PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION
CITY COUNCIL CHAMBERS
May 10, 2017

AGENDA

MEETING CALLED TO ORDER AT 5:30PM
ROLL CALL
ADOPTION OF MINUTES OF April 26, 2017
PUBLIC COMMUNICATIONS – ***Items not scheduled on the regular agenda***
STAFF BOARD COMMUNICATIONS AND DISCLOSURES
CONTINUATIONS

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. *Public hearing and continuation to May 24, 2017*	PL-15-03005 *Planner Whetstone*	*46*
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. *Public hearing and possible recommendation to City Council on June 15, 2017*	PL-16-03293 *Planner Whetstone*	*47*

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

340 Main Street - Conditional Use Permit (CUP) application for the establishment of a new Telecommunication Facility on the rooftop of a non-historic building. *Public hearing and possible action*	PL-16-03264 *Planner Scarff*	*48*
Treasure Hill Conditional Use Permit, Creole Gulch and Town Lift Mid-station Sites – Sweeney Properties Master Plan – Transportation Document Update *Applicant will present updated traffic information. Questions from the public will be taken. Consideration of motion to continue public hearing to a future date.*	PL-08-00370 *Planner Astorga*	*74*
243 Daly Ave - a Plat Amendment Requesting to Combine Two Existing Lots Located at 243 Daly Avenue into One Lot of Record. Public Hearing and Possible Recommendation to City Council on June 8, 2017	PL-17-03469 *Planner Grahn*	*109*

ADJOURN

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

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

IARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
April 26, 2017

COMMISSIONERS IN ATTENDANCE:

Chair Adam Strachan, Melissa Band, Steve Joyce, John Phillips, Doug Thimm,

EX OFFICIO:

Planning Director, Bruce Erickson; Kirsten Whetstone, Planner; Tippe Morlan, Planner; Ashely Scarff, Planner; Polly Samuels McLean, Assistant City Attorney

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REGULAR MEETING

ROLL CALL

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

ADOPTION OF MINUTES

April 12, 2017

Commissioner Thimm referred to page 58, and noted that the Minutes reflect 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…"

The Planning Commission lacked a quorum to approve the Minutes since Commissioners Strachan and Band were absent on April 12 and would be abstaining from the vote.

MOTION: Commissioner Joyce moved to CONTINUE the Minutes of April 12, 2017. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

PUBLIC INPUT
There were no comments.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Commissioner Joyce announced that he would be unable to attend the meeting on May 10th.

Commissioner Joyce noted that the Planning Commission were never shown a working parking plan for 1450/1460 Park Avenue. Director Erickson stated that the parking plan was revised. The project was adjusted to a single condominium plat and it would be coming back to the Planning Commission in May for review and approval or denial of the plat. Commissioner Joyce asked if it was normal for project to obtain building permits and get this far into the construction without a working parking plan. Director Erickson answered yes.

Assistant City Attorney McLean explained that to condominiumize is for ownership. If the plat is denied, they would not be able to have units, but it could still be a rental. Commissioner Joyce reiterated his concern that the parking might not meet the Code. Ms. McLean replied that if it does not meet Code it would not be permitted.

Commissioner Joyce wanted to know how it gets to the point where the entire subdivision is completed, but there was still not a working parking plan. Director Erickson stated that he and the Community Development Director reviewed the Code with the new parking layout two weeks ago to make sure they were meeting the setbacks on Sullivan Road. The one tandem parking space was removed off of Park Avenue. Commissioner Joyce emphasized that he was surprised that a development project could be completed without approved parking.

Commissioner Phillips recalled that the Planning Commission continued that item a few meetings previous. Commissioner Joyce pointed out that even at that point construction had already commenced.

Director Erickson reminded the Commissioners that they should not be talking about an item that was not on the agenda. He suggested that Commissioner Joyce contact Community Development Director, Anne Laurent, and she would show him the parking plan and answer his questions. Commissioner Joyce stated that he was more concerned about the procedure that gets to a completed set of affordable housing without a parking plan that meets the LMC. He did not believe a project should get that far. He requested a discussion at a future meeting on how a building permit is obtained to finish construction when the parking plan does not meet the Code. Director Erickson stated that he would look back to see what other regulatory hurdles it went through in addition to the building permit. He recalled that the Planning Commission saw it with a conditional use permit for access off of Sullivan Road. Planner Joyce stated that the Planning Commission tried to address parking at that time, and they were told that it was not part of that discussion, but parking would come back. Director Erickson replied that there were very few CUPs in the

application, but it would have gone through the HDDR. He noted that the Planning Commission may not have seen it at all if it were not for the Sullivan Road issue. He stated that currently they have a conditional use permit for a more than five car parking lot off of Sullivan Road. The subdivision went away and it is now one parcel. Director Erickson stated that he would bring it back to the Planning Commission.

Commissioner Phillips commented on the Kimball Garage project. In the past there have been other buildings where a good amount of the structure was removed. Commissioner Phillips recalled that the applicant was supposed to preserve one of the barrel roofs. Director Erickson explained that the applicant salvaged both bow string arch roofs and they were stored off-site in a protected location. All the materials will be brought back, but instead of being in two bow strings, it will be one bow string arch with twice as many stringers to meet the new snow load. Director Erickson noted that the City Council was reviewing the crane type and location for lifting those when they come back.

Chair Strachan asked when the Planning Commission would see the remand for the conditional use permit for the roof deck. Director Erickson was unsure of the date. A few weeks ago the Planning Department met with the applicant and explained the thresholds they needed to meet. The mitigation strategy has to come back to the Planning Department for review before they take it to the Planning Commission.

CONTINUATIONS (Public Hearing and Continue to date specified.)

1. 340 Main Street – Conditional Use Permit (CUP) application for the establishment of a new Telecommmunication Facility on the rooftop of a non-historic building. (Application PL-16-03264)

Planner Ashley Scarff reported that this item was a continuation for one of the Verizon Wireless Telecommunication Antennas. There were last minute changes and the Staff did not want to publish the Staff report without the correct set of plans.

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

MOTION: Commissioner Phillips moved to CONTINUE 340 Main Street Conditional Use Permit application for a new telecommunication facility, to May 10, 2017. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

WORK SESSION

The Planning Commission moved into Work Session to discuss Municipal Code Amendments.

Municipal Code Amendments regarding Xeriscaping, Gravel, and Parking requirements in Title 9: Parking (Chapter 9-1-3 Definitions, Chapter 9-2-16 Parking on Previous Surfaces in Soil Coverage Areas Prohibited, Chapter 9-4-1 Special Winter Limitations), Title 11: Building and Building Regulations (Chapter 11-15-3 Acceptable Cover in the Park City Landscaping and Maintenance of Soil Cover section), and Title 15: Land Management Code (Chapter 15-3-3 General Parking Area and Driveway Standards, Chapter 15-3-4 Specific Parking Area and Driveway Standards for Single Family Residences and Duplexes, Parking Areas with 5 Or More Spaces, and Parking Structures, Chapter 15-5-1 Policy and Purpose, Chapter 15-5-5 Architectural Design Guidelines, and Chapter 15-15-1 Definitions). (Application PL-17-03479)

Planner Tippe Morlan noted that over the past year there have been extensive discussions on the amendments for parking gravel at both the Planning Commission and City Council levels. The purpose of this work session was to gauge support for the changes that the Staff was proposing. Planner Morlan stated that based on feedback this evening, the Staff would come back with redline changes at a future meeting.

Planner Morlan stated that she would begin her presentation with parking, followed by gravel and xeriscape. She would summarize the existing Code, as well as the proposed changes that were explained in the FAQs in the Staff report. She explained that the FAQs were an effort to make the proposed changes easy to understand and as usable as possible for the Staff, primarily the Enforcement Department, and for the public so people can clearly understand what is and is not allowed. Ms. Morlan stated that she would also present photos that she had gathered over the past few months showing good and bad examples in Park City.

Planner Morlan stated that there were three main objectives that the Staff believed the proposed Code Amendments would achieve related to infrastructure, safety, and aesthetics. They want to make sure the City can maintain public infrastructure, that gravel and vehicles do not damage roads and storm water system, and to encourage save and appropriate parking. Planner Morlan remarked that another goal is to improve the aesthetic and visual experience of Park City. These have to do with water conservation efforts, reducing thermal effects and heat island effects. They want to improve the streetscape and reduce blight and illegal storage, and keep up the appearance and image of Park City. These objectives tie into the General Plan and the LMC.

Planner Morlan commented on parking. She stated that going through the entire Municipal Code, this extends beyond the Land Management Code. She named all the sections that would be affect by any changes to recreational vehicle parking. However, most of the changes related to Section 15-3-4 under parking restrictions. The other affected sections would only be changed to comply with the changes being proposed.

Planner Morlan remarked that currently all vehicles, boats, and RV trailers have to be parked on a paved surface, and they cannot be parked in driveway areas. She outlined the proposed changes to RV parking, and clarified that RV refers to recreational vehicles and all other similar types of vehicles. Ms. Morlan stated that one of the most important changes that came after reading through the minutes of previous work sessions was the time of year that residents can park RVs. The Staff recommended changing the time period to allow RV parking on residential properties from April 1st to November 1st for to up to 30 consecutive days. She clarified that it would not apply to snowmobiles. She had worked with the Enforcement Department extensively on this issue and they determined that snowmobiles will be parked at houses in Park City throughout the winter. Snowmobiles would be allowed to park on residential properties from November 1st through April 1st. Planner Morlan explained that the idea behind the 30 consecutive days is that people will be actively using their recreational vehicles and loading or unloading for trips. The Staff anticipates that after 30-days people will most likely be going on another trip.

Planner Morlan stated that months outside of April-November, the regular street parking restrictions will apply, which includes a 72-hour time limit restriction on street parking for any vehicle and non-motorized equipment such as trailers and snowplows.

Planner Morlan stated that the Staff was also proposing to restrict the number of RV type vehicles allowed to prevent too many vehicles being parked and stored on property. Based on research of other cities, the recommendation was to allow two vehicles because people typically have two recreation vehicles.

Planner Morlan stated that the Enforcement Department recommended that coverings not be allowed because pests and small animals can get in there. Not allowing covers also prevents storage of vehicles on the property for more than 30 days.

Planner Morlan noted that there would be different regulations for the Historic District because the right-of-way requirements are different. In the Historic District recreational vehicle pads typically need to be 9' wide. The Staff recommended allowing them where properties have a minimum 12' side yard, because it allows for the 3' setback plus a 9' RV pad.

Planner Morlan stated that no permits would be required. As long as the requirements are met and the RV pad is approved, the RV could be parked in the approved areas. She remarked that RVs should be parked in a safe manner; therefore, they may not encroach on fire utility accesses or easements, setback areas, clear view areas, and sight triangles. All properties must maintain two off-street parking spaces required for every residential unit. The Staff was proposing to allow RVs on side yards on approved parking pads on one side of the house only. The RV may not extend beyond the front façade of the house. The Staff was proposing to allow an RV in front of the house outside of the restricted areas and in a reasonably maintained condition. The RV must also be on an approved parking pad in an area approved by the Planning Director.

Planner Morlan stated that the definition of an approved parking pad was an issue that was raised in the minutes from previous work sessions. The Staff was proposing to define approved parking pad as "An entirely hard surface parking area approved by the Planning Director". Planner Morlan defined a hard surface material and an approved building material for these parking pads. They would allow pavers, including permeable pavement as allowed by the Planning Director, asphalt, and concrete. If only the wheels are on a hard surface in the parking areas, that would be a violation. Planner Morlan stated that these surfaces would be prevent runoff liquids from percolating into ground soil and storm water.

Planner Morlan noted that the Staff report contained a list of cities and their regulations and what they allow.

Planner Morlan commented on gravel and xeriscaping. She stated that parking for recreational vehicles and parking in general cannot be discussed without talking about gravel parking and xeriscaping. She named the four sections in the Code that refer to gravel and xeriscaping. Planner Morlan noted that the existing Code does not differentiate between types and sizes of gravel or rock, and it does not identify where gravel should or should not be used. With the number of complaints and issues the enforcement department has had to deal with, the Code changes would be proposing these specifications.

Planner Morlan stated that currently Section 15-5-5, the Landscaping Section of the Architectural Guidelines briefly mentions xeriscaping as a part of landscaping, but it does not identify where it should or should not be used, or a definition of gravel or xeriscaping. Planner Morlan stated that in doing a cursory search online, she found that the definition of landscaping is, "The process of making a yard or other piece of land more attractive by altering the existing design, adding ornamental features, and planting trees and shrubs". She noted that having a gravel lot to park a car is not technically landscaping by this definition. In Wikipedia, xeriscaping is not zeroscaping.

Planner Morlan remarked that zeroscaping is landscaping devoid of plants. She stated that gravel lots are not shown when Googling xeriscaping. It is a healthy mix of both rock, boulders, gravel, shrubs, trees, and anything water-wise. In Googling gravel landscape, a lot of the pictures showing gravel lots are actually driveways and paths.

Planner Morlan stated that the goals for defining gravel and xeriscaping are mostly to prevent runoff liquids from seeping into ground water, and to prevent gravel and rocks from spreading off property and damaging public infrastructure. She noted that there was an aesthetic element that was inherent in the definition of xeriscaping and landscaping, but the City was also very concerned with the environment.

Planner Morlan stated that the Staff was proposing to define gravel using a standard definition across many cities. Gravel mulch is defined as rock mulch that is 2" in diameter or less. The Staff was proposing xeriscaping to be landscaping in an attractive mix of plantings, boulders and other landscaping materials with at least 50% of the xeriscaped area containing plants, trees and shrubs. Planner Morlan stated that having the 50% rule would be a non-arbitrary way to try to encourage people to think more about their landscaping, and to actually design it in an attractive way that also meets the goals for xeriscaping and landscaping and the appearance of Park City.

Planner Morlan remarked that the Staff was not proposing additional requirements for xeriscaping. If someone needs a building permit that requires a landscaping plan, they would propose their xeriscaping at the same time without any additional regulations.

Planner Morlan stated that the Staff proposed specific areas where gravel is prohibited, which were the setback areas, public rights-of-way, parking areas, within 10' of property lines and 10' of surface water drainages, storm drains and gutters, outside any limits of disturbance, and outside areas identified for revegetation with native species. This is to prevent the runoff of gravel onto public infrastructure and roads, and potentially the neighboring properties.

Planner Morlan stated that in the Urban Interface Code, the use of gravel or rock mulch is preferred as close to residential dwelling as possible. Because of this, gravel is proposed to be limited and maintaining, at least in rear yards, a one-foot setback from the rear property line, a one-foot setback from the side yard property line, unless patrolled by a fence or wall. It is allowed in the front yard as part of an approved xeriscape plan.

Planner Morlan read from the current Code, "No parking is allowed on graveled areas". That restriction would remain the same; and it would be specifically stated again in the landscaping section of the Code. For driveways, the Code would not be changed. It

would be allowed as part of approved driveways leading to approved parking areas. Planner Morlan stated that other cities have similar requirements. Rocks are allowed as ornamental features. Some cities have strict definitions of xeriscaping, and other cities do not allow it in areas with cars. Planner Morlan pointed out that Lehi City is one city in Utah that uses the 50% planting requirement.

Planner Morlan reviewed photos of good and bad examples of xeriscaping. She commented on rock sizes and noted that rocks tend not to move. The biggest complaint with gravel is the movement on and off property. In addition to damaging roads and storm drains, it also causes eyesores when the gravel moves and spreads out.

Commissioner Band commented on the 72-hour street parking. She has a neighbor who was constantly getting citations based on complaints from neighbors. He would move his RV but only about 25 feet, and then leave a note with a picture of where it had been parked 72 hours before. She wanted to know if there would be limitations on where the RV moves. Ms. Morlan stated that the intent of the Code is not to allow people to drive around the block and park in front of a neighboring house or to just move the RV a few feet. That part of the Code would not be changed, and she was unfamiliar with how Enforcement defines movement of these vehicles. She would speak with Enforcement and report back.

Director Erickson believed that practice of movement was consistent throughout the neighbors. He noted that Chapter 9 is the parking section of the Code and it regulates parking in the rights-of way. That could be adjusted to regulate the movement. He suggested that Title 15 of the Code could also be adjusted to regulate the 30-day parking in the driveways.

Commissioner Band understood that an RV could be parked in the front yard as long as it is on an approved surface. Planner Morlan replied that it was what the Staff was proposing. However, the owner would still have to maintain the two off-street parking spaces. Commissioner Band used the example of a property with a two-car garage and a driveway, but the owner wanted additional parking. She asked if they would be able to turn half of the front yard into cement to park an RV. Planner Morlan replied that it would have to be an approved parking pad; and it would depend on the site, the limits of disturbance, and it would have to meet all the requirements and design standards in the Code.

Commissioner Band assumed that not allowing covers would not apply to boats. Planner Morlan replied that she was correct.

Chair Strachan believed the Code makes a distinction between passenger vehicles and RVs, ATVs, boats, etc. He thought one of the biggest problems were cars that park on lawns and gravel. As they continue with the work session, he suggested that they think about the two distinctions. If the City plans to codify the proposed changes, there will need to be a vehicle section and a recreation vehicle section. Planner Morlan clarified that the Staff was not proposing to change the definition of RVs, so it would remain as it is in the Code currently. Chair Strachan thought they should address the issue of cars because old cars are parked at houses and never move, just like RVs. Director Erickson stated that those cars would also be subject to the time restriction. He noted that the Business License Section states that a home occupation cannot have employee parking and they cannot store business equipment on the property, with minor exceptions.

Commissioner Thimm disclosed that he owns a camper that he parks in his driveway from time to time and beside his house. However, he believed it was outside of the setback. He also has mineral mulch in his front setback. Commissioner Thimm did not believe this would have any bearing on doing what is best for the community.

Commissioner Joyce noted that Planner Morlan had mentioned that some of the proposals would be enforced through the building permit process and landscape plans. He asked if they would grandfather in people who currently have nice landscaping but it would not meet the requirements. Planner Morlan stated that no properties would be grandfathered in, and the Code would apply to everyone. However, it would still be complaint based enforcement. Commissioner Joyce clarified that if someone has had gravel for ten years and the changes are put into place, if a neighbor makes a complaint, Enforcement would tell them to remove the gravel. Planner Morlan answered yes.

Assistant City Attorney McLean clarified that in order for something to be grandfathered in, it must be legal at the time it was put in. Director Erickson pointed out that gravel mulch is strictly prohibited in the LMC, but the distinction between gravel in xeriscaping and a gravel strip is unclear. Gravel is also prohibited inside the City Engineer's standards for rights-of-way. Director Erickson stated that the mechanism for how the City got away with it in the right-of-way on Holiday Ranch Loop Road was to use a 6" rock, which is not gravel.

Commissioner Joyce noted that a trailhead 50' from his house parks three cars going into the Gamble Oak property. It was done by the City. It is all gravel mulch and it all comes out into the street. It is in the public right-of-way and within 10-feet of the roadway. If the City adopts these changes, he would expect the City to do something

different with the trailhead. Planner Morlan clarified that the City would not be exempt from the standards.

Director Erickson believed the City would allow gravel in the side yards in the Historic District for houses with a 3' side yard setback because nothing grows between the houses. He noted that there would have to be a barrier between the side yard and the street, and it would have to be restricted from parking on it. Director Erickson remarked that there will be some distinctions in the Historic District that would not be seen in Park Meadows, Thaynes or Prospector.

Commissioner Band commented on the number of people in Prospector who have gravel in their front yards. Director Erickson replied that people do things in a completely "guerilla" approach. He pointed out that the way things were done in the 1980's and 1990s are not appropriate for how things are done today; primarily because Park City is built out. There needs to be more respect for the neighborhood because the neighbors are much closer. They have to adapt to the new infill conditions.

Planner Morlan stated that the Code stipulates that landscape plans are required with building permit applications and many HDDR projects. She pointed out that those require a complete landscape plan, but most other proposals do not require a permit for a landscape plan. Therefore, not all residences are required to come to the City to approve how they landscape their property. Planner Morlan remarked that the language would say that xeriscaping is permitted, but the individual must try to comply with the Code. It would be complaint based after the initial approval. She pointed out that the language is currently written in the Code, and they were not proposing to change it or add more restrictions.

Commissioner Phillips referred to the side yard and front yard parking plan. He asked for the meaning of clear view. Director Erickson replied that it was the sight triangle on a 90 degree turn, and those are supposed to be open and clear.

Commissioner Joyce liked the goal of having the FAQs as a way of eventually getting this out to the public as a simple explanation. However, he did not believe that anyone other than planners would understand the meaning of clear view.

Commissioner Phillips stated that he has had a huge problem with gravel on a construction site and he had complained to Code enforcement a few days earlier. He asked if the Planning Commission had the purview to address it. Director Erickson stated that construction on site is normally regulated by the construction management plan. There is supposed to be a rock protected site entry. None of the rock should be pushed onto the street; otherwise it violates the construction management plan.

Regarding other rocks that roll into the street from the site, Director Erickson stated that enforcement of limits of disturbance needed to be upgrade with the new MS4 work. The Building Officials and Code Enforcement were going through training.

Chair Strachan stated that he would be wary of the next best alternative to gravel, which is grass or sod because it is inexpensive. In his opinion, that would be worse than gravel because it requires water.

Chair Strachan opened the public hearing.

Dave Staley, a Park Meadows resident, thought the idea of xeriscaping and the objective to avoid grass was accurate. He went "guerilla" and put in bark mulch and crushed rock and took out a quarter of an acre of grass to save water. He believed he was doing something good. Mr. Staley stated that in the context of this conversation, he believed that gravel or another permeable surface would be preferable over an impermeable surface. It would help replenish ground water as opposed to runoff. Mr. Staley suggested that they start thinking about a distinction between motorized versus non-motorized, as opposed to automobile and RV. In his mind, the rationale is that a motor has oil and gas, which they would not want getting into the ground water. However, there is not that risk with non-motorized vehicles, trailers, campers, sailboats, etc., that do not pollute the ground water. There is no danger if they are parked on a permeable surface, and someone would not have to put in a hard surface to accommodate parking those vehicles. Mr. Staley reiterated his suggestion to look at that distinction.

Mr. Staley was confused by the side yard, front yard distinction. It was acceptable to park something beside the house as long as it did not extend beyond the façade of the house, yet something could be parked in front of the house. He thought that was very unclear. He has an area next to his house on the side but in front of the façade of his house where he would like to park his non-motorized RV; but he was confused as to whether that would be allowed. He encouraged the Staff to delineate that for clarification.

Mr. Staley commented on the enforcement issue. A couple of years ago he was told he had to move his trailer from where he had been parking it for ten years. He moved the trailer, but it also raised issues within the neighborhood, which is an unintended consequence of complaint based enforcement. People look at their neighbor and question why he gets to do what you were asked not to do. His concern from the standpoint of a complaint based system of enforcement is the infighting that can be created among neighbors, which is contrary to the goal of building a neighborly place to

live. Mr. Staley supported the proposed changes if the intent is to have a standard to keep the neighborhoods beautiful. His concern is how enforcement happens and how it unfolds. He suggested that the City consider this and instead, give everyone a period of time to make it right. Making it strictly complaint based creates another problem.

Mr. Staley referred to the comment about just because something is permitted does not make it legal. He thought that was a strange concept because if someone goes to City Hall and receives a permit, but is told two years later that it was illegal, that is a problem.

Director Erickson explained that the Code says that by the act of issuing a permit, the City does not authorize an illegal act. If they were reviewing building plans and missed something and the building was over the setback, that would not be legalized by issuing a permit.

Mr. Staley remarked that if the City issues a permit that approved landscaping with gravel and he is later told it was not allowed, he would have a conversation with the City since they were the ones who approved it.

Assistant City Attorney McLean stated that from a legal concept, approval does not make it legal. However, it does not mean that the owner would not have other avenues to pursue, such as reliance on the City's permit. The Code only says that approval does not make it legal. The owner might have a defense to keep it as it is, but it is very fact specific.

Commissioner Phillips stated that those in the construction industry deal with a similar situation with the building codes. If the Building Department misses something in their plan review, it does not make it legal.

Marianne Cone, a resident on Holiday Ranch Loop, liked the format of Planner Morlan's report because the questions and answers make it more readable and easier for someone to find the parts that apply to them personally. Ms. Cone stated that she intended to follow the rules and help educate others. She had spoken to Chad Root about a product that she had researched. It is a permeable surface that can be parked on and it distributes the weight of a car. It has a weed barrier, as well as storm water pollution filtration and treatment. She believed it was a great product. Ms. Cone appreciated that the proposed changes allowed for the possibility of other products rather than just concrete or asphalt.

Sally Elliott thanks the Staff for listening carefully and for addressing all the problems that were raised when she was reported for having an RV in their driveway. She

agreed with Mr. Staley regarding the angst among neighbors. They were reported because someone reported another person and it snowballed. Ms. Elliott remarked that there was a lot of angst over “you reported me so I’m going to report you”. She suggested that it would be better if the City could find additional money for Enforcement to find the violations and enforce it, instead of neighbors telling on neighbors. Ms. Elliott thought the proposed changes were good and maintained the ability to keep an attractive appearance on the streets. She obtained a permit when they changed their landscaping, even thought it was not required, and they were told not to use gravel. However, her neighbors used gravel and it is always in the street. In terms of parking in front yards, she would like the City to consider allowing a curved driveway in Prospector. She has tried to get a driveway that goes towards her front door for over 30 years and the answer has always been no. She pointed out that as people age, they might need to be closer to their front door.

Marianne Cone asked about wood mulch next to the street.

Planner Morlan stated that bark mulch is allowed as a part of xeriscaping, but bark mulch is more difficult to regulate. However, the Code amendments are parking related, and since people tend not to park on bark mulch it was not addressed.

Ms. Cone asked if it would be allowed next to the curb. Planner Morlan replied that if the Code currently allows bark mulch next to the street, that would not change.

Director Erickson stated that part of the failure between the curb and the asphalt is that the mulches were not holding the curb tight against the asphalt. He remarked that the City Engineer needed to address that issue moving forward.

Ms. Cone stated that she recently planted drought tolerant plants and she wanted to put bark on top. Director Erickson offered to check on it, but he thought that would be acceptable.

Chair Strachan closed the public hearing.

Chair Strachan stated that he is always leery about enacting regulations where they know there are not enough resources to enforce them. He thought the City should either make the policy and budgetary decision to hire the enforcement personnel necessary to enforce its ordinances, or not have the ordinances. In this case, he believed the idea of neighbor complaints was toxic. Chair Strachan remarked that until the City steps up and recognizes the need for more Code Enforcement on all the issues around the City on every level, he was not interested in enacting additional regulations. He noted that Councilman Andy Beerman was in attendance this evening, and he

assumed their comments on the enforcement issue would be relayed to the City Council.

Chair Strachan also believed there were problems with the existing gravel, because without a definition of gravel in the Code, people have varying size gravel and they were never told no or that it was not allowed. He did not think it was fair to say that because the City has now defined gravel, their gravel has to be removed or replaced if it does not meet the definition. Chair Strachan commented on houses in Prospector where people intentionally used rocks that are golf ball size or larger to avoid putting in grass. He believed that was a good decision on the part of the homeowner. He believed that telling those people that the rocks have to be removed would only lead to sod. It is inexpensive but it needs to be watered. Chair Strachan clarified that he was not supportive of this idea in general. He realized that gravel was a problem, but there are a lot of other problems in the City. If the issues are big enough, they should be handled by Code Enforcement.

Director Erickson clarified that the larger rocks would not be regulated. Chair Strachan thought the problem was whether an acceptable size was baseball size, golf ball size or something else. The question is what is considered gravel. Director Erickson stated that they were trying to provide clarity for gravel based on a professional definition. Secondly, the baseball size rock is difficult to park on with the exception of a few types of vehicles. Director Erickson clarified that the primary reason was to discourage parking on gravel because of the transmission issues, which is a 2" or less technical definition. He pointed out that to some degree they were deregulating and clarifying rather than adding regulation.

Chair Strachan thought it was important to find a way to avoid the unintended consequence of people who already have gravel replacing it with grass. Director Erickson noted that the other sections of the Code have restrictions on the amount of irrigated area in a landscape plan. He explained that 50% of the gravel must have plant materials in order to make it a xeriscape and not a gravel desert. People can add big rocks, boulders, drought tolerant planting that does not require watering or irrigation. All of these things would allow the gravel to stay, but bring it closer to the definition of xeriscaping without putting in turf grass. Chair Strachan reiterated his belief that people would choose the lease expensive alternative.

Commissioner Band asked if bark mulch would be less expensive than sod and whether it would be allowed. Director Erickson replied that bark mulch would be allowed. Chair Strachan did not believe the aesthetics of bark mulch would be much better than gravel because it turns gray after one winter, and it spreads more than gravel. Director Erickson explained that one reason for wanting plant materials in

xeriscaping was for the small ground mammals. The intent is to keep the town from being visually intrusive at the global landscape scale. That is the reason for limits of disturbance and house size restrictions. Overuse of grave is visually obtrusive because it does not look like the natural environment. In addition, the nutrient transport into the soils underneath the mulches from the gravel lessens as the mulch degrades.

Commissioner Joyce stated that people who have barren gravel in their yard have the opportunity to put in plants to fix the problem. Chair Strachan did not believe those with gravel in their yards were the problem. The issue is with those who have the gravel running across the street, like they saw in one of the photo examples Planner Morlan had presented. Commissioner Joyce thought some people were forced into doing that because of the salt used when the roads are plowed that eventually kills the grass. People cut out the sod and put down gravel because it is better than dead grass.

Director Erickson suggested that as part of the legislative process they may be able to exempt previous actions or provide a time frame to comply; or possibly come up with another solution to address the issue.

Commissioner Phillips stated that he was very sensitive to the neighbor complaint enforcement policy. He has personally dealt with that and it is uncomfortable for both sides. Commissioner Phillips had heard from Community Development Director, Anne Laurent, that the City Council would be talking about Code Enforcement fairly soon. He planned to attend that City Council meeting and he encouraged the other Commissions and the public to attend as well.

Commissioner Joyce stated that a big issue for the Planning Commission is that they place conditions of approval, requirements for landscaping, parking, and other restrictions and regulations, but they know for a fact that it never gets enforced. He noted that the Planning Commission has had numerous conversations with two Planning Directors and the Community Development Director, and so far there has been no improvement. Public complaints are expressed at Planning Commission meetings, but they have no control. Chair Strachan thought the biggest issue is that the developers know that the conditions will not be enforced so they are willing to agree to anything.

