceptance of the Petition by the City consistent with UCA, §10-2-405(1).

2.5 Effect of Petition Approval. Upon approval of the QJP Annexation Petition, the provisions of §§1.3 and 1.4 as they pertain to the Film Studio shall be vacated. The remainder of this Agreement shall remain in full force and effect.

2.6 Effect of Petition Rejection. Upon rejection of the QJP annexation petition, the provisions of §§1.3 and 1.4 as they pertain to the Film Studio shall be effective and in full force and effect.

ARTICLE III

Releases and Hold Harmless

3.1 Mutual Releases. At the time of, and subject to, the execution of this Agreement, and the acceptance of the QJP Annexation Petition by the City pursuant to UCA, §10-2-405(1), and excepting the parties' respective rights and obligations under this Agreement, QJP, on behalf of itself and QJP's partners, officers, directors, employees, agents, attorneys and consultants, hereby releases the County and the County's board members, council members, officials, employees, agents, attorneys and consultants, and the County, on behalf of itself and the County's board members, officials, employees, agents, attorneys and consultants, hereby releases QJP and QJP's partners, officers, directors, employees, agents, attorneys and consultants, from and against any and all claims, demands, liabilities, costs, expenses of whatever nature, whether known or unknown, and whether liquidated or contingent, arising on or before the date of this Agreement in connection with the Property or the application, processing or approval of applications relating to the Property or the Film Studio, to include any past claims for vested development rights that are not provided for in this Agreement and those lawsuits styled Merrill v. Summit County, Case No. 2:08-cv-723 pending in the U.S. District Court in and for the State of Utah, Central Division, and Merrill v. Summit County, Case No. 050500052 pending in the Third District Court, Summit County, Utah. Said lawsuits shall be dismissed with prejudice within five (5) calendar days of the acceptance by the City of the QJP Annexation Petition in accordance with UCA, §10-2-405(1).

ARTICLE IV

General Terms and Conditions.

4.1 Agreements to Run with the Land. This Agreement and its accompanying Exhibits shall be recorded against the Property described in Exhibit A. The agreements contained herein shall be deemed to run with the land and shall be binding on and shall inure to the benefit of all successors in ownership of the Property. As used herein, QJP shall include the parties signing this Agreement and all successor owners of any part of the Property.

4.2 State and Federal Law. The parties agree, intend and understand that the obligations imposed by this Agreement are only such as are consistent with state and federal law. The parties further agree that if any provision of this Agreement becomes, in its performance, inconsistent with state or federal law or is declared invalid, this Agreement shall be deemed amended to the extent necessary to make it consistent with state or federal law, as the case may be, and the balance of the Agreement shall remain in full force and effect.

4.3 Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements, whether oral or written, covering the same subject matter. This Agreement may not be modified or amended except in writing mutually agreed to and accepted by both parties to this Agreement.

4.4 Notices. All notices hereunder shall be given in writing by certified mail, postage prepaid, at the following addresses:

To the County:

Summit County Manager
Summit County Courthouse
60 N. Main
P.O. Box 128
Coalville, UT 84017

With copies to:

David L. Thomas
Chief Civil Deputy Summit County Attorney
60 N. Main
P.O. Box 128
Coalville, UT 84017

To Developer:

Quinns Junction Partnership
Attn: Greg S. Ericksen
Law Offices of Greg S. Ericksen
1065 South 500 West
Bountiful, UT 84010

With copies to:

Scott M. Lilja
VanCott Bagley Cornwall & McCarthy
36 South State Street, Suite 1900
Salt Lake City, UT 84111

4.5 Applicable Law. This Agreement is entered into under and pursuant to, and is to be construed and enforceable in accordance with, the laws of the State of Utah.

4.6 Rights of Third Parties. This Agreement is not intended to affect or create any additional rights or obligations on the part of third parties.

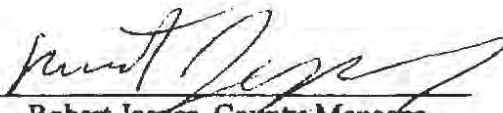
4.7 Execution of Agreement. This Agreement may be executed in multiple parts as originals or by facsimile copies of executed originals; provided, however, if executed and evidence of execution is made by facsimile copy, then an original shall be provided to the other party within seven (7) days of receipt of said facsimile copy.

4.8 Duration. The term of this Agreement shall commence on, and the effective date of this Agreement shall be, the date upon which the last signature appears hereon. The Term of this Agreement shall extend for a period of ten (10) years following the effective date unless the Agreement is earlier terminated, or its term modified by written amendment to this Agreement.

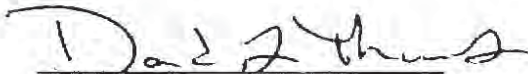
IN WITNESS WHEREOF, this Agreement has been executed by Summit County, acting by and through the County Manager, and by a duly authorized representative of QJP as of the above-stated date.

COUNTY:

COUNTY MANAGER OF SUMMIT COUNTY,
STATE OF UTAH

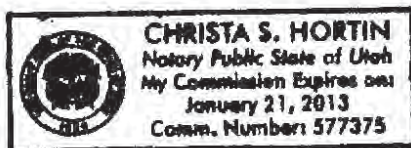
By: 
Robert Jasper, County Manager

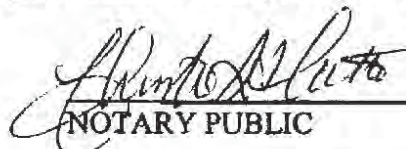
APPROVED AS TO FORM:


David L. Thomas
Chief Civil Deputy

STATE OF UTAH)
 : ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 18th day of January, 2012, by Robert Jasper, the County Manager of Summit County, State of Utah.




NOTARY PUBLIC
Residing at: Wanship, Utah

My Commission Expires: 1-21-13

Quinns Junction Partnership:

Quinns Junction Partnership, by its General Manager:

By: *Michael Martin*, general manager
Michael Martin, Its General Manager

STATE OF UTAH)
 : ss.
COUNTY OF SALT LAKE)

The foregoing instrument was acknowledged before me this 12th day of January, 2012, by Michael Martin, General Manager of Quinns Junction Partnership.



Joni E Simmons
NOTARY PUBLIC
Residing at: West Jordan, Utah

My Commission Expires:

10/16/13

EXHIBIT "A"

That certain real property located in Summit County, State of Utah described as follows:

Beginning on the Easterly line of State Highway 248 at a point which is South 89°53' East along the Section line 1557.19 feet and South 00°00'00" East 1834.09 feet from an aluminum pipe monument at the Northwest corner of Section 2, Township 2 South, Range 4 East, Salt Lake Base and Meridian (from which Section corner the Glo Stone Monument at the Northeast corner of said Section 2 bears South 89°53'00" East 5320.725 feet); thence along the Easterly right-of-way line of said Highway North 22°00'40" East 1005.180 feet to a UDOT brass cap monument; thence along said right-of-way line North 34°07'00" East 544.699 feet to a UDOT brass cap monument; thence along said right-of-way line 338.834 feet along the arc of a 638.500 foot radius curve to the right (chord bears North 49°20'26" East 334.872 feet) to a UDOT brass cap monument; thence North 64°25'25" East 14.394 feet to a UDOT brass cap monument; thence along the Westerly right-of-way line of the new U.S. Highway 40 South 25°33'14" East 223.713 feet to a UDOT brass cap monument; thence along said Westerly right-of-way line 535.196 feet along the arc of a 2664.790 foot radius curve to the right (chord bears South 19°45'25" East 534.297 feet) to a UDOT brass cap monument; thence along said right-of-way line South 23°49'09" East 243.421 feet to a UDOT brass cap monument; thence along said right-of-way line South 7°02'43" East 58.383 feet to a rebar with aluminum cap at a point that is South 89°53' East along the Section line 800.00 feet and South 25°20'00" West 1336.802 feet from the PK nail marking the location of the North Quarter corner of said Section 2; thence South 25°20'00" West 568.966 feet to a rebar with aluminum cap on the North-South Quarter-Section line of said Section 2; thence along said Quarter-Section line South 0°30'48" West 109.935 feet to a rebar with aluminum cap at a point that is South 0°30'48" West 1834.13 feet from said North Quarter corner of Section 2; thence North 89°53'00" West 1087.396 feet to a rebar with aluminum cap at the point of beginning.

EXHIBIT C

ANNEXATION AGREEMENT

THIS ANNEXATION AGREEMENT (the "Agreement") is entered into as of this 17th day of January, 2012, by and among QUINNS JUNCTION PARTNERSHIP (Michael Martin, General Partner), the sole owner of certain undeveloped real property in the Snyderville Basin, including all legal claims belonging to Ralph Merrill (the "QJP"), and PARK CITY MUNICIPAL CORPORATION, a political subdivision of the State of Utah, by and through its City Manager (the "Park City").

RECITALS:

A. QJP is the owner of approximately 29 acres of land and appurtenant real property rights, located on the southwest corner of Quinn's Junction, which is at the intersection of U.S. 40 and S/R 248 in the Snyderville Basin, Summit County, Utah (the "Property"). QJP desires to build a mixed use development on the Property consisting of a Motion Picture Studio and Media Campus, ancillary and support commercial and lodging (the "Film Studio").

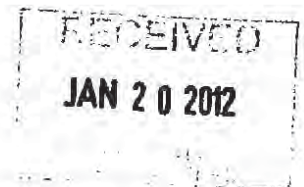
B. QJP has asserted claims and commenced litigation against Summit County ("the County") in two separate lawsuits and other administrative actions that are currently pending in State and Federal Courts. QJP anticipates consolidating the cases and adding the Park City as a defendant to the litigation.

C. As a result of this litigation several disputes have arisen between the Park City, the County and QJP.

D. The parties desire to settle all claims, actions, and litigation between them (the "Litigation").

E. This Agreement is part of that certain *Settlement Agreement For Film And Media Campus* (the "Settlement Agreement") which is expected to be entered into by and between the County and QJP. This Agreement and the Settlement Agreement collectively implement the agreed upon conditions for settlement of the Litigation.

F. This Agreement provides that QJP shall attempt in good faith to annex into Park City. In the event of a rejection of the annexation petition, QJP will be vested with certain development rights within unincorporated Summit County as defined in the County Settlement Agreement.



PARK CITY AND QJP HEREBY AGREE AS FOLLOWS:

ARTICLE I

Property

1.1 Legal Description of Property. The legal description of the Property included with the Film Studio is attached to the County Settlement Agreement as Exhibit A, which is incorporated into this Agreement by this reference. No other property may be added to the legal description of the Film Studio for purposes of this Agreement, except by written amendment. Except as expressly set forth in this Agreement, this Agreement shall not affect any land other than the Property.

1.2 General Description of Film Studio. The Film Studio covered by this Agreement consists of approximately 29 acres of land located generally nearby and on the southwest corner of U.S. 40 and S.R. 248 in Summit County, Utah.

1.3 Vested Development Right. As a compromise of claims and in settlement of the Litigation, Park City hereby recognizes that the Property has a vested development right to the commercial uses, densities, and configuration as part of a Motion Picture Studio and Media Campus as stated in the County Settlement Agreement.

ARTICLE II

Annexation to Park City

2.1 Annexation Declaration Area. Utah law favors that development take place within the boundaries of cities and towns where land is located in a city's annexation declaration area. The Property is within the Park City Annexation Declaration Area.

2.2 Petition. Park City shall expedite its review process to decide whether to annex the Property or not within 90 days of acceptance of the petition. The petition shall include the most recent traffic study and the most recent Environmental report on the QJP property.

2.3 Decision on Petition. Park City shall use all reasonable efforts to either approve or reject the QJP Annexation Petition within ninety (90) days. If reasonable circumstances require additional time (such as QJP failure to provide legally required information, third party protest, or state or local mandated notice provisions), both parties shall continue to cooperate to expedite the review and QJP shall provide at least 14 days written notice after the expiration of 90 days of its intent to withdraw the petition unless the City Council votes to annex. QJP agrees it will not withdraw the petition prior to the City Council rendering a final decision/vote or the expiration of the above time periods, whichever occurs first.

2.4 Zoning. The annexation petition will propose Regional Commercial Overlay- CT (Community Transition) zoning for the Property, which Park City will adopt

concurrently if the annexation is approved to enable the Master Plan discussed in Section 2.5.

2.5 Master Plan. The intent of the parties is to include such Master Plan components in a development agreement to be approved by the City Council concurrently with the annexation of the Property. The City Council shall receive the recommendation of the Planning Commission regarding the annexation, zoning and Master Planned Development ("MPD"). Due to the pre-existing vesting in the County and the terms of the County Settlement Agreement, QJP shall be exempt from any conflicting Park City Land Management Code provisions as expressly stated in the MPD. The following shall form the basis of the final MPD:

- a. Total Development Activity shall be limited to a Gross Commercial Floor Area of 374,000 square feet. Gross Commercial Floor Area shall include all enclosed areas of a building but shall not include roads, parking lots, or parking structures. Unenclosed porches, balconies, patios and decks, vent shafts, courts and one atrium subject to the restrictions below are not calculated in Gross Commercial Floor Area. As part of the MPD Site Plan in subsection (b), QJP may propose an enclosed atrium which primarily serves as a pedestrian connection between two building pads but which may also be used for studio film/set work provided such atrium is not a stand-alone studio/building and may not be converted to habitable space, is in an area screened from SR 248, and is approved as part of the Annexation, such approval not to be unreasonably withheld.
- b. The Site Plan and berming shall materially be the same as Site Plan included as Attachment A, unless modified by the City Council and accepted by QJP. Final design approval shall be an administrative conditional use permit reviewed by the Planning Department in compliance with LMC Chapter 5 and the Architectural Standards attached as Attachment B. This Annexation Agreement shall govern in the event of any conflict with Attachment B. Green Building design and construction shall meet minimum shadow LEED standards. All signage must comply with generally applicable Park City codes and no icon, water tower, or highway billboard is permitted.
- c. No open space, setbacks or affordable housing requirements may be imposed. QJP shall post City affordable housing information in a work place accessible to all its employees.
- d. Uses, including the amphitheater, shall be of the type as shown on Attachment C and/or consistent with the Film Studio and Campus concept and the gross square footage of those uses shall not exceed the limitation of paragraph 2.5 a. above. The hotel shall limited to 100 rooms and keys. The amphitheater stage may not be oriented toward City open space and shall be reviewed for compliance with Attachment B.
- e. Maximum building height 50 feet for sound stages, or a maximum height not to exceed 60 feet in Pad 7 of Attachment A in the event a major, long-term film production contract necessitates the full studio height. Non- Sound Stage Buildings:

- No more than 70% of the remaining buildings on the campus are between 36 - 40 feet in height.
 - Remaining building(s) on the campus are not greater than 28 feet in height (the CT Zone height limit).
 - No building shall be greater than 28 feet in height unless located more than 150 feet from the centerline of a public roadway.
 - Smaller buildings are massed and/or placed strategically to break up the volumes of the Sound Stage Buildings. This "stepping" will mitigate the appearance of the vertical façade of the taller buildings.
- f. Park City acknowledges that the Movie Studio portion of the campus shall have perimeter and entry security controls. Otherwise, internal circulation and trails shall otherwise comply with generally required MPD requirements.
 - g. The City shall request state funding for structured/underground parking and QJP shall support the City's request including the use of lobbyists to coordinate such joint request for the 2012 legislative session. Mitigation of the visual impacts of the parking and its relation to public transit planned for the project are acknowledged to be a material element of this settlement. Both parties must agree in advance on any legislative strategy regarding film studios in Park City or in the County or associated parking as stated above.
 - h. QJP shall pay all normal and legally imposed fees associated with planning review, permits and subsequent Development Activity, and all generally applicable impact fees, levies and taxes, all of which shall be nonrefundable unless otherwise provided by Park City ordinance. Park City acknowledges prior receipt of the annexation fee and no additional annexation fee is required.
 - i. QJP is responsible for coordinating water and utility service, which may include a third party provider, in compliance with applicable standards prior to annexation approval.
 - j. As a result of QJP's rights vesting as a result of County applications prior to the Quinns Junction Area Study (the "QJAS"), Park City hereby finds the terms of this Agreement exempt from the findings of the QJAS.

2.6 Non-compete and Sundance Sponsorship. QJP shall encourage the owner/operator of the Film Studio (currently anticipated to be Raleigh Studios) to consult with and enter into such sponsorship and use agreement with the Sundance Institute regarding the 2012 Sundance Film Festival (and thereafter so long as the studio is operational). Any agreements reached between Raleigh and Sundance shall be confidential but shall be provided to Park City prior to the approval of annexation of the property. QJP shall create covenants and restrictions (CCRs) applicable to the entire Property, including the Film Studio and all commercial owners and tenants, which prohibit commercial uses of any facility within the MPD which directly ambushes the Sundance Film Festival. Nothing herein shall prevent independent negotiations and agreements between the film studio operator and Park City or any Park City Master Festival License (MFL) holder. If such agreements are reached either prior to or subsequent annexation of the property, QJP shall incorporate such provisions into the CCRS so as to apply to all commercial tenants or owners. Direct ambush commercial

uses shall be defined to include but not be limited to event rental or subleasing during the dates of the Sundance Film Festival for the purposes of commercial business activity, marketing or promotional gifting not approved by Sundance which directly and materially competes with existing, official Sundance sponsorship. In the event annexation is not approved, this paragraph 2.6 shall apply to the vested development rights as defined in the County Settlement Agreement.

ARTICLE III

Release

3. Mutual Releases. At the time of, and contingent upon approval or rejection of the completed annexation, and excepting the parties' respective rights and obligations under this Agreement, QJP, on behalf of itself and QJP's partners, officers, directors, employees, agents, attorneys and consultants, hereby releases Park City, council members, officials, employees, agents, attorneys and consultants, and Park City, on behalf of itself and Park City's board members, officials, employees, agents, attorneys and consultants, hereby releases QJP and QJP's partners, officers, directors, employees, agents, attorneys and consultants, from and against any and all claims, demands, liabilities, costs, expenses of whatever nature, whether known or unknown, and whether liquidated or contingent, arising on or before the date of this Annexation Agreement in connection with the Property or the application for annexation, processing or approval of applications relating to annexation of the Property or the Film Studio, to include any past claims for vested development rights, not including those recognized by Summit County, that are not provided for in this Agreement and any claims or potential claims arising out those lawsuits styled Merrill v. Summit County, Case No. 2:08-cv-723 pending in the U.S. District Court in and for the State of Utah, Central Division, and Merrill v. Summit County, Case No. 050500052 pending in the Third District Court, Summit County, Utah. Nothing herein shall alter or effect the terms and conditions of the Settlement agreement or subsequent agreements if annexation fails as provided herein between QJP and Summit County.

ARTICLE IV

General Terms and Conditions.

4.1 Agreements to Run with the Land. This Annexation Agreement and its accompanying Exhibits shall be recorded against the Property described in Exhibit A to the County Settlement Agreement. The agreements contained herein shall be deemed to run with the land and shall be binding on and shall inure to the benefit of all successors in ownership of the Property. As used herein, QJP shall include the parties signing this Agreement and all successor owners of any part of the Property.

4.2 State and Federal Law. The parties agree, intend and understand that the obligations imposed by this Agreement are only such as are consistent with state and federal law. The parties further agree that if any provision of this Agreement becomes, in its performance, inconsistent with state or federal law or is declared invalid, this Agreement shall be deemed amended to the extent necessary to make it consistent with

state or federal law, as the case may be, and the balance of the Agreement shall remain in full force and effect.

4.3 Entire Agreement. This Agreement constitutes the entire agreement between the parties and supersedes all prior agreements, whether oral or written, covering the same subject matter. This Agreement may not be modified or amended except in writing mutually agreed to and accepted by both parties to this Agreement.

4.4 Applicable Law. This Agreement is entered into under and pursuant to, and is to be construed and enforceable in accordance with, the laws of the State of Utah.

4.5 Rights of Third Parties. This Agreement is not intended to affect or create any additional rights or obligations on the part of third parties.

4.6 Execution of Agreement. This Agreement may be executed in multiple parts as originals or by facsimile copies of executed originals; provided, however, if executed and evidence of execution is made by facsimile copy, then an original shall be provided to the other party within seven (7) days of receipt of said facsimile copy.

4.7 City Council Approval. This Agreement is subject to the legislative approval of the City Council at an appropriately noticed open and public meeting.

4.8 Notices. Notices pursuant to this Agreement shall be deemed to have been properly given when deposited, postage prepaid, with the U.S. Postal Service, addressed to the parties as follows:

Quinns Junction Partnership
Attn: Greg S. Ericksen
Law Offices of Greg S. Ericksen
1065 South 500 West
Bountiful, UT 84010

With copies to:

Scott M. Lilja
VanCott Bagley Cornwall & McCarthy
36 South State Street, Suite 1900
Salt Lake City, UT 84111

Park City Municipal Corporation
Attention: City Attorney
P. O. Box 1480
Park City, Utah 84060
Tel.: (435) 615-5025
Fax: (435) 615-4901

- 4.9 Legislative Decision. The parties acknowledge that the decision to annex is purely a legislative decision by the City Council and nothing herein shall limit the City Council's discretion or power to make that legislative decision. While certain staff members of Park City have provided preliminary input to Quinn's and interested purchasers of the Property, and staff will continue to do so, such input is merely advisory as the final authority and decision to annex rests solely with the legislative body of Park City. Nothing herein shall limit the Park City's ability to annex the Property so long as an annexation petition is in conformance with U.C.A, § 10-2-403, and all other applicable requirements of Park City ordinances, the Park City General Plan, and Title 10, Chapter 2, Part 4 of the Utah Code.
- 4.10 This Agreement is contingent on QJP and Summit County entering into the *Settlement Agreement for Film and Media Campus* referred to in Recital E. above. In the event that *Settlement Agreement* is not entered into within 10 days from the date of this Agreement, this Agreement is null and void.
- 4.11 In the event Park City does not annex the property into the City jurisdiction in good faith as provided in this agreement, the parties hereby agree that QJP may apply to Summit County for development without protest ("protest" does not include public comment on final site planning and aesthetic design) from Park City provided that the application is consistent with the County Settlement Agreement. Nothing herein shall prevent Park City from public hearing participation or submitting comments on Settlement Agreement amendments or any subsequent development plan amendments.

DATED this 17th day of January, 2012.

QUINN'S JUNCTION PARTNERSHIP

By:  General Partner
Q.J.P.

PARK CITY MUNICIPAL CORPORATION

By: TL [Signature]
Thomas Bakaly, City Manager

Attest:

Sharon C. Bauman
City Recorder's Office

Approved as to Form:

[Signature]
City Attorney's Office



LEGAL DESCRIPTION
EXHIBIT A

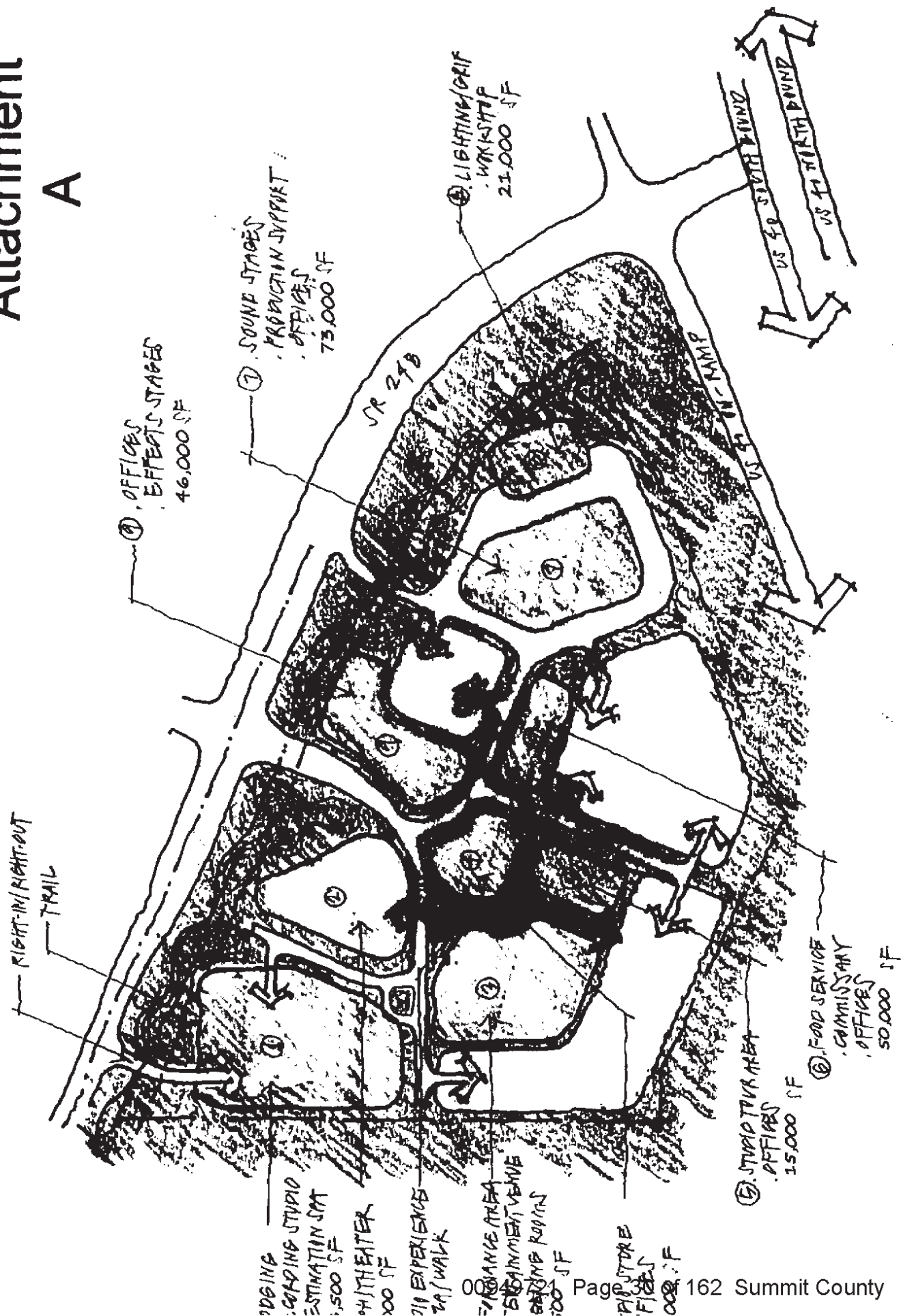
Order No. 161891

The land referred to in this exhibit is situated in the county of Summit State of Utah, and is described as follows:

Beginning on the Easterly line of State Highway 248 at a point which is South 89°53' East along the Section line 1557.19 feet and South 00°00'00" East 1834.09 feet from an aluminum pipe monument at the Northwest corner of Section 2, Township 2 South, Range 4 East, Salt Lake Base and Meridian (from which Section corner the Glo Stone Monument at the Northeast corner of said Section 2 bears South 89°53'00" East 5320.725 feet), thence along the Easterly right of way line of said Highway North 22°00'40" East 1005.180 feet to a UDOT brass cap monument, thence along said right of way line North 34°07'00" East 544.699 feet to a UDOT brass cap monument, thence along said right of way line 338.834 feet along the arc of a 638.500 foot radius curve to the right (chord bears North 49°20'26" East 334.872 feet) to a UDOT brass cap monument, thence North 64°25'25" East 14.394 feet to a UDOT brass cap monument, thence along the Westerly right of way line of the new U.S. Highway 40 South 25°33'14" East 223.713 feet to a UDOT brass cap monument, thence along said Westerly right of way line 535.196 feet along the arc of a 2664.790 foot radius curve to the right (chord bears South 19°45'25" East 534.297 feet) to a UDOT brass cap monument, thence along said right of way line South 23°49'09" East 243.421 feet to a UDOT brass cap monument, thence along said right of way line South 7°02'43" East 58.383 feet to a rebar with aluminum cap at a point that is South 89°53' East along the Section line 800.00 feet and South 25°20'00" West 1336.802 feet from the PK nail marking the location of the North Quarter corner of said Section 2, thence South 25°20'00" West 568.966 feet to a rebar with aluminum cap on the North-South Quarter Section line of said Section 2, thence along said Quarter Section line South 0°30'48" West 109.935 feet to a rebar with aluminum cap at a point that is South 0°30'48" West 1834.13 feet from said North Quarter corner of Section 2, thence North 89°53'00" West 1087.396 feet to a rebar with aluminum cap at the point of beginning.

