



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
March 11, 2020**

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, March 11, 2020.

MEETING CALLED TO ORDER AT 5:30 PM.

1.ROLL CALL

2.MINUTES APPROVAL

- 2.A. Consideration to Approve the Planning Commission Meeting Minutes from February 26, 2020.
[PC Minutes 02.26.2020 Pending Approval](#)

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.CONTINUATIONS

- 5.A. 2080 Gold Dust Lane and 2211 Sidewinder Drive - Zone Change - The Applicant is Proposing a Zone Change for Parcels PCA-3-3002-1 and PCA-3-3002-1A, also known as 2080 Gold Dust Lane and 2211 Sidewinder Drive, from Residential Development (RD) to General Commercial (GC). PL-19-04353
(A) Public Hearing (B) Continuation to a Date to be Determined
[Gold Dust Lane Continuation Staff Report](#)

6.CONSENT AGENDA

7.WORK SESSION

- 7.A. Alice Claim, Intersection of King Road, Ridge Avenue and Sampson Avenue – Work Session- Work Session to Provide Input on the Built Retaining Wall Greater than Six Feet (6') in Height Which Requires a Conditional Use Permit. PL-19-04401.
(A) Work Session
[Alice Claim Wall Work Session Staff Report](#)
[Exhibit A: Ordinance No. 2018-08](#)
[Exhibit B Final Action Letter 8.13.15](#)

[Exhibit C: Plans](#)

[Exhibit D: Retaining Wall with Veneer](#)

- 7.B. The Commission will Conduct a Work Session on Nightly Rentals, a Conditional Use in the Historic Residential-Low Density Zone Section that Includes Residences Along Sampson Avenue, Ridge Avenue, and King Road.

[HRL- West Zone Nightly Rental Work Session Staff Report](#)

[Exhibit A: General Plan Nightly Rental Balance Strategy](#)

[Exhibit B: October 28, 2015 Staff Report](#)

[Exhibit C: October 28, 2015 Planning Commission Meeting Minutes](#)

[Exhibit D: Public Input](#)

8.REGULAR AGENDA

- 8.A. 962 Woodside Avenue & 968 Woodside Avenue – Plat Amendment – The Applicant Proposes to Combine Lot 17 and Lot 18 of Block 3 of Snyder’s Addition Into One (1) Lot of Record.

(A) Public Hearing (B) Possible Recommendation to City Council on April 16, 2020

[962 Woodside Ave Plat Amendment Staff Report](#)

[Exhibit B: Current Plat](#)

[Exhibit C: Applicants Project Intent](#)

[Exhibit D: Existing Conditions Survey](#)

[Exhibit E: Aerial Photograph](#)

[Exhibit F: Site Photographs](#)

- 8.B. Deer Crest Club, 2300 Deer Valley Drive East – Modification of Existing Conditional Use Permit - Consideration to Amend the Existing Conditional Use Permit for the Deer Crest Club In Order to 1) Expand the Maximum Membership of the Deer Crest Club from 195 to 290; and 2) Allow Space in the Phase 2 Building Under Construction to be Used for Club Facilities. The Deer Crest Club is an Amenity Club Approved Pursuant to a CUP on February 23, 2011. PL-19-04255.

(A) Public Hearing (B) Possible Action

[Amenity Club Staff Report](#)

[Exhibit A: 2011 Amenity Club CUP Action Letter](#)

[Exhibit B: 2019 Trip Generation and Parking Study](#)

[Exhibit C: St. Regis Parking Phases](#)

[Exhibit D: Applicant's Project Description](#)

[Exhibit E: 2017 Parking Counts](#)

[Exhibit F: 2016 Hotel CUP Action Letter](#)

- 8.C. Land Management Code (LMC) Amendment – Amending the LMC to Remove the Requirement That Solar Energy Systems Shall be at Least One Foot (1') From the Eave of a Roof by Amending LMC 15-5-5(G)(3)(b). PL-20-04463.

(A) Public Hearing (B) Possible Recommendation to the City Council on March 26, 2020

[Land Management Code Amendments for Solar Energy Systems Staff Report](#)

[Exhibit A: Proposed Ordinance](#)

9.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION 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 Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

***Parking validations will be provided for meeting attendees that park in the China Bridge parking structure.**

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
FEBRUARY 26, 2020

COMMISSIONERS IN ATTENDANCE:

Chair John Phillips, John Kenworthy, Laura Suesser, Doug Thimm, Christin Van Dine

EX OFFICIO: Planning Director Bruce Erickson; Hannah Tyler, Planner; Caitlyn Barhorst, Planner; Rebecca Ward, Planner; Alexandra Ananth; Planner; Elizabeth Jackson, Planner; Mark Harrington, City Attorney

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ROLL CALL

Chair Phillips called the meeting to order at 5:35 p.m. and noted that all Commissioners were present except for Commissioners Hall and Sletten, who were excused.

APPROVAL OF MINUTES

February 12, 2020

MOTION: Commissioner Thimm moved to APPROVE the Minutes of February 12, 2020 as written. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

PUBLIC COMMUNICATIONS

Carol Sletta, a resident at 135 Sampson Avenue, commented on the Alice Claim CUP scheduled on the March agenda. Ms. Sletta stated that she has followed this project for more than ten years. She has attended meetings and provided input on why the project was not good for this Old Town neighborhood. She noted that the project was finally approved, and while disappointed, she moved on and accepted that the City was in charge of watching over this project. Ms. Sletta stated that when Advanced Shoring constructed a wall on the west side of the entry to the project this Fall, she thought the wall appeared too high. She assumed the location was based on the stamped approved plans that the City provided to the developer. Ms. Sletta remarked that the wall was actually placed where the developer wanted it and not according to the approved plans. The developer was now asking the City for forgiveness and for a CUP to leave the wall where it was built. Ms. Sletta questioned how this could happen and whether the property was not properly surveyed. She also wanted to know what plans Advanced Shoring used when they constructed the wall.

Ms. Sletta noted that Alliance Engineering had provided a letter to the City indicating that the location of the wall is better than the location shown on the approved plans. Ms. Sletta thought the message is that the developer can dictate what is best for the City and feel empowered to override approved plans. Ms. Sletta stated that one of the items in the letter from Alliance Engineering mentioned widening the intersection, which is what the developer wanted to do from the beginning. She pointed out that wider is not better in historic Old town. They want to keep the character of this neighborhood and asked that the City to keep the street and the intersection as it exists. Wider encourages faster driving. Ms. Sletta remarked that the Alliance Engineering letter argues that a wider street would be helpful for larger vehicles. She agrees that big fire trucks need to navigate Old Town neighborhoods, and they been able to do that since the roads were built.

Ms. Sletta remarked that the City must not be too concerned about the safety of the intersection, because the stop sign disappeared at the corner where the wall was built and it has not been replaced. She stated that when the developer was working on another project at the end of Sampson Avenue, the stop sign at the corner of Sampson and Upper Norfolk was also removed and that sign has never been replaced.

Ms. Sletta requested that the City leave the Old Town streets the way they were constructed and keep the character of Old Town as much as possible. Ms. Sletta noted that this was just the beginning of this project. The developer has already requested an extension for recording the lots, and now the CUP for the misplaced wall. She was concerned for what would come next. Ms. Sletta stated that she was depending on the City to oversee this project to ensure it is built according to the approved plans. It took many years to approve this project and it must be built as approved.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Director Erickson reported that the Planning Department would be providing Staff communication to the City Council on the ideas that come out of this meeting and the meeting on March 25th. Michelle Downard will provide an update on the Task Force at the same time.

WORK SESSION

Staff will present a working list of pending and future Land Management Code amendments to the Planning Commission. The Planning Commission will discuss and provide staff with recommendations. Staff will return on March 25, 2020 for a follow-up work session to discuss Land Management Code amendments in terms of future prioritization, phasing, and a work plan.

Director Erickson reported on concerns regarding the relationship of the LMC work to the General Plan. The Staff will listen to the comments this evening and come back with a prioritization schedule. If the Planning Commission would like to readjust the schedule in the Staff report, they should make that change this evening.

Director Erickson noted that the Senior Planners were present this evening. Planner Jackson would be taking notes to reflect the Commissioner's comments. The Staff will use those notes to compile the information and come back on March 25th with a prioritized list for moving forward.

Director Erickson stated that most of what is ongoing now has been vetted through the General Plan. The next step is for the Planning Commission to triangulate a coherent policy for the future based on the results of the City Council's Vision 2020, changes in the General Plan, and the LMC.

Director Erickson reported that there have been requests for General Plan information and updates, and the Planning Staff was currently working on it. He thought the Planning Staff was obligated to bring forward the direct relationship between the General Plan and all the Land Management Code Amendments. Planner Rebecca Ward had included the information in the Staff report that brings the current situation forward.

Director Erickson stated that he had a large packet of previous requests for Code amendments that he had not brought to this meeting. The packet included five pages of information from former Planning Commissioner Steve Joyce; as well input from the current Planning Commissioners over time. Director Erickson remarked that Planner Ward went through and organized all the comments. There were open dates on the calendar, and as they move forward between this meeting and March 25th, the Planning Commission can fill in those dates and determine what direction to take.

Planner Hannah Tyler presented a slide showing the current applications the Staff was working on. She noted that the Planning Team was split up based on their skill sets to take on some of these LMC amendments. However, it is a team approach and they were moving these forward as the Planning Department. Planner Tyler stated that if the Planning Commission wants to prioritize some of the items discussed this evening, or reorganize the list presented, the Staff was willing to do that. She pointed out that April 8th, March 25th and March 11th were set because of noticing requirements. However, anything after those dates could be moved around on the schedule.

Chair Phillips asked if the Commissioners who were absent this evening would have the opportunity to provide input on the comments and discussion from this meeting.

Director Erickson answered yes. He noted that the Staff report contained the LMC Amendments being proposed and the General Plan framework. Prioritization is the most important issue in order to clean up anything they might have missed in the main Code before the March 25th meeting. Once that is done, they can talk about future things moving forward.

Chair Phillips asked for the anticipated timeline for rewriting the General Plan. Director Erickson replied that it depends on the outcome of Vision 2020. Some data sets are inadequate, and they were bringing forward software that will allow them to do a better job of City Planning and more accurate counts. Director Erickson stated that the Staff was trying to move the Code sections forward so they can begin to work on Vision 2020. He expects the General Plan to take at least a year and anticipates moving the General Plan Amendment forward sometime in the third quarter.

Director Erickson stated that because the City has 22 zones that are nuances, and there is a lot of local information. If they use an outside General Plan consultant or a zoning consultant to rewrite the General Plan, the local nuances will not come through. He believed they would spend more time fighting with the nuance than they would with the work from the consultants. Director Erickson credited Planner Ward with saying that they need to fix the local wording before hiring someone from the outside. He noted that the Planning Staff was having an internal conversation about whether or not to have the Code completely re-edited by an outside company so the Code is rational, orderly, the graphics are correct, and it is easy to understand. Director Erickson remarked that it falls within the General Plan triangularization in terms of how to do these things. He agreed that Planner Ward was correct and they would try to clean up the local issues first.

Director Erickson noted that Planner Kuhrmeyer has worked through and completed 130 pages of Code changes in order to make all the H Districts line up and all the issues move forward. Those were scheduled to come before the Planning Commission on June 24th.

Chair Phillips commented on the 2020 Visioning and all the work that goes into it. He came on the Planning Commission at the end of the 2014 General Plan re-write and he understands that it is a long process. He was just curious about a timeline and how long before it starts. Director Erickson stated that it depends on Vision 2020, how they handle the Arts and Culture District, and whether they see redevelopment of one or more shopping centers. He noted that Arts and Culture is also a team effort in the Planning Department and those responsibilities have been divided among the Staff. Director Erickson stated that Planner Ward expanded the planning boundaries of Arts

and Culture to make sure walkability, sustainability, and transit were incorporated into the plan.

Planner Tyler explained the process. The Staff would not be giving a presentation this evening. The intent is to listen to the Planning Commission, make notes of their comments throughout the meeting, and review those comments at the end to make sure there is consensus.

Commissioner Kenworthy asked how many times TDRs have been used in the last ten years. Director Erickson replied that no TDRs have been done. Commissioner Kenworthy thought TDRs should be addressed if it is a tool in the toolbox. Director Erickson stated that TDRs are on the list of items for consideration and whether or not they are effective. He noted that TDRs are done inside of Master Planned Developments. Density is stripped off of undevelopable lands and placed into development pods, which is also a TDR action and similar to what is being done with the Huntsman project. Chair Phillips agreed that the TDR program is dysfunctional.

Commissioner Kenworthy clarified that there was zero activity on public/private partnerships in terms of building affordable units, and zero activity on TDRs. His intent was trying to see where they are currently in 2020 versus where they predicted they would be at this point in 2014.

Commissioner Kenworthy thought nightly rentals was an important number to understand whether it was a desperate issue to address. He recognized that a few years ago nightly rental was a greater item than it is today.

Commissioner Kenworthy asked if the City had a current percentage of second homeowners. Director Erickson answered yes, assuming that it was being reported correctly. Commissioner Kenworthy requested to see the actual number of nightly rentals and second homeowners so they have good information when they start this process. It is important to know what happened over the years and how the City got to where it is today so they know the calculus going forward.

Commissioner Kenworthy clarified that he was trying to find out where they stood with some of the items that were predicted in the General Plan so they can prioritize the list. They need to determine which issues are the most important to address and which ones can be addressed that will provide the solutions they have been missing.

Commissioner Thimm noted that there have been conversations regarding affordable housing and some talk about Code amendments. However, if they want to look at the traffic and parking issues for downtown and resort related, they need to take a hard

look at what it takes to get affordable housing in a sustainable, walkable location. Commissioner Thimm thought the City needed to look at ways to encourage development that is sustainable for property owners and developers that would allow that to occur. He suggested looking at some of the zones in terms of building heights and setbacks requirement, as well as other incentives. Commissioner Thimm stated that if they do not start looking at what has happened from the standpoint of gentrification and second homes, they could end up with a City that is broken. He thought this was a good opportunity to address those issues.

Commissioner Kenworthy also thought it would be important to know the average age in the community.

Commissioner Thimm referred to previous discussions regarding a commitment to sustainability. The Staff report talks about considering LEED Certification or equal for municipal buildings. Commissioner Thimm encouraged looking at net zero, at LBC buildings as a standard, and at regenerative buildings, which produce more energy than they use. Commissioner Thimm stated that LEED was a great awareness tool, but they need to step beyond the LEED capability. He asked if something could be written into the Zoning Code that would actually encourage the type of development that would be good for the planet. If they intend to look at certain sustainability standards, he recommended going beyond LEED.

Commissioner Thimm stated that there are issues with transportation and they were trying to figure out the best way to encourage people to take the bus or ride, their bike, or walk where they need to go. He believed those were solutions, but the issue is how to make it work. He asked if there were tools within the zoning ordinance that could help. Commissioner Thimm commented on the trail connections and asked if there were areas in the City that should be looked at for upgraded to make the City more walkable. Commissioner Thimm believed there was enough pedestrian traffic to justify sidewalks for a safe path. He pointed out that pathways are not only a single-track path up in the mountains. Urban pathways are part of great streets and he believed there were areas in Park City where they could look at having sidewalks.

Commissioner Thimm commented on parking in relation to the Arts and Culture District. He asked if there are strategic locations where land could be available, either walkable or with public transportation, where parking could be added to reduce the number of cars coming into the City.

Commissioner Thimm wanted the Planning Staff to know how much he and the other Commissioners appreciate their hard work and the great job they do. He thanked all of

them. Chair Phillips concurred. They have an incredible Staff and it was nice to see everything mapped out for a path forward.

Chair Phillips agreed with the comments from Commissioner Kenworthy and Commissioner Thimm. He believed a priority that ties into the gentrification and affordable housing would be to look at the Accessory Dwelling Units (ADUs) as soon as possible. He thought it was important to get through that discussion and to do whatever is necessary to encourage affordable housing and reduce nightly rentals. Chair Phillips also agreed with the comments regarding sustainable practices.

Commissioner Suesser stated that connectivity in the community was one of her interests and she would like it to be a top priority. Commissioner Suesser suggested looking at past walkability studies to see what was implemented, how far it got, and whether they should refocus those studies or implement new strategies towards walkability.

Commissioner Suesser named other big picture items, such as affordable housing contributions to all construction and not just MPDs. She thought they needed to take a hard look at parking requirements and possibly require minimums. They should analyze the current requirements to see how they reflect the focus on transit and alternative transportation options. Commissioner Suesser thought they needed to find a way to introduce more affordable housing into the neighborhoods.

Commissioner Suesser thought the General Plan for the Bonanza Park Section was blank at this point and she suggested focusing their energies on developing that area. She also wanted to look at possibly limiting nightly rentals. Commissioner Suesser requested feedback on the nightly rentals that were approved in recent years and whether there have been incidents or problems.

Director Erickson replied that there were no problems with the nightly rentals that have been approved. The problems arise with the casual rentals under Airbnb and VRBO. He noted that over 60 companies rent nationally and conglomerate nightly rentals. The primary ones are VRBO and Airbnb. Director Erickson stated that the current Code prohibits commercial use of nightly rentals. They are unable to count each one and the City has had issues this year. Director Erickson noted that a discussion regarding nightly rentals on the west side of the hill above King Road was scheduled for the March 11th meeting. Currently, nightly rentals are prohibited on the east side of the hill in the HRL zone. Director Erickson reported that people in Prospector were also providing feedback on nightly rentals that were beginning to cause problems.

Chair Phillips concurred with revisiting Bonanza Park again because in the past the Planning Commission had a completely different idea on what would occur in that area. Director agreed and noted that the plan went nowhere when the ideas got bigger than the budget. He stated that the Arts and Culture District is on a specific piece of City property. The Planning Staff stretched the planning boundary out to all of Homestake Avenue to the Homestake Affordable Housing property. They also stretched it through the pedestrian village at Prospector; and at a minimum, to Cook Drive and Aspen Villas. Director Erickson noted that the Staff grew the boundaries in a manageable way, as opposed to trying to redesign that entire section of town. It is a team approach and the Planning Commission will see what the team looks like when they move forward on Arts and Culture. Planner Tyler clarified that it was not on the list because it was not an LMC Amendment, but the Staff could add Bonanza Park General Plan to the list.

Commissioner Suesser suggested eliminating all resort support commercial in the Code. She would also like to consider removing any type of provision in the LMC regarding building private driveways in unplatted City streets. Director Erickson noted that the MPD discussion was scheduled for April 8th. He noted that the City Council took action on the platted unbuilt rights-of-way and repealed that section of the Code. Director Erickson pointed out that the City Council removed the raw section. However, the section where the paved street is not in the right-of-way is still in the Code, and they were still trying to figure out how to address that issue.

Commissioner Suesser referred to the schedule and noted that on April 22nd there would be a discussion on a new LMC section for private driveways within platted unbuilt City rights-of-ways. Planner Ward reported that a work session is scheduled with the City Council on March 26th and they will be talking about encroachments in general. She noted that when the Code was repealed, the City Council talked about a Code that might allow this to occur in a very rare circumstance, but in a way where there would be no conditional use allowed. It would be through an encroachment agreement only and it would go through a process with the City Engineer, the Planning Commission, and the City Council. Planner Ward stated that based on the recommendations following the work session, the Staff will come back to the Planning Commission with Code language for consideration. Director Erickson remarked that he had reviewed the Staff report for the City Council meeting and Planner Ward had incorporated all the Commissioner's comments about Planning Commission advisement with respect to encroachment agreements.

Commissioner Suesser believed they were still going in the direction of providing certain criteria of what the City would like to see when someone wants to encroach. She thought a better option would be to not even have that section or criteria in the Code. Commissioner Suesser clarified that the City could still address it if someone wanted to

build a driveway in the right-of-way, but she was opposed to defining it in the Code or creating criteria for it.

Chair Phillips pointed out that some of these items are addressed at both the City Council and the Planning Commission. He asked the Staff to notify the Planning Commission when an item goes to the City Council and they think the Planning Commission might benefit from hearing their discussion. It would give individual Commissioners the opportunity to attend the meeting in person or listen in on the live discussion.

Commissioner Van Dine believed life cycle housing was a high priority along with the affordable housing; especially since the Senior Center will probably be lost. Commissioner Van Dine stated that the senior population in town was feeling very displaced and that they were not being heard or appreciated. She thought it was important to find a way to bring the seniors back into the community and providing affordable housing that is not just for the working class. She encouraged having a discussion on making life cycle housing sustainable.

Commissioner Van Dine stated that parking improvements were another priority. They will eventually lose all the parking at PCMR to resort only parking. They will also be losing much of the parking to paid parking. A priority is to figure out where to put all the traffic and all the cars as more people keep coming to Park City.

Commissioner Van Dine liked that the dark sky initiative was on the schedule. She questioned whether it was too far back on the schedule, particularly given the number of MPDs that are coming. She used Woodward as an example of not thinking about light pollution before it is too late and everything is built. Commissioner Van Dine commented on the importance of having everything in place to prevent the same thing from occurring with the MPD going in at Park City Mountain Resort and the one at Deer Valley. It needs to be identified in the MPD and as criteria for the City. Commissioner Van Dine liked the schedule and she was pleased that the MPD discussion was coming up soon.

Commissioner Suesser asked how it would work if they were to remove resort support commercial now that PCMRs plans are already in place. Director Erickson explained that the developer of the base area, which is not Vail Resorts, had submitted drawings and information and Planner Ananth was reviewing it for completeness. Once that determination is made, it will vest to the Code that it must be reviewed under and will not be subject to new Code changes. However, the developer can volunteer to change something in exchange for an MPD consideration.

Director Erickson stated that there were no struggles with night sky at Empire. Empire is fairly well controlled because it is in the trees and not in a parking lot. He believed there were enough tools in the MPD to help the planning team correctly manage the situation. Director Erickson remarked that the Staff was working through big issues on the base area project. All the issues mentioned this evening need to be addressed in the review of that application under the terms of the MPD process.

Commissioner Kenworthy agreed with the comments on life cycle housing. He believed the City failed on all the objectives stated in the General Plan. Based on comments from the other Commissioners, Commissioner Kenworthy thought they should address the toolbox as one of the priorities.

In reading through the General Plan, Commissioner Kenworthy thought the City had done a great job on open space, and he believed the Historic Preservation goals have been met to a great degree. Commissioner Kenworthy emphasized that the Planning Commission was trying to create solutions and find agreement on where they fell short. He believed that Goal #7 on Life Cycle Housing should be addressed as a priority.

Commissioner Kenworthy noted that the General Plan predicted City build-out and he recalled that there was 10% or a minimal number left. He requested to see a current update. Commissioner Kenworthy thought the Planning Commission had the opportunity to look at the annexation pieces coming in to see if they can make suggestions to the City Council to help move the ones they fell short on.

Commissioner Kenworthy stated that he heard a lot about connectivity. He agreed that it was an issue addressed in the General Plan and he thought they had done a lot of positive things. However, no one had mentioned the gondola issue. Commissioner Kenworthy noted that the Planning Commission had reviewed a project recently and the applicant was not interested in putting in a gondola for various reasons. He had not thought about those issues until the applicant mentioned them. Commissioner Kenworthy noted that the connectivity of gondolas was addressed in the General Plan and he would like to see an update of that as well.

Commissioner Kenworthy concurred with Commissioner Suesser about maintaining the easements as much as possible because they do not know what the future holds or how they will eventually connect the regional transportation to the City transportation. Their job is to plan for growth and they need to consider the applications already coming as well as future applications. Commissioner Kenworthy believed they have the opportunity to work with the developers on these projects and go a long way with connectivity. He thought that should also be a priority. Transportation is part of connectivity and how that works is a priority for everyone in the community.

Director Erickson stated that he would like to prioritize the schedule through June this evening; and give the Staff the opportunity to organize their comments before the March 25th meeting. He believed there was consensus among the Commissioners on most of the items, and the Staff would use that consensus to build the priorities. Director Erickson thought that was a better approach than trying to get through several pages of their comments tonight.

Chair Phillips was unsure how much the schedule would actually change or how much needed to be reorganized. In listening to the comments, new ideas came out. As he looks through the schedule some of the items, such as nightly rentals, were issues that were raised during previous Planning Commission meetings. Chair Phillips wanted to discuss a way for the Planning Commission to create a time to have discussions on new ideas. He noted that often times an applicant raises an issue during the meeting that they might need to look at as a City, but the context of the meeting is not the right time and place to have that conversation. Chair Phillips stated that in discussions with his fellow Commissioners who have met with the Staff and City Council, he believes there is a desire as a body to create an opportunity to sit down and have those types of conversations with the Staff and then decide whether certain items need to be added to the schedule.

Chair Phillips noted that Commissioner Hall has been active in conversations with the Staff and Council Members. He spoke with Commissioner Hall earlier that day and she suggested creating a place on the agenda to have those types of discussions so it does take place in the middle of reviewing an application. Chair Phillips suggested adding a work session to the agenda for the first meeting of each month. The Commissioner can discuss which items they would like to address in a work session and provide the list to the Staff for scheduling on the agenda. Once the Planning Commission has a full discussion and the Staff provides input, the item could either be tabled or placed on the priority list. Chair Phillips thought it was important to carve out time to have those conversations.

Chair Phillips stated that he had other ideas that he thought the Planning Commission should discuss to stay ahead of the issues, but he did not want to present those ideas now because he did not want to distract from what they were already discussing. However, the question is when they should bring up other ideas. He asked if it was appropriate at the beginning of a meeting rather than as a work session item, or whether it was better to have that discussion later in the agenda. Chair Phillips remarked that because there is never time on an agenda or the Commissioners never find the right time and place to say certain things, it spills into the meeting at other times and can cause friction.

Director Erickson thought Chair Phillips made a good point. He would work on the best way to manage the agendas to try and schedule the time Chair Phillips was suggesting. Director Erickson pointed out that the Commissioners would need to provide a topic for each agenda so it could be noticed properly.

Chair Phillips recognized that the Staff already has a busy workload and he wanted to be sensitive to that as well. Commissioner Van Dine suggested allocating time at one meeting per quarter. Director Erickson stated that when the Staff organizes the table, they would check mark a few policy issues or ideas based on the Commissioner's comments.

Commissioner Kenworthy found the buildout he had on mentioned Pages 274 and 275 of the General Plan. He clarified that the comparison he requested was not the commercial aspects. He just wanted to know the buildout that was predicted versus the actual buildout numbers currently. He noted that the population was predicted to be 13,500 and asked for the actual population and whether it had reached 9,000. Director Erickson stated that the population was 7500+. He explained that the calculation was based on the remaining platted lot inventories, the Deer Valley density, and the PCMR density. Director Erickson stated that the challenge of those two numbers is that they cannot sort out the MPD density at PCMR and Deer Valley Resort from the detached residences and other housing projects. He offered to do what he could to get the information Commissioner Kenworthy was requesting. Director Erickson thought the numbers were skewed with the BoPa calculations.

Based on their comments, Director Erickson understood that the Planning Commission preferred to move various types of housing earlier in the schedule through August. He noted that nightly rental was already moved up; however, if the Commissioners wanted a meeting just for ADUs it should be included on the schedule. Director Erickson pointed out that no item was removed from the proposed schedule and the Staff would need to manage their workloads. He did not have an answer on inclusionary housing and age in place this evening.

Commissioner Suesser asked if they were looking at the whole calendar. Planner Tyler replied that it was a calendar of the revisions in progress and on the docket, but it could be shifted around. Commissioner Suesser understood that the LMC revisions would capture many things. She wanted to know where they would be discussing affordable housing. Planner Tyler replied that the Staff was trying to put together a timeline because they would like to do public outreach. In order to get a good outcome of the Code, they need a robust outreach on housing. Planner Tyler offered to come back to the next work session with a proposed timeline.

Chair Phillips asked about the special events work session on May 13th. Director Erickson stated that the intent is to deregulate tents out of the Land Management Code and instead let the Events Staff handle it. They have been working for two years with the Events Staff on how to get tents out of the Code. Commissioner Van Dine asked if it would include bounce houses. Director Erickson answered yes. Director Erickson stated that they were struggling in the Historic Residential District on whether or not to completely deregulate events in the historic districts. The Special Events team would like to do it; but the Planning Staff is not convinced that it is a good idea. However, if they have bike races through the District and it can be managed the way they handled Sundance this year, it could be a good idea. Director Erickson pointed out that those events are regulated under a special event permit and Jenny does a great job.

Chair Phillips asked if there was an issue with leaving tents in the Code. Director Erickson stated that it is difficult trying to manage it in the LMC. He noted that conditional use permits for all the tents in town vary on how many times each location can have a tent.

City Attorney Mark Harrington explained that there was a crossover between events and the people utilizing the tents to expand capacity year-round. An LMC provision was added to address that situation. Events were supposed to remain regulated by the Events Staff, but there has been increased confusion as to where that line begins and ends. Mr. Harrington remarked that the Events Staff would argue that this change was resetting the bar to where it was before. However, there have been increased discussions on whether that line should move within the Department. The details were still being worked out, but in terms of priority, the events are already scheduled for the calendar year. He suggested that if housing is a higher priority the Planning Commission could place housing ahead of the tent item.

Planner Ward stated that if the Planning Commission agreed with removing special events from the Code, a work session would not be required and the Staff could come back with the Code amendment. Director Erickson thought the Planning Commission needed time to discuss the issue. For example, if a tent can accommodate 100 people and the hotel is full, the question is where to park those cars if the 100 people are not staying at the hotel. The intent is to protect the Historic District. Director Erickson commented on tents that were regulated under a Special Event Permit in the Fresh Market parking lot and noted that those tents did not generate negative impacts.

Director Erickson preferred to move housing to a higher priority, and noted that connectivity should also be part of the housing discussion. The Commissioners concurred. Director Erickson stated that connectivity City-wide and in relation to

Transportation would take longer to coordinate for a discussion, but they could begin with planning for the Arts and Culture area. He pointed out problems in that area and how those might be resolved. Director Erickson stated that the Planning Department has promised Transportation that they will use every effort to use complete streets on Homestake Road to include bicycles, pedestrians, transit, vehicles, and parking. He noted that in the last discussion with the Transportation Department, Homestake Road was prioritized ahead of fixing Munchkin. It will go from Park Avenue to Kearns.

Planner Tyler thought they could bring the ADUs into the housing discussion. The Commissioners agreed. Chair Phillips asked about parking and whether it should be considered as part of the housing discussion. Director Erickson thought parking should be a separate discussion. However, parking would be part of the MPD discussion. In addition, parking with respect to certain housing types will also be part of that discussion. He noted that parking is a land use question and it changes according to the land use.

Commissioner Van Dine referred to the Affordable Housing Code Amendments and the Community Planning Strategies. She would like to see research looking at ADUs and other options in neighborhoods outside of Old Town, such as Park Meadows and Prospector. Commissioner Van Dine remarked that Park Meadows had very strict restrictions on accessory buildings. She wanted to know if there was a way to allow owners to have an accessory building if they agree to put it into life-cycle housing. Commissioner Van Dine thought it was important to generate those types of living areas on large lots that have the room and people want to do it.

Director Erickson reported that earlier this year the Planning Department approved an ADU on a lot at the corner of Lucky John and Holiday Ranch as a test case on how ADUs will work in those areas. He noted that accessory structures are not completely prohibited unless there is an HOA. Commissioner Van Dine understood the issues with HOAs and only asked that the Staff look at what options are available.

Commissioner Suesser asked what would fall under the MPD work session and whether that is where they would talk about Resort Support Commercial. She also commented on another issue that came up during the Treasure Hill excavation limits and asked if that was an MPD item or an LMC amendment. Director Erickson replied that it would be reviewed during an MPD. Those items are typically addressed in the CUP of the MPD sections. Director Erickson noted that the Staff went through Treasure Hill with the Planning Commission and know their thoughts. He remarked that underground parking and other projects coming forward will have the same issue. Director Erickson stated that other items coming forward on the MPD are non-

substantive changes to the MPD and minor changes that could be handled administratively.

Planner Ward stated that sustainability was also coming forward. Walkability is part of sustainability and one of the criteria of the MPDs. The Staff was looking to propose standards or a plan that would show what the requirements would be to connect the community. That discussion was scheduled for April 8th.

Commissioner Kenworthy asked if they would also include discussions about employee housing if it were to be included in an MPD, or whether that discussion would be part of the housing discussion.

City Attorney Harrington stated that the City Council has requested that neither the Planning Commission nor the City Council begin that discussion until after public engagement occurs because some of the issues will be sensitive. Mr. Harrington remarked that scheduling would be dependent on public outreach occurring first. However, the City Council would like that to occur as soon as possible so the Planning Commission can have that discussion. He thought the projected May 13th date for the housing discussion was appropriate.

Commissioner Thimm recalled the advisory vote for the pre-annexation initiative and asked about the annexation. Director Erickson explained that the Planning Commission approved the annexation policy for Black Rock/Hideout, and Black Rock and Hideout approved an annexation policy that includes Black Rock. He asked if the Staff had seen anything in the Hideout where annexation was moving forward. Planner Ward was not aware of anything. At this point they were in the process of doing research for City-owned property.

Commissioner Thimm wanted to know how the zoning determination is made for newly annexed properties. City Attorney Harrington replied that the Planning Commission makes a recommendation to the City Council, the same as for any zoning action.

City Attorney Harrington offered advice to the Planning Commission as they move through this process based on his experience having gone through two General Plan rewrites and three LMC rewrites. There is a lot of similarity in terms of both criticism and optimism and he congratulated the Commissioners for doing both. Mr. Harrington remarked that the language is the same every time when the process starts, and he encouraged the Commissioners to prioritize the two to four items that are pragmatic and/or policy changes that are most important; and to keep them specific to outcomes where they really want to move the needle. He noted that the Planning Commission has already identified some of those items. Mr. Harrington stated that everyone wants

connectivity, but the discussion is more difficult once they get into the specifics. Another issue is how the Staff and the development community will be expected to follow through on those specifics. Mr. Harrington encouraged the Commissioners to be conscious of that fact. As they move through the process, he recommended that they try to focus on the pragmatics for either high level policy items or the nuts and bolts of the Code. He suggested splitting the work sessions 50/50 on each of those. Mr. Harrington reminded the Planning Commission that these are living documents and they were looking to improve them on an ongoing basis. He remarked that it is easy to get lost in the totality. If they can focus on the critical items, they would be better served in terms of improving the applications and the policies moving forward. Mr. Harrington noted that the City Council focused on three critical priorities at first, but as they expanded to encompass two additional priorities, it had an immediate ramification on the focus of the Staff and the process. Prioritizing will be key in terms of which items they really want to move the needle.

City Attorney Harrington stated that he and some Staff members have a lot of knowledge on past processes in terms of what did not get re-prioritized and those that went through. He pointed out that the focus of each General Plan was super specific and had narrow goals from what the City Council wanted to adjust to as opposed to just checking the box on various elements that were part of a broader strategy. He thought it was important for the Planning Commission to understand those three strategies. He felt the same about annexations that could be considered planning failures but were something entirely different in terms of mitigating what was occurring in the County. Mr. Harrington thought the Staff could include that for context to help the Commissioners understand where they can best focus to prepare for future decisions. He believed Commissioner Hall was correct in pushing everyone to spend more time on the long-term planning questions. It takes time and focus and the Planning Commission should not hesitate to push the Staff on doing that.

Commissioner Kenworthy thanked the Staff on behalf of the Planning Commission for the effort they put in every day.

The Planning Commission Meeting adjourned at 7:07 p.m.

Approved by Planning Commission: _____



Planning Commission Staff Report

Subject: Zoning Map Amendment 2080 Gold Dust Lane & 2211 Sidewinder Drive
Author: Alexandra Ananth, Senior Planner
Project Number: PL-19-04353
Date: March 11, 2020
Type of Item: Legislative – Zoning Map Amendment

PLANNING DEPARTMENT

Recommendation

Planning Department Staff recommends that the Planning Commission open a Public Hearing and **continue** the proposed Zoning Map Amendment for 2080 Gold Dust Lane and 2211 Sidewinder Drive to a date uncertain so that the applicant can address access issues.



PLANNING DEPARTMENT

Planning Commission Staff Report

Subject: Alice Claim – Work Session for Proposed Conditional Use Permit for a Single (1) Retaining Wall Greater than Six Feet (6') in Height

Project Number: PL-19-04401

Author: Alexandra Ananth, Senior Planner

Date: March 11, 2020

Type of Item: Work Session – Conditional Use Permit

Summary Recommendations

Staff recommends the Planning Commission hold a Work Session discussion for the proposed Conditional Use Permit (CUP) for a built retaining wall greater than six feet (6') in height associated with the Alice Claim Subdivision, and provide input to Staff and the applicant on the issues raised in this Staff Report. The primary issues is if the built wall should be allowed to remain due to the fact that the widened turning radius improves the width of this steep intersection, or if the applicant should be required to remove the wall and construct a new wall in accordance with the approved plans.

Description

Applicant: King Development Group, LLC ("Applicant" or "King Development")

Location: Alice Claim west side of intersection of King Road, Ridge Avenue and Sampson Avenue

Zoning: Historic Residential (HR-1) and Estate (E) Districts with Sensitive Lands Overlay (SLO)

Adjacent Land Uses: Open Space and Residential (developed and undeveloped)

Reason for Review: Conditional Use Permits Require Planning Commission Review and Approval. This is a request for a Work Session discussion prior to Review and Action.

Proposal

The applicant is proposing a Conditional Use Permit (CUP) for a retaining wall greater than six feet (6') in height to stabilize the cut slope along City Right of Way at the intersection of King Road, Ridge Avenue and Sampson Avenue as part of the approved Alice Claim Subdivision (Exhibit A - Ordinance 2018-08). This request is the result of an error as the excavation for the retaining wall along a portion of King Road was excavated four to eight feet further into the hillside than was approved. The resulting wall is up to nine feet (9') in height along portions of King Road. The approved wall was not to exceed six feet (6') in height (Ordinance 2010-08, Finding of Fact #7). A Conditional Use Permit is required for retaining walls over six feet (6') in height.

The applicant came to the City's Planning Department to discuss the mistake and both the Planning and Engineering Departments made site visits to inspect the built wall and to determine next steps for the applicant. Both City Departments came to the

conclusion that although the excavation was done in error, the resulting improvements in roadway geometry of this steep four-way intersection may be in the interest of public safety by providing an improved (widened) turning radius. This is helpful for larger vehicles such as emergency vehicles and Park City Mountain Resort trucks, which cannot currently maneuver the turn without making a multi-point turn that crosses into the oncoming traffic lane impeding traffic and creating a safety issue at this steep curved intersection.



Figure 1: Photo of built wall



Figure 2: Photo of built wall with Veneer

Concerns with allowing the built wall to remain include that this project has a long and contentious history in the neighborhood and the public participated in the prior public hearing process which resulted in carefully crafted mitigation conditions and expect the development to be completed in accordance with approved plans. This wall is also very visible to the surrounding neighborhood and Historic District.

The applicant applied for a much larger set of retaining walls in 2015 and was denied as the retaining walls had not been engineered and were found not to be compatible with surrounding Structures in use, material, scale, mass, circulation and mitigation with the slope of the landscape. Other reasons for denial include that the property could only be accessed through the platted King Avenue right-of-way.

On July 27, 2016 the applicant received Planning Commission approval of a CUP for three (3) retaining walls up to ten feet (10') in height to stabilize the cut and fill slopes for the main entry to the Subdivision. This approval was appealed and the applicant was able to ultimately design a new entry that did not require retaining walls over six feet (6') feet in height due to a new entry plan over 135 Ridge Avenue which eliminated the need for retaining walls over six feet (6') in height. This design is the final design that was approved on March 8, 2018 that the applicant is now proposing to amend.

This application is different from the previously denied and appealed applications in that the applicant is applying for only one wall to exceed six feet (6') in height (versus three (3) significantly larger walls), has a lower maximum height at nine feet, and because the City's Engineering Department recommends approval of the application due to the resulting improvements in road geometry and public safety due to the widened turning

radius.

Upon completion, the wall is proposed to be blonde sandstone veneer (real stone) to match other retaining walls in the subdivision and to maintain consistency with Structures located within the adjacent Historic District.

The built wall location does not affect the existing power pole and did not remove any Significant Vegetation from the site.

Background

On May 23, 2005, the City received a complete application for the Alice Claim Subdivision (also known as “Alice Lode”). After multiple iterations, appeals, and remands, a significantly revised project was approved by the City Council on March 8, 2018. The Alice Claim Subdivision is located within the Historic Residential (HR-1) and Estate (E) Districts with Sensitive Lands Overlay (SLO) zoned property south of the King Road, Sampson Avenue, Woodside Gulch and Ridge Avenue intersection. The property is comprised of 9.034 acres and includes nine (9) single family lots.

The March 8, 2018 City Council Staff Report can be found [here](#) (beginning on page 61). The March 8, 2018 City Council Meeting Minutes can be found [here](#) (beginning on page 8).

As noted above, the applicant previously applied for a series of retaining walls greater than six feet (6') in height in 2015 and was denied (Exhibit B – Final Action Letter dated August 13, 2015). The reasons for denial include that the property could only be accessed through the platted King Avenue right-of-way and that the proposed access roadway would require significant excavation into the hillside and retaining walls in three (3) locations up to ten feet (10') in height in addition to numerous other walls up to six feet (6') in height. The retaining walls had not been engineered and were found not to be compatible with the surrounding structures in use, material, scale, mass, circulation and mitigation with the slope of the landscape and the impacts created by the walls were found to not have been properly mitigated.

The applicant redesigned the proposed walls and re-applied. On July 27, 2016 the applicant received Planning Commission approval of a CUP for three (3) retaining walls up to ten feet (10') in height to stabilize the cut and fill slopes for the main entry to the Subdivision. This approval was appealed but the applicant was able to ultimately design a new entry that did not require retaining walls over six feet (6') in height due to a new entry plan over 135 Ridge Avenue which eliminated the need for retaining walls over six feet (6') in height. This design is the final design that was approved on March 8, 2018 that the applicant is now proposing to amend.

Analysis

The Land Management Code (LMC) [15-4-2. Fences and Retaining Walls](#) sets the following standards for process and review for the construction of retaining walls:

(A) LOCATION. Fences and retaining walls may be erected or allowed within the buildable Area, and as allowed in the Setback exceptions in Chapter 2.

Fences and retaining walls shall not exceed six feet (6') in height measured from Final Grade within any required Rear Setback or Side Setback. Within any required Front Setback or Street Side Setback, Fences and retaining walls shall not exceed four feet (4') in height, measured from Final Grade.

(1) EXCEPTION. The height of retaining walls in the Front Setback may exceed four feet (4'), measured from Final Grade, subject to approval by the Planning Director and City Engineer, and may exceed six feet (6') in height subject to approval of an Administrative Conditional Use permit or as approved as part of a Master Planned Development (MPD) or Conditional Use permit. Prior to issuance of an Administrative Conditional Use permit the Property shall be posted and affected adjacent Property Owners shall be noticed ten (10) days prior to Final Action.

The height of retaining walls in the Side or Rear Setback may exceed six feet (6'), measured from Final Grade, subject to approval of an Administrative Conditional Use permit or as approved as part of a Master Planned Development or Conditional Use permit. Prior to issuance of an Administrative Conditional Use permit the Property shall be posted and affected adjacent Property Owners shall be noticed ten (10) days prior to Final Action.

(D) PERMIT. A Building Permit is required for construction of any Fence or retaining wall greater than six feet (6') in height. Within any of the Historic zoning districts construction of any Fence or retaining wall greater than four feet (4') in height requires a Building Permit.

The applicant's built retaining wall exceeds six feet (6') in height and is thus subject to the Condition Use Permit process. A Building Permit as well as Historic District Design Review approval is also required. The proposed wall is on the March 11, 2020 Historic District Design Review Agenda. A verbal summary of this meeting will be given at the Planning Commission's March 11, 2020 meeting.

The LMC [15-1-10. Conditional Use Review Process](#) sets the following standards for review of Conditional Use Permits:

1. Size and location of the Site.
No unmitigated impacts

Size: The LMC does not specify a maximum or minimum lot size for retaining walls greater than six feet (6') in height. The nine (9) lot Subdivision consists of

9.034 acres. According to the applicant the portion of the wall that exceeds six feet (6') in height is 55 feet in length with the greatest height along the curve of King Road.

Location of the Site: The site is located at the intersection of King Road, Ridge Avenue and Sampson Avenue. Both the Planning and Engineering Departments have determined that the location and height of the wall as built will improve the geometrics of this difficult intersection due to the widened road width.

2. Traffic considerations including capacity of the existing Streets in the Area.
No unmitigated impacts

The Engineering Division concurs that the built wall improves the turning radius of this steep intersection with the resulting increase in width of the road. Both the Planning and Engineering Departments are supportive of this application from a safety perspective and note that the built wall and roadway will not increase the speed of vehicles traveling in the neighborhood. The Engineering Department offers the following comments:

“The retaining wall that was constructed by the applicant is in the wrong location and is taller than what was previously approved. It was not until after the excavation had been completed and soil nails were installed that the error in location was confirmed. The Engineering Department requested and received updated structural calculations and revised wall plans supporting the increased wall height and soil retention. The completed wall is structurally sufficient to retain the greater height. As noted by the applicant’s engineer, there are several benefits to the traveling public that have been observed due to this error.

Specifically, this has created a greater turn radius at the intersection of King Road and Ridge Avenue allowing for easier access of emergency vehicles. Additionally, the greater radius helps to offset the change in grade between the two roads by allowing a vehicle traveling down Ridge Avenue to swing wide and approach King Road along a flatter grade. ***In order to take advantage of this greater radius, the Engineering Department will require that the applicant provide additional paving towards the wall thereby allowing vehicles to use the greater radius and improve the overall intersection roadway geometry.***”

3. Utility capacity, including Storm Water run-off.
No unmitigated impacts

The site has access to all utilities and the Engineering Division will review final Building Permit Plans for the wall prior to the issuance of any building permits to ensure storm water is sufficiently mitigated.

4. Emergency vehicle Access.
No unmitigated impacts

The proposed wall will not change emergency vehicle access and will actually improve existing road geometries for larger vehicles due to the greater turn radius.

5. Location and amount of off-Street parking.

No unmitigated impacts

The proposed wall does not remove any existing parking from the area.

6. Internal vehicular and pedestrian circulation system.

No unmitigated impacts

The proposed wall will not change vehicular or pedestrian circulation and will improve existing road geometries for both vehicles and pedestrians with a wider turn radius.

It has been brought to the City's attention that a City "Stop" sign is missing from this intersection. This has been communicated to the City's Streets Division and the Planning Department will have a verbal update on the situation for the March 11, 2020 Planning Commission meeting.

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

Condition of Approval Recommended

The applicant has noted that no Significant Vegetation was removed to accommodate the built wall configuration from approved to existing.

No fencing is needed for the built wall. The Engineering Department has noted that should this wall be allowed to remain as built they will require that the applicant provide additional paving towards the wall thereby allowing vehicles to use the greater radius and improve the overall intersection roadway geometry. Additionally, if the built wall is allowed to remain the Planning Department will require a landscape plan for this area showing some landscaping between the edge of pavement and the wall in order to help soften the appearance of the wall, and the maintenance of all existing landscaping behind the wall in order to maintain and enhance the site in its natural condition.

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

Condition of Approval Recommended

The applicant is proposing to increase the height of an existing approved wall from six (6) to nine (9) feet primarily along King Road and to approve its built location further into the hillside. The orientation and materials will remain the same as originally approved. Although the visual impact of the wall would

increase for the surrounding neighborhood and Historic District, the road geometrics will improve with a wider turning radius. The Engineering Department is asking for additional paving and the Planning Department is asking for a Landscape Plan prior to approvals of the built wall.

9. Usable Open Space.

No unmitigated impacts

The proposed wall does not impact usable open space.

10. Signs and lighting.

No unmitigated impacts

No signs or lighting are proposed on the wall.

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

No unmitigated impacts

This application is different from the previously denied and appealed applications in that the applicant is applying for only one wall to exceed six feet (6') in height (versus three (3) significantly larger walls), has a lower maximum height at nine feet, and because the City's Engineering Department recommends approval of the application due to the resulting improvements in road geometry and public safety due to the widened turning radius.

The proposed section of the wall that exceeds six feet (6') in height is 55 feet in length and rises to nine feet (9') in height at its highest point parallel to King Road. This portion of the wall will match the rest of the walls and other walls within the subdivision and will be faced with a real blond sandstone veneer. ***The proposed wall is on the March 11, 2020 Historic District Design Review Agenda. A verbal summary of this meeting will be given at the Planning Commission's March 11, 2020 meeting.***

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

No unmitigated impacts

Not Applicable.

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

No unmitigated impacts

Not Applicable.

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

No unmitigated impacts

The project will continue to be developed as a subdivision with individual lots for sale. Nightly Rentals are an allowed use in both the HR-1 and E Districts.

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

No unmitigated impacts

The Subdivision is located within the Sensitive Lands Overlay (SLO) and the applicant has completed voluntary remediation of the regulated soils on the site.

16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.

Consistent

Given that only a portion of the retaining wall exceeds six feet (6') in height, the wall will match the materials of other retaining walls in the Subdivision and adjacent Historic District and will allow for a better turning radius, both the Planning and Engineering Divisions find the impacts of the built wall can be mitigated proportionately with additional paving to widen the road so that vehicles may take advantage of the increased turning radius and landscaping to soften the visual impacts of the wall.

The previous application for retaining walls that was denied proposed a series of three retaining walls up to ten (10) feet in height and up to 196 feet in length. The current application represents a significantly reduced proposal that minimizes the amount of wall greater than six feet in height and maximizes roadway geometrics. Furthermore, if the applicant stacked the wall into a series of walls in order to reduce the height of one wall roadway geometrics would not be improved as the wall would need to be bumped further towards the City's Right of Way.

Department Review

This project has gone through an interdepartmental review including the Engineering Department whose comments are reflected above.

Notice

The property was posted and notice was mailed to property owners within 300 feet on February 26, 2020. Legal notice was also published in the Park Record on February 26, 2020 and on the public notice website in accordance with the requirements of the LMC.

Public Input

No public input regarding the increased height of the retaining walls was received prior to the issuance of this Staff Report with the exception of the public comment that was received during the Public Communications portion of the Planning Commission's regularly scheduled February 26, 2020 meeting. These comments can be found in the Minutes Approval of the current Agenda and the audio of this meeting can be found on the City's website [here](#). Any public comment received prior to the March 11, 2020 meeting will be forwarded to the Planning Commission.

Process

The Planning Commission takes final action on Conditional Use Permit applications. Approval or denial of a Conditional Use Permit may be appealed to the City Council according to LMC Section 1-18.

Recommendation

Staff recommends the Planning Commission hold a work session discussion for the proposed CUP for a single retaining wall up to 9 feet in height associated with the proposed Alice Claim Subdivision, and provide input to Staff and the applicant on the built wall.

Exhibits

Exhibit A – Ordinance 2018-08

Exhibit B – Final Action Letter dated August 13, 2015

Exhibit C – As-Built Retaining Wall Illustrations

Exhibit D – Existing and Proposed Wall

Ordinance 2018-08

AN ORDINANCE APPROVING THE ALICE CLAIM SUBDIVISION AND PLAT AMENDMENT, LOCATED AT THE INTERSECTION OF KING ROAD, RIDGE AVENUE, AND SAMPSON AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property known as the Alice Claim Subdivision and Plat Amendment located at the intersection of King Road, Ridge Avenue, Sampson Avenue, and Woodside Gulch, have petitioned the City Council for approval of the Alice Claim Subdivision and Plat Amendment; and

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

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

WHEREAS, the Planning Commission held a public hearing on October 25, 2006, January 28, 2009, February 25, 2009, April 8, 2015, May 27, 2015, June 10, 2015, July 8, 2015, July 22, 2015, August 12, 2015, December 9, 2015, May 25, 2016, July 13, 2016, July 27, 2016, and April 12, 2017 to receive input on the proposed subdivision;

WHEREAS, on October 8, 2015, October 29, 2015, March 9, 2017, May 25, 2017, February 15, 2018, and March 8, 2018 the City Council held a public hearing on the proposed Alice Claim Subdivision; and

WHEREAS, on October 29, 2015, and March 9, 2017 the City Council remanded amended application on the proposed Alice Claim Subdivision back to Planning Commission; and

WHEREAS, on April 12, 2017, the Planning Commission forwarded a positive recommendation to the City Council; and

WHEREAS, it is in the best interest of Park City, Utah to approve the proposed Alice Claim Subdivision and Plat Amendment.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Alice Claim Subdivision and Plat Amendment, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. The subject site is located at the intersection of King Road, Ridge Avenue, and Sampson Avenue (approximately), within the Historic Residential (HR-1), Historic Residential-Low Density (HR-L), and Estate (E) Districts.
2. The proposal includes nine (9) lots on approximately 9.034 acres which will not be allowed to be subdivided further.
3. The property is composed of "metes and bounds" parcels and contiguous platted lots.
4. A City water tank and land owned by the City is adjacent to the subject property on the south end, and a City-owned parcel bisects the subject property.
5. The applicant previously undertook a voluntary remediation of the regulated soils on the site, which included soil remediation both in the Alice Claim 8.49 acre portion and within a 1.7 acre portion of the adjoining City property.
6. The owner secured legal access through an easement to the property through the Woodside Gulch access, land privately owned.
7. As proposed, the access will not require retaining walls greater than six feet (6') feet; therefore, a CUP would not be required.
8. The Woodside Gulch stream runs through the property and any changes to the stream will require a Stream Alteration Permit. The Applicant will need to obtain a Stream Alteration Permit from applicable state and/or federal agency. Any changes to the stream may also require an amendment to the Voluntary Clean-up Program remediation with the Utah Department of Environmental Quality.
9. The property, which was once the site of the Alice Lode Mine, was previously the site of mining activities, which have since undergone recent remediation.
10. A Voluntary Clean Up of the property was initiated by the Applicant.
11. Most of the remainder of the site has mature stands of oak, maple and aspen trees in addition to areas of smaller shrubs and grasses.
12. A culvert for the stream is proposed in order to meet the fifty foot (50') setback regulations from streams within the Estate District, otherwise the culvert would not be necessary.
13. This development is located upstream of the FEMA Flood Plain Studies.
14. The applicant does not request any setback reductions from the Planning Commission for the Estate District Lot.

15. Water Service is available and as proposed can meet required water pressure to all of the proposed development sites (proposed Lots) within the development.
16. A Debris Flow Study has been completed for the stream to determine if a debris basin is required.
17. Existing trails are shown on the plat and granted a public easement.
18. Proposed utility plans have been submitted and shall be reviewed / processed prior to plat recordation.
19. The access road and it's easement is proposed over 10% grades and will not be eligible to be converted to public ROWs in the future.
20. Building pads / limits of disturbance are shown on the proposed plat (Attachment 1). All other property as open space should be protected by conservation easement held by the City and the HOA to maintain the land.
21. The proposed access road with utilities is required to be a minimum of twenty feet (20') wide. The access road grades are proposed to be fourteen percent (14%).
22. Public trails are shown on Attachment 1 with a 15' public recreational trail easement.
23. The proposed lot within the Estate District is 3.009 acres.
24. The proposed eight (8) lots within the HR-1 District are 4,510 square feet each.
25. A geotechnical report has been reviewed by the City Engineer for the overall site but individual geotechnical reports have not been submitted for each lot.
26. The applicant owns other adjoining properties within the Historic Residential Low-Density (HRL) District. Two (2) of these contiguous properties are lots 1 and 2 of the Ridge Avenue Subdivision.
27. The existing encumbered Lots 1-7 and 36-40, Block 77 of the Millsite Reservation will be dedicated to the City upon plat recordation as they current have a road over them.
28. The proposed lots, as positioned, are to avoid ridgelines and allow for drives that contour with the topography in order to meet the required grades.
29. The existing mine shaft on the property is currently filled as stated on the site plan dated May 18, 2015.

30. The application for the Alice Claim subdivision was deemed "complete" by the Planning Department on May 23, 2005.
31. Between 2006 and 2009, the Planning Commission conducted three (3) work sessions to discuss the project and visited the property during two site visits.
32. On October 8, 2014 the Planning Commission conducted a site visit and work session to discuss the history and 2009 site plan proposed for this project.
33. The Applicant submitted a revised site plan, plat and all required submittals for the subdivision and plat amendment on January 23, 2015.
34. The Planning Commission reviewed the request and held public hearings on April 8, 2015, June 10, 2015, July 8, 2015, and July 22, 2015.
35. During this time consisting of October 2014 and July 2015 the applicant submitted further revisions to the plat to address City concerns as well as to address plat discrepancies.
36. On August 12, 2015 the Planning Commission forwarded a negative recommendation to the City Council.
37. On October 8, 2015 the City Council reviewed the proposal.
38. On October 29, 2015 the applicant submitted an amended site plan which moved the lots closer to the gully. The City Council reviewed that amended site plan and remanded the application back to Planning Commission for their review.
39. The Planning Commission held a work session on December 9, 2015.
40. The Planning Commission held public hearings and reviewed the updated proposal on May 25, 2016, July 13, 2016, July 27, 2016, and April 12, 2017.
41. After Applicant secured access on Woodside Gulch and proposed a modification to the Application based on the new access, the City Council remanded the updated gully site plan with modified entry back to Planning Commission on March 9, 2017.
42. The Planning Commission held a public hearing and reviewed the updated proposal with the new access through Woodside Gulch, privately owned property, on April 12, 2017.
43. The City Council held and reviewed the updated proposal with the new access through Woodside Gulch, privately owned property on May 25, 2017 and March 8, 2018.

44. In order for all site improvements to be completed, the applicant must either complete all site improvements prior to plat recordation or provide adequate financial guarantees for completion.

Conclusions of Law

1. There is good cause for this subdivision and plat amendment.
2. The subdivision and plat amendment are consistent with the Park City Land Management Code and applicable State law regarding subdivisions and plat amendments.
3. Neither the public nor any person will be materially injured by the subdivision or plat amendment.
4. Approval of the plat and plat amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval

1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment for compliance with State law, the Land Management Code, and the conditions of approval, **prior to recordation of the plat.**
2. The applicant will record the subdivision and plat amendment at the County within two (2) years from the date of City Council approval. If recordation has not occurred within two (2) years' time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council. If the plat is not recorded within this time period, it shall be null and void and any resubmittal shall be a new application which is subject to all review requirements, zoning restrictions and subdivision regulations at the time of the submittal.
3. Recordation of this plat and completion and approval of final Historic District Design Review and Steep Slope Conditional Use Permit, if required, applications are required prior to building permit issuance for any construction of buildings within this subdivision. Completion and approval of final Historic District Design Review applications are required prior to building permit issuance for any construction of retaining walls.
4. Lot 1 in the Estate District shall be subject to Historic District Design Review process (prior to building permit approval).
5. Modified NFPA 13-D sprinklers shall 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. (Added as plat note 18 on

proposed plat).

6. Snow storage of roads and private drives shall be addressed and approved by the City Engineer throughout the development **prior to plat recordation**. Snow storage sites cannot discharge immediately into the stream. (City Engineer to review updated snow storage plan prior to plat recordation in conjunction with all other applicable utilities, improvements, etc.).
7. Sewer system design and service will need to meet Snyderville Basin Water Reclamation District's (SBWRD) requirements and receive final design approval by SBWRD before the proposed plat can be signed by SBWRD. If the sewer system design requires a substantial change, as determined by SBWRD, Planning Director and City Engineer, to the layout of this subdivision plat, this approval shall be null and void and an application to amend the Ordinance and plat shall need to be submitted and be reviewed and go through the entire process including internal review, Planning Commission and City Council review. **(Prior to plat recordation)**.
8. The proposed water system will need to receive written approval from the Building and Engineering Departments in order for the subdivision to meet water requirements **prior to plat recordation**. If the water system requires a substantial change to the proposed subdivision configuration, as determined by the Planning Director and City Engineer, this approval shall be null and void and an application to amend the Ordinance and plat shall be submitted, a reviewed, and go through the entire process including internal review, Planning Commission and City Council review.
9. There shall not be any further subdivision of any additional lots in this subdivision. A plat note shall reflect this condition. (Added as plat note 9 on proposed plat).
10. All state requirements must be met, state permits including Stream Alteration Permit will be required for the culvert construction. Culvert shall be installed by the applicant **prior to plat recordation**.
11. The culvert will be owned and maintained by the City. (Dedication of drain line and easement added to proposed plat).
12. This development is located upstream of the FEMA Flood Plain Studies. A study shall be completed extending the FEMA Flood Plains through this development **prior to plat recordation**. Acceptance or denial of the study by FEMA is not required prior to plat recordation. All lots will require an Elevation Certificate showing the lowest occupied floor is at or above base flood elevation prior to building permit approval.
13. A completed Hydrology and Hydraulics Study is required to identify the culvert's

size, and upstream / downstream impacts **prior to plat recordation**. Any identified impacts from the Study must be addressed and approved by the City Engineer prior to culvert construction.