Councilman Beerman stated that several years ago the City expanded the budget for Code Enforcement to have after hours and weekend enforcement. He asked if the Planning Department designates what is complaint driven so enforcement was not looking for it, or whether it was not being caught. Assistant City Attorney McLean believed that the Building Department was over Code Enforcement. She understood that the City Council would be discussing whether enforcement should be complaint

driven or prioritized differently, and what should be the focus. She believed it was on the City Council agenda for May 11th.

Councilman Beerman was hearing from the Planning Commission that their regulations were not being enforced sufficiently, and he was trying to determine if they were selective in what they were looking for in terms of Code Enforcement and whether the City Council should address that issue. Chair Strachan understood that it was a resource issue and that there were not enough personnel. Commissioner Joyce agreed that it was what the Planning Commission has been told many times.

Commissioner Joyce believed another problem is that the neighbors do not know what is in the conditions of approval and they have no idea what they should be complaining about. They should not expect the neighbors to peruse all of their actions. Commissioner Phillips stated that they could spend hours talking about enforcement. It is a good topic and the Planning Commission will be paying attention when the City Council addresses it. He would like the Planning Commission to have the opportunity to provide input as well.

Councilman Beerman understood that there were questions about both resources and enforcement. He would take their comments and concerns back to the City Council.

Commissioner Joyce thought Chair Strachan had made a good point in saying that until there is definite enforcement, it is frustrating to talk about more restrictions that will not be enforced; or and worse, may cause a lot of problems.

Commissioner Band used the example of a law abiding citizen who sees that the new ordinance was enacted and they replace their gravel to comply; but they see other people not being enforced or having to come into compliance. That is a problem with inconsistent enforcement.

Commissioner Joyce liked the idea mentioned during public comment that non-motorized vehicles should not be constrained by the same restrictions as oil-dripping motorized vehicles. Director Erickson replied that there were three pieces involved. The first is the motorized vehicle leaking oil and gas, and being able to readily identify cleaning it up and stopping it from moving into the storm drain. The second is that in the Prospector Soils Ordinance area, the vehicles have to be on a hard surface. The third piece is that if the Commissioners want non-motorized equipment to be able to sit on gravel outside of the Soils Ordinance District, they need to keep a mechanism to keep the gravel from migrating on to the street. He suggested that they could do what they were proposing for the Historic District and allow it in the side yard, with a mechanism to prevent it from spreading into the street. Commissioner Joyce

requested that the Planning Department consider the distinction between motorized and non-motorized.

Commissioner Band stated that years ago she attended all of the Soil Ordinance Blue Ribbon Commission meetings, and they had talked about expanding the soil ordinance into potentially Park Meadows and Thaynes Canyon. She asked if that idea had gone away. Director Erickson was unsure and offered to find out how far it was expanded. Commissioner Band thought that would be important to know that information.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

1. Land Management Code (LMC) amendments - Administrative and substantive amendments to the Park City Development Code, specifically amending Land Management Code Chapter 2 Zoning Districts regarding setbacks, group mailboxes and others; Chapter 4 Supplemental Regulations regarding Fences, Childcare, Accessory Apartments, group mailboxes and others; Chapter 8 Annexations (amending the Annexation Expansion Area boundary and regulations for consistency with State Code); and Chapter 15-15 Defined Terms for associated definitions. (Application PL-17-03483)

2. Land Management Code (LMC) amendments - Administrative and substantive amendments to the Park City Development Code for Chapter 4 Supplemental Regulations regarding Fences, Childcare, Accessory Apartments, group mailboxes and others and for Chapter 8 Annexation regulations and standards for consistency with State Code. (Application PL-17-03483)

Planner Whetstone noted that in the first set of amendments there were three items that the Staff recommended for a positive recommendation to the City Council.

Planner Whetstone stated that the first item related to the setbacks in the Single Family Zone for subdivisions that were given different setbacks than the Single Family Zone. She explained that the setbacks were already listed in the LMC; however, it was confusing. The proposed change would only rearrange where they are located in the Code.

Planner Whetstone stated that the second item was the Annexation Expansion Area map in Chapter 8, which is the Annexation Policy Plan that identifies the area outside the City boundary that the City may accept an annexation petition. She clarified that an annexation petition cannot be applied for and submitted to the City Council unless the property is within the annexation expansion area described in the Annexation Policy Plan. The Staff was proposing to amend the annexation expansion area.

Planner Whetstone commented on the third item, and noted that when the LMC was put online in a certain program, the numbering of the definitions has been an issue every time it is updated or referred to. Many other cities have removed the numbers and do it alphabetically. Planner Whetstone stated that the City Reorder requested that the Staff propose that change to the Planning Commission. She was unsure whether the Staff had the ability to make the change, but to avoid any question they decided to amend the ordinance to officially remove the numbering of any definitions.

Planner Whetstone requested that the Planning Commission conduct a public hearing on three items mentioned. She pointed out that the Annexation Expansion Area was the only substantive amendment.

Planner Whetstone explained the change for the setbacks. She noted that currently they were listed as setbacks exceptions, but they are the actual setbacks on the plat. They are just different than the SF zone. Listing them as setback exceptions raises the question of whether the exceptions apply in those subdivision. The intent of the amendment is to clarify the setbacks, and then follow the setback exceptions. Planner Whetstone remarked that the three subdivisions were Thaynes Canyon Subdivisions 1 and 2; the Prospector Village Subdivision; and Prospector Park Subdivisions 1, 2 and 3. The setback exceptions were added to the Code approximately ten years ago because they were on plats. People did not always look at the plat and there was a lot of confusion. Planner Whetstone emphasized that the requirements were not being changed. The change was only for clarification.

Commissioner Joyce thought the language on page 108, and replicated on page 117, was confusing. The Section heading read, Front, Side and Rear requirements for Thaynes Canyon, Prospector Village, and Prospector Park. He noted that the third bullet point says, “front rear and side yard exceptions listed above also apply to Thaynes Canyon Subdivisions 1 and 2; the Prospector Village Subdivision; and Prospector Park Subdivisions 1, 2 and 3”, which are the same subdivisions.

Planner Whetstone explained that it addressed the front, rear and side yard exceptions; and all those exceptions were listed in the Code. She referred to the Code language on page 117 of the Staff report, which outlined the lot and site requirements in the Single Family Zone. It defines the front yard setback and the front yard exceptions. The following page lists the rear yard setback and exceptions. The side yard setback is 12’ with a number of exceptions. Planner Whetstone clarified that as a part of setbacks, the front, side and rear requirements for Thaynes Canyon were listed, along with the exceptions that apply. Commissioner Joyce remarked that the explanation cleared up his confusion.

Planner Whetstone reviewed the amendment to the Annexation Expansion Area map on Page 121 of the Staff report. She stated that the intent was to make it simpler and more straightforward. Planner Whetstone reported that the City Council has spoken with the Planning Department, Sustainability and Trails. The City Council would like to annex the Stoneridge area north of Round Valley that the City purchased for open space, into the City Limits; however, it was currently outside of the expansion area. Planner Whetstone clarified that all of the land they were talking about expanding in the expansion area was City-owned and purchased for open space, except for one small parcel with a water tank.

Chair Strachan wanted to know what document was in place to keep it open space. Commissioner Joyce replied that it was a conservation easement. If the City were to annex it, it would be zoned ROS or POS, or possibly create a new zone. She believed that Round Valley was zoned ROS.

Director Erickson stated that as part of their deliberations, the Planning Commission could recommend that these areas remain open space. He did not believe that the Clark Ranch Parcel, which is east of US40 on the south portion of the expansion area, was covered by a conservation easement. He pointed out that the north parcels were acquired specifically in density exchanges and purchases for open space.

Chair Strachan asked for the thinking behind the Clark Ranch parcel. Director Erickson stated that in discussions with the Planning Department, the City Council wanted to make sure they would not preclude an appropriate municipal use in that location. However, they have ruled out housing in that area, but it could be used for a water treatment plant or a solar plant. There have been discussions in terms of how much limitation should be placed. He noted that Commissioner Joyce, as a member of COSAC, had been part of that discussion.

Commissioner Joyce stated that the recommendation that went from COSAC to the City Council was that at least most of the land be preserved with a conservation easement, and Utah Open Lands has been working on that. He pointed to a small triangular piece that was already in the ADA boundary of the Clark Ranch, and noted that COSAC recommended that area as being most appropriate for any municipality development because it backs up to the housing being built. The COSAC recommendation for the rest was passive recreation versus active recreation. That recommendation went forward unanimously.

Planner Whetstone noted that the area of the Clark Ranch on the west side of US40 was already in the annexation expansion area. The expansion across US40 was for passive

ROS. If the Planning Commission had additional recommendations, it could be added to the map.

Director Erickson clarified that the Staff was recommending that the Planning Commission approve the change to the Annexation Boundary. Planner Whetstone answered yes.

Commissioner Phillips referred to the triangle at the top of the page. It was owned by the City and he questioned why it was not included in the Annexation Boundary. Planner Whetstone replied that it was to facilitate this particular change. It is City-owned but it was not for open space. Director Erickson stated that it was one of the three triangle parcels in on-going discussions when they talk about placing additional facilities, joint-use facilities with Summit County, and similar negotiations. Director Erickson stated that the intent was to move Stoneridge and Clark Ranch forward without a number of larger issues until they get direction. That was the reason for setting it up the way it was.

Chair Strachan asked if the City, as the owner, would be the petitioner. Director Erickson answered yes. Commissioner Joyce noted that he is not involved in other discussions once COSAC forwards their recommendation to the City Council; however, he is aware that there have been discussions about the annexation area of the Clark Ranch that was not currently done. When they were talking about the Richardson Flat park and ride, one of the discussions was that it was difficult to reach coming in from Heber. He understood that there was talk about a potential fly-way exit coming off of US40 for easier access. Commissioner Joyce stated that if they decide to do the fly-way, he assumed they would have to come through some of the Clark Ranch property. He pointed out that lands that are purchased with open space funds are protected as part of the purchase agreement. However, that was not the case with Clark Ranch. Commissioner Joyce remarked that the City has been cautious on what to do. If the Commissioners had concerns depending on that being open space, he wanted it clear that it was not protected for open space. He clarified that there was a conservation easement on the Stoneridge piece.

Director Erickson clarified that the action being requested would make public the City's intention to consider an annexation in this area. The next step would be the annexation petition. The Planning Commission would be reviewing that petition specifically for the land uses that would occur. Director Erickson stated that the Planning Commission could forward a recommendation for uses in any of those areas, and the Planning Department would clarify any purchase agreements, negotiations, and conservation easements. He noted that there was another regulatory cycle once they get beyond this policy discussion in accordance with State Regulations.

Chair Strachan asked for the standard the Planning Commission should be applying when deciding whether or not to expand the boundary. He wanted to know the legal standard if

they were overturned by the court. Assistant City Attorney McLean replied that annexations are considered legislative.

Planner Whetstone noted that the Annexation Expansion Area map is a requirement of the policy plan. When they design the map and the policy plan, they have to consider State Code Requirements A through F outlined on page 110 of the Staff report.

Assistant City Attorney McLean stated that in re-reviewing the ordinance and the related criteria, and also hearing the discussion this evening regarding the Clark Ranch, she recommended that the Planning Commission continue that portion of the Code to the next meeting. She preferred to have Findings related to the State Code criteria directly to the areas that were being annexed. Ms. McLean thought they could move forward without those findings if they knew it was all open space and that it would remain open space, but where one portion has the possibility of other uses, she felt the criteria A through F needed to be addressed. She suggested that it would be cleaner to have it be its own ordinance, because they could just have findings related only to that, which is not typical for LMC amendments.

Planner Whetstone clarified that she was given the information that these were the open space parcels. She agreed with Ms. McLean about having Findings if it was not open space.

Councilman Beerman thought Commissioner Joyce was accurate in stating that it was not guaranteed for open space. Mr. Beerman clarified that the triangle parcel was not strictly City owned. The City co-owns it with the County and a portion by the PRI Group. The City Council purchased it with Resort City sales tax funds, and it does not have to remain open space, even though it was purchased with a preservation intent. He stated that COSAC and the City Council were working through the policy. Mr. Beerman noted that the Round Valley parcels already have conservation easements on them and they were already protected.

The Planning Commission had no issues with the amendment to remove the numbering from the definitions.

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

Chair Strachan was comfortable with extending the annexation boundary to include the Round Valley parcels but not the Clark Ranch area. He understood that Assistant City Attorney McLean recommended continuing the Clark Ranch piece to a date uncertain. He was comfortable recommending extending the boundary on the Round Valley parcel.

Commissioner Joyce believed that annexation boundary extensions were important steps that should not be done all at once. He asked if it was useful to continue Clark Ranch to another meeting. Ms. McLean recommended that they not continue to a date uncertain, and suggested a continuance to June 26 with the other LMC Amendments. She was unsure whether timing would be an issue because if the boundary is amended, the next steps would be to annex, which could take some time.

Chair Strachan stated that in his opinion, annexations should only be done for open space or affordable housing. It was a philosophical position that he gained from being on the Planning Commission for a long time. He has never seen an annexation for any other purpose turn into anything positive. Chair Strachan did not want to be in the position of getting an open space parcel but only with a Clark Ranch tack-on. When the petition comes to them from the City, it is likely to take that form. They would be petitioning to annex in both the Clark Ranch and the north Round Valley parcels in a take it or leave it proposition. He favored the open space annexation but he did not favor annexing Clark Ranch if it would not be open space or affordable housing. Chair Strachan preferred to move forward on the annexation boundary for the open space, but nothing further. He noted that one of the requirements for annexations in 15-8-2, Subsection L of the Code, and which he thought should be amended, reads “annexations that expand the resort and/or tourist economy provides second home or rental residential properties”. He believed that clause was terrible. It causes a lot of problems and it should not be in the Code. Chair Strachan stated that the remainder of the sentence says, “…preserve environmentally sensitive lands, and provide significantly public open space and/or community facilities are preferred.” When Clark Ranch comes back Subsection L will be cited because it says community facilities, which could be a solar farm or an exit to access the park and ride. He recognized that they were all laudable goals, but often times land is annexed and it does not take on the form that the petition for annexation envisioned.

Planner Whetstone stated that that Chapter would be coming to the Planning Commission, and she would bring it back with the amendments for compliance with the State Code and the General Plan. She would schedule it for a work session.

Director Erickson stated that Planning Whetstone had written separate Staff reports for changing the boundaries. If they choose to bifurcate the parcels, it would only be a matter of crafting the findings differently for the two parcels. Director Erickson remarked that the

Staff would like to move Stoneridge forward as quickly as possible. Clark Ranch could come back in June.

Assistant City Attorney McLean stated that another issue that requires consideration per State Code, is that an annexation boundary is the first threshold. The question is whether it is appropriate for the City to consider annexing those parcels. She believed that the items Chair Strachan was talking about were more tied to what they look at when deciding whether to annex.

Commissioner Thimm supported bifurcation. Even if the parcels came up for a vote on the same night, he thought they would look at each of the areas separately. He was not opposed to acting on Stoneridge this evening if they had everything they needed to take action.

Director Erickson clarified that the Planning Commission was recommending adoption of the ordinance in accordance with the lot and site requirements in the SF Districts, Chapter 2.11, remove Chapter 8.7 description requirement provisions because that would not move forward until they prepare findings for Stoneridge and Clark Ranch. Planner Kirsten stated that if they wanted to expedite a vote on Stoneridge this evening, the findings for Stoneridge identified in the Staff could be incorporated into the ordinance before it goes to the City Council.

MOTION: Commissioner Joyce moved to forward a POSITIVE recommendation to the City Council for 1) the Lot and Site Development Standards in the SF District, Chapter 2.1; 2) expanding the annexation boundary in the Stoneridge area to the north of the current City limits, and include the Findings on page 110 of the Staff in the ordinance that goes to the City Council; and 3) to eliminate the numbering of definitions in Chapter 15. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

MOTION: Commissioner Phillips moved to CONTINUE all of the proposed Land Management Code Amendments that were not forwarded to the City Council to June 28, 2017. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

3. <u>166 Main Street – A plat amendment requesting to combine two existing lots located at 166 Main Street into one lot of record.</u> (Application PL-17-03499)

Planner Tippe Morlan reviewed the request to combine two existing lots of record at 166 Main Street into one lot of record. It would be the majority of Lot 3 and all of Lot 4 on the south side of Block 20 of the Park City Survey.

The Staff recommended a positive recommendation for this item, finding good cause in that it combines two existing substandard lots to create one standard lot of record. An existing half straddles the property line between the two lots and this plat amendment would correct that issue as well. The encroachments at the rear of the house would also be resolved with this plat amendment.

Planner Morlan noted that the applicant was not requesting any other changes to the lot at this time. The applicant had submitted a pre-application for extensive renovations to the existing non-historic house. The house was built in 1997 and complied with all requirements of the LMC at that time.

Planner Morlan stated that the encroachments identified on the survey include an existing cinder block retaining wall encroaching to the property to the south at 158 Main Street. If the wall remains, an encroachment agreement would be required. Planner Morlan remarked that the encroachments on to City property at the rear of the house on the east side would have to be removed. The small portion of the deck and hot tub that extend beyond the property line would need to be pulled in. The stone patio that sits on City property, the wooden deck or structure to the rear of the house, and the wood/steel fence on the back would have to be removed as a part of this plat amendment.

Planner Morlan reported that part of this property is in the FEMA Flood Zone A. She had not included that in the Findings of Fact and recommended that it be included as a Findings of Fact.

Commissioner Joyce referred to an email from a neighbor that the Staff had provided to the Planning Commission regarding tree management for the City owned property. He asked if Planner Morlan had any recommendations to address that email. Planner Morlan replied that the Planning Department did not have a recommendation on that issue because it was not directly relevant to the plat amendment.

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 for the plat amendment for 166 Main Street in accordance with the Findings of Fact, Conclusions of Law and Conditions of Approval as amended to include a Finding of Fact stating that the property is currently designated in FEMA Flood Zone A. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – 166 Main Street

1. The property is located at 166 Main Street.

2. The property consists of most of Lot 3 and all of Lot 4 of Block 20 of the Park City Survey.

3. Lot 3 consists of 1,409 square feet and Lot 4 consists of 1,687 square feet; the total lot size is 3,096 square feet.

4. The property is in the Historic Residential (HR-2) District Sub-Zone B.

5. This site is not listed on Park City's Historic Sites Inventory (HS

6. The Plat Amendment removes one interior lot line which bisects the existing home.

7. The proposed Plat Amendment combines the property into one (1) lot measuring 3,096 square feet.

8. A single-family dwelling is an allowed use in the District.

9. The house on this lot was constructed in 1997 on a vacant lot at this location.

10.At the time of construction, the house complied with all requirements of the Land Management Code.

11.The proposed amendment also complies with the existing Land Management Code.

12.The minimum lot area for a single-family dwelling is 1,875 square feet in the HR-2 zone. The proposed lots meet the minimum lot area for single-family dwellings. The proposed lot would not accommodate a duplex dwelling as it would be less than 3.750 square feet in area.

13.The proposed lot width is width is approximately 50 feet along Main Street.

14.The minimum lot width required is twenty-five feet (25'). The proposed lot meets the minimum lot width requirement.

15.The setback requirements in this zone are as follows: front and rear yards – 10 feet; side yards – 5 feet.

16.At the time of approval, setback requirements in the HR-1 zone which applied to this property were as follows: front and rear yards – 10 feet; side yards – 3 feet.

17.The proposed lot has front and rear yard setbacks of 10 feet and side yard setbacks of 5 feet and 4.5 feet.

18.The proposed lot meets the setback requirements of the HR-1 zone which applied to this property at the time the house was constructed. No changes to setbacks from front, side, and rear lot lines are proposed.

19.House size has consistently been interpreted to mean the Gross Residential Floor Area as defined by the Land Management Code. No changes to house size are proposed with this application.

20.The deck at the rear of the house and a portion of the hot tub encroaches into Park City property to the east by approximately 1.5 feet.

21.The cinder block retaining wall at the south of this property encroaches into the neighboring property at 158 Main Street by approximately 3 feet.

22.The wood deck and stone patio to the rear of the home encroaches onto City property.

23.The wood steel fence to the rear of the property encroaches on to City property.

24.A remnant parcel exists at the north of Lot 3 which belongs to 170 Main Street which accommodates the Landmark Historic home which sits on the original lot line between Lots 2 and 3 of Block 20 of the Park City Survey.

25.The remnant parcel on the north side of Lot 3 of Block 20 of the Park City Survey is a part of 170 Main Street and shall be incorporated into that lot with a plat amendment if the property owners of 170 Main Street choose to alter the lot or the historic home in any way.

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

27.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.

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

29. The property is currently designated in FEMA Flood Zone A.

Conclusions of Law – 166 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 – 166 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. The encroachment of the cider block retaining wall must be resolved with the neighbor at 158 Main Street as the retaining wall encroaches over the south property line into their property.

4. The property owner shall resolve the encroachment of the deck with the hot tub over the east property line into the adjacent City owned property to the rear of the house by removing the portion of the deck which encroaches on the City property.

5. The property owner shall resolve the encroachment of the additional detached deck

and the stone patio which encroaches over the east property line into the adjacent City owned property by removing the encroaching structures.

6. The property owner shall resolve the encroachment of the wood steel fence which encroaches onto the properties to the north into 170 Main Street, south into 158 Main Street, and east into City owned property by either removing the fence or by entering into an encroachment agreement with each of the affected property owners.

4. 250 Main Street – Conditional Use Permit (CUP) application for the establishment of a new Telecommunication Facility on the rooftop of the Wasatch Brew Pub, a non-historic building (Application PL-16-03322)

Planner Ashley Scarff reviewed the request for a conditional use permit to allow Verizon Wireless to establish a new telecommunication facility on the roof of the Wasatch Brew Pub, located at 250 Main Street, to provide improved capacity services to Park City, specifically the Main Street area. This proposal would include the installation of a roof mounted small cell antenna, which would be entirely enclosed within a box constructed to match the exterior of the building.

Planner Scarff stated that due to the unique ownership situation of this site, no equipment would be located outside of the Brew Pub building envelope.

The Staff found that the project as currently proposed complies with all applicable requirements of the Land Management Code. The Staff recommended that the Planning Commission approve the conditional use permit based on the findings of fact, conclusions of law, and conditions of approval included in the Staff report.

Chair Strachan wanted to know why 340 Main Street was continued earlier this evening if it was similar to this CUP. He also asked why they were putting in two telecommunication towers so close together.

Director Erickson explained that 340 Main Street was continued because the antenna is 7' tall, and it needs to be 7' back from the parapet of the building. It did not meet the 7' setback and the Staff did not want to bring it forward without an accurate set of drawings. Director Erickson stated that 250 Main Street was more of a densification, small cell program. The facility proposed for 340 Main Street would have more capacity.

Chair Strachan asked if there was any way to combine the two facilities to lessen the impact. Nick Jensen, the designer for Verizon Wireless, stated that a traditional cell site,

called a macros cell and usually placed on a tall building or a tall tower, may cover as little as a radius of three-quarters of a mile or potentially tens of miles. The one proposed for 250 Main Street is a very small antenna. The tip height would be 7', however, it is a 2' antenna mounted on a small pole. The amplifiers are very low power. This one, in particular, was designed to cover a radius of approximately 500 feet. Mr. Jensen stated that the purpose is to have a smaller number of users sharing the available channel bandwidth; whereas now most of downtown Park City is on one cell. If they could place a few of the smaller radius cells, the available bandwidth would be shared with fewer simultaneous users.

Chair Strachan asked if they would have to put in one larger facility without the smaller ones. Mr. Jensen stated that because of the larger areas that the larger ones are supposed to cover, it is difficult to fit larger ones into the Park City area where a lot of people come for events or the ski and summer season. If they could find areas for larger facilities, they would interfere with each other unfavorably because they would be too close together.

Commissioner Thimm indicated several places in the Staff report that talks about the screening structure being painted to match the building. He noted that page 169 had a rendition showing similar siding and similar trim in addition to similar color. He asked if the applicant would be opposed to adding a condition stating that in addition to the same color, to match the siding and trim design. Tom Foster, representing the applicant, had no objection to the requested condition of approval.

Chair Strachan asked if there would be a top on the box. Replied that the box would have a top. It would be an RF friendly type structure, and more than likely a fiberglass structure molded to mirror the actual siding of the building. It would be painted to match the color of the structure.

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

MOTION: Commissioner Joyce moved to APPROVE the Conditional Use Permit for a Telecommunication Facility at 250 Main Street based on the Findings of Fact, Conclusions of Law and Conditions of Approval found in the Staff report and as amended to include not only matching the color, but also matching the siding and trim design of the building. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – 250 Main Street

1. On September 22, 2016, the Planning Department received an application for a Conditional Use Permit (CUP) to allow Verizon Wireless to establish a new Telecommunication Facility on the roof of the Wasatch Brew Pub, located at 250 Main Street. The application was considered complete on March 2, 2017.

2. The subject property falls within the Historic Commercial Business (HCB) District.

3. The Land Management Code (LMC) states that, within the HCB District, Telecommunication Antennas are a Conditional Use, subject to LMC Section 15-4-14, Supplemental Regulations for Telecommunication Facilities, in addition to the standard Conditional Use review criteria of Section 15-1-10(E).

4. The proposed rooftop equipment will consist of one roof-mounted small cell antenna enclosed within a screen box, which will be painted to match the building wall of the Wasatch Brew Pub to mitigate visual impact.

5. The rooftop equipment will fall within a 121 square foot area to be leased by Verizon Wireless from the building owner.

6. The antenna and screen box have been proposed to have a height of 5'6" above the flat roofline, and will be set back 6'6" from the nearest roof edge.

7. Staff finds that the project, as proposed and conditioned, meets all requirements related to setbacks, height, and design found in LMC Section 15-4-14, Supplemental Regulations for Telecommunications Facilities.

8. The project may also include small signs near the equipment meant to ensure the health and safety of the general public.

9. The City is currently reviewing a right-of-way franchise agreement with a fiber optic provider to provide service to the subject site, as well as other proposed Verizon small cell locations. If all CUP requests for the Verizon small cell antennas are denied, the City would deny franchise rights to the fiber optic provider.

10.If a fiber optic franchise agreement is reached, the fiber system would need to cross City property to reach the antenna site from the right-of-way. This will require the institution of a utility easement over City property.

11.The applicant has indicated that all necessary power will come from existing sources on-site.

12.On April 12, 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 April 12th.

13.This application has been reviewed under Land Management Code Section 15-1-10 (E).

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

Conclusions of Law – 250 Main Street

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);
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 – 250 Main Street

1.The scope of this approval includes the installation of one (1) small cell telecommunication antenna on the rooftop of the Wasatch Brew Pub as shown on the approved plans.

2. The rooftop equipment shall be entirely contained within 'Lease Area 1' as shown on the plans. No equipment shall be located outside of the Wasatch Brew Pub's building footprint.

3. The screening box and all equipment shall not exceed ten feet 5'6" in height measured from the plane of the flat roofline, and shall be set back a minimum of 6'6" from the nearest, street-fronting roof line, as shown on the plans.

4. The screening box shall be constructed and painted to match the siding and trim work of the existing building, making the equipment as stealth as possible. Final design is subject to approval by Planning Staff during the Building Permit application stage.

5. All necessary cable chases shall also be painted to match the existing building.

6. Signs shall only be installed on site if necessary for the health and safety of the general public. Exact dimensions and placement shall be reviewed and approved by the Planning Department prior to installation.

7. Prior to installing the equipment, the applicant must apply for and procure a Building Permit from the Building Department.

8. The Building Permit application shall include a fiber and power plan, and is subject to review and approval by the Planning Department and City Engineer.

9. If a fiber connection from the right-of-way is ultimately required, a utility easement must be recorded with Summit County for the line to cross City property to reach the subject site.

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)

Planner Kirsten Whetstone reviewed the request for a final subdivision plat for four lots; parcels within the Village at Empire Pass MPD, subject to the Flagstaff Annexation Development Agreement. The Planning Commissioner recently reviewed a subdivision plat and forwarded a positive recommendation to the City Council on a similar configuration. However, the applicant acquired adjacent property, and the per the ordinance, any parcels adjacent and under the same ownership need to be in the same subdivision. There cannot be remnant parcels. The applicant had incorporated the remnant parcels for Lot 2 and a remnant parcel for Lot 1. Lots 3 and 4 remain the same. The applicant resubmitted the application and it was reviewed at the development review meeting.

The Staff had re-noticed this item and requested that the Planning Commission review the request, conduct a public hearing, and considering forwarding a positive recommendation to the City Council according to the findings of fact, conclusions of law, and conditions of approval in the ordinance.

Planner Whetstone noted that a condition of approval was added to the ordinance after the City Council reviewed the B-2 East plat and had a question about the completion of affordable units at the same time as the market rate units. In this case, the two lodge

building on Lots 2 and 3 would have affordable housing, and that housing would have to be finished at the same time. The added Condition of Approval #15 states that all deed restricted units are to be completed with the market rate units.

Doug Ogilvy, representing REDUS, the landowner, reported that he and Planner Whetstone had inquiries from the representative of One Empire Lodge, which is an adjacent property. When the Village West Plat was recorded, a 15' wide ski easement was recorded on Lot 15, which is now One Empire Lodge. Mr. Ogilvy stated that the intent at that time was for a 5' easement on what is now Lot 2 on this plat; however, but because of the land ownership at the time it did not show up in the property report and it was not of record.

Mr. Ogilvy proposed adding a condition of approval to include a 5' ski easement on the west property line, along with a 10' ski buffer to provide access to Lot 2 in Deer Valley. Chair Strachan suggested that Mr. Ogilvy work with Planner Whetstone to draft specific language for the condition of approval. Planner Whetstone stated that when Mr. Ogilvy had mentioned the ski easement, she had recommended that it also be a pedestrian easement.

Commissioner Phillips thought the Staff could work with Mr. Ogilvy to make sure the condition was accurate and in place prior to going to the City Council. Planner Whetstone agreed. Chair Strachan wanted to make sure the condition was worded correctly. Commissioner Phillips believed Planner Whetstone would have time to draft the condition prior to City Council, unless the Commissioner preferred to see the language this evening.

Mr. Ogilvy recommended a condition stating, that the plat shall include a 5' ski easement along the western property line in favor of Lot 4 and the adjacent properties, and a 15' vertical building setback along the western property line. He acknowledged that the wording may have to be revised.

Chair Strachan understood that they were talking about a ski easement and a pedestrian easement. He questioned the setback language. Mr. Ogilvy stated that the easement of record on the other properties allows for 20' for a snow cat and ten feet on either side of the snow cat. Instead of the standard 12' side yard setback, they would have a 15' side yard setback on the western boundary of Lot 2. Chair Strachan questioned whether the easement should be wider. Planner Whetstone suggesting making it a 15' pedestrian access easement. Mr. Ogilvy replied that for consistency, they could use the exact language on the other recorded document, and say a 5' ski easement and a 10' ski buffer, consistent with the existing easements of record on adjacent properties. Planner Whetstone stated that she had reviewed the recorded document.