Tax ID No: SS-91-A

Attachment A



Attachment B

Architectural Design Guidelines

The purpose of the architectural design guidelines is to provide direction for development of the vertical elements of the Film Studio Campus in order to achieve a built environment that is in harmony with the natural setting, existing structures where appropriate, and provides a comfortable, distinctive, and stimulating environment. The buildings currently located west of the US 40 and SR 248 Interchange and also located in the Park City Municipal limits were developed as a gathering of buildings to support sport, recreation and health.

In the design process, the existing buildings were reviewed by the Park City Planning Staff and Planning Commission. As such, the building designs capture the essence of the mountain setting while at the same time honoring the architecture of the era. Varying examples of this style can be found in the IHC Hospital, Summit County Public Health Center and Park City Ice Arena.

The goal of these design guidelines is to synthesize the proposed Film Studio Campus design into an architectural expression that connects to the surrounding structures and respects the importance of the Park City entry corridor.



November 16, 2011

ADG1

General Guidelines

- Each new building should have a distinct architectural concept that is consistent in theme but rich in subtle variation.
- Buildings should be designed to provide a clear, unified, and easily identifiable image. Methods to achieve this include using similar architectural styles and materials, complementary roof forms, signs, colors, and pavement.
- All buildings should relate visually to one another and be compatible with adjacent buildings.
- Encouraged architectural and landscape design qualities and elements for the Film Studio Campus buildings are:
 - Using buildings to screen parking areas, service areas and storage areas;
 - Providing building modulation, entry accentuation and rich architectural details;
 - Incorporation of water conservation site design;
 - Use of shielded exterior lighting, protecting the night sky and creating path illumination; and
 - Natural landscaping to soften building exteriors and buffer between uses.
 - Green Building design and construction to meet minimum LEED Silver Standards.

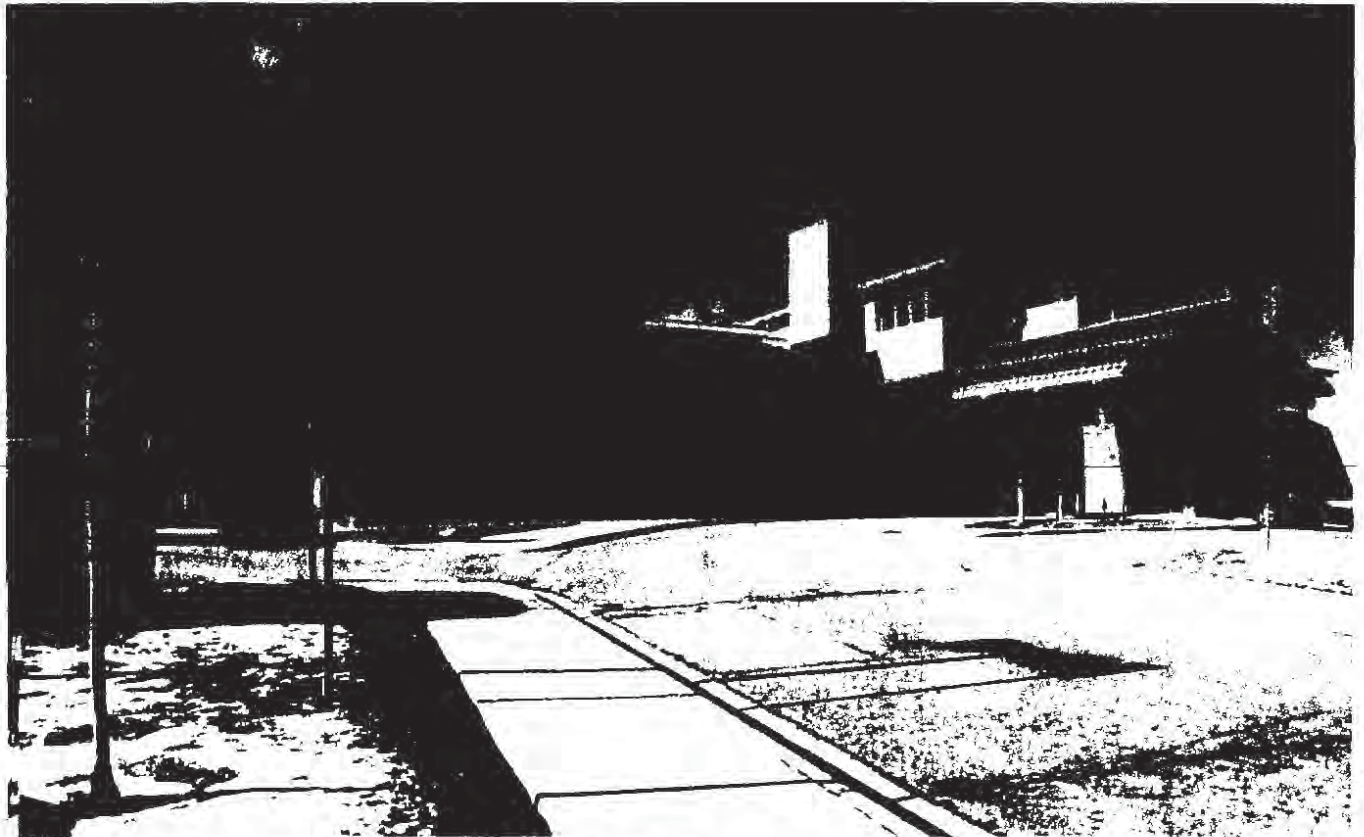


View of three compatible buildings showing natural landscaping as a buffer between uses.

ADG2

Height and Mass

- The height and mass of the Film Studio Campus buildings should consider the visual and physical relationship to adjacent uses. A structure that dominates its environment by its relative size is strongly discouraged.
- The mass of a larger building should be broken down into a group of buildings clustered into traditional building compounds or a campus setting to create a sense of community.
- Building design should employ clean, simple, geometric forms and coordinated massing to produce overall unity, scale, and interest.
- Varying building heights, massing, roof forms and setbacks to define different functions such as offices, residential, hotel, studio and other uses is encouraged.
- Buildings should relate to the terrain and each other in their massing and forms. Larger masses should be located at the centers of building compositions, with smaller forms stepping outwards and down.

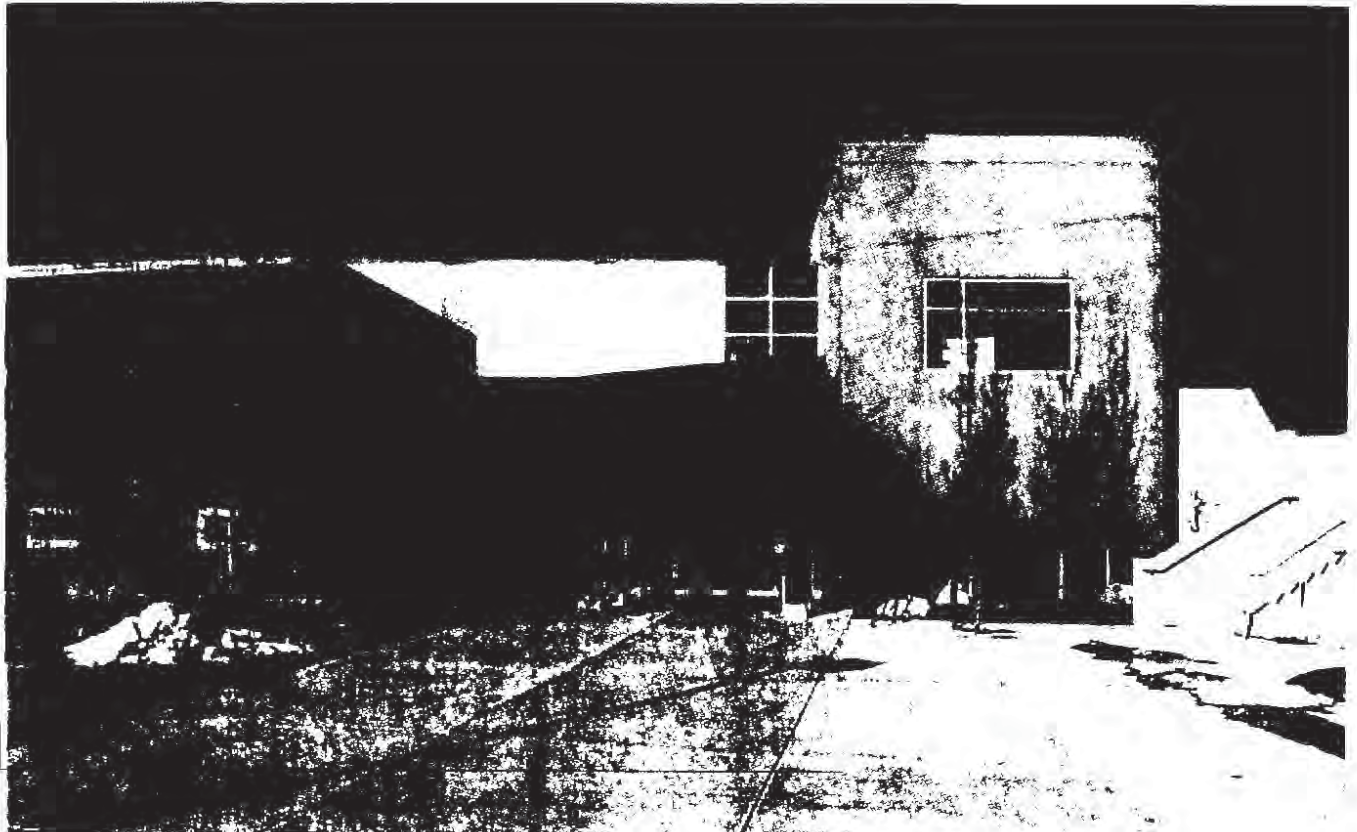


IHC Hospital showing variation in building mass and roof form.

ADG3

Building Design

- Variety in building forms should be employed to create visual character and interest.
- Facades with a high level of visual interest from both vehicular and pedestrian viewpoints are encouraged. The exterior character of all buildings should enhance pedestrian activity in their immediate vicinities.
- Long building facades should be broken up with architectural details. Facades with varied setbacks are encouraged to provide visual interest.
- Rear and side wall elevations should provide building offsets and architectural details similar to the front facade.
- Entrances to individual buildings should be readily identifiable to visitors through the use of recesses or pop-outs, roof elements, columns, or other architectural elements.



Park City Ice Arena showing a variety of form and identifiable entry.

Roofs

- Roofs should be integral to the architectural theme of the Film Studio Campus buildings and contribute to the visual continuity. Rooflines of buildings should include variations to avoid long, continuous planes.
- Rooftops should be considered as design elements from various viewpoints: at ground level, from other buildings, and from adjacent perimeter roadways. Mixing roof forms on buildings creates variety in the "roofscape." Roofs should also be interesting when seen from above from upper levels of the mountain terrain.
- Rooftop equipment should be screened from view on all four sides by architectural features integrated with the design of the building.
- Roof design shall allow solar panels to be integrated into the roof design. Building orientation and shading design should minimize solar gain and maximize daylight harvesting.



Summit County Public Health Center showing a roof as a design element.

Materials and Color

- Materials should be chosen to withstand abuse or accidental damage by machinery. False facades and other simulated materials and ornamentation are not allowed.
- Clear or lightly tinted low-e glass (glazing) should be used, particularly at pedestrian levels where transparency between indoor and outdoor spaces is desirable.
- The use of various siding materials (i.e. masonry, concrete, metal, or wood siding to produce effects of texture and relief that provide architectural interest) is required.
- The use of compatible colors in a single facade or composition is required. Compatible colors add interest and variety while reducing building scale and breaking up plain walls.
- A color palette should be used on the Film Studio Campus buildings to help reduce their perceived size. Contrasting design elements and material colors that help break up the vertical monotony of large walls is necessary.



Example of Material Palette.

ADG6

Attachment C

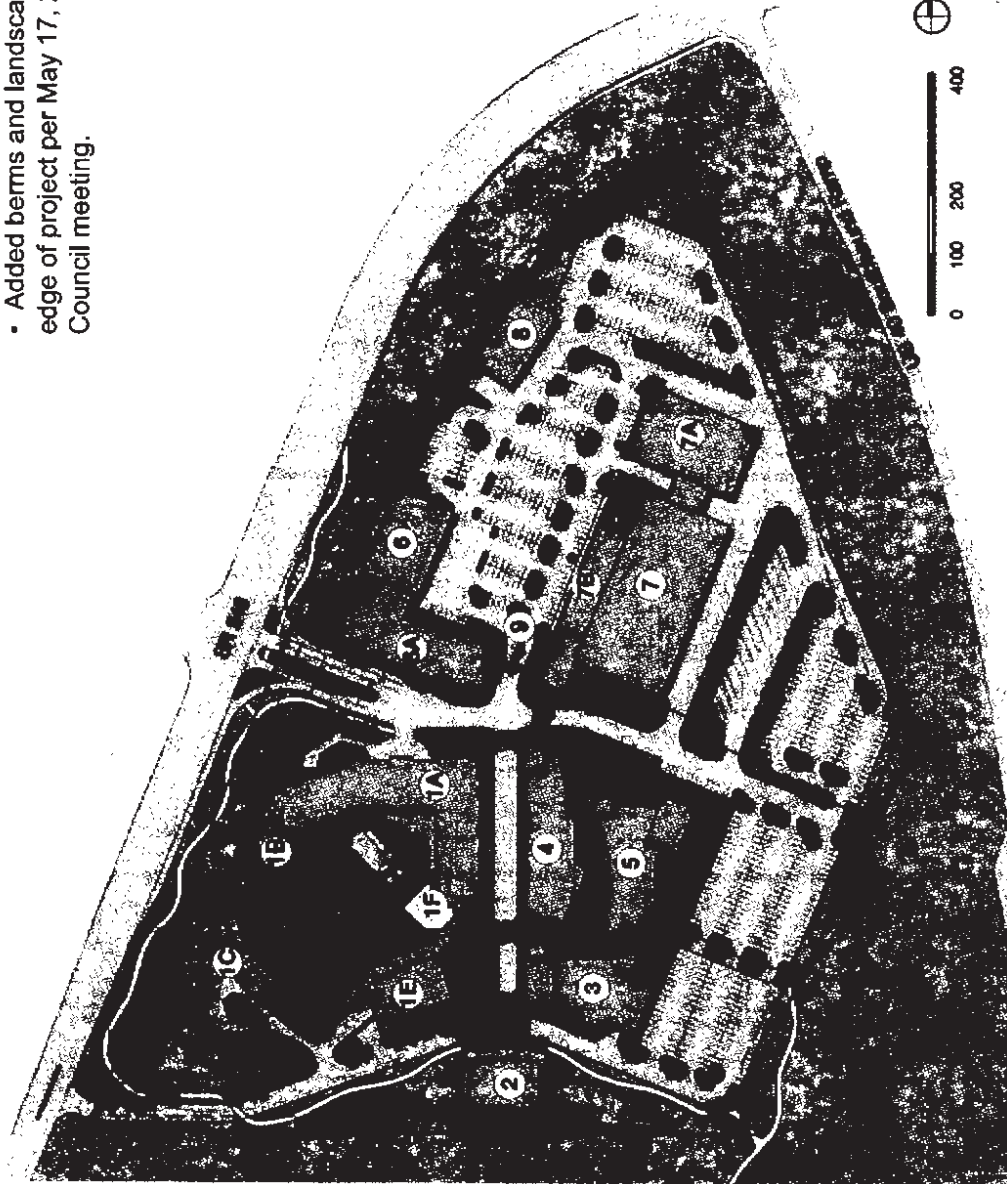
FILM AND TELEVISION/RECORDING STUDIO -PARK CITY

	Square Footage	Bldg Number	Bldg Total SF
STUDIO LODGING	85,000	1	
RECORDING STUDIO	2,500	1	
DESTINATION SPA	6,000	1	93,500
AMPITHEATER	6,000	2	6,000
SPECIAL EVENT STAGE	15,000	3	
SCREENING ROOMS	14,000	3	
ENTERTAINMENT VENUE	3,000	3	
PERFORMANCE AREAS/ OTHER VILLAGE VENUES	17,500	3	49,500
STUDIO STORE/ OTHER VILLAGE VENUES/OFFICES	20,000	4	20,000
STUDIO TOUR AREAS	6,000	5	
OFFICES/ OTHER VILLAGE VENUES	9,000	5	15,000
FOOD SERVICES COMMISSARY/ OFFICES ANCHOR TENANT	50,000	6	50,000
SOUNDSTAGES	48,000	7	
PRODUCTION SUPPORT/OFFICES	25,000	7	73,000
LIGHTING & GRIP WORKSHOP/EQUIPMENT STORAGE	10,500 10,500	8 8	21,000
EFFECTS STAGE/ OFFICES	46,000	9	46,000
TOTAL SF			374,000

Raleigh Studios – Conceptual Site Plan

- Added berms and landscaping to south edge of project per May 17, 2012 City Council meeting.

Building Legend	
1A	Hotel Lodging
1B	Recording Studio
1C	Stage Venue
1D	Residence - omitted
1E	Grand Ball Room
1F	Atrium
2	Screening Rooms/Theater
3	Entertainment Venue
4	Mixed Use
5	Mixed Use
6	Sound Effects Stage
6A	Office, Effects Stage
7	Sound Stages
7A	Workshop
7B	Production Support/Offices
8	Workshop Office
9	Guard House



IBI
GROUP

Raleigh Studios
Park City, UT

Conceptual Site Plan
May 24, 2012

EXHIBIT D

subject to all City levies and assessments as described in the terms of said Development Agreement.

The Property shall be subject to all City laws, rules and regulations upon the effective date of this Ordinance.

SECTION 2. ANNEXATION DEVELOPMENT AGREEMENT. Council hereby authorizes the Mayor to execute the Development Agreement in substantially the same form as is attached hereto as "Exhibit G" and as approved by the City Attorney.

SECTION 3. COMPLIANCE WITH STATE LAW, GENERAL PLAN, AND ANNEXATION POLICY PLAN. This annexation meets the standards for annexation set forth in Title 10, Chapter 2 of the Utah Code, the Park City General Plan, and The Annexation Policy Plan - Land Management Code Chapter 8, Annexation. The CT zoning designation with Regional Commercial Overlay (RCO) is consistent with the Annexation Agreement approved by the City Council and executed on January 17, 2012.

SECTION 4. OFFICIAL PARK CITY ZONING MAP AMENDMENT. The Official Park City Zoning Map is hereby amended to include said Property in the CT zoning district, with an RCO overlay as shown in "Exhibit E".

SECTION 5. FINDINGS OF FACT, CONCLUSIONS OF LAW, AND CONDITIONS OF APPROVAL.

Findings of Fact

1. The property is subject to the January 17, 2012 Annexation Agreement between Park City and Quinn's Junction Partnership that sets forth certain requirements and waivers for the MPD development. These waivers are due to pre-existing vesting in Summit County and the terms of the January 18, 2012 County Settlement Agreement.
2. Land Uses proposed in the MPD Plans include a 100 room/key hotel and associated lodging uses, a film studio campus with sound stages, and associated uses, including support commercial, recording studio, outdoor stage amphitheater, enclosed atrium area between the hotel and ballroom/meeting space, screening rooms and theater, related mixed use office/retail/entertainment, sound stages, film school and related educational uses, associated offices, workshops, and production support and offices. The Gross Floor Area allowed per the Annexation Agreement is 374,000 square feet. Exceptions to the Floor Area, including porches, balconies, patios and decks, vent shafts, courts, and one atrium subject to further restrictions, are spelled out in the Annexation Agreement.
3. Proposed uses as identified in the MPD Plans (Exhibit F) are consistent with the January 17, 2012 Annexation Agreement.

4. The City Council as the final approving body of the MPD has decreased the number of Off-Street Parking Spaces within MPDs based upon a parking analysis and recommendation from the Planning Department per Section 15-6-5 (E).
5. The City Council hereby incorporates the staff reports dated March 14th, March 28th, April 11th, April 25th, May 17th and May 24th, 2012 as part of the record of decision.

Conclusions of Law

1. Due to the unique circumstances of the terms and conditions of the County Settlement Agreement, the Annexation and Zoning Map amendment are consistent with the Annexation Agreement (Exhibit D), the City's Annexation Policy Plan, Quinn's Junction Study Area, the required findings and conclusions of LMC 15-6-6, and the Park City General Plan (2005).
2. Approval of the Annexation and Zoning Map amendment does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The Official Zoning Map shall be amended to designate the Quinn's Junction Partnership Annexation property with Community Transition (CT) zoning, with a Regional Commercial Overlay (RCO) limited to the commercial uses provided in the Annexation Agreement dated January 17, 2012 and the MPD concurrently approved herein. To the extent there is any conflict between the MPD and the Annexation Agreement, the terms of the MPD shall govern.
2. The attached Exhibits, including the Development Agreement for the Quinn's Junction Annexation and the Annexation Agreement, shall be fully executed and recorded at Summit County, along with the Annexation Plat.
3. The Master Planned Development Plans hereby approved and all final design, Administrative CUP and building permits shall comply with the Annexation Agreement and all applicable Land Management Code "LMC" provisions that are not contrary to said Annexation Agreement.
4. The required Administrative Conditional Use permit application for final design shall be reviewed for consistency with the Annexation Agreement and the MPD Plans package, these conditions of approval including site design, building massing and height, setbacks, architectural design and vernacular, materials, colors, landscaping, lighting, fencing, grading, berming, trails, circulation for buses and emergency vehicles, parking and phasing, etc. and conditions of the Annexation Development Agreement. Rendered elevations, material and color samples, shall be provided for Planning Department review prior to approval of the Administrative Conditional Use permit. Maximum building height of Building 8 (formerly Pad 7) is limited to 50 feet or maximum height not to exceed 60 feet in the event a major, long term film production contract necessitates the full studio height in compliance with Paragraph 2.5(e) of the Annexation Agreement. Final Architectural Review pursuant to 15-2.23-6 shall be

concurrent with the Administrative CUP. Commissioner Jack Thomas shall participate in the Administrative CUP as a liaison for purpose of further input on final design and architectural elements. Final building footprints shall substantially conform to the MPD Site Plan approved by the City Council. Minor variations in building size and articulation will be considered by the Planning Director at the time of review of the Administrative CUP, provided that there is no increase in the total Gross Floor Area for each of the four main areas, namely: 1) the hotel, 2) office/sound stage support, 3) sound stage, and 4) retail/support. Final building footprints shall be located within the identified building pads.

5. A preliminary landscape plan, provided by a licensed landscape architect, and including landscape site design and materials consistent with those identified in the Annexation Agreement and as further specified in the MPD Plan package is required to be submitted with the Administrative Conditional Use permit application. The landscape plan shall identify grading, heights, and undulation of the perimeter berming to soften the view of the commercial structures. The landscape plan shall include a planting plan and an irrigation plan. Ground cover for green roofs shall also be included in the landscape plan. Perimeter landscaping should be of a substantial size and shall be reviewed and approved by the City Arborist and Landscape Architect. The landscape plan shall indicate how the landscaping will be phased and shall indicate perimeter plantings to be installed prior to vertical construction to provide screening of construction work. Temporary irrigation will be required to ensure these plantings survive. Final landscape plans, consistent with the preliminary landscape plan submitted with the Administrative CUP, shall be submitted and must be approved by the City with the building permit plan sets.
6. Parking lot and all other exterior lighting shall meet requirements of the LMC with additional restrictions on the overall wattage, automatic timers, and lighting designed in zones and shall comply with best lighting practices as recommended by the Dark Skies organization. A lighting plan, provided by a qualified lighting professional, shall be submitted with the Administrative Conditional Use permit application. The plan shall include a requirement to shut off lighting in parking areas used on an intermittent basis, particularly in the secure studio campus.
7. Security fencing on the property perimeter shall not exceed 7' in height and internal gate fencing may be 12' in height in areas limited to as shown on Exhibit F (page 42). Fencing shall not include razor wire or other details that read as "high security" fencing. Use of electronic monitoring is allowed. Fencing details shall be provided with the Administrative Conditional Use permit application and shall be consistent with the Final MPD Plan Package (Exhibit F, page 39) in terms of location, design, materials, colors, and extent. Perimeter fencing shall be phased consistent with the phased parking lot construction described in #16 below.
8. All vehicular access points to the development from SR-248 shall comply with any and all existing Corridor Preservation Agreements. Changes to

these Agreements must be approved by the Utah Department of Transportation. The City approves of the two proposed access locations as depicted on the Final MPD Plan Package (Exhibit F- page 9). The Applicant will be responsible for filing application for required access approvals with the Utah Department of Transportation. Without additional UDOT approvals, there will be a single public access to the property at the signalized intersection of Round Valley Drive and SR 248, and emergency access as approved by UDOT, and the Fire and Building departments.