14. The culvert inlet shall be at least fifty feet (50') away from any structure on Lot 1. (Added as plat note 22 on proposed plat).
15. A Debris Flow Study must be completed **prior to plat recordation** for the stream to determine if a debris basin is required. (Submitted on November 1, 2017).
16. Limits of disturbance as shown on Attachment 1 shall be clarified on the **plat prior to plat recordation** to be able to quantify the square footage upon which shall remain in place and no changes shall be made. All other property shall be restricted as open space and/or protected by 3rd party conservation easement. (This area has been identified on the proposed plat).
17. All engineering design for utilities must be approved prior to plat recordation. The utility plan will need to be submitted showing how each of the wet and dry utilities will be able to be placed within the development with required separations or with special conditions as approved by the proper regulatory agencies and approved by the City Engineer **prior to plat recordation**.
18. Any roads over 10% grades will not be eligible to be converted to public Rights-of-Way in the future. (Added as plat note 24 on proposed plat).
19. Drives (private road / Fire Department access road) shall provide twenty feet (20') wide of clear space to meet Fire Code. If parking impacts this twenty feet (20') wide clear space, it will not be allowed and shall be signed "No Parking". Roads less than twenty-six feet (26') wide shall be marked "No Parking" on both sides of the road. Fire District access shall be noted and identified on the recorded plat. (Added as plat note 11 on proposed plat).
20. The Applicant will need to receive City Council's approval to provide access and utility easement over the City's property for Alice Court and where they may cross water lines, storm drainage, sewer lines, etc. This will need to occur **prior to plat recordation**.
21. Applicant shall provide recommendations to the City Engineer for alterations to the King Road and Alice Court intersection that optimizes turning movements and minimizes conflicts for emergency vehicles, **prior to plat recordation**.
22. The Applicant will need to receive, from the Utah Department of Environmental Quality (UDEQ), under the UDEQ Voluntary Cleanup Program, a final Certificate of Completion for remediated soils within the Applicant's property prior to building permit approval.

23. If a Site Management Plan is required for the UDEQ Certificate of Completion, the UDEQ approved Site Management Plan must be submitted to the Building Department prior to building permit approval.
24. Public trails are shown with a 15' public recreational trail easement. (Added as plat note 3 on proposed plat).
25. Any structures built near the existing mine shaft shall be setback at least ten feet (10') if the shaft is filled up to the ground surface with soil and/or gravel and at least forty feet (40') setback if the shaft is not filled. The mine shaft shall be shown on the plat and the setback noted. (Mine shaft and setback is shown on proposed plat).
26. If the site plan is substantially altered, as determined by the SBWRD, Planning Director, and City Engineer, due to any utility redesign or retaining wall redesign or other unforeseen issues, this approval shall be null and void and an application to amend the Ordinance and plat shall need to be submitted and be reviewed and go through the entire process including internal review, planning commission and city council review.
27. All Public Improvements, except the Lot 1 culvert, may be completed after plat recordation but prior to the first building permit. A financial guarantee, inspections fees, and executed agreement for all public improvements shall be submitted and approved prior to building permit.
28. City utility maintenance access is required across the drives for Lots A. (Added as plat note 2 on proposed plat).
29. Individual water booster or fire sprinkler system pumps to increase water pressure shall not be allowed, unless approved by the Fire Marshal. (Added as plat note 4 on proposed plat).
30. Individual geotechnical reports will be required for each lot prior to issuance of a building permit. (Added as plat note 12 on proposed plat).
31. Significant vegetation / mature trees that will be lost due to the development shall be approved by the Planning Department and be replaced in kind or with three (3) smaller trees as close to the original location as possible within one (1) year of tree removal.
32. No duplexes shall be allowed. (Added as plat note 13 on proposed plat).
33. Existing utility and access easements may be added, adjusted, vacated or remain in their current location. Changes to these easements and/or addition of easements shall be shown on the plat. (Added as plat note 14 on proposed plat).

34. The Alice Claim development exceeds one (1) acre and shall meet the requirements of the municipal separate storm sewer system (MS4) storm water program. Each lot within this common development shall be required to obtain a MS4 storm water permit prior to any construction activity. (Added as plat note 15 on proposed plat).

35. Applicant shall provide to Chief Building Official a plan showing defensible space for wildland fire mitigation around each structure.

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

PASSED AND ADOPTED this 8th day of March, 2018



PARK CITY MUNICIPAL CORPORATION

A blue ink signature of Andy Beerman, written in a cursive style.

Andy Beerman, MAYOR

ATTEST:

A blue ink signature of Michelle Kellogg, written in a cursive style.

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

A blue ink signature of Mark Harrington, written in a cursive style.

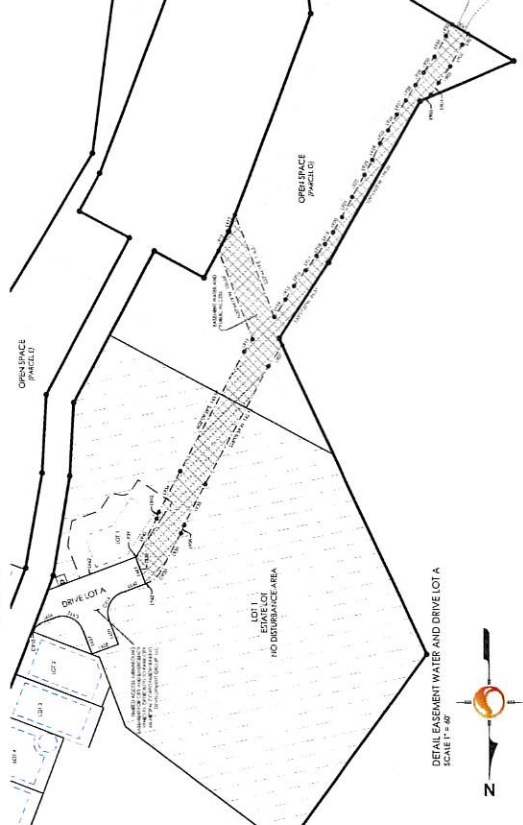
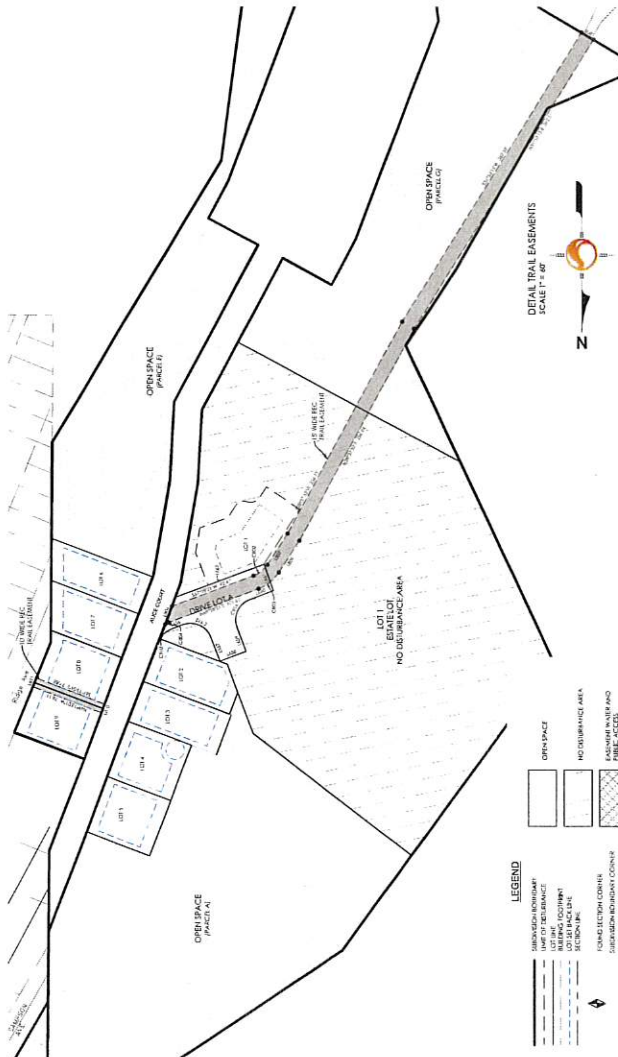
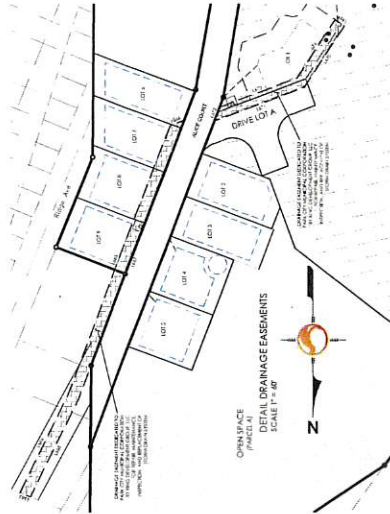
Mark Harrington, City Attorney

ALICE CLAIM

LOCATED IN THE NORTHEAST QUARTER OF SECTION 21,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH



LOCATED IN THE NORTHEAST QUARTER OF SECTION 21,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

[illegible]

Source: Environmental LULU Profile		
LULU #	Owner/Operator	Address/Location
0001	100% W. P. 1000	100 W. P. 1000
0002	100% W. P. 1000	100 W. P. 1000
0003	100% W. P. 1000	100 W. P. 1000
0004	100% W. P. 1000	100 W. P. 1000
0005	100% W. P. 1000	100 W. P. 1000
0006	100% W. P. 1000	100 W. P. 1000
0007	100% W. P. 1000	100 W. P. 1000
0008	100% W. P. 1000	100 W. P. 1000
0009	100% W. P. 1000	100 W. P. 1000
0010	100% W. P. 1000	100 W. P. 1000

Specimen #	Force	Displacement	Modulus	Modulus	Modulus
	(N)	(mm)	(GPa)	(GPa)	(GPa)
Control	30.32	1.14E-02	1.01E+01	1.01E+01	1.01E+01
CR0.5	31.32	1.11E-02	1.13E+01	1.13E+01	1.13E+01
CR1.0	31.32	1.11E-02	1.13E+01	1.13E+01	1.13E+01
CR1.5	31.32	1.11E-02	1.13E+01	1.13E+01	1.13E+01

DRIVE LOT A CURVE TABLE				
CURVE #	RADIUS	LENGTH	DELTA	CHORD BEARING
CY10	22.00'	18.30'	40°41'29"	S45°07'41"W
CY12	23.00'	36.34'	50°01'47"	N65°30'45"W
				CHORD DISTANCE
				18.38'
				33.54'

DRIVE LOT A LINE TABLE		
LINE #	DEPTH	DIRECTION
1.656	13.42'	N49°26'21"W
1.657	21.99'	N20°29'52"E
1.658	30.00'	S49°26'21"W
1.659	27.00'	S20°31'25"E
1.660	27.00'	S49°26'21"W
1.661	30.00'	S20°31'25"E

[illegible]

Year	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100
1980	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	2047	2048	2049	2050	2051	2052	2053	2054	2055	2056	2057	2058	2059	2060	2061	2062	2063	2064	2065	2066	2067	2068	2069	2070	2071	2072	2073	2074	2075	2076	2077	2078	2079	2080	2081	2082	2083	2084	2085	2086	2087	2088	2089	2090	2091	2092	2093	2094	2095	2096	2097	2098	2099	2100

[illegible]

Figure 1: Open Space (Parcel D). A map showing a proposed development area (Parcel D) with a road and a river. The map includes a scale bar and a north arrow.

LOT 1
RELOT

1. **NAME** P. 27 (ARTICLE 20-BB-BB-BB)
 2. **DATE** 10/10/2010

SHEET
2 of 2

ALICE CLAIMS

LOCATED IN THE NORTHEAST QUARTER OF SECTION 21,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

RECORDED & INDEXED
STATE OF IOWA, COUNTY OF SUMMIT, OR AND FIELD THE
REQUESTING
DATE: _____ TIME: _____
COUNTY RECORDER





August 13, 2015

King Development Group, LLC
Attn: Jerry Fiat
PO Box 4581
Park City, UT 84060

NOTICE OF PLANNING COMMISSION ACTION

Project Description: Alice Claim CUP for 3 retaining walls up to 10 feet in height
Project Number: PL-15-02669
Project Address: Alice Claim south of intersection of King Road, Ridge Avenue, Woodside Gulch and Sampson Avenue
Date of Final Action: August 12, 2015

Action Taken

On April 8, 2015, June 10, 2105, July 8, 2015, July 22, 2015, and August 12, 2015, the Planning Commission conducted a public hearing and on August 12, 2015 the Planning Commission voted 4-0 to deny the Alice Claim Conditional Use Permit (CUP) for 3 retaining walls up to 10 feet in height according to the following findings of fact and conclusions of law:

Findings of Fact

1. The property is located at the intersection of King Road, Ridge Avenue, Woodside Gulch and Sampson Avenue (approximately), within the Historic Residential (HR-1) and Estate (E) Districts and Sensitive Lands Overlay (SLO).
2. The proposal includes a subdivision of nine (9) lots on 8.65 acres.
3. The property is a "metes and bounds" parcel with contiguous platted lots.
4. A City water tank and land owned by the City is adjacent to the subject property on the south end, and a City-owned parcel bisects the subject property. The City water line runs within the City owned property.
5. The applicant previously undertook a voluntary remediation of the regulated soils on the site, which included soil remediation both in the Alice Claim 8.49 acre portion and within a 1.7 acre portion of the adjoining City property.
6. The property can only be accessed through the platted King Avenue right-of-way as the owner has not secured legal access through the Woodside Gulch water tank access easement used by the City.

7. The new roadway would require significant excavation and retaining walls in three (3) locations up to ten feet (10') in height which require Conditional Use Permit approval and Historic District Design Review approval.
8. The 3 retaining walls would consist of blonde sandstone veneer up to ten feet (10') in height with four feet (4') of horizontal terracing in between each wall and up to approximately 196' in length, placed at the entrance to Alice Court which will create significant visual and massing/scale and cut and fill and loss of vegetation impacts to the neighborhood.
9. 10 other retaining walls up to six feet (6') in height and one wall up to four (4') feet in height are proposed elsewhere within the development but would not require a Conditional Use Permit. Any retaining walls would still be subject to the Historic District Design Review process.
10. The retaining walls have not been engineered as of the date of this report and would require the City Engineer to approve the engineered plans. This is an unmitigated impact as staff can't analyze exactly how much excavation will occur, and the applicant has not shown the footing and foundation size, and how much separation between the walls will be possible to plant vegetation with any footings or tiebacks that may be required.
11. Historic District Design Review applications are required for any construction of retaining walls within the historic districts or any lots adjacent to the historic district.
12. Snow storage, guardrails and lighting are elements of the retaining walls that require City Engineer and Planning Department approval.
13. There are impacts created by the proposed retaining walls which include:
 - a) Size and location of the Site; the applicant has determined the three 10' walls must be placed in this location due to the access they are providing and this will create a significant visual impact to the community with the mass, scale and incompatibility to surrounding Historic structures.
 - b) Utility capacity within the roads adjacent to the proposed walls as the Applicant has not properly engineered the roads or retaining walls. The impact of this is that the weight of the walls and/or placement of the utilities near the walls could significantly damage and negatively impact the public utilities and infrastructure;
 - c) Screening and landscaping to separate the walls from adjoining uses. This creates a negative visual impact upon the historic district and surrounding neighborhoods if it cannot be mitigated adequately with landscaping. The Applicant has not shown engineered drawings to show that adequate landscaping can possibly be planted between the terraced walls;
 - d) Building mass, bulk and orientation as the walls are 10' in height and width are not exact, which is considered massive, mass and orientation within the Historic District and approximately 2 times the height of the majority of retaining walls within the District which are typically 4' to 6' in height. This creates a negative visual impact upon the historic district and surrounding neighborhoods;
 - e) Physical design and compatibility with surrounding structures as the walls are not compatible in size to other residential homes and retaining walls

within the HR-1 District. This creates a negative visual impact upon the historic district and surrounding neighborhoods;

- f) Environmentally sensitive lands, physical mine hazards, historic mine waste and steep slopes have not been properly addressed in these locations with final engineered plans. This presents a negative health, safety and welfare impact if not addressed. Significant excavation, cut and fill, and loss of significant vegetation along the steep slopes is a negative environmental impact.
- 14. The applicant submitted draft utility plans dated May 18, 2015 that have not received final approval by the Snyderville Basin Water Reclamation District, Water Department, and City Engineer. The applicant will be responsible to determine what portion of the property is serviceable by the current water system and proposed sewer and storm drainage systems or propose acceptable mitigation and if the proposed walls will negatively impact the utilities. Proposed roads with utilities that are not private driveways next to the retaining walls are required to be 20' wide and are shown as such on the site plan.
- 15. The applicant has submitted a geotechnical report for the overall site but not for the individual lots or retaining wall locations. Previous mining activities, strong ground motion, slope stability, debris flow and avalanche, shallow bedrock and perched groundwater are the most significant engineering geology and geotechnical aspects which could affect design and construction at the site.
- 16. A Debris Flow Study has not been submitted to the City Engineer and may affect the construction of the retaining walls.
- 17. Significant vegetation and at least 4 deciduous trees are proposed to be removed by the layout of the lots, drives, and retaining walls and due to the steepness and height of the hillside, any structures or 10 foot retaining walls will be visible at the entry to Alice Claim. The retaining walls were not included in the cross canyon views that the Applicant submitted.
- 18. Most of the remainder of the site has stands of oak, maple and aspen trees in addition to areas of smaller shrubs and grasses.
- 19. All drives next to retaining walls are proposed over 10% grades and will not be eligible to be converted to public ROWs in the future. All drives must meet the 14% maximum grade requirement. Adequate and safe snow storage has not yet been addressed by the Applicant when snow is pushed over the sides of these retaining walls.
- 20. The proposed building pad areas near proposed retaining walls on proposed Lots 2, 3, 4, 5, 6, 7, and 8 are all on Very Steep Slopes (over 40%). Only the proposed building pad area on Lot 9 is on slopes less than 30%. Lot 1 is 31%, Lot 2 is 48%, Lot 3 is 50%, Lot 4 is 44%, Lot 5 is 48%, Lot 6 is 50%, Lot 7 is 43%, Lot 8 is 47%, and Lot 9 is 26%. The excavation of the steep slopes for these homes next to the retaining wall has not been addressed to ensure debris flow and the soils surrounding the proposed walls will not be impacted.
- 21. The Applicant has shown on the plat the limits of disturbance as the proposed lot lines but does not show limits of disturbance for the proposed retaining walls.
- 22. Several of the retaining walls will be visible from various points within the Historic Districts and are proposed to be twice as high as other retaining walls for private

- residential development within the Historic Districts.
23. Very few large walls around town, if any, are in the HR-1 District. The walls proposed for this development are not only tall but they are also very wide and carve up the hillside.
 24. The walls were not incorporated into the cross-valley visual analysis that the Applicant provided for the subdivision.
 25. Proposed tree heights will only screen approximately 50% of the walls vertically where located and proposed spacing of trees will only screen approximately 25% of the walls horizontally which creates a visual impact.
 26. Any footings or foundations of the walls could impact what vegetation can be planted to screen the walls and without final engineered plans the Applicant can't prove that the walls will be adequately visually mitigated.
 27. The retaining walls proposed do not comply with the General Plan in maintaining compatibility with surrounding historic districts. Specifically page 56 Historic District states "Building height and mass of new structures should be compatible with the historic structures. Consider further limiting building heights and floor area ratios." The three 10' walls up to 196' in length are not compatible in mass, scale and height to historic structures in the historic district as they are much larger than any other private residential development that is not part of an MPD and therefore does not comply with the General Plan. Page 34 Environmental and Open Space Policies also states "Direct development to the "toe" of slopes, preserving the ridge tops, meadows and visible hillsides. Open space foregrounds should be incorporated in development proposals to enhance the visual experience of open space." This development is proposed on visible hillsides and not directed to the toe of slopes and therefore does not comply with the General Plan.
 28. In all of the past Planning Commission work session and regular meeting minutes from 2008 discussing this project, there has been continual discussion about the Commission's concern to move proposed homes off the very steep slopes and into the bottom of the canyon (gulch). The current Commission at the July 22, 2015 meeting reiterated that they would be supportive of a plan that is more compact and down in the flatter area of the canyon to reduce the amount of disturbance to the hillside and the need for these large retaining walls.. Also, based on the LMC issues of compatibility, scale and massing, and concern about cut, fill and vegetative disturbance, the Commissioners stated it was interesting to see how consistent all of the Planning Commissions from 2008 to 2015 have been on these issues.
 29. Between 2006 and 2009, the Planning Commission conducted three work sessions to discuss the project and visited the property during two site visits.
 30. On November 20, 2012, the Planning Department notified the applicant that the application would be closed due to inactivity by the applicant.
 31. On November 30, 2012, an appeal of the closing of the file for the Alice Claim Subdivision is filed by the applicant's attorney. The closing of the file was later rescinded by the Planning Director with the stipulation that the applicant either bring the last plan submitted forward to the Planning Commission for action, or redesign the project and submit it within thirty (30) days. The applicant chose to

- go forward with the last submitted plan.
32. On October 8, 2014 the Planning Commission conducted a site visit and work session to discuss the history and 2009 site plan proposed for this project.
 33. The Applicant submitted a revised site plan, plat and all required submittals for the subdivision and plat amendment on January 23, 2015 as well as a new application for a CUP for the proposed retaining walls.
 34. The application for the Alice Claim CUP corresponds with the Alice Claim subdivision application that was presented to Past Planning Commissions between 2008-2014 was deemed “complete” by the Planning Department on January 23, 2015.
 35. The Applicant submitted on March 16, 2015 further revisions to the plat, site plan and retaining walls to address some of the City’s concerns and deficiencies in their application.
 36. On April 8, 2015 the Planning Commission held a public hearing for this project and continued the item to May 27, 2015 to give the applicant sufficient time to submit revisions to the layout and clarify the concerns brought up by the Commissioners.
 37. The Applicant submitted a revised site plan, plat and all required submittals for the subdivision, plat amendment and CUP on May 4, 2015.
 38. The Applicant submitted further revisions to the plat, site plan, and retaining walls to correct discrepancies in the May 4, 2015 submittal on May 18, 2015.
 39. On May 27, 2015 the Planning Commission held a public hearing for this project and continued the item to June 10, 2015 in order to give staff sufficient time to review the changes submitted on May 18, 2015.
 40. On June 10, 2015 the Planning Commission held a public hearing for this project and continued the item to the July 8, 2015 meeting in order to give the Applicant sufficient time to respond to the Commission and public’s comments from that meeting. The Applicant did not submit any comments or changes to the site plan by the deadline given of June 24, 2015.
 41. On July 8, 2015 the Planning Commission held a public hearing for this project and continued the item to the July 22, 2015 meeting in order to give the Applicant more time to respond to the June 10, 2015 meeting comments. The Applicant submitted a response on July 13, 2015.
 42. On July 22, 2015 the Planning Commission held a public hearing for this project and continued the item to the August 12, 2015 meeting in order to allow Staff time to prepare the appropriate findings for a vote at that meeting.

Conclusions of Law

1. The CUP is not consistent with all requirements of the Park City Land Management Code in regards to restrictions due to character of land, steep slopes, mine hazards, safety, health and welfare of the community.
2. The CUP is not consistent with the Park City General Plan in maintaining compatibility with surrounding historic districts as defined in the Historic District Design Guidelines for New Construction.
3. The proposed walls are not compatible with the surrounding structures in use, material, scale, mass, circulation and mitigation with the slope of the landscape.

4. The effects of any differences in Use, material, scale, mass and landscaping of the proposed walls have not been properly mitigated through careful planning and compatible layout of the subdivision to the nearby HR-1 districts.
5. The reasonable anticipated detrimental effects of a proposed Conditional Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards, thus the Conditional Use is denied.

Appeals of this decision may be made in writing within 10 calendar days of the decision pursuant to Land Management Code Section 15-1-8. If you have any questions or concerns regarding this letter, please do not hesitate to call me at 435-615-5068 or contact me by email at christy.alexander@parkcity.org.

Sincerely,

A handwritten signature in black ink, reading "Christy Alexander". The signature is fluid and cursive, with the first name "Christy" and last name "Alexander" clearly distinguishable.

Christy J. Alexander, AICP
Planner II



CONSULTING ENGINEERS

LAND PLANNERS

SURVEYORS

January 27, 2020

Mr. Bruce Erickson
Park City Planning Director
And
Planning Commissioners
Po Box 1480
445 Marsace Avenue
Park City, UT 84060

RE: Alice Claim CUP for a wall over 6 feet in height

Dear Mr. Erickson and Planning Commissioners:

The purpose of this letter is to address the Alice Claim current Conditional Use Permit application for a wall over 6 feet in height along the City Right of Way on King Road.

As part of the subdivision approval for Alice Claim a retaining wall along King Road was approved. The wall was not to exceed six feet in height.

As the result of an error, the excavation for the retaining wall was excavated four to eight feet further into the hillside and the height of the built wall ranges from approximately six feet to nine feet.

A conditional use permit is required for retaining walls over six feet in height.

The applicant is requesting approval of the built retaining wall in the new location with a maximum height of approximately nine feet.

The built wall location provides benefits and improvements to the intersection of King Road, Ridge Avenue and Sampson Avenue as more particularly detailed:

- The built wall location provides more area for a larger turning radius. This is helpful for larger vehicles such as emergency vehicles, delivery trucks, etc., which cannot maneuver the turn, resulting in a multi-point turn that impedes traffic.
- The inside, uphill corner (right side traveling uphill) of the King Road and Ridge Avenue intersection is very steep. Most vehicles currently swing left into the oncoming, downhill traffic to clear the corner. This occurs most often in the winter months.
- The built wall location provides more space for vehicle access at the intersection of King Road and Ridge Avenue. Large vehicles, such as emergency vehicles can use this intersection as a turn around, which was not possible prior to the wall being built at its current location



CONSULTING ENGINEERS

LAND PLANNERS

SURVEYORS

- Sight visibility has improved for uphill and downhill vehicles as well as pedestrians that access King Road and the numerous trails in the neighborhood.
- The built wall location and additional intersection width improves vehicles mobility and provides a safer neighborhood. There is additional space for vehicles to maneuver and space for vehicles in the opposite direction to avoid the uphill traffic. Currently, vehicles are using the additional area based on the tire track locations and site inspections. The built wall location is advantageous for the neighborhood and improves safety.
- The built wall location and additional area provides more area for snow storage without affecting vehicle mobility.
- The built wall location does not affect the existing power pole and did not require any additional trees from being removed from the site.

We encourage Park City Planning Commission to approve the Conditional Access Permit for the built wall location and height. It seems prudent to take advantage of the additional width, which provides further improvements to the King Road and Ridge Avenue intersection for vehicle mobility, snow storage, pedestrian access, visibility and overall increase in neighborhood safety.

Should the Planning Commission deny the request, the applicant will locate the retaining wall at the approved location and height that does not exceed six feet.

Sincerely,

ALLIANCE ENGINEERING, INC.

A handwritten signature in black ink, appearing to read "Michael Demkowicz", written over a light gray horizontal line.

Michael Demkowicz, PE-PLS

ALICE CLAIM

LOOKING NORTHERLY



ALICE CLAIM

LOOKING NORTHWESTERLY



ALICE CLAIM

LOOKING SOUTHWESTERLY

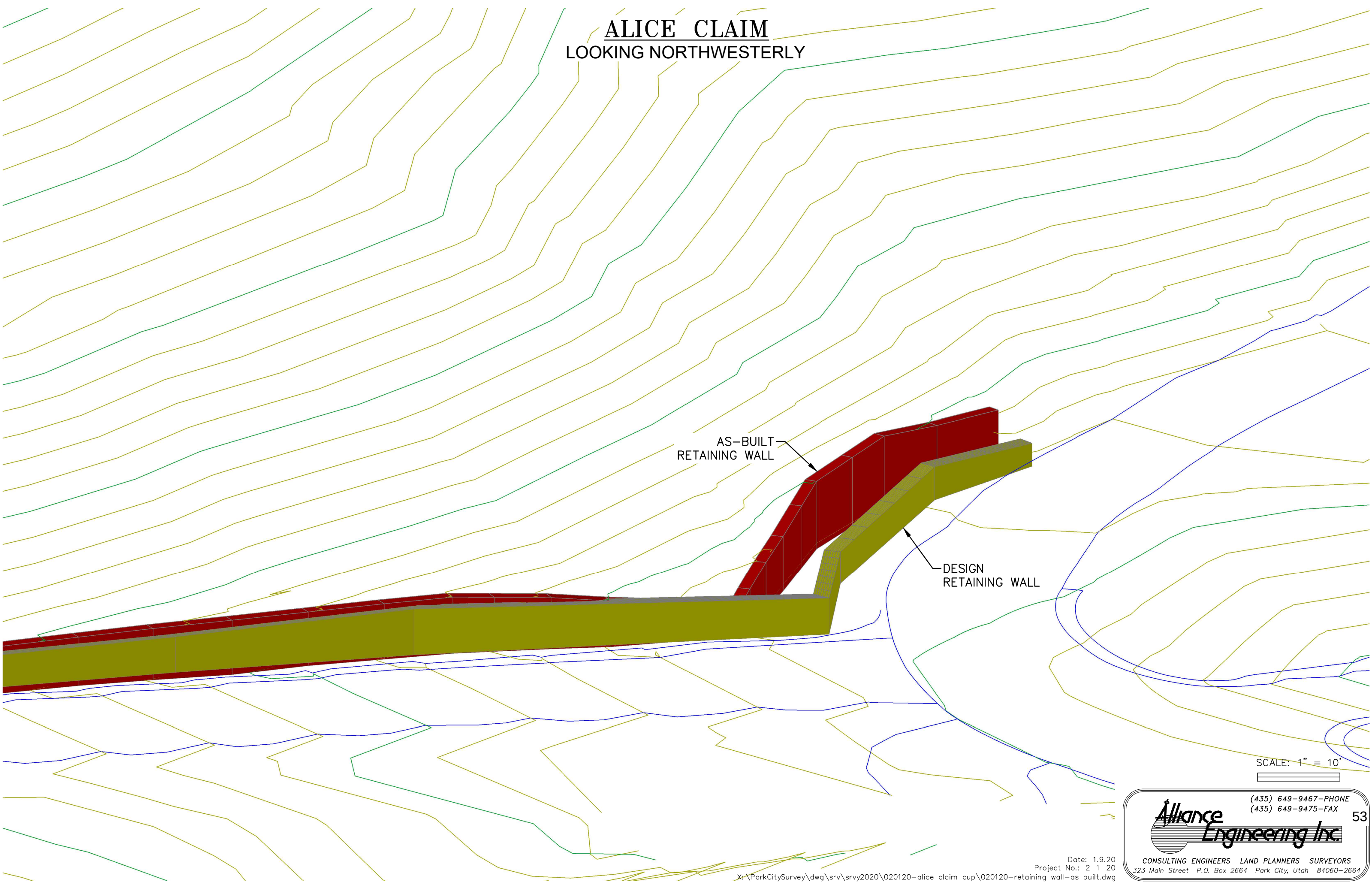


ALICE CLAIM

LOOKING SOUTHERLY



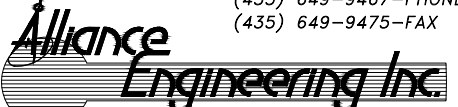
ALICE CLAIM
LOOKING NORTHWESTERLY



AS-BUILT
RETAINING WALL

DESIGN
RETAINING WALL

SCALE: 1" = 10'

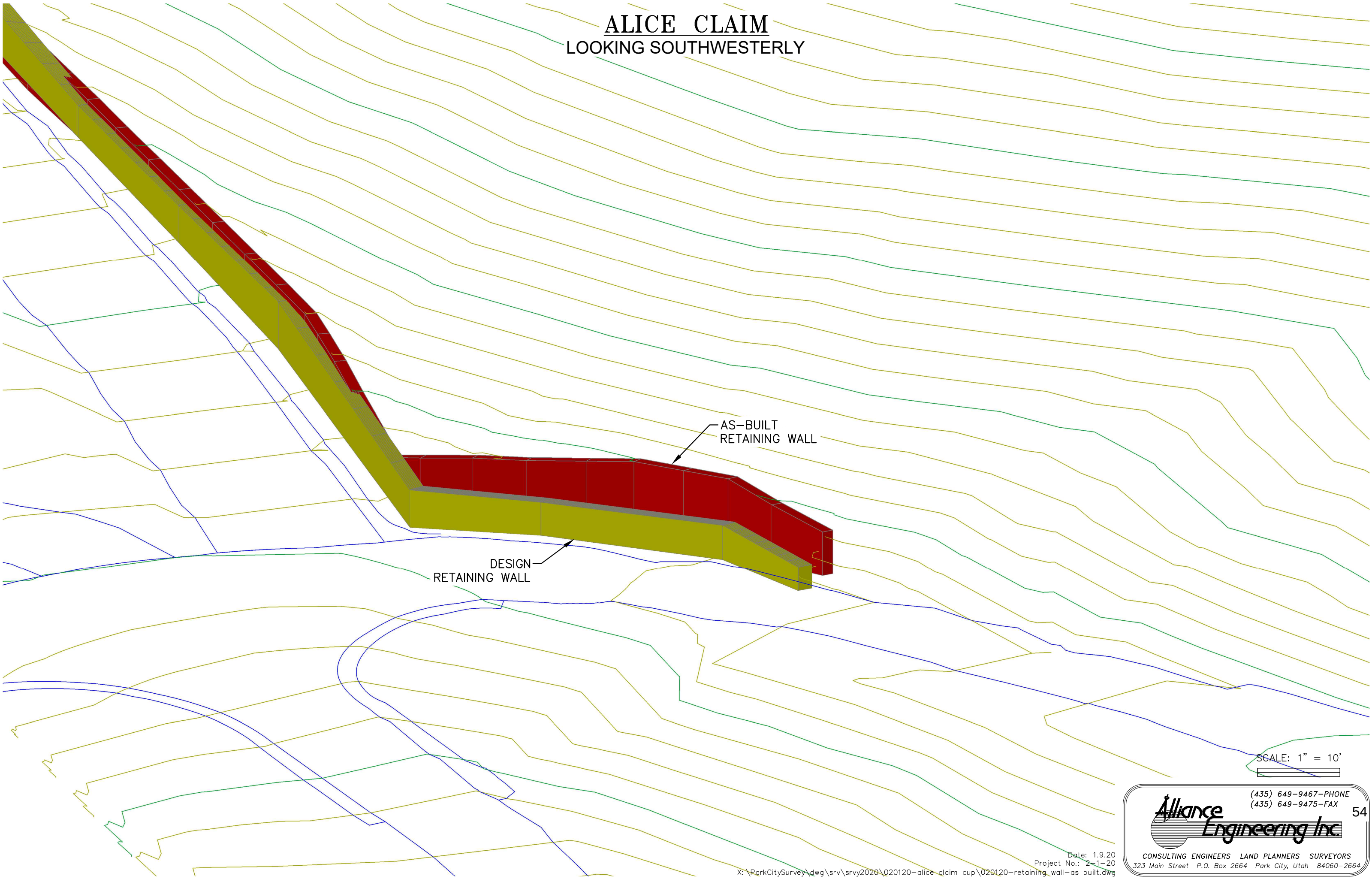


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CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

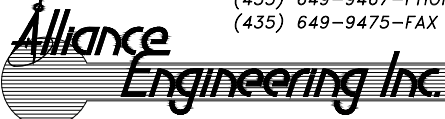
ALICE CLAIM
LOOKING SOUTHWESTERLY



AS-BUILT
RETAINING WALL

DESIGN
RETAINING WALL

SCALE: 1" = 10'



(435) 649-9467-PHONE
(435) 649-9475-FAX

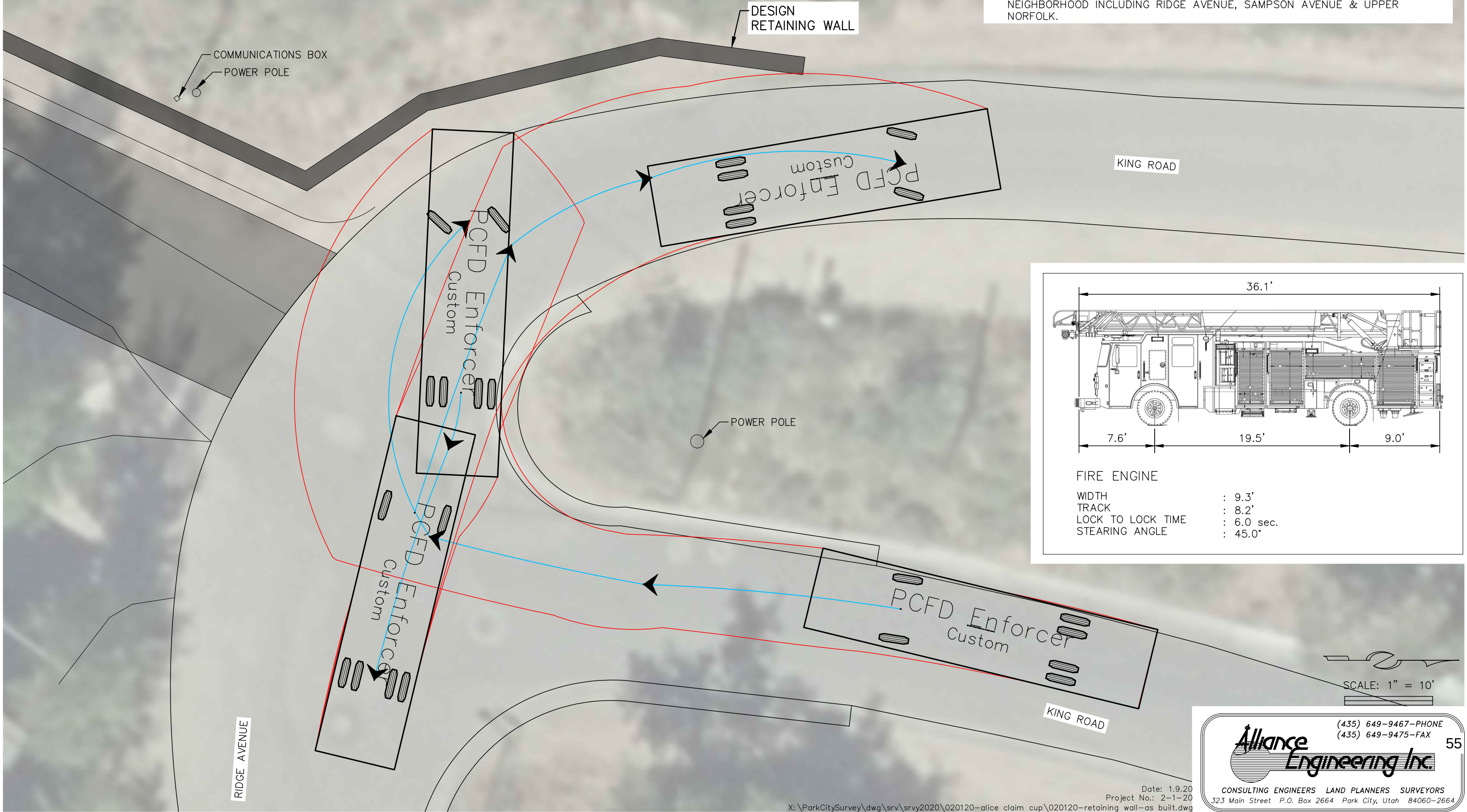
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

Date: 1.9.20
Project No.: 2-1-20

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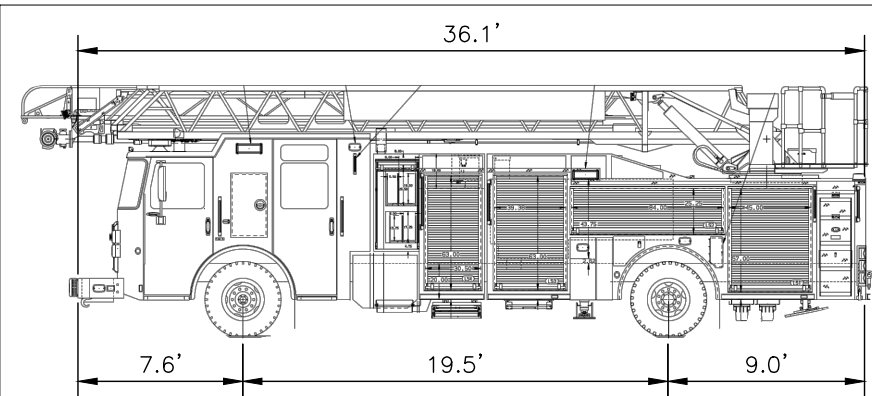
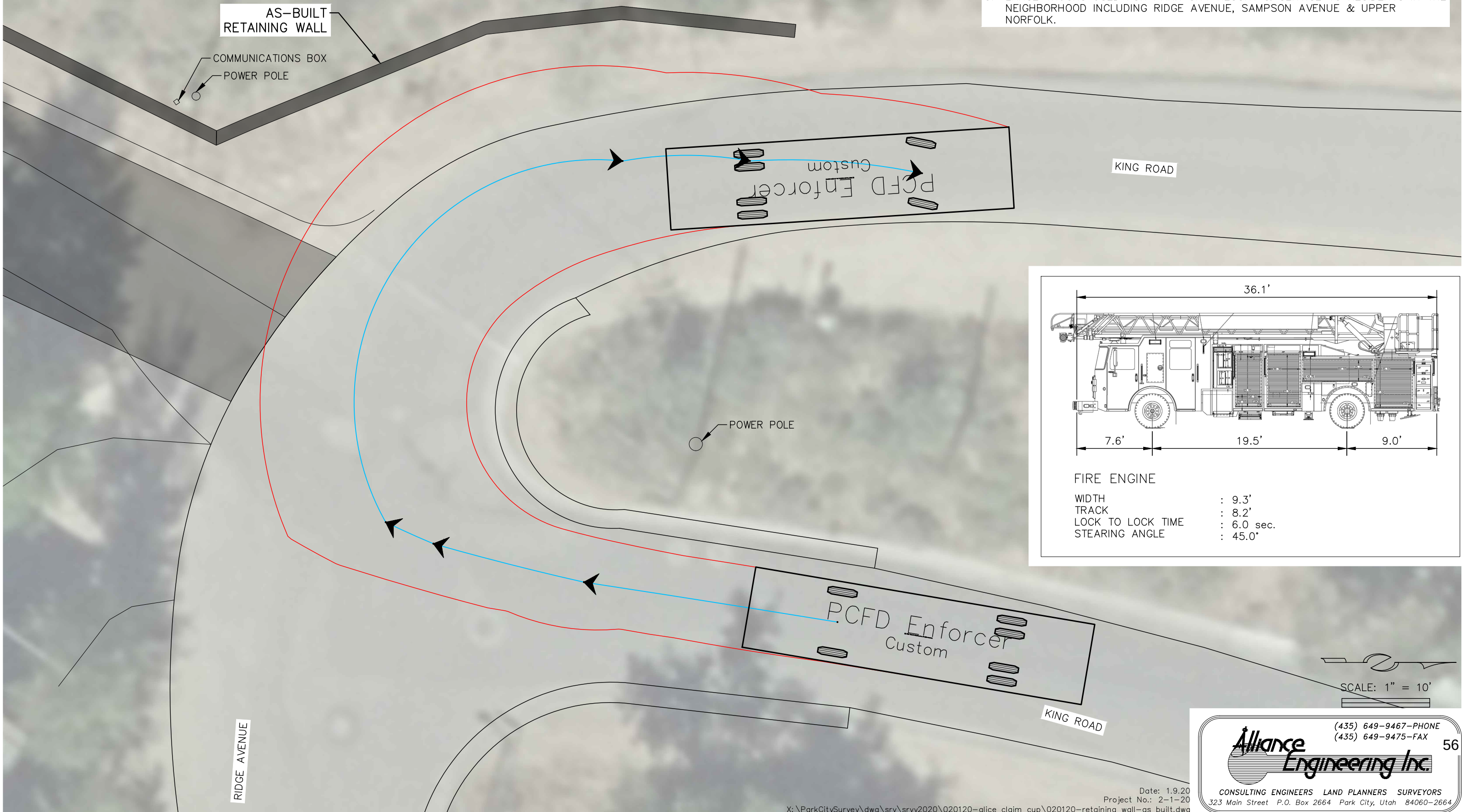
ALICE CLAIM
VEHICLE TRACKING-DESIGN WALL

- NOTES:
- 1. LARGER VEHICLES REQUIRE A 3-POINT OR MORE TURN CREATING AN UNSAFE INTERSECTION.
 - 2. DESIGN WALL LOCATION WILL NOT IMPROVE VEHICLE MOBILITY.
 - 3. AS-BUILT WALL LOCATION PROVIDES MORE AREA FOR LARGE TRUCK MANEUVERS.
 - 4. AS-BUILT WALL LOCATION INCREASES SAFETY WITHIN THE INTERSECTION.
 - 5. LARGE TRUCKS USED FOR PARK CITY RESORT & SERVICE TO RESIDENTS IN THE NEIGHBORHOOD INCLUDING RIDGE AVENUE, SAMPSON AVENUE & UPPER NORFOLK.



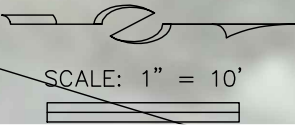
ALICE CLAIM
VEHICLE TRACKING-AS-BUILT WALL

- NOTES:
- 1. LARGER VEHICLES REQUIRE A 3-POINT OR MORE TURN CREATING AN UNSAFE INTERSECTION.
 - 2. DESIGN WALL LOCATION WILL NOT IMPROVE VEHICLE MOBILITY.
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FIRE ENGINE

WIDTH	: 9.3'
TRACK	: 8.2'
LOCK TO LOCK TIME	: 6.0 sec.
STEERING ANGLE	: 45.0°



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CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
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ALICE CLAIM

VEHICLE TRACKING-AS-BUILT & DESIGN WALL

NOTES:

1. LARGER VEHICLES REQUIRE A 3-POINT OR MORE TURN CREATING AN UNSAFE INTERSECTION.
2. DESIGN WALL LOCATION WILL NOT IMPROVE VEHICLE MOBILITY.
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AS-BUILT
RETAINING WALL

DESIGN
RETAINING WALL

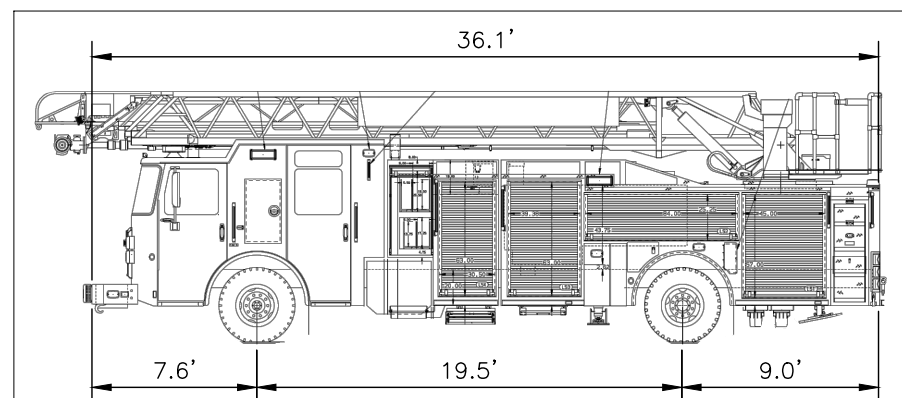
COMMUNICATIONS BOX
POWER POLE

KING ROAD

POWER POLE

RIDGE AVENUE

KING ROAD



FIRE ENGINE

WIDTH	: 9.3'
TRACK	: 8.2'
LOCK TO LOCK TIME	: 6.0 sec.
STEERING ANGLE	: 45.0°

SCALE: 1" = 10'

Alliance Engineering Inc.

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(435) 649-9475-FAX

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323 Main Street P.O. Box 2664 Park City, Utah 84060-2664



ALICE CLAIM

CONCRETE RETAINING WALL WITH STONE VENEER



WITHOUT STONE VENEER



WITH STONE VENEER

Planning Commission Staff Report



Subject: Nightly Rentals
Author: Rebecca Ward, Land Use Policy Planner
Date: March 11, 2020
Type of Item: Work Session

Background

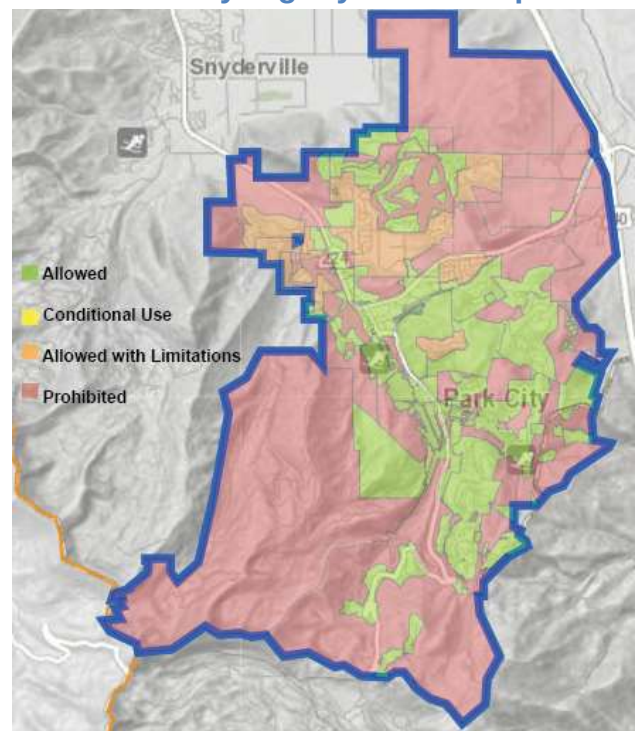
On Jan. 8, 2020, the Planning Commission asked staff to prepare a work session to discuss Nightly Rentals in the Historic Residential-Low Density (HRL) Zone.

A Nightly Rental is [defined](#) in the Land Management Code as the “rental of a Dwelling Unit or any portion thereof, including a Lockout Unit for less than thirty (30) days to a single entity or Person. Nightly Rental does not include the Use of Dwelling Units for Commercial Uses.”¹ [Goal 7](#) of the Park City General Plan is to create a diversity of primary housing opportunities to address the changing needs of residents (p. 70). [Objective 7C](#) and [Community Planning Strategy 7.4](#) for Goal 7 is to “[f]ocus future nightly rental units to resort neighborhoods – near Park City Mountain Resort and Deer Valley” (p. 71-72).

Nightly Rentals are allowed in most Zoning Districts² and are only prohibited in the Single-Family,³ Recreation and Open Space, Protected Open Space, Public Use Transition, and Community Transition Zoning Districts. Nightly Rentals are allowed in the Residential Development Zone, except for the April Mountain and Mellow Mountain Estates Subdivisions. However, several subdivision CC&Rs further limit or prohibit Nightly Rentals.

According to the General Plan [Nightly Rental Balance Strategy](#), in 2012, there were nearly 4,000 Nightly Rentals citywide out of 8,520 total housing units, meaning 46% of the housing stock was

Park City Nightly Rental Map



¹ Lockout Units, which are [defined](#) as a dwelling area with separate exterior Access and toilet facilities, but no Kitchen, may also be used as a Nightly Rental, but require a Conditional Use Permit in the HRL, HR-1, HR-2, HRM, HRC, HCB, E-40, E, R-1, RD, RDM, RM, RC, RCO, and GC Zoning Districts.

² Nightly Rentals require a CUP in the western Historic Residential-Low Density Zone, discussed below.

³ Nightly Rentals are allowed in the Prospector Village Subdivision within the Single-Family Zone.

calculated as Nightly Rental Use (Exhibit A). The City processes just over 2,000 Nightly Rental business licenses each year. The difference is a combination of types of online listings, which are either not required to have licenses or do not have required licenses. The state limits municipalities from using online listings as the sole basis of licensing enforcement, but monitoring and notice results in several hundred new business licenses.

Some Nightly Rentals that operate without a business license may be for rentals where a homeowner lives on-site. State law changed to provide that if a homeowner lives on-site and rents a portion of their home as a Nightly Rental, no business license is required.

According to the Business License Specialist, as of 2020, the City has 2,213 active Nightly Rental licenses. One license is required for each Nightly Rental unit. This means that out of the total current housing stock, which, based on the City's GIS Administrator 2020 data, includes 9,320 housing units, 23.75% are licensed for Nightly Rental Use.

LICENSING AND REGULATION OF NIGHTLY RENTALS

Nightly Rentals are regulated under Municipal Code of Park City (MCPC) [§ 4-5-3](#). Management of Nightly Rentals must include winter snow removal of pedestrian paths and parking, summer yard maintenance, building maintenance and upkeep, timely removal of trash cans from the street, housekeeping service, and management of on-street parking. Licensees must designate a responsible party who resides within a one-hour drive of the property. Licensees are responsible for ensuring their guests comply with the Noise Ordinance.

When the City issues a business license for a Nightly Rental that is located in a zone where it is an allowed use, the Business License Specialist considers the access and layout of the rental and must make a determination that the proposed rental "is not likely to be a substantial intrusion to the adjoining properties." MCPC [§ 4-5-3\(D\)\(2\)](#). Also, in 2005, City Council enacted [Ordinance No. 05-78](#), which prohibits commercial uses in Nightly Rentals to eliminate full-time sponsor houses and similar marketing uses.

NIGHTLY RENTAL COMPLAINT PROCESS

Nightly Rental enforcement is primarily complaint based. Complaints are directed to the Deputy Building Official (DBO). Most complaints are made because neighbors believe that a property owner is operating a Nightly Rental without a license or in a zone where Nightly Rentals are prohibited. Operational Nightly Rental complaints are typically regarding noise, trash, or parking violations, although these complaints are more infrequent than licensing complaints.

The DBO sends a notice of the complaint to the Nightly Rental licensee and includes information on Nightly Rental regulations and requirements. The City provides the property owner with an opportunity to demonstrate evidence of an active Nightly Rental

business license or to submit evidence showing that they are not operating a Nightly Rental.

The DBO then follows up with the property owner to confirm that the owner is in compliance with City requirements. If the owner does not come into compliance, the DBO issues a notice of violation, which outlines a period for the owner to cure the violation. If the violation is not cured in the allotted time, the DBO moves the violation through the Administrative Code Enforcement Hearing Program established in MCPC [Chapter 11-19](#).

Since 2017, there have only been nine notice of violations formally filed against Nightly Rentals:

- In 2017, one complaint was filed in the Single Family Zoning District. This case is pending.
- In 2018, three complaints were filed, one in the Single-Family, one in the Residential Development, and one in the Recreation Commercial Zoning Districts. These cases are closed.
- In 2019, two complaints were filed, one in the Single-Family and one in the Residential Development Zoning Districts. These cases are closed.
- To date in 2020, three complaints have been filed and are pending. Two are located in the Single-Family Zone, one is located in the Residential Development Zone.

NIGHTLY RENTALS IN THE HISTORIC RESIDENTIAL LOW-DENSITY ZONE



Nightly Rentals in the Historic Residential Low-Density (HRL) Zoning District are regulated differently from other Nightly Rentals citywide. The HRL Zone is split into three pods (shown in light blue to the left). HRL-East is known as the McHenry Avenue neighborhood (the middle pod).

In 2017, the City Council amended the zoning map to rezone a portion of the Residential – Medium Density Zone as a new HRL pod, east of the McHenry Avenue neighborhood (the pod on the right). This new HRL pod is known as the Lower Rossi Hill neighborhood.

The HRL-West pod includes Sampson Avenue, King Road, and Ridge Avenue (circled in yellow).

Nightly Rentals are prohibited in both the McHenry and Lower Rossi Hill HRL-East pods. Nightly Rentals require a Conditional Use Permit in HRL-West pod. The HRL-West pod is the only Zoning District citywide that requires a Conditional Use Permit for Nightly Rentals. To obtain a Conditional Use Permit, the applicant must mitigate reasonably anticipated detrimental effects outlined in 16 criteria. LMC [§ 15-1-10\(E\)](#). The public process for the Conditional Use Permit application allows for community members to provide input on the application.

In 2019 and 2020, the Planning Commission approved three Conditional Use Permits for Nightly Rentals in the HRL-West pod (74 King Road [Staff Report](#), [Minutes](#) p. 29; 81 King Road [Staff Report](#), [Minutes](#) p. 43; 158 Ridge Avenue [Staff Report](#), [Minutes](#) p. 17.) Public input during this process included concerns about substandard roads, parking, access in snowy conditions, and maintaining a sense of community in the neighborhood. Community members also expressed concern about the increasing number of Nightly Rentals in the HRL-West pod and asked if there would eventually be a cap on the number permitted in the zone.

THE HRL DISTRICT PURPOSE

The purpose of the HRL District is to:

- A. Reduce density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity,
- B. Provide an Area of lower density Residential Use within the old portion of Park City,
- C. Preserve the character of Historic residential Development in Park City,
- D. Encourage the preservation of Historic Structures,
- E. Encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District, and maintain existing residential neighborhoods,
- F. Establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment, and
- G. Define Development parameters that are consistent with the General Plan policies for the Historic core. LMC [§ 15-2.1-1](#).

NIGHTLY RENTALS ARE PROHIBITED IN THE HRL-EAST PODS

In 2015, staff recommended prohibiting Nightly Rentals in the HRL-East McHenry pod in part because McHenry Road is a substandard street, and also to protect the McHenry neighborhood as a primary resident neighborhood (Staff Report, Exhibit B; Planning Commission Minutes, Exhibit C). On November 5, 2015, the City Council adopted

[Ordinance 15-44](#), prohibiting Nightly Rentals in the HRL-East McHenry pod ([Staff Report](#), p. 248; [Minutes](#), p. 8).

NIGHTLY RENTALS IN THE HRL-WEST POD

The HRL-West pod contains residences, many of which are built on steep slopes. The roads in the HRL-West pod are substandard. There are 61 total parcels in the HRL-West pod. Of these, 26 are small parcels ranging in size from 0.06 acres to 0.31 acres and are vacant. There are 35 residences in the HRL-West pod. Of these, 16 are primary residences and 19 are secondary residences.

Staff has found six total Nightly Rental Conditional Use Permits approved by the Planning Commission in the HRL-West pod (17% of the total residences). Of these six Conditional Use Permits, there are currently two active Nightly Rental business licenses (green stars below) and three pending Nightly Rental business licenses (yellow stars below) in HRL-West.



NO OFFICIAL COMPLAINTS IN THE HRL-WEST POD

The Deputy Building Official and staff researched records for the Nightly Rentals in the HRL-West pod that have a current business license or a pending license. As of the date of this report, no complaints have been made against any of these properties. The Police Department Records Clerk also researched these addresses and found no disturbing the peace or parking complaints for these addresses since January of 2019.

CURRENT NIGHTLY RENTALS IN THE HRL-WEST POD ARE VESTED

If the Commission decides to amend the LMC to cap or prohibit Nightly Rentals in the HRL-West pod, those with a Nightly Rental Conditional Use Permit retain their Permit as a Non-Conforming Use. LMC [§ 15-9-3\(A\)](#). If the Nightly Rental use is discontinued for a continuous period of one year, then the use is considered abandoned and is no longer allowed. LMC [§ 15-9-4\(A\)](#).

Recommendation

The General Plan *Nightly Rental Balance Strategy* suggests that “policies that might reinforce this balance include . . . Reconsideration of allowing nightly rentals in the HRL Zoning District as an Allowed Use or Conditional Use” (p. 86).

Staff recommends the Commission discuss Nightly Rentals in the HRL-West pod and provide direction to staff on whether the Commission would like:

- More information or research on Nightly Rentals in the HRL-West pod;
- Potential additional Conditional Use Permit criteria for HRL-West pod Nightly Rentals;
- No change to current HRL-West pod Nightly Rental code;
- Anything else the Commission would like staff to consider.

Notice

Staff posted notice on February 24, 2020. The *Park Record* published notice on February 26, 2020. On February 26, 2020, staff mailed courtesy notice to all property owners within the HRL-West pod.

Public Input

Public input is included as Exhibit D.

Exhibits

Exhibit A: General Plan Nightly Rental Balance Strategy

Exhibit B: October 28, 2015 Planning Commission Staff Report

Exhibit C: October 28, 2015 Planning Commission Meeting Minutes

Exhibit D: Public Input

STRATEGY: Nightly Rental Balance

Currently, a Nightly Rental is defined within the Land Management Code as the rental of a dwelling unit for less than thirty (30) days. Due to the resort nature of the Park City economy, the land is often more valuable than the structure located upon it. The economics of the property are often significantly increased if the structure can be commercialized. As a result, the City has experienced a higher demand of nightly rentals. This is directly related to the existing trend of increased second-home ownership within the City which allows for nightly rental opportunities.

Nightly Rentals are allowed in every zoning district except:

- Recreation and Open Space (ROS)
- Protected Open Space (POS)
- Public Use Transition (PUT)
- Community Transition (CT)

The Single Family (SF) zone only allows for nightly rentals within the Prospector Village Subdivision.