Assistant City Attorney McLean commented on another issue related to the UEs. She recalled that some of the facts and conditions needed to be changed because there was talk of limiting UEs on Lot 3 to 24, but that was not based on an MPD or anything else. Ms. McLean noted that it also talks about a CUP that has not yet been granted. She recommended that they go through and remove that language.

Mr. Ogilvy explained that they had proposed a plat note that was fairly specific in terms of development density entitled on Lot 3. A development covenant has been recorded on Lot 3. If it was better to be less specific, he would propose that the plat note be amended to state that there is a development covenant of record limiting the development entitlement on Lot 3. Assistant City Attorney McLean asked if that had been recorded. Mr. Ogilvy replied that there was one of record; and they were going to amend it prior to recording the plat. He explained that the applicant has the ability to change it between themselves and the owner. They decided that it would be useful to have it on the face of the plat. In addition, it would be pulled up on a property report.

Planner Whetstone noted that it was added as a Finding because the applicant requested to have it on a plat that would limit the density that could be allowed. Planner Whetstone pointed out that there is a pool of density, as opposed to B2 East, which had a Master Planned Development identifying that B2 East could have 81 units. In this case, the MPD says there is a pool of units and what can be built on which lot. The applicant requested the plat note regarding the units.

Assistant City Attorney McLean asked if Planner Whetstone was comfortable resolving the issues this evening, or whether it was better to continue this item to either the next meeting or possibly to later this evening. As she scanned through, she found references to the 24 UEs and facts throughout the report and the Findings. Chair Strachan noted that the UEs were identified in Findings of Fact #10. Mr. Ogilvy paraphrased Finding #10 to say that there was adequate density for this proposed plat note. He noted that if they remove the reference to the density from the plat note, the Finding would say, if they put 24 UEs this is what's left. If they only put 23 UEs it would not change much.

Assistant City Attorney McLean had an issue with Finding #9, "With approval of 24 UE on Lot 3 there will be ….." She pointed out that the City is not regulating the number of units and she thought it was messy. Ms. McLean acknowledged that she may have misunderstood. She thought there were only 24 UEs left; and therefore, they were only memorializing the fact of how many were left from the overall usage in all of Empire. She thought it was important to go through it thoroughly to make sure that every finding was completely accurate from the City's point of view.

Planner Whetstone stated that she had gone through everything. It was just an exercise to say that if so many units were built, this many would be left. The exercise that took so long last summer was to make sure they knew what had been built and what was left.

Mr. Ogilvy asked if Ms. McLean would be more comfortable if they deleted Findings #9 and #10, and added a Condition of Approval that the plat note remove any reference to the number of dwelling units or unit equivalents to be built on Lot 2. Planner Whetstone clarified that there was no density reference for Lots 1 and 2. It was only an applicant requesting to limit the density on Lot 3. Mr. Ogilvy stated that that could be achieved through a development covenant recorded independent of the plat.

Commissioner Joyce understood that there was a pool of UEs left, and Mr. Ogilvy was talking about carving them up into different ways on the different lots. However, he was now proposing to handle that separately. From the City's perspective, there is still a pool of UEs, and they know how big the pool is and how it gets allocated to the entire group; but they would no longer specify on the plat anything about 24 UE's on Lot 3. Mr. Ogilvy replied that this was correct. However, he would amend the one plat note to simply clarify the number of affordable unit equivalents to be constructed. The number of dwelling units and the number of UEs would be stricken from the plat note.

Commissioner Joyce recalled from the last meeting that the applicant was trying to make it clear that what they were allocating for both affordable units and the density to each of the different lots. He understood that Mr. Ogilvy was proposing that since it would be taken care of with their own development agreement it did not need to be tied into this plat amendment, and the applicant could still accomplish what they wanted. Mr. Ogilvy replied that he was correct. Commissioner Joyce was comfortable with the proposed change because there was less detail. Commissioner Thimm agreed that it would clean it up.

Chair Strachan pointed out that they also have the Flagstaff Development Agreement as the failsafe mechanism. Commissioner Joyce liked the fact that they were tagging the units with the affordable housing requirements.

Assistant City Attorney McLean asked for clarification of Finding #31. She asked if the off-site housing obligations were coming from the technical report. She wanted to know the source of the allocation. Planner Whetstone explained that a number of affordable units are required to be on the mountain. The Staff requested that those units be allocated to make sure they will be on-site. Mr. Ogilvy stated that the Staff ran a table confirming the remaining on-mountain affordable housing requirement. The applicant was saying that in order to make sure they satisfy their obligation to the City, they would

like to place a Charge on Title on the different parcels so whoever they sell to will provide the required units. Mr. Ogilvy clarified that the applicant came up with the allocations between the parcels. Planner Whetstone remarked that it was not tied to any density.

Assistant City Attorney McLean thought the affordable units had to be provided prior to or at the same time as the market units are built. She questioned how they could make sure that the market rate was not built before the affordable if the affordable is linked to the density but on a different lot with a different owner. Mr. Ogilvy replied that they were well ahead of their affordable housing obligation. The last project built at Empire Pass would trigger the remaining affordable housing. Planner Whetstone stated that in terms of constructing at the same time, both of the lots identified with affordable housing are condominium buildings. In all of the projects where they have been incorporated, they are part of the condominium plan. Ms. McLean remarked that she was not doubting Planner Whetstone or the applicant, but she would be more comfortable if they could double-check how it works to avoid any issues. Planner Whetstone emphasized that a condition of approval requires that the affordable housing units be on these parcels. When someone comes in for a conditional use permit, they will already know that it was their obligation.

Director Erickson understood from the table that there were 5.085 off-mountain affordable units remaining. He asked for the number of on-mountain that was remaining. Planner Whetstone replied that it was 24.725; but all of the on-mountain units were either built or required. Director Erickson noted that the allocations in Finding #31 was 1.1, 2.0 and .84, which was not even close to 24. Planner Whetstone reiterated that a lot of the units were already built. Director Erickson wanted to know the remaining number of AUEs on-mountain. Planner Whetstone replied that she had incorporated them into the bold because of the plats. Lot 3 has 1.1, Lot 2 has 2.0, and the tower residential was .84. Adding those to what was already built, and then the B2, the total is 24.75. Planner Whetstone pointed out that they would actually be providing slightly more on-mountain units with these requirements.

Director Erickson read from Finding #31, “A .84 AUE is an outstanding requirement to be constructed on MPD Lodge Building One”. The next sentence says, “No AUEs are planned or identified for Lot 1. Mr. Ogilvy explained that Lot 1 on this subdivision is not the same as Lodge Site One, which is the tower residence adjacent to the Talisker Tower.

Assistant City Attorney McLean noted that Finding #31 said 4EHU/4.2 AUEs. She could only find the AUEs, and asked if the employee housing units were address somewhere. Planner Whetstone stated that EHUs are actual units. It was not a

requirement but they do keep track of it. The AUEs are the required units. An EHU is an employee housing unit. Ms. McLean clarified that there has to be 4 different units and there needs to be 4.2 AUEs allocated within those units. Planner Whetstone replied that she was correct. Mr. Ogilvy stated that the Flagstaff Development Agreement does not have a requirement for the number of employee keys, EHUs. However, it does have a requirement for the number of AHUs, which is a square footage requirement. He pointed out that the City Code has various requirements as to what constitutes an acceptable affordable housing unit. Mr. Ogilvy remarked that the assumption is that two AUEs on Lot 2 would be two separate and distinct units. It was conceivable that someone could come in with a very large affordable housing unit that would still be deed restricted to a rent that met all the requirements.

Planner Whetstone reread Finding #31 and noted that lots and building sites were interchangeable because of how they were numbered by Alliance. Director Erickson thought it could be clarified by saying no AUEs are allocated to platted Lot 1, as opposed to hotel MPD #1. Planner Whetstone thought it should be Lot 1 of the subdivision, but she would clarify by adding the name of the subdivision.

Chair Strachan stated that he is always reluctant when there is Staff discord. He asked if the other Commissioners preferred to continue this item until the discrepancies were resolved, or whether they preferred to sort it out this evening for a vote.

Commissioner Thimm believed they had made a lot of significant changes, and he preferred to have it cleaned up before they vote. Commissioner Band felt that Ms. McLean was still uncomfortable with it, and for that reason she thought the Planning Commission should continue the item to give the Staff and the applicant time to work out the issues.

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

Director Erickson pointed out that most of the changes had only occurred this week. Chair Strachan recommended a continuance to make sure everything is correct. Planner Whetstone summarized that they should review the Findings regarding the UEs and the Findings regarding the AUEs to clarify Finding #31. They should also clarify the ski easement and put it on the plat so the Commissioners can see the language.

Commissioner Joyce recommended that they remove the employee housing units from the table.

MOTION: Commissioner Joyce moved to CONTINUE the request for a four lots subdivision plat known as Village at Empire Pass North Subdivision to May 10, 2017. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

6. Request for a Conditional Use Permit for the approximately 39,800 square foot Peace House facility to be located on Lot 8 of the Third Amended Intermountain Healthcare (IHC)/USSA Subdivision plat subject to the Amended IHC Master Planned Development. (Application PL-17-03510)

Planner Whetstone reported that the Planning Commission approved the Peace House CUP on Lot 8 of the IHC Subdivision, just north of the People's Health Clinic and Summit County Health Departments. They have been working with the City's Affordable Housing Program Manager to resolve affordable housing for IHC, and they wanted to include two affordable housing manager units in the Peace House and implement a few other changes. After the applicant submitted an amendment to the CUP, it was discovered that the CUP had expired in January. It was a new CUP but just an amendment to what the Planning Commission reviewed previously. Planner Whetstone had identified the changes in the Staff report.

Planner Whetstone noted that the requested CUP was for the 38,000 square feet emergency shelter and transitional housing. The Staff report outlined the background and dates related to the CUP. The analysis of the Conditional Use Permit criteria was provided in the Staff report. Planner Whetstone believed the primary change to the site plan was that the underground parking structure had been eliminated and there was now additional surface parking.

The Staff had reviewed this application against the criteria of the LMC and recommended that the Planning Commission conduct a public hearing and consider approving the CUP according to the finding of fact, conclusions of law, and conditions of approval in the Staff report.

Doug Clyde, representing the applicant, stated that a number of changes occurred while they were in the process of value engineering the project. One was that they were able to go before the City Council and get additional affordable housing unit equivalents approved for the project. Mr. Clyde noted that they added two employee units, which will help the

Peace House moving forward to lower the operating costs. Secondly, additional square footage was added in the building that was not originally anticipated within the other affordable housing units, both in the emergency shelter and the transitional housing.

Mr. Clyde noted that they eventually discovered that were conservative on the parking at the beginning, and in talking to other facilities of similar size, they realized that they had not taken into consideration the number of volunteers and visitors they would expect on any day. However, they still counted minimal parking for people staying at the Peace House. Parking at the Staff level was counted as 1.2 people per car. Mr. Clyde stated that the last value engineering item was the 12 emergency shelter parking spaces. Rather than covering that parking and putting it on a foundation, they will put a solid wall screen around it so the spaces will not be visible. Mr. Clyde noted that more detail was provided in the landscape to show how those spaces would be covered by xeriscape landscaping.

Mr. Clyde noted that Planner Whetstone had carried over a number from the last CUP and corrected that to reflect that the building size is approximately 42,800 square feet. Chair Strachan amended Finding #10 to remove 37,000 square feet and replace it with 42,800.

Chair Strachan opened the public hearing.

Morgan Busch, representing IHC, stated for the record that IHC had reviewed the updated plans from Peace House and they totally supported the proposed changes. On behalf of IHC, Mr. Busch recommended approval of this revised CUP.

Chair Strachan closed the public hearing.

MOTION: Commissioner Band moved to APPROVE the request for a Conditional Use Permit for the Peace House facility to be located on Lot 8 of the IHC Subdivision, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval with the amendment to Finding #10 to replace 37,000 square feet with 42,800 square feet. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

<u>Findings of Fact – Peace House Facility</u>

1. This Conditional Use Permit is for the Peace House facility proposed on Lot 8 of the Third Amended Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Subdivision plat approved by the City Council on July 21, 2016 and recorded at Summit County April 2017.

2. Lot 8 includes a total lot area of approximately 3.63 acres. Peace House has a ground lease with IHC for the property.

3. The property is subject to the Amended Intermountain Healthcare Master Planned Development (IHC MPD), originally approved on December 7, 2006 and amended in 2014 to transfer support medical office uses from Lots 6 and 8 to Lot 1.

4. On June 18, 2015 a revised pre-MPD application was submitted with a specific request for consideration of the Peace House facility to be located on Lot 8 as fulfillment of the affordable housing requirements for the next phase of construction of the IHC Park City Medical Center.

5. The revised pre-MPD application was reviewed by the Planning Commission on August 26, 2015 and the Planning Commission made a finding that the proposed MPD amendments specific to the Peace House on Lot 8 were generally consistent with the purpose statements of the CT Zoning District and the goals and objectives of the General Plan.

6. On January 13, 2016 the Planning Commission approved the Peace House CUP.

7. On March 27, 2017 an application was submitted for a revised Peace House CUP as the previous approval expired on January 13, 2017 and a building permit had not yet been issued for the project. The application was considered complete on April 3, 2017.

8. The property is located in the CT Zoning District.

9. The property is currently an undeveloped lot and consists of native grasses and low vegetation. Wetlands are located on the adjacent Lot 12 to the north.

10.The proposed Peace House facility consists of approximately 42,800 square feet of gross floor area for an emergency shelter for victims of domestic violence; including emergency and transitional housing, support uses (day care, counseling, training, common kitchen and living areas, laundry, storage, and administrative offices), as well as two deed restricted affordable housing units. A landscaped courtyard is proposed.

11.A total of 59 spaces (5 more than the previous CUP) adequately accommodate the 2 affordable housing units, employees, residents and anticipated volunteers based on requirements for Group Care Facility in LMC Chapter 3. Twenty-three (23) spaces for 46 bedrooms, 1 space for each affordable unit, and 34 spaces for employees,

volunteers, clients, and visitors (based on number and size of office and support space).

12.The building is two stories and at the tallest point is approximately 27'10" above existing grade and complies with the 28' height restrictions of the CT Zoning District. The proposed building complies with required horizontal and vertical articulation.

13.The proposed mass and scale of the building, as well as the architectural design, materials, and colors are consistent with adjacent buildings in the surrounding area.

14.Adjacent to the north is the two story Physician Holdings support medical offices and clinic building and adjacent to the south is the two story Summit County Public Health and People's Health Clinic building.

15.The proposed building is setback more than 25' from all property lines and complies with the minimum 25' setbacks from property lines required by the CT Zoning District. The building and parking area comply with the required 50' setbacks from wetlands located to the north and west of the proposed building.

16. Access to the site is from Round Valley Drive, an existing public street that intersects with State Road 248 at a signalized intersection approximately a half mile to the south. Traffic generation is consistent with the traffic analysis reviewed with the Master Planned Development amendment and street capacity is adequate for the use. Traffic mitigation required with the Annexation Agreement was satisfied prior to Phase 1 of the MPD.

17.Two driveway entrances are proposed for the facility. The southern driveway is proposed as a shared driveway with Summit County Health. This driveway currently exists and is proposed to become a secured access to south parking lot. A northern driveway, approximately 300' from the southern driveway, provides access to the main parking area and building's front entrance. An access easement agreement with Summit County was granted for the shared driveway.

18.There are existing sidewalks along the street frontage as well as interconnecting paved trails throughout the area. The site plan proposes a sidewalk connecting the front entrance to the existing sidewalk on Round Valley Drive.

19.The proposed Conditional Use Permit is consistent with the Second Amended IHC MPD that identifies Lot 8 as an approved location for the Peace House as an emergency shelter with emergency and transitional housing, as well as support uses, to satisfy a portion of the remaining IHC MPD affordable housing obligation.

20.On February 2, 2016, the Housing Authority approved a First Amended Housing Mitigation Plan, amended the June 4, 2015 plan, allowing the Peace House facility, including the two deed restricted units, to satisfy a portion of the remaining IHC MPD housing mitigation requirements.

21.The Peace House facility does not require the use of Unit Equivalents because the Peace House facility satisfies the affordable housing requirements on-site for the MPD per LMC Section 15-6-8.

22.The Analysis section of this staff report is incorporated herein.

Conclusions of Law – Peace House Facility

1. The application complies with all requirements of the LMC.
2. The use will be compatible with surrounding structures in use, scale, mass and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.
4. The CUP, as conditioned, is consistent with the IHC MPD as amended.

Conditions of Approval – Peace House Facility

1. All standard conditions of approval apply to this Conditional Use Permit.

2. A final landscape plan shall be submitted with the building permit application. The Planning Department shall review and approve the final landscape plan prior to issuance of a building permit. The plan shall include drought tolerant and water efficient landscaping and irrigation, snow storage areas, defensible space requirements, and additional berming and landscaping to screen parking and security walls from Round Valley Drive.

3. All exterior lighting, including parking lot lighting, must comply with the City's lighting requirements as outlined in LMC Chapter 5. Final compliance with the City's lighting requirements will be verified at the time of building permit plan review and prior to issuance of a certificate of occupancy.

4. A security lighting plan shall be submitted with the building permit application for Planning Department review and approval.

5. All exterior signs require a sign permit, approved by the Planning and Building

Departments, prior to installation.

6. The final building plans (site and landscape plans, building design, articulation, materials, colors, and design details) shall be in substantial compliance with the plans and drawings reviewed by the Planning Commission on April 26, 2017.

7. Final utility, storm water, and grading plans must be approved by the City Engineer prior to Building Permit issuance.

8. The Park City Housing Authority has the final authority to approve the IHC Housing Mitigation Plan and to determine how the Peace House Facility fulfills affordable housing obligations required by the IHC Annexation and Amended IHC Master Planned Development. This project shall comply with conditions and requirements of the First Amended IHC Affordable Housing Mitigation Plan approved by the Housing Authority on February 2, 2017.

9. The wetlands buffer shall be maintained during construction of the project and shall be indicated on the building permit plans. Wetlands delineation for Lot 8 shall be submitted with the Building Permit application.

10.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 area provided for their facilities are viable and that exposed meters and boxes can be screened with landscaping.

11.Terms of the ground lease shall include a time frame of 40 years or longer.

12.The applicant shall demonstrate at the time of Building Permit application that the building plans and construction meets the NAHB Green Standards or a LEED Certificate level. All appliances and products, including light bulbs shall be Energy Star qualifying products.

13.The access easement agreement for the shared driveway with Summit County Health Department shall be recorded at Summit County prior to issuance of a certificate of occupancy for the Peace House.

14.The development will disturb over 1.0 acre and will need to meet the requirements of the MS4 storm water permit program.

The Park City Planning Commission Meeting adjourned at 8:25 p.m.

Approved by Planning Commission: _____

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Application: **PL-15-03005**
Subject: **First Amendment to the Park City Film Studios Subdivision**
Author: **Kirsten Whetstone, MS, AICP- Senior Planner**
Date: **May 10, 2017**
Type of Item: **Legislative**

Summary Recommendation

Staff recommends Planning Commission conduct a public hearing and continue this First Amendment to the Park City Film Studios Subdivision plat to May 24, 2017.

Description

Applicant:	Quinns Junction Partners L.C.
Location:	4001 Kearns Blvd
Zoning District:	Community Transition (CT)
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 public trails.
Reason for Review:	Plat amendments require 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 is a request to subdivide an existing 30.35 acre Lot 1 of the Park City Film Studios Subdivision plat into three platted lots of record. The purpose of the subdivision is to provide separate platted lots for different phases of the Quinn's Junction Partnership Master Planned Development and Conditional Use Permit approvals. Staff requests continuation to address conditions of approval regarding compliance with the Conditional Use Permit.

Planning Commission
Staff Report

Application:	**PL-16-03293**
Subject:	**Village at Empire Pass North Subdivision**
Author:	**Kirsten Whetstone, AICP, Sr. Planner**
Date:	**May 10, 2017**
Type of Item:	**Legislative – subdivision plat**

Summary Recommendations

Staff recommends the Planning Commission conduct a public hearing and continue this item to May 24, 2017, to allow Staff additional time to review public input provided on May 4th regarding a ski easement for an adjacent parcel.

Description

Applicant:	**Alliance Engineering (representing Owner)**
Owner:	**REDUS Park City LLC**
Location:	**Marsac Avenue and Village Way**
Zoning:	**Residential Development (RD) District as part of the Flagstaff Annexation and Master Planned Development (MPD) and Village at Empire Pass MPD**
Adjacent Land Uses:	**Deer Valley Resort, condominiums, townhouses, and vacant parcels of the Village at Empire Pass Pod A**

Proposal

This is a request for a final subdivision plat (Exhibit A) to create three platted development lots of record for the Village at Empire Pass Master Planned Development (VEP MPD) approved on July 28, 2004, and a fourth lot for ski area uses only. The proposed subdivision consists of property that is currently described by metes and bounds. The request is for a 6.77 acre Lot 1, for future townhouse and PUD style units, a 2.01 acre Lot 2 for VEP MPD Lodge Building 4, a 0.66 acre Lot 3 for future VEP MPD Lodge Building 3, and a 0.10 acre Lot 4 for ski area uses only.

The property consists of a total of 9.54 acres. The lots have frontage on existing platted Marsac Avenue (State Highway 224) and Village Way (a private street). No new public or private streets are proposed.

Staff requests continuation to May 24, 2017 in order to address public input provided on May 4th regarding a ski access easement for an adjacent metes and bounds property.

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: **340 Main Street Telecommunication Facility Conditional Use Permit (CUP)**
Project Number: **PL-16-03264**
Author: **Ashley Scarff, Planning Technician**
Date: **May 10, 2017**
Type of Item: **Administrative - CUP**

Summary Recommendation

Staff recommends that the Planning Commission reviews the request for a Conditional Use Permit (CUP) for the establishment of a new Telecommunication Facility to be located on the roof of 340 Main Street, conducts a public hearing, and considers approving the CUP based on the findings of fact, conclusions of law, and conditions of approval found in this staff report.

Description

Applicant:	Verizon Wireless, represented by Tom Foster, Elevation Wireless, LLC
Location:	340 Main Street
Zoning:	Historic Commercial Business (HCB) District
Adjacent Land Uses:	Main Street commercial uses to the north, west, and south; China Bridge parking structure to the east
Reason for Review:	Planning Commission must review CUP requests for the establishment of new Telecommunication Facilities

Proposal

This application is a request for a CUP to allow Verizon Wireless to establish a new Telecommunication Facility with equipment located on the roof and within the top floor of the non-historic commercial building at 340 Main Street. The rooftop equipment will include one (1) small cell with an antenna enclosed within a fiberglass canister that will be painted to blend with the building, as well as additional equipment that will be completely hidden from view behind the parapet. There will also be support equipment located within an existing closet on the top floor of the building. The installation is meant to improve Verizon's service capacity for the greater Park City area. 340 Main Street does not currently house any other Telecommunication Facilities.

Background

On July 28, 2016, the Planning Department received an application for a CUP to allow Verizon Wireless to establish a new Telecommunication Facility on the roof and within the top floor of the non-historic commercial structure at 340 Main Street. The application was considered complete on March 2, 2017, once Staff received additional information that was requested from the applicant. The owner of the building has signed an 'Affirmation of Sufficient Interest' acknowledging the project.

The subject property falls within the Historic Commercial Business (HCB) District. The Land Management Code (LMC) lists Telecommunication Antennas as a Conditional Use within the HCB zone, which is subject to LMC Section 15-4-14, Supplemental Regulations for Telecommunication Facilities, in addition to the standard Conditional Use review criteria of Section 15-1-10(E).

Section 15-4-14 includes a list of additional submittal requirements and considerations for Telecommunications CUP applications, with the purpose of having the applicant demonstrate how the project aligns with the City's vision for these types of facilities:

LMC Section 15-4-14 Telecommunication Facilities
The intent of this section is to ensure that Telecommunications Facilities are Compatible with the unique characteristics of each Zoning District of Park City, and that adverse impacts on community quality and safety in residential, commercial and industrial Areas, are mitigated. The intent of these requirements is to locate Telecommunications Facilities and related equipment where they are least visible from Public Streets, public Areas and designated view corridors and, to the best extent possible, provide Screening from adjacent Property Owners.

The proposed rooftop equipment will consist of one (1) small cell with an antenna enclosed within a rounded fiberglass canister that roughly measures 1 foot by 1 foot (approx. 1 square foot in area), which will be painted to blend with the building and its surroundings to mitigate visual impact. The antenna and canister will be 5 feet, 9 inches (5'9") in height above the flat roofline at its tallest point, and will protrude upward to be one inch (1") below the Main Street-facing building parapet. The antenna and canister will be set back approximately 15 feet (15') from the rear roof edge on the Swede Alley side, as shown on the submitted plans.

Staff has determined that the proposal complies with requirements found in LMC §15-4-14(F), which states that Telecommunication Facilities shall comply with the setbacks of the underlying zone, and that roof-mounted antenna may extend up to ten feet (10') above the existing structure, provided that it is set back from the roof edge a minimum distance that is equal to or greater than the height of the antenna. The remainder of the rooftop equipment will be mounted behind the building's rear side parapet, entirely hidden from street view, and also painted to blend with the building and its surroundings. Additional support equipment will also be placed within an existing closet on the top floor of the building.

Staff finds that the project, as proposed and conditioned, meets all requirements related to setbacks, height, and design found in LMC Section 15-4-14, Supplemental Regulations for Telecommunications Facilities.

Analysis
As mentioned above, LMC Section 15-4-14 includes a list of submittal requirements specific to new telecommunication facilities. To summarize, the intent of requiring these items is to ensure that there is legitimate need for the facility, that the proposed location is suitable to meet the need, that the applicant has made an effort to co-locate the

equipment on existing buildings or structures, as well as mitigate potential negative visual impact.

Please refer to the attached exhibits for the applicant's project narrative and site location analysis, as well as graphics of existing and proposed Verizon coverage areas, and detailed site plans.

LMC §15-1-10 Conditional Use Review Process

E. REVIEW. *The Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts of and addresses the following items:*

1. *Size and location of the Site;*

   Verizon plans to lease one (1) rooftop area measuring 21 square feet and one (1) existing closet area on the top floor of the building that measures 16 square feet from the building owner. **No Unmitigated Impacts.**

2. *Traffic considerations including capacity of the existing Streets in the Area;*

   Not applicable, as all proposed equipment shall have no direct impact on traffic counts or capacity of streets in the area. **No Unmitigated Impacts.**

3. *Utility capacity, including Storm Water run-off*;

   The proposed equipment shall not require any additional power beyond the building's existing electric service. In addition, the City is currently working with a fiber optic provider to negotiate a fiber optics right-of-way franchise agreement in order to provide service to this site, as well as to other proposed Verizon small cell antenna sites. Details of the fiber installation will be worked out through the franchise agreement, but concerns have also been addressed with the Conditions of Approval. Installation of the antenna equipment will require a Building Permit and all associated reviews/inspections. **No Unmitigated Impacts.**

4. *Emergency vehicle Access*;

   Not applicable, as all proposed equipment will be located away from vehicle circulation areas, i.e., on the rooftop and within an existing closet on the top floor of the structure. **No Unmitigated Impacts.**

5. *Location and amount of off-Street parking*;

   Not applicable, as the equipment is proposed to be located on the rooftop of the building, and within an existing closet on the top floor. No parking will be displaced by these locations. **No Unmitigated Impacts.**

6. Internal vehicular and pedestrian circulation system;

Not applicable, as the equipment is proposed to be located in areas that will not interfere with vehicular or pedestrian circulation in any way. **No Unmitigated Impacts.**

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

As described above, the rooftop antenna will be concealed/contained within a fiberglass canister painted to blend in with the building and its surroundings. The remainder of the rooftop equipment will be completely hidden behind the rear parapet, and the rest of the support equipment will be enclosed within the building. **No unmitigated impacts.**

8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;

The antenna and canister will be 5 feet, 9 inches (5'9") in height above the flat roofline at its tallest point, and will protrude upward to be one inch (1") below the Main Street-facing building parapet. The antenna and canister will be located at the rear of the building, and set back approximately 15 feet (15') from the roof edge on the Swede Alley side, as shown on the submitted plans. There will be additional rooftop equipment that will be entirely hidden from view behind the roof parapet. Staff finds that the proposed configuration meets all height, setback, and design requirements of LMC Section 15-4-14. **No unmitigated impacts.**

9. Usable Open Space;

Not applicable, as none of the proposed equipment will interfere with existing, usable open space in any way. **No unmitigated impacts.**

10. Signs and lighting;

The project may include small signs near the equipment meant to ensure the health and safety of the general public. This approval is conditioned to ensure that all signage will be reviewed by Planning Staff prior to installation. **No unmitigated impacts.**

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

The proposed rooftop antenna meets all height, setback, and design requirements found in LMC Section 15-4-14(F), Site Requirements for Telecommunication Facilities, as conditioned. Visual impacts have been mitigated and comply with requirements of LMC §15-4-14(F)4, Design of Telecommunication Facilities. The remaining equipment will either be completely hidden from view behind the parapet, or will be located within the interior of the structure. **No unmitigated impacts.**

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

The proposed equipment will not create undesirable situations such as noise, vibration, odors, or steam that would affect people and property off-site. **No unmitigated impacts.**

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

Not applicable, as the proposed equipment will not affect the flow of delivery and service vehicles, loading and unloading zones, or trash and recycling pickup areas in any way. **No unmitigated impacts.**

14. Expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities;

Not applicable for this application, as the equipment will be located on and within a privately owned building. None of the locations will affect taxing entities. **No unmitigated impacts.**

15. Within and adjoining the Site, impacts on Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the topography of the Site; and

Not applicable, as all project elements fall on/within an existing structure, and do not impact any land. **No unmitigated impacts.**

Process

Approval of this application 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 and all issues that were raised have been addressed.

Notice

On April 12, 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 April 12th. This item was originally scheduled and noticed for the April 26, 2017 Planning Commission meeting, but was continued to the May 10, 2017 meeting.

Public Input

As of the publish date of this report, no public input has been received by Staff. Public comment will be taken at the regularly scheduled meeting on May 10, 2017.

Alternatives

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

Significant Impacts

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

Consequences of not taking the Suggested Recommendation

The CUP request will be denied, and Verizon Wireless will not be able to construct a new Telecommunication Facility at 340 Main Street. Verizon's capacity services will not be increased in the greater Park City area through use of this site.

