



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
October 28, 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, October 28, 2020.

NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

This meeting will be an electronic meeting without an anchor location as permitted by Utah Code Open and Public Meetings Act section 52-4-207(4) as amended June 18, 2020, and Park City Resolution 18-2020, adopted March 19, 2020. The written determination of a substantial health and safety risk, required by Utah Code section 52-4-207(4) is attached as Exhibit A. Planning Commission members will connect electronically. Public comments will be accepted virtually as described below.

To comment virtually, use eComment or raise your hand on Zoom. eComments submitted before the meeting date will be attached to the packet as appendices. eComments submitted on Commission meeting days will be read aloud. For more information on participating virtually and to listen live, please go to www.parkcity.org.

Exhibit A: Determination of Substantial Health and Safety Risk

On October 23, 2020 the Commission Chairperson determined that conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may be present at the anchor location. Utah Code section 52-4-207(4) requires this determination and the facts upon which it is based, which include:

- Summit County has extended its Emergency Declaration and Public Health Emergency Declaration through January 8, 2021.
- Statewide COVID cases and hospitalizations are increasing. This determination is valid for 30 days, and is set to expire on November 23, 2020.

Dated: October 23, 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 October 14, 2020.

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.CONTINUATIONS

6.CONSENT AGENDA

7.WORK SESSION

- 7.A. Off-Street Parking Standards and Maximum Building Height for Master Planned Affordable Housing Developments
[Staff Report](#)
[Exhibit A: Cascadia Partners, LLC, Memorandum: Best Practice Research on Height and Parking Code Standards for AMPD Update](#)

8.REGULAR AGENDA

- 8.A. 1117 Park Avenue - Plat Amendment - The Applicant Proposes to Combine the North 1/2 of Lot 3 and All of Lot 4 of Block 5 of Snyder's Addition Into One (1) Lot of Record which Contains 2,812.5 Square Feet. PL-20-04634
(A) Public Hearing (B) Possible Recommendation to City Council on November 19, 2020.
[1117 Park Avenue Plat Amendment Staff Report](#)
[Exhibit A: Draft Ordinance](#)
[Exhibit B: Site Photographs](#)
[Exhibit C: Applicant's Submitted Project Description](#)
- 8.B. 327 McHenry Avenue – Plat Amendment – The Applicant Proposes to Combine Lot B and Lot C of the 331 McHenry Avenue Subdivision Into One (1) Lot of Record which Contains 7,501 Square Feet. PL-20-04666
(A) Public Hearing (B) Possible Recommendation to City Council on November 19, 2020.
[327 McHenry Avenue Staff Report](#)
[Exhibit A: Draft Ordinance](#)
[Exhibit B: Ordinance 09-27](#)
[Exhibit C: 331 McHenry Avenue Subdivision](#)
[Exhibit D: Proposed Setbacks](#)
[Exhibit E: Site Photographs](#)
- 8.C. 2300 Deer Valley Drive East - Condominium Plat Amendment - The Applicant is Requesting to Amend the Condominium Plat for the Funicular Building to Accommodate the Interior Remodeling of Space to Create a New Affordable Housing Unit. PL-20-04653.
(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on November 19, 2020
[St. Regis Plat Amendment Staff Report](#)
[Exhibit A: St Regis 1st Amended HMP 8-2019](#)

[Exhibit B: Snow Park Affordable Housing Exhibit](#)

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

- 8.D. 2300 Deer Valley Drive East - Conditional Use Permit Extension/Modification - The St. Regis is Requesting to Modify their 2016 CUP to Amend Condition #3, which Requires they Exercise a Building Permit for Phase 3 Prior to December 31, 2020. The Applicant is Proposing to Modify this Condition, Allowing them Until December 31, 2021. PL-20-04638.
(A) Public Hearing (B) Possible Action
[St. Regis Modification of CUP Staff Report](#)
[Exhibit A: Summary of Hotel CUP and Subsequent Amendments](#)
[Exhibit B: 2016 CUP Action Letter](#)
[Exhibit C: Letter from Applicant](#)
- 8.E. 800 Round Valley Drive – Intermountain Healthcare Master Planned Development Amendment and Conditional Use Permit – Park City Hospital proposes to build a 15,375-square-foot Ambulatory Surgery Center on Lot 6 of the Park City Medical Campus.
(A) Public Hearing (B) Possible Action
[Ambulatory Surgery Center on Lot 6 of the Park City Medical Campus Staff Report](#)
[Exhibit A: 2007 Annexation Agreement](#)
[Exhibit B: Park City Medical Campus Second Amended Subdivision Plat](#)
[Exhibit C: October 9, 2019 Final Action Letter](#)
[Exhibit D: Fifth Amendment to the IHC Housing Mitigation Plan](#)
[Exhibit E: 2020 Water Service Agreement](#)
[Exhibit F: May 23, 2007 Final Action Letter](#)
[Exhibit G: October 8, 2014 Final Action Letter](#)
[Exhibit H: Ambulatory Surgery Center Elevations](#)
[Exhibit I: Ambulatory Surgery Center Plans](#)
[Exhibit J: 2019 Fehr and Peers Park City Hospital Traffic Study](#)
[Exhibit K: Applicant Statement](#)
[Exhibit L: Building Height Exception Request](#)
- 8.F. Park City Mountain Resort Base Parking Lots - MPD Modification - Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. This Hearing Will Focus on Sustainability, Utilities and Grading, Fire Protection and Construction Phasing and Mitigation. PL-20-04475.
Public Input will be taken via e-comments
(A) Public Hearing, No Action Will Be Taken
[PCM Base Staff Report](#)
[Exhibit A: Background Information and MPD Process](#)
[Exhibit B: Public Comment Received Since 09.18.2020](#)

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
OCTOBER 14, 2020

COMMISSIONERS IN ATTENDANCE:

Chair John Phillips, Sarah Hall, John Kenworthy, Mark Sletten, Laura Suesser, Doug Thimm, Christin Van Dine

EX OFFICIO: Planning Director Bruce Erickson; Alexandra Ananth, Planner; Rebecca Ward, Planner; Mark Harrington, City Attorney

The Planning Commission meeting was conducted virtually via Zoom.

The public was able to submit eComments during the meeting.

NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

Chair Phillips read the Public Notice for Electronic Meetings and Exhibit A: Determination of Substantial Health and Safety Risk.

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Dated September 23, 2020.

ROLL CALL

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

APPROVAL OF MINUTES

September 23, 2020

Director Erickson noted that the third-party consultant on the traffic study for the Resort Base Project is AECOM. In several places throughout the minutes the third-party consultant was reflected as AECO. Director Erickson changed AECO to correctly read **AECOM**.

Commissioner Kenworthy referred to page 43 and a statement from Ryan Hales that over 2,000 studies were completed in the area. He questioned whether 2,000 was an accurate number. Director Erickson thought 2,000 was excessive. Since no one knew the exact number, the Commissioners agreed to change 2,000 studies to read **numerous studies**.

MOTION: Commissioner Thimm moved to APPROVE the Minutes of September 23, 2020 as amended. Commissioner Suesser seconded the motion.

VOTE: The motion passed. Commissioner Sletten abstained since he was absent from the September 23rd meeting.

PUBLIC COMMUNICATIONS

There were no comments.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Director Erickson reported that the new Senior Planner starts on November 9th. The Planning Department is in the middle of another recruiting process.

Planner Alex Ananth noted that the Planning Commission only had one meeting scheduled in November and December. She asked if the Commissioners were willing to add a second meeting in both months dedicated to the PEG Development Base Project. Planner Ananth suggested Wednesday, November 18th and Wednesday, December 16th as potential Planning Commission meetings for the PEG project.

Planner Hall favored adding a second meeting in November and December. She also liked the idea of having PEG specific meetings. Commissioner Van Dine agreed.

Commissioner Kenworthy and Chair Phillips were comfortable with the additional meetings in November and December and the dates suggested.

Commissioner Kenworthy asked if the people from Snow Engineering would come back to the Planning Commission this month when the PEG project is discussed. Planner Ananth was not aware that they would be back. She understood that the applicant had made changes to Building B that they would like to present to the Planning Commission. She thought that would be the focus of the discussion in November. Planner Ananth hoped they would be ready to continue the transportation discussion in December. Commissioner Kenworthy requested another opportunity to speak with the people from Snow Engineering. Planner Ananth would ask them to attend the December meeting.

Chair Phillips reported that he and Director Erickson sent a joint letter to the Town of Hideout Planning Commission on behalf of the Park City Planning Commission and the Planning Department. Chair Phillips reported that he on Monday he spoke at the Town of Hideout City Council meeting. He reiterated some of the same points and asked that the letter they had sent to the Planning Commission be admitted into the record for the City Council meeting.

Director Erickson noted that when this Planning Commission meeting is over, Planner Ward would be listening in on the Hideout meeting this evening.

Commissioner Sletten stated that regrettably he needed to resign from the Planning Commission. He reported that during the Labor Day fires in Oregon his family home was completely wiped out along with other homes in what was called the Holiday Farm Fire. Commissioner Sletten stated that working with insurance companies has become a full-time job in addition to his full-time job in real estate. Knowing that he will not be able to contribute the time it takes to prepare for large or small applications, he did not think it was appropriate to continue his role as a planning commissioner. Commissioner Sletten stated that he was willing to stay on until they can find his replacement. The home has been in his family for 50 years and in order to do what is necessary to rebuild

the home, he had no choice but to step aside. He was sorry to be leaving his post as a Planning Commissioner.

Commissioner Kenworthy was sorry for his loss and thanked Commissioner Sletten for serving so well on the Planning Commission. Chair Phillips was happy that Commissioner Sletten and his wife were able to get out safely. He could not imagine how hard it would be to lose your home. Chair Phillips appreciated the honor of sitting beside Commissioner Sletten on the Planning Commission and the friendship they created through this process. He remarked that the Commissioners and the citizens appreciate everything he has done while on the Planning Commission.

Commissioner Thimm was very sorry for Commissioner Sletten's loss and echoed the sentiments of the other Commissioners. He thanked him for his service and wished him the very best. Commissioner Suesser stated that she was sorry about his home and very sorry to see him resign from the Planning Commission.

CONTINUATIONS – Public Hearing and Continue to Date Specified.

Twisted Branch Road - Subdivision – REDUS Park City LLC and Park City Municipal Corporation, are Proposing to Create Two (2) Lots of Record for 1) an Existing City Pump Station; and 2) a Private On-Mountain Restaurant. The Plat Also Creates Four (4) Non-Development Parcels for Deer Valley to be Used for Access, Utilities, Ski Runs and Open Space. The Property is Subject to the Amended Flagstaff Development Agreement and Technical Reports. No Changes to SR 224 are Proposed.
(Application PL-17-03664)

Planner Ananth reported that the applicant was requesting a continuation to a date uncertain. Chair Phillips pointed out that when this item is scheduled on the agenda it is always continued. He was not aware of the circumstances, but he hoped the applicant would be ready when this item comes back on the agenda. Planner Ananth stated that she would do her best to make sure this item is ready the next time it goes on the agenda.

Commissioner Suesser asked if the Staff knew the circumstances for requesting a continuation. City Attorney Mark Harrington stated that he would not speak for the applicant, but they continue disagree with some of the issues the Staff has raised. The applicant would like to have everything ready before they proceed with the public hearing. Mr. Harrington noted that the Code has a standard related to six-months of inactivity. The Staff needs to give the applicant notice and give the applicant an opportunity to come before the Planning Commission to move forward. He remarked that the applicant has been working diligently on the issues and revising the plat. They

had not triggered the six-month standard because they were still making progress. Mr. Harrington recommended the continuation at this time.

MOTION: Commissioner Hall moved to CONTINUE Twisted Branch Road – Subdivision to a date uncertain. Commissioner Thimm seconded the motion.

VOTE: The motion passed unanimously.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

5.A. Land Management Code – Enactment of Section 15-3-5 to Outline Limited Circumstances and a Process for Applicants to Apply to the Commission and Council to Build a Private Driveway Over the Platted, Un-built Rights-of-Way. (Application PL-20-04658)

Planner Rebecca Ward stated that this item was a replacement code for LMC Section 15-3-5 that was repealed earlier this year, which established a conditional use permit process for applicants to apply to construct a private driveway on a platted unbuilt right-of-way.

Planner Ward reported that in August of this year, the City Council conducted a work session with the Planning and Engineering Departments on encroachments in the rights-of-way in general. They also reviewed the code being proposed this evening and provided input on this replacement code. Planner Ward remarked that the proposed amendment was crafted in a way to limit the potential for private driveways in the rights-of-way in the Historic Districts; primarily because there are instances where the right-of-way was built outside of where it was platted. For access and other reasons for certain properties, this might help both the City and the applicant.

Planner Ward stated that the proposed amendment considers vacation of the right-of-way. The City has a resolution from 1998 that sets out the City policy on vacating a right-of-way. Going through this analysis, it ensures there is good cause and no material injury. Planner Ward remarked that part of good cause is evaluating and ensuring that there is no increased density as a result and that it is compatible with the neighborhood. She noted that the criteria in the amendment goes through the conditional use permit criteria, and those factors will continue to be evaluated. However, the proposed amendment separates the approval from the conditional use permit.

Planner Ward stated that the amendment outlines City Engineer recommendation to the Planning Commission and the City Council. It retains the public notice and public process for these encroachment agreements for private driveways. It retains the Planning Commission recommendation to the City Council. She reiterated that it separates the approval from the conditional use permit and driveway encroachments are issued through an encroachment agreement solely through the discretion of the City Council. Planner Ward stated that part of that evaluation allows the City Council to consider market value or some type of lease for the use of the right-of-way. It places the final encroachment discretion with the City Council.

The Staff recommended that the Planning Commission conduct a public hearing and considering forwarding a positive recommendation for the City Council to consider on November 19th.

Commissioner Sletten noted that he was not able to access the hyperlink that was referenced in the Staff report. He asked Planner Ward to highlight a quick summary of the Updated Resolution. Planner Ward stated that Resolution 8-98 is the resolution adopting a policy statement regarding the vacation of public rights-of-way. This resolution makes a declaration that the City will evaluate good cause and ensure that neither the public nor any person will be materially injured by the vacation of the right-of-way.

Planner Ward noted that the Resolution specifically outlines what is considered good cause. The first criteria is that if the right-of-way is vacated, it cannot result in an increase in density for the adjacent property. It must be compatible with the neighborhood, and the criteria for that compatibility is the conditional use permit criteria, such as size and location of the site, traffic impacts, emergency vehicle access, off-street parking, circulation, fencing, screening and landscaping, building mass, bulk, and site plan, usable open space signs and lighting, physical design, snow storage, delivery, expected ownership, and compliance with the LMC and the General Plan.

Planner Ward stated that as part of the evaluation, there is consideration for the City to be compensated for the loss of the right-of-way, and that can be based on market value or open space dedication or another public amenity as defined by the City Council. Also required is an evaluation by the City Engineer of the existing right of way.

Commissioner Hall liked and agreed with the public comment that use of the public right-of-way should be an exceptional circumstance. She understood how Planner Ward tried to delineate each of the requirements, but she wanted to know if it was possible to incorporate the exceptional circumstance sentiment. Planner Ward replied that the intention was to craft the language specifically for the historic districts, and also

to leave enough flexibility for the City Council to evaluate these requests. She pointed out that it would be limiting based on the criteria. Planner Ward asked if Commissioner Hall had specific language that she would like inserted in the introductory paragraph to address her concern. Commissioner Hall suggested adding a last sentence to the paragraph stating that encroachment into the public right-of-way would be considered as a last resort or only under exceptional circumstances, in addition to complying with all the criteria.

Commissioner Suesser agreed with Commissioner Hall. It should only be under extraordinary circumstances. She noted that she had advocated for removing the entire provision because it sets an expectation that any homeowner who has a property adjacent to a right-of-way could possibly build a driveway across it. Commissioner Suesser did not think the language as written captured that sentiment.

Planner Ward suggested beginning the paragraph by saying, "In extraordinary circumstances, a property owner may petition..." She offered to draft the exact language and email it the Commissioners for approval prior to the City Council meeting.

Chair Phillips thought it would be helpful, especially for property owners who do not know the background or the Planning Commission's intent.

Commissioner Suesser was unsure whether inserting that language would make it clear enough. She had not had the opportunity to think through the best way to adjust the language. She did not believe the proposed language captures the Commissioners' sentiments on building in a right-of-way on the 10th Street property.

Commissioner Thimm stated that he could support adding language regarding extraordinary circumstances; however, he was concerned with what the definition of extraordinary circumstance and what it might mean. He preferred to think of the LMC or zoning regulations as black and white to some degree. Subjective terminology that is open to interpretation makes it difficult for both the public and the Planning Staff. What might be extraordinary to someone might be ordinary to someone else, and it causes everyone to draw a conclusion based on opinion. Commissioner Thimm did not believe it was the best use of the LMC to cause someone to draw an opinion.

Planner Ward asked if language stating, "...in limited circumstances for purposes of access" would be restrictive enough. Commissioner Suesser thought the driver was historic preservation. Planner Ward replied that the amendment is only intended for very limited lots. She used a recent application that came before the Planning Commission under the former CUP code as an example of where the right-of-way was not built where it was platted. To get to the road from the property line required a

driveway to encroach into the roadway. She pointed out that the intent is for access and those rights-of-way are in the historic districts.

Commissioner Hall noted that “an easement of necessity” is a defined term. She agreed with Commissioner Suesser that her first reaction was to eliminate it completely, but she understood that there are some exceptional circumstances where an easement of necessity is required for someone to access their home. She thought the language should clearly reflect that requesting encroachment into a right-of way needs to be a very exceptional circumstance. Planner Ward asked if language stating, “In limited circumstances for an easement of necessity” would be restrictive enough.

Commissioner Thimm suggested terminology of “exceptional or extraordinary circumstance as found in the Planning Commission’s recommendations and the City Council approval”. That would give them something concrete to base it on because it will be discussed by a governing board.

Commissioner Kenworthy stated that his goal was to discourage people to even apply unless they can make a case for community good cause. He asked if language to that effect could be included. He suggested, “Applicant shall be required to show community good cause prior to application”.

Commissioner Suesser favored all the suggestions. She thought good cause was a great requirement, as well as exceptional or limited circumstances and for purpose of an easement of necessity.

Director Erickson pointed out that an applicant will not be able to demonstrate good cause before submitting an application. He thought the necessity clause was an excellent solution. Director Erickson stated that there are a number of circumstances on Rossi Hill, Ontario Drive, King Road and other locations that were not ones that the Planning Commission was focusing on such as the platted rights-of-way on 4th, 8th, and 10th. Director Erickson was willing to take the necessity clause to the City Council.

Planner Ward stated that she would draft language reflecting limited circumstances for an easement of necessity. She would also add criteria for good cause as determined by the Planning Commission recommendation and City Council approval. Commissioner Kenworthy thought it should say “community good cause”.

Commissioner Hall asked if there is a specific requirement that the owner has no other viable options. She thought they should better define “the necessity”.

City Attorney Harrington stated that he would work with Planner Ward to draft the appropriate language. However, he did not believe legal necessity was the correct terminology because legal necessity is typically an implied easement right for a landlock parcel. Parcels adjacent to a legally platted right-of-way are not generally considered landlocked. Even where the right-of-way is vacated, those adjacent parcels retain the original private easement that comes with the original dedicated public right-of-way to their platted lot. Mr. Harrington recommended framing the language more generally in terms needing a legal reason for the easement. He understood the Commissioner's concerns and intent, but adding more criteria goes back to the problem of creating circumstances that someone can argue that the discretion to grant or not grant is at the discretion of the City Council. He noted that Planning Commission could restrict the City Council, but it might have the opposite effect if the property can argue that they cannot meet whatever criteria is set. Currently, the City Council can deny for any reason except for a pre-existing legal right. Mr. Harrington cautioned the Planning Commission not to over-think ways to handcuff the City Council's current discretion. He noted that Planner Ward stripped the Code standards and substituted with a public process, Planning Commission recommendation, disclosure, and vetted a priority for looking at vacation compensation first.

City Attorney Harrington suggested that the Planning Commission fall back to Commissioner Hall's original idea and bolster the purpose statement to say that Park City generally discourages use of public rights-of-way unless there is a pre-existing legal right.

Commissioner Hall asked if it was necessary to have this in the Code or whether it could be omitted entirely. City Attorney Harrington stated that it could be omitted entirely, and it would go back to what it was previous to the Code that was repealed. People would need to petition to the City Council for an encroachment permit and the Council could grant or deny. Commissioner Hall asked if the proposed amendment was a better mechanism. Mr. Harrington answered yes, because it still achieves those worthy goals of neighborhood notice, public notice, and a professional recommendation by the City Engineer. It is discouraged, but if someone chooses to apply, they must follow a process and meet the criteria.

Chair Phillips asked if this amendment reflects the intent in previous conversations. Planner Ward believed it would. It also reflects the intent from the City Council work session that a process be put in place to replace the previous conditional use permit process.

City Attorney Harrington noted that the added language could also say especially in the Historic Districts to address Commissioner Suesser's concerns. Commissioner Thimm

understood that this was written only for the Historic Districts. Planner Ward stated that as written it is limited to the Historic Districts. Commissioner Thimm suggested adding a first sentence indicating that this is normally discouraged. Chair Phillips agreed. He also thought they should take Mr. Harrington's comments into consideration.

Chair Phillips believed Planner Ward understood their intent. He asked her to craft the language and to make sure the City Council was aware of their discussions and reasoning.

Planner Ward stated that she would work with Mark Harrington to encompass all the input provided this evening.

Commissioner Suesser asked if Planner Ward was aware of any petitions to the City to build anything besides a private driveway within a platted unbuilt right-of-way in the Historic District. Planner Ward was not aware of anything beyond access.

City Attorney Harrington stated that there have been balcony posts on Main Street, additional landscaping improvements, stairways, fire access, and a number of different circumstances in the past. He noted that it has quieted down considerably as the build out is nearing completion. It was more prevalent in the past because of the nature of unaligned original right-of-way with where streets were actually built.

Commissioner Suesser understood from talking with property owners that some with homes that abut unbuilt City rights-of way in the Historic District were given approval to do landscaping within the right-of-way, including small retaining walls. She asked about that approval process. Planner Ward stated that it was addressed with the Engineering Department during the encroachments and rights-of-way work session with the City Council in August. The Staff outlined those approval processes to see if the City Council had input or direction to change or reevaluate the approval process. Planner Ward clarified that the encroachment agreement approvals for landscaping and smaller retaining walls are done through the Engineering Department. She noted that some communities require a lease or some type of annual payment to have those encroachments in the rights-of-way, and the City Council directed the Staff to look into it. Planner Ward stated that the Staff was currently working with the Engineering Department to evaluate overall encroachments specific to the rights-of-way that are not for access.

Commissioner Suesser emphasized that the encroachments should be completely revocable. For example, if the City at some point in the future decides to build a staircase in the right-of-way, the property owner will be responsible for removing their

small garden retaining wall or landscaping. City Attorney Harrington stated that the standard form is a revocable license.

Commissioner Hall asked if it made sense to insert the revocable license into the language so it is abundantly clear in the Code that the City can revoke the encroachment at any time, and the property owner will be responsible for the cost of removing whatever they put in the right-of-way. City Attorney Harrington was comfortable adding that language as long as it is qualified by a legal right. He noted that sometimes a historic structure encroaches that pre-exists the ownership, and the City currently has the ability to resolve it through an encroachment agreement. Mr. Harrington was cautious not to add language that would preclude any legal conditions and result in an unintended consequence. He did not have a problem including the revocable reference.

Planner Ward noted that Section D-4 states an encroachment agreement, in a form approved by the City Attorney, protects the City's interest in future public improvements, public utilities, and public use of the Right-of-Way. She stated that they could insert a revocable agreement in that bullet point.

Commissioner Suesser thought the language should be clear to a planner working with an applicant. She understood that in the renovation of a historic home, the Planning Department guided the applicant that a private driveway over the public right-of-way was a good solution to preserving the historic home. Commissioner Suesser thought the Code should be clear that paving or using the public right-of-way is highly discouraged by the Planning Department, the Planning Commission, and the City Council.

Mr. Harrington did not think it was guidance by the planners as much as exploring design alternatives. When the historic design application went first, that was the design solution that best complied with the design guidelines. He did not believe the applicant was guided towards the use of the public right-of-way. Commissioner Suesser clarified that she had a different impression from the applicant. She understood Mr. Harrington's explanation.

Commissioner Kenworthy agreed with Commissioners Hall and Suesser. He was comfortable with the language after adding the suggested inclusions. Commissioner Van Dine concurred. Chair Phillips thought the revised language accomplished their intent.

Chair Phillips opened the public hearing.

No comments were submitted. No hands were raised on Zoom.

Chair Phillips closed the public hearing.

Commissioner Suesser noted that the language states “private driveways within platted unbuilt City right-of-way”. She asked if there was a specific provision for landscaping and any other construction within a platted unbuilt City right-of-way in the historic districts. She suggested changing the title of the provision to “Use of Unbuilt City Rights-of Way within the Historic Districts”. Planner Ward stated that the Engineering Department has discretion over the rights-of-way. However, because this is tied to the approval of the use of a property, it was brought into the LMC. Planner Ward explained that City Council was comfortable with how the Engineering Department handled these agreements for things such as landscaping. She clarified that those specific approvals would not be through the Planning Department. Planner Ward noted that the Engineering Department has a process for reviewing these requests.

MOTION: Commissioner Thimm moved to forward a POSITIVE recommendation to the City Council regarding the private driveways in the platted unbuilt right-of-way, Land Management Code Section 15-3-5 amendments, including the sentiments expressed in the discussion this evening, for the City Council’s consideration on November 19, 2020. Commissioner Sletten seconded the motion.

VOTE: The motion passed unanimously.

5.B. Land Management Code – Amendments to Chapter 15-3, Off-Street Parking, and Chapter 15-15, Definitions, to Establish Electric Vehicle Charging Station Standards, and Enactment of Section 15-3-11, Electric Vehicle Charging Stations, to Require Infrastructure for Future Electric Vehicle Charging Stations and Electric Vehicle Charging Station Installations for Multi-Unit Dwellings and Non-Residential Development.
(Application PL-20-4623)

Planner Ward thanked Luke Cartin, Celia Peterson, Dave Gustafson in the Sustainability Department for their help with these amendments. She also thanked Dave Thacker, Scott Olsen, and Cooper Wade in the Building Department who made sure everything was in place to implement these amendments at the building permit review phase. Planner Ward reported that on August 4th, Johnny Wasden with the Parking Department, presented an amendment to the City Council to amend the Parking Code so the City could enforce EV charging station parking restrictions.

Planner Ward stated that the EV charging stations are an implementation in the LMC recommended by the General Plan. She presented a slide showing what was being done on a regional, state, county and level where charging station networks are growing. Park City wants to make sure they have the infrastructure and standards in place to ensure that EV charging stations are successful. Planner Ward reported that the City has announced a plan to install 100 charges to date. Currently, 62 chargers have been installed and the rest are in process.

Planner Ward noted that there are three levels of charging stations. Level 1 is basic and plugs into a household outlet. She stated that the Code amendments were designed around Level 2 stations, which require a few hours to fully recharge a battery and has a higher conduit requirement.

Planner Ward stated that the proposed amendments: 1) define key terms; 2) encourage that private garages be EV ready for a Level 2 charger; 3) require conduit for 15% of the first 100 parking spaces and 5% thereafter; 4) require installations of charging stations for 5% of total parking in new development and redevelopment; 5) establish uniform standards; 6) allow charging stations as an accessory use in all zone; 7) allow solar energy systems in non-historic zoning districts.

Planner Ward stated that the Staff has been evaluating the requirement to require the conduit for 15% of the first 100 parking spaces and 5% after that, and they intend to keep follow up on the Code to make sure it keeps up with the demand. She pointed out that currently, EV charging stations are installed as part of a development's parking requirement. Therefore, they were not looking into additional parking spaces, but they were trying to find a balance to ensure that conduit is in place for future installation of charging stations, but without removing too many parking spaces upfront that are required for the uses. Planner Ward remarked that once the 15% infrastructure is installed, it is possible to increase that over time without the expensive retrofits that would be required if conduit was not installed initially. Planner Ward stated that for the EV charging station installations for the 5% of the total parking, the Code would require that the first be ADA acceptable, but not necessarily restricted to ADA only use. She noted that this is the standard in several communities, assuming that ADA requirements will come into play in the near future. Planner Ward stated that the City was working to establish uniform standards for the installations, as well as for signage. The City is working on signs for the EV charging stations in China Bridge, cord Management, snow removal, and maintenance.

The Staff recommended that the Planning Commission consider these amendments, conduct a public hearing, and consider forwarding a positive recommendation to the City Council.

Commissioner Hall stated that she was very excited about the EV charging stations. She noted that installing conduit is very inexpensive if it is done initially in a development versus the prohibitive cost if it needs to be retrofitted. Commissioner Hall stated that her initial reaction was to increase the percentage.

Chair Phillips recalled a previous discussion about increasing the percentage. He asked if Park City was at the higher end of what other municipalities were doing. Planner Ward stated that Park City originally started at 10%; however, some municipalities go as high as 20%. She noted that they tapered it off to 100 parking spaces after evaluating some of the proposals coming forward. A 300-parking space garage could be excessive. Planner Ward thought the 15% could be increased to 20%.

Chair Phillips asked if the Planning Commission had discussed tapering off at 100. Planner Ward replied that the tapering came as a result of further discussions on projects that were in place and evaluating what that would look like for the total parking requirement and the number of potential parking spaces that could be lost in the exchange. The challenge is trying to find the right balance to make sure these can grow over time and work as the demand increases. Chair Phillips trusted that the Staff would continue to follow up, but he wanted to know what would happen when she or others in the Planning Department leave. He agreed with Commissioner Hall and felt there was good logic for increasing the number to 20% to get ahead of the curve.

Commissioner Thimm was comfortable with 20%. He was concerned about the specific ADA provision stating that the first EV charging station installed shall be accessible but not restricted to ADA use. He suggested that they require two charging stations and restrict the first one to only ADA use. Commissioner Thimm thought they should be more accommodating to the physically handicapped. Planner Ward clarified that Commissioner Thimm was suggested that the first installation include a dual port, with one restricted specifically for ADA use. The other Commissioners concurred with Commissioner Thimm.

Commissioner Suesser stated that she is supportive of electric cars and wants to make sure they accommodate those vehicles. However, Park City is a small mountain town and people who drive to Main Street or a grocery store, or just doing errands do not necessarily need a parking spot to recharge their car. Commissioner Suesser did not understand the need to make sure there is a parking space for anyone who comes to a parking lot with an electric car. She pointed out that people predominantly charge their cars at home.

Commissioner Hall stated that she charges her car whenever she goes into Salt Lake. She did not believe they were accommodating people in the 84060 ZIP Code as much as they were people who live outside of Park City and commute into work. Chair Phillips thought it also accommodates tourists who stay at a hotel that does not have charging stations.

Chair Phillips stated that the infrastructure is very inexpensive for developers and involves simply running conduit. He thought it was impossible to know where the trends will go over the next 20 or 30 years, but they do know that electric is on the rise.

Commissioner Suesser thought she may have misunderstood and asked if they were only talking about the conduit and not the actual device to charge the car. Commissioner Hall replied that it was only the conduit, which is currently \$1.50 per foot to lay under the concrete. Chair Phillips believed that increasing to 20% would cover any circumstance and provide more options to locate charging stations when they are installed.

Commissioner Kenworthy agreed with the increase to 20%. He was also very proud to be part of the City and he was proud of the City Council for making this a priority. Commissioner Kenworthy echoed Commissioner Hall on it being cost effective.

Chair Phillips opened the public hearing.

No comments were submitted. No hands were raised on Zoom.

Chair Phillips closed the public hearing.

MOTION: Commissioner Hall moved to forward a POSITIVE recommendation to the City Council for the Amendments to 15-3-1 through 15-3-11, and to amend 15-3-11(B) to reflect the increase from 10% to 20% per the discussion this evening. Commissioner Kenworthy.

VOTE: The motion passed unanimously.

The Planning Commission Meeting adjourned at 6:50 p.m.

Approved by Planning Commission: _____

Planning Commission Staff Report



Subject: Off-Street Parking Standards and Maximum Building Height for Master Planned Affordable Housing Developments
Author: Hannah M. Tyler, AICP
Date: October 28, 2020
Type of Item: Work Session

Summary Recommendations

Staff recommends the Planning Commission review the Cascadia Partners, LLC Memorandum, *Best Practice Research on Height and Parking Code Standards for AMPD Update* (Exhibit A) and staff's discussion topics outlined in the Analysis Section of this report.

Staff requests direction from Planning Commission on possible Land Management Code Amendments for Off-Street Parking Standards and Maximum Building Height for Master Planned Affordable Housing Developments. The following discussion is only intended to apply to qualifying Master Planned Affordable Housing Developments – staff is not proposing any blanket LMC Amendments for all developments as a part of this discussion.

Acronyms

AMI	Area Median Income
AMPD	Master Planned Affordable Housing Development
HUD	Housing and Urban Development
LMC	Land Management Code
ROI	Return on Investment
VMT	Vehicle Miles Traveled

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Executive Summary and Background

Since 2018, staff has been working on Land Management Code Amendments for incentivizing the development of Affordable Housing. In 2018, the Affordable Housing and Planning Departments proposed LMC Amendments to incentivize Affordable Housing development through a density bonus program for Master Planned Affordable Housing Development applications ([LMC § 15-6-7](#)). The concept was that if a development (Public or Private) built more than 50% of a project as deed-restricted Affordable Housing, then they would be eligible to receive a density bonus that was scaled based on the AMI level served for the Affordable Housing units. The proposed 2018 LMC amendment restructured the entirety of the Master Planned Affordable Housing Development Section ([LMC § 15-6-7](#)) with amendments ranging from applicability to development requirements. Please reference the [May 17, 2018 City Council staff report](#) for background of the previous LMC Amendment proposal.

On May 17, 2018, City Council did not pass the ordinance proposed by staff for the density bonus program because they were not confident that the proposed ordinance would actually incentivize the development of affordable housing by private developers ([May 17, 2018 City Council Minutes, Page 12](#)). The City Council directed staff to retain Cascadia Partners, LLC to

assist City staff in determining if the then proposed LMC amendments could actually “move the needle” on incentivizing the development of Affordable Housing by both Public and Private entities.

The issue identified by Cascadia Partners, LLC was that while a density bonus program can be an incentive to construct Affordable Housing, most developments in Park City could not actually achieve a density bonus because of development requirement barriers in the existing LMC. Cascadia Partner’s AMPD Code Audit Report ([Final Report](#)) identified areas of Park City’s LMC that could be amended to help incentivize the development of Affordable Housing using the proposed density bonus program framework. Without the recommended LMC amendments, the density bonus could not be achieved in its entirety (or at all in some cases) because the constraints within the LMC limited developments to base zone density – meaning few or no developments could realize a density bonus at all. A combination of LMC amendments would allow Affordable Housing developments to achieve a density bonus, including: a reduction in Setbacks, Open Space, and Parking Requirements; and an increase in Maximum Building Height standards.

On December 5, 2019, City Council reviewed Cascadia Partners, LLC’s [Final Report](#) and gave staff direction to pursue the following LMC changes (identified by Cascadia Partners, LLC) in an effort to help incentivize the development of Affordable Housing, which staff is tackling in two (2) phases ([December 5, 2019 Staff Report](#) and [Audio](#)):

- Phase I (adopted by City Council in January 2020 [[Ordinance 2020-09](#)])
 - Reduce the boundary setback to the Zone Required Setbacks
 - Open Space Reduction
 - Master Planned Affordable Housing Development Parking Requirements to match existing Master Planned Development standards
- Phase II (topics of this Work Session)
 - Increase Maximum Building Height
 - Parking Reductions or alternative Parking Requirements

Figure 1: Cascadia Partners, LLC Funding Gap Analysis for Mixed Income Development, from their AMPD Code Audit Report in 2019.

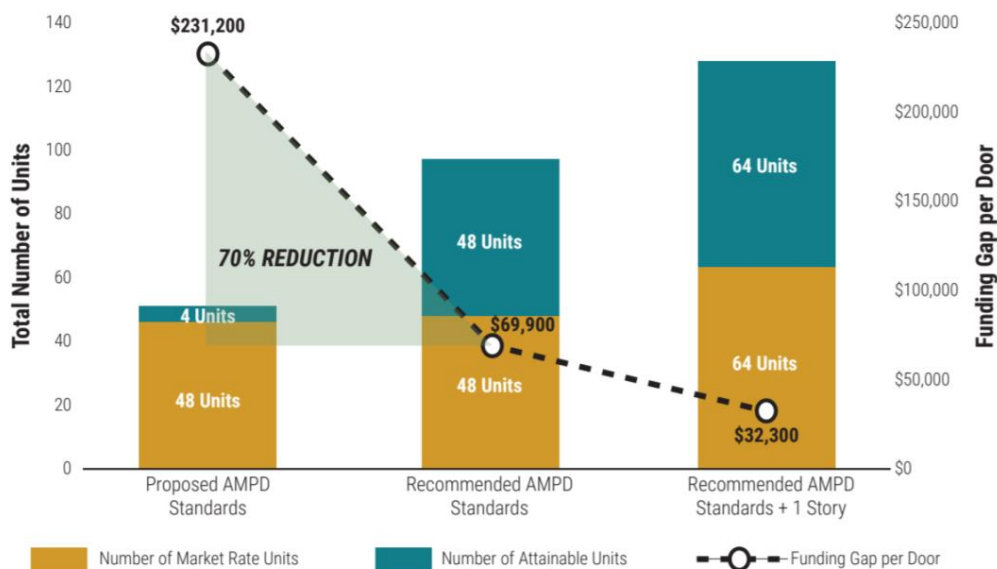


Figure 1 helped illustrate the financial impacts of the recommended code amendments in an effort to incentivize affordable housing by updating the LMC to assist projects in achieving a density bonus. Without the recommended LMC Amendments, the financial barrier and subsidy (funding gap) was far too great to justify development of additional affordable housing units beyond a development obligation.

Staff retained Cascadia Partners, LLC in August 2020 to conduct research on the Phase 2 topics. Cascadia Partners, LLC was asked to provide research on similar communities' approaches to removing financial barriers for Affordable Housing Development, looking specifically at Maximum Building Height and Parking Requirements – staff requested case studies from similar communities that had incentive-based affordable housing land use codes for Maximum Building Height and Off-Street Parking Standards and also had developments built utilizing those codes. Cascadia Partners, LLC finalized their memorandum, *Best Practice Research on Height and Parking Code Standards for AMPD Update* (Exhibit A), in early October.

Tonight's discussion is focused on the Maximum Building Height and Off-Street Parking Standards, but staff will be returning to Planning Commission with a Work Session on the mechanics of the Density Bonus Program for Master Planned Affordable Housing Developments ([LMC § 15-6-7](#)), including but not limited to Area Median Income (AMI) levels, percentage of a development required to be affordable, residential vs. commercial development, etc. It is staff's goal that after tonight's Work Session and the future density bonus program Work Session, staff will have all feedback necessary to bring back polished LMC Amendments for the [LMC § 15-6-7](#) Master Planned Affordable Housing Developments for consideration and recommendation to City Council in 2021.

The discussion for this Work Session is based on the concept that moving forward, projects utilizing the Master Planned Affordable Housing Development application process will not be 100% Affordable Housing Units which is consistent with the initial LMC Amendments proposed by staff in 2018. At this time, staff is targeting a minimum of 50% Affordable Housing Units. While the LMC Amendments from 2018 were not adopted, as stated previously, staff will be returning with a future Work Session including a discussion on Applicability (Percentage Affordable). The goal is to adopt LMC Amendments that foster opportunities for reasonable ROIs to develop Affordable Housing beyond an underlying development obligation.

Analysis

- (I) **Cascadia Partners, LLC, Memorandum: Staff recommends the Commission review the *Best Practice Research on Height and Parking Code Standards for AMPD Update* (Exhibit A).**
- (II) **Staff recommends the Commission review the following additional information and discussion topics prepared by Staff in response to the Cascadia Partners, LLC Memorandum (Exhibit A).**

Staff has prepared discussion topics and supplementary information in this section as a follow up to the *Best Practice Research on Height and Parking Code Standards for AMPD Update* (Exhibit A). As stated in the Executive Summary and Background section of this report, Cascadia Partners, LLC was asked to identify best practices for regulating Off-Street Parking and Maximum Building Height for Affordable Housing developments.

Cascadia Partners, LLC included case studies and sample land use codes from the following cities:

- Ketchum, Idaho
- Truckee, California
- Mammoth Lakes, California
- Bend, Oregon

The memorandum concludes with a set of recommended code concepts for the City to consider in an effort to be more effective in incentivizing private development of Affordable Housing. Staff has teased out some supplementary information to the recommended LMC amendments to provide additional data and commentary as it relates to Park City specifically.

Cascadia Partners, LLC recommends the following LMC Amendments for Off-Street Parking and Maximum Building Height Standards (*Arial italics*). Staff has provided commentary and supplementary information in normal Arial font following each recommendation subsection topic. As a reminder, the following discussion is only intended to apply to qualifying Master Planned Affordable Housing Developments – staff is not proposing any blanket LMC Amendments for all developments as a part of this discussion.

Recommendations for Off-Street Parking:

We recommend the City right-size parking requirements by adopting the following package of five code changes:

1. *Scale parking requirements by affordability and unit size*
2. *Provide additional reductions for projects on small sites.*
3. *Allow a credit for on-street parking along the frontage of the site*
4. *Allow a credit for off-site parking spaces that will be dedicated to the use*
5. *Provide by-right reductions for projects that take measures to reduce parking demand*

Cascadia Partners, LLC created a very concise table of Off-Street Parking Standards for Residential Developments based on Park City's existing LMC which will be a great reference point for this discussion.

Figure 2: Cascadia Partners, LLC table of Off-Street Parking Standards for Residential Developments, page 3, Exhibit A:

Unit Type	Spaces Required
Duplex Dwelling	2 per Dwelling Unit (4 total)
Triplex Dwelling	2 per Dwelling Unit (6 total)
Multi-Unit Dwelling	
Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit

Planning staff has provided supplementary data and analysis for each of the recommended LMC amendments. Staff requests that the Commission review the supplementary data and provide direction for staff to continue to investigate the long-term impacts of reductions in parking based on current data. There are also some mitigation strategies and policy level decisions that will need City Council review and direction.

1. Scale parking requirements by affordability and unit size

Cascadia Partners, LLC recommended:

Reducing parking requirements for projects with affordable units is a direct method to encourage private development of affordable units, but there are two options to this approach:

- *Option 1: Reduce parking requirements for all units in the project*
- *Option 2: Reduce parking requirements for the deed-restricted, affordable units*

Option 1 provides a more significant incentive, but it is less directly linked to the association between lower income households and lower vehicle ownership. Option 2 is a less significant incentive, but is more clearly linked to a household type that is more likely to own no or fewer cars.

Park City Municipal Corporation's Affordable Housing Department included a question about vehicle ownership on their 2020 Affordable Housing Compliance Survey. At the time this report was drafted, the Affordable Housing Department had received responses from 67% of the City's Affordable Housing households. Almost half (48%) of the responding Affordable Housing households own two (2) vehicles and another 30% own one (1) vehicle. Of the responses received, one (1) household has responded that they do not own a car. Figure 3 identifies the responses received thus far regarding vehicle ownership.

Figure 3: Park City Municipal Corporation 2020 Affordable Housing Compliance Survey – Vehicle Ownership Data. This data represents 67% of the Affordable Housing Households.

Quantity of Vehicles Owned Per Household	Quantity of Households Responded	Percentage of Data Set
0	1	1%
1	47	30%
2	76	48%
3	28	18%
4	3	2%
5	1	1%
6	1	1%
Total Responses	157	

Without this “complete” Park City-specific data, staff has collected data from several sources to gain a better understanding of travel behaviors and the likelihood of vehicle ownership or vehicle accessibility. This research includes data from the US Census and American Community Survey, Summit County Area Median Income (AMI) data, as well as national- and state-wide transportation and Vehicle Miles Traveled (VMT) data.

Currently, the Area Median Income (AMI - 100%) for a Summit County household size of three (3) persons is \$102,510. The average AMI served by recent City-sponsored and private developer Affordable Housing developments within Park City limits is 80% - 120% - these incomes are based on a household size of three (3) persons. Figure 4 identifies the current AMI Matrix for Summit County based on household income and household size. This AMI matrix is used by Park City Municipal Corporation's Affordable Housing Department for all selection processes and qualifications for Affordable Housing developments.

Figure 4: 2020 Summit County AMI (Area Median Income) Based on HUD Income Limits

% of AMI	Family Size					
	One (studio)	Two (1-br)	Three (2-br)	Four (3-br)	Five (4-br)	Six (5-br)
30%	\$ 23,919	\$ 27,336	\$ 30,753	\$ 34,170	\$ 36,904	\$ 39,637
40%	\$ 31,892	\$ 36,448	\$ 41,004	\$ 45,560	\$ 49,205	\$ 52,850
45%	\$ 35,879	\$ 41,004	\$ 46,130	\$ 51,255	\$ 55,355	\$ 59,456
50%	\$ 39,865	\$ 45,560	\$ 51,255	\$ 56,950	\$ 61,506	\$ 66,062
60%	\$ 47,838	\$ 54,672	\$ 61,506	\$ 68,340	\$ 73,807	\$ 79,274
80%	\$ 63,784	\$ 72,896	\$ 82,008	\$ 91,120	\$ 98,410	\$ 105,699
100%	\$ 79,730	\$ 91,120	\$ 102,510	\$ 113,900	\$ 123,012	\$ 132,124
120%	\$ 95,676	\$ 109,344	\$ 123,012	\$ 136,680	\$ 147,614	\$ 158,549
150%	\$ 119,595	\$ 136,680	\$ 153,765	\$ 170,850	\$ 184,518	\$ 198,186
175%	\$ 139,528	\$ 159,460	\$ 179,393	\$ 199,325	\$ 215,271	\$ 231,217
200%	\$ 159,460	\$ 182,240	\$ 205,020	\$ 227,800	\$ 246,024	\$ 264,248

Based on the relatively high income levels in Park City as well as the community's "active lifestyle" (camping trips, outdoor recreation/trailhead travel, etc.), staff is not confident that a majority of lower income households (below 100% AMI) do not own vehicles or do not have access to a vehicle. Most literature on the nexus between vehicle ownership and low income households focuses on HUD programs for housing voucher recipients in major metropolitan areas – this is a different population (much lower AMI/poverty level) and very different urban environment setting. For households above the poverty line, there is increasing evidence of vehicle ownership or access to vehicles¹.

The US Census American Community Survey has data from 2018 identifying statistics for "vehicles available" for households in Summit County. The data set is titled [2018 Summit County Physical Housing Characteristics For Occupied Housing Units](#). According to the 2018 Summit County Physical Housing Characteristics For Occupied Housing Units data set, 2.0% of households in Summit County have "no vehicles available". The majority of households (43.4%) have access to two (2) vehicles. Household income was not a data point in the 2018 Summit County Physical Housing Characteristics For Occupied Housing Units data set. Figure 5 identifies all accessible data for "vehicles available" for Summit County households from 2018.

Figure 5: US Census American Community Survey 2018 Summit County Physical Housing Characteristics For Occupied Housing Units: Car Ownership by Household

¹ <https://www.governing.com/topics/transportation-infrastructure/gov-car-ownership-poverty.html>

	% of Population	Margin of Error
No Vehicles Available	2.0%	+/-0.7%
1 Vehicle Available	21.4%	+/-1.9%
2 Vehicles Available	43.4%	+/-2.5%
3 or More Vehicles Available	33.1%	+/-2.1%

Source:

<https://data.census.gov/cedsci/table?q=car%20ownership%20summit%20county%20utah&tid=ACSDP5Y2018.DP04&hidePreview=false>

According to the Texas A&M Transportation Institute Transportation Policy Research Center², Vehicle Miles Traveled (VMT) measures the amount of travel for all vehicles in a geographic region over a given period of time, typically a one-year period. It is calculated as the sum of the number of miles traveled by each vehicle.

Based on data from the US Department of Transportation Federal Highway Administration³, the state of Utah saw an increase in VMT by 2.3% on all roads based on a year-over-year analysis looking at September 2018 and September 2019. The analysis included 91 monitoring stations across Utah's rural arterial roads, urban arterial roads, and the interstate highway system. According to the University of Utah Kem C. Gardner Policy Institute, from 2018 to 2019, the population grew by 53,596 people. This annual growth rate of 1.7% matches the previous year's percent growth⁴. A portion of the VMT increase in Utah may be tied to population growth (a population with overwhelming car-ownership⁵), but according to the US Department of Energy, national trends also point to increased VMT because of low petroleum prices and economic recovery from the Great Recession⁶.

What these data points and analyses tells us is that households in Summit County have access to vehicles and on a national- and state-wide level, the population is driving vehicles more year-over-year. The future of car ownership is largely unknown with the proliferation of car share programs, electric bikes, transportation network companies, and Park City's free transportation system. Park City staff is not blind to the shift towards electric vehicles and other environmentally friendly lifestyle choices, but the data available points towards some level of vehicle demand (parking demand) for primary residents and our visitors.

The COVID-19 pandemic has brought an influx of new primary homeowners relocating from other communities who are purchasing in the Market Rate categories. According to the Trends outlined on page 64 of the General Plan Volume I⁷, based on 2010 US Census data, approximately 85% of housing units were second homes (nightly rentals, vacant, etc.). The 2020 US Census will provide the City with updated population and residency statistics, especially with any influx of new primary homeowners during the COVID-19 pandemic period.

In Park City, Market Rate Units overwhelmingly become second homes or Nightly Rentals. While there may not be a daily parking demand for second homes or nightly rentals, when these units are in use, there may be a parking demand for a rental car. Many second homeowners also store a car at their residence in Park City.

² <https://static.tti.tamu.edu/tti.tamu.edu/documents/PRC-2016-2.pdf>

³ https://www.fhwa.dot.gov/policyinformation/travel_monitoring/19septvt/19septvt.pdf

⁴ <https://gardner.utah.edu/wp-content/uploads/StateCountyPopEst-Dec2019.pdf>

⁵ https://datausa.io/profile/geo/utah#num_vehicles

⁶ <https://afdc.energy.gov/data/10315>

⁷ <https://www.parkcity.org/home/showdocument?id=12369>

Cascadia Partners, LLC researched other communities and specific case studies to develop what they refer to as “right-sized” parking requirements (Figure 6) for both Market Rate and Affordable Units. Staff thinks this is a great first step to reducing parking while still providing most residents of developments with an option to park their vehicle or vehicles. Staff finds that the City Council will need to also provide policy direction regarding potential mitigation strategies (ex: possible City-owned satellite parking lots). With policy direction from City Council along with some of the other tactics outlined in the following subsections (car shares, distance to transit, etc.), staff believes that a reduction in the Off-Street Parking Requirements for Affordable Housing units could be appropriate for Park City.

Staff requests direction from the Commission on the following:

- Does the Commission want to reduce Off-Street Parking Requirements for Affordable and/or Market Rate Units based on the recommended requirements outlined in Figure 6?

Figure 6: Cascadia Partners, LLC’s recommended Off-Street Parking Requirements for Master Planned Affordable Housing Projects, page 16, Exhibit A

Current Requirement		Recommended Requirements		
Dwelling Size	All Units	Dwelling Size	Market Rate Units	Affordable Units
<1,000 sf	1 space per unit	< 750 sf	0.5 spaces per unit	None
1,000 - 2,000 sf	1.5 spaces per unit	750 - 1,000 sf	1 space per unit	0.5 spaces per unit
>2,000 sf	2 spaces per unit	1,000 - 2,000 sf	1.5 spaces per unit	1 space per unit
		>2,000 sf	2 spaces per unit	1.5 spaces per unit

2. Provide additional reductions for projects on small sites.

Cascadia Partners, LLC is recommending two (2) approaches:

- Off-Street Parking reduction for developers to deduct 5,000 square feet per floor from the sum of total floor area that is used to calculate parking requirements.
- A complete reduction in Off-Street Parking Requirements for projects on lots with an area less than 5,000 square feet – meaning no Off-Street Parking required for these “smaller projects” on smaller lots.

Both of these approaches would help incentivize the use of the Master Planned Affordable Housing Development process because of the high financial impacts of providing Off-Street Parking on-site. According to Cascadia Partners, LLC, *surface parking spaces cost approximately \$3,000-\$5,000 per space, tuck under parking costs approximately \$20,000 per space, and underground parking can cost between \$20,000 and \$40,000 per space.*

The City of Ketchum uses a similar approach to encourage mixed use developments in their downtown district. They provide a reduction of 4 parking spaces per 5,500 square feet of lot area. We recommend scaling the reduction by floor area, not lot area, because it provides a greater incentive to maximize the density and fully utilize the site. Below is an example of this approach from Bend, OR:

The amount of off-street parking may be reduced to zero for a maximum of 10,000 square feet per floor. When using this parking reduction, it must be calculated prior to any other reductions.

At this time, the Master Planned Affordable Housing Development section is designed for 100% Residential projects. This is something that can and will be discussed at the next Work Session regarding Applicability and the Density Bonus framework, but this is a key detail as the example in Ketchum for a parking reduction is for a mixed-use project (Commercial and Residential). It can make sense to reduce parking for a small mixed use project because of the differing hourly demands (Commercial during the day and Residential at night).

Staff is struggling to identify the data to support the reduction of parking completely for a 100% Residential “small project” without additional tactics to reduce the impact (see other subsections for tactics). Based on data represented in the previous subsection, we do not have data to support that these residents will not own vehicles or have access to vehicles.

Staff requests direction from the Commission on the following:

- Does the Commission want to reduce Off-Street Parking Requirements for “small” projects on lots with an area of 5,000 square feet or less?
- Does the Commission want to reduce Off-Street Parking Requirements for “larger projects” at a rate of 5,000 square feet per floor from the sum of total floor area that is used to calculate parking requirements?

3. Allow a credit for on-street parking along the frontage of the site

Cascadia Partners, LLC recommends allowing a credit (one for one) for every on-street public parking space that abuts the site. This is a clear incentive with large benefits for smaller projects that could achieve the entirety or majority of an Off-Street Parking requirement through on-street parking. An example of a recent smaller scale existing Affordable Housing project that would have benefited from a credit program like this is Woodside Park Phase I. Functionally, staff has the following concerns with a credit program for use of the Public Right-of-Way for Parking:

- Public parking is not dedicated or reserved on a space-by-space basis; therefore it is not guaranteed.
- The development would now impact the Public Right-of-Way.
- If in the future, the City removed public parking (for example to create a Complete Street), how would the City address the loss of Public Parking with developments that used public parking for their parking reduction?
 - On October 1, 2020, City Council recently reviewed the Transportation Planning update which included a discussion on Street Cross Sections in response to the Park City Vision 2020 and 2011 Traffic and Transportation Master Plan ([Staff Report](#)). The 2011 Master Plan recommends roadway configurations based on the type of road and width, (neighborhood street vs. arterial, etc.) and prioritizes by mode if width is unavailable to accommodate design elements. Many cross-sections prioritize parking and cars. Community momentum has shifted to better support pedestrians, bicyclists and transit.
- Staff would prefer allowing such reductions in areas with Parking Management Plans (residential permit program) that includes permitted and patrolled parking. An example of this type of program is in the Historic Districts, map [here](#).
 - This approach will have staffing impacts to the City as the current Parking Department is staffed to support the capacity of the existing Parking Program.
- Impacts to snow removal and other public infrastructure/utility concerns.

Below is an example of code language from the City of Bend, OR:

B. Credit for On-Street Parking.

1. The amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space abutting the development, up to 50 percent of the requirement, except as specified in subsections (B)(1)(a) and (b) of this section.
 - a. Uses within the CB Zone shall not receive credit for on-street parking, but have the option to pay a fee in lieu of providing off-street parking per BDC 3.3.200.
 - b. For uses within the MU and MN Zones and in the Bend Central District, the amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space abutting the development, up to 100 percent of the requirement.
2. On-street parking shall follow the established or approved configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City, ODOT and/or County standards. One on-street parking space shall be defined as follows:
 - a. Parallel parking, each 24 feet of uninterrupted curb, where allowed;
 - b. Forty-five-degree diagonal, each with 14 feet of curb, where allowed;
 - c. Ninety-degree (perpendicular) parking, each with 12 feet of curb, where allowed;
 - d. Curb space must be connected to the lot that contains the use;
 - e. Parking spaces will not obstruct a required clear vision area or violate any law; and
 - f. On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted.

Staff requests direction from the Commission on the following:

- Does the Commission want to allow credit for off-site parking spaces that abut a development site?

4. Allow a credit for off-site parking spaces that will be dedicated to the use

Cascadia Partners, LLC recommends allowing a credit (one for one) for every parking space that is provided in an off-site location (with clear agreements and dedication). They recommend that the off-site location would have to be within 800-1,000 feet of the development.

Below is example code language for off-site credits (La Pine, OR):

Off-site parking. To allow flexibility in the location of required parking and to encourage efficient utilization of land, required parking may be located up to 800 feet from the development. Such parking shall be designated and signed as assigned to the remote development. Confirmation of the parking assignment shall be required prior to occupancy of the development.

As long as the distance of the off-street parking location is reasonable and a clear agreement is in place, staff finds that this could be a feasible option as well.

Staff requests direction from the Commission on the following:

- Does the Commission want to allow a credit for off-site parking spaces that will be dedicated for use by the subject property?

5. Provide by-right reductions for projects that take measures to reduce parking demand

Cascadia Partners, LLC recommends creating a framework for allowing a reduction in Off-Street parking requirements based on measures taken to reduce parking demand by providing other transit/travel options for residents (and guests). Staff prefers clear criteria for a reduction for predictability and consistent application of the code. Because the City's current process is discretionary and requires the submission of a parking analysis/study prior to receiving a reduction, many developers do not take this path due to the cost and time needed to complete a parking analysis/study – especially when there is no guarantee of the reduction being granted by the Planning Commission.

Cascadia Partners, LLC's recommendation of a clear list of measurable strategies would not only be predictable, but would be much simpler to regulate and apply. They believe that developers are more likely to use a clear set of criteria than a discretionary process. *The code language below provides an example of a by-right reduction for features that can reduce parking demand (Oregon Model Code for Small Cities):*

- ***Transit:*** *Site has a bus stop with frequent transit service located adjacent to it, and the site's frontage is improved with a bus stop waiting shelter, consistent with the standards of the applicable transit service provider: Allow up to a [20] percent reduction to the standard number of automobile parking spaces;*
- ***Carshare:*** *Site has dedicated parking spaces for carshare vehicles: Allow up to a [20-30] percent reduction to the standard number of automobile parking spaces;*
- ***Motorcycles/Scooters:*** *Site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces;*
- ***Bicycle Parking:*** *Site has more than the minimum number of required bicycle parking spaces: Allow up to a [5-10] percent reduction to the number of automobile parking spaces.*

We recommend maintaining the option to submit a parking analysis and seek a discretionary approval to reduce parking requirements as an alternative to the by-right reductions. In some cases, the project may not qualify for the by-right reductions, so the option for a discretionary approval may be useful and allow for the City to consider project-specific factors.

Staff is supportive of the general concept behind the sample code language and intent of the clear list of measurable strategies. Staff is also supportive of maintaining the option for developers to submit a parking analysis/study should they believe they can mitigate parking beyond this set of criteria – this additional parking analysis/parking study would remain discretionary and require review and approval by the Planning Commission.

Staff requests direction on the following:

- Does the Commission want to create a set of criteria to establish measures to reduce parking demand and assign Off-Street Parking Reductions to each measure?
 - Is the Commission supportive of staff research to find the nexus between the recommended mitigation and the reduction in parking?
- Does the Commission want to maintain the option for developers to submit a parking analysis/study to request an additional parking reduction with review and approval by the Commission?

Recommendations for Maximum Building Height:

While it is crucial for Park City to reduce off-street parking to encourage private development of affordable housing, it is also important for the City to provide height increases for affordable housing developments - both changes will enhance financial feasibility. We recommend the four following conceptual code updates to increase building heights while regulating the bulk and massing of buildings to ensure visual compatibility with the character of Park City.

1. Allow a one-Story height bonus AMPD projects to allow 4-Story buildings
2. Require height stepdowns adjacent to lower intensity zones
3. Apply maximum building length standard
4. Apply a facade articulation standard

The following chart (Figure 6) identifies the existing Maximum Building Height Standards. The far right column identifies if the Zoning District allows additional height of five feet (5') through Building Height exceptions for Roof Pitches greater than (>) 4:12 (does not include any existing Building Height exceptions for features like, chimneys, antennae, etc.) for all Zoning Districts in Park City:

Figure 6: Existing Maximum Building Height standards in Park City.

Zoning District	Maximum Building Height (in feet)	Does the Zone Allow an Additional 5 feet for Pitched Roofs >4:12
Historic Residential-Low Density (HRL)	27	No
Historic Residential-1 (HR-1)	27	No
Historic Residential-2 (HR-2)	27	No
Historic Residential-Medium Density (HRM)	27	No
Historic Recreation Commercial (HRC)	32	No
Historic Commercial Business (HCB)	30 at the Front Lot Line with a stepback to 45	No
Recreation and Open Space (ROS)	28	Yes (33 feet)
Protected Open Space (POS)	28	Yes (33 feet)
Rural Estate (E-40)	28	Yes (33 feet)
Estate (E)	28	Yes (33 feet)
Single Family (SF)	28	Yes (33 feet)
Residential (R-1)	28	Yes (33 feet)
Residential Development (RD)	28	Yes (33 feet)
Residential Development-Medium Density (RDM)	28	Yes (33 feet)
Residential-Medium Density (RM)	28	Yes (33 feet)
Recreation Commercial (RC)	35	Yes (40 feet)
Regional Commercial Overlay (RCO)	Underlying Zone Height	
General Commercial (GC)	35	Yes (40 feet)
Light Industrial (LI)	30	Yes (35 feet)
Frontage Protection Zone (FPZ)	Underlying Zone Height	
Public Use Transition (PUT)	30 at the Front Lot Line with a stepback to 45	Yes
Community Transition (CT)	28	Yes (33 Feet)

Maximum Building Height is measured from either Existing or Final Grade. The result of these differing standards is a varied number of Stories achieved. When Maximum Building Height is measured from Existing Grade, many developments excavate below the Existing Grade mark which can achieve an additional Story – the perceived height of the structure is greater than what the Zone allows for Maximum Building Height. When Maximum Building Height is measured from Final Grade, the resulting Structure measures exactly what the Zone allows for Maximum Building Height.

1. Allow a one-Story height bonus AMPD projects to allow 4-Story buildings

Cascadia Partners, LLC is recommending allowing Master Planned Affordable Housing Developments build up to four (4) Stories in order to achieve a Density Bonus. Park City's existing Zoning Districts with a Maximum Building Height of 45 feet typically result in four (4) Story developments. If the Commission was interested in allowing four (4) Stories in Zoning Districts where Maximum Building Height is less than 45 feet, staff would recommend allowing the Building Height up to 45 feet based on previous building development in Park City. Because it is feasible to squeeze five (5) Stories into 45 feet, the Commission could recommend a maximum number of Stories in addition to Maximum Building Height. Any structure in excess four (4) Stories poses the following concerns from an infrastructure and construction standpoint:

- **International Building Code (IBC) Construction Requirements:** For structures greater than four (4) Stories, the IBC requires a different construction method which inherently increases the cost of construction.
- **Utility Impacts:** Park City's utility infrastructure has been developed based on known development standards and future projections for developments. Capacity is determined by building heights and densities. For example, in some instances, the Water Department would not be able to service a structure greater than four (4) Stories due to issues with water pressure and capacity.

If given direction to pursue a requirement for a maximum number of Stories, staff would iron out concerns about the definition of a Story and how that applies to basement levels versus the four (4) Stories above grade. Definition of Story, per LMC § 15-15-1:

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.

Allowing developments to increase building height to 45 feet to achieve four (4) Stories does pose concerns regarding compatibility with existing neighboring developments which could be addressed by supplemental LMC amendments that address bulk, massing, and scale – more on that in the following subsections. Staff has provided some high level and initial thoughts on height increases in the different Zoning District typologies below. Staff did not provided analysis for Zoning Districts where the Maximum Building Height is already 45 feet. Staff requests direction from the Commission on which Zoning Districts staff should consider for a One (1) Story Height Bonus to allow Four (4) Stories ([Zoning Map](#)). Staff understands that in addition to a compatibility analysis, a thorough and robust public outreach effort will need to be completed for each of the affected Zoning Districts and the larger community.

- **Historic Districts (HR-L, HRM, HR-1, HR-2, HRC, and HCB):**
 - Existing Maximum Building Height: 27 feet for residential and 30 → 45 feet for commercial Zoning Districts.
 - Staff is not supportive of any changes to Maximum Building Height standards in the Historic Districts. The Historic Districts and the Design Guidelines For

Historic Districts and Historic Sites are designed around Historic Integrity and Compatible development – any increase to the existing Maximum Building Heights would compromise the success of these efforts.

- **Predominantly Residential Zoning Districts (RD, E, and SF):**
 - Existing Maximum Building Height: 28 feet
 - Staff finds that there could be concerns with increasing Maximum Building Heights in existing neighborhoods that are predominately residential and not located within resort-oriented areas. The existing Maximum Building Height in these zones has resulted in mostly one (1), two (2), and some three (3) Story Single Family, Duplex, Triplex and Multi-Unit Dwellings. Allowing a development with a fourth (4th) Story could seem very out of context – the next subsection addresses some land use code strategies that could be deployed to address this.
- **Mixed Residential, Commercial, and/or Resort Oriented Zoning Districts (RDM, R-1, RM):**
 - Existing Maximum Building Height: 28 feet
 - These Zoning Districts are a mix of residential and commercial or are located within resort-oriented areas (like near the Deer Valley base area). Due to existing topography, this is an area where many structures are already four (4) Stories or where four (4) Stories could be compatible with the correct massing and architecture – the next subsection addresses some land use code strategies that could be deployed to address this.
- **Resort-Oriented and Commercial Zoning Districts (RC, LI, and GC):**
 - Existing Maximum Building Height: 30 or 35 feet
 - These areas have many developments that have been granted a Height Exception through the Master Planned Development process; therefore, an increase in Maximum Building Height to allow a fourth (4th) Story, would not be out context. Additional mitigation strategies addressed in the next subsection could be deployed to address any incompatibility.
- **Highway 40 Entry Corridor Zoning Districts (CT):**
 - Existing Maximum Building Height: 28 feet
 - This Zoning District includes a wide variety of Uses ranging from Residential in Park City Heights to the Intermountain Healthcare Hospital and USSA Center of Excellence. Due to the complex development patterns. This Zoning District is difficult to assign a typology to. With that said, the development is intended to act as a transition to development within the City, encouraging low-density development that are visually compatible with the natural landscape and provide open space opportunities. Additional mitigation strategies addressed in the next subsection could be deployed to address any incompatibility
- **Open Space Zoning Districts (POS and ROS):**
 - Existing Maximum Building Height: 28 feet
 - Development is generally very limited in the Open Space oriented zones. Staff is not supportive of an increase Maximum Building Height in the open space Zoning Districts.

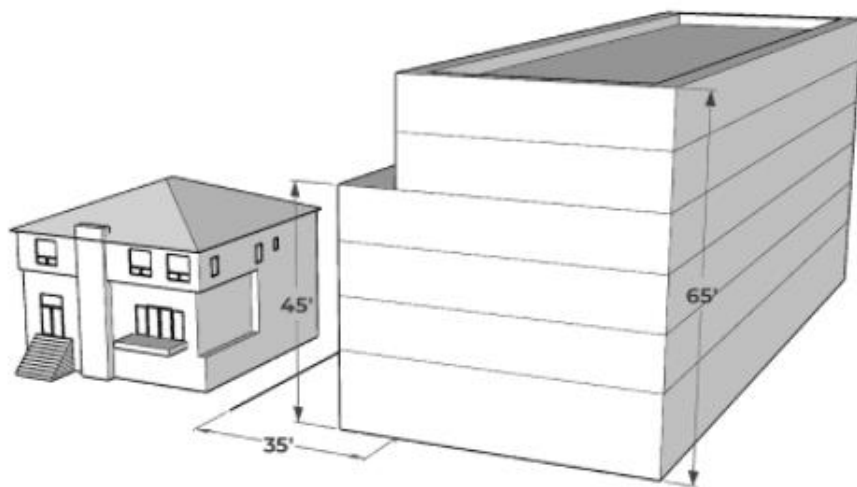
Staff requests direction from the Commission on the following:

- Which Zoning Districts, if any, should staff consider for a One (1) Story Height Bonus to allow Four (4) Stories?
 - Does the Commission want to codify a Maximum Building Height (ex: 45 feet) and/or a maximum number of Stories?