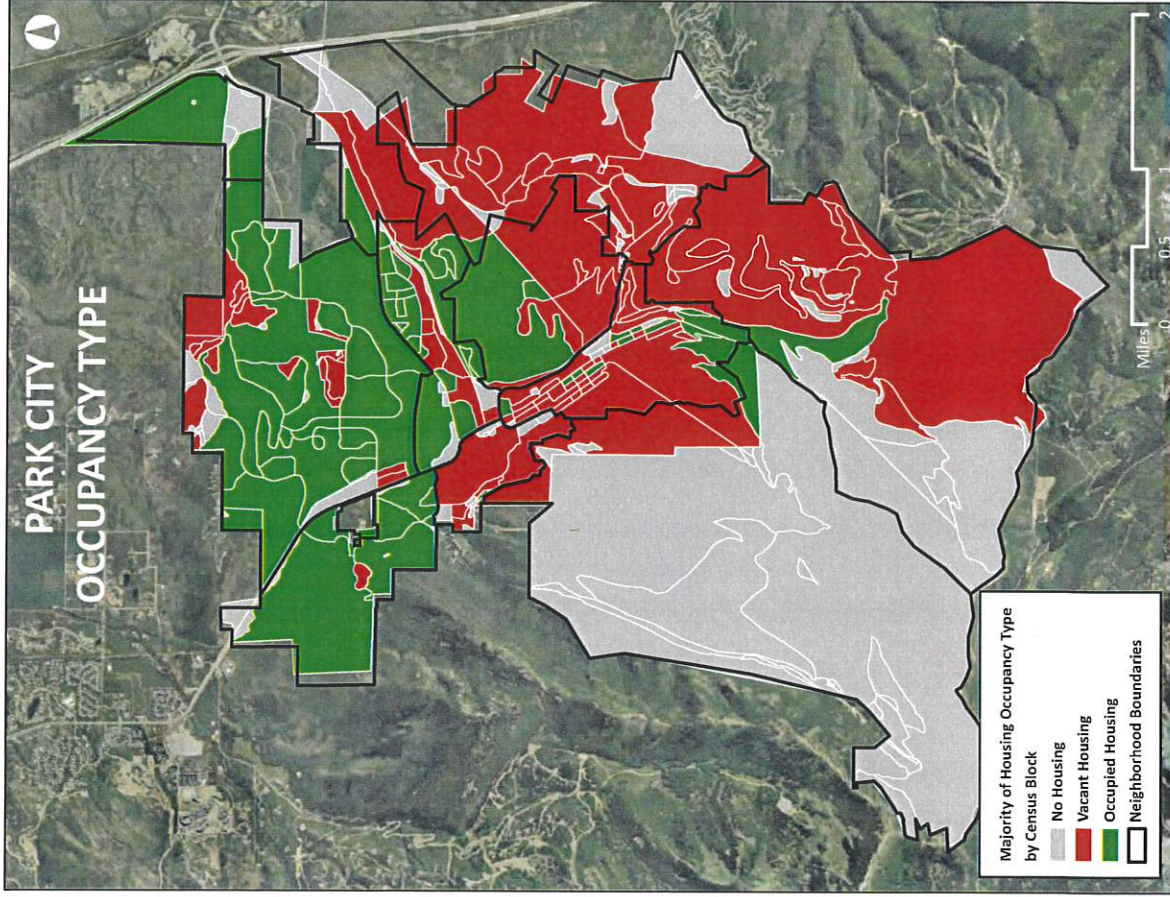


Nightly Rental units are scattered throughout Park City. The neighborhood with the most units is Old Town (993) followed by the resort neighborhoods. The City should look closely at Old Town and consider the provision of incentives for primary home ownership. Balancing this resource for locals, as well as visitors, will be essential to the success of Main Street and the neighborhood.

Nightly Rental is a Conditional Use (CUP) in the Historic Residential-Low Density (HR-L) District and is prohibited in the April Mountain/Mellow Mountain Subdivision located in the Residential Development (RD) District.

There are 3,928 nightly rentals in Park City out of 8,520 total housing units (January 2012) within the City; therefore, based upon the entire stock of housing units in Park City, 46% are nightly rentals.

Thaynes, Park Meadows, Bonanza Park & Snow Creek, Prospector, Masonic Hill, and Quinn's Junction neighborhoods have a majority of occupied housing units, while the rest of town is predominantly vacant (e.g. secondary) housing. The Old Town neighborhood is comprised of Census Blocks that are predominantly vacant housing; however, there are several blocks that contain a majority of occupied housing.



Occupancy Type:
The map to the left illustrates the existing neighborhood boundaries in terms of the majority of housing occupancy type by Census Block. The map is divided into three categories: no housing, vacant housing, and occupied housing.

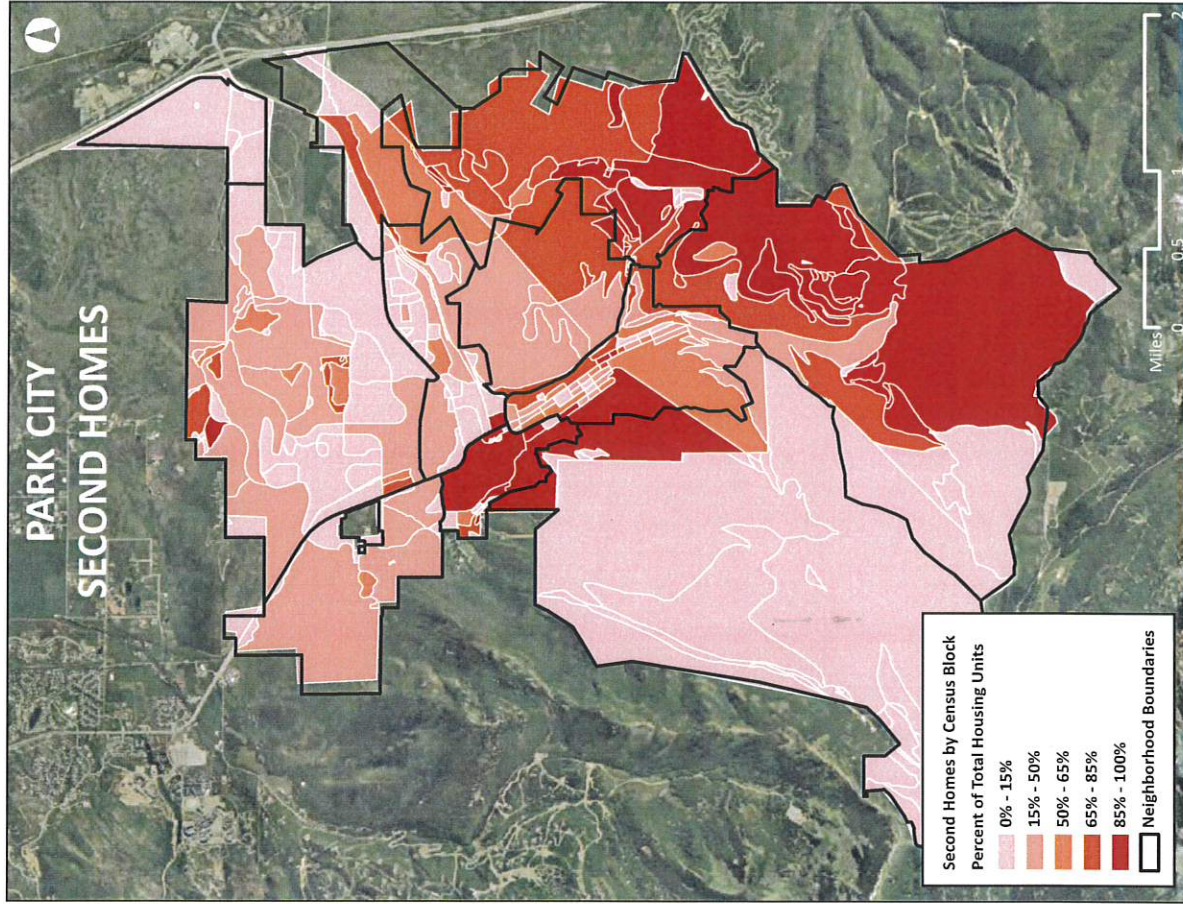
The Nightly Rental table on the following page contains the total number of nightly rentals per neighborhood, percent of nightly rentals within the City per neighborhood, total number of housing units, and the percent of nightly rental units in each neighborhood.

The 'Neighborhood Type' designation, located at the right side of the table, consists of primary or resort oriented designation based on the occupancy majority. Where there is a majority of vacant housing, second home ownership, and also nightly rental, the neighborhood has been identified as a resort neighborhood.

The neighborhood with the highest percentage of nightly rental in Park City is Old Town containing 25%, followed by Lower Deer Valley, Resort Center, then Upper Deer Valley. The Nightly Rental average (percent of total housing units) within the City is forty-six percent (46%).

While the Old Town neighborhood has the highest percentage of nightly rentals (25%) and the higher number of nightly rentals than any other neighborhood (993 out of 2,059), the Old Town

Second Homes: The map to the right shows second homes by Census Block in terms of percent of total housing units. The map is represented in terms of color intensity. The darker tones show a higher percentage of second homes while the lighter tones show a lower percentage.



Neighborhood	Number of Units	Percent of All Nightly Rental	Total Housing Units	Nightly Rental as Percent of All Units	Neighborhood Type
Thaynes	5	0%	231	2%	Primary Res
Park Meadows	112	3%	1,456	8%	Primary Res
Bonanza Park & Prospector	361	9%	1,208	30%	Primary Res
Resort Center	822	21%	1,135	72%	Resort
Old Town	993	25%	2,059	48%	Primary Res/Resort
Masonic Hill	38	1%	186	20%	Primary Res
Lower Deer Valley	891	23%	1,070	83%	Resort
Upper Deer Valley	706	18%	1,173	60%	Resort
Quinn's Junction	-	0%	3	0%	Primary Res
TOTAL	3,928		8,520	46%	

Neighborhood as a whole does not have a predominant trend towards vacant housing or a high percentage of second homes. The higher values for Nightly Rentals are due to the higher density of the historic configuration of the Park City Survey and Snyder's Addition, which platted lots of record consisting of 1,875 square feet, creating an urban environment of approximately 23 units per acre.

City records show a population of approximately 4,200 people in the 1930 Census, solely within what is now known as Old Town. This statistic notes the density of the town historically.

In order to maintain a balance between primary residents and resort oriented neighborhoods, Thaynes, Park Meadows, Bonanza Park & Snow Creek, Prospector, Masonic Hill, and Quinn's Junction neighborhoods should remain

primary residential neighborhoods. This allows the Resort Center, Lower Deer Valley, and Upper Deer Valley to maintain their resort aspect.

The Old Town neighborhood was historically full time primary residential. When Park City re-invented itself as the City evolved into a world class destination, its residential makeup began to change. Old Town property owners realized how valuable land was and



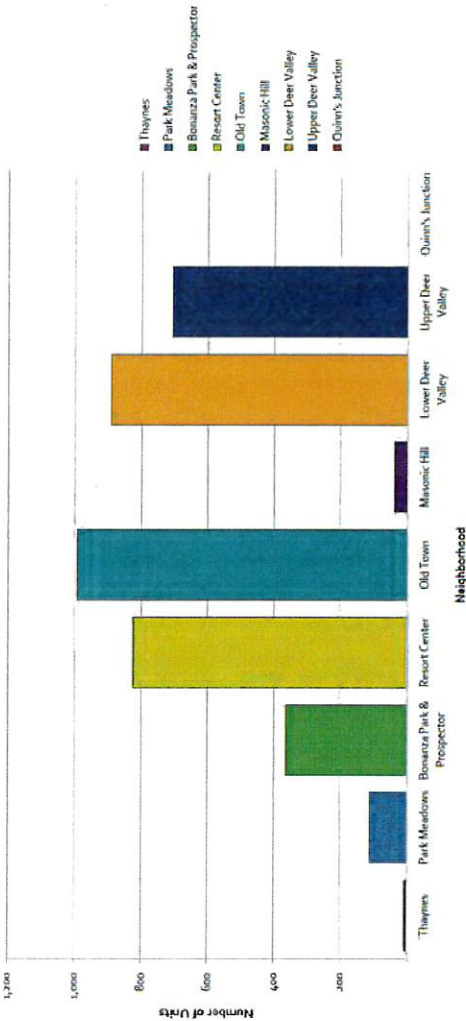
they started to try to maximize the land values as development pressure made it a more desirable resort destination.

The City should consider incentives for primary homeownership in Old Town; a balance between residents and tourists is desirable in this neighborhood.

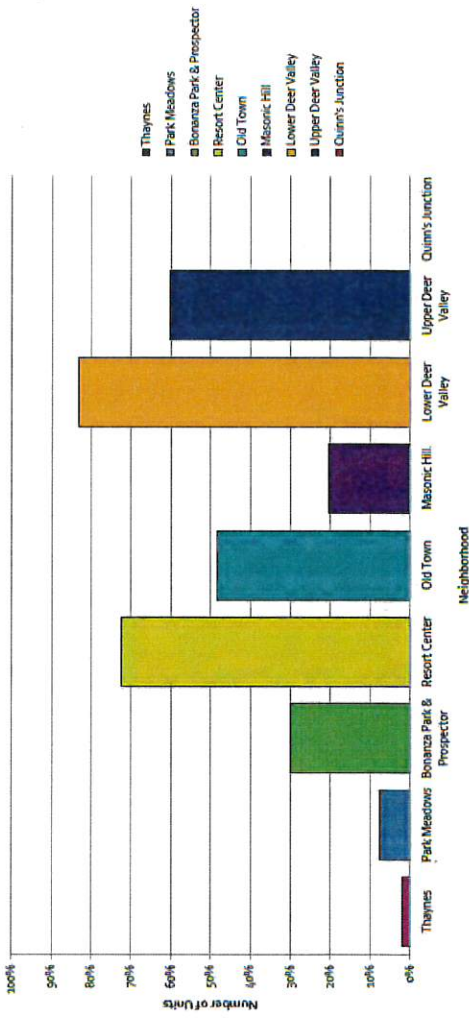
Additional policies that might reinforce this balance include:

- Improved enforcement of nightly rental locations in Old Town;
- Consideration of nightly rentals as a Conditional Use within the HR-1 Zoning District, rather than an Allowed Use; and/or
- Reconsideration of allowing nightly rentals in the HRL Zoning District as an Allowed Use or Conditional Use; and/or
- Consideration of new criteria for nightly rental Conditional Use permits.

Park City Nightly Rental Units
By Neighborhood



Park City Nightly Rental Units
as a Percent of Total Residential Units



c o m m u n i t y

kə•'myü•nə•tē

an interacting population of
various kinds of individuals
in a common location



Planning Commission Staff Report



Subject: LMC Amendment
Author: Francisco J. Astorga, Senior Planner
Date: October 28, 2015
Type of Item: Legislative – Land Management Code Amendment
Nightly Rentals in the HR-L District-East

PLANNING DEPARTMENT

Summary Recommendations

Staff recommends that the Planning Commission review the proposed amendments to the Land Management Code (LMC) for Chapter 2.1 Historic Residential-Low (HR-L) Density District as described in this staff report, open the public hearing, and consider forwarding a positive recommendation to the City Council.

Description

Proposal Name: LMC Amendment regarding Nightly Rental conditional use in the HR-L District-east Chapter 2.1.
Applicant: Planning Department
Proposal: Land Management Code Amendment

Acronyms within this Report

LMC Land Management Code
HR-L Historic Residential-Low Density District
CUP Conditional Use Permit

Background

For several years the Planning Department has been having discussions with residents in the HR-L District-East, regarding the Conditional Use of Nightly Rentals in their neighborhood. Exhibit B is a map of this area. The HR-L District is comprised of two (2) sectors within Old Town. The HR-L District-East is known as the McHenry Avenue neighborhood mainly accessed off Rossie Hill Drive on the east side of Old Town. The HR-L District-West is on the west side of Old Town primary comprised of Sampson Avenue, King Road, and Ridge Avenue. The proposed LMC amendment would only affect the HR-L District-East.

The LMC defines a nightly rental as the following:

Nightly Rental. The rental of a Dwelling Unit or any portion thereof, including a Lockout Unit for less than thirty (30) days to a single entity or Person. Nightly Rental does not include the Use of Dwelling Units for Commercial Uses.

On October 14, 2015, the Planning Commission reviewed this proposed LMC Amendment disallowing Nightly Rentals in the HR-L District-East as proposed by the Planning Department. During that meeting the Planning Commission opened a public

hearing and public comment was made by several property owners in this neighborhood. Several comments were made in support of the LMC Amendment from property owners while one comment was made from one property owner not to amend the LMC. As reflected in the meeting minutes found in this Planning Commission packet the majority of the Commission favored the Amendment.

District Purpose

The purpose of the (HR-L District is to:

- A. reduce density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity,
- B. provide an Area of lower density Residential Use within the old portion of Park City,
- C. preserve the character of Historic residential Development in Park City,
- D. encourage the preservation of Historic Structures,
- E. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District, and maintain existing residential neighborhoods.
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment, and
- G. define Development parameters that are consistent with the General Plan policies for the Historic core.

Analysis

A conditional use is an allowed use if reasonable conditions can be imposed to mitigate the reasonably anticipated detrimental effects of the proposed use in accordance with application standards. The LMC indicates that the City shall not issue a Conditional Use Permit (CUP) unless the Planning Commission concludes that:

1. the Application complies with all requirements of this LMC;
2. the Use will be Compatible with surrounding Structures in Use, scale, mass and circulation;
3. the Use is consistent with the Park City General Plan, as amended; and
4. the effects of any differences in Use or scale have been mitigated through careful planning.

The HR-L District-East consists of 24 properties. The following table below represents the current Assessment/Appraisal Code per Summit County EagleWeb website accessed in October 2015:

	Number of Sites
Residential Primary Improved	13
Residential Secondary Improved	8
Residential Secondary Unimproved	3

Of the twenty-four (24) properties, thirteen (13) of them have primary residents, eight (8)

of them are set as secondary homes, and three (3) of them are vacant.

Staff found that in 2007, the Planning Commission approved a CUP for Nightly Rental at 202 Ontario Avenue, within the HR-L District-East. Should the Planning Commission, and ultimately City Council, follow Staff's recommendation of prohibiting Nightly Rentals in this HR-L District-East, the approved use at 202 Ontario Avenue would become a legal non-conforming use which use would be allowed to continue as outlined in LMC § 15-9 Non-conforming Uses and Non-complying Structures.

General Plan

Volume II of the General Plan contains a Nightly Rental Balance Strategy, pages 81 - 86. The General Plan indicates that there are 3,928 nightly rentals in Park City as of January 2012. Based on the entire stock of housing units in the City limits, Nightly Rentals equated to 46% of housing units. While the Old Town neighborhood has the highest percentage of Nightly Rentals within the City, consisting of 25%, and is 48% Nightly Rental within the Old Town neighborhood, this neighborhood as a whole does not have a predominant trend towards vacant housing or a high percentage of second homes. The General Plan indicates that the higher numbers of Nightly Rentals in Old Town are due to the higher density of the historic configuration of the Park City Survey and Snyder's Addition, which platted lots of record consisting of 1,875 square feet, creating an urban environment of approximately twenty-three (23) units per acre.

The General Plan recommends that in order to maintain a balance between primary residents and resort oriented neighborhoods, Thaynes, Park Meadows, Bonanza Park & Snow Creek, Prospector, Masonic Hill, and Quinn's Junction neighborhoods should remain primary residential neighborhoods. This allows the Resort Center, Lower Deer Valley, and Upper Deer Valley to maintain their resort aspect. Old Town should remain a mix of the two (2) as primary residents and resort oriented neighborhood.

The Old Town neighborhood was historically full time primary residential. When Park City re-invented itself as the City evolved into a world class destination, its residential makeup began to change. Old Town property owners realized how valuable land was and they started to try to maximize the land values as development pressure made it a more desirable resort destination.

The General Plan indicates that the City should consider incentives for primary homeownership in Old Town; a balance between residents and tourists is desirable in this neighborhood. Additional policies that might reinforce this balance include:

- Improved enforcement of nightly rental locations in Old Town;
- Consideration of nightly rentals as a Conditional Use within the HR-1 Zoning District, rather than an Allowed Use; and/or
- Reconsideration of allowing nightly rentals in the HR-L Zoning District as an Allowed Use or Conditional Use; and/or
- Consideration of new criteria for nightly rental Conditional Use permits.

Land Management Code HR-L District

The District Purpose as stated in the LMC (first/second page of this staff report) lay out a key element found throughout the Park City Historic Districts and particularly in the HR-L District-East to "to reduce density that is accessible only by substandard streets". McHenry Avenue is sub-standard in terms of width. Parking management in the district further exacerbates traffic problems and can be compounded in snow conditions. Nightly rental users unfamiliar with parking restrictions or snow conditions can cause large restrictions on vehicle access.

District Purpose B considers the provision of lower density "residential use" within Old Town. Nightly Rentals have the potential to fill bedrooms to the maximum and perhaps have sleeping provisions in living rooms or other spaces, even though space may comply with building and life safety codes. By having Nightly Rental units full during holiday periods, the density of people in this district is increased. The potential for noise, and lights disrupting residential normalcy is increased.

Staff finds that by prohibiting Nightly Rentals within the HR-L District-East, it would further protect the integrity of this Old Town sub-neighborhood to remain predominantly as a primary resident neighborhood.

Process

Amendments to the Land Management Code require Planning Commission recommendation and City Council adoption. City Council action may be appealed to a court of competent jurisdiction per LMC § 15-1-18.

Notice

Legal notice of a public hearing was posted in the required public spaces and published in the Park Record. The Planning Department sent courtesy letters to every property owner according to Summit County records with the HR-L District-East neighborhood.

Public Input

Public hearings are required to be conducted by the Planning Commission and City Council prior to adoption of LMC amendments. The public hearing for these amendments was properly and legally noticed as required by the LMC. The Planning Department received two (2) letters regarding the proposed amendment, one in support and one in opposition. See Exhibit E – Public Comments.

Significant Impacts

The proposed amendment limits the ability for a property owner to submit a Nightly Rental CUP application to the Planning Department for Planning Commission review and Final Action. The amendment prohibits Nightly Rentals in the HR-L District-East. The existing site, 202 Ontario Avenue, with the approved Nightly Rental CUP would be treated as legal non-conforming use regulated under LMC § 15-9 Non-conforming Uses and Non-complying Structures.

Recommendation

Staff recommends that the City Council review the proposed amendments to the Land Management Code (LMC) for Chapter 2 as described in this report, open the public hearing, and consider adopting the ordinance as presented in Exhibit A – Proposed Ordinance.

Exhibits

Exhibit A – Proposed Ordinance

Exhibit B – HR-L District-East Area

Exhibit C – HR-L District Table

Exhibit D – General Plan Strategy: Nightly Rental Balance

Exhibit E – Public Comments

Exhibit A – Proposed Ordinance

Draft Ordinance 15-XX

AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE OF PARK CITY, UTAH, AMENDING SECTION 15-2.1-2 USES IN THE HISTORIC RESIDENTIAL-LOW DENSITY (HR-L) DISTRICT.

WHEREAS, the Land Management Code was adopted by the City Council of Park City, Utah to promote the health, safety and welfare of the residents, visitors, and property owners of Park City; and

WHEREAS, the Land Management Code implements the goals, objectives and policies of the Park City General Plan to maintain the quality of life and experiences for its residents and visitors; and to preserve the community's unique character and values; and

WHEREAS, the City reviews the Land Management Code and identifies necessary amendments to address planning and zoning issues that have come up in the past, and to address specific Land Management Code issues raised by the public, Staff, and the Commission, and to align the Code with the Council's goals; implementing the General Plan; and

WHEREAS, the City's goals include preservation of Park City's character regarding Old Town improvements, historic preservation, sustainability, affordable housing, and protecting Park City's residential neighborhoods and commercial districts; and

WHEREAS, Chapters 2.1, Historic Residential-Low Density District (HR-L) provides a description of requirements, provisions and procedures specific to this zoning district that the City desires to revise.

WHEREAS, by prohibiting Nightly Rentals within the HR-L District-East, it would further protect the integrity of this Old Town sub-neighborhood to remain predominantly as a primary resident neighborhood.

WHEREAS, the Planning Commission duly noticed and conducted public hearings at the regularly scheduled meeting on May 13, 2005, October 14, 2015, and October 28, 2015; and forwarded a recommendation to City Council; and

WHEREAS, the City Council duly noticed and conducted a public hearing at its regularly scheduled meeting on November 5, 2015; and

WHEREAS, it is in the best interest of the residents of Park City, Utah to amend the Land Management Code to be consistent with the Park City General Plan and to be consistent with the values and identified goals of the Park City community and City

Council to protect health and safety, maintain the quality of life for its residents, preserve and protect the residential neighborhoods, and preserve the community's unique character.

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

SECTION 1. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 2.1 Section 2. The recitals above are incorporated herein as findings of fact. Section 15-2.1-2 of the Land Management Code of Park City is hereby amended as redlined (see Attachment 1).

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED this ____ day of _____, 2015

PARK CITY MUNICIPAL CORPORATION

Jack Thomas, Mayor

Attest:

Acting City Recorder

Approved as to form:

Mark Harrington, City Attorney

Attachment 1

15-2.1-2. USES.

(A) ALLOWED USES.

- (1) Single Family Dwelling
- (2) Home Occupation
- (3) Child Care, In-Home Babysitting
- (4) Child Care, Family¹
- (5) Child Care, Family Group¹
- (6) Accessory Building and Use
- (7) Conservation Activity
- (8) Agriculture
- (9) Residential Parking Area or Structure with four (4) or fewer spaces

(B) CONDITIONAL USES.

- (1) Nightly Rentals⁸
- (2) Lockout Unit
- (3) Accessory Apartment²
- (4) Child Care Center¹
- (5) Essential Municipal and Public Utility Use, facility, service, and Building
- (6) Telecommunication Antenna³
- (7) Satellite dish greater than thirty-nine inches (39") in diameter⁴
- (8) Residential Parking Area or Structure five (5) or more spaces
- (9) Temporary Improvement⁵
- (10) Passenger Tramway Station and Ski Base Facility⁶
- (11) Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge⁶
- (12) Recreation Facility, Private
- (12) Fences greater than six feet (6') in height from Final Grade^{5,7}

(C) PROHIBITED USES. Any Use not listed above as an Allowed or Conditional Use is a prohibited Use.

(Amended by Ord. Nos. 06-56; 09-10; 15-xx)

¹See LMC Chapter 15-4-9 for Child Care Regulations

²See LMC Chapter 15-4-7, Supplemental Regulations for Accessory Apartments

³See LMC Chapter 15-4-14, Telecommunications Facilities

⁴See LMC Chapter 15-4-13, Satellite Receiving Antennas

⁵Subject to Administrative or Administrative Conditional Use permit, see LMC Chapter 15-4.

⁶See LMC Chapter 15-4-18, Passenger Tramways and Ski-Base Facilities

⁷See LMC Chapter 15-4-2, Fences and Walls

⁸Conditional Use Permit allowed only in the West sub-neighborhood only located south of platted 2nd Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road. No Nightly Rentals are allowed elsewhere in this Zoning District.

review by the Historic Preservation Board of any demolition permit in a historic district and associated definitions in Chapter 15-15. (Application PL-15-02895)

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

MOTION: Commissioner Phillips moved to CONTINUE the consideration of an ordinance amending the LMC, Section 15, Chapter 11 on all Historic Zones to November 11th, 2015. Commissioner Band seconded the motion.

VOTE: The motion passed unanimously.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

1. Land Management Code Amendment regarding Nightly Rentals use in the HR-L Chapter 2.1 and Definitions Chapter 15. (Application PL-15-02817)

Planner Francisco Astorga reviewed the LMC Amendment to disallow the conditional use of nightly rentals in the McHenry neighborhood, also known as the HR-L East District. The Planning Commission had an extensive discussion regarding this amendment at the last meeting on October 14th. The Staff followed the direction at the last meeting to be more specific as to how the conditional use is still allowed in the HRL West. Planner Astorga stated that per that direction the appropriate changes were made in the pending ordinance.

Planner Astorga reported on a data entry mistake on Exhibit C, the HR-L District East table. The property owner at 321 McHenry indicated the mistake and it was confirmed by Staff. Planner Astorga noted that 321 McHenry was actually a residential primary improved lot which increased the number of primary improved lots from 13 to 14, and decreased the residential secondary improved lots from 8 to 7.

The Staff recommended that the Planning Commission forward a positive recommendation to the City Council for this amendment to the Land Management Code.

Planner Astorga reported on a public input letter he received from Mr. Branard that was sent to the City Council; and it was also included in the Planning Commission packet. Planner Astorga had received another letter with public comment after the Staff report was sent and that letter was emailed to the Commissioners.

Chair Strachan opened the public hearing.

There were no comments.

Chair Strachan closed the public hearing.

The Commissioners had not changed their opinions or comments from the last meeting and had nothing further to add.

MOTION: Commissioner Band moved to forward a POSITIVE recommendation for the Land Management Code Amendment regarding nightly rental use in the HR-L Chapter 2.1 and definitions Chapter 15. Commissioner Worel seconded the motion.

VOTE: The motion passed unanimously.

2. **550 Park Avenue – Steep Slope Conditional Use Permit for construction of a new single-family dwelling and a Conditional Use Permit for a parking area with five or more spaces.** (Application PL-14-02451 and PL-15-02471)

Planner Astorga reported on public input he received from John Plunkett, Ruth Meintsma and Sanford Melville. The input was forwarded to the Commissioners via email and hard copies were also provided this evening.

Planner Astorga remarked that this item was two parts. The first was a conditional use permit for construction on steep slopes for a single family dwelling and a parking garage structure. The second conditional use permit is in the HR-2 sub-area A. The conditional use is a residential parking structure with five or more spaces associated with the residential building on the same lot.

Planner Astorga noted that the Planning Commission previously reviewed this project on May 13, 2015. Since that time the project was re-designed based on comments at the last meeting; primarily the fact that the garage needed to be subordinate to meet criteria six of the Steep Slope CUP. Planner Astorga stated that the new design eliminated the garage from the structure. He pointed out that the former proposal had four parking spaces that accessed directly off of Park Avenue with two garage doors on that façade. That was in addition to the six parking spaces that are to be utilized for the April Inn.

Planner Astorga stated that on May 13th the Planning Commission also reviewed the plat amendment to combine 550 Park Avenue with the April Inn lot to meet the specifics of the use. That application was placed on hold until the conditional use permits were addressed. The plat amendment will be re-noticed for a City Council meeting in the near future.

From: [B. T.](#)
To: [Rebecca Ward](#)
Subject: Opposition to Western Pod - Nightly Rentals
Date: Saturday, February 29, 2020 3:02:02 PM

Rebecca

We live at 166 Ridge Ave. We are 100% opposed to nightly rentals in our area. 100% a hard NO.

These are one lane roads, mostly, especially Ridge Ave which is a single lane. Ridge Ave cannot handle more traffic and in fact, where the 3 homes, 158-162-166 Ridge Ave, there is NO parking other than one car in your driveway and 1 car in your garage. 162 Ridge only has a garage, no other parking.

The 158 Ridge Ave owners who currently are selling their property, we very disrespectful in nightly renting out their home (not approved by the city) over the holidays and cars were backed up blocking our driveway.

I don't believe nightly rentals should be allowed at all in this Western Pod. There is NO parking, traffic is already tough to maneuver and it devalues properties for homeowners like us who do not intend to rent our homes.

This must be stopped. We cannot attend the meeting but we want our displeasure with this proposal recorded. 100% opposed.

Thank you

BARRY TURNER
166 Ridge Ave
PC 84060

--

Regards
BT

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: 962 Woodside Plat Amendment
Author: Laura Kuhrmeyer, Planner I
Project Number: PL-20-04465
Date: March 11, 2020
Type of Item: Administrative – Plat Amendment

Summary Recommendations

Staff recommends the Planning Commission review and hold a public hearing for the 962 Woodside Avenue Plat Amendment 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: CJG DEVELOPMENT LLC
Represented by – Alliance Engineering, Inc. – Marshall King
Location: Parcel SA-19 and SA-20
Zoning: Historic Residential (HR-1)
Adjacent Land Uses: Residential
Reason for Review: Plat Amendments require Planning Commission review and City Council review and action

Proposal

The Applicant proposes to combine Lot 17 and Lot 18 of Block 3 of Snyder's Addition into one (1) Lot of Record. The Site is currently vacant, but Lot 17 contains a portion of a gravel "parking" area.

Purpose

The purpose of the Historic Residential (HR-1) District can be found in [Land Management Code \(LMC\) § 15-2.2-1](#).

Background

On February 3, 2020, the Planning Department received a complete Plat Amendment Application to combine Lot 17 and Lot 18 of Block 3 of Snyder's Addition into one (1) Lot of Record.

Analysis

The subject parcels (SA-19 and SA-20) are located at 962 Woodside Avenue and 968 Woodside Avenue, respectively. The site is within the Historic Residential (HR-1) District. The proposed Plat Amendment requests to combine Lot 17 and Lot 18 of Block 3 of Snyder's Addition into one (1) Lot of Record. Any future construction on this site must maintain all requirements of the HR-1 zone.

The proposed Lot contains 3,750 square feet and meets the minimum Lot Area for both a Single Family Dwelling (1,875 square feet) and a Duplex (3,750 square feet). As proposed, the Lot measures fifty feet (50') wide and seventy-five feet (75') deep and meets the minimum Lot Width of twenty-five feet (25'). These measurements determine the minimum setback requirements which are as follows:

	Required
Front Setback	10 feet
Rear Setback	10 feet
Side Setback	5 feet
Side Setback Facing a Platted Right of Way	5 feet

The proposed Lot Size is compatible with existing lots in the neighborhood and in the overall Historic District.

The maximum building footprint for a Lot this size is 1,519 square feet according to the building footprint formula illustrated in [Table 15-2.2 of the Land Management Code \(LMC\)](#). The maximum Building Height of any new Structure would be twenty-seven feet (27') from Existing Grade. Any new Structure would also be need to meet parking requirements per [LMC § 15-3](#).

Staff has added a Condition of Approval (#5) that requires the illegal gravel parking area to be removed prior to recordation of this Plat.

Staff recommends approval of the Plat Amendment as it will result in the removal of an illegal gravel "parking" area and create one (1) Legal Lot of Record.

Good Cause

Staff finds good cause for this plat amendment in that it will clean up the property lines at this location. The proposed Lot will comply with zoning requirements for Lot Size, Width, and Depth. Additionally, public snow storage easements will be dedicated with the recorded plat.

Process

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

Department Review

This project has gone through an interdepartmental review. No further issues were brought up at that time.

Notice

On February 26, 2020, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record and the Utah Public Notice Website on February 22, 2020.

Public Input

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

Alternatives

- The Planning Commission may forward a positive recommendation to the City Council for the proposed 962 Woodside Avenue Plat Amendment, as conditioned or amended at the meeting; or
- The Planning Commission may forward a negative recommendation to the City Council for the proposed 962 Woodside Avenue Plat Amendment, and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on the proposed 962 Woodside Avenue Plat Amendment, and request additional information or analysis in order to make a recommendation.

Significant Impacts

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

Consequences of not taking recommended action

The consequences of not taking the recommended action would be that the two parcels would remain separate and the Applicant could not construct a home crossing the property line between the two (2) parcels.

Summary Recommendations

Staff recommends the Planning Commission review and hold a public hearing for the 962 Woodside Avenue Plat Amendment 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

Attachment 1 – 962 Woodside Avenue Plat Amendment (Proposed)

Exhibit B – Current Plat

Exhibit C – Applicant's Project Intent

Exhibit D – Existing Conditions Survey

Exhibit E – Aerial Photograph

Exhibit F – Site Photographs

Exhibit A – Draft Ordinance

Ordinance No. 2020-XX

AN ORDINANCE APPROVING THE 962 WOODSIDE AVENUE PLAT AMENDMENT, LOCATED AT 962 WOODSIDE AVENUE AND 968 WOODSIDE AVENUE, PARK CITY, UTAH.

WHEREAS, the property owners of the property located at 962 Woodside Avenue and 968 Woodside Avenue have petitioned the City Council for approval of the Plat Amendment; and

WHEREAS, on February 22, 2020, proper legal notice was published according to requirements of the Land Management Code; and

WHEREAS, on February 26, 2020, the site was properly noticed and posted according to the requirements of the Land Management Code; and courtesy letters were sent to surrounding property owners; and

WHEREAS, the Planning Commission held a public hearing on March 11, 2020, to receive input on the proposed Plat Amendment; and

WHEREAS, the Planning Commission on March 11, 2020, forwarded a recommendation to the City Council; and,

WHEREAS, on April 16, 2020, the City Council held a public hearing to receive input on the Plat Amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the 962 Woodside Avenue Plat Amendment, located at 962 Woodside Avenue and 968 Woodside Avenue.

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

SECTION 1. APPROVAL. The 962 Woodside Avenue Plat Amendment as shown in **Attachment 1** is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The subject property is located at 962 Woodside Avenue and 968 Woodside Avenue.
2. Once combined, the Lot will be addressed 962 Woodside Avenue.
3. The site is within the Historic Residential (HR-1) District.
4. The property is vacant, with the exception of a gravel “parking” area. This will be removed prior to recordation, per condition of approval # 5.

5. The Plat Amendment application is a request to combine Lot 17 and Lot 18 of Block 3 of Snyder's Addition into one (1) Lot of Record.
6. The proposed Lot consists of 3,750 square feet and meets the minimum Lot Size for a Single Family Dwelling (1,875 square feet) and for a Duplex (3,750 square feet).
7. The proposed Lot measures fifty feet (50') wide and seventy-five feet (75') deep and meets the minimum Lot Width of twenty-five feet (25').
8. The proposed Lot Size is compatible with existing lots in the neighborhood and in the overall Historic District.
9. The minimum required Front and Rear Setbacks for the proposed Lot would be 10 feet.
10. The minimum required Side Setback for the proposed Lot would be five feet (5') for the interior lot line and five feet (5') for the side that faces 10th Street.
11. The maximum building footprint for a Lot this size is 1,519 square feet.
12. The maximum Building Height of any new Structure would be twenty-seven feet (27') from Existing Grade.
13. Any new Structure would also be need to meet parking requirements per [LMC § 15-3](#).
14. Staff finds good cause for this plat amendment in that it will clean up the property lines at this location. The proposed Lot will comply with zoning requirements for Lot Size, Width, and Depth. Additionally, public snow storage easements will be dedicated with the recorded plat.
15. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

Conclusions of Law:

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

Conditions of Approval:

1. The City 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 shall 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 plat shall note that fire sprinklers are required for all new or renovation construction on this lot, to be approved by the Chief Building Official.
4. All existing encroachments, including the gravel pad, shall be removed prior to recordation of the Plat.

5. The existing gravel pad shall be removed prior to recordation of the Plat.
6. A ten foot (10') public snow storage easement on both street fronts shall be noted on the Plat.
7. The property is not located within the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore it is not regulated by the City for mine related impacts. However, if the property owner does encounter mine waste or mine waste impacted soils they must handle the material in accordance to State and Federal law.
8. A note shall be added to the Plat stating that the Site is located within the FEMA Flood Zone X.
9. All development shall provide elevation certificates certifying compliance with the minimum FEMA Flood Zone Requirements.
10. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.

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

PASSED AND ADOPTED this 16th day of April, 2020.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

ATTEST:

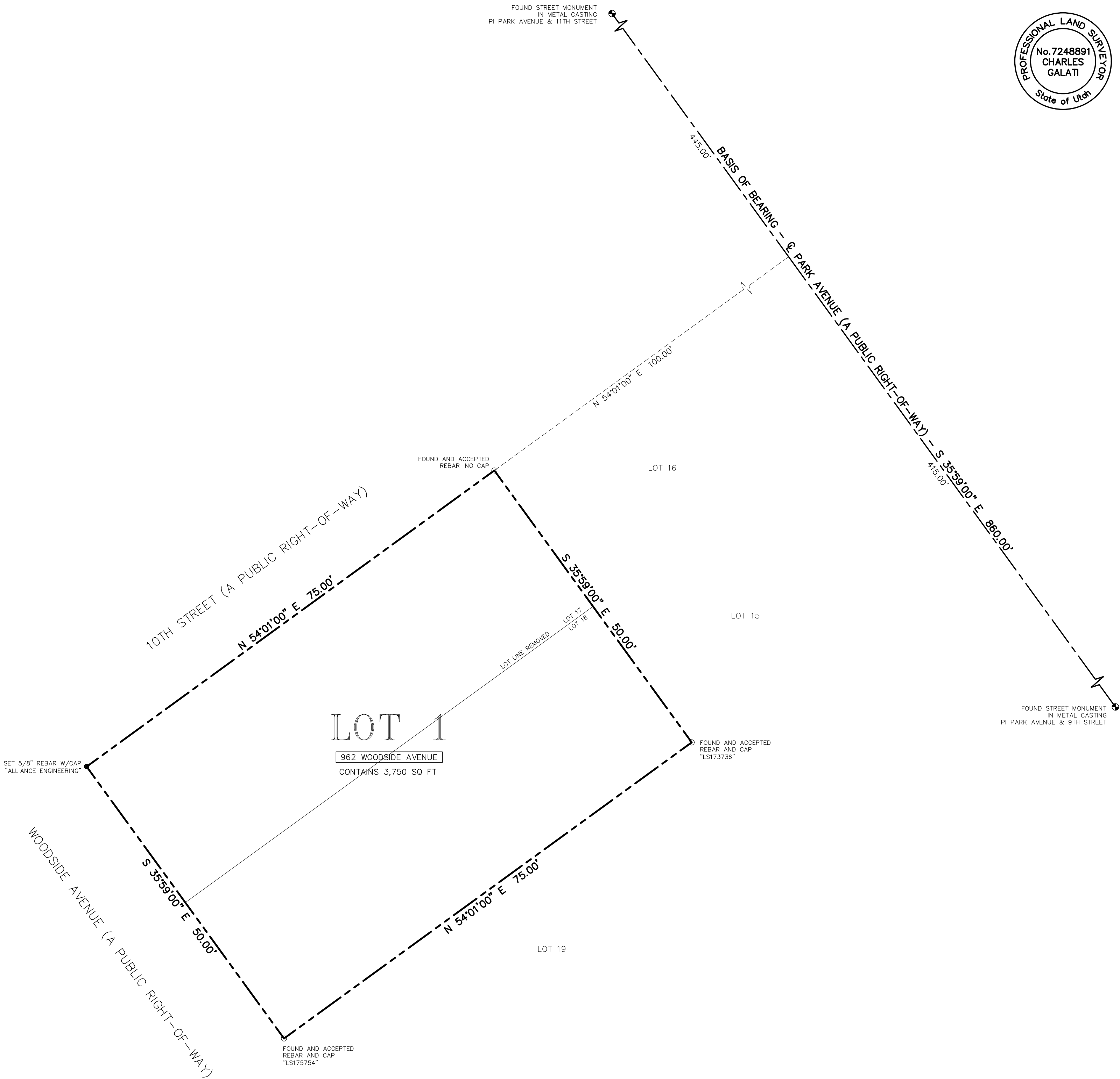
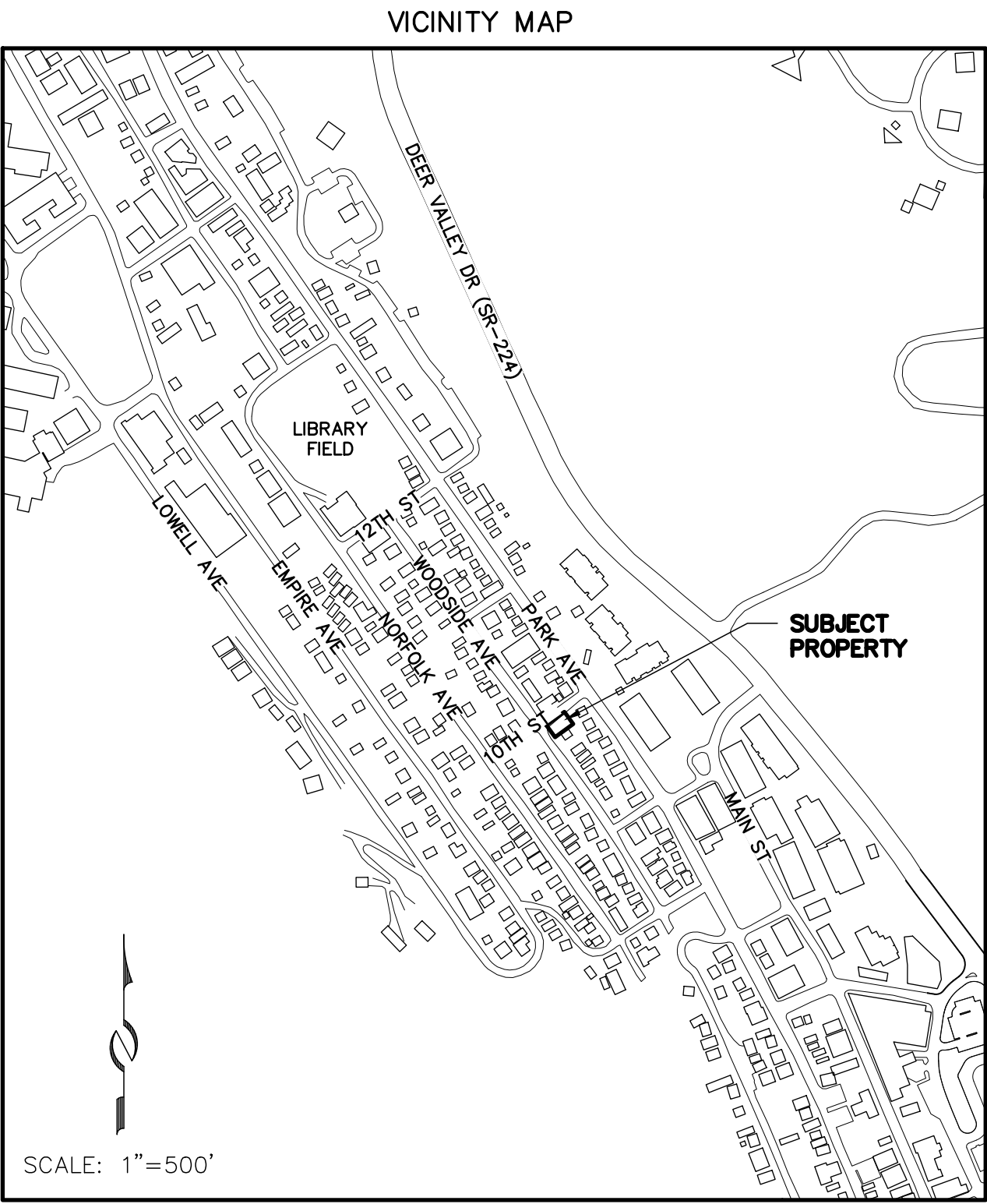
Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Exhibits

Attachment 1 – 962 Woodside Avenue Plat Amendment (Proposed)



SURVEYOR'S CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 7248891, as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the tract of land shown on this plat and described hereon, and have combined said tract of land into one (1) lot, hereafter to be known as 962 WOODSIDE AVENUE PLAT AMENDMENT and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

LEGAL DESCRIPTION

All of Lots 17 and 18 of Block 3, SNYDERS ADDITION TO PARK CITY, according to the official plat thereof, on file and of record in the Summit County Recorder's Office.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the herein described tract of land, does hereby certify that it has caused this plat to be prepared, and does hereby consent to the recordation of this plat.

ALSO, the owner hereby dedicates for the perpetual use of the public areas shown on this plat as intended for public use. The undersigned owner also hereby conveys any other easements as shown on this plat for the purposes shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2020.

By: _____
Christopher J. Goff, Manager
CJG Development, LLC, a Utah limited liability company

ACKNOWLEDGMENT

STATE OF _____)
: ss.
COUNTY OF _____)

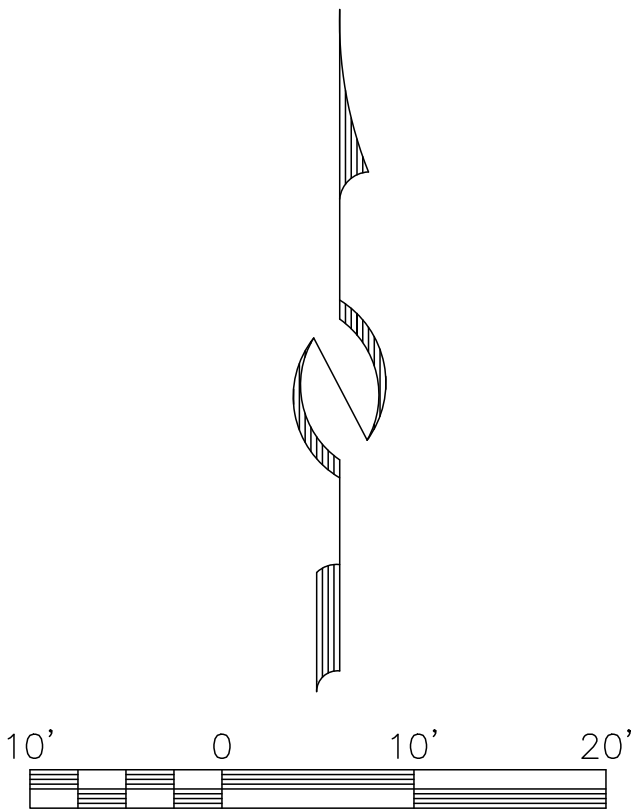
On this _____ day of _____, 2020, Christopher J. Goff personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Manager of CJG Development, LLC, a Utah limited liability company, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed 962 WOODSIDE AVENUE PLAT AMENDMENT.

By: _____
Notary Public

Printed Name _____
Residing in: _____
My commission expires: _____
Commission No. _____

NOTES

1. This plot amendment is subject to the Conditions of Approval in Ordinance 2020-_____.
2. The property is located in Zone X, areas determined to be outside the 0.2% annual chance floodplain, as shown on the Flood Insurance Rate Map of the Federal Emergency Management Agency, Panel 919, Map Number 49043C0919C, and has an effective date of March 16, 2006.



962 WOODSIDE AVENUE PLAT AMENDMENT

LOCATED IN BLOCK 3, SNYDER'S ADDITION TO PARK CITY
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

2/3/20 JOB NO.: 7-12-19 FILE: X:\SnydersAddition\dwg\sr\plat2019\071219.dwg

PUBLIC SAFETY
ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY
OF _____, 2020
BY _____
SUMMIT COUNTY GIS COORDINATOR

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER
RECLAMATION DISTRICT STANDARDS ON THIS _____
DAY OF _____, 2020
BY _____
S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY
PLANNING COMMISSION THIS _____
DAY OF _____, 2020
BY _____
CHAIR

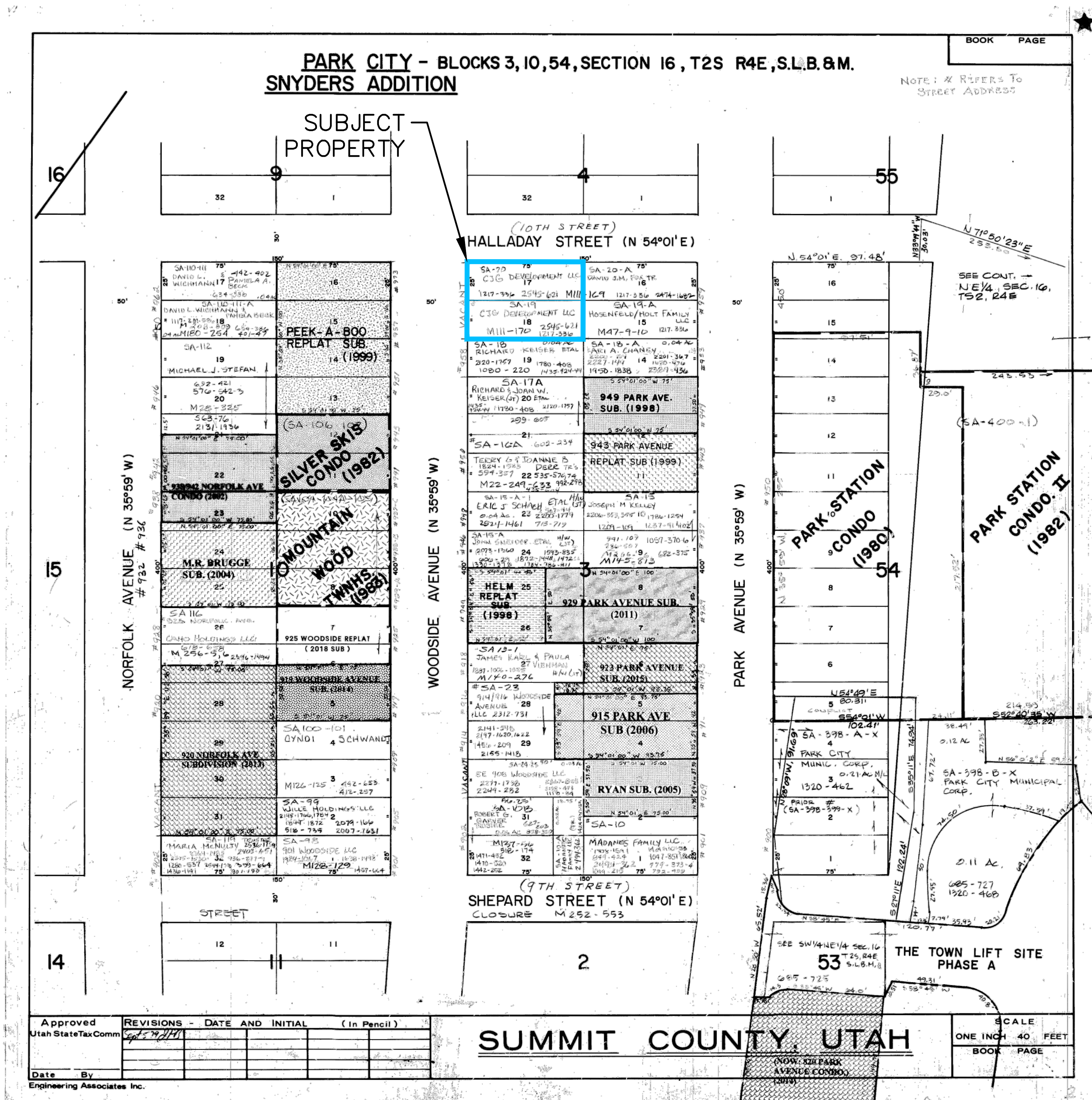
ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS _____
DAY OF _____, 2020
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2020
BY _____
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS _____ DAY OF _____,
2020
BY _____
MAYOR

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY
MAP WAS APPROVED BY PARK CITY
COUNCIL THIS _____ DAY
OF _____, 2020
BY _____
PARK CITY RECORDER

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF _____
FEE _____ RECORDER
TIME _____ DATE _____ ENTRY NO. _____



SNYDER'S ADDITION TO PARK CITY, BLOCK 3,
LOTS 17&18

(962 WOODSIDE AVENUE)

PROJECT INTENT

The property at 962 Woodside Avenue is vacant. The historic lot line as platted between Lots 17 and 18 still exists. The owner desires to remove the lot line and unify the property into one lot of record with the ultimate goal of constructing a single family residence on the property.

962 WOODSIDE AVENUE

LOCATED IN THE NORTHEAST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
LOTS 17 and 18, BLOCK 3 SNYDER'S ADDITION TO
PARK CITY SURVEY
RECORD OF SURVEY
SUMMIT COUNTY, UTAH

SURVEYOR'S CERTIFICATE

I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold License No. 7248891, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

LEGAL DESCRIPTION

LOT 17, Block 3, Snyder's Addition to Park City

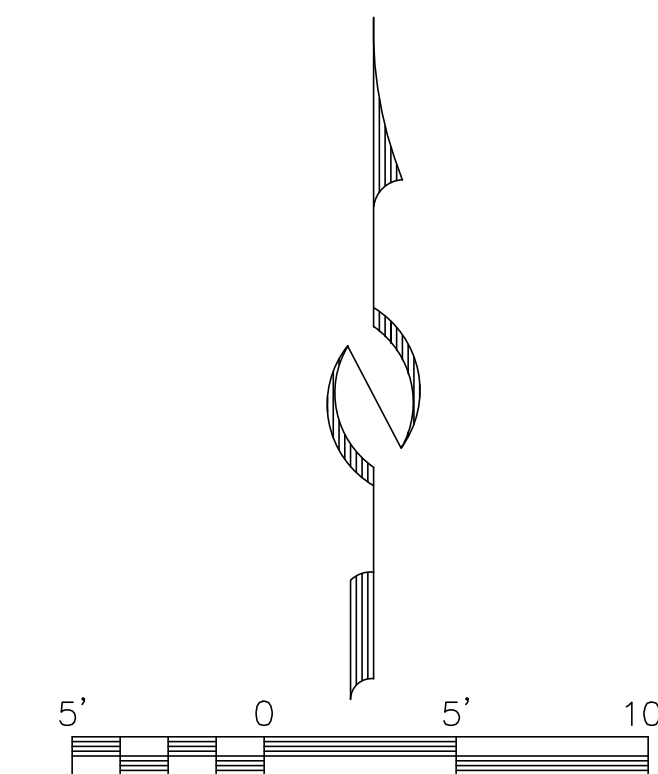
LOT 18, Block 3, Snyder's Addition to Park City

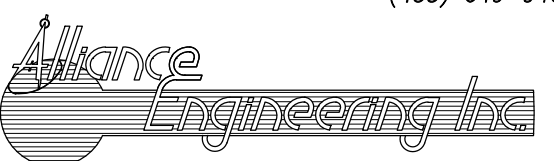
NOTES

1. Basis of Bearing for this survey is between the found street monuments as shown on this survey.
2. Field work for this survey was completed December 17, 2019, and is in compliance with generally accepted industry standards for accuracy.
3. The purpose of this survey was to perform a Boundary Survey, set and locate property corners, perform an Existing Conditions and Topography survey for a real estate transaction, subdivision platting, and the possibility of future improvements to the property.
4. A Title Report was not provided to the surveyor and no easements or setbacks were located as part of this survey. This owner of the property should be aware of any items affecting the property that may appear in a title insurance report. The surveyor found no obvious evidence of easements, encroachments or encumbrances on the property surveyed except as shown hereon.
5. Recorded deeds, Snyder's Addition to Park City Subdivision plat, Record of Survey No. 4367 (aforementioned documents on file and of record with the Summit County Recorder's Office), an unrecorded survey signed and dated 9-28-16 by Martin Morrison (Job No. 6-8-16 Alliance Engineering), and physical evidence found in the field were used to determine the boundary as shown on this plat.
6. Site Benchmark: Sewer Manhole in 10th Street=6958.97' as shown on this survey.
7. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
8. Property corners were found or set as shown.
9. Measured bearings and distances, when different than record are in parentheses ().
10. County records indicate the address of Lot 17 is 968 Woodside Avenue and Lot 18 is 962 Woodside Avenue.

LEGEND

- Set 5/8" rebar w/cap
"ALLIANCE ENGINEERING"
(Unless noted otherwise)
- Found Monument
(As-Noted)
- ⦿ Found Street Monument
(As-Noted)



 (435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: CHARLES GALATI CONNOR DINSMORE TOM LUND CHIP TOMSUDEN	EXISTING CONDITIONS & TOPOGRAPHIC MAP LOT 17 & 18, BLOCK 3 SNYDER'S ADDITION	SHEET 1 OF 1	
	DATE: 1/23/2020	FOR: CJG DEVELOPMENT JOB NO.: 7-12-19	FILE: X:\SnydersAddition\dwg\sr\svr\2019\071219-962 Woodside\071219.dwg	



962 Woodside Avenue – looking Southeasterly



962 Woodside Avenue – looking Northeasterly



962 Woodside Avenue – looking Southerly



962 Woodside Avenue – looking Northwesterly



962 Woodside Avenue – looking Southwesterly

Planning Commission Staff Report

Subject: Deer Crest Amenity Club Expansion at the St. Regis
Author: Alexandra Ananth, Sr. Planner
Date: March 11, 2020
Project Number: PL-19-04255
Type of Item: Administrative – Modification to Existing Conditional Use Permit

Summary Recommendations

Staff recommends the Planning Commission conduct a Public Hearing, review the proposed Modification to an Existing Conditional Use Permit (CUP) to 1) expand the allowed number of memberships from 195 to 290 for the Deer Crest Club located at the St. Regis; and 2) to allow space in the Phase 2 building currently under construction to be used for additional Amenity Club facilities; and consider approving the CUP according to the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in this report.

Description

Project Name: Deer Crest Club
Applicant: SRDV Partners, LLC
Location: 2300 Deer Valley Drive East
Proposal: To increase the maximum allowed number of Deer Crest Club memberships from 195 to 290 and to allow space in the Phase 2 building to be used for additional Club facilities
Zoning: RD-MPD and RC-MPD (subject to the 1995 Deer Crest Settlement Agreement/MPD)
Adjacent Land Uses: Ski resort and related uses, hotels/condominium units, open space, single-family residences and lots, parking

Proposal

On February 23, 2011, the Planning Commission approved a Conditional Use Permit for an Amenity Club at the St. Regis (Exhibit A – Planning Commission Action dated March 7, 2011). The applicant is now requesting to amend their 2011 CUP Approval to increase the membership cap from 195 to 290 Members, and to allow space in the Phase 2 building (currently under construction) to be used for additional Amenity Club facilities. No increase in the residential density is proposed. No increase in the approved number of parking spaces or built square footage is proposed although 2,183 square feet within the Phase 2 building is proposed for Amenity Club use including a members lounge and ski lockers.

Amenity Clubs do not have a Parking Requirement and the proposed increase in additional membership and space in the Phase 2 building do not trigger additional parking requirements. However, the Planning Department notes that Support Commercial uses do require 5 spaces per 1,000 square feet of net leasable area. If the 2,183 square feet of Amenity Club space in the Phase 2 building were to be considered Support Commercial use this space would require 11 additional parking stalls.

The applicant notes that they have a significant number of additional parking stalls in excess of their requirement and have submitted parking studies over the years that consistently show a parking surplus. The applicant has stated that since operating a Club with 195 members the Club believes they can afford to increase their membership cap without affecting the quality of either Hotel or Club services, including parking. The original cap on memberships was set at 195 because that was the number of vacant parking spaces in the Hotel parking facilities on the busiest day of the year based on a Parking Study Submitted in 2011 as part of the original Amenity Club CUP application.

One or two additional employees are anticipated to serve the expanded Club Membership. The St. Regis utilizes a guest shuttle service that is available to Club members for transportation to and from the St. Regis. The applicants will continue to operate this shuttle service with the proposed expansion in membership. Parking for Club members who choose not to take the shuttle is available at the St. Regis Snow Park parking lot and is managed by valet attendants. The applicant submitted a Trip Generation and Parking Study in support of the current request to expand Club membership (Exhibit B) as well as a Table showing the total number of parking stalls provided during and after each phase of construction (Exhibit C).