In addition, the City is currently reviewing a right-of-way franchise agreement with a fiber optic provider to provide fiber optics to this site as well as other proposed Verizon small cell antenna locations. If CUP requests for all proposed Verizon antennas area denied, the City would also deny the franchise rights to the fiber optic provider.

Recommendation

Staff recommends that the Planning Commission reviews the request for a Conditional Use Permit (CUP) for the establishment of a new Telecommunication Facility to be located on the roof of 340 Main Street, conducts a public hearing, and considers approving the CUP based on the findings of fact, conclusions of law, and conditions of approval found in this staff report.

Findings of Fact:

1. On July 28, 2016, the Planning Department received an application for a Conditional Use Permit (CUP) to allow Verizon Wireless to establish a new Telecommunication Facility on the roof and within the top floor of the non-historic commercial building at 340 Main Street. The application was considered complete on March 2, 2017.
2. The subject property falls within the Historic Commercial Business (HCB) District.
3. The Land Management Code (LMC) states that, within the HCB District, Telecommunication Antennas are a Conditional Use, subject to LMC Section 15-4-14, Supplemental Regulations for Telecommunication Facilities, in addition to the standard Conditional Use review criteria of Section 15-1-10(E).
4. The proposed rooftop equipment will consist of one (1) small cell antenna enclosed within a fiberglass canister that roughly measures 1 foot by 1 foot (approx. 1 square foot in area), which will be painted to blend with the building and its surroundings to mitigate visual impact.
5. The rooftop equipment will fall within a 21 square foot area at the rear of the building, to be leased by Verizon Wireless from the building owner.
6. The antenna and canister will be 5 feet, 9 inches (5'9") in height above the flat roofline, and will protrude upward to be one inch (1") under the tallest plane of the Main Street-facing parapet. The antenna and canister will be set back approximately 15 feet (15') from the edge of the building parapet on the Swede Alley side, as shown on the submitted plans.

7. The remainder of the rooftop equipment will be placed behind the building's parapet, and additional support equipment will also be placed within an existing closet on the top floor of the building.
8. Staff finds that the project, as proposed and conditioned, meets all requirements related to setbacks, height, and design found in LMC Section 15-4-14, Supplemental Regulations for Telecommunications Facilities.
9. The project may also include small signs near the equipment meant to ensure the health and safety of the general public.
10. The City is currently reviewing a right-of-way franchise agreement with a fiber optic provider to provide service to the subject site, as well as other proposed Verizon small cell locations. If all CUP requests for the Verizon small cell antennas are denied, the City would deny franchise rights to the fiber optic provider.
11. The applicant has indicated that all necessary power will come from existing sources on-site.
12. On April 12, 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 April 12th.
13. This item was originally scheduled and publicly noticed for the April 26, 2017 Planning Commission meeting, but was continued to the May 10, 2017 meeting.
14. This application has been reviewed under Land Management Code Section 15-1-10 (E).
15. The Findings in the Analysis Section are incorporated herein.

Conclusions of Law:

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);
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:

1. The scope of this approval includes the installation of one (1) small cell telecommunication antenna on the rooftop of the non-historic commercial structure at 340 Main Street, as well as additional support equipment on the rooftop and within the top floor of the building, as shown on the approved plans.
2. The rooftop equipment shall be entirely contained within the 21 square foot 'Lease Area 1' as shown on the plans. The interior equipment shall be entirely contained within the 16 square foot 'Lease Area 2' as shown on the plans.
3. The antenna and canister shall not project above the building parapet and shall be set back a minimum of 5'9" from all roof edges.
4. The fiberglass antenna canister shall be painted to blend with the building's exterior and surroundings. Final design is subject to approval by Planning Staff during the Building Permit application stage.
5. The remainder of the rooftop equipment shall be entirely hidden from street view behind the building's parapet, and must be painted to blend with the building and its surroundings.
6. All necessary cable chases shall also be painted to blend with the existing

building.

7. Signs shall only be installed on site if necessary for the health and safety of the general public. Exact dimensions and placement shall be reviewed and approved by the Planning Department prior to installation.
8. Prior to installing the equipment, the applicant must apply for and procure a Building Permit from the Building Department.
9. The Building Permit application shall include a fiber and power plan, and is subject to review and approval by the Planning Department and City Engineer.

Exhibits

Exhibit A - Project Description and Site Location Alternative Analysis
Exhibit B - Existing and Proposed Verizon Coverage Areas
Exhibit C – Detailed Site Plans for Proposed Facility at 340 Main Street

Exhibit A

Project: UT2 Park City SC2 Small Cell Installation

Address: 340 Main Street Park City, UT 84060

The proposed installation will be a roof mounted small cell with an antenna that will be 1" below the front parapet as shown on sheet Z4. The proposed antenna will be located to the rear of the building and will be approximately 5'9" off of the roof with a set back from the interior roof edge of approximately 7' and from rear building edge approximately 15'. The proposed antenna will be covered with a fiberglass canister which can be painted to match existing surroundings. The balance of the equipment will be placed behind the parapet and concealed from view. Please see enclosed drawings for elevations and plan views of the proposed installation.

The proposed installation is to provide an increase in capacity to Verizon Wireless's 4G/LTE network.

The proposed site is allowable under a conditional use permit.

The proposed use is a roof top installation. There are other roof top installations within the proposed area.

The proposed installation has been designed to be compatible with the current roof top and minimize any sight issues.

The proposed installation will not have dust, pollutants or odor. The equipment is powered but any attributable noise will be at the roof level behind the parapet.

The proposed installation will run 24 hours a day seven days per week.

There are no special issues that need to be mitigated with this proposed installation.

3773 Cherry Creek North Drive, Suite 575
Denver, CO 80209
Main (303) 331-3411 Fax (800) 507-9973

Some info I'd like to request:

1. Documentary evidence regarding the need for the facility within the City. The information shall identify Verizon's existing telecommunication facilities and coverage areas to demonstrate the need for the proposed facility within the city. Downtown Park City is currently serviced by 0062 Prospector shown on the attached PowerPoint (Park City Main SC CUP Package upd (SC1).pptx). The antenna is nearing capacity level and page two shows the sectors being serviced by 0062 Prospector. On page three the small cell site at 250 Main Street shows the capacity which will be offloaded from 0062 Prospector.
2. Documentary evidence that a legitimate attempt has been made to locate the new Telecommunications Facility on existing Buildings or Structures or as a co-location. Such evidence shall include a radio frequency engineering analysis of the potential suitability of existing Buildings or Structures or co-location Sites in the radio frequency coverage Area for the proposed Telecommunications Facility. Efforts to secure such locations shall be documented through correspondence between the Applicant and the Property Owner(s) of the existing Buildings, Structures or co-location Sites. N/A given the small cell site will be located on an existing building. No separate structure or tower will need to be constructed.
3. Document the locations of all of the Applicant's existing Telecommunications Facilities that provide Telecommunications within the City, as well as any changes proposed within the following twelve (12) month period, including plans to discontinue or replace such existing Telecommunications Facilities. Applicants shall provide competent testimony from a radio frequency engineer regarding the suitability of potential Telecommunications Facility locations in relation to the Applicant's existing Telecommunications Facilities. Page four of on the attached PowerPoint (Park City Main SC CUP Package upd (SC1).pptx) shows the existing Telecommunications Facilities of Verizon Wireless. Pages five shows the 11 new sites proposed in the Business District. Page six shows the four new sites proposed in the Canyons. Finally page seven shows the three new sites proposed on Main Street (including this site at 250 Main Street).
4. Each Application shall include a Site location alternative analysis describing the location of other Sites considered for the proposed Telecommunications Facility, the availability of those Sites, the extent to which other Sites do or do not meet the Applicant's Telecommunications needs and the reason why the subject Site was chosen for the proposed Telecommunications Facility. The analysis shall address the following issues: There was only one other alternative to 250 Main Street investigated. It was the hotel located across the street at 255 Main Street. The Landlord did not want to provide 24 hour access so we didn't move forward with the Lease. This would have been another small-cell, rooftop application.

   A. How the proposed location and Telecommunications Facility relate to the object of providing full Telecommunications services within the City Area; These are small-cells which are smaller and more inconspicuous and are intended to work together as a system. The intent of the 11 new small-cells in the Business District, four new small-cell sites in the Canyons and the three new sites proposed on Main Street taken together will result in the objective of Verizon Wireless providing service within the area.

   B. How the proposed Telecommunications Facilities relates to the location of the Applicant's existing Telecommunications Facilities that provide Telecommunications within and near the City; The proposed small-cell site at 250 Main Street is intended to off load capacity from the larger Telecommunications Facility known as 0062 Prospector shown on the attached PowerPoint.

   C. How the proposed Telecommunications Facility relates to the Applicant's anticipated need for additional Telecommunications Facilities that provide Telecommunications within and near the City; The proposed small-cell site at 250 Main street is intended to off load capacity from 0062 Prospector, which will enable a greater amount of capacity overall to the area serviced by 0062 Prospector (greater Park City) as can be seen on the attached PowerPoint. The purpose of this site is the first of three in the downtown area that are being proposed to increase capacity on Verizon Wireless's 4G LTE network.

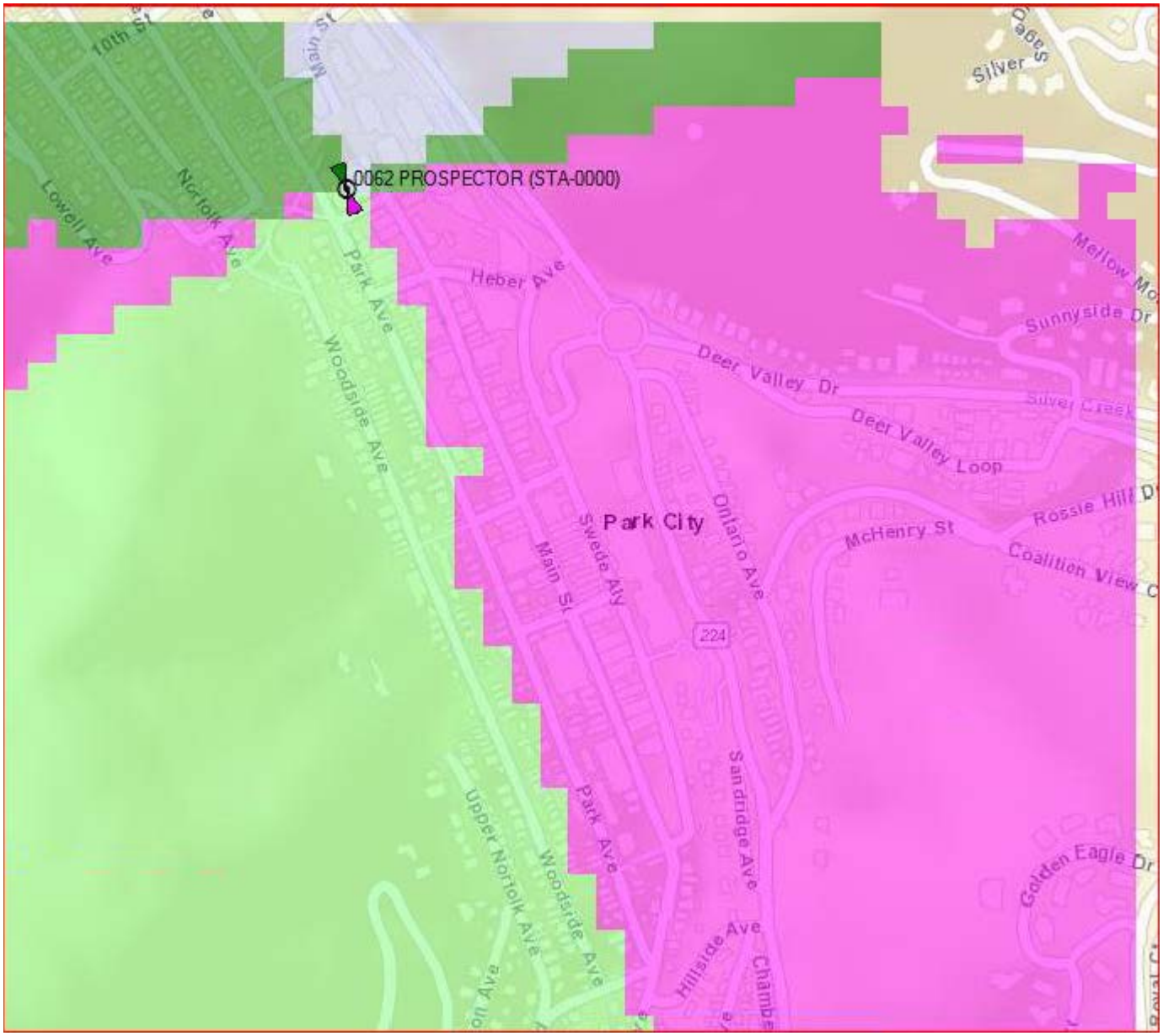
   D. If applicable, how the Applicant's plans specifically relate to, and are coordinated with, the needs of all other Telecommunications providers within and near the City. N/A.

Exhibit B

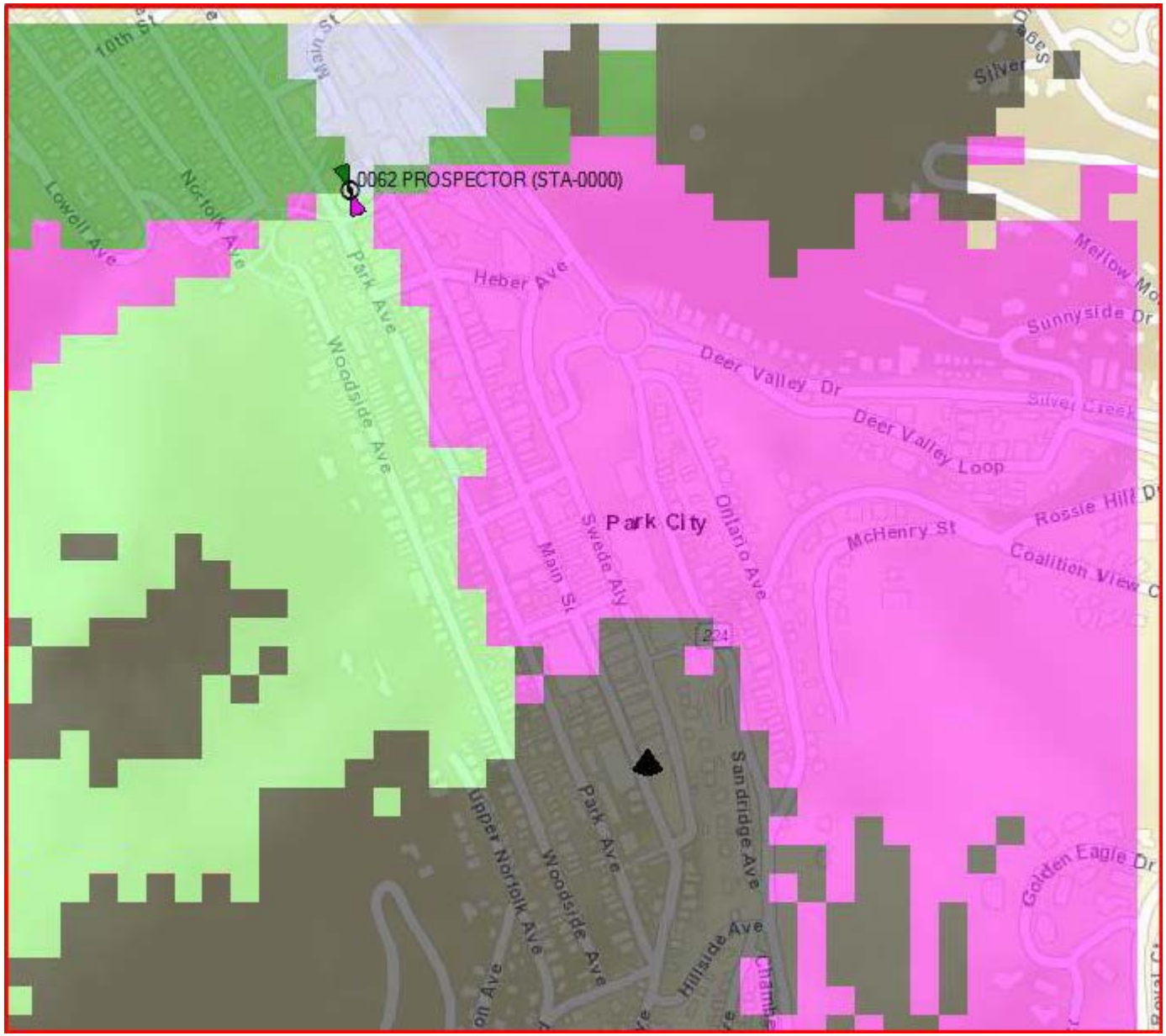
UT2 Park City Main SC1
250 Main Street

CUP Information Package

Capacity offload for Prospector



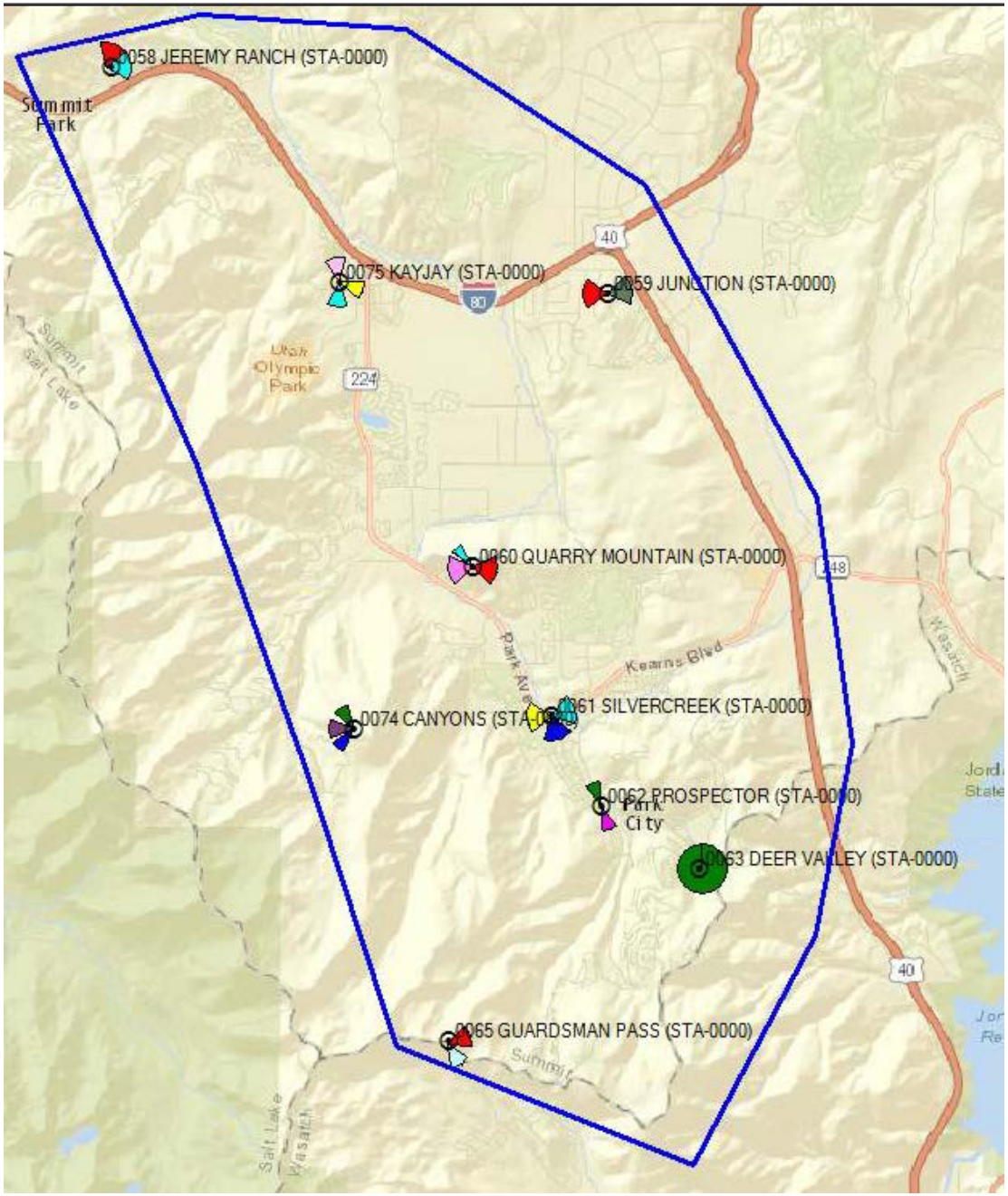
Existing 750 Best Server Coverage in the area showing Prospector.



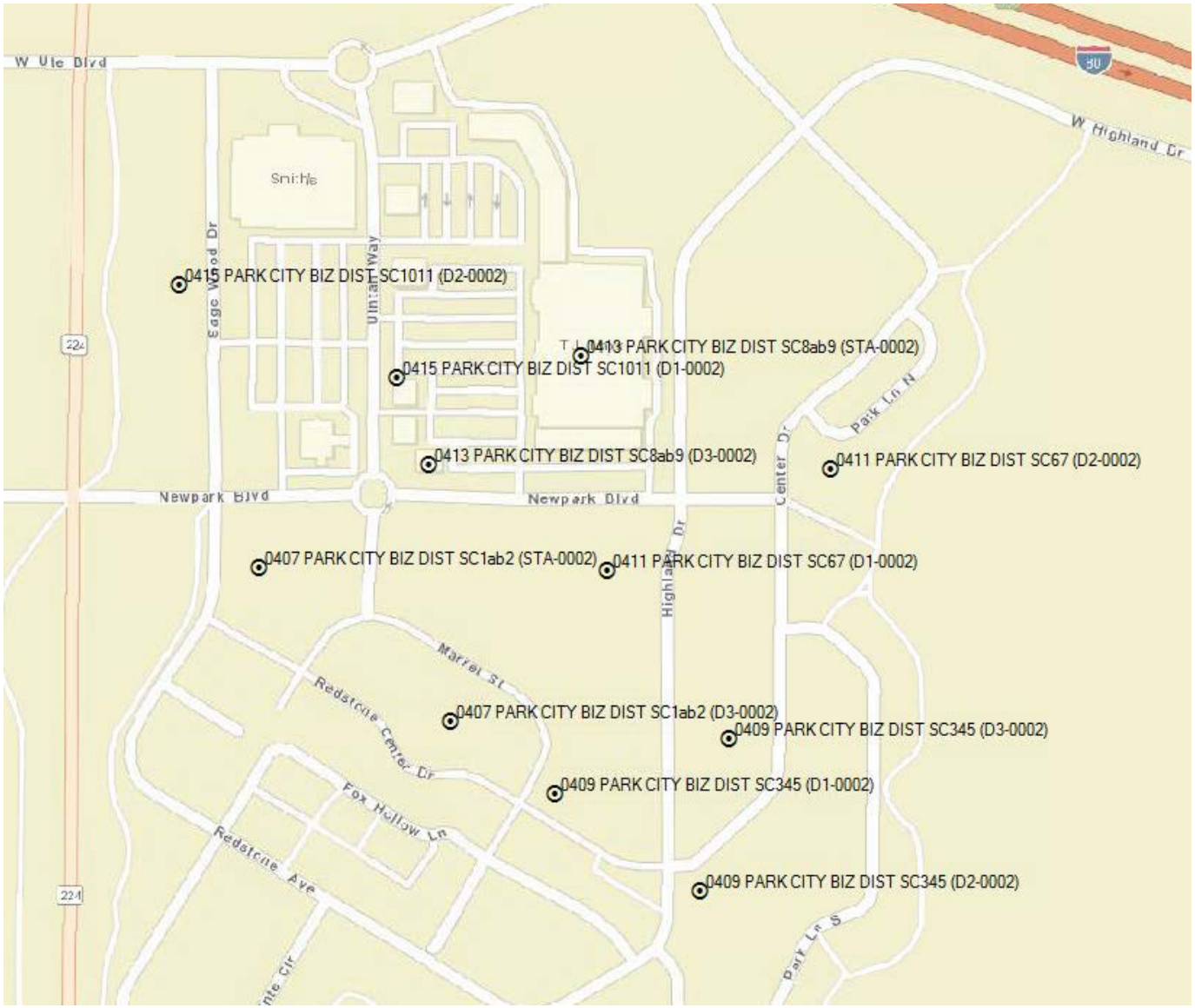
Proposed 750 Best Server Coverage in the area showing Prospector and Park City Main Small Cell 1.

LTE: RSRP - Best Server (0)

- 0062-D1-B13_10MHz_5230 (2-0000)
- 0062-D2-B13_10MHz_5230 (2-0000)
- 0062-D4-B13_10MHz_5230 (2-0000)
- 0062-D5-B13_10MHz_5230 (2-0000)
- 0400-D2-B13_10MHz_5230 (2-0002)
- 0400-D3-B13_10MHz_5230 (2-0002)
- Site1783_LTE_1

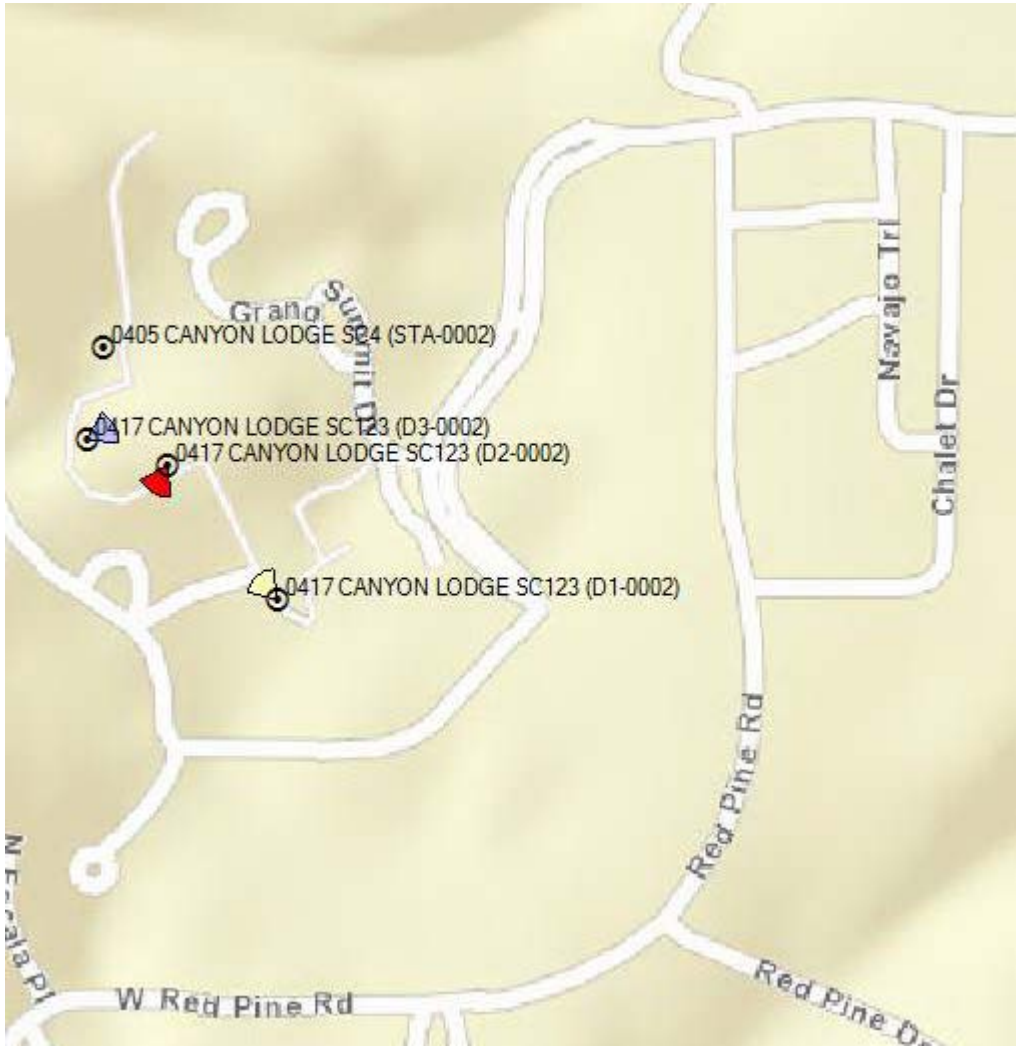


Active Cell Sites in and around the Park City area.



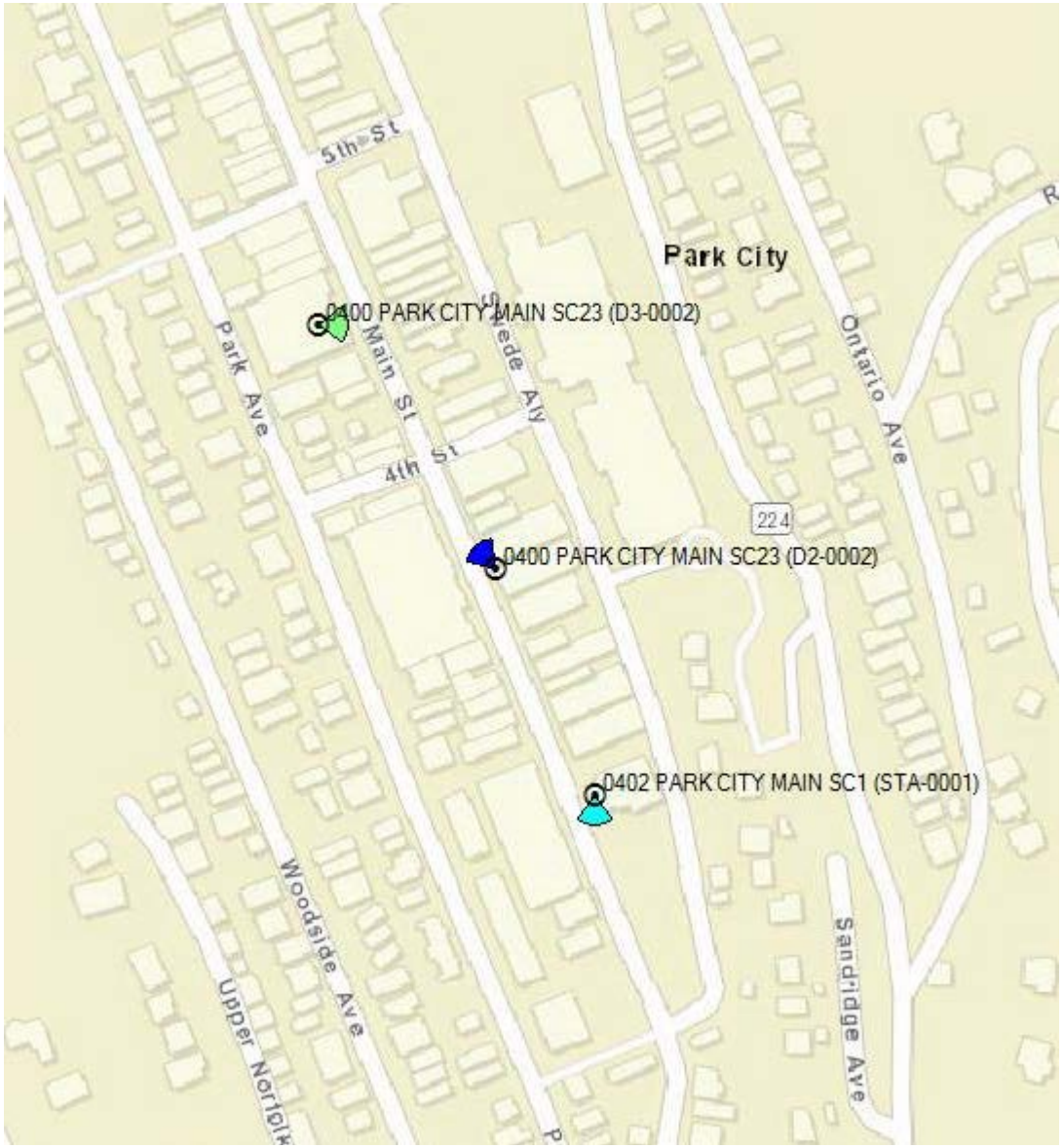
Zoomed-In Proposed Cell Sites in and around the Park City area.