9. In the event that the south secondary access point is approved, this access shall be located in such a way as to not preclude access to the adjacent City open space parcel. Necessary cross access easements shall be provided, on the subdivision plat, through the public area of the MPD to provide access to the signalized intersection for the City parcel.
10. Traffic Management Plans for special events shall be approved by the City's Special Events staff as well as by the City's Police Departments of Transportation and Public Safety. All necessary special event permits and conditional use permits shall be obtained prior to commencing the Special Event or Master Festival. No overcrowding permits may be granted by the Building Department. The Applicant agrees to City use of surplus parking, said "surplus" amount and availability determined by the Applicant, for City-approved special events, primarily for overflow parking for the Park City Sports Complex (ice, fields and hosted trail races). Provided such use is consistent with deed restrictions, the City will provide reciprocal use of surplus parking as determined by the City at the Sports Complex. Fees shall not be charged for the parking unless the host event is charging fees for the parking at other locations.
11. Outdoor activities and noise shall be limited to 7AM to 10 PM and shall not exceed the City's noise ordinance, unless otherwise allowed through a Special Event/Master Festival permit in accordance with the Municipal Code.
12. At the time of the Administrative Conditional Use permit application, the applicant shall identify the square footage of all parking areas and all hard surfaced areas. Interior and perimeter parking lot landscaping shall meet requirements of the LMC Chapter 3. Snow storage areas shall be provided in accordance with the LMC Sections 15-3-3(E) and 15-3-4.8(E).
13. At the time of the Administrative Conditional Use permit application, the applicant shall provide a detailed parking analysis to identify specific uses, square footage, employee, hours of operation, shared parking ratios, and other items that will allow the Planning Staff to calculate the parking demands as such relates to the progression of the proposed phasing plan. The parking analysis shall look at the extent to which alternative modes of travel (bus, shuttle, carpool, bike, etc.) and use of the Richardson Park and Ride can reduce the demand for parking at the site, on a day to day basis. The parking analysis shall also provide information about special events and parking demand. With reductions for shared parking as well as support uses which reduce the required parking spaces, parking spaces are hereby approved up to a maximum of 730

surface spaces, and an additional 150 spaces underground at the hotel, for a total of 880 parking spaces.

14. A phased parking plan shall be provided by the Applicant with the Administrative Conditional Use permit for approval by the Planning Department. The plan shall identify only essential paving with each phase of development, propose measures to reduce parking demand with various programs and incentives, and mitigate employee parking, particularly on the public campus and during construction. Prior to building each phase of parking, the applicant shall provide a parking analysis of existing conditions and needs, including traffic mitigation and use of the Richardson Park and Ride by full-time shift employees and mitigation of construction employee parking (such use the City hereby approves). The Planning Director must approve proceeding to construction for each phase of the parking; however such approval may not be unreasonably withheld. The final phase of parking area on Exhibit F, pg. 33 (farthest north/east lot) and any un-striped temporary parking shall contain a permeable surface area system.
15. The applicant shall pay the City \$75,000 to fulfill the proportionate share of the development's construction of public trail connections to the Park City Heights Rail Trail connector. The City shall build the trail. The applicant may install trail head amenities as shown on the MPD Plans at their expense.
16. Bike racks shall be provided for the various uses, as required by LMC Section 15-6, Master Planned Developments (hotel, mixed use, trail head area, sound stage, etc.).
17. Construction of a bus loop/bus shelter shall be provided prior to issuance of a certificate of occupancy for the hotel or mixed use buildings. The shelter shall be located at the bus drop-off located at one location of either option A, or B, as approved by the City Transit Manager. The Transit Manager may approve alternate location(s) as part of the Administrative CUP.
18. A grading plan shall be submitted with the Administrative Conditional Use permit application. Excavated materials shall remain on site to the greatest extent reasonably possible. Final grading plans, consistent with the preliminary grading plan submitted with the Administrative CUP, shall be submitted and must be approved by the City with the building permit plan sets.
19. Grading of the site, including the undulating berms and swales along SR 248 shall meet the sight distance and clear zone requirements of UDOT and be consistent with the grading proposed in the MPD Plans (with additional berm east of Building 2 adjacent to city property as reflected on revised sheets #10 and depicted on revised sheet #20, dated 5/24/12).
20. All landscaping, parking lots, driveways, roads, plazas, sidewalks, trails on the property, and other common areas shall be maintained by the property owner, or an Owner's Association, as the City will not maintain such areas.

21. Recycling centers shall be installed in the hotel, mixed use, and sound stage areas prior to issuance of a certificate of occupancy for the building.
22. The hotel shall provide shuttle service for guests within Park City and encourage guests to utilize shuttles from the airport as well as around town. The shuttle service shall be in place prior to issuance of a final certificate of occupancy for the hotel.
23. In accordance with Paragraph 2.5(h) of the Annexation Agreement, the applicant shall pay all applicable fees, including development, Building and Planning, Business licensing, and all other legally imposed fees and taxes collected by City Departments for services, utilities, etc.
24. A storm water management plan, prepared by a licensed professional, shall be submitted with the Administrative Conditional Use permit application and must meet all applicable code requirements on-site. The plan shall be consistent with best management practices for storm water management, including pre versus post run-off, water oil separators for parking facilities, and 100 year storm event detention on site. Final storm water plans, consistent with the preliminary plan submitted with the Administrative CUP, shall be submitted and must be approved by the City with the building permit plan sets.
25. Roof top mechanical equipment shall be architecturally screened from public view.
26. Trash and recycling enclosures shall be screened with landscaping, fencing, buildings, berms, etc. per the LMC.
27. LEED construction at the certified level without commissioning per the Annexation Agreement is required for the movie studios. The Applicant's architect shall score the construction and submit such to the Park City Building Department for confirmation. Based on the agreement of the anticipated manager of the complex, Raleigh Studios, Raleigh shall use best efforts to determine whether it is in their best interests to seek and obtain official LEED Construction Commissioning at the increased standard of Silver. However, at a minimum, the Hotel shall include a "Green" operational policy within industry standards and a door key activated light shut-off (or similar system) in all the rooms.
28. Areas of plazas, pedestrian walk ways, patios, etc. shall not be heat melted. Solar panels and skylights are allowed on rooftops per the LMC Chapter 5.
29. Acknowledging that the inside areas of the studio campus may be active 24/7, the applicant shall propose specific hours of operation for approval by the Planning Director as part of the Administrative CUP to mitigate traffic of employee loading and unloading. Support commercial uses, such as food service, deli, café, etc. shall be open during filming hours and office hours to mitigate vehicular trips off site for breaks and lunch. Where possible, set shift work will be scheduled in non-peak traffic times.
30. Additional Building articulation as required by LMC Chapter 5 shall be demonstrated on the final building plans prior to issuance of a building permit.

31. Permanent power shall be provided for the trailer parking area and the applicant shall use best effort to utilize solar or other renewable energy resource if technically and economically feasible.
32. A sign plan must be filed with the Administrative CUP in compliance with LMC Title 12. No icon, water tower, or billboards are allowed. Internal "plaza" areas shall be defined on the sign plan.
33. Final Subdivision approval shall contain covenants and restrictions (CCRS) in compliance with Paragraph 2.6 of the Annexation Agreement.
34. Water service is provided by Summit Water. The applicant may be required to construct an emergency connection to the City system if required by state drinking water approval or the project fails the flow and standards required by the International Fire Code (2009), specifically including Section 507, Appendix B and Table B105.1. Should City service be necessary in the future, the project may first be required to annex into the City Water District and the applicant shall pay applicable impact and user fees in effect at such time and make such dedications as required by LMC 15-8-5(C) (1-3).
35. This MPD approval and zoning approved herein are limited to the terms of the Annexation Agreement and due to the unique circumstances regarding a legal settlement of historic claims in the Summit County Settlement Agreement, such approval shall not be considered precedent for future zoning amendments or annexation petition to this or neighboring properties in the Quinn's/CT zone area. All future development applications, changes in commercial use, or rezone requests shall be processed in accordance with the General Plan, zoning and LMC in effect at the time of application. The densities approved herein shall not be considered in terms of neighborhood compatibility in the event of a rezone or CT amendment request by other properties within the CT zone.
36. As part of the required Construction Mitigation Plan, to be submitted prior to issuance of any building permits on the property, the landscape guarantee shall insure phased and adequate berming along SR248 in the event the project is not completed, and the construction guarantee bond shall take into consideration the location of this property on the entry corridor and provide for adequate landscape and site disturbance coverage for each phase of the building construction as proposed in Exhibit G of the Development Agreement to insure visual and physical impacts of any work stoppage are mitigated in the event construction is not completed on this property.
37. No wood burning devices or outdoor gas firepits/fireplaces with the exception of one fire pit (non-wood burning) and permanent BBQ appliances are allowed on the property at the hotel
38. Specific soils test pits shall be reviewed prior to building permit issuance and if environmental issues, such as contaminated soils are present, a mitigation plan shall be required prior to issuance of permits. To satisfy this condition, developer may submit prior tests and studies performed on the property.

39. The secure studio campus shall serve as a public emergency shelter if approved within the City's Emergency Plan.
40. The Planning Staff and the applicant shall complete a review of the Administrative Conditional Use Permit within one year of the first certificate of occupancy, and the staff shall provide a report of the review to the City Council.

SECTION 6. EFFECTIVE DATE. This Ordinance shall take effect upon publication of this Ordinance, recordation of the Annexation Plat and Development Agreement, and compliance with state annexation filing requirements, pursuant to the Utah Code Annotated Section 10-2-425.

PASSED AND ADOPTED this 24th day of May, 2012.

PARK CITY MUNICIPAL CORPORATION

Dana Williams, MAYOR

ATTEST:

Janet M. Scott, CITY RECORDER

APPROVED AS TO FORM:

Mark D. Harrington, CITY ATTORNEY

Exhibits to the Ordinance (Exhibits not attached)

- Exhibit A- Annexation plat
- Exhibit B- Legal Description
- Exhibit C- County Settlement Agreement executed January 18, 2012
- Exhibit D- City Annexation Agreement
- Exhibit E- Zoning map amendment
- Exhibit F- Final MPD Plans packet
- Exhibit G- Annexation Development Agreement



March 7, 2017

Bruce Erickson
Planning Director
Park City Municipal Corporation
445 Marsac
P.O. Box 1480
Park City, UT 84060

PARK CITY FILM STUDIO SITE FIRE FLOW

Mr. Erickson:

We are in receipt of the letter from Dave Fuller, Assistant General Manager, Summit Water Distribution Company (SWDC), dated March 6, 2017.

Mr. Fuller has indicated in his letter that SWDC has sufficient water to serve Phase I and II of the Park City Film Studio. In the letter, Mr. Fuller states that the system has a storage capacity of 345,000-gallons for fire flow.

Based upon the information provided for the available fire flow for Phase I and II, the following conditions must be recorded as part of the Park City Fire District approval:

- All buildings in Phase I and II shall be constructed with fire sprinkler protection in accordance with NFPA 13.
- Buildings classified as Type V-B construction by the 2015 edition of the International Building Code cannot exceed 47,400 ft².
- Building 1A - Studio Lodging, must constructed of Type II-A construction as classified by the 2015 edition of the International Building Code, and the fire flow requirement for this structure cannot exceed 2,375 G.P.M.

Given the information from SWDC for the water supply system for Phase I and II of the Park City Film Studio, it seems the fire flow requirements are met and are acceptable to PCFD, provided the above conditions of approval are recorded as part of the developmental agreement and recorded on the final plat drawings.

Sincerely,

A handwritten signature in black ink that reads "Scott W. Adams". The signature is written in a cursive, flowing style.

Scott W. Adams
Assistant Fire Chief
District Fire Marshal
Park City Fire Service District

cc: Doug Rosecrans, P.E. - email



3/6/2017

Greg Ericksen
Via Email

Re: Will Serve Letter

Dear Mr. Ericksen,

This letter confirms Summit Water Distribution Company's ("SWDC") willingness to serve the Park City Film Studio Phases I and II. This water service is in accordance with commitments being made in the project's development agreement, which is to be executed by the developer as a condition precedent to water delivery.

SWDC has water sufficient to serve the estimated water requirements of the proposed development at the Park City Film Studio Phases I and II. In addition, SWDC has existing infrastructure tied to the project with sufficient capacity and adequate reservoir storage available to serve the project. As requested, below are the calculated fireflow requirements for the project.

IFC – Table B105.1(2)

Construction Type: II-B - Square Footage: 70,601—77,000 square feet - Fire Flow: 5,750 GPM

Fire Sprinkler Reduction – 50%

Adjusted Fire Flow – 2,875 GPM

Duration – 120 minutes

Total Fire Flow Storage - 2,875 GPM x 120 minutes = 345,000 Gallons

Listed below are the capacity calculations for the SWDC Section 27 Highway 40 water system.

Peak Daily Demand - 214 gpm Maximum Fire Flow Required - 2,875 gpm for 2 hours (Phase 1 Film Studio) Total Flow = 3,089 gpm

16-inch pipeline capacity at 10 feet per second velocity = 6,200 gpm 75% of total capacity = 4,650 gpm.

Available flow capacity beyond Film Studio = 1,561 gpm.

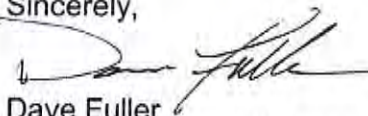
Storage committed = 492,726 gallons

- 69,548 gallons for indoor use
- 78,178 gallons for outdoor use
- 345,000 gallons fire storage

Section 27 - SWDC - 75% = 562,500
 Available volume = 69,774 gallons

Note that capacities to serve both phases of the Park City Film Studio are sufficient.
 If we can be of additional help concerning this project, please feel free to contact us at any time.

Sincerely,



Dave Fuller
 Assistant General Manager
 Summit Water Distribution Company



WEBER BASIN WATER CONSERVANCY DISTRICT

2837 East Highway 193 • Layton, Utah 84040 • Phone (801) 771-1677 • (SLC) 359-4494 • Fax (801) 544-0103

March 15, 2017

Tage I. Flint
General Manager/CEO

Andy Garland, General Manager
Summit Water Distribution Company
8506 Bluebird Lane
Park City, UT 84098

Board of Trustees:

Kyle R. Stephens
President
Davis County

Kym O. Buttschardt
Weber County

Jay V. Christensen
Weber County

Kerry W. Gibson
Weber County

Marlin K. Jensen
Weber County

John Petroff Jr.
Davis County

Paul C. Summers
Davis County

Dave Ure
Summit County

Dee Alan Waldron
Morgan County

RE: Highway 40 System Capacity

Dear Mr. Garland: *Andy*

At our joint meeting on February 22, 2017, Weber Basin Water Conservancy District (WBWCD) was asked to write a clarification letter regarding Summit Water Distribution Company's (SWDC) use of the Highway 40 system capacity, as understood in the Western Summit County Project Master Agreement (Master Agreement) and subsequent Purchase Agreement. Below is the requested clarification.

On June 26, 2013, WBWCD purchased from SWDC the right to use up to fifty percent (50%) of the capacity in the Highway 40 system (as that term is defined in the Master Agreement) from the East Canyon Water Treatment Plant on the north to Quinn's Junction on the south, together with and including all storage facilities, pipelines, pump stations, and other infrastructure and appurtenances. This 50% capacity (the "WBWCD Capacity") was to be used by WBWCD to deliver water to its wholesale customers, Park City, SWDC, and Mountain Regional Water Special Service District (MRWSSD). Based on water sales contracts with WBWCD, these wholesale customers could also use a portion of the WBWCD Capacity to deliver this contract water to their retail customers. The limits of this proportional use of the WBWCD Capacity by each party was defined in Exhibit J of the Master Agreement. SWDC retained the right to use the other 50% of the capacity of the Highway 40 system.

To date, based on the water sales contracts between WBWCD and SWDC (currently for 800 AF/yr), SWDC is entitled to the continued use of twenty-four and a half percent (24.5%) of WBWCD's capacity in the Highway 40 System (based on an estimated total capacity of 4,000 gpm, as outlined below). At the time of writing the Master Agreement, the total capacity of the Highway 40 system was estimated to be about 4,000 gpm through the pipeline sections of the system. This capacity may, at some point in the future, be better defined by actual testing of the system, which may be performed cooperatively by the parties (SWDC, WBWCD, Park City, and MRWSSD) as the need arises. A flow test performed by SWDC and the fire marshall during the summer of 2016 indicated that flows of 6,000 gpm could be sustained at Quinn's Junction from Section 27 Reservoir, with a residual pressure of at least 20 psi.

As outlined in its letter to SWDC dated November 9, 2016, WBWCD authorized SWDC to use all of the WBWCD Capacity in the Highway 40 system until January 1, 2020. This permission was given due to the fact that WBWCD was not currently using

this capacity and that none of the other parties, except for SWDC, were expected to use this capacity for at least the next few years. Thus, when coupled with SWDC's retained 50% interest in the capacity of the Highway 40 system, SWDC has the right to use one hundred percent (100%) of the capacity of the Highway 40 system until January 1, 2020. After January 1, 2020, the use of the capacity of the Highway 40 system shall revert back to that described in the Master Agreement at which time SWDC will continue to have the right to use 74.5% of the capacity of the Highway 40 system. With the storage reservoir capacity on the Highway 40 system currently at 2,250,000 gallons, SWDC is also entitled to use all of the storage until January 1, 2020 and, as outlined above and pursuant to the water sales contracts, 1,676,250 gallons of storage continually.

Should you have any further questions, feel free to contact our offices.

Sincerely,


 Tage L. Flint, PE
 General Manager/CEO

cc: Andy Armstrong, Mountain Regional Water Special Service District
 Clint McAfee, Park City Municipal Corporation

TIF/SWP/kc

E-22



State of Utah

GARY R. HERBERT
Governor

SPENCER J. COX
Lieutenant Governor

Department of
Environmental Quality

Alan Matheson
Executive Director

DIVISION OF DRINKING WATER
Kenneth H. Bousfield, P.E.
Director

December 22, 2016

Dave Fuller
Summit Water Distribution Company
6400 North Pace Frontage Road, Unit A
Park City, Utah 84098

Dear Mr. Fuller:

Subject: **Operating Permit**, Phase 1 Park City Film Studio Project, System #22059, File #9634

The Division of Drinking Water (the Division) received a request for an Operating Permit for the Park City Film Studio Phase 1 project from your consultant, Tena Campbell, P.E. with Bowen, Collins & Associates on December 16, 2016. The Division issued Plan Approval for this project on April 30, 2014.

Our understanding of the project is that it included a connection to the existing 16-inch water line on the northwest corner of Quinn's Junction with 315 linear feet of 12-inch ductile iron (DI) water line extension from SR 248 to the film studio site. It is our understanding that the water lines located within the site will be maintained and operated by Summit Water Distribution Company.

We have received the following information for the Phase 1 Park City Film Studio project:

1. Certification of Rule Conformance with plan approval conditions by a professional engineer
2. Evidence of O&M manual delivery.
3. As-built or record drawings.
4. Satisfactory bacteriological results as evidence of proper flushing and disinfection.

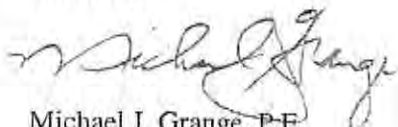
We have determined that all conditions for operating permit issuance have been met. On this basis, an **Operating Permit for the water lines included in the Phase 1 Park City Film Studio project is hereby issued as constituted by this letter.** You may now place the water lines in service in your water system.

Please maintain a copy of this letter with your permanent records for future reference.

Dave Fuller
Page 2 of 2
December 22, 2016

If you have any questions regarding this Operating Permit, please contact Julie Cobleigh, of this office, at (801) 536-4197.

Sincerely,



Michael J. Grange, P.E.
Acting Director

jjc/nl/mdb/hb

cc: Phillip Bondurant, Environmental Director, Summit County Health Department, pdondurant@summitcounty.org
Julie Cobleigh, Division of Drinking Water, jcobleigh@utah.gov
Dave Fuller, Summit Water Distribution Company, dave@swdc.us
Tena Campbell, P. E., tcampbell@bowencollins.com

DDW-2016-020934.docx

Planning Commission Staff Report

Subject: FAB Main Street Plat Amendment
Author: Ashley Scarff, Planning Technician
Date: June 14, 2017
Type of Item: Legislative – Plat Amendment

Summary Recommendations

Staff recommends that the Planning Commission holds a public hearing for the FAB Main Street Plat Amendment located at 442/444 Main Street and considers forwarding a positive recommendation to the City Council based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Description

Project Number:	PL-16-03396
Applicant:	Frank Andrew Building, L.C., represented by JF Lanvers
Location:	442/444 Main Street
Zoning:	Historic Commercial Business (HCB) District
Adjacent Land Uses:	U.S. Post Office to the north; Main Street commercial uses to the west and south; Bob Wells Plaza/China Bridge structure to the east
Reason for Review:	Plat Amendments require Planning Commission review and City Council approval.

Proposal

The site known as 442/444 Main Street consists of all of Lot 12, Block 23, Amended Plat of the Park City Survey, and two (2) metes and bounds parcels to the east that fall within the Millsite Reservation, according to the Summit County Recorder's Office. The applicant owns all three (3) parcels and requests to combine them into one (1) legal lot of record that will remove all interior lot lines.

Background

On December 9, 2016, the City received a Plat Amendment application for the FAB Main Street Plat Amendment located at 442/444 Main Street—the application was deemed complete on December 20, 2016. The property is located within the Historic Commercial Business (HCB) District, and consists of all of Lot 12, Block 23, Amended Plat of the Park City Survey (Tax Serial #PC-297), as well as two (2) metes and bounds parcels to the east that fall within the Millsite Reservation (Tax Serial #PC-299 and #PC-304-C).

The site currently contains a historic commercial building (Frank Andrew Building- FAB) constructed c. 1898 that fronts Main Street and is listed on the City's Historic Sites Inventory as a Significant structure. A non-historic rear addition was constructed in 1989, and the owner wishes to construct another addition onto the rear of the structure,

within the metes and bounds parcel that fronts Swede Alley. This plat amendment is required to combine all lots into a legal lot of record to allow for further development.

The existing structure consumes the majority of the two (2) lots closest to Main Street, and is oriented in a way that results in encroachment of the building onto both adjacent lots to the north and south (450 Main and 440 Main). At the northwest corner of the lot, approximately 4.34 square feet of the historic structure encroaches onto 450 Main, which is the U.S. Post Office—the encroachment has been deemed diminimus (e.g. so minor that staff will not require an encroachment agreement with the property owner) by the Planning Director. On its south side, approximately 76.30 square feet of the structure (both historic and non-historic portions) encroaches onto 440 Main (Bandit's Grill), with the significance of the encroachment increasing as you move toward the rear of the lot. The owner of 442/444 Main has recorded an encroachment agreement with the owner of 440 Main (Exhibit E), but staff finds that the language needs to be revised to eliminate language referencing new construction over lot lines prior to recordation of the plat amendment. New construction will not be permitted over property lines. The HCB District allows a zero setback to property lines.

When reviewing this plat amendment application, staff found a Quit Claim Deed document recorded October 5, 1994 (Exhibit F) that facilitated a transfer of ownership of the smallest metes and bounds parcel adjacent to Swede Alley from Park City Municipal to the owner of 442/444 Main Street, but the City retained a public utility easement over the parcel area. This plat amendment is not affected by the existing easement, but the proposed addition cannot be developed on parcel PC-304-C without Council first approving the vacation of the easement. The applicant is concurrently requesting (in a separate action) that Council considers vacating the public utility easement so that it will not be reflected on the amended plat and prevent development over that area.

Staff also found that a façade preservation easement was executed between a former property owner and the City and recorded on October 5, 1994—this easement perpetually runs with the land (Exhibit G).

Due to the age of the site, many maintenance-related building permits have been issued by the City over time. There have also been numerous Historic District Design Review (HDDR) pre-applications submitted to the Planning Department, and many have resulted in waiver letters approving minor projects that did not affect the structure. The current owner has submitted multiple HDDR pre-applications for a proposed addition on the Swede Alley side of the property, with the most recent being received on April 14, 2016. To move forward with the proposed addition, the applicant would need to submit a full HDDR application. A building permit for construction would not be issued until this plat amendment is recorded at Summit County.

Purpose

The purpose of the HCB District is to:

- A. preserve the cultural heritage of the City's original Business, governmental and residential center,
- B. allow the Use of land for retail, commercial, residential, recreational, and institutional purposes to enhance and foster the economic and cultural vitality of the City,
- C. facilitate the continuation of the visual character, scale, and Streetscape of the original Park City Historical District,
- D. encourage the preservation of Historic Structures within the district,
- E. encourage pedestrian-oriented, pedestrian-scale Development,
- F. minimize the impacts of new Development on parking constraints of Old Town,
- G. minimize the impacts of commercial Uses and business activities including parking, Access, deliveries, service, mechanical equipment, and traffic, on surrounding residential neighborhoods,
- H. minimize visual impacts of automobiles and parking on Historic Buildings and Streetscapes, and
- I. support Development on Swede Alley which maintains existing parking and service/delivery operations while providing Areas for public plazas and spaces.
- J. maintain and enhance the long term viability of the downtown core as a destination for residents and tourists by ensuring a Business mix that encourages a high level of vitality, public Access, vibrancy, activity, and public/resort-related attractions.

Analysis

The proposed plat amendment combines one (1) lot and two (2) metes and bounds parcels to create one (1) lot of record consisting of 3,125 sf. This will eliminate the two (2) existing interior lot lines, one of which currently lies under the existing structure. The HCB has a minimum lot size of 1,250 sf, with a minimum lot width of 25 feet and a minimum lot depth of 50 feet. The proposed lot will greatly exceed the minimum lot size requirements with a width of 25 feet and depth of 125 feet (double frontage lot).

The current allowed uses of the building (restaurant and art gallery) are not proposed to change with the addition—the owner simply wishes to capitalize on his entire property area by incorporating the undeveloped 25' x 10' metes and bounds parcel to the east. The HCB District has no minimum required front, rear, or side yard setback areas, but as described above, the existing building encroaches onto adjacent lots to the north and south, and a revised encroachment agreement with 440 Main Street is a condition of this approval. All new construction shall be contained entirely within the lot boundary, and will be subject to all applicable development parameters found in LMC §15-2.6, as well as the Historic District Design Guidelines.

The parcel falls within FEMA flood zone A. The lowest occupied floor of the addition and any mechanical equipment located in the addition must be at or above the base flood elevation (BFE). An elevation certificate will be required to verify the elevation of the lowest occupied floor.

The property is not located within the soils ordinance boundary. In the event that mine wastes or impacts are encountered, the applicant is responsible for handling the material properly.

Process

The approval of this plat amendment application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC §15-1-18.

Department Review

This project has gone through an interdepartmental review. All issues have been addressed through separate action or conditions of approval.

Notice

On May 31, 2017, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record on May 27th, according to requirements of the Land Management Code.

Public Input

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

Alternatives

- The Planning Commission may forward a positive recommendation to the City Council for the FAB Main Street Plat Amendment as conditioned or amended; or
- The Planning Commission may forward a negative recommendation to the City Council for the FAB Main Street Plat Amendment and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion of the FAB Main Street Plat Amendment to a date certain.

Significant Impacts

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

Consequences of not taking recommended action

If the proposed plat amendment is not approved, the site would remain as-is and the existing structure would sit on one lot of record and one metes and bounds parcel. The remnant metes and bounds parcel on the Swede Alley side of the site would remain as-is, as the applicant would not be permitted to construct an addition to the commercial building.