Based on the information provided by the applicant the Planning Department concurs that the total number of parking stalls provided among the various St. Regis parking lots is sufficient to support the Hotel and expanded membership without construction of additional parking. The Planning Department notes that the primary concern with parking will be during the construction of Phase 3 when the Snow Park north parking lot will be temporarily unavailable. Although the parking supply will still remain in excess of the required parking set forth in the 2009 Hotel CUP the applicant will have to carefully manage parking during this phase of construction. The applicant has stated that they will be prepared to have valets transport overflow parking to the Jordanelle Lot (their least utilized lot) as required. ***Should the Planning Commission choose to approve this application the Planning Department recommends a Condition of Approval that a Parking Management Plan be submitted to the Planning Department for review and approval prior to the issuance of a building permit for Phase 3 (COA #6).***



Figure 1: Phase 2 of the St. Regis Under Construction

Background

The St. Regis Hotel is located at 2300 Deer Valley Drive East and consists of two parcels, namely the Roosevelt Gap parcel (the upper hotel parcel) and the Snow Park parcel (lower funicular parcel). The hotel property (upper parcel) has access via the funicular (lower Snow Park parcel) on Deer Valley Drive East, as well as from Deer Crest Estates Drive within the Deer Crest gates.

The property is subject to the 1995 Deer Crest Settlement Agreement, the 2001 Deer Crest Hotel Conditional Use Permit for a hotel development (known as the Rosewood CUP or “Hotel CUP” for the purposes of this Staff Report) and the 2011 Amenity Club Conditional Use Permit.

Hotel CUP

On February 28, 2001, the Planning Commission approved the Deer Crest Hotel CUP. On July 25, 2001, the Hotel CUP was amended by the Planning Commission to consolidate buildings on the Roosevelt Gap parcel. On March 24, 2004, further amendments were approved to reconfigure the location of the buildings at the Snow Park parcel, relocate the upper funicular terminal to be attached to the Roosevelt Gap building, reduce the overall allowed building mass at the Roosevelt Gap parcel by transferring 5.5 UE to the Snow Park parcel, decrease the parking at Roosevelt Gap from the 155 approved with the CUP (105 overnight plus 50 day-use spaces) to 146 (maximum of 105 for overnight parking with 41 for day-use) with 67 spaces at Snow Park at full build out of Phase 2, and to modify the proposed residential ownership program to allow interval/club ownership in the RC zoned portions.

On May 11, 2005, the Planning Commission approved further amendments to the Hotel CUP to relocate the Snow Park condominium buildings lower on the slope, revise the access drive at Snow Park, further revise the funicular approach, and allow phasing of the Roosevelt Gap low rise portion of building. Construction of the first phase (the Hotel) was completed in November of 2009 and included 105 Condominium/Hotel rooms, a restaurant, bar, and spa and the funicular buildings at Snow Park.

On June 18, 2009, the City Council upheld an April 22, 2009, Planning Commission approval of an amendment to the Hotel CUP to allow the final certificate of occupancy to be issued with 67 surface parking spaces at Snow Park. This surface parking will be replaced with structured parking upon completion of the Snow Park condominium buildings and parking structures which are considered Phase 2 and Phase 3 of the Hotel CUP. This CUP was amended in April 2016 regarding the timing of construction for Phases 2 and 3 at the Snow Park site.

The Hotel CUP allows a total density of 130 residential Unit Equivalents (UE's) with 99.5 UE's at Roosevelt Gap and 30.5 UE's at Snow Park. All of the UE's at Roosevelt Gap and 1 Unit (plus 2 Deed Restricted Units) at Snow Park have been constructed. The remaining, 29.5 UE's, at Snow Park will be constructed with Phases 2 and 3 of the CUP. The Hotel CUP also restricts the total allowable square footage of commercial and meeting space in the hotel to no more than 5% each.

The Applicant is currently in the process of building Phase 2 of the Hotel which is located at Snow Park, just south of the existing funicular building. Phase 2 includes a

four story condominium building with one (1) level of underground parking, nine (9) condominium units as well as support commercial and meeting room space that will be operated as part of the Hotel for the benefit of condominium owners and hotel guests. This second phase consists of approximately 10 UE's. The third phase consists of the north parking structure and condominium units above, approximately 20.5 UE's. It is a Condition of Approval of the 2016 amendment to the Hotel CUP that a complete building permit application for Phase 3 be submitted by December 31, 2020, or their CUP approval for this phase shall expire.

Amenity Club CUP

On February 3, 2011, the City received a complete application for a Conditional Use Permit for an Amenity Club to be located within the St Regis utilizing existing hotel amenities including ski lockers, a member lounge and use of the fitness center, pool and spa. The Club was authorized by a Conditional Use Permit approved by the Park City Planning Commission on February 23, 2011.

The applicants proposed a limitation on the number of memberships, and a total of 195 memberships with a limit of 150 memberships for owners residing outside of the Deer Crest gates was approved by the 2011 CUP. Memberships are issued to singles, couples, and families. Membership includes owners of condominium units at the St. Regis Resort, homeowners in the Deer Crest residential area, and others from the community who require parking if they do not utilize the shuttle service that is available to Club members for transportation to and from the St. Regis. Parking for Club members who choose not to take the shuttle is available at the St. Regis Snow Park parking lot and is managed by valet attendants.

Access to the Amenity Club is currently restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. Restrictions on access to the Club and parking are spelled out in the Deer Crest Membership Agreement to be consistent with the Conditions of Approval of the Deer Crest Hotel CUP. The applicant is responsible for management of the Club and enforcement of the Membership Agreement.

The 2011 CUP required a report from the Club operator and a re-evaluation of Club operations after a full year of operations. This report was provided to the City in 2014. The Planning Department reported that there had been no complaints about the operation of the Club and that no unmitigated impacts were identified over the course of operations up to this date. The Planning Commission concluded that no further annual reviews were required.

The applicant intends to provide memberships in the Club to purchasers of condominiums in both Phase 2 and 3 of the Hotel. As these members will have parking as provided for with their condominium units, these members will have no parking or vehicle trip impact. The remaining 72 memberships will be made available to the public and will require parking if they do not utilize the shuttle service that is available to Club members. As stated earlier, parking for Club members who choose not to take the shuttle is available at the St. Regis Snow Park parking lot and is managed by valet attendants.

Within the Phase 2 building that is currently under construction a new Club lounge and

locker area is proposed to be included as Amenity Club space. The applicant notes that no new square footage is being proposed in the building, but that 2,183 square feet within the approved building is now proposed for allocation as Amenity Club space, and that if it were not approved as Amenity Club space it would serve the hotel as support commercial or meeting space. The applicant has also noted that no space in Phase 3 is currently proposed as Amenity Club Space and that even with the addition 2,183 square feet of Amenity space in Phase 2 the Hotel remains in compliance with the requirement that restricts the total allowable square footage of commercial and meeting space in the hotel to no more than 5% each.

Parking and Vehicle Trips

The approved Deer Crest Hotel CUP for the St. Regis Resort allows for a total of 146 parking spaces at Roosevelt Gap (105 spaces for overnight use and 41 day use spaces) and 65 valet parking spaces at Snow Park with access to Roosevelt Gap via the funicular. The Settlement Agreement (Section 5.2.2.10) allows the property owner to provide for employee and guest shuttle service from the east perimeter gate to the Roosevelt Gap lodge. There are 173 parking spaces at the Jordanelle lot serviced by the employee and guest shuttle that are used for overflow parking. The Jordanelle parking lot was built, and is operated by SRDV Partners LLC, the owner of the St. Regis Deer Valley, on property owned by Deer Crest Associates I, LLC, a 50% partner in SRDV Partners. These lots are used for hotel employee parking, guest overflow parking and parking for special events. The parking is located on four tiered levels. During ski season, the Hotel permits Deer Valley Resort to use the lower two levels for day parking for skiers.

As shown in Exhibit C Phase 2 will add 35 parking stalls (with nine reserved for condominium owners) and Phase 3 will add a net of 14 new parking stalls over the 65 surface stalls that currently exist.

The Club began operations in 2011 and currently has 194 members. In order to minimize traffic impacts of the Club the 2011 CUP required that no more than 150 memberships be sold to members living outside of the Deer Crest community. In actuality, 72 memberships are currently held by persons residing in the Deer Crest community and 122 memberships are held by persons residing in the Park City area and elsewhere.

The 2011 CUP required a report from the Club operator and an evaluation of Club operations after a full year of operations. This report was provided to the City in 2014. There had been no complaints about the operation of the Club and no unmitigated impacts were identified and the Planning Commission concluded that no further annual reviews were required.

The St. Regis utilizes a guest shuttle service that is available to Club members for transportation to and from the St. Regis. The applicants will continue to operate this shuttle service with the proposed expansion in memberships. As stated earlier, parking for Club members who choose not to take the shuttle is available at the St. Regis Snow Park parking lot and is managed by valet attendants.

The applicant is requesting to expand their membership from 195 members to 290 members, an expansion of 95 new members. 23 of the new memberships will be

reserved for purchasers of Phase 2 and 3 condominiums, with the remaining 72 memberships available to the general public. There is no proposed expansion to the existing Club facilities with the exception of 2,183 square feet in the Phase 2 condominium building which will consist of a lounge area and ski lockers for Club members. The applicant notes that this space was approved as part of the Phase 2 building and would be available to hotel guests and condominiums owners regardless of whether or not it was available to Club members. The applicant also notes that the 2001 Hotel CUP allows for up to 5% of the gross floor area to be allocated to support commercial uses and that an additional 5% of gross floor area is available for meeting space, and that they will remain in compliance with this Condition of Approval. No new support commercial uses are proposed as a result of the proposed increase in Club membership.

The applicant provided an updated Trip Generation and Parking Study dated December 12, 2019 as part of their current application. The Study notes that of the additional 95 members, 23 will be restricted to the future owners of residences included in Phases 2 and 3 of the St. Regis project who will have on site parking as part of their unit ownership and therefore will not generate vehicle trips or parking demand. Thus trip generation and parking for the proposed additional memberships is based on the 72 additional members which are not owners at the St. Regis.

The Study notes that ski season is the busiest time of the year at the Club and that trip generation was calculated using data provided by the Club for the past two ski seasons. The busiest day was December 28, 2018, which was the day of the Deer Crest Club annual party. Approximately 33% of the total membership was at the Club at some point that day (63 out of 195 members). Based on this day it was assumed that a maximum of 33% of the additional members would be present when calculating peak trip generation. According to the Study approximately 50% of the members skied, walked, carpooled, or used the complimentary hotel shuttle and therefore did not generate any new trips. It is therefore assumed that the remaining members generated a new trip to and from the Club. It was also assumed that 35% of the daily trips occurred during the morning peak hour and that 35% of daily trips occurred during the evening peak hour. It is therefore anticipated that the proposed additional 72 memberships will generate approximately 24 new trips on the busiest day of the year ($72 \times 0.33 = 24$), including 9 trips during the morning peak hour, and 9 trips during the evening peak hour. Outside of the busiest day, the average percent of members present at the Club during the busiest week was 27% and outside of the busiest week the average number of members present equaled 13% of the total membership. These numbers reduce the trips generated as compared to the busiest day of the year.

The day with the highest parking to member ratio was also December 28, 2018. That day there were 33 member cars parked at the Hotel, approximately 17% compared to total membership. It was therefore assumed that on the peak day 17% of the new members would park a car when calculating parking demand. Therefore, 72 additional memberships would result in a peak parking demand of 13 additional parked vehicles on the busiest day of the year ($72 \times 0.17 = 13$).

As stated earlier, the St. Regis has three parking areas: the Hotel (garage and surface parking), Snow Park (adjacent to the funicular) and the Jordanelle parking lot currently totaling 395 stalls with Phase 2 under construction. **A 2017 submitted Parking Study**

(part of the building permit application submittal for the Phase 2 building) determined that peak parking demand at the St. Regis was 250 stalls, leaving 154 empty stalls on the busiest day (Exhibit E).

Hales Engineering therefore determined that the existing parking at the St. Regis will accommodate the proposed additional 95 members of the Deer Crest Amenity Club which is estimated to be 13 additional parking stalls during the busiest day of the year.

While Hales Engineering is able to determine that the amount of parking needed to accommodate the proposed membership expansion is fairly minimal (13 additional stalls), the Planning Department notes that their conclusion about sufficient parking availability is based on a study from 2017, and conditions may have changed since then. The Planning Department also notes that a significant number of parking stalls at Snow Park will not be available during the construction of Phase 3 and this is not addressed in the 2019 Trip Generation and Parking Study. ***The applicant should be prepared to address these issues at the Public Hearing on March 11, 2020. Nevertheless, the Planning Department concurs that there is sufficient excess parking capacity at the Hotel to support the proposed membership expansion.***

Should the Commission choose to approve this application, the Planning Department recommends a Condition of Approval that Prior to the issuance of a building permit for Phase 3 the applicant shall submit a Parking Management Plan to the Planning Department for review and approval outlining how parking at Snow Park will be managed during construction with respect to the loss of surface stalls and construction related parking and deliveries.

The Membership Agreement outlines parking restrictions and encourages use of the hotel shuttle. ***Staff recommends the Council consider a condition that once the full build out is achieved (including Phase 3) a one year review of Club operations, including parking impacts, is submitted to the Planning Department for review in order to determine if any unintended consequences need to be mitigated as a result of both full build out of the Hotel and the expanded Amenity Club (COA #7).***

Analysis

The definition of an Amenity Club is as follows:

Club, Amenities. Any organization formed and operated for the primary purpose of providing its members with social and recreational opportunities involving the access, use and enjoyment of physical amenities and services provided at or through an existing approved Hotel, including restaurants, bars, spas, spa services, pools, lounges, exercise facilities, lockers, ski facilities and services, pools, and other facilities and services.

The existing 2011 Conditional Use Permit (CUP) is for an Amenities Club located within the existing St. Regis Hotel. The Applicant is in the process of constructing Phase 2 of the Hotel which is located at the Snow Park parcel, just south of the existing Hotel funicular building. Phase 2 consists of nine condominium units, as well as parking, support commercial and meeting room space that will be operated as part of the Hotel.

No modifications to the Phase 2 building are proposed with the exception of a reprogramming of 2,183 square feet of existing space which is proposed as a lounge area and ski lockers as part of this application.

The zoning for the property is split. The Snow Park portion of the Hotel and parking including Phase 2 and 3 buildings (lower parcel) is located in the Residential Development (RD) MPD. The Roosevelt Gap portion of the Hotel (upper parcel) is located in the Recreation Commercial (RC) MPD. An Amenities Club requires a Conditional Use Permit in these zones and is permitted within an existing hotel. The applicant is seeking to amend their existing CUP to allow for an increase in the allowed number of memberships and to allow for some of the area that is located in the Phase 2 condominium building to be used for additional Club Amenities (lounge and ski lockers).

LMC Section [15-1-10\(E\)](#) sets forth the Conditional Use Permit review process as follows: The Planning Department and/or 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.
No unmitigated impacts

The Applicant is proposing an expansion in Club membership and that some space in the Phase 2 building be used for additional Club facilities. Phase 2 was approved as part of the Hotel CUP and is currently under construction. No new construction is proposed as a result of the proposed increase in membership. The size and location of the buildings are sufficient for the proposed Amenities Club although some space in Phase 2 is proposed to be used for additional Club facilities (2,183 square feet for lounge and ski lockers).

Use of the restaurant, bar, spa, ski lockers, fitness center, and pool are limited by the existing posted capacity limits. No physical changes are proposed to increase the capacity of the amenities with the exception of additional space currently under construction as Phase 2. Reservations are typically required during peak times and overcrowding of these amenities is permitted only by special permits from the Building Department for special events.

2. Traffic considerations including capacity of the existing Streets in the Area.
No unmitigated impacts

The Amenities Club utilizes existing hotel amenities (restaurant, bar, spa, ski lockers, fitness center, pool and parking) approved by the 2011 Conditional Use Permit. No physical changes are proposed to increase the capacity of the amenities with the exception of 2,183 square feet currently under construction as Phase 2. No additional parking spaces will be constructed to accommodate additional members. The hotel shuttle system and funicular is in place to accommodate guests and Club members. The capacity of existing streets in the area is adequate to handle traffic from the Amenity Club.

The Applicant submitted an updated Trip Generation and Parking Study which demonstrates that no new parking is required to accommodate the proposed increase in

membership. ***In fact, parking at the St. Regis utilized by Club members who don't reside at the St. Regis/Deer Crest neighborhood reduces the number of cars that would otherwise be parking in the Deer Valley lots.***

3. Utility capacity, including Storm Water run-off.
No unmitigated impacts

No additional utility capacity requirements are created with the expanded Amenities Club.

4. Emergency vehicle Access.
No unmitigated impacts

Access to the hotel is from Deer Valley Drive and Deer Crest Estates Drive. Approval of the expanded Amenity Club will not impact emergency vehicle access to the site.

5. Location and amount of off-Street parking.
Condition of Approval Recommended

The applicant provided an updated parking analysis (Exhibit B) demonstrating that there is adequate parking available for the parking requirements of the Club activities including the proposed expansion in membership. During the busiest week (Christmas) when the hotel is at its maximum occupancy the parking use was at 62% of capacity. See parking analysis on page 4-6 of this Staff Report.

While Hales Engineering is able to determine that the amount of parking needed to accommodate the proposed membership expansion is fairly minimal (13 additional stalls), the Planning Department notes that their conclusion about sufficient parking availability is based on a study from 2017, and conditions may have changed since then. The Planning Department also notes that a significant number of parking stalls at Snow Park will not be available during the construction of Phase 3 and this is not addressed in the 2019 Trip Generation and Parking Study. The applicant should be prepared to address these issues at the Public Hearing on March 11, 2020. Nevertheless, the Planning Department concurs that there is sufficient excess parking capacity at the Hotel to support the proposed membership expansion.

The Planning Department recommends a Condition of Approval (COA #6) that Prior to the issuance of a building permit for Phase 3 the applicant shall submit a Parking Management Plan outlining how parking at Snow Park will be handled during construction with respect to the loss of surface stalls and construction related parking and deliveries, to the Planning Department for review and approval.

Staff also recommends Condition of Approval that the Membership Agreement be updated to include an outline of parking requirements and restrictions of the approved CUP and encourage use of the hotel shuttle, and that a one year review of Club operations, including parking impacts is required after the completion of Phase 3 (COA #1 & 7).

6. Internal vehicular and pedestrian circulation system.

No unmitigated impacts

Vehicular and pedestrian circulation does not change with the proposed expansion to the Amenity Club. Vehicular circulation is restricted by the Deer Crest Hotel CUP that limits access to the hotel. Owners within the gate, including owners within the hotel, are permitted to access the hotel via Deer Crest Estates Drive and by shuttle. Guests access the hotel via the funicular utilizing valet parking at Snow Park. Club members within the gate access the hotel via Deer Crest Estates Drive and by shuttle. Club members outside of the gate access the hotel via the funicular utilizing valet parking or shuttle services. No changes to the internal vehicular and pedestrian circulation system are proposed.

7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses. ***No unmitigated impacts***

No additional fencing, screening or landscaping is necessary for the expanded membership.

8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots. ***No unmitigated impacts***

The requested membership expansion does not change the building mass, bulk, orientation, or location of the buildings on the site or the orientation to buildings on adjoining lots. The footprint, roof form, bulk, orientation, and massing of the Buildings remain the same.

9. Usable Open Space. ***No unmitigated impacts***

No changes to open space are proposed.

10. Signs and lighting. ***No unmitigated impacts***

No changes to the exterior lighting or signage are proposed.

11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing. ***No unmitigated impacts***

The requested membership expansion does not change the physical design of the Buildings' mass, scale, style, design or architectural detailing which will all remain unchanged.

12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site. ***No unmitigated impacts***

No mechanical factors different from existing residential and support commercial uses

(restaurant, bar, spa, ski lockers, fitness center, and pool) will be generated.

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

No unmitigated impacts

Control of delivery and service vehicles, loading and unloading zones, and screening of trash pick-up areas will remain unchanged.

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

No unmitigated impacts

No change in ownership of the Hotel or condominium units is proposed. Amenities Club memberships are taxed by the City in a similar manner as Golf Club memberships. The areas of the hotel utilized by the Amenity Club are owned and controlled by the St. Regis Resort hotel, aka SRDV Partners, LLC, who is the applicant.

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

No unmitigated impacts

The Amenities Club will not impact environmentally sensitive lands as the uses/amenities already exist and no physical changes are proposed to the building or site.

16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.
Consistent

Lower Deer Valley is a resort neighborhood with a mix of resort-oriented housing and visitor amenities. Deer Valley prides itself on offering an exceptional skier experience and this mentality of providing exceptional quality is shared by the surrounding residential community.

Expanding Club membership opportunities is consistent with the goals and objectives of the Park City General Plan for this neighborhood as long as parking and additional vehicle trips are sufficiently mitigated. The applicant has stated that since operating a Club with 195 members they believe they can afford to increase their membership cap without affecting the quality of either Hotel or Club services, including parking. One or two additional employees are anticipated to serve the expanded Club Membership. The previous parking demand Study from 2017 determined that peak parking demand at the St. Regis was 250 stalls, leaving 154 empty stalls on the busiest day.

The applicant provided an updated Trip Generation and Parking Study dated December 12, 2019 as part of the current application. Hales Engineering has determined that the existing parking at the St. Regis will accommodate the proposed additional 95 members of the Deer Crest Amenity Club which is estimated to be 13

parking stalls and 26 vehicle trips during the busiest day of the Club. The St. Regis utilizes a guest shuttle service that is available to Club members for transportation to and from the St. Regis. The applicants will continue to operate this shuttle service with the proposed expansion in memberships.

The Planning Department has raised a concern regarding the potential loss of parking at Snow Park during construction of Phase 3 and asks the applicant to be prepared to respond to this concern at the public hearing.

Process

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

Department Review

This project has gone through an interdepartmental review. No further issues were brought up at that time.

Notice

On February 26, 2020, the property was posted and courtesy notice was mailed. Legal notice was also published in the Park Record on February 26, 2020 according to the requirements of the Land Management Code.

Public Input

No public input has been received prior to the issuance of this Staff Report.

Alternatives

- The Planning Commission may approve the proposed amendment to the existing CUP for the Amenity Club as proposed and conditioned; or
- The Planning Commission may deny the proposed amendment to the existing CUP and direct staff to prepare findings supporting this recommendation; or
- 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

Approving the proposed amendment to the existing CUP for the Amenity Club allows the Club to expand its membership base in order to better utilize its existing facilities and provides additional tax revenues to the City as a result of membership sales as well as increased sales at the restaurant, bar, and spa. The Planning Department does not foresee any significant negative fiscal or environmental impacts from this application.

Consequences of Not Taking the Suggested Recommendation

The Amenity Club could not operate as proposed (expanded membership). The amenities would continue to be used by existing members, owners, guests, and patrons of the St. Regis Resort at its current membership level.

Recommendation

Staff recommends the Planning Commission discuss the proposed application to

amend the existing Conditional Use Permit to expand the membership cap from 195 to 290 members, and to allow for space in the Phase 2 building to be used for additional Club facilities; conduct a Public Hearing; and consider approving the CUP according to the following findings of fact, conclusions of law, and recommended conditions of approval:

Findings of Fact

1. On February 23, 2011, the Planning Commission approved a Conditional Use Permit for an Amenity Club at the St. Regis with a membership cap of 195 Members.
2. The Deer Crest Club operates within the St. Regis Hotel, including the restaurant, bar, spa, ski lockers, fitness center, and pool. A total of 290 memberships are now requested (an increase of 95 memberships over the existing 190 cap). Membership is expected to include owners of units at the St. Regis Resort, homeowners in the Deer Crest residential area, and others from the community.
3. This application is reviewed under Section 15-1-10 (E) of the Land Management Code.
4. The property was posted and notice letters were mailed to property owners within 300' of the property. Legal notice was published in the Park Record.
5. The project has access from Deer Valley Drive and Deer Crest Estates Drive.
6. The property is located within the Residential Development (RD) and Recreation Commercial (RC) MPD zoning district and is subject to the Deer Crest Settlement Agreement and the Deer Crest Hotel CUP.
7. Amenity Clubs require a Conditional Use Permit in the RD and RC zone.
8. No physical changes are proposed to the existing restaurant, bar, spa, fitness center or pool to increase the posted capacity limits. No exterior changes are proposed to the buildings or site.
9. The applicant provided a parking analysis (Exhibits B and E) demonstrating that there is adequate parking available for the requirements of the expanded Club activities and membership. During the busiest weeks (Christmas) when the hotel was at its maximum occupancy the parking use was at 62% of capacity.
10. The approved Hotel CUP for the St. Regis Resort allows for a total of 146 parking spaces at Roosevelt Gap (105 spaces for overnight use and 41 day use spaces) and 65 valet parking spaces at Snow Park with access to Roosevelt Gap via the funicular. There are 173 parking spaces at the Jordanelle lot serviced by the employee and guest shuttle.
11. The St. Regis Resort utilizes a guest shuttle service. The shuttle service is available for Amenity Club members for transportation to and from the St. Regis.
12. The Amenity Club will be operated and managed in accordance with provisions of the Membership Agreement. Access to the Amenity Club uses shall be restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. Restrictions on access to the Hotel and parking requirements that are consistent with the conditions of approval of the Hotel CUP will be spelled out in the Membership Agreement.
13. One or two additional employees are anticipated for the expanded Club membership.
14. There are no unmitigated impacts to LMC 15-1-10(E)(1) size and location of the site.
15. There are no unmitigated impacts to LMC 15-1-10(E)(2). It is anticipated that the proposed expansion in membership will generate approximately 24 new trips on the busiest day of the year and that outside of the busiest week the these numbers reduce significantly. Additionally, the Hotel operates a shuttle service that is available to Club members for transportation to and from the St. Regis.
16. There are no unmitigated impacts to 15-1-10(E)(3) as no additional utility capacity requirements are created with the expanded membership.
17. There are no unmitigated impacts to LMC 15-1-10(E)(4) increased membership

will not change emergency vehicle access.

18. There are no unmitigated impacts to LMC 15-1-10(E)(5). The applicant provided a parking analysis (Exhibits B and E) demonstrating that there is adequate parking available for the requirements of the expanded Club membership. During the busiest weeks (Christmas) when the hotel was at its maximum occupancy the parking use was at 62% of capacity.
19. There are no unmitigated impacts to MC 15-1-10(E)(6) internal vehicular and pedestrian circulation system.
20. There are no unmitigated impacts to LMC 15-1-10(E)(7), fencing, screening and landscaping as a result of the expanded membership.
21. There are no unmitigated impacts to LMC 15-1-10(E)(8). The expansion in membership will not change the Buildings in any way.
22. There are no unmitigated impacts to LMC 15-1-10(E)(9). There are no changes to usable Open Space.
23. There are no unmitigated impacts to LMC 15-1-10(E)(10), as no additional signs or lighting are proposed with this application.
24. There are no unmitigated impacts to LMC 15-1-10(E)(11) as there are no changes to the physical design of the Buildings.
25. There are no unmitigated impacts to LMC 15-1-10(E)(12), noise, vibration, odors, steam or other mechanical factors that might affect people and Property off-site.
26. There are no unmitigated impacts to LMC 15-1-10(E)(13), control of delivery and service vehicles as a result of expanded membership.
27. There are no unmitigated impacts to LMC 15-1-10(E)(14), ownership and management of the project as a result of expanded membership.
28. There are no unmitigated impacts to LMC 15-1-10(E)(15), Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, and Steep Slopes as a result of expanded membership.
29. This proposal has been reviewed for consistency with the Goals and Objectives of the Park City General Plan. Lower Deer Valley is a resort neighborhood with a mix of resort-oriented housing and visitor amenities. Deer Valley prides itself on offering an exceptional skier experience and this mentality of providing exceptional quality is shared by the surrounding residential community. Expanding Club membership opportunities is consistent with the goals and objectives of the Park City General Plan for this neighborhood as long as parking and additional vehicle trips are sufficiently mitigated. The applicant has stated that since operating a Club with 195 members they believe they can afford to increase their membership cap without affecting the quality of either Hotel or Club services, including parking. One or two additional employees are anticipated to serve the expanded Club Membership. The previous parking demand Study determined that peak parking demand at the St. Regis was 250 stalls, leaving 154 empty stalls on the busiest day.
30. Submitted Trip Generation and Parking Studies show that the proposed expansion in Club membership and expansion of Club Amenity space in Phase 2 will result in minimal trip generation (24 new trips) and that trip generation is within the capacity of Deer Valley Drive. Additionally, these studies show that the applicant has demonstrated that the Hotel has sufficient excess parking capacity to support the proposed increase in Club membership.
31. The Findings in the Analysis Section are incorporated herein.

Conclusions of Law

1. The Use, as conditioned complies with all requirements of the Land Management Code, Section 15-1-10.
2. The Use, as conditioned is consistent with the Park City General Plan.
3. The effects of any differences in use or scale have been mitigated through careful planning.
4. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for Conditional Use Permits.

Conditions of Approval

1. A Membership Agreement shall be reviewed and approved by the City, as to form and compliance with the Conditions of Approval, prior to commencing new membership sales for the Amenity Club. Access shall be restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. The Agreement shall reiterate conditions of approval of the Deer Crest Hotel CUP regarding access to the hotel and parking requirements and restrictions, and shall encourage use of the Hotel shuttle.
2. The applicant is responsible for management of the club and enforcement of the Membership Agreement.
3. Amenity Club membership shall be limited to a maximum of 290 memberships with a limit of not less than 65 memberships required to be held by owners of property located within the Deer Crest gates or owners of condominium units in any phase of the St. Regis Deer Valley.
4. All conditions of approval of the 1995 Deer Crest Settlement Agreement and its amendments continue to apply.
5. All conditions of approval of the Deer Crest Hotel CUP last amended on April 18, 2016, shall continue to apply.
6. Prior to the issuance of a building permit for Phase 3 the applicant shall submit a Parking Management Plan outlining how parking at Snow Park will be managed during construction with respect to the loss of surface stalls and construction related parking and deliveries, to the Planning Department for review and approval.
7. Within one year of receiving the final Certificates of Occupancy for Phase 3, the applicant shall submit to the City Planning Department, for review by the Planning Commission, a review of Club operations including the use, membership status, parking and traffic impacts, and a summary of complaints received regarding impacts of the Club on the hotel operations, guests, and owners of adjacent or nearby property.

Exhibits

- Exhibit A - Planning Commission Action dated March 7, 2011
Exhibit B - Trip Generation and Parking Analysis dated December 12, 2019
Exhibit C – Applicant’s Table of Parking During and After Each Phase of Construction
Exhibit D - Applicant’s Project Description
Exhibit E - St. Regis Parking Counts dated December 29, 2017
Exhibit F – Hotel CUP Action Letter dated April 13, 2016



March 7, 2011

Greg Griffin
Deer Crest Janna, LLC
PO Box 4493
Park City, UT 84060

NOTICE OF PLANNING COMMISSION ACTION

<u>Application #</u>	PL-11-01189
<u>Subject</u>	2300 Deer Valley Dr. East
<u>Address</u>	2300 Deer Valley Dr. East
<u>Description</u>	CUP for Amenity Club
<u>Action Taken</u>	Approved with Conditions
<u>Date of Action</u>	February 23, 2011

On February 23, 2011, the Planning Commission called a meeting to order, a quorum was established, a public meeting was held, and the Planning Commission approved the Conditional Use Permit for an Amenity Club at the St. Regis Resort according to the findings of fact, conclusions of law and conditions of approval as follows:

Findings of Fact

1. On February 3, 2011, the City received a complete application for a conditional use permit for an amenities club to be located within the St Regis Resort hotel and to utilize existing hotel amenities, including the restaurant, bar, spa, ski lockers, fitness center, and pool. A total of 195 memberships are requested for the initial one year review period with a limit of 150 members residing outside of the Deer Crest gates. Membership is expected to include owners of units at the St. Regis Resort, homeowners in the Deer Crest residential area, and others from the community. Membership is for singles, couples, and families.
2. This application is reviewed under Section 15-1-10 (E) of the Land Management Code.
3. The property was posted and notice letters were mailed to property owners within 300' of the property. Legal notice was published in the Park Record.
4. The project has access from Deer Valley Drive and Deer Crest Estates Drive.
5. The property is located within the Recreation Commercial (RC) zoning district and is subject to the Deer Crest Settlement Agreement and the revised Deer Crest Hotel CUP as approved by the Planning Commission on April 22, 2009.
6. Amenity Clubs require a Conditional Use Permit in the RC zone.
7. No physical changes are proposed to the existing restaurant, bar, spa, fitness center or pool to increase the posted capacity limits. No exterior changes are

- proposed to the building or site.
8. The applicant provided a parking analysis (Exhibit B) demonstrating that there is adequate parking available for the parking requirements of the Club activities. During the busiest weeks (Christmas and Sundance) when the hotel was at its maximum occupancy the parking use was at 46% of capacity.
 9. The approved Deer Crest Hotel CUP for the St. Regis Resort allows for a total of 146 parking spaces at Roosevelt Gap (105 spaces for overnight use and 41 day use spaces) and 67 valet parking spaces at Snow Park with access to Roosevelt Gap via the funicular. There are 185 parking spaces at the Jordanelle lot serviced by the employee and guest shuttle.
 10. The St. Regis Resort utilizes a guest shuttle service. The shuttle service is available for Amenity Club members for transportation to and from the St. Regis.
 11. The Amenity Club will be operated and managed in accordance with provisions of the Membership Agreement. Access to the Amenity Club uses shall be restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. Restrictions on access to the Hotel and parking requirements that are consistent with the conditions of approval of the Deer Crest Hotel CUP will be spelled out in the Membership Agreement.
 12. The St Regis hotel has a total of approximately 225 pillows. One or two additional employees are anticipated for the Club.
 13. No additional signs or lighting are proposed with this application.
 14. The Findings in the Analysis Section are incorporated herein.

Conclusions of Law

1. The Use, as conditioned complies with all requirements of the Land Management Code, Section 15-1-10.
2. The Use, as conditioned is consistent with the Park City General Plan.
3. The Use, as conditioned is compatible with surrounding structures in use, scale, mass, and circulation.
4. The effects of any differences in use or scale have been mitigated through careful planning.
5. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for Conditional Use Permits.

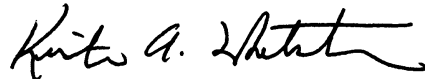
Conditions of Approval

1. A Membership Agreement shall be reviewed and approved by the City, as to form and compliance with the conditions of approval, prior to commencing operation of the Amenity Club. Access shall be restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. The Agreement shall reiterate conditions of approval of the Deer Crest Hotel CUP regarding access to the hotel and parking requirements and restrictions.
2. The applicant is responsible for management of the club and enforcement of the Membership Agreement.
3. The applicant stipulates to a condition of approval limiting this Conditional Use Permit approval to a maximum of 195 memberships with a limit of 150 memberships allowed for members residing outside of the area bounded by the Deer Crest gates.

4. All conditions of approval of the 1995 Deer Crest Settlement Agreement continue to apply.
5. All conditions of approval of the Deer Crest Hotel CUP as amended on April 22, 2009, continue to apply.
6. The applicant shall submit to the City Planning Department for review by the Planning Commission, a one-year review of the club, including the use, operation, membership, parking and traffic impacts, and a summary of complaints received regarding impacts of the club on the hotel operations, guests and owners of adjacent or nearby property. In the event that such review reveals impacts that have not been sufficiently mitigated, the Planning Commission shall have the ability to further condition the conditional use permit to address such unmitigated impacts.

If you have questions regarding your project or the action taken please don't hesitate to contact me at 435-615-5066 or kirsten@parkcity.org.

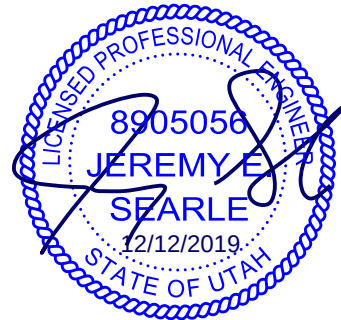
Sincerely,

A handwritten signature in black ink, appearing to read "Kirsten A. Whetstone". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kirsten Whetstone
Senior Planner

MEMORANDUM

Date: December 12, 2019
To: Michael Zaccaro
From: Hales Engineering



Subject: Park City - Deer Crest Club Expansion Trip Generation & Parking Study

UT19-1584

This memorandum discusses the trip generation and parking study completed for the proposed Deer Crest Club Expansion in Park City, Utah. A vicinity map of the Deer Crest Club is shown in Figure 1.

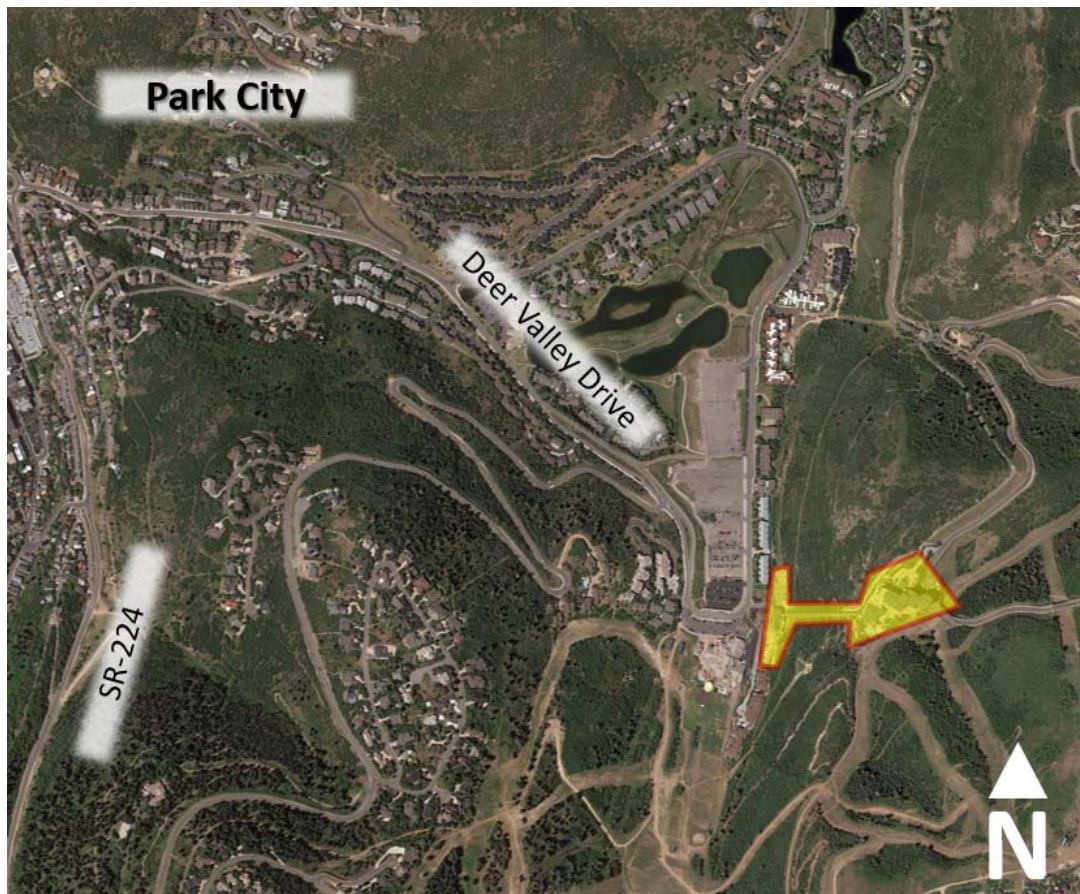


Figure 1: Vicinity map of the Deer Crest Club in Park City, Utah

Background

The Deer Crest Club is located within the St. Regis Deer Valley Hotel located at 2300 Deer Valley Drive in Park City. The Club currently has 195 members and is proposing to increase membership and add a new Club lounge area to be included within the on-going improvements that are currently under construction as part of the Phase 2 expansion. An additional 95 members will be added with the proposed membership expansion. Of the additional 95 members, 23 will be restricted to the future owners of residences included in Phase 2 and Phase 3 of the St. Regis project. As these owners will already be onsite when using the Club, these 23 memberships will therefore not generate any new trips or need for parking. Trip generation and parking for additional memberships will be based on 72 additional members which are not owners at St. Regis. A site plan of the improvements that are currently being constructed is included in Appendix A.

Trip Generation

Trip generation for the proposed Deer Crest Club expansion was calculated using data provided by the Club. Ski season (December to April) is the busiest time of the year at the Club. The Club provided data from the 2017-2018 and 2018-2019 ski seasons indicating the number of members present at the Club each day. Similar data was not gathered for dates outside of ski season as attendance in the Club is minimal during that eight-month period, a small fraction of the attendance during the four-month ski season. Detailed Deer Crest Club membership ski season attendance data are included in Appendix B.

The busiest day included in the data was December 28, 2018 (a date which coincided with the Deer Crest Club annual party). Approximately 33% of the total membership were at the Club that day (63 out of 195). It was assumed that a maximum of 33% of the additional members would be present when calculating the peak trip generation. According to the data provided, during the busiest days in the Club, approximately 50% of the members ski in, walk in, car pool or use the complimentary hotel shuttle which do not generate any new trips (these trips already occur as part of the hotel service). It was assumed that the remaining members present at the Deer Crest Club generated a new trip to and from the Club each day. It was assumed that 35% of daily trips occurred during the morning peak hour and that 35% of daily trips occurred during the evening peak hour.

As shown in Table 1, it is anticipated that the proposed additional memberships will generate approximately 24 new trips on the busiest day of the year, including 9 trips during the morning peak hour, and 9 trips during the evening peak hour.

The trip generation values shown in Table 1 represent the busiest day of the year. However, throughout the rest of the year, the number of trips generated by the new Club membership will be even lower. The average percent of members present at the Club during the busiest week of the year was 27%. This would drop the trip generation to an average of 20 trips per day, of which

7 would be in each of the morning and evening peak hours. Outside of the busiest week of ski season (and the entire year), the average number of members present equaled 13% of the total membership. That results in less than half the trips generated as compared to the busiest week of the year.

Table 1 Park City - Deer Crest Club Additional Members Trip Generation								
Peak Daily	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Additional Deer Crest Club Members	72	Members	24	50%	50%	12	12	24
Morning Peak Hour	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Additional Deer Crest Club Members	72	Members	9	75%	25%	7	2	9
Evening Peak Hour	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Additional Deer Crest Club Members	72	Members	9	25%	75%	2	7	9
SOURCE: Hales Engineering, December 2019								

Parking

The amount of parking needed to accommodate the Deer Crest Club membership expansion was also calculated using the data provided by the Deer Crest Club, which included the number of member cars parked at the club on each day. Detailed Deer Crest Club parking data are included in Appendix B.

The day with the highest parking to member ratio included in the data was December 28, 2018. That day there were 33 member cars parked at the Hotel (approximately 17% compared to total membership). This percentage corresponds to the data referenced above which showed that on the busiest day of the year, 33% of the total membership were present in the Club at some point during the day and, of those present, 50% drove their own vehicles and parked at the Hotel. It was assumed that on the peak day 17% of the new members would park a car when calculating parking demand. Therefore, 72 additional memberships would result in a peak parking demand of 13 parked vehicles on the busiest day. It is anticipated that an additional 13 parking stalls would be needed to accommodate the Deer Crest Club expansion during the peak day of the year.

The St. Regis Deer Valley has three parking areas. The parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge adjacent to the funicular connecting to the St. Regis), and the Jordanelle parking lot. The combined available parking at these three locations is currently 404 stalls (the improvements currently under construction will add additional capacity of 22 stalls). In a previous parking demand study Hales Engineering determined that the peak parking demand at St. Regis Deer Valley was 250 stalls (approximately

62% of available parking), leaving 154 empty stalls on the busiest day. Therefore, there is plenty of excess parking capacity available for the proposed increase in club membership.

Hales Engineering determines that the existing parking at St. Regis Deer Valley will accommodate the proposed additional 95 members of the Deer Crest Club.

Conclusions and Recommendations

The findings of this study are as follows:

- The proposed Deer Crest Club Expansion will add an additional 95 members to the existing 195 club members. Of the additional 95 members, 23 of the memberships will be restricted to owners at the St. Regis.
- It is anticipated that the additional membership will generate approximately 24 new trips on the busiest day of the year, including 9 trips during the morning peak hour, and 9 trips during the evening peak hour.
 - Throughout the rest of the year, the number of trips generated by the new club membership will be even lower. The average percent of members present at the club during the busiest week of the year was 27%. This would drop the trip generation to an average of 20 trips per day and only 7 trips during the peak hours. Outside of the busiest week of ski season, the average number of trips will be less than half of the trips generated during the busiest week.
- There is plenty of excess parking capacity available at St. Regis Deer Valley to accommodate the proposed additional parking needs of the 95 members of the Deer Crest Club which is estimated to be 13 additional spaces during the busiest day of the year.

APPENDIX A

Site Plan

GENERAL NOTES

- 1. SEE GENERAL PROJECT NOTES FOR ADDITIONAL INFORMATION REGARDING PROJECT, BIDDING, AND CONSTRUCTION.
- 2. SEE GENERAL PROJECT NOTES FOR ADDITIONAL INFORMATION REGARDING PROJECT, BIDDING, AND CONSTRUCTION.
- 3. SEE GENERAL PROJECT NOTES FOR ADDITIONAL INFORMATION REGARDING PROJECT, BIDDING, AND CONSTRUCTION.

PROJECT NUMBER
15074

ISSUE DATE:
12/22/2017

REVISIONS:

No. 3
Date 02/01/19

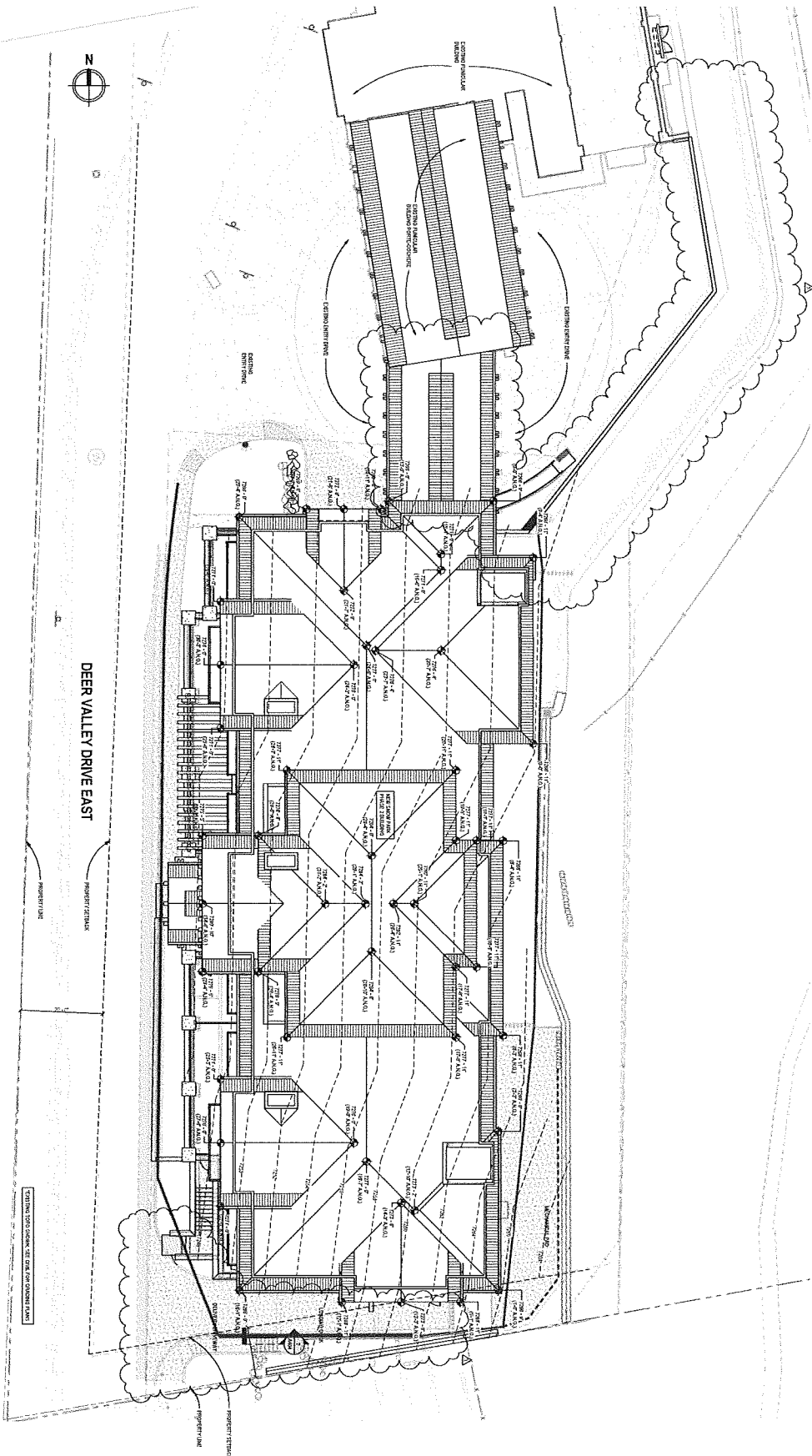
ST. REGIS DEER VALLEY RESORT, SNOW PARK
PHASE 2
2300 DEER VALLEY DR, PARK CITY, UT

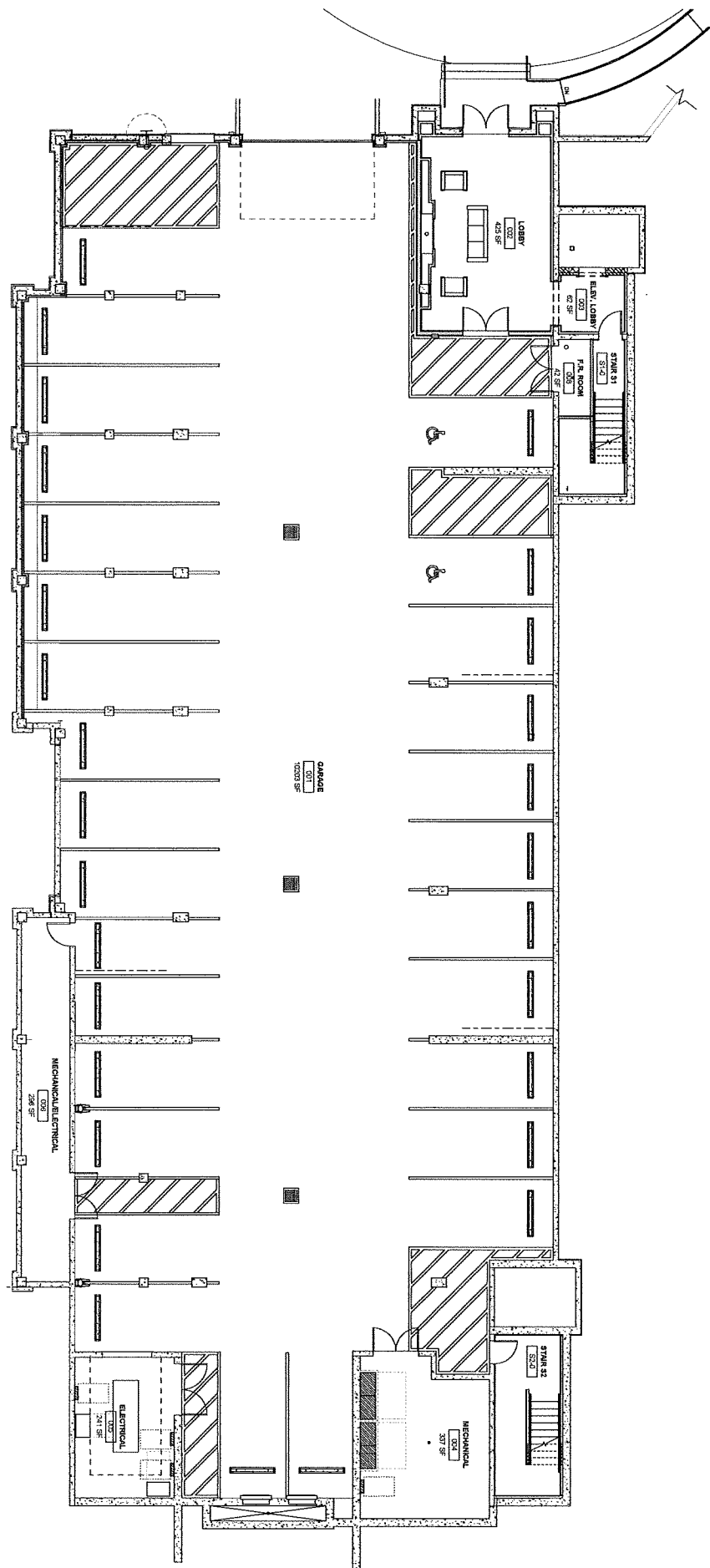
ARCH SITE
PLAN

AS1.1



ARCHITECTURAL SITE PLAN
SCALE: 1" = 10'





APPENDIX B

Deer Crest Club Member and Parking Data

Deer Crest Club Cars Parked at SRDV 2017-2018 Ski Season

Date	Number of Members Present	Members present as a % of Total Members	Total Cars Parked	Cars as a % of Members Present	Cars as a % of Total Memberships	Cars as a % of Total Memberships less SRDV Owners
12/3	14	7%	8	57%	4%	5%
12/4	8	4%	5	58%	2%	3%
12/5	2	1%	1	50%	1%	1%
12/6	3	2%	1	27%	0%	0%
12/7	4	2%	2	40%	1%	1%
12/8	5	3%	4	88%	2%	3%
12/9	4	2%	4	90%	2%	2%
12/10	13	7%	9	68%	5%	5%
12/11	11	6%	8	75%	4%	5%
12/12	1	1%	1	100%	1%	1%
12/13	3	2%	1	27%	0%	0%
12/14	7	4%	3	49%	2%	2%
12/15	9	5%	4	40%	2%	2%
12/16	12	6%	6	53%	3%	4%
12/17	18	9%	7	39%	4%	4%
12/18	21	11%	12	59%	6%	7%
12/19	19	10%	11	56%	5%	6%
12/20	16	8%	13	80%	7%	7%
12/21	21	11%	8	36%	4%	4%
12/22	28	14%	14	51%	7%	8%
12/23	31	16%	19	61%	10%	11%
12/24	39	20%	19	48%	10%	11%
12/25	36	18%	18	50%	9%	11%
12/26	37	19%	15	39%	7%	9%
12/27	44	23%	22	50%	11%	13%
12/28	61	31%	29	48%	15%	17%
12/29	58	30%	31	53%	16%	18%
12/30	59	30%	34	57%	17%	20%
12/31	54	28%	23	43%	12%	14%
1/1	49	25%	26	53%	13%	15%
1/2	31	16%	17	55%	9%	10%
1/3	38	19%	20	52%	10%	12%
1/4	29	15%	15	52%	8%	9%
1/5	33	17%	16	48%	8%	9%
1/6	33	17%	17	53%	9%	10%
1/7	17	9%	12	72%	6%	7%
1/8	22	11%	11	51%	6%	7%
1/9	18	9%	8	47%	4%	5%
1/10	16	8%	8	48%	4%	4%
1/11	21	11%	7	33%	4%	4%
1/12	27	14%	7	24%	3%	4%
1/13	27	14%	11	41%	6%	7%
1/14	39	20%	19	49%	10%	11%
1/15	31	16%	15	48%	8%	9%
1/16	21	11%	9	44%	5%	5%
1/17	22	11%	5	25%	3%	3%
1/18	17	9%	5	29%	3%	3%

1/19	26	13%	11	42%	6%	6%
1/20	28	14%	9	33%	5%	5%
1/21	37	19%	10	26%	5%	6%
1/22	34	17%	9	28%	5%	5%
1/23	28	14%	12	43%	6%	7%
1/24	12	6%	6	47%	3%	3%
1/25	20	10%	9	46%	5%	5%
1/26	19	10%	8	42%	4%	5%
1/27	35	18%	19	54%	10%	11%
1/28	39	20%	20	52%	10%	12%
1/29	32	16%	16	51%	8%	10%
1/30	26	13%	11	42%	6%	6%
1/31	20	10%	7	34%	3%	4%
2/1	14	7%	4	31%	2%	3%
2/2	7	4%	4	51%	2%	2%
2/3	26	13%	12	45%	6%	7%
2/4	16	8%	8	51%	4%	5%
2/5	12	6%	5	43%	3%	3%
2/6	15	8%	5	33%	3%	3%
2/7	9	5%	4	42%	2%	2%
2/8	17	9%	5	31%	3%	3%
2/9	14	7%	6	41%	3%	3%
2/10	21	11%	11	51%	6%	6%
2/11	22	11%	14	64%	7%	8%
2/12	23	12%	11	46%	5%	6%
2/13	16	8%	6	40%	3%	4%
2/14	14	7%	5	33%	2%	3%
2/15	7	4%	4	54%	2%	2%
2/16	19	10%	11	58%	6%	6%
2/17	32	16%	19	58%	10%	11%
2/18	42	22%	24	56%	12%	14%
2/19	39	20%	21	53%	11%	12%
2/20	28	14%	16	58%	8%	9%
2/21	21	11%	11	52%	6%	6%
2/22	25	13%	11	43%	6%	6%
2/23	28	14%	13	48%	7%	8%
2/24	31	16%	15	48%	8%	9%
2/25	33	17%	17	50%	9%	10%
2/26	28	14%	16	56%	8%	9%
2/27	19	10%	9	45%	4%	5%
2/28	17	9%	8	46%	4%	5%
3/1	18	9%	8	44%	4%	5%
3/2	17	9%	8	45%	4%	4%
3/3	25	13%	13	50%	6%	7%
3/4	27	14%	14	53%	7%	8%
3/5	26	13%	11	42%	6%	6%
3/6	24	12%	8	32%	4%	4%
3/7	15	8%	6	40%	3%	4%
3/8	16	8%	8	50%	4%	5%
3/9	14	7%	6	41%	3%	3%
3/10	13	7%	3	22%	1%	2%

3/11	25	13%	8	31%	4%	5%	259
3/12	18	9%	9	51%	5%	5%	
3/13	10	5%	5	52%	3%	3%	
3/14	12	6%	6	50%	3%	4%	
3/15	12	6%	5	45%	3%	3%	
3/16	15	8%	7	48%	4%	4%	
3/17	21	11%	8	39%	4%	5%	
3/18	29	15%	13	43%	6%	7%	
3/19	38	19%	16	41%	8%	9%	
3/20	22	11%	8	38%	4%	5%	
3/21	17	9%	8	45%	4%	4%	
3/22	17	9%	8	46%	4%	5%	
3/23	13	7%	5	40%	3%	3%	
3/24	26	13%	13	50%	7%	8%	
3/25	28	14%	12	42%	6%	7%	
3/26	21	11%	9	41%	4%	5%	
3/27	20	10%	9	44%	5%	5%	
3/28	18	9%	6	33%	3%	4%	
3/29	20	10%	5	26%	3%	3%	
3/30	13	7%	5	37%	2%	3%	
3/31	15	8%	6	40%	3%	4%	
4/1	20	10%	8	38%	4%	4%	
4/2	16	8%	9	55%	5%	5%	
4/3	11	6%	3	31%	2%	2%	
4/4	16	8%	8	50%	4%	5%	
4/5	12	6%	5	42%	3%	3%	
4/6	8	4%	5	63%	3%	3%	
4/7	5	3%	3	68%	2%	2%	
4/8	9	5%	4	44%	2%	2%	
4/9	1	1%	0	0%	0%	0%	

Deer Crest Club Cars Parked at SRDV 2018-2019 Ski Season

Date	Number of Members Present	Members present as a % of Total Members	Total Cars Parked	Cars as a % of Members Present	Cars as a % of Total Memberships	Cars as a % of Total Memberships less SRDV Owners
12/8	23	12%	9	39%	5%	5%
12/9	18	9%	8	44%	4%	5%
12/10	8	4%	4	45%	2%	2%
12/11	9	5%	4	40%	2%	2%
12/12	7	4%	2	26%	1%	1%
12/13	10	5%	6	58%	3%	3%
12/14	13	7%	6	43%	3%	3%
12/15	21	11%	10	50%	5%	6%
12/16	21	11%	9	43%	5%	5%
12/17	15	8%	6	37%	3%	3%
12/18	15	8%	5	35%	3%	3%
12/19	13	7%	5	38%	3%	3%
12/20	20	10%	9	43%	4%	5%
12/21	23	12%	9	37%	4%	5%
12/22	45	23%	16	35%	8%	9%
12/23	47	24%	23	48%	12%	13%
12/24	46	24%	21	46%	11%	12%
12/25	27	14%	12	44%	6%	7%
12/26	51	26%	23	44%	12%	13%
12/27	56	29%	29	51%	15%	17%
12/28	63	32%	33	53%	17%	19%
12/29	44	23%	23	53%	12%	14%
12/30	58	30%	29	50%	15%	17%
12/31	54	28%	25	47%	13%	15%
1/1	31	16%	15	47%	7%	9%
1/2	55	28%	30	54%	15%	17%
1/3	44	23%	22	49%	11%	13%
1/4	42	22%	24	58%	13%	14%
1/5	37	19%	20	55%	10%	12%
1/6	35	18%	15	44%	8%	9%
1/7	25	13%	10	41%	5%	6%
1/8	24	12%	11	46%	6%	6%
1/9	25	13%	12	48%	6%	7%
1/10	21	11%	9	41%	4%	5%
1/11	18	9%	8	47%	4%	5%
1/12	34	17%	17	51%	9%	10%
1/13	23	12%	9	39%	5%	5%
1/14	17	9%	9	55%	5%	5%
1/15	12	6%	3	28%	2%	2%
1/16	25	13%	8	30%	4%	4%
1/17	21	11%	13	64%	7%	8%
1/18	32	16%	13	42%	7%	8%
1/19	47	24%	22	47%	11%	13%

1/20	36	18%	16	43%	8%	9%
1/21	29	15%	11	37%	6%	6%
1/22	25	13%	9	34%	4%	5%
1/23	20	10%	3	17%	2%	2%
1/24	28	14%	11	38%	5%	6%
1/25	40	21%	18	45%	9%	10%
1/26	49	25%	22	44%	11%	13%
1/27	29	15%	12	43%	6%	7%
1/28	20	10%	6	30%	3%	4%
1/29	20	10%	8	38%	4%	4%
1/30	25	13%	8	30%	4%	4%
1/31	22	11%	7	30%	3%	4%
2/1	24	12%	7	28%	3%	4%
2/2	26	13%	8	29%	4%	4%
2/3	28	14%	8	27%	4%	4%
2/4	22	11%	8	35%	4%	5%
2/5	21	11%	9	44%	5%	5%
2/6	27	14%	9	34%	5%	5%
2/7	30	15%	14	48%	7%	8%
2/8	34	17%	17	51%	9%	10%
2/9	41	21%	20	50%	10%	12%
2/10	24	12%	13	54%	7%	8%
2/11	16	8%	9	54%	4%	5%
2/12	17	9%	7	40%	3%	4%
2/13	5	3%	3	52%	1%	2%
2/14	17	9%	8	45%	4%	4%
2/15	28	14%	13	46%	7%	7%
2/16	45	23%	23	51%	12%	13%
2/17	38	19%	18	48%	9%	11%
2/18	35	18%	21	59%	11%	12%
2/19	27	14%	15	54%	7%	9%
2/20	29	15%	19	65%	10%	11%
2/21	29	15%	15	52%	8%	9%
2/22	35	18%	19	55%	10%	11%
2/23	42	22%	21	50%	11%	12%
2/24	28	14%	10	36%	5%	6%
2/25	19	10%	8	43%	4%	5%
2/26	19	10%	9	45%	4%	5%
2/27	26	13%	7	26%	3%	4%
2/28	21	11%	8	36%	4%	4%
3/1	29	15%	14	47%	7%	8%
3/2	34	17%	16	47%	8%	9%
3/3	34	17%	18	54%	9%	11%
3/4	19	10%	6	33%	3%	4%
3/5	25	13%	13	54%	7%	8%
3/6	21	11%	8	38%	4%	5%
3/7	22	11%	8	35%	4%	4%
3/8	31	16%	14	45%	7%	8%
3/9	29	15%	14	50%	7%	8%

3/10	30	15%	15	49%	8%	9%
3/11	20	10%	10	52%	5%	6%
3/12	15	8%	8	53%	4%	5%
3/13	18	9%	4	22%	2%	2%
3/14	18	9%	8	47%	4%	5%
3/15	28	14%	13	48%	7%	8%
3/16	35	18%	17	50%	9%	10%
3/17	35	18%	14	39%	7%	8%
3/18	25	13%	9	37%	5%	5%
3/19	23	12%	10	44%	5%	6%
3/20	21	11%	7	32%	3%	4%
3/21	18	9%	5	29%	3%	3%
3/22	23	12%	10	42%	5%	6%
3/23	30	15%	13	44%	7%	8%
3/24	29	15%	15	51%	8%	9%
3/25	51	26%	12	24%	6%	7%
3/26	21	11%	9	41%	4%	5%
3/27	16	8%	6	38%	3%	4%
3/28	19	10%	8	43%	4%	5%
3/29	28	14%	11	38%	5%	6%
3/30	24	12%	8	34%	4%	5%
3/31	18	9%	10	53%	5%	6%
4/1	9	5%	2	22%	1%	1%
4/2	8	4%	3	33%	1%	2%
4/3	10	5%	5	46%	2%	3%
4/4	16	8%	4	23%	2%	2%
4/5	16	8%	6	39%	3%	4%
4/6	16	8%	6	38%	3%	4%
4/7	13	7%	6	45%	3%	3%

	Existing Roosevelt Gap Parking	Snow Park North Parking	Snow Park South Parking	Existing Jordanelle Parking	Total Parking Provided	CUP Parking Required	Original Developer Parking Commitment
Original Hotel (Before Ph. 2 Construction)	157	65	9	173	404	319	348
Ph. 2 Under Construction (Now)	157	65	0	173	395	319	337
When Ph. 2 is Done	157	65	35	173	430	334	394
Ph. 3 Under Construction	157	4	35	173	369	334	338
Ph. 3 Completion	157	79	35	173	444	374	387

DEER CREST CLUB REQUEST FOR CUP AMENDMENT

Written Statement

Introduction

The Deer Crest Club ("Club") is an Amenity Club, with facilities situated in the St. Regis Deer Valley Hotel ("Hotel"). The Club was authorized by a Conditional Use Permit approved by the Park City Planning Commission on February 23, 2011. Details of the Club are provided in the Planning Commission Staff Report dated February 23, 2011.