Park City Business District Area Small Cells



Zoomed-In Proposed Cell Sites in and around the Park City area.

Canyons Area Small Cells



Zoomed-In Proposed Cell Sites in and around the Park City area.

Park City Main Small Cells

Exhibit C

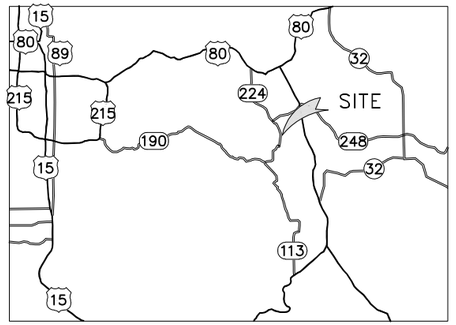
verizonwireless

UT2 PARK CITY SC2

PUBLIC RECORD PARCEL NO. PC-281

340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SMALL CELL INSTALLATION PROJECT



VICINITY MAP
SCALE: N.T.S.
NORTH

DESIGNED FOR:
verizonwireless
9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UTAH 84081

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TowerCom TECHNOLOGIES
AZ - CA - CO - ID - NM - NV - TX - UT

DESIGNED BY:

REV	DESCRIPTION	DATE	BY	CHK
0	APPROVED FOR LEASING & ZONING	5/4/17	JCP	JDM

SHEET INDEX:

SHEET	TITLE	REV.
T1	TITLE SHEET	0
PS1	PHOTO SHEET	0
SU1	SURVEY	B
1A	CERTIFICATION LETTER	B
Z1	SITE PLAN	0
Z2	ENLARGED SITE PLAN	0
Z3	EXISTING ELEVATION	0
Z4	NEW ELEVATION	0
Z5	EQUIPMENT ROOM	0
Z6	RF COMPLIANCE	0

PROJECT INDEX:

APPLICANT:
VERIZON WIRELESS
9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UT 84081

CONTACT: SHANE TANNER
PHONE: 801-573-0045

ENGINEERS/DESIGNERS:
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WEST VALLEY CITY, UT 84119

CONTACT: JOSH MALBERG
PHONE: 801-336-4694 EXT. 170

SURVEYOR:
CIS PROFESSIONAL LAND SURVEYING
295 NORTH 200 EAST
MONA, UTAH

CONTACT: CORY SQUIRE, PLS
PHONE: 435-660-0816

SITE/AQ:
ELEVATION WIRELESS
3773 CHERRY CREEK N. SUITE 575

CONTACT: TOM FOSTER
PHONE: 303-331-3411

ABBREVIATED LEGAL DESCRIPTION:

SUBD: PARK CITY BLOCK 22 LOT: 10 BEG AT THE NW COR OF LOT 10, BLK 22, PARK CITY; & RUN TH N 66°29'30" E 3.79 FT; TH ALG THE W'LY EDGE OF THE EXSIT BLDG S 23°30'13" E 1.03 FT; TH ALG THE S'LY EDGE OF THE EXIST BLDG N 66°32'56" E 100.11 FT; TH ALG THE E'LY EDGE OF THE EXIST BLDG, N 23°30'47" W 1.16 FT; ETC SEE DOC

GENERAL PROJECT NOTES:

1. PRIOR TO SUBMITTING A BID, THE CONTRACTOR SHALL FAMILIARIZE HIMSELF/HERSELF WITH THE SCOPE OF WORK AND ALL CONDITIONS AFFECTING THE NEW PROJECT.
2. CONTRACTOR SHALL VERIFY ALL FIELD CONDITIONS AND DIMENSIONS OF THE JOB SITE AND CONFIRM THAT WORK AS INDICATED ON THESE CONSTRUCTION DOCUMENTS CAN BE ACCOMPLISHED AS SHOWN PRIOR TO COMMENCEMENT OF ANY WORK.
3. ALL FIELD MODIFICATIONS BEFORE, DURING, OR AFTER CONSTRUCTION SHALL BE APPROVED IN WRITING BY A VERIZON WIRELESS REPRESENTATIVE.
4. INSTALL ALL EQUIPMENT AND MATERIALS PER THE MANUFACTURER'S RECOMMENDATIONS, U.N.O.
5. NOTIFY VERIZON WIRELESS, IN WRITING, OF ANY MAJOR DISCREPANCIES REGARDING THE CONTRACT DOCUMENTS, EXISTING CONDITIONS, AND DESIGN INTENT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING CLARIFICATIONS FROM A VERIZON WIRELESS REPRESENTATIVE AND ADJUSTING THE BID ACCORDINGLY.
6. CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES OF THE WORK UNDER THE CONTRACT.
7. CONTRACTOR SHALL PROTECT ALL EXISTING IMPROVEMENTS AND FINISHES THAT ARE TO REMAIN. CONTRACTOR SHALL REPAIR ANY DAMAGE THAT MAY OCCUR DURING THE CONSTRUCTION TO THE SATISFACTION OF A VERIZON WIRELESS REPRESENTATIVE.
8. THE CONTRACTOR IS RESPONSIBLE FOR RED-LINING THE CONSTRUCTION PLANS TO ILLUSTRATE THE AS BUILT CONDITION OF THE SITE. FOLLOWING THE FINAL INSPECTION BY VERIZON WIRELESS, THE CONTRACTOR SHALL PROVIDE VERIZON WIRELESS WITH ONE COPY OF ALL RED-LINED DRAWINGS.
9. VERIFY ALL FINAL EQUIPMENT WITH A VERIZON WIRELESS REPRESENTATIVE. ALL EQUIPMENT LAYOUT, SPECS, PERFORMANCE INSTALLATION AND THEIR FINAL LOCATION ARE TO BE APPROVED BY VERIZON WIRELESS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING HIS/HER WORK WITH THE WORK AND CLEARANCES REQUIRED BY OTHERS RELATED TO SAID INSTALLATIONS.

PROJECT INFORMATION:

PROPERTY OWNER:	ALPINE VENTURES ASSOCIATES II, LLC 340 MAIN STREET CONTACT: STEVE HOOKER PHONE: 435-646-1129
JURISDICTION:	PARK CITY ADDRESS: 445 MARSAC AVE. PARK CITY UT. 84060 PHONE: 435-615-5100
PUBLIC RECORD PARCEL NO:	PC-281

DRIVING DIRECTIONS:

LATITUDE:	40°38'33.74260"N
LONGITUDE:	111°29'41.81538"W

FROM THE VERIZON WIRELESS OFFICE LOCATED ON 9656 S PROSPERITY RD. WEST JORDAN, HEAD NORTH TOWARD W 9500 S/WELLS PARK RD 305 FT. TURN RIGHT ONTO W 9500 S/WELLS PARK RD. 210 FT. TURN LEFT AT THE 1ST. CROSS STREET ONTO PROSPERITY RD. 0.7 MI. TURN RIGHT ONTO UT-48 E. 0.8 MI. USE THE LEFT 2 LANES TO TURN LEFT ONTO S 5600 W. 0.5 MI. TURN RIGHT ONTO UT-48 E 4.8 MI. USE THE LEFT 2 LANES TO TURN LEFT ONTO 1700 W/REDWOOD RD. 2.4 MI. USE THE RIGHT LANE TO TAKE THE RAMP ONTO I-215 E 0.3 MI. MERGE ONTO I-215 E 11.9 MI. TAKE EXIT 2 TO MERGE ONTO I-80 TOWARD PARK CITY/CHEYENNE 15.6 MI. USE THE RIGHT TWO LANES TO TAKE EXIT 145 TOWARD KIMBALL JCT. 0.6 MI. USE ANY LANE TO TURN RIGHT ONTO UT-224 S. 5.8 MI. TURN LEFT ONTO DEER VALLEY DR. 1.0 MI. TURN RIGHT ONTO HEBER AVE. 174 FT. TURN RIGHT TO STAY ON HEBER AVE. 367 FT. TURN LEFT ONTO MAIN ST. 0.3 MI. DESTINATION WILL BE ON THE LEFT. 0.3 MI.

ADA COMPLIANCE:

THIS FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. LANDINGS AND EXITS SHALL COMPLY WITH ALL APPLICABLE BUILDING CODES.

FCC COMPLIANCE:

RADIATION FROM THIS FACILITY WILL NOT INTERFERE WITH OPERATION OF OTHER COMMUNICATION DEVICES.

PROJECT DESCRIPTION:

THIS PROJECT CONSISTS OF THE FOLLOWING:
INSTALLATION
- ONE (1) NEW OUTDOOR EQUIPMENT CABINET
- ONE (1) NEW OMNI ANTENNA
- ONE (1) NEW MOVP UNIT
- ONE (1) NEW HYBRID CABLE
- TWO (2) NEW RRH UNITS

APPROVED FOR LEASING/ZONING

PROJECT NAME:
UT2 PARK CITY SC2
EXISTING 30'-11" BUILDING
SMALL CELL INSTALLATION PROJECT

PROJECT ADDRESS:
340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SHEET TITLE:
TITLE SHEET

SAVE DATE:
5/4/2017 10:15 AM

SHEET NUMBER:
T1

GENERAL PROJECT NOTES:

1.	CONTRACTOR IS RESPONSIBLE FOR ERECTING TEMPORARY BARRICADES AND/OR FENCING TO PROTECT THE SAFETY OF THE PUBLIC DURING CONSTRUCTION. THE CONTRACTOR SHALL REMOVE ALL TEMPORARY BARRIERS AND REPAIR ALL DAMAGE TO PROPERTY ON THE SITE CAUSED BY THIS CONSTRUCTION. THE COST OF REPAIR IS THE CONTRACTOR'S RESPONSIBILITY.
2.	ALL WORK SHALL BE IN ACCORDANCE WITH APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS.
3.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFICATION OF ALL MEASUREMENTS AT THE SITE PRIOR TO ORDERING ANY MATERIALS OR CONDUCTING ANY WORK.
4.	EXCESS SOIL MATERIAL AND DEBRIS CAUSED BY THIS CONSTRUCTION SHALL BE REMOVED FROM THE SITE AND DISPOSED OF IN A LEGAL MANNER.
5.	CONTRACTOR SHALL MAKE ADJUSTMENTS TO GRADING ELEVATIONS AS NECESSARY TO ENSURE A SITE FREE OF DRAINAGE PROBLEMS.
6.	CONTRACTOR SHALL COORDINATE A CONSTRUCTION LAYDOWN AREA WITH THE PROPERTY OWNER. CONSTRUCTION LAYDOWN AREA SHALL BE FENCED-IN WITH TEMPORARY (45 DAY) CONSTRUCTION FENCE. THE TEMPORARY FENCE SHALL BE CONSTRUCTED OF 6' HIGH CHAIN LINK FABRIC AND IS TO BE REMOVED AT THE END OF CONSTRUCTION. LAYDOWN AREA IS TO BE RESTORED TO ITS ORIGINAL CONDITION AFTER FENCE REMOVAL.
7.	SURVEY INFORMATION SHOWN WAS CREATED FROM RECORD INFORMATION AND DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY.
8.	THESE PLANS DO NOT ADDRESS THE SAFETY AND STABILITY OF THE STRUCTURE DURING ASSEMBLY AND ERECTION, WHICH ARE THE RESPONSIBILITY OF THE ERECTOR, BASED ON THE MEANS AND METHODS CHOSEN BY THE ERECTOR.
9.	NEW EQUIPMENT COMPOUND SHALL BE COVERED W/ 4" CRUSHED ROCK INSTALLED OVER CLIENT-APPROVED WEED BARRIER MATERIAL (IF APPLICABLE).

GENERAL CONTRACTOR NOTES:

1.	THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE COMPLETE PROJECT SCOPE OF WORK DEFINED UNDER THE REQUEST FOR PROPOSAL (RFP) FOR THIS PROJECT AND ALL ASSOCIATED ATTACHMENTS AND DOCUMENTS PROVIDED. THE RFP AND ALL ASSOCIATED DOCUMENTS SHALL DEFINE THE COMPLETE PROJECT SCOPE OF WORK. CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH ALL DOCUMENTS AND IS SOLELY RESPONSIBLE FOR ALL WORK. ALL DOCUMENTS INCLUDED WITHIN THE PROJECT REQUEST FOR PROPOSAL ARE REQUIRED FOR THE COMPLETE PROJECT SCOPE OF WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL WORK (EQUIPMENT, MATERIAL, INSTALLATION, TESTING, ETC.) INDICATED IN ALL DOCUMENTS. THE RFP, VERIZON WIRELESS NETWORK STANDARDS AND PROJECT ADDENDUMS AND CLARIFICATIONS ARE COMPLEMENTARY TO EACH OTHER. THE FORMAT OF THE SPECIFICATIONS AND DRAWING NUMBERING PER DISCIPLINE IS NOT INTENDED TO IMPLY SEGREGATION OF SUB CONTRACTOR WORK. CONTRACTOR SHALL ASSIGN ALL SUB CONTRACTOR WORK AND VERIZON WIRELESS WILL NOT ACCEPT ANY CHANGE ORDERS FOR INTERNAL CONTRACTOR WORK ASSIGNMENTS. CONTRACTOR SHALL BE RESPONSIBLE FOR DISTRIBUTING ALL RFP DOCUMENTS TO THEIR SUB CONTRACTORS. ALL RFP DOCUMENTS ARE REQUIRED TO INDICATE THE PROJECT SCOPE OF WORK. PARTIAL SUB CONTRACTOR DOCUMENT PACKAGES ARE HIGHLY DISCOURAGED. IN THE EVENT OF A CONFLICT BETWEEN THE DRAWINGS, SPECIFICATIONS, REFERENCED STANDARDS, VERIZON WIRELESS STANDARDS, OR AGREEMENT TERMS AND CONDITIONS THE ARCHITECT/ ENGINEER SHALL BE CONTACTED FOR FORMAL INTERPRETATION OF THE REQUIREMENTS. THE CONTRACTOR SHALL BE DEEMED TO HAVE PROVIDED THE DETAILED AND EXTENSIVE INTERPRETATION. ANY WORK INSTALLED IN CONFLICT WITH THE ARCHITECT/ ENGINEER INTERPRETATIONS SHALL BE CORRECTED BY THE CONTRACTOR AT NO EXPENSE TO VERIZON WIRELESS.
2.	ALL ANTENNAS MUST BE PIM TESTED WITHIN 48 HOURS OF THEM BEING RECEIVED BY THE INSTALLATION CONTRACTOR. THOSE RESULTS MUST BE SENT BACK TO THE VERIZON WIRELESS CONSTRUCTION ENGINEER AND EQUIPMENT ENGINEER WITHIN THE SAME 48 HOURS. IF YOU MISS THE 48HR TIMELINE AND THE ANTENNAS DO NOT PASS UPON INSTALLATION, YOUR COMPANY WILL BE CHARGED FOR THE COST OF THE ANTENNAS FOR REPLACEMENT.
3.	ALL LOADS MUST BE SECURED PROPERLY TO THE VEHICLE OR TRAILER. VERIZON WIRELESS WILL PASS ALONG THE COST OF ANY REPLACEMENTS DUE TO DAMAGE OR LOSS WHETHER IT IS NEW OR USED.
4.	ALL VENDORS ARE REQUIRED TO SHOW UP TO THE DC IN TEMPE, OR DELTA/KING COMMUNICATIONS, OR BROKEN ARROW IN NM WITH ENCLOSED TRANSPORTATION FOR ALL ELECTRONICS.

STRUCTURAL DESIGN CRITERIA:

ALL LOADS DERIVED FROM REQUIREMENTS OF INTERNATIONAL BUILDING CODE 2012, ASCE 7-05, "MINIMUM DESIGN LOADS FOR BUILDINGS AND OTHER STRUCTURES" & ANSI TIA-222-G "STRUCTURAL STANDARD FOR ANTENNA SUPPORTING STRUCTURES AND ANTENNAS".

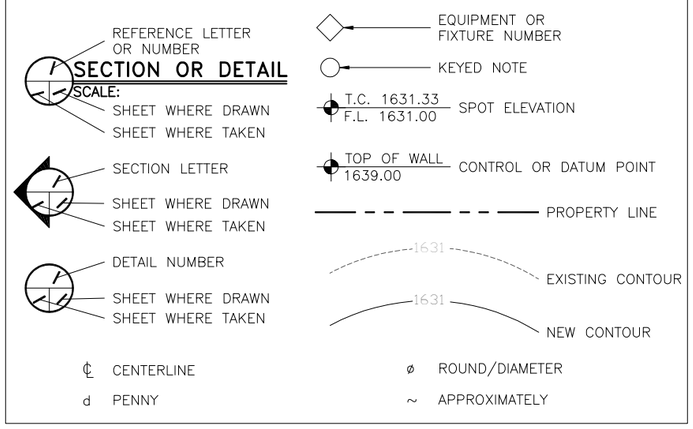
BUILDING STRUCTURES:

1. WIND LOADS: IBC 2012 §1609 & ASCE 7-10 §28.6.3 (SIMPLIFIED METHOD)
   Vɜs = 90 MPH
   OCCUPANCY CAT. = II; EXPOSURE CAT. = C; IMPORTANCE FACTOR = 1.0
2. SEISMIC LOADS: IBC 2012 §1613 & ASCE 7-05 §12.14 (SIMPLIFIED METHOD)
   OCCUPANCY CAT. = II; SITE CLASS = D
   $V = \frac{F(Sps)W}{R}$
   F = 1.0 (SINGLE-STORY), 1.1 (TWO STORY), 1.2 (THREE STORY)
   Sɒs = (2/3) Sms
   R = 1.5 (ORDINARY PLAIN CONCRETE SHEARWALLS),
   6.5 (LIGHT-FRAMED WALLS W/ WOOD STRUCTURAL PANELS),
   4.0 (ORDINARY REINFORCED CONCRETE SHEARWALLS)

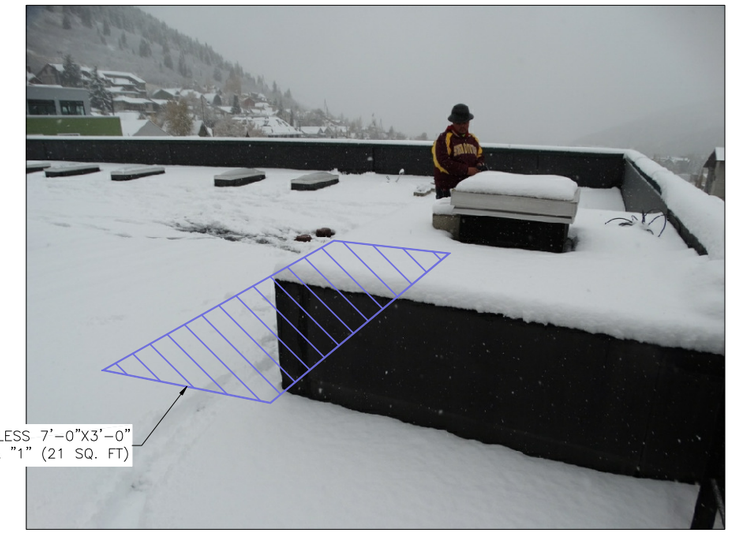
COMMUNICATIONS STRUCTURES:

1. WIND LOADS: IBC 2012 §1609, ASCE 7-05 §6.5.15 & ANSI TIA-222-G
   V = 90 MPH (3-SEC. GUST)
   V = **30** MPH (½" RADIAL ICE)
   STRUCTURE CLASS. = II; EXPOSURE CAT. = C; IMPORTANCE FACTOR = 1.0
2. SEISMIC LOADS*: IBC 2012 §1613, ASCE 7-05 §15.6.6 & ANSI TIA-222-G
   *MAY BE IGNORED FOR STRUCTURE CLASS I AND/OR EARTHQUAKE SPECTRAL RESPONSE FOR SHORT PERIOD (Ss) ≤ 1.0
   STRUCT. CLASS. = II; OCC. CAT. = II; SITE CLASS = D; IMPORTANCE FACTOR = 1.0
   $V = \frac{Sds(W)I}{R}$ (EQUIVALENT LATERAL FORCE PROCEDURE (METHOD 1))
   $V = \frac{\Sigma Saz(Wz)I}{R}$ (EQUIVALENT MODAL ANALYSIS PROCEDURE (METHOD 2))

LEGEND OF SYMBOLS:



VIEW OF EXISTING BUILDING
(LOOKING NORTHEAST)



VIEW OF NEW LEASE AREA "A"
(LOOKING NORTH)

DESIGNED FOR:

verizonwireless

9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UTAH 84081

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DESIGNED BY:

TowerCom TECHNOLOGIES

AZ - CA - CO - ID - NM - NV - TX - UT

REV	DESCRIPTION	DATE	BY	CHK
0	APPROVED FOR LEASING & ZONING	5/4/17	JGP	JDM

APPROVED FOR LEASING/ZONING

PROJECT NAME:

UT2 PARK CITY SC2
EXISTING 30'-11" BUILDING
SMALL CELL INSTALLATION PROJECT

PROJECT ADDRESS:

340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SHEET TITLE:

PHOTO SHEET

SAVE DATE:

5/4/2017 10:15 AM

SHEET NUMBER:

PS1

PREPARED FOR:

verizonwireless

VERIZON WIRELESS
9656 South Prosperity Rd.
West Jordan, UT 84081

1A CERTIFICATION LETTER

FOR

VERIZON WIRELESS

FACILITY KNOWN AS:

UT2 PARK CITY SC2

PARK CITY UTAH

ELEVATION REPORT:

NAVD88 - GROUND ELEVATION: 7,087 ft
[ELEVATION METERS]: 2160.118 m

LEGAL DESCRIPTION:

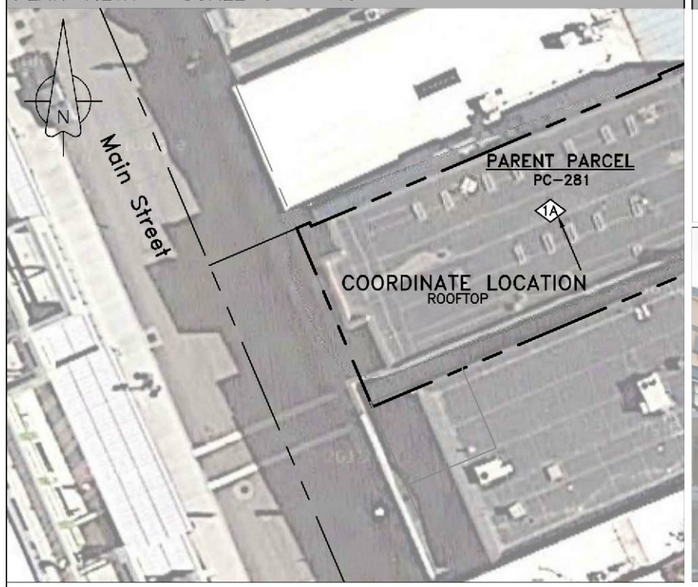
S 23°02'50" E 186.21 feet and N 67°35'53" E 88.08 feet of the Centerline monument marking the intersection of 600 Street and Main Street.

SITE LOCATION:

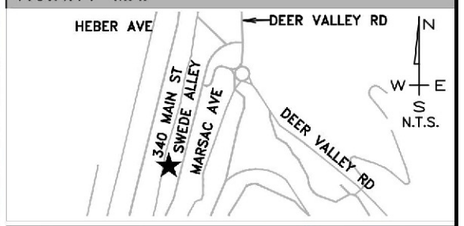
SITE IS ON A ROOFTOP AT:

340 MAIN STREET
PARK CITY
SUMMIT COUNTY, UTAH.

PLAN VIEW: SCALE 1" = 40'



VICINITY MAP



BASIS OF GEODETIC COORDINATES:

(1) HORIZONTAL DATUM: NORTH AMERICAN DATUM OF 1983 (NAD83) [PRIMARY] EXPRESSED IN DEGREES (°) MINUTES (') AND SECONDS (") AND CARRIED TO THE 10,000TH OF A SECOND, AND ALSO EXPRESSED IN DEGREES AND DECIMAL DEGREES.

(2) VERTICAL DATUM: NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) EXPRESSED IN U.S. SURVEY FEET AND METERS (METER EQUIVALENT TO 39.37 INCHES).

(3) NAD83 GEODETIC DATA SHOWN HEREON WAS DERIVED FROM AND IS TIED TO THE NATIONAL GEODETIC SURVEY, NATIONAL C.O.R.S. VIA THE O.P.U.S. UTILITY AND OR TRIMBLE GEOMATICS SOFTWARE.

1A GEODETIC COORDINATES:

NAD 83:	40°38'33.74260"N 111°29'41.81538"W
DECIMAL DEGREES:	40.64206278°N 111.494948716°W

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY THAT THE GEO-DETIC COORDINATES REPORTED HEREON ARE ACCURATE AND MEET FAA/FCC REPORTING RE-QUIREMENTS OF 1A: FIFTEEN FEET (15') HORIZONTALLY AND THREE FEET (3') VERTICALLY.

PROFESSIONAL LAND SURVEYOR
No.5561206
CORY I. SQUIRE
4-4-16
STATE OF UTAH

DATE OF SURV.: 09/10/15

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PREPARED BY:

CIS
PROFESSIONAL LAND SURVEYING
295 N 200 E
MONA, UT 84645
(435)660-0816
CISPLS1@GMAIL.COM

CORY IVAN SQUIRE UT P.L.S. #5561206-2201 4/4/16

TowerCom TECHNOLOGIES
ALBUQUERQUE/ STAR /EL PASO /LAS VEGAS/ DENVER
NEW MEXICO/ IDAHO/ TEXAS / NEVADA /COLORADO

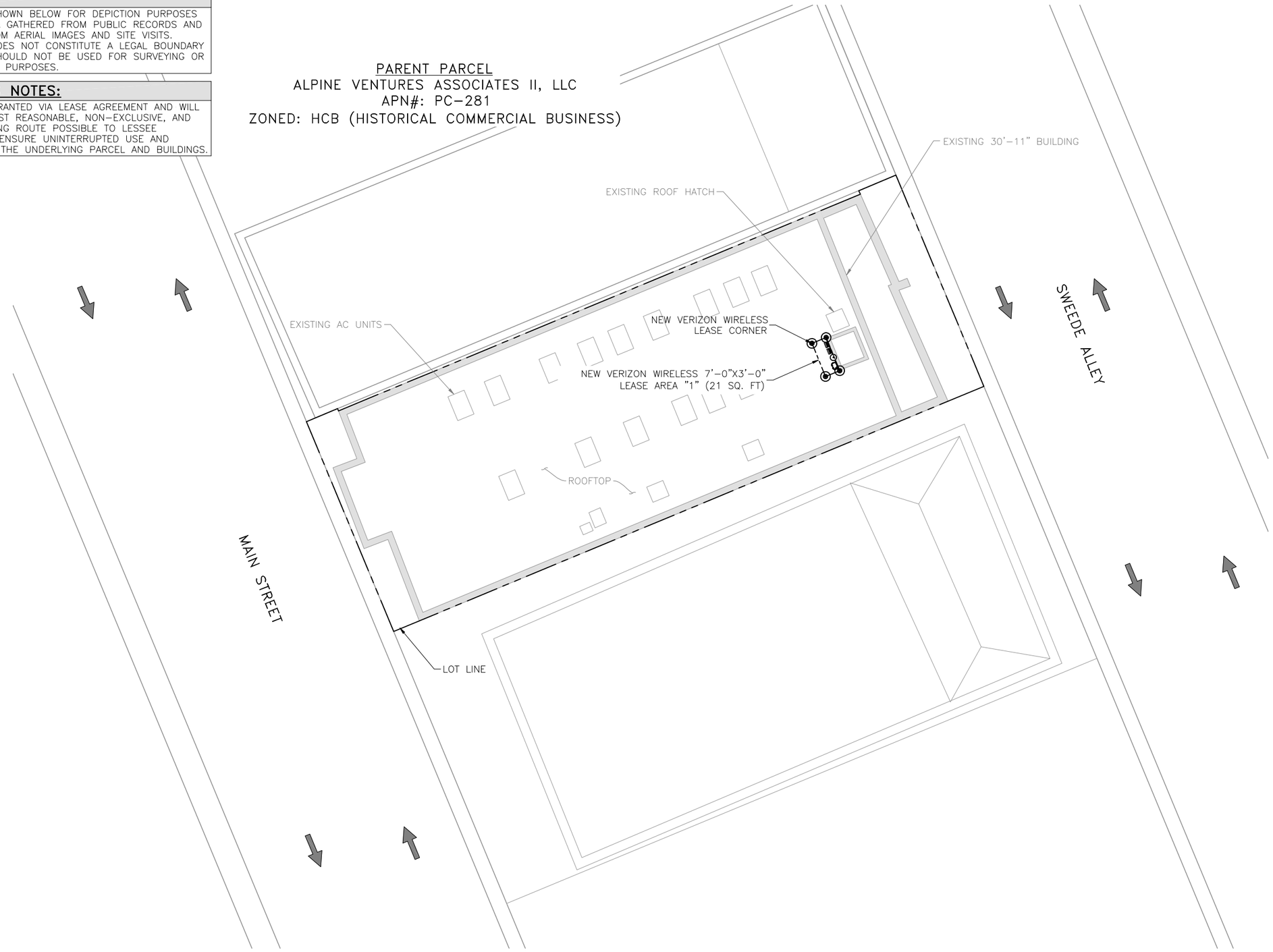
SITE NOTES:

1	INFORMATION SHOWN BELOW FOR DEPICTION PURPOSES ONLY. ALL DATA GATHERED FROM PUBLIC RECORDS AND GENERATED FROM AERIAL IMAGES AND SITE VISITS. INFORMATION DOES NOT CONSTITUTE A LEGAL BOUNDARY SURVEY AND SHOULD NOT BE USED FOR SURVEYING OR OTHER RELATED PURPOSES.