2. Require height stepdowns adjacent to lower intensity zones

The concept behind a height stepdown to adjacent lower intensity zones is to limit the drastic change between a lower Maximum Building Height and the taller development. Staff would push for this along the edges of a development, not just when a development is adjacent to another Zoning District. This could be applied as a specific setback for the fourth (4th) Story either from the edge of the building or from the property line. A similar tactic is used in the Historic Districts for all front facades (adjacent to the Primary Public Right-of-Way) so this is a concept that both staff and the local development community have used. In the Historic Districts, there is a 10 foot “step-back” required for the front façade so the front each development is only 23 feet at the street and raises to 27 feet beyond that 10 foot step. This would help to address concerns with bulk, massing, and scale and could allow the increase in Maximum Building Height in Zoning Districts like the predominantly residential areas or other Zoning Districts with a Maximum Building Height of 28 feet.

Figure 7: Cascadia Partners, LLC Example of a Massing Concept with a Stepdown, page 20, Exhibit A.



Staff requests direction from the Commission on the following:

- Does the Commission want to impose a required stepdown for development adjacent to a lower density zone or along the periphery of a development?
 - If so, would the Commission prefer that requirement from the edge of the building or the property line?

3. Apply maximum building length standard

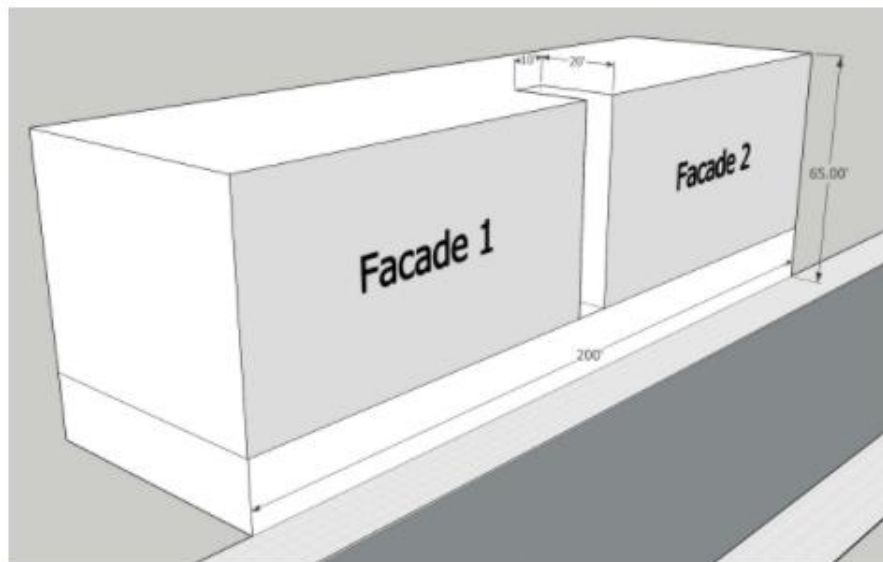
A maximum building length standard is beneficial in controlling the mass and scale of a building when you have very large/long structures. Cascadia Partners, LLC, stated *[A]s buildings increase in height, the visual impact of the horizontal length of the building becomes more prominent. The facade is larger in area and may be perceived to be out of scale with the facades of surrounding properties.*

A direct way to address this issue is to establish a maximum building length. This standard requires that any building over [75-150 ft] long must be either broken up into two separate

buildings or there must be an offset in the wall that is significant enough to give the appearance of two separate facades.

See #4 below for additional staff commentary as the LMC already addresses this through [LMC § 15-5-8](#).

Figure 8: Cascadia Partners, LLC Example of a Massing Concept with a Maximum Building Length Standard Applied, page 21, Exhibit A.



4. Apply a facade articulation standard

Facade articulation and length is regulated in Park City's Historic Districts through the Design Guidelines for Historic Sites and Historic Structures as well as on a City-wide scale through [LMC § 15-5-8](#). In the Historic Districts, this type of Design Guidelines is intended to encourage new development that is compatible with Historic Structures – developments are encouraged to use similar solid-to-void ratios and articulation patterns found on Historic Structures so new developments or historic additions do not contrast too greatly from existing Historic Structures. LMC 15-5-8 is intended to regulate large buildings outside of the Historic Districts to reduce bulk and mass:

LMC § 15-5-8 Facade Length And Variations

1. Structures greater than sixty feet (60'), but less than 120 feet in length must exhibit a prominent shift in the facade of the Structure so that no greater than seventy five percent (75%) of the length of the Building Facade appears unbroken. Each shift shall be in the form of either a ten foot (10') change in Building Facade alignment or a ten foot (10') change in the Building Height, or a combined change in Building Facade and Building Height totaling ten feet (10').
2. Structures that exceed 120 feet in length on any facade shall provide a prominent shift in the mass of the Structure at each 120 foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Facade alignment or a fifteen foot (15') change in the Building Height. A combination of both the Building Height and Building Facade change

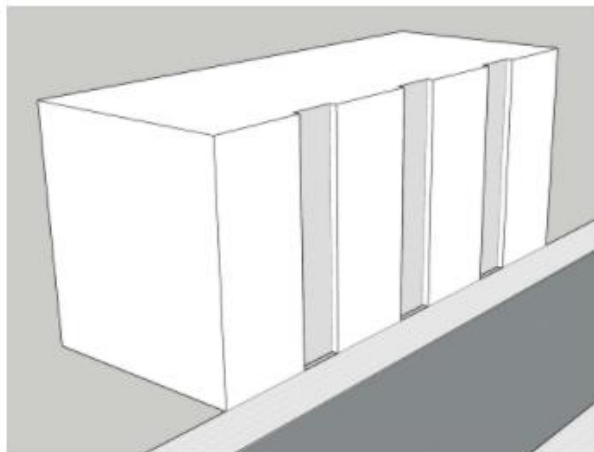
is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.

3. The special facade and volume requirement of the Historic District are found in LMC Chapter 15-2 and in the Historic District Architectural Design Guidelines.
4. The facade length and variation requirements apply to all sides of a Building.

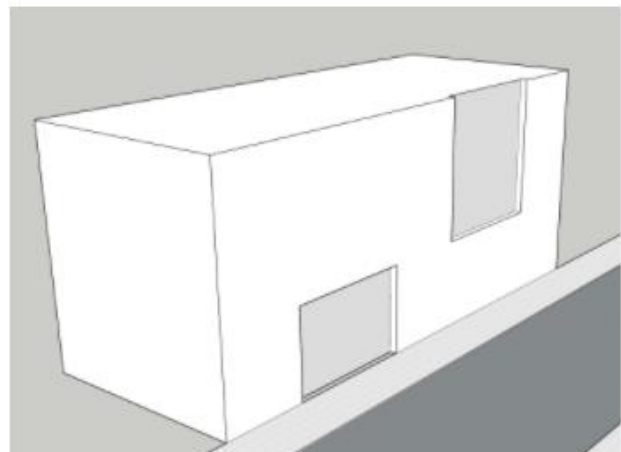
Cascadia Partners, LLC has provided two (2) options of codes that could address façade articulation (Page 21 Exhibit A). Visual examples of both options are available in Figure 4 below:

- *Option #1: Set a limit to the amount of contiguous “blank wall area” on a facade, which is an area that is not set apart from other adjacent areas of the facade by a change in materials or an offset or recess.*
- *Option #2: Require a minimum amount of “articulating elements” be incorporated on the facade which effectively break up the facade into multiple, smaller facades. Articulating elements are windows, balconies, changes in materials, wall offsets and recesses, pillars, and other similar elements. These standards typically require a minimum of one or more elements for a specified horizontal distance along the facade, such as 30-40 feet.*

Figure 4: Cascadia Partners, LLC Examples of Façade Articulation Options #1 and #2 Represented in Massing Concepts, page 21, Exhibit A.



Option #1



Option #2

Staff finds that the existing LMC already addresses façade length and articulation. Does the Commission want to amend this existing requirement?

- Next Steps:
 - Density Bonus Work Session with Planning Commission
 - Park City Municipal Corporation will explore the feasibility of creating a survey of vehicle ownership and/or vehicle accessibility for current Affordable Housing unit residents, past Affordable Housing applicants, and current individuals on the City's waitlist or other tracking lists.
 - Thorough and robust public outreach effort with each affected Zoning District and the larger community.

Department Review

The Planning, Affordable Housing, Engineering, and Legal Departments reviewed this staff

report. Staff has also met with the Public Utilities, Building, and Parking Departments about specific section of the report.

Notice

Staff published notice on the City's website and the Utah Public Notice website on October 10, 2020.

Public Input

Staff did not receive any public input at the time this report was published specific to this staff report.

Exhibits

Exhibit A: Cascadia Partners, LLC, Memorandum: *Best Practice Research on Height and Parking Code Standards for AMPD Update*



PARK CITY AMPD - HEIGHT AND PARKING BEST PRACTICES RESEARCH

To: Hannah Tyler, Planner, City of Park City
From: Jamin Kimmell, Senior Associate, Cascadia Partners LLC
Date: October 15, 2020
Subject: **Best Practice Research on Height and Parking Code Standards**

The purpose of this memorandum is to summarize research conducted by Cascadia Partners on best practices for regulating off-street parking and building height for developments with affordable housing units. The memo presents examples of similar communities that have recently updated their code, as well as developments that were enabled by the code update. The memo concludes with a set of recommended code concepts for the City to consider to more effectively incentivize private development of affordable housing. The memo is organized into the following sections:

1. **Background:** This section reviews the context for this research and the City's existing standards.
2. **Research Approach:** This section discusses our approach to identifying case studies and gathering information on lessons and best practices from other communities.
3. **Case Studies:** This section details four cases of similar communities that have recently updated height and parking standards: Ketchum, ID; Truckee, CA; Mammoth Lakes, CA, and Bend, OR.
4. **Recommendations:** This section recommends a set of preliminary code concepts for the City to consider in updating the Affordable Master Planned Development (AMPD) standards.

BACKGROUND

Code Audit Recommendations

In 2019, the City of Park City engaged Cascadia Partners to audit the Affordable Master Planned Development (AMPD) code provisions. The goal of the AMPD Code Audit was to understand the impact of the draft density bonus standards City staff had prepared for the AMPD and evaluate potential strategies for enhancing the financial feasibility of developing under the AMPD standards. Key recommendations of the AMPD Code Audit Report include:

- Prioritize changes for smaller, infill lots
- Strive for predictable, by-right standards
- Use base zone setbacks
- Eliminate large premier buffer
- Focus on achieving active open space
- Change lot coverage/building footprint standards for AMPD projects
- Right size parking for infill projects
- Allow one extra floor outside of historic districts

The report found that current parking requirements and building height limitations are significant barriers to private development of affordable housing. As shown in Figure 1, decreasing parking requirements and increasing height, in combination with other changes, could reduce the amount of “gap funding” needed to build an affordable housing unit by 70%. While this analysis assumed a public developer, it illustrates how reduced parking and increased height improves financial feasibility by allowing a project to spread the cost of development over more units. The report also demonstrated that increasing height without reducing parking requirements is insufficient because it would force the development to build underground parking, which is often either physically or financially infeasible.

Figure 1. Funding Gap Analysis for Mixed Income Development, AMPD Code Audit Report

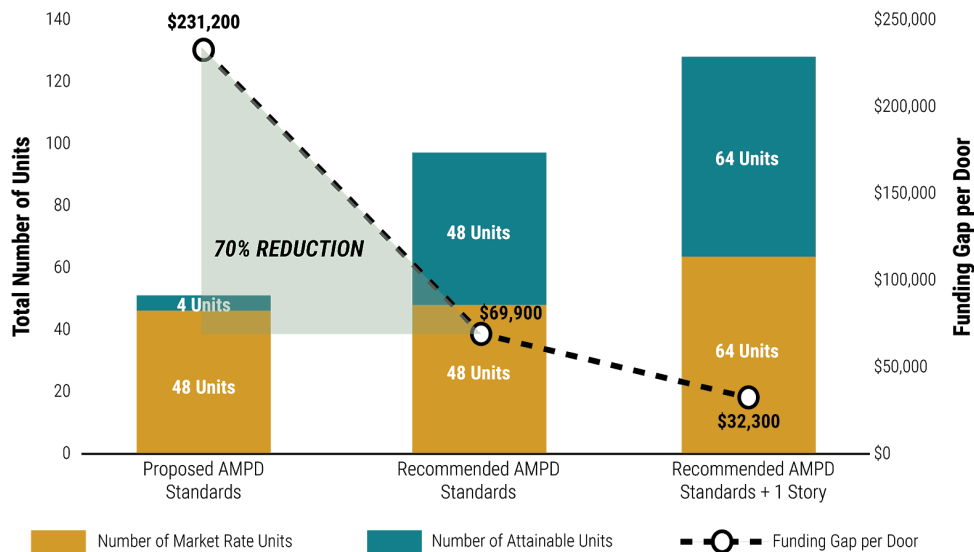
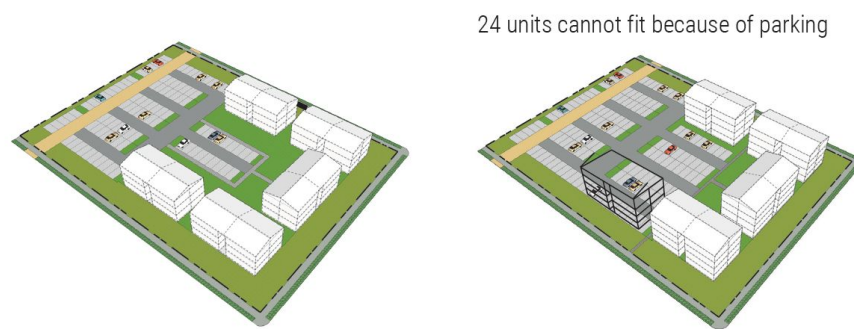


Figure 2. Height and Parking Standards Illustration, AMPD Code Audit Report



Number of Stories:	3	4
Number of Units:	120	152 (24 not able to fit)
Parking Spaces:	110	142

The City has adopted some of the recommended code amendments. This includes aligning with existing MPD standards for parking reductions, including applying the citywide parking ratio, allowing a parking analysis option, and in-lieu payment option. Open space code language was amended to reduce the minimum requirements from 50% to 20% of the site. The perimeter buffer requirement was eliminated for sites under 2 acres.

Existing Code Standards for Parking and Building Height

Park City's existing code standards for building height in zoning districts targeted for AMPD are 35' in the GC, RC, and HR1 zones, with a required step down to 23' on a downhill facade in the HR1 zone. Existing code standards for parking include a base requirement of 1-2 spaces per unit depending on building type and unit size (See Table 1). There are two options for parking reductions in the current code. One option is a parking analysis, which requires a developer to submit a study that demonstrates the proposed parking is adequate. This incentive has not often been used due to the expense of conducting the study and the lack of certainty of approval due to the discretionary process. The second option is the in-lieu fee payment. This can solve the problem of allowing more development capacity on the site by reducing parking spaces, but it does not necessarily reduce the financial cost of meeting the parking standard.

Table 1. Residential Parking Requirements, Park City

Unit Type	Spaces Required
Duplex Dwelling	2 per Dwelling Unit (4 total)
Triplex Dwelling	2 per Dwelling Unit (6 total)
Multi-Unit Dwelling	
Apartment/Condominium not greater than 1,000 sf floor Area	1 per Dwelling Unit
Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 per Dwelling Unit
Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit

The City opted to conduct this research to help explore options for updating parking and height standards, as recommended by the AMPD Code Audit Report. The City is interested in identifying standards that would remove financial barriers to development, while minimizing or mitigating the impacts of the code changes. Impacts to reducing off-street parking requirements may include greater utilization of on-street parking and potentially complications with snow removal. Impacts of increased height may include a change in the aesthetic character of certain areas, conflicts with scenic views, or loss of solar access. Options for addressing these issues are presented in the recommendations.



RESEARCH APPROACH

The research approach for this memorandum included utilizing our network of previous projects, clients, and professional connections to identify potential case studies. The team scanned news articles on recent zoning code changes to incentivize development, particularly affordable housing, in cities similar to Park City. The team also worked with City staff to obtain a list of peer or comparison cities that were used in previous projects. From this initial research, a set of peer cities were identified based on criteria such as mountain/resort communities, a tourism economy, and similar size to Park City. The team conducted interviews with staff planners from these peer cities to identify promising case studies and gather information on the lessons of the code update projects.

KEY FINDINGS

This section provides a summary of the most important findings of this research and the analysis of several case study examples. Broadly, we found that many tourism-oriented towns across the country have recently made or are in the process of making code updates to incentivize affordable housing. We identified approximately 30 cities that were making or had made code updates. We focused primarily on mountain communities in Colorado, California, Wyoming, and Idaho, as well as some resort-oriented towns in the northeast. Below are the key findings of this research:

- We found more examples of cities reducing or modifying parking requirements to incentivize affordable housing than we found examples of cities increasing maximum height allowances to 4 stories or higher. This does not necessarily indicate that there is not a need or demand for increasing heights in these communities. Instead, we found that many communities have been unwilling to increase maximum heights above 3 stories due to visual and character concerns. Additionally, as we outline below, it is difficult for developers to realize the benefits of increasing height if parking requirements make it impractical or impossible to build at that density level.
- Increasing maximum height from 3 to 4 stories can offer efficiencies and enable higher densities, but it is highly contingent on the amount of parking required and the size of the site. If no off-street parking is required, then the benefits of increasing height are only limited by market absorption - the depth of the market for a unit with no on-site parking. If parking is required, then increasing height from 3 to 4 stories may be beneficial if (a) the site is either large enough to accommodate primarily surface parking or (b) the rents or pricing of the market rate units is high enough to offset the cost of underground parking and the site is large enough for underground or structured parking to be physically practical to build.
- This basic dynamic underscores the challenge of accommodating parking at high densities, on relatively small sites (less than ¼-½ acre, or about 10,000-20,000 square feet). On these sites, it is often impractical or impossible to build underground parking. Thus, the project is constrained to surface and/or tuck under parking, which constrains the buildable area and density that is achievable on the site.

- Several of the communities we interviewed noted that land availability is a major issue for affordable housing, due to both geographic and economic factors that are prevalent in tourism-oriented mountain towns. Given this reality, it is important to be able to maximize the number of sites where it is feasible to build affordable housing. Thus, communities find it important to consider how parking and height standards apply to smaller sites.
- Communities offer reductions to parking requirements for affordable housing projects in a variety of ways. Some cities offer a by-right reduction for any affordable units, usually to 1 space per unit or less or a complete exemption where no parking is required. Others offer by-right reductions that are more targeted, perhaps limiting them to a certain area, unit size, or in exchange for other improvements which are intended to reduce vehicle ownership (also known as Transportation Demand Management or TDM). Others offer reductions on a discretionary basis; the applicant must submit a study which demonstrates that parking demand will be lower than the code would otherwise require. Several of the staff at these communities noted that they tended to prefer by-right reductions because they are more objective and easier to administer in a fair and consistent manner.
- Several planners noted that while in their town it is not typically practical for most households to not own a car. due to lack of transit options, there may be some households and locations for which it is viable to either not own a car or own a car and only use it intermittently. Those who do not use their cars on a daily basis may be willing to park at a distance from their home where parking is available.
- The staff we interviewed have had limited experience dealing with the impacts of projects being built with little to no off-street parking. In most cases, it is unclear if the issue of overutilization of on-street parking has become a challenge, either because the magnitude of the impact was relatively low, or because the projects have not been fully occupied, particularly during the winter months when snow storage is needed and on-street parking may be impacted.
- Communities also use a variety of approaches to mitigate the impacts of increased building height. These approaches include overall bulk and massing controls, usually maximum Floor Area Ratio. Facade articulation standards or limitations on blank walls are also intended to mitigate the visual impacts of larger buildings. More directly, height step-backs are a common and effective method to reduce the perceived scale and height of larger buildings, and to provide a more gradual transition from adjacent sites with lower buildings. Lastly, view corridors are also commonly used in mountain communities to preserve views of specific, important natural features.

CASE STUDIES

Ketchum, Idaho



Population	2,827
Median Home Value	\$833,851
Nearby Resort(s)	Sun Valley Resort

Background

Until 2015, the City of Ketchum had a prescriptive, form-based code. The City expected development would respond to adoption of this form-based code by building smaller and more affordable units, but this did not occur. Ketchum continued to receive feedback from developers that parking regulations were the most restrictive aspect of the code, and the City responded by changing the way they regulated both density and parking. The City changed their code to regulate by Floor Area Ratio (FAR), rather than density. The code allows approximately three times more FAR for projects when 20% of units are affordable. See Table 2 for a breakdown of FAR bonus based on zoning districts in Ketchum.

Table 2. FAR Bonus Incentives for Affordable Housing, Ketchum, ID

Districts	Permitted Gross FAR	Inclusionary Housing Incentive
GR-H	0.5	1.4
T	0.5	1.6
T-3000	0.5	1.6
T-4000	0.5	1.6
CC	1.0	2.25

The City previously required 1-2 parking spaces per unit, depending on the unit size, with no reductions for affordable units or the location of development. Parking was an especially significant barrier to development on Ketchum's standard lot size of 5,500 square feet, the most common size of development site. Before the code change, a typical project would include 3-4 units, usually

condominiums, and the code required 7-8 parking spaces. The City realized this code encouraged larger, more expensive condo units. Developers were not able to create more, smaller units, even though the zoning did not limit residential density, because they could not accommodate the additional required parking spaces that were associated with the units on a smaller site. In order to receive the FAR bonus for affordable units, developers paid an in-lieu fee rather than build affordable units on site. The city hired a consultant who determined it was more expensive to pay the in-lieu fee than build the units, but the parking requirements drove developers to pay the fee because building the affordable units and providing associated parking spaces would too greatly impact their site plan and development program.

The City hired an architect to help them understand why developers did not opt to use underground parking on these smaller sites. The architect produced illustrations that showed there was no benefit to going underground because, due to the extra space needed for ramps and circulation, you could not fit more spaces than with tuck under and surface parking.

Code Updates and Market Response

To address these challenges, the City completely overhauled their parking standards for both market rate and affordable units. They reduced the base parking standard in key zones to 0-2 spaces per unit depending on unit size, with no parking required for units less than 750 square feet and only one space required for units less than 2,000 square feet (see Table 3). No parking required for affordable units. Additionally, there is no parking required for the first 5,500 square feet of retail uses, which encourages mixed use development on smaller, typical lot sizes. There is a credit for on-street parking spaces adjacent to the site for non-residential uses in the Community Core zone (downtown). There are other options for parking reductions such as submitting a parking analysis, implementing Travel Demand Management (TDM) strategies, shared parking, and paying a fee in-lieu of providing parking on-site.

The City also provides a height bonus from 42' to 50' in the Community Core district for projects with 100% affordable housing. There is no limit on the number of stories, but this bonus would allow 4-5 story buildings. No developments have taken advantage of this height bonus yet, but three projects have taken advantage of the parking reductions.

Table 3. Parking Requirements for Unit Size, Ketchum, ID

Unit Type		Spaces Required
Residential multiple-family dwelling in all districts except CC, T, T-3000, T-4000, and LI-1, LI-2, and LI-3:		
	Units 0 to 2,000 square feet	1 parking space
	Units 2,001 square feet and above	2 parking spaces
Residential multiple-family dwelling within the Community Core (CC) District and the Tourist (T), Tourist 3000 (T-3000), and Tourist 4000 (T-4000):		

	Units 750 square feet or less	0 parking spaces
	Units 751 square feet to 2,000 square feet	1 space
	Units 2,001 square feet and above	2 parking spaces

Development Example 1

This development was a remodel and 6,550 sq ft addition to an existing building. The existing first floor includes three new retail spaces and two affordable housing units. The second floor addition included two new market rate residential condominium units. The development is located in the Community Core district and qualifies for reduced parking standards. The retail spaces and community housing units do not require parking, therefore, the development provided 4 enclosed garage spaces for the two condominium units. The City does not require a development proposal to assign parking spaces to a specific unit. They only require the proposal to show the required parking is provided.



Development Example 2



Two new developments were approved in 2018-2019 by Portland-based developer WDC Properties in downtown Ketchum. “Ketch” is a two-story development with 18 residential units and the second development, “Ketch II”, is a three-story building with 17 residential units and one retail space. Both projects are sited on a standard, 5,500 square foot lot. These two projects are the first market-rate rental apartment developments built in Ketchum in over 20 years. Unit sizes in both developments range from 255 square feet to 648 square feet. Since all of these units are under 750 square feet, no on-site parking is required. Together, the developments include five affordable units.

Key Lessons

There are three primary lessons to draw from Ketchum's success in encouraging use of the affordable housing incentives through reductions to parking requirements:

1. The City targeted the reduction to several zones where they desired to see more affordable housing, and where demand for on-site parking from tenants may be lower due to access to transit and/or walkability to jobs, particularly service sector jobs such as restaurants and retail in their downtown. More tenants are willing to park off-site if they do not use their car everyday.
2. Scaling the requirements by unit size, and requiring no parking for the smallest units, seems to have catalyzed development of small, market-rate rental apartments. At the same time, these developments also took advantage of affordability bonuses and built affordable units as well.
3. Providing a complete exemption from parking standards for affordable units resulted in more affordable units being built on site and fewer fee-in-lieu payments.
4. Exempting the first 5,500 square feet of retail space encouraged vertical mixed use developments with affordable housing units on smaller sites.

There are some differences in the existing conditions between Park City and Ketchum that are important to note. The City operates public lots that allow overnight parking with monthly parking passes available on a first come, first serve basis at a flat monthly rate. This may have contributed to the success of the WDC projects, Ketch and Ketch II, because the public lots were within walking distance of the property. The City currently does not provide subsidized parking permits for affordable units. Another difference between Ketchum and Park City is that Sun Valley Resort provides employee housing and bus service for employees. This could potentially reduce the demand for off-street parking with housing because there are alternative modes of transportation for resort employees.

Truckee, CA



Population	16,561
Median Home Value	\$666,302
Nearby Resort(s)	Heavenly Mountain Resort (Lake Tahoe)

Background

California has had a statewide Density Bonus Law in place for many years. The law requires local jurisdictions to offer between 1-4 incentives or concessions to zoning standards based on the size of project and depth of affordability. The developer chooses which incentives or concessions but must demonstrate that granting the concession will reduce the costs of the project. Parking requirements

must be limited to no more than 1-2.5 spaces per unit based on the number of bedrooms. The law offers up to a ten percent increase in the maximum permitted structure height.

The City's current parking requirements without the state law are:

- Studio and 1 bedroom units - 1.5 spaces per each unit with 1 space per unit in a fully enclosed garage. Spaces not required to be in a garage for affordable housing units.
- 2 bedrooms or more - 2 spaces per each unit, with 1 space per unit in a fully enclosed garage. Spaces not required to be in a garage for affordable housing units.

Code Updates and Market Response

The City of Truckee has permitted two recent projects that qualify for the Density Bonus Law and have taken advantage of the parking reduction concession.

Development Example 1

Truckee recently approved an affordable housing development, Frishman Hollow II, that includes two 30-unit buildings and two fourplexes. The development totals 68 units, from studios to 3 bedrooms, with units for 50%-80% AMI. The standard code would have required 155 parking spaces, but with the parking reduction concession, 112 parking spaces were required. This is the breakdown of the parking by unit size:



- Studios and one-bedroom units: One parking space
- Two- or three-bedroom units: Two parking spaces
- Four or more bedroom units: 2.5 parking spaces

The City also allowed on-street parking to count towards the off-street requirement, which allowed the development to provide more parking. The development also qualified for additional concessions including reduced setback and reduced individual outdoor spaces (decks/patios/balconies).

Development Example 2

The City received a development proposal for a 138- unit apartment building, with 132 of the units deed restricted to "locals" and 6 of them deed restricted to low income households. The City allowed for concessions to the parking requirements, such as no requirement for covered parking and reductions to the quantity with a parking management plan. The parking management plan included 80% of parking standard requirements with an area identified for future parking, if needed. While 291 parking spaces were required based on the code for apartment development, the City agreed to 238 parking spaces due to the parking management plan.

Key Lessons

Although the Town of Truckee had not adopted its own code incentives for affordable housing units, the state Density Bonus Law effectively provided for these incentives. The Town reported that developments that include affordable housing units commonly request reductions to parking standards, underscoring the need to provide more regulatory flexibility for these types of projects. The Town noted that scaling the requirements by unit size was well-received by stakeholders and the community because unit size is associated with the rate of vehicle ownership and parking demand.

It is also important to note that only very large projects have taken advantage of the Density Bonus Law. This is likely because the law is a discretionary approval which requires the developer to submit an analysis to demonstrate the need for the reduction and to negotiate the level of the reduction with the City. This requires a commitment of time and expense that smaller developers may not be willing or able to undertake.

Mammoth Lakes, CA



Population	8,127
Median Home Value	\$800,000
Nearby Resort(s)	Mammoth Mountain Ski Resort

Background

The Town of Mammoth Lakes's current parking requirements for multi-family uses range from 1-3 spaces per unit depending on the number of bedrooms (see Table 4). The City wasn't seeing many developers take advantage of the existing state Density Bonus Law so the City developed code incentives for smaller projects to build restricted affordable housing or "locally" restricted affordable housing, which requires full-time occupancy and excludes second homebuyers. The state law only applies to developments with a minimum of five units, and is not as advantageous for smaller projects. With a limited supply of large sites zoned for multi-family, the Density Bonus Law was not often used. Thus, Mammoth Lakes created a local density and concession bonus, regardless of zone, for projects that provide deed restricted workforce housing. The local concessions include up to a 25% reduction of

the required number of guest -parking spaces and up to a 10% increase in the maximum permitted structure height.

Additionally, in 2018, California state legislature passed the Streamlined Ministerial Approval Process (SB 35). This bill requires a streamlining of affordable housing development approval, meaning it is reviewed through a ministerial process (staff review) and is exempt from California Environmental Quality Act (CEQA) review. Affordable housing developments are eligible when they provide a minimum of 50% affordable units at 80% or below Area Median Income (AMI). Qualifying projects can only be reviewed through objective design standards. The bill also provides incentives, or concessions, for affordable housing with varying levels of concessions based on the percentage of affordable units and type of affordability. These concessions include a reduction in parking requirements and a height bonus for qualifying projects. The SB 35 program was better suited for small sites and small projects.

Table 4. Parking Requirements for Multi-family, Mammoth Lakes, CA

Land Use	Metric	Type	Required Parking Spaces
Multi-Family	Bedrooms	1	1
		2	2
		3	2
		4+	3
	Guest Parking		2 spaces for each 4 units up to 12 units 1 space for each 4 units for the 13th to the 48th units 1 space for each additional 6 units above the 48th unit Spaces shall be accessible to guests and shall not be reserved for individual units.

Code Updates and Market Response

SB35 limited the Town to requiring a minimum of 1-space per unit or no parking required if located within half-mile of transit for qualifying projects. The bill also allows for a 10% height bonus for qualifying projects. One development has been proposed under the new state mandate.

Development Example

A developer recently proposed converting an existing commercial building to create an 11-one-bedroom apartment development. All of the units will be restricted to households below 80% of AMI. The project proposes to rehabilitate two existing commercial buildings to accommodate apartments



ranging between 720-740 sq ft, with five covered garages and the remaining parking as surface. This project qualified for the SB35 objective standard review and concessions. The Town's existing code would have required at least 13 parking spaces. SB35 allows for the site to only have 11 parking spaces, which essentially eliminates the guest parking requirement. This project did not pursue the height bonus as a concession.

Key Lessons

Mammoth Lakes offers an example of a town that recognized the importance of incentives for affordable housing development on smaller sites in distributed locations. Despite the presence of the Density Bonus Law, the Town went further to adopt affordability incentives that were more suitable for smaller projects. This local law was superseded, in part, by a new state mandate (SB 35), that achieved a similar objective. Both the local and state policies underscore the need for incentives that work for small sites.

The Town planning staff noted that the local incentive program did not provide as significant of a parking reduction as SB 35. The Town conducts an annual review of the affordability incentives, and they expect to consider whether the reductions have been significant enough to incentivize affordable housing developments to use the local code incentives.

Bend, OR



Population	97,590
Median Home Value	\$475,132
Nearby Resort(s)	Mt Bachelor Ski Resort

Background

The City of Bend went through an urban growth boundary expansion and through that process identified code changes needed to promote housing options and affordability. In 2016, the City adopted a plan for the central westside area that identified a preferred land use plan and set transportation investments. The Central Westside Plan emphasizes a mixed use land use pattern with goals to reduce car trips and increased alternative transportation mode trips. Through these processes, the City created new mixed use zones to achieve the goals of the Plan.

Code Updates and Market Response

A market analysis was conducted for the Central Westside Area to understand the development incentives needed to spur housing development in this area, as well as the urban growth expansion. This included raising the height within this project area depending on the zone. The height increased to 45 feet (about 4 stories) in some zoning districts within the area, while the MU zone included a height increase to 65 feet (about 6 stories).

Within the MU and MN zones, there are parking reductions for both residential and commercial uses. The parking requirements were reduced to 1 space per housing unit, regardless of size and type and 1 space per 500 square feet of commercial for all commercial uses. For uses within the Mixed Urban Zone, which is a predominant portion of the central westside area, the amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space abutting the development, up to 100 percent of the requirement. While the City has not seen affordable housing development yet, there have been market rate apartment developments.

Development Example 1

A recent development proposal by a Seattle-based developer in the central westside area is a 141-unit apartment, The Eddy apartments, which are currently under construction. The zone, Mixed-Use Riverfront (MR), does not require any retail within the development. The residential units are all market rate and range from studios to 2-bedroom. The development proposal was submitted with the new height increase of 4 stories with an additional 5 foot variance for the roofline. Since this development only includes market-rate apartments, there is no additional parking reduction, but the project did benefit from previous reductions for market rate units to one space per unit.



Development Example 2

Another recent proposed development is The Hixon apartments, a six-story mixed use building with 203 residential units and 20,000 square feet of ground floor commercial. The building recently opened and provides studios to two-bedroom apartments. It is the City's first mid rise apartment building located in the Mixed Urban zone. Since this development only includes market-rate apartments, there is no additional parking reduction, but the development provides bike parking for residents.



Key Lessons

Bend is one of the fastest growing cities in the nation and now has a population of nearly 100,000, but many of its residents still view it as a small town. Through a regional growth management planning process, the City confronted the reality that it would need to grow more densely, allow taller buildings, and promote less auto-dependent development patterns. The height increases in the central westside



area were proposed in this context, which helped the community see how the change fit into the broader plan to manage growth.

After the City's Urban Growth Boundary expansion and recognizing the need to more aggressively incentive housing development, particularly affordable housing, the City started undertook a plan for the "core area" in 2018. The Core Area had underperformed, development has been limited to single story retail and remodels and no housing had been built, despite it being allowed in the zone. The Core Area Project, approved in May 2020, identified and removed regulatory barriers to development, particularly for housing. The new zoning requires 1 parking space per unit, but parking can be reduced to 0.5 space per unit for affordable housing. No developments have been formally proposed yet but the City expects to see projects take advantage of the new, reduced parking standards.

CODE RECOMMENDATIONS

We recommend that the City both right-size parking requirements and increase maximum building height from 3 to 4 stories in order to encourage private development of affordable units in mixed-income projects.

As identified in the Code Audit Report, these code changes will allow the costs of development to be spread over more units, thus improving financial feasibility. There is limited benefit to increasing height limits without reducing parking requirements. The case studies in this memo illustrate this issue as well - parking is cited as a key barrier to affordable housing development more often than height maximums, and is a necessary prerequisite to building at the higher densities allowed by increasing height.

Based on this case study research and our knowledge of current best practices, below we outline specific, concept-level code amendments to implement this recommendation.

Off-Street Parking

Recommended Approach

We recommend the City right-size parking requirements by adopting the following package of five code changes:

- 1. Scale parking requirements by affordability and unit size**
- 2. Provide additional reductions for projects on small sites.**
- 3. Allow a credit for on-street parking along the frontage of the site**
- 4. Allow a credit for off-site parking spaces that will be dedicated to the use**
- 5. Provide by-right reductions for projects that take measures to reduce parking demand**

Taken together, this package of code changes would improve the financial feasibility of developing affordable housing by reducing the cost burden of parking requirements and providing more flexibility to meet parking needs. These changes are also targeted to the City's goal to encourage private affordable housing development. Below we provide a more detailed discussion of each conceptual code update.

We outline additional factors to consider to tailor the code standards to Park City and provide model code language for some recommendations.

In addition to these five recommended updates, we identify two additional strategies for right-sizing requirements and managing parking demand more effectively: targeting reductions to specific areas and adopting a on-street parking permit program. These two additional strategies do not directly impact financial feasibility of developing affordable units, but can help to mitigate potential impacts of reducing parking requirements for certain projects.

1. Scale parking requirements by affordability and unit size

Reducing parking requirements for projects with affordable units is a direct method to encourage private development of affordable units, but there are two options to this approach:

- Option 1: Reduce parking requirements for all units in the project
- Option 2: Reduce parking requirements for the deed-restricted, affordable units

Option 1 provides a more significant incentive, but it is less directly linked to the association between lower income households and lower vehicle ownership. Option 2 is a less significant incentive, but is more clearly linked to a household type that is more likely to own no or fewer cars.

This approach can be combined with a reduction based on unit size to more precisely target low-vehicle households, as unit size is more directly correlated with household vehicle ownership than the affordability of the unit. The City currently employs this approach for all multi-unit dwellings. To encourage both smaller units in general (market rate or affordable) and deed-restricted affordable units, we recommend restructuring the requirements as presented below in Table 5. This approach would only apply to projects that qualify for the AMPD density bonus. It provides an extra reduction for units under 750 square feet, which are much more likely to be studio or 1-bedroom units with smaller households. It also provides a complete exception for affordable units under 750 square feet. As seen in the Ketchum example, this type of standard has proven successful in incentivizing the inclusion of 1-2 affordable units on projects on smaller lots.

Table 5. Recommended Parking Standards for AMPD Projects

Current Requirement		Recommended Requirements		
Dwelling Size	All Units	Dwelling Size	Market Rate Units	Affordable Units
<1,000 sf	1 space per unit	< 750 sf	0.5 spaces per unit	None
1,000 - 2,000 sf	1.5 spaces per unit	750 - 1,000 sf	1 space per unit	0.5 spaces per unit
>2,000 sf	2 spaces per unit	1,000 - 2,000 sf	1.5 spaces per unit	1 space per unit
		>2,000 sf	2 spaces per unit	1.5 spaces per unit

2. Provide additional reductions for projects on small sites.

Parking requirements are a greater obstacle to development on smaller sites, where underground parking is not viable and surface parking consumes a greater proportion of the site area. Yet, development of small, distributed sites is a key housing production strategy. Thus, it makes sense to provide a reduction or exemption to parking requirements for projects on small sites. It is important to write this standard so that the reduction is scaled in proportion to the size of the site, ensuring that (a) sites just above the maximum size threshold also benefit from the reduction and (b) as a matter of fairness, larger sites can also utilize the reduction, though it will account for a smaller proportion of the project's overall parking requirements.

We recommend allowing for a developer to deduct 5,000 square feet *per floor* from the sum of total floor area that is used to calculate parking requirements. For a project on a 5,000 square foot lot, this would equate to a complete exemption from parking requirements. For projects on sites greater than 5,000 square feet, the reduction would scale down in proportion to the size of the development.

This scaled reduction recognizes that parking requirements are relatively less burdensome on larger lots because it is physically feasible to build underground parking or to accommodate parking on a surface lot, which is significantly less expensive than underground or tuck-under parking. Surface parking spaces cost approximately \$3,000-\$5,000 per space, tuck under parking costs approximately \$20,000 per space, and underground parking can cost between \$20,000 and \$40,000 per space.

The City of Ketchum uses a similar approach to encourage mixed use developments in their downtown district. They provide a reduction of 4 parking spaces per 5,500 square feet of lot area. We recommend scaling the reduction by floor area, not lot area, because it provides a greater incentive to maximize the density and fully utilize the site. Below is an example of this approach from Bend, OR:

The amount of off-street parking may be reduced to zero for a maximum of 10,000 square feet per floor. When using this parking reduction, it must be calculated prior to any other reductions.

3. Allow a credit for on-street parking

Providing a reduction of one off-street parking space for every on-street parking space that abuts the site is a direct and straightforward way to reduce parking requirements. It is especially beneficial for smaller sites and for sites on corners with more street frontage. It does not regulate the actual users of the on-street parking. A local example where this reduction would have provided additional space for affordable units is the Woodside Park, Phase I. If the City had provided on-street parking credits then there would have been significant additional square footage to build additional affordable units.

Below is an example of code language from the City of Bend, OR:

B. Credit for On-Street Parking.

- 1. The amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space abutting the development, up to 50 percent of the requirement, except as specified in subsections (B)(1)(a) and (b) of this section.*

- a. *Uses within the CB Zone shall not receive credit for on-street parking, but have the option to pay a fee in lieu of providing off-street parking per BDC 3.3.200.*
 - b. *For uses within the MU and MN Zones and in the Bend Central District, the amount of off-street parking required may be reduced by one off-street parking space for every on-street parking space abutting the development, up to 100 percent of the requirement.*
2. *On-street parking shall follow the established or approved configuration of existing on-street parking, except that angled parking may be allowed for some streets, where permitted by City, ODOT and/or County standards. One on-street parking space shall be defined as follows:*
 - a. *Parallel parking, each 24 feet of uninterrupted curb, where allowed;*
 - b. *Forty-five-degree diagonal, each with 14 feet of curb, where allowed;*
 - c. *Ninety-degree (perpendicular) parking, each with 12 feet of curb, where allowed;*
 - d. *Curb space must be connected to the lot that contains the use;*
 - e. *Parking spaces will not obstruct a required clear vision area or violate any law; and*
 - f. *On-street parking spaces credited for a specific use may not be used exclusively by that use, but shall be available for general public use at all times. No signs or action limiting general public use of on-street spaces is permitted.*

4. Allow a credit for off-site parking spaces that will be dedicated to the use

In some cases, a developer may own or have an agreement to use another parcel of land that is close to the development site. The City could consider allowing parking spaces on this site to count towards the project's off-street parking requirement, as long as the parking area is within approximately 800-1000 feet of the development. Below is example code language for off-site credits (La Pine, OR):

Off-site parking. To allow flexibility in the location of required parking and to encourage efficient utilization of land, required parking may be located up to 800 feet from the development. Such parking shall be designated and signed as assigned to the remote development. Confirmation of the parking assignment shall be required prior to occupancy of the development.

5. Provide reductions for projects that take measures to reduce parking demand

The City currently offers a process for reducing parking requirements by submitting a parking analysis. The analysis requires the applicant to provide information about how much parking is projected to be needed, how it will be managed, etc. One element of that analysis is to provide "a plan to discourage the use of motorized vehicles and encourage other forms of transportation." This is a useful provision because it gives the developer an option for taking steps to try to reduce the parking needs of the residents of the development, but many developers will not be interested in submitting a parking analysis because it (a) can be expensive and time-consuming to conduct and may require hiring a specialist and (b) is a discretionary approval so there is no guarantee that the parking plan will be approved.

In addition to this existing parking analysis option, we recommend providing a simpler, by-right and objective approval process for specific measures that can reduce parking demand and vehicle use. These by-right reductions are more likely to be used because developers will perceive them as more certain to be improved, so long as they take the necessary steps. The code language below provides an example of a by-right reduction for features that can reduce parking demand (Oregon Model Code for Small Cities):

Transit: Site has a bus stop with frequent transit service located adjacent to it, and the site's frontage is improved with a bus stop waiting shelter, consistent with the standards of the applicable transit service provider: Allow up to a [20] percent reduction to the standard number of automobile parking spaces;

Carshare: Site has dedicated parking spaces for carshare vehicles: Allow up to a [20-30] percent reduction to the standard number of automobile parking spaces;

Motorcycles/Scooters: Site has dedicated parking spaces for motorcycles, scooters, or electric carts: Allow reductions to the standard dimensions for parking spaces;

Bicycle Parking: Site has more than the minimum number of required bicycle parking spaces: Allow up to a [5-10] percent reduction to the number of automobile parking spaces.

We recommend maintaining the option to submit a parking analysis and seek a discretionary approval to reduce parking requirements as an alternative to the by-right reductions. In some cases, the project may not qualify for the by-right reductions, so the option for a discretionary approval may be useful and allow for the City to consider project-specific factors.

Additional Strategy: Target reductions to a specific location

Parking requirements need not be applied on a citywide basis. There are often areas that are more suitable for reduced off-street parking. There are several approaches to right-size parking by location:

- **Transit-oriented or walkable areas:** Reduce requirements in areas/zones with high walkability and/or transit access, where it may be more practical to not own a car or to use it less frequently. If the standard is based on proximity to transit, we recommend applying it to all sites within a ½ mile of a transit stop, as this distance has been found to generally be the maximum distance people are willing to walk to use transit regularly.
- **Capacity of on-street parking:** Reduce requirements in areas/zones where on-street parking is underutilized and can be available at least partially available in the winter months.
- **Growth focus areas:** Parking requirements can be reduced in areas/zones where the community's goal is to produce more affordable housing units, or housing units in general, because they would benefit the vitality of the neighborhood or contribute to broader growth management goals. Downtown areas or neighborhoods adjacent to downtown are often a focus for new housing development.

Additional Strategy: Manage on-street parking through a residential permit program

Implementation of an area residential parking permit program can more efficiently allocate parking resources among users. Area parking permit programs are intended to ensure that on-street parking spaces remain available for priority users, e.g. residents within a specific “permit district boundary” and may restrict parking for visitors, employees or “non-residents” during certain or all hours of the day and night.

Height and Massing

Recommended Approach

While it is crucial for Park City to reduce off-street parking to encourage private development of affordable housing, it is also important for the City to provide height increases for affordable housing developments - both changes will enhance financial feasibility. We recommend the four following conceptual code updates to increase building heights while regulating the bulk and massing of buildings to ensure visual compatibility with the character of Park City.

- 1. Allow a one-story height bonus AMPD projects to allow 4-story buildings**
- 2. Require height stepdowns adjacent to lower intensity zones**
- 3. Apply maximum building length standard**
- 4. Apply a facade articulation standard**

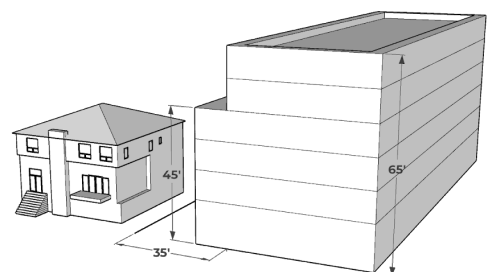
In addition to these four recommended updates, we identify three additional strategies for mitigating potential impacts of allowing 4-story buildings: targeting increases to specific areas, requiring stepbacks from the street, and protecting view corridors. These strategies may be appropriate if the City desires to take further steps to address the aesthetic concerns of larger buildings, however, they are more likely to have a negative impact on financial feasibility of developing affordable housing than the recommended code updates.

1. Allow a one-story height bonus AMPD projects to allow 4-story buildings

As identified in the Code Audit Report, we recommend allowing a one story height bonus for projects that qualify for the AMPD standards. This would allow for 4-story buildings, which are an efficient construction type and, in combination with reduced parking standards, can allow higher density developments, which spread the cost of development across more units. To address concerns about the impacts of this height increase, we recommend the following three code updates to regulate scale, bulk, and massing.

2. Require height stepdowns adjacent to lower intensity zones

The purpose of a height stepdown is to both reduce the perceived height and scale of the building but also to produce a more gradual transition to shorter buildings that are adjacent to the site. Stepdowns are typically applied conditionally based on proximity to a lower intensity zone



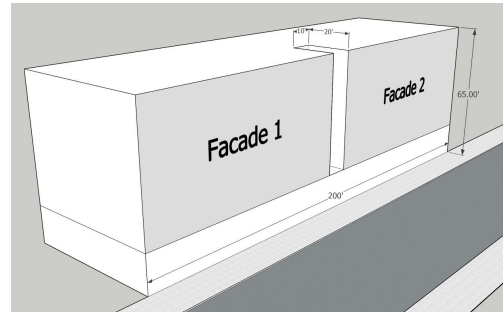
district and only apply to the side or rear of the building which abuts the lower intensity zone.

By contrast, stepbacks (described below) are typically applied to the street facing facade and intended to break down the massing of the building viewed from the street. Stepdowns are advantageous because they require building height to respond to local context as they are contingent on the maximum heights of the adjacent zone district. Stepdowns have similar disadvantages as stepbacks - they have a negative impact on feasibility by reducing floor area and adding complexity to the construction; however, unlike stepdowns, stepbacks will not apply to every building on every site, and more directly address the issue of compatibility with neighboring properties.

3. Apply maximum building length standard

As buildings increase in height, the visual impact of the horizontal length of the building becomes more prominent. The facade is larger in area and may be perceived to be out of scale with the facades of surrounding properties.

A direct way to address this issue is to establish a maximum building length. This standard requires that any building over [75-150 ft] long must be either broken up into two separate buildings or there must be an offset in the wall that is significant enough to give the appearance of two separate facades.

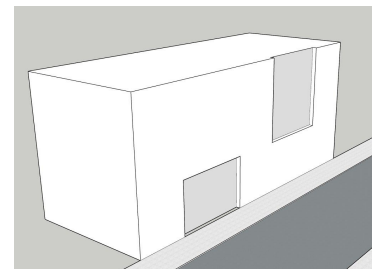
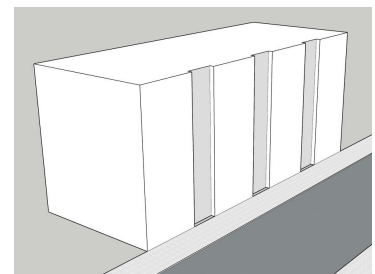


The advantage of this standard is that it addresses the horizontal scale of the building, which is not addressed via stepback requirements. And compared to a typical “facade articulation” standard (see below), it is more likely to ensure that there is a perceptible break in the wall plane which divides the facade into two separate, smaller facades. Facade articulation requirements can result in minor undulations across a very large facade, which can be repetitive and ineffective in breaking down the perceived bulk of a larger building.

3. Apply a facade articulation standard

Facade articulation standards typically operate in one of two ways:

1. Set a limit the amount of contiguous “blank wall area” on a facade, which is an area that is not set apart from other adjacent areas of the facade by a change in materials or an offset or recess.
2. Require a minimum amount of “articulating elements” be incorporated on the facade which effectively break up the facade into multiple, smaller facades. Articulating elements are windows, balconies, changes in materials, wall offsets and recesses, pillars, and other similar elements. These standards typically require a minimum of one or more elements for a specified horizontal distance along the facade, such as 30-40 feet.



The advantage of facade articulation is that it allows for flexibility for a variety of architectural styles, usually does not significantly increase construction costs, and they generally avoid monotonous facades.

As noted above related to maximum building length, the disadvantage of a facade articulation standards is that it can be ineffective in reducing the perceived bulk of a larger building. The articulating elements may provide some texture and visual relief to the wall plane, but the overall massing and perceived scale of the building is unchanged. If implemented in combination with the maximum building length standard, then facade articulation is more effective at reducing the perceived mass of the building.

Additional Strategy: Target height increases for particular zones or overlay areas

Many of the communities we researched had identified a special area where increased building heights (or reduced parking requirements) were most appropriate and acceptable to the community. Often, the locations where increased height may be acceptable are not coterminous with existing zone districts. If so, consider either a (a) height plan or a (b) overlay zone to target heights to particular locations.

- (a) A height plan is a map within the zone district that identifies the maximum height as it varies within the district. This works if the increased height only applies in one zone.
- (b) A height overlay zone may be appropriate if a similar increase in maximum height will apply across multiple zone districts.

Additional Strategy: Height setbacks

Stepbacks are requirements that one or more of the upper story(s) of a building are set back from the main wall plane, usually at least 5-10 feet. A height stepback is typically applied above a certain wall height and specifies the horizontal distance that the upper story(s) must setback. They are a widely used technique to reduce the perceived height and scale of a building and also have the effect of reducing the “boxy” character of a larger building. The stepback requirement is usually applied to any street-facing facade.



The advantage of setbacks is they are a straightforward code standard to write, administer, and interpret from the perspective of the applicant. They are also very effective in reducing the perceived height and bulk of a building. A disadvantage of a setback is that it can reduce financial feasibility by both reducing floor area and adding construction costs due to a more complicated design.

Additional Strategy: View corridor protections

If preserving views of particular natural or built features is important, then view corridor protections are necessary. Below we summarize a typical process for establishing view corridors and using them to regulate building height and massing.

First, an inventory of view corridors must be established. The inventory should identify the viewpoints from which view corridors begin, the frame of the view to be protected (usually



centered around one or more focal points such as a mountain, tower, bridge or other natural or built feature). The view corridor should be mapped in plan view, and images should be taken from the viewpoint to document the view to be protected.

Second, view corridor protection standards should be written. The standards can be written in a discretionary manner, such as “Buildings shall not conflict with any identified view corridors” or a more objective manner, such as “Buildings shall not exceed 25 feet in height on any property within the mapped view corridor”. Applicants should be required to submit a view corridor analysis which demonstrates compliance with the standard.



Planning Commission Staff Report



Subject: 1117 Park Avenue Plat Amendment
Application: PL-20-04634
Author: Caitlyn Barhorst
Date: October 28, 2020
Type of Item: Administrative

Summary Recommendations

Staff recommends the Planning Commission review the Plat Amendment located at 1117 Park Avenue, hold a public hearing, and consider forwarding a positive recommendation to City Council on November 19, 2020 for the 1117 Park Avenue Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.

Description

Applicant: Erik and Susie Westerlund
Location: 1117 Park Avenue
Zoning District: Historic Residential (HR-1) District
Adjacent Land Uses: Residential
Reason for Review: Plat Amendments require Planning Commission review and City Council review and action

Acronyms

LMC Land Management Code

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Executive Summary

On September 22, 2020, the Planning Department received a complete Plat Amendment application. The applicant is proposing to combine the North 1/2 of Lot 3 and All of Lot 4 of Block 5 of Snyder's Addition into one (1) Lot of Record which contains 2,812.5 square feet.

Background

The property located at 1117 Park Avenue was constructed in 1979 according to building permit records and the Summit County Recorder's Office. The subject property is located in the Historic Residential (HR-1) Zoning District.

The Plat Amendment approved through [Ordinance No. 2018-41](#) expired on July 12, 2019 while the applicant was working on Conditions of Approval.

Analysis

Per [LMC § 15-7.1-3\(B\)](#) the Planning Commission shall review the Final Subdivision Plat and shall make findings as to Good Cause prior to making a positive recommendation to City Council

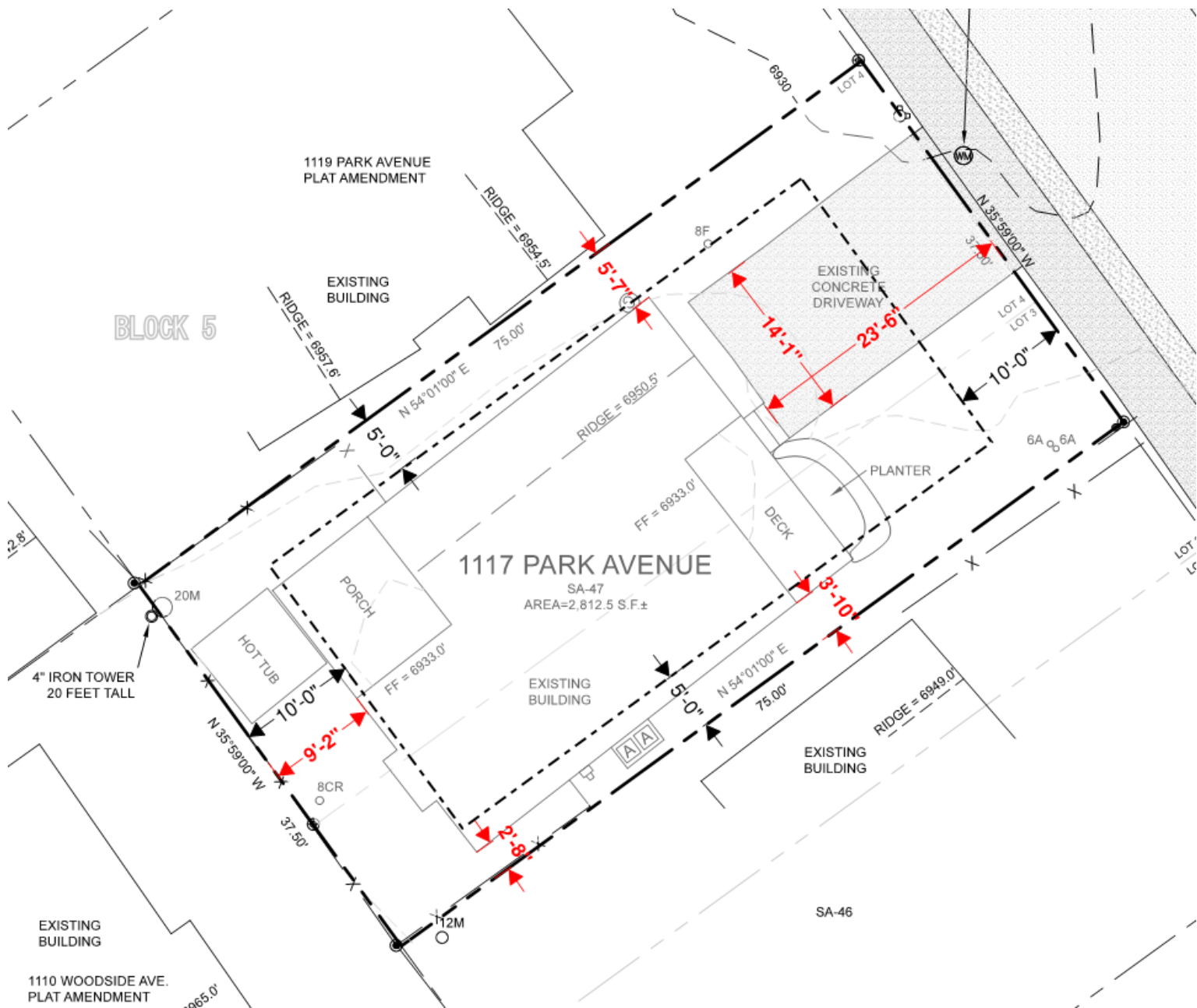
(l) Staff recommends the Commission forward a positive recommendation to City Council on November 19, 2020 for the 1117 Park Avenue Plat Amendment because any future Development will be required to come into compliance with the HR-1 Zoning District Requirements outlined in [LMC § 15-2.2](#).

a. HR-1 Zoning Code Land Use Table

Zoning Requirement	Analysis of Proposal
Minimum Lot Area – 1,875 square feet	Lot contains 2,812.5 square feet.
Minimum Lot Width – 25 feet	Lot Width of 37.5 feet.
Lot Depth	75 feet
Maximum Building Footprint – 1,200.7 square feet	Existing: 910 Square Feet. Any development will comply.
Minimum Front Setback – 10 feet	Any development will comply.
Minimum Rear Setback – 10 feet	Existing: Approximately 9'-2". Any development will comply.
Minimum Side Setback – 5 feet	Existing: Approximately 5'-7" North Side, 2'-8" to 3'-10" South Side. Any development will comply.
Maximum Building Height – 27 feet	Any development will comply.
Parking Regulations – Single Family Dwelling – 2 per Dwelling Unit	Does not comply. 1 Parking Space (approx. 14ft x 23ft). Any development will comply.

- b. The existing structure straddles the common lot line between Lot 4 and Lot 3 of Snyder's Addition to Park City. There are no existing conditions, encroachments, or impacts that require additional Conditions of Approval for this plat amendment. The applicant (per **Exhibit C**) has submitted this Plat Amendment application to combine the North 1/2 of Lot 3 and all of Lot 4 of Block 5 of Snyder's Addition into one (1) Lot of Record.

Figure 1: Existing Conditions Survey Showing Lot Setback Requirements, Existing Structure Setbacks, and Parking Space measurements.



(II) Staff recommends the Commission forward a positive recommendation to City

Council for the 1117 Park Avenue Plat Amendment because it complies with [LMC § 15-7.1-6](#) Final Subdivision Plat.

(III) Staff recommends the Commission forward a positive recommendation to City Council for the 1117 Park Avenue Plat Amendment because it complies with [LMC § 15-7.3](#) Requirements for Improvements, Reservations, and Design.

a. Analysis

Section	Analysis of Proposal
15-7.3-1 (A-E) Conformance to Applicable Rules and Regulations	Complies.
15-7.3-2 (A-N) General Subdivision Requirements	Complies.
15-7.3-3 (A-K) General Lot Design Requirements	Complies.
15-7.3-4 (A-I) Road Requirements and Design	The proposal does not create any new Roads nor alter any existing Roads.
15-7.3-5 (A-C) Drainage and Storm Sewers	The proposal does not create any new Drainage and/or Storm Sewers nor alter any existing Drainage and/or Storm Sewers.
15-7.3-6 (A-B) Water Facilities	The proposal does not extend nor create a new water-supply system.
15-7.3-7 (A-B) Sewer Facilities	The proposal does not create any new sanitary sewer facilities.
15-7.3-8 (A) Sidewalks, Hiking Trails, Bike Paths, and Horse Trails	The proposal does not create nor alter any Sidewalks, Hiking Trails, Bike Paths, or Horse Trails.
15-7.3-9 (A-B) Utilities	Any future construction on this site proposed will connect into existing utilities in Park Avenue. The Development Review Committee reviewed the proposal and did not identify any utility connection issues.
15-7.3-10 (A-B) Public Uses	Not required. The proposal does not consist of a Major or Minor Subdivision.
15-7.3-11 (A) Preservation of Natural Features and Amenities	Complies.
15-7.3-12 (A-B) Nonresidential Subdivisions	Does not apply.

b. The proposed Lot complies with [LMC § 15-7.3](#).
[Department Review](#)

The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application and did not identify any concerns with the proposed Plat Amendment.

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on October 14, 2020. Staff mailed courtesy notice to property owners within 300 feet on October 13, 2020. The *Park Record* published notice October 14, 2020. LMC [§ 15-1-21](#).

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

- The Planning Commission may forward a positive recommendation to City Council on November 19, 2020 for the 1117 Park Avenue Plat Amendment;
- The Planning Commission may forward a negative recommendation to City Council on November 19, 2020 for the 1117 Park Avenue Plat Amendment; or
- The Planning Commission may request additional information and continue the discussion to November 11, 2020.

Exhibits

Exhibit A: Draft Ordinance with Attachment 1- Proposed Plat and Existing Conditions Survey

Exhibit B: Site Photographs

Exhibit C: Applicant's Submitted Project Description

Ordinance No. 2020-XX

AN ORDINANCE APPROVING THE 1117 PARK AVENUE PLAT AMENDMENT LOCATED AT 1117 PARK AVENUE, PARK CITY, UTAH.

WHEREAS, the owner of the properties located at 1117 Park Avenue has petitioned the City Council for approval of the Subdivision Plat; and

WHEREAS, on October 10, 2020, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on October 13, 2020, proper legal notice was published according to 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 October 28, 2020 to receive input on the Subdivision Plat; and

WHEREAS, the Planning Commission, on October 28, 2020, forwarded a positive recommendation to the City Council; and,

WHEREAS, on November 19, 2020, the City Council held a public hearing to receive input on the Subdivision Plat; and

WHEREAS, it is in the best interest of Park City, Utah to approve the 1117 Park Avenue Plat Amendment, located at 1117 Park Avenue.

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

SECTION 1. APPROVAL. The 1117 Park Avenue 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

Background:

1. On September 22, 2020, the Planning Department received a complete Plat Amendment application.
2. The applicant is proposing to combine the North ½ of Lot 3 and all of Lot 4 of Block 5 of Snyder's Addition into one (1) Lot of Record.
3. The property is located at 1117 Park Avenue.

Zoning District:

4. The property is located in the Historic Residential (HR-1) Zoning District.

Public Notice Requirements:

5. Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on October 14, 2020. Staff mailed courtesy notice to

property owners within 300 feet on October 13, 2020. The *Park Record* published notice on October 14, 2020.

Lot and Site Requirements

6. All future development on the proposed Lot complies with the HR-1 Zoning District Requirements outlined in LMC § 15-2.2:
 - a. Minimum Lot Area is 1,875 square feet. The proposed Lot contains 2,812.5 square feet.
 - b. Minimum Lot Width is 25 feet. The proposed Lot Width is 37.5 feet.
 - c. The Lot Depth is 75 feet.
 - d. The Maximum Building Footprint is 1,200.7 square feet. Any development will comply.
 - e. The Minimum Front Setback is 10 feet. Any development will comply.
 - f. The Minimum Rear Setback is 10 feet. Existing: Approximately 9'-2". Any development will comply.
 - g. The Minimum Side Setback is 5 feet. Approximately 5'-7" North Side to 3'-10" South Side. Any development will comply.
 - h. The Maximum Building Height is 27 feet. Any development will comply.
 - i. Parking Regulations – Single Family Dwelling – 2 per Dwelling Unit. Does not comply. Existing: 1 Parking Space at approximately 14ft x 23ft.
7. The existing structure straddles the common lot line between Lot 4 and Lot 3. The existing structure is an existing Non-Complying Structure for Single-Family Dwelling Parking Requirements and Side and Rear Setback compliance. Per LMC § 15-9-6 Non-Complying Structures: If the Property Owner has voluntarily demolished, or is required by law to demolish, more than 50% of the Gross Floor Area of the Non-Complying Structure, the Structure shall not be restored unless it is restored to comply with the regulations of the Zoning District in which it is located.

Subdivision Requirements:

8. The proposal complies with LMC § 15-7.1-6.
9. The proposal complies with LMC § 15-7.3-1(A-E) Conformance to Applicable Rules and Regulations.
10. The proposal complies with LMC § 15-7.3-2(A-N) General Subdivision Requirements.
11. The proposal complies with LMC § 15-7.3-3(A-K) General Lot Design Requirements.
12. 15-7.3-4 (A-I) Road Requirements and Design. The proposal does not create any new Roads nor alter any existing Roads.
13. 15-7.3-5 (A-C) Drainage and Storm Sewers. The proposal does not create any new Drainage and/or Storm Sewer nor alter any existing Drainage and/or Storm Sewer.
14. 15-7.3-6 (A-B) Water Facilities. The proposal does not extend nor create a new water-supply system.
15. 15-7.3-7 (A-B) Sewer Facilities. The proposal does not create any new sanitary sewer facilities.
16. 15-7.3-8 (A) Sidewalks, Hiking Trails, Bike Paths, and Horse Trails. The proposal does not create nor alter any Sidewalks, Hiking Trails, Bike Paths, or Horse Trails.
17. 15-7.3-9 (A-B) Utilities. Any future construction on this site proposed will connect into existing utilities in Park Avenue. The Development Review Committee reviewed the proposal and did not identify any utility connection issues.

18. 15-7.3-10 (A-B) Public Uses. Not required. The proposal does not consist of a Major or Minor Subdivision.
19. The proposal complies with 15-7.3-11 (A) Preservation of Natural Features and Amenities
20. 15-7.3-12 (A-B) Nonresidential Subdivisions does not apply.
21. The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application.
22. Staff did not receive any public input at the time this report was published.

Conclusions of Law

1. There is Good Clause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code, including LMC § 15-2.2-3 Historic Residential (HR-1) District, LMC § 15-7.1-3(B) Plat Amendment, LMC § 15-7.1-6 Final Subdivision Plat, LMC § 15-7.3 Requirements for Improvements, Reservations, and Design.
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. A ten foot (10') public snow storage easement on Park Avenue shall be noted on the Plat.
5. 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.
6. 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 19th day of November, 2020.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

Date

ATTEST:

City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Attachment 1 – Proposed Plat and Existing Conditions Survey



VICINITY AND ZONING MAP
NOT TO SCALE



LEGEND:

- PROPERTY LINE
- ADJOINING PROPERTY LINE
- CENTER LINE
- EASEMENT
- 58' REBAR & CAP L.S. 147581
- REBAR & CAP L.S. 147581
- STREET MANUMENT
- STREET ADDRESS ON PARK AVE.

SURVEYOR'S STATEMENT

I, GREGORY J. FERRARI, OF PARK CITY, UTAH, CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF UTAH, HOLDING LICENSE NO. 548008. THIS PLAT AMENDMENT WAS PREPARED IN ACCORDANCE WITH THE REQUIREMENTS OF THE UTAH PLAT ACT, CHAPTER 2, SECTION 2-201, AND THE UTAH PLAT ACT, CHAPTER 2, SECTION 2-202. I CERTIFY THAT THIS PLAT AMENDMENT IS ACCURATE AND CORRECTLY REPRESENTS THE SURVEYED PROPERTY.

GREGORY J. FERRARI, S.S. 548008 EXP. 03/31/2021
PARK CITY, UTAH



SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS DAY OF 2020 A.D.

BY: S.S.W.R.C.

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 23rd DAY OF MARCH, 2020

BY: CHAIRMAN

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS DAY OF 2020 A.D.

BY: PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS DAY OF 2020 A.D.

BY: PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF PLAT AMENDMENT WAS APPROVED BY PARK CITY COUNCIL THIS 14th DAY OF APRIL, 2020 A.D.

BY: PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 14th DAY OF APRIL, 2020 A.D.