The Club provides facilities in the Hotel at the Roosevelt Gap site, including ski lockers, a member lounge and use of the pool, spa, fitness center and other amenities of the hotel. The Club was originally approved for up to 195 memberships. There are currently 194 memberships issued to the members of the Club.

SRDV Partners, LLC, the Applicant, is in the process of building Phase 2 of the Hotel which is located at Snow Park, immediately south of the existing Hotel funicular building. Phase 2 will consist of nine condominium units, as well as parking, support commercial and meeting room space that will be operated as part of the Hotel for the benefit of condominium owners and rental guests. The Applicant intends to provide memberships in the Club to purchasers of condominiums in Phase 2, as well as to purchasers of condominiums to be constructed in Phase 3 of the Hotel that will be built in the future on the property immediately north of the Hotel funicular building. A limited number of memberships will also be made available to the public.

Through this application the Applicant requests that the CUP for the Club be amended to: (i) increase the maximum number of memberships from 195 to 290; and (ii) allow space in the Phase 2 building to be used for additional Club facilities.

History of the Club

The Club began operations in 2011. It currently has 194 members. In order to minimize the traffic impacts of the Club the 2011 CUP required that no more than 150 memberships be sold to members living outside of the Deer Crest community. In actuality, 72 memberships are currently held by persons residing in the Deer Crest community (this includes owners of condominiums at the St. Regis), and 122 memberships are held by persons residing in the greater Park City area and elsewhere.

The CUP required a report from the Club operator and a re-evaluation of Club operations after a full year of operations. This report was provided in 2014. At that time the Planning Department reported that there had been no complaints about the operation of the Club, no unmitigated impacts were identified, and the Planning Commission concluded that no further annual reviews were required. The Club has been, and will continue to be, managed by the manager of the Hotel, which is currently a Marriott entity.

Traffic and Parking

Club members are subject to the same rules and restrictions regarding access and parking as other members of the public. The only Club members allowed access to the Club through the Deer Crest gate at Queen Esther are Club members who own condominiums in the Hotel or other property in Deer Crest. Club members are also allowed to utilize the Deer Crest gate at Jordanelle to access the Club facilities. Access to the proposed Club facilities at Snow Park will not require the use of either gate or any of the Deer Crest roads. Many Club members take advantage of the Hotel shuttle service that picks up members living within approximately five miles of the Hotel. This service is accessible to nearly all members living in Park City.

The Applicant has found that due to the high number of Club members living in Deer Crest and the convenience of the Hotel shuttle buses, very few Club members arrive by personal vehicle. On the Club's busiest day during the 2018-2019 ski season only 17 members arrived by car.

Traffic and parking generated by an enlarged Club can easily be accommodated. Of the 95 additional memberships being requested for approval, 21 memberships will be provided to purchasers of the condominiums in Phases 2 and 3 of the St. Regis. These memberships will be included with the purchase of a condominium in Phase 2 or Phase 3. This will leave 74 new memberships for non-condominium owners. The original cap on memberships was set at 195 because that was the number of vacant parking spaces in the Hotel parking facilities on the busiest day of the year. As previously mentioned, the greatest number of cars parked at the Hotel in 2018-2019 to accommodate Club members was 17 (for the 194 currently outstanding memberships).

The 2017 traffic study for the Hotel (previously submitted to the City for review) found that during the busiest hour of the busiest day of the year 250 of the 398 parking stalls available to the Hotel were occupied, meaning that 148 spaces were vacant. Based on the Club's experience that 17 cars was the maximum in any given day, and the requested increase in the number of memberships by approximately 50%, it would be expected that the additional memberships would utilize an additional 8 spaces on a busy day. Each of the 21 new Club members owning condominiums in Phases 2 and 3 will have parking in those building by reason of their condominium ownership. For the remaining 74 new memberships requested, there is sufficient surplus parking at the Hotel to allow all of those new members to park at the Hotel at the same time if they chose to do so, even though there is no expectation that this will ever occur. The parking impact of the additional Club members does not require any further mitigation. There is more than adequate existing parking to accommodate the requested increase in membership.

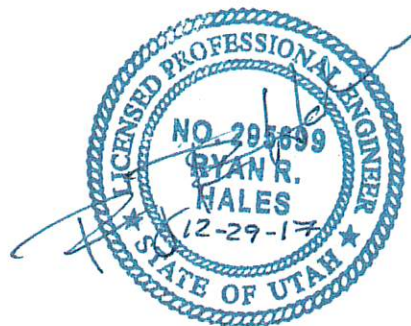
Conclusion

The expansion of the Club to the Phase 2 building at Snow Park is primarily to add an amenity for purchasers of condominiums in Phases 2 and 3 of the St. Regis. That amenity space is capable of serving the additional 95 memberships being requested, 21 of which will be provided to the purchasers of the Phase 2 and 3 condominiums. The surplus parking currently existing at the Hotel, together with additional parking that will be constructed as part of Phases 2 and 3 will be more than sufficient to serve the expanded Club without creating any new impacts. In addition, any parking at the St. Regis utilized by Club members who don't reside at the St. Regis reduces the number of cars that would otherwise be parking in the Deer Valley lots and surrounding streets.

No other measurable impacts to the community are anticipated from the expansion of the Club and the sale of additional Club memberships.

MEMORANDUM

Date: December 29, 2017
To: St. Regis Deer Valley Resort
From: Hales Engineering



Subject: Wasatch County St. Regis Parking Counts

UT16-957

EXECUTIVE SUMMARY

In October 2016 Hales Engineering was engaged to do a parking study over a 1-year period. Included in this memo are the results of the parking counts and a discussion on the parking demand. This memo is an update to a previous study completed by Hales Engineering for St. Regis in 2011. In that study, parking counts were performed on a weekday and Saturday during three months: November, December, and January. This updated parking count project is more extensive and includes counts from six months, which represent various seasons for the St. Regis.

The counts were conducted during each period for each of the six seasons studied at St. Regis. Specific weeks were chosen in those seasons to capture the peak demand dates of each period. The following is a list of the six seasons that were included in the parking counts, the dates counted, and a description of why those specific dates were counted:

- Low Season – November 3 and 5, 2016
 - These dates came right before the start of the ski season.
- Holiday Peak Season – December 24 and 27, 2016 (Christmas Week)
 - St. Regis had high demand for these dates due to the holiday season at full occupancy.
- Sundance Season – January 25 and 28, 2017
 - Several large groups had reservations at St. Regis for Sundance during this week, at nearly full occupancy.
- Spring Break Peak Period – March 18 and 23, 2017
 - These dates were during spring break for many in-state and out-of-state schools, and the hotel (St. Regis) was at nearly full occupancy.

- Shoulder Season – June 15 and 17, 2017
 - These dates are between the end of the ski season and the peak summer season. For the shoulder season, the weekend of June 17th was the busiest weekend for this period.
- Summer Season – August 3 and 5, 2017
 - St. Regis was 100% booked during this week and produced the busiest week of the summer season due to the ADP group.

Parking data was collected during each of the six seasons on a weekday (Tuesday, Wednesday, or Thursday) and a Saturday. Hales Engineering also counted the total number of parking stalls, or the parking supply. Parking occupancy counts were collected each hour during a weekday and Saturday from 12:00 a.m. to 12:00 a.m.

Summaries of the parking demand on weekdays and Saturdays by month are shown in Table 1 and Table 2, respectively. Also included are the minimum, average, and maximum parking demand volumes by hour.

Table 1: Weekday Parking Demand

St. Regis - Weekday Parking Demand									
Time	Parking Demand (parked vehicles) by Month						Minimum	Average	Maximum
	Nov 2016	Dec 2016	Jan 2017	Mar 2017	Jun 2017	Aug 2017			
12:00 AM	37	78	61	65	46	41	37	55	78
1:00 AM	38	69	60	63	42	36	36	51	69
2:00 AM	37	63	51	61	42	36	36	48	63
3:00 AM	36	63	49	60	42	36	36	48	63
4:00 AM	37	63	50	60	38	40	37	48	63
5:00 AM	33	65	48	58	39	43	33	48	65
6:00 AM	36	79	58	74	45	55	36	58	79
7:00 AM	44	105	77	89	59	68	44	74	105
8:00 AM	61	131	95	120	79	90	61	96	131
9:00 AM	91	163	132	149	104	107	91	124	163
10:00 AM	85	204	155	161	104	116	85	138	204
11:00 AM	91	221	161	154	104	119	91	142	221
12:00 PM	92	242	171	161	110	113	92	148	242
1:00 PM	91	250	179	166	109	116	91	152	250
2:00 PM	92	244	183	175	116	112	92	154	244
3:00 PM	82	233	170	171	119	112	82	148	233
4:00 PM	77	228	156	162	120	108	77	142	228
5:00 PM	66	216	180	153	103	97	66	136	216
6:00 PM	48	183	143	121	79	67	48	107	183
7:00 PM	44	164	116	110	76	62	44	95	164
8:00 PM	41	139	94	96	79	67	41	86	139
9:00 PM	38	123	75	97	70	63	38	78	123
10:00 PM	37	96	76	84	65	41	37	67	96
11:00 PM	37	94	72	81	64	44	37	65	94

Table 2: Saturday Parking Demand

St. Regis - Saturday Parking Demand									
Time	Parking Demand (parked vehicles) by Month						Minimum	Average	Maximum
	Nov 2016	Dec 2016	Jan 2017	Mar 2017	Jun 2017	Aug 2017			
12:00 AM	158	71	67	76	69	38	38	80	158
1:00 AM	150	57	58	70	63	38	38	73	150
2:00 AM	156	55	52	65	64	37	37	72	156
3:00 AM	153	55	51	62	63	33	33	70	153
4:00 AM	152	55	50	62	61	38	38	70	152
5:00 AM	151	53	47	61	65	48	47	71	151
6:00 AM	151	70	62	68	71	59	59	80	151
7:00 AM	162	89	69	85	75	64	64	91	162
8:00 AM	166	111	93	104	88	72	72	106	166
9:00 AM	175	122	133	129	100	82	82	124	175
10:00 AM	165	150	150	142	107	94	94	135	165
11:00 AM	154	156	166	146	107	108	107	140	166
12:00 PM	128	150	189	165	102	107	102	140	189
1:00 PM	95	163	194	145	99	118	95	136	194
2:00 PM	91	174	184	171	104	105	91	138	184
3:00 PM	84	161	173	169	104	111	84	134	173
4:00 PM	74	160	163	160	100	100	74	126	163
5:00 PM	67	149	141	152	98	119	67	121	152
6:00 PM	67	119	119	118	87	134	67	107	134
7:00 PM	62	104	116	97	84	131	62	99	131
8:00 PM	67	96	115	96	82	138	67	99	138
9:00 PM	63	90	110	94	83	131	63	95	131
10:00 PM	58	82	83	97	71	91	58	80	97
11:00 PM	62	75	84	87	76	77	62	77	87

A graphical representation of the parking demand on weekdays and Saturdays is shown in Figure 1. As shown, the highest parking demand was generally seen on weekdays in the afternoon. The highest total parking occupancy that was achieved was approximately 60% of the total supply. The highest weekday demand was seen in the Prime Peak Season count in December 2016. The highest Saturday demand was seen in the Low Season count in November 2016, due to a high demand in the morning. Overall, the average parking demand on weekdays was similar to the demand on Saturdays. However, parking demand varied much more on weekdays than on Saturdays.

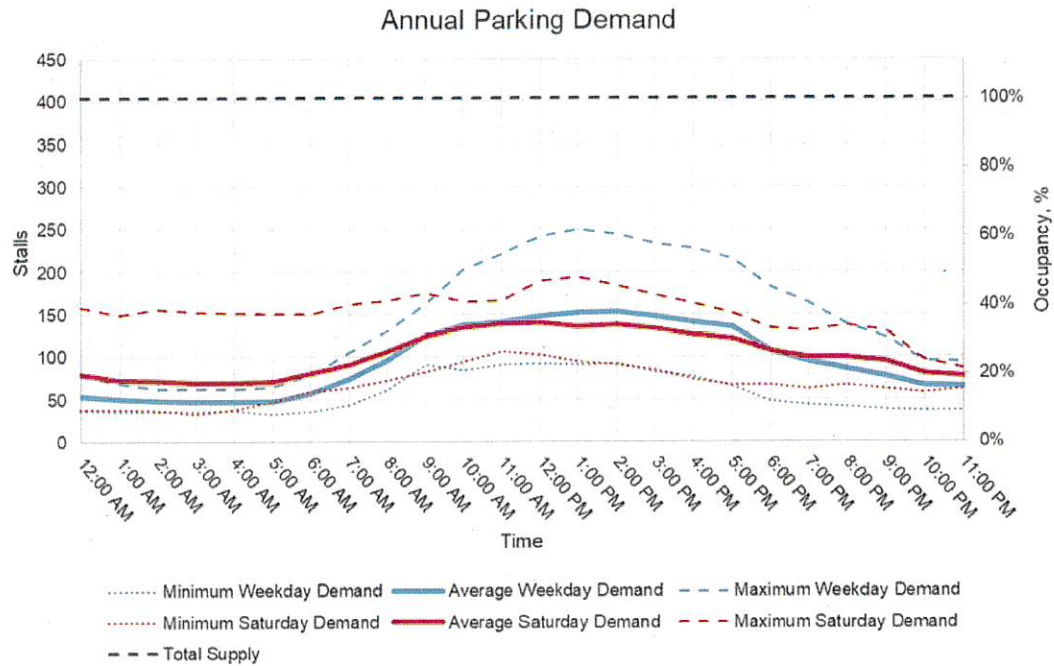


Figure 1: Annual Parking Demand

Low Season – November 2016

Hourly parking count data was collected on Thursday, November 3, 2016 and Saturday, November 5, 2016 from 12:00 a.m. to 12:00 a.m., respectively. These dates were chosen because they come right before the start of the ski season. The data collected on these dates provides a good comparison and contrast to peak seasons.

The parking data was collected at parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge by the funicular up to St. Regis), and the Jordanelle parking lot used by St. Regis employees. The number of cars parked in these parking lots were counted for each hour on the collection days. The total number of parking stalls (parking supply) was also collected for each lot. The data collected on Thursday, November 3, 2016 is shown in Table 3. The data collected on Saturday, November 5, 2016 is shown in Table 4.

The parking count data was also summarized graphically. The parking supply and demand for each parking lot on November 3 and November 5 are shown in Figure 2 and Figure 3, respectively. The total parking supply and demand on November 3 and November 5 is shown in Figure 4 and Figure 5, respectively.

Table 3: Parking Counts on Thursday, November 3, 2016

St. Regis 24 Hour Parking Count											
Thursday, November 3, 2016											
Time	Snow Park					Hotel Parking				Jordanelle Lot	
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Jordanelle Lot	Occupancy
12:00 AM	2	7	0	9	12%	21	3	24	15%	4	2%
1:00 AM	2	7	0	9	12%	21	4	25	16%	4	2%
2:00 AM	2	7	0	9	12%	20	4	24	15%	4	2%
3:00 AM	2	6	0	8	11%	20	4	24	15%	4	2%
4:00 AM	2	7	0	9	12%	20	4	24	15%	4	2%
5:00 AM	1	6	0	7	9%	20	4	24	15%	2	1%
6:00 AM	1	6	0	7	9%	20	4	24	15%	5	3%
7:00 AM	1	6	0	7	9%	24	4	28	18%	9	5%
8:00 AM	1	8	0	9	12%	25	5	30	19%	22	13%
9:00 AM	6	9	3	18	24%	46	5	51	32%	22	13%
10:00 AM	6	10	2	18	24%	39	6	45	29%	22	13%
11:00 AM	6	10	3	19	26%	42	8	50	32%	22	13%
12:00 PM	6	11	2	19	26%	42	8	50	32%	23	13%
1:00 PM	6	9	2	17	23%	42	8	50	32%	24	14%
2:00 PM	6	10	2	18	24%	41	6	47	30%	27	16%
3:00 PM	6	9	1	16	22%	39	6	45	29%	21	12%
4:00 PM	6	7	1	14	19%	36	5	41	26%	22	13%
5:00 PM	4	7	1	12	16%	31	5	36	23%	18	10%
6:00 PM	0	5	0	5	7%	22	5	27	17%	16	9%
7:00 PM	1	7	0	8	11%	20	4	24	15%	12	7%
8:00 PM	0	6	0	6	8%	19	4	23	15%	12	7%
9:00 PM	0	7	0	7	9%	19	4	23	15%	8	5%
10:00 PM	0	9	0	9	12%	19	3	22	14%	6	3%
11:00 PM	0	8	0	8	11%	19	4	23	15%	6	3%
Total Stalls	9	61	4	74		146	11	157		173	

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Table 4: Parking Counts on Saturday, November 5, 2016

St. Regis 24 Hour Parking Count											
Saturday, November 5, 2016											
Time	Snow Park					Hotel Parking				Jordanelle Lot	
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Jordanelle Lot	Occupancy
12:00 AM	5	60	3	68	92%	72	10	82	52%	8	5%
1:00 AM	5	56	3	64	86%	71	10	81	52%	5	3%
2:00 AM	6	61	3	70	95%	71	10	81	52%	5	3%
3:00 AM	6	58	3	67	91%	71	10	81	52%	5	3%
4:00 AM	5	58	3	66	89%	71	10	81	52%	5	3%
5:00 AM	5	58	3	66	89%	71	10	81	52%	4	2%
6:00 AM	5	58	3	66	89%	71	9	80	51%	5	3%
7:00 AM	6	57	3	66	89%	76	11	87	55%	9	5%
8:00 AM	5	59	3	67	91%	74	11	85	54%	14	8%
9:00 AM	6	60	4	70	95%	74	11	85	54%	20	12%
10:00 AM	4	54	4	62	84%	69	10	79	50%	24	14%
11:00 AM	3	49	3	55	74%	65	10	75	48%	24	14%
12:00 PM	3	38	3	44	59%	52	8	60	38%	24	14%
1:00 PM	1	28	1	30	41%	32	8	40	25%	25	14%
2:00 PM	2	24	0	26	35%	31	9	40	25%	25	14%
3:00 PM	1	23	0	24	32%	27	8	35	22%	25	14%
4:00 PM	1	19	0	20	27%	24	6	30	19%	24	14%
5:00 PM	1	20	0	21	28%	21	5	26	17%	20	12%
6:00 PM	1	25	0	26	35%	22	5	27	17%	14	8%
7:00 PM	1	26	0	27	36%	21	4	25	16%	10	6%
8:00 PM	0	31	0	31	42%	21	6	27	17%	9	5%
9:00 PM	0	24	0	24	32%	26	6	32	20%	7	4%
10:00 PM	0	18	0	18	24%	27	6	33	21%	7	4%
11:00 PM	1	15	0	16	22%	30	8	38	24%	8	5%
Total Stalls	9	61	4	74		146	11	157		173	

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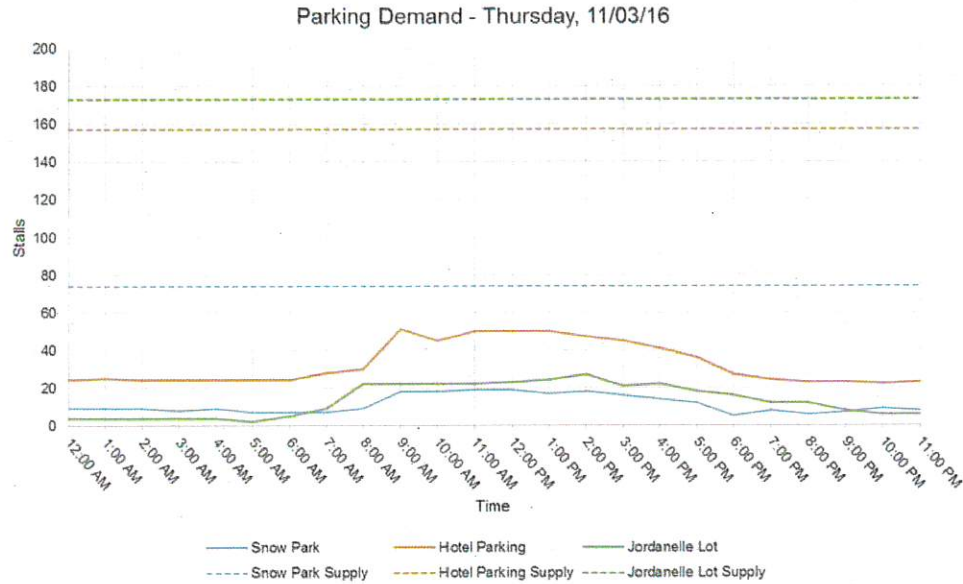


Figure 2: Parking Demand by Lot on Thursday, November 3, 2016

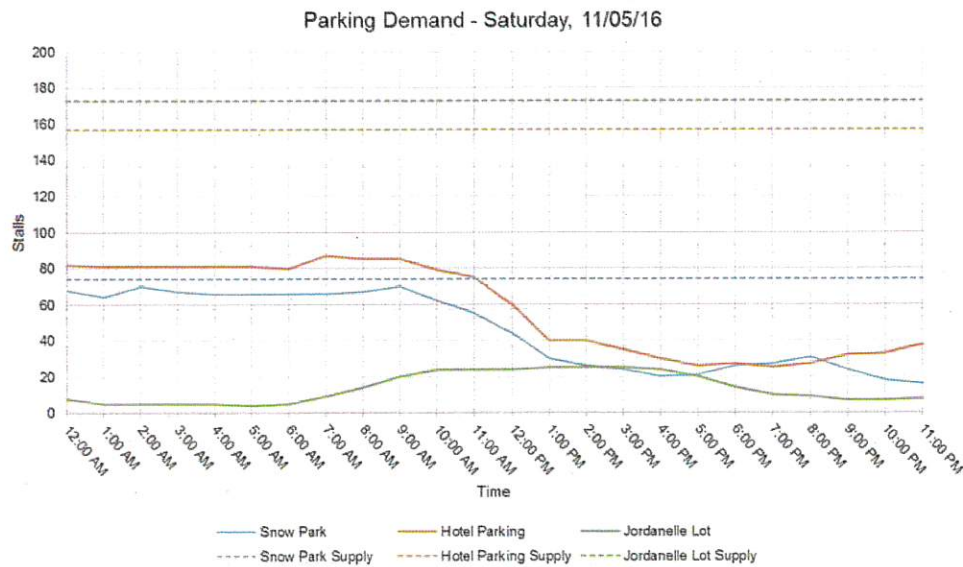


Figure 3: Parking Demand by Lot on Saturday, November 5, 2016

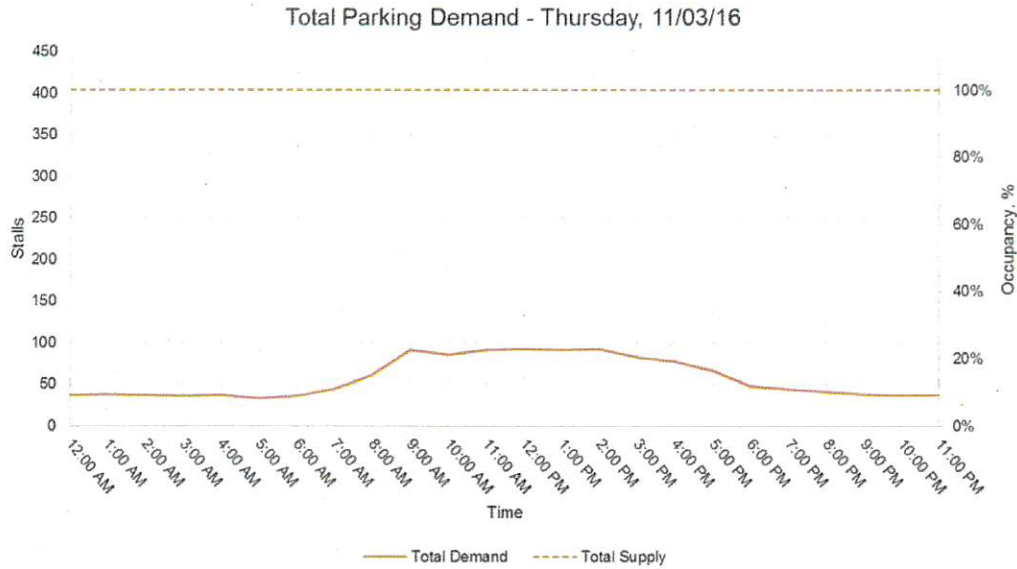


Figure 4: Total Parking Demand on Thursday, November 3, 2016



Figure 5: Total Parking Demand on Saturday, November 5, 2016

Prime Peak Season – Christmas Week 2016

Hourly parking count data was collected on Saturday, December 24, 2016 and Tuesday, December 27, 2016 from 12:00 a.m. to 12:00 a.m., respectively. These dates were chosen based on high demand at St. Regis during the Christmas season.

The parking data was collected at parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge by the funicular up to St. Regis), and the Jordanelle parking lot. Most of the Jordanelle parking lot is used for St. Regis employees, however, the lowest lot is used as overflow for the Jordanelle Express Gondola. The number of cars parked in these parking lots were counted for each hour on the collection days. The total number of parking stalls (parking supply) was also collected for each lot. The data collected on Tuesday, December 27, 2016 is shown in Table 5. The data collected on Saturday, December 24, 2016 is shown in Table 6.

The parking count data was also summarized graphically. The parking supply and demand for each parking lot on December 27 and December 24 are shown in Figure 6 and Figure 7, respectively. The total parking supply and demand on December 27 and December 24 is shown in Figure 8 and Figure 9, respectively.

Table 5: Parking Counts on Tuesday, December 27, 2016

St. Regis 24 Hour Parking Count													
Tuesday, December 27, 2016													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	6	11	0	17	23%	43	2	45	29%	16	0	16	9%
1:00 AM	3	10	0	13	18%	40	2	42	27%	14	0	14	8%
2:00 AM	3	11	0	14	19%	39	3	42	27%	7	0	7	4%
3:00 AM	3	11	0	14	19%	39	3	42	27%	7	0	7	4%
4:00 AM	2	11	0	13	18%	39	4	43	27%	7	0	7	4%
5:00 AM	2	11	0	13	18%	39	4	43	27%	9	0	9	5%
6:00 AM	3	13	0	16	22%	42	4	46	29%	17	0	17	10%
7:00 AM	3	13	1	17	23%	42	6	48	31%	40	0	40	23%
8:00 AM	4	16	1	21	28%	53	6	59	38%	50	1	51	29%
9:00 AM	7	26	2	35	47%	60	8	68	43%	59	1	60	35%
10:00 AM	7	31	4	42	57%	82	9	91	58%	68	3	71	41%
11:00 AM	7	42	4	53	72%	82	10	92	59%	73	3	76	44%
12:00 PM	8	49	4	61	82%	96	11	107	68%	71	3	74	43%
1:00 PM	7	63	4	74	100%	85	10	95	61%	78	3	81	47%
2:00 PM	7	58	4	69	93%	80	10	90	57%	82	3	85	49%
3:00 PM	6	54	4	64	86%	70	10	80	51%	86	3	89	51%
4:00 PM	6	52	4	62	84%	67	9	76	48%	87	3	90	52%
5:00 PM	6	40	1	47	64%	79	11	90	57%	78	1	79	46%
6:00 PM	6	35	0	41	55%	74	10	84	54%	57	1	58	34%
7:00 PM	6	32	0	38	51%	69	10	79	50%	46	1	47	27%
8:00 PM	6	33	0	39	53%	48	5	53	34%	46	1	47	27%
9:00 PM	5	25	0	30	41%	47	6	53	34%	39	1	40	23%
10:00 PM	2	17	0	19	26%	44	4	48	31%	29	0	29	17%
11:00 PM	3	10	0	13	18%	49	2	51	32%	30	0	30	17%
Total Stalls	9	61	4	74		146	11	157		145	28	173	

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Table 6: Parking Counts on Saturday, December 24, 2016

St. Regis 24 Hour Parking Count													
Saturday, December 24, 2016													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	5	7	0	12	16%	37	1	38	24%	21	0	21	12%
1:00 AM	4	6	0	10	14%	34	1	35	22%	12	0	12	7%
2:00 AM	4	6	0	10	14%	34	1	35	22%	10	0	10	6%
3:00 AM	4	6	0	10	14%	34	1	35	22%	10	0	10	6%
4:00 AM	3	7	0	10	14%	33	1	34	22%	11	0	11	6%
5:00 AM	3	7	0	10	14%	33	1	34	22%	9	0	9	5%
6:00 AM	3	9	2	14	19%	34	2	36	23%	20	0	20	12%
7:00 AM	3	9	2	14	19%	38	3	41	26%	33	1	34	20%
8:00 AM	4	10	2	16	22%	44	3	47	30%	46	2	48	28%
9:00 AM	5	12	2	19	26%	44	3	47	30%	54	2	56	32%
10:00 AM	5	20	2	27	36%	50	7	57	36%	64	2	66	38%
11:00 AM	5	29	2	36	49%	51	6	57	36%	60	3	63	36%
12:00 PM	5	28	2	35	47%	45	4	49	31%	63	3	66	38%
1:00 PM	5	33	2	40	54%	52	5	57	36%	63	3	66	38%
2:00 PM	6	34	2	42	57%	51	4	55	35%	73	4	77	45%
3:00 PM	7	22	1	30	41%	51	4	55	35%	73	3	76	44%
4:00 PM	6	16	1	23	31%	50	5	55	35%	79	3	82	47%
5:00 PM	5	14	0	19	26%	51	7	58	37%	70	2	72	42%
6:00 PM	5	14	0	19	26%	47	6	53	34%	46	1	47	27%
7:00 PM	3	22	0	25	34%	39	4	43	27%	35	1	36	21%
8:00 PM	4	18	0	22	30%	36	3	39	25%	34	1	35	20%
9:00 PM	4	12	0	16	22%	38	4	42	27%	31	1	32	18%
10:00 PM	2	10	0	12	16%	35	4	39	25%	30	1	31	18%
11:00 PM	2	6	1	9	12%	37	2	39	25%	27	0	27	16%
Total Stalls	9	61	4	74		146	11	157		145	28	173	
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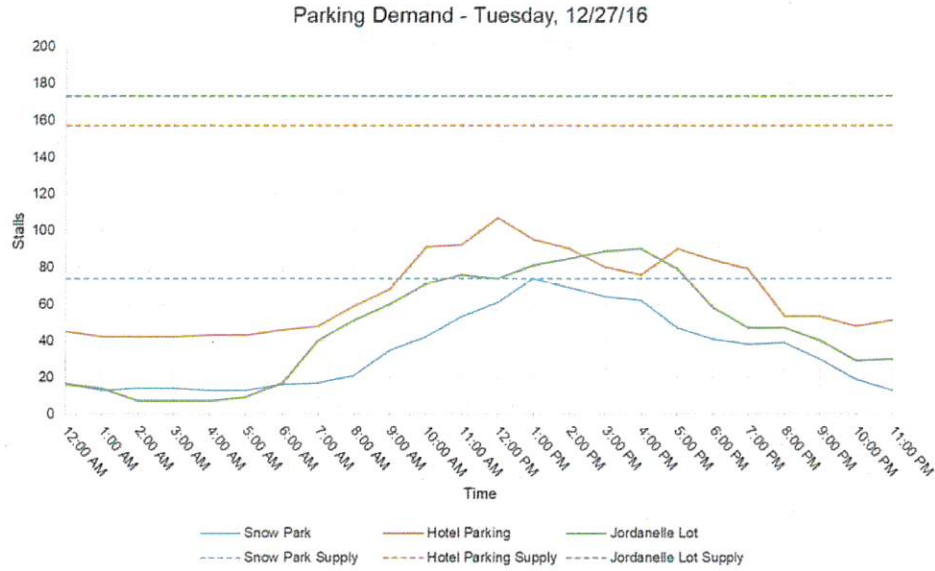


Figure 6: Parking Demand by Lot on Tuesday, December 27, 2016

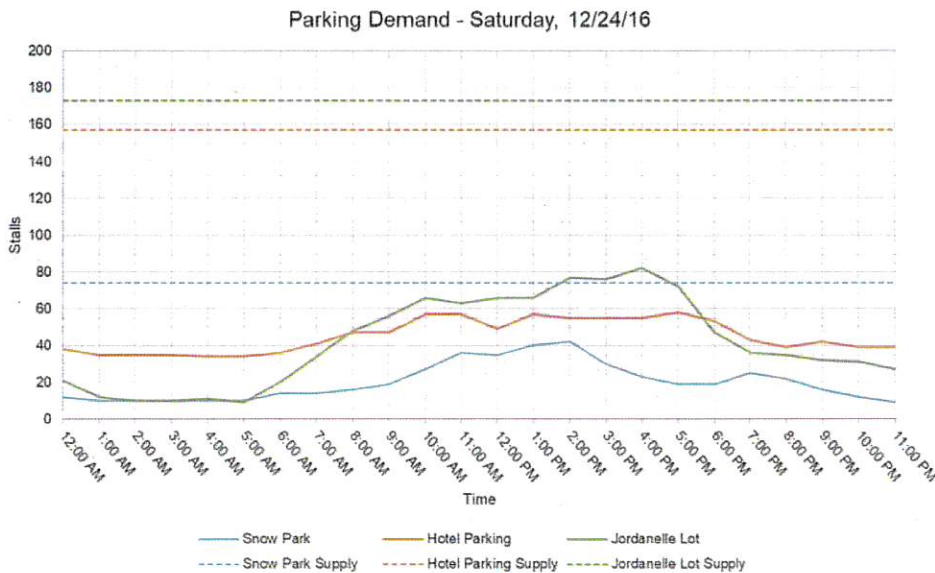


Figure 7: Parking Demand by Lot on Saturday, December 24, 2016



Figure 8: Total Parking Demand on Tuesday, December 27, 2016



Figure 9: Total Parking Demand on Saturday, December 24, 2016

Sundance Season – January 2017

Hourly parking count data was collected on Wednesday, January 25, 2017 and Saturday, January 28, 2017 from 12:00 a.m. to 12:00 a.m., respectively. These dates were chosen because several large groups had reservations at St. Regis for the Sundance festival.

The parking data was collected at parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge by the funicular up to St. Regis), and the Jordanelle parking lot. Most of the Jordanelle parking lot is used for St. Regis employees, however, the lowest lot is used as overflow for the Jordanelle Express Gondola. The number of cars parked in these parking lots were counted for each hour on the collection days. The total number of parking stalls (parking supply) was also collected for each lot. The data collected on Wednesday, January 25, 2017 is shown in Table 7. The data collected on and Saturday, January 28, 2017 is shown in Table 8.

The parking count data was also summarized graphically. The parking supply and demand for each parking lot on January 25 and January 28 are shown in Figure 10 and Figure 11, respectively. The total parking supply and demand on January 25 and January 28 is shown in Figure 12 and Figure 13, respectively.

Table 7: Parking Counts on Wednesday, January 25, 2017

St. Regis 24 Hour Parking Count													
Wednesday, January 25, 2017													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	2	13	0	15	20%	31	5	36	23%	10	0	10	6%
1:00 AM	2	8	1	11	15%	35	4	39	25%	10	0	10	6%
2:00 AM	2	8	1	11	15%	32	3	35	22%	5	0	5	3%
3:00 AM	2	8	1	11	15%	30	3	33	21%	5	0	5	3%
4:00 AM	2	8	1	11	15%	30	4	34	22%	5	0	5	3%
5:00 AM	1	8	1	10	14%	29	5	34	22%	3	1	4	2%
6:00 AM	1	8	1	10	14%	31	3	34	22%	13	1	14	8%
7:00 AM	2	9	1	12	16%	32	6	38	24%	26	1	27	16%
8:00 AM	2	9	2	13	18%	38	6	44	28%	37	1	38	22%
9:00 AM	5	11	2	18	24%	51	9	60	38%	53	1	54	31%
10:00 AM	6	20	3	29	39%	58	10	68	43%	57	1	58	34%
11:00 AM	5	20	2	27	36%	61	10	71	45%	62	1	63	36%
12:00 PM	5	31	3	39	53%	56	10	66	42%	65	1	66	38%
1:00 PM	5	29	3	37	50%	64	10	74	47%	67	1	68	39%
2:00 PM	5	28	3	36	49%	61	11	72	46%	74	1	75	43%
3:00 PM	5	21	3	29	39%	58	6	64	41%	76	1	77	45%
4:00 PM	6	21	3	30	41%	49	6	55	35%	70	1	71	41%
5:00 PM	4	44	4	52	70%	53	8	61	39%	66	1	67	39%
6:00 PM	2	42	2	46	62%	31	9	40	25%	56	1	57	33%
7:00 PM	2	32	0	34	46%	32	10	42	27%	39	1	40	23%
8:00 PM	2	24	0	26	35%	31	5	36	23%	31	1	32	18%
9:00 PM	2	16	0	18	24%	28	4	32	20%	24	1	25	14%
10:00 PM	2	19	0	21	28%	30	2	32	20%	22	1	23	13%
11:00 PM	3	11	1	15	20%	33	0	33	21%	23	1	24	14%
Total Stalls	9	61	4	74		146	11	157		145	28	173	

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Table 8: Parking Counts on Saturday, January 28, 2017

St. Regis 24 Hour Parking Count													
Saturday, January 28, 2017													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	4	9	1	14	19%	37	2	39	25%	14	0	14	8%
1:00 AM	3	6	1	10	14%	33	2	35	22%	13	0	13	8%
2:00 AM	3	6	1	10	14%	33	2	35	22%	7	0	7	4%
3:00 AM	3	6	1	10	14%	32	3	35	22%	6	0	6	3%
4:00 AM	2	6	1	9	12%	32	3	35	22%	6	0	6	3%
5:00 AM	0	6	1	7	9%	33	3	36	23%	4	0	4	2%
6:00 AM	2	8	1	11	15%	35	3	38	24%	13	0	13	8%
7:00 AM	3	7	1	11	15%	36	3	39	25%	19	0	19	11%
8:00 AM	5	14	0	19	26%	38	4	42	27%	32	0	32	18%
9:00 AM	5	19	1	25	34%	51	9	60	38%	48	0	48	28%
10:00 AM	5	21	1	27	36%	62	10	72	46%	51	0	51	29%
11:00 AM	5	24	1	30	41%	71	11	82	52%	54	0	54	31%
12:00 PM	5	37	1	43	58%	81	11	92	59%	53	1	54	31%
1:00 PM	6	39	1	46	62%	78	10	88	56%	60	0	60	35%
2:00 PM	6	33	1	40	54%	71	11	82	52%	62	0	62	36%
3:00 PM	5	29	1	35	47%	66	11	77	49%	61	0	61	35%
4:00 PM	4	25	2	31	42%	60	9	69	44%	63	0	63	36%
5:00 PM	3	24	3	30	41%	50	9	59	38%	52	0	52	30%
6:00 PM	2	20	1	23	31%	44	10	54	34%	42	0	42	24%
7:00 PM	2	20	1	23	31%	44	10	54	34%	36	3	39	23%
8:00 PM	2	27	1	30	41%	40	8	48	31%	36	1	37	21%
9:00 PM	2	23	0	25	34%	43	11	54	34%	30	1	31	18%
10:00 PM	2	14	0	16	22%	34	7	41	26%	25	1	26	15%
11:00 PM	3	16	1	20	27%	34	4	38	24%	25	1	26	15%
Total Stalls	9	61	4	74		146	11	157		145	28	173	

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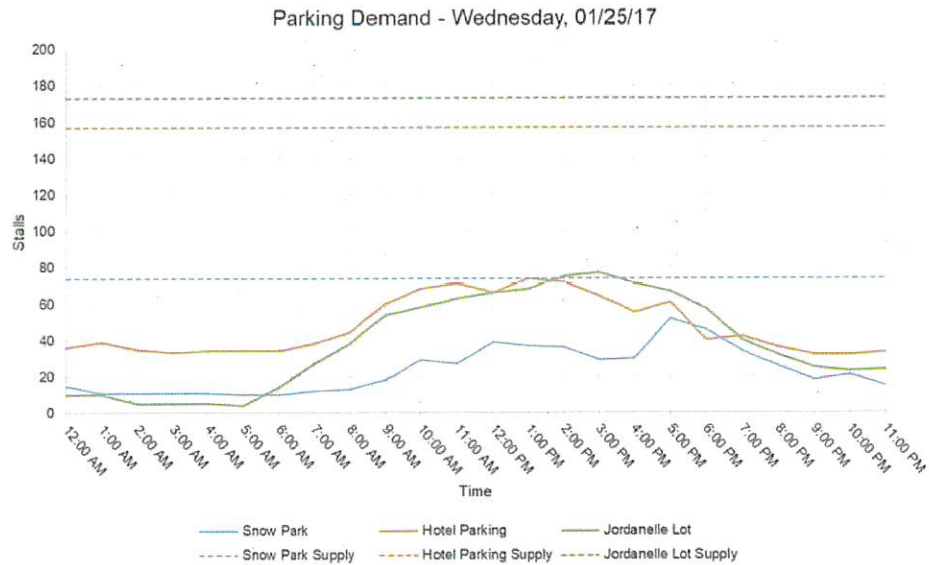


Figure 10: Parking Demand by Lot on Wednesday, January 25, 2017

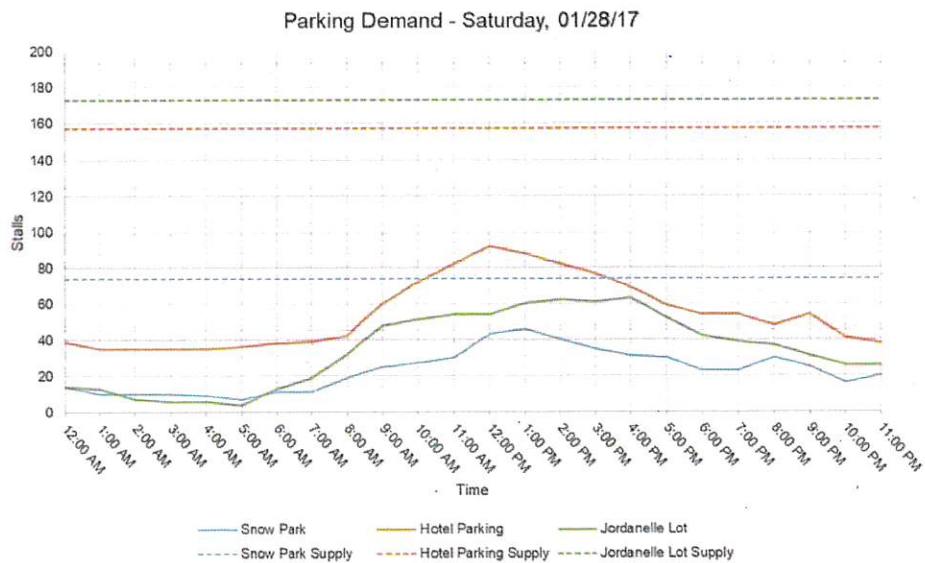


Figure 11: Parking Demand by Lot on Saturday, January 28, 2017



Figure 12: Total Parking Demand on Wednesday, January 25, 2017



Figure 13: Total Parking Demand on Saturday, January 28, 2017

Ski Season – March 2017

Hourly parking count data was collected on Saturday, March 18, 2017 and Thursday, March 23, 2017 from 12:00 a.m. to 12:00 a.m., respectively. These dates were chosen because many in-state and out-of-state schools had spring break during this week.

The parking data was collected at parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge by the funicular up to St. Regis), and the Jordanelle parking lot. Most of the Jordanelle parking lot is used for St. Regis employees, however, the lowest lot is used as overflow for the Jordanelle Express Gondola. The number of cars parked in these parking lots were counted for each hour on the collection days. The total number of parking stalls (parking supply) was also collected for each lot. The data collected on Thursday, March 23, 2017 is shown in Table 9. The data collected on and Saturday, March 18, 2017 is shown in Table 10.

The parking count data was also summarized graphically. The parking supply and demand for each parking lot on March 23 and March 18 are shown in Figure 14 and Figure 15, respectively. The total parking supply and demand on March 23 and March 18 is shown in Figure 16 and Figure 17, respectively.

Table 9: Parking Counts on Thursday, March 23, 2017

St. Regis 24 Hour Parking Count													
Thursday, March 23, 2017													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	4	7	1	12	16%	42	5	47	30%	6	0	6	3%
1:00 AM	4	7	0	11	15%	43	4	47	30%	5	0	5	3%
2:00 AM	4	7	0	11	15%	41	4	45	29%	5	0	5	3%
3:00 AM	3	7	0	10	14%	41	4	45	29%	5	0	5	3%
4:00 AM	3	7	0	10	14%	41	4	45	29%	5	0	5	3%
5:00 AM	3	7	0	10	14%	42	3	45	29%	3	0	3	2%
6:00 AM	4	9	0	13	18%	43	4	47	30%	14	0	14	8%
7:00 AM	3	10	1	14	19%	44	2	46	29%	29	0	29	17%
8:00 AM	4	11	3	18	24%	49	6	55	35%	47	0	47	27%
9:00 AM	9	13	4	26	35%	56	12	68	43%	55	0	55	32%
10:00 AM	9	15	4	28	38%	55	15	70	45%	63	0	63	36%
11:00 AM	9	16	4	29	39%	51	15	66	42%	59	0	59	34%
12:00 PM	8	20	4	32	43%	53	16	69	44%	60	0	60	35%
1:00 PM	8	22	3	33	45%	59	14	73	46%	60	0	60	35%
2:00 PM	8	22	3	33	45%	62	15	77	49%	65	0	65	38%
3:00 PM	7	15	3	25	34%	62	12	74	47%	72	0	72	42%
4:00 PM	7	17	3	27	36%	58	7	65	41%	70	0	70	40%
5:00 PM	7	16	3	26	35%	56	6	62	39%	65	0	65	38%
6:00 PM	3	16	3	22	30%	52	5	57	36%	42	0	42	24%
7:00 PM	2	20	3	25	34%	41	6	47	30%	38	0	38	22%
8:00 PM	2	19	1	22	30%	34	7	41	26%	33	0	33	19%
9:00 PM	2	20	1	23	31%	34	8	42	27%	32	0	32	18%
10:00 PM	2	17	0	19	26%	34	7	41	26%	24	0	24	14%
11:00 PM	2	12	0	14	19%	42	5	47	30%	20	0	20	12%
Total Stalls	9	61	4	74		146	11	157		145	28	173	

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Table 10: Parking Counts on Saturday, March 18, 2017

St. Regis 24 Hour Parking Count													
Saturday, March 18, 2017													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	5	10	1	16	22%	45	6	51	32%	9	0	9	5%
1:00 AM	3	7	1	11	15%	45	7	52	33%	7	0	7	4%
2:00 AM	3	6	1	10	14%	43	6	49	31%	6	0	6	3%
3:00 AM	3	6	1	10	14%	43	4	47	30%	5	0	5	3%
4:00 AM	3	6	1	10	14%	43	4	47	30%	5	0	5	3%
5:00 AM	3	6	1	10	14%	42	5	47	30%	4	0	4	2%
6:00 AM	3	6	1	10	14%	40	8	48	31%	10	0	10	6%
7:00 AM	5	9	0	14	19%	43	8	51	32%	20	0	20	12%
8:00 AM	7	11	1	19	26%	46	7	53	34%	32	0	32	18%
9:00 AM	7	17	1	25	34%	47	17	64	41%	40	0	40	23%
10:00 AM	7	23	2	32	43%	53	14	67	43%	43	0	43	25%
11:00 AM	7	25	2	34	46%	52	15	67	43%	45	0	45	26%
12:00 PM	7	36	2	45	61%	53	18	71	45%	49	0	49	28%
1:00 PM	7	34	1	42	57%	51	16	51	16%	51	1	52	30%
2:00 PM	7	38	1	46	62%	51	16	67	43%	58	0	58	34%
3:00 PM	5	32	1	38	51%	54	14	68	43%	63	0	63	36%
4:00 PM	3	32	1	36	49%	50	12	62	39%	62	0	62	36%
5:00 PM	5	30	2	37	50%	49	11	60	38%	55	0	55	32%
6:00 PM	5	16	2	23	31%	43	7	50	32%	45	0	45	26%
7:00 PM	3	15	0	18	24%	39	10	49	31%	30	0	30	17%
8:00 PM	4	14	0	18	24%	39	8	47	30%	31	0	31	18%
9:00 PM	4	18	0	22	30%	39	8	47	30%	25	0	25	14%
10:00 PM	1	12	0	13	18%	39	10	49	31%	35	0	35	20%
11:00 PM	4	12	0	16	22%	42	10	52	33%	19	0	19	11%
Total Stalls	9	61	4	74		146	11	157		145	28	173	
Hales Engineering (801) 766-4343													

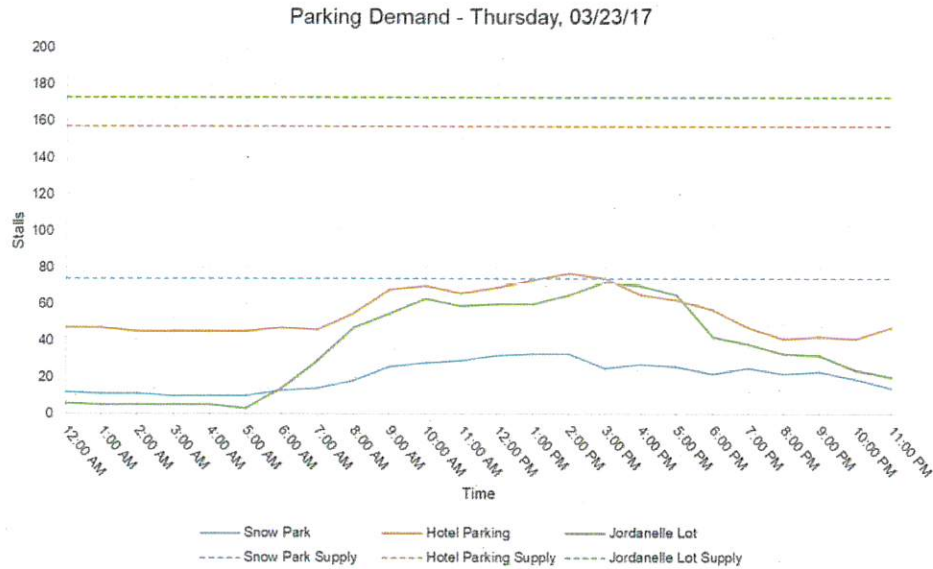


Figure 14: Parking Demand by Lot on Thursday, March 23, 2017

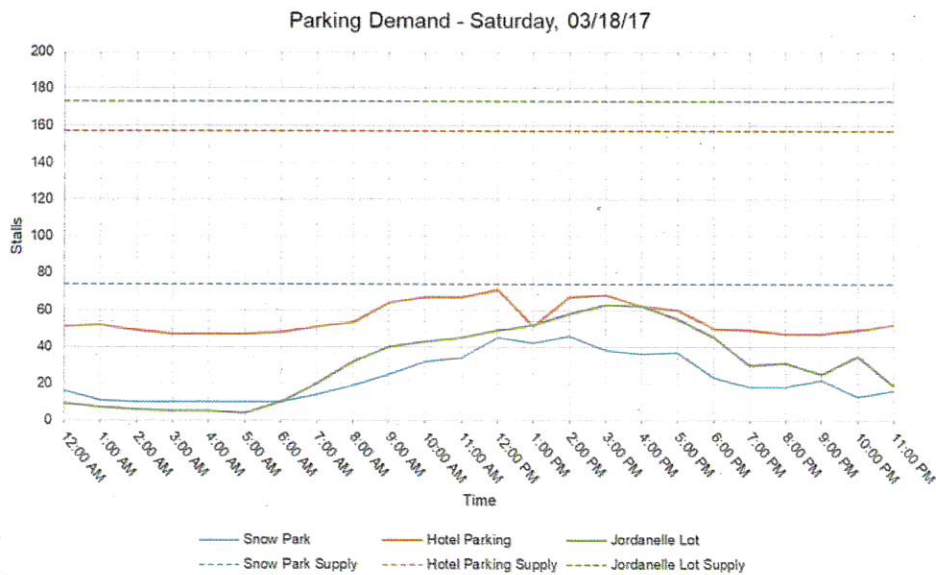


Figure 15: Parking Demand by Lot on Saturday, March 18, 2017



Figure 16: Total Parking Demand on Thursday, March 23, 2017



Figure 17: Total Parking Demand on Saturday, March 18, 2017

Shoulder Season – June 2017

Hourly parking count data was collected on Thursday, June 15, 2017 and Saturday, June 17, 2017 from 12:00 a.m. to 12:00 a.m., respectively. This season is between the end of the ski season and prime summer season.

The parking data was collected at parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge by the funicular up to St. Regis), and the Jordanelle parking lot. Most of the Jordanelle parking lot is used for St. Regis employees, however, the lowest lot is used as overflow for the Jordanelle Express Gondola. The number of cars parked in these parking lots were counted for each hour on the collection days. The total number of parking stalls (parking supply) was also collected for each lot. The data collected on Thursday, June 15, 2017 is shown in Table 11. The data collected on and Saturday, June 17, 2017 is shown in Table 12.

The parking count data was also summarized graphically. The parking supply and demand for each parking lot on June 15 and June 17 are shown in Figure 18 and Figure 19, respectively. The total parking supply and demand on June 15 and June 17 is shown in Figure 20 and Figure 21, respectively.

Table 11: Parking Counts on Thursday, June 15, 2017

St. Regis 24 Hour Parking Count													
Thursday, June 15, 2017													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	3	5	1	9	12%	22	8	30	19%	7	0	7	4%
1:00 AM	1	5	1	7	9%	22	7	29	18%	6	0	6	3%
2:00 AM	1	5	1	7	9%	22	7	29	18%	6	0	6	3%
3:00 AM	1	5	1	7	9%	22	7	29	18%	6	0	6	3%
4:00 AM	0	5	0	5	7%	22	7	29	18%	4	0	4	2%
5:00 AM	0	5	0	5	7%	22	7	29	18%	5	0	5	3%
6:00 AM	1	6	0	7	9%	22	7	29	18%	9	0	9	5%
7:00 AM	3	8	1	12	16%	23	7	30	19%	16	1	17	10%
8:00 AM	3	11	3	17	23%	24	14	38	24%	24	0	24	14%
9:00 AM	10	11	4	25	34%	35	13	48	31%	31	0	31	18%
10:00 AM	10	10	4	24	32%	37	12	49	31%	31	0	31	18%
11:00 AM	10	12	4	26	35%	36	12	48	31%	30	0	30	17%
12:00 PM	11	10	4	25	34%	39	17	56	36%	29	0	29	17%
1:00 PM	10	14	4	28	38%	37	15	52	16%	29	0	29	17%
2:00 PM	10	17	4	31	42%	42	14	56	36%	29	0	29	17%
3:00 PM	10	16	4	30	41%	46	14	60	38%	28	1	29	17%
4:00 PM	10	16	4	30	41%	46	13	59	38%	29	2	31	18%
5:00 PM	8	12	0	20	27%	43	11	54	34%	28	1	29	17%
6:00 PM	7	14	0	21	28%	33	7	40	25%	17	1	18	10%
7:00 PM	5	16	0	21	28%	30	6	36	23%	18	1	19	11%
8:00 PM	4	20	0	24	32%	28	9	37	24%	17	1	18	10%
9:00 PM	4	15	0	19	26%	28	7	35	22%	15	1	16	9%
10:00 PM	3	10	0	13	18%	28	8	36	23%	15	1	16	9%
11:00 PM	4	9	1	14	19%	31	8	39	25%	10	1	11	6%
Total Stalls	9	61	4	74		146	11	157		145	28	173	

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Table 12: Parking Counts on Saturday, June 17, 2017

St. Regis 24 Hour Parking Count													
Saturday, June 17, 2017													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	7	8	1	16	22%	41	7	48	31%	5	0	5	3%
1:00 AM	3	8	1	12	16%	41	6	47	30%	4	0	4	2%
2:00 AM	3	8	1	12	16%	41	7	48	31%	4	0	4	2%
3:00 AM	2	8	1	11	15%	40	8	48	31%	4	0	4	2%
4:00 AM	2	8	1	11	15%	40	7	47	30%	3	0	3	2%
5:00 AM	2	8	1	11	15%	42	7	49	31%	5	0	5	3%
6:00 AM	1	11	1	13	18%	41	7	48	31%	10	0	10	6%
7:00 AM	5	10	0	15	20%	42	7	49	31%	11	0	11	6%
8:00 AM	4	10	0	14	19%	40	9	49	31%	25	0	25	14%
9:00 AM	7	10	2	19	26%	42	8	50	32%	31	0	31	18%
10:00 AM	8	10	2	20	27%	41	9	50	32%	37	0	37	21%
11:00 AM	7	13	1	21	28%	37	10	47	30%	39	0	39	23%
12:00 PM	8	12	1	21	28%	34	10	44	28%	37	0	37	21%
1:00 PM	8	13	1	22	30%	31	8	39	25%	38	0	38	22%
2:00 PM	6	15	1	22	30%	31	9	40	25%	42	0	42	24%
3:00 PM	5	12	1	18	24%	34	10	44	28%	42	0	42	24%
4:00 PM	7	16	2	25	34%	33	7	40	25%	35	0	35	20%
5:00 PM	7	17	2	26	35%	33	8	41	26%	31	0	31	18%
6:00 PM	5	17	3	25	34%	33	11	44	28%	17	1	18	10%
7:00 PM	6	18	2	26	35%	34	9	43	27%	14	1	15	9%
8:00 PM	6	16	1	23	31%	36	9	45	29%	14	0	14	8%
9:00 PM	7	15	1	23	31%	38	9	47	30%	13	0	13	8%
10:00 PM	5	9	0	14	19%	37	8	45	29%	12	0	12	7%
11:00 PM	4	10	0	14	19%	38	9	47	30%	15	0	15	9%
Total Stalls	9	61	4	74		146	11	157		145	28	173	

Hales Engineering (801) 766-4343

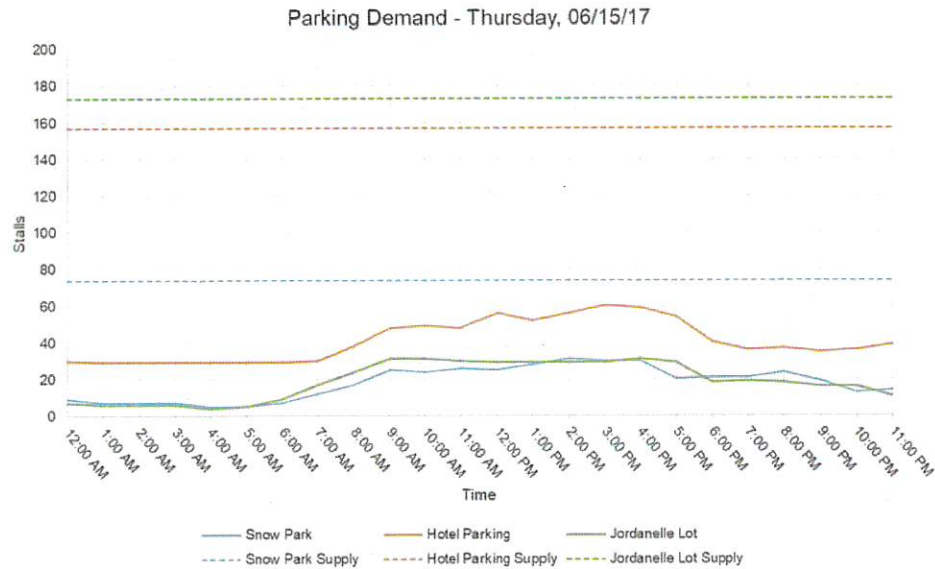


Figure 18: Parking Demand by Lot on Thursday, June 15, 2017



Figure 19: Parking Demand by Lot on Saturday, June 17, 2017



Figure 20: Total Parking Demand on Thursday, June 15, 2017



Figure 21: Total Parking Demand on Saturday, June 17, 2017

Summer Season – August 2017

Hourly parking count data was collected on Thursday, August 3, 2017 and Saturday, August 5, 2017 from 12:00 a.m. to 12:00 a.m., respectively. These dates were chosen because St. Regis was 100% booked during that week.