Summary Recommendation

Staff recommends that the Planning Commission holds a public hearing for the FAB Main Street Plat Amendment located at 442/444 Main Street and considers forwarding a positive recommendation to the City Council based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Exhibits

Exhibit A – Draft Ordinance with Replat attached

Exhibit B – Survey of Existing Conditions

Exhibit C – Current Plat

Exhibit D – Aerial Photo/Site Photos

Exhibit E – Encroachment Agreement with 440 Main Street

Exhibit F – Quit Claim Deed

Exhibit G – Façade Preservation Easement

Ordinance No. 17-XX

AN ORDINANCE APPROVING THE FAB MAIN STREET PLAT AMENDMENT LOCATED AT 442/444 MAIN STREET, PARK CITY, UTAH.

WHEREAS, the owner(s) of the property located at 442/444 Main Street have petitioned the City Council for approval of the Plat Amendment; and

WHEREAS, on May 31, 2017, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on May 31, 2017, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on June 14, 2017, to receive input on the plat amendment; and

WHEREAS, the Planning Commission, on June 14, 2017, forwarded a recommendation to the City Council; and,

WHEREAS, on June 29, 2017, the City Council held a public hearing to receive input on the plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the FAB Main Street Plat Amendment.

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

SECTION 1. APPROVAL. The FAB Main Street Plat Amendment, 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 442/444 Main Street.
2. The subject property consists of all of Lot 12, Block 23, Amended Plat of the Park City Survey, and two (2) metes and bounds parcels to the east that fall within the Millsite Reservation.
3. The property is located within the Historic Commercial Business (HCB) District.
4. The proposed plat amendment combines the three (3) existing parcels into one (1) lot of record, removing two (2) interior lot lines.
5. The site contains a historic commercial structure listed on Park City's Historic Sites Inventory (HSI) and designated as Significant, which has a non-historic rear addition that was constructed in 1989.

6. The existing structure is oriented in a way that results in a 4.34 square foot encroachment onto 450 Main Street to the north, and a 76.30 square foot encroachment onto 440 Main Street to the south. The Planning Director has determined that the 4.34 square foot encroachment onto 450 Main Street is de minimus and will not require an encroachment agreement with that property owner.
7. The HCB District has no minimum required front, rear, or side yard setback areas. All future development will be entirely contained within the property boundary.
8. The HCB District has a minimum lot size of 1,250 square feet. The proposed lot exceeds the minimum lot size requirement at 3,125 square feet.
9. The required minimum lot width is 25 feet. The proposed lot has a width of 25 feet, meeting this requirement.
10. The required minimum lot depth is 50 feet. The proposed lot has double-frontage, thus, exceeds the minimum lot depth requirement at 125 feet.
11. A Quit Claim Deed document was recorded at Summit County on October 5, 1994, which transferred the ownership of the easternmost metes and bounds parcel (PC-304-C) from Park City Municipal to the owner of 442/444 Main Street. The City retained a public utility easement over the entire parcel area.
12. A façade preservation easement was executed between a former property owner and the City and recorded on October 5, 1994—this easement perpetually runs with the land.
13. Most recently, the current property owner submitted a Historic District Design Review (HDDR) pre-application on April 14, 2016, to evaluate the feasibility of constructing a new addition on the Swede Alley site of the proposed lot.
14. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.
15. The property is located in a FEMA flood zone A.

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. The property owner shall revise the recorded encroachment agreement with 440 Main Street to eliminate reference to new construction over property lines prior to recordation of this plat amendment.
4. New construction shall comply with all applicable parameters of Land Management Code §15-2.6 regarding floor area ratio, maximum building volume and height, architectural review, Swede Alley development criteria, parking regulations, etc.
5. New construction shall not occur within parcel PC-304-C unless Park City Council approves the vacation of the public utility easement that exists within it.
6. 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.
7. New construction must comply with all flood plain regulations per the City Engineer.
8. New construction shall comply with all requirements outlined in the property's recorded façade preservation easement.

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

PASSED AND ADOPTED this 29th day of June, 2017.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, MAYOR

ATTEST:

City Recorder

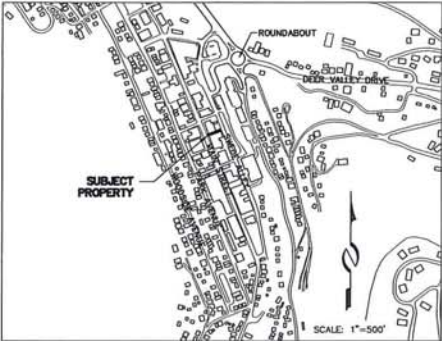
APPROVED AS TO FORM:

Mark Harrington, City Attorney

Attachment 1 – Proposed Replat

Exhibit A, Attachment 1 - Replat

VICINITY MAP



SCALE: 1"=500'



LOT 1
442,744 MAIN STREET
CONTAINS 3.125 SQ FT

SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, certify that I am a Registered Land Surveyor and that I hold Certificate No. 4938739, as prescribed by the laws of the State of Utah, and that by authority of the owner, I have prepared this plat amendment of the FAB MAIN STREET PLAT AMENDMENT and that the same has been or will be monumented on the ground as shown on this plat. I further certify that the information on this plat is accurate.

BOUNDARY DESCRIPTION

PARCEL 1:
All of Lot 12, Block 23, Amended Plat of Park City Survey, according to the official plat thereof on file and of record in the Office of the Summit County Recorder.

PARCEL 2:
Beginning at the southeast corner of Lot 12, Block 23, Amended Plat of Park City Survey, and running thence North 66°34' East 40 feet; thence North 23°31' West 25 feet; thence South 66°34' West 40 feet; thence South 23°31' East 25 feet to the point of beginning.

PARCEL 3:
Beginning at a point North 66°34' East 40 feet from the southeast corner of Lot 12, Block 23, Park City Survey, and running thence North 66°34' East 10 feet; thence North 23°31' West 25 feet; thence South 66°34' West 10 feet; thence South 23°31' East along the easterly line of said Lot 12, 25 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that FRANK ANDREW BUILDING, L.C., a Utah limited liability company, the undersigned owner of the herein described tract of land, to be known hereafter as FAB MAIN STREET PLAT AMENDMENT, does hereby certify that it has caused this Plat Amendment to be prepared. FRANK ANDREW BUILDING, L.C., a Utah limited liability company, hereby consents to the recordation of this Plat Amendment.

In witness whereof, the undersigned set his hand this ____ day of _____, 2017.

FRANK ANDREW BUILDING, L.C., a Utah limited liability company

J.F. Larvers, Managing Member

ACKNOWLEDGMENT

State of _____
County of _____

On this ____ day of _____, 2017, J.F. Larvers personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly affirmed, did say that he is a Managing Member of FRANK ANDREW BUILDING, L.C., a Utah 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 the FAB MAIN STREET PLAT AMENDMENT.

A Notary Public commissioned in _____

Printed Name _____
Residing in: _____
My commission expires: _____

NOTES

1. This plat amendment is subject to the Conditions of Approval in Ordinance 2017-_____
2. A Grant of Preservation of Easement, recorded October 5, 1994, as Entry No. 416368 affects the property.

NARRATIVE

Discrepancies between the bearings contained in the boundary descriptions of Parcels 2 and 3 and the bearings shown on this survey are the result of inconsistencies between bearings shown on the Amended Plat of Park City and the plat of Subdivision No. 1 of Millie Reservation, Park City. The bearing of the westerly line of Parcel 2 as described creates a gap between Parcel 2 and the easterly line of Lot 12 (Parcel 1). The bearing of Lot 12 for the boundary line of Parcels 2 and 3 preserves the intent of not creating a gap, and is supported by the Park City Millie survey extension, prepared for Park City Municipal Corporation by J.A. Johnson and Associates, dated October 8, 1982.

**A PARCEL COMBINATION PLAT
IN BLOCK 23, PARK CITY SURVEY**

FAB MAIN STREET PLAT AMENDMENT

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 18
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

RECEIVED
DEC 09 2016
PARK CITY
PLANNING DEPT.

SHEET 1 OF 1

6432 940-9427



CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
202 Main Street P.O. Box 2087 Park City, Utah 84060-2084

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2017

BY _____ S.B.W.R.D.

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2017

BY _____ CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2017

BY _____ PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____, 2017

BY _____ PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2017

BY _____ PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2017

BY _____ MAYOR

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ ENTRY NO. _____ FEE _____ RECORDER _____

Packet Pg

Exhibit B - Survey of Existing Conditions

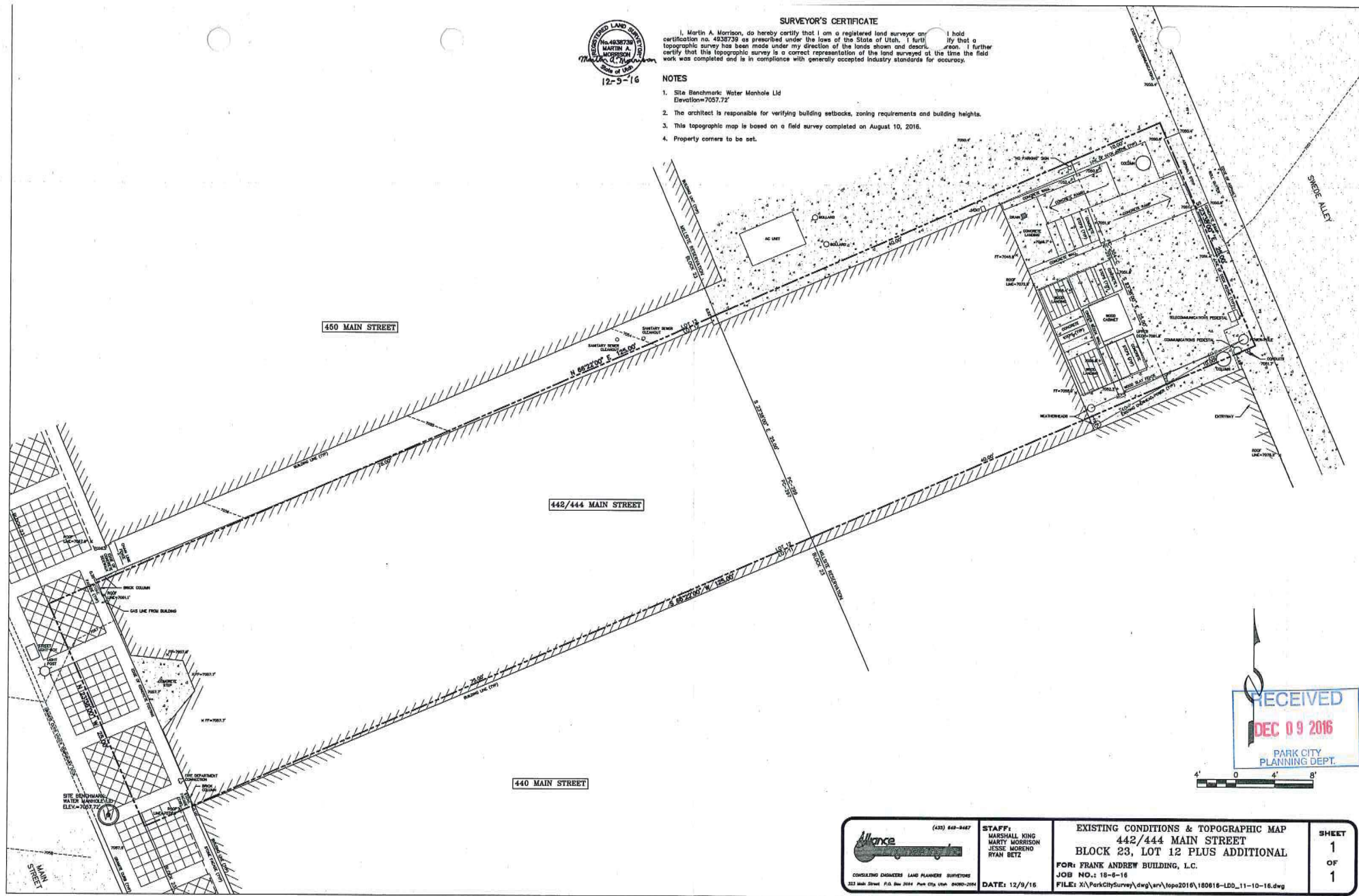
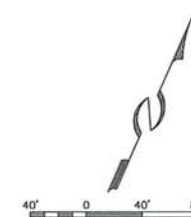
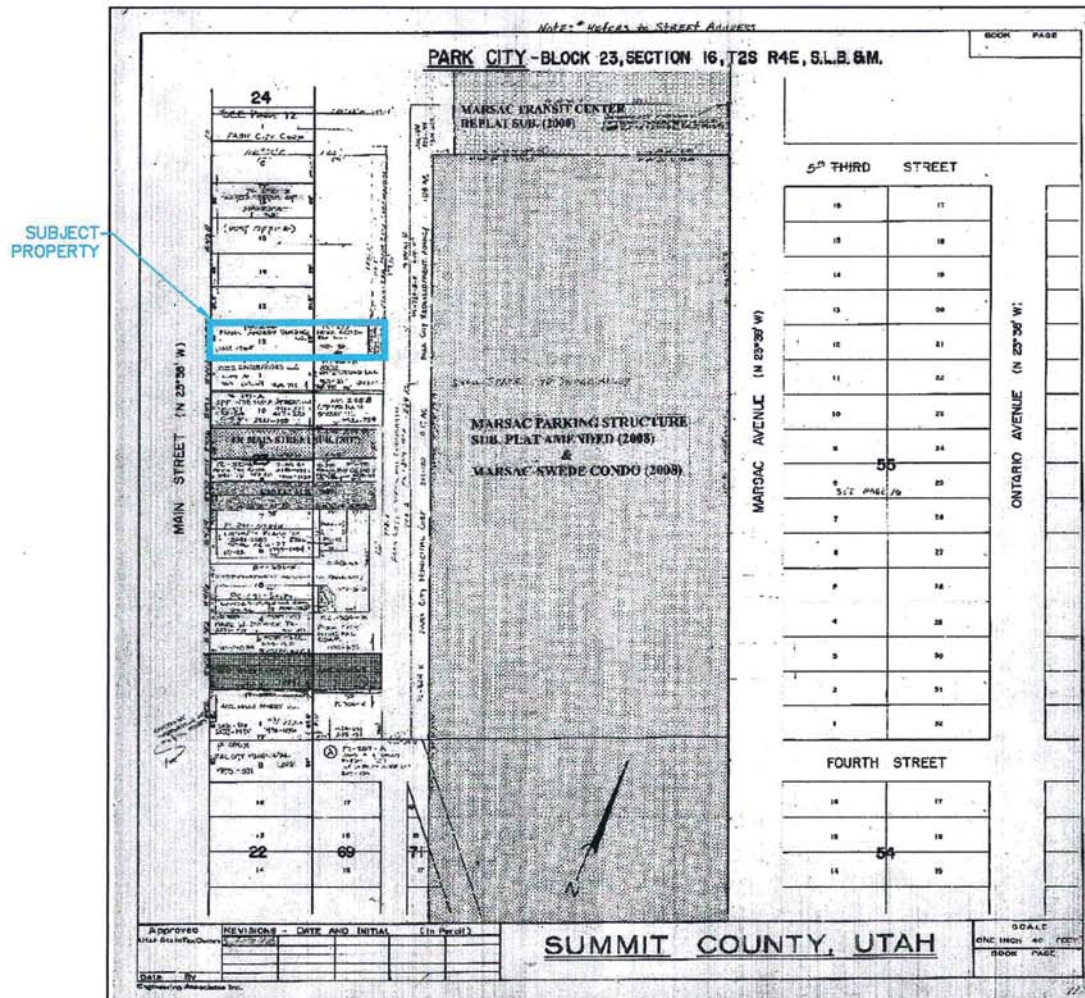


Exhibit C - Current Plat



RECEIVED
DEC 09 2016
PARK CITY
PLANNING DEPT.

 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2024 Park City Utah 84302-2024	(435) 649-8487 STAFF: MARSHALL KING RYAN BETZ	OWNERSHIP PLAT 442/444 MAIN STREET BLOCK 23, LOT 12 + ADDITIONAL FOR: FRANK ANDREW BUILDING, L.C. JOB NO.: 18-6-16 FILE: X:\ParkCitySurvey\dwg\Exhibits\442-444 main street-ownership map.dwg	DATE: 12/3/16	SHEET 1 OF 1

Exhibit D - Aerial Photo/Site Photos



 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 123 Main Street P.O. Box 204 Park City, Utah 84060-204	(435) 649-9467	STAFF: MARSHALL KING JESSE MORENO RYAN BETZ	AERIAL PHOTOGRAPH 442/444 MAIN STREET BLOCK 23, LOT 12 + ADDITIONAL	SHEET 1 OF 1
			FOR: FRANK ANDREW BUILDING, L.C.	
			JOB NO.: 18-6-16	
	DATE: 12/1/16		FILE: X:\ParkCitySurvey\dwg\Exhibits\442-444 main street-ortho.dwg	



RECEIVED
DEC 09 2016
PARK CITY
PLANNING DEPT.

442/444 Main Street – looking east



442/444 Main Street – looking east



442/444 Main Street – looking southwest



442/444 Main Street – looking west

When Recorded, Return To:

Frank Andrew Building, L.C.
3036 Arabian Drive
Park City, UT 84060

01060848 B: 2390 P: 1534

Page 1 of 9

Mary Ann Trussell, Summit County Utah Recorder

12/27/2016 02:18:54 PM Fee \$30.00

By Coalition Title Agency, Inc.

Electronically Recorded

ENCROACHMENT AGREEMENT

442/444 Main Street, Park City, Utah & 440 Main Street, Park City, Utah

This Encroachment Agreement ("Agreement") is made by and between FRANK ANDREW BUILDING, L.C., a Utah limited liability company ("FAB"), and ROUSE ENTERPRISES, LLC, a Nevada limited liability company ("Rouse").

1. FAB is the owner of real property commonly known as 442/444 Main Street, Park City, Utah, and more particularly described as follows ("442/444 Main"):

Parcel 1:

All of LOT 12, BLOCK 23, AMENDED PLAT OF PARK CITY SURVEY, according to the official plat thereof on file and of record in the office of the Summit County Recorder.

Parcel No. PC-297

Parcel 2:

Beginning at the Southeast Corner of Lot 12, Block 23, Amended Plat of Park City Survey, and running then North 66°34' East 40 feet; thence North 23°31' West 25 feet; thence South 66°34' West 40 feet; thence South 23°31' East feet to the point of beginning.

Parcel No. PC-299

Parcel 3:

Beginning at a point North 66°34' East 40 feet from the Southeast Corner of Lot 12, Block 23, Park City Survey, and running thence North 66°34' East 10 feet; thence North 23°31' West 25 feet; thence South 66°34' West 10 feet; thence South 23°31' East along the Easterly line of said Lot 12, 25 feet to the point of beginning.

Parcel No. PC-304-C

2. Rouse is the owner of real property commonly known as 440 Main Street, Park City, Utah, and more particularly described as follows ("440 Main"):

Parcel 1:

All of LOT 11, BLOCK 23, AMENDED PLAT OF PARK CITY SURVEY, according to the official plat thereof on file and of record in the office of the Summit County Recorder.

Also, beginning at the Southeast Corner of Lot 11, Block 23 Park City Survey, and running thence along the Easterly line of said Block 23 North 23°38' West

25.00 feet to the Northeast Corner of Lot 11; thence leaving said block line and running North 66°22' East 50.00 feet to a point on Swede Alley as currently constructed; thence South 23°38' East along Swede Alley 25.00 feet; thence South 66°22' West 50.00 feet to the point of beginning.

Parcel No. PC-296

Parcel 2:

Beginning at the Southwest Corner of Lot 11, Block 23, Park City Survey, and running thence along the Southerly line of said Lot 11 North 66°22' East 75.00 feet to the Southeast Corner of said Lot 11, said point also being on the East line of said Block 23; thence leaving said block line and running North 66°22' East 50.00 feet to a point on Swede Alley as currently constructed; thence South 23°38' East 1.65 feet; thence South 66°44'33" West 125.00 feet; thence North 23°38' West 0.83 feet to the point of beginning.

Parcel No. PC-304-B

3. 442/444 Main and 440 Main are depicted in a survey prepared by Alliance Engineering dated October 7, 2016, a copy of which is attached as Exhibit A hereto, which survey further depicts an encroachment by the building currently located on 442/444 Main onto 440 Main (the "Encroachment"). The improvements permitted as part of the Encroachment pursuant to this Agreement consist of the building on 442/444 Main as currently constructed and/or planned and as located and shown on Exhibits A and B attached hereto, including the extension of the existing building on 442/444 Main all the way to the easterly boundary of Parcel No. PC-304-C. No modifications to the current or proposed improvements to 442/444 Main within the Encroachment may be made without the prior written approval of Rouse or its successor-in-interest. FAB and its successor-in-interest shall have no right to expand or add to the Encroachment onto 440 Main without the prior written approval of Rouse or its successor-in-interest and amendment to this Agreement.

4. This Agreement shall be appurtenant to and run with the title to both 442/444 Main and 440 Main. This Agreement is not transferable by FAB to other property, but is freely transferable with the title to 442/444 Main. The license and conditions as stated in this Agreement are binding on the successors-in-interest of both FAB (as the owner of 442/444 Main) and Rouse (as the owner of 440 Main). Any duties or rights of Fab (or its successors-in-interest) or Rouse (or its successors-in-interest) shall exist only so long as such party is an owner of either 442/444 Main or 440 Main, and shall automatically terminate upon such party ceasing to be an owner of either 442/444 Main or 440 Main (with their successor-in-interest as the owner of the subject property standing in their place and stead with respect to the duties and rights arising under this Agreement).

5. FAB (or its successors-in-interest) shall maintain the improvements within the Encroachment in a good state of repair at all times, and upon notice from Rouse (or its successors-in-interest), will immediately repair at FAB's cost any damaged, weakened, or failing property to the same condition or better condition and in compliance with Rouse's approval (or successor-in-interest approval), any required governmental approval, and engineering plans, and FAB (or its successor-in-interest) shall further reimburse Rouse for any lost rents or business

during such damage and repair period. Time is of the essence for any repair work to 440 Main. FAB (and its successors-in-interest) agree to indemnify, defend and hold Rouse (and its successors-in-interest) harmless with respect to any and all claims, liability, expense, cause of action, suits, and liens by Rouse and/or third parties which might arise from injury or other damage to persons or property, damage to 440 Main, and/or injury to any invitees, licensees, agents, tenants, employees, and/or guests of Rouse as a result of the Encroachment or any improvements within the Encroachment by FAB and/or its contractors, invitees, licensees, agents, tenants, employees or guests, excepting only any injury or other damage arising as the result of the actions of Rouse (or its successor-in-interest) or any of its agents. FAB and its general contractor shall continually maintain liability insurance on 440 Main, and shall list Rouse as an additional insured during any period of repair or construction to 442/44 Main or 440 Main.

6. This Agreement shall be in effect until the building and related improvements (as currently existing and planned as set forth above) within the Encroachment are removed or no longer exist, in which case Rouse (or its successors-in-interest) may revoke the permission for the Encroachment granted herein. Revocation shall be effected by Rouse (or its successors-in-interest) recording a notice of revocation of this Agreement with the Summit County Recorder and personally delivering or sending via certified mail a copy of such notice of revocation to FAB (or its successors-in-interest).

7. This Agreement is not intended to limit the use or development of 440 Main in any way whatsoever.

8. If any provision of this Agreement, or the application of such provision to any person or circumstance, shall be held invalid, the remainder of this Agreement, or the application of such provision to persons or circumstances other than those as to which it is held invalid, shall not be affected thereby.

9. If either party is required to bring legal action to enforce the rights or privileges granted or reserved herein, the prevailing party shall be entitled to recover its reasonable attorneys' fees and costs.

10. This Agreement shall be governed by and construed in accordance with the laws of the State of Utah.

11. The parties hereby agree to submit to the jurisdiction of the Summit County District Court of Utah for all matters related hereto.

12. This Agreement constitutes the entire agreement between the parties regarding the Encroachment, and the parties declare that there is no promise or agreement relating to the Encroachment which is not expressly set forth in this Agreement and the Exhibits thereto.

13. No waiver of any term or provision of this Agreement shall occur as a result of the passage of time, any course of dealing between the parties, any action or non-action by either party, or in any manner whatsoever. Any modification of this Agreement by means of a waiver or otherwise must be accomplished by means of a written amendment to this Agreement signed by both parties in which it is expressly stated that the parties specifically intended to amend, change or otherwise modify this Agreement thereby.

14. Any person signing on behalf of a corporation, limited liability company or other entity, warrant(s) their authority to do so and to bind said party.

15. This Agreement may be executed in counterparts.

Dated effective as of the 6th day of December, 2016.

{Signatures and Acknowledgements on Following Pages}

{Remainder of Page Intentionally Left Blank}

ROUSE ENTERPRISES LLC

By: [Signature]
Richard A. Rouse, Member

By: [Signature]
Iby M. Rouse, Member

Acknowledgement

State of California)
 : ss
County of Los Angeles)

(PLEASE SEE ATTACHED)

On the ____ day of _____, 2016, before me, _____,
a notary public, personally appeared RICHARD A. ROUSE and IBY M. ROUSE, who proved to
me on the basis of satisfactory evidence to be the persons whose names are subscribed to the
within instrument and acknowledged to me that they executed the same in their authorized
capacities, and that by their signatures on the instrument the persons, or the entity on upon behalf
of which the persons acted, executed the instrument.

I certify under penalty of perjury under the laws of the State of California that the
foregoing paragraph is true and correct.

Witness my hand and official seal.

Notary Public

{Additional Signatures & Acknowledgement on Following Page}

{Remainder of Page Intentionally Left Blank}

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of LOS ANGELES)

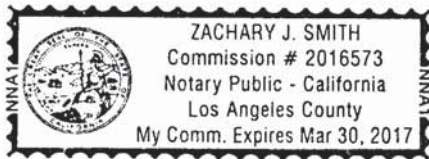
On DECEMBER 21, 2016 before me, ZACHARY J SMITH, NOTARY PUBLIC,
Date Here Insert Name and Title of the Officer

personally appeared RICHARD A. ROUSE AND IBY M. ROUSE
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) ~~is~~/are subscribed to the within instrument and acknowledged to me that ~~he~~/she/they executed the same in ~~his~~/her/their authorized capacity(ies), and that by ~~his~~/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Handwritten Signature]
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: ENCUMBRANCE AGREEMENT Document Date: DEC. 6, 2016

Number of Pages: 6 Signer(s) Other Than Named Above: _____

Capacity(ies) Claimed by Signer(s)

Signer's Name: _____

☐ Corporate Officer — Title(s): _____

☐ Partner — ☐ Limited ☐ General

☐ Individual Attorney in Fact

☐ Trustee Guardian or Conservator

☐ Other: _____

Signer Is Representing: _____

Signer's Name: _____

☐ Corporate Officer — Title(s): _____

☐ Partner — ☐ Limited ☐ General

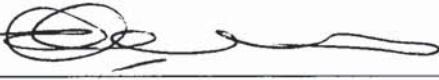
☐ Individual Attorney in Fact

☐ Trustee Guardian or Conservator

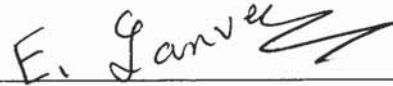
☐ Other: _____

Signer Is Representing: _____

FRANK ANDREW BUILDING, L.C.