BY: MAYOR

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF

DATE: TIME BOOK PAGE FEE RECORDER

1117 PARK AVENUE PLAT AMENDMENT
AMENDMENT TO A PORTION OF BLOCK 5
SNYDERS ADDITION TO PARK CITY
LOCATED IN THE NORTH HALF OF SECTION 16
TOWNSHIP 2S RANGE 4E
SALT LAKE BASE AND MERIDIAN

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT L. ERK WESTERLUND, TRUSTEE OF THE LANCE ERK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, THE LANCE ERK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, AND THE LANCE ERK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, HAVE CAUSED THIS PLAT AMENDMENT TO BE PREPARED. L. ERK WESTERLUND, TRUSTEE OF THE LANCE ERK WESTERLUND TRUST HEREBY CONSENTS TO THE RECORDED OF THIS PLAT AMENDMENT.

IN WITNESS WHEREOF THE UNDERSIGNED SET HIS HAND THIS DAY OF 2020

L. ERK WESTERLUND, TRUSTEE

ACKNOWLEDGMENT

STATE OF :)
COUNTY OF :) SS

ON THIS DAY OF 2020.

L. ERK WESTERLUND PERSONALLY APPEARED BEFORE ME, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE, AND WHO BY DULY EXECUTED THIS PLAT AMENDMENT HAS CAUSED THE SAME TO BE PREPARED. L. ERK WESTERLUND, TRUSTEE OF THE LANCE ERK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, AND THE LANCE ERK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, HAVE CAUSED THIS PLAT AMENDMENT TO BE PREPARED. L. ERK WESTERLUND, TRUSTEE OF THE LANCE ERK WESTERLUND TRUST HEREBY CONSENTS TO THE RECORDED OF THIS PLAT AMENDMENT.

NOTARY PUBLIC

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT SUSAN S. WESTERLUND, ALSO KNOWN AS S. WESTERLUND, AS TRUSTEE OF THE SUSAN SCHRAUREK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, AND SUSAN S. WESTERLUND, ALSO KNOWN AS S. WESTERLUND, AS TRUSTEE OF THE SUSAN SCHRAUREK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, HAVE CAUSED THIS PLAT AMENDMENT TO BE PREPARED. SUSAN S. WESTERLUND, ALSO KNOWN AS S. WESTERLUND, AS TRUSTEE OF THE SUSAN SCHRAUREK WESTERLUND TRUST HEREBY CONSENTS TO THE RECORDED OF THIS PLAT AMENDMENT.

IN WITNESS WHEREOF THE UNDERSIGNED SET HIS HAND THIS DAY OF 2020

SUSAN S. WESTERLUND, ALSO KNOWN AS S. WESTERLUND, TRUSTEE

ACKNOWLEDGMENT

STATE OF :)
COUNTY OF :) SS

ON THIS DAY OF 2020.

SUSAN S. WESTERLUND, ALSO KNOWN AS S. WESTERLUND PERSONALLY APPEARED BEFORE ME, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE, AND WHO BY DULY EXECUTED THIS PLAT AMENDMENT HAS CAUSED THE SAME TO BE PREPARED. SUSAN S. WESTERLUND, ALSO KNOWN AS S. WESTERLUND, AS TRUSTEE OF THE SUSAN SCHRAUREK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, AND SUSAN S. WESTERLUND, ALSO KNOWN AS S. WESTERLUND, AS TRUSTEE OF THE SUSAN SCHRAUREK WESTERLUND TRUST DATED JANUARY 2, 2007 AS TO AN UNDIVIDED 50% INTEREST, HAVE CAUSED THIS PLAT AMENDMENT TO BE PREPARED. SUSAN S. WESTERLUND, ALSO KNOWN AS S. WESTERLUND, AS TRUSTEE OF THE SUSAN SCHRAUREK WESTERLUND TRUST HEREBY CONSENTS TO THE RECORDED OF THIS PLAT AMENDMENT.

NOTARY PUBLIC

LEGAL DESCRIPTION:

LOT 1:
ALL OF LOT 1 AND THE NORTHERLY 72 OF LOT 3, BLOCK 5, SNYDERS ADDITION TO PARK CITY, SALT LAKE BASE AND MERIDIAN, L. ERK WESTERLUND, TRUSTEE OF THE LANCE ERK WESTERLUND TRUST HEREBY CONSENTS TO THE RECORDED OF THIS PLAT AMENDMENT.

NOTES:

1. MODIFIED 15-D SPRINKLERS WILL BE REQUIRED FOR NEW CONSTRUCTION AS REQUIRED BY THE CHIEF BUILDING OFFICIAL AT THE TIME OF REVIEW OF THE BUILDING PERMIT SUBMITTED.
2. THIS PLAT AMENDMENT IS SUBJECT TO THE CONDITIONS OF APPROVAL OF ORDINANCE XXX.



IDAHO
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FOREIGN AUTOMOBILES



FOR SALE
435-659-6810
TOM SAVAGE





LOOK-

**8-1
Woodside
Sub.**

MULTIPLE
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40ft
MULTIPLE
86 -111.502366 Degrees

35 Park
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1135-PA-1

SA-51

SA-50

1125

S1-49

SA-57

**1110 Woodside
Ave. Plat Amendment**

1110-WS-1

1119-PA-1

1117-47

110956

SA-45

SA-59

11th St

SA-38

SA-364

1114-PA-1
1114 Park
Avenue Sub.

SA-361

PINN-1

SA-360-A-X

Sunshine Ski Home Plat Amendr

1064
SSH-A

1062

SSH-B

SA-37

1063

1059-PA-1

1059 Park Avenue Sub.

SA-74

PROPOSED PLAT AMENDMENT - 1117 PARK AVENUE, PARK CITY UT
LOT#: SA-47, BLOCK#: 5 OF SNYDER'S

APPLICANT(S); ERIK & SUSIE WESTERLUND

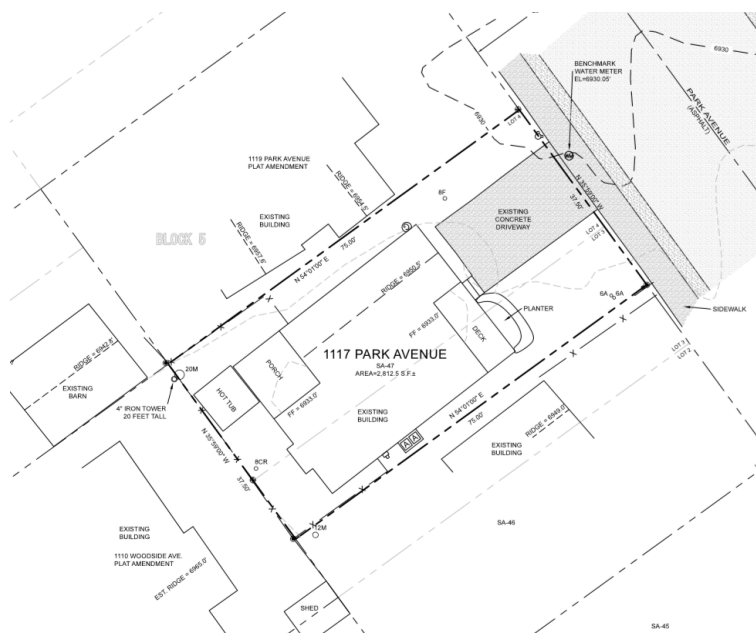
PROJECT BACKGROUND:

The application is in reference to a residential single-family house at 1117 Park Avenue in the Historic District of Park City. The present house was built in the late 1970's (c.1978) as a single-family residential home, as it remains at present.

In our course of exploring potential to possibly remodel the existing home it came to our attention as owners that the official plat on file records the property as two separate lots with a lot line running through the middle of the house. The plat on file had seemingly never been updated to accurately reflect the status of the house as a single property (as it has been for the past 40-50 years).

SCOPE OF PROJECT:

We are submitting the current plat amendment request in order to "clean up" and update the existing plat and property lines so that the house is shown as on one single lot (and no longer as two lots with a property line running through the middle of the house). This would combine the north half of lot 3 and all of lot 4 into a single lot (which is functionally as it has been for the past 40 years or more)..



Planning Commission Staff Report



Subject: 331 McHenry Avenue Subdivision – First Amended
Application: PL-20-04666
Author: Caitlyn Barhorst
Date: October 28, 2020
Type of Item: Administrative

Summary Recommendations

Staff recommends the Planning Commission review the 331 McHenry Avenue Subdivision – First Amended, hold a public hearing, and consider forwarding a positive recommendation to City Council on November 19, 2020 based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the Draft Ordinance (Exhibit A).

Description

Applicant: Jerry Fiat
Location: 327 McHenry Avenue and 320 Ontario Avenue
Zoning District: Historic Residential- Low Density (HRL) District
Adjacent Land Uses: Residential
Reason for Review: Plat Amendments require Planning Commission review and City Council review and action

Acronyms

LMC Land Management Code

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Executive Summary

On September 22, 2020, the Planning Department received a complete Plat Amendment application. The applicant is proposing to combine Lot B and C of the 331 McHenry Avenue Subdivision into One (1) Lot of Record which contains 7,501 square feet.

Background

The 331 McHenry Avenue Subdivision was approved through Ordinance 09-27 (**Exhibit B**) by City Council on July 9, 2009. The recorded plat can be seen in **Exhibit C**. Lot B is addresses as 327 McHenry Avenue and Lot C is addressed as 320 Ontario Avenue. Both Lots are vacant.

Any proposed development will be required to submit a Historic District Design Review Application to the Planning Department for review with compliance with [LMC § 15-13](#) Design Guidelines for Historic Districts and Historic Sites.

Analysis

Per [LMC § 15-7.1-3\(B\)](#) the Planning Commission shall review the Final Subdivision Plat and shall make findings as to Good Cause prior to making a positive recommendation to City Council.

(I) Staff recommends the Commission forward a positive recommendation to City Council on November 19, 2020 for the 331 McHenry Avenue Subdivision – First Amended because any future Development will be required to comply with the HRL Zoning District Requirements outlined in [LMC § 15-2.1](#).

a. HRL Zoning Code Land Use Table

Zoning Requirement	Analysis of Proposal
Minimum Lot Area – 1,875 square feet	Lot contains 7,501 square feet.
Minimum Lot Width – 25 feet	Lot Width of 47'-6".
Lot Depth	Lot Depth of 132'-7"
Maximum Building Footprint – 2,460.5 square feet	Any development will comply.
Minimum Front Setback – 15 feet	Any development will comply.
Minimum Rear Setback – 15 feet	Existing: Approximately 9'-2". Any development will comply.
Minimum Side Setback – 5 feet	Any development will comply.
Maximum Building Height – 27 feet	Any development will comply.
Parking Regulations – Single Family Dwelling – 2 per Dwelling Unit	Any development will comply.

The applicant has provided a Setback Exhibit as **Exhibit D**.

(II) Staff recommends the Commission forward a positive recommendation to City Council on November 19, 2020 for the 331 McHenry Avenue Subdivision – First Amended because it complies with [LMC § 15-7.1-6](#) Final Subdivision Plat.

(III) Staff recommends the Commission forward a positive recommendation to City Council on November 19, 2020 for the 331 McHenry Avenue Subdivision – First Amended because it complies with [LMC § 15-7.3](#) Requirements for Improvements, Reservations, and Design.

a. Analysis

Section	Analysis of Proposal
15-7.3-1 (A-E) Conformance to Applicable Rules and Regulations	Complies.
15-7.3-2 (A-N) General Subdivision Requirements	Complies.
15-7.3-3 (A-K) General Lot Design Requirements	Complies.
15-7.3-4 (A-I) Road Requirements and Design	The proposal does not create any new Roads nor alter any existing Roads.
15-7.3-5 (A-C) Drainage and Storm Sewers	The proposal does not create any new Drainage and/or Storm Sewer nor alter any existing Drainage and/or Storm Sewer.
15-7.3-6 (A-B) Water Facilities	The proposal does not extend nor create a new water-supply system.
15-7.3-7 (A-B) Sewer Facilities	The proposal does not create any new sanitary sewer facilities.
15-7.3-8 (A) Sidewalks, Hiking Trails, Bike Paths, and Horse Trails	The proposal does not create nor alter any Sidewalks, Hiking Trails, Bike Paths, or Horse Trails.
15-7.3-9 (A-B) Utilities	Any future construction on this site proposed will connect into existing utilities in McHenry Avenue. The Development Review Committee reviewed the proposal and did not identify any utility connection issues.
15-7.3-10 (A-B) Public Uses	Not required. The proposal does not consist of a Major or Minor Subdivision.
15-7.3-11 (A) Preservation of Natural Features and Amenities	Complies.
15-7.3-12 (A-B) Nonresidential Subdivisions	Does not apply.

b. The proposed Lot complies with [LMC § 15-7.3](#).

Department Review

The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application and did not identify any concerns with the proposed Plat Amendment.

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on October 14, 2020. Staff mailed courtesy notice to property owners within 300 feet on October 13, 2020. The *Park Record* published notice October 14, 2020. LMC [§ 15-1-21](#).

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

- The Planning Commission may forward a positive recommendation to City Council on November 19, 2020 for the 331 McHenry Avenue Subdivision – First Amended;
- The Planning Commission may forward a negative recommendation to City Council on November 19, 2020 for the 331 McHenry Avenue Subdivision – First Amended;
- The Planning Commission may request additional information and continue the discussion to November 11, 2020.

Exhibits

Exhibit A: Draft Ordinance with Attachment 1- Proposed Plat and Survey

Exhibit B: Ordinance 09-27 Approving the 331 McHenry Avenue Subdivision

Exhibit C: 331 McHenry Avenue Subdivision

Exhibit D: Proposed Setback Exhibit

Exhibit E: Site Photographs

Ordinance No. 2020-XX

AN ORDINANCE APPROVING THE 331 MCHENRY AVENUE SUBDIVISION – FIRST AMENDED LOCATED AT 327 MCHENRY AVENUE and 320 ONTARIO AVENUE, PARK CITY, UTAH.

WHEREAS, the owner of the properties located at 327 McHenry Avenue and 320 Ontario Avenue has petitioned the City Council for approval of the Subdivision Plat; and

WHEREAS, on October 10, 2020, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on October 13, 2020, proper legal notice was published according to 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 October 28, 2020 to receive input on the Subdivision Plat; and

WHEREAS, the Planning Commission, on October 28, 2020, forwarded a positive recommendation to the City Council; and,

WHEREAS, on November 19, 2020, the City Council held a public hearing to receive input on the Subdivision Plat; and

WHEREAS, it is in the best interest of Park City, Utah to approve the 331 McHenry Avenue Subdivision – First Amended, located at 327 McHenry Avenue and 320 Ontario Avenue.

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

SECTION 1. APPROVAL. The 331 McHenry Avenue Subdivision – First Amended, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

Background:

1. On October 1, 2020, the Planning Department received a complete Plat Amendment application.
2. The applicant is proposing to combine Lot B and C of the 331 McHenry Avenue Subdivision into One (1) Lot of Record which contains 7,501 square feet.
3. The property is located at 327 McHenry Avenue and 320 Ontario Avenue.

Zoning District:

4. The property is located in the Historic Residential- Low (HRL) Zoning District.

Public Notice Requirements:

5. Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on October 14, 2020. Staff mailed courtesy notice to property owners within 300 feet on October 13, 2020. The *Park Record* published notice on October 14, 2020.

Lot and Site Requirements

6. All future development on the proposed Lot complies with the HRL Zoning District Requirements outlined in LMC § 15-2.1:
 - a. Minimum Lot Area is 1,875 square feet. The proposed Lot contains 7,501 square feet.
 - b. Minimum Lot Width is 25 feet. The proposed Lot Width is 47'-6".
 - c. The Lot Depth is 132'-7".
 - d. The Maximum Building Footprint is 2,460.5 square feet. Any development will comply.
 - e. The Minimum Front Setback is 15 feet. Any development will comply.
 - f. The Minimum Rear Setback is 15 feet. Any development will comply.
 - g. The Minimum Side Setback is 5 feet. Any development will comply.
 - h. The Maximum Building Height is 27 feet. Any development will comply.
 - i. Parking Regulations – Single Family Dwelling – 2 per Dwelling Unit. Any development will comply.

Subdivision Requirements:

7. The proposal complies with LMC § 15-7.1-6.
8. The proposal complies with LMC § 15-7.3-1(A-E) Conformance to Applicable Rules and Regulations.
9. The proposal complies with LMC § 15-7.3-2(A-N) General Subdivision Requirements.
10. The proposal complies with LMC § 15-7.3-3(A-K) General Lot Design Requirements.
11. 15-7.3-4 (A-I) Road Requirements and Design. The proposal does not create any new Roads nor alter any existing Roads.
12. 15-7.3-5 (A-C) Drainage and Storm Sewers. The proposal does not create any new Drainage and/or Storm Sewer nor alter any existing Drainage and/or Storm Sewer.
13. 15-7.3-6 (A-B) Water Facilities. The proposal does not extend nor create a new water-supply system.
14. 15-7.3-7 (A-B) Sewer Facilities. The proposal does not create any new sanitary sewer facilities.
15. 15-7.3-8 (A) Sidewalks, Hiking Trails, Bike Paths, and Horse Trails. The proposal does not create nor alter any Sidewalks, Hiking Trails, Bike Paths, or Horse Trails.
16. 15-7.3-9 (A-B) Utilities. Any future construction on this site proposed will connect into existing utilities in McHenry Avenue. The Development Review Committee reviewed the proposal and did not identify any utility connection issues.
17. 15-7.3-10 (A-B) Public Uses. Not required. The proposal does not consist of a Major or Minor Subdivision.
18. The proposal complies with 15-7.3-11 (A) Preservation of Natural Features and Amenities
19. 15-7.3-12 (A-B) Nonresidential Subdivisions does not apply.
20. The Development Review Committee and Planning, Engineering, and Legal

Departments reviewed this application.
21. Staff did not receive any public input at the time this report was published.

Conclusions of Law

1. There is Good Clause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code, including LMC § 15-2.1 Historic Residential (HRL) District, LMC § 15-7.1-3(B) Plat Amendment, LMC § 15-7.1-6 Final Subdivision Plat, LMC § 15-7.3 Requirements for Improvements, Reservations, and Design.
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. A ten foot (10') public snow storage easement on McHenry Avenue shall be noted on the Plat.
5. 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.
6. 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.
7. Any future development on the Lot shall have a single vehicular driveway accessed from McHenry Avenue.

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

PASSED AND ADOPTED this 19th day of November, 2020.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

Date

ATTEST:

City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Attachment 1 – Proposed Plat and Existing Conditions Survey

All of Lots B and C, 331 McHENRY AVENUE SUBDIVISION, according to the official plat thereof on file and of record in the office of the Summit County Recorder.

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the above described land, and hereby conveys the same to be unified into one lot of record, together with easements as set forth to be hereafter known as 331 McHENRY AVENUE SUBDIVISION-FIRST AMENDED and does hereby designate for the perpetual use of the public the easement shown on this plot as intended for a public use. The undersigned owner also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over any public utility easements shown on this plot, the same including the right to install, maintain and operate any utility lines and structures over the same. The undersigned owner also hereby conveys to any other persons shown on this plot to the parties indicated and for the purposes shown hereon.

331 McHENRY, LLC, a Utah limited liability company

By: Jerry Fiat, Member

STATE OF _____)
: ss.
COUNTY OF _____)

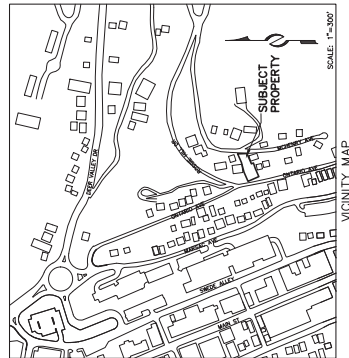
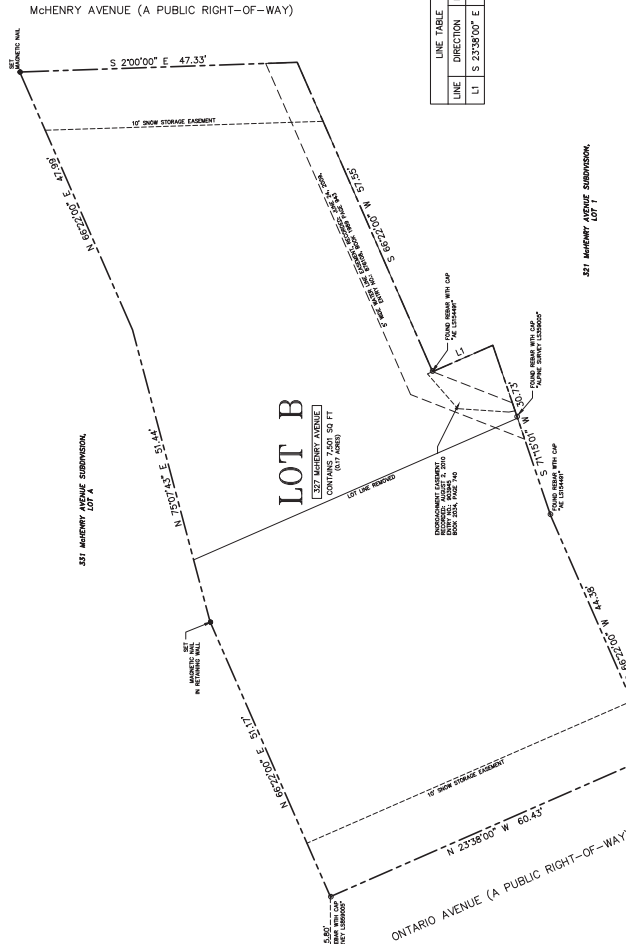
On this _____ day of _____, 2020, Jerry Flat personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and he acknowledged to me that he is the sole owner of _____, a Utah limited liability company (hereinafter referred to as "the company"), a Utah limited liability company, that said document was signed on behalf of the company by authority of its Operating Agreement, and he acknowledged to me that he executed 331 McHENRY AVENUE SUBDIVISION—FIRST AMENDED.

By: _____

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

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 23°38'00" E	11.21'

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 938, Mon. Number 43014C09.75C, and has an effective date of March 15, 2006.



331 McHENRY AVENUE SUBDIVISION - FIRST AMENDED

LOCATED IN THE NORTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

9/29/20 JOB NO.: 21-9-20 FILE: X:\PortCitySurvey\dwg\enr\plot2020\210920.dwg

PUBLIC SAFETY ANSWERING POINT APPROVAL APPROVED THIS _____ DAY _____ 2020 OF _____		SNYDERVILLE BASIN WATER RECLAMATION DISTRICT REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____ 2020 BY _____ ENGINEERING DEPARTMENT		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		COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY _____ 2020 BY _____ MAYOR		CERTIFICATE OF ATTEST I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY _____ 2020 OF _____ BY _____ PARK CITY RECORDER		RECORDED STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ FEE _____ RECORDER _____ TIME _____ DATE _____ ENTRY NO. _____	
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Ordinance No. 09-27

**AN ORDINANCE APPROVING THE 331 MCHENRY AVENUE SUBDIVISION
LOCATED AT 331 MCHENRY AVENUE, PARK CITY, UTAH.**

WHEREAS, the prospective owner of the property located at 331 McHenry Avenue have petitioned the City Council for approval of the 331 McHenry Avenue Subdivision; and

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

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

WHEREAS, the Planning Commission held a public hearing on June 24, 2009, to receive input on the 331 McHenry Avenue Subdivision;

WHEREAS, the Planning Commission, on June 24, 2009, forwarded a positive recommendation to the City Council; and,

WHEREAS, it is in the best interest of Park City, Utah to approve the 331 McHenry Avenue Subdivision.

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 331 McHenry Subdivision plat amendment as shown in Attachment 1 is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 331 McHenry Avenue in the HRL zoning district.
2. The existing structure located at 331 McHenry Avenue is not considered historic and is not listed on the City's Inventory of Historic Buildings.
3. The exiting structure complies with setbacks on the newly created Lot A of the proposed subdivision.
4. The lot and site requirements are outlined within LMC Section 15-2.1-3. The minimum lot area is 3,750 square feet. The minimum width of a lot is 35'. All lots must have frontage off of a city street or a connection to a city street shown on the streets master plan. Each of the proposed lots complies with these minimums.
5. The South – East corner of the subdivision will be dedicated to the City as McHenry Right-of-Way.
6. Any new construction within the Historic Residential Low-density District (HRL) requires a Historic District Design Review.
7. A building permit cannot be issued for construction across a lot line.
8. All other facts within the Analysis section of this report are incorporated within.

Conclusions of Law:

1. There is good cause for this subdivision.

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

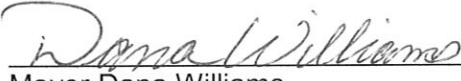
Conditions of Approval:

1. The City 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 at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the subdivision will be void.
3. Modified 13-D sprinklers shall be required for new construction on lots B and C.
4. A ten feet snow storage area is required on all three lots along property lines adjacent to existing streets.
5. A certified survey showing compliance with the setback requirements of the LMC must be provided to the City prior to recordation of the plat.

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

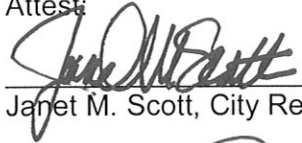
PASSED AND ADOPTED this 9th day of July, 2009.

PARK CITY MUNICIPAL CORPORATION



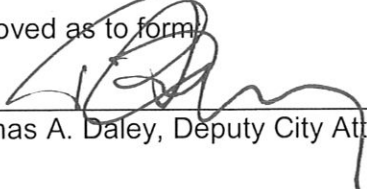
Mayor Dana Williams

Attest:

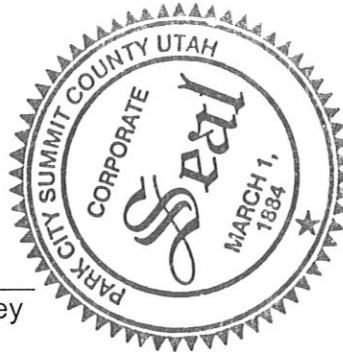


Janet M. Scott, City Recorder

Approved as to form:



Thomas A. Daley, Deputy City Attorney



89

331 McHenry Avenue Subdivision

A replat of Lots 5, 6, 7, 8, 9, 24, 25, 26, 27 & 28
Block 59, Park City Survey

LEGAL DESCRIPTIONS

SEWER LINE EASEMENT

Beginning at the Northeastly corner of Lot 24 and the Southeastly corner of Lot 23, Block 59, Park City Survey, according to the official plats thereof, on file and of record in the office of the Summit County Recorder, and running thence S 66°22' W along the Northerly line of Lots 24 & 9 of said Block 59, 135.73 feet to the Easterly line of a Railroad Right of Way; thence Southerly, 5.65 feet along the arc of a 353.88 foot radius curve to the left and said Railroad Right of Way, through a central angle of 0°54'54"; thence N 66°22' E, 138.36 feet to a point on the Easterly line of said Lot 24; thence N 23°38' W along said Easterly line, 5.00 feet to the point of beginning; containing 685.3 square feet, more or less.

WATER LINE EASEMENT

Beginning at the Northeastly corner of Lot 28 and the Southeastly corner of Lot 27, Block 59, Park City Survey, according to the official plats thereof, on file and of record in the office of the Summit County Recorder, and running thence S 66°22' W along the Northerly line of Lots 28 & 5 of said Block 59, 77.07 feet; thence S 21°22' W, 20.89 feet, more or less, to the Southerly line of the Woolsey property, as described in that particular boundary survey recorded as File No. S-7000 in the office of the Summit County Recorder; thence N 71°15'01" E, along said Southerly line, 6.54 feet; thence N 21°22' E, 14.61 feet, more or less, to a point on the Easterly line of said Lot 5 and the Westerly line of said Lot 28; thence N 66°22' E, 75.00 feet, more or less, to a point on the Easterly line of said Lot 28; thence N 23°38' W along said Easterly line, 5.00 feet to the point of beginning; containing 468.9 square feet, more or less.

ENCROACHMENT EASEMENT

Beginning at the Northeastly corner of Lot 5 and the Southeastly corner of Lot 6, Block 59, Park City Survey, according to the official plats thereof, on file and of record in the office of the Summit County Recorder, and running thence S 23°38' E along the line between Lots 5 & 28 of said Block 59, 4.05 feet, more or less, to the Northerly edge of a railroad tie retaining wall, the true point of beginning, thence along the Northerly and Westerly edge of said railroad tie retaining wall, the following three courses: 1) S 48°57'28" W, 7.86 feet; 2) S 03°48'02" W, 8.74 feet; 3) S 11°33'37" E, 1.07 feet, more or less, to the Southerly line of the Woolsey property, as described in that particular boundary survey recorded as File No. S-7000 in the office of the Summit County Recorder; thence N 71°15'01" E along said Southerly line, 11.79 feet, more or less, to the line between said Lots 5 & 28; thence N 23°38' W along the line between said Lots 5 & 28, 12.16 feet, more or less, to the point of beginning; containing 100.7 square feet, more or less.

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned is a member of 331 McHenry, L.L.C., the owner of the hereon described 331 McHenry Avenue Subdivision, Block 59, Park City Survey, and having caused this Plat Amendment to be made, does hereby consent to the recordation of this Record of Survey Plat in the office of the County Recorder of Summit County, Utah, in accordance with Utah Law. Also, the owners hereby irrevocably offer for dedication to the City of Park City all the streets, land for local government uses, utilities and easements shown on the plat in accordance with an irrevocable offer of dedication.

In witness whereof, the undersigned has set his hand this 28 day of June, 2010.

By: Jerry Fiat
Member, 331 McHenry, L.L.C.

ACKNOWLEDGEMENT

STATE OF UTAH
County of Summit:

On this 28 day of June, 2010, Jerry Fiat personally appeared before me, the undersigned Notary Public in and for said State and County, who after being duly sworn, acknowledged to me that he is a member of 331 McHenry, L.L.C., that he has signed the above Owner's Dedication and Consent to Record on behalf of said 331 McHenry, L.L.C., and that he executed this document in his capacity as Agent as the act of said 331 McHenry, L.L.C., for the purpose set forth herein.

My commission expires: 3/5/2013

NOTARY PUBLIC
RESIDING IN Summit COUNTY, Utah



Alpine Survey, Inc.
19 Prospector Drive
Park City, Utah 84060
(435) 655-8016

SNYDERVILLE BASIN
WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN
WATER RECLAMATION DISTRICT STANDARDS
ON THIS 28 DAY OF JUNE, 2010.
By: B.D. L.
SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

PLANNING COMMISSION
APPROVED BY THE PARK CITY
PLANNING COMMISSION THIS 24th
DAY OF JUNE, 2009 A.D.
By: [Signature]
CHAIRMAN

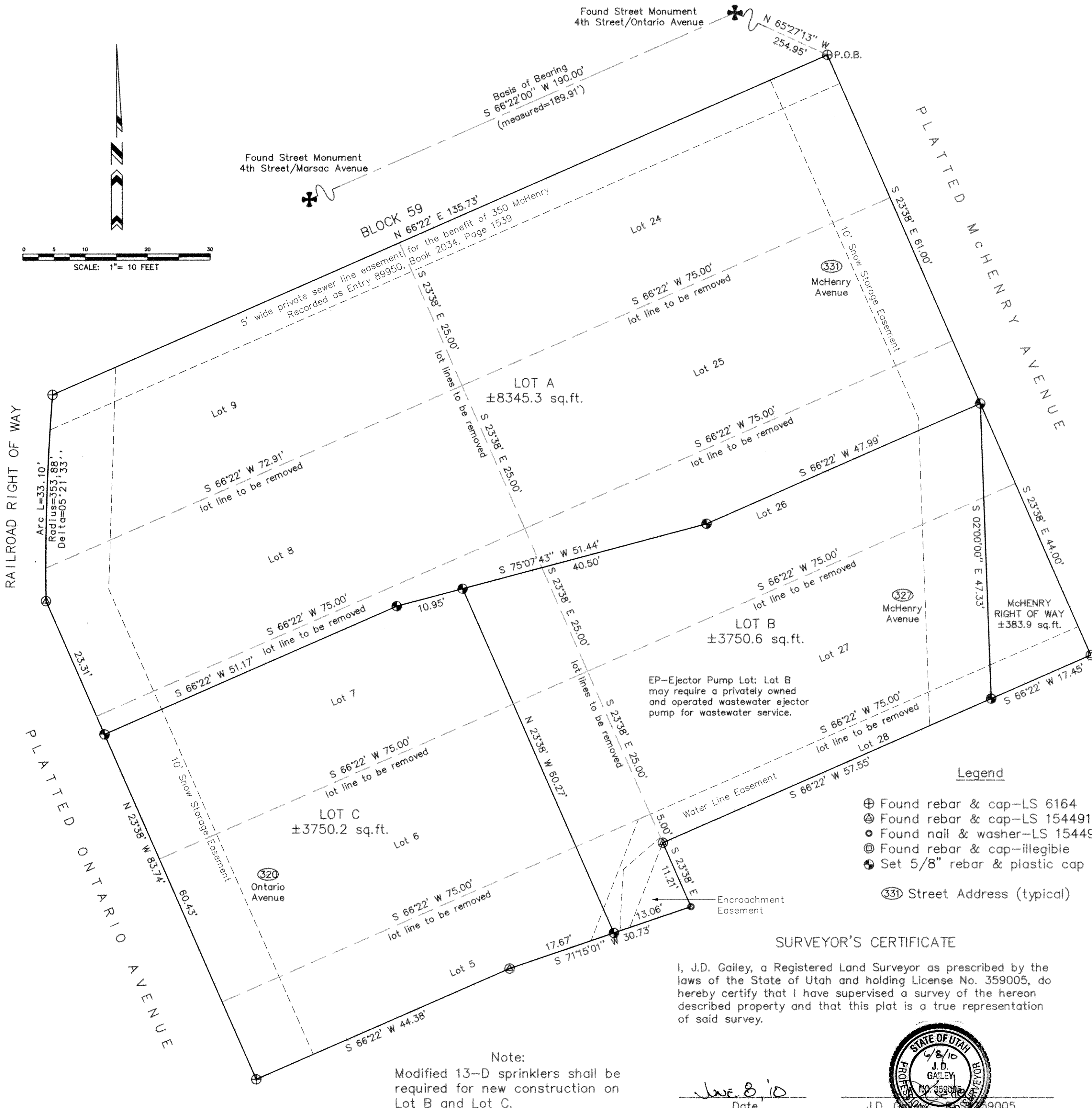
ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS 16th
DAY OF JUNE, 2010 A.D.
By: [Signature]
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 22nd
DAY OF June, 2010 A.D.
By: [Signature]
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY
MAP WAS APPROVED BY PARK CITY
COUNCIL THIS 16 DAY
OF July, 2010 A.D.
By: [Signature]
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS 16th DAY OF JULY,
2010 A.D.
By: [Signature]
MAYOR

902760 RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF Coalition Title
DATE 7-13-10 TIME 11:18 AM BOOK 2089 PAGE 11
FEE \$33.00 RECORDER [Signature]



NARRATIVE

1. Survey requested by: Jerry Fiat.
2. Basis of survey: found property monuments as shown.
3. Date of survey: May, 2010.
4. Property monuments set or found as shown.
5. Located in the Southeast Quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian.
6. The owners of the property should be aware of any items affecting the property that may appear in a title insurance report.
7. Based on the previous boundary survey recorded as File No. S-7000 in the office of the Summit County Recorder.

LEGAL DESCRIPTIONS

331 McHENRY AVENUE SUBDIVISION

Beginning at the Northeastly corner of Lot 24 and the Southeastly corner of Lot 23, Block 59, Park City Survey, according to the official plats thereof, on file and of record in the office of the Summit County Recorder, and running thence S 23°38' E along the Easterly lines of Lots 24, 25, 26, 27 and 28 of said Block 59, 105.00 feet; thence S 66°22' W, 75.00 feet to a point on the line between Lot 5 and Lot 28 of said Block 59; thence S 23°38' E along said line between Lot 5 and Lot 28, 11.21 feet; thence S 71°15'01" W, 30.73 feet; thence S 66°22' W, 44.38 feet to a point on the Westerly line of said Lot 5; thence N 23°38' W along the Westerly line of Lots 5, 6, 7 and 8 of said Block 59, 83.74 feet to a point on the Westerly line of said Lot 8 and the Easterly line of a Railroad Right of Way; thence Northerly, 33.10 feet along said Easterly Right of Way and the arc of a 353.88 foot radius curve to the right through a central angle of 05°21'33", the chord of said arc bears N 01°55' E, 33.09 feet, to a point on the Northerly line of Lot 9 of said Block 59; thence N 66°22' E along the Northerly line of said Lots 9 and 24, 135.73 feet to the point of beginning; containing 16,230.0 square feet, more or less.

LOT A

Beginning at the Northeastly corner of Lot 24, Park City Survey, according to the official plats thereof, on file and of record in the office of the Summit County Recorder, and running thence South 66°22' West, along the Northerly line of Lots 24 & 9 of said Block 59, and the Northerly line of the Woolsey property, as described in that particular boundary survey recorded as File No. S-7000 in the office of the Summit County Recorder, 135.73 feet to the Easterly line of a Railroad Right of Way; thence Southerly, 33.10 feet, more or less, along the arc of a 353.88 foot radius curve to the left and said Railroad Right of Way, through a central angle of 05°21'33" to a point on the Westerly line of Lot 8 of said Block 59; thence South 23°38' East along the Westerly line of Lots 8 & 7 of said Block 59, 23.31 feet to a point on the Westerly line and 3.16 feet, more or less, from the Northwestly corner of said Lot 7; thence North 66°22' East, 51.17 feet; thence North 75°07'43" East, 51.44 feet; thence North 66°22' East, 47.99 feet, more or less, to a point on the Easterly line of Lot 26 of said Block 59; thence North 23°38' West along the Easterly line of Lots 26, 25 & 24 of said Block 59, 61.00 feet, more or less, to the point of beginning; containing 8,345.3 square feet, more or less.

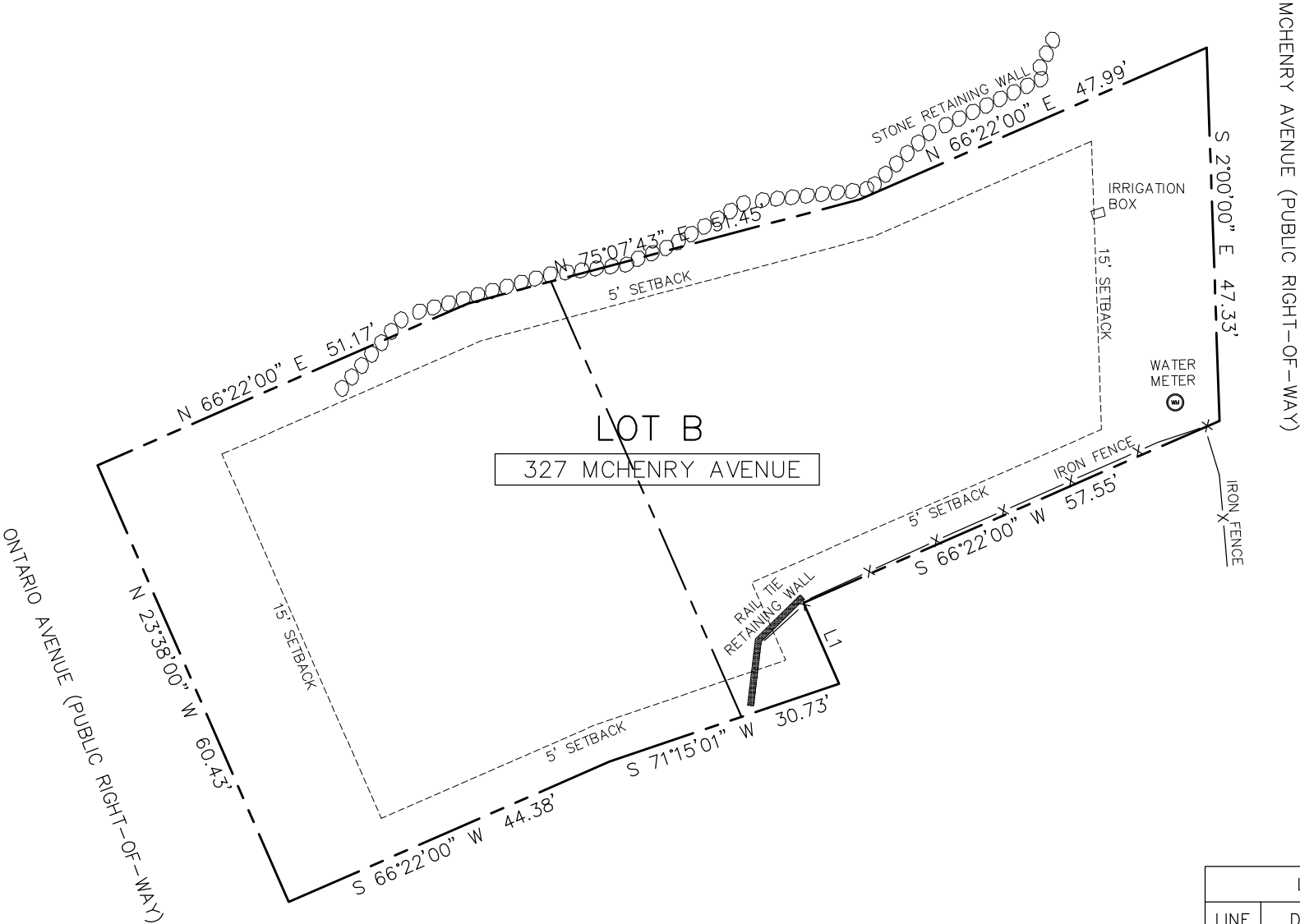
LOT B

Beginning at a point on the Easterly line of Lot 26, Block 59, Park City Survey, according to the official plats thereof, on file and of record in the office of the Summit County Recorder, said point being South 23°38' East, 61.00 feet from the Northeastly corner of Lot 24 of said Block 59 and running thence South 66°22' West, 47.99 feet; thence South 75°07'43" West, 40.50 feet; thence South 23°38' East, 60.27 feet, more or less, to a point on the Southerly line of the Woolsey property, as described in that particular boundary survey recorded as File No. S-7000 in the office of the Summit County Recorder; thence North 71°15'01" East, along said Southerly line, 13.06 feet to a point on the Easterly line of Lot 5 and the Westerly line of Lot 28 of said Block 59; thence North 23°38' West along said line between Lots 5 & 28, 11.21 feet; thence North 66°22' East, 57.55 feet; thence North 02°00' West, 47.33 feet, more or less, to the point of beginning; containing 3,750.6 square feet, more or less.

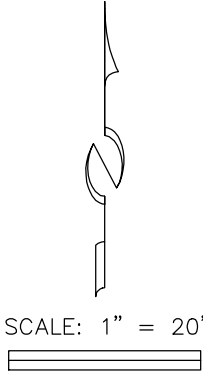
LOT C

Beginning at a point on the Westerly line of Lot 5, Block 59, Park City Survey, according to the official plats thereof, on file and of record in the office of the Summit County Recorder, said point being South 23°38' East, 13.59 feet from the Northwestly corner of said Lot 5 and also being the Southwestly corner of the Woolsey property, as described in that particular boundary survey recorded as File No. S-7000 in the office of the Summit County Recorder, and running thence North 66°22' East along said Southerly line, 44.38 feet; thence North 71°15'01" East along said Southerly line, 17.67 feet; thence North 23°38' West, 60.27 feet; thence South 75°07'43" West, 10.95 feet; thence South 66°22' West, 51.17 feet, more or less, to a point on the Westerly line of Lot 7 of said Block 59, said point being 3.16 feet, more or less, from the Northwestly corner of said Lot 7; thence South 23°38' East along the Westerly line of Lots 7, 6 & 5 of said Block 59, 60.43 feet, more or less, to the point of beginning; containing 3,750.2 square feet, more or less.

PROPOSED LOT B 331 MCHENRY AVENUE SUBDIVISION- FIRST AMENDED
SLOPE MAP



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 23°38'00" E	11.21'



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

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



327 McHenry Avenue- Looking Westerly



327 McHenry Avenue- Looking Westerly



327 McHenry Avenue- Looking Easterly

Planning Commission Staff Report

Subject: St. Regis Deer Valley Condominium
Plat Amendment
Project #: PL-20-04653
Author: Alexandra Ananth, Senior Planner
Date: October 28, 2020
Type of Item: Administrative – Condominium Plat Amendment

Summary Recommendation

Staff recommends the Planning Commission hold a Public Hearing for an Amendment to the St. Regis Deer Valley Condominium Plat (Phase 1), located at 2300 Deer Valley Drive East, and consider forwarding a positive recommendation to the City Council for their November 19, 2020, meeting, based on the Findings of Fact, Conclusions of Law and Conditions of Approval as found in the attached Draft Ordinance.

Description

Applicant: SRDV Partners, LLC
Location: 2300 Deer Valley Drive East
Zoning District: Residential Development (RD-MPD)
Adjacent Land Uses: Ski resort and related uses, hotels/condominium units, open space, single-family residences and lots, parking
Reason for Review: Condominium Plats require Planning Commission review and City Council approval

Executive Summary

This is an application to amend the St. Regis Deer Valley Condominium Plat entitled First Amended and Restated Deer Crest Roosevelt Gap Resort, Deer Crest Roosevelt Gap Residences Condominium Project, Deer Crest Roosevelt Gap Condo Suites Condominium Project Condominium Plat, the condominium plat for Phase 1 of the St. Regis Deer Valley. The purpose of the requested amendment is to modify the plat to accommodate the interior remodeling of space to create a new affordable unit equivalent (AUE) in the funicular building, which is part of the affordable housing obligation of Phase 2 of the St. Regis Deer Valley Snow Park Residences. No changes to the exterior of the building are proposed as part of this plat amendment and the project meets the parking requirements.

Background

The St. Regis Hotel is located at 2300 Deer Valley Drive East and consists of two (2) parcels, 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 (known as the Rosewood CUP or “Hotel CUP” for the purposes of this Staff Report), the 2011 Amenity Club Conditional Use Permit which was amended in 2020 to expand the membership cap and allow 2,183 square feet within the Phase 2 building to be used as Amenity Club space, and the 2020 Snow Park Residences Condominium Plat.

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 Hotel CUP.

The applicant is currently in the process of building Phase 2 of the Hotel, 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 12.2 UE’s. The third phase consists of the north parking structure with condominium units above, approximately 17 UE’s.

Analysis

The proposed Condominium Plat has been reviewed for compliance with the following Land Management Code Sections: [15-4-12](#), [15-7.1-3\(C\)](#), [15-12-15\(B\)\(9\)](#).

The funicular building is located in the Residential Development (RD) zone but the upper hotel parcel is located in the Recreation Commercial (RC) zone.

As stated earlier, 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 which do not count towards total Unit Equivalents) at Snow Park have been constructed. The remaining, 29.5 UE’s, at Snow Park will be constructed as Phases 2 and 3 of the Hotel CUP. Phase 2 is currently under construction.

The Housing Authority approved an overall housing obligation equal to 12 AUEs for the St. Regis. A total of 9.865 AUEs were satisfied in Phase 1 of the project. Two (2) rental units totaling 1,492 SF (1.865 AUEs) were incorporated within the funicular building as part of Phase 1. Eight (8) units were fulfilled through payment of an in-lieu fee totaling \$692,880. The remaining obligation of 2.135 AUEs (1,708 SF) are to be incorporated into Phases 2 and 3 of the project.

In August 2019 the Housing Authority approved a 1st Amendment to the Housing Mitigation Plan (Exhibit A) that splits the remaining AUE requirement proportionally between Phases 2 and 3. In accordance with the 2019 Amendment, 1.135 AUE’s (908 SF) are to be provided in the Phase 2 building and 1 AUE (800 SF) in Phase 3. It is a condition that the Owner fulfills 1.135 AUEs for Phase 2 prior to the issuance of the Certificate of Occupancy for any of the Phase 2 market units and that the fulfillment of AUEs for Phase 2 must be built on Site. The applicant is locating one (1) 449 SF AUE

in the new Phase 2 building on the second floor (AHU-1) and is creating one (1) new affordable unit, AHU-2C, 463 SF, in the funicular building adjacent to two (2) existing affordable units in this building, in an area that used to be used as an office and hotel storage (Exhibit B). ***This unit, AHU-2C, in the funicular building, is the subject of this proposed Plat Amendment.***

Parking is required based on LMC requirements in effect at the time of building permit application. A detailed parking analysis was done in 2016 for the CUP when the timing of Phases 2 and 3 was addressed.

The proposal complies with LMC lot and site requirements of the RD Zoning District, the Settlement Agreement and the DV MPD as described below. As noted above, this plat amendment is for an interior change only to the existing funicular building, no other changes are proposed as part of this amendment.

	RD Zoning District and/or DV MPD
Lot Size	No minimum lot size. <u>Complies</u>
Front yard setbacks	Minimum 25 feet to front facing garage, 20 feet to building. <u>Complies</u> .
Rear yard setbacks	Minimum 15 feet rear setbacks. <u>Complies</u> .
Side yard setbacks	Minimum 12 feet side setbacks. <u>Complies</u> .
Building Height Per Settlement Agreement: Up to 45 feet	Zone height is 28 feet but Settlement Agreement allows for height up to 45 feet. <u>Complies</u> .
Parking	Per LMC, based on unit sizes, 20 spaces are required for the 9 units and 2 affordable units. 12 stalls are required for the proposed restaurant. The Garage level includes 35 parking stalls. <u>Complies</u> .
Architectural Design	No exterior changes are proposed. <u>Complies</u> .
Residential Units	This Plat Amendment is required in order to meet the AUE obligations for the Phase 2 Snow Park Residences and is for the conversion of interior space in the existing funicular building in order to create a new affordable unit of 459 square feet. <u>Complies</u> .

Commercial Area Per Settlement Agreement: Support Commercial and Meeting Space are limited to up to 5% each of the gross floor area	Support Commercial and Meeting Space are limited to up to 5% each of the gross floor area per the Deer Crest Settlement Agreement. <u>Complies.</u>
Residential Accessory uses (Guest amenities)	The total Commercial and Meeting Area space for the Hotel complies with the 10% limit of gross floor area. <u>Complies.</u>
Affordable Housing	1.135 AUEs are required for Phase 2. One 449 SF unit is located in the Phase 2 building and one 459 SF unit will be located in the existing funicular building. The 459 SF unit is the subject of this plat amendment. <u>Complies.</u>
Density Summary Per Settlement Agreement: Support Commercial and Meeting Space are limited to up to 5% each of the gross floor area	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 which do not count towards total Unit Equivalents) at Snow Park have been constructed. The remaining, 29.5 UE's, at Snow Park will be constructed as Phases 2 and 3 of the Hotel CUP. Phase 2 is currently under construction. <u>Complies.</u>

Consistency with the Park City General Plan

The Lower Deer Valley Neighborhood is a mix of large single family estate homes and dense multifamily units as development approaches the resort base. This resort neighborhood includes a mix of resort-oriented housing and visitor amenities. Housing in this neighborhood is primarily used as second homes as well as nightly rentals supporting the resort. Development clusters exist within pods and each pod is surrounded by recreation open space. An extensive single track trail system provides for hiking and biking in the summer and connects Deer Valley to the Main Street Area.

Expanding ownership opportunities in a measured way is consistent with the goals and objectives of the Park City General Plan for this neighborhood. The proposed phased expansion at Snow Park has been contemplated since the original Hotel CUP approval in 2001 and the additional units are allowed under the total UE's approved for this location. The St. Regis utilizes a guest shuttle service that is available to

owners and guests for transportation to and from the St. Regis, the ski resorts and the Main Street core. The applicants will continue to operate this shuttle service with the proposed expansion in residential units.

This Plat Amendment is part of the AUE obligation of the Phase 2 Snow Park Residences and is for interior work only.

Good Cause

Staff finds Good Cause for this Condominium Plat Amendment as it is consistent with the AUE obligation of the Phase 2 Snow Park Residences and is for interior work only. The project is in keeping with the goals of the General Plan for the Deer Valley neighborhood and allows for the creation of an additional deed restricted employee unit. Approval of the Condominium Plat Amendment will allow for the construction of an additional AUE and is consistent with the approved August 2019 1st Amendment to the Housing Mitigation Plan.

Department Review

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

Notice

On October 14, 2020, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was published in the Park Record and on the Utah Public Notice website on October 14, 2020 as well.

Public Input

No public comments have been received on this application prior to the issuance of this Staff Report.

Alternatives

- The Planning Commission may conduct a public hearing, discuss the proposal and forward a positive recommendation to the City Council for the Plat Amendment as conditioned or amended. **This is Staff's recommendation.**
- The Planning Commission may forward a negative recommendation to City Council for the Plat Amendment and direct staff to make Findings for this decision.
- The Planning Commission may continue this item to a date certain.

Recommendation

Staff recommends the Planning Commission hold a Public Hearing and consider forwarding a positive recommendation to the City Council for their November 19, 2020, meeting based on the Findings of Fact, Conclusions of Law and Conditions of Approval as found in the draft Ordinance.

Exhibits

Draft Ordinance

Exhibit A – First Amended Affordable Housing Mitigation Plan for the St. Regis Hotel
Deer Valley

Exhibit B – Snow Park Affordable Housing Exhibit

Exhibit C – Applicant's Description of the Project

Ordinance No. 2020-XX

AN ORDINANCE APPROVING THE FIRST AMENDED AND RESTATED DEER CREST ROOSEVELT GAP RESORT, DEER CREST ROOSEVELT GAP RESIDENCES CONDOMINIUM PROJECT, DEER CREST ROOSEVELT GAP CONDO SUITES CONDOMINIUM PROJECT CONDOMINIUM PLAT AT 2300 DEER VALLEY DRIVE EAST

WHEREAS, the owner of the property located at 2300 Deer Valley Drive East have petitioned the City Council for approval of a Plat Amendment; and

WHEREAS, on October 14, 2020, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on October 14, 2020, proper legal notice was published according to 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 October 28, 2020, to receive input on the Plat Amendment; and

WHEREAS, the Planning Commission, on October 28, 2020, forwarded a positive recommendation to the City Council; and,

WHEREAS, on November 19, 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 First Amended and Restated Deer Crest Roosevelt Gap Resort, Deer Crest Roosevelt Gap Residences Condominium Project, Deer Crest Roosevelt Gap Condo Suites Condominium Project Condominium Plat at 2300 Deer Valley Drive East.

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

SECTION 1. APPROVAL. The First Amended and Restated Deer Crest Roosevelt Gap Resort, Deer Crest Roosevelt Gap Residences Condominium Project, Deer Crest Roosevelt Gap Condo Suites Condominium Project Condominium Plat, 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 First Amended and Restated Deer Crest Roosevelt Gap Resort, Deer Crest Roosevelt Gap Residences Condominium Project, Deer Crest Roosevelt Gap Condo

Suites Condominium Project Condominium Plat is located at 2300 Deer Valley Drive East.

2. 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.
3. 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, and April 13, 2016. The City Council denied an appeal of the April 22nd approval on June 18, 2009.
4. The 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.
5. The Hotel is located in the RD (Residential Development) and RC (Resort Commercial) zoning districts subject to the Deer Crest Settlement Agreement and MPD. The funicular building is located in the RD zone.
6. 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.
7. A total of 374 parking spaces are required for the entire Hotel, with a maximum of 157 spaces allowed at Roosevelt Gap and the remaining spaces required at Snow Park (north and south sites). The applicant expects to have 444 parking stalls available upon completion of the project and 430 stalls available upon completion of Phase 2.
8. A Traffic and Parking Study by Hales Engineering as part of the 2019 expansion of the Deer Crest Amenity Club at the St. Regis determined that the Hotel has sufficient parking for all of the existing and proposed uses.
9. It is the desire of the applicant to build out the St. Regis 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.
10. This application is for the conversion of interior space in order to create an additional affordable housing unit required as part of the Phase 2 AUE obligation.
11. Phase 2 consists of the south parking structure at Snow Park (35 stalls) with nine (9) condominium units above (approximately 12.2 UE's).
12. Phase 3 consists of the north parking structure and condominium units above (approximately 17 UE's). The total density approved for Snow Park is 30.5 UEs.

13. Staff finds Good Cause for this Plat Amendment as it allows for the satisfaction of the applicant's AUE obligation for Phase 2 and is consistent with the density, maximum height, location and uses identified in the approved Deer Valley Settlement Agreement, the Deer Valley Master Planned Development and the most recently amended Hotel CUP.
14. The project is in keeping with the goals of the General Plan for the Deer Valley neighborhood and allows for the construction of an additional deed restricted employee unit within the existing funicular building.
15. All Conditions of the Hotel CUP's shall continue to apply and remain in full force and effect.
16. 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 as it will allow for the construction of an additional deed restricted employee unit within the existing funicular building and will satisfy the applicant's AUE obligation for Phase 2.
2. The Plat Amendment is consistent with the Park City Land Management Code including Sections 15-4-12, 15-7.1-3(C) and 15-12-15(B)(9) and applicable State Law regarding Condominium Plats.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Plat for compliance with State Law, the Land Management Code, and the Conditions of Approval, prior to recordation of the Plat.
2. The applicant will record the Plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the Plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.
4. 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), April 23, 2014; and April 13, 2016, shall continue to apply.
5. The new deed restricted housing unit in the funicular building shall be a minimum of 459 sf (0.574 AUE). An additional AUE of 449 sf (0.561 AUE) is located in the Phase 2 building and combined, these two units meet the requirement of 1.135 AUE, consistent with the 1st Amendment to the Housing Mitigation Plan for Phase 2 of the St. Regis. One AUE is equivalent to 800 sf according to the Development Agreement.

6. Deed Restrictions for the AUEs, approved by the City in accordance with the applicable Housing Resolution shall be recorded prior to plat recordation, and a Certificate of Occupancy shall be issued for this 0.574 AUE prior to the issuance of Certificates of Occupancy for the final or last market rate unit as part of Phase 2.
7. The CCRs or Deed Restrictions for the AHUs shall comply with the provisions of the applicable Housing Resolution in order to ensure the units remain affordable. The Deed Restrictions shall be submitted with the Condominium Plat amendment for review and approval by the City prior to final Plat recordation.

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

PASSED AND ADOPTED this 19 day of November 2020.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

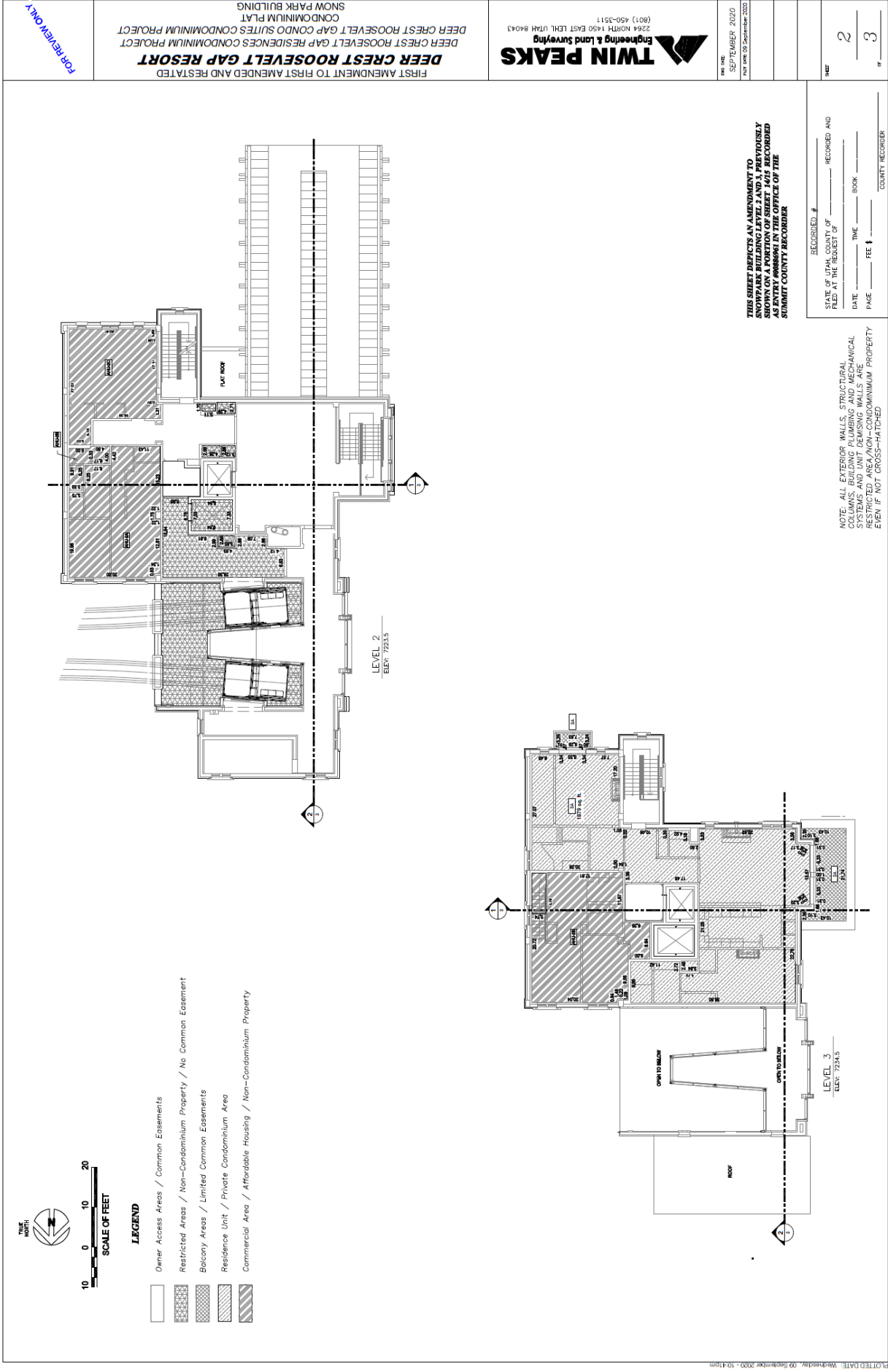
ATTEST:

City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

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FOR REVIEW ONLY

FIRST AMENDMENT TO FIRST AMENDED AND RESTATED
 DEER CREST ROOSEVELT GAP RESORT
 DEER CREST ROOSEVELT GAP RESIDENCES CONDOMINIUM PROJECT
 CONDOMINIUM PLAT
 SNOW PARK BUILDING

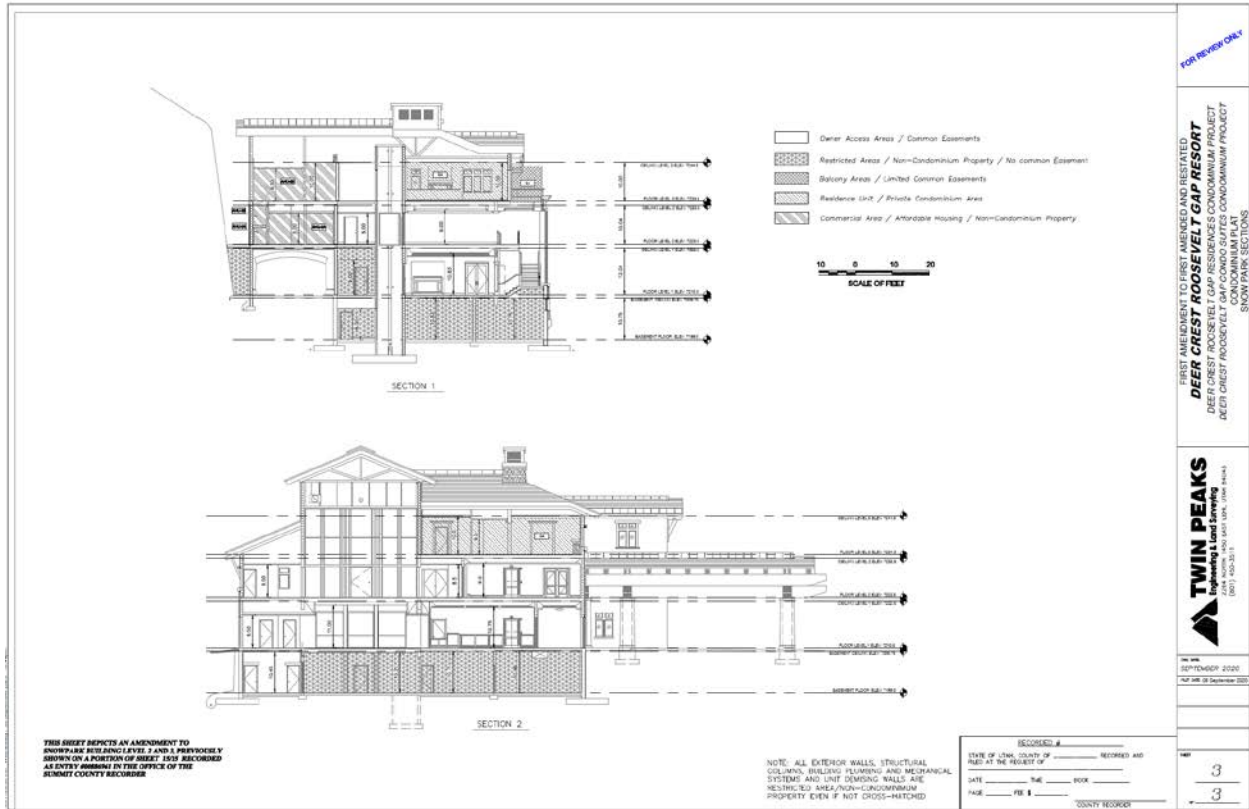
TWIN PEAKS
 Engineering & Land Surveying
 (801) 450-3511
 2264 NORTH 1450 EAST LEHI, UTAH 84043

FILED: SEPTEMBER 2020
 2020 SEP 20 10:40 AM
 2020

THIS SHEET DEPICTS AN AMENDMENT TO
 AN INSTRUMENT PREVIOUSLY RECORDED
 SHOWN ON A PORTION OF SHEET 105 RECORDED
 AS ENTRY #8868661 IN THE OFFICE OF THE
 SUMMIT COUNTY RECORDER

RECORDED # _____
 FILED AT THE COUNTY OF _____
 DATE _____ TIME _____ BOOK _____
 PAGE _____ FEE \$ _____
 COUNTY RECORDER _____

NOTE: ALL EXTERIOR WALLS, STRUCTURAL
 SYSTEMS AND UNIT DEMISING WALLS ARE
 RESTRICTED AREA/ NON-CONDOMINIUM PROPERTY
 EVEN IF NOT CROSS-HATCHED



**FIRST AMENDED AFFORDABLE HOUSING MITIGATION PLAN FOR THE ST.
REGIS HOTEL DEER VALLEY FINDINGS OF FACT, CONCLUSIONS OF LAW AND
CONDITIONS OF APPROVAL**

WHEREAS, the owners of the St. Regis Hotel at Deer Valley located on Deer Valley Drive have a total housing obligation of 12 AUEs calculated as 10 percent of the approved 120 unit equivalents (UEs) for the project. The mitigation rate was negotiated in the Deer Crest Settlement Agreement and was approved as part of Rosewood Hotel CUP approval on December 12, 2001;

WHEREAS, a total of 9.865 AUEs were satisfied in Phase 1 of the project. Two rental units totaling 1,492 SF (1.865 AUEs) were incorporated within the funicular building as part of phase one. Eight units were fulfilled through payment of an in-lieu fee totaling to \$692,880., and a balance of 2.135 AUEs remain to be fulfilled;

NOW, THEREFORE, the Housing Authority of Park City, Utah hereby approves the 1st Amendment to the Housing Mitigation Plan as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Housing Mitigation Plan submitted by the Owner is approved subject to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact:

1. The housing obligation is subject to the requirements of Housing Resolution 17-99.
2. The Housing Authority approved an overall housing obligation equal to 12 AUEs.
3. A Housing Mitigation Plan was approved on December 12, 2001 by the Housing Authority. Other than as amended herein, its findings of fact, conclusions of law and conditions of approval continue to apply.
4. A total of 9.865 AUEs were satisfied in Phase 1 of the project. Two rental units totaling 1,492 SF (1.865 AUEs) were incorporated within the funicular building as part of phase one. Eight units were fulfilled through payment of an in-lieu fee totaling to \$692,880
5. The remaining obligation of 2.135 AUEs (1,708 SF) were to be incorporated into Phase Two of the project also allowing that one AUE be fulfilled off site.
6. The St. Regis CUP (Phase Two) has been modified to complete the development in two phases (Phases Two and Three). Phase Two is currently under construction directly to the south of the St. Regis funicular building and contains nine condominium units equaling approximately 13.1 Unit Equivalents (UEs). Phase Three is planned for a future date immediately north of the funicular building and will contain approximately 16.4 UEs.
7. The Owner submitted a proposed 1st Amendment to the Housing Mitigation Plan that would Split the requirement proportionally between Phases Two and Three:

1.135 AUEs (908 SF) in the Phase Two building 1 AUE (800 SF) in Phase Three. The 1 AUE required in Phase 3 may be provided within the Phase Three building or it may be provided off-site.