The parking data was collected at parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge by the funicular up to St. Regis), and the Jordanelle parking lot. Most of the Jordanelle parking lot is used for St. Regis employees, however, the lowest lot is used as overflow for the Jordanelle Express Gondola. The number of cars parked in these parking lots were counted for each hour on the collection days. The total number of parking stalls (parking supply) was also collected for each lot. The data collected on Thursday, August 3, 2017 is shown in Table 13. The data collected on and Saturday, August 5, 2017 is shown in Table 14.

The parking count data was also summarized graphically. The parking supply and demand for each parking lot on June 15 and June 17 are shown in Figure 18 and Figure 19, respectively. The total parking supply and demand on June 15 and June 17 is shown in Figure 20 and Figure 21, respectively.

Table 13: Parking Counts on Thursday, August 3, 2017

St. Regis 24 Hour Parking Count													
Thursday, August 3, 2017													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	6	9	3	18	24%	11	6	17	11%	6	0	6	3%
1:00 AM	6	8	1	15	20%	11	5	16	10%	5	0	5	3%
2:00 AM	6	8	1	15	20%	11	5	16	10%	5	0	5	3%
3:00 AM	6	8	1	15	20%	11	5	16	10%	5	0	5	3%
4:00 AM	5	8	1	14	19%	11	5	16	10%	9	1	10	6%
5:00 AM	2	8	1	11	15%	13	5	18	11%	13	1	14	8%
6:00 AM	1	11	3	15	20%	15	7	22	14%	17	1	18	10%
7:00 AM	2	10	3	15	20%	19	8	27	17%	25	1	26	15%
8:00 AM	1	12	3	16	22%	23	14	37	24%	36	1	37	21%
9:00 AM	5	9	4	18	24%	32	13	45	29%	43	1	44	25%
10:00 AM	6	8	4	18	24%	32	16	48	31%	49	1	50	29%
11:00 AM	6	7	4	17	23%	33	16	49	31%	52	1	53	31%
12:00 PM	7	8	4	19	26%	33	16	49	31%	44	1	45	26%
1:00 PM	7	9	4	20	27%	35	15	50	16%	46	0	46	27%
2:00 PM	7	4	4	15	20%	38	15	53	34%	44	0	44	25%
3:00 PM	7	4	2	13	18%	38	15	53	34%	44	2	46	27%
4:00 PM	7	8	1	16	22%	37	17	54	34%	37	1	38	22%
5:00 PM	7	9	1	17	23%	32	21	53	34%	26	1	27	16%
6:00 PM	6	12	1	19	26%	19	9	28	18%	19	1	20	12%
7:00 PM	5	17	1	23	31%	13	10	23	15%	15	1	16	9%
8:00 PM	5	19	2	26	35%	13	12	25	16%	15	1	16	9%
9:00 PM	5	20	2	27	36%	10	14	24	15%	11	1	12	7%
10:00 PM	1	8	2	11	15%	12	7	19	12%	10	1	11	6%
11:00 PM	1	7	2	10	14%	13	10	23	15%	10	1	11	6%
Total Stalls	9	61	4	74		146	11	157		145	28	173	
Hales Engineering (801) 766-4343													

Table 14: Parking Counts on Saturday, August 5, 2017

St. Regis 24 Hour Parking Count													
Saturday, August 5, 2017													
Time	Snow Park					Hotel Parking				Jordanelle Lot			
	South Parking	North Parking	Funicular Parking	Total	Occupancy	Garage / Front Drive	Loading Dock	Total	Occupancy	Upper	Lower	Total	Occupancy
12:00 AM	2	8	3	13	18%	13	6	19	12%	6	0	6	3%
1:00 AM	1	9	2	12	16%	13	7	20	13%	6	0	6	3%
2:00 AM	1	9	2	12	16%	13	6	19	12%	6	0	6	3%
3:00 AM	1	9	1	11	15%	12	6	18	11%	4	0	4	2%
4:00 AM	2	8	0	10	14%	12	7	19	12%	9	0	9	5%
5:00 AM	3	10	0	13	18%	15	7	22	14%	13	0	13	8%
6:00 AM	2	11	0	13	18%	19	8	27	17%	19	0	19	11%
7:00 AM	2	12	2	16	22%	17	10	27	17%	21	0	21	12%
8:00 AM	3	13	2	18	24%	18	10	28	18%	26	0	26	15%
9:00 AM	5	11	3	19	26%	19	10	29	18%	34	0	34	20%
10:00 AM	4	13	3	20	27%	25	13	38	24%	36	0	36	21%
11:00 AM	5	13	3	21	28%	31	14	45	29%	42	0	42	24%
12:00 PM	5	17	4	26	35%	30	9	39	25%	42	0	42	24%
1:00 PM	7	26	4	37	50%	28	10	38	24%	43	0	43	25%
2:00 PM	7	20	3	30	41%	30	7	37	24%	38	0	38	22%
3:00 PM	6	18	3	27	36%	31	14	45	29%	39	0	39	23%
4:00 PM	7	14	2	23	31%	37	9	46	29%	31	0	31	18%
5:00 PM	7	21	2	30	41%	38	15	53	34%	36	0	36	21%
6:00 PM	9	37	1	47	64%	37	21	58	37%	29	0	29	17%
7:00 PM	8	42	1	51	69%	36	25	61	39%	19	0	19	11%
8:00 PM	9	55	2	66	89%	33	21	54	34%	18	0	18	10%
9:00 PM	8	48	3	59	80%	32	24	56	36%	16	0	16	9%
10:00 PM	7	23	3	33	45%	29	12	41	26%	17	0	17	10%
11:00 PM	7	14	3	24	32%	33	10	43	27%	10	0	10	6%
Total Stalls	9	61	4	74		146	11	157		145	28	173	

Hales Engineering (801) 766-4343

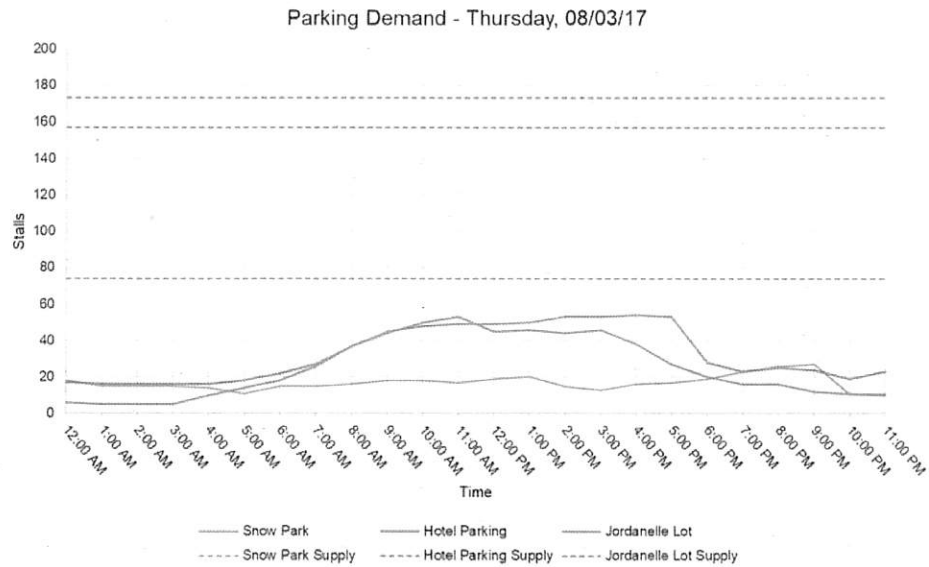


Figure 22: Parking Demand by Lot on Thursday, August 3, 2017

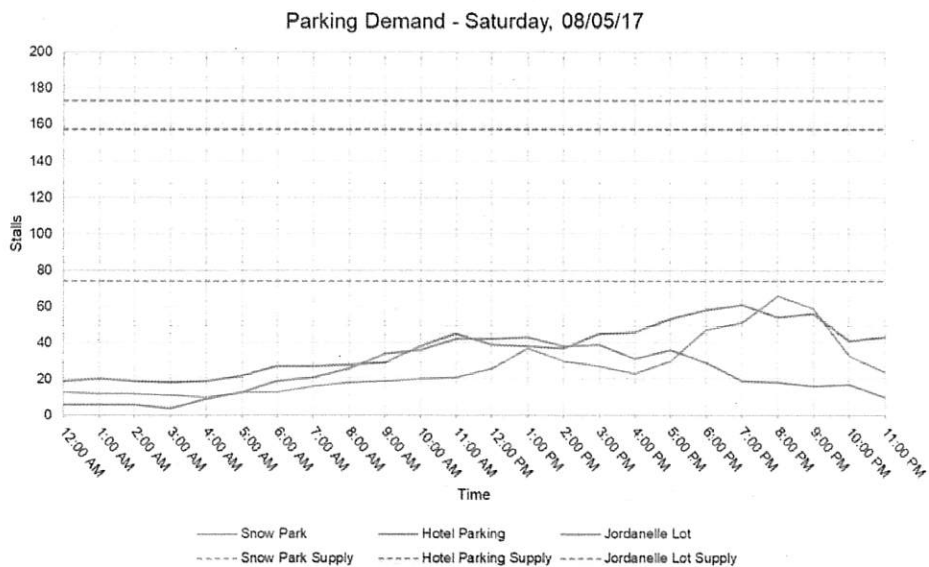


Figure 23: Parking Demand by Lot on Saturday, August 5, 2017

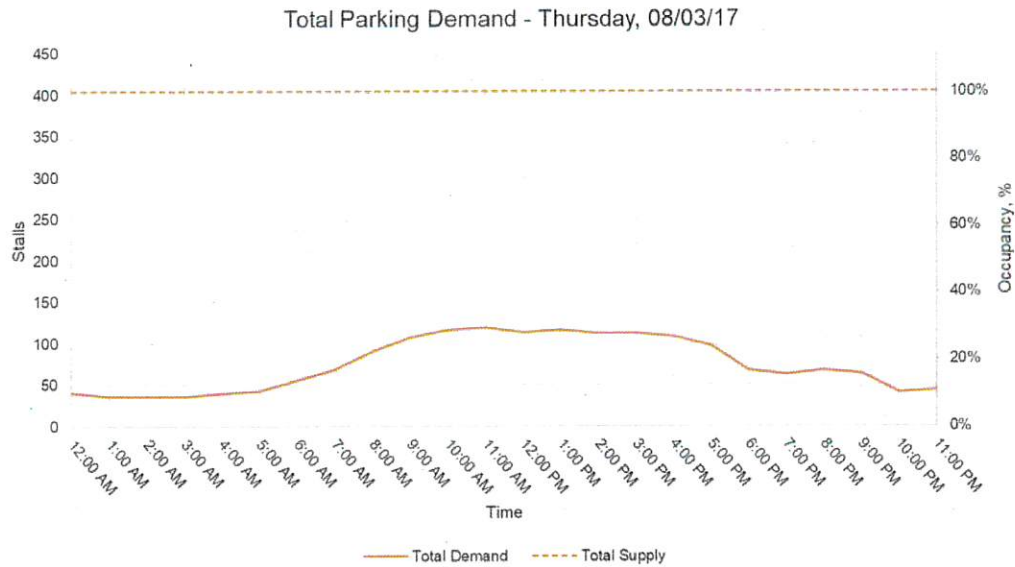


Figure 24: Total Parking Demand on Thursday, August 3, 2017



Figure 25: Total Parking Demand on Saturday, August 5, 2017



April 18, 2016

Deer Crest Janna, LLC
500 Mamaroneck Ave, Suite 406
Harrison, NY 10528

NOTICE OF PLANNING COMMISSION ACTION

<u>Application #</u>	PL-16-03101
<u>Subject</u>	St Regis Deer Valley
<u>Project Address</u>	2300 Deer Valley Drive
<u>Description</u>	Amended Deer Crest Hotel Conditional Use Permit
<u>Action Taken</u>	Approved as amended at the Planning Commission meeting.
<u>Date of Action</u>	April 13, 2016

On April 13, 2016, the Park City Planning Commission conducted a public hearing and approved an application for an amendment to condition #14 of the June 18, 2009, amended Deer Crest Hotel Conditional Use Permit (CUP), also amending conditions of approval #3 and #4 of the April 23, 2014, amended Deer Crest Hotel CUP regarding timing of construction for Phases 2 and 3 at the Snow Park site. Final action is subject to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. This application is a part of a larger Master Planned Development known as the Deer Crest Annexation MPD and is subject to the 1995 Deer Crest Settlement Agreement, as amended in December of 1998 and also in April 6, 2001, by the City Council. On February 28, 2001 Planning Commission approved the Deer Crest Hotel CUP (formally known as the Rosewood CUP). Amendments to the CUP were approved by the Planning Commission on July 25, 2001, March 24, 2004, May 11, 2005, April 22, 2009, and April 23, 2014. The City Council denied an appeal of the April 22nd approval on June 18, 2009.

2. The proposed density of 99.5 residential unit equivalents at Roosevelt Gap, 30.5 residential unit equivalents for Snow Park (total of 130 unit equivalents) and up to 5% of the gross floor area for support commercial uses with an additional 5% gross floor area for meeting space on the 12.07 acre development site is consistent with the Deer Crest Settlement, as amended.

3. The proposal is located in the RD (Residential Development) and RC (Resort Commercial) zoning districts subject to the Deer Crest Settlement Agreement and MPD.

4. A total of 244 parking spaces are required for the entire CUP, with a maximum of 146 spaces allowed at Roosevelt Gap and the remaining spaces required at Snow Park (north and south sites). The December 12, 2000, traffic and parking study by Sear-Brown relies on a guest and employee shuttle system, with a majority of the employee parking provided at Jordanelle Village off of Highway 40. With the shuttle system and parking provided at Jordanelle Village the existing parking, with the surface parking lots at Snow Park, is adequate to meet the demands of the existing uses.

5. A total of 105 overnight parking spaces, and up to 41 day use spaces, are allowed at the Roosevelt Gap site. Eight of these spaces are provided as tandem spaces for valet parking. The amended Settlement Agreement, allowed the Planning Commission to approve overnight parking in conjunction with a luxury hotel and upon demonstration that the remainder of the (Deer Crest) project has been modified to result in no net increase of traffic on Keetley Road.

6. A one- year review of the parking and traffic situation, after certificates of occupancy were issued, was conducted by the applicant and presented to the Planning Commission on January 11, 2012 to evaluate actual traffic and parking impacts of this project. No additional issues were raised and the traffic and parking impacts were found to be mitigated as approved.

7. It is the desire of the developer to build this project in three phases. The first phase is complete and consists of the 105 Roosevelt Gap hotel/condominiums (99.5 UE), including a restaurant, bar, and spa; the funicular and funicular building at Snow Park (the funicular building contains one condominium unit, common area for the hotel lobby and check in, back of house hotel uses, and two affordable housing units); and a temporary sales office with surface parking.

The second phase consists of the south parking structure at Snow Park with condominium units above (approximately 10 UE). The third phase consists of the north parking structure and condominium units above (approximately 20.5 UE). The total density approved for Snow Park is 30.5 UE.

8. During construction of the North Snow Park site when the 56 surfaces spaces are not available and until the north parking structure is complete, there will be a possible shortage of parking spaces at Snow Park. The applicants indicate that they can accommodate any shortfall during construction by tandem parking with valet service in the South Snow Park parking structure and within the porte-cochere/drop off area at Snow Park.

9. Staff has reviewed this application for an amendment to condition of approval #14 (of the 2009 CUP approval) as described in this staff report, and as amended with the April 2014 CUP approval and finds the application in compliance with the Conditional Use Permit criteria and consistent with the Deer Crest Settlement Agreement, as amended. Staff has also reviewed the request for an amendment to condition of approval #4 of the

2014 amended CUP approval and finds the application in compliance with the Conditional Use Permit criteria and consistent with the Deer Crest Settlement Agreement, as amended.

10. The surface parking was constructed to the requirements of a permanent surface parking lot, including paved surface, physical dimensions, landscaping, lighting, storm water, and a final finish treatment was applied to the retaining wall as previously conditioned.

11. Staff finds that these amendments provide clarity in terms of construction phasing and provision of an updated parking study.

12. The regulations and language in the Land Management Code regarding Conditional Use Permit review as well as Lot and Site regulations in the Residential Development (RD) District code have not substantially changed since the CUP approval and there has been no change in circumstance of the property that would necessitate submittal of a new Conditional Use Permit application.

Conclusions of Law

1. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for Conditional Use Permits.

2. There is no change in Use. The approved Use was determined to be compatible with surrounding structures in use, scale, mass, and circulation.

3. The approved Use was found to be consistent with the Park City General Plan per the June 18, 2009 approval. The requested amendment is not contrary to the General Plan.

4. The proposal is consistent with the Deer Crest Annexation and the 1995 Deer Crest Settlement as amended.

5. The effects of any differences in use or scale have been mitigated through careful planning and conditions of approval.

Conditions of Approval

1. All standard project conditions shall apply.

2. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.

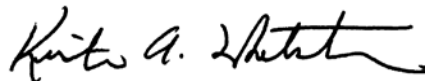
3. All conditions of approval of the Deer Crest Hotel CUP approved on February 28, 2001 (then known as the Rosewood CUP) and amended by the Planning Commission on July 25, 2001; March 24, 2004; May 11, 2005; and April 22, 2009 (with final approval by the City Council on appeal on June 18, 2009), and April 23, 2014, shall continue to apply, with the exception of Condition #14, amended again, with this April 13, 2016 CUP Amendment as follows:

14. The applicant shall submit a complete application and building plans for construction of the Phase 2 parking structure and condominium units at Snow Park South, on or prior to December 31, 2017. If plans are not submitted within this date, the prior CUP approval for Snow Park South shall expire and a new Conditional Use Permit application will be required to be reviewed by the Planning Commission prior to submittal of such building plans for the Snow Park Site. A complete building permit application for Phase 3 shall be submitted by December 31, 2020.

4. Prior to issuance of a building permit for Phase 2 the applicant shall submit for review by the Planning Department Staff an updated parking study for the St. Regis Deer Valley Hotel and an interim-parking layout, to be approved by the Planning Department Staff, addressing any temporary parking shortages that may occur due to loss of surface parking during construction at Snow Park.

If you have questions regarding your project or the action taken please don't hesitate to contact me at (435) 615-5066 or kirsten@parkcity.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirsten A. Whetstone". The signature is fluid and cursive, with the first name "Kirsten" being more prominent.

Kirsten A. Whetstone, MS, AICP
Senior Planner

Cc File



Planning Commission Staff Report

Subject: Land Management Code Amendments
Author: Liz Jackson, Planner
Department: PL-20-04463
Date: March 11, 2020
Type of Item: Legislative – Land Management Code Amendments for Solar Energy Systems

Summary Recommendation

Staff recommends that the Planning Commission review the proposed Land Management Code (LMC) Amendments to address pitched roof-mounted Solar Energy Systems in the Historic Districts (H-Zoning Districts) by amending [LMC 15-5-5](#) Architectural Design Guidelines, open a public hearing, and consider forwarding a positive recommendation to the City Council regarding said Amendments.

Executive Summary

Staff is proposing to amend the Land Management Code (LMC) to expand the allowed location area of roof-mounted Solar Energy Systems in the Historic Districts. These LMC amendments further the goals of the General Plan and Historic District Design Guidelines while also lessening the restrictions on Solar Energy Systems' roof locations. These amendments are for pitched roofs, and not flat roofs. The City has received feedback from the architecture, solar, and contractor industries requesting that staff review [LMC 15-5-5\(G\)\(3\)\(b\)\(3\)](#) which requires that rooftop Solar Energy Systems be located at least one foot (1') from the eave of the roof and consider removing said restriction from the LMC.

Description

Proposal: LMC amendments to better address Solar Energy Systems in the Historic Districts
Applicant: Planning Department
Location: Historic Zoning Districts [Historic Residential Low-Density (HRL); Historic Residential (HR-1); Historic Residential (HR-2); Historic Residential-Medium Density (HRM); Historic Recreation Commercial (HRC); Historic Commercial Business (HCB)]
Reason for Review: LMC Amendments require Planning Commission review, public hearing, and recommendation plus City Council review, public hearing, and final action.

Proposal

Planning staff and the Sustainability team are proposing the following changes to LMC 15-5-5 Architectural Design Guidelines in order to:

- Maintain the character defining features and historic character of the Historic Districts.
- Foster greater consistency and clarity in the LMC to encourage and promote the installation of building-mounted Solar Energy Systems by providing less restrictive location standards.

Background

The amendment to [LMC 15-5-5\(G\)](#), regarding Solar Energy Systems, was unanimously approved by the City Council on May 31, 2018 as Ordinance 2018-27 (see Exhibit B). See staff report from the May 31, 2018 City Council meeting linked [here](#) and minutes linked [here](#), beginning on page 12. The proposed LMC changes include review criteria for the Planning Director or designee to vary the design standards for Solar Energy Systems in order to increase efficiency ratings.

Based on the feedback received – staff has reviewed LMC 15-5-5(G). Staff has determined that there is no Fire or Building Code based reason to have the requirement of a minimum one foot (1') distance from edge of eave that currently exists in LMC 15-5-5(G)(3)(b)(3). The Design Review Team has reviewed the proposed LMC Amendment for consistency with the Design Guidelines for Historic Districts and Historic Sites.

The Historic Preservation Board (HPB) reviewed the proposed amendments at the March 4, 2020 meeting, and forwarded a positive recommendation to the Planning Commission. Meeting audio is linked [here](#), and staff report is linked [here](#). Staff requested the HPB to provide input on the proposed LMC amendments that will impact Historic Structures, as well as the H-Districts. Per [LMC 15-11-5](#), the Historic Preservation Board (HPB) may provide input to staff, the Planning Commission, and City Council on ordinances pertaining to the Historic Districts and Historic preservation.

Purpose

The Purpose of [LMC 15-5-5 Architectural Design Guidelines](#) is to foster good design within the constraints imposed by climate, land ownership patterns, and a Compatible architectural theme. The proposed LMC amendments further these goals while seeking to find a balance between visual impacts on the Historic Districts and encouraging sustainable energy solutions by allowing Solar Energy Systems.

Analysis

Staff, including the Planning Director, Chief Building Official, and Fire Marshal, reviewed this possibility of allowing the edges of rooftop Solar Energy Systems to have no distance requirement from the roof eave, and has found no evidence that the one foot (1') distance is necessary from a safety or design perspective. This review concluded that a Solar Energy System's extension to the eave could reduce ice damming, due to the System covering roof area where there is potential ice build-up.

Although staff finds it important to minimize the visual impact of these systems within the Historic Districts, there is little to no concern that allowing the Solar Energy Systems

to extend to the roof eave will have a negative impact on the streetscape, neighboring properties, or the Historic Districts. The Design Review Team has reviewed the proposed LMC Amendment for consistency with the Design Guidelines for Historic Districts and Historic Sites. Staff has removed the to the wording of LMC section 15-5-5(G)(3)(b)(3) that currently reads “The Solar Energy Systems shall be located at least one foot (1’) from the eave of the roof” and updated the existing image depicting an example of the minimum distance requirements will be replaced with a clearer image in LMC section 15-5-5(G)(3)(b). See Exhibit A, Attachment A for these redlines. The Task Force participants also indicated that there was no concern from their professional experience, to allow Solar Energy Systems to extend to a roof eave’s edge.

Process

Amendments to the Land Management Code require Planning Commission recommendation and City Council adoption. City Council action may be appealed to a court of competent jurisdiction per [LMC 15-1-18](#).

Department Review

Planning, Sustainability, Building, Engineering, and Legal Departments have reviewed this report.

Notice

On February 20, 2020, legal notice of a public hearing was posted in the required public spaces, on the www.utah.gov public noticing website, and on the Park City website. On February 22, 2020, legal notice of a public hearing was published in the Park Record and posted in the required public spaces. Affected Entities were also mailed a public hearing notice on February 19, 2020. This is per [LMC 15-1-7](#).

Public Input

Public hearings are required to be conducted by the Planning Commission and City Council prior to adoption of LMC amendments. The public hearing for these amendments was properly and legally noticed as required by the LMC. No public input has been received as of the date of this report.

Summary Recommendations

Staff recommends that the Planning Commission review the proposed Land Management Code (LMC) Amendments to address pitched roof-mounted Solar Energy Systems in the Historic Districts (H-Zoning Districts) by amending [LMC 15-5-5](#) Architectural Design Guidelines, open a public hearing, and consider forwarding a positive recommendation to the City Council regarding said Amendments.

Attachments

Exhibit A – Proposed Ordinance
Exhibit B – Ordinance 2018-27

Exhibit A – Proposed Ordinance

Draft Ordinance 2020-XX

AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE OF PARK CITY, UTAH, CHAPTER 15-5-5 ARCHITECTURAL DESIGN GUIDELINES.

WHEREAS, the Land Management Code was adopted by the City Council of Park City, Utah to promote the health, safety and welfare of the residents, visitors, and property owners of Park City; and

WHEREAS, the Land Management Code implements the goals, objectives and policies of the Park City General Plan to maintain the quality of life and experiences for its residents and visitors; and to preserve the community's unique character and values; and

WHEREAS, the City reviews the Land Management Code and identifies necessary amendments to address planning and zoning issues that have come up in the past, and to address specific Land Management Code issues raised by the public, Staff, and the Commission, and to align the Code with the Council's goals and implementation of the General Plan; and

WHEREAS, the City's goals include preservation of Park City's character regarding Old Town improvements, historic preservation, sustainability, affordable housing, and protecting Park City's residential neighborhoods and commercial districts; and

WHEREAS, Park City was originally developed as a mining community and much of the City's unique cultural identity is based on the historic character of its mining era buildings; and

WHEREAS, these buildings are among the City's most important cultural, educational, and economic assets;

WHEREAS, February 20, 2020, legal notice of a public hearing was posted in the required public spaces, on the Utah public noticing website, and on the Park City website as required by the Land Management Code;

WHEREAS, February 22, 2020, legal notice was published in the Park Record as required by the Land Management Code; and

WHEREAS, the Planning Commission conducted a public hearing at the regularly scheduled meeting on March 11, 2020, and forwarded a recommendation to the City Council; and

WHEREAS, the City Council conducted a public hearing at its regularly scheduled meeting on March 26, 2020; and

WHEREAS, it is in the best interest of the residents of Park City, Utah to amend the Land Management Code to be consistent with the Park City General Plan and to be consistent with the values and identified goals of the Park City community and City Council to protect health and safety, maintain the quality of life for its residents, preserve and protect the residential neighborhoods, and preserve the community's unique character.

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

SECTION 1. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 5 (General Provision and Procedures), Section 15-5-5. The recitals above are incorporated herein as findings of fact. Section 15-5-5 of the Land Management Code of Park City is hereby amended as redlined (see Attachment A).

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED this 26th day of March, 2020

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, Mayor

Attest:

Michelle Kellogg, City Recorder

Approved as to form:

Mark Harrington, City Attorney

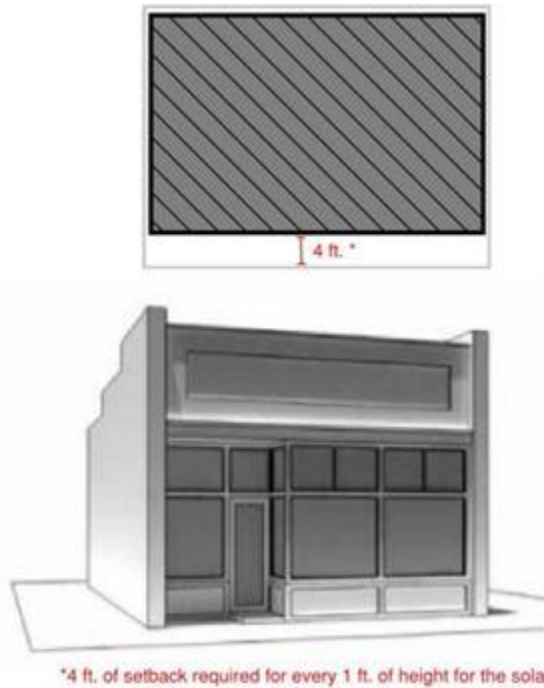
Attachment A – Redlined Section of LMC 15-5-5(G)(3)(b)(3) and LMC 15-5-5(G)(3)(b)(4) Solar Energy Systems

(...)

G. SOLAR ENERGY SYSTEMS. Any solar energy system shall be designed as follows:

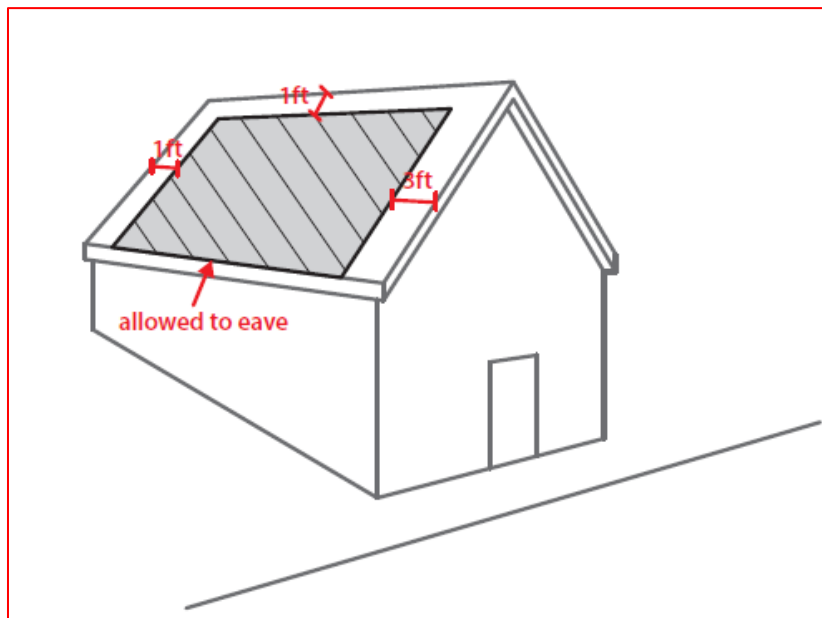
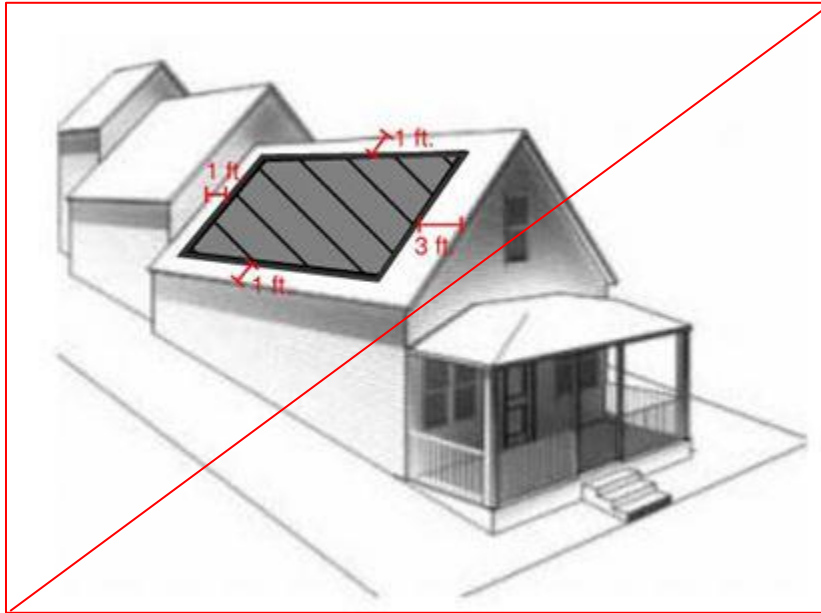
1. Solar Energy Systems shall be designed so as to be incorporated in the roof plan or architectural features of the structure to the best extent possible. Solar Energy Systems shall generally be mounted flush to the roof plane. In instances where due to the existing roof angle the panel needs to be angled from the roof plane for optimum solar gain, alternative designs may be considered upon review of a visual analysis and mitigation of visual impacts from surrounding properties.
2. Solar panels, solar devices, and Solar Energy Systems and mounting equipment shall use non-reflective finishes such as an anodized finish.
3. Solar energy systems in the Historic Districts are subject to the Design Guidelines for Historic Districts and Historic Sites and shall also meet the following:
 - a. On a Flat Roof, the Solar Energy System shall be mounted flush to the roof or on racks. When this is not possible, the Solar Energy System shall extend no more than five Feet (5') above the highest point of the roof. Solar Energy Systems shall be screened from view of the primary right-of-way by:
 1. An existing parapet along the street-facing facade that is as tall as the tallest part of the Solar Energy System; or
 2. Setting the Solar Energy System back from the edge of the roof facing the primary right-of-way at least four feet (4') for each one foot (1') of Solar Energy System height (including any necessary

racks).



- b. Solar Energy Systems are permitted on pitched roofs facing a rear or side lot line that is not visible from the right-of-way. The Solar Energy System shall be mounted flush on the pitched roof, with the system no more than one foot (1') from the surface of the roof at any point. Solar Energy Systems shall be screened from view of the primary right-of-way in the following ways:
1. The Solar Energy System shall be located at least one foot (1') from the ridgeline of the pitched roof.
 2. The Solar Energy System shall be located at least three feet (3') from the edge of the roof facing a right-of-way and one foot (1') from the edge of the roof facing the rear property line.
 3. ~~The Solar Energy Systems shall be located at least one foot (1') from the eave of the roof.~~

3. ~~4.~~ The Solar Energy System shall not alter the slope of the roof.



- c. Solar shingles and Propanel-type/standing seam integrated products may be appropriate on roof surfaces visible from the primary right-of-way in the Historic Districts when it can be shown that they are sized similar to conventional asphalt shingles or metal roofing. They shall be similar in color to roofing materials in the Historic Districts and shall possess an anti-reflective top coating, such as Tempered Glass Tefzel Glazing or titanium dioxide. All metal surfaces shall have a matte finish.
- d. Freestanding Solar Energy Systems shall meet all the setback requirements of an Accessory Building as outlined in the Historic zoning districts. They shall be installed in locations that minimize visibility from the

public right-of-way. These systems shall be screened from the public right-of-way with materials such as fencing or vegetation of suitable scale for the Historic District.

- e. Exceptions to the location and height of the Solar Energy System above the roof are subject to Planning Director approval based on a determination that:
 - 1. A professional experienced in energy-efficient construction has conducted an energy audit and the building has optimized its energy efficiency through other means; and
 - 2. The location of the Solar Energy System does not detract from the historic character of the site and/or the Historic District (by making the Solar Energy System a character-defining element of the building); and
 - 3. The application has demonstrated that the proposed plan will result in a net positive generation of 105% or greater.

(...)

AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE OF PARK CITY, UTAH, CHAPTER 15-1-2 STATEMENT OF PURPOSE, 15-2.1 HISTORIC RESIDENTIAL-LOW DENSITY (HRL) DISTRICT, 15-2.2 HISTORIC RESIDENTIAL (HR-1) DISTRICT, 15-2.3 HISTORIC RESIDENTIAL (HR-2) DISTRICT, 15-2.4 HISTORIC RESIDENTIAL-MEDIUM DENSITY (HRM) DISTRICT, 15-2.5 HISTORIC RECREATION COMMERCIAL (HRC) DISTRICT, 15-2.6 HISTORIC COMMERCIAL BUSINESS (HCB) DISTRICT, AND 15-15 DEFINED TERMS RELATED TO THE PURPOSES, LOT AND SITE REQUIREMENTS, BUILDING HEIGHT FOR SOLAR ENERGY, AND DEFINITIONS FOR SOLAR ENERGY SYSTEMS

WHEREAS, the Land Management Code was adopted by the City Council of Park City, Utah to promote the health, safety and welfare of the residents, visitors, and property owners of Park City; and

WHEREAS, the Land Management Code implements the goals, objectives and policies of the Park City General Plan to maintain the quality of life and experiences for its residents and visitors; and to preserve the community's unique character and values; and

WHEREAS, the City reviews the Land Management Code and identifies necessary amendments to address planning and zoning issues that have come up in the past, and to address specific Land Management Code issues raised by the public, Staff, and the Commission, and to align the Code with the Council's goals and implementation of the General Plan; and

WHEREAS, the City's goals include preservation of Park City's character regarding Old Town improvements, historic preservation, sustainability, affordable housing, and protecting Park City's residential neighborhoods and commercial districts; and

WHEREAS, Park City was originally developed as a mining community and much of the City's unique cultural identity is based on the historic character of its mining era buildings; and

WHEREAS, these buildings are among the City's most important cultural, educational, and economic assets;

WHEREAS, April 7, 2018, legal notice was published in the Park Record as required by the Land Management Code; and

WHEREAS, the Planning Commission conducted a public hearing at the regularly scheduled meeting on April 25, 2018, and forwarded a recommendation to the City Council; and

WHEREAS, the City Council conducted a public hearing at its regularly scheduled meeting on May 31, 2018; and

WHEREAS, it is in the best interest of the residents of Park City, Utah to amend the Land Management Code to be consistent with the Park City General Plan and to be consistent with the values and identified goals of the Park City community and City Council to protect health and safety, maintain the quality of life for its residents, preserve and protect the residential neighborhoods, and preserve the community's unique character.

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

SECTION 1. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 1 (General Provision and Procedures), Section 15-1-2. The recitals above are incorporated herein as findings of fact. Section 15-2-1 of the Land Management Code of Park City is hereby amended as redlined (see Attachment A).

SECTION 2. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 2.1 (Historic Residential-Low Density), Sections 15-2.1-3(G), 15-2.1-3(I), and 15-2.1-5(D). The recitals above are incorporated herein as findings of fact. Sections 15-2.1-3(G), 15-2.1-3(I), and 15-2.1-5(D) of the Land Management Code of Park City are hereby amended as redlined (see Attachment B).

SECTION 3. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 2.2 (Historic Residential-1), Sections 15-2.2-3(G), 15-2.2-3(I), and 15-2.2-5(D). The recitals above are incorporated herein as findings of fact. Sections 15-2.2-3(G), 15-2.2-3(I), and 15-2.2-5(D) of the Land Management Code of Park City are hereby amended as redlined (see Attachment C).

SECTION 4. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 2.3 (Historic Residential-2), Sections 15-2.3-4(F), 15-2.3-4(H), and 15-2.3-6(D). The recitals above are incorporated herein as findings of fact. Sections 15-2.3-4(F), 15-2.3-4(H), and 15-2.3-6(D) of the Land Management Code of Park City are hereby amended as redlined (see Attachment D).

SECTION 5. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 2.4 (Historic Residential Medium), Sections 15-2.4-4(F) and 15-2.4-7(A). The recitals above are incorporated herein as findings of fact. Sections 15-2.4-4(F) and 15-2.4-7(A) of the Land Management Code of Park City are hereby amended as redlined (see Attachment D).

SECTION 6. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 2.5 (Historic Recreation Commercial), Sections 15-2.5-3(D), 15-2.5-3(F), and 15-2.5-5(A). The recitals above are incorporated herein as findings of fact. Sections 15-2.5-

3(D), 15-2.5-3(F), and 15-2.5-5(A) of the Land Management Code of Park City are hereby amended as redlined (see Attachment F).

SECTION 7. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 2.6 (Historic Commercial Business), Section 15-2.6-5(F). The recitals above are incorporated herein as findings of fact. Section 15-2.6-5(F) of the Land Management Code of Park City is hereby amended as redlined (see Attachment G).

SECTION 8. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 5 (Architectural Review), Section 15-5-5. The recitals above are incorporated herein as findings of fact. Section 15-5-5 of the Land Management Code of Park City is hereby amended as redlined (see Attachment H).

SECTION 9. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 15 (Definitions), Section 15-5-5. The recitals above are incorporated herein as findings of fact. Section 15-5-5 of the Land Management Code of Park City is hereby amended as redlined (see Attachment I).

SECTION 8. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED this 31st day of May, 2018

PARK CITY MUNICIPAL CORPORATION



Andy Beerman, Mayor

Attest:




Michelle Kellogg, City Recorder

Approved as to form:


Mark Harrington, City Attorney

Attachment A

15-1 GENERAL PROVISION AND PROCEDURES

15-1-2 STATEMENT OF PURPOSE

The LMC is designed, enacted, restated and reorganized to implement the goals and policies of the Park City General Plan, and for the following purposes:

- A. To promote the general health, safety and welfare of the present and future inhabitants, Businesses, and visitors of the City,
- B. To protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the Historic character, and unique mountain town community,
- C. To protect and preserve peace and good order, comfort, convenience, and aesthetics of the City,
- D. To protect the tax base and to secure economy in governmental expenditures,
- E. To allow Development in a manner that encourages the preservation of **scenic vistas**, environmentally sensitive lands, Historic Structures, the integrity of Historic Districts, and the unique urban scale of original Park City,
- F. To provide for well-planned commercial and residential centers, safe and efficient traffic and pedestrian circulation, preservation of night skies and efficient delivery of municipal services,
- G. To prevent Development that adds to existing Geologic Hazards, erosion, flooding, degradation of air quality, wildfire danger or other conditions that create potential dangers to life and safety in the community or that detracts from the quality of life in the community,
- H. To protect and ensure access to sunlight for **Solar Energy devices Systems**, and
- I. To protect or promote moderate income housing.

It is the intention of the City in adopting this LMC to fully exercise all of the powers granted to the City by the provisions of the Title 10, Chapter 9a of the Utah Municipal Land Use Development and Management Act. Utah Code Annotated, 1991, as amended, and all other powers granted by statute or by common law for the necessary regulation of the Use and Development of land within the City.

Adopted by Ord. 00-25 on 3/30/2000

Amended by Ord. 06-22 on 4/27/2006

Attachment B

15-2.1 HISTORIC RESIDENTIAL-LOW DENSITY (HRL) DISTRICT

15-2.1-3 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a City Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan.

Minimum Lot and Site requirements are as follows:

- A. **LOT SIZE.** The minimum Lot Area is 3,750 square feet. The minimum width of a Lot is thirty-five feet (35'), measured fifteen feet (15') back from the Front Lot Line. In the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director
- B. **BUILDING ENVELOPE (HRL DISTRICT).** The Building Pad, Building Footprint, and height restrictions define the maximum Building Envelope in which all Development must occur, with exceptions as allowed by Section 15-2.1-3(C).
- C. **BUILDING PAD (HRL DISTRICT).** The Building Pad is the Lot Area minus required Front, Rear and Side Yard Areas.
 - 1. The Building Footprint must be within the Building Pad. The remainder of the Building Pad must be open and free of any other Structure except:
 - a. Porches or decks, with or without roofs;
 - b. At Grade patios;
 - c. Upper level decks, with or without roofs;
 - d. Bay Windows;
 - e. Chimneys;
 - f. Sidewalks, pathways, and steps;
 - g. Screened hot tubs; and
 - h. Landscaping.
 - 2. Exceptions to the Building Pad Area, excluding Bay Windows, are not included in the Building Footprint calculations, and are subject to Planning Department approval based on a determination that the proposed exceptions result in a design that:
 - a. provides increased architectural interest consistent with the Historic District Design Guidelines;
 - b. maintains the intent of this section to provide horizontal and vertical Building articulation.
- D. **BUILDING FOOTPRINT (HRL DISTRICT).** The maximum Building Footprint of any Structure shall be located on a Lot, or combination of Lots, not exceeding 18,750 square feet in Lot Area, shall be calculated according to the following formula for Building Footprint, illustrated in Table 15-2.1. The maximum Building Footprint for any Structure located on a Lot or combination of Lots, exceeding

18,750 square feet in Lot Area, shall be 4,500 square feet; with an exemption allowance of 400 square feet per dwelling unit for garage floor area. A Conditional Use Permit is required for all Structures with a proposed footprint of greater than 3,500 square feet.

Accessory Buildings listed on the Park City Historic Structures Inventory that are not expanded, enlarged or incorporated into the Main Building, shall not count in the total Building Footprint of the Lot.

$$\text{MAXIMUM FP} = (A/2) \times 0.9^{A/1875}$$

Where FP = maximum Building Footprint and A = Lot Area.

Example: 3,750 sq. ft. Lot: $(3,750/2) \times 0.9^{(3750/1875)} = 1,875 \times 0.81 = \underline{1,519 \text{ sq. ft.}}$

See the following Table 15-2.1. for a schedule equivalent of this formula.

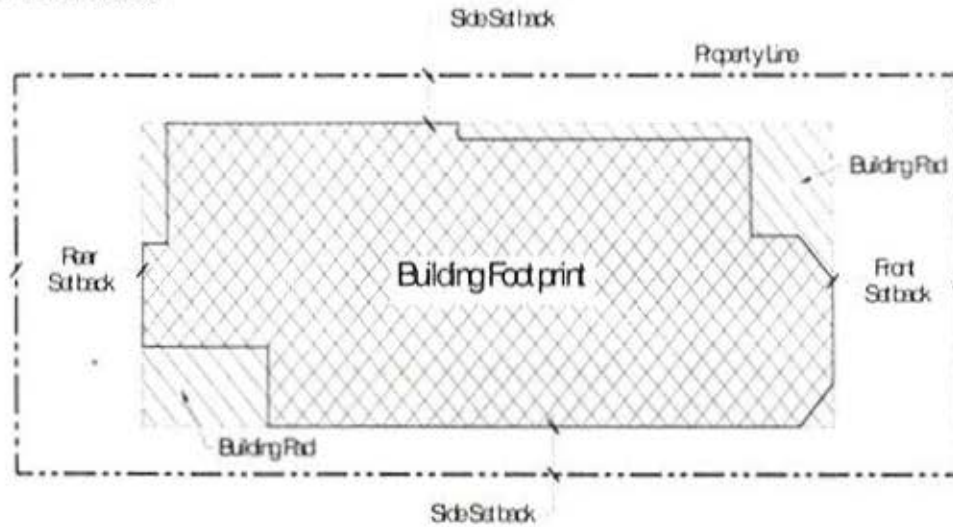
TABLE 15-2.1.

Lot Depth <= ft. **	Lot Width, ft. up to:	Side Yards Min. Total		Lot Area Sq. ft.	Bldg. Pad Sq. ft.	Max. Bldg. Footprint Sq. ft.
75 ft.	37.5*	3 ft.	6 ft.	2,813	1,733	1,201
75 ft.	50.0	5 ft.	10 ft.	3,750	2,200	1,519
75 ft.	62.5	5 ft.	14 ft.	4,688	2,668	1,801
75 ft.	75.0	5 ft.	18 ft.	5,625	3,135	2,050
75 ft.	87.5	10 ft.	24 ft.	6,563	3,493	2,269
75 ft.	100.0	10 ft.	24 ft.	7,500	4,180	2,460
75 ft.	Greater than 100.0	10 ft.	30 ft.	Greater than 7,500	Per Setbacks and Lot Area	Per Formula

* for existing 25' wide lots, Use HR-1 standards.

** for lots > 75' in depth use Footprint formula and Table 15-2.1a for Front and

Rear Setbacks.



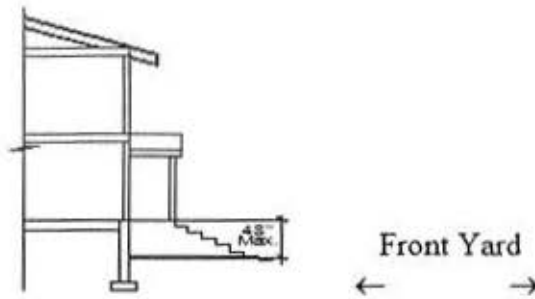
E. **FRONT AND REAR YARDS.** Front and Rear Yards are as follows: TABLE 15-2.1a

Lot Depth	Minimum Front/Rear Setback	Total of Setback
Up to 75 ft., inclusive	10 ft.	20 ft.
From 75 ft. to 100 ft.	12 ft.	25 ft.
Over 100 ft.	15 ft.	30 ft.

F. **FRONT YARD EXCEPTIONS.** The Front Yard must be open and free of any Structure except:

1. Fences and walls not more than four feet (4') in height, or as permitted in Section 15-4-2 Fences and Walls. On Corner Lots, Fences more than three feet (3') in height are prohibited within twenty-five feet (25') of the intersection, at back of curb.
2. Uncovered steps leading to the Main Building, provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by

obstructing the view of the Street or intersection.



3. Decks, porches, or Bay Windows not more than ten feet (10') wide, projecting not more than three feet (3') into the Front Yard.
4. Roof overhangs, eaves, or cornices projecting not more than three feet (3') into the Front Yard.
5. Sidewalks and pathways.
6. Driveways leading to a garage or Parking Area. No portion of a Front Yard, except for patios, driveways, allowed Parking Areas and sidewalks, may be Hard-Surfaced or graveled.

G. REAR YARD EXCEPTIONS. The Rear Yard must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide, projecting not more than two feet (2') into the Rear Yard.
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Rear Yard.
3. Window wells or light wells extending not more than four feet (4') into the Rear Yard.
4. Roof overhangs or eaves projecting not more than two feet (2') into the Rear Yard.
5. Window sills, belt courses, cornices, trim, exterior siding, or other ornamental features projecting not more than six inches (6") into the Rear Yard.
6. **A Detached Accessory Buildings**, not more than eighteen feet (18') in height, **and including any free-standing Solar Energy Systems**, located a minimum of five feet (5') behind the front facade of the Main Building, and maintaining a minimum Rear Yard Setback of one foot (1'). Such Structure must not cover over fifty percent (50%) of the Rear Yard. See the following illustration:

7. See the following illustration:



8. Hard-Surfaced Parking Areas subject to the same location requirements as a Detached Accessory Building.
9. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Rear Lot Line.
10. Fences or walls as permitted in Section 15-4-2 Fences and Walls.
11. Patios, decks, pathways, steps, or similar Structures not more than thirty inches (30") above Final Grade, located at least one foot (1') from the Rear Lot Line.
12. Pathways or Steps connecting to a City staircase or pathway.

H. SIDE YARDS.

1. The minimum Side Yard is three feet (3'), but increases for Lots greater than thirty seven and one-half feet (37.5') in Width, as per Table 15-2.1.above.
2. On Corner Lots, the minimum Side Yard that faces a side or platted Right-of-Way is five feet (5').

I. SIDE YARD EXCEPTIONS. The Side Yard must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide projecting not more than two feet (2') into the Side Yard.
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Side Yard.
3. Window wells or light wells projecting not more than four feet (4') into the Side Yard.¹
4. Roof overhangs or eaves projecting not more than two feet (2') into the Side Yard. A one foot (1') eave overhang is permitted on Lots with a side Yard less than five feet (5').¹

5. Window sills, belt courses, trim, exterior siding, cornices, or other ornamental features projecting not more than six inches (6") into the Side Yard.
6. Patios, decks, pathways, steps, or similar Structures not more than thirty inches (30") in height from Final Grade.
7. Fences or walls, as permitted in Section 15-4-2 Fences and Walls.
8. A driveway leading to a garage or Parking Area.
9. Pathways or steps connecting to a City staircase or pathway.
10. A Detached Accessory Buildings, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front Façade of the Main Building, maintaining a minimum Side Yard Setback of three feet (3').
11. Mechanical equipment (which must be screened), hot tubs, or similar Structures, located at least three feet (3') from the Side Lot Line.

- J. **CLEAR VIEW OF INTERSECTION.** No visual obstruction in excess of two feet (2') in height above road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

¹Applies only to Lots with a Side Yard of five feet (5') or greater.

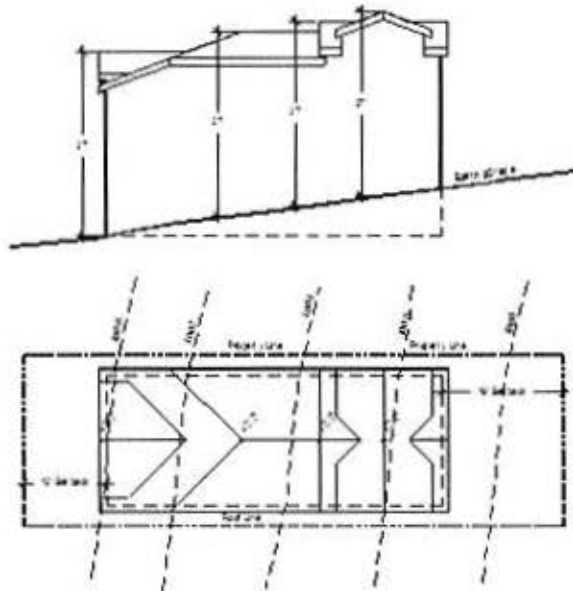
15-2.1-5 Building Height

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height. Final Grade must be within four vertical feet (4') of Existing Grade around the periphery of the Structure, except for the placement of approved window wells, emergency egress, and a garage entrance. The following height requirement must be met:

- A. A Structure shall have a maximum height of thirty five feet (35') measured from the lowest floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.
- B. A ten foot (10') minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish grade on all sides of the Structure. The horizontal step shall take place at a maximum height of twenty three feet (23') from where the Building Footprint meets the lowest point of existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum ten foot (10') setback but shall be limited to no more than twenty five percent (25%) of the width of the building encroaching no more than four feet (4') into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.
- C. **ROOF PITCH.** The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a

minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc).

1. Secondary Roof Forms may be Rooftop Decks so long as they are not more than 23 feet in height above Finished Grade. This height includes any railings, parapets, stairs, and similar constructions on the Roof Deck.
2. The height of railings, parapets, stairs, and similar constructions on a Green Roof or Flat Roof are included in the calculation of Building Height. Decks, hot tubs, outdoor cooking areas, and seating areas are not permitted on Green Roofs. Green Roofs must be vegetated.
3. A Structure containing a flat roof shall have a maximum height of thirty-five feet (35') measured from the lowest floor plan to the highest wall top plate that supports the ceiling joists or roof rafters. The height of the Green Roof, including the parapets or similar features shall not exceed twenty four inches (24") above the highest top plate mentioned above. Any required railings for a Green Roof shall comply with Building Height.



4. Accessory Structures may be below the required seven: twelve (7:12) roof pitch.

D. BUILDING HEIGHT EXCEPTIONS. The following height exceptions apply:

1. Antennas, chimneys, flues, vents, or similar Structures, may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
2. Water towers, mechanical equipment, and Solar Energy Systems, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building. See LMC 15-5-5(G)(7)(a).
3. **ELEVATOR ACCESS.** The Planning Director may allow additional height to allow for an elevator compliant with American Disability Act (ADA) standards. The Applicant must verify the following:

- a. The proposed height exception is only for the Area of the elevator. No increase in square footage of the Building is being achieved.
 - b. The proposed option is the only feasible option for the elevator on the Site.
 - c. The proposed elevator and floor plans comply with the American Disability Act (ADA) standards.
4. **GARAGE ON DOWNHILL LOT.** The Planning Commission may allow additional Building Height (see entire Section 15-2.1-5) on a downhill Lot to accommodate a single car wide garage in a Tandem Parking configuration; to accommodate circulation, such as stairs and/or an ADA elevator; and to accommodate a reasonably sized front entry area and front porch that provide a Compatible streetscape design. The depth of the garage may not exceed the minimum depth for internal Parking Space(s) as dimensioned within this Code, Section 15-3. The additional Building Height may not exceed thirty-five feet (35') from Existing Grade.

Attachment C

15-2.2 HISTORIC RESIDENTIAL (HR-1) DISTRICT

15-2.2-3 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan.

Minimum Lot and Site requirements are as follows:

- A. **LOT SIZE.** The minimum Lot Area is 1,875 square feet for a Single Family Dwelling and 3,750 square feet for a Duplex. The minimum width of a Lot is twenty five feet (25'), measured fifteen feet (15') back from the Front Lot Line. In the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director.
- B. **BUILDING ENVELOPE (HR-1 DISTRICT).** The Building Pad, Building Footprint and height restrictions define the maximum Building envelope within which all Development must occur, with exceptions as allowed by Section 15-2.2-3(C).
- C. **BUILDING PAD (HR-1 DISTRICT).** The Building Pad is the Lot Area minus required Front, Rear, and Side Yard Areas.
 1. The Building Footprint must be within the Building Pad. The Building Pad must be open and free of any other Structure except:
 - a. Porches or decks with or without roofs;
 - b. At Grade patios;
 - c. Upper level decks, with or without roofs;
 - d. Bay Windows;
 - e. Chimneys;
 - f. Sidewalks, pathways, and steps;
 - g. Screened hot tubs; and
 - h. Landscaping.
 2. Exceptions to the Building Pad Area, excluding Bay Windows, are not included in the Building Footprint calculations, and are subject to Planning Director approval based on a determination that the proposed exceptions result in a design that:
 - a. provides increased architectural interest consistent with the Historic District Design Guidelines;
 - b. maintains the intent of this section to provide horizontal and vertical Building articulation.

- D. **BUILDING FOOTPRINT (HR-1 DISTRICT).** The maximum Building Footprint of any Structure located on a Lot or combination of Lots, not exceeding 18,750 square feet in Lot Area, shall be calculated according to the following formula for Building Footprint, illustrated in Table 15-2.2. The maximum Building Footprint for any Structure located on a Lot or combination of Lots, exceeding 18,750 square feet in Lot Area, shall be 4,500 square feet; with an exemption allowance of 400 square feet, per Dwelling Unit, for garage floor area. A Conditional Use permit is required for all Structures with a proposed footprint of greater than 3,500 square feet.

Accessory Buildings listed on the Park City Historic Structures Inventory that are not expanded, enlarged or incorporated into the Main Building, shall not count in the total Building Footprint of the Lot.

$$\text{MAXIMUM FP} = (A/2) \times 0.9^{A/1875}$$

Where FP = maximum Building Footprint and A= Lot Area.

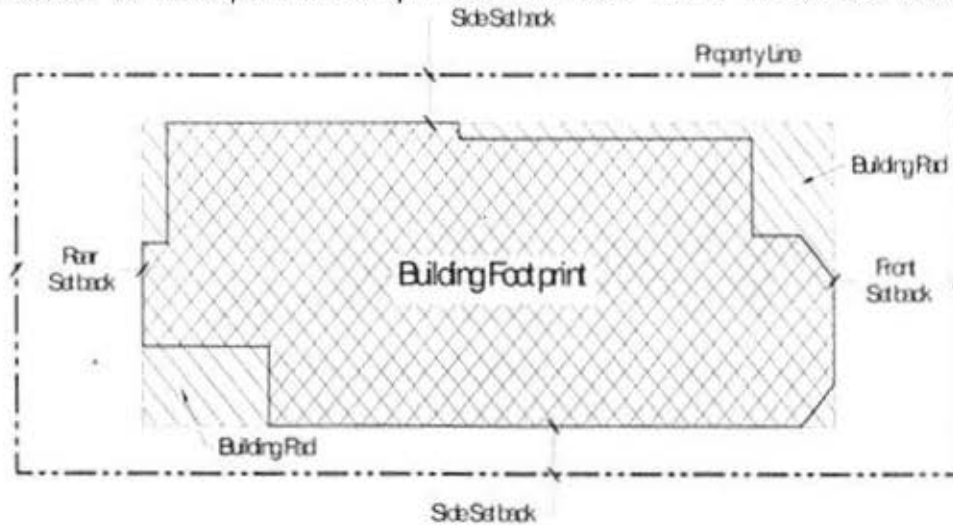
Example: 3,750 sq. ft. lot: $(3,750/2) \times 0.9^{(3750/1875)} = 1,875 \times 0.81 = \underline{1,519 \text{ sq. ft.}}$

See the following Table 15-2.2 for a schedule equivalent of this formula.