By: 

JF Lanvers, Member

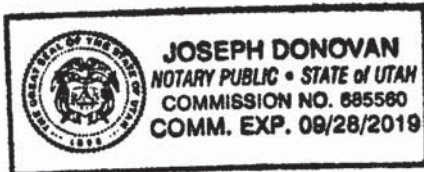
By: 

Evelyne Lanvers, Member

Acknowledgement

State of Utah)
 : ss
County of Summit)

On this the 9th day of December, 2016, personally appeared before me, JF LANVERS and EVELYNE LANVERS, whose identities are personally known to me or have been proven on the basis of satisfactory evidence, and being first duly sworn, acknowledged that they executed the foregoing instrument in their capacities as MEMBERS of FRANK ANDREW BUILDING, L.C., and that they did so of their own voluntary act for its stated purpose.




Notary Public

{Remainder of Page Intentionally Left Blank}

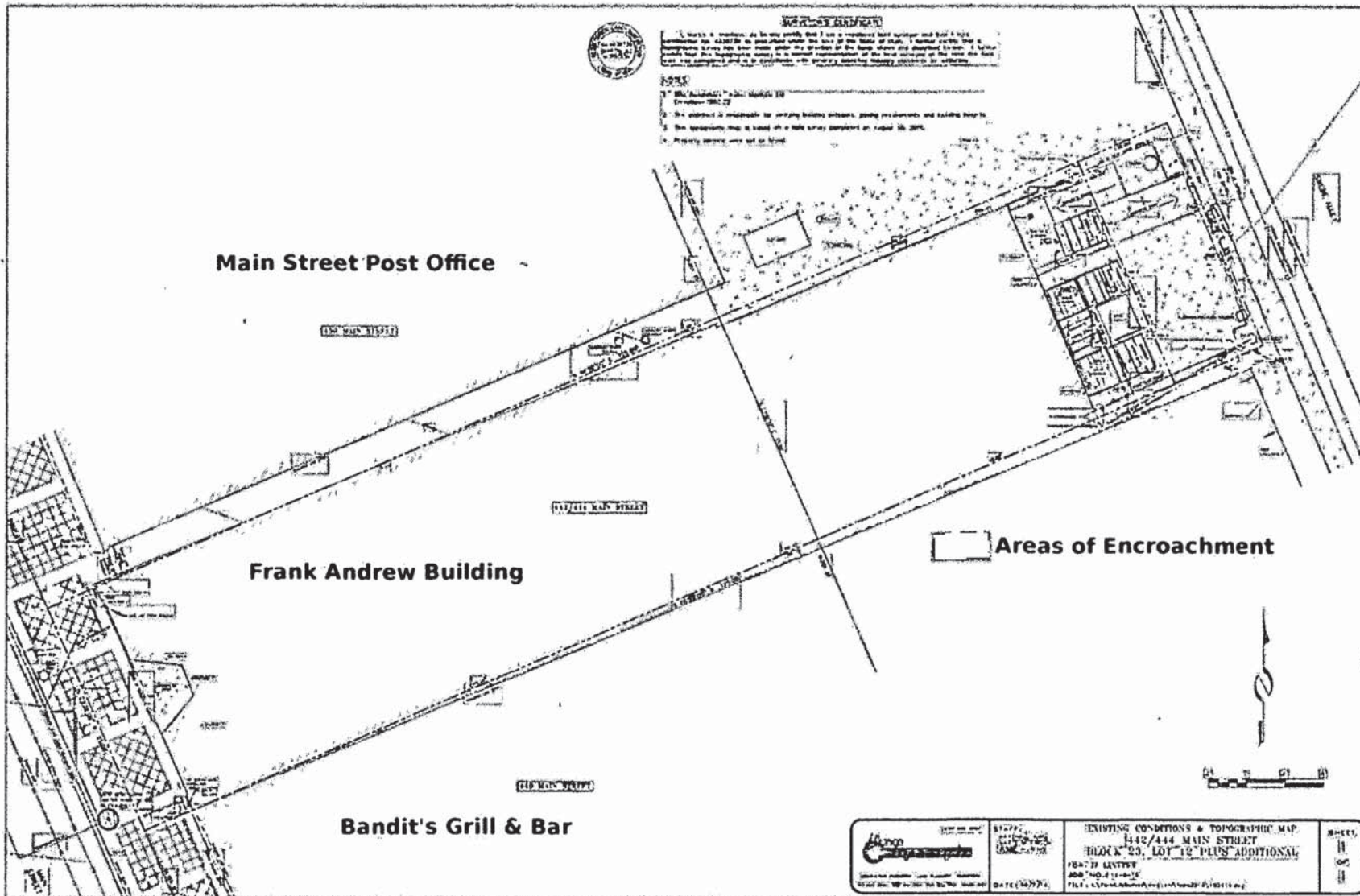
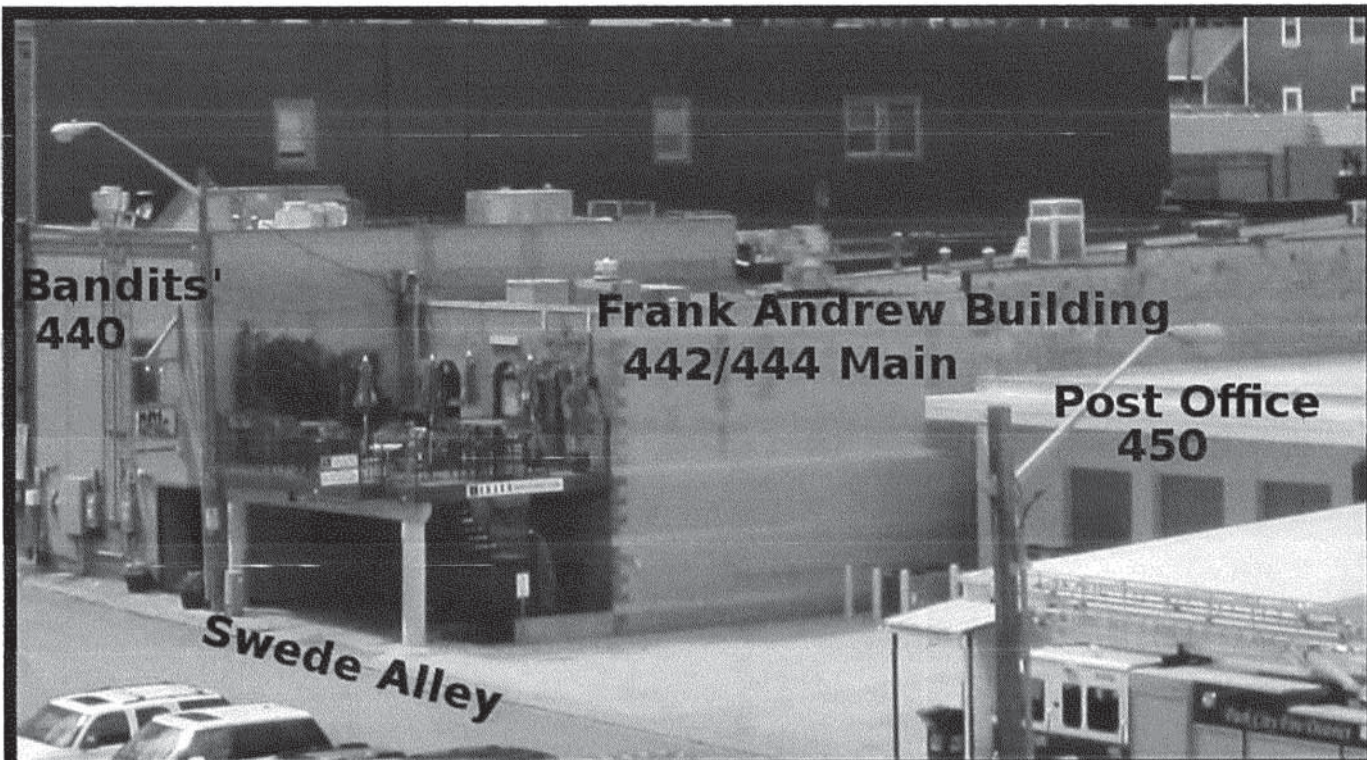


EXHIBIT A



Above: existing layout Below: proposed extension

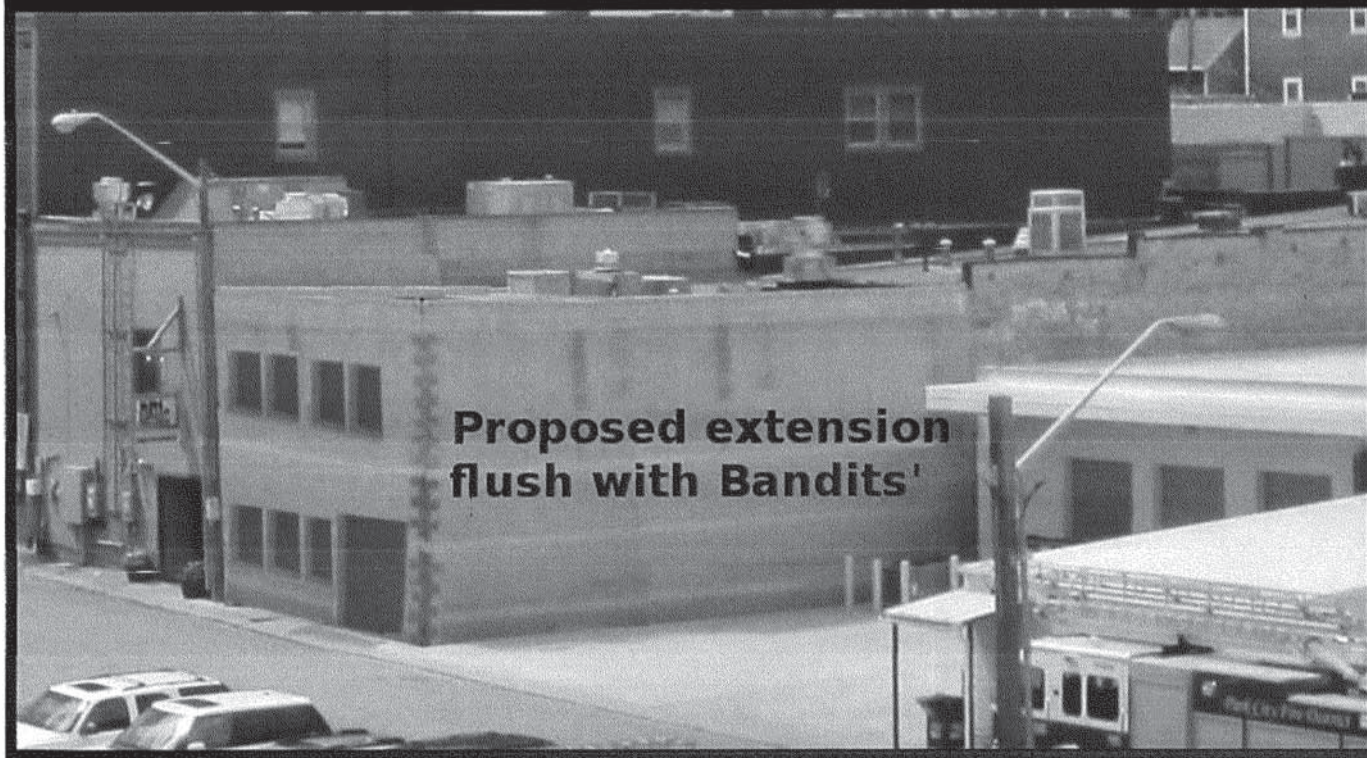


EXHIBIT B

01060848 Page 9 of 9 Summit County

WHEN RECORDED, MAIL TO:

Alexandre Dusser
P. O. Box 2399
Park City, Utah 84060

QUIT CLAIM DEED

PARK CITY MUNICIPAL CORPORATION, a corporation organized and existing under the laws of the state of Utah, with its principle office at 445 Marsac Avenue, Park City, Summit county, Utah, **GRANTOR**, hereby quits claim to **ALEXANDRE D. DUSSER, GRANTEE**, the following described tract of land in Summit County, Utah:

A parcel of land adjacent to swede Alley and east of 442 Main Street, more particularly described as follows:

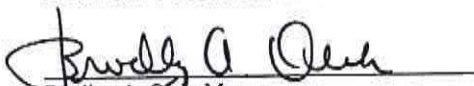
Beginning at a point North 66°34' East 40.0 feet from the southeast corner of Lot 12, Block 23, Park City Survey; thence North 66°34' East 10.00 feet; thence North 23°31' West 25.0 feet; thence South 66°34' West 10.0 feet; thence South 23°31' East along the easterly line of said Lot 12 25.0 feet to the point of beginning. Contains 250.0 square feet.

Retaining to Park City a non-exclusive public utility easement over the entirety of the above-described parcel.

The officers who sign this deed hereby certify that this deed and the transfer represented hereby were duly authorized by the City Council of the Grantor at a lawful meeting duly held and attended by a quorum.

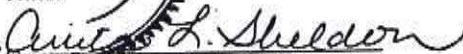
In witness whereof, the Grantor has caused its corporate name and seal to be hereunto affixed by its duly authorized officers this ___ day of May, 1994.

PARK CITY MUNICIPAL CORPORATION

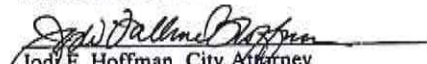

Bradley A. Qich, Mayor



Attest:


Anita L. Sheldon, City Recorder

Approved as to form:


Jodi F. Hoffman, City Attorney

00416367 Bk00841 Pa00527-00528

ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1994 OCT 05 10:03 AM FEE \$1.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

STATE OF UTAH)
 SS
COUNTY OF SUMMIT)

The foregoing Quit Claim Deed was acknowledged before me this ____ day of May, 1994,
by Mayor Bradley A. Olch, who executed the same.

NOTARY PUBLIC

00416367 Bk00841 Pg00528

Exhibit G - Facade Preservation Easement

00416368 Bk00841 Pg00529-00536

When recorded, mail to:
City Recorder, PCMC
P. O. Box 1480
Park City, Utah 84060

ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1994 OCT 05 10:03 AM FEE \$4.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

GRANT OF PRESERVATION EASEMENT

For [unclear]
Attorney [unclear]

ALEX'S RESTAURANT

This Grant of Preservation Easement is executed by and between ALEXANDRE D. DUSSER, D.B.A. ALEX'S RESTAURANT ("Grantor"), and PARK CITY MUNICIPAL CORPORATION, ("Grantee").

WITNESSETH:

Grantor is the owner in fee simple of certain real property in Summit County, in the state of Utah, which property is commonly known as Alex's Restaurant said property including an historically and architecturally important structure, located at 442 Main Street, Park City, all of which is more particularly described as follows:

BEGINNING at the southeast corner of Lot 12, Block 23, Park City survey and running thence North 66°34' East 40.00 feet; thence North 23°31' West 25.00 feet; thence South 66°34' West 40.00 feet; thence South 23°31' East 25.00 feet to the point of beginning. Also, all of Lot 12, Block 23, Park City Survey.

Alex's Restaurant building has played a prominent role in Park City history and should be preserved, if possible, for the benefit of future generations, and the building is a contributory structure in the Main Street Historic District. Grantee has the power to accept and administer grants of real and personal property and interests therein, including easements for land conservation and historic preservation to be held and administered for public benefit.

The state of Utah recognizes restrictions, easements, covenants, conditions, and other agreements appropriate to the preservation of a structure or site which is historically significant for its architecture, archaeology or historical associations.

Grantee has determined that the grant in perpetuity of a preservation easement will assist in preserving and maintaining the Premises and the building and its architectural, historical and

cultural features. To this end, Grantor desires to grant to Grantee and Grantee desires to accept this Grant of Preservation Easement.

NOW, THEREFORE, for good and valuable consideration, that is a Quitclaim Deed duly executed by an authorized representative of Grantee and in the form set forth in Exhibit C which is attached hereto and incorporated herein by reference, for 250 square feet of real property directly adjacent to the rear property line of Alex's Restaurant and belonging to Grantee, receipt of which is hereby acknowledged, and pursuant to Title 63, Chapter 18a of the Utah Code Annotated (1953), as amended, Grantor does hereby grant and convey unto Grantee, its successors and assigns, a perpetual preservation easement in gross, as more specifically described herein, in and to that certain real property described above. (hereinafter referred to as the "Property") and the improvement located at 442 Main Street, all owned by the Grantor (the property and the improvements hereinafter collectively referred to as the "Premises"). Said easement shall constitute a bonding servitude upon the Premises in the nature of a restrictive covenant which will run with the land.

In furtherance of the intent of the parties to this instrument, Grantor covenants and agrees on behalf of itself, its successors and assignees that obligations and restrictions attach to the Premises as follows:

1. "Facade" shall mean the exterior surfaces of the improvements located on the property, excluding awnings, signs and window coverings, but including, without limitation, the exterior walls and roofs of the improvements, which face Main Street adjacent to the Premises. The photographs incorporated in Exhibit "A" hereto depict the condition and appearance of the Facade as of the effective date of this instrument.

00416368 Bk00841 Pg00530

PRESERVATION EASEMENT
PAGE 2

2. Without the express written permission of the Grantee signed by a duly authorized representative thereof, no construction, demolition, alteration, remodeling, addition or extension shall be undertaken on the Premises which would affect the Facade or otherwise alter the appearance of the Premises, or would adversely affect the structural soundness of the Premises. The reconstruction, repair, maintenance, repainting or refinishing of presently existing parts or elements of the Premises, to which damage due to casualty loss, deterioration or wear and tear has occurred, will be permitted without prior approval of Grantee, provided that such reconstruction, repair, maintenance, repainting or refinishing is performed in a manner which will not alter the appearance of the Premises from that set forth in Exhibit "A" hereto. In all events, Grantor, in painting the Facade, agrees to obtain the prior written consent of Grantee, signed by a duly authorized representative thereof, as to the quality and color of the paint to be used if different from that set forth in Exhibit "A". Grantor agrees to, at all times, maintain the Premises in a good and sound state of repair, subject only to the provision of Paragraph 3 hereof. Grantee may, in its sole discretion, waive all or any portion of the requirements of this Paragraph 2.

3. If the Premises, or any part thereof, is damaged or destroyed as a result of casualty, Grantor shall be required to reconstruct or restore the Premises to the condition depicted in Exhibit "A", if such repair or reconstruction can be accomplished within the limits of available insurance proceeds and any additional funds which Grantee might elect to advance as a loan to Grantor. In the event repair or reconstruction cannot be accomplished within the limits of available insurance proceeds and funds advance by Grantee, Grantor grants to Grantee the right to select and remove from the

Premises salvageable architectural fragments without charge. In the event the Premises are damaged by casualty loss to an extent that, in the Grantee's sole judgment, the repair or reconstruction of the Premises is impracticable, the Grantee may permit the erection of a new structure with a Facade that duplicates or, in the Grantee's sole discretion, replicates the Facade depicted in Exhibit "A" hereto. Grantor and Grantee agree that the easement created and covenants contained herein shall survive complete or partial destruction of the improvements located on the Property. The interest in real property created hereby may, however, be reconveyed to Grantor at the sole discretion of Grantee.

4. Grantor and Grantee agree that the real property interest conveyed herein possesses an ascertainable market value. If casualty damage to the Premises or any other change in circumstances occurs, including extinguishment by foreclosure of a senior lien, which, in Grantee's sole judgment, warrants the extinguishment of the interest herein conveyed, Grantee may seek to have the interest extinguished by a court of competent jurisdiction. Upon such extinguishment, Grantee shall be entitled to receive from Grantor compensation for the extinguished property interest being the agreed value of the consideration being given by Grantee to Grantor to induce Grantor to make this conveyance. The amount payable by Grantor shall be calculated by multiplying \$3,750.00 by one plus the Consumer Price Index percentage change between the date of this Agreement and the date payment is made.

5. Grantor agrees to maintain, at its own cost, property damage insurance on the Premises, naming Grantee as an additional insured, in an amount that would prudently be carried on a property like the Premises. Such insurance shall provide for at least thirty

00416368 BK00841 Pg00532

PRESERVATION EASEMENT

PAGE 4

(30) days advance written notice to Grantor and Grantee prior to cancellation.

6. No utility transmission lines, except those required for the existing improvements and uses on the Premises may be erected on the Premises.

7. No dumping of ashes, sawdust, bark, trash, rubbish, or any other unsightly or offensive materials which are visible from public roads or streets shall be permitted on the Premises.

8. Grantor agrees that representatives of Grantee shall be permitted, at all reasonable times, to inspect the Premises. Inspections will normally take place from the adjacent public street. However, Grantor agrees that representatives of Grantee shall be permitted to enter and inspect the interior of the improvements on the Premises to insure maintenance of structural soundness. Inspection of the interior will not, in the absence of deterioration, take place more often than annually. Inspection of the interior will be at a time mutually agreed upon by Grantor and Grantee, and Grantor covenants not to unreasonably withhold their consent in determining a date and time for such inspection.

9. In the event of a violation by Grantors of any covenant herein, the Grantee may, thirty (30) days after written notice to Grantor, institute actions to enjoin by ex-parte, temporary, and/or permanent injunction, such violation and to require the restoration of the Premises to their condition as depicted in Exhibit "A" hereto. In the alternative, representatives of the Grantee may enter upon the Premises, correct any such violation, and hold Grantor responsible for the cost thereof, together with interest thereon at the rate of one and one half (1 1/2) percent per month, which sums shall constitute a lien against the premises. Grantee shall also have available all legal and

PRESERVATION EASEMENT

PAGE 5

00416368 Bk00841 Pg00533

equitable remedies to enforce Grantor's obligations hereunder, including the right to foreclose the lien above mentioned, and, in the event Grantor is found to have violated any of its obligations, Grantor shall reimburse Grantee for any costs or expenses incurred in connection therewith, including court costs and attorneys' fees. In the event of a violation by Grantor deemed by the Grantee to be an emergency which endangers or property, Grantee may immediately proceed to seek injunctive relief without written notice to Grantors.

10. Grantor agrees that a reference to this instrument and its restrictions will be inserted by Grantor in any subsequent deed, sales or purchase contract, financing instrument, or other legal instrument by which Grantor is divested of either the fee simple title or equitable title to a possessory ownership interest in the Premises, or any part thereof. Said reference shall be as follows: "The property conveyed herein is subject to a Preservation Easement which restricts the ability of any owner or other possessor of the Premises to alter its appearance or historic character. This easement is recorded on Page ____, Book ____, in the records of the Summit County Recorder, State of Utah."

This instrument may be recorded by any party in the land records of Summit County, Utah.

11. In the event that the Grantee shall, at any time in the future, become the fee simple owner of the Premises, Grantee for itself, its successors and assigns, covenants and agrees, in the event of subsequent conveyances of the Premises to another, to create a new easement containing the same restrictions and provisions as are contained herein, and either to retain such easement in itself or to convey such easement to a local or national non-profit organization whose purposes, inter alia, are to promote historic preservation.

00416368 Br00841 Pg00534

PRESERVATION EASEMENT
PAGE 6

12. Grantor agrees to allow the maintenance of a plaque on the street Facade of the Premises giving notice of this Grant of Preservation Easement.

13. Nothing herein or in the Grant shall be construed to limit the ability of Grantor to place appropriate signs and advertising materials on the building which are proper for the conduct of the business of Grantor, the tenants and businesses on the Premises, pursuant to Park City regulations and ordinances.

14. Grantee shall be prohibited from subsequently transferring this preservation easement, whether or not for consideration, unless the Grantee, as a condition of the subsequent transfer requires that the conservation purposes, which the Grant is originally intended to advance, continue to be carried out.

15. If Grantor subsequently desires to avail itself of benefits offered under Section 170 of the Internal Revenue Code, and if those benefits are not available without reformation of this Grant then this Grant shall be reformed to be consistent with IRS regulations, as applied to Grantor, and the parties hereto shall execute any and all writings necessary to effectuate the intent of this paragraph.

TO HAVE AND TO HOLD UNTO THE GRANTEE FOREVER.

Each and every covenant and restriction imposed and agreed to as aforesaid shall not only apply to and be binding upon Grantor, but also upon Grantor's successors and assigns, and all other successors in interest to Grantor, and shall continue as a servitude running in perpetuity with the land and shall survive any termination of Grantor or Grantee's existence. All rights reserved herein to Grantee shall run for the benefit of, and may be exercised by, its successors or assigns, or by its designee duly authorized in a deed of appointment executed by its duly authorized officer.

00416368 Bk00841 Pg00535

PRESERVATION EASEMENT
PAGE 7

IN WITNESS WHEREOF, Grantor has executed and delivered this Grant of Preservation Easement, and said Grantee has caused same to be accepted and signed this 1st day of Mar, 1998⁴

GRANTEE:

PARK CITY MUNICIPAL CORPORATION

Bradley A. O'Leary
Bradley A. O'Leary, Mayor



ATTEST:

Anita L. Sheldon
Anita L. Sheldon, City Recorder

APPROVED AS TO FORM:

Jodi F. Hoffman
JODI F. HOFFMAN, CITY ATTORNEY

Alexandre D. Dusser
ALEXANDRE D. DUSSER, D.B.A. ALEX'S RESTAURANT

STATE OF UTAH)
 SS
COUNTY OF SUMMIT)

The foregoing Grant of Preservation Easement was acknowledged before me this 1st day of March, 199~~8~~⁴, by Alexandre D. Dusser, d.b.a. Alex's Restaurant, who executed the same.

Anita L. Sheldon
NOTARY PUBLIC



00416368 BK00841 Pg00536

PRESERVATION EASEMENT
PAGE 8

Planning Commission Staff Report

Subject: 1302 Norfolk Avenue
Author: Anya Grahn, Historic Preservation Planner
Project Number: PL17-03487
Date: June 14, 2017
Type of Item: Quasi-Judicial – Appeal of Community Development Director’s Determination denying a demolition permit due to an active land use application

Summary Recommendations

Staff requests that the Planning Commission review an appeal of the Community Development Director’s determination denying a demolition permit due to an active land use application (and now a finding of Significance on the Historic Sites Inventory), and consider upholding the denial of the Demolition Permit (BD-17-23686).