Conclusions of Law:

1. The Owner currently has 2.135 AUEs outstanding
2. The Owner will fulfill 1.135 AUEs prior to the issuance of the Certificate of Occupancy of any of the market units for Phase 2 of the project.
3. The Owner will fulfill the balance of 1 AUEs prior to the issuance of the Certificate of Occupancy of any market units for Phase 3.

Conditions of Approval:

1. The Owner will fulfill 1.135 AUEs prior to the issuance of the Certificate of Occupancy of any of the market units for Phase 2 of the project.
2. The fulfillment of 1.135 AUEs for Phase 2 must be built on-site.
3. The Owner will fulfill the balance of 1 AUEs prior to the issuance of the Certificate of Occupancy of any market units for Phase 3.
4. The fulfillment of the 1 AUE for Phase 3 can be located off site if done prior to the completion of Phase 2. If fulfillment occurs after the completion of Phase 2 than the 1 AUE must be built on site.

SECTION 2. EFFECTIVE DATE. This approval shall take effect upon adoption and execution.

PASSED AND ADOPTED this 29th day of August 2019.

PARK CITY HOUSING AUTHORITY





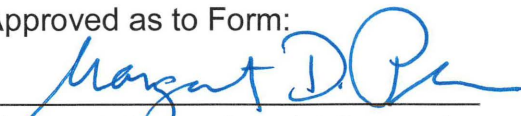
Andy Beerman, Chair

Attest:

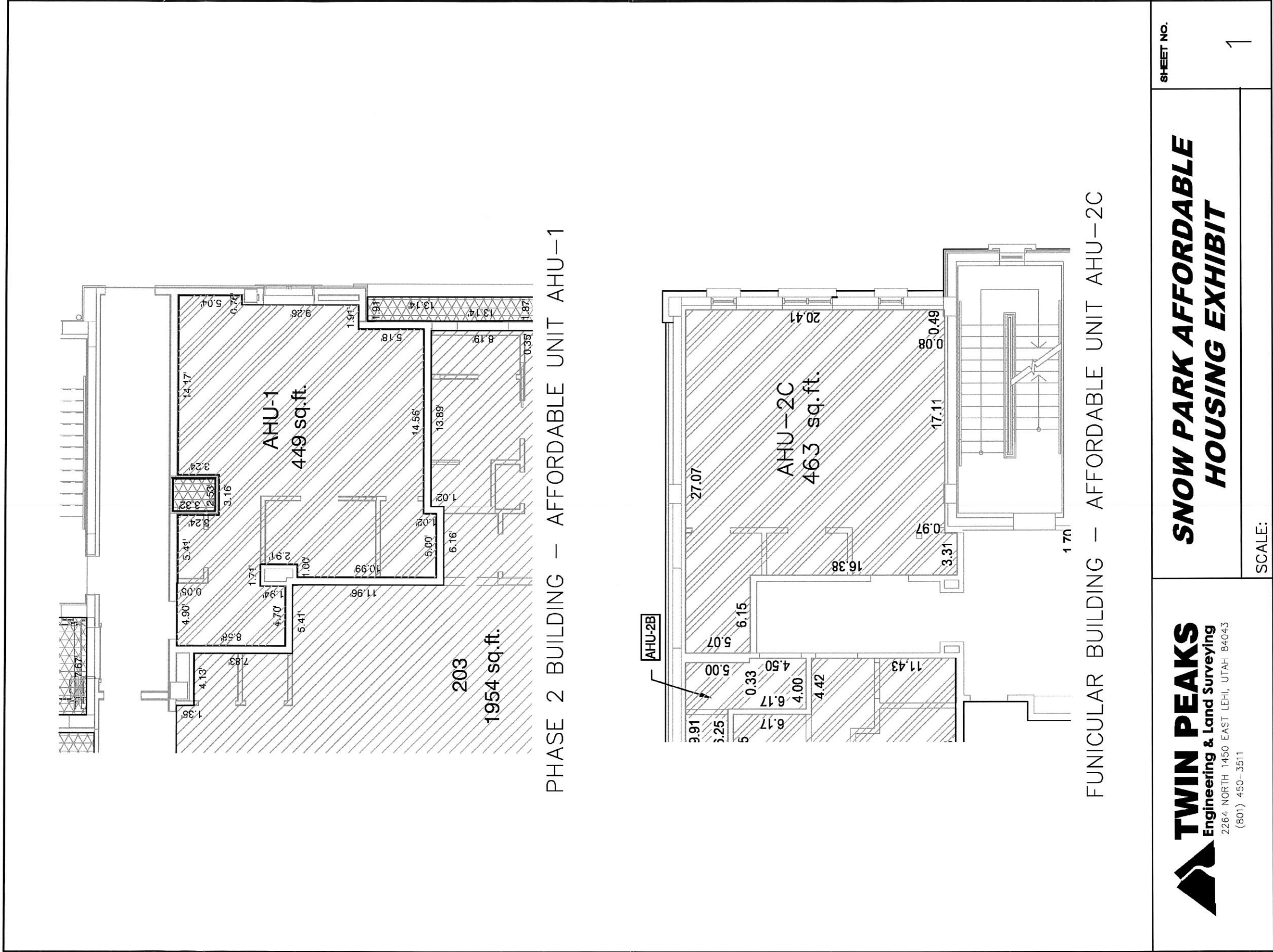


Michelle Kellogg, City Recorder

Approved as to Form:



Margaret Plane, Special Counsel



Description of Condominium Plat Amendment
St. Regis Deer Valley (the “Project”)

This Application seeks an amendment to pages 14 and 15 of the First Amended and Restated Deer Crest Roosevelt Gap Resort, Deer Crest Roosevelt Gap Residences Condominium Project, Deer Crest Roosevelt Gap Condo Suite Condominium Project Condominium Plat (the “**Original Plat**”).

In connection with the construction of Phase 2 of the St. Regis Deer Valley (also known as the “**Snow Park Residences**”) a new affordable housing unit (“**AHU-2C**”) is being constructed within the currently existing funicular building included on the Original Plat. Like the other affordable units in the Project, AHU-2C will not be a condominium unit, but will be included in that portion of the funicular building that is owned by the applicant, SRDV Partners, LLC. The area in which AHU-2C will be constructed is designated on the Original Plat as part of the “Restricted Areas/Non-Condominium Property/No Common Easement” and “Owner Access Area/Common Easements”. The purpose for the current amendment is to modify the Use Area designation on the Original Plat in order for AHU-2 to be designated as “Commercial Areas/Non-Condominium Property”. This is consistent with how the affordable space in the Phase 2 building is designated on the condominium plat for the Snow Park Residences.

The CC&Rs for the St. Regis Deer Valley allow the owner of the hotel, SRDV Partners, LLC, to redesignate the Use Areas in the Project. The Project is governed by three sets of CC&Rs: (i) Amended and Restated Resort Declaration (“**Resort Declaration**”), (ii) Amended and Restated Declaration for Roosevelt Gap Residences (“**Residence Declaration**”), and (iii) Amended and Restated Condo Suites Declaration (“**Condo Suites Declaration**”).

Section 3.3(c) in both the Residence Declaration and the Condo Suites Declaration provides that the “Commercial Owner” (which is SRDV Partners, LLC) has the right to “redesignate the Use Areas” in accordance with the Resort Declaration. Section 2.2 of the Resort Declaration provides that the Use Areas may be redesignated from time to time by Commercial Owner without the consent or approval of any other owners or owners’ association so long as such changes do not (a) prevent the condominium owners from accessing their Units, any pool, the fitness center or parking spaces available to the owners, or (b) cause the condominium HOA assessments for any units to increase by more than 20% over the prior year. The changes in the Use Area designation being made to accommodate AHU-2C do not cause either items (a) or (b) to occur. Consequently, no vote or other consent of the condominium owners or their HOA is required.

Planning Commission Staff Report

Subject: St. Regis Deer Valley CUP
Project #: PL-20-04638
Author: Alexandra Ananth, Senior Planner
Date: October 28, 2020
Type of Item: Administrative – Conditional Use Permit (CUP)
Extension/Modification

Summary Recommendation

Staff recommends the Planning Commission hold a Public Hearing for an Extension/Modification to the CUP for the St. Regis Deer Valley, located at 2300 Deer Valley Drive East, and consider approving the Extension/Modification, based on the attached Findings of Fact, Conclusions of Law, and Conditions of Approval.

Description

Applicant: SRDV Partners, LLC
Location: 2300 Deer Valley Drive East
Zoning District: Residential Development (RD-MPD)
Adjacent Land Uses: Ski resort and related uses, hotels/condominium units, open space, single-family residences and lots, parking
Reason for Review: Conditional Use Permits require Planning Commission review and approval

Executive Summary

This is an application to Extend/Modify the St. Regis Deer Valley CUP, to delay the deadline for submitting the application for the St. Regis Phase 3 building permit from 12/31/2020 to 12/31/2021. The Phase 2 Snow Park Residences are currently under construction and the applicant is requesting to complete Phase 2 prior to initiating Phase 3.

Background

The St. Regis Hotel is located at 2300 Deer Valley Drive East and consists of two (2) parcels, 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 (known as the Rosewood CUP or “Hotel CUP” for the purposes of this Staff Report), the 2011 Amenity Club Conditional Use Permit which was amended in 2020 to expand the membership cap and allow 2,183 square feet within the Phase 2 building to be used as Amenity Club space, and the 2020 Snow Park Residences Condominium Plat.

Hotel CUP

On February 28, 2001, a Conditional Use Permit for a hotel development was approved for this property, which has since been amended five (5) times (Exhibit A).

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 Hotel CUP.

The applicant is currently in the process of constructing Phase 2 of the Hotel, just south of the existing funicular building. Upon completion of Phase 2, the applicant intends to initiate Phase 3, which is the final phase of the St. Regis Hotel build out. This third phase consists of the north parking structure with condominium units above, approximately 17 UE's, and one (1) AHU.

Analysis

The funicular building, and the Phase 2 and Phase 3 buildings, are located in the Residential Development (RD) zone; the upper Hotel parcel is located in the Recreation Commercial (RC) zone.

Pursuant to the LMC Section 15-1-10(G), CUP extensions may be granted by the Planning Commission when the Applicant is able to demonstrate no change in circumstance that would result in an unmitigated impact or that would result in a finding of non-compliance with review criteria in Section 15-1-10(E). Change of circumstance includes physical changes to the Property or surroundings.

As laid out in Exhibit A of this Staff Report, the Hotel CUP has been amended multiple times. The most recent amendment occurred in 2016, which adjusted the timing of the proposed phasing. ***The 2016 CUP requires that a building permit application for Phase 3 be submitted by 12/31/2020. With this application the applicant is proposing to postpone the construction of Phase 3 until after the completion of Phase 2, which is still under construction. The applicant is proposing to exercise a building permit by 12/31/2021, one year later than the 2016 CUP currently requires.***

Staff has reviewed the proposed Extension/Modification to the Deer Crest Hotel CUP against the Conditional Use Permit criteria in Section 15-1-10 of the Land Management Code, as outlined below:

1. Size and location of the site. There are no changes proposed to the size and location of the site. **No unmitigated impacts.**
2. Traffic considerations. There are no changes in traffic as a result of this amendment to the timing of Phase 3. Traffic impacts associated with Phase 3 were reviewed in 2016. **No unmitigated impacts as conditioned.**
3. Utility capacity. There are no changes in utilities as a result of this amendment to timing. The site will be served by JSSD. **No unmitigated impacts.**

4. Emergency vehicle access. Access for emergency vehicles is unchanged with this amendment to the timing of Phase 3. **No unmitigated impacts.**
5. Location and amount of off-street parking. No changes are proposed to the overall parking requirements or actual parking provided. A parking analysis was reviewed in 2016 and again in 2019 with the expansion of the Amenity Club. It was concluded that the Hotel has sufficient parking. **No unmitigated impacts, as conditioned.**
6. Internal circulation system. No changes to the internal project circulation system are proposed with this amendment. **No unmitigated impacts.**
7. Fencing, screening and landscaping to separate uses. No changes to the fencing, screening, and landscaping are proposed with this timing amendment. **No unmitigated impacts.**
8. Building mass, bulk, orientation and the location on site, including orientation to adjacent buildings or lots. No changes to the building mass, bulk, orientation and location on site are proposed with this amendment. Plans will be reviewed at the time of building permit. **No unmitigated impacts.**
9. Usable open space. No changes to the open space area are proposed with this timing amendment. **No unmitigated impacts.**
10. Signs and lighting. No changes are proposed to the signs and lighting with this amendment. **No unmitigated impacts.**
11. Physical design and compatibility with surrounding structures in mass, scale and style. No changes are proposed to the physical design with this timing amendment. **No unmitigated impacts.**
12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site. There are no changes to any mechanical factors that require mitigation due to this amendment. **No unmitigated impacts.**
13. Control of delivery and service vehicles, loading and unloading zones, and screening. There are no changes to loading and unloading zones from what was approved. All loading and unloading areas are within the parking structure at Roosevelt Gap and the funicular building at Snow Park. **No unmitigated impacts.**
14. Expected ownership and management of the property. There are no proposed changes to ownership with this timing amendment. **No unmitigated impacts.**
15. Sensitive Lands Review. There are no changes to the approved CUP that are contrary to the sensitive lands review as it relates to the Deer Crest Settlement Agreement CUP. **No unmitigated impacts.**

Furthermore, there have been no changes in circumstance that would result in unmitigated impacts or that would result in a finding of non-compliance with review criteria in Section 15-1-10(E).

Consistency with the Park City General Plan

The Lower Deer Valley Neighborhood is a mix of large single family estate homes and dense multifamily units as development approaches the resort base. This resort neighborhood includes a mix of resort-oriented housing and visitor amenities. Housing in this neighborhood is primarily used as second homes as well as nightly rentals supporting the resort. Development clusters exist within pods and each pod

is surrounded by recreation open space. An extensive single track trail system provides for hiking and biking in the summer and connects Deer Valley to the Main Street Area.

Expanding ownership opportunities in a measured way is consistent with the goals and objectives of the Park City General Plan for this neighborhood. The proposed phased expansion at Snow Park has been contemplated since the original Hotel CUP approval in 2001 and the additional units are allowed under the total UE's approved for this location. The St. Regis utilizes a guest shuttle service that is available to owners and guests for transportation to and from the St. Regis, the ski resorts and the Main Street core. The applicants will continue to operate this shuttle service with the proposed expansion in residential units.

This Extension/Modification to the CUP will delay the construction of Phase 3 until Phase 2 has been completed.

No New Finding of Non-compliance

This CUP Extension/Modification as is consistent with the 2016 CUP, with the exception of allowing the applicant to complete the construction of Phase 2 prior to initiating Phase 3. There are no changes to the AHU obligation and the project is in keeping with the goals of the General Plan for the Deer Valley neighborhood. Furthermore, there have been no changes in circumstance that would result in unmitigated impacts or that would result in a finding of non-compliance with review criteria in Section 15-1-10(E).

Department Review

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

Notice

On October 14, 2020, the property was posted and notice was mailed to property owners within 300 feet. Legal notice was published in the Park Record and on the Utah Public Notice website on October 14, 2020 as well.

Public Input

No public comments have been received on this application prior to the issuance of this Staff Report.

Alternatives

- The Planning Commission may conduct a public hearing, discuss the proposal and approve the CUP Extension/Modification as conditioned or amended. **This is Staff's recommendation.**
- The Planning Commission may deny the CUP Extension/Modification and direct staff to make Findings for this decision.
- The Planning Commission may continue this item to a date certain.

Recommendation

Staff recommends the Planning Commission hold a Public Hearing and consider approving the CUP Extension/Modification based on the attached Findings of Fact, Conclusions of Law and Conditions of Approval.

Exhibits

Draft Action Letter

Exhibit A – Summary of Hotel CUP and Subsequent Amendments

Exhibit B – Hotel CUP Action Letter Dated April 18, 2016

Exhibit C – Letter from the Applicant

Notice of Planning Commission Action

Findings of Fact:

1. The St. Regis Deer Valley is located at 2300 Deer Valley Drive East.
2. 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.
3. 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, and April 13, 2016. The City Council denied an appeal of the April 22nd approval on June 18, 2009.
4. The 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.
5. The Hotel is located in the RD (Residential Development) and RC (Resort Commercial) zoning districts subject to the Deer Crest Settlement Agreement and MPD. The funicular building, as well as the Phase 2 and Phase 3 buildings, are located in the RD zone.
6. 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.
7. A total of 374 parking spaces are required for the entire Hotel, with a maximum of 157 spaces allowed at Roosevelt Gap and the remaining spaces required at Snow Park (north and south sites). The applicant expects to have 444 parking stalls available upon completion of the project.
8. A Traffic and Parking Study by Hales Engineering as part of the 2019 expansion of the Deer Crest Amenity Club at the St. Regis determined that the Hotel has sufficient parking for all of the existing and proposed uses.
9. It is the desire of the applicant to build out the St. Regis 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.
10. Phase 2 consists of the south parking structure at Snow Park (35 stalls) with nine (9) condominium units above (approximately 12.2 UE's).
11. Phase 3 consists of the north parking structure and condominium units above (approximately 17 UE's). The total density approved for Snow Park is 30.5 UEs.

12. This application is for an extension of time to exercise a building permit for Phase 3, until 12/31/2021.
13. Staff finds Good Cause for this Extension/Modification as it allows for the completion of the Phase 2 building prior to the initiation of Phase 3.
14. The project is in keeping with the goals of the General Plan for the Deer Valley neighborhood and allows for the construction of an additional deed restricted employee unit.
15. Staff has reviewed the proposed Extension/Modification to the Deer Crest Hotel CUP against the Conditional Use Permit criteria in Section 15-1-10 of the Land Management Code, as outlined below:
 - a. Size and location of the site. There are no changes proposed to the size and location of the site. **No unmitigated impacts.**
 - b. Traffic considerations. There are no changes in traffic as a result of this amendment to the timing of Phase 3. Traffic impacts associated with Phase 3 were reviewed in 2016. **No unmitigated impacts as conditioned.**
 - c. Utility capacity. There are no changes in utilities as a result of this amendment to timing. The site will be served by JSSD. **No unmitigated impacts.**
 - d. Emergency vehicle access. Access for emergency vehicles is unchanged with this amendment to the timing of Phase 3. **No unmitigated impacts.**
 - e. Location and amount of off-street parking. No changes are proposed to the overall parking requirements or actual parking provided. A parking analysis was reviewed in 2016 and again in 2019 with the expansion of the Amenity Club. It was concluded that the Hotel has sufficient parking. **No unmitigated impacts, as conditioned.**
 - f. Internal circulation system. No changes to the internal project circulation system are proposed with this amendment. **No unmitigated impacts.**
 - g. Fencing, screening and landscaping to separate uses. No changes to the fencing, screening, and landscaping are proposed with this timing amendment. **No unmitigated impacts.**
 - h. Building mass, bulk, orientation and the location on site, including orientation to adjacent buildings or lots. No changes to the building mass, bulk, orientation and location on site are proposed with this amendment. Plans will be reviewed at the time of building permit. **No unmitigated impacts.**
 - i. Usable open space. No changes to the open space area are proposed with this timing amendment. **No unmitigated impacts.**
 - j. Signs and lighting. No changes are proposed to the signs and lighting with this amendment. **No unmitigated impacts.**
 - k. Physical design and compatibility with surrounding structures in mass, scale and style. No changes are proposed to the physical design with this timing amendment. **No unmitigated impacts.**
 - l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site. There are no changes to any mechanical factors that require mitigation due to this amendment. **No unmitigated impacts.**
 - m. Control of delivery and service vehicles, loading and unloading zones, and screening. There are no changes to loading and unloading zones from what

was approved. All loading and unloading areas are within the parking structure at Roosevelt Gap and the funicular building at Snow Park. **No unmitigated impacts.**

- n. Expected ownership and management of the property. There are no proposed changes to ownership with this timing amendment. **No unmitigated impacts.**
 - o. Sensitive Lands Review. There are no changes to the approved CUP that are contrary to the sensitive lands review as it relates to the Deer Crest Settlement Agreement CUP. **No unmitigated impacts.**
 - p. There have been no changes in circumstance that would result in unmitigated impacts or that would result in a finding of non-compliance with review criteria in Section 15-1-10(E).
16. All Conditions of the Hotel CUP's shall continue to apply and remain in full force and effect, with the exception of the timing of Phase 3, as amended in Condition #3, below.
17. All findings within the Analysis section and the recitals above are incorporated herein as Findings of Fact.

Conclusions of Law:

1. The Applicant demonstrated there is no change in circumstance that would result in an unmitigated impact or that would result in a finding of non-compliance with review criteria. 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; April 22, 2009 (with final approval by the City Council on appeal on June 18, 2009), April 23, 2014, and April 18, 2016, with the exception of Condition #3, amended again below, shall continue to apply.
4. The applicant shall submit a complete application and building plans for construction of the Phase 3 parking structure and condominium units at Snow Park North, on or

prior to December 31, 2021. If plans are not submitted within this date, the prior CUP approval for Snow Park North 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. The final Certificate of Occupancy for the last market rate unit in Phase 3 shall not be issued until the Certificate of Occupancy for the AHU in Phase 3 has been issued.

Exhibit A: Summary of Hotel CUP and Subsequent Amendments

On February 28, 2001, a Conditional Use Permit for a hotel development was approved for this property. 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. This CUP has been amended five (5) times:

- 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 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 to adjust the phasing further (Exhibit A).
- The most recent amendment occurred in 2016, which adjusted the timing of the proposed phasing. The 2016 CUP requires that a building permit application for Phase 3 be submitted by 12/31/2020.

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 Hotel CUP. Phase 2 is currently under construction.



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.

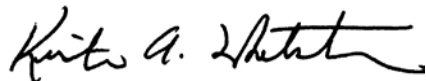
3. All conditions of approval of the Deer Crest Hotel CUP approved on February 28, 2001 (then known as the Rosewood CUP) and amended by the Planning Commission on July 25, 2001; March 24, 2004; May 11, 2005; and April 22, 2009 (with final approval by the City Council on appeal on June 18, 2009), and 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

REQUEST FOR EXTENSION

St Regis Deer Valley Phase 3

SRDV Partners, LLC (“**Applicant**”) requests the last sentence in Condition of Approval #14, as most recently amended by the Planning Commission on April 18, 2016, be amended to read as follows:

“A complete building permit application for Phase 3 shall be submitted by December 31, 2021.”

This will change the submission deadline from December 2020 to December 2021.

REASON FOR EXTENSION REQUEST

Phase 2 of the St Regis Deer Valley project situated just south of the St. Regis funicular building at Snow Park (“Phase 2”) is currently under construction. It was originally scheduled to be completed by July 2020. Construction of Phase 3 of the St. Regis Deer Valley (“Phase 3”), to be situated immediately north of the existing St. Regis funicular building, is planned for construction following the completion of Phase 2. Because of Covid-19, beginning in March 2020 the builder’s labor force, including those of its subcontractors working on Phase 2, was reduced, which significantly slowed construction. As a result of the labor force reductions and other impacts of Covid-19 the expected completion date for Phase 2 has been delayed to December 2020.

JZW Architects, LLC (“JZW”) is the architect for Phase 2 and is responsible for construction administration and other related duties. JZW is also the architect for Phase 3. As JZW is currently fully occupied with their work relating to the completion of Phase 2, they have not been able to proceed with the detailed construction drawings for Phase 3, impacting the Applicant’s ability to have the complete building permit application for Phase 3 ready for submission by December 2020.

Of greater issue is the Applicant’s ability to get approval of the plans by the hotel manager in advance of any submission. The St. Regis Deer Valley is managed by Marriott, and under the Applicant’s agreement with them, Marriott must review and approve the schematic, interior design, and construction plans for Phase 3 prior to submission to any governmental authority. These reviews are not simply a cursory design review, but an extensive examination of the architectural design, interior design, and all building systems including mechanical, electrical, plumbing, etc. With the Covid-19 impact on the hospitality industry, Marriott’s design and development staff has been significantly reduced, and many of those on the Marriott corporate team that would conduct the review of the Phase 3 plans have either been furloughed or otherwise left Marriott’s employ in response to Covid-19. Even if JZW was able to complete the Phase 3 plans by December, Marriott would be unable to conduct its review to allow for submission prior to December 31, 2020. Having the full set of plans approved by Marriott prior to submission to the city is not only required of the Applicant, but will also help to reduce the need for the subsequent submission of plan amendments which become costly and time consuming to both the Applicant and the city.

Due to these obstacles presented by the pandemic the Applicant requests that the deadline for submitting its building permit application for Phase 3 be extended from December 31, 2020 to December 31, 2021.

Planning Commission Staff Report



Subject: Ambulatory Surgery Center
Applications: PL-20-04669 and PL-20-04670
Author: Rebecca Ward
Date: October 28, 2020
Type of Item: Amended Master Planned Development | Conditional Use Permit

Summary Recommendation

Staff recommends the Planning Commission review the proposal, hold a public hearing, and consider approving the amended Intermountain Healthcare Master Planned Development and Conditional Use Permit to construct a 15,375-square-foot Ambulatory Surgery Center on Lot 6 of the Park City Medical Campus based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.

Description

Applicant: Lori Weston, Park City Hospital
Applications: Conditional Use Permit – PL-20-04669
Master Planned Development Amendment – PL-20-04670
Location: 800 Round Valley Drive*
**Please note: Lot 6 of the Park City Medical Campus lists two addresses: 775 Gillmor Way and 800 Round Valley Drive. This application was noticed for development on 775 Gillmor Way. The Summit County GIS Specialist recommends that this project be identified as 800 Round Valley Drive. As a result, this application has been updated to reflect the 800 Round Valley Drive address.*
Zoning District: Community Transition – Master Planned Development
Adjacent Land Uses: Park City Hospital; Physician Holdings Medical Offices;
Park City Medical Campus Vacant Lot 12
Reason for Review: The Planning Commission approves Master Planned Developments and ratifies Conditional Use Permits¹

Acronyms

ASC Ambulatory Surgery Center
CUP Conditional Use Permit
IHC Intermountain Healthcare
LMC Land Management Code
MCPC Municipal Code of Park City
MPD Master Planned Development

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Executive Summary

On September 17, 2020, the Applicant submitted an application for a CUP to construct a 15,375-square-foot Ambulatory Surgery Center on Lot 6 of the Park City Medical Campus (Exhibits I and K). The Applicant also proposes modifying the Intermountain Healthcare Master Planned Development (IHC MPD) to request a Building Height exception (Exhibit L).

¹ LMC [§ 15-12-15\(A\)](#)

On October 9, 2019, the Planning Commission approved a total of 20,000 square feet for the Ambulatory Surgery Center on Lot 6. The Applicant may eventually expand to the full 20,000 square feet. Another CUP review will be required at the time of proposed expansion, reflected in Condition of Approval 18.

Background

The Park City Medical Campus is a 13-Lot subdivision located in the northwest quadrant of Quinn's Junction (HWY 40 and SR 248) in the Community Transition Zoning District and contains the following uses:²

Lot	Use
Lot 1	Park City Hospital
Lot 2	Open Space
Lot 3	US Ski and Snowboard Center of Excellence
Lot 4	Park City Fire District – Fire Station #39
Lot 5	Open Space
Lot 6	Proposed 15,375-square-foot Ambulatory Surgery Center
Lot 7	Physician Holdings Medical Offices
Lot 8	Peace House
Lot 9	Questar Gas Company
Lot 10	Summit County Health Department
Lot 11	Vacant
Lot 12	Vacant
Lot 13	Potential Municipal Use

The Park City Medical Campus approvals and development are outlined below:

² The 85,000-square-foot United States Ski and Snowboard Association facility on Lot 3 of the medical campus was developed under a separate Master Planned Development. The 25,000-square-foot Summit County Health and People's Health Clinic on Lot 10 and the 25,000-square-foot Physician's Holdings Medical Offices on Lot 7 were developed under a separate MPD.

Nov. 3, 2004	IHC, the United States Ski and Snowboard Association, and Burbs, LLC petitioned to annex 157 vacant acres into Park City.
Nov. 3, 2004	IHC submitted an application for a Master Planned Development to build a 450,000-square-foot medical campus.
Dec. 7, 2006	City Council adopted Ordinance No. 06-84, annexing the Park City Medical Campus into the City. City Council approved the annexation plat. (Summit County Recorder Entry No. 802746)
Jan. 11, 2007	City Council approved an Annexation Agreement that established the Community Transition District for the medical campus. The Annexation Agreement served as the Development Agreement for the Master Planned Development. (Exhibit A; Summit County Recorder Entry No. 802747)
Jan. 11, 2007	City Council approved the <i>Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility</i> subdivision plat. (Summit County Recorder Entry No. 844971)
May 23, 2007	The Planning Commission approved a CUP for phase one construction of a 122,000-square-foot hospital, 13,000 square feet of constructed and unfinished shell space, and 50,000 square feet for medical offices on Lot 1.
July 31, 2008	City Council approved the <i>Subdivision Plat (Second Amended) for the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility</i> . (Exhibit B; Summit County Recorder Entry No. 859976)
Nov. 9, 2009	The Housing Authority approved the IHC Housing Mitigation Plan (p. 116)
Mar. 3, 2011	The Housing Authority approved the first amendment to the IHC Housing Mitigation Plan (p. 69)
Oct. 8, 2014	The Planning Commission approved an amendment to the IHC MPD and transferred 25,000 square feet of support medical office uses from Lot 6 to the Hospital on Lot 1, and 25,000 square feet of support medical office uses from Lot 8 to the Hospital on Lot 1. The Planning Commission approved a CUP for phase two construction of the Hospital on Lot 1, which included an 82,000-square-foot support medical office expansion, a health education center, a wellness center expansion, administrative space, shell space, and a 3,800-square-foot procedure center.
June 4, 2015	The Park City Housing Authority approved an amended IHC Housing Mitigation Plan and the location of Peace House on the medical campus Lot 8 to fulfill affordable housing obligations.

July 21, 2016	City Council approved the <i>Subdivision Plat (Third Amended) for the Intermountain Medical Campus/USSA Headquarters and Training Facility</i> , which subdivided Lot 8 into two lots, Lot 8 and Lot 12, to facilitate the location of Peace House on Lot 8. (Summit County Recorder Entry No. 1067219)
Feb. 5, 2018	The Applicant recorded the <i>Development Agreement for the Intermountain Healthcare (IHC) Master Planned Development (MPD), as amended, Located on Lots 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, and 12 of the Second and Third Amended Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Subdivision Plats located at Round Valley Drive, Park City, Summit County, Utah.</i> (Summit County Recorder Entry No. 1086017)
Nov. 29, 2018	City Council approved the <i>Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility – Fourth Amendment Amending Lot 5</i> subdivision to create a 2.5-acre Lot 4 and a 2.5-acre Lot 13. (Summit County Recorder Entry No. 1107497)
Apr. 19, 2019	The Housing Authority approved the third amendment to the IHC Housing Mitigation Plan
Oct. 9, 2019	The Planning Commission amended the IHC MPD to approve a 20,000-square-foot ambulatory surgery center for Lot 6 and a 28,000-square-foot addition for support medical use on Lot 1. (Exhibit C; PL-19-04204)
Dec. 11, 2019	The Planning Commission approved a CUP for Fire Station #39—a one-story, 7,983-square-foot station—on Lot 4 of the medical campus. (PL-19-04357)
Feb. 27, 2020	The Housing Authority approved the fourth amendment to the IHC Housing Mitigation Plan to satisfy 4.5 Affordable Unit Equivalents through recordation of deed restrictions on existing market units.
June 10, 2020	The Planning Commission ratified the <i>Amended and Restated Development Agreement for the Intermountain Healthcare (IHC) Master Planned Development (MPD), as amended, Located on Lots 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13 of the Second, Third, and Fourth Amended Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Subdivision Plats Located at Round Valley Drive, Park City, Summit, Utah.</i>
Sept. 17, 2020	The Housing Authority approved the fifth amendment to the IHC Housing Mitigation Plan for an in lieu payment of \$794,793 to satisfy Affordable Unit Equivalents for the Ambulatory Surgery Center (Exhibit D).

Analysis

(I) Staff recommends the Commission approve the Conditional Use Permit to construct a 15,375-square-foot Ambulatory Surgery Center on Lot 6 because the Applicant meets Fire Prevention Measures, Water Rights and Water Source Capacity requirements, and the Quinn’s Junction Joint Planning Principles outlined in the IHC MPD Annexation Agreement.

The 2007 Annexation Agreement establishes heightened development standards for projects within the IHC MPD. These include fire prevention measures, water rights and water source capacity, and compliance with the Quinn’s Junction Joint Planning Principles. Staff recommends the Commission approve the Conditional Use Permit to construct a 15,375-square-foot Ambulatory Surgery Center because the proposal complies with these heightened requirements, outlined below.

Fire Prevention Measures

Annexation Agreement ¶ 5 requires that a fire protection and emergency access plan be approved by the Fire Marshal and Chief Building Official prior to issuance of building permits. In 2020, the City Council adopted the Wildland-Urban Interface Code (WUI Code), which requires (1) continued removal of pine needles, leaf litter, and debris from roofs and rain gutters; (2) removal of dead and dying vegetation in the immediate ignition zone within five feet of a structure; and (3) firewise vegetation in the immediate and intermediate ignition zones (up to 30 feet of the structure).³

Condition of Approval 1 requires the building permit landscape submission to comply with the WUI Code.

Water Rights and Water Source Capacity

Annexation Agreement ¶ 8 stated that the City was not obligated to provide water in excess of the peak water demand. On May 6, 2008, IHC Health Services, Inc. entered into a Water Service Agreement with Park City. The 2008 Agreement capped projected peak water demand at 105,516 gallons per day for Lots 1, 6, 7, and/or 8.

When IHC requested increased density for Lot 6, the Park City Public Utilities Department calculated the projected peak water demand, which exceeded peak daily water demand provided in the 2008 Agreement. The Planning Commission approved the IHC MPD increased density for Lot 6 subject to Condition of Approval 4, which required IHC to enter into an updated Water Service Agreement with Park City (Exhibit C). On June 11, 2020, IHC and Park City updated the Water Service Agreement to accommodate the peak daily water demand for the Lot 6 density (Exhibit E).

Quinn’s Junction Joint Planning Principles

Annexation Agreement ¶ 28 requires that the IHC MPD development be consistent with

³ MCPC [Chapter 11-21](#).

the Quinn's Junction Joint Planning Principles ([General Plan, Volume II, p. 264](#)). These Principles require:

- Density that provides a significant public benefit for Park City
 - Institutional uses like a hospital are allowed
- Compliance with Sensitive Lands Ordinance requirements
 - Lot 6 is not near a steep slope, ridgeline, wetland, or stream
- Buffered Parking Areas
 - Condition of Approval 2 requires landscape berms to buffer the Parking Area from HWY 40 & SR 248 visibility

(II) Staff recommends the Commission approve the Conditional Use Permit application to construct a 15,375-square-foot Ambulatory Surgery Center because it complies with the Community Transition – Master Planned Development Zoning.

Lot Size

There is no minimum Lot size in the CT Zoning District. Lot 6 is 3.041 acres, 132,480 square feet.⁴

Setbacks

Front, Rear, and Side Setbacks are 25 feet in the CT Zoning District.⁵ The ASC complies with Setbacks:



⁴⁴ LMC [§ 15-2.23-3\(A\)](#).

⁵ LMC [§ 15-2.23-3\(B\)](#)

Density⁶

The CT Zoning District allows for up to three units per acre if the applicant:

- Provides 80% open space
 - At full build-out, the Park City Medical Campus will preserve 84.31% of the Open Space
- Is setback 300 feet from HW 40 and SR 248
 - Lot 6 is nearly 400 feet from HWY 40 and 1,600 feet from SR 248
- Provides 60% total structured parking or Parking Areas that are screened from HWY 40 and SR 248
 - The Parking Area is buffered with landscaping – Condition of Approval 2
- Dedicates public uses reasonably related to the General Plan
 - As part of the initial annexation, IHC donated Lot 2 – an 8.492-acre Open Space parcel – to Park City and dedicated two 20-foot wide public trail easements that span the medical campus
- Provides a total of 110% of the affordable housing obligations.
 - IHC has met additional affordable housing obligations for the proposed project, outlined below

Maximum Building Height – The Applicant Proposes Modifying the IHC MPD in Order to Exceed CT Zoning District Height by No More than Two Feet, Six Inches

The Maximum Building Height in the CT Zoning District is 28 feet, with a five-foot exception for pitched roofs, totaling 33 feet from Existing Grade.⁷ However, the Planning Commission may consider an increase in Building Height based upon a site specific analysis for Buildings within a Master Planned Development.⁸ For example, when the Commission approved the IHC MPD, the Commission approved a height exception for the Park City Hospital on Lot 1 and increased the height by 15 feet and four inches, with a chimney at 19 feet and nine inches over height (Exhibit F, Finding of Fact 10). When the Commission approved phase II of Park City Medical Campus construction, the Commission approved a height increase of 12 feet and nine inches and ten feet and three inches for the two wings of the hospital (Exhibit G, Finding of Fact 12).

Building Height is measured from Existing Grade. This application is an outlier: the Building Height will comply with the CT Zoning District restrictions once the site is graded. However, the Building Height exceeds CT Zoning District restrictions from Existing Grade. As a result, the Applicant requests two exceptions from Building Height:

⁶ LMC [§ 15-2.23-4](#)

⁷ LMC [§ 15-2.23-5](#)

⁸ LMC [§ 15-6-5\(F\)](#)

(A) To exceed the Building Height from Existing Grade for the entryway clerestory by one foot, two inches, for a total of 34 feet and two inches, as viewed from Round Valley Drive (western elevation):



(B) To exceed the Building Height above Existing Grade for the entryway clerestory by two feet and six inches, for a total of 35 feet and six inches, as viewed from Gillmor Way (eastern elevation):



The Applicant bears the burden of proof that six necessary findings for an increase in

Building Height are met.⁹ Please see Exhibit L to view the Applicant's arguments for increased Building Height.

Staff finds that the proposal complies with the criteria for the reasons outlined below:

(1) The increase in Building Height does not result in increased square footage over what would be allowed under the zone-required Building Height and Density, including requirements for Façade variation and design, but rather provides desired architectural variation.

The Commission's October 9, 2019 approval for the Ambulatory Surgery Center on Lot 6 establishes a maximum of 20,000 square feet. No excess square footage is proposed in this initial stage for the construction of the 15,375-square-foot center, or at a later stage if the Ambulatory Surgery Center is ever expanded to the full 20,000 square feet.

(2) Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis.

The Ambulatory Surgery Center is significantly setback from adjacent properties and provides a nearly 100-foot Setback from the north property line, a 180-foot Setback from the east property line, a 70-foot Setback from the south property line, and a 120-foot Setback from the west property line.

(3) There is adequate Landscaping and buffering from adjacent Properties and Uses.

The Ambulatory Surgery Center is buffered by Landscaping on all four property boundaries.

(4) Increased Setbacks and separations from adjacent projects are proposed.

Please see number (2) above – the proposed Ambulatory Surgery Center exceeds zone-required Setbacks.

(5) The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible.

The IHC MPD exceeds required Open Space and will retain a total of 84.06% Open Space when the ASC is constructed. The Silver Quinns Trail is publicly accessible and abuts Lot 6. Lot 6 will provide two connections from the Silver Quinns Trail to the ASC and will provide bicycle parking spaces on site. Condition of Approval 10.

⁹ LMC [§ 15-6-5\(F\)](#)

(6) The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, *Architectural Review*.

Condition of Approval 3 requires compliance with LMC [§ 15-5-5\(E\)](#), *Roofing Materials*. No untreated aluminum or metal, reflective colors, brightly-colored roofing, wood shingles shall be allowed.

(III) Staff recommends the Commission approve the Conditional Use Permit to construct a 15,375-square-foot Ambulatory Surgery Center because it complies with the criteria outlined in LMC [§ 15-1-10\(E\)](#).

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards.¹⁰

CUP Review Criteria	Analysis
Size and location of the Site	No Required Mitigation The proposed ASC is on Lot 6 of the Park City Medical Campus. Lot 6 is 3.04 acres. Adjacent Lot 7 is 3.40 acres. Adjacent Lot 12 is 6.30 acres. Adjacent Lot 1 contains the Park City Hospital and is 99 acres.
Traffic	Condition of Approval Recommended When the Applicant proposed increasing density for the ASC on Lot 6, the applicant submitted a Traffic Study conducted by Fehr and Peers. The study did not recommend any changes to accommodate increased traffic with the increased density (Exhibit J). However, the study recommended a Transportation Management Plan, including bike facilities. The Applicant shall install at least eight parking spaces for bikes, required pursuant to LMC § 15-3-9(A) , reflected in Condition of Approval 19.

¹⁰ LMC [§ 15-1-10](#)

Utility capacity, including Storm Water run-off	Conditions of Approval Recommended Condition of Approval 4 At no time may any permanent structure or other obstruction, which unreasonably interferes with the maintenance, repair or replacement of any such utilities, lines or facilities, be located within the public utility easement without the prior written approval of the service provider affected thereby. (Required - Second Amended Plat) Condition of Approval 5 Dry utility infrastructure must be located on the property and shown on the building plans prior to building permit issuance to ensure that utility companies verify that the areas provided for their facilities are viable and that exposed meters and boxes can be screened with landscaping elements. Condition of Approval 6 Final utility, storm water, and grading plans must be approved by the City Engineer and SBWRD prior to Building Permit issuance. Condition of Approval 7 The lot is over 1.0 acre and will be required to meet the requirements of the Separate Storm Sewer System (MS4) Storm-Water Program.
Emergency vehicle access	No Required Mitigation The Park City Fire District determined the proposal complies with emergency vehicle access requirements.
Off-Street parking	Conditions of Approval Recommended Medical Offices are required to provide five spaces per 1,000 square feet of leasable floor area. The proposed 15,375-square-foot ASC contains 77 parking spaces and complies with the required parking. Condition of Approval 8 All IHC MPD Lots are required to comply with the Quinn's Junction Joint Planning Principles, which requires that Parking Areas be buffered from HWY 40

	and SR 248. Condition of Approval 9 Grading and drainage, surfacing, parking area lighting, parking area landscaping, snow storage, parking space dimensions, driveway widths and spacing, signs, and off-street loading spaces shall comply with LMC Chapter 15-3.
Internal vehicular and pedestrian circulation	Condition of Approval Recommended The proposed site plan includes sidewalks for both internal pedestrian circulation, as well as connections to adjacent public trails. Vehicle circulation is provided with access to parking that surrounds all four sides of the ASC. Condition of Approval 10 The Silver Quinns Trail runs behind Lot 6. The proposed site plan includes trail connections from Silver Quinns Trail and these shall be included in the final building plans.
Fencing, Screening, and landscaping to separate the Use from adjoining Uses	No Required Mitigation The ASC on Lot 6 surpasses the required 25-foot Setbacks and will be buffered from adjacent Lots with landscaping.
Building mass, bulk, and orientation, and location of Buildings on the Site, including orientation to Buildings on adjoining Lots	No Required Mitigation The proposed ASC is smaller than other Buildings on the medical campus. The adjacent Lot 7 Physicians Holdings medical offices are 25,000 square feet; the Summit County Health Building on Lot 10 is 25,000 square feet. Peace House on Lot 8 is 37,600 square feet.
Usable Open Space	No Required Mitigation The IHC MPD provides 84.21% Open Space. After the ASC is constructed, the open space for Lot 6 will be 52.51% and the overall IHC MPD Open Space will be 84.06%. This exceeds the required 80% Open Space required for Density in the CT Zoning District.

Signs and lighting	Condition of Approval Recommended Condition of Approval 11 All signs shall comply with MCPC Title 12, <i>Signs</i>, and the Park City Medical Campus Master Sign Plan MSP 16-00045. Condition of Approval 12 All exterior lights must conform to the City lighting ordinance. Parking Area lighting shall be fully shielded and shall be on a timing system to allow for minimal lighting when the facility is not open. The timing system and building security lighting shall be approved by staff prior to issuance of a certificate of occupancy.
Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing	Conditions of Approval Recommended Condition of Approval 13 The Medical Campus is subject to the <i>Park City Health Campus Design Guidelines</i>, as approved by the Commission. The ASC building plans shall comply with the guidelines. Condition of Approval 17 Exterior walls may be sided with up to three different materials per Building, but no more than three materials may appear on any one wall, including ornamental siding. The final building plans shall comply with LMC Chapter 15-5, <i>Architectural Review</i>.
Noise, vibration, odors, steam, or other mechanical factors that might adversely affect people and Property Off-Site	Condition of Approval Recommended The plans as submitted do not indicate issues of vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site. Emergency response vehicles are exempt from the City Noise Ordinance under MCPC § 6-3-10(B). Condition of Approval 14 Noise, vibration, odors, steam or other mechanical factors that might affect people and Property Off-Site must be mitigated.
Control of delivery and service vehicles, loading and unloading zones, and	No Required Mitigation Delivery, service vehicles, loading and unloading

Screening of trash and recycling pickup Areas	zones are located at the rear of the site. Trash and recycling pickup areas are screened.
Expected Ownership	No Required Mitigation IHC owns Lot 6 and will own or lease the ASC.
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 Required Mitigation The Applicant submitted an environmental study, physical mine hazard and mine waste study, and steep slope and wetlands study at the time of the IHC MPD. No additional mitigations are required for Lot 6.
Reviewed for consistency with the goals and objectives of the Park City General Plan	The proposal complies with the Quinn's Junction Joint Planning Principles, outlined in Section I above.

Affordable Housing Obligations

Annexation Agreement ¶ 11 required IHC to provide 44.78 Affordable Unit Equivalents as a result of the Master Planned Development approval. The Planning Commission approval of increased density for Lots 1 and 6 triggered 20.42 additional Affordable Unit Equivalents for the project. The IHC MPD Condition of Approval 11 required the applicant to submit a proposed amended Housing Mitigation Plan to the Affordable Housing Team to satisfy the additional obligation, pursuant to the Housing Resolution 03-17 and the requested density for the phase of construction for each Conditional Use Permit. (Exhibit C).

On September 17, 2020, the Housing Authority approved the fifth amendment to the IHC Housing Mitigation Plan for an in lieu payment of \$794,793 to satisfy Affordable Unit Equivalents for the 15,375-square-foot Ambulatory Surgery Center. If the Ambulatory Surgery Center is expanded to the maximum 20,000 square feet in the future, IHC will be obligated to fulfill the additional Affordable Unit Equivalents pursuant to Housing Resolution 03-2017. IHC shall submit a proposed amended Housing Mitigation Plan to the Affordable Housing Team to satisfy the additional obligation for the next phase of construction prior to applying for a CUP. This requirement is reflected in Condition of Approval 16.

(IV) The Development Review Committee provided input on the proposed Ambulatory Surgery Center and did not identify any issues or concerns.

The Park City Fire District will evaluate the Ambulatory Surgery Center interior for Fire Code compliance at the time of building permit submittal.

The Snyderville Basin Water Reclamation District did not have any concerns with the proposed Ambulatory Surgery Center.

Department Review

The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application.

Notice

Staff published notice on the City's website and the Utah Public Notice website on October 14, 2020. The *Park Record* published notice on October 14, 2020. Staff posted the property and mailed courtesy notice to property owners within 300 feet.¹¹

Public Input

Staff did not receive any public input at the time this report was published.

Exhibits

Exhibit A: 2007 Annexation Agreement
Exhibit B: Park City Medical Campus Second Amended Subdivision Plat
Exhibit C: October 9, 2019 Final Action Letter
Exhibit D: Fifth Amended IHC Housing Mitigation Plan
Exhibit E: 2020 Water Service Agreement
Exhibit F: May 23, 2007 Final Action Letter
Exhibit G: October 8, 2014 Final Action Letter
Exhibit H: Ambulatory Surgery Center Elevations
Exhibit I: Ambulatory Surgery Center Plans
Exhibit J: 2019 Fehr and Peers Park City Hospital Traffic Study
Exhibit K: Applicant Statement
Exhibit L: Applicant's Building Height Exception Request

Findings of Fact

1. The Park City Medical Campus is a 13-Lot Campus located in the northwestern quadrant of Quinn's Junction (HWY 40 and SR 248) in the Community Transition – Master Planned Development Zoning District.
2. On November 3, 2004, IHC, the United States Ski and Snowboard Association, and Burbs, LLC petitioned to annex 157 vacant acres into Park City.
3. On November 3, 2004, IHC submitted an application for a Master Planned Development to build a 450,000-square-foot medical campus.
4. On December 7, 2006, the City Council adopted Ordinance No. 06-84, annexing the Park City Medical Campus into the City and approved the annexation plat. (Summit County Recorder Entry No. 802746)
5. On January 11, 2007, the City Council approved an Annexation Agreement that

¹¹ LMC [§ 15-1-21](#).

- established the Community Transition District for the medical campus. The Annexation Agreement served as the Development Agreement for the Master Planned Development. (Summit County Recorder Entry No. 802747)
6. On January 11, 2007, the City Council approved the *Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility* subdivision plat. (Summit County Recorder Entry No. 844971)
 7. On May 23, 2007, the Planning Commission approved a CUP for phase one construction of a 122,000-square-foot hospital, 13,000 square feet of constructed and unfinished shell space, and 50,000 square feet for medical offices on Lot 1.
 8. On July 31, 2008, the City Council approved the *Subdivision Plat (Second Amended) for the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility*. (Summit County Recorder Entry No. 859976)
 9. On November 9, 2009, the Housing Authority approved [the IHC Housing Mitigation Plan](#)
 10. On March 3, 2011, the Housing Authority approved [the first amendment to the IHC Housing Mitigation Plan](#)
 11. On October 8, 2014, the Planning Commission approved an amendment to the IHC MPD and transferred 25,000 square feet of support medical office uses from Lot 6 to the Hospital on Lot 1, and 25,000 square feet of support medical office uses from Lot 8 to the Hospital on Lot 1. The Planning Commission approved a CUP for phase two construction of the Hospital on Lot 1, which included an 82,000-square-foot support medical office expansion, a health education center, a wellness center expansion, administrative space, shell space, and a 3,800-square-foot procedure center.
 12. On June 4, 2015, the Park City Housing Authority approved an amended IHC Housing Mitigation Plan and the location of Peace House on the medical campus Lot 8 to fulfill affordable housing obligations.
 13. On July 21, 2016, the City Council approved the *Subdivision Plat (Third Amended) for the Intermountain Medical Campus/USSA Headquarters and Training Facility*, which subdivided Lot 8 into two lots, Lot 8 and Lot 12, to facilitate the location of Peace House on Lot 8. (Summit County Recorder Entry No. 1067219)
 14. On February 5, 2018, the Applicant recorded the *Development Agreement for the Intermountain Healthcare (IHC) Master Planned Development (MPD), as amended, Located on Lots 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, and 12 of the Second and Third Amended Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Subdivision Plats located at Round Valley Drive, Park City, Summit County, Utah*. (Summit County Recorder Entry No. 1086017)
 15. On November 29, 2018, the City Council approved the *Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility – Fourth Amendment Amending Lot 5* subdivision to create a 2.5-acre Lot 4 and a 2.5-acre Lot 13. (Summit County Recorder Entry No. 1107497)
 16. On April 19, 2019, the Housing Authority approved [the third amendment to the IHC Housing Mitigation Plan](#)
 17. On October 9, 2019, the Planning Commission amended the IHC MPD to

- approve a 20,000-square-foot ambulatory surgery center for Lot 6 and a 28,000-square-foot addition for support medical use on Lot 1. (PL-19-04204)
18. On December 11, 2019, the Planning Commission approved a CUP for Fire Station #39—a one-story, 7,983-square-foot fire station—on Lot 4 of the medical campus. (PL-19-04357)
 19. On February 27, 2020, the Housing Authority approved [the fourth amendment to the IHC Housing Mitigation Plan](#) to satisfy 4.5 Affordable Unit Equivalents through recordation of deed restrictions on existing market units.
 20. On June 10, 2020, the Planning Commission ratified the *Amended and Restated Development Agreement for the Intermountain Healthcare (IHC) Master Planned Development (MPD), as amended, Located on Lots 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, and 13 of the Second, Third, and Fourth Amended Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Subdivision Plats Located at Round Valley Drive, Park City, Summit, Utah.*
 21. On September 17, 2020, the Housing Authority approved [the fifth amendment to the IHC Housing Mitigation Plan](#) for an in lieu payment of \$794,793 to satisfy Affordable Unit Equivalents for the Ambulatory Surgery Center.
 22. On September 17, 2020, the Applicant submitted an application to modify the Intermountain Healthcare Master Planned Development (IHC MPD) and for a Conditional Use Permit to construct a 15,375-square-foot Ambulatory Surgery Center on Lot 6 of the Park City Medical Campus.
 23. Lot 6 of the Park City Medical Campus is subject to the 2007 Annexation Agreement that establishes heightened development standards for projects within the IHC MPD, including fire prevention measures, water source capacity, and compliance with the Quinn's Junction Joint Planning Principles.
 24. Annexation Agreement ¶ 5 requires that a fire protection and emergency access plan be approved by the Fire Marshal and Chief Building Official prior to issuance of building permits.
 25. Annexation Agreement ¶ 8 stated that the City was not obligated to provide water in excess of the peak water demand. On May 6, 2008, IHC Health Services, Inc. entered into a Water Service Agreement with Park City. The 2008 Agreement capped projected peak water demand at 105,516 gallons per day for Lots 1, 6, 7, and/or 8. When IHC requested increased density for Lots 1 and 6, the Park City Public Utilities Department calculated the projected peak water demand. The total exceeded peak daily water demand provided the 2008 Agreement. The Planning Commission approved the IHC MPD increased density for Lot 6 subject to Condition of Approval 4, which required IHC to enter into an updated Water Service Agreement with Park City. On June 11, 2020, IHC and Park City updated the Water Service Agreement to accommodate the peak daily water demand for the Lot 6 density.
 26. Annexation Agreement ¶ 28 requires that the IHC MPD development be consistent with the Quinn's Junction Joint Planning Principles ([General Plan, Volume II, p. 264](#)). These Principles require density that provides a significant public benefit for Park City (institutional uses like a hospital are allowed); Compliance with Sensitive Lands Ordinance requirements (Lot 6 is not near a steep slope, ridgeline, wetland, or stream); and Buffered Parking Areas.

27. There is no minimum Lot size in the CT Zoning District. Lot 6 is 3.04 acres, 132,422 square feet.
28. Front, Rear, and Side Setbacks are 25 feet in the CT Zoning District. The ASC complies with all Setbacks.
29. The CT Zoning District allows for up to three units per acre if the applicant: provides 80% open space; is setback 300 feet from HWY 40 and SR 248; provides 60% total structured parking or buffers parking from HWY 40 and SR 248 visibility; dedicates public uses reasonably related to the General Plan; provides a total of 110% of the affordable housing obligations.
30. The ASC complies: at full build-out, the Park City Medical Campus will preserve 84.31% of the Open Space; Lot 6 is nearly 400 feet from HWY 40 and 1,600 feet from SR 248; the Parking Area is buffered with landscaping; as part of the initial annexation, IHC donated Lot 2 – an 8.492-acre Open Space parcel – to Park City and dedicated two 20-foot wide public trail easements; IHC has met additional affordable housing obligations for the proposed project.
31. The Maximum Building Height in the CT Zoning District is 28 feet, with a five-foot exception for pitched roofs, totaling 33 feet. However, the Planning Commission may consider an increase in Building Height based upon a site specific analysis for Buildings within a Master Planned Development.
32. The Applicant bears the burden of proof that six necessary findings for an increase in Building Height are met: (1) The increase in Building Height does not result in increased square footage over what would be allowed under the zone-required Building Height and Density, including requirements for Façade variation and design, but rather provides desired architectural variation; (2) Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis; (3) There is adequate Landscaping and buffering from adjacent Properties and Uses; (4) Increased Setbacks and separations from adjacent projects are proposed; (5) The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible; (6) The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, *Architectural Review*.
33. No additional square footage over what is allowed under the zone-required Density or the IHC MPD is requested or added; The ASC will comply with Zoning Height from Final Grade; the ASC is buffered by Landscaping on all four property boundaries; the ASC is significantly setback from adjacent properties and provides a nearly 100-foot Setback from the north property line, a 180-foot Setback from the east property line; a 70-foot Setback from the south property line; and a 120-foot Setback from the west property line; the IHC MPD exceeds required Open Space and will retain a total of 84.06% Open Space when the ASC is constructed. The Silver Quinns Trail is publicly accessible and abuts Lot 6. Lot 6 will provide two connections from the Silver Quinns Trail to the ASC and will provide bicycle parking spaces on site; no untreated aluminum or metal, reflective colors, brightly-colored roofing, wood shingles shall be allowed.

34. The final Building Height, measured from Existing Grade, shall not exceed two feet and six inches, a total of 35 feet and six inches.
35. There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.
36. Size and location of the Site: No Required Mitigation. The proposed ASC is on Lot 6 of the Park City Medical Campus. Lot 6 is 3.04 acres. Adjacent Lot 7 is 3.4 acres. Adjacent Lot 12 is 6.3 acres. Adjacent Lot 1 contains the Park City Hospital and is 99 acres.
37. Traffic. No Required Mitigation. When the Applicant proposed increasing density for the ASC on Lot 6, the applicant submitted a Traffic Study conducted by Fehr and Peers. The study did not recommend any changes to accommodate increased traffic with the increased density. However, the study recommended a Transportation Management Plan, including bike facilities. The Applicant shall install at least eight parking spaces for bikes, required pursuant to LMC [§ 15-3-9\(A\)](#).
38. The Park City Fire District determined the proposal complies with emergency vehicle access requirements.
39. Off-Street parking. Medical Offices are required to provide five spaces per 1,000 square feet of leasable floor area. The proposed 15,375-square-foot ASC contains 77 parking spaces and complies with the required parking.
40. Internal vehicular and pedestrian circulation. The Silver Quinns Trail runs behind Lot 6. The proposed site plan includes trail connections from Silver Quinns Trail and these shall be included in the final building plans.
41. Fencing, Screening, and landscaping to separate the Use from adjoining Uses. No required mitigation. The ASC on Lot 6 surpasses the required 25-foot Setbacks and will be buffered from adjacent Lots with landscaping.
42. The proposed ASC is smaller than other Buildings on the medical campus. The adjacent Lot 7 Physicians Holdings medical offices are 25,000 square feet; the Summit County Health Building on Lot 10 is 25,000 square feet. Peace House on Lot 8 is 37,600 square feet.
43. Usable Open Space. No required mitigation. The IHC MPD provides 84.21% Open Space. After the ASC is constructed, the open space for Lot 6 will be 52.51% and the overall IHC MPD Open Space will be 84.06%. This still exceeds the required 80% Open Space required for Density in the CT Zoning District.
44. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing. The Medical Campus is subject to the *Park City Health Campus Design Guidelines*, as approved by the Commission.
45. The plans as submitted do not indicate issues of vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site. Emergency response vehicles are exempt from the City Noise Ordinance under MCPC [§ 6-3-10\(B\)](#).
46. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas. Delivery, service vehicles, loading and unloading zones are located at the rear of the site. Trash and recycling

pickup areas are screened.

47. Expected Ownership: IHC owns Lot 6 and will own or lease the ASC.
48. The Applicant submitted an environmental study, physical mine hazard and mine waste study, and steep slope and wetlands study at the time of the IHC MPD. No additional mitigations are required for Lot 6.

Conclusions of Law

1. The Application complies with all requirements of the Land Management Code;
2. The Use will be Compatible with surrounding Structures in Use, scale, mass, and circulation;
3. The effects of any differences in Use or scale have been mitigated through careful planning;
4. The IHC MPD shall be amended to allow for the Ambulatory Surgery Center on Lot 6 to exceed Community Transition Zoning District Height as measured by Existing Grade up to two feet, six inches.

Conditions of Approval

1. The building permit landscaping shall comply with the WUI Code.
2. Visibility of the Park Area viewed from HWY 40 and SR 248 shall be buffered with landscape berms.
3. The Ambulatory Surgery Center shall comply with LMC [§ 15-5-5\(E\)](#), *Roofing Materials*. No untreated aluminum or metal, reflective colors, brightly-colored roofing, wood shingles shall be allowed.
4. At no time may any permanent structure or other obstruction, which unreasonably interferes with the maintenance, repair or replacement of any such utilities, lines or facilities, be located within the public utility easement without the prior written approval of the service provider affected thereby. (Required - Second Amended Plat)
5. Dry utility infrastructure must be located on the property and shown on the building plans prior to building permit issuance to ensure that utility companies verify that the areas provided for their facilities are viable and that exposed meters and boxes can be screened with landscaping elements.
6. Final utility, storm water, and grading plans must be approved by the City Engineer and SBWRD prior to Building Permit issuance.
7. The lot is over 1.0 acre and will be required to meet the requirements of the Separate Storm Sewer System (MS4) Storm-Water Program.
8. All IHC MPD Lots are required to comply with the Quinn's Junction Joint Planning Principles, which requires that Parking Areas be buffered from HWY 40 and SR 248.
9. Grading and drainage, surfacing, parking area lighting, parking area landscaping, snow storage, parking space dimensions, driveway widths and spacing, signs, and off-street loading spaces shall comply with LMC Chapter 15-3.
10. The Silver Quinns Trail runs behind Lot 6. The proposed site plan includes trail connections from Silver Quinns Trail and these shall be included in the final building plans.
11. All signs shall comply with MCPC Title 12, *Signs*, and the Park City Medical

Campus Master Sign Plan MMSP 16-00045.

12. All exterior lights must conform to the City lighting ordinance. Parking Area lighting shall be fully shielded and shall be on a timing system to allow for minimal lighting when the facility is not open. The timing system and building security lighting shall be approved by staff prior to issuance of a certificate of occupancy.
13. The ASC shall comply with the *Park City Health Campus Design Guidelines*, as approved by the Commission.
14. Noise, vibration, odors, steam or other mechanical factors that might affect people and Property Off-Site must be mitigated.
15. The Park City Fire District will evaluate the Ambulatory Surgery Center interior for Fire Code compliance at the time of building permit submittal.
16. If the Ambulatory Surgery Center is expanded to the maximum 20,000 square feet in the future, IHC will be obligated to fulfill the additional Affordable Unit Equivalents pursuant to Housing Resolution 03-2017. IHC shall submit a proposed amended Housing Mitigation Plan to the Affordable Housing Team to satisfy the additional obligation for the next phase of construction prior to applying for a CUP. This requirement is reflected in Condition of Approval 16.
17. Exterior walls may be sided with up to three different materials per Building, but no more than three materials may appear on any one wall, including ornamental siding. The final building plans shall comply with LMC Chapter 15-5, *Architectural Review*.
18. The Applicant may eventually expand to the full 20,000 square feet. Another CUP review will be required at the time of proposed expansion.
19. The Applicant shall install at least eight parking spaces for bikes.

When recorded, please return to:

PARK CITY MUNICIPAL CORPORATION
City Recorder
P O Box 1480
Park City UT 84060

and to:

Guy P. Kroesche, Esq.
STOEL RIVES LLP
201 South Main Street, Suite 1100
Salt Lake City, Utah 84111

and to:

Charles R. Brown, Esq.
CLYDE SNOW SESSIONS & SWENSON
201 South Main Street, Suite 1300
Salt Lake City, Utah 84111

and to:

Ira B. Rubinfeld, Esq.
RAY QUINNEY & NEBEKER
36 South State Street, Suite 1400
Salt Lake City, Utah 84145

ENTRY NO. 00802747

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ALAN SPRIGGS, SUMMIT COUNTY RECORDER

FEE \$ 0.00 BY PARK CITY MUNICIPAL CORPORATION



ANNEXATION AGREEMENT

This ANNEXATION AGREEMENT (this "Annexation Agreement") is made by and between Park City Municipal Corporation (hereinafter, the "City") and Burbs, L.L.C., a Utah limited liability company (hereafter, the "Petitioner") to set forth the terms and conditions under which the City will annex certain land owned by the Petitioner, consisting of approximately 157 acres and located in unincorporated Summit County, Utah, at the northwest corner of State Road 248 and Highway 40 (as further defined below, the "Property"), into the corporate limits of the City and extend municipal services to the Property. This Annexation Agreement is made under authority of §§ 10-2-401 et. seq. of the Utah Code, Annotated 1953, as amended, and shall serve as a supplemental annexation policy declaration when executed by all parties.

WHEREAS, the Petitioner entered into that certain Real Estate Acquisition Agreement, dated as of October 21, 2004, as amended by that certain Amendment to Real Estate Acquisition Agreement, dated as of October 21, 2005, as further amended by that certain Second Amendment to Real Estate Acquisition Agreement, dated as of October 27, 2005, as amended by that certain Third Amendment to Real Estate Acquisition Agreement, dated as of April 27, 2006, as amended by that certain Fourth Amendment to Real Estate Acquisition Agreement, dated as of August 11, 2006, as amended by that certain Fifth Amendment to Real Estate Acquisition Agreement, dated as of August 25, 2006, as amended by that certain Sixth Amendment to Real Estate Acquisition Agreement, dated as of September 27, 2006, as amended by that certain Seventh Amendment to Real Estate Acquisition Agreement, dated as of October 27, 2006, and as amended by that certain Eighth Amendment to Real Estate Acquisition Agreement, dated as of November 30, 2006, (collectively, the "Real Estate Acquisition Agreement"), for the sale of a portion of the Property (the "Intermountain Healthcare Property") to IHC Health Services, Inc., a Utah nonprofit corporation ("Intermountain Healthcare");

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WHEREAS, the Petitioner has previously notified to the United States Ski and Snowboard Association, a Utah nonprofit organization (the "USSA"), that the Petitioner desires to donate five (5) acres of the Property (the "USSA Property") to USSA, and USSA is willing to accept such donation;

WHEREAS, in furtherance of the foregoing, the Petitioner desires to annex the Property into the corporate limits of the City and, to that end, an annexation petition (the "Annexation Petition") for the Property was filed with the City on November 3, 2004, and accepted by the City on November 18, 2004;

WHEREAS, in connection with any such annexation (the "Annexation"), the Property is proposed to be zoned Community Transition District - Master Planned Development ("CT-MPD"), a new City zoning district that allows for a community hospital/medical facility, support medical offices, public/quasi-public institutional uses, United States Ski and Snowboard headquarters and a sports training complex, public recreation uses, affordable/employee housing, and open space land uses on the Property;

WHEREAS, to these ends, the City has issued certain Findings and Conditions with respect to the Property, which are attached as Exhibit "A" (the "Findings and Conditions");

WHEREAS, the parties understand, acknowledge and agree that the Annexation of the Property is conditioned upon, among other matters, the satisfaction of the terms and conditions set forth in the Findings and Conditions and this Annexation Agreement, as well as the completion of the master plan development for the Intermountain Healthcare Property or the USSA Property, as the case may be (in either case an "MPD") and subdivision (the "Subdivision") of the Property, all to the satisfaction, in their respective discretion, of the Petitioner, Intermountain Healthcare, USSA, and the City, as applicable, and as evidenced by the Subdivision plat for the Property (as accepted by the City and filed in the official real estate records of Summit County, Utah, the "Subdivision Plat"); and

WHEREAS, except as otherwise defined herein, capitalized terms shall be as defined in the Findings and Conditions;

NOW, THEREFORE, in furtherance of the Annexation Petition, in consideration of the City's agreement to annex the Property and in consideration of the mutual promises contained herein, as well as the mutual benefits to be derived herefrom, the parties agree that the terms and conditions of Annexation shall be as follows:

1. **Property.** The Property to be annexed is approximately 157 acres in size, as depicted on the annexation plat attached as Exhibit "B" (the "Annexation Plat") and as more fully described in the legal description attached as Exhibit "C."
2. **Zoning.** Upon Annexation, the Property will be zoned CT-MPD, as shown on Exhibit "B."
3. **Master Plan Approval; Phasing.** Pursuant to Land Management Code Section 15-8-3 (D), an application for a Master Planned Development of the Property (as submitted, the "MPD"), a copy of which is attached as Exhibit "D," was filed with the City on November 3, 2004, and accepted by the City on November 18, 2004. This Annexation Agreement does not represent approval or vesting of the MPD. Rather, the MPD and the use and development of the Intermountain Healthcare Property and the USSA Property shall be governed by the zoning designations provided herein and, consistent with this Annexation Agreement and the Findings and Conditions, shall be finalized (and, as necessary, amended) as soon as reasonably practicable following completion of the Annexation pursuant to Utah Code Annotated § 10-2-425(5) (as applicable to the Intermountain Healthcare Property, the USSA Property or the remainder of the Property, the "Final MPD").

Any substantive amendments to the MPD or this Annexation Agreement shall be processed in accordance with the Park City Land Management Code. Further, as part of the MPD review and approval process, again consistent with this Annexation Agreement and the Findings and Conditions, the phasing of the development of the Intermountain Healthcare Property or the USSA Property, as the case may be, shall be determined, to ensure the adequacy of public facilities that may be required to support any such development.