TABLE 15-2.2.

Lot Depth <= ft. *	Lot Width, ft. up to:	Side Yards Min. Total		Lot Area Sq. ft.	Bldg. Pad Sq. ft.	Max. Bldg. Footprint Sq. ft.
75 ft.	25.0	3 ft.	6 ft.	1,875	1,045	844
75 ft.	37.5	3 ft.	6 ft.	2,813	1,733	1,201
75 ft.	50.0	5 ft.	10 ft.	3,750	2,200	1,519
75 ft.	62.5	5 ft.	14 ft.	4,688	2,668	1,801
75 ft.	75.0	5 ft.	18 ft.	5,625	3,135	2,050
75 ft.	87.5	10 ft.	24 ft.	6,563	3,493	2,269
75 ft.	100.0	10 ft.	24 ft.	7,500	4,180	2,460
75 ft.	Greater than 100.0	10 ft.	30 ft.	Greater than 75 ft.	Per Setbacks and Lot Area	Per Formula

* for Lots > 75' in depth use footprint formula and Table 15-2.2a for front and rear



E. FRONT AND REAR YARDS. Front and Rear Yards are as follows:

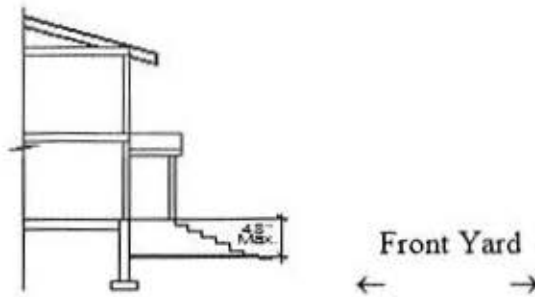
TABLE 15-2.2a

Lot Depth	Minimum Front/Rear Setback	Total of Setbacks
Up to 75 ft., inclusive	10 ft.	20 ft.
From 75 ft. to 100 ft.	12 ft.	25 ft.
Over 100 ft.	15 ft.	30 ft.

F. FRONT YARD EXCEPTIONS. The Front Yard must be open and free of any Structure except:

1. Fences or walls not more than four feet (4') in height, or as permitted in Section 15-4-2, Fences and Walls. On Corner Lots, Fences more than three feet (3') in height are prohibited within twenty-five feet (25') of the intersection, at back of curb.
2. Uncovered steps leading to the Main Building; provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by

obstructing the view of the Street or intersection.

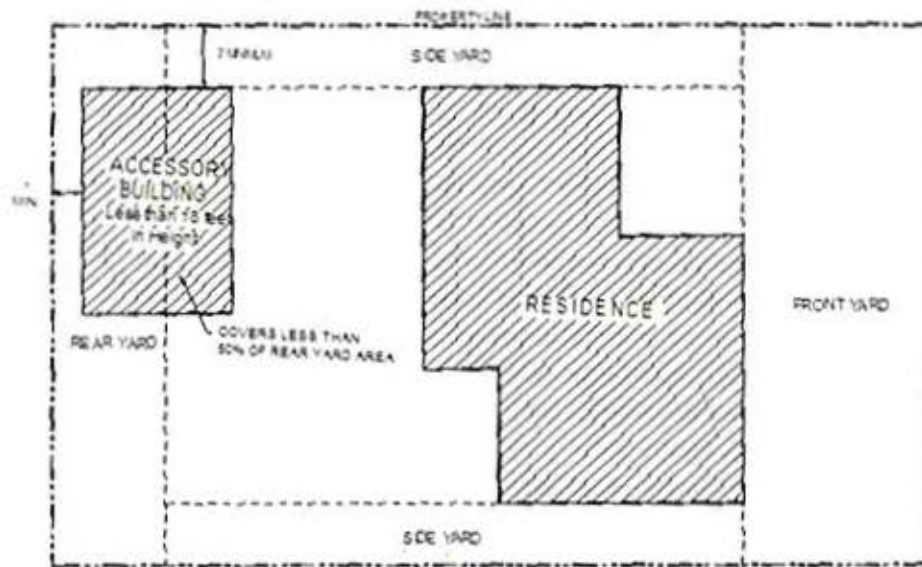


3. Decks, porches, or Bay Windows not more than ten feet (10') wide, projecting not more than three feet (3') into the Front Yard.
4. Roof overhangs, eaves or cornices projecting not more than three feet (3') into the Front Yard.
5. Sidewalks and pathways.
6. Driveways leading to a Garage or Parking Area. No portion of a Front Yard, except for patios, driveways, allowed Parking Areas and sidewalks, may be Hard-Surfaced or graveled.

G. REAR YARD EXCEPTIONS. The Rear Yard must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide, and projecting not more than two feet (2') into the Rear Yard.
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Rear Yard.
3. Window wells or light wells extending not more than four feet (4') into the Rear Yard.
4. Roof overhangs or eaves projecting not more than two feet (2') into the Rear Yard.
5. Window sills, belt courses, cornices, trim, exterior siding, or other ornamental features projecting not more than six inches (6") into the Rear Yard.
6. **A Detached Accessory Buildings**, not more than eighteen feet (18') in height, **and including any free-standing Solar Energy Systems**, located a minimum of five feet (5') behind the front facade of the Main Building, and maintaining a minimum Rear Yard Setback of one foot (1'). Such Structure must not cover over fifty percent (50%) of the Rear Yard. See the following

illustration: See the following illustration:



7. A Hard-Surfaced Parking Area subject to the same location requirements as a Detached Accessory Building.
8. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Rear Lot Line.
9. Fences or walls as permitted in Section 15-4-2, Fences and Walls.
10. Patios, decks, pathways, steps, or similar Structures not more than thirty inches (30") above Final Grade.
11. Pathways or steps connecting to a City staircase or pathway.

H. SIDE YARD.

1. The minimum Side Yard is three feet (3'), but increases for Lots greater than thirty seven and one-half feet (37.5') in Width, as per Table 15-2.2.above.
2. On Corner Lots, the minimum Side Yard that faces a side Street or platted Right-of-Way is five feet (5').
3. A Side Yard between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.
 - a. Exterior Side Yards shall be based on the required minimum Side Yard for each Lot; however the Planning Commission may consider increasing exterior Side Yards during Conditional Use Permit review to mitigate potential impacts on adjacent Property. Side Yard exceptions continue to apply.

- b. Building Footprint shall be based on the total lot Area of the underlying Lots. The Planning Commission may consider decreasing Building Footprint during Conditional Use Permit review to mitigate potential impacts on adjacent Property.

I. **SIDE YARD EXCEPTIONS.** The Side Yard must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide, and projecting not more than two feet (2') into the Side Yard.¹
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Side Yard.¹
3. Window wells or light wells projecting not more than four feet (4') into the Side Yard.¹
4. Roof overhangs or eaves projecting not more than two feet (2') into the Side Yard. A one foot (1') roof or eave overhang is permitted on Lots with a Side Yard of less than five feet (5').¹
5. Window sills, belt courses, trim, cornices, exterior siding, or other ornamental features projecting not more than six inches (6") into the Side Yard.
6. Patios, decks, pathways, steps, or similar Structures not more than thirty inches (30") in height above Final Grade.
7. Fences, walls, or retaining walls as permitted in Section 15-4-2, Fences and Walls.
8. Driveways leading to a garage or Parking Area.
9. Pathways or steps connecting to a City staircase or pathway.
10. Detached Accessory Buildings, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the Front facade of the Main Building, maintaining a minimum Side Yard Setback of three feet (3').
11. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Side Lot Line.

J. **SNOW RELEASE.** Site plans and Building designs must resolve snow release issues to the satisfaction of the Chief Building Official.

K. **CLEAR VIEW OF INTERSECTION.** No visual obstruction in excess of two feet (2') in height above road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

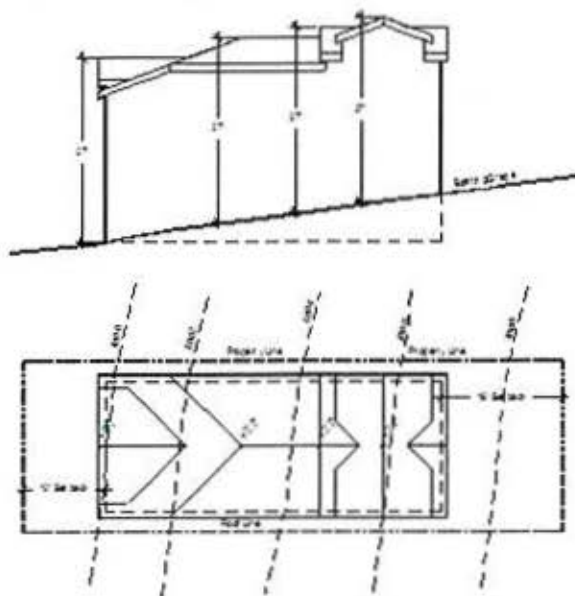
¹Applies only to Lots with a minimum Side Yard of five feet (5').

15-2.2-5 Building Height

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height. Final Grade must be within four vertical feet (4') of Existing Grade around the periphery of the Structure, except for the placement of approved window wells, emergency egress, and a garage entrance. The following height requirements must be met:

- A. A Structure shall have a maximum height of thirty five feet (35') measured from the lowest finish floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters.
- B. A ten foot (10') minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish Grade on all sides of the Structure. The horizontal step shall take place at a maximum height of twenty three feet (23') from where the Building Footprint meets the lowest point of existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum ten foot (10') setback but shall be limited to no more than twenty five percent (25%) of the width of the building encroaching no more than four feet (4') into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.
- C. **ROOF PITCH**. The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc).
 - 1. Secondary Roof Forms may be Rooftop Decks so long as they are not more than 23 feet in height above Finished Grade. This height includes any railings, parapets, stairs, and similar constructions on the Roof Deck.
 - 2. The height of railings, parapets, stairs, and similar constructions on a Green Roof or Flat Roof are included in the calculation of Building Height. Decks, hot tubs, outdoor cooking areas, and seating areas are not permitted on Green Roofs. Green Roofs must be vegetated.
 - 3. A Structure containing a flat roof shall have a maximum height of thirty-five feet (35') measured from the lowest floor plan to the highest wall top plate that supports the ceiling joists or roof rafters. The height of the Green Roof, including the parapets or similar features shall not exceed twenty four inches (24") above the highest top plate mentioned above. Any

required railings for a Green Roof shall comply with Building Height.



4. Accessory Structures may be below the required seven: twelve (7:12) roof pitch.

D. BUILDING HEIGHT EXCEPTIONS. The following height exceptions apply:

1. Antennas, chimneys, flues, vents, or similar Structures, may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
2. Water towers, mechanical equipment, and Solar Energy Systems, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building. See LMC 15-5-5(G)(7)(a).
3. **ELEVATOR ACCESS.** The Planning Director may allow additional height to allow for an elevator compliant with American Disability Act (ADA) standards. The Applicant must verify the following:
 - a. The proposed height exception is only for the Area of the elevator. No increase in square footage is being achieved.
 - b. The proposed option is the only feasible option for the elevator on the Site.
 - c. The proposed elevator and floor plans comply with the American Disability Act (ADA) standards.
4. **GARAGE ON DOWNHILL LOT.** The Planning Commission may allow additional Building Height (see entire Section 15-2.2-5) on a downhill Lot to accommodate a single car wide garage in a Tandem Parking configuration; to accommodate circulation, such as stairs and/or an ADA elevator; and to accommodate a reasonably sized front entry area and front porch that provide a Compatible streetscape design. The depth of the garage may not exceed the minimum depth for internal Parking Space(s)

as dimensioned within this Code, Section 15-3. The additional Building Height may not exceed thirty-five feet (35') from Existing Grade.

Attachment D

15-2.3 HISTORIC RESIDENTIAL (HR-2) DISTRICT

15-2.3-4 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has Area, width, and depth as required, and Frontage on a private or Public Street shown on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan.

All Development must comply with the following:

- A. **LOT SIZE**. The minimum Lot Area is 1,875 square feet for a Single Family Dwelling and 3,750 square feet for a Duplex Dwelling. The Minimum Lot Area for all other Uses shall be determined by the Planning Commission during the Conditional Use or Master Planned Development review process. The minimum width of a Lot is twenty five feet (25'), measured fifteen feet (15') back from the Front Lot Line. In the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director.
- B. **BUILDING ENVELOPE (HR-2 DISTRICT)**. The Building Pad, Building Footprint and height restrictions define the maximum Building Envelope within which all Development must occur with exceptions as allowed in Section 15-2.3-4.
- C. **BUILDING PAD (HR-2 DISTRICT)**. The Building Pad is the Lot Area minus required Front, Rear, and Side Yard Areas.
 - 1. The Building Footprint must be within the Building Pad. The remainder of the Building Pad must be open and free of any Structure except:
 - a. Porches or decks, with or without roofs;
 - b. At Grade patios;
 - c. Upper level decks, with or without roofs;
 - d. Bay Windows;
 - e. Chimneys;
 - f. Sidewalks, pathways, and steps;
 - g. Screened hot tubs; and
 - h. Landscaping.
 - 2. Exceptions to the Building Pad Area, excluding Bay Windows, are not included in the Building Footprint calculations, and are subject to Planning Director approval based on a determination that the proposed exceptions result in a design that:
 - a. provides increased architectural interest consistent with the Design Guidelines for Park City's Historic Districts and Historic Sites; and
 - b. maintains the intent of this section to provide horizontal and vertical Building articulation.
- D. **BUILDING FOOTPRINT (HR-2 DISTRICT)**.

1. The maximum Building Footprint for any Structure located on a Lot, or combination of Lots, not exceeding 18,750 square feet in Lot Area, shall be calculated according to the following formula for Building Footprint, illustrated in Table 15-2.3. The maximum Building Footprint for any Structure located on a Lot or combination of Lots, exceeding 18,750 square feet in Lot Area, shall be 4,500 square feet; with an exemption allowance of 400 square feet per Dwelling Unit for garage floor area. A Conditional Use permit is required for all Structures with a proposed footprint greater than 3,500 square feet.

Accessory Buildings listed on the Park City Historic Structures Inventory that are not expanded, enlarged or incorporated into the Main Building, shall not count in the total Building Footprint of the Lot.

2. See Section 15-6-5(B) for maximum allowed Building footprint for Master Planned Developments within the HR-2 District.

$$\text{MAXIMUM FP} = (A/2) \times 0.9^{A/1875}$$

Where FP = maximum Building Footprint and A= Lot Area.

Example: 3,750 sq. ft. lot: $(3,750/2) \times 0.9^{(3750/1875)} = 1,875 \times 0.81 = \underline{1,519}$ sq. ft.

See the following Table 15-2.3. for a schedule equivalent of this formula.

TABLE 15-2.3.

Lot Depth <= ft. *	Lot Width, ft. Up to:	Side Yards Min. Total, ft.		Lot Area Sq. ft.	Bldg. Pad Sq. ft.	Max Bldg. Footprint
75 ft.	25.0	3 ft.	6 ft.	1,875	1,045	844
75 ft.	37.5	3 ft.	6 ft.	2,813	1,733	1,201
75 ft.	50.0	5 ft.	10 ft.	3,750	2,200	1,519
75 ft.	62.5	5 ft.	14 ft.	4,688	2,668	1,801
75 ft.	75.0	5 ft.	18 ft.	5,625	3,135	2,050
75 ft.	87.5	10 ft.	24 ft.	6,563	3,493	2,270

75 ft.	100.0	10 ft.	24 ft.	7,500	4,180	2,460
75 ft.	Greater than 100.0	10 ft.	30 ft.	Greater than 7,500 ft.	Per Setbacks and Lot Area	Per formula

3. *for Lots > 75' in depth use footprint formula and Table 15-2.3a for Front and Rear Setbacks.

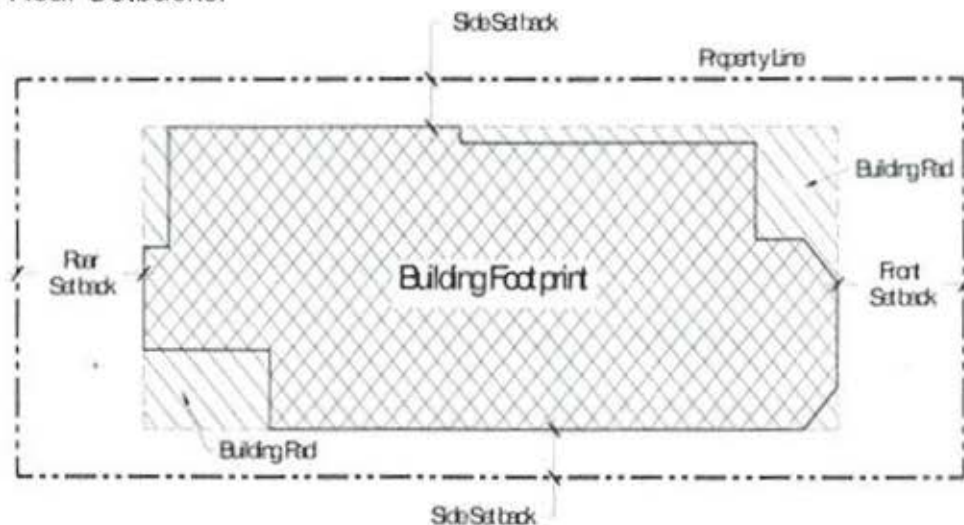


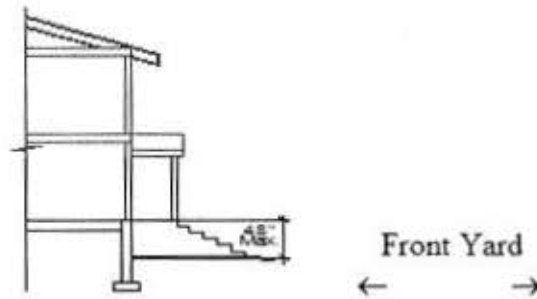
TABLE 15-2.3.a

Lot Depth	Min. Front/Rear Setback	Total of Setbacks
Up to 75 ft., inclusive	10 ft.	20 ft.
From 75 ft. to 100 ft.	12 ft.	25 ft.
Over 100 ft.	15 ft.	30 ft.

E. **FRONT YARD EXCEPTIONS.** The Front Yard must be open and free of any Structure except:

1. Fences or walls not more than four feet (4') in height or as permitted in Section 15-4-2, Fences and Walls. On Corner Lots, Fences more than three feet (3') in height are prohibited within twenty-five feet (25') of the intersection, at the back of curb.
2. Uncovered steps leading to the Main Building; provided, the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by

obstructing the view of the Street or intersection.

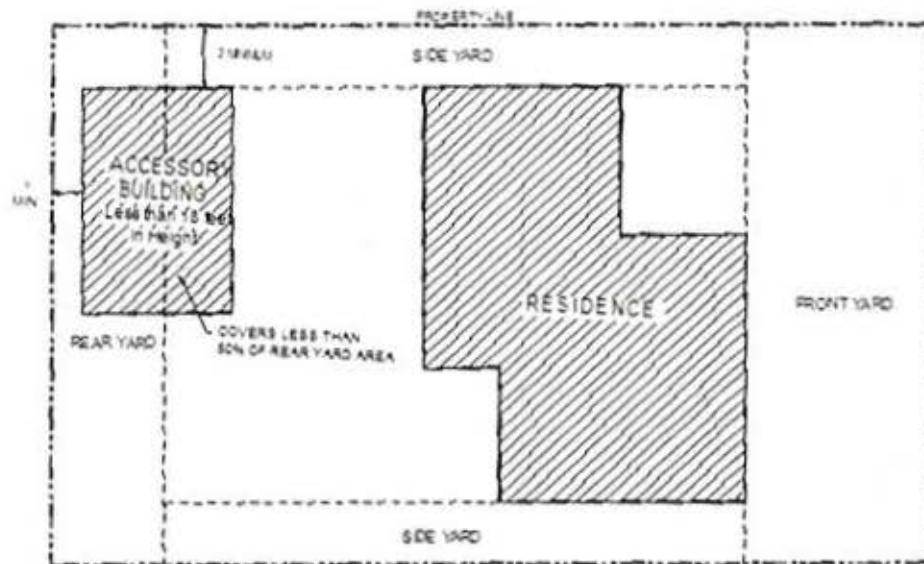


3. Decks, porches, or Bay Windows not more than ten feet (10') wide projecting not more than three feet (3') into the Front Yard.
4. Roof overhangs, eaves or cornices projecting not more than three feet (3') into the Front Yard.
5. Sidewalks and pathways.
6. Driveways leading to a Garage or Parking Area. No portion of a Front Yard except for driveways, allowed Parking Areas and sidewalks, may be Hard-Surfaced or graveled.
7. Single car detached Garages approved as part of a Master Planned Development in Subzone A.

F. **REAR YARD EXCEPTIONS.** The Rear Yard must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide, and projecting not more than two feet (2') into the Rear Yard.
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Rear Yard.
3. Window wells or light wells projecting not more than four feet (4') into the Rear Yard.
4. Roof overhangs or eaves projecting not more than two feet (2') into the Rear Yard.
5. Window sills, belt courses, cornices, trim, exterior siding, or other ornamental features projecting not more than six inches (6") into the Rear Yard.
6. Detached Accessory Buildings, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front facade of the Main Building, and maintaining a minimum Rear Yard Setback of one foot (1'). Such Structure must not cover over fifty percent (50%) of the Rear Yard. See the

following illustration:



7. Hard-Surfaced Parking Areas subject to the same location requirements as a detached Accessory Building.
8. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Rear Lot Line.
9. Fences or walls not more than six feet (6') in height or as permitted in Section 15-4-2.
10. Patios, decks, steps, pathways, or similar Structures not more than thirty inches (30") above Final Grade.
11. Pathways or steps connecting to a City staircase or pathway.

G. SIDE YARD.

1. The minimum Side Yard is three feet (3'), but increases for Lots greater than thirty-seven and one-half feet (37.5') in width, as per Table 15-2.3 above.
2. On Corner Lots, the minimum Side Yard that faces a side Street or platted Right-of-Way is five feet (5').
3. A Side Yard between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.
 - a. Exterior Side Yards shall be based on the required minimum Side Yard for each Lot; however the Planning Commission may consider increasing exterior Side Yards during Conditional Use Permit review to mitigate potential impacts on adjacent Property. Side Yard exceptions continue to apply.

- b. Building Footprint shall be based on the total lot Area of the underlying Lots. The Planning Commission may consider decreasing Building Footprint during Conditional Use Permit review to mitigate potential impacts on adjacent Property.

H. **SIDE YARD EXCEPTIONS.** The Side Yard must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide, and projecting not more than two feet (2') into the Side Yard.¹
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Side Yard.¹
3. Window wells or light wells projecting not more than four feet (4') into the Side Yard.¹
4. Roof overhangs or eaves projecting not more than two feet (2') into the Side Yard. A one foot (1') roof or eave overhang is permitted on Lots with a Side Yard of less than five feet (5').¹
5. Window sills, belt courses, trim, cornices, exterior siding, or other ornamental features projecting not more than six inches (6") into the Side Yard.
6. Patios, decks, pathways, steps, or similar Structures not more than thirty inches (30") in height from Final Grade.
7. Fences or walls not more than six feet (6') in height or as permitted in Section 15-4-2.
8. Driveways leading to a garage or Parking Area.
9. Pathway or steps connecting to a City staircase or pathway.
10. Detached Accessory Buildings, not more than eighteen feet (18') in height, including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front facade of the Main Building, maintaining a minimum Side Yard Setback of three feet (3').
11. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Side Lot Line.

I. **SNOW RELEASE.** Site plans and Building designs must resolve snow release issues to the satisfaction of the Chief Building Official.

J. **CLEAR VIEW OF INTERSECTION.** No visual obstruction in excess of two feet (2') in height above Road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

K. **MASTER PLANNED DEVELOPMENTS.** The Planning Commission may increase or decrease Setbacks in Master Planned Developments in accordance with Section 15-6-5 (C); however the above Grade spacing between houses shall be consistent with the spacing that would result from required Setbacks of the Zone and shall be Compatible with the historic character of the surrounding residential neighborhood. The Planning Commission may increase or decrease

Maximum Building Footprint in Master Planned Developments in accordance with Section 15-6-5 (B).

¹Applies only to Lots with a minimum Side Yard of five feet (5')

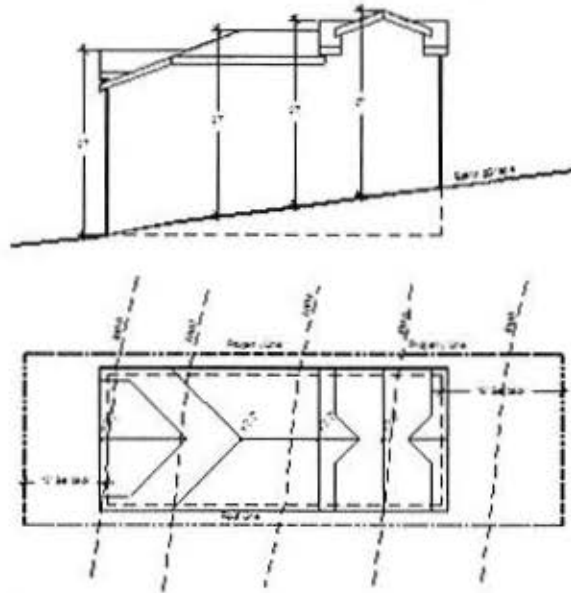
15-2.3-6 BUILDING HEIGHT

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height. Final Grade must be within four vertical feet (4') from Existing Grade around the periphery of the Structure, except for the placement of approved window wells, emergency egress, and a garage entrance. The Planning Commission may grant an exception to the Final Grade requirement as part of a Master Planned Development within Subzone A where Final Grade must accommodate zero lot line Setbacks. The following height requirements must be met:

- A. A Structure shall have a maximum height of thirty five feet (35') measured from the lowest finish floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters. The Planning Commission may grant an exception to this requirement as part of a Master Planned Development within Subzone A for the extension of below Grade subterranean HCB Commercial Uses.
- B. A ten foot (10') minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish Grade on all sides of the Structure. The Planning Commission may grant an exception to this requirement as part of a Master Planned Development within Subzone A consistent with MPD requirements of Section 15-6-5(F). The horizontal step shall take place at a maximum height of twenty three feet (23') from where Building Footprint meets the lowest point of existing Grade. Architectural features, that provide articulation to the upper story façade setback, may encroach into the minimum ten foot (10') setback but shall be limited to no more than twenty five percent (25%) of the width of the building encroaching no more than four feet (4') into the setback, subject to compliance with the Design Guidelines for Historic Sites and Historic Districts.
- C. **ROOF PITCH**. The roof pitch of a Structure's Contributing Roof Form shall be between seven: twelve (7:12) and twelve: twelve (12:12) and shall occupy a minimum horizontal distance of 20 feet measured from the primary façade to the rear of the building, as viewed from the primary public right-of-way. Secondary Roof Forms may be below the required 7:12 roof pitch and located on the primary façade (such as porches, bay window roofs, etc).
 - 1. Secondary Roof Forms may be Rooftop Decks so long as they are not more than 23 feet in height above Finished Grade. This height includes any railings, parapets, stairs, and similar constructions on the Roof Deck.
 - 2. The height of railings, parapets, stairs, and similar constructions on a Green Roof or Flat Roof are included in the calculation of Building

Height. Decks, hot tubs, outdoor cooking areas, and seating areas are not permitted on Green Roofs. Green Roofs must be vegetated.

3. A Structure containing a flat roof shall have a maximum height of thirty five feet (35') measured from the lowest floor plane to the highest wall top plate that supports the ceiling joists or roof rafters. The height of the Green Roof, including the parapets or similar features shall not exceed twenty four (24") above the highest top plate mentioned above. Any required railings for a Green Roof shall comply with Building Height.



4. Accessory Structures may be below the required seven: twelve (7:12) roof pitch.

D. BUILDING HEIGHT EXCEPTIONS. The following height exceptions apply:

1. An antenna, chimney, flue, vent, or similar Structure, may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
2. Water towers, mechanical equipment, and Solar Energy Systems, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building. See LMC 15-5-5(G)(7)(a).
3. **ELEVATOR ACCESS.** The Planning Director may allow additional height to allow for an elevator compliant with American Disability Act (ADA) standards. The Applicant must verify the following:
 - a. The proposed height exception is only for the Area of the elevator. No increase in square footage of the Building is being achieved.
 - b. The proposed option is the only feasible option for the elevator on the Site.
 - c. The proposed elevator and floor plans comply with the American Disability Act (ADA) standards.
4. **GARAGE ON DOWNHILL LOT.** The Planning Commission may allow additional Building Height (see entire Section 15-2.3-6) on a downhill Lot to accommodate a single car wide garage in a Tandem configuration; to

accommodate circulation, such as stairs and/or an ADA elevator; and to accommodate a reasonably sized front entry area and front porch that provide a Compatible streetscape design. The depth of the garage may not exceed the minimum depth for internal Parking Space(s) as dimensioned within this Code, Section 15-3. The additional height may not exceed thirty-five feet (35') from existing Grade.

Attachment E

15-2.4 HISTORIC RESIDENTIAL-MEDIUM DENSITY (HRM) DISTRICT

15-2.4-4 LOT AND SITE REQUIREMENTS

Except as may otherwise be provided in this Code, no Building permit shall be issued for a Lot unless such Lot has Area, width, and depth as required, and Frontage on a private or Public Street shown on the Streets Master Plan or on a private easement connecting the Lot to a Street shown on the Streets Master Plan. All Development must comply with the following:

A. **LOT SIZE.** Minimum Lot Areas for Residential Uses are as follows:

Single Family Dwelling	1,875 sq. ft.
Duplex Dwelling	3,750 sq. ft.
Triplex Dwelling	4,687 sq. ft.
Four-plex Dwelling	5,625 sq. ft.

B. Minimum Lot Area for all other Uses shall be determined by the Planning Commission during the Conditional Use review.

Developments consisting of more than four (4) Dwelling Units require a Lot Area at least equal to 5,625 square feet plus an additional 1,000 square feet per each additional Dwelling Unit over four (4) units. All Setback, height, parking, Open Space, and architectural requirements must be met. See Section 15-2.4-3, Conditional Use Permit Review.

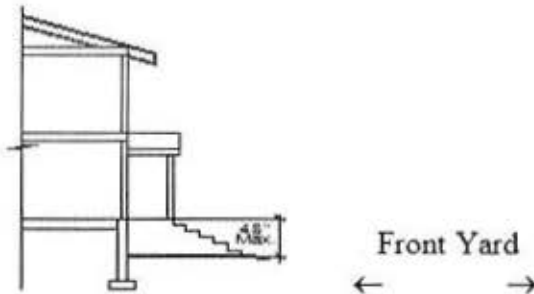
C. **LOT WIDTH.** The minimum width of a Lot is 37.50 feet, measured fifteen feet (15') from the Front Lot Line. Existing platted Lots of record, with a minimum width of at least twenty five feet (25'), are considered legal Lots in terms of Lot Width. In the case of unusual Lot configurations, Lot Width measures shall be determined by the Planning Director.

D. **FRONT YARD.**

1. The minimum Front Yard for Single-Family, Duplex Dwellings, and Accessory Buildings is fifteen feet (15'). If the Lot depth is seventy five feet (75') or less, then the minimum Front Yard is ten feet (10').
2. New Front Facing Garages for Single Family and Duplex Dwellings must be at least twenty feet (20') from the Front Lot Line.
3. See Section 15-2.4-5 for special requirements for Triplexes and Multi-Unit Dwellings.

E. FRONT YARD EXCEPTIONS. The Front Yard must be open and free of any Structure except:

1. Fences, walls, and retaining walls not more than four feet (4') in height, or as permitted in Section 15-4-2. On Corner Lots, Fences more than three (3') in height are prohibited within twenty-five feet (25') of the intersection, at back of curb.
2. Uncovered steps leading to the Main Building; provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause any danger or hazard to traffic by obstructing the view of a Street or intersection.



3. Decks, porches, and Bay Windows, not more than ten feet (10') wide, projecting not more than three feet (3') into the Front Yard.
4. Roof overhangs, eaves, and cornices projecting not more than three feet (3') into the Front Yard.
5. Sidewalks, patios, and pathways.
6. Driveways leading to a garage or Parking Area. No portion of a Front Yard except for approved driveways and patios, allowed Parking Areas, and sidewalks may be Hard-Surfaced or graveled.

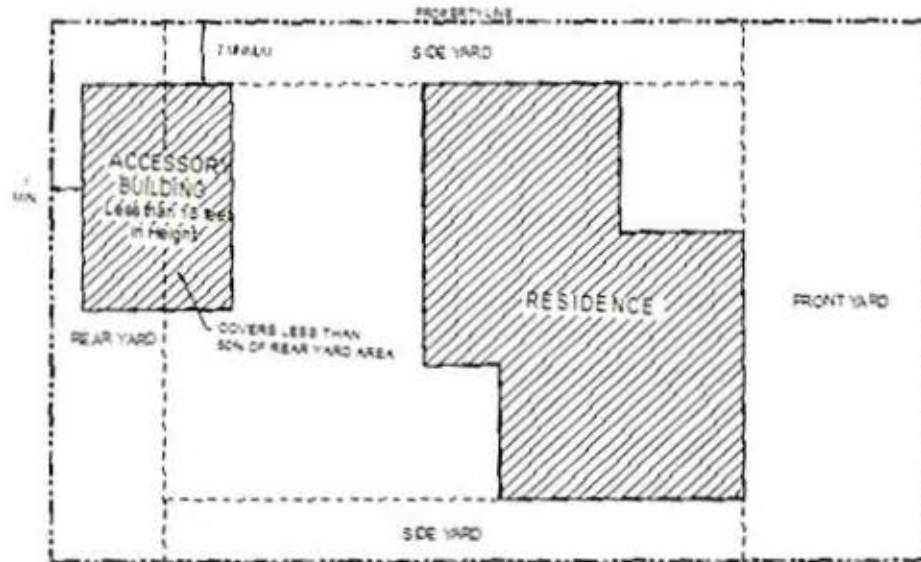
F. REAR YARD.

1. The minimum Rear Yard is ten feet (10') for all Main Buildings, and one foot (1') for detached Accessory Buildings.
2. See Section 15-2.4-5, Special Requirements for Multi-Unit Dwellings.

G. REAR YARD EXCEPTIONS. The Rear Yard must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide projecting not more than two feet (2') into the Rear Yard.
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Rear Yard.
3. Window wells and light wells projecting not more than four feet (4') into the Rear Yard.
4. Roof overhangs and eaves projecting not more than three feet (3') into the Rear Yard.
5. Window sills, belt courses, cornices, trim, and other ornamental features projecting not more than six inches (6") beyond the window or main Structure to which they are attached.

6. A Detached Accessory Buildings, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front façade of the Main Building, and maintaining a minimum Rear Yard Setback of one foot (1'). Such Structure must not cover over fifty percent (50%) of the Rear Yard. See the following illustration::



7. A Hard-Surfaced Parking Area subject to the same location requirements as a detached Accessory Building.
8. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Rear Lot Line.
9. Fences, walls, and retaining walls not over six feet (6') in height, or as permitted in Section 15-4-2.
10. Patios, decks, pathways, steps, and similar Structures not more than thirty inches (30") above Final Grade.

H. SIDE YARD.

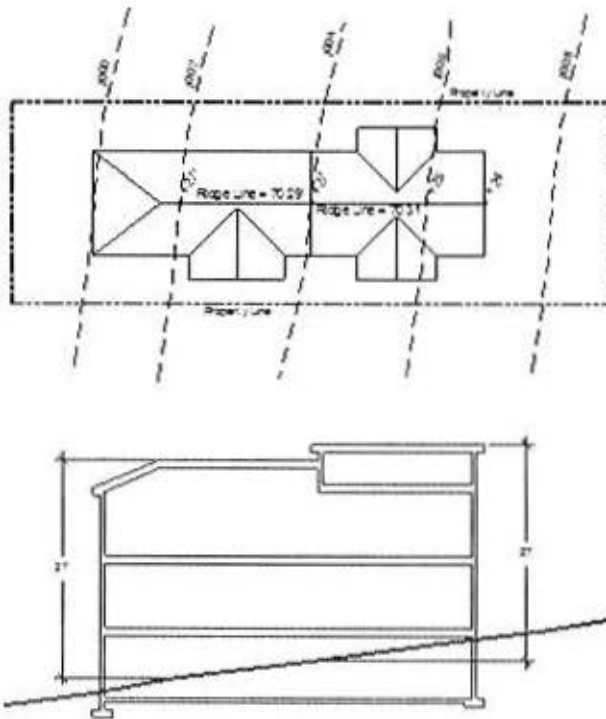
1. The minimum Side Yard for any Single Family, Duplex Dwelling or Accessory Building is five feet (5').
2. The minimum Side Yard for Lots twenty-five feet (25') wide or less is three feet (3').
3. A Side Yard between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.

- a. Exterior Side Yards shall be based on the required minimum Side Yard for each Lot; however the Planning Commission may consider increasing exterior Side Yards during Conditional Use Permit review to mitigate potential impacts on adjacent Property. Side Yard exceptions continue to apply.
 - b. The longest dimension of a Building joined at the Property Line may not exceed one hundred feet (100').
 4. The minimum Side Yard for a detached Accessory Building, not greater than eighteen feet (18') in height, including any free-standing Solar Energy Systems, located at least five feet (5') behind the front facade of the Main Building, is three feet (3').
 5. On Corner Lots, the minimum Side Yard that faces a Street is ten feet (10') for both Main and Accessory Buildings.
 6. See Section 15-2.4-5 special requirements for Multi-Unit Dwellings.
- I. **SIDE YARD EXCEPTIONS.** The Side Yard must be open and free of any Structure except:
1. Bay Windows not more than ten feet (10') wide projecting not more than two feet (2') into the Side Yard.¹
 2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Side Yard.¹
 3. Window well and light wells projecting not more than four feet (4') into the Side Yard.¹
 4. Roof overhangs and eaves projecting not more than two feet (2') into the Side Yard.¹
 5. Window sills, belt courses, cornices, trim, and other ornamental features projecting not more than six inches (6") beyond the window or main Structure to which they are attached.
 6. Patios, decks, pathways, steps, and similar Structures not more than thirty inches (30") in height above Final Grade.
 7. Fences, walls and retaining walls not more than six feet (6') in height, or as permitted in Section 15-4-2.
 8. Driveways leading to a garage or approved Parking Area.
 9. Pathways and steps connecting to a City staircase or pathway.
 10. Mechanical equipment (which must be screened), hot tubs, or similar Structures located at least three feet (3') from the Side Lot Line.
- J. **SNOW RELEASE.** Site plans and Building design must resolve snow release issues to the satisfaction of the Chief Building Official.
- K. **CLEAR VIEW OF INTERSECTION.** No visual obstruction in excess of two feet (2') in height above road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

¹Applies only to Lots with a minimum Side Yard of five feet (5').

15-2.4-7 BUILDING HEIGHT

No Structure shall be erected to a height greater than twenty-seven feet (27') from Existing Grade. This is the Zone Height.



A. BUILDING HEIGHT EXCEPTIONS. The following height exceptions apply:

1. Antennas, chimney, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
2. Water towers, mechanical equipment, and Solar Energy Systems, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building. See LMC 15-5-5(G)(7)(a).
3. Church spires, bell towers, and like architectural features as allowed under the Historic District Design Guidelines, may extend up to fifty percent (50%) above the Zone Height, but may not contain Habitable Space above the Zone Height. Such exception requires approval by the Planning Director.
4. To accommodate a roof form consistent with the Design Guidelines for Park City's Historic Districts and Historic Sites, the Planning Director may grant additional Building Height provided that no more than twenty percent (20%) of the roof ridge line exceeds the Zone Height requirements.
5. Elevator Penthouses may extend up to eight feet (8') above the Zone Height.

Attachment F

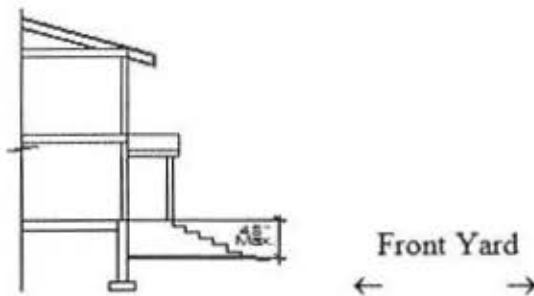
15-2.5 HISTORIC RECREATION COMMERCIAL (HRC) DISTRICT

15-2.5-3 Lot and Site Requirements

Except as may otherwise be provided in this Code, no Building Permit shall be issued for a Lot unless such Lot has the Area, width, and depth as required, and Frontage on a Street shown as a private or Public Street on the Streets Master Plan, or on a private easement connecting the Lot to a Street shown on the Streets Master Plan.

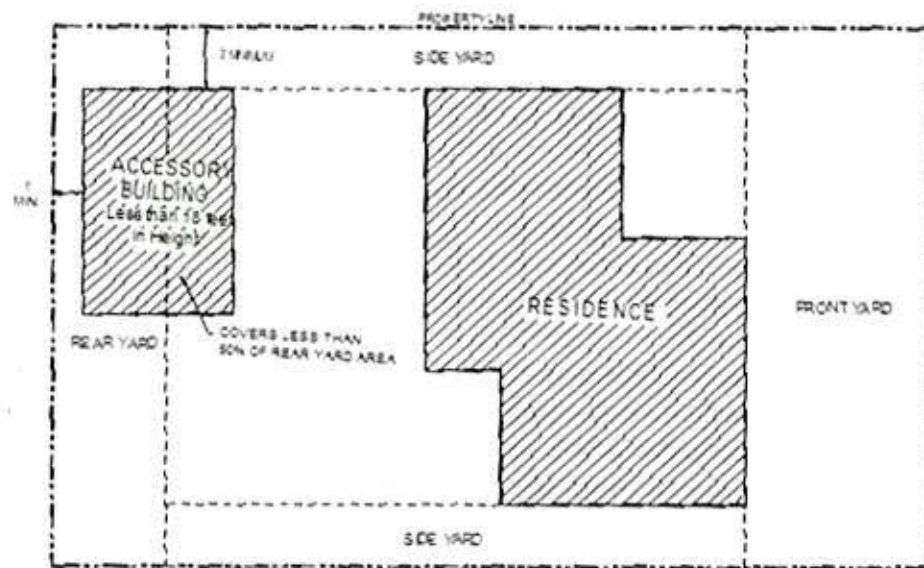
All Development activity must comply with the following minimum Lot and Site requirements:

- A. **FRONT YARD**. The minimum Front Yard is ten feet (10').
- B. **FRONT YARD EXCEPTIONS**. The Front Yard must be open and free of any Structure except:
1. Fences, walls, and retaining walls not more than four feet (4') in height, or as permitted in Section 15-4-2. On Corner Lots, Fences more than three feet (3') in height are prohibited within twenty five feet (25') of the intersection at back of curb.
 2. Uncovered steps leading to the Main Building; provided the steps are not more than four feet (4') in height from Final Grade, not including any required handrail, and do not cause danger or hazard to traffic by obstructing the view of the Street or intersection.



3. Decks, porches, and Bay Windows, not more than ten feet (10') wide, projecting not more than three feet (3') into the Front Yard.
 4. Roof overhangs, eaves, and cornices, projecting not more than three feet (3') into the Front Yard.
 5. Sidewalks, patios, and pathways.
 6. Driveways leading to a garage or Parking Area. No portion of a Front Yard, except for approved driveways, allowed Parking Areas, patios, and sidewalks may be Hard-Surfaced or graveled.
- C. **REAR YARD**. The minimum Rear Yard is ten feet (10').
- D. **REAR YARD EXCEPTIONS**. The Rear Yard must be open and free of any Structure except:

1. Bay Windows not more than ten feet (10') wide projecting not more than two feet (2') into the Rear Yard.
2. Chimneys not more than five feet (5') wide projecting not more than two feet (2') into the Rear Yard.
3. Window wells and light wells projecting not more than four feet (4') into the Rear Yard.
4. Roof overhangs and eaves projecting not more than two feet (2') into the Rear Yard.
5. Window sills, belt courses, cornices, trim, exterior siding, or other ornamental features projecting not more than six inches (6") beyond the window or main Structure to which it is attached.
6. **A Detached Accessory Building**, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front facade of the Main Building, and maintaining a minimum Rear Yard Setback of one foot (1'). Such Structure must not cover over fifty percent (50%) of the Rear Yard. See the following illustration:



7. Hard-Surfaced Parking Areas subject to the same location requirements as a detached Accessory Building.
8. Screened mechanical equipment, hot tubs, and similar Structures located at least five feet (5') from the Rear Lot Line.
9. Fences, walls, and retaining walls not more than six feet (6') in height, or as permitted in Section 15-4-2.
10. Patios, decks, steps, pathways, and similar Structures not more than thirty inches (30") above Final Grade, located at least five feet (5') from the Rear Lot Line.

E. SIDE YARD.

1. The minimum Side Yard is five feet (5').
2. On Corner Lots, the Side Yard that faces a Street is ten feet (10') for both main and accessory Structures.
3. A Side Yard between connected Structures is not required where Structures are designed with a common wall on a Property Line, each Structure is located on an individual Lot, the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official, all applicable Building and Fire Code requirements are met, and the Use is an Allowed or Conditional Use in the Zoning District.
 - a. Exterior Side Yards shall be based on the minimum required Side Yard for each Lot; however the Planning Commission may consider increasing exterior Side Yards during Conditional Use Permit review to mitigate potential impacts on adjacent Property. Side Yard exceptions continue to apply.

F. SIDE YARD EXCEPTIONS. The Side Yard must be open and free of any Structure except:

1. Bay Windows, not more than ten feet (10') wide, projecting not more than two feet (2') into the Side Yard.
2. Chimneys not more than five feet (5') wide, projecting not more than two feet (2') into the Side Yard.
3. Window wells and light wells projecting not more than four feet (4') into the Side Yard.
4. Window sills, belt courses, cornices, trim, exterior siding, and other ornamental features, projecting not more than six inches (6") beyond the window or main Structure to which it is attached.
5. Roof overhangs and eaves projecting not more than two feet (2') into the Side Yard.
6. Patios, decks, pathways, steps, and similar Structures not more than thirty inches (30") in height from Final Grade, provided there is at least a one foot (1') Setback to the Side Lot Line.
7. Fences, walls and retaining walls not more than six feet (6'), or as permitted in Section 15-4-2.
8. Driveways leading to a garage or approved Parking Area.
9. Pathways and steps connecting to a City stairway or pathway.
10. A Detached Accessory Buildings, not more than eighteen feet (18') in height, and including any free-standing Solar Energy Systems, located a minimum of five feet (5') behind the front facade of the Main Building, maintaining a minimum Side Yard Setback of three feet (3').
11. A covered arcade between projects provided that the highest point of the arcade is not more than fifteen feet (15') above the elevation of the walk.

G. FLOOR AREA RATIO. In all projects within the HRC Zone:

1. **STRUCTURES BUILT AFTER OCTOBER 1, 1985.** Except in the Heber Avenue Sub-Zone Area, non-residential Uses are subject to a Floor Area Ratio to restrict the scope of non-residential Use within the District. For Properties located east of Park Avenue, the Floor Area Ratio for non-

residential Uses is 1. For Properties located on the west side of Park Avenue, the Floor Area Ratio for non-residential Uses is 0.7.

2. **STRUCTURES BUILT PRIOR TO OCTOBER 1, 1985.** Structures existing as of October 1, 1985 are not subject to the Floor Area Ratio, and may be used in their entirety for non-residential Uses as provided in this ordinance.

H. **SNOW RELEASE**. Site plans and Building designs must resolve snow release issues to the satisfaction of the Chief Building Official.

I. **CLEAR VIEW OF INTERSECTION**. No visual obstruction in excess of two feet (2') in height above road Grade shall be placed on any Corner Lot within the Site Distance Triangle. A reasonable number of trees may be allowed, if pruned high enough to permit automobile drivers an unobstructed view. This provision must not require changes in the Natural Grade on the Site.

J. **VERTICAL ZONING**. For HRC Zoned Storefront Property adjacent to Main Street, Heber Avenue, and Park Avenue, excluding those HRC Zoned Properties on the west side of Park Avenue and also excluding those HRC Zoned Properties with the following addresses: 702 Main Street, 710 Main Street, 738 Main Street (for the plaza side Storefronts), 780 Main Street, 804 Main Street (for the plaza side Storefronts), 875 Main Street, 890 Main Street, 900 Main Street, and 820 Park Avenue, new Construction and Construction adding Floor Area to a Building or Lot, shall have a minimum of seventy-five-percent (75%) of the width of the Building facade as Storefront Property.

K. **STOREFRONT ENHANCEMENT ZONING**. The maximum width of any Storefront Property Facade abutting Main Street or Heber Avenue shall be fifty-feet (50'). Storefront Property Facades in the Historic portion of structures listed on the Historic Sites Inventory which exceed fifty-feet (50') in width are valid Non-Complying Structures. A Storefront Property Facade shall have a storefront entrance door for pedestrian access.

If the Historic storefront entrance, located in the Historic portion of a structure listed on the Historic Sites Inventory, is more than eight feet (8') above the grade of the adjacent Main Street and/or Heber Avenue, then the First Story in the Historic portion of the Historic structure located adjacent to Main Street and/or Heber Avenue shall not be calculated in the maximum Storefront Property Facade width.

15-2.5-5 BUILDING HEIGHT

No Structure shall be erected to a height greater than thirty-two feet (32') from Existing Grade. This is the Zone Height.

A. **BUILDING HEIGHT EXCEPTIONS**. The following height exceptions apply:

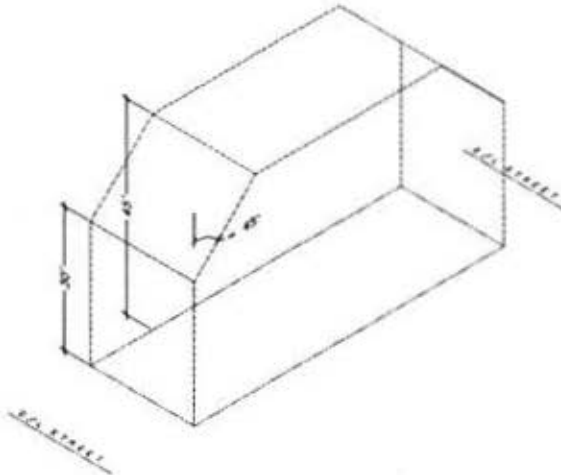
1. Gable, hip, and similar pitched roofs may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.
2. Antennas, chimneys, flues, vents, and similar Structures, may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.
3. Water towers, mechanical equipment, and Solar Energy Systems, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building. See LMC 15-5-5(G)(7)(a).
4. Church spires, bell towers, and like architectural features subject to the Historic District Design Guidelines, may extend up to fifty percent (50%) above the Zone Height, but may not contain Habitable Space above the Zone Height. Such exception requires approval by the Planning Director.
5. An Elevator Penthouse may extend up to eight feet (8') above the Zone Height.
6. To accommodate a roof form consistent with the Historic District Design Guidelines, the Planning Director may grant additional Building Height provided that no more than twenty percent (20%) of the roof ridge line exceeds the height requirement and complies with height exception criteria in Section 15-2.2-6(B)(10).

Attachment G

15-2.6 HISTORIC COMMERCIAL BUSINESS (HCB) DISTRICT

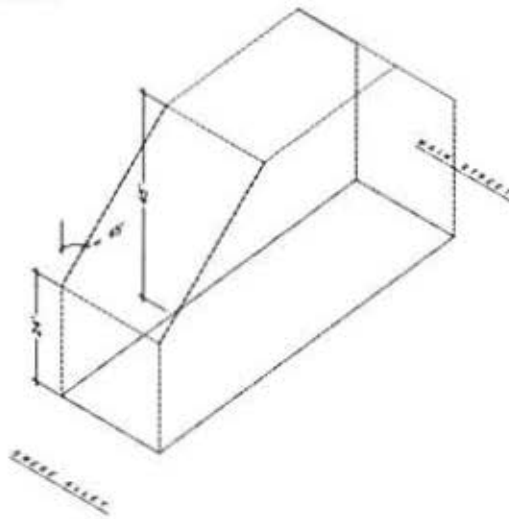
15-2.6-5 MAXIMUM BUILDING VOLUME AND HEIGHT

- A. The maximum Building volume for each Lot is defined by a plane that rises vertically at the Front Lot Line to a height of thirty feet (30') measured above the average Natural Grade and then proceeds at a forty-five degree (45°) angle toward the rear of the Property until it intersects with a point forty-five feet (45') above the Natural Grade and connects with the rear portion of the bulk plane.

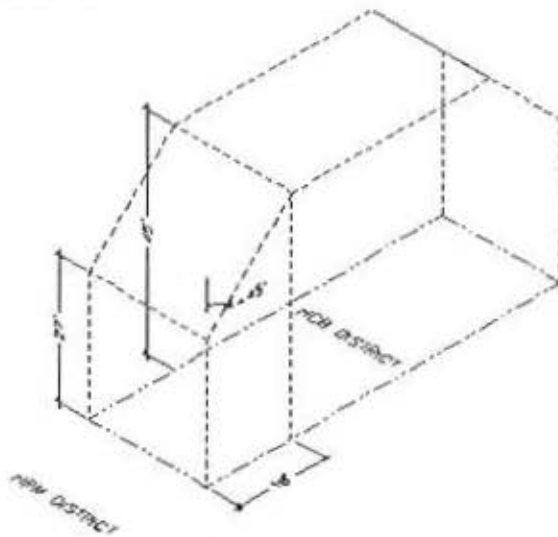


- B. The rear portion of the bulk plane for each Lot that does not abut Swede Alley is defined by the plane that rises vertically at the Rear Yard Property Line to a height of thirty feet (30') measured above the average Natural Grade and then proceeds at a forty-five degree (45°) angle toward the Front Lot Line until it intersects with a point forty-five feet (45') above the Natural Grade of the Building Site. No part of a Building shall be erected to a height greater than forty-five feet (45'), measured from Natural Grade at the Building Site. This provision must not be construed to encourage solid roofing to following the forty-five degree (45°) back plane.
- C. For Lots abutting Swede Alley, the rear portion of the bulk plane is defined by a plane that rises vertically at the Rear Yard Property Line to a height of twenty-four feet (24') measured above the average Natural Grade and then proceeds at a forty-five degree (45°) angle toward the Front Lot Line until it intersects with a point forty-five feet (45') above the Natural Grade. This provision must not be construed to encourage solid roofing to follow the forty-five degree (45°) back

plane.



- D. Wherever the HCB District abuts a residential Zoning District, the abutting portion of the bulk plane is defined by a plane that rises vertically at the abutting Lot Line to a height matching the maximum height of the abutting Zone, measured from Existing Grade, and then proceeds at a forty-five degree (45°) angle toward the opposite Lot Line until it intersects with a point forty-five feet (45') above Existing Grade.



- E. The Zone Height for the HCB District shall correspond to the maximum height of the Building plane as described in Section 15-2.6-5(A) through (D).

- F. **MAXIMUM BUILDING VOLUME AND BUILDING HEIGHT EXCEPTIONS.** The following exceptions apply:

1. A gable, hip, gambrel or similarly pitched roof may extend up to five feet (5') above the Zone Height.
2. Antennas, chimneys, flues, vents, and similar Structures may extend up to five feet (5') above the highest point of the Building to comply with International Building Code (IBC) requirements.

3. Water towers, mechanical equipment, and Solar Energy Systems, and associated Screening, when Screened or enclosed, may extend up to five feet (5') above the height of the Building. See LMC 15-5-5(G)(7)(a).
4. Church spires, bell towers, and like architectural features, subject to the Historic District Design Guidelines, may extend up to fifty percent (50%) above the Zone Height, but may not contain Habitable Space above the Zone Height. Such exception requires approval by the Planning Director.
5. Elevator Penthouses may extend up to eight feet (8') above the Zone Height.
6. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays, including Olympic way-finding towers, are permitted to a height of sixty-five feet (65').

Attachment H

15-5-5 ARCHITECTURAL REVIEW

- A. **PROHIBITED ARCHITECTURAL STYLES AND MOTIFS.** The following architectural styles and motifs are prohibited in Park City because these styles and motifs have a strong connection or association with other regions:
1. A-frame Structures;
 2. Geodesic dome Structures;
 3. Mediterranean motifs;
 4. Tudor or mock Tudor, half timbering;
 5. Swiss chalets;
 6. Highly ornate Victorian;
 7. Rustic frontier;
 8. Colonial;
 9. Nouveau-Chateau, French Provincial, Fairy Tale or Castle. Tower features and turrets may be allowed if roofs are not conical and if the roof line is integrated into the main Structure. Round exterior walls are permitted but not as semi-detached round rooms, i.e., a round room may not exceed 270 degrees;
 10. New Structures designed to imitate Historic Structures built in Park City or elsewhere, unless the project complies with the Historic District Architectural Guidelines.
 11. Exemption. The above provisions addressing Tudor, Victorian, and colonial styles and tower elements shall not apply in the Prospector Park Subdivision.
- B. **PROHIBITED SIDING MATERIALS.** The following siding, fascia, and soffit materials are prohibited because they have proved to be unsuitable for Use in Park City due to the extreme climate, or because their appearance is such that the values of adjoining or abutting Properties are adversely affected:
1. Thick shake shingles;
 2. Ceramic tiles;
 3. Slump bloc, weeping mortar;
 4. Plastic or vinyl siding;
 5. Used brick;
 6. Synthetic stone products such as simulated stone or brick, cultured stone or brick, pre-cast stone or concrete imbedded with stone fragments;
 7. Lava rock, clinkers;
 8. Asphalt siding;
 9. Plywood siding, except that plywood may be approved by the Planning Director if utilized as a base for board and batten siding;
 10. Aluminum siding is generally not considered an appropriate material. The Planning Director may, however, consider requests for the Use of aluminum siding. The design of the Structure shall be consistent with the Park City Design Guidelines. The Applicant will be required to bring a

sample of the type and color of siding to be approved by the Planning Director. When aluminum siding is approved by the Planning Director, it shall have a minimum thickness of .019 inches and shall be backed or insulated with a minimum of 3/8 inch fiberboard of polystyrene foam;

11. Exemption. Aluminum siding, including soffits and fascia, and synthetic stone products may be permitted upon approval by the Planning Director, on Structures when such Structures are located in Areas predominately developed with Structures utilizing the same type of materials, such as in Prospector Village, Park Meadows and Prospector Park Subdivisions. Existing Buildings with synthetic stone products and aluminum or vinyl siding may be re-sided or repaired using synthetic stone products and aluminum or vinyl siding with specific approval by the Planning Director. The Applicant is required to bring a sample of the material and description of the application method of the requested siding and/or synthetic stone to be approved by the Planning Director and an exhibit documenting siding materials found in the surrounding neighborhood.

- C. **DESIGN ORNAMENTATION.** Architectural design in Park City has historically been simple. Highly ornate Buildings are inconsistent with the architectural patterns of the community, and due to the close proximity of one Development to another, inconsistent ornamentation may become unsightly and detract from Property values.

To add architectural interest to Buildings, special ornamental siding materials may be used, provided that no more than twenty five percent (25%) of any facade of the Building is covered with ornamental siding. Examples of ornamental siding provided for information purposes only and not as a limitation, are as follows:

1. Fish scale cut shingles;
2. Half-timbered stucco;
3. Match-sticked wood or other inlays.

- D. **NUMBER OF EXTERIOR WALL MATERIALS.** Different exterior siding materials add interest to a Building, and to the community as a whole, however, the Use of too many exterior materials, like excessive ornamentation, detracts from the values of adjoining Properties. Exterior walls of any Building may be sided with up to three (3) different materials per Building, but no more than three (3) materials may appear on any one (1) wall, including ornamental siding. Trim shall not be counted as a siding material, but ornamentation is counted as a siding material. If trim covers more than ten percent (10%) of a side of the Building, it shall be counted as a siding material on that side.

- E. **ROOFING MATERIALS.** Because of the steep Grade changes within Park City, and the fact that residents and visitors are frequently in a position to look down

on the City from the adjoining mountains, the appearance of roofs in Park City is of more significance than in other communities. Some roof types do not perform well in Park City's harsh climate. In addition, the Area's dry climate creates a high potential for wild land fires which makes the Use of wood roofs unsafe in some Areas. For these reasons, the following roof types are prohibited in Park City:

1. Untreated aluminum or metal, except that copper may be used;
2. Reflective materials;
3. Brightly colored roofing such as bright red, blue, yellow, green or similar colors are highly visible. Exception: Green is allowed if it is determined that its hue, color, chroma and other attributes of color are similar to other earth tone colors currently approved in Park City. In no case shall the color be determined to be bright or highly reflective or towards the yellow tones of the color spectrum;
4. Wood shingles, including fire retardant, prohibited only in wild land interface zones. Wood roofs may be allowed on additions to existing Structures with wood roofs, only upon specific approval of the Chief Building Official. In addition, wood roofing may be allowed on later phases, which continue the specific design of existing projects and where the original phase has wood roofing.
Existing non-conforming Structures must comply with this section when the Structure's roof is replaced;
5. Except on Historic renovations or reconstructions with adequate documentation, roof ornamentation such as scroll work, finials, and bead-and-dowel work are prohibited.