Description

Appellant(s): 418 Centennial Circle LLC, represented by Attorney Jodi Hoffman
Location: 1302 Norfolk Avenue
Zoning: Recreation Commercial (RC)
Adjacent Land Use: Residential single-family and multi-family; recreation open space (Library field), Park City Library
Reason for review: Appeals of Community Development Director’s determinations are reviewed by the Planning Commission

Purpose

The purpose of the Recreation Commercial (RC) District is to:

- A. allow for the Development of hotel and convention accommodations in close proximity to major recreation facilities,
- B. allow for resort-related transient housing with appropriate supporting commercial and service activities,
- C. encourage the clustering of Development to preserve Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of construction and municipal services,
- D. limit new Development on visible hillsides and sensitive view Areas,
- E. provide opportunities for variation in architectural design and housing types,
- F. promote pedestrian connections within Developments and to adjacent Areas,
- G. minimize architectural impacts of the automobile,
- H. promote the Development of Buildings with designs that reflect traditional Park City architectural patterns, character, and Site designs,
- I. promote Park City’s mountain and Historic character by designing projects that relate to the mining and Historic architectural heritage of the City, and
- J. promote the preservation and rehabilitation of Historic Buildings.

Background

The Park City Historic Sites Inventory (HSI), adopted February 4, 2009, currently includes 414 sites of which 192 sites meet the criteria for designation as Landmark Sites and 222 sites meet the criteria for designation as Significant Sites. Since 2009, staff has reviewed Determination of Significance (DOS) applications with the HPB on a case-by-case basis in order to keep the Historic Sites Inventory (HSI) current.

One of the goals of the completed CRSA intensive level survey (2013-2016) was to ensure that the Planning Department has a comprehensive list of all historic properties in Park City. CRSA's intensive level survey only included those buildings that were already designated as historic on the City's Historic Sites Inventory (HSI). Since 2013, staff has been working with the Park City Historical Society & Museum, doing independent reviews of any recommendations, and analyzing dates of construction to ensure that no building is overlooked and inadvertently excluded from the HSI.

City Council adopted amendments to the Land Management Code (LMC) on December 17, 2015, to modify the criteria regarding the designation of "Significant" structures which expanded the Historic Sites Inventory criteria to include or consider the following terms:

- Any structure that has received a historic grant from the City;
- Has previously been on the Historic Site Inventory or listed as significant or contributory on any reconnaissance or other historic survey;
- Or despite non-historic additions retain its historic scale, context, materials in a manner and degree, which can reasonably be restored to historic form.

In early 2016, staff's research found that the house at 1302 Norfolk Avenue was constructed in 1932. The building had not been included in the CRSA intensive level survey as it was not currently listed on the City's HSI. On May 17, 2016, the Planning Department submitted an application for a Determination of Significance (DOS) application on this property pursuant to LMC 15-11-10 (B) ("The Planning Department may nominate a Building (main, attached, detached or public), Accessory Building, and/or Structure for listing in the Park City Historic Sites Inventory."). Staff sent a notification letter to the owner on May 19, 2016 (Exhibit C); the letter was mailed to the owner's address identified on the Summit County Recorder's website indicating that the DOS would be heard at the July 20, 2016, hearing before the HPB.

Per LMC 15-11-10, the Historic Preservation Board (HPB) may designate Sites to the Historic Sites Inventory as a means of providing recognition to and encouraging the Preservation of Historic Sites in the community. Staff scheduled, and was prepared to have the DOS application for 1302 Norfolk heard at the July 20, 2016 HPB meeting.

Despite mailing the notice to the owners address identified on the Summit County Records, the owner Zelda Marzec did not contact staff. Staff contacted her tenant, Ed Parigian and he contacted Ms. Marzec. Through these communications, staff offered to continue the item to the August 4, 2016, HPB meeting in an effort to have additional time to meet with the owner. By July 27, 2016, staff was in communication with owner Zelda

Marzec, attorney Jodi Hoffman, and architect Rick Brighton. Based on the owner's request, staff agreed to continue the DOS to the September 7, 2016, HPB meeting so that staff could meet and discuss the historic designation and development opportunities of this site further with the owner's representatives. Staff met with the Owner's representatives on August 4, 2016.

On August 25, 2016, Jodi Hoffman emailed staff to request that staff continue the item to a date uncertain (Exhibit D). The owner indicated she was exploring development opportunities and sale of the property. Because there was a lack of quorum at the September 7th HPB meeting, the meeting was cancelled on August 20, 2016, and the item was continued to a date uncertain at that October 5, 2016, HPB meeting instead.

On January 24, 2017, the owner submitted an application to the Building Department for a demolition permit to demolish the house at 1302 Norfolk Avenue. On January 31, 2017, staff emailed the owners to inform them that staff could not sign off on the demolition permit until the DOS had been heard by the HPB (Exhibit B).

On February 7, 2017, Jodi Hoffman emailed Community Development Director (CDD) Anne Laurent protesting staff's email and requesting the Planning Department to sign off on the demolition permit.

On February 16, 2017, CDD Anne Laurent emailed Jodi Hoffman that the DOS application pre-dated the demolition request and therefore, the demolition permit could not be issued until the DOS had been heard. Ms. Laurent denied the demolition permit and informed the applicant that staff would be moving forward with the DOS application at the next available HPB meeting (Exhibit B).

The ten (10) day appeal period of the Community Development Director's determination expired on February 26; however, because February 26 was a Sunday, the final appeal date was Monday, February 27th.

On February 27th, the Planning Department received an appeal of the Community Development Director's determination to deny the demolition permit for 1302 Norfolk Avenue.

Staff contacted the Owner to reschedule the DOS on February 21, 2017. Ms. Hoffman was unable to attend the April 5, 2017, meeting date, and so the item was scheduled for June 7, 2017. The HPB heard the DOS application on June 7th and found that the structure meets the criteria for a Significant site. (See Exhibit E for the HPB staff report and DOS Action Letter.)

Burden of Proof and Standard of Review – LMC §15-1-18(G)

The appeal authority (Planning Commission) shall act in a quasi-judicial manner. The appellant has the burden of proving that the land use authority (CDD) erred. The appeal authority shall review factual matters de novo and it shall determine the correctness of the decision of the land use authority in its interpretation and application of the land use

ordinance (LMC). Review of petitions of appeal shall include a public hearing and shall be limited to consideration of only those matters raised by the petition(s), unless the appeal authority grants either party approval to enlarge the scope of the appeal to accept information on other matters. New evidence may be received so long as it relates to the scope of the appeal.

Analysis of Appeal

The appellant is requesting that the Community Development Director's (CDD) Determination be appealed and the building permit approved based on the following: (Summarized from the appellant's letter of appeal, Exhibit A)

1. The CDD incorrectly denied the owner's application in anticipation of a future HPB action that may restrict the owner's development rights. In effect, the CDD determined that the demolition permit (BD-17-23686) did not vest in the laws in effect on January 24, 2017.
2. The CDD's decision was not based on a recognized exception to the vested rights doctrine.
3. The CDD's decision appears to arise from LMC 15-1-8(D) which prevents staff from processing two conflicting development applications on a given property. LMC 15-1-8(D) provides that "only one (1) application per type, per Property will be accepted and processed at a time."
4. The CDD's decision were based on LMC 15-1-8(D), her decision is incorrect as a matter of law as there is only one (1) application pending on this property.
5. Park City staff cannot be considered to be a land use Applicant on property that Park City does not own. Staff cannot accept or process a land use application without the owner's consent under the LMC. The May 17, 2016, DOS application is void as staff designated itself as the applicant which conflicts with LMC 15-1-1.17. The DOS application requires a signed "Affirmation of Sufficient Interest" and must be submitted with copies of title documents demonstrating proof of record of ownership. The DOS application staff filed is incomplete.
6. Staff's DOS application does not pre-date the Owner's building permit application (BD-17-23686) as staff has not submitted a complete application based on LMC 15-1-18(a).

Staff has analyzed these arguments and provides the following responses:

1. The appellant has argued that the CDD incorrectly denied the owner's application in anticipation of a future HPB action that may further restrict the owner's development rights on 1302 Norfolk Avenue. In effect, the CDD determined that the demolition permit application (BD-17-23686) did not vest in the laws in effect on January 24, 2017.

The appellant quotes the CDD's final determination saying that "[i]f the site at 1302 Norfolk are [sic] determined to be on the Historic Sites Inventory then the structures may not be demolished..." and "[Staff's] DOS application pre-dates your demolition request and until the DOS application has final action your demolition permit must be denied."

Staff submits that the CDD did not err in her determination. Per [LMC 15-1-8](#), no Building Permit shall be valid for any Building project unless the plans for the proposed Structure have been submitted to and have been approved by the Planning, Engineering and Building Departments. Unless otherwise provided for in the LMC, only one (1) Application per type, per Property, will be accepted and processed at a time. An Application is defined in LMC 15-15-1.18 as a written request, completed in a manner prescribed in this Code, for review, approval, or issuance of a Development permit, including but not limited to Conditional Use permits, Building Permits, variances, annexation and re-zoning requests, Subdivision and record of survey plats, plat amendments, Code amendments, design review, and Administrative Permits.

The Planning Department could not approve the building plans for the demolition as they conflicted with the application for the Determination of Significance. The HPB had not yet heard the DOS and if the HPB determined the structure meets the criteria for the Historic Sites Inventory then demolition of the structure isn't permitted. LMC 15-11-16 (Demolition of Historic Buildings, Structures, And Sites) states:

It is the intent of this and succeeding sections to preserve the Historic and architectural resources of Park City, through limitations on Demolition of Historic Buildings, Structures and Sites to the extent it is economically feasible, practical and necessary. The Demolition or removal of Historic Buildings, Structures and Sites in Park City diminishes the character of the City's Historic District and it is strongly discouraged. Instead, the City recommends and supports preservation, renovation, adaptive reuse, Reconstruction, and relocation within the Historic District. It is recognized, however, that economic hardship and other factors not entirely within the control of a Property Owner may result in the necessary Demolition of a Historic Building, Structure or Site.

2. The appellant argues that the CDD's decision was not based on any recognized exception to the vested rights doctrine.

State Code states that an applicant who has filed a complete land use application, including the payment of all application fees, is entitled to substantive land use review of the land use application under the land use regulations in effect on the date that the application is complete and as further provided in this section. Because the City filed the application for the DOS prior to the demolition permit, and the City was prepared to have the DOS reviewed by the HPB but for the request to continue the item by the owner, the DOS had to be resolved prior to the demolition request. The two applications are in conflict with one another. The demolition permit was filed as a means to circumvent the DOS application. The owner indicated that the demolition permit was filed, not because the owner wished to demolish the home, but because it was the only avenue to not have the home evaluated as historic. The DOS determined that the structure meets the criteria of a

Significant structure. Once HPB made that determination, demolition is not permitted pursuant to LMC 15-11-16.

In addition, a compelling, countervailing public interest would be jeopardized by approving the demolition permit while the DOS application was pending, (especially since the delay was at the request of the owner). If the demolition permit had been granted the structure could be destroyed and a historic resource would be gone forever. The historic fabric of the City goes to the core of the City. It is a large component of the City's identity and is a huge economic driver. As stated in the LMC, "The Demolition or removal of Historic Buildings, Structures and Sites in Park City diminishes the character of the City's Historic District and it is strongly discouraged. Instead, the City recommends and supports preservation, renovation, adaptive reuse, Reconstruction, and relocation within the Historic District."

Furthermore, historic character is one of four core Park City values. Park City protects historic buildings to "[p]reserve a strong sense of place, character and heritage." (General Plan 2014, p. 104). The Park City Municipal Code states that "It is deemed to be in the interest of the citizens of Park City, as well as the State of Utah, to encourage the preservation of Buildings, Structures, and Sites of Historic Significance in Park City. These Buildings, Structures, and Sites are among the City's most important cultural, educational, and economic assets. In order that they are not lost through neglect, Demolition, expansion or change within the City, the preservation of Historic Sites, Buildings, and Structures is required." PCMC 15-11-9.

3. The appellant argues that the CDD's decision appears to arise from LMC 15-1-8(D), a code section that prevents staff from processing two conflicting development Applications on a given property. As previously noted, LMC 15-1-8(D) provides that "only one (1) Application per type, per property, will be accepted and processed at a time."

As described in further detail under argument #1, the CDD did not err in her determination. The Planning Department could not sign off on the demolition permit because there was an active DOS application that had not yet been reviewed (at the request of the owner). The LMC clearly states that only one (1) application per type, per property, can be processed at a time. Given that the DOS application was not finalized, the Planning Department could not move forward with processing the demolition permit. Further, granting the demolition permit would undermine the public interest in reviewing the structure as a Historic site. The owners attempt to subterfuge the process cannot be supported.

4. The appellant argues that if the CDD's decision were based on LMC 15-1-8(D), her decision is incorrect as a matter of law. The appellant contests that there is only one Application pending on this Property and it is the building permit.

Again, staff finds that the CDD did not err in her decision. The DOS application was initiated by the Planning Department on May 17, 2016. It would have been heard by the HPB had the appellant not requested it be continued to a date uncertain while the owner wished to research development opportunities for the property. Staff had met with the appellant to discuss the HDDR process and development opportunities for the site on August 4, 2016, and staff was in communication with the appellant regarding the timing of the DOS. The demolition permit application was submitted on January 24, 2017, *after* the DOS application had been deemed complete and initiated.

There were two (2) applications for this property—the first, the active DOS application, and the second, the building permit application to demolish the building. While there was an active DOS application, the Planning Department could not approve a demolition permit to remove the structure from the site. The purpose of the DOS was to determine whether or not the house at 1302 Norfolk Avenue met the requirements of a historic site and listed on the City's HSI. Historic structures cannot be demolished, except through the Certificate of Appropriateness for Demolition (CAD) as outlined in [LMC 15-11-17](#). If the HPB had found that the structure did not meet the criteria to be on the Inventory, the demolition permit could be granted. As outlined in LMC 15-11-16 (Demolition of Historic Buildings, Structures, and Sites), the intent is to preserve Historic and architectural resources by limiting the demolition of historic buildings, structures, and sites.

5. The appellant has argued that Park City staff cannot be considered to be a land use Applicant on property that Park City does not own. Staff cannot accept or process a land use Application without the Owner's consent under the LMC.

The appellant finds that the Planning Department misrepresented itself by acting as the applicant in the DOS application. LMC 15-15-1.17 defines applicant as the owner of the property that is subject of the Application, or the Owner's Agent. LMC 15-15-1.9 defines Agent as the Person with written authority to represent an Owner. They argue that the Planning Department can also not be the Applicant as LMC 15-15-1.17 defines the applicant as the Owner of the Property that is subject of the Application, or the Owner's Agent. The appellant finds that staff designated itself as the Applicant and signed to acknowledge their responsibilities. They find that this is in direct conflict with the definition of Applicant as defined by the LMC.

The appellant also argues that the DOS requires a signed "Affirmation of Sufficient Interest" and must be submitted with copies of title documents demonstrating proof of record ownership. The appellant states that the DOS application did not contain this required portion of the DOS form, the owner's signature or consent; or a required title opinion or sufficient evidence of the owner's title to the property.

The appellant goes on to argue that the DOS that was submitted has six additional submittal requirements that the application requires in order to be deemed complete, including:

- Completed and signed application form
- Application and review fees-\$350/structure
- 4 photographs of the property
- Written history of the project, list of previous property owners, dates of occupancy, date of original construction, dates of any major renovations or remodels
- Written summary and supporting documents outlining why the structure is or is not significant
- Current title report issued within 30 days from the application submittal date

The appellant contests that the DOS application filed by the Planning Department did not contain all of the application requirements and did not meet the definition of a complete application. As defined by LMC 15-15-1.18, a Complete Application is a submission that includes all information requested on the appropriate form, and payment of all applicable fees. Furthermore, they argue that LMCL 15-1-17 says an Applicant is not entitled to receive substantive review prior to submitting a Complete Application. As such, staff's efforts with respect to 1302 Norfolk Avenue do not "pre-date" or have process priority over the demolition permit (BD-17-23686).

As such, the appellant finds that the CDD erred in her final decision, as a matter of law, based on the information staff has provided to date.

Staff finds that per [LMC 15-11-10 \(B\)](#), the Planning Department shall maintain an inventory of Historic Sites. It allows for either the Owner or the Planning Department to nominate buildings to the HSI. Specifically, it says, "The Planning Department may nominate a Building (main, attached, detached or public), Accessory Building, and/or Structure for listing in the Park City Historic Sites Inventory."

The Planning Department submits an application to nominate a building under 15-11-10. This provision gives the Planning Department express authority to nominate a structure to the Historic Sites Inventory. Since the Planning Department, submitted the DOS application, the application was legally and properly submitted pursuant to Park City Municipal Code requirements. Because the City is the applicant, the City does not issue itself a Complete Application notice and nor does it charge itself a fee. The owner's consent is not required as the LMC clearly states that the Planning Department can submit the nomination. The Planning Department possessed independent authority to submit an application, and appropriately exercised its discretion to do so.

6. The appellant argues that the DOS application does not pre-date the Owner's building permit (BD-17-23686) as staff had not yet submitted a complete application. LMC 15-15-1.18 defines a Complete Application as a submission that includes all information requested on the appropriate form, and payment of all applicable fees.

The appellant contests that the application for the DOS was not entitled to receive substantive review prior to submitting a Complete Application per LMC 15-1-17. Thus, the DOS does not have process priority over the building permit to demolish the structure (BD-17-23686).

Again, staff submits that the appellant is incorrect. The DOS application was submitted on May 17, 2016. The Planning Department did not misrepresent itself as the applicant as [LMC 15-11-10 \(B\)](#) allows either the Owner or the Planning Department to nominate buildings to the HSI. The City submitted the DOS application as the LMC allows and at the time of the DOS application the criteria to be a significant structure was stated and this structure met the requirements to be Significant. The HPB found that the home was Significant.

Notice

Per LMC §15-1-18(L), “There shall be no additional notice for appeals of Staff determination other than listing the matter on the agenda, unless notice of the Staff review was provided, in which case the same notice must be given for the appeal.” Here the staff review of the demolition permit has no noticing requirement; therefore the appeal was listed on the Planning Commission agenda for June 14, 2017.

Public Input

Staff has not received any additional public input concerning the appeal at the time of writing this staff report.

Alternatives

- The Planning Commission may affirm the Planning Director’s decision to deny in whole or in part the Building Permit BD-17-23686 as conditioned or amended; or
- The Planning Commission may reverse the Planning Director’s decision and approve t in whole or in part the Building Permit BD-17-23686 as conditioned or amended and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on the appeal of the Building Permit BD-17-23686 to a date certain.

Recommendation

Staff recommends the Planning Commission review the appeal and consider affirming the Community Development Director’s decision to deny the Building Permit BD-17-23686 application requesting demolition of the structure located at 1302 Norfolk.

Findings of Fact

1. The subject property is located at 1302 Norfolk Avenue.
2. The subject property is located in the Recreation Commercial (RC) District.
3. A single family dwelling currently exists on the property.
4. A single-family dwelling is an Allowed Use in the RC zoning district.
5. On December 17, 2015, the Park City Council adopted amendments to the Land Management Code (LMC) to modify the criteria for designating structures to the

Historic Sites Inventory. Specifically, the criteria for the “Significant” designation were expanded.

6. On May 17, 2016, the Planning Department submitted an application for a Determination of Significance (DOS) as staff had discovered the existing house was built in 1932.
7. Staff sent a notification to the owner on May 19, 2016, regarding the DOS application; the letter was mailed to the owner’s address identified on the Summit County Recorder’s website.
8. Planning Department staff initially scheduled the DOS application for a Historic Preservation Board (HPB) on July 20, 2017; however, staff continued the item on the August 4, 2016, and October 5, 2016 HPB meetings at the request of the applicant to allow them more time to explore their development opportunities for the site.
9. During the October 5, 2016, HPB meeting, staff continued the item to a date uncertain at the request of the applicant.
10. On January 24, 2017, the Building Department received a demolition permit to demolish the house at 1302 Norfolk Avenue. On January 31, 2017 staff emailed the owners to inform them that staff could not sign off on the demolition permit until the DOS had been heard by the HPB.
11. On February 16, 2017, Community Development Director (CDD) Anne Laurent responded to an email from Attorney Jodi Hoffman sent on February 7, 2017. The CDD found that the DOS application predated the demolition request and therefore, the demolition permit could not be issued until the DOS had been heard. The CDD denied the demolition permit.
12. The ten (10) day appeal period of the Community Development Director’s determination expired on February 26; however, because February 26 was a Sunday, the final appeal date was Monday, February 27.
13. The CDD did not err in her denial of Building Permit BD-17-23686 per LMC 15-1-18 as no Building Permit shall be valid for any Building project unless the plans for the proposed Structure have been submitted to and have been approved by the Planning, Engineering, and Building Departments. The Planning Department could not sign off on the demolition permit request as there was an active land use application for the Determination of Significance.
14. The Planning Department could not approve the building plans for the demolition as they conflicted with the application for the Determination of Significance. The HPB had not yet heard the DOS and if the HPB determined the structure met the criteria for the Historic Sites Inventory then demolition of the structure would not have been permitted, as outlined in LMC 15-11-16.
15. State Code states that an applicant who has filed a complete land use application, including the payment of all application fees is entitled to substantive land use review of the land use application under the land use regulations in effect on the date that the application is complete. Because the City filed the DOS application prior to the demolition permit, and the City was prepared to have the DOS reviewed by the HPB but for the request to continue the item by the owner, the DOS had to be resolved prior to the demolition request. The two applications are in conflict with one another.

16. The demolition permit was filed as a means to circumvent the DOS application. The owner indicated that the demolition permit was filed, not because the owner wished to demolish the home, but because it was the only avenue to not have the home evaluated as historic. The DOS determined that the structure meets the criteria of a Significant structure. Once HPB made that determination, demolition is not permitted pursuant to LMC 15-11-16.
17. A compelling, countervailing public interest would be jeopardized by approving the demolition permit while the DOS application was pending, (especially since the delay was at the request of the owner). If the demolition permit had been granted the structure could be destroyed and a historic resource would be gone forever. The historic fabric of the City goes to the core of the City. It is a large component of the City's identity and is a huge economic driver.
18. Per LMC 15-11-16, "The Demolition or removal of Historic Buildings, Structures and Sites in Park City diminishes the character of the City's Historic District and it is strongly discouraged. Instead, the City recommends and supports preservation, renovation, adaptive reuse, Reconstruction, and relocation within the Historic District."
19. Historic character is one of four core Park City values. Park City protects historic buildings to "[p]reserve a strong sense of place, character and heritage." (General Plan 2014, p. 104). The Park City Municipal Code states that "It is deemed to be in the interest of the citizens of Park City, as well as the State of Utah, to encourage the preservation of Buildings, Structures, and Sites of Historic Significance in Park City. These Buildings, Structures, and Sites are among the City's most important cultural, educational, and economic assets. In order that they are not lost through neglect, Demolition, expansion or change within the City, the preservation of Historic Sites, Buildings, and Structures is required."
20. The DOS application was initiated by the Planning Department on May 17, 2016, and the building permit for demolition was submitted after on January 24, 2017. The DOS application pre-dated the demolition permit.
21. The Planning Department did not misrepresent itself as the owner on the DOS application. Per LMC 15-11-10(B), the Planning Department may nominate a Building (main, attached, detached, or public), Accessory Building, and/or Structure for listing in the Park City Historic Sites Inventory.
22. The DOS application does not pre-date the building permit for demolition as the Planning Department is allowed per LMC 15-11-10(B) to be the applicant for a DOS application. No complete application is required for Planning Department-initiated applications.

Conclusions of Law

1. Per LMC 15-1-8, no Building Permit shall be valid for any Building project unless the plans for the proposed Structure have been submitted to and have been approved by the Planning, Engineering, and Building Departments. Unless otherwise provided for in the LMC, only one (1) Application per type, per Property, will be accepted and processed at a time.

2. Per LMC 15-11-10(B), the Planning Department may nominate a Building (main, attached, detached, or public), Accessory Building, and/or Structure for listing in the Park City Historic Sites Inventory.
3. The home at 1302 Norfolk met the criteria for a Significant site when the application for the determination of significance was filed by the Planning Department. Neither the home, nor the criteria changed while the application was pending.
4. The delay in the DOS hearing being heard by the HPB was at the request of the owner. The hearing was scheduled prior to the demolition permit being filed.
5. A compelling, countervailing public interest would be jeopardized by approving the demolition permit while the DOS application was pending

Order

1. The appeal is denied and the building permit application requesting demolition of the structure located at 1302 Norfolk cannot be issued.

Exhibits

Exhibit A – Appeal

Exhibit B – Notice of Community Development Director's Determination

Exhibit C – DOS Notice Letter sent to owner on 5.19.17

Exhibit D – Appellant's request to continue item to date uncertain via email, 8.25.16

Exhibit E– [June 7th HPB Report](#) (starting on page 35) and Action Letter.

HOFFMAN LAW

1887 Gold Dust Lane (435) 901-0805
Suite 303 (435) 655-8855
Park City, Utah 84060 jhoffman@xmission.com

February 27, 2017

Park City Planning Commission
c/o Park City Planning Department
445 Marsac Avenue
P.O. Box 1480
Park City, UT 84060

RE: Notice of Appeal: BD-17-23686 1302 Norfolk Avenue

Park City Planning Commission:

I represent 418 Centennial Circle LLC, the record owner of 1302 Norfolk Ave (Owner). This letter provides Notice of Appeal from the CDD Director's final decision dated February 16, 2017, denying the Owner's Application #BD-17-23686 to demolish structures located at 1302 Norfolk Avenue.

In her written final decision, the CDD Director explained that application #BD-17-23686 "must be denied" because her staff had submitted a conflicting application (#PL-16-03181) to the Historic Preservation Board (HPB) requesting a Determination of [Historic] Significance (DOS) with respect to the same structures. Under the Land Management Code (LMC), the HPB is authorized to designate to the Historic Sites Inventory (HSI) a property that is not within a Historic zoning district. Once designated, a property is then subject to additional land use regulations, including substantial restrictions on demolition.

There is no dispute that:

- a. 1302 Norfolk Avenue structures are not designated on the Historic Sites Inventory;
- b. 1302 Norfolk Avenue is zone Recreation Commercial (RC);
- c. Demolition of structures in the RC zone is allowed as a matter of law unless the structure is listed on the Historic Sites Inventory;
- d. As of January 24, 2017, application #BD-17-23686 is a Complete Application as that term is defined in LMC §15-15-1.18(a); and
- e. An applicant who has filed a complete land use application and has paid all application fees is entitled to substantive land use review of the application under the laws in effect on the date the application is complete. UCA §10-9a-509(1)(a)

The CDD Director's decision to deny application #BD-17-23686 is incorrect as a matter of law:



1. The CDD Director incorrectly denied the Owner's Application in anticipation of future HPB action that may further restrict the Owner's development rights on 1302 Norfolk Avenue. In effect, the CDD Director determined that application #BD-17-23686 did not vest in the laws in effect on January 24, 2017. In her words:

[I]f the site at 1302 Norfolk are [sic] determined to be on the Historic Sites Inventory then the structures may not be demolished. . . .

[Staff's] DOS application pre-dates your demolition request and until the DOS application has final action your demolition permit must be denied.