SITE ACCESS NOTES:

1	SITE ACCESS GRANTED VIA LEASE AGREEMENT AND WILL BE VIA THE MOST REASONABLE, NON-EXCLUSIVE, AND NON-INTERFERING ROUTE POSSIBLE TO LESSEE EQUIPMENT TO ENSURE UNINTERRUPTED USE AND ENJOYMENT OF THE UNDERLYING PARCEL AND BUILDINGS.

PARENT PARCEL
ALPINE VENTURES ASSOCIATES II, LLC
APN#: PC-281
ZONED: HCB (HISTORICAL COMMERCIAL BUSINESS)



20'-0" 0 20'-0"
12' 4'
SCALE: 1" = 20'-0"

SITE PLAN
SCALE:1" = 20'-0"

NORTH

DESIGNED FOR:

verizonwireless

9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UTAH 84081

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DESIGNED BY:

TowerCom TECHNOLOGIES

AZ - CA - CO - ID - NM - NV - TX - UT

REV	DESCRIPTION	DATE	BY	CHK
0	APPROVED FOR LEASING & ZONING	5/4/17	JCP	JDM

APPROVED FOR LEASING/ZONING

PROJECT NAME:

UT2 PARK CITY SC2
EXISTING 30'-11" BUILDING
SMALL CELL INSTALLATION PROJECT

PROJECT ADDRESS:

340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SHEET TITLE:

SITE PLAN

SAVE DATE:

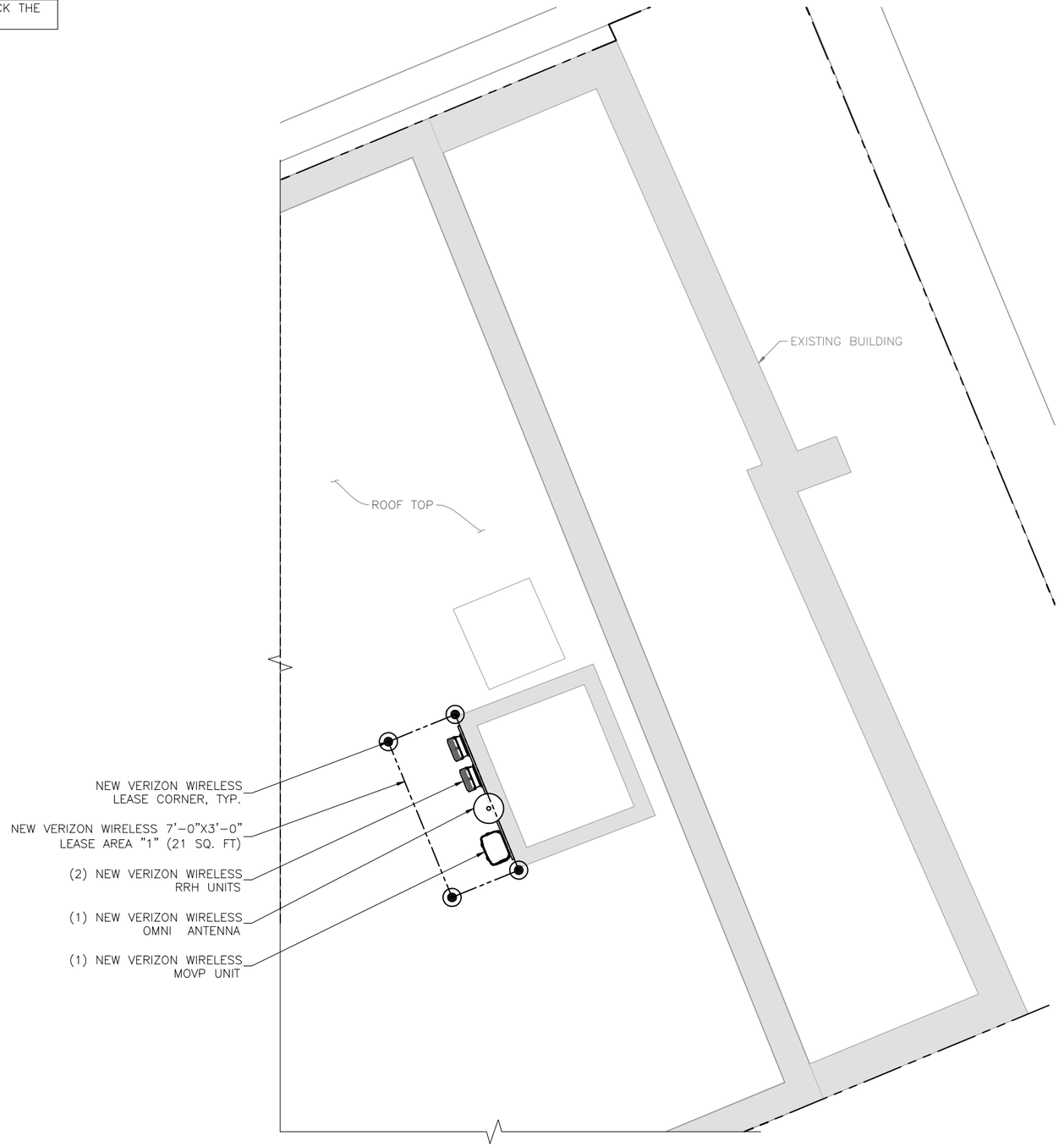
5/4/2017 10:15 AM

SHEET NUMBER:

Z1

SITE NOTES:

1	PRIOR TO EXCAVATION, CONTRACTOR SHALL CHECK THE AREA FOR UNDERGROUND UTILITIES.



ENLARGED SITE PLAN
SCALE: 3/16" = 1'-0"

DESIGNED FOR:

verizonwireless

9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UTAH 84081

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DESIGNED BY:

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AZ - CA - CO - ID - NM - NV - TX - UT

REV	DESCRIPTION	DATE	BY	CHK
0	APPROVED FOR LEASING & ZONING	5/4/17	JCP	JDM

APPROVED FOR LEASING/ZONING

PROJECT NAME:

UT2 PARK CITY SC2
EXISTING 30'-11" BUILDING
SMALL CELL INSTALLATION PROJECT

PROJECT ADDRESS:

340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SHEET TITLE:

ENLARGED SITE PLAN

SAVE DATE:

5/4/2017 10:15 AM

SHEET NUMBER:

Z2

KEY:	
C.L. =	CENTERLINE
A.L. =	ATTACHMENT LEVEL
B.T. =	BOTTOM TIP LEVEL
T.T. =	TOP TIP LEVEL
A.G.L. =	ABOVE GRADE LEVEL
T.O.P. =	TOP OF PARAPET
R.L. =	ROOF LINE

EXISTING SOUTH WEST ELEVATION
SCALE: 3/16" = 1'-0"

DESIGNED FOR:

verizonwireless

9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UTAH 84081

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DESIGNED BY:

AZ - CA - CO - ID - NM - NV - TX - UT

REV	DESCRIPTION	DATE	BY	CHK
0	APPROVED FOR LEASING & ZONING	5/4/17	JCP	JDM

APPROVED FOR LEASING/ZONING

PROJECT NAME:

UT2 PARK CITY SC2
EXISTING 30'-11" BUILDING
SMALL CELL INSTALLATION PROJECT

PROJECT ADDRESS:

340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SHEET TITLE:

EXISTING ELEVATION

SAVE DATE:

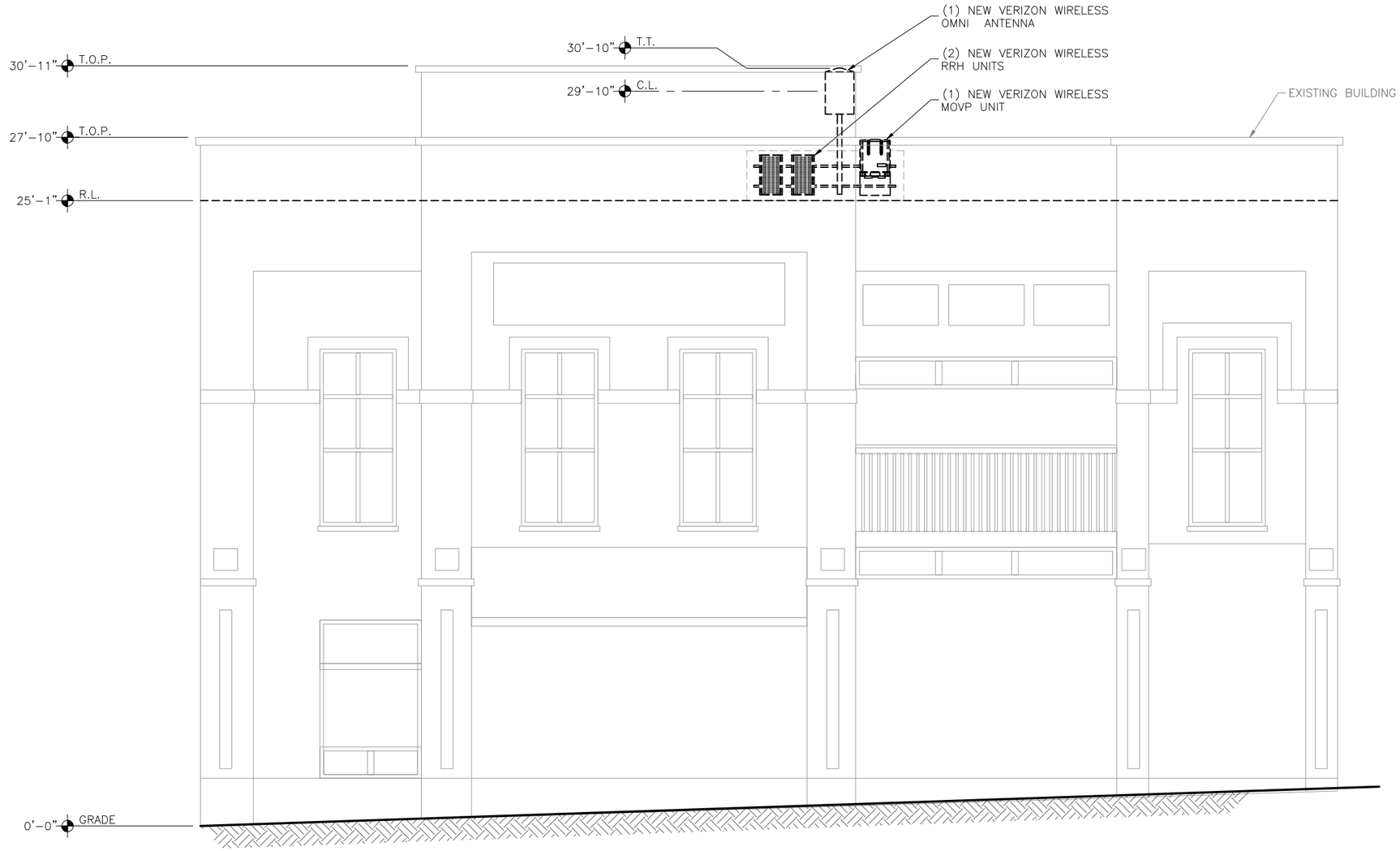
5/4/2017 10:15 AM

SHEET NUMBER:

Z3

NOTE:	
1.	EQUIPMENT WILL NOT BE VISIBLE AND IS SHOWN FOR CLARITY.

KEY:	
C.L. =	CENTERLINE
A.L. =	ATTACHMENT LEVEL
B.T. =	BOTTOM TIP LEVEL
T.T. =	TOP TIP LEVEL
A.G.L. =	ABOVE GRADE LEVEL
T.O.P. =	TOP OF PARAPET
R.L. =	ROOF LINE



NEW SOUTH WEST ELEVATION
SCALE: 3/16" = 1'-0"

DESIGNED FOR:

verizonwireless

9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UTAH 84081

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DESIGNED BY:

AZ - CA - CO - ID - NM - NV - TX - UT

REV	DESCRIPTION	DATE	BY	CHK
0	APPROVED FOR LEASING & ZONING	5/4/17	JCP	JDM

APPROVED FOR LEASING/ZONING

PROJECT NAME:

UT2 PARK CITY SC2
EXISTING 30'-11" BUILDING
SMALL CELL INSTALLATION PROJECT

PROJECT ADDRESS:

340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SHEET TITLE:

NEW ELEVATION

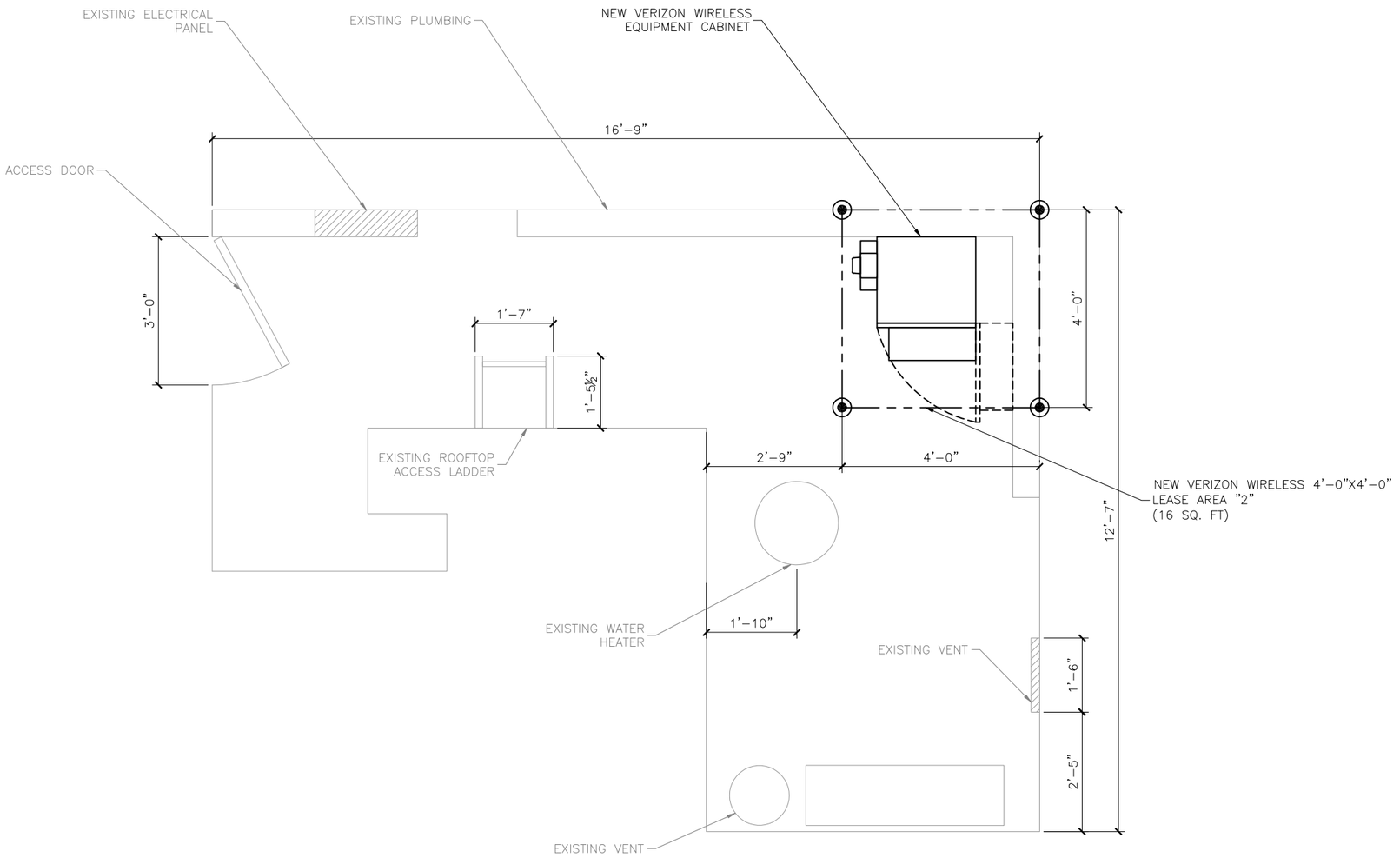
SAVE DATE:

5/4/2017 10:15 AM

SHEET NUMBER:

Z4

PROJECT NOTES:	
1.	PROPOSED LOCATION OF CABINET IS WITHIN CLOSET SPACE ON TOP FLOOR ACCESS VIA THE STAIRWELL.
2.	SPECIFIC ACCESS AGREEMENT WILL HAVE TO BE NEGOTIATED FOR 24/7 ACCESS. CONSTRUCTION AND OPERATIONS WOULD LIKE TO PURSUE OPTIONS OTHER THAN CALLING AHEAD 24 HRS.



EQUIPMENT ROOM PLAN (TOP FLOOR)
SCALE: 3/8"=1'-0"

DESIGNED FOR:

verizonwireless

9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UTAH 84081

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DESIGNED BY:

TowerCom TECHNOLOGIES

AZ - CA - CO - ID - NM - NV - TX - UT

REV	DESCRIPTION	DATE	BY	CHK
0	APPROVED FOR LEASING & ZONING	5/4/17	JCP	JDM

APPROVED FOR LEASING/ZONING

PROJECT NAME:

UT2 PARK CITY SC2
EXISTING 30'-11" BUILDING
SMALL CELL INSTALLATION PROJECT

PROJECT ADDRESS:

340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SHEET TITLE:

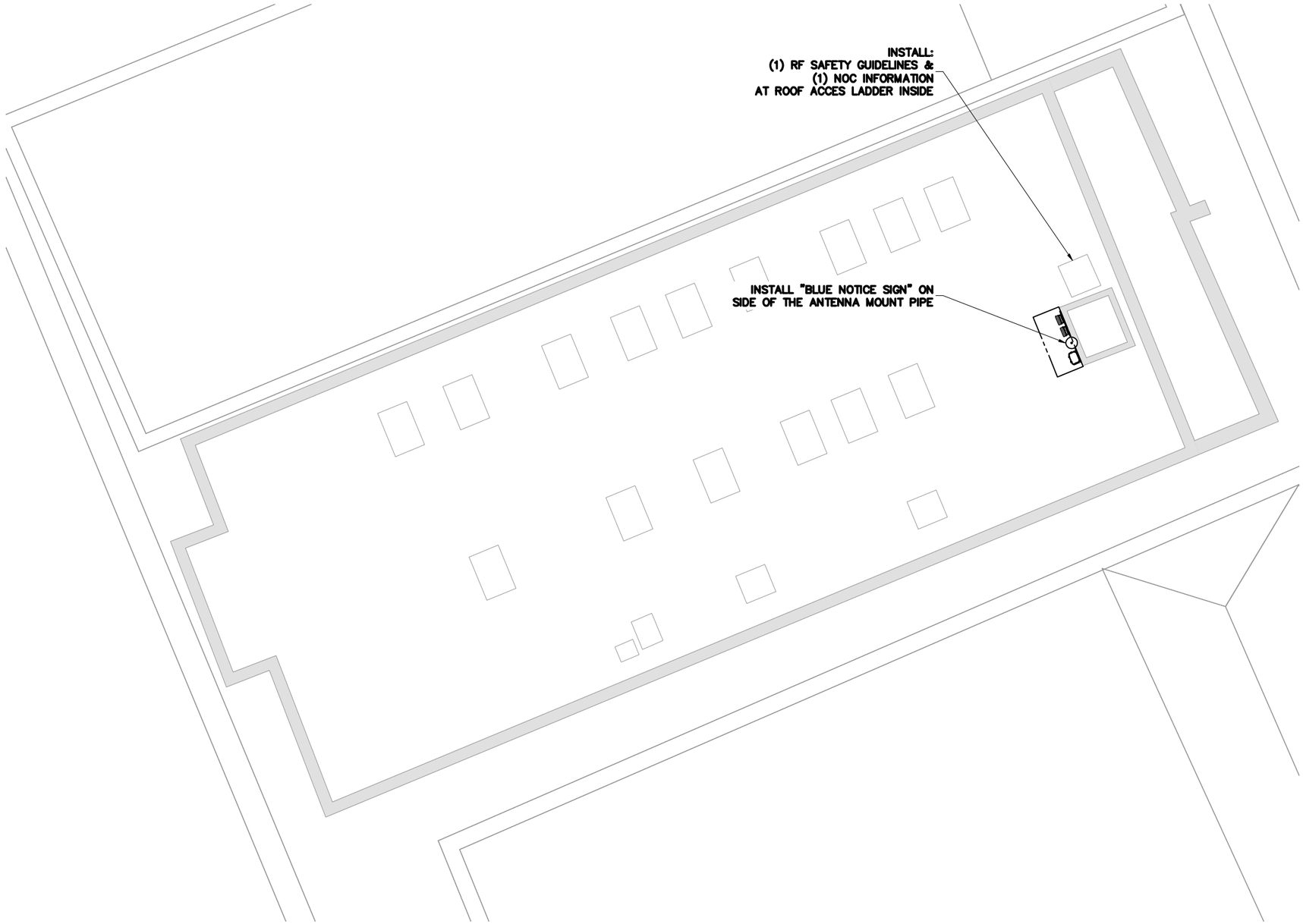
EQUIPMENT ROOM PLAN

SAVE DATE:

5/4/2017 10:15 AM

SHEET NUMBER:

Z5



RF COMPLIANCE PLAN
SCALE: NTS

SIGN SPECIFICATIONS:

1.	ALL SIGNS SHOULD BE UV RESISTANT FOR OUTDOOR USE.
2.	ALL SIGNS SHALL HAVE ROUNDED CORNERS WITH PRE-DRILLED HOLES
3.	SIGNAGE SHALL BE INSTALLED AS SHOWN ON PLAN

TYPICAL SIGN DIMENSIONS:

CAUTION SIGN

RF SAFETY GUIDELINES SIGN

NOTICE SIGN

WARNING SIGN

NOC INFORMATION SIGN

DESIGNED FOR:

verizonwireless

9656 SOUTH PROSPERITY ROAD
WEST JORDAN, UTAH 84081

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REV	DESCRIPTION	DATE	BY	CHK
0	APPROVED FOR LEASING & ZONING	5/4/17	JGP	JDM

APPROVED FOR LEASING/ZONING

PROJECT NAME:

UT2 PARK CITY SC2
EXISTING 30'-11" BUILDING
SMALL CELL INSTALLATION PROJECT

PROJECT ADDRESS:

340 MAIN STREET
PARK CITY, UT 84060
SUMMIT COUNTY

SHEET TITLE:

RF COMPLIANCE

SAVE DATE:

5/4/2017 10:15 AM

SHEET NUMBER:

Z6

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: **Treasure**
Project #: **PL-08-00370**
Author: **Francisco Astorga, AICP, Senior Planner**
Date: **10 May 2017**
Type of Item: **Administrative – Conditional Use Permit**
Transportation/Traffic Update- Open House

Summary Recommendations

Staff recommends that the applicant present the Treasure Hill Traffic Study Addendum #7 (Transportation/Traffic Update) submitted to the City on May 4, 2017. Despite a goal of completing their study in February 2017, the applicant's consultant was not able to conclude their study update until early May. Having already pushed the scheduled meeting back and re-arranged some other topic reviews, staff and the applicant agreed another continuance would do more harm than good. However, due to the short notice, the City is just beginning to review the document and will provide analysis, comments, questions, etc., during the following upcoming meetings.

In order to provide the information as quickly as possible to the Planning Commission, neighbors, stakeholders and public at large, staff suggested publishing the study update for this meeting but limiting the meeting item to an "open house" format. As such, the applicant will simply explain their submittal material and data. Staff recommends that the Planning Commission hear the applicant's presentation and due to the short notice Staff does not recommend that the Planning Commission engage in deliberations without the benefit of additional public comment nor a published staff report with the technical assistance of the Planning Department and its transportation experts which will be provided in the upcoming meetings.

As noticed, a public hearing should be held. Staff recommends that the Planning Commission continue the item to the June 14, 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 (SPMP)
Zoning:	Estate (E) District – Master Planned Development (MPD)
Adjacent Land Use:	Ski resort area and residential
Topic of Discussion:	Transportation
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

On May 4, 2017, the applicant submitted the Treasure Hill Traffic Study Addendum #7 (Transportation/Traffic Update) as they have indicated that they have been working on it since the January 2017. Updated traffic counts were conducted in mid-February 2017 and this is their initial update to be presented to the Planning Commission

Exhibits

Exhibit A - Treasure Hill Traffic Study Addendum #7 (Transportation/Traffic Update)

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 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

Exhibit A

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 **Page**

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 **Page**

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 **Page**

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

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EXECUTIVE SUMMARY

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

At full buildout, the Treasure Hill site is expected to generate 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.

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

Figure 1
Project Site Plan

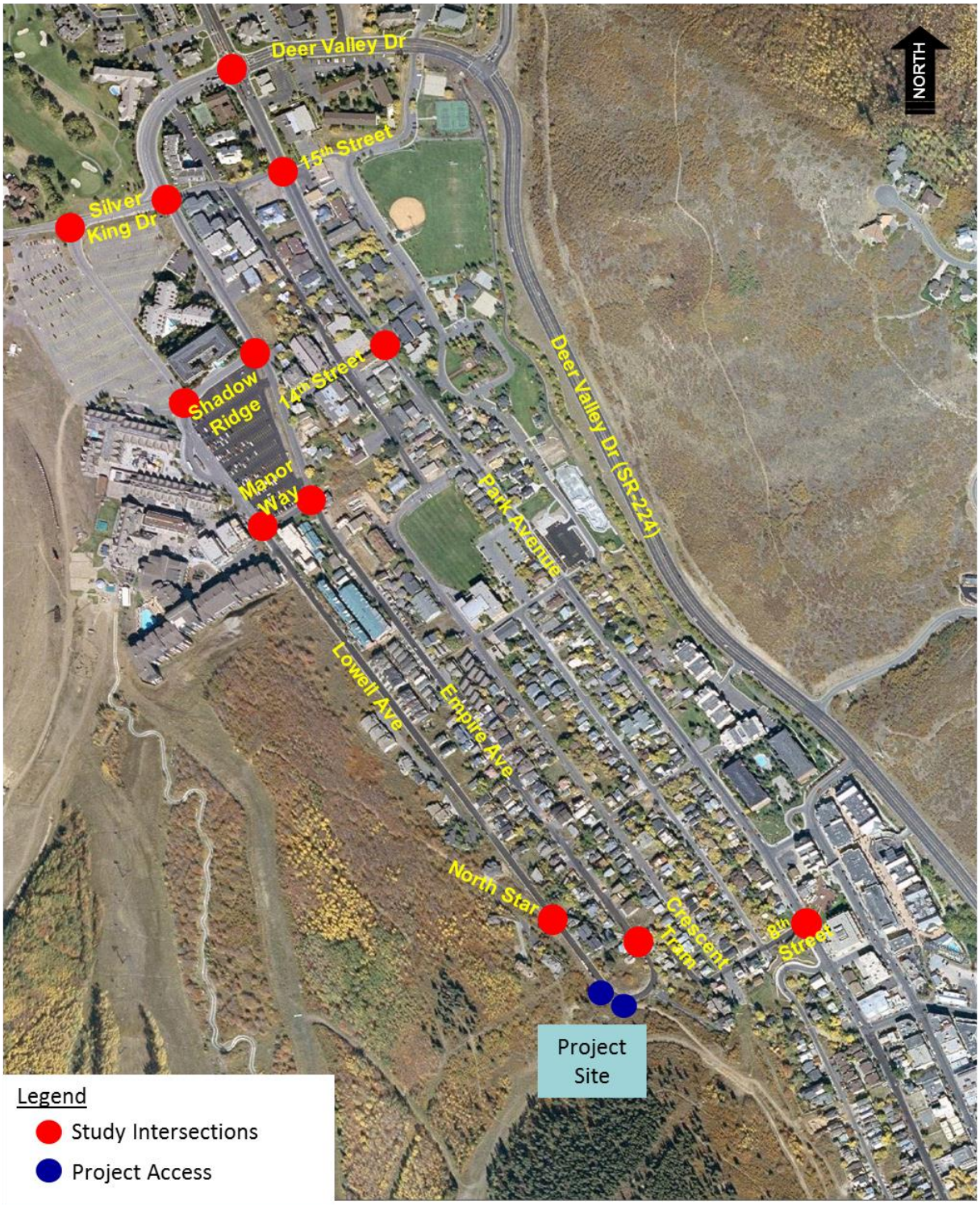

Figure 2
Project Location & Study Intersections

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

Intersection	*Estimated Traffic From Original Report*		*Actual Counts February 19th 2005*		*Actual Counts February 18th 2017*	
	AM	*PM*	*AM*	*PM*	*AM*	*PM*
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 / 14th Street	NA	NA	NA	NA	454	946
Park Ave / 8th 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.