4. **Trails.** A condition precedent to the Annexation and the Final MPD for the Intermountain Healthcare Property or the USSA Property, as the case may be, is the grant to the City of public easements (collectively, the "Trail Easements") for the construction of non-vehicular pedestrian trails (collectively, the "Trails"), the location, width and use of which shall be determined during the MPD review and approval process, and which shall be documented in one or more development agreements for the Intermountain Healthcare Property the USSA Property, as the case may be, or any portions thereof (in any case, a "Development Agreement"). The Trail Easements shall include, but are not limited to, those easements necessary to extend and/or relocate certain of the existing non-vehicular pedestrian trails to connect to other public trail easements existing on adjacent properties. Any obligations with respect to the construction of any such trails shall be governed by the terms and conditions of the Development Agreement for the USSA Property, the Intermountain Healthcare Property or any other part of the Property, as the case may be, and, further, unless otherwise provided in any such Development Agreement, shall be the responsibility of the owner of the USSA Property, the Intermountain Healthcare Property, or any other part of the Property, as the case may be.

5. **Fire Prevention Measures.** Because of significant wild land interface issues on the Property, the Petitioner (or, as specified in connection with any such assignment, its assigns) agrees to implement a fire protection and emergency access plan, to be submitted prior to the issuance of any building permits, and to be reviewed and approved by the Fire Marshall and Chief Building Official for compliance with applicable building and fire codes.

6. **Roads, Road Design and Access.** All streets and roads within the Property shall be designed according to the City's road design standards and, as soon as reasonably practicable following the construction thereof (to the extent, as determined during the MPD review and approval process, to be dedicated to the City), shall be dedicated to the City for purposes of public thoroughfares and, upon acceptance thereof by the City, the maintenance and repair thereof by the City. Until such time as any such streets and roads shall be dedicated to, and accepted by, the City pursuant to the City's applicable ordinances governing any such dedication, maintenance and repair of all such streets and roads shall remain with the Petitioner (or, as specified in connection with any such assignment, its assigns). All roads and streets within the Property shall be not less than thirty feet (30') wide, back of curb to back of curb, unless, consistent with this Annexation Agreement, applicable City ordinances and the Findings and Conditions, otherwise reduced by the City for pedestrian traffic calming or other public purposes. The terms and conditions of grading and constructing access roads and streets across any City property shall be agreed to as part of the MPD review and approval process.

Notwithstanding any other term or condition of this Annexation Agreement and as and to the extent reasonably necessary or appropriate for, consistent with this Annexation Agreement and the Findings and Conditions, use of the Intermountain Healthcare Property, the City, without additional consideration therefor, agrees to (a) by means of (i) a publicly-dedicated roadway and/or (ii) a nonexclusive, perpetual easement and right of way for the benefit of the Intermountain Healthcare Property, provide access to and from the Intermountain Healthcare Property to State Road 248 in Summit County, Utah (all as shown on attached Exhibit "E" road design plan, prepared by Horrocks Engineers on November 6, 2005, and approved by the City Engineer), for main and primary vehicular and pedestrian access (the "Main Access Roadway"), and (b) by means of a nonexclusive, perpetual easement and right of way for the benefit of the Intermountain Healthcare Property, provide access to and from the Intermountain Healthcare Property for emergency and secondary vehicular and pedestrian access (the "Secondary Access

Easement"). The Main Access Roadway and the Secondary Access Easement each shall be not less than thirty feet (30') wide, back of curb to back of curb, exclusive of any sidewalks or other improvements and, further, shall be in such locations as shall be mutually acceptable to the City and Intermountain Healthcare. Except as and to the extent consistent with the use of the Intermountain Healthcare Property (and as, to the extent practicable, confirmed in connection with the sale and acquisition of the Intermountain Healthcare Property), neither the Main Access Roadway nor the Secondary Access Easement shall be subject to any use restrictions, conditions, limitations, or encumbrances (other than, to the extent the Secondary Access Easement shall not be on the City's property, general property taxes or assessments not yet due and payable) and, in addition, shall provide insurable access to and from the Intermountain Healthcare Property; provided, however, that, as specified during the MPD review and approval process, a locked gate may restrict use of the Secondary Access Easement to emergency and fire use only.

The Petitioner (or, except as otherwise may be agreed in writing in connection with any such assignment, its assigns) shall not have any obligation or liability for the Main Access Roadway or the Secondary Access Easement until review and approval by the City of the Final MPD. The City further agrees that roadway and street construction costs and expenses incurred by the Petitioner (or its assigns) shall be credited against any other impact or other development fees and costs for which the Petitioner (or its assigns) may be liable by reason of this Annexation Agreement or, consistent with the Findings and Conditions, otherwise with respect to the Intermountain Healthcare Property, the improvement of State Road 248, or the USSA Property, including without limitation any costs or expenses incurred in connection with the obligations under Section 17, below. The Petitioner (or, as specified in connection with any such assignment, its assigns) may require other or third parties to enter into a latecomer's agreement to reimburse the Petitioner for a portion of its costs in extending roads, traffic infrastructure and access to the Property.

7. **Sanitary Sewer, Line Extensions and Related Matters.** Construction and alignment of the sanitary sewer shall be determined as part of the MPD review and approval process. The preferred alignment of the sanitary sewer shall be that which results in the least visual impact and site disturbance while meeting the site design and construction requirements of the Snyderville Basin Water Reclamation District. Further, as part of a Development Agreement, the Petitioner (or, as specified in connection with any such assignment, its assigns) shall enter into a latecomer's agreement to reimburse the City for a portion of its costs in extending sewer facilities adjacent to the Intermountain Healthcare Property or the USSA Property, as the case may be.

8. **Water Rights and Water Source Capacity.** The Petitioner (or, as specified in connection with any such assignment, its assigns) hereby agrees to purchase culinary water and, as appropriate, irrigation water from the City, subject to the provisions of this Section 8. The City shall and hereby agrees, upon payment therefor as specified in and contemplated under this Section 8, to provide such culinary water and, as appropriate, irrigation water, as shall be sufficient to meet the projected peak daily water demand for (a) the Intermountain Healthcare Property, which the parties understand, acknowledge and agree is 101,528 gallons per day at full build-out (the "Intermountain Healthcare Peak Water Demand") and (b) the USSA Property, which the parties understand, acknowledge and agree is 8,759 gallons per day at full build-out (the "USSA Peak Water Demand"). The Petitioner (or, as specified in connection with any such assignment, its assigns) agrees to pay the City for such water in the amount of SIXTEEN THOUSAND AND NO/100 DOLLARS (\$16,000) per Equivalent Residential Unit ("ERU"), inclusive of (i) a proportionate share of any capital costs incurred by the City through the Snyderville Importation Project, (ii) any water share acquisition costs for water from the Weber Basin Water Conservancy District, (iii) a proportionate share of any water treatment costs based on the Intermountain Healthcare Peak Water Demand and the USSA Peak Water Demand, (iv) any City water impact fees therefor, and (v) any City water connection impact fees (collectively, the "Water Cost").¹ Such Water Cost, respectively, shall be paid to the City within ten (10) business days following the Final MPD. Based

¹ The Water Cost was calculated by the City, as shown on attached Exhibit "G."
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upon the peak water demand figures submitted to the City by Intermountain Healthcare and the USSA, at the City's request, the City calculated and hereby confirms that, the number of ERUs respectively, is equivalent to 63.455 ERUs and 5.47 ERUs.

The City shall not be obligated to provide any water in excess of (A) the Intermountain Healthcare Peak Water Demand for the Intermountain Healthcare Property and (B) the USSA Peak Water Demand for the USSA Property and, notwithstanding any other term or condition hereof, the Petitioner (or, as specified in connection with any such assignment, its assigns) shall not be obligated to pay any amounts in excess of SIXTEEN THOUSAND AND NO/100 DOLLARS (\$16,000) per ERU. Further, the Petitioner (or, except as otherwise may be agreed in writing in connection with any such assignment, its assigns) and the City agree to enter into a separate agreement, mutually acceptable to the parties thereto, which shall document and provide for the implementation of the material terms of Sections 8, 9, and 10 of this Annexation Agreement, before the Final MPD; provided, however, that the Petitioner (or its assigns) shall not have any obligation or liability to purchase any water from the City until after the Final MPD. The Petitioner (or, as specified in connection with any such assignment, its assigns) is separately responsible for any redundant water rights, source capacity and/or systems as may be required in connection with the use and development of the Intermountain Healthcare Property or the USSA Property, as the case may be, and as required by applicable laws, rules or regulations relating thereto.

In conjunction with the construction of the Units by Petitioner on the City Donated Parcel or the Alternative Affordable Housing Location, as further described in Section 11, the City agrees that it will provide culinary water and, as appropriate, irrigation water, as shall be sufficient to meet the projected peak daily water demand for the Units, as ultimately determined by Petitioner and the City and approved for construction by the City. Petitioner agrees to pay to the City normal and customary charges for such water, which Water Cost shall not be in excess of the Water Cost to be paid the City for water to the Intermountain Healthcare Property and USSA Property, as set forth above in this Section 8.

9. **Water Impact Fees and Credits.** The City confirms that the total water impact fee was calculated by the City in the same manner and in the same comparative amount as with other developments within municipal boundaries. Any applicable credits that the Petitioner (or its assigns) may be eligible for will be determined by the City in the same manner and in the same comparative amount as with other developments within the City.

10. **Other Water Facilities, Infrastructure and Systems Costs.** As a condition precedent to the effectiveness of this Annexation Agreement, certain water facilities and systems, including an upgrade to the Fairway Hills pump station, shall be required to be constructed to service the Intermountain Healthcare Property and the USSA Property, and, to the extent to be dedicated to the City, easements therefor granted to the City, all of which shall be determined, and agreed to, by the affected parties and the City during the MPD review and approval process (the "Water Facilities and Systems"). Any and all such Water Facilities and Systems shall be constructed in accordance with specifications reasonably required by the City Engineer. Notwithstanding any term or condition of this Annexation Agreement, the City shall be responsible for the cost of any over-sizing of any Water Facilities and Systems, and, as and to the extent the Petitioner (or its assigns) shall pay or be liable for any such costs, the Petitioner (or, as applicable, Intermountain Healthcare or USSA) shall receive an appropriate credit or contribution from the City (as determined during the MPD review and approval process) for any over-sized Water Facilities and Systems designed, constructed or configured for the benefit of or to accommodate the needs of the City or any other person or entity.

In connection with the MPD and the Subdivision² review and approval processes, on-site storm runoff detention facilities, or approved alternatives, as approved by the City Engineer, may be required. The timing for the construction of such storm run-off improvements shall be determined during the MPD review and approval process (the "Storm Detention Facilities"). The City shall be responsible for the cost of any over-sized on-site Storm Detention Facilities required as determined as part of the MPD (as sized and located to the reasonable satisfaction of Intermountain Healthcare and USSA), and, as and to the extent the Petitioner (or its assigns) shall pay or be liable for any such costs, the Petitioner (or, as applicable, Intermountain Healthcare or USSA) shall receive an appropriate credit or contribution from the City (as determined by the Petitioner and the City during the MPD review and approval process) for any such facilities designed, constructed or configured for the benefit of or to accommodate the needs of the City or any other person or entity.

As part of the MPD review and approval process, the Petitioner (or, as specified in connection with any such assignment, its assigns), the City and the affected parties shall determine and agree on the proportionate costs and/or appropriate credits or contributions from the City for the installation, construction, repair, and maintenance of any excess length, size or capacity storm sewer and/or sanitary sewer lines, power, sewer, and other utility line extensions and related facilities (including without limitation the Storm Retention Facilities and the Water Facilities and Systems, the "Sewer and Related Facilities"), which may be required for the use and development of the Property, or any part thereof, and the provision of municipal services related thereto (with the understanding that the Petitioner (or, as applicable, the respective owners of the Intermountain Healthcare Property or the USSA Property) shall receive an appropriate credit or contribution from the City for the cost of any Sewer and Related Facilities designed, constructed or configured for the benefit of or to accommodate the needs of the City or any other person or entity. The extent to which such Sewer and Related Facilities shall be dedicated to the City, and the required granting of easements therefor, shall also be determined, and agreed to, by the Petitioner (or, as specified in connection with any such assignment, its assigns), the affected parties and the City during the MPD review and approval process.

11. **Affordable Housing Requirement.** Affordable/employee housing shall be provided in a manner consistent with the Findings and Conditions (the "Employee/Affordable Housing"), with the understanding and agreement of the parties that:

a. The Employee/Affordable Housing requirement for development associated with the Intermountain Healthcare hospital (300,000 square feet) is 44.78 "Affordable Unit Equivalents" (as defined in the City's Land Management Code) (the "Units"). Petitioner previously notified the City that it desires to and will donate five (5) acres of the Property (the "City Donated Parcel") to the City. Intermountain Healthcare, the City and the Petitioner have agreed that the foregoing Employee/Affordable Housing requirement shall be satisfied by the Petitioner's donation of the City Donated Parcel to the City as previously committed to by Petitioner, and the other terms and conditions of this Section 11. Within twelve (12) months of the effective date of this Agreement, the City shall determine if the Units are to be located on the City Donated Parcel or at some alternate location within the City, as agreed to by Petitioner (or its assignees), which agreement shall not be unreasonably withheld, conditioned or delayed, (an "Alternate Affordable Housing Location"); provided that, in the event of an Alternate Affordable Housing Location, the Petitioner (and any assignee thereof) shall not have any obligation, cost or otherwise, for the acquisition of any such Alternate Affordable Housing Location; and provided that, in the event the Units are located on any Alternate Affordable Housing Location, the Petitioner (or any assignee thereof) shall not

² The Subdivision review and approval process will be a two-part process. The first part of the Subdivision review and approval process will establish the lot lines of the Intermountain Healthcare Property, the USSA Property, the City Donated Parcel, and the City Recreation/Open Space Parcel and, in that connection, allow for the recording of the Subdivision Plat in the official real estate records of Summit County, Utah. The second part of the Subdivision review and approval process will include an amendment to the Subdivision Plat, which will be processed during the MPD review and approval process and, to the extent appropriate, will incorporate any necessary requirements of this Section 10.

incur, or be obligated for, any costs or expenses in excess of those that would be incurred if the Units were located and constructed on the City Donated Parcel. Subject to the foregoing, within twenty-four (24) months of the effective date of this Agreement, the Petitioner (or any assignee thereof) shall either (i) begin construction of the Units on the City Donated Parcel or at the Alternate Affordable Housing Location or (ii) post a financial guarantee in favor of the City in a form, on terms and in the amount set forth in attached Exhibit "F" (the "Financial Guarantee").³

The City shall not issue building permits for development of the Intermountain Healthcare hospital in excess of 149,000 square feet until (A) the commencement of construction of the Units on the City Donated Parcel or an Alternate Affordable Housing Location within twenty-four (24) months following the Annexation, (B) a decision is made to locate the Units on property other than the City Donated Parcel, (C) the satisfaction of the Employee/Affordable Housing requirement for development associated with the Intermountain Healthcare hospital by financing or some other arrangement, or (D) the delivery by Petitioner (or its assigns) and acceptance by the City of the Financial Guarantee.⁴ Any such Units constructed shall be sold or rented by the Petitioner (or any assignee thereof) at deed restricted prices or otherwise financed consistent with the City affordable housing guidelines.

b. The Employee/Affordable Housing requirement for development associated with the a proposed United States Ski and Snowboard Association, a Utah nonprofit organization ("USSA") facility (85,000 square feet) is 10.71 Affordable Unit Equivalents. The Petitioner previously notified USSA that it desires to and will donate the USSA Property, upon which USSA intends to construct its facilities, to USSA. A total deferral of the required 10.71 Affordable Unit Equivalents will be granted by the City upon, and in exchange for, the donation of the USSA Property by the Petitioner to USSA as previously committed to by Petitioner. The deferral is contingent upon continued ownership and occupancy by the facility by USSA or another community-based nonprofit organization. Any change in use to a non-community-based nonprofit organization may require that the deferred Employee/Affordable Housing requirements be met by the owner of the USSA Property as contemplated under the Affordable Housing Guidelines and Standards Resolution 10-06.

c. The Employee/Affordable Housing requirement for development associated with the Support Medical Office area (150,000 square feet) is 34.98 Affordable Unit Equivalents. This requirement shall be satisfied with either on-site or off-site units as determined in connection with the development of the Property to which such area relates and, in any case, shall not reduce the square footage available for the Support Medical Office area. The units shall be sold or rented at deed restricted prices or otherwise financed consistent with the City's affordable housing guidelines. Construction of the affordable units may be phased with the construction of the Support Medical Office area; provided that no certificate of occupancy for the Support Medical Office area in excess of 25,000 square feet shall be issued unless construction has commenced on the required Affordable Unit Equivalents hereunder or a financial guarantee (see footnote no. 2, above) has been posted therefor in a form and in an amount acceptable to the City.

³ The form and amount of any bond or other financial assurance required by the City hereunder shall be determined by reasonably estimating the City's administrative costs (which are estimated to be ten percent (10%) of the total cost of construction of the Units), if the City were required to proceed with construction of the Units or any other affordable housing units/equivalents hereunder, and no more.

⁴ By the execution hereof, the City hereby acknowledges and confirms, as of the Effective Date, the delivery by the Petitioner and the acceptance by the City of the Financial Guarantee for the Units, which is in the form, on terms and in an amount required by the City. With the Financial Guarantee, the Employee/Affordable Housing requirement for development associated with the Intermountain Healthcare hospital has been satisfied in its entirety and, as such, is not a condition precedent to the issuance of building permits for development of the Intermountain Healthcare hospital in excess of 149,000 square feet.

d. If the "Units" (as defined in subsection 11(a), above), in fact, are located on the City Donated Parcel, the "Units" will be situated, designed and constructed on the City Donated Parcel in a manner approved, in writing and in advance, by Intermountain Healthcare, in Intermountain Healthcare's reasonable discretion. Any proceeds from the sale or lease of the "Units" on the City Donated Parcel or any Alternate Affordable Housing Location, following their design and construction, shall be retained by and constitute the exclusive property of the entity which constructs the "Units," being either the Petitioner, or any assignee thereof, as the case may be. All utilities shall be stubbed to the City Donated Parcel or any Alternate Affordable Housing Location, on which the Units may be constructed, at no cost to Petitioner (or its assigns) or any other party hereto. Further, neither the Petitioner (and its assigns) nor any other party hereto shall have any obligation, cost or otherwise, for any water rights or interests, nor for any other public fees, except for standard planning review and building permit fees necessary for construction of the Units on the City Donated Parcel (or any Alternate Affordable Housing Location).

12. **Planning Review Fees.** Except as otherwise agreed by the City, otherwise specified in a Development Agreement or in this Annexation Agreement, or as part of the MPD review and approval process (including without limitation any applicable credits and/or "in lieu of tax payments"), the Petitioner (or its assigns) shall be responsible for all standard and customary, and generally-applicable planning, building, subdivision and construction inspection fees imposed by the City from time to time.

13. **Impact and Building Fees.** Except as otherwise agreed by the City, otherwise specified in a Development Agreement or in Sections 8, 9 and 10 of this Annexation Agreement, or as part of the MPD review and approval process (including any applicable credits and/or "in lieu of tax payments"), the Petitioner (or its assigns) shall be responsible for all standard and customary, and generally-applicable, fees, such as development, impact, park and recreation land acquisition, building permit and plan check fees due and payable for construction on the Intermountain Healthcare Property, the USSA Property or the remainder of the Property at the time of application for any building permits.

14. **Acceptance of Public Improvements.** Subject to fulfillment of all the conditions of the applicable City ordinances and, further, the City's final approval of the construction of any such public improvements, those roads, streets, water facilities, utilities, and easements as may be agreed by the City, Intermountain Healthcare and/or USSA in connection with the MPD review and approval process (the "Public Improvements"), shall be conveyed and dedicated to the City, for public purposes. Following any such dedication, the City shall be responsible for the maintenance, repair and replacement of any and all such Public Improvements.

15. **Snow Removal and Storage.** Other than as the City may determine necessary or appropriate for the Trails, the City shall not be obligated to remove snow from roads, streets or similar improvements within the Property, until acceptance of the dedication thereof pursuant to the applicable City ordinances or this Annexation Agreement.

16. **Fiscal Impact Analysis.** The fiscal impact analysis prepared by the City Budget, Debt and Grants Department was reviewed, accepted and approved by the City Planning Commission on November 10, 2005. The analysis includes revenue and cost assumptions related to the Annexation and development of the Property and it is hereby accepted and approved by the City as part of this Annexation Agreement.

17. **Traffic Mitigation.** A comprehensive traffic review and analysis of the surrounding properties and jurisdictions was performed by a traffic consultant, Horrocks Engineers, and additional analysis was performed by the City's consultant, Rosenthal and Associates (together referred to herein as the "Traffic Studies"). Any such mitigation measures (inclusive of the "Roadway Access Costs" (as defined below and contemplated under the Findings and Conditions, the "Traffic Mitigation Measures")) shall be implemented in a manner consistent with the Findings and Conditions; provided that any costs or expenses shall be proportionately allocated among all affected persons and entities, including without limitation the City; and provided that neither the Petitioner nor its assigns shall be obligated to take or

cause to be taken any such measures until such time as they shall be satisfied that the measures shall have been adequately specified, the costs (and the allocation) thereof determined, the persons and entities participating therein identified, and the payment of any such costs assured to the reasonable satisfaction of the City and the Petitioner (and, as specified in connection with any such assignment, its assigns). Subject to the Findings and Conditions, the parties anticipate that the Petitioner (or, as specified in connection with any such assignment, its assigns) shall incur the financial costs, except land acquisition costs, for the construction of a signalized intersection on State Road 248 and the connection of that intersection with a roadway to the Property, all as shown in the analysis of Horrocks Engineers. The total cost of any and all Traffic Mitigation Measures shall not exceed TEN MILLION AND NO/100 DOLLARS (\$10,000,000), and the Petitioner's (or, as specified in connection with any such assignment, its assigns') proportionate share of the Traffic Mitigation Measures shall be between eleven percent (11%) and twenty-one percent (21%) and, further, shall be determined and documented as part of the MPD review and approval process.

18. **Effective Date.** This Annexation Agreement is effective as of the date the City Council adopts a resolution authorizing the execution of this Annexation Agreement and, further, the City provides notice of the adoption of such resolution to the parties to this Annexation Agreement.

19. **Governing Law; Jurisdiction and Venue.** The laws of the State of Utah shall govern this Annexation Agreement. Jurisdiction and venue are proper in Summit County.

20. **Real Covenant, Equitable Servitude.** This Annexation Agreement constitutes a real covenant and an equitable servitude on the Property. The terms of this Annexation Agreement touch and concern and both benefit and burden the Property. The benefits and burdens of this Annexation Agreement run with the land, and are intended to bind all successors in interest to any portion of the Property. This Annexation Agreement, a certified copy of the ordinance approving the Annexation (the "Annexation Ordinance"), and the Annexation Plat shall be recorded in the official real estate records of Summit County, Utah.

21. **Assignment.** Neither this Annexation Agreement nor any of the provisions, terms or conditions hereof may be assigned to any other party, individual or entity without assigning the rights as well as the responsibilities under this Annexation Agreement and without the prior written consent of the City, which consent shall not be unreasonably withheld, conditioned or delayed. Any such request for assignment may be made by letter addressed to the City and the prior written consent of the City may also be evidenced by letter from the City to the Petitioner or its successors or assigns; provided that, notwithstanding the foregoing, the City hereby consents to the assignment of the rights and responsibilities, and the benefits, of this Annexation Agreement, in whole or in part, to Intermountain Healthcare (or any affiliate thereof) or to USSA, upon written notice to the City; and provided that, in connection with and to the extent specified in any such assignment, the Petitioner shall not have any further rights or responsibilities under this Annexation Agreement as and to the extent accruing from and after the date of any such assignment.

22. **Compliance with the City Code.** Notwithstanding Section 18 of this Annexation Agreement, from the time of the City Council (the "City Council") approves of this Annexation Agreement and upon completion of the Annexation, the Property shall be subject to compliance with any and all of the City's Codes and Regulations pertaining to the Property.

23. **Full Agreement.** This Annexation Agreement, together with the recitals and exhibits attached to this Annexation Agreement (which are incorporated in and made a part of this Annexation Agreement by this reference), contains the full and complete agreement of the City and the Petitioner regarding the Annexation of the Property into the City. Only a written instrument signed by all parties hereto, or their successors or assigns, may amend this Annexation Agreement.

24. **No Joint Venture, Partnership or Third Party Rights.** This Annexation Agreement does not create any joint venture, partnership, undertaking or business arrangement between the parties hereto. Except as otherwise specified herein, this Annexation Agreement, the rights and benefits under this Annexation Agreement, and the terms or conditions hereof, shall not inure to the benefit of any third party.

25. **Vested Rights.** Subject to the provisions of this Annexation Agreement, the Petitioner (or its assigns) shall have the right to use and develop the Intermountain Healthcare Property, the USSA Property or the remainder of the Property, as the case may be, in accordance with the uses, densities, intensities, and general configuration of development approved by these Findings and Conditions and, subject to the Findings and Conditions unless otherwise agreed by any affected parties, the Final MPD, subject to and in compliance with other applicable ordinances and regulations of the City.

26. **Reserved Legislative Powers.** The Petitioner acknowledges that the City is restricted in its authority to limit its police power by contract and that the limitations, reservations and exceptions set forth herein are intended to reserve to the City all of its police power that cannot be so limited, and the Petitioner shall ensure that each of its assigns is aware of such restriction in connection with any assignment of any rights or obligations hereunder. Notwithstanding the retained power of the City to enact such legislation under the police powers, such legislation shall only be applied to modify the Land Management Code and zoning Map of the City, as in existence on the date hereof, copies of which have been provided or otherwise made available by the City to the Petitioner, Intermountain Healthcare and USSA on or before the date hereof, and which are applicable to the Property under the terms of this Annexation Agreement based upon policies, facts and circumstances meeting the compelling, countervailing public interest exception to the vested rights doctrine in the State of Utah. Any such proposed legislative changes affecting the Property and terms and conditions of this Annexation Agreement applicable to the Property shall be of general application to all development activity in the City; and, unless the City declares an emergency, the Petitioner, Intermountain Healthcare and USSA (and their respective assigns) shall be entitled to the required notice and an opportunity to be heard with respect to the proposed change and its applicability to the Property under the compelling, countervailing public interest exception to the vested rights doctrine.

27. **Severability.** If any part or provision of this Annexation Agreement shall be determined to be unconstitutional, invalid or unenforceable by a court of competent jurisdiction, then such a decision shall not affect any other part or provision of this Annexation Agreement except that specific provision determined to be unconstitutional, invalid or unenforceable. If any condition, covenant or other provision of this Annexation Agreement shall be deemed invalid due its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law. Notwithstanding the foregoing, given the interdependence of many of the provisions of this Annexation Agreement, this Section 26 shall only be applied to the extent the purpose and intent of this Annexation Agreement is not frustrated.

28. **Quinn's Junction Area Study.** The City hereby confirms that the Property is located within the Quinn's Junction Area Study ("QJAS") and the findings and conclusions of the QJAS are consistent with the provisions of this Annexation Agreement and the Findings and Conditions.

IN WITNESS WHEREOF, the parties hereto have executed this Annexation Agreement as of the
1st day of JANUARY, 2006. 7

[signature pages follow]

PARK CITY MUNICIPAL CORPORATION

By: Dana Williams
Dana Williams, Mayor

DATED this 1st day of January, 2007.

ATTEST: City Clerk

By: Janet Scott
Janet Scott, City Recorder

DATED this 1st day of January, 2007.

APPROVED AS TO FORM:

Mark Harrington
Mark Harrington, City Attorney

DATED this 1st day of January, 2007.

PETITIONER:

Burbs, L.L.C., a Utah limited liability company

Vaughn Burbidge
By: Vaughn Burbidge
Title: Manager

DATED this 1 day of January, 2007.

David Burbidge
By: David Burbidge
Title: Manager

DATED this 1 day of January, 2007.



ACKNOWLEDGEMENT AND CONSENT TO AGREEMENT

By the execution hereof and as of the 27 day of November, 2006, the undersigned, hereby acknowledges and consents to the terms of this Annexation Agreement, with the understanding and agreement of the City, USSA and the Petitioner that (a) Intermountain Healthcare shall have the right to review and approve, in advance, any matters which affect any part or all of the Intermountain Healthcare Property and any adjacent property to be owned, used and/or developed by the undersigned, (b) Intermountain Healthcare shall not have any liability or obligation of any kind or nature under this Annexation Agreement except as and to the extent specified and agreed by Intermountain Healthcare in a partial assignment from the Petitioner of the Annexation Agreement (the "Assignment"), and (c) Intermountain Healthcare shall not have any obligation under the Assignment until the terms and conditions thereof shall have been agreed to by Intermountain Healthcare, the Petitioner and USSA.

IHC HEALTH SERVICES, INC., a Utah nonprofit corporation

By: [Signature]
Name: Jan D. Hodges
Title: Regional Vice President

DATED this 27 day of November, 2006

ACKNOWLEDGEMENT, CONSENT AND JOINDER TO AGREEMENT

By the execution hereof and as of the ____ day of _____, 2006, the undersigned, hereby acknowledges, consents to and joins in the terms of this Annexation Agreement, with the understanding and agreement of the City, USSA and the Petitioner that (a) USSA shall have the right to review and approve, in advance, any matters which affect any part or all of the USSA Property, (b) USSA shall not have any liability or obligation of any kind or nature under this Annexation Agreement except as and to the extent specified and agreed by USSA in a partial assignment from the Petitioner of the Annexation Agreement (the "Assignment"), and (c) USSA shall not have any obligation under the Assignment until the terms and conditions thereof shall have been agreed to by Intermountain Healthcare, the Petitioner and USSA.

UNITED STATES SKI AND SNOWBOARD ASSOCIATION, a Utah nonprofit organization

By: _____
Name: _____
Title: _____

DATED this ____ day of _____, 2006

Exhibits:

- A) Findings and Conditions
- B) Annexation Plat
- C) Legal Descriptions
- D) Copy of MPD Application
- E) Road Design Plans
- F) Form, Terms and Amount of Financial Guarantee

ACKNOWLEDGEMENT AND CONSENT TO AGREEMENT

By the execution hereof and as of the ____ day of _____, 2006, the undersigned, hereby acknowledges and consents to the terms of this Annexation Agreement, with the understanding and agreement of the City, USSA and the Petitioner that (a) Intermountain Healthcare shall have the right to review and approve, in advance, any matters which affect any part or all of the Intermountain Healthcare Property and any adjacent property to be owned, used and/or developed by the undersigned, (b) Intermountain Healthcare shall not have any liability or obligation of any kind or nature under this Annexation Agreement except as and to the extent specified and agreed by Intermountain Healthcare in a partial assignment from the Petitioner of the Annexation Agreement (the "Assignment"), and (c) Intermountain Healthcare shall not have any obligation under the Assignment until the terms and conditions thereof shall have been agreed to by Intermountain Healthcare, the Petitioner and USSA.

IHC HEALTH SERVICES, INC., a Utah nonprofit corporation

By: _____
Name: _____
Title: _____

DATED this ____ day of _____, 2006

ACKNOWLEDGEMENT, CONSENT AND JOINDER TO AGREEMENT

By the execution hereof and as of the ____ day of _____, 2006, the undersigned, hereby acknowledges, consents to and joins in the terms of this Annexation Agreement, with the understanding and agreement of the City, USSA and the Petitioner that (a) USSA shall have the right to review and approve, in advance, any matters which affect any part or all of the USSA Property, (b) USSA shall not have any liability or obligation of any kind or nature under this Annexation Agreement except as and to the extent specified and agreed by USSA in a partial assignment from the Petitioner of the Annexation Agreement (the "Assignment"), and (c) USSA shall not have any obligation under the Assignment until the terms and conditions thereof shall have been agreed to by Intermountain Healthcare, the Petitioner and USSA.

UNITED STATES SKI AND SNOWBOARD ASSOCIATION, a Utah nonprofit organization

By: William C. Maxwell
Name: William C. Maxwell
Title: President CEO

DATED this 22 day of November, 2006

Exhibits:

- A) Findings and Conditions
- B) Annexation Plat
- C) Legal Descriptions
- D) Copy of MPD Application
- E) Road Design Plans
- F) Form, Terms and Amount of Financial Guarantee

Exhibit A
(Findings and Conditions)

Intermountain Healthcare/USSA/Burbs Annexation Agreement

Findings/Annexation Agreement Points⁴

1. Burbs, L.L.C. (the "Petitioner"), IHC Health Services, Inc. ("Intermountain Healthcare"), and the United States Ski and Snowboard Association ("USSA") filed an Annexation Petition on November 3, 2004.
2. The City Council of Park City Municipal Corporation (the "City Council") accepted the Annexation Petition on November 18, 2004.
3. The City Council established the Intermountain Healthcare/USSA/Petitioner Annexation Task Force on July 14, 2005 (Resolution No. 21-05) for purposes of formulating specific recommendations relating to the annexation's proposed zoning, land uses, affordable housing, transportation, and community economics/fiscal impacts.
4. On October 27, 2005, the Task Force forwarded a unanimous positive recommendation to the Planning Commission on a new zoning district to apply to the annexation area, the Community Transition District - Master Planned Development ("CT-MPD"), which includes specific provisions addressing affordable housing.
5. On November 10, 2005, the Task Force forwarded a unanimous positive recommendation to the Planning Commission on the economic impact/fiscal analysis relating to the Annexation.
6. On December 8, 2005, the Task Force forwarded a unanimous positive recommendation to the Planning Commission on traffic and transportation impacts and mitigation.
7. The Property subject to the Annexation Petition (the "Annexation Property") is currently vacant, 157 acres in size, and located in unincorporated Summit County, Utah, at the northwest corner of the State Road 248/Highway 40 interchange.
8. The Annexation Property currently is zoned in Summit County Developable Lands (DL), with a base density of 1 unit/20 acres and 1 unit/40 acres (depending on the extent of any environmentally sensitive lands, which need to be managed or preserved in compliance with any applicable laws, rules and regulations, including without limitation the City's Sensitive Lands Overlay code.
9. The Annexation Property is to be zoned, as shown on the attached Annexation Plat, Community Transition District-Master Planned Development ("CT-MPD"). The CT-MPD has a base density of 1 unit/20 acres. The Community Transition District permits density bonuses up to a maximum of 3 units/acre provided specific standards are met relating to open space, Frontage Protection Zone (FPZ) setbacks, parking, affordable housing, and public land/facilities.
10. The land uses proposed on the Annexation Property include a community hospital/medical facility; support medical offices; public/quasi-public and institutional uses; United States Ski and Snowboard (USSA) headquarters and sports training complex; public recreation uses; affordable/employee housing; and open space.
11. The MPD shall substantially comply with the Annexation Plat. The proposed total density at build-out for the Annexation area is 535,000 square feet (gross), equates to 2.64 units/acre and consists of the following:

<u>Intermountain Healthcare Hospital:</u>	<u>300,000 square feet (180 Unit Equivalents)</u>
---	---

⁴ Except as otherwise defined herein, capitalized terms shall be as defined in the Annexation Agreement.

United States Ski and Snowboard Offices
and Training Center:

85,000 square feet (85 Unit Equivalents)

Support Medical Office:

150,000 square feet (150 Unit Equivalents)

12. The City has agreed that up to 50,000 square feet of the total Support Medical Office area may be developed within, and in addition to, the 300,000 square foot hospital. The City identified a public policy preference that up to 50,000 square feet of the Support Medical Office area should primarily be utilized for public/quasi-public and other institutional uses reasonably related to the Support Medical Office area, including without limitation, athletic national governing body offices, non-profit community wellness facilities, and/or education uses. A specific allocation of such uses shall be determined and agreed to by the Petitioner (or its assigns) and the City as part of the MPD review and approval process.

13. The Petitioner has previously notified the United States Ski and Snowboard Association (USSA) that the Petitioner desires to donate five (5) acres of the Property (the "USSA Property") to USSA for the purposes of developing an 85,000 square foot athletic national governing body (NGB) and training complex. Land uses within the USSA Property are limited to USSA administrative, athlete training, and/or other national governing body uses, with deed restrictions to that effect to be recorded against such property. Subject to any such deed restrictions, the City shall have the right of first refusal to purchase the USSA Property and facilities in the event that, as an authorized assignee of the Petitioner, USSA sells and/or relocates from such property. In addition to the deed restrictions, any change of use will require approval of an amended Master Planned Development and Conditional Use Permit. Further, any uses other than athletic national governing body office/training facilities, public/quasi-public, institutional, and/or recreation uses will require employee/affordable housing mitigation conforming to the Affordable Housing Guidelines and Standards Resolution in effect at the time of application.

14. The Property is subject to the Employee/Affordable Housing requirements of the Affordable Housing Guidelines and Standards Resolution 17-99, as amended. The base employee/affordable housing requirement for development associated with the Intermountain Healthcare hospital (300,000 square feet) is 44.78 Affordable Unit Equivalents. The base employee/affordable housing requirement for development associated with USSA (85,000 square feet) is 10.71 Affordable Unit Equivalents. The base employee/affordable housing requirement for development associated with the Support Medical Office (150,000 square feet) is 34.98 Affordable Unit Equivalents. The total Affordable Unit Equivalents required for the Property is 90.47. Intermountain Healthcare, as an authorized assignee of the Petitioner, shall be entitled to, and has received, a reduction of 27.49 Affordable Unit Equivalents for the hospital portion of the development of the Intermountain Healthcare Property, in recognition of the non-commercial, non-residential nature of the hospital portion of the development. One Affordable Unit Equivalent equals 800 square feet.

15. The City agrees that a deferral of the required 10.71 Affordable Unit Equivalents of employee/affordable housing for the USSA Property will be granted to USSA in consideration of, as previously agreed to by the Petitioner, the donation by the Petitioner of five (5) acres of the Property to USSA, as a community-based nonprofit organization, upon which USSA intends to construct its facilities. This deferral is contingent upon the continued ownership and occupancy of the facility by USSA or another community-based nonprofit organization approved by the City. Any change in use to a non-community-based nonprofit organization may require USSA to meet the deferred employee/affordable housing requirements. In addition, any change in use or redevelopment of the USSA Property that creates additional presumed "employee generation" on the USSA Property (as contemplated under the Affordable Housing Guidelines and Resolution 10-06) may require an employee/affordable housing contribution to address that increment of presumed employee generation.

16. The City agrees that the 44.78 Affordable Unit Equivalent requirement associated with the Intermountain Healthcare hospital (300,000 square feet) shall be satisfied by, as previously agreed to by the Petitioner, the donation by the Petitioner of a five (5) acre parcel of the Property to the City and the other terms and conditions of Section 11 of the Annexation Agreement, in any case, shall conform to the Affordable Housing Guidelines and Standards Resolution 17-99, as amended. Further, with the City's approval, as part of the MPD review process or otherwise, additional Affordable Unit Equivalents may be included in the five (5) acre parcel and shall be applied toward the 34.98 Affordable Unit Equivalents associated with the Support Medical Office.

17. In addition to the five (5) acre donation referenced in Section 11 of the Annexation Agreement and Section 16 herein above, the Petitioner has previously notified the City that the Petitioner desires to and will donate a separate, additional fifteen (15) acres of the Annexation Property to the City for public recreation and open spaces purposes (the "City Recreation/Open Space Parcel").

18. On December 8, 2005, the Task Force forwarded a unanimous recommendation to the Planning Commission on traffic and transportation mitigation. The Task Force recommendation is based, in part, on an access study provided by the Petitioner's traffic consultants--Horrocks Engineers (dated November 6, 2005) and additional analysis prepared by the City consultant, Rosenthal and Associates (dated November 7, 2005). It was the Task Force recommendation that it is reasonable for all developers within the City Annexation boundary to pay for or otherwise offset their share of costs (to the City) of all roadway and other necessary traffic mitigation improvements. The Task Force determined that the proposed medical campus, offices, and athletic training complex require access to SR248 intersection improvements. The current design and anticipated traffic generation from the City recreation and ice rink complex does not warrant a signalized intersection.

19. Except as otherwise specified in the Annexation Agreement, the Petitioner (or, as specified in connection with any such assignment, its assigns) will be responsible for providing all necessary access to the property from SR 248 and all necessary intersection improvements including, but not limited to, one (1) signalized intersection at SR 248. The Petitioner (or, as specified in connection with any such assignment, its assigns) will be responsible for all coordination and costs associated with providing access to the Property, other than land acquisition costs for the Main Access Roadway and Secondary Access Easement (the "Roadway Access Costs"), as required in the Subdivision Chapter of the LMC Sections 15-7.2 & 15-7.3, including the Traffic Mitigation Measures, all of which shall be determined and agreed to as part of the MPD review and approval process. The total cost of the Traffic Mitigation Measures shall not exceed TEN MILLION AND NO/100 DOLLARS (\$10,000,000) and the Petitioner's (or, as specified in connection with any such assignment, its assigns) proportionate share shall be between eleven percent (11%) and twenty-one percent (21%). To the extent the Property is adjacent to a frontage road to Silver Summit, the Petitioner (or, as specified in connection with any such assignment, its assigns) shall cooperate with the City in the dedication of a nonexclusive right-of-way over and across the Property to access such frontage road.

20. The Petitioner (or, as specified in connection with any such assignment, its assigns) will proportionally share in the cost for future necessary road improvements to SR 248, as and to the extent specified and agreed by the Petitioner or any affected parties from time to time. In addition to the cost of any Traffic Mitigation Measures, the City agrees to apply the costs associated with installing the traffic signal at the future Annexation Property access/SR 248 intersection towards the proportional share of future overall SR 248 improvements.

21. The Petitioner (or, as specified in connection with any such assignment, its assigns), in addition to the other reimbursement, credit or contribution rights, reserves the right to develop a latecomers agreement or take or cause to be taken such other actions as may be necessary or appropriate to recover and/or ensure reimbursement for any costs incurred by in connection with the Traffic Mitigation Measures, the Main Access Roadway, the Secondary Access Easement, the Roadway Access Costs, as well as the cost of any

water impact fees and any water connection fees, and, further (as confirmed by the City's execution of the Annexation Agreement), any obligation of the Petitioner (or, as specified in connection with any such assignment, its assigns) in this regard shall be subject thereto.

22. The City has agreed to consider other potential cost-sharing traffic and transportation mitigation strategies which may include, but are not limited to the development of additional employee/affordable housing linked to the community transit system; physical improvements such as, but not limited to a transit hub, park and ride lot, and van/shuttle programs; and/or employee traffic/transit programs, adjusted shift times and ridesharing incentives, without any obligation, cost or otherwise, to the Petitioner (or its assigns).

23. The Petitioner, Intermountain Healthcare, USSA, and the City have agreed that, as contemplated hereunder, final approval of detailed traffic and transportation mitigation and any cost sharing for road/highway improvements shall be agreed to by the affected parties and approved through a technical report approved by the Planning Commission and the City Council as a part of the MPD review and approval process.

24. The Planning Commission held a public hearing on the Annexation Agreement on May 10, 2006.

25. The City, the Petitioner and any affected parties, including Intermountain Healthcare and USSA, shall and hereby acknowledge and agree that, except as may be otherwise specified in the Annexation Agreement with respect to the Annexation, the vested uses, densities, intensities, and general configuration of development approved in the Annexation, the Annexation Agreement and these Findings and Conditions, the Water Rights, the Main Access Roadway and the Secondary Access Easement, the Annexation, the Annexation Agreement and the obligations of the Petitioner (and its successors or assigns) hereunder are subject to, all as acceptable to the parties in their respective, reasonable discretion, confirmation, determination and agreement of the parties with respect to the Final MPD and Subdivision Plat; any necessary Development Agreements for each parcel of the Property; Construction Mitigation; Landscaping Plans; Lighting; and Related Access, Development and Use Matters.

B

Exhibit B
(Copy of Annexation Plat)

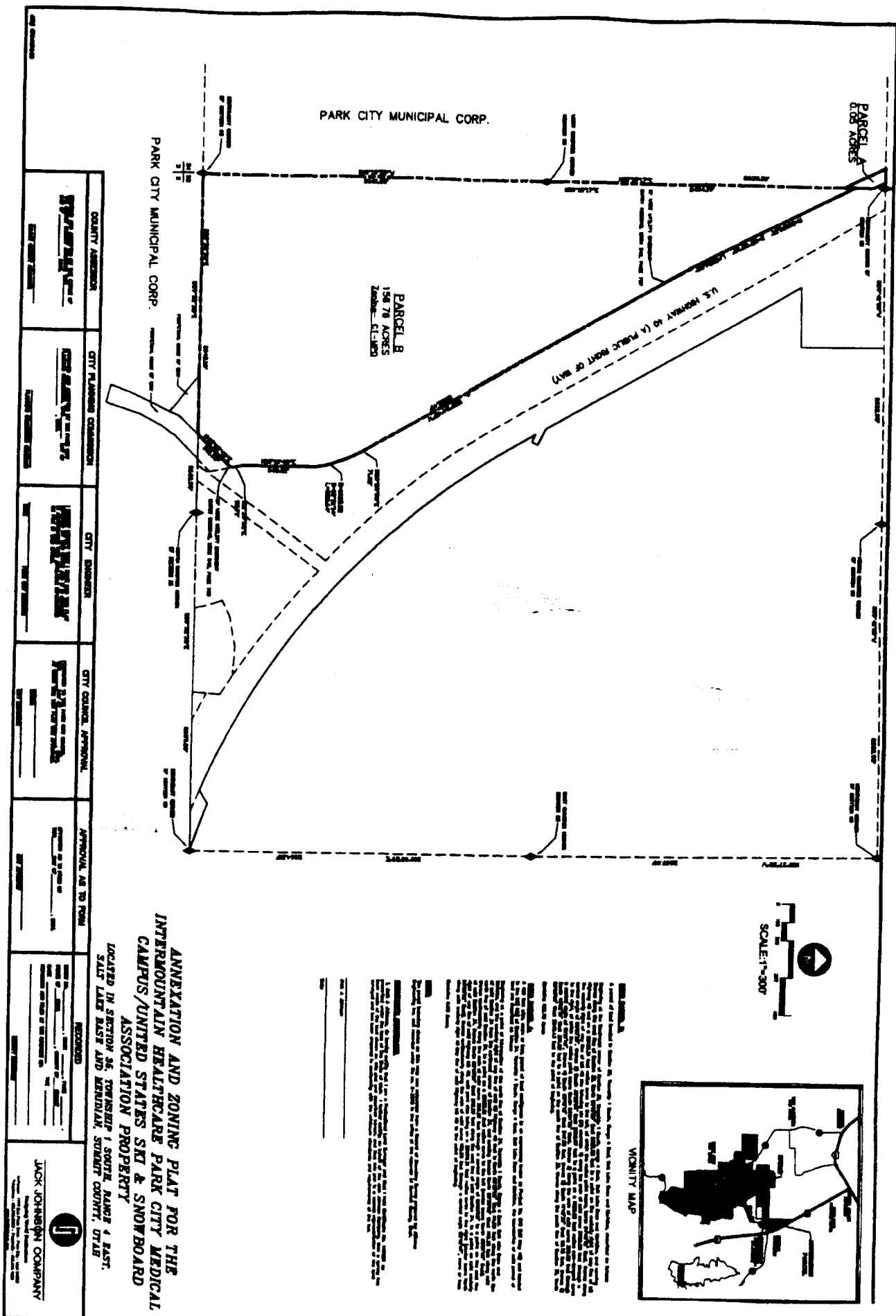


Exhibit B - Annexation Map

C

Exhibit C

(Legal Description of the Property)

Property located in Summit County, Utah, particularly described as follows:

PARCEL NO. 1:

A parcel of land located in Section 35, Township 1 South, Range 4 East, Salt Lake Base and Meridian, described as follows:

BEGINNING at the Southwest Corner of Section 35, Township 1 South, Range 4 East, Salt Lake Base and Meridian, and running thence along the West line of Section 35 North 00°13'59" East 5086.08 feet to a point on the Westerly Right of Way line of US Highway 40 and on a 23138.31 foot radius curve to the left, of which the radius point bears North 64°40'12" East; thence along the Westerly Right of Way line of US 40 the following six (6) courses: 1) along the arc of said curve 2055.08 feet through a central angle of 05°05'20"; thence 2) South 30°25'08" East 2393.67 feet to a point on a 1025.92 foot radius non-tangent curve to the right, of which the radius point bears South 63°24'52" West; thence 3) along the arc of said curve 328.80 feet through a central angle of 18°21'46"; thence 4) South 00°10'18" West 547.99 feet; thence 5) South 11°42'39" East 93.75 feet; thence 6) South 45°02'16" West 361.62 feet to a point on the South line of Section 35; thence along the South line of Section 35 North 89°53'00" West 2048.43 feet to the point of beginning.

PARCEL NO. 2:

PARCEL A:

A 100 foot wide, more or less, parcel of land contiguous to an expressway known as Project No. 019 (U.S. Hwy-40) and located in the NE1/4NE1/4 of Section 34, Township 1 South, Range 4 East, Salt Lake Base and Meridian. The boundaries of said parcel of land are described as follows:

BEGINNING at a point of intersection of the North line of Section 34, Township 1 South, Range 4 East, Salt Lake Base and Meridian, and the Westerly Right of Way line of said Highway U.S. 40 that is North 89°39'00" West 44.88 feet along the North line of said Section 34 from the Northeast Corner of said Section 34; and running thence North 89°39'00" West 110.38 feet along said North line of said Section 34 to a point on a 23178.31 foot radius curve to the left (center bears North 65°21'40" East); thence Southeasterly along the arc of said curve 363.27 feet through a central angle of 00°53'53" to a point on the East line of said Section 34; thence North 00°13'57" East 232.20 feet along said East line of said Section 34 to point on said Westerly Right of Way line of said Highway U.S. 40, said point also being on a 23078.31 foot radius curve to the right (center bears North 64°58'56" East); thence Northwesterly along the arc of said curve 105.96 feet through a central angle 00°15'47", more or less, along said Westerly Right of Way line of said Highway U.S. 40 to point of beginning.

Tax Parcel No. SS-65-A-4

PARCEL B:

A perpetual Easement and Right of Way being described as follows:

BEGINNING at a point of intersection of the North line of Section 2, Township 2 South, Range 4 East, Salt Lake Base and Meridian, and the Northwestern Right of Way line of Highway U 248 and running thence South 45°02'17" West 202.91 feet, more or less; thence South 25°41'05" West 82.60 feet, more or less; thence North 53°00'00" West 361.94 feet, more or less, to a point on said North line of Section 2; thence East 468.43 feet, more or less, along said North line to the point of beginning.

Tax Parcel No. SS-65-A-4

PARCEL C:

A perpetual Easement and Right of Way being described as follows:

BEGINNING in the North line of said Section 2 at a point 2048.43 feet South 89°53'00" East from the Northwest Corner of said Section 2; thence South 45°02'17" West 202.91 feet to a point 80 feet radially distant Northwesternly from the center line of said access road known as "H" Line at Engineer Station 34+55.84; thence South 25°41'05" West 382.42 feet; thence South 21°43'39" West 203.44 feet; thence South 75°00'00" East 146.13 feet; thence North 17°42'46" East 274.91 feet; thence North 28°04'06" East 200 feet; thence North 37°37'06" East 115.81 feet; thence North 42°52'13" East 57.93 feet; thence North 46°13'24" East 205.10 feet to said North line; thence West (North 89°53'00" West Highway bearing) 192.46 feet along said North line to the point of beginning.

Tax Parcel No. SS-65-A-4

D

Exhibit D
(Copy of MPD Application)

PARK CITY**Park City Municipal Corporation**

445 Marsac Avenue • PO Box 1486 • Park City UT 84060 • (435) 615-5060 • (435) 615-4906-fax • www.parkcity.org

MASTER PLANNED DEVELOPMENT

PLANNING COMMISSION

Approved _____

Denied _____

APPLICATION # _____

RECEIPT # _____

DATE RECEIVED _____

I. PROJECT INFORMATIONName: IHC Summit Community Medical CampusAddress/Location: Quinn's Junction, Northwest Corner of the Intersection of State Highway 248 and US 40Legal Description: Tax ID Please see Sheets S1 & S2/SS-65-A-4Subdivision & Lot #, or Survey, Lot & Block # ---**II. APPLICANT**Please check one of the following: owner ☒ optionee ☐ buyer ☐ agent ☐ other ☐Name: IHC Hospitals, Inc.Mailing Address: 36 South State Street
Salt Lake City, UT 84111Phone #: (435)657-4370 Fax #: (435)654-2576 E-mail hvrprobs@ihc.com

If you have any questions regarding the requirements on this application please contact a member of the Park City Planning staff (435) 615-5060.

III. SUBMITTAL REQUIREMENTS:

1. Completed and signed application form
2. Review fees – see **Fee Schedule** in Planning Department
3. Two (2) complete sets of all plans including an area map, with the project location, existing vegetation, service providers identified and a slope analysis.
4. One (1) set of reduced plans (8½" x 11")
5. Current Title Report (not older than 30 days)
6. Copies of any previous agreements between the City and the property owners or between the property owners and a third party.
7. *The applicant should be aware that there may be a request to provide presentation material for Planning Commission meetings. The presentation material may, or may not, include the following:*
 - 20" x 30" presentation boards
 - elevations and/or perspectives
 - location map
 - 8½" x 11" overheads of materials outlined above
 - view analysis
 - massing models
 - photographs/graphic illustrations
8. Stamped, addressed envelopes for property owners within 300 feet.
 - a. Envelopes (addressed to property owners as described above) with mailing labels and stamps affixed (we do not accept metered envelopes). Please do not include a return address on the envelope.
 - b. List of property owners, names and addresses as described above. The distance is measured from the property line, not the location of the request. Please provide the Summit County Assessor's Parcel Number for each property owner if possible

Sample Envelope

No return address	###
JOHN DOE PO BOX 2002 PARK CITY UT 84060	

IV. MASTER PLANNED DEVELOPMENT FACT SHEET

PROJECT DESCRIPTION

1. On a separate sheet of paper, give a general description of the proposal and attach it to the application. Provide a written statement describing the request and any other information pertaining to the proposed project.
2. Existing Zoning DL in Summit County; CC/MPD when annexed into City
3. Is project within Sensitive Lands Overlay Zone? ☒ yes ☐ no
4. Current use of property: Vacant Land
5. Total project area: acres 52 square feet 2,265,120
6. Number of unit equivalents: allowed 450 proposed 450 (inclusive of common areas)
(See Title 15, LMC, Master Planned Development, Chapter 6)
7. Number and configuration of residential units
Existing 0 Proposed 0
8. Commercial area: 450,000 (gross floor area)
Unknown at this time (net leasable area)
9. Type(s) of business activity: Hospital, General; Medical Clinic; Support Commercial
10. Number of parking spaces required: proposed (to be determined)
(see Title 15 LMC, Off-Street Parking, Chapter 3)
11. Project accessed by (check one)
☒ public road ☐ private road ☐ private driveway
12. Ownership type (check one)
☒ owner occupied ☐ lease ☐ nightly rental
13. Water service availability: (check one)
☐ existing ☒ requires extension of city service
14. Is this project part of an existing approval (MPD, subdivision, etc.)?
☐ yes ☒ no
15. Are there any previous agreements between the City and property owners or between the property owners and a third party?
☒ yes ☐ no Burbs, LLC with HMC Hospitals, Inc.

V. ACKNOWLEDGMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge. I understand that my application is not deemed complete until a Project Planner has reviewed the application and has notified me that it has been deemed complete.

I will keep myself informed of the deadlines for submission of material and the progress of this application. I understand that a staff report will be made available for my review the week prior to any public hearings or public meetings. This report will be on file and available at the Planning Department in the Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization with the study.

Signature of Applicant: *John H. Hagan*Name of Applicant (please print) UHC Hospitals, Inc.Mailing Address 36 South State Street, SLC, UT 84111Phone (435) 657-4370Fax (435) 654-2576E-mail hvt@probs@ihc.comType of Application Master Planned Development**AFFIRMATION OF SUFFICIENT INTEREST**

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action.

Name of Applicant (please print) BURBS LLCMailing Address P.O. Box 65571, SLC, UT 84165

Street Address/Legal Description of Subject Property:

See Sheets S1 & S2Signature *[Signature]*Date November 1, 2004

1. If you are not the fee owner, attach another copy of this form that has been completed by the fee owner, or a copy of your authorization to pursue this action.

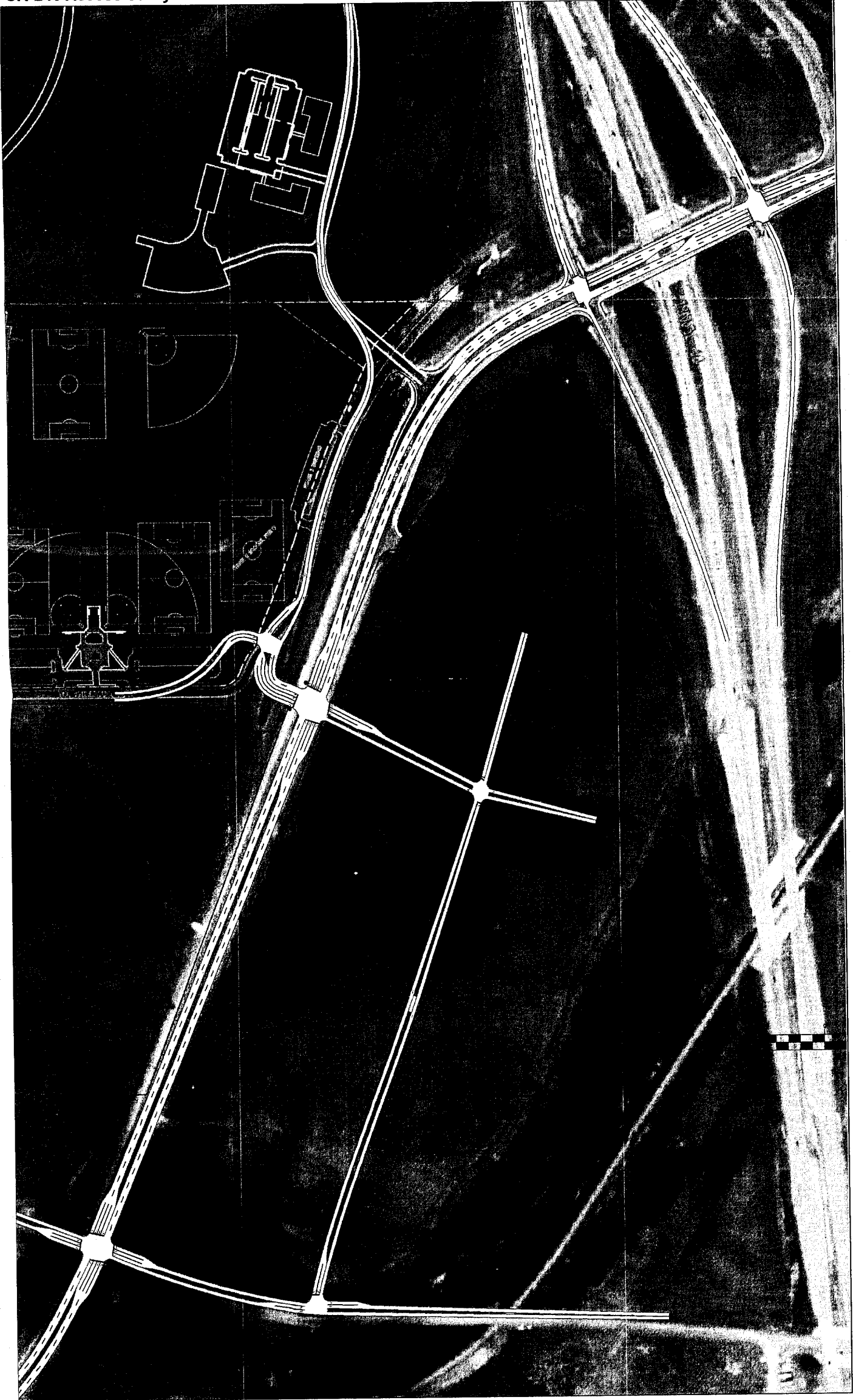
2. If a corporation is fee titleholder, attach copy of the resolution of the Board of Directors authorizing this action.

3. If a joint venture or partnership is the fee owner, attach a copy of agreement authorizing this action on behalf of the joint venture or partnership.

Please Note: This affirmation is not submitted in lieu of sufficient title evidence. You will be required to submit a title opinion, certificate of title, or title insurance policy showing your interest in the property prior to final action.

E

Exhibit E
(Road Design Plans)



F

Exhibit F
(Form, Terms and Amount of Financial Guarantee)

IVORY HOMES

978 East Woodoak Lane, Salt Lake City, Utah 84117; phone (801) 747-7000; fax (801) 747-7090

November 27, 2006

Via First Class Mail

Park City Municipal Corporation
P.O. Box 1480
Park City, UT 84060

RE: Park City Affordable Housing Bond

To Whom It May Concern:

Ivory Homes, Ltd. will cause a performance bond to be issued for the affordable housing requirement under the Annexation Agreement in the amount of \$626,920.00 by Wells Fargo Bank. The performance bond will be issued in conjunction with the Annexation Agreement becoming affective and not later than the closing of the Real Estate Acquisition Agreement between Petitioner and IHC Health Services, Inc.

Sincerely,



Glenn Girsberger

cc: David Burbidge
Richard Burbidge
Vaughn Burbidge
Chris Gamvroulas
Clark Ivory
Dave Wolfgramm

G

Exhibit G
(Water Cost Calculations)

October 12, 2006 IHC Water Cost Calculation

The idea is that PCMC would agree to provide culinary water to IHC from PCMC's existing sources. PCMC would charge a total water impact fee based on PCMC's cost to replace that water with Weber Basin Water Conservancy District (WBWCD) water to be delivered through the Snyderville Importation Project and treated by PCMC.

The total water impact fee would be \$16,000 per ERU, calculated as follows (numbers are based on engineer's estimates and rounded up):

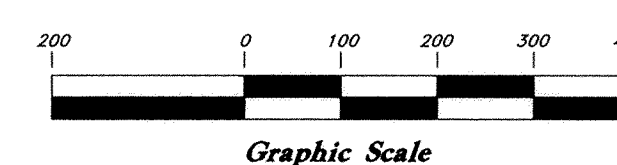
Total Capital Costs for the pipeline project:	\$14,743,000
<u>59 acre feet IHC Demand</u>	
2,500 acre feet total project	2.36% of total project size
2.36% X Total Capital Cost of \$14,743,000	\$347,935
WBWCD Share Cost (assumes \$150/share X 59 ac ft X 3% annual increase over 50 year project life)	\$227,708
Added to IHC's capital cost contribution of \$347,935	\$575,643
Water Treatment Cost (Assuming 3,000 gpm (4.3M gpd) capacity; and excluding land acquisition costs)	\$8,000,000
<u>IHC Peak Day Demand of 101,528 gpd</u>	2.36%
Total Treatment Capacity of 4.3M gpd	
2.36% X Water Treatment Cost	\$188,800
Added to IHC's capital cost contribution and WBWCD Share Cost	\$764,443
<u>\$764,443</u>	
IHC's Demand of 63.455 ERU's*** (Equals the Water Development Impact Fee)	\$12,049
Add Water Connection Impact Fee	\$3834
Total Water Impact Fee per ERU	\$15,883
*** ERU's were determined by dividing IHC's Peak Day Demand of 101,528 gpd by 1,600 gpd, which is the amount of water provided per ERU.	

Subdivision Plat (Second Amended) for the Intermountain Healthcare Park City Medical Campus / USSA Headquarters and Training Facility

A part of the West 1/2 of Section 35, T1S, R4E, Salt Lake Base & Meridian, U.S. Survey
Park City, Summit County, Utah



Scale: 1" = 200'



LEGEND

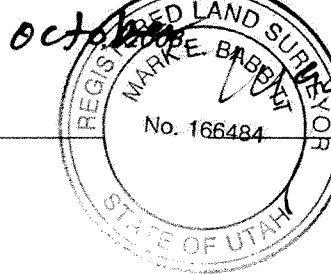
- Set Nail in Curb
- Set 5/8" x 8' Rebar (24" Long)
- Cap w/ Fencepost
- Found Rebar & cap w/ Fencepost
- Found Rebar & Cap
- Set Hub & Tack
- Exist, Right of Way Monument
- Street Address

SURVEYOR'S CERTIFICATE

I, Mark E. Babbitt, a Registered Professional Land Surveyor in the State of Utah, do hereby certify that this second amended subdivision plat of the Intermountain Healthcare Park City Medical Campus / USSA Headquarters and Training Facility, in Park City, Summit County, Utah has been correctly drawn to the designated scale and is a true and correct representation of the following description of lands included in said subdivision.

Signed this 1st day of October, 2008

166484
License No.



$\Delta = 0^{\circ}53'49''$
 $R = 23178.31'$
 $L = 362.82'$
 $LC = 362.82'$
 $N 25^{\circ}04'53'' W$

$S 89^{\circ}39'00'' E$
 $110.37'$

$\Delta = 0^{\circ}15'45''$
 $R = 23078.31'$
 $L = 105.70'$
 $LC = 105.70'$
 $S 24^{\circ}52'48'' E$

OWNER'S DEDICATION
The undersigned, being the owners of the hereon described tracts of land, hereby set apart and subdivide the same into the lots as shown on this plat. The owners of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11 hereby irrevocably dedicate to the public The Public Rights of Way and Public Easements indicated on this Second Amended Subdivision Plat. Any and all other roadways, easements or rights-of-way shown on this Second Amended Subdivision Plat, unless otherwise specified, shall be, and remain, private for the sole and exclusive use of the owner of Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 and 11.

Signed this 15th day of October, 2008

John Hoppe

IHC Health Services, Inc., a Utah nonprofit corporation, as the Owner of Lots 1, 2, 6, 7, 8, 9, 10 & 11

Dick Cox

United States Ski Association dba United States Ski and Snowboard Association, as the Owner of Lot 3

ACKNOWLEDGMENT

State of Utah
County of _____
On the 15th day of October, 2008, personally appeared before me, *John Hoppe*, who being duly sworn did say that he is a Vice President of IHC Health Services, Inc., a Utah nonprofit corporation, and that this instrument was signed on behalf of said corporation.

Residing at: Salt Lake

Commission Expires: 9/1/12

State of Utah
County of Summit
On the 15th day of October, 2008, personally appeared before me, *John Hoppe*, who being duly sworn did say that he is a Vice President of IHC Health Services, Inc., a Utah nonprofit corporation, and that this instrument was signed on behalf of said corporation.

Residing at: 1127 Countywide Circle

Commission Expires: 8/28/09

State of Utah
County of Summit
On the _____ day of _____, 2008, personally appeared before me, _____, who being duly sworn did say that he is _____ of the Park City Municipal Corporation and that this instrument was signed on behalf of said corporation.

Residing at:

Commission Expires:

BOUNDARY DESCRIPTION

A part of the West Half of Section 35, Township 1 South, Range 4 East, Salt Lake Base and Meridian, U.S. Survey.
Beginning at the Southwest Corner of said Section 35, and running thence Northerly two (2) courses along the West line of Section 35 as follows: North 01°12'24" East 2681.55 feet to the West 1/4 corner of said section and North 01°15'27" East 2312.19 feet; thence Northerly along the arc of a 23,178.31 foot radius curve to the right a distance of 362.82 feet (Central Angle equals 0°53'49" and Long Chord bears North 25°04'53" West 362.82 feet) to the North line of Section 34, Township 1 South, Range 4 East, Salt Lake Base and Meridian; thence South 89°39'00" East 110.37 feet along said North line to the Westerly right of way line known as Utah Department of Transportation's Project No. 19 (U.S. Highway 40); thence Southerly along said right of way line and the arc of a 23,078.31 foot radius curve to the left a distance of 105.70 feet (Central Angle equals 0°15'45" and Long Chord bears South 24°52'48" East 105.70 feet) to the West line of said section 35; thence South 01°15'27" West 139.75 feet along said West line to the Westerly right of way line of said U.S. Highway 40; thence Southerly seven (7) courses along said Westerly right of way line as follows: along the arc of a 23,136.31 foot radius curve to the left a distance of 205.02 feet (Central Angle equals 0°53'49" and Long Chord bears South 27°52'06" East 205.02 feet); South 30°24'46" East 232.73 feet; South 26°34'46" East 70.94 feet; along the arc of a 1025.92 foot radius curve to the right a distance of 328.80 feet (Central Angle equals 18°21'46" and Long Chord bears South 17°23'53" East 327.39 feet); South 01°10'40" West 547.99 feet; South 11°42'02" East 93.76 feet and South 45°02'38" West 361.61 feet to the South line of Section 35; thence North 89°52'38" West 2048.43 feet along said South line to the point of beginning.

Contains: 6,849,499 sq. ft. or 157,243 Acres

SUMMIT COUNTY RECORDER

ENTRY NO. 859976
440
FILED FOR RECORD AND
RECORDED. Equity Title
IN BOOK _____ OF OFFICIAL
RECORDS, PAGE _____, RECORDED
FOR DATE: 11-25-08
Time: 4:43 P.M.