2. Significantly, the CDD Director's decision was not based on a recognized exception to the vested rights doctrine.
3. The CDD Director's decision appears to arise from LMC §15-1-8D, a code section that prevents staff from processing two conflicting development Applications on a given property. LMC §15-1-8D provides that "only one (1) Application per type, per Property, will be accepted and processed at a time."
4. If the CDD Director's decision were based on LMC §15-1-8D, her decision is incorrect as a matter of law. There is only one Application pending on this Property.
5. Park City staff cannot be considered to be a land use Applicant on property that Park City does not own. Staff cannot accept or process a land use Application without the Owner's consent under the LMC.

- a. LMC §15-15-1 clearly defines the following terms:

1.9 **AGENT**. The Person with written authorization to represent an Owner.

1.17 **APPLICANT**. The Owner of the Property that is the subject of the Application, or the Owner's Agent.

1.187 **OWNER**. Any Person, or group of Persons, having record title to a Property, and the Owner's Agent.

1.207 **PROPERTY**. Any Parcel, Lot, or tract of land, including improvements thereon, in the possession of or owned by, or recorded as the real Property of, the same Person or Persons.

1.209 **PROPERTY OWNER**. Any Person, or group of Persons, having record title to a Property, and the Owner's Agent.

- b. On May 17, 2016, Park City planning staff filed a DOS application for a "Project" at 1302 Norfolk Avenue. Exhibit A.



- c. In that application, staff designated itself as the Applicant and signed to acknowledge their responsibility. Staff's designation as the Applicant is in direct conflict with the definition of Applicant in LMC §15-15-1.17.
- d. Every DOS application requires a signed "Affirmation of Sufficient Interest" and must be submitted with copies of title documents demonstrating proof of record ownership. The DOS Application form reads:

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action.

Nevertheless, staff submitted a DOS application with respect to 1302 Norfolk Avenue without:

- (i) Completing this required portion of the DOS form;
 - (ii) Obtaining the owner's signature or consent; or
 - (iii) Submitting a required title opinion, certificate of title or sufficient evidence of the owner's title to the property.
- e. Each DOS application requires six additional submittals. All required submittals "must be included in order for the Planning Department to take the application". They include a(n):
 - (i) Completed and signed application form.
 - (ii) Application and review fees - \$350 per structure
 - (iii) 4 photographs of the property
 - (iv) Written history of the project, list of previous property owners, dates of occupancy, date of original construction, dates of any major renovations or remodels
 - (v) Written summary and supporting documents outlining why the structure is or is not significant.
 - (vi) Current title report issued within 30 days from the application submittal date.

A brief initial inspection of the 1302 Norfolk Avenue planning file indicates that staff has adequately submitted only one of these six requirements; and staff has not submitted four of six prerequisites in any respect.

- 6. Staff's DOS application does not "pre-date" the Owner's building permit application BD-17-23686. In fact, staff has yet to submit a complete application:

1.18(a): **Application, Complete.** A submission that includes all information requested on the appropriate form, and payment of all applicable fees.

LMC §15-15-1



Under LMC §15-1-17, an Applicant is not entitled to receive substantive review prior to submitting a Complete Application. As such, staff's efforts with respect to 1302 Norfolk Avenue do not "pre-date" or have process priority over application #BD-17-23686.

The CDD Director's final decision is incorrect, as a matter of law, based on the information staff has provided to date. If staff produces additional relevant information in response to our GRAMA request, we reserve the right to supplement the basis for this appeal.

Please direct all communication regarding 1302 Norfolk Avenue and 418 Centennial Circle LLC to my attention:

Email: jhoffman@xmission.com

Phone: 435.901.0805

Address: 1887 Gold Dust Lane, Suite 303, Park City, UT 84060

Respectfully, we request this body to direct CDD staff to issue permit BD-17-23686 without further delay.

Sincerely,

Jodi Hoffman

Hoffman Law

Attorneys for 418 Centennial Circle LLC



PARK CITY MUNICIPAL CORPORATION
 PLANNING DEPARTMENT
 445 MARSAC AVE ° PO BOX 1480
 PARK CITY, UT 84060
 (435) 615-5060

PARK CITY

DETERMINATION OF SIGNIFICANCE

For Office Use Only

HISTORIC PRESERVATION BOARD
 APPROVED _____
 DENIED _____

PROJECT PLANNER

Anya Grahm

APPLICATION #

DATE RECEIVED

EXPIRATION

PL-16-03/81

PROJECT INFORMATION

NAME: 1302 Norfolk Ave
 ADDRESS: 1302 Norfolk Ave
Park City, UT 84060
 TAX ID: SA283 OR
 SUBDIVISION: _____ OR
 SURVEY: _____ LOT #: _____ BLOCK #: _____

APPLICANT INFORMATION

NAME: Park City Municipal Corporation - Bruce Erickson
 MAILING ADDRESS: 445 Marsac / PO Box 1480
Park City, UT 84060
 PHONE #: (435) 615-8000 FAX #: () -
 EMAIL: _____

APPLICANT REPRESENTATIVE INFORMATION

NAME: _____
 PHONE #: () -
 EMAIL: _____

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org.



SUBMITTAL REQUIREMENTS – All of the following items must be included in order for the Planning Department to take the application.

1. Completed and signed application form.
2. Application and review fees - \$350 per structure
3. Four (4) photographs of the property; one of each building face
4. Written history of the project (detailed description of the building). Including a list of previous property owners and their dates of occupancy, the date of original construction, the dates of any major renovations or remodels, and any other relevant information.
5. A written summary, and any supporting documents, outlining the details of why the structure is or is not significant.
6. Current title report - with an issue date no longer than 30 days from the application submittal date.



If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5080 or visit us online at www.parkcity.org.

ACKNOWLEDGEMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge. I understand that my application is not deemed complete until a Project Planner has reviewed the application and has notified me that it has been deemed complete.

I will keep myself informed of the deadlines for submission of material and the progress of this application. I understand that a staff report will be made available for my review three days prior to any public hearings or public meetings. This report will be on file and available at the Planning Department in the Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization with the study.

Signature of Applicant: [Signature] 5.17.16
 Name of Applicant: Park City Municipal Corp - Planning Dept
 Mailing Address: 445 Marsac / PO Box 1480 PRINTED
Park City, UT 84060
 Phone: 435.615.5000 Fax: _____
 Email: _____
 Type of Application: DOS

AFFIRMATION OF SUFFICIENT INTEREST

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action. I further affirm that I am aware of the City policy that no application will be accepted nor work performed for properties that are tax delinquent.

Name of Owner: _____
 Mailing Address: _____
 Street Address/ Legal Description of Subject Property: _____

Signature: _____ Date: _____

1. If you are not the fee owner attach a copy of your authorization to pursue this action provided by the fee owner.
2. If a corporation is fee titleholder, attach copy of the resolution of the Board of Directors authorizing the action.
3. If a joint venture or partnership is the fee owner, attach a copy of agreement authorizing this action on behalf of the joint venture or partnership.
4. If a Home Owner's Association is the applicant then the representative/president must attach a notarized letter stating they have notified the owners of the proposed application. A vote should be taken prior to the submittal and a statement of the outcome provided to the City along with the statement that the vote meets the requirements set forth in the CCRs.

Please note that this affirmation is not submitted in lieu of sufficient title evidence. You will be required to submit a title opinion, certificate of title, or title insurance policy showing your interest in the property prior to Final Action.

If you have questions regarding the requirements on this application or process please contact a member of the Park City Planning Staff at (435) 615-5060 or visit us online at www.parkcity.org.



Anya Grahm

From: Anne Laurent
Sent: Thursday, February 16, 2017 12:06 PM
To: Jodi Hoffman
Cc: Mike Watts; Heinrich Deters; Bruce Erickson; Michelle Downard; Anya Grahm; Ricky Brighton; Zelda Marzec; Polly Samuels McLean
Subject: RE: BD-17-23686 1302 Norfolk Ave
Attachments: Re: Emailing - Norfolk1.pdf; Re: Historic Preservation Board Date for 1302 Norfolk DOS

Jodi,

As you are well aware, the structures located at 1302 Norfolk are pending review for a Determination of Significance (DOS). The DOS was scheduled for a hearing before the Historic Preservation Board for their determination in August and was continued at your request.(see attached email dated 7/27/16)) At a subsequent meeting, the application was continued to a date uncertain also at your request. (see attached email dated 8/25/16). As we discussed when we met on August 4, 2016, if the site at 1302 Norfolk are determined to be on the Historic Sites Inventory then the structures may not be demolished. The DOS application pre-dates your demolition request and until the DOS application has final action your demolition permit must be denied. This shall serve as the final action on the denial of the demolition permit application. Since this determination is based on a planning staff determination that the DOS application is still pending, it may be appealed pursuant to 15-1-18.

Based on your email, we will proceed with the DOS application. It will be heard by the HPB on the next possible meeting which is March 1, 2017.

Regards,
Anne

Anne Laurent, AIA, PMP
Community Development Director
Park City Municipal Corporation
445 Marsac Ave., P.O. Box 1480
Park City, UT 84060-1480
435.615.5051 (office)
435.640.9813 (mobile)
anne.laurent@parkcity.org
www.parkcity.org



This electronic message is intended only for the use of the individual(s) to whom it is addressed and may contain information that is privileged, confidential or exempt from disclosure under applicable law. If the reader of this message is not the intended recipient, or the employer or agent responsible for delivering this message to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please notify me and purge the communication immediately.

From: Jodi Hoffman [mailto:jhoffman@xmission.com]
Sent: Tuesday, February 07, 2017 2:29 PM
To: Anne Laurent; Polly Samuels McLean
Cc: Mike Watts; Heinrich Deters; Bruce Erickson; Michelle Downard; Anya Grahm; Ricky Brighton; Zelda Marzec
Subject: Re: BD-17-23686 1302 Norfolk Ave

Ms. Laurent,

On January 24, 2017 Michael B Watts Construction Inc. submitted a complete application for a Building Permit to remove existing structures located at 1302 Norfolk and paid applicable permit fees. That day, the building department signed off, indicated that staff had no environmental comments and circulated the application to the planning and engineering departments for their further review.

On January 31, Ms. Grahm emailed that she "cannot sign off on the application at this time". I expect that Ms. Grahm speaks for the Planning Department. However we have no indication that this expectation is valid and no way of knowing whether or when the planning department expects that it can or will sign off on the permit.

To date, we have had no response from the engineering department.

Obviously, my client would like your department to issue Building Permit BD-17-23686 at your earliest convenience. We believe the law requires the city to issue the permit without delay. If, however, your department intends to deny the permit, please let us know the basis of your department's decision, the date of your final action and the required process for appeal.

Jodi Hoffman

Hoffman Law
1887 Gold Dust Lane Suite 303
Park City, UT 84060
jhoffman@xmission.com
435.901.0805

This communication may contain privileged and confidential information protected by the Electronic Communications Privacy Act, 18 U.S.C. Secs. 2510-2521. It is intended only for the use of the recipient named above. If you are not the intended recipient of this communication, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone or email.

On Jan 31, 2017, at 9:40 AM, Anya Grahm <anya.grahm@parkcity.org> wrote:

All,

As you know already know, we have an active Determination of Significance (DOS) application for this property to determine if it should be designated as historic. We continued it to a date uncertain on October 5, 2016, at the request of the owner; it has not yet been heard by the Historic Preservation Board (HPB). At this time, I cannot sign off on the demolition permit due to the active DOS application.

Thanks,

Anya Grahm
Historic Preservation Planner
Park City Planning Department
435.615.5067



May 19, 2016

HISTORIC BUILDING INVENTORY PROPERTY OWNER NOTICE

Dear Historic Property Owner:

It is deemed to be the interest of the citizens of Park City, as well as the State of Utah, to encourage the preservation of Buildings, Structures, and Sites of Historic Significance in Park City. These Buildings, Structures, and Sites are among the City's most important cultural, educational, and economic assets. To ensure that they are not lost through neglect, demolition, expansion or change within the City, the preservation of Historic Sites, Buildings, and Structures is required.

City Council adopted amendments to the LMC on December 17, 2015, to modify the criteria regarding the designation of "Significant" structures. The Planning Department had identified several properties, including 1302 Norfolk Avenue, which may qualify for local designation under the new Land Management Code (LMC) changes.

The Historic Preservation Board is authorized by Title 15-11-5(I) to review and take action on the designation of sites within the Historic Sites Inventory (HSI). The Historic Preservation Board may designate sites to the Historic Sites Inventory as a means of providing recognition to and encouraging the preservation of historic sites in the community (LMC 15-11-10).

Land Management Code Section 15-11-10(A) sets forth the criteria for designating sites to the Park City Historic Sites Inventory (HSI). If the Historic Preservation Board finds that the application, made by the Park City Planning Department, complies with the criteria set forth in Sections 15-11-10(A)(1) or 15-11-10(A)(2), the Building (main, attached, detached, or public), Accessory Building, and/or Structure will be added to the Historic Sites Inventory. The HPB will forward a copy of its written findings to the Owner of the property.

The purpose of this letter is to notify you that staff has identified buildings and/or structures on your property for review. Staff will review the historical significance of these structures pursuant to the standards established in Land Management Code, Section 15-11-10(A): Criteria for Designating Sites to the Park City Historic Sites Inventory.

In order for the structure to be locally designated as a "Significant Site," the Buildings (main, attached, detached, or public), Accessory Buildings and/or Structures may be designated to

the Historic Sites Inventory as a Significant Site if the Historic Preservation Board finds it meets all the criteria listed below:

- (a) It is at least fifty (50) years old or the Site is of exceptional importance to the community; and
- (b) It retains its Historical Form as may be demonstrated but not limited by any of the following:
 - (i) It previously received a historic grant from the City; or
 - (ii) It was previously listed on the Historic Sites Inventory; or
 - (iii) It was listed as Significant or on any reconnaissance or intensive level survey of historic resources; or
- (c) It has one (1) or more of the following:
 - (i) It retains its historic scale, context, materials in a manner and degree which can be restored to Historical Form even if it has non-historic additions; and
 - (ii) It reflects the Historical or Architectural character of the site or district through design characteristics such as mass, scale, composition, materials, treatment, cornice, and/or other architectural features as are Visually Compatible to the Mining Era Residences National Register District even if it has non-historic additions; or
- (d) It is important in local or regional history architecture, engineering, or culture associated with at least one (1) of the following:
 - (i) An era of Historic Importance to the community, or
 - (ii) Lives of Persons who were of Historic importance to the community, or
 - (iii) Noteworthy methods of construction, materials, or craftsmanship used during the Historic period.

The Historic Preservation Board is the official body to review matters concerning the historical designation of buildings, structures, and sites within Park City. A public hearing to adopt changes to the Historic Building Inventory will be held **Wednesday, July 20, 2016 at 5:00 PM** in the City Council Chambers of the Marsac City Hall.

The applicant, property owner, or any party participating in the hearing may appeal the Historic Preservation Board decision to the Board of Adjustment pursuant to Section 15-10-7 of the Land Management Code. Appeal requests shall be submitted to the Planning Department within ten (10) days of the Historic Preservation Board decision. Notice of pending appeals shall be made pursuant to Section 15-1-21 of this Code. Appeals shall be considered only on the record made before the Historic Preservation Board and will be reviewed for correctness.

The staff report outlining staff's recommendation to the Historic Preservation Board regarding the historical significance of your property will be available online no later than **Friday, July 15, 2016** at: <http://www.parkcity.org>.

Please contact the Planning Department at (435) 615-5060 for more information.

Exhibit D

Anya Grah

From: Jodi Hoffman <jhoffman@xmission.com>
Sent: Thursday, August 25, 2016 10:35 AM
To: Anya Grah
Cc: Zelda Marzec; Ricky Brighton; Polly Samuels McLean; Mark Harrington; Bruce Erickson
Subject: Re: Historic Preservation Board Date for 1302 Norfolk DOS

Anya,

Please continue the HPB Board consideration to a date uncertain.

Jodi Hoffman

Hoffman Law
1887 Gold Dust Lane Suite 303
Park City, UT 84060
jhoffman@xmission.com
435.901.0805

This communication may contain privileged and confidential information protected by the Electronic Communications Privacy Act, 18 U.S.C. Secs. 2510-2521. It is intended only for the use of the recipient named above. If you are not the intended recipient of this communication, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone or email.

On Aug 25, 2016, at 10:28 AM, Anya Grah <anya.grahn@parkcity.org> wrote:

Jodi, Zelda, and Ricky,

As you are aware, the Historic Preservation Board (HPB) continued your Determination of Significance (DOS) application to September 7, 2016, during their August meeting. When we last talked, we discussed possibly continuing the item to the October 2016 Historic Preservation Board meeting. We understand that you are exploring your options for the site and may want to continue the DOS to a date uncertain. We are prepared to honor this request; however, we ask that you submit this request in writing to me at your earliest convenience.

Thank you again,

Anya Grah
Historic Preservation Planner
Park City Planning Department
435.615.5067
anya.grahn@parkcity.org

We're revising our Design Guidelines. Visit our webpage to find out more! <http://www.parkcity.org/departments/community-development/planning/historic-district-design-guideline-revisions>

Anya Grahn

From: Jodi Hoffman <jhoffman@xmission.com>
Sent: Wednesday, July 27, 2016 8:44 AM
To: Anya Grahn
Cc: Zelda Marzec; Ricky Brighton
Subject: Re: Emailing - Norfolk1.pdf

Anya,

Thank you for offering to continue the Determination of Significance application for 1302 Norfolk avenue that is currently scheduled for HPB action on August 3rd. Also, thank you for sharing some historic research with Rick Brighton yesterday that the staff has compiled regarding the property. Apparently, there is a more comprehensive analysis that consultant has prepared for the city regarding potentially significant historic structures outside of the designated historic zoning districts that has prompted this request for action scheduled for August 3rd. We'd like a copy of that study if it is available for review.

Rick and I would like to meet with you at your earliest convenience to better understand the process that is underway. I suspect that information regarding Ms. Marzec's ownership of and improvements to this property over the past four decades will be important for the HPB's consideration.

Please confirm by email that this matter will be removed from the HPB's August 3 agenda.

Jodi Hoffman

Hoffman Law
1887 Gold Dust Lane Suite 303
Park City, UT 84060
jhoffman@xmission.com
435.901.0805

This communication may contain privileged and confidential information protected by the Electronic Communications Privacy Act, 18 U.S.C. Secs. 2510-2521. It is intended only for the use of the recipient named above. If you are not the intended recipient of this communication, or the employee or agent responsible for delivering it to the intended recipient, you are hereby notified that any dissemination, distribution, or copying of this communication is strictly prohibited. If you have received this communication in error, please immediately notify us by telephone or email.

On Jul 26, 2016, at 2:05 PM, Anya Grahn <anya.grahn@parkcity.org> wrote:

Thank you so much, Zelda, for reaching out and clarifying your representation. I really appreciate it and I'm glad to finally have your direct contact information.

As you likely know by now, I've shared some historic research information with both Ed and Rick. I'd be happy to share it with you as well. We currently have you scheduled for the August 3rd Historic Preservation Board meeting (next Wednesday); however, I am more than happy to continue it to the September 7th meeting if that gives you additional time to understand the Determination of Significance process, conduct your own research, etc. The HPB will be determining whether or not the site meets the criteria for "Significant" on the City's Historic Sites Inventory, based on the criteria listed in LMC 15-11-10(A)(2). (It is available online here as

well: [https://parkcity.municipalcodeonline.com/book?type=ordinances#name=15-11-10 Park City Historic Sites Inventory](https://parkcity.municipalcodeonline.com/book?type=ordinances#name=15-11-10%20Park%20City%20Historic%20Sites%20Inventory).)

I'd be happy to meet with you to discuss this application or the process further. Please let me know, in writing, if you'd like to continue the item to Wednesday, September 7th.

Thanks again for reaching out,

Anya Grahn
Historic Preservation Planner
Park City Planning Department
435.615.5067
anya.grahn@parkcity.org

We're revising our Design Guidelines. Visit our webpage to find out more! <http://www.parkcity.org/departments/community-development/planning/historic-district-design-guideline-revisions>

From: Zelda Marzec [<mailto:ZMarzec@bradfordmarzec.com>]
Sent: Tuesday, July 26, 2016 1:22 PM
To: Anya Grahn
Cc: JHoffman@xmission.com; rickb959@aol.com
Subject: FW: Emailing - Norfolk1.pdf

Anya,

My name is Zelda Marzec and I am the owner of 1302 Norfolk Ave., Park City. (The property is held in 418 Centennial Circle LLC).

The purpose of this email is to notify you and the city that Jodi Hoffman represents me. Ed Parigian, my tenant at 1302 Norfolk, does not and has never had permission to represent me. Please communicate all information regarding 1302 Norfolk Ave. through Jodi.

Thank you.

Regards,
Zelda Marzec



HISTORIC PRESERVATION BOARD PARK CITY, SUMMIT COUNTY, UTAH

RE: DETERMINATION OF SIGNIFICANCE

The Historic Preservation Board of Park City, Utah met on Wednesday, June 7, 2017, a regularly scheduled and duly noticed meeting. After determining that a quorum was present, the Board conducted its scheduled business.

NOTICE OF HISTORIC PRESERVATION BOARD ACTION:

Project Address: 1302 Norfolk Avenue
Project Number: PL-16-03181
Type of Hearing: Determination of Significance of House
Hearing Date: June 7, 2017

Board Action: **Approved-** the Historic Preservation Board conducted a public hearing and found that the house located at 1302 Norfolk Avenue complies with criteria set forth in Title 15-11-10(A)(2) for a Significant Site and therefore the structure does meet the criteria for a Significant Site pursuant to Title 15-11-10. The Historic Preservation Board made the determination based on the following findings of fact and conclusions of law.

Finding of Fact:

1. The Park City Historic Sites Inventory (HSI), adopted February 4, 2009, includes 414 sites of which 192 sites meet the criteria for designation as Landmark Sites and 222 sites meet the criteria for designation as Significant Sites.
2. Historic character is one of four core Park City values. Park City protects historic buildings to "[p]reserve a strong sense of place, character and heritage." (General Plan 2014, p. 104).
3. The Park City Land Management Code 15-11-9 .states that "It is deemed to be in the interest of the citizens of Park City, as well as the State of Utah, to encourage the preservation of Buildings, Structures, and Sites of Historic Significance in Park City. These Buildings, Structures, and Sites are among the City's most important cultural, educational, and economic assets. In order that they are not lost through neglect, Demolition, expansion or change within the City, the preservation of Historic Sites, Buildings, and Structures is required."
4. The house at 1302 Norfolk is within the Recreation Commercial (RC) zoning district.
5. In December 2015, City Council amended the Land Management Code to expand the criteria for what structures qualify to be landmark and significant sites.

6. On May 17, 2016, the Planning Department submitted an application for a Determination of Significance for this site pursuant to [LMC 15-11-10\(B\)](#),
7. On January 24, 2017, the Building Department received a demolition permit to demolish the house at 1302 Norfolk Avenue.
8. There is a wood-frame house located at 1302 Norfolk Avenue.
9. According to the Summit County Recorder's Office, the current house was constructed in 1932.
10. Originally, there was a wood-frame hall-parlor house at this site that is documented by the 1927 Sanborn Fire Insurance Map; however, this house was demolished after 1927 and before the present house was constructed in 1932.
11. The 1932 house retains its Essential Historical Form. The house was constructed in an early interpretation of the Colonial style ranch form that was popularized in post-World War II housing. The house is characterized by its low, one-story height, its nearly square form with a length-to-width ratio of less than 2:1, clipped gables on the side elevations, corner window openings, and wide vertical and horizontal siding.
12. Only minor alterations have occurred to the house. The house was renovated in 1967 and a new addition was constructed to the north elevation. Sometime after 1967, the shallow gable dormer above the front door was replaced with a new shed-roof dormer. The two (2) attic windows on the north and south elevations were replaced with vinyl windows sometime after 1967 and the house was re-roofed in 1998.
13. The house was constructed in 1932 and is 84 years old.
14. The historic house at this site contributes to the Mining Decline and Emergence of the Recreation Industry (1931-1962).
15. The house retains its Essential Historic Form as there have been only minor alterations to the original form such as the 1967 addition on the north elevation and the change to the original gable dormer after 1967.
16. The house retains its historic scale, context, materials in a manner and degree which can be restored to the Essential Historical Form even if it has non-historic additions; the shed dormer on the east elevation could be removed the gable dormer restored.
17. The house reflects the Historical and Architectural character of the site and district through its mass, scale, composition, materials, treatment, and other architectural features that are Visually Compatible to the Mining Era Residences National Register District. The Depression Era cottage was constructed in a style commonly seen throughout Utah in the mid-20th Century and in a style typical of World War II-era housing.
18. The house was owned by prominent Park City residents, such as former City Councilman Gordon Tessman; Ernest DeJonge, a miner at the Silver King; local businessman Frank Carpenter; and former Marsac School principal Julian Hibbert.
19. The modification of the gable to a shed dormer on the façade have made the structure ineligible for an individual listing on the National Register of Historic Places.

20. Although the house meets the criteria for a Significant site, the house at 1302 Norfolk does not meet the standards for “Landmark” designation as it is not eligible for the National Register of Historic Places; however, it does meet the criteria for “Significant” due to its age; retention of its Essential Historical Form; reflection of the Historical and Architectural character of the site and district through design characteristics such as its mass, scale, composition, materials, treatment, and other architectural features that are Visually Compatible to the Mining Era Residences National Register District; and its importance in local and regional history, architecture, and culture.

Conclusions of Law:

1. The existing house located at 1302 Norfolk Avenue does not meet all of the criteria for designating sites to the Park City Historic Sites Inventory as a Landmark Site including:
 - a. *It is at least fifty (50) years old or has achieved Significance or if the Site is of exceptional importance to the community; and* **Complies.**
 - b. *It retains its Historic Integrity in terms of location, design, setting, materials, workmanship, feeling and association as defined by the National Park Service for the National Register of Historic Places; and* **Does Not Comply.**
 - c. *It is significant in local, regional or national history, architecture, engineering or culture associated with at least one (1) of the following:*
 - i. *An era that has made a significant contribution to the broad patterns of our history;*
 - ii. *The lives of Persons significant in the history of the community, state, region, or nation; or*
 - iii. *The distinctive characteristics of type, period, or method of construction or the work of a notable architect or master craftsman.* **Complies.**
2. The existing house at 1302 Norfolk meets all of the criteria for a Significant Site as set forth in LMC Section 15-11-10(A)(2) which includes:
 - (a) *It is at least fifty (50) years old or the Site is of exceptional importance to the community; and* **Complies.**
 - (b) *It retains its Historical Form as may be demonstrated but not limited by any of the following:*
 - (i) *It previously received a historic grant from the City; or*
 - (ii) *It was previously listed on the Historic Sites Inventory; or*
 - (iii) *It was listed as Significant or on any reconnaissance or intensive level survey of historic resources; and***Complies.**
 - (c) *It has one (1) or more of the following:*
 - (i) *It retains its historic scale, context, materials in a manner and degree which can be restored to Historical Form even if it has non-historic additions; or*

*(ii) It reflects the Historical or Architectural character of the site or district through design characteristics such as mass, scale, composition, materials, treatment, cornice, and/or other architectural features as are Visually Compatible to the Mining Era Residences National Register District even if it has non-historic additions; and **Complies.***

(d) It is important in local or regional history architecture, engineering, or culture associated with at least one (1) of the following:

(i) An era of Historic Importance to the community, or

(ii) Lives of Persons who were of Historic importance to the community, or

*(iii) Noteworthy methods of construction, materials, or craftsmanship used during the Historic period. **Complies.***

3. As a significant site, prevention of the demolition of the structure is a compelling countervailing public interest.

If you have any questions or concerns regarding this letter, please do not hesitate to call me at 435-615-5067 or contact me by email at anya.grahn@parkcity.org.