F. **ROOF SHAPES.** The following roof shapes are prohibited in Park City as the dominant roof form because they either do not perform well in the harsh climate, or tend to detract from the value of adjoining Property. As minor roof elements, the following shapes may be allowed if approved by the Planning Director:

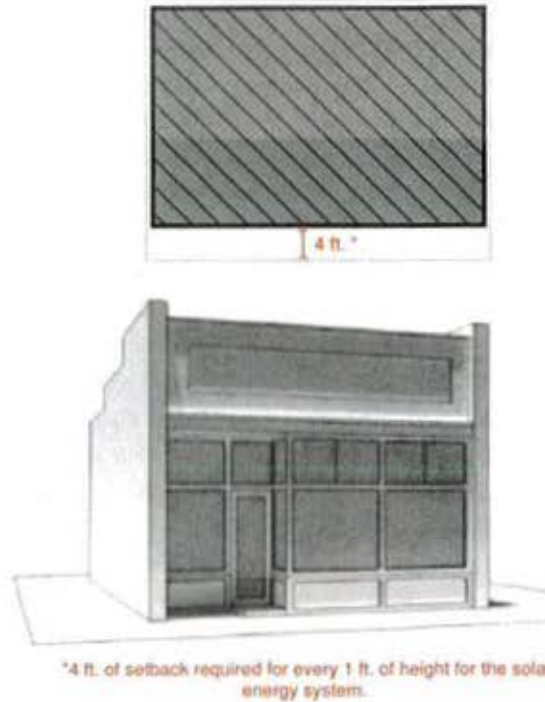
1. Mansard or fake mansard roofs;
2. Gambrel roofs;
3. Curvilinear roofs;
4. Domed roofs;
5. Geodesic domes;
6. Conical roofs, greater than 270 degrees around;
7. A-frame or modified A-frame roofs.

Mechanical equipment on roofs must be hidden with a visual barrier so it is not readily visible from nearby Properties.

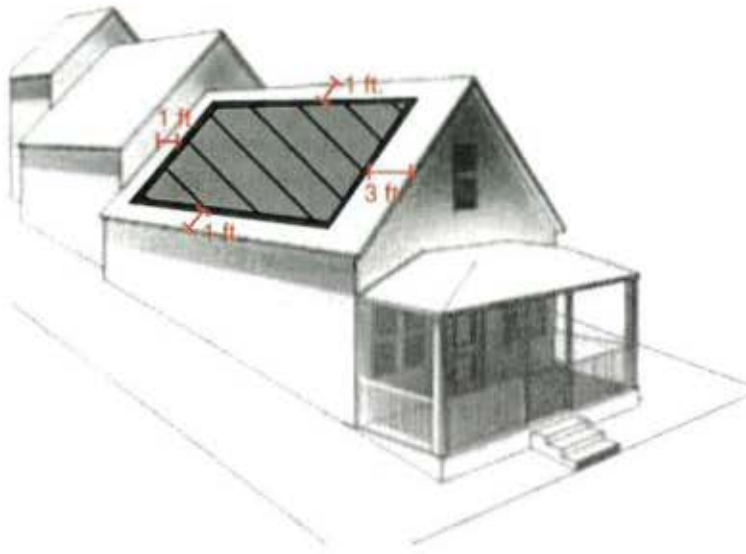
G. **SOLAR PANELS ENERGY SYSTEMS AND SKYLIGHTS.** Any solar ~~panel energy system or skylight, or other translucent roof material which allows the transmission of light from the interior of the Building to the exterior,~~ shall be designed as follows:

1. ~~Skylights shall be limited to no more than twenty-five percent (25%) of the total roof Area;~~

- ~~2. The skylight design shall facilitate the Use of natural light in to the Building and any light emitted or reflected from the skylight shall be shielded from adjacent Properties;~~
- ~~3. The skylight feature shall not be the highest point of the Structure; and~~
- ~~4. The skylight feature shall be designed to fit as flush as possible with the roof. Skylights shall generally extend no more than two feet (2') above the roof plane.~~
5. Solar ~~panels~~ Energy Systems shall be designed so as to be incorporated in the roof plan or architectural features of the structure to the best extent possible. Solar ~~panels~~ Energy Systems shall generally be mounted flush to the roof plane. In instances where due to the existing roof angle the panel needs to be angled from the roof plane for optimum solar gain, alternative designs may be considered upon review of a visual analysis and mitigation of visual impacts from surrounding properties.
6. Solar panels, solar devices, and Solar Energy Systems and mounting equipment shall use non-reflective finishes such as an anodized finish.
7. Skylights and Solar panels energy systems in the Historic Districts are subject to the Design Guidelines for Historic Districts and Historic Sites and shall also meet the following:
 - a. On a Flat Roof, the Solar Energy System shall be mounted flush to the roof or on racks. When this is not possible, the Solar Energy System shall extend no more than five feet (5') above the highest point of the roof. Solar Energy Systems shall be screened from view of the primary right-of-way by:
 - i. An existing parapet along the street-facing façade that is as tall as the tallest part of the Solar Energy System; or
 - ii. Setting the Solar Energy System back from the edge of the roof facing the primary right-of-way at least four feet (4') for each one foot (1') of Solar Energy System height (including any necessary racks).



- b. Solar Energy Systems are permitted on pitched roofs facing a rear or side lot line that is not visible from the right-of-way. The Solar Energy System shall be mounted flush on the pitched roof, with the system no more than one foot (1') from the surface of the roof at any point. Solar Energy Systems shall be screened from view of the primary right-of-way in the following ways:
 - i. The Solar Energy System shall be located at least one foot (1') from the ridgeline of the pitched roof.
 - ii. The Solar Energy System shall be located at least three feet (3') from the edge of the roof facing a right-of-way and one foot (1') from the edge of the roof facing the rear property line.
 - iii. The Solar Energy System shall be located at least one foot (1') from the eave of the roof.
 - iv. The Solar Energy System shall not alter the slope of the roof.



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- c. Solar shingles and Propanel-type/standing seam integrated products may be appropriate on roof surfaces visible from the primary right-of-way in the Historic Districts when it can be shown that they are sized similar to conventional asphalt shingles or metal roofing. They shall be similar in color to roofing materials in the Historic Districts and shall possess an anti-reflective top coating, such as Tempered Glass Tefzel Glazing or titanium dioxide. All metal surfaces shall have a matte finish.
 - d. Freestanding Solar Energy Systems shall meet all the setback requirements of an Accessory Building as outlined in the Historic zoning districts. They shall be installed in locations that minimize visibility from the public right-of-way. These systems shall be screened from the public right-of-way with materials such as fencing or vegetation of suitable scale for the Historic District.
 - e. Exceptions to the location and height of the Solar Energy System above the roof are subject to Planning Director approval based on a determination that:
 - i. A professional experienced in energy-efficient construction has conducted an energy audit and the building has optimized its energy efficiency through other means; and
 - ii. The location of the Solar Energy System does not detract from the historic character of the site and/or the Historic District (by making the Solar Energy System a character-defining element of the building); and
 - iii. The application has demonstrated that the proposed plan will result in a net positive generation of 105% or greater.

H. **SKYLIGHTS.** Any skylight, or other translucent roof material which allows the transmission of light from the interior of the Building to the exterior, shall be designed as follows:

1. Skylights shall be limited to no more than twenty-five percent (25%) of the total roof Area;
2. The skylight design shall facilitate the Use of natural light in to the Building and any light emitted or reflected from the skylight shall be shielded from adjacent Properties;
3. The skylight feature shall not be the highest point of the Structure; and
4. The skylight feature shall be designed to fit as flush as possible with the roof. Skylights shall generally extend no more than two feet (2') above the roof plane.
5. ~~Solar panels shall be designed so as to be incorporated in the roof plan or architectural features of the structure to the best extent possible. Solar panels shall generally be mounted flush to the roof plane. In instances where due to the existing roof angle the panel needs to be angled from the roof plane for optimum solar gain, alternative designs may be considered upon review of a visual analysis and mitigation of visual impacts from surrounding properties.~~
6. Skylights ~~and solar panels~~ in the Historic Districts are subject to the Design Guidelines for Historic Districts and Historic Sites.

I. **WINDOW TREATMENTS.** Windows other than rectangular windows may be used as accents and trim, but arched, rounded, or Bay Windows as the primary window treatment are prohibited. Untreated aluminum and untreated metal window frames are prohibited. Small pane colonial style windows are not allowed.

J. **LIGHTING.**

1. **PURPOSE.** The functional objectives in providing exterior Area lighting are to illuminate Areas necessary for safe, comfortable and energy efficient Use. The number of fixtures shall be limited to provide for safe entry and egress and for sign and Business identification. Illumination of new Building features for architectural enhancement is prohibited. Historic Structures may be illuminated under the terms prescribed in this Code.

With the exception of Americans with Disabilities Act lighting requirements, the minimum lighting standards generally applied and recommended by the Illuminating Engineering Society of North America (IES), are observed by this Code.

2. **CONFORMANCE WITH APPLICABLE CODES.** All outdoor electrically powered illuminating devices shall be installed in conformance with the provisions of this Code, the International Building Code, the Electrical Code, and the Sign Code under the appropriate permit and inspection. When discrepancies in these Codes exist, the most restrictive shall apply.

3. **APPROVED MATERIALS AND METHODS OF CONSTRUCTION OR INSTALLATION/OPERATION.** The provisions of this Code are not intended to prevent the Use of any design, material or method of installation or operation not specifically prescribed by this Code, provided any such alternate has been approved. The Chief Building Official may approve any such proposed alternate providing he/she finds that:
- a. The alternative provides approximate equivalence to the applicable specific requirement of this Code;
 - b. The alternative is otherwise satisfactory and complies with the intent of this Code; or
 - c. The alternate has been designed or approved by a registered professional engineer and the content and function promotes the intent of this Code.
4. **SUBMISSION OF PLANS AND EVIDENCE OF COMPLIANCE WITH CODE.**
- a. The Applicant for any permit required by any provisions of the laws of this jurisdiction in connection with proposed work involving outdoor lighting fixtures shall submit, as part of the Application for permit, evidence that the proposed lighting fixtures and Light Source will comply with this Code. The submission shall contain the following:
 1. Plans indicating the location on the premises, and the type of illumination devices, fixtures, lamps, supports, reflectors, and installation and electrical details;
 2. Description of illuminating devices, fixtures, lamps, supports, reflectors, and other devices. The description may include, but is not limited to, catalog cuts by manufacturers, and drawings, including section where required;
 3. Photometric data, such as that furnished by manufacturers or similar showing the angle of the cut off or light emission. A point by point light plan may also be required to determine the adequacy of lighting over the entire Site.
Additional information may be required elsewhere in the laws of this jurisdiction upon Application for the required permit.
 - b. Lamp or Fixture Substitution. On commercial Structures if any outdoor light fixture or the type of Light Source therein is proposed to be changed after the permit has been issued, a change request must be submitted to the Planning Department for approval. Adequate information to assure compliance with this Code must be provided and the request must be received prior to substitution.
5. **SHIELDING.** All non-exempt outdoor lighting fixtures shall have shielding as required by Table 1 of this Chapter below.
- a. Historic District Shielding and Fixture Exemption. Fixtures in the HR-L, HR-1, HR-2, HCB, HRM, and HRC Zoning Districts that replicate a Historic fixture shall be permitted to be installed without

partial shields with the approval of the Planning Director. All fixtures shall be filtered and refractors that direct the light downward shall be installed if the bulb is exposed.

Historic fixtures that are fifty (50) years or older and contribute to the architectural and cultural character of the Historic District, are exempt from these requirements.

Architectural features on Historic Structures may be illuminated with fully shielded fixtures.

6. **WATTAGE/FIXTURE AND LIGHT SOURCE REQUIREMENTS.** Wattage, fixture and Light Source requirements as outlined in the following Table 1 apply to all zones throughout the City:

Table 1

Light Source	Fully Shielded	Partially Shielded	Watt (Maximum Per Fixture)
High Pressure Sodium ¹		x	50
Low Pressure Sodium		x	55
Metal Halide ²	x		1,500
L Voltage/Halogen ³		x	50
Compact Fluorescent		x	75

7. Other Sources: As approved by the Planning Director

Note: "x" indicates the required standard.

¹This is the standard Light Source for Park City and Summit County unless otherwise noted in a specific section. Fully shielded fixtures are preferred but not required with this Light Source. Other sources are only permitted as noted. Residential porch lights and exterior garage and post lights may utilize incandescent bulbs, provided that the bulbs are Shielded. Lighting for signs may use halogen bulbs, provided that they are Shielded and directed at the sign face. Wattages outlined are the maximum and can be decreased under the Building Permit review process depending on the number and location of the fixture on each project. In no case shall the levels be reduced to levels below the Illuminating Engineering Society

(IES) minimum standards.

²Metal Halide sources shall be permitted only for recreational sport field or ski Area Uses and installed only in one hundred percent (100%) fully enclosed Luminaries. Metal Halide lights shall also be filtered.

³Low voltage/halogen sources are permitted in landscaping lighting only.

8. **GAS STATION CANOPIES.** Gas station canopies may not exceed an average horizontal luminance level of eight (8) Foot Candles across the Site and the maximum point levels should not exceed fifteen (15) Foot Candles within the Area directly underneath the canopy.
9. **AREA LIGHTING - BUILDING CANOPY AND SOFFIT, WALL MOUNTED.** Area, stand alone or wall mounted fixtures shall not be mounted above eighteen feet (18') as measured from the top of the fixture to the adjacent Grade or horizontal plane being lit by the fixture. The horizontal luminance level along the sidewalk or Building Facade shall not exceed one (1) Horizontal Foot Candle with a uniformity ratio of 4:1.
10. **CONSTRUCTION SITES.** All commercial construction Sites shall submit a lighting plan as part of the Construction Mitigation Plan for the project prior to Building Permit issuance. Criteria for review shall include duration, number, location, height, Light Source, and hours of operation.
11. **LANDSCAPE LIGHTING.** The primary function of landscape lighting is to provide illumination for pathways, steps, and entrances to Buildings.
 - a. **Pathway Lighting.** Two types of lights can be selected: Three foot (3') bollards with louvers and ten foot (10') pole mounted, down directed Luminaries. Bollard lights shall be low voltage. The intent of pathway lights is to provide pools of light to help direct pedestrians along the path, not to fully illuminate the path. Steps and path intersections should be illuminated for safety. The maximum Foot Candle permitted on the ground is one (1) Horizontal Foot Candle or less.
 - b. **Highlighting, Backlighting.** Only low voltage systems are permitted. Lights must be partially shielded and light must not be directly off the Property. A maximum Foot Candle permitted at ten feet (10') is 0.6 Horizontal Foot Candles from the Light Source. Up-lighting is prohibited.
 - c. **Moonlighting.** Low voltage systems may be placed in trees or on Buildings to give the effect of moonlight. Lights must be down-directed and partially shielded. A maximum Foot Candle permitted at ten feet (10') is 0.25 Horizontal Foot Candle from the Light Source. Up-lighting is prohibited.

12. RECREATIONAL LIGHTING. Because of their unique requirements for nighttime visibility and their limited hours of operation, baseball diamonds, playing fields, tennis courts and ski area runs may Use the Light Source permitted under Table 1 above with the following conditions and exceptions:

- a. The height of outdoor recreational posts shall not exceed seventy feet (70') above Natural Grade. The average Horizontal Foot Candle shall not exceed 3.6 across the Area boundary with a uniformity ratio of 4:1. Ski area lighting may require higher illumination levels in some instances. Those levels shall be reviewed and approved by the Planning Commission under the Conditional Use process outlined in the LMC.
- b. All fixtures used for event lighting shall be fully shielded as defined in Section (4) herein, or be designed or provided with sharp, cutoff capability, so as to minimize up-light, spill light and glare.
- c. Recreational lighting shall be turned off within thirty (30) minutes of the completion of the last game, practice, or event. In general, recreational lighting shall be turned off after 11:00 p.m., unless an exception is granted by the Planning Director for a specific event or as approved as part of a Master Festival license.

13. RESIDENTIAL LIGHTING.

- a. All exterior lights on porches, garage doors or entryways shall be shielded to prevent glare onto adjacent Property or public right of ways and light trespass in to the night sky. Lights shall be directed at walkways or entries and shall not be directed into the night sky.
- b. Compact fluorescent fixtures are the recommended Light Source. High pressure sodium and incandescent bulbs may be permitted, provided the wattage is low and the light is Shielded and down-directed.
- c. Bare bulb light fixtures such as flood or spotlights are not permitted.
- d. Lighting exterior Building features for architectural interest is prohibited.
- e. Security lighting shall be fully shielded and shall be set on a timer or motion detector. Infrared sensor spotlights are the recommended light type for security.
- f. Private sport court facilities shall Use fully shielded fixtures and shall not Use the lights past 11 p.m.

14. SEASONAL DISPLAY OF LIGHTS. Seasonal restrictions apply to the HCB, GC, LI and HRC zones. Residential Uses in the HR-1, HR-2, E, HRL, SF, RM, R-1, RDM, and RD zones are exempt from these requirements. Winter seasonal displays are permitted from the first of November to the 15th of April per the Park City Municipal Code.

Displays should be turned off at midnight. Any color of lights may be used; however, the lights shall not be used to create advertising messages or

signs. Spelling out the name of a Business is prohibited.

15. OUTDOOR DISPLAY LOTS. Any Light Source permitted by this Code may be used for lighting of outdoor display Lots such as, but not limited to, automobile sales or rental, recreational vehicle sales, Building material sales, and seasonal goods, provided all the following conditions are met:

- a. All fixtures shall be Fully Shielded as defined in LMC Chapter 15-15.
- b. The maximum horizontal illumination across the Site shall not exceed an average Foot Candle of two (2) across the Site with a uniformity ratio of 4:1.
- c. Display lighting shall be turned off within thirty (30) minutes of closing of the Business. Lighting used after 11 p.m. shall be security lighting. Security lighting shall be required to be motion sensitive not permanently illuminated. Infrared sensor security lights are the only type of security light permitted.

16. PROHIBITIONS. The following light fixtures and Light Sources are prohibited: mercury vapor lamps, laser Light Sources, unshielded floodlights or spotlights, metal halide, except for recreational Uses, see Section (10), and searchlights.

17. OTHER EXEMPTIONS.

- a. Nonconformance. All other outdoor light fixtures lawfully installed prior to and operable on the effective date of the ordinance codified in this Chapter, including City owned or leased Street lights, are exempt from all requirements of this Code. On commercial projects, all such fixtures shall be brought into compliance with this Code upon any Application for any exterior Building Permit. On residential Structures, only new exterior fixtures on remodels or new additions must comply with this ordinance.
- b. Fossil Fuel Light. All outdoor light fixtures producing light directly by the combustion of natural gas or other fossil fuels are exempt from the requirements of this Code.
- c. Up-lighting. Up-lighting is permitted under the following conditions:
 1. The use of luminaires for up-lighting on any residentially or commercial zoned Lot or Property or within a City ROW or Open Space zone, is permitted only for City-funded or owned statues, public monuments, ground –mounted Public Art, or flags of the United States of America.
 2. All up-lighting shall be shielded and/or have beam-angle control and shall be aimed to limit the directed light to the illuminated object only.
 3. Up-lighting is permitted thirty (30) minutes before sunset and until 11:00 p.m.; or, one hour after the close of location based on normal hours of operations, whichever is later.

18. TEMPORARY EXEMPTION.

- a. Requests. Any Person may submit a written request to the Planning Director for a temporary exemption. A temporary exemption request shall contain the following information:
 1. Specific exemption or exemption request;
 2. Type and Use of outdoor light fixtures involved;
 3. Duration of time for requested exemption;
 4. Total wattage;
 5. Proposed location on Site;
 6. Description of event or reason for need of exemption; and
 7. Other data as deemed necessary to adequately review and made a determination on the request.
- b. Approval; Duration. The Planning Department shall have ten (10) Business days from the date of a complete submission of the temporary request to act, in writing, on the request. The Planning Department shall approve the request if it finds that the exemption is necessary for public safety, security or other public necessity and the exemption does not materially subvert the purpose of this Chapter. If approved, the exemption shall be valid for not more than thirty (30) days from the date of approval. The approval shall be renewable by the Planning Director upon consideration of all the circumstances and provided a finding of public safety or necessity is made, and no intent to circumvent the intent of this Chapter is present. Each such renewed exemption shall be valid for not more than thirty (30) days.
- c. Denial/Appeal. If the request for a temporary exemption is denied, the Person making the request, in writing, may appeal the decision to the Planning Commission within ten (10) days of the denial as provided for in LMC Chapter 15-1.

- K. **TRASH AND RECYCLING ENCLOSURES.** In addition to County health standards, the following trash enclosure design standards shall apply:
1. Trash and storage Areas shall be Screened by landscaping, Fencing, berms or other devices integral to overall Site and Building design;
 2. Trash and storage enclosures shall be designed and constructed of materials that are Compatible with the proposed or existing Building and with surrounding Structures. The enclosure's design, construction, and materials shall be substantial and consisting of masonry, steel, or other materials approved by the Planning and Building Department and capable of sustaining active use by residents and trash/recycling haulers. The design shall, if physically possible, include both a pedestrian door and a truck door or gate;
 3. Trash and storage Areas shall be well maintained including prompt repair and replacement of damaged gates, Fences and plants;

4. Openings of trash enclosures shall be oriented away from public view or Screened with sturdy gates wide enough to allow easy Access for trash collection, where practical;
5. The consolidation of trash Areas between Businesses and the Use of modern disposal techniques is encouraged.
6. Exception. These standards shall not apply to existing Structures that have been built with zero Setbacks or when such enclosures would negatively impact Access, circulation, or snow removal efforts.

- L. **MECHANICAL EQUIPMENT**. All electrical service equipment and sub-panels and all mechanical equipment, including but not limited to, air conditioning, pool equipment, fans and vents, utility transformers, except those owned and maintained by public utility companies, and solar panels, shall be painted to match the surrounding wall color or painted or Screened to blend with the surrounding natural terrain. Roof mounted equipment and vents shall be painted to match the roof and/or adjacent wall color and shall be Screened or integrated into the design of the Structure. Minor exceptions to Setback requirements for Screened mechanical equipment may be approved by the Planning Director where the proposed location is the most logical location for the equipment and impacts from the equipment on neighboring properties, historic facades, and streetscapes can be mitigated and roof top mechanical placement and visual clutter is minimized.
- M. **PATIOS AND DRIVEWAYS**. A Building Permit is required for all non-bearing concrete flatwork, asphalt, and/or any Impervious Surface, regardless of size or area. This includes any repairs, alterations, modifications, and expansion of existing flatwork.
- N. **LANDSCAPING**. A complete landscape plan must be prepared for the limits of disturbance area for all Building Permit applications and Historic District Design Review projects for all exterior work that impacts existing vegetation within the limits of disturbance. The landscape plan shall utilize the concept of Xeriscaping for plant selection and location, irrigation, and mulching of all landscaped areas. The plan shall include foundation plantings and ground cover, in addition to landscaping for the remainder of the lot. The plan shall indicate the percentage of the lot that is landscaped and the percentage of the landscaping that is irrigated. The plan shall identify all existing Significant Vegetation.

Materials proposed for driveways, parking areas, patios, decks, and other hardscaped areas shall be identified on the plan. A list of plant materials indicating the botanical name, the common name, quantity, and container or caliper size and/or height shall be provided on the plan. Areas of mulch shall be identified on the plan. Approved mulches include natural organic plant based or recycled materials. Stone-based mulch is not permitted.

To the extent possible, existing Significant Vegetation shall be maintained on Site and protected during construction. When approved to be removed, based on a Site Specific plan, Conditional Use, Master Planned Development, or Historic District Design Review approval, the Significant Vegetation shall be replaced with equivalent landscaping in type and size. Multiple trees equivalent in caliper to the size of the removed Significant Vegetation may be considered instead of replacement in kind and size. Where landscaping does occur, it should consist primarily of native and drought tolerant species, drip irrigation, and all plantings shall be adequately mulched.

Irrigated lawn and turf areas are limited to a maximum percentage of the allowed Limits of Disturbance Area of a Lot or Property that is not covered by Buildings, Structures, or other Impervious paving, based on the size of the Lot or Property according to the following table:

Lot Size	Maximum Turf or Lawn Area as a percentage of the allowed Limits of Disturbance Area of the Lot that is not covered by Buildings, Structures, or other Impervious paving
Greater than one (1) acre	25%
0.50 acres to one (1) acre	35%
0.10 acres to 0.49 acres	45%
Less than 0.10 acres	No limitation

Where rock and boulders are allowed and identified on the Landscape Plan, these shall be from local sources. All noxious weeds, as identified by Summit County, shall be removed from the Property in a manner acceptable to the City and Summit County, prior to issuance of Certificates of Occupancy.

Attachment I

15-15 DEFINED TERMS

15-15-1 Definitions

For the purpose of the LMC, certain numbers, abbreviations, terms, and words shall be used, interpreted, and defined as set forth herein. Defined terms will appear as proper nouns throughout this Title. Words not defined herein shall have a meaning consistent with Webster's New Collegiate Dictionary, latest edition.

Unless the context clearly indicates to the contrary, words used in the present tense include the future tense; words used in the plural number include the singular; the word "herein" means "in these regulations"; the word "regulations" means "these regulations"; "used" or "occupied" as applied to any land or Building shall be construed to include the words "intended, arranged, or designed to be used or occupied".

ACCESS. The provision of vehicular and/or pedestrian ingress and egress to Structures, facilities or Property.

ACCESSORY APARTMENT. A self-contained Apartment, with cooking, sleeping, and sanitary facilities, created either by converting part of and/or by adding on to a Single-Family Dwelling or detached garage. Accessory Apartments do not increase the residential Unit Equivalent of the Property and are an Accessory Use to the primary Dwelling.

ACCESSORY BUILDING. A Building on the same Lot as the principal Building and that is:

- A. clearly incidental to, and customarily found in connection with such principal Building, such as detached garages, barns, free-standing Solar Energy Systems, and other similar Structures that require a Building Permit;
- B. operated and maintained for the benefit of the principal Use;
- C. not a Dwelling Unit; and
- D. also includes Structures that do not require a Building Permit, such as sheds, outbuildings, or similar Ancillary Structures. See Ancillary Structure.

ACCESSORY USE. A land Use that is customarily incidental and subordinate to the to the primary Use located on the same Lot.

ACTIVE BUILDING PERMIT. Any Building Permit that has not expired.

ADMINISTRATIVE PERMIT. A permit issued by the Planning, Building, and Engineering Departments for specified Use upon proof of compliance with certain criteria.

AFFECTED ENTITY. A county, municipality, local district, special service district under Utah State Code Title 17D, Chapter 1, Special Service District Act, school district, inter-local cooperation entity established under Utah State Code Title 11, Chapter 13, Inter-local Cooperation Act, specified public utility, property owner, property owners association, or the Utah Department of Transportation, if: (a) the entity's services or facilities are likely to require expansion or significant modification because of an intended use of land; (b) the entity has filed with the municipality a copy of the entity's general or long-range plan; or (c) the entity has filed with the municipality a request for

notice during the same calendar year and before the municipality provides notice to an affected entity.

SEXUALLY ORIENTED BUSINESSES. Businesses defined as such according to Municipal Code Section 4-9-4.

SIGNIFICANCE. The quality of having Historical consequence or being regarded as having great architectural value.

SIGNIFICANT RIDGE LINE AREA. Ridge lines in Areas deemed to be significant or sensitive as determined during the Sensitive Lands Analysis, the significance of these ridge lines is to be determined during the sensitive lands visual analysis process.

SIGNIFICANT SITE. Any Site, including a Building (main, attached, detached or public), Accessory Building, and/or Structure that is determined by the Historic Preservation Board to meet specified criteria set forth in LMC Chapter 15-11.

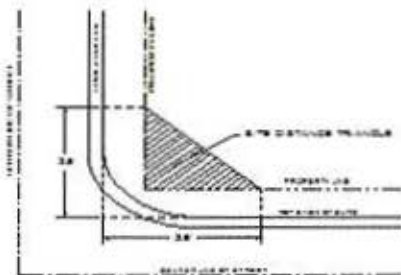
SIGNIFICANT VEGETATION. Includes all large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, all groves of small trees, and all clumps of oak or maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.

SINGLE FAMILY SUBDIVISION. A Development consisting of primarily, although not exclusively, of Single Family Dwellings.

SITE. An Area, Lot, or piece of land where a Building (main, attached, detached or public), Accessory Building, and/or Structure was, is, or will be located.

SITE DEVELOPMENT STANDARDS. Regulations unique to each zone concerning standards for Development including, but not limited to Lot Areas, Setbacks, Building Height, Lot coverage, open space.

SITE DISTANCE TRIANGLE. A triangular Area at the intersection of two Streets formed by the Streets at Property Line and a line connecting them at points twenty-five feet (25') from the intersection of the Street lines.

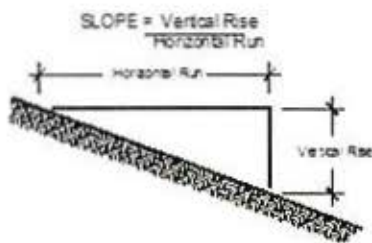


SITE SUITABILITY ANALYSIS. A comprehensive analysis of a Property or Site used in making a determination of appropriate Density considering such factors as Sensitive Lands, existing and proposed utilities and transportation systems, and other community objectives as stated in the General Plan.

SKETCH PLAT. A Sketch preparatory to the Preliminary Plat, or Subdivision Plat in the case of Minor Subdivisions, to enable the Owner to save time and expense in reaching general agreement with the Planning Commission as to the form of the plat.

SLOPE. The level of inclination of land from the horizontal plane determined by dividing the horizontal run or distance of the land into the vertical rise or distance of the same

land and converting the resulting figure in a percentage value.



1. **Slope, Steep.** Slope greater than fifteen percent (15%).
2. **Slope, Very Steep.** Slope greater than forty percent (40%).

SOLAR ENERGY SYSTEM. An energy system which converts solar energy to usable thermal, mechanical, chemical, or electrical energy to meet a structure's energy requirement.

SPACING. Distance between the closer edges of adjoining driveways or driveways and Right-of-Way lines of intersecting Streets.

SPECIAL EVENT. Any event, public or private, with either public or private venues, requiring City licensing beyond the scope of normal Business and/or liquor regulations, as defined by this Code, or creates public impacts through any of the following:

1. The use of City personnel;
2. Impacts via disturbance to adjacent residents;
3. Traffic/parking;
4. Disruption of the normal routine of the community or affected neighborhood; or
5. Necessitates Special Event temporary beer or liquor licensing in conjunction with the public impacts, neighborhood block parties or other events requiring Street closure of any residential Street that is not necessary for the safe and efficient flow of traffic in Park City for a duration of less than one (1) day shall be considered a Special Event.

STEALTH. A Telecommunications Facility which is disguised as another object or otherwise concealed from public view.

STOREFRONT PROPERTY. See Property, Storefront.

STORY. The vertical measurement between floors taken from finish floor to finish floor. For the top most Story, the vertical measurement is taken from the top finish floor to the top of the wall plate for the roof Structure.

STREAM. A naturally-fed water course, that flows year round or intermittently during years of normal rainfall. This definition excludes ditches and canals constructed for irrigation and drainage purposes.

STREAM CORRIDOR. The Corridor defined by the Stream's Ordinary High Water Mark.

STREET. Any highway, avenue, boulevard, parkway, road, lane, walk, alley, viaduct, subway, tunnel, bridge, easement, or other way.

1. **Street, Public.** A Street that has been dedicated to and accepted by the City Council; that the City has acquired and accepted by prescriptive right; or that the City owns in fee.

15-15-2 LIST OF DEFINED TERMS

-S-

Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays

Satellite Receiving Station

SBWRD

Screen or Screened

Secondary Living Quarters

Sending Site

Sensitive Land

Sensitive Land Analysis

Sensitive or Specially Valued Species

Setback

Sexually Oriented Businesses

Significance

Significance, Period of Historic (see Period of Historic Significance)

Significant Ridge Line Area

Significant Site

Significant Vegetation

Single Family Subdivision

Site

Site Development Standards

Site Distance Triangle

Site Suitability Analysis

Sketch Plat

Slope

Slope, Steep

Slope, Very Steep

Solar Energy System

Spacing

Special Event

Storefront Property (see Property,
Storefront)

Story

Stream

Stream Corridor

Street

Street, Public

Streetscape

Streetscape, Architectural

Structure

Studio Apartment

Subdivision

Subdivision, Major

Subdivision, Minor

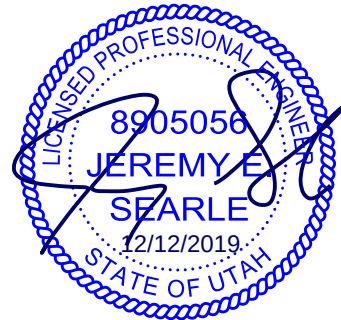
Subdivision Plat

Substantial Benefit

Substantial Economic Hardship (see Economic Hardship, Substantial)
Suitability Determination

MEMORANDUM

Date: December 12, 2019
To: Michael Zaccaro
From: Hales Engineering



Subject: Park City - Deer Crest Club Expansion Trip Generation & Parking Study

UT19-1584

This memorandum discusses the trip generation and parking study completed for the proposed Deer Crest Club Expansion in Park City, Utah. A vicinity map of the Deer Crest Club is shown in Figure 1.

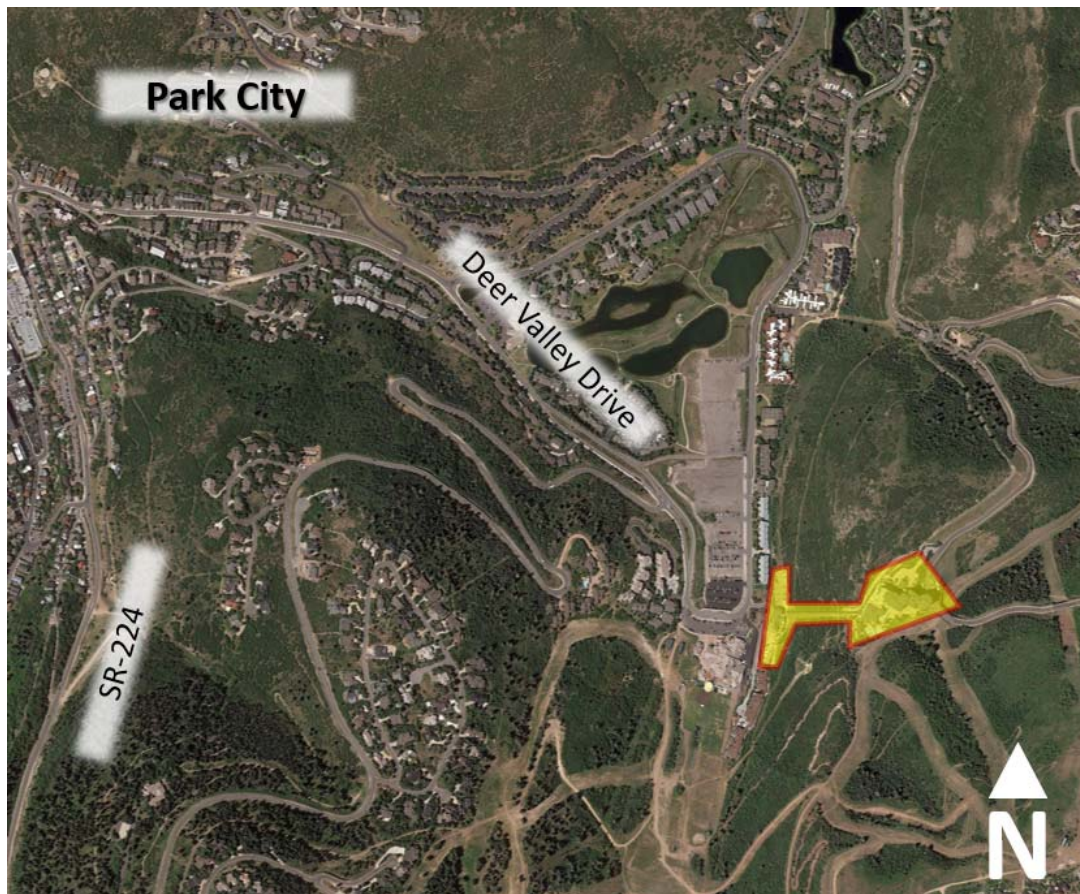


Figure 1: Vicinity map of the Deer Crest Club in Park City, Utah

Background

The Deer Crest Club is located within the St. Regis Deer Valley Hotel located at 2300 Deer Valley Drive in Park City. The Club currently has 195 members and is proposing to increase membership and add a new Club lounge area to be included within the on-going improvements that are currently under construction as part of the Phase 2 expansion. An additional 95 members will be added with the proposed membership expansion. Of the additional 95 members, 23 will be restricted to the future owners of residences included in Phase 2 and Phase 3 of the St. Regis project. As these owners will already be onsite when using the Club, these 23 memberships will therefore not generate any new trips or need for parking. Trip generation and parking for additional memberships will be based on 72 additional members which are not owners at St. Regis. A site plan of the improvements that are currently being constructed is included in Appendix A.

Trip Generation

Trip generation for the proposed Deer Crest Club expansion was calculated using data provided by the Club. Ski season (December to April) is the busiest time of the year at the Club. The Club provided data from the 2017-2018 and 2018-2019 ski seasons indicating the number of members present at the Club each day. Similar data was not gathered for dates outside of ski season as attendance in the Club is minimal during that eight-month period, a small fraction of the attendance during the four-month ski season. Detailed Deer Crest Club membership ski season attendance data are included in Appendix B.

The busiest day included in the data was December 28, 2018 (a date which coincided with the Deer Crest Club annual party). Approximately 33% of the total membership were at the Club that day (63 out of 195). It was assumed that a maximum of 33% of the additional members would be present when calculating the peak trip generation. According to the data provided, during the busiest days in the Club, approximately 50% of the members ski in, walk in, car pool or use the complimentary hotel shuttle which do not generate any new trips (these trips already occur as part of the hotel service). It was assumed that the remaining members present at the Deer Crest Club generated a new trip to and from the Club each day. It was assumed that 35% of daily trips occurred during the morning peak hour and that 35% of daily trips occurred during the evening peak hour.

As shown in Table 1, it is anticipated that the proposed additional memberships will generate approximately 24 new trips on the busiest day of the year, including 9 trips during the morning peak hour, and 9 trips during the evening peak hour.

The trip generation values shown in Table 1 represent the busiest day of the year. However, throughout the rest of the year, the number of trips generated by the new Club membership will be even lower. The average percent of members present at the Club during the busiest week of the year was 27%. This would drop the trip generation to an average of 20 trips per day, of which

7 would be in each of the morning and evening peak hours. Outside of the busiest week of ski season (and the entire year), the average number of members present equaled 13% of the total membership. That results in less than half the trips generated as compared to the busiest week of the year.

Table 1 Park City - Deer Crest Club Additional Members Trip Generation								
Peak Daily	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total Daily Trips
Additional Deer Crest Club Members	72	Members	24	50%	50%	12	12	24
Morning Peak Hour	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total a.m. Trips
Additional Deer Crest Club Members	72	Members	9	75%	25%	7	2	9
Evening Peak Hour	# of Units	Unit Type	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Total p.m. Trips
Additional Deer Crest Club Members	72	Members	9	25%	75%	2	7	9
SOURCE: Hales Engineering, December 2019								

Parking

The amount of parking needed to accommodate the Deer Crest Club membership expansion was also calculated using the data provided by the Deer Crest Club, which included the number of member cars parked at the club on each day. Detailed Deer Crest Club parking data are included in Appendix B.

The day with the highest parking to member ratio included in the data was December 28, 2018. That day there were 33 member cars parked at the Hotel (approximately 17% compared to total membership). This percentage corresponds to the data referenced above which showed that on the busiest day of the year, 33% of the total membership were present in the Club at some point during the day and, of those present, 50% drove their own vehicles and parked at the Hotel. It was assumed that on the peak day 17% of the new members would park a car when calculating parking demand. Therefore, 72 additional memberships would result in a peak parking demand of 13 parked vehicles on the busiest day. It is anticipated that an additional 13 parking stalls would be needed to accommodate the Deer Crest Club expansion during the peak day of the year.

The St. Regis Deer Valley has three parking areas. The parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge adjacent to the funicular connecting to the St. Regis), and the Jordanelle parking lot. The combined available parking at these three locations is currently 404 stalls (the improvements currently under construction will add additional capacity of 22 stalls). In a previous parking demand study Hales Engineering determined that the peak parking demand at St. Regis Deer Valley was 250 stalls (approximately

62% of available parking), leaving 154 empty stalls on the busiest day. Therefore, there is plenty of excess parking capacity available for the proposed increase in club membership.

Hales Engineering determines that the existing parking at St. Regis Deer Valley will accommodate the proposed additional 95 members of the Deer Crest Club.

Conclusions and Recommendations

The findings of this study are as follows:

- The proposed Deer Crest Club Expansion will add an additional 95 members to the existing 195 club members. Of the additional 95 members, 23 of the memberships will be restricted to owners at the St. Regis.
- It is anticipated that the additional membership will generate approximately 24 new trips on the busiest day of the year, including 9 trips during the morning peak hour, and 9 trips during the evening peak hour.
 - Throughout the rest of the year, the number of trips generated by the new club membership will be even lower. The average percent of members present at the club during the busiest week of the year was 27%. This would drop the trip generation to an average of 20 trips per day and only 7 trips during the peak hours. Outside of the busiest week of ski season, the average number of trips will be less than half of the trips generated during the busiest week.
- There is plenty of excess parking capacity available at St. Regis Deer Valley to accommodate the proposed additional parking needs of the 95 members of the Deer Crest Club which is estimated to be 13 additional spaces during the busiest day of the year.

APPENDIX A

Site Plan

GENERAL NOTES

- 1. SEE GENERAL PROJECT NOTES FOR ADDITIONAL INFORMATION.
- 2. SEE GENERAL PROJECT NOTES FOR ADDITIONAL INFORMATION.
- 3. SEE GENERAL PROJECT NOTES FOR ADDITIONAL INFORMATION.

PROJECT NUMBER
15074

ISSUE DATE:
12/22/2017

REVISIONS:

No. Date
3 02/01/19

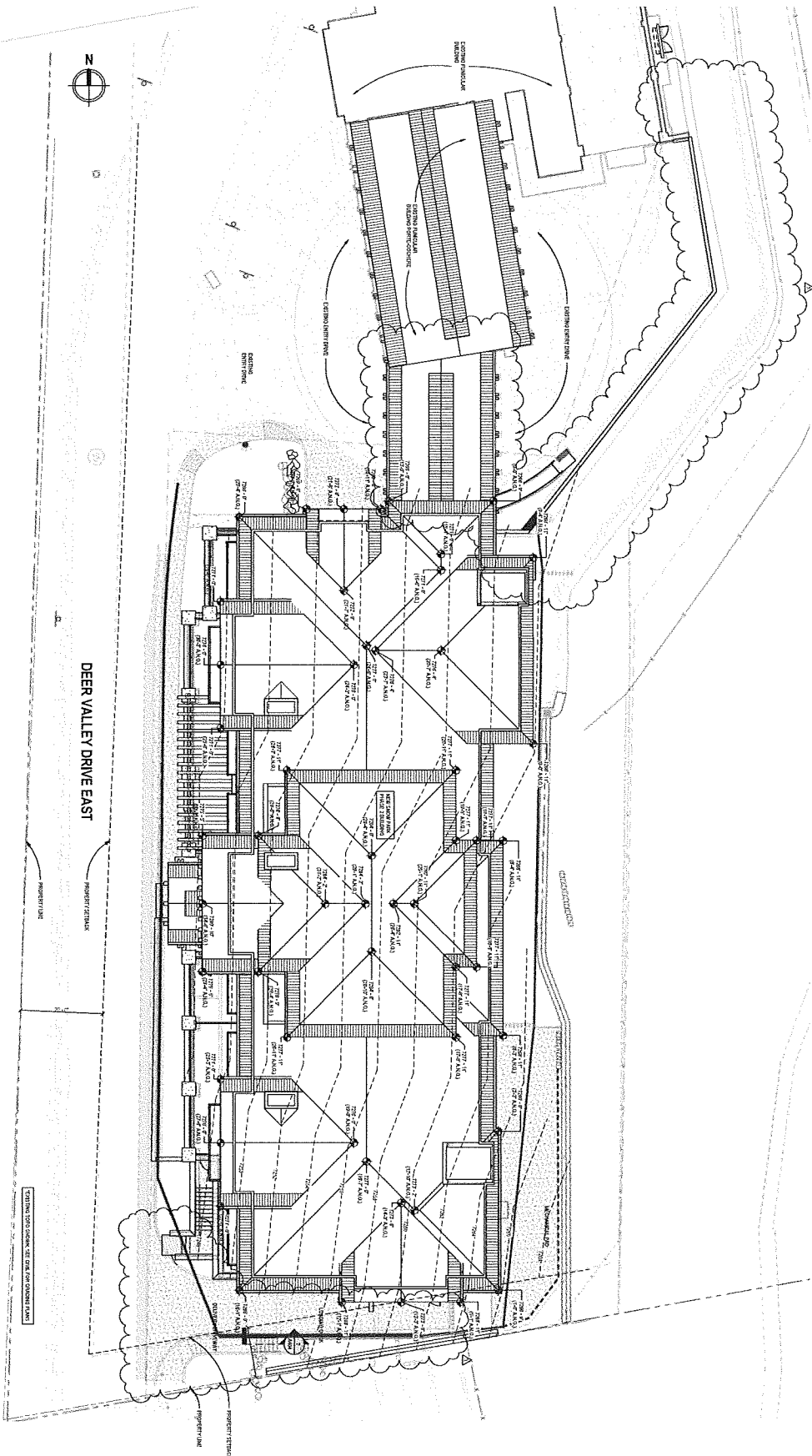
ST. REGIS DEER VALLEY RESORT, SNOW PARK
PHASE 2
2300 DEER VALLEY DR, PARK CITY, UT

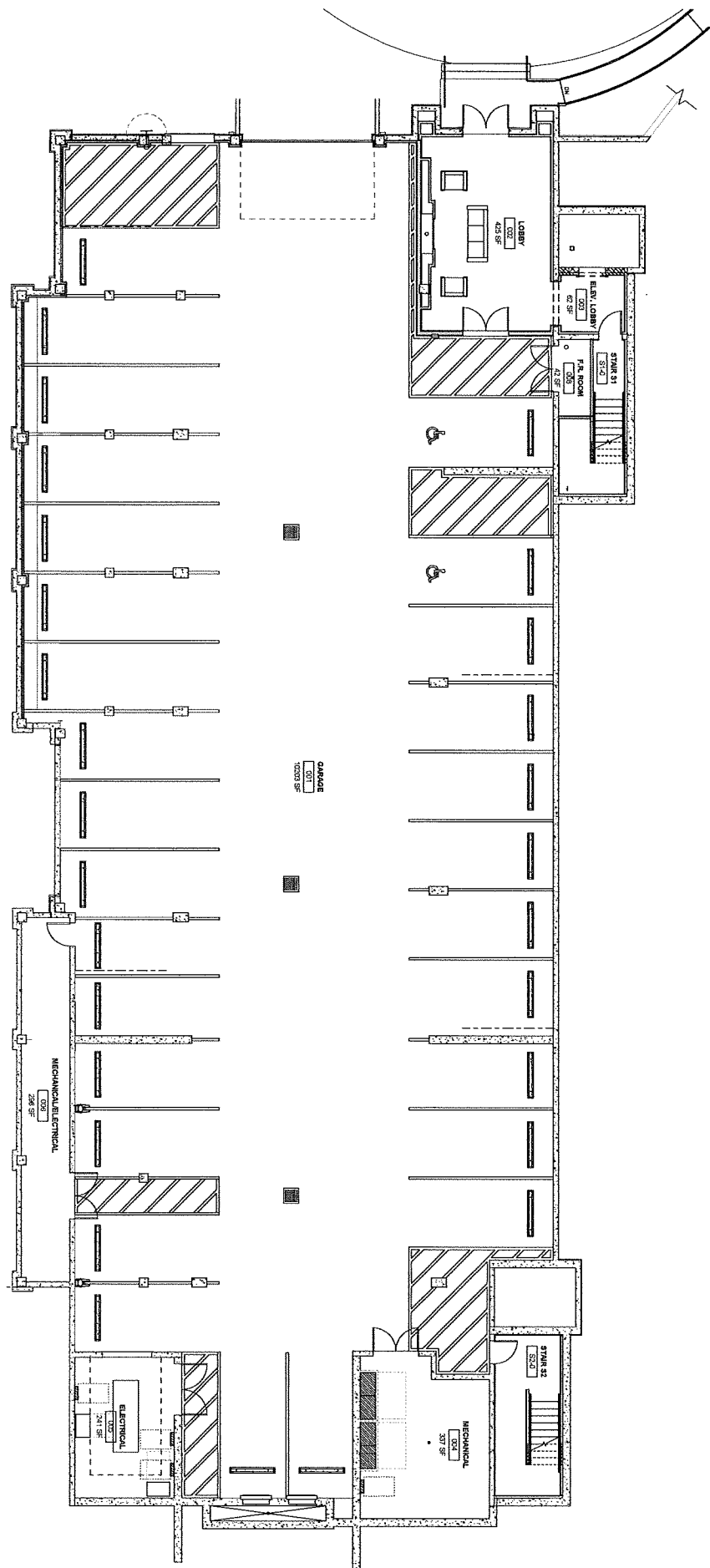
ARCH SITE
PLAN

AS1.1



ARCHITECTURAL SITE PLAN
SCALE: 1" = 10'





APPENDIX B

Deer Crest Club Member and Parking Data

Deer Crest Club Cars Parked at SRDV 2017-2018 Ski Season

Date	Number of Members Present	Members present as a % of Total Members	Total Cars Parked	Cars as a % of Members Present	Cars as a % of Total Memberships	Cars as a % of Total Memberships less SRDV Owners
12/3	14	7%	8	57%	4%	5%
12/4	8	4%	5	58%	2%	3%
12/5	2	1%	1	50%	1%	1%
12/6	3	2%	1	27%	0%	0%
12/7	4	2%	2	40%	1%	1%
12/8	5	3%	4	88%	2%	3%
12/9	4	2%	4	90%	2%	2%
12/10	13	7%	9	68%	5%	5%
12/11	11	6%	8	75%	4%	5%
12/12	1	1%	1	100%	1%	1%
12/13	3	2%	1	27%	0%	0%
12/14	7	4%	3	49%	2%	2%
12/15	9	5%	4	40%	2%	2%
12/16	12	6%	6	53%	3%	4%
12/17	18	9%	7	39%	4%	4%
12/18	21	11%	12	59%	6%	7%
12/19	19	10%	11	56%	5%	6%
12/20	16	8%	13	80%	7%	7%
12/21	21	11%	8	36%	4%	4%
12/22	28	14%	14	51%	7%	8%
12/23	31	16%	19	61%	10%	11%
12/24	39	20%	19	48%	10%	11%
12/25	36	18%	18	50%	9%	11%
12/26	37	19%	15	39%	7%	9%
12/27	44	23%	22	50%	11%	13%
12/28	61	31%	29	48%	15%	17%
12/29	58	30%	31	53%	16%	18%
12/30	59	30%	34	57%	17%	20%
12/31	54	28%	23	43%	12%	14%
1/1	49	25%	26	53%	13%	15%
1/2	31	16%	17	55%	9%	10%
1/3	38	19%	20	52%	10%	12%
1/4	29	15%	15	52%	8%	9%
1/5	33	17%	16	48%	8%	9%
1/6	33	17%	17	53%	9%	10%
1/7	17	9%	12	72%	6%	7%
1/8	22	11%	11	51%	6%	7%
1/9	18	9%	8	47%	4%	5%
1/10	16	8%	8	48%	4%	4%
1/11	21	11%	7	33%	4%	4%
1/12	27	14%	7	24%	3%	4%
1/13	27	14%	11	41%	6%	7%
1/14	39	20%	19	49%	10%	11%
1/15	31	16%	15	48%	8%	9%
1/16	21	11%	9	44%	5%	5%
1/17	22	11%	5	25%	3%	3%
1/18	17	9%	5	29%	3%	3%

1/19	26	13%	11	42%	6%	6%
1/20	28	14%	9	33%	5%	5%
1/21	37	19%	10	26%	5%	6%
1/22	34	17%	9	28%	5%	5%
1/23	28	14%	12	43%	6%	7%
1/24	12	6%	6	47%	3%	3%
1/25	20	10%	9	46%	5%	5%
1/26	19	10%	8	42%	4%	5%
1/27	35	18%	19	54%	10%	11%
1/28	39	20%	20	52%	10%	12%
1/29	32	16%	16	51%	8%	10%
1/30	26	13%	11	42%	6%	6%
1/31	20	10%	7	34%	3%	4%
2/1	14	7%	4	31%	2%	3%
2/2	7	4%	4	51%	2%	2%
2/3	26	13%	12	45%	6%	7%
2/4	16	8%	8	51%	4%	5%
2/5	12	6%	5	43%	3%	3%
2/6	15	8%	5	33%	3%	3%
2/7	9	5%	4	42%	2%	2%
2/8	17	9%	5	31%	3%	3%
2/9	14	7%	6	41%	3%	3%
2/10	21	11%	11	51%	6%	6%
2/11	22	11%	14	64%	7%	8%
2/12	23	12%	11	46%	5%	6%
2/13	16	8%	6	40%	3%	4%
2/14	14	7%	5	33%	2%	3%
2/15	7	4%	4	54%	2%	2%
2/16	19	10%	11	58%	6%	6%
2/17	32	16%	19	58%	10%	11%
2/18	42	22%	24	56%	12%	14%
2/19	39	20%	21	53%	11%	12%
2/20	28	14%	16	58%	8%	9%
2/21	21	11%	11	52%	6%	6%
2/22	25	13%	11	43%	6%	6%
2/23	28	14%	13	48%	7%	8%
2/24	31	16%	15	48%	8%	9%
2/25	33	17%	17	50%	9%	10%
2/26	28	14%	16	56%	8%	9%
2/27	19	10%	9	45%	4%	5%
2/28	17	9%	8	46%	4%	5%
3/1	18	9%	8	44%	4%	5%
3/2	17	9%	8	45%	4%	4%
3/3	25	13%	13	50%	6%	7%
3/4	27	14%	14	53%	7%	8%
3/5	26	13%	11	42%	6%	6%
3/6	24	12%	8	32%	4%	4%
3/7	15	8%	6	40%	3%	4%
3/8	16	8%	8	50%	4%	5%
3/9	14	7%	6	41%	3%	3%
3/10	13	7%	3	22%	1%	2%

3/11	25	13%	8	31%	4%	5%	259
3/12	18	9%	9	51%	5%	5%	
3/13	10	5%	5	52%	3%	3%	
3/14	12	6%	6	50%	3%	4%	
3/15	12	6%	5	45%	3%	3%	
3/16	15	8%	7	48%	4%	4%	
3/17	21	11%	8	39%	4%	5%	
3/18	29	15%	13	43%	6%	7%	
3/19	38	19%	16	41%	8%	9%	
3/20	22	11%	8	38%	4%	5%	
3/21	17	9%	8	45%	4%	4%	
3/22	17	9%	8	46%	4%	5%	
3/23	13	7%	5	40%	3%	3%	
3/24	26	13%	13	50%	7%	8%	
3/25	28	14%	12	42%	6%	7%	
3/26	21	11%	9	41%	4%	5%	
3/27	20	10%	9	44%	5%	5%	
3/28	18	9%	6	33%	3%	4%	
3/29	20	10%	5	26%	3%	3%	
3/30	13	7%	5	37%	2%	3%	
3/31	15	8%	6	40%	3%	4%	
4/1	20	10%	8	38%	4%	4%	
4/2	16	8%	9	55%	5%	5%	
4/3	11	6%	3	31%	2%	2%	
4/4	16	8%	8	50%	4%	5%	
4/5	12	6%	5	42%	3%	3%	
4/6	8	4%	5	63%	3%	3%	
4/7	5	3%	3	68%	2%	2%	
4/8	9	5%	4	44%	2%	2%	
4/9	1	1%	0	0%	0%	0%	

Deer Crest Club Cars Parked at SRDV 2018-2019 Ski Season

Date	Number of Members Present	Members present as a % of Total Members	Total Cars Parked	Cars as a % of Members Present	Cars as a % of Total Memberships	Cars as a % of Total Memberships less SRDV Owners
12/8	23	12%	9	39%	5%	5%
12/9	18	9%	8	44%	4%	5%
12/10	8	4%	4	45%	2%	2%
12/11	9	5%	4	40%	2%	2%
12/12	7	4%	2	26%	1%	1%
12/13	10	5%	6	58%	3%	3%
12/14	13	7%	6	43%	3%	3%
12/15	21	11%	10	50%	5%	6%
12/16	21	11%	9	43%	5%	5%
12/17	15	8%	6	37%	3%	3%
12/18	15	8%	5	35%	3%	3%
12/19	13	7%	5	38%	3%	3%
12/20	20	10%	9	43%	4%	5%
12/21	23	12%	9	37%	4%	5%
12/22	45	23%	16	35%	8%	9%
12/23	47	24%	23	48%	12%	13%
12/24	46	24%	21	46%	11%	12%
12/25	27	14%	12	44%	6%	7%
12/26	51	26%	23	44%	12%	13%
12/27	56	29%	29	51%	15%	17%
12/28	63	32%	33	53%	17%	19%
12/29	44	23%	23	53%	12%	14%
12/30	58	30%	29	50%	15%	17%
12/31	54	28%	25	47%	13%	15%
1/1	31	16%	15	47%	7%	9%
1/2	55	28%	30	54%	15%	17%
1/3	44	23%	22	49%	11%	13%
1/4	42	22%	24	58%	13%	14%
1/5	37	19%	20	55%	10%	12%
1/6	35	18%	15	44%	8%	9%
1/7	25	13%	10	41%	5%	6%
1/8	24	12%	11	46%	6%	6%
1/9	25	13%	12	48%	6%	7%
1/10	21	11%	9	41%	4%	5%
1/11	18	9%	8	47%	4%	5%
1/12	34	17%	17	51%	9%	10%
1/13	23	12%	9	39%	5%	5%
1/14	17	9%	9	55%	5%	5%
1/15	12	6%	3	28%	2%	2%
1/16	25	13%	8	30%	4%	4%
1/17	21	11%	13	64%	7%	8%
1/18	32	16%	13	42%	7%	8%
1/19	47	24%	22	47%	11%	13%

1/20	36	18%	16	43%	8%	9%
1/21	29	15%	11	37%	6%	6%
1/22	25	13%	9	34%	4%	5%
1/23	20	10%	3	17%	2%	2%
1/24	28	14%	11	38%	5%	6%
1/25	40	21%	18	45%	9%	10%
1/26	49	25%	22	44%	11%	13%
1/27	29	15%	12	43%	6%	7%
1/28	20	10%	6	30%	3%	4%
1/29	20	10%	8	38%	4%	4%
1/30	25	13%	8	30%	4%	4%
1/31	22	11%	7	30%	3%	4%
2/1	24	12%	7	28%	3%	4%
2/2	26	13%	8	29%	4%	4%
2/3	28	14%	8	27%	4%	4%
2/4	22	11%	8	35%	4%	5%
2/5	21	11%	9	44%	5%	5%
2/6	27	14%	9	34%	5%	5%
2/7	30	15%	14	48%	7%	8%
2/8	34	17%	17	51%	9%	10%
2/9	41	21%	20	50%	10%	12%
2/10	24	12%	13	54%	7%	8%
2/11	16	8%	9	54%	4%	5%
2/12	17	9%	7	40%	3%	4%
2/13	5	3%	3	52%	1%	2%
2/14	17	9%	8	45%	4%	4%
2/15	28	14%	13	46%	7%	7%
2/16	45	23%	23	51%	12%	13%
2/17	38	19%	18	48%	9%	11%
2/18	35	18%	21	59%	11%	12%
2/19	27	14%	15	54%	7%	9%
2/20	29	15%	19	65%	10%	11%
2/21	29	15%	15	52%	8%	9%
2/22	35	18%	19	55%	10%	11%
2/23	42	22%	21	50%	11%	12%
2/24	28	14%	10	36%	5%	6%
2/25	19	10%	8	43%	4%	5%
2/26	19	10%	9	45%	4%	5%
2/27	26	13%	7	26%	3%	4%
2/28	21	11%	8	36%	4%	4%
3/1	29	15%	14	47%	7%	8%
3/2	34	17%	16	47%	8%	9%
3/3	34	17%	18	54%	9%	11%
3/4	19	10%	6	33%	3%	4%
3/5	25	13%	13	54%	7%	8%
3/6	21	11%	8	38%	4%	5%
3/7	22	11%	8	35%	4%	4%
3/8	31	16%	14	45%	7%	8%
3/9	29	15%	14	50%	7%	8%

3/10	30	15%	15	49%	8%	9%
3/11	20	10%	10	52%	5%	6%
3/12	15	8%	8	53%	4%	5%
3/13	18	9%	4	22%	2%	2%
3/14	18	9%	8	47%	4%	5%
3/15	28	14%	13	48%	7%	8%
3/16	35	18%	17	50%	9%	10%
3/17	35	18%	14	39%	7%	8%
3/18	25	13%	9	37%	5%	5%
3/19	23	12%	10	44%	5%	6%
3/20	21	11%	7	32%	3%	4%
3/21	18	9%	5	29%	3%	3%
3/22	23	12%	10	42%	5%	6%
3/23	30	15%	13	44%	7%	8%
3/24	29	15%	15	51%	8%	9%
3/25	51	26%	12	24%	6%	7%
3/26	21	11%	9	41%	4%	5%
3/27	16	8%	6	38%	3%	4%
3/28	19	10%	8	43%	4%	5%
3/29	28	14%	11	38%	5%	6%
3/30	24	12%	8	34%	4%	5%
3/31	18	9%	10	53%	5%	6%
4/1	9	5%	2	22%	1%	1%
4/2	8	4%	3	33%	1%	2%
4/3	10	5%	5	46%	2%	3%
4/4	16	8%	4	23%	2%	2%
4/5	16	8%	6	39%	3%	4%
4/6	16	8%	6	38%	3%	4%
4/7	13	7%	6	45%	3%	3%