SUMMIT COUNTY RECORDER

BY: *Debra Brown*, Deputy
DEPUTY

- Notes:**
- The Public Trail Easement shall be evidenced by a declaration and grant of easement for non-vehicular pedestrian trails by the owner of Lot 1, 3, 8, 10 and Lot 11 (IHC Health Services, Inc.) to Park City Municipal Corporation and by the owner of Lot 3 (USSA) to Park City Municipal Corporation pursuant to that certain Annexation Agreement dated January 1, 2007, recorded with the Summit County Recorder on January 23, 2007 as Entry No. 00802747 Book 1843 Page 0308. Any repair or maintenance obligations, or costs and expenses associated therewith, shall be the responsibility of parties other than IHC Health Services, Inc.
 - Access Easement No. 2 (and the appurtenant 20' Wide Access Easement to Lot 9) is evidenced by, and subject to, a declaration and grant of access easement in favor of the Lot 3 property owner and the Lot 9 property owner from IHC Health Services, Inc. Access Easement No. 1 is evidenced by, and subject to, an access easement in favor of the Lot 3 property owner and the Lot 9 property owner from, in each case, IHC Health Services, Inc.
 - Lot 5 is subject to the reservation of an access and utility easement in favor of Lots 1 and 2.
 - Access and Utility Easement No. 3 is evidenced by, and subject to, that Declaration and Grant of Access and Utility Easements dated January 23, 2007, recorded with the Summit County Recorder on January 23, 2007 as Entry No. 00802762, Book 1843 Page 0488.
 - Any utilities, lines or facilities, public or otherwise, constructed or installed within the subdivision for the benefit of the lots within the subdivision, except as to the extent otherwise necessary or approved, in writing, by the Lot 1 owner, shall be underground, nonexclusive and, except as to the extent otherwise evidenced by the grant of an easement therefor, within the public utility easements shown on this second amended subdivision plat. In this connection, service providers of any such utilities, lines or facilities shall have the right, within any such public utility easements, or as shown on this second amended subdivision plat, any public rights-of-way or other access easements therefor, to access any such installed utilities, lines and facilities as may be necessary or appropriate for the maintenance, repair and/or replacement thereof and, in that connection, to require the removal, at the lot owner's expense, of any obstructions, including structures, trees and vegetation within any such public utility easement which adversely affect any such utilities, lines or facilities. Further, at no time may any permanent structure or other obstruction, which unreasonably interferes with the maintenance, repair or replacement of any such utilities, lines or facilities, be located within the public utility easement without the prior written approval of the service provider affected thereby; provided that, if a lot owner's expense, a lot owner shall have the right to relocate any such lines or facilities, in whole or in part, as may be reasonably necessary or appropriate in connection with the use, ownership or development or any lot within the subdivision.
 - The SBWRD access and sewer easements in Lots 1 and 11 are evidenced by that Grant of Easement and Access Easement recorded in the records of the Summit County Recorder on September 27, 2007 as Entry No. 00826477, Book 1891, Pages 232.
 - Notwithstanding any grant of easement relating to the SBWRD access easement, the Lot 1 owner, at such owner's expense, shall have the right to relocate the SBWRD access easement, in whole or in part, as may be reasonably necessary or appropriate in connection with the use, ownership or development of Lot 1 within the subdivision; provided that SBWRD shall have the right to approve, in advance, any such relocated access easement (which approval, so long as the relocated access easement shall provide SBWRD with access comparable to the SBWRD access easement shown on this second amended subdivision plat, shall not be unreasonably withheld, conditioned or delayed).
 - This Second Amended Subdivision Plat is subject to the conditions of approval of that certain Annexation Agreement referenced in Note 1 herein, and any conditions in the Master Planning Development Agreements and Conditional Use Permits relating to the development of specific lots within the Intermountain Healthcare Park City Medical Campus / USSA Headquarters and Training Facility Subdivision.
 - All conditions of approval of the IHC annexation and amended subdivision shall continue to apply.

PROPERTY LINE & EASEMENT CURVE DATA

(1)	(2)	(3)	(4)	(5)	(6)	(7)
$\Delta = 47^{\circ}23'56''$ $R = 173.60'$ $L = 223.36'$ $LC = 173.63'$ $N 8^{\circ}36'23'' W$	$\Delta = 28^{\circ}54'35''$ $R = 1030.00'$ $L = 519.71'$ $LC = 514.21'$ $N 0^{\circ}38'18'' E$	$\Delta = 60^{\circ}00'42''$ $R = 173.60'$ $L = 181.63'$ $LC = 173.63'$ $N 78^{\circ}56'04'' E$	$\Delta = 83^{\circ}55'00''$ $R = 98.98'$ $L = 17.81'$ $LC = 17.81'$ $N 34^{\circ}11'44'' W$	$\Delta = 3^{\circ}46'47''$ $R = 270.00'$ $L = 17.81'$ $LC = 17.81'$ $N 34^{\circ}11'44'' W$	$\Delta = 37^{\circ}45'14''$ $R = 1030.00'$ $L = 678.70'$ $LC = 666.49'$ $N 27^{\circ}52'30'' W$	$\Delta = 54^{\circ}53'06''$ $R = 25.00'$ $L = 23.95'$ $LC = 23.04'$ $N 24^{\circ}07'41'' W$
(8)	(9)	(10)	(11)	(12)	(13)	(14)
$\Delta = 20^{\circ}54'39''$ $R = 75.00'$ $L = 163.61'$ $LC = 147.01'$ $N 81^{\circ}51'32'' E$	$\Delta = 46^{\circ}16'02''$ $R = 25.00'$ $L = 26.18'$ $LC = 25.00'$ $S 10^{\circ}24'16'' W$	$\Delta = 90^{\circ}07'10''$ $R = 275.00'$ $L = 43.77'$ $LC = 43.72'$ $S 44^{\circ}58'21'' W$	$\Delta = 24^{\circ}52'23''$ $R = 325.00'$ $L = 13.13'$ $LC = 13.21'$ $S 37^{\circ}47'15'' W$	$\Delta = 17^{\circ}52'23''$ $R = 175.00'$ $L = 76.23'$ $LC = 76.23'$ $S 38^{\circ}31'49'' W$	$\Delta = 48^{\circ}16'02''$ $R = 225.00'$ $L = 181.63'$ $LC = 176.60'$ $S 27^{\circ}52'30'' W$	$\Delta = 17^{\circ}52'41''$ $R = 700.00'$ $L = 218.42'$ $LC = 217.54'$ $S 13^{\circ}40'48'' W$
(15)	(16)	(17)	(18)	(19)	(20)	(21)
$\Delta = 17^{\circ}45'03''$ $R = 153.82'$ $L = 232.36'$ $LC = 152.43'$ $S 15^{\circ}25'35'' E$	$\Delta = 2^{\circ}46'02''$ $R = 1030.00'$ $L = 141.32'$ $LC = 139.22'$ $N 27^{\circ}52'30'' E$	$\Delta = 30^{\circ}19'01''$ $R = 25.00'$ $L = 39.68'$ $LC = 39.22'$ $N 85^{\circ}14'43'' E$	$\Delta = 58^{\circ}32'38''$ $R = 25.00'$ $L = 298.19'$ $LC = 24.45'$ $N 80^{\circ}38'29'' W$	$\Delta = 17^{\circ}56'49''$ $R = 970.00'$ $L = 337.56'$ $LC = 297.02'$ $N 23^{\circ}47'10'' W$	$\Delta = 23^{\circ}28'15''$ $R = 970.00'$ $L = 489.43'$ $LC = 484.26'$ $N 0^{\circ}38'18'' E$	$\Delta = 9^{\circ}07'10''$ $R = 330.00'$ $L = 51.80'$ $LC = 246.56'$ $S 6^{\circ}50'12'' E$
(22)	(23)	(24)	(25)	(26)	(27)	(28)
$\Delta = 20^{\circ}54'39''$ $R = 75.00'$ $L = 163.61'$ $LC = 147.01'$ $N 81^{\circ}51'32'' E$	$\Delta = 30^{\circ}19'01''$ $R = 25.00'$ $L = 39.68'$ $LC = 39.22'$ $N 85^{\circ}14'43'' E$	$\Delta = 58^{\circ}32'38''$ $R = 25.00'$ $L = 298.19'$ $LC = 24.45'$ $N 80^{\circ}38'29'' W$	$\Delta = 17^{\circ}56'49''$ $R = 970.00'$ $L = 337.56'$ $LC = 297.02'$ $N 23^{\circ}47'10'' W$	$\Delta = 23^{\circ}28'15''$ $R = 970.00'$ $L = 489.43'$ $LC = 484.26'$ $N 0^{\circ}38'18'' E$	$\Delta = 9^{\circ}07'10''$ $R = 330.00'$ $L = 51.80'$ $LC = 246.56'$ $S 6^{\circ}50'12'' E$	$\Delta = 16^{\circ}57'38''$ $R = 175.00'$ $L = 125.48'$ $LC = 125.48'$ $S 8^{\circ}02'38'' W$
(29)	(30)	(31)	(32)	(33)	(34)	(35)
$\Delta = 26^{\circ}42'22''$ $R = 330.00'$ $L = 153.82'$ $LC = 152.43'$ $S 15^{\circ}25'35'' E$	$\Delta = 2^{\circ}46'02''$ $R = 1030.00'$ $L = 141.32'$ $LC = 139.22'$ $N 27^{\circ}52'30'' E$	$\Delta = 30^{\circ}19'01''$ $R = 25.00'$ $L = 39.68'$ $LC = 39.22'$ $N 85^{\circ}14'43'' E$	$\Delta = 58^{\circ}32'38''$ $R = 25.00'$ $L = 298.19'$ $LC = 24.45'$ $N 80^{\circ}38'29'' W$	$\Delta = 17^{\circ}56'49''$ $R = 970.00'$ $L = 337.56'$ $LC = 297.02'$ $N 23^{\circ}47'10'' W$	$\Delta = 23^{\circ}28'15''$ $R = 970.00'$ $L = 489.43'$ $LC = 484.26'$ $N 0^{\circ}38'18'' E$	$\Delta = 9^{\circ}07'10''$ $R = 330.00'$ $L = 51.80'$ $LC = 246.56'$ $S 6^{\circ}50'12'' E$
(36)	(37)	(38)	(39)	(40)	(41)	(42)
$\Delta = 16^{\circ}57'38''$ $R = 225.00'$ $L = 125.48'$ $LC = 125.48'$ $S 8^{\circ}02'38'' W$	$\Delta = 29^{\circ}41'42''$ $R = 175.00'$ $L = 116.61'$ $LC = 116.61'$ $S 40^{\circ}08'01'' E$	$\Delta = 29^{\circ}41'42''$ $R = 175.00'$ $L = 116.61'$ $LC = 116.61'$ $S 40^{\circ}08'01'' E$	$\Delta = 8^{\circ}02'10''$ $R = 175.00'$ $L = 31.56'$ $LC = 31.53'$ $S 25^{\circ}36'50'' E$	$\Delta = 8^{\circ}02'10''$ $R = 175.00'$ $L = 31.56'$ $LC = 31.53'$ $S 25^{\circ}36'50'' E$	$\Delta = 13^{\circ}41'31''$ $R = 330.00'$ $L = 93.67'$ $LC = 78.67'$ $S 8^{\circ}02'38'' W$	$\Delta = 21^{\circ}43'50''$ $R = 175.00'$ $L = 93.67'$ $LC = 78.67'$ $S 8^{\circ}02'38'' W$
(43)	(44)	(45)	(46)	(47)	(48)	(49)
$\Delta = 38^{\circ}25'03''$ $R = 112.50'$ $L = 75.43'$ $LC = 74.03'$ $S 88^{\circ}50'34'' W$	$\Delta = 30^{\circ}10'50''$ $R = 330.00'$ $L = 153.82'$ $LC = 152.43'$ $S 13^{\circ}41'21'' E$	$\Delta = 28^{\circ}58'14''$ $R = 315.00'$ $L = 180.67'$ $LC = 157.58'$ $S 15^{\circ}48'43'' E$	$\Delta = 38^{\circ}19'53''$ $R = 285.00'$ $L = 180.67'$ $LC = 187.13'$ $S 14^{\circ}43'31'' E$	$\Delta = 38^{\circ}19'53''$ $R = 285.00'$ $L = 180.67'$ $LC = 187.13'$ $S 14^{\circ}43'31'' E$	$\Delta = 38^{\circ}19'53''$ $R = 285.00'$ $L = 180.67'$ $LC = 187.13'$ $S 14^{\circ}43'31'' E$	$\Delta = 38^{\circ}19'53''$ $R = 285.00'$ $L = 180.67'$ $LC = 187.13'$ $S 14^{\circ}43'31'' E$

PROPERTY LINE DATA

(L1)	(L2)
$S 12^{\circ}15'52'' E 100.00'$	$N 88^{\circ}38'08'' W 75.00'$
(L3)	(L4)
$S 12^{\circ}15'52'' W 101.63'$	$S 89^{\circ}52'38'' E 75.02'$

Note

Wastewater Service to Lot 4 May Require a Wastewater Ejector Pump. If Lot 4 is Subdivided, a Line Extension Agreement Must be Filed With Snyderville Basin Water Reclamation District.

Wastewater Service to Lots 2 & 9 is Not Available.

NARRATIVE:

This second amended subdivision plat was requested by IHC Health Services, Inc., Park City Municipal Corporation and United States Ski and Snowboard Association. A line bearing South 89°52'38" East between the Southwest Corner and the Southeast Corner of Section 35, T1S, R4E was used as the basis of bearings. Lot corners were monumented as shown.

PARK CITY ENGINEER

I hereby certify that I have had this Plat reviewed by this office and it is correct in accordance with available information on file in this office.
Signed this 17th day of October, 2008.

GREAT BASIN ENGINEERING NORTH

CONSULTING ENGINEERS AND SURVEYORS
5746 South 1475 East, Suite 200
Ogden, Utah 84403
P.O. Box 150048, Ogden, Utah 84415
Ogden (801)384-6515 Salt Lake City (801)251-0222 Fax (801)382-7544

PARK CITY PLANNING COMMISSION

Approved by Planning Commission July 1, 2008
Approved and Accepted by the Park City Planning Commission on this 22nd day of October, 2008.
John Thomas
Planning Commission Chair

PARK CITY COUNCIL APPROVAL

Presented to the Park City Council
this _____ day of _____, 2008,
at which time this plat was approved.
John Scott
City Recorder
Dana Williams
Mayor

APPROVAL AS TO FORM

Approved as to form on this 26th day of November, 2008.
John Scott
Park City Attorney

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

Reviewed for conformance to Snyderville Basin Water Reclamation District standards on this 16th day of October, 2008.
B.R. Lewis
S.B.W.R.D. Authorized Representative

SUMMIT COUNTY RECORDER

ENTRY NO. 859976
440
FILED FOR RECORD AND
RECORDED. Equity Title
IN BOOK _____ OF OFFICIAL
RECORDS, PAGE _____, RECORDED
FOR DATE: 11-25-08
Time: 4:43 P.M.

SUMMIT COUNTY RECORDER

BY: *Debra Brown*, Deputy
DEPUTY



October 11, 2019

June 10, 2020 – Amended Condition of Approval 11

Lori Weston
900 Round Valley Drive
Park City, Utah 84060

CC: Morgan Busch

NOTICE OF PLANNING COMMISSION ACTION

Description

Project Description: Intermountain Healthcare Master Planned Development
Project Number: PL-19-04204
Project Address: 900 Round Valley Drive
Date of Final Action: October 9, 2019; amended June 10, 2020

Action Taken

On October 9, 2019, the Planning Commission conducted a public hearing and approved the amendment to the Intermountain Healthcare Master Planned Development (IHC-MPD) for an additional 56 Unit Equivalents (UEs) (56,000 square feet) pursuant to the Community Transition Zoning District, with a determination that 8 UEs (8,000 square feet) are undevelopable to meet a Housing Authority obligation, for a total of 48 developable UEs (48,000 square feet) for a 20,000-square-foot ambulatory surgery center on Lot 6 and a 28,000-square-foot addition for support medical use on Lot 1 with a 5-1 vote according to the following findings of fact, conclusions of law, and conditions of approval.

On June 10, 2020, the Planning Commission ratified the Amended and Restated IHC MPD Development Agreement and amended Condition of Approval 11, as shown below.

Findings of Fact

1. The Medical Campus is located in the northwest quadrant of the Quinn's Junction Intersection (HWY 40 and SR 248).
2. On November 3, 2004, Intermountain Healthcare (IHC), the United States Ski and Snowboard Association, and Burbs, LLC, petitioned to annex 157 vacant acres into the City to construct a Medical Campus.

3. In November of 2004, IHC submitted a Master Planned Development (MPD) application to build a 450,000-square-foot Medical Campus on the 157 acres.
4. On December 7, 2006, City Council approved an annexation plat (Summit County Recorder Entry No. 802746) and the 157-acre Medical Campus was annexed from unincorporated Summit County into Park City.
5. On January 11, 2007, City Council approved an Annexation Agreement (Agreement) that established the Community Transition District for the Medical Campus zoning (Summit County Recorder Entry No. 802747).
6. The Agreement capped build-out for the Medical Campus. Agreement, Exhibit A, ¶ 11 states: The proposed total density at build-out for the Annexation area is 535,000 square feet (gross), equates to 2.64 units/acre, and consists of the following: Intermountain Healthcare Hospital: 300,000 square feet (180 UEs – 1 UE equals 1,666.67 square feet for hospital use); United States Ski and Snowboard Offices and Training Center: 85,000 square feet (85 UEs); Support Medical Office: 150,000 square feet (150 UEs).
7. On January 11, 2007, City Council approved a *Subdivision Plat (Amended) for the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility* (Summit County Recorder Entry No. 844971).
8. On July 31, 2008, City Council approved a *Subdivision Plat (Second Amended) for the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility* (Summit County Recorder Entry No. 859976).
9. The Applicant donated Lot 3, a five-acre property, to the United States Ski and Snowboard Association for an 85,000-square-foot training facility, developed under a separate MPD.
10. On May 23, 2007, the Planning Commission approved the Intermountain Healthcare Master Planned Development (IHC-MPD).
11. On May 23, 2007, the Planning Commission approved a Conditional Use Permit for phase one construction of a 122,000-square-foot hospital, 13,000 square feet of constructed and unfinished shell space, and 50,000 square feet for medical offices on Lot 1.
12. On October 8, 2014, the Planning Commission approved an amendment to the IHC-MPD and transferred 25,000 square feet of support medical office uses from Lot 6 to the Hospital on Lot 1, and 25,000 square feet of support medical office uses from Lot 8 to the Hospital on Lot 1.
13. On October 8, 2014, the Planning Commission approved a Conditional Use Permit for phase two construction of the Hospital on Lot 1, which included an 82,000-square-foot support medical office expansion, a health education center, an expanded wellness center, an additional administrative space, shell space for future short-term needs, and a 8,300-square-foot procedure center.
14. On June 4, 2015, the Park City Housing Authority approved an amended IHC Housing Mitigation Plan and the location of Peace House—a non-profit organization that helps victims of domestic violence—on Lot 8. To meet certain affordable housing requirements, IHC leased Lot 8 to Peace House for \$1 per year for 40 years. The Housing Authority determined that any future increases in Density for the Medical Campus must be reduced by 8,000 square feet (8 UEs) to address the issue that a portion of the Peace House facility satisfies an

- affordable housing obligation for the Tanger Outlet Expansion through Summit County approvals.
15. On July 21, 2016, City Council approved the *Subdivision Plat (Third Amended) for the Intermountain Medical Campus/USSA Headquarters and Training Facility*, which subdivided Lot 8 into two lots, Lot 8 and Lot 12, to facilitate the location of Peace House on Lot 8 (Summit County Recorder Entry No. 1067219).
 16. On February 5, 2018, the Applicant recorded the *Development Agreement for the Intermountain Healthcare (IHC) Master Planned Development (MPD), as amended, Located on Lots 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, and 12 of the Second and Third Amended Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Subdivision Plats located at Round Valley Drive, Park City, Summit County, Utah* (Summit County Recorder Entry No. 1086017).
 17. On November 29, 2018, City Council approved the *Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility – Fourth Amendment Amending Lot 4* subdivision plat to create a 2.5-acre Lot 4 and a 2.5-acre Lot 13 (Summit County Recorder Entry No. 1107497). A Fire Station for the Park City Fire District is proposed for Lot 4.
 18. The Medical Campus MPD includes 157 acres and is located in the Community Transition District.
 19. A Density bonus of up to three units per acre may be obtained in the Community Transition District if the requirements outlined in LMC § 15-2.23-4 are met.
 20. The Annexation Agreement and IHC-MPD established a total of 415 UEs at build-out, which equates to 2.64 UEs per acre.
 21. There are 56 remaining UEs for the Medical Campus under the Density bonus of three units per acre pursuant to LMC § 15-2.23-4 requirements.
 22. The Applicant requests an additional 56 UEs for support medical use. One UE for support medical use equates to 1,000 square feet, for a total of 56,000 square feet.
 23. Eight UEs (8,000 square feet) are undevelopable to meet a Housing Authority obligation.
 24. Forty-eight UEs are developable (48,000 square feet). The Applicant proposes to build a 20,000-square-foot ambulatory surgery center on Lot 6 and a 28,000-square-foot addition to the Hospital on Lot 1.
 25. The 85,000-square-foot United States Ski and Snowboard Association facility on Lot 3 was developed under a separate Master Planned Development. The 25,000-square-foot Summit County Health and People's Health Clinic on Lot 10 and the 25,000-square-foot Physician's Holdings Medical Offices on Lot 7 were also developed under a separate MPD.
 26. The Commission determined that the 37,600-square-foot Peace House facility Density does not count against the Medical Campus Density.
 27. The Commission determined that the future Park City Fire District Station on Lot 4 will not count against the Medical Campus Density.
 28. Of the 300,000 square feet (180 UEs) granted to the Hospital for Lot 1 hospital use at 1,666.67-square-feet per UE, 137,800 square feet (82.68 UEs) have been developed and 162,200 square feet (97.32 UEs) remain to be developed.

29. The Applicant submitted the *Park City Health Campus Design Guidelines*, created on August 11, 2008.
30. The Applicant submitted an Open Space Analysis, demonstrating that 84.31% of the Medical Campus will be preserved as open space at full build-out.
31. The Medical Campus projected peak water demand will most likely exceed the Water Services Agreement.

Conclusions of Law

1. The MPD, as conditioned, complies with all the requirements of the Land Management Code;
2. The MPD, as conditioned, meets the minimum requirements of LMC 15-6-5;
3. The MPD, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;
4. The MPD, as conditioned, strengthens and enhances the resort character of Park City;
5. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
6. The MPD, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
7. The MPD, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
8. The MPD, as conditioned, is consistent with the Affordable Housing requirements, Resolution 03-2017;
9. The MPD, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
10. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
11. The MPD has been noticed and a public hearing held in accordance with the Land Management Code;
12. The MPD, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application;
13. The MPD, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies;
14. The MPD, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance;
15. The MPD, as conditioned, addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any Historic Preservation Plan.

Condition of Approval

1. Of the 56 requested UEs, 8 UEs (8,000 square feet) are undevelopable to satisfy the June 4, 2015 Housing Authority requirement that future density be reduced

- because a portion of Peace House affordable housing obligations satisfied a Summit County obligation.
2. The remaining 48 UEs (48,000 square feet) may be allocated with 20 UEs (20,000 square feet) to Lot 6 to build an ambulatory surgery center and 28 UEs (28,000 square feet) to Lot 1 to build an addition to the Hospital.
 3. Development of the 20,000-square-foot ambulatory surgery center and the 28,000-square-foot support medical office addition to the Hospital shall require a Conditional Use Permit.
 4. Prior to applying for a Conditional Use Permit, the Applicant shall work with the City to establish the peak water demand for the existing and increased density and shall enter into an amended Water Service Agreement, to be approved by the Public Utilities Director and City Attorney, pursuant to the requested density for the phase of construction for each Conditional Use Permit.
 5. Any future development shall retain at least eighty percent of the Site as open space; comply with the 300' Frontage Protection Zone no-build setback; provide 60% of required parking in structure/tiered lots to limit visibility; provide an enhanced public transit facility; honor the *Declaration and Grant of Trail Easement* (Summit County Recorder Entry No. 1067218); protect sensitive lands from development; comply with affordable housing obligations; and develop sustainable-green buildings as required under LMC § 15-2.23-4.
 6. The Building Height requirements of the Community Transition District shall apply, except that the Planning Commission may consider an increase in Building Height based upon a Site specific analysis and determination. The maximum Building Height for the Community Transition District is twenty-eight feet (28') from Existing Grade. Building Height will be determined at the time of a Conditional Use Permit.
 7. A Site plan must take into consideration the characteristics of the Site and shall be designed to fit the Site, not the Site to fit the project. Requirements include clustering of UEs on the most developable and least visually sensitive portions of the Site; minimization of Grading; roads, utility lines, and Buildings located to work with Existing Grade; incorporation of trails into open space elements; adequate internal vehicular and pedestrian/bicycle circulation; adequate space for snow removal and storage; trash storage and collection and recycling facility location and design; transportation amenities; and service and delivery access and loading/unloading areas.
 8. A landscape plan shall comply with all criteria and requirements of LMC § 15-5-5(M). All noxious weeds, as identified by Summit County, shall be removed from the Property in accordance with the Summit County Weed Ordinance prior to issuance of Certificate of Occupancy. These factors shall be addressed at the time of a Conditional Use Permit.
 9. At full build-out, the Medical Campus shall provide 84.31% Open Space.
 10. Additional Density shall comply with the Quinn's Junction Joint Planning Commission Principles outlined in the General Plan, Volume II, p. 264-265 and shall apply Sensitive Lands standards to incorporate and preserve important topographical features, natural areas, and view sheds, and be of a scale and

scope consistent with the primary goal of preserving the function and aesthetics of the important resort entry corridor.

11. The total AUE obligation for the additional 48 UEs (48,000 square feet) is 20.42 Affordable Unit Equivalents. Prior to submitting a Conditional Use Permit, the Applicant shall submit a proposed amended the Housing Mitigation Plan to the Affordable Housing Team, ~~as approved by the City, to satisfy~~ that satisfies this additional obligation, pursuant to the Housing Resolution 03-17 and the requested density for the phase of construction for each Conditional Use Permit.
12. The Applicant has committed to enhance the existing transit stop to accommodate regular transit service. The transit stop enhancement plan shall be approved by the Transportation Planning Manager prior to submitting an application for a Conditional Use Permit.
13. The Applicant has proposed reduced parking. The Applicant shall submit a Transportation Management Plan with at least three elements prior to submitting an application for a Conditional Use Permit. The Transportation Management Plan shall address (1) an employee vanpool, (2) an end-of-trip bike facility, and (3) an employee transportation coordinator, to be approved by the Transportation Planning Manager, in order for the Commission to consider reduced parking.
14. The 48 UEs shall be built with careful ecological integration to preserve open space and wetlands pursuant to the *Park City Health Campus Design Guidelines* developed in 2008 for the Medical Campus.
15. All future development shall be subject to the *Park City Health Campus Design Guidelines*.
16. The *Development Agreement for the Intermountain Healthcare (IHC) Master Planned Development (MPD)*, as amended, Located on Lots 1, 2, 4, 5, 6, 7, 8, 9, 10, 11, and 12 of the *Second and Third Amended Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Subdivision Plats* located at Round Valley Drive, Park City, Summit County, Utah (Summit County Recorder Entry No. 1086017), recorded on February 5, 2018, shall be amended to reflect the increased density within six months from the date of Commission approval.

If you have any questions or concerns regarding this letter, please call 435-615-5064 or email Project Planner, Rebecca Ward, at rebecca.ward@parkcity.org.

Sincerely,

John Phillips
Planning Commission Chair



CC: Rebecca Ward, Land Use Policy Planner



September 18, 2020

Morgan Busch
Intermountain Health Care
36 South State Street, 8th Floor
Salt Lake City, Utah 84111

Dear Morgan,

Please find below an Action Letter confirming the decision made by the Park City Housing Authority on September 17, 2020 to accept a payment of in-lieu fees in fulfillment of a portion of the housing obligation generated by an amendment to the IHC/USSA/Burbidge Annexation Agreement, dated October 9, 2019 as follows:

NOTICE OF HOUSING AUTHORITY ACTION

<u>Description:</u>	Updated/Amended Affordable Housing Mitigation Plan
<u>Project Title:</u>	IHC/USSA/Burbidge Annexation Agreement
<u>Date of Action:</u>	September 17, 2020

Summary of Housing Authority Action

On September 17, 2020, Park City Housing Authority approved a 5th Amendment to the Housing Mitigation Plan for the housing obligations resulting from the IHC/USSA/Burbidge Annexation Agreement recorded on January 23, 2007 and amended on October 9, 2019. In fulfillment of 2.04 AUEs of the housing obligation, the Housing Authority approved a payment of in-lieu fees totaling \$794,793 to satisfy the additional 2.04 AUEs.

1. On October 9, 2019, the Planning Commission approved an amendment to the IHC Master Planned Development (IHC-MPD) and Development Agreement to add 56 Unit Equivalents (UEs) (56,000 square feet) with a determination that 8 UEs (8,000 square feet) are undevelopable to meet a Housing Authority obligation, for a total of 48 developable UEs (48,000 square feet) to build a 20,000-square-foot ambulatory surgery center on Lot 6 (20 UEs) and 28,000-square-foot addition for support medical use on Lot 1 (28 UEs). This additional density generated a housing obligation equal to 20.42 AUEs and since it was approved in 2019, it is governed by the most recent Housing Resolution 03-2017.
2. IHC fulfill 2.97 AUEs by placing deed restrictions on 14 SRO units at Rail Central Building #3 owned by MJF Investments, LLC: Unit numbers 6, 7, 8, 10, 11, 12, 15, 16, 17, 19, 20, 21, 22, and 23.

3. IHC fulfill 1.53 AUEs by placing a deed restriction on Claim Jumper Condominium unit #364-U.
4. IHC will fulfill the remaining 2.04 AUEs by making a payment of in-lieu to Park City Municipal Corporation in the amount of \$794,793.

Conditions of Approval:

1. Payment must be received prior to any building permits being issued.
2. Prior to submission of a Conditional Use Permit for any additional development on the site, the Applicant shall amend the Housing Mitigation Plan, approved by the City to satisfy the remaining obligation of 13.88 AUEs, pursuant to the requested density for the phase of construction for each Conditional Use Permit.

If you have any questions about this action letter, please contact Rhoda Stauffer at 435-615-5152 or via email at rhoda.stauffer@parkcity.org.

Attachments:

1. IHC Holdings Proposal for 5th Amended Housing Mitigation Plan dated July 2020.

CONFIRMED AND ADOPTED this 18th DAY OF September, 2020.

PARK CITY HOUSING AUTHORITY

Andy Berman, CHAIR

Attest:

Michelle Kellogg, City Recorder

Approved as to Form:

Mark Harrington, City Attorney

**PARK CITY MEDICAL CENTER
MEDICAL CAMPUS
HOUSING MITIGATION PLAN – 5th AMENDMENT
PARK CITY HOUSING AUTHORITY
9 JULY 2020**

Background

The annexation agreement between Park City and Intermountain Healthcare included affordable housing that needed to be provided.

Affordable Housing Requirements for Hospital

The base employee affordable housing associated with the hospital at full build out was 44.78 units. This part of the affordable housing obligation was to be satisfied by the donation of Lot 4 of the subdivision to Park City, and the construction of the units. These units were eventually relocated from Lot 4 and included in the Park City Heights project.

Affordable Housing Requirements for USSA

- There were 10.71 affordable housing units associated with the USSA facility. These units were deferred.

Affordable Housing Requirements for Medical Support

- There were 34.98 affordable housing units associated with the Medical Support density on the campus.
- The affordable housing obligation of 5.83 units for Lot 7 was assumed by Physician Holdings when they purchased that lot from Intermountain. Physician Holding LLC developed an employee/affordable housing plan which was reviewed by staff, which recommended that the Physician Holding affordable housing obligation, based on their actual development was 4.996 units. This is being fulfilled with the 1440 Empire and Rail Central rental unit dedications approved earlier this year.
- The affordable housing obligation of 5.83 units for Lot 10 was assumed by Summit County when Lot 10 and its density were ground leased to Summit County for the Public Health/People's Health Building.
- The remaining medical support density of 23.32 units were fulfilled with previously approved amendments.
 - 12.5 units associated with Peace House, for the value of the ground lease that Intermountain signed with Peace House.
 - 4.0 units associated with Peace House employee housing, in exchange for a payment of \$816,000 by Intermountain to Peace House.
 - 6.82 units associated with the 1440 Empire and Rail Central rental unit dedications approved earlier this year.

Additional Affordable Housing Requirements Due to Additional Approved Density

The Planning Commission approved Intermountain's request for additional medical support density on the hospital campus. This approval has a condition of approval for Intermountain to provide an additional 20.42 units of affordable housing. The Planning Commission also made a condition of approval that Intermountain needed to submit an amended housing mitigation plan for any proposed use of the additional density before a conditional use permit for the proposed use could be submitted to the Planning Commission.

- In February 2020 the Park City Housing Authority approved 4.5 AUEs towards this new affordable housing obligation, leaving 15.92 AUEs outstanding.

Housing Mitigation Plan for Proposed Ambulatory Surgery Center

Intermountain Healthcare is developing a project to build an ambulatory surgery center on Lot 6 of the campus, using some of the newly approved density.

The proposed ambulatory surgery center is currently planned to use 15,375 square feet of density. This use generates an affordable housing obligation of 6.54 AUEs. Since Intermountain's February 2020 approval provides 4.5 AUEs, there are an additional 2.04 AUEs that Intermountain needs to fulfill in connection with the ambulatory surgery center project.

Requests for Housing Authority Approval

Intermountain Healthcare requests that the Park City Housing Authority approve:

1. Make an in lieu payment of \$794,793 to satisfy the additional 2.04 AUEs.
2. If the actual square footage of the Conditional Use Permit is higher than 15,375 square feet, then an additional amount of in lieu payment will be paid to cover the total needed for the ASC project.
3. This will leave 13.88 AUEs that will need to be fulfilled as Intermountain develops projects to use the remaining additional density.

Benefits of this Proposal

Intermountain believes this proposal has benefits for both Park City and Intermountain.

1. Intermountain is able to proceed with development of the ambulatory surgical center project, providing lower cost surgical care to the residents of Park City.
2. The city gets cash to help fund city affordable housing projects during a time of diminished city revenue.

2020 Amendment to the 2008 Water Service Agreement

This 2020 Amendment to 2008 Water Service Agreement is made and entered into on the 11 day of June, 2020, by and between IHC HEALTH SERVICES, INC., a Utah nonprofit corporation ("Intermountain Healthcare") and PARK CITY MUNICIPAL CORPORATION, a political subdivision of the State of Utah (the "City").

WHEREAS, the City and Intermountain Healthcare entered into a Water Service Agreement on May 5th, 2008, (hereinafter the "Agreement"), which provided for the City to make available to Intermountain Healthcare water for the Intermountain Healthcare Property; and

WHEREAS, Intermountain Healthcare has engaged the City in a modification of the Master Planned Development and desires to exceed the original limitation of 105,516 gallons per day on Intermountain Healthcare Property (as defined in the Agreement); and

WHEREAS, the City is able to supply up to 200,000 gallons per day; and

WHEREAS, the City and Intermountain Healthcare now desire to amend or restate certain terms of the Agreement;

NOW, THEREFORE, in consideration of the premises, the Parties agree to amend the Agreement as follows:

1. Paragraph 1 of the Agreement, Primary Water Supply and Source;

Primary Water Supply Allocations; ERU's is hereby deleted in its entirety and amended to state:

The City shall and hereby agrees to provide such (a) culinary water, water rights, source capacity and/or water systems (the "Essential Water Supply") and (b) irrigation water, water rights, source capacity and/or water systems (the "Non-Essential Water Supply"), as required by Intermountain Healthcare or the United States Ski and Snowboard Association ("USSA"), as the case may be, with respect to the Intermountain Healthcare Property or the "USSA Property" (as defined in the Annexation Agreement),

respectively, and necessary, appropriate, suitable, and sufficient to meet the projected peak daily water demand for the use and development of, as the case may be, the Intermountain Healthcare Property and/or the USSA Property (collectively, the "Primary Water Supply"), which the Parties understand, acknowledge and agree shall not exceed (c) 105,516 gallons per day for the health care, medical support and related facilities on the Intermountain Healthcare Property unless additional gallons per day are purchased under paragraph 5 and (d) 8,759 gallons per day for the administrative, athlete-training and related educational facilities on the USSA Property. Attached as Exhibit "C," with reference to the lots identified within the Amended Subdivision Plat, is a spreadsheet, which, for the USSA Property and the initial phase of the development of the Intermountain Healthcare Property shows the Equivalent Residential Unit ("ERU") calculations contemplated by the Annexation Agreement and under this Agreement. As indicated in Exhibit "C," the ERUs for the Intermountain Healthcare Property will be used in connection with the development of Lots 1, 6, 7, and/or 8 (or other subdivided lots within Lots 1 and/or 8) and, except as otherwise specified in this Agreement or the Annexation Agreement (or agreed by the City), the City shall have no further obligations to provide any water, water rights, source capacity and/or water systems to the Intermountain Healthcare Property or the USSA Property.

2. Paragraph 2 of the Agreement, Emergency Water Supply and Source is hereby deleted in its entirety and amended to state:

The City shall and hereby agrees to provide such emergency water, water rights, source capacity and/or systems as necessary, appropriate, suitable, and sufficient for the use and development of the health care, medical support and related facilities on or about the Intermountain Healthcare Property, which the Parties understand, acknowledge and agree shall not exceed 3,000 gallons per minute for not less than a three (3) hour period, per occurrence (in any such case, the "Emergency Water Supply"). The Parties agree that such systems currently exist, and in no case shall the City be obligated to improve this system by virtue of this Agreement.

3. Paragraph 3 of the Agreement, Fairway Hills Pump Station Upgrade is hereby deleted in its entirety and amended to state:

The Parties agree all needed upgrades to the Fairway Hills Pump Station have occurred and all payments for those upgrades have been made.

4. Paragraph 4 of the Agreement, Water Facilities, Infrastructure and Water System Costs; Related Matters is hereby deleted in its entirety and amended to state:

The Parties agree that all infrastructure has been constructed, and all Water System Costs have been paid as between the parties of this agreement

5. Paragraph 5 of the Agreement, Water Cost Payment; Emergency Water Supply Source Cost Payment; Fairway Hills Pump Station Upgrade Costs Payment; and Line Extension Payment Reimbursement is hereby deleted in its entirety and amended to state:

The Parties agree that, pursuant to the terms of the Annexation Agreement:

a. Intermountain Healthcare (i) has paid to the City, and the City confirms, acknowledges and agrees that Intermountain Healthcare has paid to the City, in the aggregate, ONE MILLION ONE HUNDRED FOURTY TWO THOUSAND SIX HUNDRED AND EIGHTY DOLLARS (\$1,142,680) (the payments being, together, the "Water Cost") in full and complete satisfaction of each of Intermountain Healthcare's and USSA's (v) share of any capital costs incurred by the City through the Snyderville Importation Project or otherwise for 105,516 gallons per day for the Intermountain Healthcare Peak Water Demand and 8,759 gallons per day for the "USSA Peak Water Demand" (as defined in the Annexation Agreement), (w) share of any water share acquisition costs for water from the Weber Basin Water Conservancy District or otherwise for the Intermountain Healthcare Peak Water Demand up to 105,516 gallons per day or the USSA Peak Water Demand of up to 8,759 gallons per day, (x) share of any water treatment costs based on, or arising from, the "Intermountain Healthcare Peak Water Demand" up to 105,516 gallons per day or the "USSA Peak Water Demand" up to 8,759 gallons per day (as defined in the Annexation Agreement), (y) obligation for any City water impact fees for the Intermountain Healthcare Property, the USSA Property, the USSA Peak Water Demand, and/or the Intermountain Healthcare Peak Water Demand up to 105,516 gallons per day for the Intermountain Healthcare Peak Water Demand and 8,759 gallons per day for the USSA Peak Water Demand, and (z) obligation for any City water connection impact fees associated with, or relating to, the use and development of the Intermountain Healthcare Property or the USSA Property, whether under the Annexation Agreement or otherwise; and subject to an Intermountain Healthcare Peak Water Demand up to 105,516 gallons per day and a USSA Peak Water Demand of up to 8,759 gallons per day.

As provided in the Annexation Agreement, the Water Cost was determined based on a payment of SIXTEEN THOUSAND AND NO/100 DOLLARS (\$16,000) per ERU and the peak water demand figures submitted to the City by Intermountain Healthcare and USSA, at the City's request, and the City's calculations, and confirmation, that the number of ERUs for the Intermountain Healthcare Property and the USSA Property is, in the aggregate, equivalent to 71.4175 (see attached Exhibit "C").

It is anticipated that Intermountain Healthcare Properties will exceed the ERUs and peak day demand of 105,516 gallons per day contemplated in 2008. If that occurs, Intermountain Healthcare or their designee shall pay Park City Water Impact Fees under the then adopted rate for any demand above 105,516 gallons per day up to a maximum available of 200,000 gallons per day for Intermountain Healthcare Properties. As of

2019, Intermountain Healthcare Properties are using 91,345 gallons per day. (see attached Exhibit "F").

b. Intermountain Healthcare has paid the City, in the aggregate, EIGHT HUNDRED THOUSAND AND NO/100 DOLLARS (\$800,000), in full and complete satisfaction of all of the costs associated with the Emergency Water Supply (the "Emergency Water Supply Source Cost").

c. Intermountain Healthcare has paid the City TWENTY THREE THOUSAND ONE HUNDRED AND FOURTY FIVE DOLLARS AND FIFTY FOUR CENTS (\$23,145.54) in full and complete satisfaction of all costs associated with the Fairway Hills Pump Station Upgrade.

6. Paragraph 6 of the Agreement, Emergency Water Supply Source Cost-Remedies;

Alternate Water Supply Source is hereby deleted in its entirety and amended to state:

City and Intermountain Healthcare mutually agree that the Emergency Water Supply is adequate and that Intermountain Healthcare has made all required payments for said Emergency Water Supply.

7. Paragraph 7 and 8 of the Agreement, Annexation Agreement; Integration

& Miscellaneous is not modified by this Amendment and shall remain in full force and effect.

IN WITNESS WHEREOF, the Parties have caused this This 2020 Amendment to
2008 Water Service Agreement is to be executed as of the day and year first above
written.



PARK CITY MUNICIPAL CORPORATION


Andy Beerman, Mayor

Dated this 11 day of June, 2020.

Attest:


Michelle Kellogg, City Recorder

Dated this 11 day of June, 2020.

Approved as to form:


Thomas A. Daley, Sr., Deputy City Attorney
THOMAS A. DALEY, SR.

Dated this 9 day of JUNE, 2020.

IHC HEALTH SERVICES, INC.


Clay Ashdown, VP of Finance Strategy,
Growth, and Development

Dated this 1 day of June, 2020.

ACKNOWLEDGED AND CONSENTED TO by:

UNITED STATES SKI AND SNOWBOARD ASSOCIATION,
a Utah nonprofit organization

By: Brooke McAfee
Print Name: Brooke McAfee
Its: CFO

Dated this 27 day of May, 2020.

Exhibits "A", "B", "D", "E"

Exhibits "A", "B", "D", and "E" were included in the 2008 Water Agreement, but are not referenced and therefore are needed in this the 2020 Amendment to the 2008 Water Agreement.

Exhibit "C"

**WATER SERVICE AGREEMENT
ERU CALCULATIONS BY USER***

User/Property	Function/Approved Use	Peak Gallons	ERUs****	Location**
Intermountain Healthcare Medical/Health Campus (Initial Phase)				Lots 1, 6, 7, 8, and 10
	Hospital Facilities	12,750	7.97	Lot 1
	Support Medical Offices/Buildings	19,138	11.96	Lots 1, 6, 7, 8, or 10
	Permanent Irrigation	16,962	10.60	Lots 1, 6, 7, 8, or 10
	Temporary Irrigation***	56,667	35.42	Lots 1, 8, or 10
	Subtotals:	105,517	65.95	
USSA Property	USSA Improvements	8,759	5.47	Lot 3
	Totals:		71.42	

*Additional Comments:

1. Water calculations are subject to the terms and conditions of the Annexation Agreement.
2. No water in this Agreement shall be used, or available, for Lot 2, which is owned by Intermountain Healthcare and designated as open space.
3. No water in this Agreement shall be used, or available, for Lot 4, which is owned by the City and designated for affordable housing.
4. No water in this Agreement shall be used, or available, for Lot 5, which is owned by the City and designated for recreational purposes.
5. No water in this Agreement shall be used, or available, for Lot 9, which is intended to be conveyed to Questar Gas Company.
6. No water in this Agreement shall be used, or available, for Lot 11, which Intermountain Healthcare does not intend to develop.

** References to Lots are as shown on that certain Amended Subdivision Plat for the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility, to be recorded concurrently with or following the execution of this Agreement.

*** Temporary Irrigation ERUs may be used, either as "Essential Water Supply" or "Non-Essential Water Supply," in connection with the development of future phases on Lots 1 and/or 8 (or other lots within Lots 1 and/or 8); provided that, in any such event, Intermountain Healthcare understands that, before any such ERUs may be used for the development of future phases, the temporary irrigation systems within Lots 1 and 8 must be removed from the Intermountain Healthcare Property.

**** Numbers are rounded to the nearest 100th.

Exhibit "F"

2019 Peak Gallons Per Day

<u>Lots</u>	<u>Peak Gallons Per Day</u>
95% Percentile Daily Water Usage 2019 Lots 1,7,10	70,321
Peace House Lot 8 based on Calculated Impact Fee	21,024
Total	91,345



PLANNING DEPARTMENT

May 23, 2007

IHC Hospitals, Inc

Sent by email

NOTICE OF PLANNING COMMISSION ACTION

<u>Project Name</u>	IHC MPD
<u>Project Description</u>	Master Planned Development

<u>Date of Meeting</u>	May 23, 2007
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Action Taken By Planning Commission: The Planning Commission APPROVED the proposed Master Planned Development based on the following:

Findings of Fact:

1. The Intermountain Healthcare Master Planned Development is located on Lots 1 and 2 of the Subdivision Plat for the Intermountain Healthcare Park City Medical Campus / USSA Headquarters and Training Facility and includes 132.2 acres. The amended Subdivision Plat currently proposes lot area of 107.5 acres for the two lots.
2. The Annexation Agreement and proposed Master Planned Development for IHC includes a Intermountain Healthcare Hospital of 300,000 square feet (180 Unit Equivalents) and Support Medical Office space of 150,000 square feet (150 Unit Equivalents).
3. The City agreed that up to 50,000 square feet of the total Support Medical Office area may be developed within, and in addition to, the 300,000 square foot hospital. The City also agreed that up to 50,000 square feet may be utilized for public/quasi-public and other institutional uses reasonably related to the Support Medical Office area.
4. The property is located in the Community Transition (CT) zoning district.
5. The MPD is being processed concurrent with a Conditional Use Permit. No additional conditional use permits are required prior to issuance of building permits for the proposed uses. A change of use, from that described by this application may require a separate conditional use permit.
6. This property is subject to the IHC/USSA/Burbidge Annexation plat approved by the Park City Council on December 7, 2006, with an effective date of January 1, 2007. An Annexation Agreement for this property was recorded on January 23, 2007.
7. The Annexation Agreement sets forth maximum building floor areas, development location, and conditions related to developer-provided amenities on the various lots of the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and

- Training Facility amended subdivision plat, such as roads, utilities, and trails.
8. A final subdivision plat known as the Subdivision Plat (Amended) for the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility is currently being reviewed by the Planning Commission and City Council. The Master Planned Development and Conditional Use Permit were submitted for concurrent review and approval.
 9. The maximum Building Height in the CT District is 28 feet (33 feet with a pitched roof).
 10. The main entry/clerestory is proposed at 15'-4" over the zone height with a chimney at 19'-9" over height. No floor area is increased by these architectural elements. A lobby clerestory (+10'-3") and pitched mechanical screening roof (+16'-7") also are not adding floor area. The two wings that house inpatient care and medical offices are 12'-9" and 10'-3", respectively, over zone height at the highest point.
 11. Additional building height, as reviewed by the Planning Commission on May 23, 2007, complies with the criteria for additional building height per LMC Section 15-6-5 (F).
 12. The Planning Commission reviewed a visual analysis and discussed the additional building height and finds the proposed building is in compliance with the LMC criteria in Chapter 6 regarding additional height that can be granted for a Master Planned Development, specifically, the façade shifts and building articulation, materials, and details create architectural interest and break the building into areas of varying height and mass. Landscaping and setbacks provide mitigation of visual impacts from adjacent properties.
 13. The CT zoning district requires a minimum of 60% of the parking for an MPD to be provided in a structured or tiered parking configuration. A parking structure is proposed in the rear of the hospital and the applicant is requesting a phased approach for compliance at full build-out. The initial phase is for 92 structured spaces and 327 surface spaces (419 total). The 92 structured is only 22 percent of the total in the first phase. The Planning Commission discussed the phase request at the March 28 meeting and found the phasing plan acceptable.
 14. The setbacks within the CT zone are twenty five feet (25') in the front, rear, and sides. The building complies with these setback requirements.
 15. The amended subdivision plat must be approved prior to full building permit. Excavation and footings and foundation may proceed prior to approval of the amended subdivision plat.
 16. Trails and linkages to trails shown on the City's Master Trail Plan shall be constructed in accordance with the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility amended plat and conditions of the Annexation Agreement.
 17. A redundant water system is necessary for the health, safety and welfare of the development.
 18. A signalized intersection with location and associated improvements to State Route 248 approved by the Utah Department of Transportation will be finalized with the amended subdivision plat. Other traffic mitigation measures and costs associated with those measures must be approved by agreement between parties in accordance with the annexation agreement.
 19. The **Analysis** section of this staff report is incorporated herein.

Conclusions of Law:

1. The MPD, as conditioned, complies with all the requirements of the Land Management Code.
2. The MPD, as conditioned, meets the minimum requirements of Section 15-6-5 of this Code.
3. The MPD, as conditioned, is consistent with the Park City General Plan.
4. The MPD, as conditioned, provides the highest value of open space, as determined by the Planning Commission.
5. The MPD, as conditioned, strengthens and enhances the resort character of Park City.
6. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible.
7. The MPD, as conditioned, is Compatible in Use, scale and mass with adjacent Properties, and promotes neighborhood Compatibility.
8. The MPD provides amenities to the community so that there is no net loss of community amenities.
9. The MPD, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
10. The MPD, as conditioned, meets the provisions of the Sensitive Lands provisions of the Land Management Code. The project has been designed to place Development on the most Developable Land and least visually obtrusive portions of the Site.
11. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections.
12. The MPD has been noticed and public hearing held in accordance with this Code.

Conditions of Approval:

1. All standard conditions of approval apply to this MPD.
2. All applicable conditions of approval of the IHC/USSA Annexation shall apply to this MPD.
3. All applicable conditions of approval of the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility amended subdivision plat shall apply.
4. A final water efficient landscape and irrigation plan that indicates snow storage areas is required prior to building permit issuance.
5. All exterior lights must conform to the City lighting ordinance and shall be in substantial conformance with the plans reviewed by the Commission on May 23, 2007. Parking lot lighting shall be on a timing system to allow for minimal lighting when the facility is not open. The timing system and building security lighting shall be approved by staff prior to issuance of a certificate of occupancy.
6. All exterior signs require a separate sign permit. Application for a sign permit shall be made to the Planning Department prior to installation of any temporary or permanent signs.
7. Exterior building materials and colors and final design details must be in substantial compliance with the elevations, color and material details exhibits and photos reviewed by the Planning Commission on May 23, 2007.
8. The final building plans, parking lot details and landscaping, and construction details

for the project shall meet substantial compliance with the drawings reviewed by the Planning Commission on May 23, 2007.

9. Utility and grading plans, including all public improvements and trails, must be approved by the City Engineer prior to Building Permit issuance. A guarantee for all public improvements, including trails and required landscaping, is required prior to recordation of the final subdivision plat.
10. The Construction Mitigation Plan must be approved by staff as a condition precedent to issuance of any building permits. The Plan shall be consistent with the plan reviewed by the Planning Commission on May 23, 2007.
11. A storm water run-off and drainage plan shall be submitted with the building plans and approved prior to issuance of any building permits, to mitigate impacts on adjacent wetlands. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm water Best Management Practices.
12. Approval of a fire protection plan for the building shall have been made by the Building Official prior to any full building permit being issued. The fire protection component of the plan shall ensure that Park City's ISO rating is not negatively affected by construction of the building.
13. A detailed review against the Uniform Building and Fire Codes in use at the time of building permit submittal is a condition precedent to issuance of full building permit.
14. The trail connections to the Park City Recreation Complex as required by the Annexation Agreement and conditions of approval of the final subdivision plat shall be constructed prior to issuance of a final certificate of occupancy for the building. The public dedication of the trails will occur with the amended subdivision concurrently being reviewed by the City. Construction and paving of the trail between IHC and the Recreation Complex will occur with the first phase of hospital construction. The second phase trail will be constructed with the resolution of the development potential (construction or Open space/trails) of the adjacent PRI property to the north.
15. IHC will pay \$16,000 per ERU to the City for water within 10 business days of this MPD approval in accordance with Section 8 of the Annexation Agreement. In addition, IHC will contribute \$800,000 for development of a second, redundant, source of water as provided in the amended water agreement pursuant to Section 8 of the Annexation Agreement.
16. IHC will bear the cost of traffic mitigation measures as provided in the Annexation Agreement in an amount to be agreed prior to the approval of the amended subdivision plat.
17. The following items are agreed to by the applicant as mitigation for the loss of the use of a planned ballfield at the Park City Recreation Complex:
 - IHC will pay Park City Municipal Corporation \$50,000 to compensate the city for actual costs the city incurred to prepare the ground for the future ball field.
 - IHC will pay Park City Municipal Corporation the actual costs incurred by the city for a way finding sign at the junction of Round Valley Drive and the road leading to the recreation complex and the National Ability Center (F. Gillmor Drive).

- IHC will pay for and construct an 8' wide paved trail connection on the recreation complex property. This trail connection will connect: the paved trail at the southwest corner of the recreation complex with the paved trail to be built by Intermountain on our property, adjacent to both USSA and the hospital.
- IHC will enter into a shared parking agreement with Park City. The hospital will share up to 300 parking spaces at full build-out on weekends for park and ride lots for city events. IHC and the City will work together to establish a Parking Management and Phasing Plan to manage the use of these 300 spaces and establish a phasing plan for use of fewer spaces prior to full build-out. Intermountain would have the ability to reduce this number through the Management Plan or if both parties agree in writing based on lack of availability through normal use or ultimate build out of the Medical Campus. The Plan would include anticipated use schedule to allow notification of employees when certain lots would not be available for employee use on weekends.
- IHC will replace the storm water detention basin that will be removed through the construction of the road.
- IHC will construct a temporary, paved driveway from SR 248 to existing Gillmor Drive, as it runs east to west at the southwest corner of the recreation parcel, just south of the proposed signalized intersection. This will facilitate temporary access for the NAC and recreation complex while the road improvements and infrastructure are being built. Exact location and design are subject to UDOT and Park City approvals.
- It is likely that due to the new road alignment, the City will have to modify the Recreation Subdivision to locate the new Round Valley Drive road within a platted right-of-way. Should this be necessary, the City will coordinate necessary drawings and approvals, but Intermountain will be responsible for the cost of all necessary submittal documents and plats. The amended subdivision, if necessary, would be required prior to issuance of full permits for either USSA or the Hospital.
- IHC will design and construct 30 trailhead parking spaces to the reasonable satisfaction of the City Engineer on the Park City Recreation Complex. The exact location will be determined by Park City, but will be in the general vicinity of the approved plan, adjacent to the new road.

Sincerely,

Brooks T. Robinson
Principal Planner



October 28, 2014

Morgan Busch
36 South State Street, 8th Floor
Salt Lake City, UT 84111

Tanya Davis
VCBO Architecture
524 South 600 East
Salt Lake City, UT 84102

NOTICE OF PLANNING COMMISSION ACTION

<u>Application #</u>	PL-13-01932
<u>Address</u>	900 Round Valley Drive
<u>Description</u>	IHC Master Planned Development amendment
<u>Action Taken</u>	Approved with conditions
<u>Date of Action</u>	October 8, 2014

On October 8, 2014, the Park City Planning Commission called a meeting to order, a quorum was established, a public meeting was held, and the Planning Commission approved your application based on the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact:

1. The Intermountain Healthcare Master Planned Development is located on Lots 1, 2, 6, 7, 8, and 10 of the Subdivision Plat for the Intermountain Healthcare Park City Medical Campus / USSA Headquarters and Training Facility and includes 127 acres. Lot 2 (8.492 acres) is dedicated as open space.
2. The Annexation Agreement and proposed Master Planned Development for IHC includes an Intermountain Healthcare Hospital of 300,000 square feet (180 Unit Equivalents) and Support Medical Office space of 150,000 square feet (150 Unit Equivalents).
3. The City agreed that up to 50,000 square feet of the total Support Medical Office area may be developed within, and in addition to, the 300,000 square foot hospital. The City also agreed that up to 50,000 square feet may be utilized for public/quasi-public and other institutional uses reasonably related to the Support Medical Office area.
4. The applicant requests that the 50,000 square feet of Support Medical Office uses

- identified for Lots 6 and 8 be incorporated within the Medical Center building on Lot 1.
5. The applicant requests that a revised phasing plan be approved for the amended MPD. The amended phasing plan includes phasing of uses (Hospital Uses and Support Medical Office uses, parking, and affordable housing). The amended phasing plan was reviewed by the Planning Commission on October 8, 2014.
 6. The property is located in the Community Transition (CT) zoning district.
 6. The MPD is being processed concurrent with a Conditional Use Permit for the Second Phase of construction.
 7. This property is subject to the IHC/USSA/Burbidge Annexation plat approved by the Park City Council on December 7, 2006, with an effective date of January 1, 2007. An Annexation Agreement for this property was recorded on January 23, 2007.
 8. The Annexation Agreement is the Development Agreement for the MPD and sets forth maximum building floor areas, development location, and conditions related to developer-provided amenities on the various lots of the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility amended subdivision plat, such as roads, utilities, and trails.
 9. A final subdivision plat known as the Subdivision Plat (Amended) for the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility was approved and recorded at Summit County on November 25, 2008.
 10. The Master Planned Development and Conditional Use Permit for Phase Two were submitted for concurrent review and approval.
 11. The maximum Building Height in the CT District is 28 feet (33 feet with a pitched roof).
 12. Additional Building Height is requested as part of this MPD amendment to allow the same height exceptions as were previously approved with the original MPD for Phase 2 construction. The main entry/clerestory is proposed at 15'-4" over the zone height with a chimney at 19'-9" over height. No floor area is increased by these architectural elements. A lobby clerestory (+10'-3") and pitched mechanical screening roof (+16'-7") also are not adding floor area. The two wings that house inpatient care and medical offices are 12'-9" and 10'-3", respectively, over zone height at the highest point. The building could meet zone height if spread out further on the site. Because of the need in a hospital for exceptional mechanical systems, particularly air handling, the floor to floor height is 14 feet, as compared to a usual 9-10 feet floor to floor construction in residential and commercial construction. Phase 2 heights are similar to those granted with the original MPD.
 13. Additional building height, as reviewed by the Planning Commission on August 27, 2014 and October 8, 2014, complies with the criteria for additional building height per LMC Section 15-6-5 (F).
 14. The proposed Phase 2 addition is in compliance with the LMC criteria in Chapter 6 regarding additional height that can be granted for a Master Planned Development, specifically, the façade shifts and building articulation, materials, and details create architectural interest and break the building into areas of varying height and mass. Landscaping and setbacks provide mitigation of visual impacts from adjacent properties.
 15. The CT zoning district requires a minimum of 60% of the parking for an MPD to be

provided in a structured or tiered parking configuration. A parking structure is proposed in the rear of the hospital and the applicant is requesting the phased approach for compliance at full build-out continue to apply to this MPD amendment. The initial phase is for 92 structured spaces and 327 surface spaces (419 total). The 92 structured is only 22 percent of the total in the first phase. Following the second phase there would be 304 structured or screened spaces (35.2%) and 863 total spaces. Following the third phase there would be 460 (45%) structured or screened spaces and 1019 total spaces. At final build-out the phasing calls for 855 (60.5 %) structured or screened spaces and a total of 1,414 spaces. The Planning Commission discussed the phase request at the October 8, 2014 meeting. The MPD amendment changes the phasing of the final structured parking due to construction phasing of the of the hospital uses to the final phases.

16. The setbacks within the CT zone are twenty five feet (25') in the front, rear, and sides. The building complies with these setback requirements.
17. Construction is subject to plat notes and all conditions of approval of the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility amended subdivision plat recorded at Summit County on November 25, 2008 regarding trails, access, and utility easements and
18. Trails and linkages to trails shown on the City's Master Trail Plan shall be maintained in accordance with the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility amended plat and conditions of the Annexation Agreement.
19. A redundant water system is necessary for the health, safety and welfare of the development. IHC paid \$16,000 per ERU to the City for water within 10 business days of the original MPD approval in accordance with Section 8 of the Annexation Agreement. In addition, IHC contributed \$800,000 for development of a second, redundant, source of water as provided in the amended water agreement pursuant to Section 8 of the Annexation Agreement.
20. A signalized intersection with location and associated improvements to State Route 248 approved by the Utah Department of Transportation was finalized with the amended subdivision plat. Other traffic mitigation measures and costs associated with those measures were approved by agreement between parties in accordance with the annexation agreement and have been completed.
21. As part of the initial IHC MPD the following items were agreed to by the applicant as mitigation for the loss of the use of a planned ball field at the Park City Recreation Complex for the access road. These items have been satisfied by the applicant:
 - a. IHC was required to pay Park City Municipal Corporation \$50,000 to compensate the city for actual costs the city incurred to prepare the ground for the future ball field.
 - b. IHC was required to pay Park City Municipal Corporation the actual costs incurred by the city for a way finding sign at the junction of Round Valley Drive and the road leading to the recreation complex and the National Ability Center (F. Gillmor Drive).
 - c. IHC was required to pay for and construct an 8' wide paved trail connection on the recreation complex property. This trail connection will

connect: the paved trail at the south west corner of the recreation complex with the paved trail to be built by Intermountain on our property, adjacent to both USSA and the hospital

- d. IHC was required to enter into a shared parking agreement with Park City. The hospital will share up to 300 parking spaces at full build-out on weekends for park and ride lots for city events. IHC and the City will work together to establish a Parking Management and Phasing Plan to manage the use of these 300 spaces and establish a phasing plan for use of fewer spaces prior to full build-out. Intermountain would have the ability to reduce this number through the Management Plan or if both parties agree in writing based on lack of availability through normal use or ultimate build out of the Medical Campus. The Plan would include anticipate use schedule to allow notification of employees when certain lots would not be available for employee use on weekends. (This plan needs to be formalized).
- e. IHC will replace the storm water detention basin that will be removed through the construction of the road.
- f. IHC will construct a temporary, paved driveway from SR 248 to existing Gillmor Drive, as it runs east to west at the south west corner of the recreation parcel, just south of the proposed signalized intersection. This will facilitate temporary access for the NAC and recreation complex while the road improvements and infrastructure are being built. Exact location and design are subject to UDOT and Park City approvals.
- g. It is likely that due to the new road alignment, the City will have to modify the Recreation Subdivision to locate the new Round Valley Drive road within a platted right-of-way. Should this be necessary, the City will coordinate necessary drawings and approvals, but Intermountain will be responsible for the cost of all necessary submittal documents and plats. The amended subdivision, if necessary, would be required prior to issuance of full permits for either USSA or the Hospital.
- h. IHC will design and construct 30 trailhead parking spaces to the reasonable satisfaction of the City Engineer on the Park City Recreation Complex. The exact location will be determined by Park City, but will be in the general vicinity of the approved plan, adjacent to the new road.

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

Conclusions of Law:

- 1. The MPD amendment, as conditioned, complies with all the requirements of the Land Management Code.
- 2. The MPD amendment, as conditioned, meets the minimum requirements of Section 15-6-5 of the LMC Code.

3. The MPD amendment, as conditioned, is consistent with the Park City General Plan.
4. The MPD amendment, as conditioned, provides the highest value of open space, as determined by the Planning Commission.
5. The MPD amendment, as conditioned, strengthens and enhances the resort character of Park City.
6. The MPD amendment, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible.
7. The MPD amendment, as conditioned, is Compatible in Use, scale and mass with adjacent Properties, and promotes neighborhood Compatibility.
8. The MPD amendment provides amenities to the community so that there is no net loss of community amenities.
9. The MPD amendment, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
10. The MPD amendment, as conditioned, meets the provisions of the Sensitive Lands provisions of the Land Management Code. The project has been designed to place Development on the most Developable Land and least visually obtrusive portions of the Site.
11. The MPD amendment, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections.
12. The MPD amendment has been noticed and public hearing held in accordance with this Code.

Conditions of Approval:

1. All standard conditions of approval apply to this MPD amendment.
2. All applicable conditions of approval of the IHC/USSA Annexation Agreement shall apply to this MPD amendment.
3. All applicable conditions of approval of the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility amended subdivision plat shall apply.
4. A final water efficient landscape and irrigation plan that indicates snow storage areas is required prior to building permit issuance for all construction phases subject to the MPD amendment.
5. Where landscaping does occur, it should consist primarily of appropriate drought tolerant species. Lawn or turf will be limited to a maximum of fifty percent (50%) of the Area not covered by Buildings and other hard surfaces and no more than seventy-five percent (75%) of the above Area may be irrigated. Landscape and Streetscape will use native rock and boulders. Plantings will not be mulched with rock. Lighting must meet the requirements of LMC Chapter 15-5, Architectural Review.
6. All exterior lights must conform to the City lighting ordinance and shall be submitted for review and approval with Building Permit plans for construction subject to this MPD amendment. Parking lot lighting shall be on a timing system to allow for minimal lighting when the facility is not open. The timing system and building security lighting shall be indicated on the Building Permit plans and inspected and approved by staff prior to issuance of a certificate of occupancy.
7. All exterior signs require a separate sign permit. Application for a sign permit shall

be made to the Planning Department prior to installation of any temporary or permanent signs.

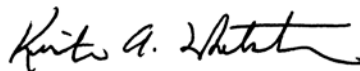
8. Exterior building materials and colors and final design details must be in substantial compliance with the elevations, color and material details exhibits and photos reviewed by the Planning Commission on October 8, 2014, match and/or complement the existing building, and shall be approved by staff prior to building permit issuance.
9. The final building plans, parking lot details and landscaping, and construction details for the project shall meet substantial compliance with the drawings reviewed by the Planning Commission on October 8, 2014. The Planning Department shall review and approve the final Landscape Plan.
10. Utility and grading plans, including all public improvements, must be approved by the City Engineer prior to Building Permit issuance. A guarantee for all public improvements, to be determined by the City Engineer, is required prior to issuance of a full building permit.
11. A Construction Mitigation Plan must be approved by staff as a condition precedent to issuance of any building permits.
12. A storm water run-off and drainage plan shall be submitted with the building plans and approved by the City Engineer prior to issuance of any building permits, to mitigate impacts on adjacent property. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm water Best Management Practices.
13. Approval of a fire protection plan for the building shall have been made by the Building Official prior to any full building permit being issued. The fire protection component of the plan shall ensure that Park City's ISO rating is not negatively affected by construction of the building.
14. A detailed review against the Uniform Building and Fire Codes in use at the time of building permit submittal is a condition precedent to issuance of full building permit.
15. Trail access shall be maintained to the greatest extent possible during construction of future phases of the MPD. Any damage to existing paved trails shall be repaired prior to issuance of a certificate of occupancy for each phase of development.
16. Prior to issuance of a building permit for any future phases of construction, the applicant and Staff shall verify that all items agreed to by the applicant listed in Findings of Fact # 21, as mitigation for the loss of the use of a planned ball field at the Park City Recreation Complex, have been completed.
17. One year after issuance of a certificate of occupancy for the next phase of construction the Applicant shall conduct and present to the Planning Commission, a parking study of the Medical Center site (parking utilization for various uses, parking utilization of various lots, use of alternative modes of transportation, etc.). The study shall include professional recommendations addressing the potential impact of reduced parking ratios for in future phases and a comprehensive program to increase utilization of any underutilized parking areas.
18. A Development Agreement specifically for the IHC Master Planned Development, as amended, shall be ratified by the Planning Commission prior to issuance of a building permit for the next phase of development. The Agreement shall reiterate all applicable requirements of the Annexation Agreement, as well as zoning requirements related to findings, conclusions, and conditions of approval of the

MPD. The Development Agreement shall include the revised phasing plan for all future construction and uses, parking, affordable housing, landscaping, and public improvements. The Development Agreement shall include an express reservation of the future legislative power and zoning authority of the City, a copy of the approved MPD plans and any other plans that are a part of the Planning Commission approval, a description of all Developer exactions or agreed upon public dedications, an agreement to pay all specified impact fees; a description of the form of ownership anticipated for the project; and a list and map of all known Physical Mine Hazards on the property.

19. The applicant agrees to return to the Planning Commission, within six months of this approval, with a revised affordable housing phasing plan to address options for the location of the remaining approximately 23.3 AUEs (Affordable Unit Equivalents).