Sincerely,



Anya Grahn
Historic Preservation Planner

Planning Commission Staff Report

Subject: 352 Woodside Avenue
Author: Makena Hawley, City Planner
Project Number: PL-17-03546
Date: June 14, 2017
Type of Item: Legislative – Plat Amendment

Summary Recommendations

Staff recommends the City Council hold a public hearing for the 352 Woodside Avenue Plat Amendment located at the same address and consider forwarding a positive recommendation to the City Council based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Description

Applicant: Tomilee Tilley Gill, represented by John Shirley, Architect
Location: 352 Woodside Avenue
Zoning: Historic Residential-1 (HR-1)
Adjacent Land Uses: Residential
Reason for Review: Plat Amendments require Planning Commission review and City Council review and action.

Proposal

The site is a vacant lot at 352 Woodside Avenue which consists of south half of Lot 19, all of lot 20, and the north half of Lot 21, of Block 3 amended plat of the Park City Survey. The property owner requests to combine her property into one (1) lot of record. The lot has never been built on. The entire site contains a total area of 3,757.5 square feet or .09 acres.

Background

On April 28, 2017, the City received a Plat Amendment application for the Gill Subdivision Plat Amendment; the application was deemed complete on May 4, 2016. The property is located at 352 Woodside Avenue. The property is in the Historic Residential (HR-1) District. The subject property consists of south half of Lot 19, all of Lot 20, and the north half of Lot 21, of Block 3 amended plat of the Park City Survey.

The applicant desires to unify the property into one lot of record to ultimately construct a new single family residence. The applicant has submitted an HDDR application for a new proposed structure as well as a Steep Slope Conditional Use Permit, which is also anticipated to be reviewed at this meeting.

The applicant has submitted the following applications including: a Historic District Design Review (Complete application date: April 5, 2017) and a Steep Slope Conditional Use Permit (Complete Application date: April 17, 2017). The HDDR is still under review. The SSCUP will be reviewed by the Planning Commission once the

HDDR is ready for approval. In addition, the future of the HDDR will include the applicant proposing a request to the Planning Commission for a Height Exception for a garage on a downhill lot.

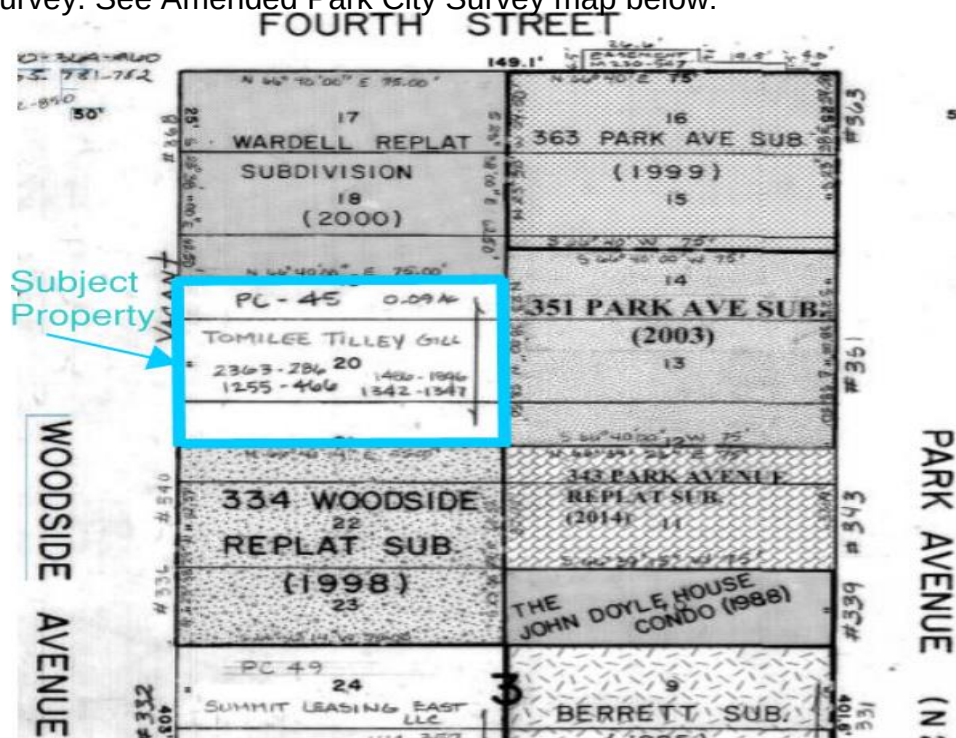
Purpose

The purpose of the HR-1 District is to:

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

Analysis

The proposed Plat Amendment creates one (1) lot of record from the existing three (3) portions of lots. The Plat Amendment removes two (2) interior lot lines going through the property. The proposed Plat Amendment combines the property into one (1) lot measuring 3,757.5 square feet (.09 acres). The site contains one (1) whole Old Town lot, identified as Lot 20 of Block 3, amended plat of the Park City Survey and two (2) half portions of old town lots, identified as Lot 19 and Lot 21 of Block 3, amended plat of the Park City Survey. See Amended Park City Survey map below:



A single-family dwelling is an allowed use in the HR-1 District. The minimum lot area for a single-family dwelling is 1,875 square feet. The proposed lot meets the minimum lot area for a single-family dwelling as well as a duplex which would be a conditional use in the HR-1 District. The proposed lot width is 50.13 feet. The minimum lot width required in the HR-1 District is twenty-five feet (25'); the proposed lot meets the minimum lot width requirement. The following table shows applicable Land Management Code (LMC) development parameters in the HR-1 District:

Required	Permitted	Proposed
Lot size	1,875 square feet minimum	3,757.5 SF Complies
Allowed Footprint	1,521.14 SF	1,519 square feet, maximum. Complies
Front/rear yard setbacks	10 feet front and rear yard	10 feet each, for total of 20 feet Complies
Side yard setbacks	5 feet minimum and 14 feet total	5 feet on the south side, 9 feet on the north side. Complies

Any new construction will be required to comply with all regulations in the HR-1 zone and the Historic District Design Guidelines.

The City Engineer requires a ten foot (10') public snow storage easement along the front of Woodside Avenue as noted on the plat. A 5 foot wide utility easement may be required along Woodside Avenue if the existing storm drain is found to be crossing the property.

The Building Department is requiring Condition of Approval #3 to provide modified 13-D sprinklers for new construction by the Chief Building Official at the time of review of the building permit submittal.

Good Cause

Staff finds good cause for this Plat Amendment as the interior lot lines running through the lot will be removed, creating one full lot of record. Public snow storage and utility easements are provided on the lots. Combining the Lots will allow the property owner to move forward with the proposed single family dwelling construction on her lot.

Process

The approval of this plat amendment application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC §15-1-18.

Department Review

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

Notice

On May 26, 2017 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record on May 27, 2017 according to requirements of the Land Management Code.

Public Input

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

Alternatives

- The Planning Commission may forward a positive recommendation to the City Council for approval of the Gill Subdivision Plat Amendment as conditioned or amended; or
- The Planning Commission may forward a negative recommendation to the City Council for the Gill Subdivision Plat Amendment and direct staff to make findings for this decision; or
- The Planning Commission may continue the discussion on the plat amendment to a date certain and provide direction to the applicant and/or staff to provide additional information necessary to make a decision on this item.

Significant Impacts

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

Consequences of not taking recommended action

Consequences of not taking the Planning Department's recommendation are that the Site would remain vacant. The site would continue to consist of one full Old Town lot and two half Old Town lots.

Summary Recommendation

Staff recommends the City Council hold a public hearing for the Gill Subdivision Plat Amendment located 352 Woodside Avenue and consider approving the requested application based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

Exhibits

Exhibit A – Draft Ordinance with Proposed Plat (Attachment 1)
Exhibit B – Survey with Existing Conditions
Exhibit C – Amended Park City Survey Map
Exhibit D – Aerial Photograph
Exhibit E– Site Photographs

Exhibit A – Draft Ordinance
Ordinance No. 2017-XX

AN ORDINANCE APPROVING THE GILL SUBDIVISION PLAT AMENDMENT
LOCATED AT 352 WOODSIDE AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 352 Woodside Avenue have petitioned the City Council for approval of the Plat Amendment; and

WHEREAS, on May 27, 2017, the property was properly noticed and posted in the Park Record; and

WHEREAS, on May 26, 2017, proper legal notice was sent to all affected property owners and the property was posted according the requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a public hearing on June 14, 2017, to receive input on plat amendment; and

WHEREAS, the Planning Commission, on June 14, 2017, forwarded a _____ recommendation to the City Council; and,

WHEREAS, on July 13, 2017 the City Council held a public hearing to receive input on the plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the Gill Subdivision Plat Amendment.

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

SECTION 1. APPROVAL. The Gill Subdivision Plat Amendment, 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 352 Woodside Avenue.
2. The property is in the Historic Residential (HR-1) District.
3. The subject property consists of south half of Lot 19, all of Lot 20, and the north half of Lot 21, of Block 3 amended plat of the Park City Survey. The proposed plat amendment creates one (1) lot of record.
4. The Plat Amendment removes two (2) lot lines going through the vacant property.
5. The proposed Plat Amendment combines the property into one (1) lot measuring 3,757.5 square feet or .09 acres.
6. A single-family dwelling is an allowed use in the District.

7. The minimum lot area for a single-family dwelling is 1,875 square feet. The proposed lots meet the minimum lot area for single-family dwellings as well as for a duplex which is a conditional use in the HR-1 District.
8. The proposed lot width is 50.1 feet along Woodside Avenue.
9. The minimum lot width required is twenty-five feet (25'). The proposed lot meets the minimum lot width requirement.
10. The maximum building footprint allowed based on proposed lot size of 3,757.5 square feet is 1,521.14 square feet. The proposed house equates to a footprint of approximately 1,519 square feet.
11. The minimum front/rear yard setbacks are ten feet (10'); the minimum total front/rear yard setbacks are twenty feet (20'). The existing house has a front yard setback of 10 feet and a 10 foot rear yard setback.
12. The minimum side yard setbacks are five feet (5'); the south side yard setback is proposed to meet at 5 feet and 9 feet on the north side yard.
13. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

Conclusions of Law:

1. There is good cause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding 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. A ten foot (10') wide public snow storage easement along the Woodside Avenue frontage shall be provided.
4. Modified 13-D sprinklers are 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.
5. New construction shall comply with Land Management Code Section 15-2.2 regarding setbacks, building height, building envelope, building footprint, etc. and Design Guidelines for Historic Districts and Sites.

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

PASSED AND ADOPTED this 13th day of July 2017.

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, MAYOR

ATTEST:

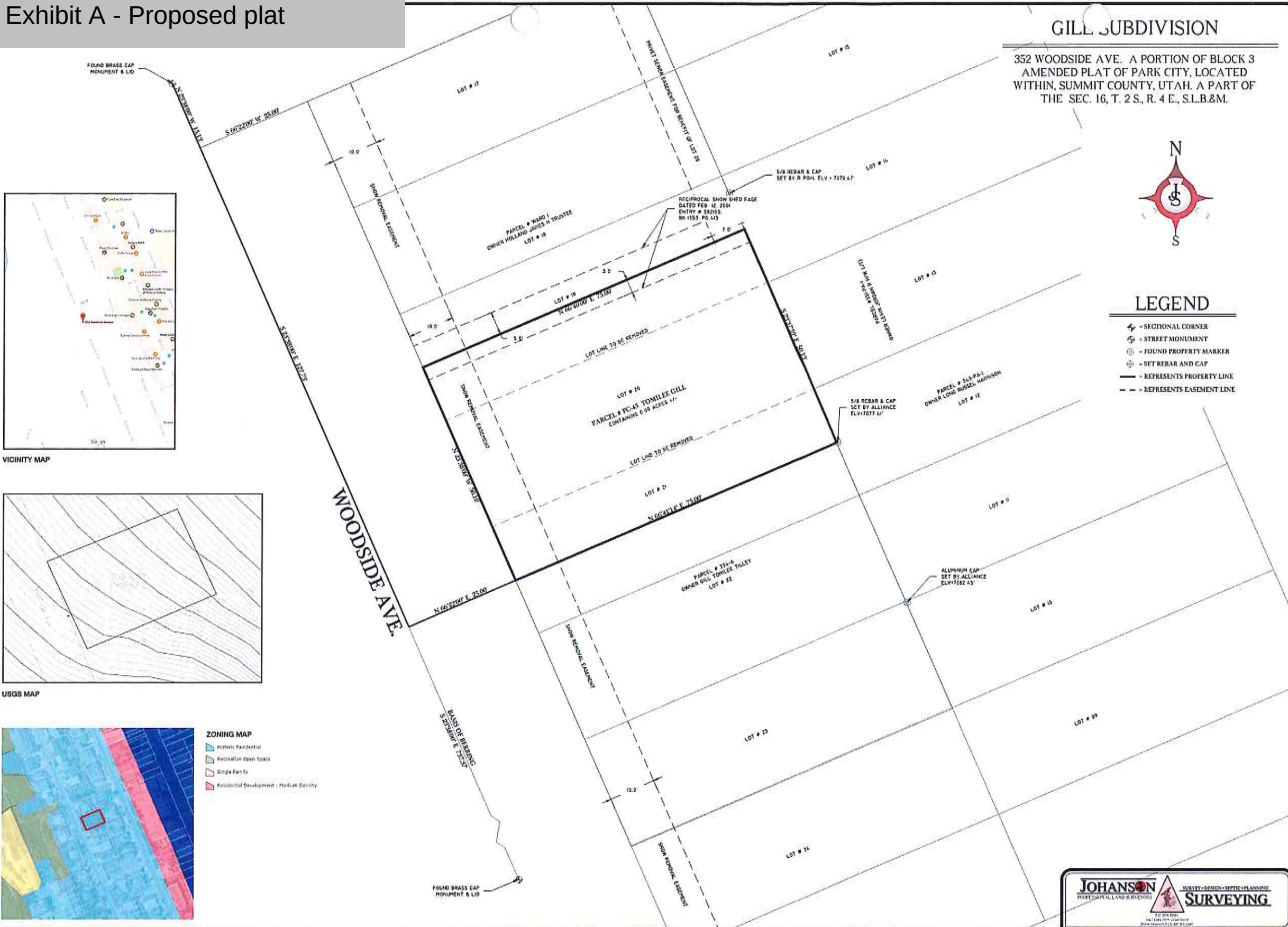
City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Attachment 1 – Proposed Plat

Exhibit A - Proposed plat



SURVEYOR'S CERTIFICATE

I, Shane Johanson do hereby certify that I am a Land Surveyor, and that I hold certificate No. 7075114, as prescribed under the laws of the State of Utah. I further certify that by authority of the Owners, I have made a survey of the tract of land shown on this plat and described below, hereafter to be known as GILL SUBDIVISION, and that same has been surveyed and shown on this plat. This survey was performed within the ascendance of the minimum accuracy of an urban survey, Class "A", or a linear closure of 1:15,000.

The purpose of this survey is to locate the boundaries of the described lots and to combine these lots into one single lot, for the eventual purpose of constructing and building future development.

LEGAL DESCRIPTION

The South half of Lot 18, All of Lot 20, And the North half of Lot 21, Block 3, Amended plat of Park City Survey, According to the official plat thereof, On file with and recorded in the office of the Summit County Recorder. More particularly now described as follows:

Beginning at a point that is located South 23°38'00" East 127.73 feet along a Street Center monument Line of Woodside Ave; thence North 66°22'00" East 25.00 feet to the Westerly R.O.W. Of Woodside Ave, from then existing monument located in the center of Woodside Ave and 4th Street;

Thence North 23°37'59" West, 50.13 feet; North 66°40'00" East, 75.00 feet; Thence South 23°38'00" East, 50.10 feet; Thence South 66°41'19" West 75.00 feet to the point of beginning. Containing 3,758 square feet, more or less.

OWNER'S DEDICATION

Know all men by these presents that, the undersigned owner(s) of the above described tract of land to be hereafter known as

GILL SUBDIVISION

do hereby certify that we have caused this plat to be prepared
In witness whereof _____ have hereunto set this _____ day of _____
A.D., 20____.

Gill Tomilee Tiley

ACKNOWLEDGMENT

STATE OF UTAH | S.S.
County of SUMMIT

On the _____ day of _____ A.D., 20____, personally appeared before me, Gill Tomilee Tiley, who being by me duly sworn did say he is the owner of Sorensen Plat Amendment, and that the within and foregoing instrument was signed voluntarily for the uses and purposes herein mentioned.

My commission expires: _____ Notary Public

residing in: _____

RECEIVED
APR 28 2017
PARK CITY PLANNING DEPT.

GRAPHIC SCALE
10 0 5 10 20 40
(IN FEET)
1 inch = 10 ft.

PARK CITY PLANNING COMMISSION APPROVED BY THE PARK CITY PLANNING COMMISSION ON THIS 11th DAY OF NOVEMBER, 2015. BY _____ date _____ Chairman	CERTIFICATE OF ATTEST I CERTIFY THIS PLAT MAP WAS APPROVED BY PARK CITY COUNCIL ON THIS 3rd DAY OF DECEMBER 2015. BY _____ PARK CITY RECORDER	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 20____. BY _____ S.B.W.R.D.	ENGINEERS CERTIFICATE I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE ON THIS _____ DAY OF _____, 20____. BY _____ PARK CITY ENGINEER	APPROVAL AS TO FORM APPROVED AS TO FORM THIS _____ DAY OF _____, 20____. _____ PARK CITY ATTORNEY	COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL ON THIS 3rd DAY OF DECEMBER, 2015. _____ PARK CITY MAYOR	COUNTY RECORDER# State of Utah, County of Summit, recorded and filed at the request of _____ Date _____ Time _____ Book _____ Page _____ Fee \$ _____ County Recorder	NUMBER ACCOUNT SHEET 1 OF 1 SHEETS
--	---	--	--	---	---	---	--



PROJECT NO.
S-16-089

DATE: 8-5-2016 REV. UPDATE 4-26-2017

DRAWN BY: SHANE R. JOHANSON P.L.S.
CHECKED BY: SHANE R. JOHANSON P.L.S.

SHEET NUMBER
SHEET-001

NOTE: # REFERS TO STREET ADDRESS

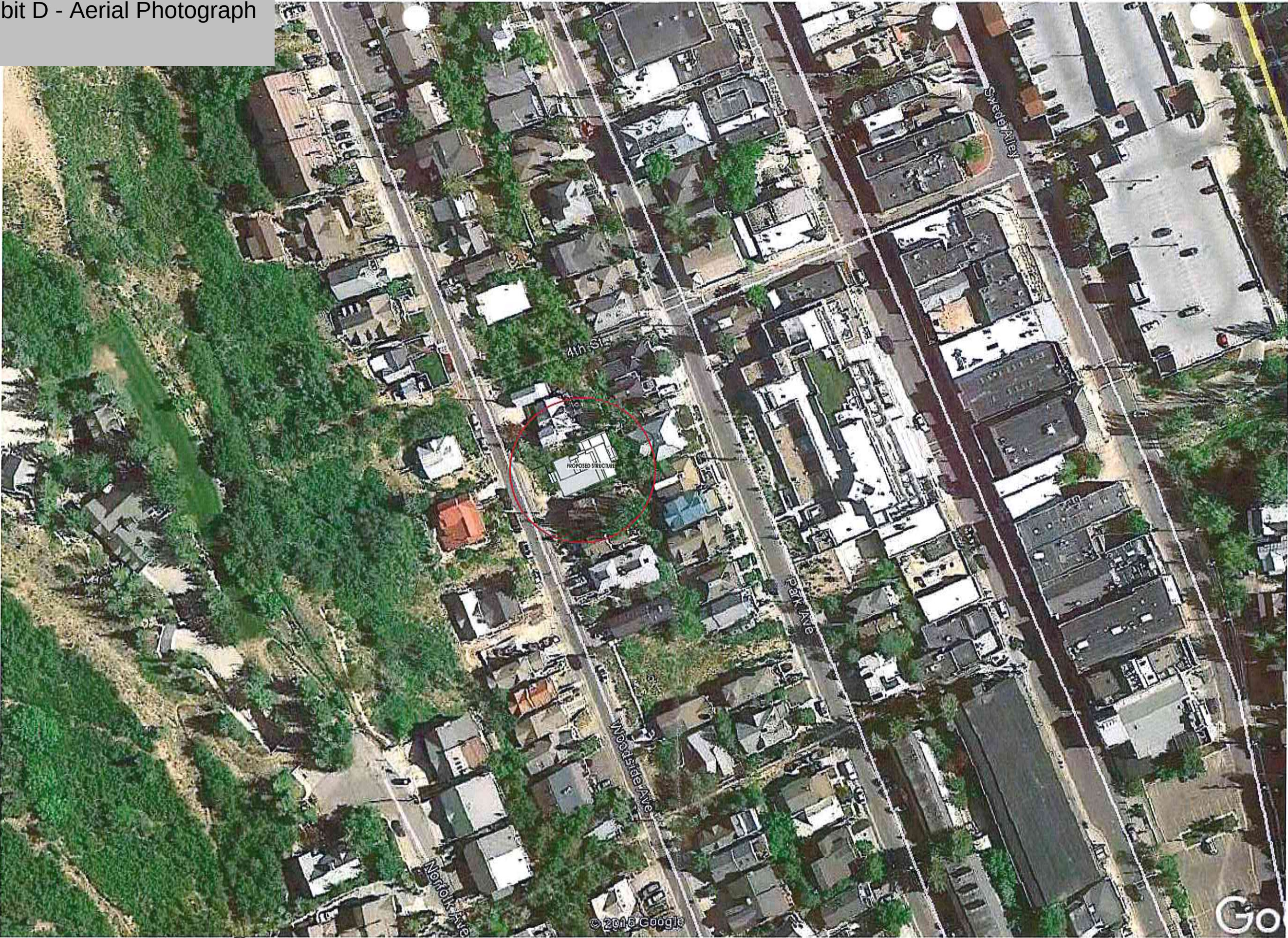


Approved		REVISIONS - DATE AND INITIAL		(In Pencil)	
Utah State Tax Comm		Sep 15, 2010			
Date		By			
Engineering Associates Inc.					

SUMMIT COUNTY, UTAH

SCALE	
ONE INCH	40 FEET
BOOK	PAGE

Exhibit D - Aerial Photograph



SITE PLAN AERIAL
1" = 40' 0"

1
SP104



Architecture
Interior Design
Landscape Architecture
Land Planning
Construction Management

5151 South 900 East, Suite 200
Salt Lake City, UT 84117
ph. 801.269.0055
fax. 801.269.1425
www.thinkpk.com

The design shown and described herein, including all technical drawings, graphics, representations & models thereof, are preliminary & cannot be copied, duplicated, or commercially exploited in whole or in part without the prior and express written permission of the architect. The architect reserves the right to modify the design and evaluation by clients, consultants, contractors, government agencies, vendors, and other personnel only in accordance with this policy.

TOMILEE GILL
RESIDENCE
352 WOODSIDE AVE
PARK CITY UTAH

PLAT REVIEW 2016.04.28

PROJECT NO. 16098
DATE: SEPT 2016

REVISIONS

APR 28 2017

PARK CITY
PLANNING DEPT.

SHEET TITLE:
AERIAL PHOTO

SHEET NUMBER:

SP104



1. NEIGHBORING HOME TO THE NORTH OF SUBJECT PROPERTY



2. NEIGHBORING HOME DIRECTLY TO THE NORTH OF SUBJECT PROPERTY



3. LOOKING NORTH EAST FROM THE SOUTH WEST STREET



4. LOOKING SOUTH EAST FROM NORTH EAST STREET FACE



5. NEIGHBORING HOME DIRECTLY TO THE SOUTH OF SUBJECT PROPERTY



6. SECOND HOUSE TO THE SOUTH OF SUBJECT PROPERTY



7. EXST HOME SOUTH/EAST OF PROPERTY



8. EXST HOMES EAST OF PROPERTY



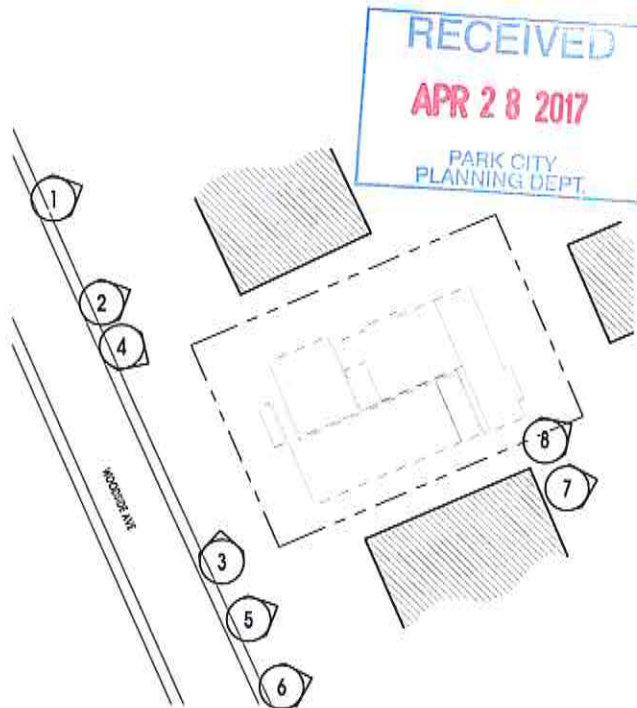
Think
Architecture

Architecture
Interior Design
Landscape Architecture
Land Planning
Construction Management

5151 South 900 East, Suite 200
Salt Lake City, UT 84117
ph: 801.269.0055
fax: 801.269.1425
www.thinkaac.com

The drawings shown and associated format
including all technical drawings, graphic
representation & model thereof, are
property of Think Architecture and shall not
be reproduced, stored in a retrieval system,
or transmitted in any form or by any means
without the prior written permission of
Think Architecture. The drawings are for
information only and are not to be used for
construction or evaluation by clients, consultants,
contractors, government agencies, vendors,
and other personnel other than those with
the right.

TOMILEE GILL
RESIDENCE
352 WOODSIDE AVE
PARK CITY, UTAH



PLAT REVIEW 2016.04.28

PROJECT NO. 16098
DATE: SEPT 2016
REVISIONS:

SHEET TITLE:
EXISTING SITE PHOTOS

SHEET NUMBER:
SP105