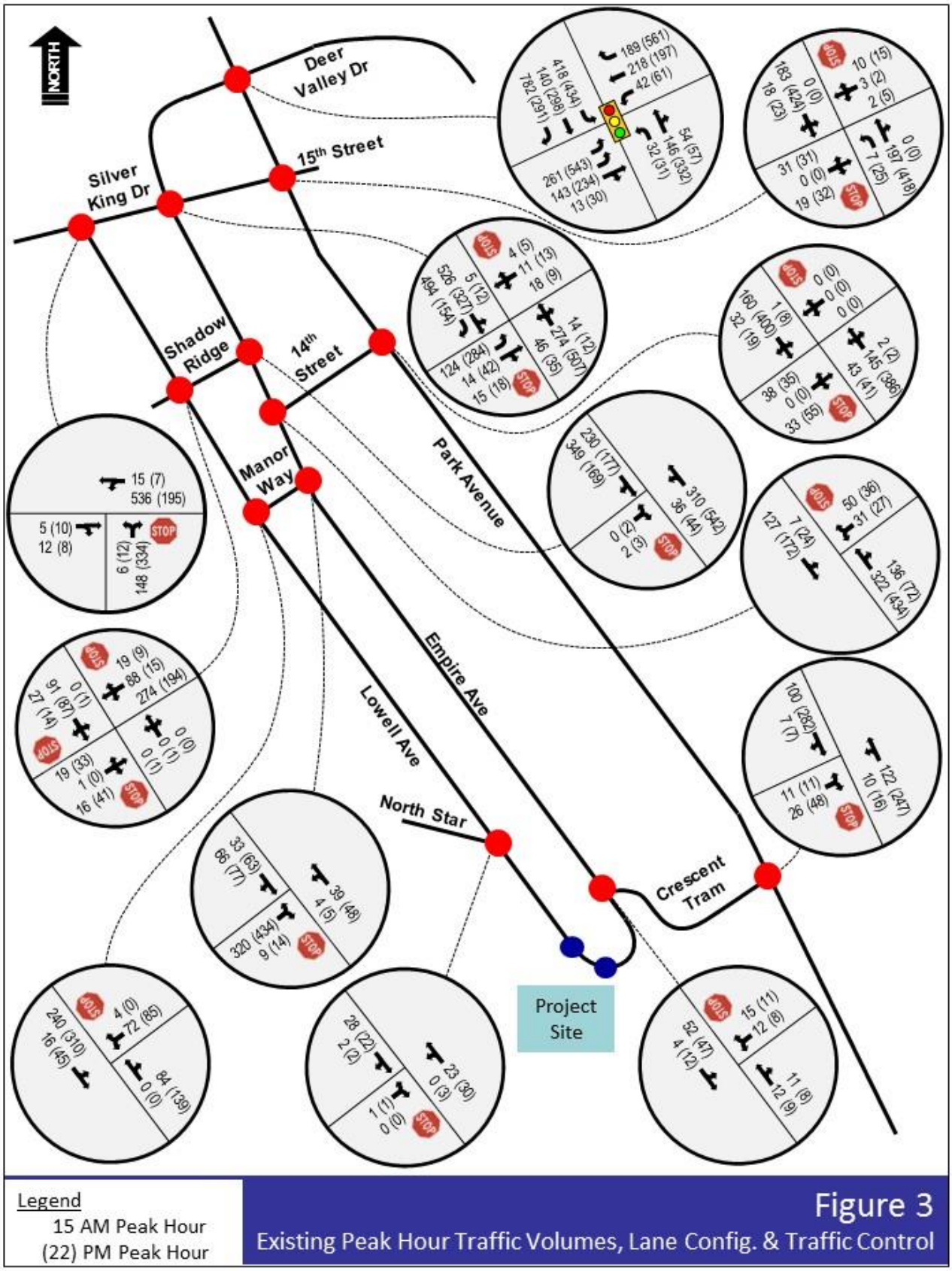

Figure 3
Existing Peak Hour Traffic Volumes, Lane Config. & Traffic Control

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	***Actual Counts February 18th 2017***		***Future Traffic Volumes 2037***	
	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 / 8th Street	276	611	347	768
Empire Ave / 14 Street	573	765	721	962
Note: The numbers depict the total volume at the intersection during one peak hour.				

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.

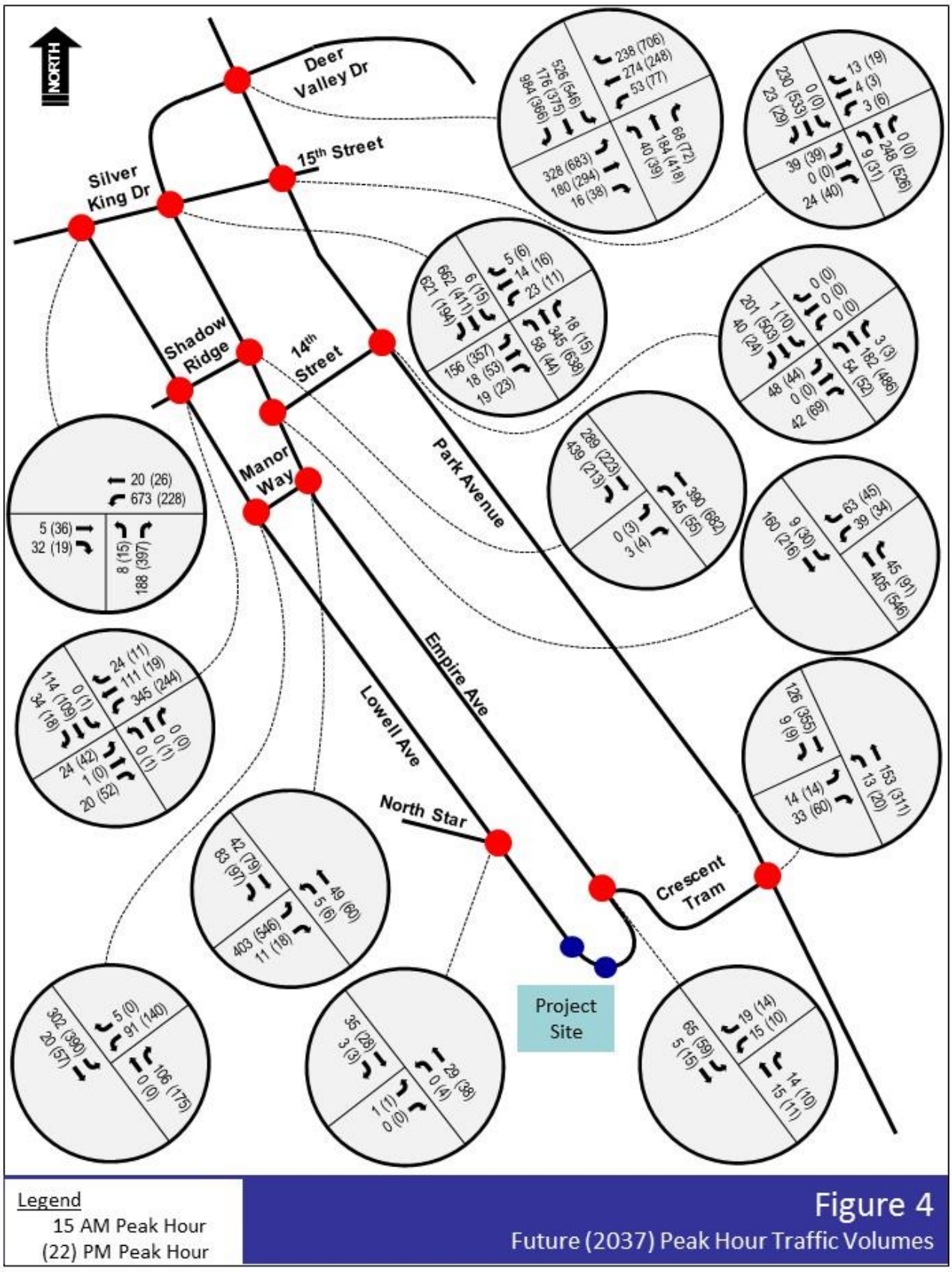

Figure 4
Future (2037) Peak Hour Traffic Volumes

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.

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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.

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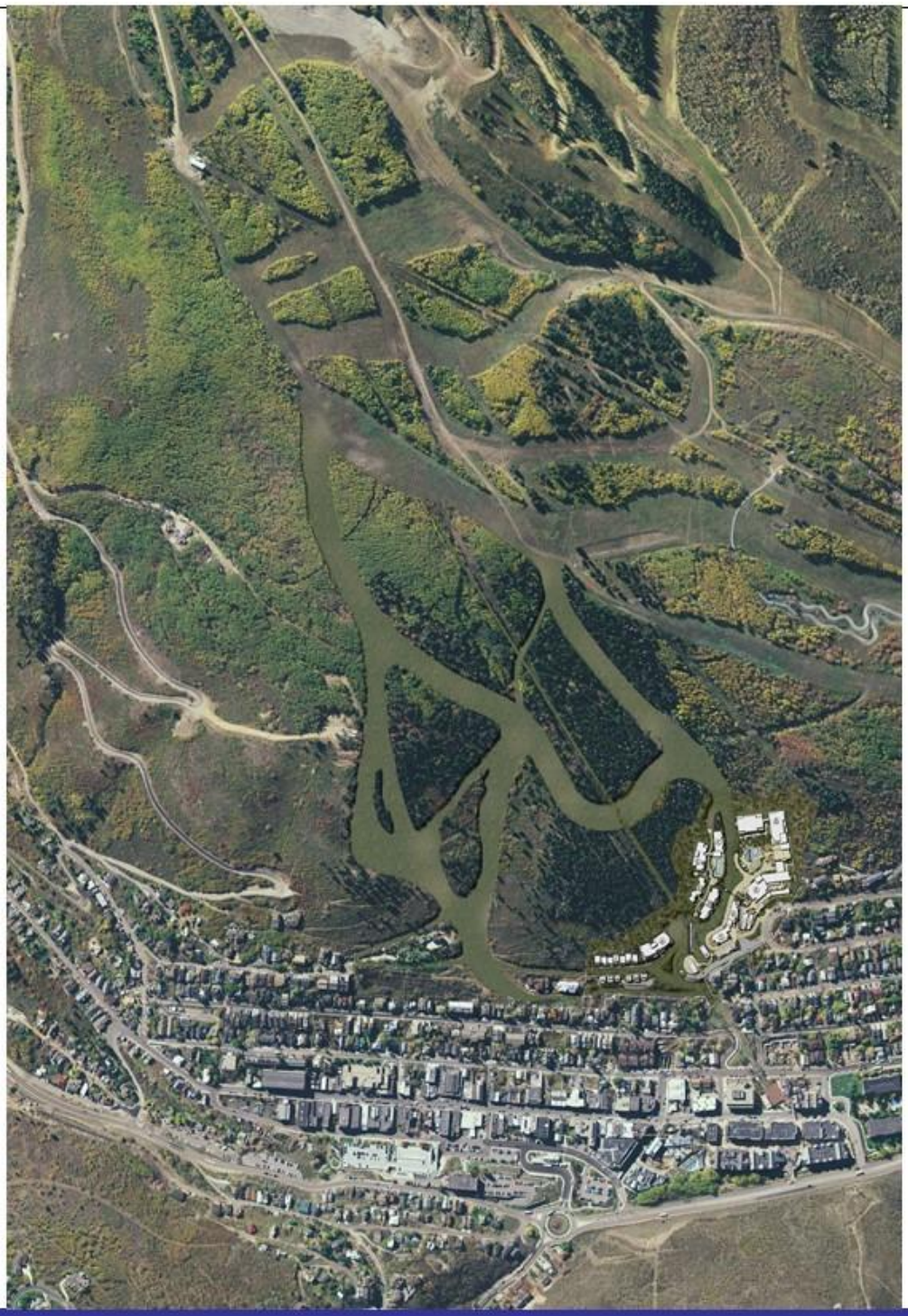

Figure 5
Ski and Trail Concept Plans

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**.

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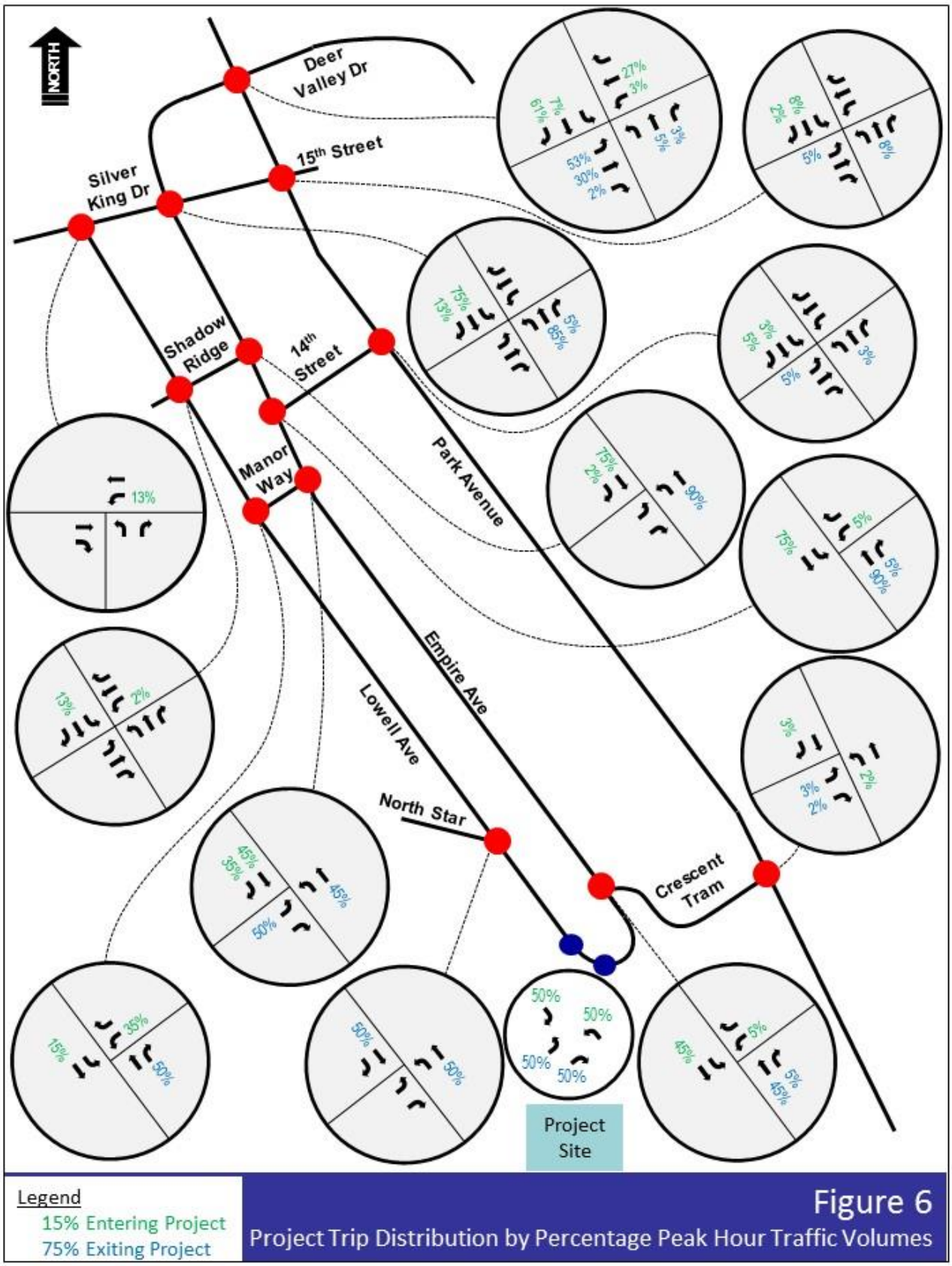

Figure 6
Project Trip Distribution by Percentage Peak Hour Traffic Volumes

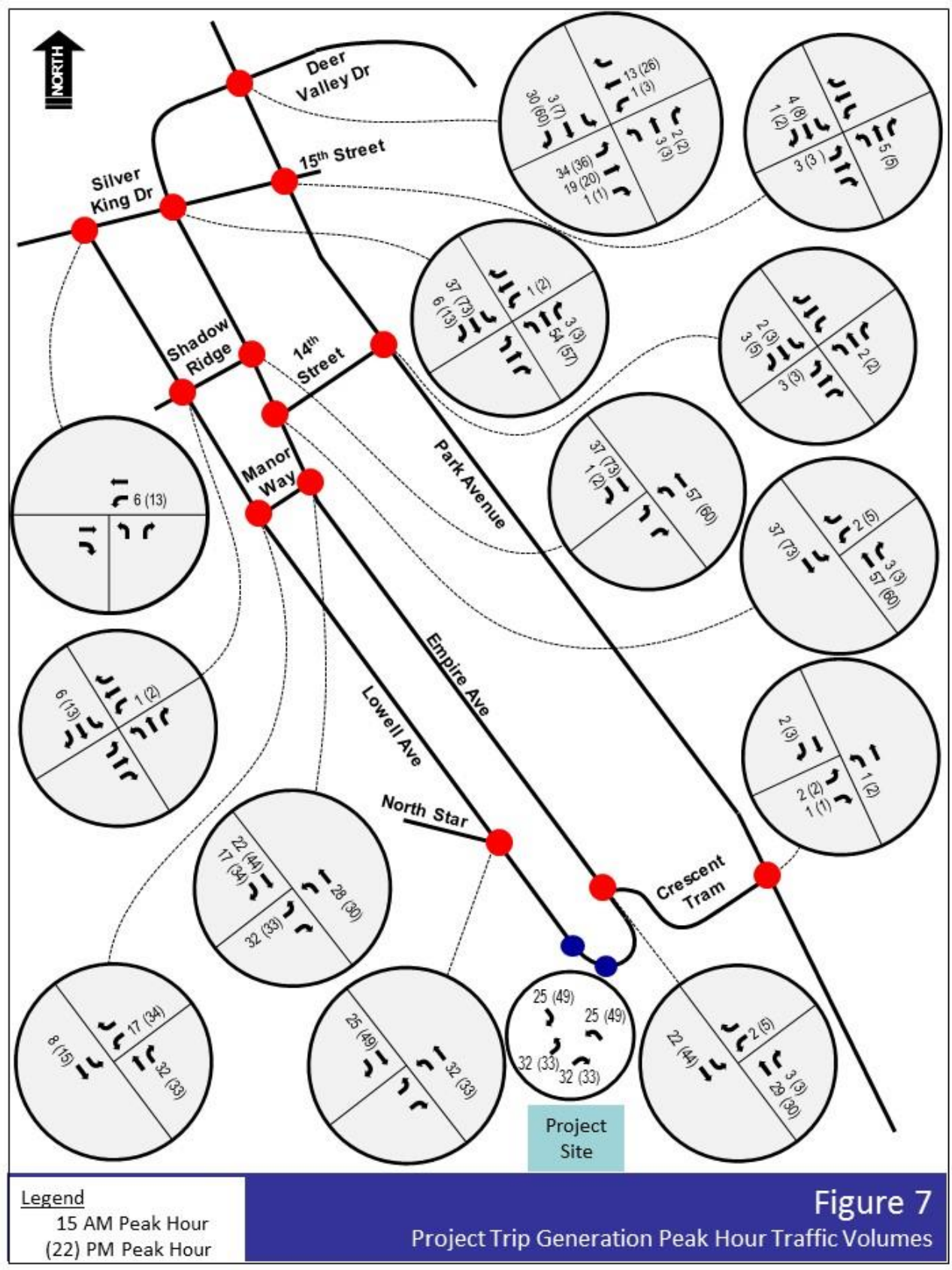

Figure 7
Project Trip Generation Peak Hour Traffic Volumes

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.

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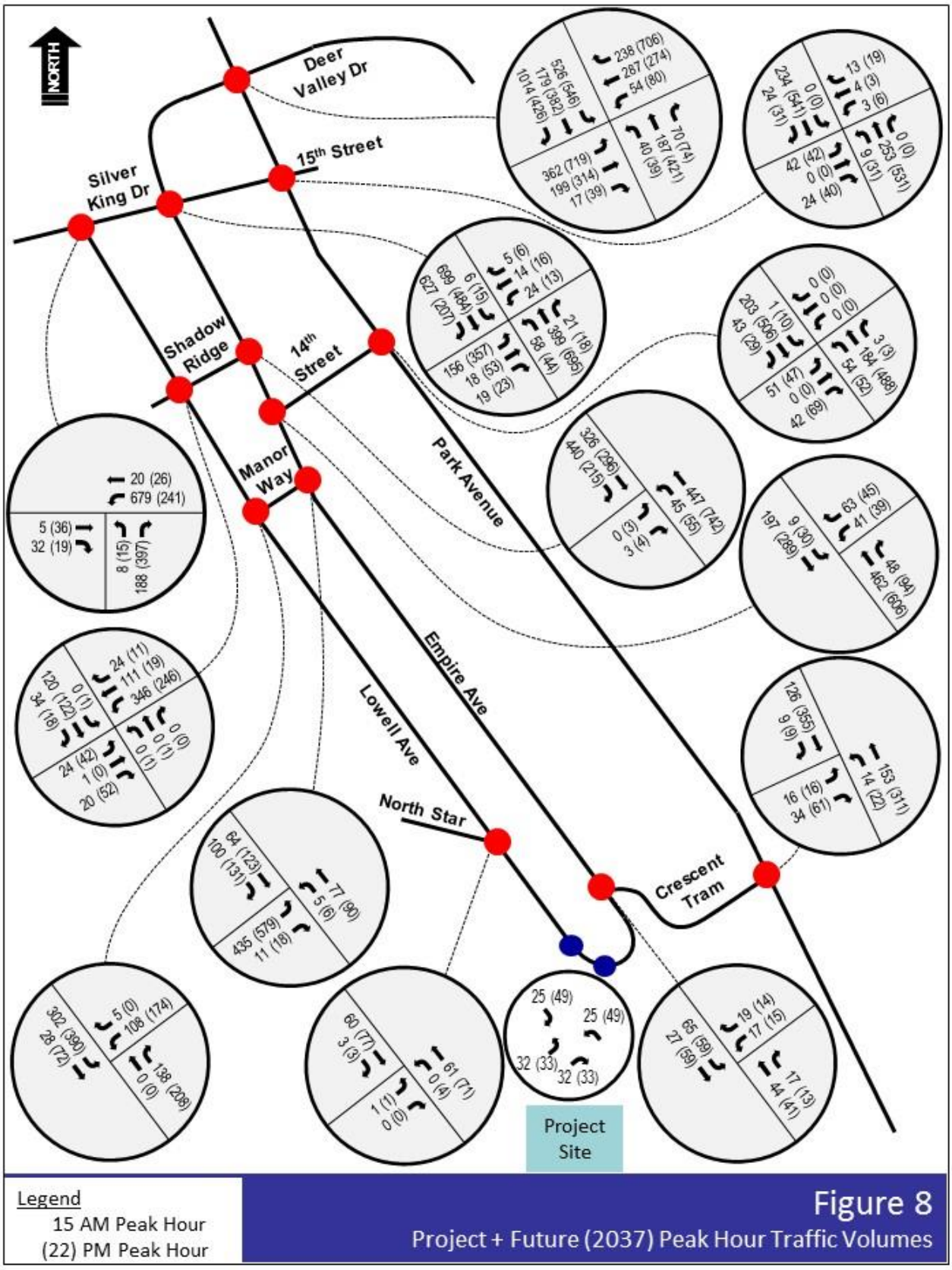

Figure 8
Project + Future (2037) Peak Hour Traffic Volumes

TRAFFIC ANALYSIS

Methodology

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

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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.

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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

Intersection	Control	Worst Approach[1] LOS AM / PM	Worst Approach[1] Approach AM / PM	Overall Intersection[2] 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

Intersection	Control	Worst Approach[1] LOS AM / PM	Worst Approach[1] Approach AM / PM	Overall Intersection[2] 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

		Worst Approach[1]		Overall Intersection[2]
Intersection	Control	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] LOS AM / PM	Worst Approach[1] Approach AM / PM	Overall Intersection[2] 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.

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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

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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.

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Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: 243 Daly Avenue Subdivision
Author: Anya Grahn, Historic Preservation Planner
Project Number: PL-17-03469
Date: May 10, 2017
Type of Item: Legislative – Subdivision

Summary Recommendations

Staff recommends the Planning Commission hold a public hearing for the 243 Daly Avenue Subdivision 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:	Alexander and Elizabeth Cohen (represented by Architect Chimso Onwuegbu)
Location:	243 Daly Avenue
Zoning:	Historic Residential-1 (HR-1)
Adjacent Land Uses:	Residential—single and multi-family development
Reason for Review:	Subdivisions require Planning Commission review and City Council review and action.

Proposal

The site known as 243 Daly Avenue consists of two metes and bounds parcels identified by the Summit County Recorder's office as tax parcels PC-627-A and PC-630-MS. The property owner requests to combine his property into one (1) legal lot of record that will also remove an interior lot line. There is a historic structure that sits entirely on PC-627-A, adjacent to Daly Avenue; however, there is a rear addition that extends over the shared interior lot line and on to PC-630-MS. The applicant wishes to construct an addition to the back of the historic house, which would not be permitted to be built over the interior lot line should the subdivision not be approved.

Background

On February 8, 2017, the City received a Subdivision application for the 243 Daly Avenue Subdivision; the application was deemed complete on March 22, 2017. The property is located at the same address. The property is in the Historic Residential (HR-1) District. The subject property consists of two metes and bounds parcel identified by the Summit County Recorder as PC-627-A (Parcel 1) and PC-630-MS (Parcel 2).

This site is listed on Park City's Historic Sites Inventory (HSI) and is designated as a Landmark Site. The property was built circa 1900 during the Mature Mining Historic Era (1894-1930). The historic structure was built over the internal property line between Parcels 1 and 2.

The house was renovated previously in the mid-1990s. In 1995, Michael G. Malouf submitted a demolition permit for the garage. The following year, he began work on a new concrete foundation. By 1998, the permit for the new foundation included an exterior staircase shielded by an extension of the original porch roof; this project was completed in 1999.

In January 2017, the current owners submitted a Historic District Design Review (HDDR) application for the renovation of the historic house and construction of a new rear addition. The Historic Preservation Board (HPB) reviewed the proposed material deconstruction of this project on May 3, 2017 and unanimously voted to remove the addition that encroaches over the interior lot line between Parcels 1 and 2. The HDDR application for the renovation and new rear addition is still under review and will require Planning Commission review of a Steep Slope Conditional Use Permit (SS-CUP); this application has not yet been submitted.

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 Subdivision creates one (1) lot of record from the existing two metes and bounds parcels. The Subdivision removes one (1) interior lot line that divides the property and runs through the rear addition to the historic house. The proposed Subdivision combines the property into one (1) lot measuring 5,552.93 square feet. The site contains two parcels identified by the Summit County Recorder as PC-627-A (Parcel 1) and PC-630-MS (Parcel 2)

The property currently contains 5,552.93 square feet. The property abuts Daly Avenue on the west side of the house and is surrounded by residential development to the north and south; the east side of the property rises steeply to create the east wall of Daly Canyon.

There are several encroachments on this site. The historic site at 239 Daly Avenue, designated as Significant, has a historic two-car garage that encroaches over the shared property line with 243 Daly Avenue; the garage is owned by 239 Daly Avenue.

There is also a fence along the shared property line and a railroad tie retaining wall that extends between the two properties and directly behind the historic houses. Staff has added a Condition of Approval that an encroachment agreement with the property owners at 239 Daly Avenue for the historic garage is recommended; the railroad tie retaining wall and non-historic fence shall be removed or the applicant shall enter into an encroachment agreement with their neighbor to resolve encroachment of these improvements.

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 minimum lot area for a duplex dwelling is 3,750 square feet. The proposed lot meets the minimum lot area for single-family dwellings as well as for a duplex. A duplex is a conditional use in this District. The proposed lot width is 27.8 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	Existing	Permitted
Lot size Lot width? 27.8 feet?	5,552.93 SF	1,875 square feet minimum ***Complies***
Allowed Footprint	974 square feet	2,032.26 square feet, maximum. ***Complies***
Front/rear yard setbacks	35 feet front yard , 82 feet rear yard	15 feet, for total of 30 feet ***Complies***[3]
Side yard setbacks	5 feet (north), 2 feet (south)	3 feet, minimum for total of 6 feet. ***Complies***[1]

[1] *LMC § 15-2.2-4 indicates that historic structures that do not comply with building setbacks are valid complying structures.*

The maximum building footprint of structures located on a lot is regulated by the footprint formula found in the LMC. The formula is determined by the size of the lot. The current building footprint is about 974 square feet. The proposed lot area (5,552.93 square feet) yields a maximum footprint of 2,032.26 square feet. The existing historic house is less than the maximum footprint. Any new construction will be required to comply with setbacks, height, building footprint, and the Design Guidelines for Historic Sites.

Per LMC 15-7.1-3(1), a Minor Subdivision contains no more than three (3) Lots fronting on an existing Street, not involving any new Street or road, or the extension of municipal facilities, or the creation of public improvements. Unlike a Major Subdivision (4 or more lots), a Minor Subdivision does not require a preliminary plat.

The City Engineer will also require the applicant to grant a ten foot (10') snow storage easements along the front (Daly Avenue) As indicated by Condition of Approval 3.

Good Cause
Staff finds good cause for this Subdivision as the interior lot lines running through the structure will be removed, existing encroachments will be resolved, and a public snow storage will be provided to the City.

Process
The approval of this subdivision application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC § 15-1-18.

Department Review
This project has gone through an interdepartmental review. No further issues were brought up.

Notice
On April 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 April 22, 2017, according to requirements of the Land Management Code.

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

Alternatives
- The Planning Commission may forward a positive recommendation to the City Council for the 243 Daly Avenue Subdivision as conditioned or amended; or
- The Planning Commission may forward a negative recommendation to the City Council for the 243 Daly Avenue Subdivision and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on the 243 Daly Avenue Subdivision.

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

Consequences of not taking recommended action
Consequences of not taking the Planning Department's recommendation are that the Site would remain as is and the structure would sit over the interior lot line. The site would continue to be two metes and bounds parcel. The applicant would not be permitted to construct an addition to this house.

Summary Recommendation
Staff recommends the Planning Commission hold a public hearing for the 243 Daly Avenue Subdivision 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.

Exhibits
Exhibit A – Draft Ordinance with Proposed Plat (Attachment 1)
Exhibit B – Survey
Exhibit C – County Tax Map
Exhibit D – Aerial Photographs with 500' Radius
Exhibit E– Site Photographs

Exhibit A – Draft Ordinance

Ordinance No. 17-XX

AN ORDINANCE APPROVING THE 243 DALY AVENUE SUBDIVISION LOCATED AT 243 DALY AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 243 Daly Avenue have petitioned the City Council for approval of the Subdivision; and

WHEREAS, on April 26, 2017, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on April 22, 2017 proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on May 10, 2017, to receive input on subdivision; and

WHEREAS, the Planning Commission, on May 10, 2017, forwarded a _____ recommendation to the City Council; and,

WHEREAS, on June 8, 2017, the City Council held a public hearing to receive input on the subdivision; and

WHEREAS, it is in the best interest of Park City, Utah to approve the 243 Daly Avenue Subdivision

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

SECTION 1. APPROVAL. The 243 Daly Avenue Subdivision, 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 243 Daly Avenue.
2. The property is in the Historic Residential (HR-1) District.
3. It is identified by the Summit County Recorder as tax parcels PC-627-A and PC-630-MS. The proposed subdivision creates one (1) lot of record.
4. This site is listed on Park City's Historic Sites Inventory (HSI) and is designated as Landmark.
5. The Subdivision removes one (1) lot line going through the interior of the property.
6. The proposed Subdivision combines the property into one (1) lot measuring 5,552.93 square feet.
7. A single-family dwelling is an allowed use in the District. A duplex is a conditional use in the District.
8. 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. The minimum lot area for a duplex is 3.750 square feet.