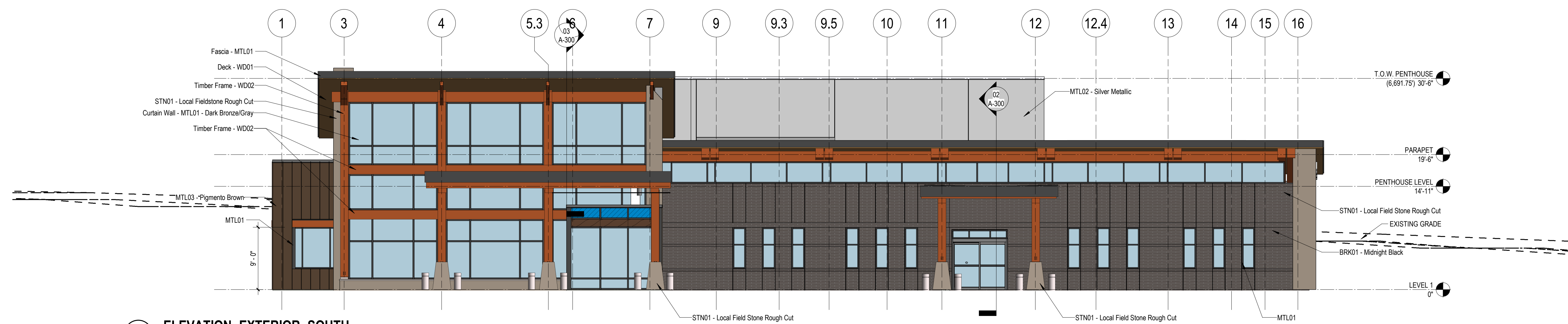
If you have questions regarding your project or the action taken please don't hesitate to contact me at (435) 615-5066 or kirsten@parkcity.org.

Sincerely,

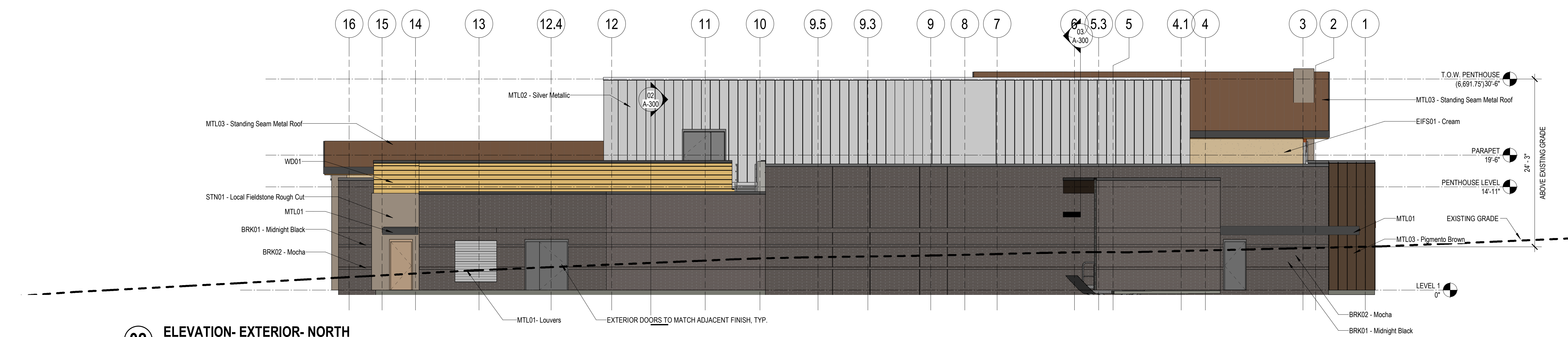
A handwritten signature in black ink, appearing to read "Kirsten A. Whetstone".

Kirsten Whetstone
Senior Planner

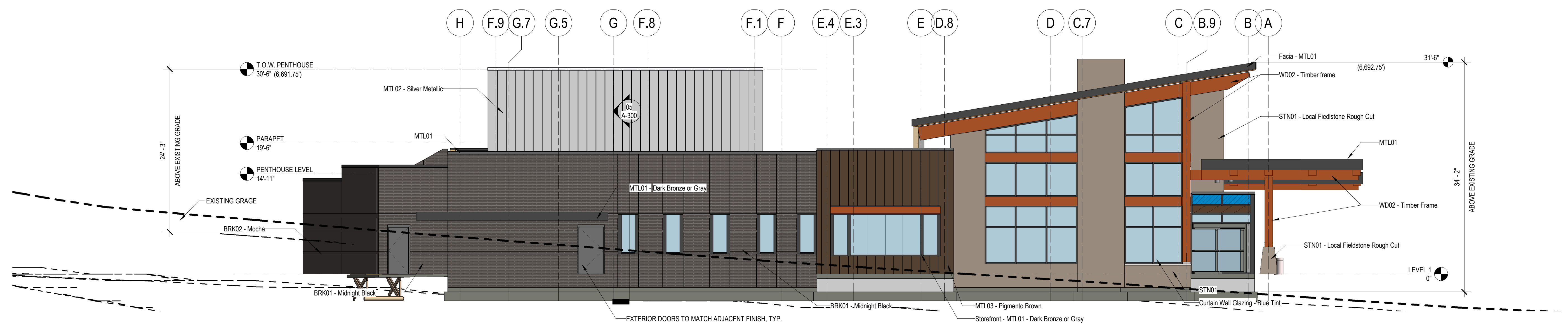
Park City Planning Department, PO Box 1480, Park City, UT 84060



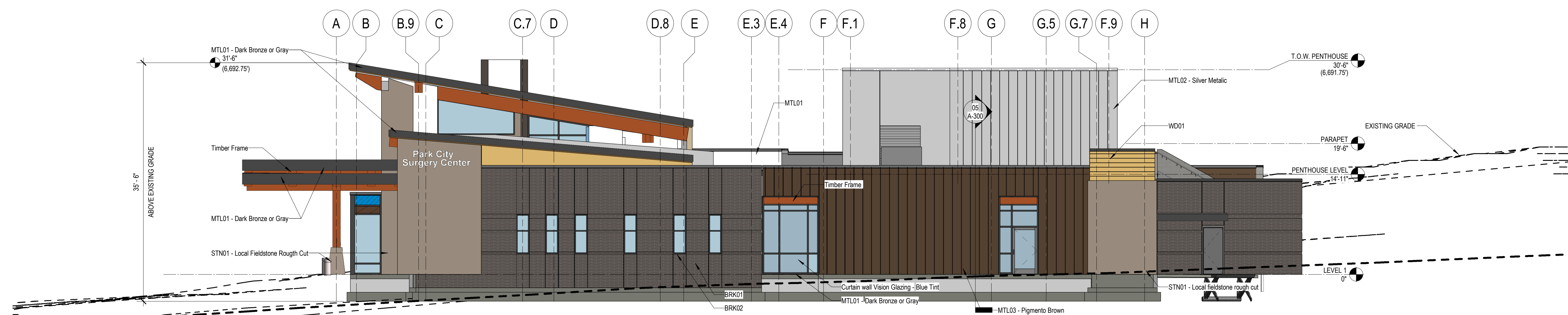
01 ELEVATION- EXTERIOR- SOUTH
A-200 SCALE: 1/8" = 1'-0"



02 ELEVATION- EXTERIOR- NORTH
A-200 SCALE: 1/8" = 1'-0"



03 ELEVATION- EXTERIOR- WEST
A-200 SCALE: 1/8" = 1'-0"



04 ELEVATION- EXTERIOR- EAST
A-200 SCALE: 1/8" = 1'-0"

MATERIAL LEGEND

- | | | | |
|---|---|---|---------------------------------------|
|  | WOOD DECK
WD01 |  | TIMBER FRAME/COLUMN
WD02 |
|  | EXPOSED STEEL/FACIA/STOREFRONT
MTL01 | | |
|  | METAL PANEL
MTL02 - SILVER METALLIC |  | METAL PANEL
MTL03 - PIGMENTO BROWN |
|  | LOCAL FIELDSTONE ROUGH CUT
STN01 | | |
|  | EIFS
EIFS01 - CREAM | | |
|  | BRICK
BRK01 - MIDNIGHT BLACK |  | BRICK
BRK02 - MOCHA |

[illegible]

NOT FOR
CONSTRUCTION

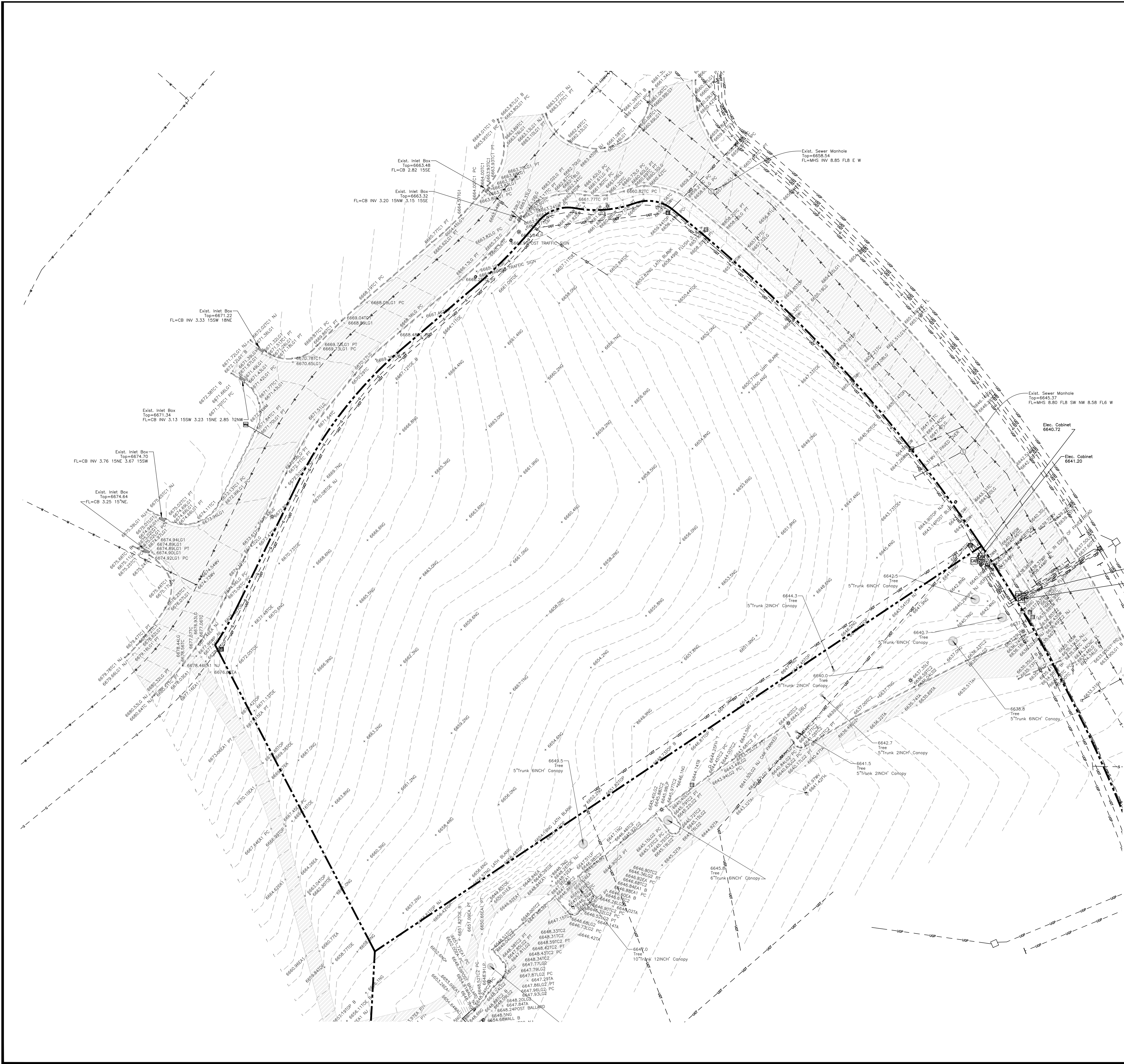
ARCH NAME	ARCH #
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DATE: 10/01/2021

SHEET TITLE AND NUMBER

A-200

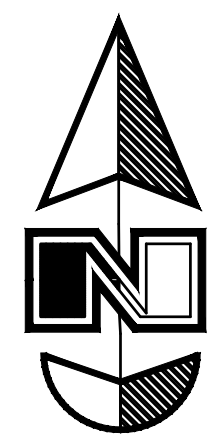
EXTERIOR ELEVATIONS



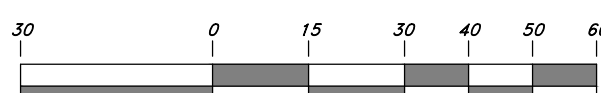
Legend

(Note: All items may not appear on drawing)

- San. Sewer Manhole
- Water Manhole
- Storm Drain Manhole
- Cleanout
- Electrical Manhole
- Catch Basins
- Exst. Fire Hydrant
- Fire Hydrant
- Fire Department Connection
- Post Indicator Valve
- Exst. Water Valve
- Water Valve
- Sanitary Sewer
- Culinary Water
- Gas Line
- Irrigation Line
- Storm Drain
- Telephone Line
- Secondary Waterline
- Power Line
- Fire Line
- Land Drain
- Power pole w/guy
- Light Pole
- Fence
- Flowline of ditch
- Overhead Power line
- Corrugated Metal Pipe
- Concrete Pipe
- Reinforced Concrete Pipe
- Ductile Iron
- Polyvinyl Chloride
- Top of Asphalt
- Edge of Asphalt
- Centerline
- Flowline
- Finish Floor
- Top of Curb
- Top of Wall
- Top of Walk
- Top of Concrete
- Natural Ground
- Finish Grade
- Match Existing
- Fire Department Connection
- Finish Contour
- Exst. Contour
- Finish Grade
- Exst. Grade
- Ridge Line
- Direction of Flow



Scale: 1" = 30'



Graphic Scale

Call before you Dig
Avoid cutting underground
utility lines. It's costly.



1-800-862-4111

- Existing Asphalt
- New Asphalt
- Heavy Duty Asphalt
- Existing Concrete
- New Concrete
- Demo'd Road Base
- Spill Curb & Gutter
- Demo Tree
- Tree To Remain in Place

GENERAL DEMOLITION NOTES:

- Demolition and site clearing for this contract are to include all areas shown within demolition limits or by note.
- Refer to site improvement plans for more details on limits of removal.
- Demolish existing buildings and clear from site. (Including removal of all footings and foundations.)
- All curbs, gutters, walks, slabs, walls, fences, flatwork, asphalt, waterlines and meters, gas lines, sewer lines, light poles, buried cables, storm drain piping and structures to be cleared from site unless otherwise shown.
- All utilities, sewer, water, gas, telephone and electrical services to be disconnected and capped according to city, county and utility company requirements, unless otherwise shown.
- Basements and other excavated areas to be backfilled with clean granular material compacted to 95% of maximum lab density as determined by ASTM D 1557-78. (Test results to be given to owner)
- Clear and grub trees, shrubs, and vegetation within construction limits, disposal to be off-site except where noted otherwise.
- DO NOT interrupt any services or disrupt the operation of any businesses shown outside the demolition limits.
- If ASBESTOS is found in existing structures, the Asbestos must be removed in a legal manner by a contractor licensed to handle asbestos materials. (Not a part of contract)
- Remove debris, rubbish, and other materials resulting from the demolition and site clearing operations from the site and dispose of in a legal manner.
- The location and/or elevation of existing utilities as shown on these plans is based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied upon as being exact or complete. Contractor shall contact authorities having jurisdiction for field locations. Contractor shall be responsible for protection of in place and relocated utilities during construction.
- Stockpiles shall be graded to maintain slopes not greater than 3 horizontal to 1 vertical. Provide erosion control as needed to prevent sediment transport to adjacent drainage ways.
- Contractor shall be responsible for disposal of all waste material. Disposal shall be at an approved site for such material. Burning onsite is not permitted.
- Contractor shall verify with city any street removal, curb cuts, and any restoration required for utility line removal.
- Install traffic warning devices as needed in accordance with local standards.
- Contractor shall obtain all permits necessary for demolition from City, County, State or Federal Agencies as required.

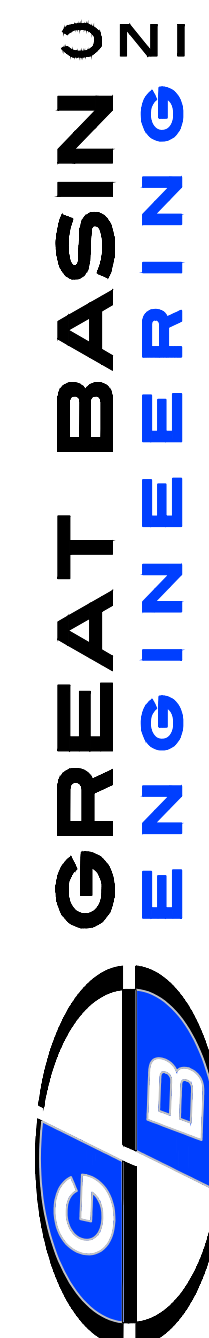
CAUTION NOTICE TO CONTRACTOR

The contractor is specifically cautioned that the location and/or elevation of existing utilities as shown on these plans are based on records of the various utility companies and, where possible, measurements taken in the field. The information is not to be relied on as being exact or complete. The contractor must call the appropriate utility company at least 48 hours before any excavation to request exact field location of utilities. It shall be the responsibility of the contractor to relocate all existing utilities which conflict with the proposed improvements shown on the plans.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS

The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the course of construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from the sole negligence of the owner or the engineer.

ALL CONSTRUCTION TO CONFORM TO CITY STANDARDS AND SPECIFICATIONS IN RIGHT OF WAY



Demolition Plan
IHC - Park City Ambulatory Surgical Center (ASC)
Lot 6 InterMountain Healthcare Park City Medical Campus
775 Gillmor Way, Park City, Summit County, Utah

16 Sept, 2020

SHEET NO.

CO

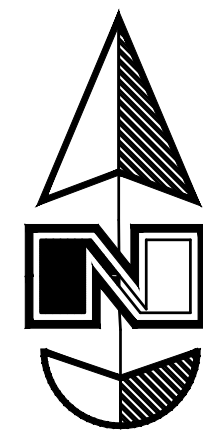
20N102

Legend

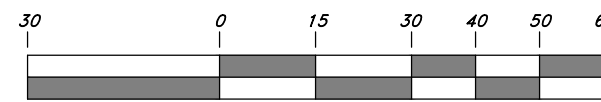
(Note: All items may not appear on drawing)

- San. Sewer Manhole
Water Manhole
Storm Drain Manhole
Cleanout
Electrical Manhole
Catch Basins
Exist. Fire Hydrant
Fire Hydrant
Fire Department Connection
Post Indicator Valve
Exist. Water Valve
Water Valve
Sanitary Sewer
Culinary Water
Gas Line
Irrigation Line
Storm Drain
Telephone Line
Secondary Waterline
Power Line
Fire Line
Land Drain
Power pole
Power pole w/guy
Light Pole
Fence
Flowline of ditch
Overhead Power line
Corrugated Metal Pipe
Concrete Pipe
Reinforced Concrete Pipe
Ductile Iron
Polyvinyl Chloride
Top of Asphalt
Edge of Asphalt
Centerline
Flowline
Finish Floor
Top of Curb
Top of Wall
Top of Walk
Top of Concrete
Natural Ground
Finish Grade
Match Existing
Fire Department Connection
Exist. Contour
Finish Grade
Exist. Grade
Ridge Line
Direction of Flow

- Existing Asphalt
New Asphalt
Heavy Duty Asphalt
Existing Concrete
New Concrete
Demo'd Road Base
Spill Curb & Gutter
Demo Tree
Tree To Remain in Place



Scale: 1" = 30'



Graphic Scale

Call before you Dig
Avoid cutting underground
utility lines. It's costly.



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GENERAL GRADING NOTES:

1. All work shall be in accordance with the City Public Works Standard.
2. Cut slopes shall be no steeper than 2 horizontal to 1 vertical.
3. Fill slopes shall be no steeper than 2 horizontal to 1 vertical.
4. Fills shall be compacted per the recommendations of the geotechnical report prepared for the project and shall be certified by the geotechnical engineer.
5. Areas to receive fill shall be properly prepared and approved by the City inspector and geotechnical Engineer prior to placing fill.
6. Fills shall be benched into competent material as per specifications and geotechnical report.
7. All trench backfill shall be tested and certified by the site geotechnical engineer per the grading code.
8. A geotechnical engineer shall perform periodic inspections and submit a complete report and map upon completion of the rough grading.
9. The final compaction report and certification from the geotechnical engineer shall contain the type of field testing performed. Each test shall be identified with the method of obtaining the in-place density, whether sand cone or drive ring and shall be so noted for each test. Sufficient maximum density determinations shall be performed to verify the accuracy of the maximum density curves used by the field technician.
10. Dust shall be controlled by watering.
11. The location and protection of all utilities is the responsibility of the permittee.
12. Approved protective measures and temporary drainage provisions must be used to protect adjoining properties during the grading project.
13. All public roadways must be cleared daily of all dirt, mud and debris deposited on them as a result of the grading operation. Cleaning is to be done to the satisfaction of the city engineer.
14. The site shall be cleared and grubbed of all vegetation and deleterious matter prior to grading.
15. The contractor shall provide shoring in accordance with OSHA requirements for trench walls.
16. Aggregate base shall be compacted per the geotechnical report prepared for the project.
17. Elevations shown on this plan are finish grades. Rough grades are the subgrades of the improvements shown hereon.
18. The recommendations in the following Geotechnical Engineering Report by xxxx are included in the requirements of grading and site preparation.
The report is titled "GEOTECHNICAL INVESTIGATION"
Job No.: _____ Address _____
Dated: _____
19. As part of the construction documents, owner has provided contractor with a topographic survey performed by manual or aerial means. Such survey was prepared for project design purposes and is provided to the contractor as a courtesy. It is expressly understood that such survey may not accurately reflect existing topographic conditions.
20. Erosion Control: Protect all inlet boxes, catch basins, etc. with straw bales or other approved method to strain the storm water during construction. Protect surrounding properties and streets from site runoff with sandbags and earth berms.

CURB AND GUTTER CONSTRUCTION NOTES:

1. Open face gutter shall be constructed where drainage is directed away from curb.
2. Open face gutter locations are indicated by shading and notes on site and grading plan.
3. It is the responsibility of the surveyor to adjust top of curb grades at the time construction staking.
4. Refer to the typical details for a standard and open face curb and gutter for dimensions.
5. Transitions between open face and standard curb and gutter are to be smooth. Hand form these areas if necessary.

ADA NOTES:

- Contractor must maintain a running slope on Accessible routes no steeper than 5.0% (1:20). The cross slope for Accessible routes must be no steeper than 2.0% (1:50). All Accessible routes must have a minimum clear width of 36". If grades on plans do not meet this requirement notify Consultants immediately.
- The Client, Contractor, and Subcontractor should immediately notify the Consultant of any conditions of the project that they believe do not comply with the current state of the ADA and/or FHAA.

PRIVATE ENGINEER'S NOTICE TO CONTRACTORS

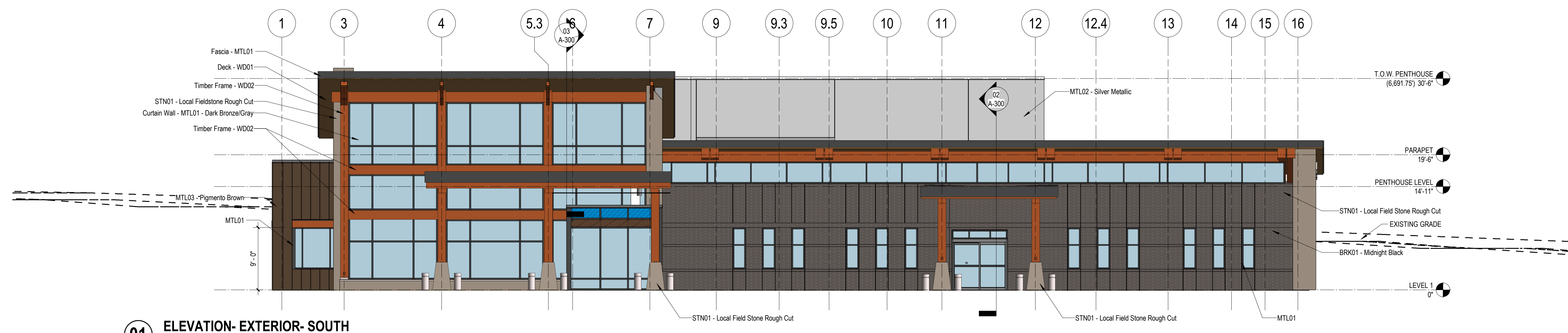
The Contractor agrees that he shall assume sole and complete responsibility for job site conditions during the construction of this project, including safety of all persons and property; that this requirement shall apply continuously and not be limited to normal working hours; and that the contractor shall defend, indemnify, and hold the owner and the engineer harmless from any and all liability, real or alleged, in connection with the performance of work on this project, excepting for liability arising from the sole negligence of the owner or the engineer.

ALL CONSTRUCTION TO CONFORM TO CITY STANDARDS AND SPECIFICATIONS IN RIGHT OF WAY

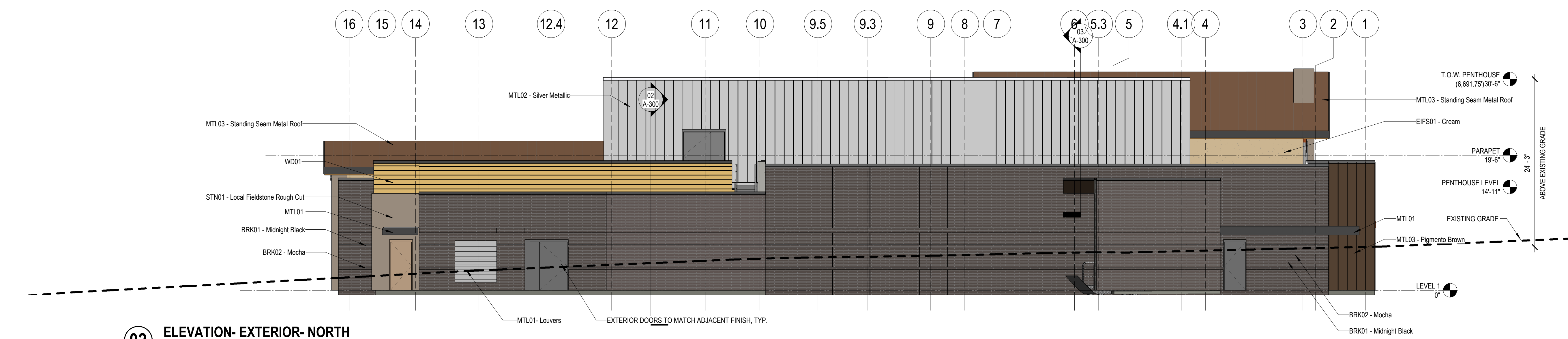


Not to Scale

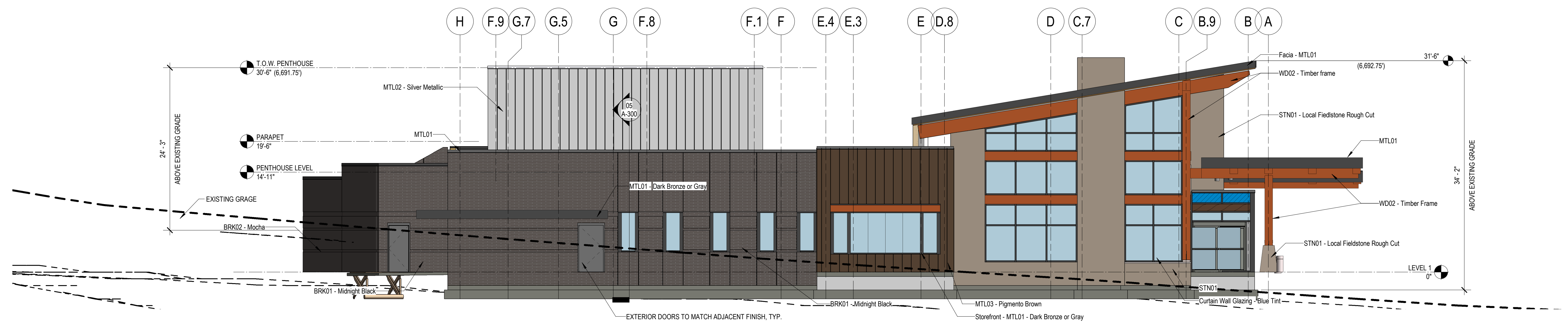
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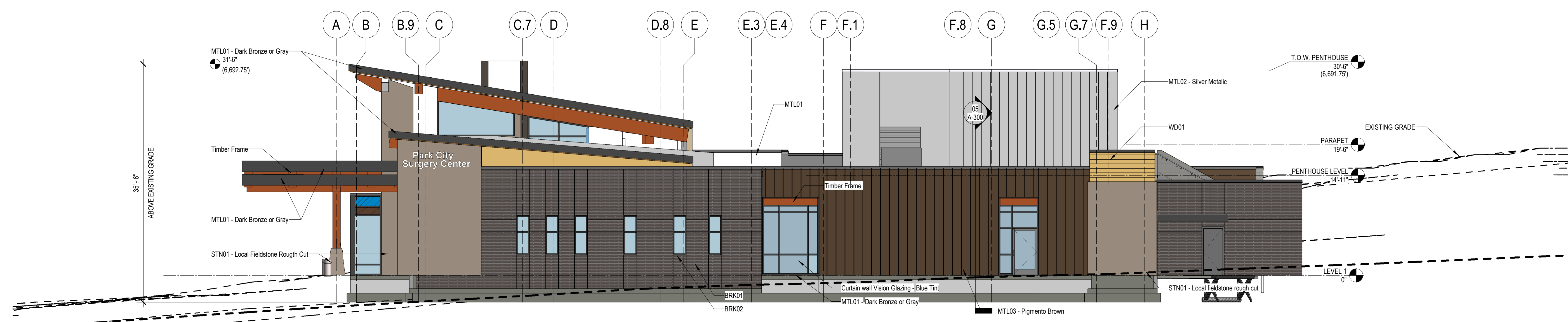
01 ELEVATION- EXTERIOR- SOUTH
A-200 SCALE: 1/8" = 1'-0"



02 ELEVATION- EXTERIOR- NORTH
A-200 SCALE: 1/8" = 1'-0"



03 ELEVATION- EXTERIOR- WEST
A-200 SCALE: 1/8" = 1'-0"



04 ELEVATION- EXTERIOR- EAST
A-200 SCALE: 1/8" = 1'-0"

MATERIAL LEGEND

- | | | | |
|---|---|---|---------------------------------------|
|  | WOOD DECK
WD01 |  | TIMEBER FRAME/COLUMN
WD02 |
|  | EXPOSED STEEL/FACIA/STOREFRONT
MTL01 | | |
|  | METAL PANEL
MTL02 - SILVER METALLIC |  | METAL PANEL
MTL03 - PIGMENTO BROWN |
|  | LOCAL FEILDSTONE ROUGH CUT
STN01 | | |
|  | EIFS
EIFS01 - CREAM | | |
|  | BRICK
BRK01 - MIDNIGHT BLACK |  | BRICK
BRK02 - MOCHA |



Park City Hospital Traffic Study

TECHNICAL MEMORANDUM

To: Kim Menge, RN, Intermountain Healthcare
Date: February 20, 2019
From: Seishi Yamagata, PE, Fehr & Peers
Preston Stinger, PTP, LEED GA Fehr & Peers

Subject: Park City Hospital Traffic Study

UT18-2135

EXECUTIVE SUMMARY

The purpose of this study is to determine the potential impacts to traffic conditions due to the proposed expansion of the Intermountain Healthcare (IHC) Park City Hospital located in Park City, Utah. The proposed expansion includes net 140,000 square feet of medical use. Under existing conditions, all study intersections operate at acceptable delays and Levels of Service (LOS). With the additional traffic from the proposed expansion, all study intersections continue to operate at acceptable delays and LOS. The traffic on Round Valley Drive is partially attributed to vehicles accessing the recreational areas on Gillmor Way and the existing Park City Clinic Building. It was observed that for existing plus project conditions, the total vehicles on Round Valley Drive that are directly accessing the Park City Hospital is about 63% inbound, 60% outbound in the AM peak hour, and 50% inbound, 61% outbound in the PM peak hour. No mitigation measures are recommended for existing plus project conditions.

It is assumed that the hospital expansion will be fully built out by 2024. Under 2024 conditions, all study intersections continue to operate at acceptable delays and LOS with the estimated background growth. Furthermore, with the additional traffic from the proposed expansion, all study intersections continue to operate at acceptable delays and LOS. It was observed that for 2024 plus project conditions, the total vehicles on Round Valley Drive that are directly accessing the Park City Hospital is about 60% inbound, 56% outbound in the AM peak hour, and 47% inbound, 58% outbound in the PM peak hour. This is due to the background traffic growing faster than traffic related to the hospital. No mitigation measures are recommended for 2024 plus project conditions.

A summary of delay and LOS for all conditions is reported in Table ES-1 below.



TABLE ES-1 AM & PM PEAK HOUR LOS COMPARISON

Intersection	Period	Existing 2019	Existing 2019 Plus Project	Future 2024 Background	Future 2024 Plus Project
		LOS & Delay (Sec/Veh)	LOS & Delay (Sec/Veh)	LOS & Delay (Sec/Veh)	LOS & Delay (Sec/Veh)
1 SR-248 / Round Valley Drive	AM	A / 6	A / 9	A / 7	B / 14
	PM	A / 9	B / 11	B / 10	B / 12
2 Round Valley Drive / Gillmor Way	AM	A / 9	B / 10	B / 10	A / 9
	PM	B / 11	B / 11	B / 11	B / 12
3 Round Valley Drive / Clinic Access	A / 6	A / 6	A / 7	A / 6	A / 6
	A / 7	A / 7	A / 7	A / 7	A / 7
4 Round Valley Drive / Intermountain Access	AM	A / 1	A / 2	A / 1	A / 2
	PM	A / 1	A / 2	A / 1	A / 2

Source: Fehr & Peers 2019.

INTRODUCTION

The purpose of this study is to determine the potential impacts to traffic conditions due to the proposed expansion of the IHC Park City Hospital in Park City, Utah. **Figure 1** shows the location of the study area. This memorandum will discuss:

- The existing conditions in the study area.
- Intersection conditions with additional traffic from the proposed expansion of the Park City Hospital.
- Intersection conditions with background growth in 2024.
- Intersection conditions with additional traffic from the proposed expansion of the Park City Hospital in 2024.
- Possible mitigation measures needed to address the increase in traffic generated by the proposed expansion.

STUDY AREA

This study analyzes the traffic operations at the following study intersections:

- 1) SR-248 / Round Valley Drive
- 2) Round Valley Drive / Gillmor Way
- 3) Round Valley Drive / Clinic Access
- 4) Round Valley Drive / Park City Hospital Access

TRAFFIC VOLUMES

Traffic counts at the study intersections were collected to establish a baseline of existing conditions and operations for the area. At the study intersections, AM peak period traffic counts were recorded from 7:00 AM to 9:00 AM and PM peak period traffic counts were recorded from 4:00 PM to 6:00 PM on Tuesday, January 8, 2019 (see Appendix for counts).



Figure 1: Project Locations

FEHR & PEERS

Lot 6 Site: 20,000 square feet of potential medical support space (Scenarios 1-3)

Lot 1 Expansion Site: 30,000 square feet of hospital expansion (Scenarios 2 and 3) and 90,000 square feet of additional hospital expansion (Scenario 3)

ANALYSIS METHODOLOGY

LOS is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for unsignalized intersections. The Highway Capacity Manual 2010 (HCM 2010) methodology was used in this study to remain consistent with “state-of-the-practice” professional standards.

TABLE 1 LEVEL OF SERVICE DESCRIPTIONS

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²
A	<i>Free Flow / Insignificant Delay</i>		
	Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	<i>Stable Operations / Minimum Delays</i>		
	Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	<i>Stable Operations / Acceptable Delays</i>		
	Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	<i>Approaching Unstable Flows / Tolerable Delays</i>		
	Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	<i>Unstable Operations / Significant Delays Can Occur</i>		
	Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	<i>Forced, Unpredictable Flows / Excessive Delays</i>		
	Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on 2010 Highway Capacity Manual.

EXISTING 2019 CONDITIONS

PURPOSE

The purpose of the 2019 existing conditions analysis is to study the intersections during the peak travel periods of the day under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies can be identified.

LEVEL OF SERVICE ANALYSIS

Using VISSIM software and the HCM 2010 delay thresholds introduced above, the existing weekday AM and PM peak hour LOS were computed for each study intersection. The results of this analysis are reported in **Figure 2** and **Table 2** (see Appendix for the detailed LOS report).

As shown in **Table 2**, all study intersections operate at acceptable LOS (LOS D or better) during both AM and PM peak hours.

TABLE 2 EXISTING 2019 CONDITIONS AM & PM PEAK HOUR LOS

Intersection				Worst Movement ¹			Overall Intersection	
ID	Location	Period	Control	Movement ³	Delay (sec/veh)	LOS	Avg. Delay (sec/veh) ²	LOS
1	SR-248 / Round Valley Drive	AM	Signal	-	-	-	6	A
		PM		-	-	-	9	A
2	Round Valley Drive / Gillmor Way	AM	EB Stop	EB RT	9	A	-	-
		PM		EB LT	11	B	-	-
3	Round Valley Drive / Clinic Access	AM	EB Stop	EB LT	6	A	-	-
		PM		EB RT	7	A	-	-
4	Round Valley Drive / Park City Hospital Access	AM	Roundabout	-	-	-	1	A
		PM		-	-	-	1	A

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for side-street stop controlled intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT=Left-turn, RT=Right-turn, and TH=Through

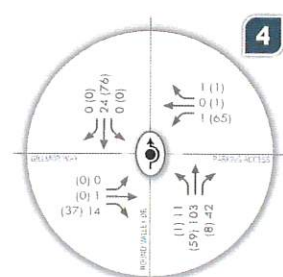
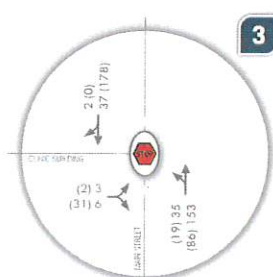
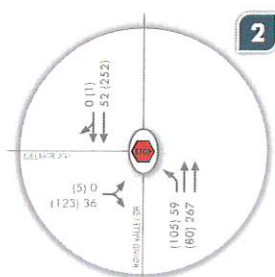
Source: Fehr & Peers 2019.



Figure 2: Existing Traffic Conditions (2019)

FEHR & PEERS

Level of Service: **A** **B** **C** **D** **E** **F** **AM** **PM**



PROJECT CONDITIONS

PURPOSE

The project conditions analysis explains the type and intensity of the proposed development in the study area. This analysis provides the basis for trip generation, distribution, and assignment of development trips to the surrounding study intersections defined in the Introduction.

PROPOSED DEVELOPMENTS

The proposed expansion to the Park City Hospital consists of the following:

- 90,000 ft² of additional hospital use on Lot 1
- 30,000 ft² of medical support use on Lot 1
- 20,000 ft² of medical support use on Lot 6

The proposed project will be accessed at the existing accesses to the hospital. It was also assumed that the medical support on Lot 6 will share access with the existing clinic building on Lot 7.

TRIP GENERATION

The counts performed at the Park City Hospital access were used to compare trip generation rates to national rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017. **Table 3** shows the comparison of the trip generation rates computed from the counts and the trip generation rates presented by ITE. As shown in **Table 3**, the existing Park City Hospital experiences slightly lower trip generation rates in the AM peak hour, and slightly higher trip generation rates in the PM peak hour compared to the ITE rates. The local data collected from the existing hospital was assumed to be more accurate for the purpose of this study, therefore the trip generation rates computed from the Park City Hospital were used to estimate the trip generation for the expansion of the hospital.

TABLE 3 COMPARISON OF TRIP GENERATION RATES FOR HOSPITAL

Source	Period ¹	Average Rate ²	% Entering	% Exiting
Park City Hospital	AM	0.84	80%	20%
	PM	1.05	28%	72%
ITE Hospital (Land Use 610)	AM	0.89	68%	32%
	PM	0.97	32%	68%

1. AM and PM peak hour of adjacent street traffic.

2. Number of trips per 1,000 ft². Computed based on existing 233,815 ft² of usable area of the existing Park City Hospital.

Source: Fehr & Peers, 2019.

The expansion for medical support was assumed to be similar to the existing Park City Clinic Building on Lot 7. Counts performed at the existing clinic were used to compare trip generation rates presented in ITE. **Table 4** shows the comparison of the trip generation rates computed from the counts and the trip generation rates presented by ITE. As shown in **Table 4**, the existing clinic counts are lower than the ITE trip generation rates. To be conservative, the higher trip generation rates presented by ITE were used for this study for the medical support expansion.

TABLE 4 COMPARISON OF TRIP GENERATION RATES FOR CLINIC

Source	Period ¹	Average Rate ²	% Entering	% Exiting
Park City Clinic Building	AM	1.84	80%	20%
	PM	2.08	37%	63%
ITE Clinic (Land Use 630)	AM	3.69	78%	22%
	PM	3.28	29%	71%

1. AM and PM peak hour of adjacent street traffic.

2. Number of trips per 1,000 ft². Computed based on existing 25,000 ft² of usable area of the existing Park City Clinic Building.

Source: Fehr & Peers, 2019.

The total trips generated by the proposed expansion of the development is shown in **Table 5**.

TABLE 5 TRIP GENERATION FOR PROPOSED EXPANSION

Land Use ¹	Number of Units	Unit Type	AM Peak Hour Trip Generation ²	% Entering ³	% Exiting ³	Trips Entering	Trips Exiting	New AM Peak Hour Trips
Hospital	90,000	Square Feet	76	80%	20%	61	15	76
Clinic (630)	50,000	Square Feet	185	78%	22%	144	41	185
Weekday AM Peak Hour Trips						205	56	261
Land Use ¹	Number of Units	Unit Type	PM Peak Hour Trip Generation ²	% Entering ³	% Exiting ³	Trips Entering	Trips Exiting	New PM Peak Hour Trips
Hospital	90,000	Square Feet	95	28%	72%	26	69	95
Clinic (630)	50,000	Square Feet	164	29%	71%	47	117	164
Weekday PM Peak Hour Trips						73	186	259

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 10th Edition Trip Generation Manual (ITE Manual)

2. Traffic Generated by the development according to observed rates for the hospital and trip generation rates provided in the ITE Manual for the clinic.

3. Percentage of trips Entering and Exiting the development according to observed distributions for the hospital and the distributions in the ITE Manual for the clinic.

SOURCE: Fehr & Peers, 2019

TRIP DISTRIBUTION AND ASSIGNMENT

Project traffic was assigned to the roadway network based on the proximity of major streets and freeways, roadway network, high population densities, and regional trip attractions. Employee zip code information was provided by the Park City Hospital, which was also factored into trip distribution assumptions.

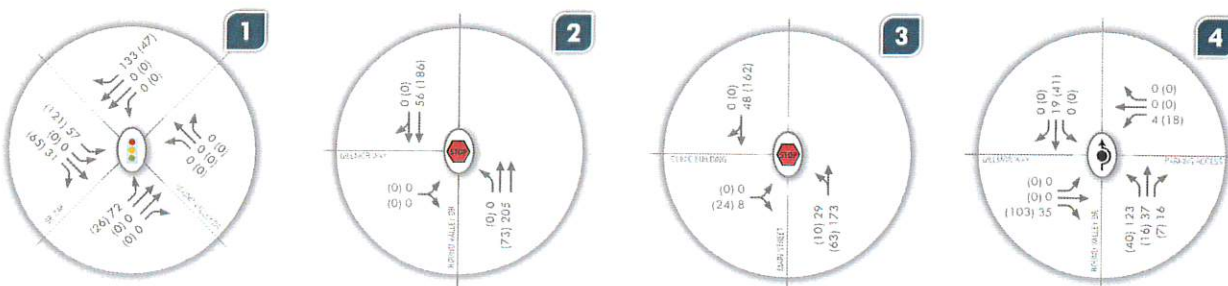
The project-generated trips were distributed to and from these directions, in the corresponding percentages:

- 65% North (using SR-248)
- 35% South (using SR-248)

These trip distribution assumptions were used to distribute project generated traffic to the study area intersections as shown in Figure 3.



Figure 3: Project-Generated Trips



EXISTING 2019 PLUS PROJECT CONDITIONS

PURPOSE

The purpose of the existing 2019 plus project conditions analysis is to evaluate the impact of the proposed hospital expansion after completion on the study intersections. In order to analyze this impact, the existing 2019 weekday AM and PM peak hour traffic volumes were combined with volumes generated by the proposed expansion for the AM and PM peak hour. Intersection LOS analyses were then performed to show the impact of the proposed expansion.

TRAFFIC VOLUMES

In order to evaluate the impacts of the proposed development, project-generated traffic was added to the existing 2019 AM and PM peak hour volumes to yield “existing 2019 plus project” weekday peak hour traffic volumes at the study intersections. The resulting traffic volumes are displayed in **Figure 4**.

LEVEL OF SERVICE ANALYSIS

Using VISSIM software and the HCM 2010 delay thresholds, existing 2019 plus project weekday AM and PM peak hour LOS were computed for each study intersection. The results of this analysis are reported in **Table 6** (see Appendix for the detailed LOS report).

As shown in **Table 6**, all study intersections operate at acceptable LOS (LOS D or better) during both AM and PM peak hours. With the project-generated trips, the SR-248 / Round Valley Drive intersection operates at a LOS B (LOS A in existing conditions) in the PM peak hour, and the Round Valley Drive / Gillmor Way intersection operates at a LOS B (LOS A in existing conditions) in the AM peak hour. All other intersections operate at the same LOS as in existing conditions. Therefore, it can be seen that the project-generated trips have minimal impacts to the study intersections.

The traffic on Round Valley Drive is partially attributed to vehicles accessing the recreational areas on Gillmor Way and the existing Park City Clinic Building. It was observed that for existing plus project conditions, the total vehicles on Round Valley Drive that are directly accessing the Park City Hospital is about 63% inbound, 60% outbound in the AM peak hour, and 50% inbound, 61% outbound in the PM peak hour. The breakdown of the trips accessing each driveway on Round Valley Drive is shown in **Figure 4**.



Figure 4: Existing Plus Project Traffic Conditions (2019)

FEHR PEERS

Level of Service: **A B C D E F** AM PM

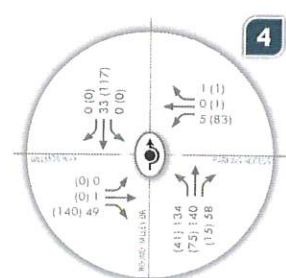
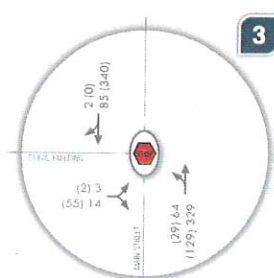
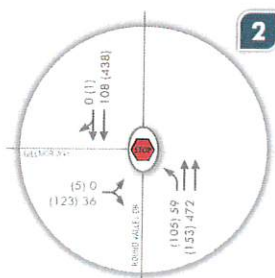


TABLE 6 EXISTING 2019 PLUS PROJECT CONDITIONS AM & PM PEAK HOUR LOS

Intersection				Worst Movement ¹			Overall Intersection	
ID	Location	Period	Control	Movement ³	Delay (sec/veh)	LOS	Avg. Delay (sec/veh) ²	LOS
1	SR-248 / Round Valley Drive	AM	Signal	-	-	-	9	A
		PM		-	-	-	11	B
2	Round Valley Drive / Gillmor Way	AM	EB Stop	EB RT	10	B	-	-
		PM		EB RT	11	B	-	-
3	Round Valley Drive / Clinic Access	AM	EB Stop	EB RT	6	A	-	-
		PM		EB RT	7	A	-	-
4	Round Valley Drive / Park City Hospital Access	AM	Roundabout	-	-	-	2	A
		PM		-	-	-	2	A

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for side-street stop controlled intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT=Left-turn, RT=Right-turn, and TH=Through

Source: Fehr & Peers 2019.

MITIGATION

As shown in **Table 6**, the impacts of additional traffic from the proposed development expansion to traffic operations at the study intersections are minimal. All study intersections operate at acceptable LOS in the existing conditions, and continue to operate at acceptable LOS with the completion of the proposed development expansion. No mitigation measures are recommended at the study intersections.

FUTURE 2024 BACKGROUND CONDITIONS

PURPOSE

The purpose of the future 2024 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected 2024 traffic volumes. This analysis provides a baseline condition for the year 2024, which can be used to determine future project impacts.

TRAFFIC VOLUMES

The future background traffic volumes for 2024 were estimated using recent traffic counts, historical growth rates, and forecasted volumes from the Mountain Model. The following annual growth rates were estimated for the following roadways:

- 4.1% - SR-248

A minimal annual growth of 0.5% was also assumed to be applicable to Gillmor Way for this study. The estimated growth rates were applied to the existing 2019 AM and PM peak hour volumes to yield "future 2024 background" weekday peak hour traffic volumes at the study intersections. The resulting traffic volumes are displayed in **Figure 5**.

LEVEL OF SERVICE ANALYSIS

Using VISSIM software and the HCM 2010 delay thresholds, future 2024 background weekday AM and PM peak hour LOS were computed for each study intersection. The results of this analysis are reported in **Table 7** (see Appendix for the detailed LOS report).

As shown in **Table 7**, all study intersections operate at acceptable LOS (LOS D or better) during both AM and PM peak hours. With the background growth, the SR-248 / Round Valley Drive intersection operates at a LOS B (LOS A in existing conditions) in the PM peak hour, and the Round Valley Drive / Gillmor Way intersection operates at a LOS B (LOS A in existing conditions) in the AM peak hour. All other intersections operate at the same LOS as in existing conditions.



Figure 5: Future Traffic Conditions (2024)

FEHR & PEERS

Level of Service: **A** **B** **C** **D** **E** **F** **AM** **PM**

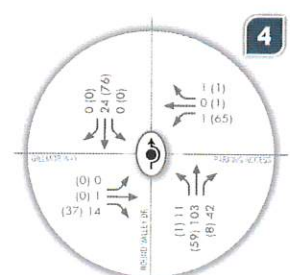
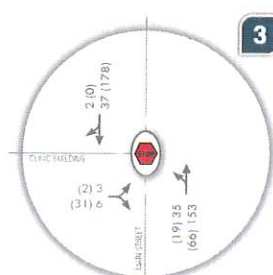
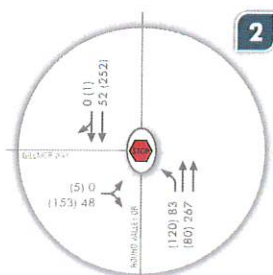


TABLE 7 FUTURE 2024 BACKGROUND CONDITIONS AM & PM PEAK HOUR LOS

Intersection				Worst Movement ¹			Overall Intersection	
ID	Location	Period	Control	Movement ³	Delay (sec/veh)	LOS	Avg. Delay (sec/veh) ²	LOS
1	SR-248 / Round Valley Drive	AM	Signal	-	-	-	7	A
		PM		-	-	-	10	B
2	Round Valley Drive / Gillmor Way	AM	EB Stop	EB RT	10	B	-	-
		PM		EB RT	11	B	-	-
3	Round Valley Drive / Clinic Access	AM	EB Stop	EB LT	7	A	-	-
		PM		EB RT	7	A	-	-
4	Round Valley Drive / Park City Hospital Access	AM	Roundabout	-	-	-	1	A
		PM		-	-	-	1	A

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for side-street stop controlled intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT=Left-turn, RT=Right-turn, and TH=Through
Source: Fehr & Peers 2019.

MITIGATION

As shown in **Table 7**, all study intersections operate at acceptable LOS in the 2024 background conditions. No mitigation measures are recommended at the study intersections.

FUTURE 2024 PLUS PROJECT CONDITIONS

PURPOSE

The purpose of the future 2024 plus project conditions analysis is to evaluate the impact of the proposed hospital expansion after completion on the study intersections in 2024 conditions. It is assumed that the hospital expansion will be fully built out by 2024. In order to analyze this impact, the future 2024 background weekday AM and PM peak hour traffic volumes were combined with volumes generated by the proposed expansion for the AM and PM peak hour. Intersection LOS analyses were then performed to show the impact of the proposed expansion.

TRAFFIC VOLUMES

In order to evaluate the impacts of the proposed development, project-generated traffic was added to the future 2024 background AM and PM peak hour volumes to yield "future 2024 plus project" weekday peak hour traffic volumes at the study intersections. The resulting traffic volumes are displayed in **Figure 6**.

LEVEL OF SERVICE ANALYSIS

Using VISSIM software and the HCM 2010 delay thresholds, future 2024 plus project weekday AM and PM peak hour LOS were computed for each study intersection. The results of this analysis are reported in **Table 8** (see Appendix for the detailed LOS report).

As shown in **Table 8**, all study intersections operate at acceptable LOS (LOS D or better) during both AM and PM peak hours. With the project-generated trips, the SR-248 / Round Valley Drive intersection operates at a LOS B (LOS A in 2024 background conditions) in the AM peak hour. All other intersections operate at the same LOS as in 2024 background conditions. Therefore, it can be seen that the project-generated trips have minimal impacts to the study intersections.

The traffic on Round Valley Drive is partially attributed to vehicles accessing the recreational areas on Gillmor Way and the existing Park City Clinic Building. It was observed that for 2024 plus project conditions, the total vehicles on Round Valley Drive that are directly accessing the Park City Hospital is about 60% inbound, 56% outbound in the AM peak hour, and 47% inbound, 58% outbound in the PM peak hour. The breakdown of the trips accessing each driveway on Round Valley Drive is shown in **Figure 6**.



Figure 6: Future Plus Project Traffic Conditions (2024)

FEHR PEERS

Level of Service: **A B C D E F** AM PM

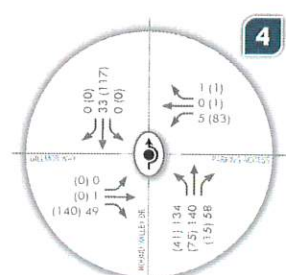
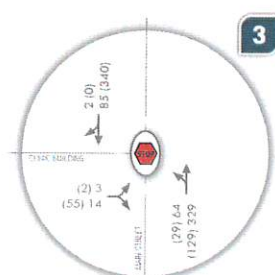
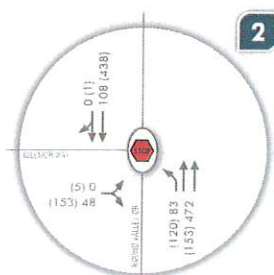


TABLE 8 FUTURE 2024 PLUS PROJECT CONDITIONS AM & PM PEAK HOUR LOS

Intersection				Worst Movement ¹			Overall Intersection	
ID	Location	Period	Control	Movement ³	Delay (sec/veh)	LOS	Avg. Delay (sec/veh) ²	LOS
1	SR-248 / Round Valley Drive	AM	Signal	-	-	-	14	B
		PM		-	-	-	12	B
2	Round Valley Drive / Gillmor Way	AM	EB Stop	EB RT	9	A	-	-
		PM		EB RT	12	B	-	-
3	Round Valley Drive / Clinic Access	AM	EB Stop	EB RT	6	A	-	-
		PM		EB RT	7	A	-	-
4	Round Valley Drive / Park City Hospital Access	AM	Roundabout	-	-	-	2	A
		PM		-	-	-	2	A

1. This represents the worst movement LOS and delay (seconds/vehicle) and is only reported for side-street stop controlled intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound, LT=Left-turn, RT=Right-turn, and TH=Through

Source: Fehr & Peers 2019.

MITIGATION

As shown in **Table 8**, the impacts of additional traffic from the proposed development expansion to traffic operations at the study intersections are minimal in 2024 conditions. All study intersections operate at acceptable LOS in the 2024 background conditions, and continue to operate at acceptable LOS with the completion of the proposed development expansion. No mitigation measures are recommended at the study intersections.

CONCLUSION

All study intersections operate at acceptable LOS at the study intersections in both AM and PM peak hours under existing conditions. With the additional traffic from the proposed expansion of the IHC Park City Hospital, all study intersections continue to operate at acceptable LOS in both AM and PM peak hours. It was observed that for existing plus project conditions, the total vehicles on Round Valley Drive that are directly accessing the Park City Hospital is about 63% inbound, 60% outbound in the AM peak hour, and 50% inbound, 61% outbound in the PM peak hour. No mitigation measures are recommended for existing plus project conditions.

In 2024 conditions, all study intersections continue to operate at acceptable LOS at the study intersections in both AM and PM peak hours with background growth. With the additional traffic from the proposed expansion of the hospital, there is minimal impact to the study intersections, and they continue to operate at acceptable LOS in both AM and PM peak hours. It was observed that for 2024 plus project conditions, the total vehicles on Round Valley Drive that are directly accessing the Park City Hospital is about 60% inbound, 56% outbound in the AM peak hour, and 47% inbound, 58% outbound in the PM peak hour. No mitigation measures are recommended for 2024 plus project conditions.

APPENDIX

Turning Movement Counts

Detailed Level of Service Reports

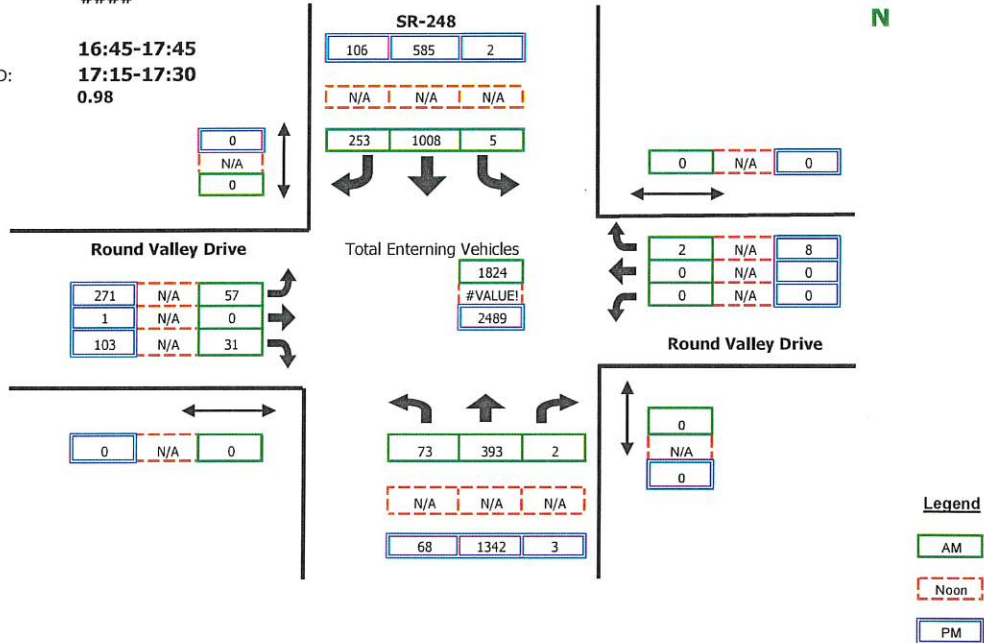
Intersection Turning Movement Summary

Intersection:	SR-248/Round Valley Drive	Date:	1-8-19, Tue
North/South:	SR-248	Day of Week Adjustment:	100.0%
East/West:	Round Valley Drive	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Park City IHC	Growth Rate:	0.0%
Project No:	UT18-2135	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.92**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:45-17:45**
 PM PEAK 15 MINUTE PERIOD: **17:15-17:30**
 PM PHF: **0.98**



RAW COUNT SUMMARIES	SR-248 Northbound				SR-248 Southbound				Round Valley Drive Eastbound				Round Valley Drive Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	6	68	1	0	0	353	26	0	6	0	1	0	0	0	0	0	461
7:15-7:30	11	101	0	0	1	262	41	0	5	0	4	0	0	0	1	0	426
7:30-7:45	15	118	2	0	1	206	69	0	9	0	4	0	0	0	0	0	424
7:45-8:00	18	89	2	0	5	204	53	0	16	0	5	0	0	0	1	0	393
8:00-8:15	10	89	2	0	1	227	68	0	12	0	4	0	0	0	0	0	413
8:15-8:30	16	96	0	0	2	239	58	0	18	0	5	0	0	0	0	0	434
8:30-8:45	22	88	0	0	0	288	57	0	13	0	11	0	0	0	1	0	480
8:45-9:00	25	120	0	0	2	254	70	0	14	0	11	0	0	0	1	0	497
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	14	277	0	0	1	144	51	0	62	0	30	0	0	0	1	0	580
16:15-16:30	14	304	1	0	0	150	29	0	49	0	19	0	0	1	0	0	567
16:30-16:45	15	321	0	0	0	140	23	0	65	0	25	0	0	0	4	0	593
16:45-17:00	13	334	1	0	2	149	27	0	59	0	32	0	0	0	1	0	618
17:00-17:15	21	348	0	0	0	129	24	0	77	0	29	0	0	0	1	0	629
17:15-17:30	21	339	0	0	0	151	34	0	65	0	21	0	0	0	3	0	634
17:30-17:45	13	321	2	0	0	156	21	0	70	1	21	0	0	0	3	0	608
17:45-18:00	8	291	0	0	0	172	11	0	46	0	21	0	0	0	3	0	552

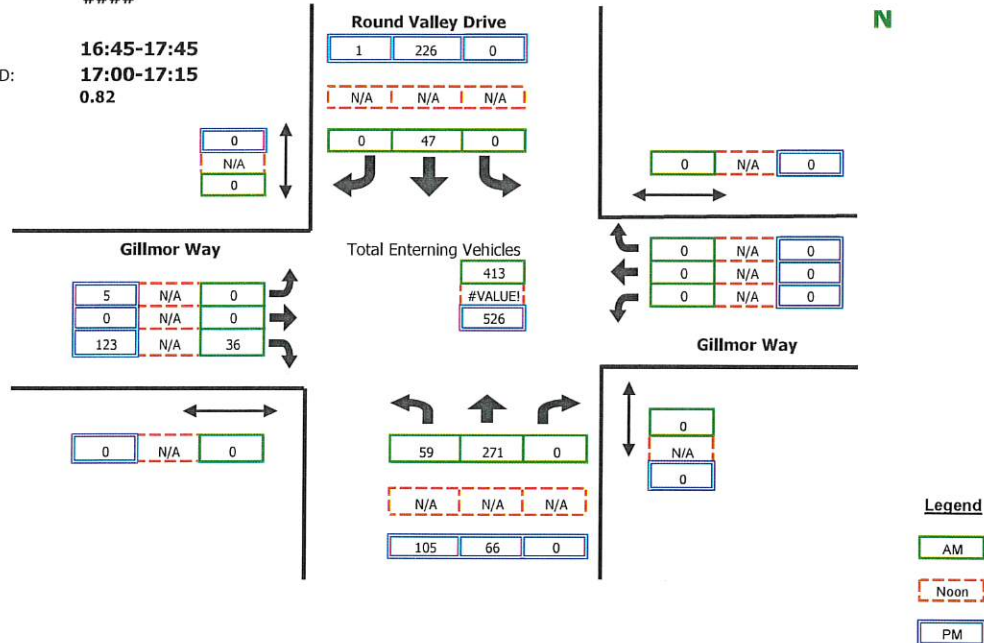
Intersection Turning Movement Summary

Intersection:	Round Valley Drive/Gillmor Way	Date:	1-8-19, Tue
North/South:	Round Valley Drive	Day of Week Adjustment:	100.0%
East/West:	Gillmor Way	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Park City IHC	Growth Rate:	0.0%
Project No:	UT18-2135	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: 8:00-9:00
 AM PEAK 15 MINUTE PERIOD: 8:45-9:00
 AM PHF: 0.88

NOON PEAK HOUR PERIOD: ###
 NOON PEAK 15 MINUTE PERIOD: ###
 NOON PHF: ###

PM PEAK HOUR PERIOD: 16:45-17:45
 PM PEAK 15 MINUTE PERIOD: 17:00-17:15
 PM PHF: 0.82



RAW COUNT SUMMARIES	Round Valley Drive Northbound				Round Valley Drive Southbound				Gillmor Way Eastbound				Gillmor Way Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	9	27	0	0	0	6	0	0	0	0	2	0	0	0	0	0	44
7:15-7:30	9	40	0	0	0	4	0	0	0	0	4	0	0	0	0	0	57
7:30-7:45	15	66	0	0	0	6	1	0	2	0	6	0	0	0	0	0	96
7:45-8:00	9	67	0	0	0	11	0	0	0	0	8	0	0	0	0	0	95
8:00-8:15	10	63	0	0	0	7	0	0	0	0	11	0	0	0	0	0	91
8:15-8:30	16	58	0	0	0	14	0	0	0	0	5	0	0	0	0	0	93
8:30-8:45	17	72	0	0	0	12	0	0	0	0	10	0	0	0	0	0	111
8:45-9:00	16	78	0	0	0	14	0	0	0	0	10	0	0	0	0	0	118
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	38	31	0	0	0	66	1	0	0	0	24	0	0	0	0	0	160
16:15-16:30	29	15	0	0	0	50	2	0	2	0	22	0	0	0	0	0	120
16:30-16:45	33	20	0	0	0	40	0	0	3	0	25	0	0	0	0	0	121
16:45-17:00	14	20	0	0	0	40	0	0	0	0	24	0	0	0	0	0	98
17:00-17:15	37	14	0	0	0	76	0	0	3	0	30	0	0	0	0	0	160
17:15-17:30	39	17	0	0	0	55	0	0	0	0	29	0	0	0	0	0	140
17:30-17:45	15	15	0	0	0	55	1	0	2	0	40	0	0	0	0	0	128
17:45-18:00	5	13	0	0	0	39	0	0	0	0	27	0	0	0	0	0	84

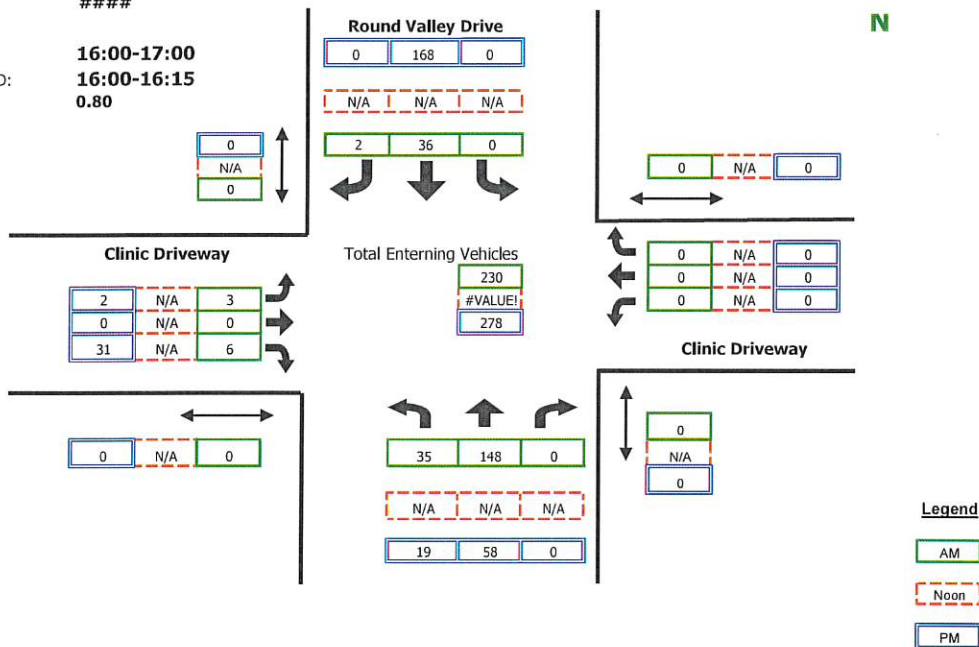
Intersection Turning Movement Summary

Intersection:	Round Valley Drive/Clinic Driveway	Date:	1-8-19, Tue
North/South:	Round Valley Drive	Day of Week Adjustment:	100.0%
East/West:	Clinic Driveway	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Park City IHC	Growth Rate:	0.0%
Project No:	UT18-2135	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **8:00-9:00**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.76**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **16:00-17:00**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.80**