9. The proposed lot width is width is 27.8 feet along Daly Avenue. 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 5,552.93 square feet is 2,032.26 square feet. The historic house equates to a footprint of approximately 974 square feet.
11. LMC § 15-2.2-4 indicates that historic structures that do not comply with building setbacks are valid complying structures.
12. The minimum front/rear yard setbacks are fifteen feet (15'), for a total of 30 feet. The historic house has a front yard setback of 35 feet and a rear yard setback of 82 feet.
13. The minimum side yard setbacks are three feet (3'), for a total of six feet (6').The existing historic house has a side yard setback of five feet (5') along the north property line and two feet (2') along the south property line.
14. The historic shed at 239 Daly Avenue encroaches over the shared property line and into the 243 Daly Avenue property by one foot (1'). The shed has been designated as Significant on the City's Historic Sites Inventory.
15. There is also a non-historic fence along the shared property line and non-historic railroad tie retaining wall that extend between the two properties at 243 and 239 Daly Avenue.
16. The property is located in a FEMA Flood Zone A.
17. 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 Subdivision.
2. The Subdivision 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 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:

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 Summit County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. A ten feet (10') wide public snow storage easement will be required along the Daly Avenue frontage of the property.
4. The property owner shall resolve the encroachment of the fence and railroad tie retaining walls over the north (side) property line either removing the retaining walls or entering into an encroachment agreement with the neighbor at 239 Daly Avenue.

5. An encroachment agreement for the historic garage at 239 Daly Avenue is recommended.
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. Ten foot (10') public snow storage easements shall be granted along Daly Avenue.
8. New construction shall comply with Land Management Code Section 15-2.2-3 regarding setbacks, building height, building envelope, building footprint, etc, as well as the Design Guidelines for Historic Districts and Sites.
9. The property is located in a FEMA Flood Zone A. The lowest occupied floor shall be at or above the Base Flood Elevation. An elevation certificate will be required.

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

PASSED AND ADOPTED this 8th day of June, 2017.

PARK CITY MUNICIPAL CORPORATION

_____
Jack Thomas, MAYOR

ATTEST:

_____
City Recorder

APPROVED AS TO FORM:

_____
Mark Harrington, City Attorney

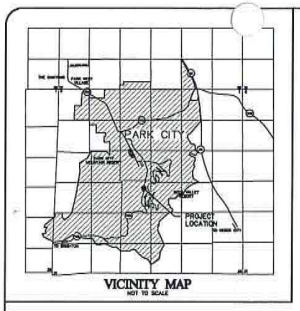
Attachment 1 – Proposed Plat

Exhibit A

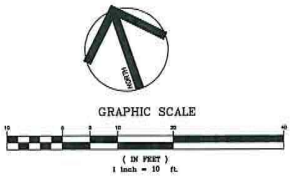
243 DALY AVENUE SUBDIVISION

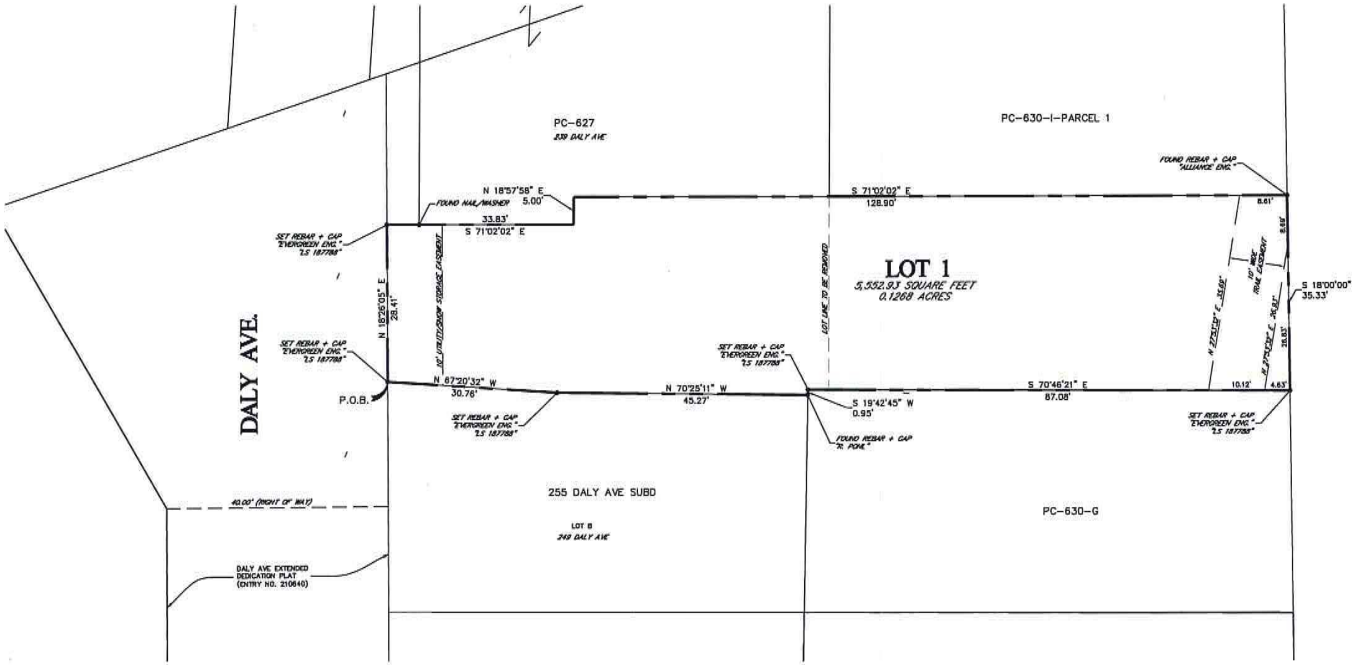
LOT COMBINATION PLAT

A PARCEL OF LAND LOCATED IN SECTION 21
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH



VICINITY MAP
NOT TO SCALE





LEGAL DESCRIPTION

BEGINNING AT THE NORTHERNMOST CORNER OF 255 DALY AVENUE SUBDIVISION, AS RECORDED IN THE SUMMIT COUNTY RECORDER'S OFFICE (ENTRY NO. 444805, DECEMBER 20, 1993), SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF DALY AVENUE EXTENDED, AS SHOWN ON THE DEDICATION PLAT OF DALY AVE EXTENDED (ENTRY NO. 210640, SEPTEMBER 13, 1983); THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE NORTH 18°26'05" EAST A DISTANCE OF 28.41 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE SOUTH 71°02'02" EAST 33.83 FEET; THENCE NORTH 18°57'58" EAST 5.00 FEET; THENCE SOUTH 71°02'02" EAST 128.90 FEET TO THE EAST LINE OF WASHINGTON MILL SITE LOT 608; THENCE, ALONG SAID EAST LINE SOUTH 18°00'00" WEST A DISTANCE OF 35.33 FEET; THENCE NORTH 70°46'21" WEST A DISTANCE OF 87.08; THENCE SOUTH 19°42'45" WEST 0.93 FEET TO THE NORTH LINE OF SAID 255 DALY AVENUE SUBDIVISION; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: 1) NORTH 70°25'11" WEST A DISTANCE OF 45.27 FEET, 2) NORTH 67°20'32" WEST 30.76 FEET TO THE POINT OF BEGINNING.

CONTAINS: 5,552.93 SQUARE FEET

NARRATIVE:

1. BASIS OF BEARING: FOUND AND ACCEPTED SURVEY MONUMENTS AS SHOWN HEREON.
2. PROPERTY CORNERS: SET OR FOUND AS SHOWN HEREON.
3. LOCATED WITHIN: SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH.
4. DATE OF SURVEY: SEPTEMBER 2016
5. PURPOSE OF SURVEY: LOCATE EXISTING CONDITIONS OF PROPERTY, AND ESTABLISH PROPERTY LINES FOR LOT COMBINATION AND REMODEL.
6. CONTOURS ARE SHOWN HEREON AT TWO FOOT INTERVALS
7. PROJECT BENCHMARK: WATER METER LID ELEVATION = 6738.0 (APPROXIMATE USGS ELEVATION)
8. THERE IS A ROTATIONAL DIFFERENCE BETWEEN THE DEED BEARINGS AND THE PROPERTY TO THE SOUTH (255 DALY AVE SUBDIVISION). RECORD BEARINGS ARE SHOWN IN PARENTHESES WITH AN "R".
9. SURVEY REQUESTED BY: ALEX COHEN.
10. THE OWNERS OF THIS PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT. THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS DRAWN OR NOTED HEREON.
11. ALL BEARINGS AND DISTANCES SHOWN WERE MEASURED AND ARE EQUIVALENT TO THE RECORD BEARINGS AND DISTANCES, EXCEPT AS DRAWN OR NOTED HEREON.
12. ALTERATION OF ANY SURVEY DATA SHOWN HEREON WITHOUT THE SURVEYORS CONSENT MAKES THIS SURVEY INVALID.

OWNERS DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT ALEXANDER B. COHEN AND ELIZABETH G. COHEN , THE OWNERS OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS "243 DALY SUBDIVISION", CERTIFY THAT WE HAVE CAUSED THIS SUBDIVISION COMBINATION PLAT TO BE MADE AND CONSENT TO THE RECORDATION OF THIS SUBDIVISON PLAT. ALSO THE OWNERS HEREBY IRREVOCABLY OFFER FOR DEDICATION TO THE CITY OF PARK CITY ALL THE STREETS, LAND FOR LOCAL GOVERNMENT USES, EASEMENTS, PARKS, AND REQUIRED UTILITIES AND EASEMENTS SHOWN ON THE PLAT IN ACCORDANCE WITH AN IRREVOCABLE OFFER OF DEDICATION

IN WITNESS WHEREOF, OWNERS HAVE SIGNED THIS _____ DAY OF _____, 2017

_____
ALEXANDER B. COHEN

_____
ELIZABETH G. COHEN

ACKNOWLEDGMENT

STATE OF UTAH }
} ss.
COUNTY OF SUMMIT }

ON THIS _____ DAY OF _____, 2017, PERSONALLY APPEARED BEFORE ME, ALEXANDER B. COHEN AND ELIZABETH G. COHEN, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME (OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE) AND WHO BY ME DULY SWORN/AFFIRMED, DID SAY THAT THEY ARE THE OWNERS OF THE HEREON DESCRIBED TRACT OF LAND AND THAT THEY SIGNED THE ABOVE OWNER'S DEDICATION AND CONSENT TO RECORD FREELY AND VOLUNTARY.

_____ MY COMMISSION EXPIRES: _____
NOTARY PUBLIC RESIDING IN _____ COUNTY, _____ STATE

SURVEYOR'S CERTIFICATE

I, GREGORY R. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 187788, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREON DESCRIBED PROPERTY.

I FURTHER CERTIFY THAT THIS SUBDIVISION PLAT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW.

Gregory R Wolbach — January 20, 2017
GREGORY R. WOLBACH — DATE:

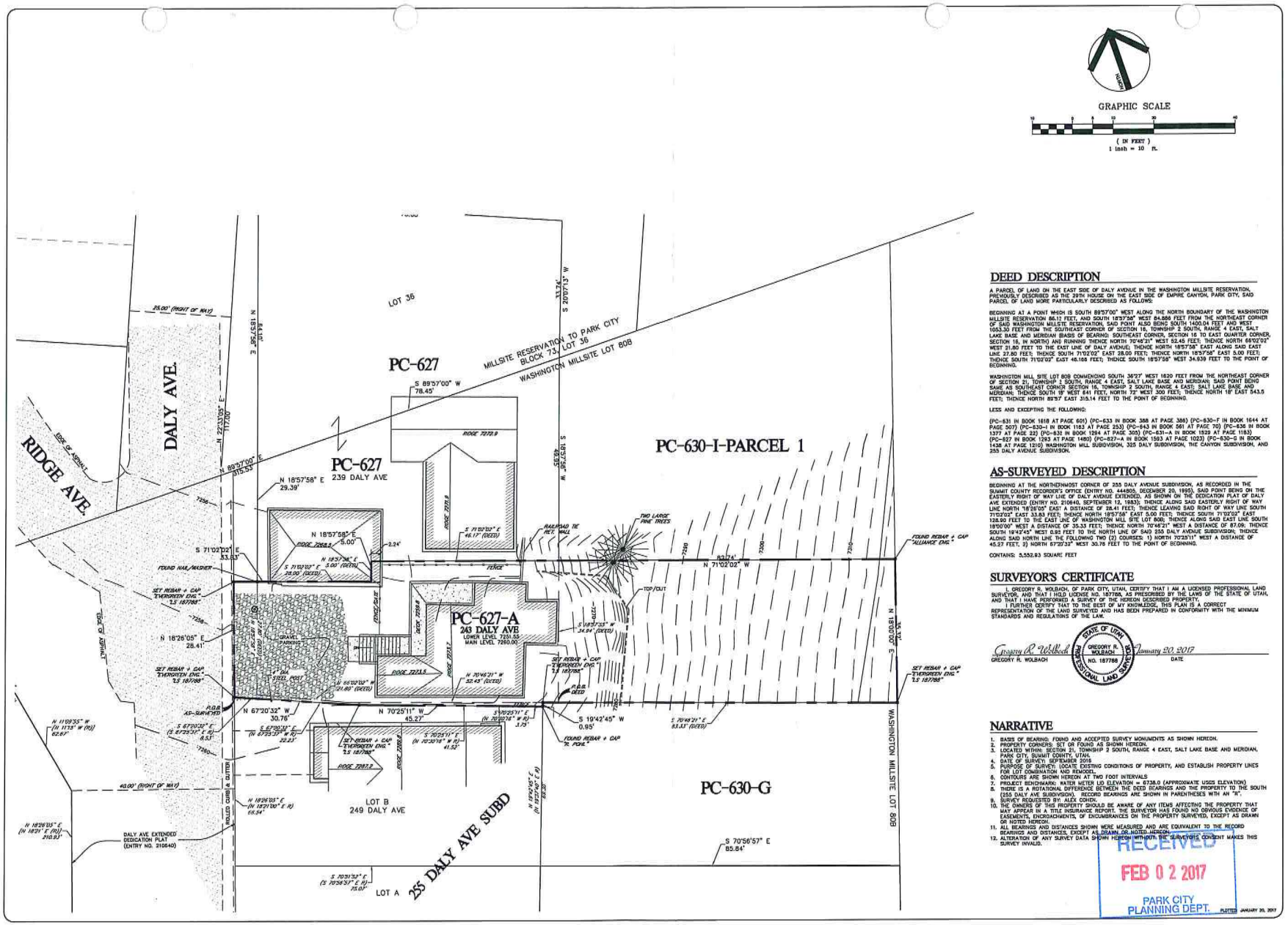
STATE OF UTAH — GREGORY R. WOLBACH — NO. 187788 — PROFESSIONAL LAND SURVEYOR

RECEIVED
FEB 02 2017
PARK CITY PLANNING DEPT.

Evergreen Engineering, Inc.
Civil Engineering * Land Surveying * Land Planning
1970 Sonanza Drive * Suite 104
P.O. Box 3251 * Park City * Utah * 84060
Phone: 435.649.4687 * Fax: 435.649.9219
E-mail: office@evergreen-eng.com

CITY ENGINEER	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	CITY PLANNING COMMISSION	APPROVAL AS TO FORM	COUNCIL APPROVAL & ACCEPTANCE	CERTIFICATE OF ATTEST	RECORDED
THIS PLAT IS IN CONFORMANCE WITH INFORMATION ON FILE IN THE OFFICE OF THE PARK CITY ENGINEERING DEPARTMENT ON THIS _____ DAY OF _____ A.D. 2017.	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____ AD 2017.	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS _____ DAY OF _____ A.D. 2017.	APPROVED AS TO FORM ON THIS _____ DAY OF _____ A.D. 2017.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____ A.D. 2017	I CERTIFY THIS WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____ A.D. 2017	N°. _____ . STATE OF _____ . COUNTY OF _____ . RECORDED AND FILED AT THE REQUEST OF:
_____ CITY ENGINEER	BY: _____ SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	_____ CHAIRMAN	_____ CITY ATTORNEY	_____ MAYOR	_____ CITY RECORDER	_____ COUNTY RECORDER

Exhibit B



DEED DESCRIPTION

A PARCEL OF LAND ON THE EAST SIDE OF DALY AVENUE IN THE WASHINGTON MILLSITE RESERVATION, PREVIOUSLY DESCRIBED AS THE 29TH HOUSE ON THE EAST SIDE OF EMPIRE CANYON, PARK CITY, SAID PARCEL OF LAND MORE PARTICULARLY DESCRIBED AS FOLLOWS

BEGINNING AT A POINT WHICH IS SOUTH 89°57'00" WEST ALONG THE NORTH BOUNDARY OF THE WASHINGTON MILLSITE RESERVATION 86.12 FEET, AND SOUTH 18°57'58" WEST 84.886 FEET FROM THE NORTHEAST CORNER OF SAID WASHINGTON MILLSITE RESERVATION, SAID POINT ALSO BEING SOUTH 1400.04 FEET AND WEST 1053.30 FEET FROM THE SOUTHEAST CORNER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN (BASIS OF BEARING: SOUTHEAST CORNER, SECTION 16 TO EAST QUARTER CORNER, SECTION 16, IN NORTH) AND RUNNING THENCE NORTH 70°46'21" WEST 82.45 FEET; THENCE NORTH 68°02'03" WEST 21.80 FEET TO THE EAST LINE OF DALY AVENUE; THENCE NORTH 18°57'58" EAST ALONG SAID EAST LINE 27.80 FEET; THENCE SOUTH 71°02'02" EAST 28.00 FEET; THENCE NORTH 18°57'58" EAST 5.00 FEET; THENCE SOUTH 71°02'02" EAST 46.188 FEET; THENCE SOUTH 18°57'58" WEST 34.939 FEET TO THE POINT OF BEGINNING.

WASHINGTON MILL SITE LOT 808 COMMENCING SOUTH 38°27' WEST 1830 FEET FROM THE NORTHEAST CORNER OF SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; SAID POINT BEING SAME AS SOUTHEAST CORNER SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE SOUTH 18° WEST 641 FEET, NORTH 72° WEST 300 FEET; THENCE NORTH 18° EAST 543.5 FEET; THENCE NORTH 89°57' EAST 315.14 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPTING THE FOLLOWING:

(PC-631 IN BOOK 1618 AT PAGE 601) (PC-633 IN BOOK 388 AT PAGE 386) (PC-630-F IN BOOK 1644 AT PAGE 507) (PC-630-H IN BOOK 1183 AT PAGE 253) (PC-643 IN BOOK 561 AT PAGE 70) (PC-636 IN BOOK 1377 AT PAGE 22) (PC-631 IN BOOK 1294 AT PAGE 305) (PC-631-A IN BOOK 1529 AT PAGE 1183) (PC-827 IN BOOK 1293 AT PAGE 1480) (PC-827-A IN BOOK 1593 AT PAGE 1023) (PC-630-G IN BOOK 1438 AT PAGE 1210) WASHINGTON MILL SUBDIVISION, 325 DALY SUBDIVISION, THE CANYON SUBDIVISION, AND 255 DALY AVENUE SUBDIVISION.

AS-SURVEYED DESCRIPTION

BEGINNING AT THE NORTHERNMOST CORNER OF 255 DALY AVENUE SUBDIVISION, AS RECORDED IN THE SUMMIT COUNTY RECORDER'S OFFICE (ENTRY NO. 444805, DECEMBER 20, 1995), SAID POINT BEING ON THE EASTERLY RIGHT OF WAY LINE OF DALY AVENUE EXTENDED, AS SHOWN ON THE DEDICATION PLAT OF DALY AVE EXTENDED (ENTRY NO. 210640, SEPTEMBER 12, 1983); THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE NORTH 18°26'05" EAST A DISTANCE OF 28.41 FEET; THENCE LEAVING SAID RIGHT OF WAY LINE SOUTH 71°02'02" EAST 33.83 FEET; THENCE NORTH 18°57'58" EAST 5.00 FEET; THENCE SOUTH 71°02'02" EAST 128.90 FEET TO THE EAST LINE OF WASHINGTON MILL SITE LOT 808; THENCE ALONG SAID EAST LINE SOUTH 18°00'00" WEST A DISTANCE OF 35.33 FEET; THENCE NORTH 70°46'21" WEST A DISTANCE OF 87.06; THENCE SOUTH 19°42'45" WEST 0.95 FEET TO THE NORTH LINE OF SAID 255 DALY AVENUE SUBDIVISION; THENCE ALONG SAID NORTH LINE THE FOLLOWING TWO (2) COURSES: 1) NORTH 70°25'11" WEST A DISTANCE OF 45.27 FEET; 2) NORTH 67°20'32" WEST 30.76 FEET TO THE POINT OF BEGINNING.

CONTAINS: 5,552.93 SQUARE FEET

SURVEYOR'S CERTIFICATE

I, GREGORY R. WOLBACH, OF PARK CITY, UTAH, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 187788, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THAT I HAVE PERFORMED A SURVEY OF THE HEREON DESCRIBED PROPERTY.
I FURTHER CERTIFY THAT TO THE BEST OF MY KNOWLEDGE, THIS PLAN IS A CORRECT REPRESENTATION OF THE LAND SURVEYED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REGULATIONS OF THE LAW.

Gregory R. Wolbach — January 20, 2017
GREGORY R. WOLBACH — DATE

STATE OF UTAH · GREGORY R. WOLBACH · NO. 187788 · PROFESSIONAL LAND SURVEYOR

NARRATIVE

1. BASIS OF BEARING: FOUND AND ACCEPTED SURVEY MONUMENTS AS SHOWN HEREON.
2. PROPERTY CORNERS: SET OR FOUND AS SHOWN HEREON.
3. LOCATED WITHIN: SECTION 21, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH.
4. DATE OF SURVEY: SEPTEMBER 2016
5. PURPOSE OF SURVEY: LOCATE EXISTING CONDITIONS OF PROPERTY, AND ESTABLISH PROPERTY LINES FOR LOT COMBINATION AND REMODEL.
6. CONTOURS ARE SHOWN HEREON AT TWO FOOT INTERVALS
7. PROJECT BENCHMARK: WATER METER LID ELEVATION = 6738.0 (APPROXIMATE USGS ELEVATION)
8. THERE IS A ROTATIONAL DIFFERENCE BETWEEN THE DEED BEARINGS AND THE PROPERTY TO THE SOUTH (255 DALY AVE SUBDIVISION). RECORD BEARINGS ARE SHOWN IN PARENTHESES WITH AN "R".
9. SURVEY REQUESTED BY: ALEX COHEN.
10. THE OWNERS OF THIS PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT. THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS DRAWN OR NOTED HEREON.
11. ALL BEARINGS AND DISTANCES SHOWN WERE MEASURED AND ARE EQUIVALENT TO THE RECORD BEARINGS AND DISTANCES, EXCEPT AS DRAWN OR NOTED HEREON.
12. ALTERATION OF ANY SURVEY DATA SHOWN HEREON WITHOUT THE SURVEYORS CONSENT MAKES THIS SURVEY INVALID.

RECEIVED
FEB 02 2017
PARK CITY PLANNING DEPT.

PLOTTED: JANUARY 30, 2017

Evergreen Engineering, Inc.
Civil Engineering • Land Surveying • Land Planning
1615 Bonanza Drive • Park City • Utah • 84060
P.O. Box 2861 • Park City • Utah • 84060
(435) 649-9467 • Fax (435) 649-4329
E-mail: office@evergreen-eng.com

REVISIONS		
DATE	BY	COMMENTS

© 2017 Evergreen Engineering, Inc.

SURVEYED BY: GRW/ADM
DRAWN BY: ADM
CHECKED BY: GRW/ADM

RECORD OF SURVEY
243 DALEY AVE

JOB NO. 621
DWG. 243DALEY-ROS
FOR: ALEX COHEN

SHEET 1 OF 1

Exhibit C

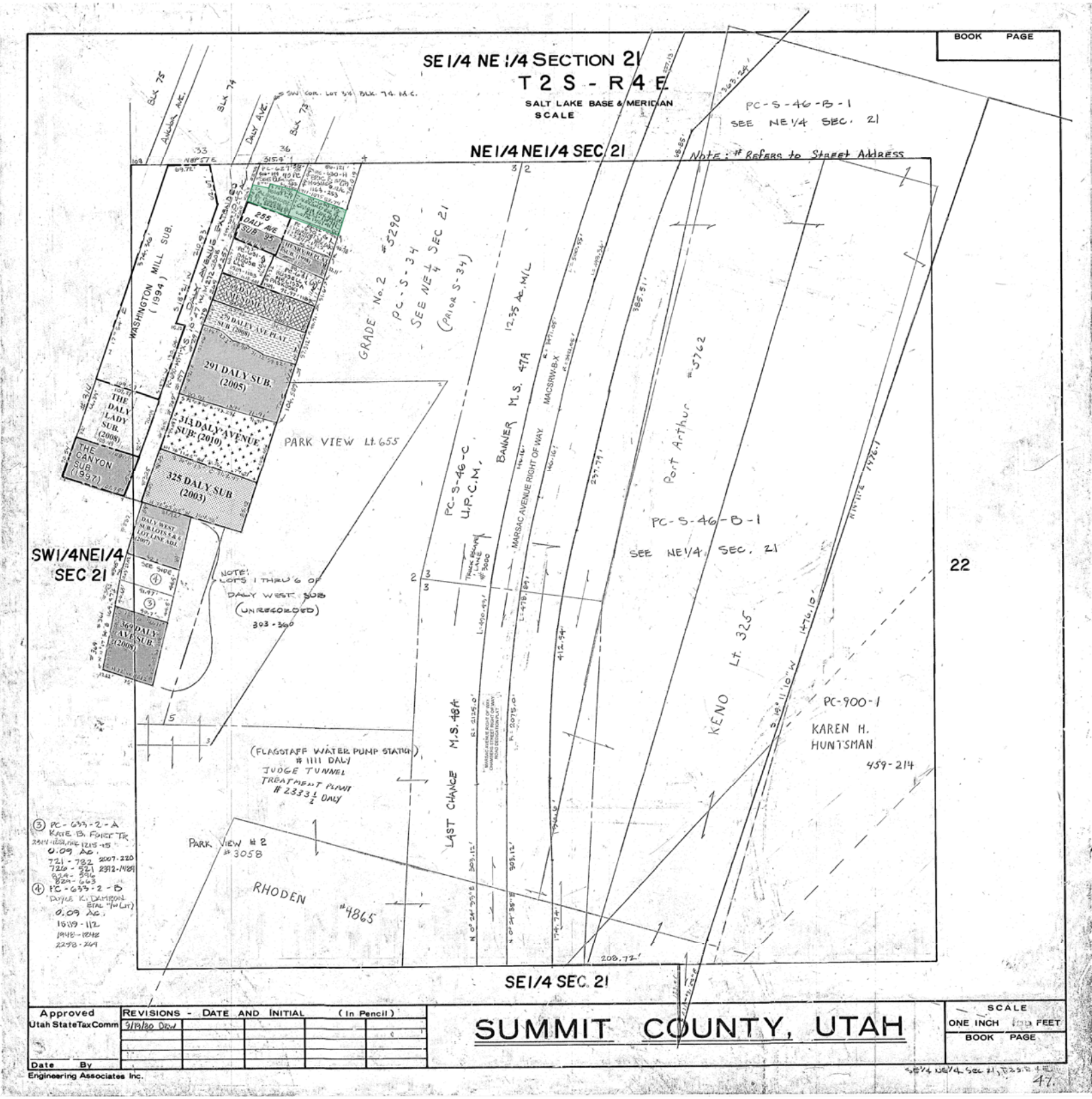

SE 1/4 NE 1/4 SECTION 21
T 2 S - R 4 E
SALT LAKE BASE & MERIDIAN
SCALE
BOOK PAGE
NE1/4 NE1/4 SEC 21
Note: # Refers to Street Address
PC-S-46-B-1
SEE NE1/4 SEC. 21
WASHINGTON MILL SUB. (1994)
255 DALY AVE SUB
291 DALY SUB. (2005)
313 DALY AVENUE SUB. (2010)
325 DALY SUB (2003)
THE DALY LADY SUB. (2008)
THE CANYON SUB (1997)
369 DALY AVE SUB (2009)
DALY WEST SUBLOTS 4 & 5 LOT LINE ADJ.
29 DALY AVE PLAT
GRADE No. 2 #5290
PC-S-34
SEE NE1/4 SEC 21
(PRIOR S-34)
12.35 Ac. M/L
BANNER M.S. 47A
PC-S-46-C U.P.C.M.
MARSAC AVENUE RIGHT OF WAY
PARK VIEW Lt 655
Port Arthur #5762
PC-S-46-B-1
SEE NE1/4 SEC. 21
22
SW1/4NE1/4 SEC 21
NOTE: LOTS 1 THRU 6 OF DALY WEST SUB (UNRECORDED) 303-360
KENO Lt 325
PC-900-1
KAREN H. HUNTSMAN
459-214
(FLAGSTAFF WATER PUMP STATION) #1111 DALY JUDGE TUNNEL TREATMENT PLANT #2333 1/2 DALY
LAST CHANCE M.S. 484
PARK VIEW #2 #3058
RHODEN #4865
SE1/4 SEC. 21
③ PC-633-2-A KATE B. FORET TR 0.09 Ac. 721-782 2007-220 720-521 2312-1428 824-596 829-603
④ PC-633-2-B DAVID K. DAMRON ETAL 0.09 Ac. 1619-112 1948-1242 2298-249
Approved Utah State Tax Comm
Date By
REVISIONS - DATE AND INITIAL (In Pencil)
9/19/80 DRW
SUMMIT COUNTY, UTAH
SCALE ONE INCH FEET
BOOK PAGE
Engineering Associates Inc.
SE1/4 NE1/4 Sec 21, T2S R4E
47.

Exhibit D

Evergreen Engineering, Inc.
Civil Engineering • Land Surveying • Land Planning
1670 Bonanza Drive • Suite 104
P.O. Box 2861 • Park City • Utah • 84060
Phone: (435) 649-4667 • Fax: (435) 649-9219
E-mail: office@evergreen-eng.com

© 2017 Evergreen Engineering, Inc.

DATE	BY	COMMENTS
REVISIONS		

SURVEYED BY: GRW/ADM
DRAWN BY: ADM
CHECKED BY: GRW/ADM

AERIAL PHOTOGRAPH
243 DALEY AVE

FOR: ALEX COHEN
DWG: 243DALY-ROS
JOB NO. 1621

SHEET 1 OF 1

PLOTTED: JANUARY 31, 2017

NORTH

GRAPHIC SCALE
(IN FEET)
1 inch = 50 ft.

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PLANNING DEPT.

Packet Pg. 125

Exhibit E