RAW COUNT SUMMARIES	Round Valley Drive Northbound				Round Valley Drive Southbound				Clinic Driveway Eastbound				Clinic Driveway Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	1	18	0	0	0	5	0	0	0	0	0	0	0	0	0	0	24
7:15-7:30	6	30	0	0	0	2	0	0	0	0	0	0	0	0	0	0	38
7:30-7:45	22	34	0	0	0	6	2	0	1	0	0	0	0	0	0	0	65
7:45-8:00	10	40	0	0	0	9	1	0	0	0	0	0	0	0	0	0	60
8:00-8:15	13	30	0	0	0	8	1	0	0	0	1	0	0	0	0	0	53
8:15-8:30	4	25	0	0	0	9	0	0	0	0	2	0	0	0	0	0	40
8:30-8:45	11	38	0	0	0	7	1	0	1	0	3	0	0	0	0	0	61
8:45-9:00	7	55	0	0	0	12	0	0	2	0	0	0	0	0	0	0	76
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	6	25	0	0	0	49	0	0	0	0	7	0	0	0	0	0	87
16:15-16:30	5	7	0	0	0	41	0	0	0	0	3	0	0	0	0	0	56
16:30-16:45	5	12	0	0	0	39	0	0	0	0	14	0	0	0	0	0	70
16:45-17:00	3	14	0	0	0	39	0	0	2	0	7	0	0	0	0	0	65
17:00-17:15	2	10	0	0	0	50	1	0	0	0	20	0	0	0	0	0	83
17:15-17:30	1	10	0	0	0	35	0	0	1	0	7	0	0	0	0	0	54
17:30-17:45	1	8	0	0	0	24	1	0	0	0	9	0	0	0	0	0	43
17:45-18:00	0	10	0	0	0	26	0	0	0	0	5	0	0	0	0	0	41

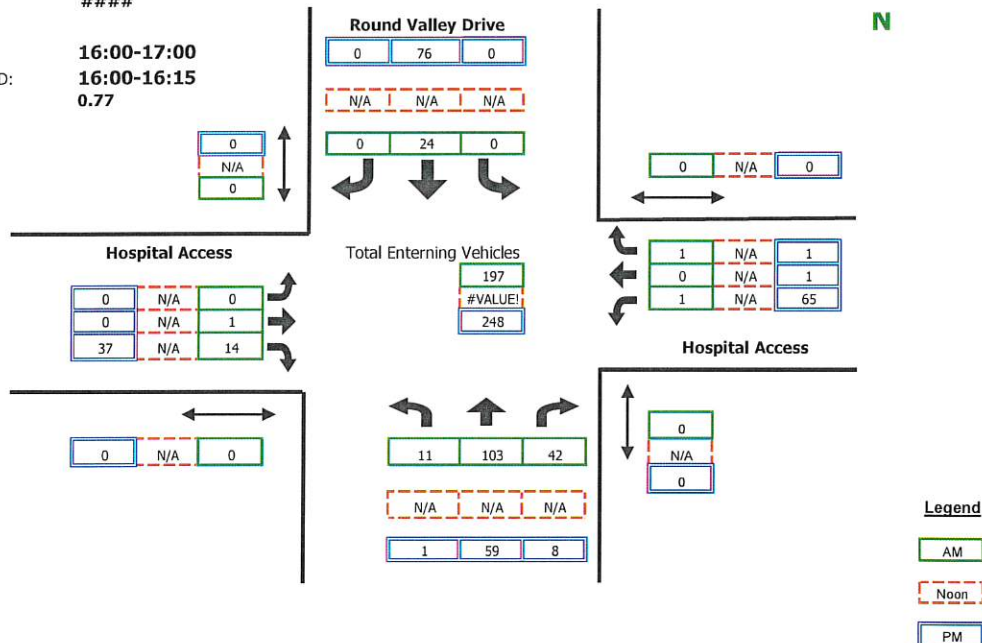
Intersection Turning Movement Summary

Intersection:	Round Valley Drive/Hospital Access	Date:	1-8-19, Tue
North/South:	Round Valley Drive	Day of Week Adjustment:	100.0%
East/West:	Hospital Access	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Park City IHC	Growth Rate:	0.0%
Project No:	UT18-2135	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: 8:00-9:00
 AM PEAK 15 MINUTE PERIOD: 8:45-9:00
 AM PHF: 0.72

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: ####

PM PEAK HOUR PERIOD: 16:00-17:00
 PM PEAK 15 MINUTE PERIOD: 16:00-16:15
 PM PHF: 0.77



RAW COUNT SUMMARIES	Round Valley Drive Northbound				Round Valley Drive Southbound				Hospital Access Eastbound				Hospital Access Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
7:00-7:15	3	5	11	0	0	0	0	0	0	0	0	0	4	0	0	0	23
7:15-7:30	9	5	13	0	0	1	0	0	0	0	0	0	2	0	0	0	30
7:30-7:45	2	18	18	0	0	2	0	0	0	0	4	0	4	0	0	0	48
7:45-8:00	2	24	15	0	0	5	0	0	0	0	4	0	0	0	0	0	50
8:00-8:15	2	15	13	0	0	3	0	0	0	0	5	0	0	0	0	0	38
8:15-8:30	2	23	7	0	0	7	0	0	0	1	6	0	0	0	1	0	47
8:30-8:45	3	25	8	0	0	5	0	0	0	0	3	0	0	0	0	0	44
8:45-9:00	4	40	14	0	0	9	0	0	0	0	0	0	1	0	0	0	68
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
16:00-16:15	1	24	3	0	0	25	0	0	0	0	12	0	15	1	0	0	81
16:15-16:30	0	8	1	0	0	10	0	0	0	0	11	0	18	0	1	0	49
16:30-16:45	0	15	1	0	0	24	0	0	0	0	8	0	15	0	0	0	63
16:45-17:00	0	12	3	0	0	17	0	0	0	0	6	0	17	0	0	0	55
17:00-17:15	0	8	3	0	0	21	0	0	0	0	10	0	27	0	0	0	69
17:15-17:30	1	10	2	0	0	17	0	0	0	0	6	0	10	0	0	0	46
17:30-17:45	0	8	2	0	0	5	0	0	0	0	6	0	11	0	0	0	32
17:45-18:00	3	7	1	0	0	11	0	0	0	0	6	0	15	0	0	0	43

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
Existing Conditions
AM Peak Hour

Intersection 1

Round Valley Drive/IHC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	11	12	107.3%	0.9	0.4	A
	Through	103	103	99.7%	1.1	0.2	A
	Right Turn	42	42	99.0%	1.1	0.2	A
	Subtotal	156	156	100.1%	1.1	0.1	A
SB	Left Turn						
	Through	24	24	99.6%	0.0	0.0	A
	Right Turn						
	Subtotal	24	24	99.6%	0.0	0.0	A
EB	Left Turn						
	Through	1	1	90.0%	0.0	0.1	A
	Right Turn	14	13	92.9%	0.3	0.6	A
	Subtotal	15	14	92.7%	0.3	0.6	A
WB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through						
	Right Turn	1	0	0.0%	0.0	0.0	A
	Subtotal	2	0	0.0%	0.0	0.0	A
Total		197	194	98.4%	0.9	0.1	A

Intersection 2

Round Valley Drive/Clinic Access

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	35	33	92.9%	0.5	0.4	A
	Through	153	153	100.1%	0.1	0.1	A
	Right Turn						
	Subtotal	188	186	98.8%	0.2	0.1	A
SB	Left Turn						
	Through	37	36	96.2%	0.1	0.1	A
	Right Turn	2	2	75.0%	0.1	0.2	A
	Subtotal	39	37	95.1%	0.1	0.1	A
EB	Left Turn	3	3	106.7%	6.0	3.2	A
	Through						
	Right Turn	6	6	96.7%	5.2	1.9	A
	Subtotal	9	9	100.0%	6.6	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		236	232	98.2%	0.6	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
Existing Conditions
AM Peak Hour

Intersection 3 Round Valley Drive/Gillmor Way Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	59	60	101.2%	0.7	0.3	A
	Through	267	263	98.3%	0.2	0.1	A
	Right Turn						
	Subtotal	326	322	98.8%	0.3	0.1	A
SB	Left Turn						
	Through	52	50	96.2%	0.0	0.0	A
	Right Turn						
	Subtotal	52	50	96.2%	0.0	0.0	A
EB	Left Turn						
	Through						
	Right Turn	36	34	94.7%	9.3	0.3	A
	Subtotal	36	34	94.7%	9.3	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		414	406	98.1%	1.3	0.1	A

Intersection 4 SR-248/Round Valley Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	73	73	100.0%	25.9	10.0	C
	Through	393	393	100.1%	2.5	0.9	A
	Right Turn	2	1	65.0%	0.6	1.2	A
	Subtotal	468	468	99.9%	6.5	3.0	A
SB	Left Turn	5	6	112.0%	5.2	7.5	A
	Through	1,008	1,005	99.7%	4.3	0.7	A
	Right Turn	253	250	98.9%	4.1	1.1	A
	Subtotal	1,266	1,261	99.6%	4.2	0.7	A
EB	Left Turn	57	54	93.9%	41.0	5.1	D
	Through						
	Right Turn	31	30	95.2%	3.6	1.2	A
	Subtotal	88	83	94.3%	27.1	3.8	C
WB	Left Turn						
	Through						
	Right Turn	2	2	95.0%	0.4	0.3	A
	Subtotal	2	2	95.0%	0.4	0.3	A
Total		1,824	1,814	99.4%	6.2	1.3	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
Existing Conditions
PM Peak Hour

Intersection 1

Round Valley Drive/IHC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	1	1	130.0%	0.3	0.6	A
	Through	59	55	92.5%	1.0	0.3	A
	Right Turn	8	6	76.3%	0.7	0.6	A
	Subtotal	68	62	91.2%	0.9	0.3	A
SB	Left Turn						
	Through	76	75	98.0%	0.0	0.0	A
	Right Turn						
	Subtotal	76	75	98.0%	0.0	0.0	A
EB	Left Turn						
	Through						
	Right Turn	37	37	100.0%	1.5	0.5	A
	Subtotal	37	37	100.0%	1.5	0.5	A
WB	Left Turn	65	65	99.2%	1.4	0.5	A
	Through	1	1	80.0%	0.3	0.5	A
	Right Turn	1	1	50.0%	0.0	0.0	A
	Subtotal	67	66	98.2%	1.4	0.5	A
Total		248	239	96.5%	0.9	0.2	A

Intersection 2

Round Valley Drive/Clinic Access

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	19	18	94.2%	1.3	1.8	A
	Through	66	61	91.7%	0.1	0.1	A
	Right Turn						
	Subtotal	85	78	92.2%	0.3	0.4	A
SB	Left Turn						
	Through	178	177	99.2%	0.2	0.1	A
	Right Turn						
	Subtotal	178	177	99.2%	0.2	0.1	A
EB	Left Turn	2	2	95.0%	5.3	4.8	A
	Through						
	Right Turn	31	29	93.9%	6.5	0.8	A
	Subtotal	33	31	93.9%	6.6	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		296	286	96.6%	1.4	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
Existing Conditions
PM Peak Hour

Intersection 3

Round Valley Drive/Gillmor Way

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	105	105	99.6%	1.7	1.0	A
	Through	80	74	92.3%	0.1	0.0	A
	Right Turn						
	Subtotal	185	178	96.4%	1.0	0.6	A
SB	Left Turn						
	Through	252	248	98.6%	0.1	0.0	A
	Right Turn	1	1	60.0%	0.0	0.1	A
	Subtotal	253	249	98.4%	0.1	0.0	A
EB	Left Turn	5	5	102.0%	11.0	4.8	B
	Through						
	Right Turn	123	121	98.3%	10.5	0.7	B
	Subtotal	128	126	98.4%	10.6	0.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		566	553	97.8%	3.3	0.3	A

Intersection 4

SR-248/Round Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	72	68	94.9%	13.8	4.0	B
	Through	1,342	1,344	100.1%	6.8	1.0	A
	Right Turn	3	3	96.7%	1.3	2.1	A
	Subtotal	1,417	1,415	99.9%	7.1	0.9	A
SB	Left Turn	2	2	85.0%	5.8	10.2	A
	Through	585	586	100.2%	5.1	1.1	A
	Right Turn	113	110	97.7%	3.0	0.4	A
	Subtotal	700	698	99.7%	4.8	0.9	A
EB	Left Turn	271	270	99.8%	35.7	2.6	D
	Through	1	1	120.0%	11.9	23.0	B
	Right Turn	103	99	96.1%	4.0	0.9	A
	Subtotal	375	371	98.8%	26.9	2.8	C
WB	Left Turn						
	Through						
	Right Turn	8	6	73.8%	0.8	0.2	A
	Subtotal	8	6	73.8%	0.8	0.2	A
Total		2,500	2,490	99.6%	9.4	0.8	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
Existing Plus Project Conditions
AM Peak Hour

Intersection 1 Round Valley Drive/IHC Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	134	131	98.0%	2.1	0.4	A
	Through	140	142	101.5%	2.2	0.4	A
	Right Turn	58	59	101.0%	2.3	0.8	A
	Subtotal	332	332	100.0%	2.2	0.4	A
SB	Left Turn						
	Through	33	32	96.4%	0.1	0.3	A
	Right Turn						
	Subtotal	33	32	96.4%	0.1	0.3	A
EB	Left Turn						
	Through	1	1	70.0%	0.2	0.7	A
	Right Turn	49	47	96.7%	1.0	0.4	A
	Subtotal	50	48	96.2%	1.0	0.4	A
WB	Left Turn	5	4	84.0%	3.7	4.0	A
	Through						
	Right Turn	1	1	70.0%	0.0	0.0	A
	Subtotal	6	5	81.7%	3.7	4.0	A
Total		421	417	99.0%	1.9	0.3	A

Intersection 2 Round Valley Drive/Clinic Access Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	64	63	99.1%	1.1	0.4	A
	Through	329	329	100.1%	0.4	0.2	A
	Right Turn						
	Subtotal	393	393	99.9%	0.5	0.2	A
SB	Left Turn						
	Through	85	82	96.8%	0.1	0.1	A
	Right Turn	2	2	90.0%	0.2	0.3	A
	Subtotal	87	84	96.7%	0.1	0.1	A
EB	Left Turn	3	3	83.3%	5.9	6.0	A
	Through						
	Right Turn	14	14	96.4%	6.1	0.5	A
	Subtotal	17	16	94.1%	6.4	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		497	493	99.2%	0.8	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
Existing Plus Project Conditions
AM Peak Hour

Intersection 3

Round Valley Drive/Gillmor Way

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	59	55	93.6%	0.9	0.4	A
	Through	472	476	100.9%	0.3	0.1	A
	Right Turn						
	Subtotal	531	532	100.1%	0.3	0.1	A
SB	Left Turn						
	Through	108	104	95.8%	0.0	0.0	A
	Right Turn						
	Subtotal	108	104	95.8%	0.0	0.0	A
EB	Left Turn						
	Through						
	Right Turn	36	35	97.2%	9.5	0.6	A
	Subtotal	36	35	97.2%	9.5	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		675	670	99.3%	0.8	0.1	A

Intersection 4

SR-248/Round Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	145	147	101.6%	36.7	19.7	D
	Through	393	392	99.7%	2.9	0.8	A
	Right Turn	2	2	100.0%	0.9	1.7	A
	Subtotal	540	541	100.2%	12.0	5.6	B
SB	Left Turn	5	6	114.0%	8.3	8.2	A
	Through	1,008	1,004	99.6%	4.9	1.3	A
	Right Turn	386	384	99.6%	6.2	1.2	A
	Subtotal	1,399	1,394	99.7%	5.3	1.2	A
EB	Left Turn	93	89	95.7%	38.5	5.2	D
	Through						
	Right Turn	51	50	97.8%	3.4	0.9	A
	Subtotal	144	139	96.5%	27.0	3.5	C
WB	Left Turn						
	Through						
	Right Turn	2	0	0.0%	0.0	0.0	A
	Subtotal	2	0	0.0%	0.0	0.0	A
Total		2,085	2,074	99.5%	8.5	1.4	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
Existing Plus Project Conditions
PM Peak Hour

Intersection 1

Round Valley Drive/IHC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	41	42	101.5%	1.8	0.8	A
	Through	75	69	91.5%	1.8	0.4	A
	Right Turn	15	14	93.3%	2.1	1.3	A
	Subtotal	131	124	94.8%	1.9	0.5	A
SB	Left Turn						
	Through	117	116	98.8%	0.0	0.1	A
	Right Turn						
	Subtotal	117	116	98.8%	0.0	0.1	A
EB	Left Turn						
	Through						
	Right Turn	140	138	98.9%	3.4	0.8	A
	Subtotal	140	138	98.9%	3.4	0.8	A
WB	Left Turn	83	82	98.7%	1.5	0.5	A
	Through	1	1	90.0%	0.1	0.1	A
	Right Turn	1	0	20.0%	0.0	0.0	A
	Subtotal	85	83	97.6%	1.5	0.5	A
Total		473	461	97.5%	1.9	0.3	A

Intersection 2

Round Valley Drive/Clinic Access

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	29	27	93.1%	2.1	1.5	A
	Through	129	123	95.1%	0.2	0.1	A
	Right Turn						
	Subtotal	158	150	94.7%	0.6	0.4	A
SB	Left Turn						
	Through	340	337	99.1%	0.4	0.1	A
	Right Turn						
	Subtotal	340	337	99.1%	0.4	0.1	A
EB	Left Turn	2	2	75.0%	3.6	4.7	A
	Through						
	Right Turn	55	54	98.9%	6.8	0.4	A
	Subtotal	57	56	98.1%	6.9	0.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		555	543	97.7%	1.5	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
Existing Plus Project Conditions
PM Peak Hour

Intersection 3 Round Valley Drive/Gillmor Way Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	105	105	100.1%	3.2	1.7	A
	Through	153	145	94.8%	0.2	0.1	A
	Right Turn						
	Subtotal	258	250	97.0%	1.3	0.6	A
SB	Left Turn						
	Through	438	435	99.4%	0.3	0.1	A
	Right Turn	1	1	60.0%	0.0	0.1	A
	Subtotal	439	436	99.3%	0.3	0.1	A
EB	Left Turn	5	5	102.0%	10.6	4.7	B
	Through						
	Right Turn	123	121	98.2%	10.7	0.7	B
	Subtotal	128	126	98.4%	10.8	0.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		825	812	98.4%	2.7	0.2	A

Intersection 4 SR-248/Round Valley Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	98	96	98.1%	16.1	3.8	B
	Through	1,342	1,345	100.2%	7.7	1.1	A
	Right Turn	3	2	56.7%	0.4	0.7	A
	Subtotal	1,443	1,443	100.0%	8.2	0.9	A
SB	Left Turn	2	2	120.0%	10.1	13.0	B
	Through	585	589	100.7%	6.3	0.9	A
	Right Turn	160	154	96.5%	3.3	0.5	A
	Subtotal	747	746	99.9%	5.8	0.7	A
EB	Left Turn	392	388	99.1%	34.3	2.7	C
	Through	1	1	80.0%	6.1	19.4	A
	Right Turn	168	167	99.2%	3.9	0.6	A
	Subtotal	561	556	99.1%	25.1	2.6	C
WB	Left Turn						
	Through						
	Right Turn	8	6	73.8%	0.8	0.2	A
	Subtotal	8	6	73.8%	0.8	0.2	A
Total		2,759	2,751	99.7%	11.0	0.8	B

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
2024 Background Conditions
AM Peak Hour

Intersection 1

Round Valley Drive/IHC

Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	11	11	98.2%	1.1	0.6	A
	Through	103	99	96.3%	1.3	0.3	A
	Right Turn	42	44	104.8%	1.4	0.6	A
	Subtotal	156	154	98.7%	1.3	0.3	A
SB	Left Turn						
	Through	24	24	99.6%	0.0	0.0	A
	Right Turn						
	Subtotal	24	24	99.6%	0.0	0.0	A
EB	Left Turn						
	Through	1	1	90.0%	0.0	0.0	A
	Right Turn	14	13	92.9%	0.6	0.5	A
	Subtotal	15	14	92.7%	0.6	0.5	A
WB	Left Turn	1	0	0.0%	0.0	0.0	A
	Through						
	Right Turn	1	0	0.0%	0.0	0.0	A
	Subtotal	2	0	0.0%	0.0	0.0	A
Total		197	192	97.4%	1.0	0.3	A

Intersection 2

Round Valley Drive/Clinic Access

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	35	38	108.6%	0.7	0.6	A
	Through	153	150	98.2%	0.1	0.1	A
	Right Turn						
	Subtotal	188	188	100.1%	0.2	0.1	A
SB	Left Turn						
	Through	37	36	96.2%	0.1	0.1	A
	Right Turn	2	2	75.0%	0.1	0.2	A
	Subtotal	39	37	95.1%	0.1	0.1	A
EB	Left Turn	3	3	106.7%	6.6	3.6	A
	Through						
	Right Turn	6	6	96.7%	5.2	1.9	A
	Subtotal	9	9	100.0%	6.9	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		236	234	99.3%	0.7	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
2024 Background Conditions
AM Peak Hour

Intersection 3 Round Valley Drive/Gillmor Way Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	83	84	101.3%	0.7	0.3	A
	Through	267	265	99.1%	0.2	0.0	A
	Right Turn						
	Subtotal	350	349	99.6%	0.3	0.1	A
SB	Left Turn						
	Through	52	50	96.2%	0.0	0.0	A
	Right Turn						
	Subtotal	52	50	96.2%	0.0	0.0	A
EB	Left Turn						
	Through						
	Right Turn	48	47	98.3%	9.6	0.5	A
	Subtotal	48	47	98.3%	9.6	0.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		450	446	99.1%	1.6	0.1	A

Intersection 4 SR-248/Round Valley Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	75	77	102.0%	43.9	48.9	D
	Through	490	483	98.5%	2.7	0.5	A
	Right Turn	2	3	140.0%	0.6	0.9	A
	Subtotal	567	562	99.1%	8.9	8.4	A
SB	Left Turn	5	5	106.0%	8.0	6.7	A
	Through	1,240	1,225	98.8%	4.7	1.7	A
	Right Turn	275	272	99.0%	4.6	1.0	A
	Subtotal	1,520	1,502	98.8%	4.7	1.5	A
EB	Left Turn	65	63	96.2%	42.1	5.1	D
	Through						
	Right Turn	35	34	98.0%	3.6	1.5	A
	Subtotal	100	97	96.8%	27.9	3.1	C
WB	Left Turn						
	Through						
	Right Turn	5	4	78.0%	0.6	0.2	A
	Subtotal	5	4	78.0%	0.6	0.2	A
Total		2,192	2,165	98.8%	7.2	2.5	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
2024 Background Conditions
PM Peak Hour

Intersection 1 Round Valley Drive/IHC Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	1	1	80.0%	0.1	0.2	A
	Through	59	57	95.9%	0.9	0.3	A
	Right Turn	8	7	82.5%	1.0	1.0	A
	Subtotal	68	64	94.1%	0.9	0.3	A
SB	Left Turn						
	Through	76	75	98.0%	0.0	0.0	A
	Right Turn						
	Subtotal	76	75	98.0%	0.0	0.0	A
EB	Left Turn						
	Through						
	Right Turn	37	37	100.0%	1.5	0.5	A
	Subtotal	37	37	100.0%	1.5	0.5	A
WB	Left Turn	65	65	99.2%	1.6	0.5	A
	Through	1	1	80.0%	0.4	0.7	A
	Right Turn	1	1	50.0%	0.0	0.0	A
	Subtotal	67	66	98.2%	1.6	0.5	A
Total		248	241	97.3%	1.0	0.2	A

Intersection 2 Round Valley Drive/Clinic Access Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	19	17	87.4%	1.1	1.0	A
	Through	66	62	93.8%	0.4	0.5	A
	Right Turn						
	Subtotal	85	79	92.4%	0.6	0.6	A
SB	Left Turn						
	Through	178	177	99.2%	0.2	0.1	A
	Right Turn						
	Subtotal	178	177	99.2%	0.2	0.1	A
EB	Left Turn	2	2	95.0%	5.3	4.9	A
	Through						
	Right Turn	31	29	93.9%	6.5	0.8	A
	Subtotal	33	31	93.9%	6.6	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		296	286	96.7%	1.5	0.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
2024 Background Conditions
PM Peak Hour

Intersection 3 Round Valley Drive/Gillmor Way Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	120	117	97.1%	2.0	0.8	A
	Through	80	73	90.8%	0.1	0.0	A
	Right Turn						
	Subtotal	200	189	94.6%	1.3	0.5	A
SB	Left Turn						
	Through	252	248	98.6%	0.2	0.1	A
	Right Turn	1	1	60.0%	0.0	0.1	A
	Subtotal	253	249	98.4%	0.2	0.1	A
EB	Left Turn	5	6	114.0%	9.8	3.7	A
	Through						
	Right Turn	153	150	98.1%	11.4	0.9	B
	Subtotal	158	156	98.6%	11.4	0.9	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		611	594	97.2%	4.0	0.2	A

Intersection 4 SR-248/Round Valley Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	75	68	90.8%	17.4	4.7	B
	Through	1,655	1,656	100.1%	7.6	1.3	A
	Right Turn	5	5	108.0%	3.5	5.1	A
	Subtotal	1,735	1,730	99.7%	7.9	1.2	A
SB	Left Turn	2	4	215.0%	27.3	31.8	C
	Through	725	728	100.5%	5.9	0.8	A
	Right Turn	125	121	96.5%	2.9	0.6	A
	Subtotal	852	853	100.2%	5.6	0.7	A
EB	Left Turn	295	293	99.2%	37.1	1.8	D
	Through	5	5	102.0%	13.0	19.1	B
	Right Turn	105	100	95.5%	4.0	0.9	A
	Subtotal	405	398	98.3%	28.6	2.4	C
WB	Left Turn						
	Through						
	Right Turn	10	10	99.0%	0.9	0.3	A
	Subtotal	10	10	99.0%	0.9	0.3	A
Total		3,002	2,991	99.6%	10.0	1.1	B

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
2024 Plus Project Conditions
AM Peak Hour

Intersection 1 Round Valley Drive/IHC Roundabout

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	134	135	100.4%	2.0	0.3	A
	Through	140	138	98.6%	2.3	0.3	A
	Right Turn	58	57	99.0%	2.1	0.4	A
	Subtotal	332	330	99.4%	2.1	0.3	A
SB	Left Turn						
	Through	33	32	96.4%	0.3	0.5	A
	Right Turn						
	Subtotal	33	32	96.4%	0.3	0.5	A
EB	Left Turn						
	Through	1	1	70.0%	0.1	0.2	A
	Right Turn	49	47	96.7%	0.7	0.6	A
	Subtotal	50	48	96.2%	0.7	0.6	A
WB	Left Turn	5	4	84.0%	3.1	2.1	A
	Through						
	Right Turn	1	1	70.0%	1.4	3.6	A
	Subtotal	6	5	81.7%	3.2	1.8	A
Total		421	415	98.5%	1.9	0.2	A

Intersection 2 Round Valley Drive/Clinic Access Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	64	64	100.2%	0.9	0.3	A
	Through	329	327	99.3%	0.4	0.1	A
	Right Turn						
	Subtotal	393	391	99.4%	0.4	0.1	A
SB	Left Turn						
	Through	85	82	96.7%	0.1	0.0	A
	Right Turn	2	2	90.0%	0.2	0.3	A
	Subtotal	87	84	96.6%	0.1	0.0	A
EB	Left Turn	3	3	83.3%	4.6	4.2	A
	Through						
	Right Turn	14	14	96.4%	6.1	0.5	A
	Subtotal	17	16	94.1%	6.3	0.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		497	491	98.8%	0.7	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Park City IHC
2024 Plus Project Conditions
AM Peak Hour

Intersection 3 Round Valley Drive/Gillmor Way Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	83	84	101.6%	1.0	0.4	A
	Through	472	469	99.3%	0.3	0.1	A
	Right Turn						
	Subtotal	555	553	99.6%	0.4	0.1	A
SB	Left Turn						
	Through	108	104	95.8%	0.1	0.1	A
	Right Turn						
	Subtotal	108	104	95.8%	0.1	0.1	A
EB	Left Turn						
	Through						
	Right Turn	48	46	95.6%	9.3	0.3	A
	Subtotal	48	46	95.6%	9.3	0.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		711	702	98.8%	1.1	0.1	A

Intersection 4 SR-248/Round Valley Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	147	149	101.2%	94.2	113.7	F
	Through	490	486	99.1%	5.5	7.9	A
	Right Turn	2	2	110.0%	0.3	0.4	A
	Subtotal	639	637	99.6%	30.1	40.5	C
SB	Left Turn	5	5	94.0%	3.8	4.5	A
	Through	1,240	1,225	98.8%	5.4	1.1	A
	Right Turn	408	404	99.1%	5.9	1.3	A
	Subtotal	1,653	1,634	98.9%	5.5	1.0	A
EB	Left Turn	101	96	94.8%	41.5	3.6	D
	Through						
	Right Turn	55	54	97.8%	3.9	1.6	A
	Subtotal	156	150	95.8%	27.2	4.7	C
WB	Left Turn						
	Through						
	Right Turn	5	3	58.0%	0.4	0.3	A
	Subtotal	5	3	58.0%	0.4	0.3	A
Total		2,453	2,423	98.8%	13.6	11.7	B

Master Planned Development Permit
Intermountain Park City ASC

The purpose of this Master Planned Development permit is to construct a new 15,375 SF Ambulatory Surgery Center (ASC) on the greenfield lot located on Lot 6 at 775 Round Valley RD, Park City, UT 84060. The total lot size is 3.04 acres (132,480 SF). The project includes 4 Orthopedic operating rooms, associated support spaces (pre-op, post-op, PACU, locker rooms, equipment storage, central processing), and the site development work. In addition to the ASC we are future proofing the site to allow for expansion up to 20,000 SF total building area along with the associated parking spaces.

The project is in the Community Transition (CT) site zoning, and the project use fall under the conditional use designation based on Title 15 Land Management Code Chapter 22.3 (medical office building/clinic). The project site is surrounded by Recreational Open Space (ROS). The project building footprint will fit into the 25' setbacks on all sides. The site includes all the required parking stall based on the 5 spaces per 1,000 SF for Medical Office and Clinic buildings set forth in Title 15 Land Management Code, Chapter 3, which totals up to 77 spaces for the ASC. The parking spaces will be visually blocked from the drive approach with the use of landscaping berms located along the east and south edges of the property line.

The current open space calculation for lot 6 is 60.25% open space, but when added into the MPD of the Intermountain campus the current total % of open space is 84.21%. The future expansion changes the open space to 52.51% for Lot 6 and 84.06% for the entire Intermountain MPD. There are no plans for outdoor dining space.

The proposed building exceeds the 28' max height from existing grade, and the highest point on the building is 31'6" tall from finished floor (6660'), but when reviewed from existing grade (6657') is actually 6'6" over the max height. However, due to visual studies the design team feels the project fits into the context of the site and does not negatively impact views of surrounding building or the natural landscape beyond.

Sincerely,
Monty Gumble, Healthcare Architect
E4H Architecture

October 22, 2020

Rebecca Ward
Planning Department
Park City Municipal Corporation
445 Marsac Avenue | P.O. Box 1480
Park City, Utah 84060-1480

Re: Park City Ambulatory Surgery Center

Rebecca,

In response to the building height exhibit requested, please see the following

Item 1.

This project is a single story building therefore any increase in height will not result in increased square footage

Item 2.

This single story building will not have any significant visual impact or loss of solar access to neighboring buildings due to its low height and distance from property lines and surrounding structures. See attached sheet AS100 with extent of shadows indicated

Item 3.

Please see attached Landscape plans showing buffering from adjacent properties.

Item 4.

Please see attached site plan showing the project meets all required setbacks and separations.

Item 5.

The increased building height does not affect the open space provided on the site plan.

Item 6.

This project is not located within the Historic District

Jim Arentz, AIA, LEED AP
Senior Project Architect







Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Park City Mountain Base Area Development
Project #: PL-20-04475
Author: Bruce Erickson – Planning Director
Alexandra Ananth – Senior Planner
Date: October 28, 2020
Type of Item: Administrative Public Hearing – MPD Modification

Summary Recommendations

PEG Development has submitted an application requesting to amend the [1998 Park City Mountain Resort \(PCMR\) Development Agreement \(DA\)](#), and specifically, to replace expired Exhibit D of the DA, the [1998 PCMR Base Area Master Plan Study Concept Master Plan](#), with a new Master Plan, known as the [Park City Base Area Lot Redevelopment Master Plan Study](#).

On [July 8, 2020](#), the Planning Commission made a formal determination that the applicant's proposed new site plan was a substantive modification to the MPD and therefore will justify review of the entire master plan and Development Agreement by the Planning Commission. The public hearing process was opened on [August 26, 2020](#), with a focus on the site plan, programming, architecture, landscape design and Open Space, and consideration of the applicant's requested exceptions to perimeter Setbacks and Building Height requirements; a hearing on September 23, 2020, focused on transit and pedestrian connectivity, traffic, parking and circulation. It is expected that both of these topics will be revisited at future meetings.

Staff recommends the Planning Commission continue the public hearing on the redevelopment of the Park City Mountain Base Area Development, with a focus on Sustainability, Utilities, Project Phasing and Construction Mitigation. The Planning Commission should evaluate these elements of the application, in accordance with the MPD section of the LMC and existing DA, and the goals and objectives of the Park City General Plan. Staff recommends the Commission consider public input and keep the hearing open until the Commission has completed its review of the project, with other topics to be considered at additional public hearings. No action on the proposed *Park City Base Area Lot Redevelopment Master Plan Study* is expected until the Commission has completed its review of the entire project. The next Planning Commission public hearing for this project is scheduled for November 18, 2020, and will include architectural revisions to Building B. Schedule updates will be posted here as soon as they are available:

<https://www.parkcity.org/departments/planning/park-city-mountain-base-area-development-project>

Project Description

Applicant:	PEG Development c/o Robert Schmidt
Location:	PCMR Base Parking Lots including Parcels SA-402E, SA-402-A-1-A, SA-402-A-2, SA-253-B, SA-253-B-2-A, and SA-253-C
Zoning District:	Recreation Commercial (RC)
Adjacent Land Uses:	Park City Mountain Ski Resort, Resort Support, Hotel, Single Family and Multi-Unit Residential, Open Space
Reason for Review:	DA amendments require Planning Commission review and approval and a finding of compliance with the Park City General Plan and the Land Management Code

Acronyms

Park City Mountain Resort (PCMR)	Recreation Commercial (RC)
Park City Mountain (PCM)	Conditional Use Permits (CUP)
Development Agreement (DA)	Comfortable Carrying Capacity (CCC)
Master Planned Development (MPD)	Return on Community (ROC)
Land Management Code (LMC)	VR CPC Holdings, Inc. (VRCPC)
Recreational Open Space (ROS)	Transportation Demand Management
Plan (TDM)	Level of Service (LOS)
Traffic Impact Study (TIS)	Transportation Network Companies
(TNCs)	

Terms that are capitalized as proper nouns throughout this staff report are defined in [LMC § 15-15-1](#).

Proposal

On February 13, 2020, PEG Development submitted an application to the City Planning Department to amend the 1998 PCMR Development Agreement (1998 DA) by replacing expired Exhibit D, *the PCMR Base Area Master Plan Study or Concept Master Plan*, with a new Master Plan. Additional information was submitted on April 20, 2020, including a “Request for Exceptions to the Zoning Requirements for Height and Setbacks.” The Planning Commission has requested further information including volumetric information for compliance with [LMC § 15-5-8 Façade Length and Variations](#).

Approval of the proposed amendment to the DA will result in either a new or amended DA, replacing the 1998 DA. Should this project be approved, subdivision and conditional use permit (CUP) approvals will be required for each parcel prior to the issuance of any building permits.

Additional background information on the proposed project and information on the MPD process can be found in Exhibit A of this Staff Report.

Analysis

The redevelopment of the Park City Mountain base area provides an exciting opportunity to greatly improve the existing base area with improved transit access and amenities, purposeful and active open spaces, attractive mountain architecture, skier services and amenities, conference space and housing opportunities, in keeping with Park City's General Plan, and its vision for the future. Priorities for the City include:

1. Providing transit, pedestrian and bicycle priority within the transportation plan;
2. High quality site planning and architectural design;
3. Preservation of important view corridors;
4. Attainable housing opportunities;
5. Providing a bed base for the Resort that minimizes impacts on surrounding neighborhoods; and
6. Consistency with the 1998 Development Agreement.

This Staff Report is focused on review of the Sustainability, Project Phasing and Construction Mitigation, and the Utilities elements of PEG's application. The City's Engineering, Sustainability, and Utilities Divisions contributed to this Analysis section.

- The Sustainability section of the applicant's submittal is available [here](#).
- The Construction Phasing and Mitigation section of the applicant's submittal is available [here](#).
- The Utility Design and Proposed Grading section of the applicant's submittal is available [here](#).
- The Fire Protection Design section of the applicant's submittal is available [here](#).

This project was reviewed by the Development Review Committee on March 17, 2020, and again on October 6, 2020. Comments from these meetings are incorporated into this Staff Report but are preliminary and high level in nature, as if approved, this project will go through the Subdivision and Conditional Use process, and be re-reviewed at that time in more detail on a parcel by parcel basis.

In general, the existing base area contains the necessary utility infrastructure to support the proposed new development, though some upgrades may be necessary, and will be expected to be made by the applicant. Park City is independently planning to build a new water tank and up-size existing water lines in the project area that will provide additional fire flow protection for both the applicant and the City. No other major infrastructure improvements are anticipated at the present time.

Sustainability

Park City has ambitious climate goals and energy and environmental stewardship are a Critical Priority for the City. [Resolution 28-2017](#) sets goals to be net-zero carbon and run on 100% renewable electricity for City operations by 2022, and for the whole community by 2032. More recently, [Resolution 32-2018](#) moved the community's net zero carbon goal forward to 2030 with the annual electricity needs coming from 100% renewable resources by 2030. The City expects the base area to promote sound environmental practices and energy efficient construction and align this project with the

City's goals for net zero carbon and 100% renewable electricity by 2030, which is not much later than the anticipated completion of this project.

The Planning Department notes that the applicant's [Sustainability Design Guidelines](#) are aspirational in nature and neither concrete nor measurable. Although they list 14 potential strategies that could/may be used to enhance the project's sustainability, they do not commit to any specific goals and metrics for the proposed new base area.

The Planning Department recommends that all new buildings on site achieve an Energy Use Intensity (EUI) of 25 or below, consistent with the City's goals for municipal construction, as outlined in [Resolution 28-2017](#). The applicant's design target EUI is 30, and this should be improved (lowered) to meet the City's requirements for its own new buildings. In addition, the Department recommends that the applicant's buildings be Net Zero Ready, meaning that the buildings be designed to be ultra-efficient, with the goal of being net zero energy at some point in the future. Can the applicant electrify the site and commit to use zero carbon electricity rather than fossil powered natural gas?

At a minimum, the applicant should be expected to commit to the use of energy modelers for all buildings in the design process, as well as commissioning agents to establish and verify predetermined performance goals and ensure high environmental performance buildings (with a focus on energy, water, building materials, and indoor environmental quality), as well as financial and energy savings over the life-cycle of the proposed new buildings.

Consideration of on-site renewable energy systems with storage, rainwater harvesting, water wise landscaping that requires minimal irrigation, onsite storm water capture, maximizing natural ventilation with right-sized HVAC, and maximization of natural lighting supplemented with energy efficient indoor lighting, and compliance with dark sky regulations should also be required. Radiant snowmelt for pathways is discouraged.

How will waste be handled on site, both in the construction of the buildings, and in ongoing building operations upon completion?

The applicant notes the use of Portfolio Manager to document predicted building performance and track/account for whole building energy use to support post-occupancy data collection. This may be problematic as the weather normalization built into the tool uses weather data from Salt Lake City, which creates an EUI of a much poorer performing building. The applicant should look for additional or alternative systems that may perform better to predict and account for building energy use.

No information about electric vehicle charging stations is provided in the applicant's plan. The Planning Commission reviewed a proposed ordinance for Electric Vehicle Infrastructure at its October 14, 2020, meeting and recommend it for City Council's consideration at their upcoming November 19, 2020, meeting. The applicant should be expected to meet the proposed ordinance, as well as any sustainability/energy related ordinances or stretch code in effect at the time they apply for building permits. In order

to meet the proposed ordinance for vehicle charging stations the applicant will need charging stations for 10 vehicles, including at least one that is ADA accessible in each garage. In addition to these 10 charging stations, an additional 65 stalls must be EV ready, meaning they should have infrastructure fully wired with the electrical capacity necessary to allow for the future installation of charging stations. Stations should be distributed throughout the garages based on the number of parking stalls in the garage and the code in effect at the time of building permits.

Should the Planning Commission choose to approve this project the Planning Department recommends the above be included as Conditions of Approval.

Construction Phasing and Mitigation

The Park City Base Area Lot Redevelopment is designed as a multi-year project spanning approximately five to seven years. Associated roadway and subsurface utility improvements will also be phased throughout the duration of the project. The [Construction Phasing and Mitigation](#) section of the application describes safety and security measures to be taken at each individual parcel, where vehicles will load and unload, how soil export and below grade shoring activities will take place, where and when roadway and utility improvements are anticipated to occur, how the Construction Manager proposes to operate administratively, and the timeline and phasing of the construction project overall.

Prior to the issuance of any building permits a Construction Management and Mitigation Plan will be submitted to the City's Building, Planning and Engineering Divisions for review and approval. Due to the need to get portions of the site completed prior to the ski season, Hours of Construction are proposed from 7:00 AM-9:00 PM Monday – Saturday, and 9:00 AM -6:00 PM on Sundays, in compliance with Municipal Code. Parking will be limited to construction administration staff and all parking for trade personnel will be off-site with transportation provided to the site. It is anticipated that Okland Construction will be the construction management company. ***The applicant should identify where off-site workers parking is anticipated to be located.***

A Facebook or similar communications tool will be used for the duration of the project to keep interested parties informed about work taking place on the site and will include a rolling three week look ahead. Bi-monthly construction meeting will be open to the public and will include discussion of mitigation measures should concerns arise. A written monthly progress update with monthly look ahead will be submitted to the Building Department.

Delivery zones will be established and monitored throughout the construction but will allow for limited storage of materials on site. Traffic control personnel will be provided as necessary.

Each area will be enclosed with fencing when construction activity is taking place in order to protect the public.

Road access and circulation are not expected to change during the course of construction with the exception of periodic utility connections. The City and adjacent landowners will be informed of any changes 30 days prior to the commencement of the work. Streets will be maintained and kept in good usable condition during construction and will be restored including line markings. Roadways and walkways accessible to the public will be maintained as they would be normally. Snow will not be stored on site. Temporary alternate pathways will be provided as necessary and may be defined with safety fencing, wood framed covered walkways and movable concrete barricades. Temporary directional signage will be provided as required. Temporary lighting will be provided to ensure a safe environment. All fire hydrants will be maintained throughout construction.

A SWPPP Plan for storm water will be submitted to the City for review and approval.

It is not anticipated that any blasting will occur but should blasting become necessary a Blasting Plan will be submitted to the City for review and approval and will be shared with adjacent landowners that may be impacted.

A Shoring Plan will also be submitted to the City for review and approval.

As proposed, a significant amount of material will need to be exported from the site. It is anticipated that some excavation materials will be placed on the mountain in fill locations identified by the Resort and reviewed and approved by the City. Potential fill sites on the mountain are identified in the application on [page 125](#) and will be further reviewed closer to construction. In addition, a geotechnical engineer should be employed to verify fill removal and placement. Additional materials not placed on the mountain will be transported to a location in Brown's Canyon. A schedule of materials movement will be submitted to the City for review and approval. ***Temporary and permanent revegetation plans and commitment to replace any impacted trails will also be expected.***

Detailed Phasing Plans begin on [page 135](#). As noted earlier, the project would take place in phases over multiple years beginning with the excavation and construction of the parking on Parcel B, followed by the development of the housing units. Parcel C is anticipated to follow and has the longest construction time, taking almost two years to complete. The majority of the other buildings will take less than 18 months to complete. Buildings D and E will follow. Construction is expected to take approximately five to seven years. Parking calculations for all phases of construction are included in the Phasing Plans and the applicant will be maintaining close to 1,200 day skier parking stalls at all times during the ski season.

Road Improvements are anticipated to be completed in two separate phases, with the first phase around Building B, and the second phase occurring later. Road improvements include curbs and gutters, sidewalks and crosswalks, road realignment,

paving and striping, signage and improvements to the bus stop. Additional details will be required for review and approval prior to the issuance of building permits.

Should the Planning Commission choose to approve this project the Planning Department recommends the above be incorporated as Conditions of Approval.

Utility Design and Proposed Grading

The City's Water Department noted that water system modeling will need to be submitted and that water system improvements may be required outside of the immediate project limits including on adjacent streets or west of the project to achieve fire flows and meet water quality requirements. Water line upgrades on Lowell Avenue may also be required of the applicant and BMP's for storm water improvements will need to be integrated into the site design. With respect to the new water tank, the construction schedule will depend on the finalized project improvements schedule and timing of City approvals. A concept location for the tank has been identified, but sizing and a few other items have yet to be determined. These items can be determined as the project progresses.

The Snyderville Basin Water Reclamation District has requested some additional information so that they can complete their capacity models, but have noted that they do not see any big picture issues. Restaurants will need their own grease interceptors, the size of lateral lines will be limited to 6" in diameter, and road reconstruction plans will need to be provided for review and approval so that impacts to existing main lines and manholes are properly mitigated.

The Park City Fire Department has also reviewed plans and the applicant is working to address concerns. Construction is proposed as Building Type 1B, and will include an automatic sprinkler system. Temporary (during construction) and potentially additional fire hydrants may need to be added to the plans at the CUP process, and access to the site and surrounding neighborhood must be maintained at all times during construction. The Fire Department will work closely with the applicant as the project progresses.

The Building and Engineering Departments have reviewed plans and did not identify any significant concerns at the present time, but will work closely with the applicant as the project progresses, and will review and contribute to Conditions of Approval as the application moves forward for action.

All of the above comments have been passed on to the applicant.

Notice

On May 13, 2020, notice of the May 27, 2020, Work Session was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and in the Park Record on May 13, 2020.

Notice for this meeting was published on the Utah Public Notice Website and Park Record on October 14, 2020.

Public Input

Public comments received to date are attached to this Staff Report (Exhibit B). Public input received after the publication of this Staff Report will be forwarded to the Planning Commission and attached to subsequent Staff Reports.

Summary Recommendations

Staff recommends the Planning Commission continue the public hearing on October 28, 2020, with a focus on Sustainability, Utilities, Project Phasing and Construction Mitigation hear from the Planning Department and the applicant, consider public input, and continue the public hearing process until November 18, 2020.

Exhibits

Exhibit A – Background Information and Summary of MPD Process

Exhibit B – Public Comments Received to Date

Exhibit A

Background

The Planning Commission held Work Sessions on the application on [May 27, 2020](#), [June 10, 2020](#), and [June 24, 2020](#). An administrative determination was made on [July 8, 2020](#), that the application is considered a substantive modification of the existing MPD. Minutes from those meeting are linked.

The public hearing was opened on [August 26, 2020](#).

Previous Staff Reports, Presentations and additional project information including schedule updates, can be found on the City's project webpage:

<https://www.parkcity.org/departments/planning/park-city-mountain-base-area-development-project>

Master Planned Development Process

The regulatory process and requirements for Master Planned Developments are outlined in [LMC § 15-6, Master Planned Developments](#).

The purpose of the MPD Chapter is to describe the process and criteria for review of Master Planned Developments (MPDs) in Park City. The Master Planned Development provisions set forth Use, Density, height, parking, design theme and general Site planning criteria for larger and/or more complex projects where the MPD process can provide design flexibility necessary for well-planned, mixed use developments that are Compatible with the surrounding neighborhood. The goal of this section is to result in projects which:

- A. complement the natural features of the Site;
- B. ensure neighborhood Compatibility;
- C. strengthen the resort character of Park City;
- D. result in a net positive contribution of amenities to the community;
- E. provide a variety of housing types and configurations;
- F. provide the highest value of open space for any given Site;
- G. efficiently and cost effectively extend and provide infrastructure;
- H. provide opportunities for the appropriate redevelopment and reuse of existing structures/sites and maintain Compatibility with the surrounding neighborhood;
- I. protect residential uses and residential neighborhoods from the impacts of non-residential Uses using best practice methods and diligent code enforcement; and
- J. encourage mixed Use, walkable and sustainable development and redevelopment that provide innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community.
- K. Encourage opportunities for economic diversification and economic development within the community.

The Planning Commission is the primary review body for MPD's. The Planning Commission shall approve, approve with modifications, or deny a requested MPD with written findings of fact, conclusions of law, and in the case of approval, conditions of approval. All MPD applications shall be reviewed for consistency with the goals and objectives of the Park City General Plan.

To approve an MPD, the Planning Commission is required to make the Findings outlined in [LMC § 15-6-6\(A-O\)](#) as follows:

- A. The MPD, as conditioned, complies with all the requirements of the Land Management Code;
- B. The MPD, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
- C. The MPD, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;
- D. The MPD, as conditioned, strengthens and enhances the resort character of Park City;
- E. The MPD, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
- F. The MPD, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
- G. The MPD, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
- H. The MPD, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
- I. The MPD, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
- J. The MPD, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
- K. The MPD has been noticed and public hearing held in accordance with this Code.
- L. The MPD, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
- M. The MPD, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
- N. The MPD, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.
- O. The MPD, as conditioned, addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan.

Appeals of Planning Commission action shall be conducted in accordance with [LMC § 15-1-18](#).

Once the Planning Commission has approved an MPD, the approval is put in the form of a Development Agreement (DA). The DA must be ratified by the Planning Commission, signed by the City Council and the Applicant, and recorded with County. Minor administrative modifications are allowed. Construction is required to commence within two (2) years.

After an MPD is approved the developer must subdivide individual parcels, and seek Conditional Use permits if required by the Planning Commission at the time of the MPD approval.

Without limiting the Planning Commission's review of the full MPD, staff understands current expectations of the Commission are to focus primarily on the following:

Scope of Review Table

Topic	How Reviewed	Relevant Code
Density	1998 DA including allocation between parcels; net reduction of UE's proposed along with a shifting of density among parcels	1998 DA ; 2019 First Amendment to the DA
New Site Plan	Substantive Amendment to Exhibit D of the 1998 DA	15-6-5(G)
Perimeter Setback Reductions	Newly applied for	15-6-5(C) 15-2.16-3(C), (E), and (G)
Building Height Exceptions	Newly applied for	15-6-5(F) 15-2.16-4
Parking	Substantive Amendment to Exhibit K of the 1998 DA	15-6-5(E) and comparison to mitigation in existing MPD
Traffic and Transportation Mitigation	Substantive Amendment to Exhibit J of the 1998 DA	Traffic and Transportation Master Plan and comparison to mitigation in existing MPD
Affordable Housing	Blended proposal per 2015 COA	current LMC/ Housing Resolution for parcels B-E based on employee generation; propose incorporating 23 bed deficiency but not apply new housing resolution; pending review of Housing Authority

Phasing Plan	Substantive Amendment to Exhibit H of the 1998 DA	15-6-4(G)(7) requires a Phasing Plan

From: [L.R. Schott](#)
To: [Alexandra Ananth](#)
Subject: PEG's Development Plans at the Park City Mt. Resort
Date: Tuesday, October 13, 2020 2:59:44 PM
Attachments: [PEG Development Parking Issues Attn Final Edits2.pdf](#)
[PEG Development Pedestrian - Traffic Issues Final Edited2.pdf](#)

Hi Alex,

Thanks for your phone call this morning advising me of the next Planning Commission meeting.

From my observation and those of others concerning PEG's development plans, there still seems to be a multitude of factors that have not been adequately considered. After speaking to others at the Resort, I've summarized a list of concerns on behalf of my firm in two letters, attached. They address:

- The need for additional parking spaces and the need to consider parking operations.
- The lack of pedestrian connectivity, traffic problems and the devastating impact a March 1st construction date would have upon Resort businesses.

After you have a chance to review these letters, I hope we can have an opportunity talk about their content. In your previous phone message, you mentioned it's important to make any needed changes to PEG's plans before they are approved and any development begins. Even though you were speaking about moving the Transportation Center, which would be problematic, I couldn't agree with you more concerning other matters.

In the last Planning Commission Meeting on September 23rd the meeting last quite long. Public comments were limited and important details addressed in the attached letters were mostly excluded from consideration. Since the Planning Commissioners were unable to fully consider all relevant issues related to the topic at the last meeting, they should have one or more meetings to adequately address those outstanding issues, and other relevant concerns.

Best regards,

Ried Schott
Managing Principal, Silver Mill LLC
310-375-5750

SILVER MILL LLC

October 12, 2020

Dear Park City Planning Commissioners
and the Park City Planning Department,

As some Commissioners are aware, there are many interests troubled with Park City Planning Department's (PCPD) desire to move the current Transportation Center from the center of the Park City Mountain Resort (PCMR / Resort) towards the new development by PEG. Moving the Transportation Center to one side of the Resort would be much less convenient for visitors and disastrous to all associated with the current Resort Center. Rather than creating new problems with PEG's development plans, the Planning Department would be better served by solving other issues and problems, including those mentioned in this letter.

In the Planning Commission Meeting on September 23, 2020, there were many issues that were not addressed concerning the topic of *Transit and Pedestrian Connectivity, Traffic, Parking and Circulation*, because the meeting was long and ended late. This letter raises numerous concerns that have not been fully considered, relating primarily to the need for additional parking and the operations of the garages. In addition, there are other unaddressed issues pertaining to pedestrian connectivity and traffic that my firm plans to address in another letter. In order to properly evaluate PEG's plans and consider issues not adequately discussed, it would be most beneficial if the Commissioners would consider further discussions on the multifaceted topic from the last meeting.

THE NEED FOR MORE PARKING SPACES: The prior plans for the Resort agreed to provide for 600 day visitor parking spaces, with 100 of those reserved for employees, in addition to 1,200 existing surface parking spaces. Yet neither the developer (PEG) nor the Planning Department apparently believes such additional spaces are needed. It would, however, be an enormous mistake not to require most (if not all) of these 600 additional previously agreed upon spaces. The reasons for this are explained below.

- 1) **Daily parking is already inadequate.** In just the last few years, there has been a significant increase in the number of days the Resort parking lots have been full. These lots are now full for about 30 days or a quarter of the winter season. It should be starkly clear from this observation alone that additional parking is needed.
- 2) **The impact from COVID-19, Work At Home and Epic Pass.** These factors have largely been overlooked in the planning for parking - but they are expected to increase the need for additional parking. Along with Utah's expected population growth, these new dynamics will likely cause more locals to have flexible work days, allowing them to drive to the Resort by themselves or with just one other to ski for a portion of a day. Together, these trends will likely reduce the Average Vehicle Occupants in the years to come while increasing the need for parking. Because more skiers may stay only half a

day, they may also increase the total number of daily car visits and parking fees, but decrease the demand for support services and dining, especially at the current Resort Center. As a result, parking should be increased by up to 100 or more parking spaces.

- 3) **Onsite employee parking is not considered, but is needed.** It has been assumed that all employees at the Resort will be able to park at a remote lot and take a shuttle. However, the necessary arrangements have not been made to secure such a remote lot and shuttle service. Additionally, there has been no attempt to identify the different types of employees at the Resort and their corresponding parking needs. In doing so, it would become apparent that some of the approximately 200 non-Vail employees working at businesses at the Resort and the hundreds of Vail employees will need at least some onsite parking. This explains why 100 employee parking spaces were allotted in the previous plans. If these spaces are excluded, it will be impossible to provide a sufficient level of quality service at the Resort for visitors, and businesses will be unable to operate successfully. In short, there is a critical need for onsite employee parking that must be addressed.
- 4) **Short-Term rental and maintenance parking.** The impact of VRBO, Airbnb and other online rental services operating condominiums at the Resort has not yet been considered. This phenomenon has caused small management and maintenance firms to proliferate, and the number of such firms will likely double as PEG doubles the number of beds at the Resort. These firms need personnel to visit the Resort daily during the winter season for cleaning, repairs, maintenance, and work supervision, often just for an hour or two. Yet, the parking provided in PEG's plans ignores these frequent in-and-out visits. Perhaps 50 onsite parking spaces need to be allocated for this need.
- 5) **Inadequate parking for new commercial & support space.** PEG plans to double commercial and support space at the Resort and exceed the total in the previous plan. The parking requirements indicate that several hundred more parking spaces are required for these locations. However, the Planning Department and PEG contend that far fewer parking spaces will be needed by assuming as many as 95% of the patrons will be comprised of people already at the resort. These percentages may be much too high. At least 100 additional parking spaces should be allocated for this new commercial and skier support space. The commercial space PEG plans to add could also be reduced to ward off this parking issue.
- 6) **Some visitors staying near the resort will drive.** PEG's consultant found that over 600 properties were listed on VRBO within a quarter mile from the Resort. They assumed that everyone in these properties would walk to the resort, or perhaps take public transportation. But if only 10 to 20% of the guests in these properties drive for various reasons, the need for parking spaces would increase by 60 to 120 spaces.
- 7) **Lift capacities at the Resort will increase.** Contrary to assumptions made by PEG's consultants that lift capacity increases will not occur for an indefinite period, it is obvious that at some point the skier capacity at the Resort will be increased. This may occur sooner than expected as changes are

made to accommodate fewer skiers on each chair due to the pandemic. When these restrictions are relaxed as COVID-19 is more under control, lift capacities will be greater. Over the past two decades, lift capacities have already increased far more than expected. The failure to consider allocating 100 additional parking spaces or more for inevitable greater lift capacities would be a mistake.

- 8) **Onsite oversized vehicle parking may be needed.** Currently, it appears all tour buses, RVs and other oversized vehicles will need to park offsite, even though no arrangements for this have been made. In addition, it appears all such vehicles will drop off skiers in the middle of Parcel B, which could create traffic problems. One way to alleviate this congestion is to instruct the tour buses to unload and load on a garage level of Parcel B off of Empire Avenue or Manor Way, and this area could also include some limited parking for such vehicles. Redirecting these vehicles from the west side of Parcel B would likely prevent them from causing traffic congestion on Lowell Avenue, especially as the tour buses load and unload. Possibly 50 to 75 regular parking spaces would be lost, which would need to be supplied elsewhere. In addition, this arrangement would require the garage to have a higher entrance and ceiling height on one level to accommodate such vehicles.

Based on the eight factors mentioned above, each of which increase the need for additional parking from at least 50 to 100 spaces, there is a need for a total of roughly 600 more spaces above the 1,200 existing spaces that PEG currently plans to provide. This is essentially the same number of additional spaces that were required and approved over 20 years ago. The need for these extra spaces has not disappeared, as PEG's experts contend. Please note that, of these additional 600 spaces, at least 150 onsite spaces should be allocated for employees and maintenance personnel, some 50 spaces more than formerly required.

PARKING OPERATIONS: Other than the possibility of providing additional parking spaces,, little attention has been given to the methods of paying for parking at the Resort and of the management involving such parking operations. By and large, paid parking in Park City has previously been operated by the city. But paid parking for the public on private property requires different considerations, as discussed below.

- 1) **Should parking fees be regulated?** Rather than provide a private entity with complete control over parking fees, it seems the Park City Planning Department and the Commissioners should require PEG to present a plan listing daily and seasonal parking rates, albeit with some variances. Such a plan could be periodically reviewed and approved by a Park City or public entity. It should include periods when fees are not required (e.g. off-season and evenings), to help preserve the economic health of businesses at the Resort and to prevent PEG from abusing their parking rights. After all, businesses at the Resort have relied upon free and open parking for decades on lots that PEG has acquired. In addition, the use of these lots for parking may have been, and still may be, a conditional requirement granted by Park City for the operation of such businesses. Further,

the previous owner of these lots may have granted such parking rights to these lots, directly or indirectly.

- 2) **A parking agreement is needed for Resort businesses.** Possibly in lieu of, or in addition to parking regulations over PEG's garages, it is essential that acceptable parking terms are provided to Resort business. Such terms should consider validations, monthly employee rates, certain dedicated areas during non-prime time, periods without fees, etc. Especially if the garages are not regulated, such an agreement should occur before PEG obtains approval for their development.
- 3) **The method for paid parking could cause traffic congestion.** If parking tickets need to be taken upon entering the garage, or if parking fees must be paid at pay stations inside the garage, paid parking could create a backup of cars entering and/or leaving the garage, complicating traffic. Such problems could be resolved by installing parking meters for most spaces and/or by accommodating for advance parking payments to be made digitally. Parking passes for the season or shorter periods of time could also be obtained, and these could be restricted to certain levels or areas for easy inspection. The processes PEG intends to utilize for fees simply needs to be disclosed, and it should not be detrimental to traffic flow.
- 4) **The City needs some control over parking fees.** In addition to PEG submitting an initial plan for fees, it would be beneficial for the city to have some control over the timing and amount of fees to be charged periodically. To offset the costs to the city above and beyond the taxes that will be paid by the proposed development, it may be desirable for PEG to pay a percentage of parking fees to Park City. Such fees could be made part of an agreement that would allow the PC Police to ticket violators and provide greater supervision in these garages, rather than the owner of the garages relying on independent security services.
- 5) **Parking for electric vehicles needs consideration.** There will likely be a proliferation of eco-friendly electric vehicles as people attempt to reduce global warming in the years to come. However, the garage structures proposed by PEG have no provisions to encourage their use or to provide charging areas. In addition to creating designated spaces in all garage structures for charging, there should be a supercharge station and a valet/concierge service for Tesla and other electric vehicles. More parking spaces should be provided for this purpose on the hotel site (Parcel C) and on Parcel B. A concierge charging service should be available not just for those staying at PEG properties, but also for day visitors.
- 6) **Parking for bicycles/motorcycles & different sized vehicles is needed.** There are garage areas that need to accommodate oversized trucks, sub-compact cars and motorcycles that take up different spaces than typical automobiles. There should also be parts of the garage and areas near sidewalks that are designated for bicycles, and rental bikes, particularly in the summer months.
- 7) **How will parking be enforced?** Certain procedures will be required for parking violations and problems: someone leaves their vehicles overnight, a vehicle takes up an additional space, a parking fee is not paid, a vehicle is mechanically disabled, someone locks themselves out, etc. It would be important to know what these enforcement procedures will be in advance.

- 8) **How will vehicles be self-parked in the garages?** During the peak morning periods, it could be advantageous to have assistants direct drivers to parking spaces, especially for oversized or compact vehicles. After all, when vehicles take up more than one parking space, which will occur, it reduces the number of parking spaces. It may also be desirable for attendants to control parking on a bottom-up or top-down basis. Even though signs are proposed to indicate the number of spaces remaining outside of the garages, such signs indicating spaces available on each level would also be helpful.
- 9) **Will each garage entrance accommodate one car at all times?** If parking gates and tickets are required, it would be desirable for some entrances to accommodate two cars at a time. If meters are provided for at all spaces, it will be possible for two cars to enter one entrance before approaching different levels.

As mentioned above, numerous issues involving parking operations need to be resolved. Failure to do so could create traffic problems, negatively impact long standing establishments at the Resort and reduce parking spaces in the garages. Further, provisions need to be made to support the use of electric vehicles year round as well as bicycles and trail use in the non-winter months.

The above issues concern key questions about the need for more parking spaces and definitive disclosures of parking operations at the Resort. They will affect owners, employees, visitors, and Park City residents alike. Your consideration on these matters would be appreciated. Should you have any questions or require additional information, please let me know.

Sincerely,



L. Ried Schott
Managing Principal, Silver Mill LLC
310-375-5750

SILVER MILL LLC

October 12, 2020

Dear Park City Planning Commissioners
and the Park City Planning Department,

In the Planning Commission Meeting held on September 23, 2020, many issues were not addressed concerning the topic of *Transit and Pedestrian Connectivity, Traffic, Parking and Circulation*, because the meeting was long and ended late. This broad “topic” actually involves several rather complicated issues, not just one topic. This letter focuses on Pedestrian Connectivity and Traffic as well as another concern that has not yet been properly considered: the start date for PEG’s development. Another letter from our firm pertains to concerns involving additional parking and the operations of the garages, which have also not been examined in enough depth. It would be most beneficial for the Commissioners to consider holding another meeting in order to more fully address the multiple topics from the last meeting, and to evaluate the issues raised in our letters and the additional concerns raised by others.

IMPACT UPON EXISTING BUSINESSES DURING CONSTRUCTION, STARTING MARCH 1ST, 2021: There needs to be some consideration for the business interruption and damages that will occur to existing establishments at the Park City Mountain Resort (PCMR or Resort) from PEG’s construction on Parcel B. The pandemic has already caused businesses around the country to suffer financial damages, and the Resort has felt these effects. The early closing to the past winter season that occurred in March was particularly painful to Resort businesses. Should PEG close parking on Parcel B beginning on March 1st through December 1st, perhaps within only a few months from now, it would be disastrous for the owners and employees of businesses at the Resort. These restrictions would compound the already poor financial expectations for the coming winter season, due to pandemic restrictions leading to a reduction in lift capacities, a limited sale of lift tickets, an ultimately an unmanageable strain upon Resort businesses. Unless there is a delay in the development of the Resort by a year or two, or some business interruption compensation is provided by PEG or Park City, construction that begins this year will likely cause business failures and the loss of scores of jobs. The Resort’s commercial and support services have thrived because of the service of many longtime residents of Park City. The well-being of these individuals and their businesses should not be ignored by PEG and city authorities, but needs to be directly addressed.

PEDESTRIAN CONNECTIVITY: Unfortunately, pedestrian connectivity between the existing Resort Center and PEG’s new development is lacking. As proposed, the current Resort Center will become rather isolated from the new development, for the reasons discussed below.

- 1) **The main sidewalk will be much too narrow.** The sidewalk between the current Resort Center and Parcels C and E will be too narrow as planned, and there is insufficient right-of-way to widen it. As stated in the last staff report from the Planning Department, the width of the sidewalk on the west side of Lowell

Avenue between Manor Avenue and Parcel C is only about 8 feet. This is far too narrow for the main pedestrian walkway between the existing Resort Center and the new development. A more reasonable width would be 12 to 15 feet, according to the Planning Department. But this proposed width would exclude a buffer of a few feet between the sidewalk and curb - a buffer that is necessary to distance pedestrians from traffic and to allow for snow storage. Such a buffer is provided along other busy streets in Park City (e.g. Park Avenue), and is desirable on this sidewalk. To provide adequate space for this sidewalk, the street will probably need to take a slight jog and encroach on a portion of the right-of-way and setback along Parcel B. Perhaps the setbacks in Parcel B could be reduced to provide for the additional sidewalk width that is needed across from it.

Regardless, the noted section of sidewalk simply needs to be wider.

- 2) **Heated sidewalks.** It needs to be determined which of the new sidewalks installed by PEG will be heated. It would clearly be beneficial to have all new sidewalks heated, as this would eliminate the need to shovel and store snow and make walkways safer for use by pedestrians. Even with heated sidewalks, it may be desirable to create a buffer with plantings and possibly some decorative split rail wood fencing to prevent pedestrians from crossing Lowell Avenue at random.
- 3) **Snow storage if sidewalks are unheated.** If sidewalks will not be heated, the expected processes for snow clearing, storage, and drainage needs to be fully considered. As mentioned, a buffer between the sidewalk is already provided along other streets in Park City, and can be used effectively for snow storage. Such a buffer would also provide a natural physical barrier in the form of snowbanks, helping to prevent pedestrians from impulsively crossing Lowell Avenue. However, adding a buffer would increase the total width available from 8 feet to about 15 to 18 feet.
- 4) **Slopeside access is needed.** Instead of funneling all pedestrian traffic between the new and current Resort Centers along Lowell Avenue, slopeside access should be established to increase pedestrian connectivity. This could be accomplished through a pathway along the adjacent ski slopes from the three plaza levels at the Resort Center to PEG's new slopeside development. In summer, this pathway could be expanded to form part of Park City's trail system, connecting easily to a nearby trailhead. In both summer and winter such a pathway could effectively offer better pedestrian connectivity between the current and new Resort Centers, along with much clearer views of the mountains and an ambience that is not provided by the sidewalks along Lowell Avenue.
- 5) **The National Ability Center (NAC) is not being considered.** This facility has been neglected entirely in the plans that PEG has submitted, even though the specific location and of this future NAC facility is apparently known. It should be incorporated into PEG's plans, and its design should be considered in order to provide (not block) a slopeside pathway. The design of this facility requires proper evaluation as it relates to pedestrian connectivity.
- 6) **A bridge across Lowell Avenue is needed.** A bridge from Parcel B to the current Resort Center should be provided to improve pedestrian connectivity – and prevent traffic congestion. About 400 cars currently park on this parcel and people cross anywhere along Lowell Avenue. Plans for this parcel will more than

double the parking spaces and also provide lodging for hundreds of people. In addition, there will be hundreds of people getting on and off shuttles in the middle of Parcel B on Lowell Avenue. All of this could more than triple the peak pedestrian traffic across Lowell, but no specific calculations have been provided thus far. For example, the new arrangement could increase crossings within morning and afternoon peak times from approximately 1,000 to over 3,000 people daily in winter. PEG plans to limit pedestrian access across Lowell with crosswalks at the corner of Parcel B that are several hundred feet apart. But this is simply too great of a distance for easy access and it is likely that people will continue to haphazardly cross Lowell Avenue. As mentioned, a buffer could be used for snow storage and could help prevent random access across this street, but it wouldn't be completely effective. Another alternative to prevent pedestrian crossing, could be to add wood or another type of fencing, even with heated sidewalks. However, if a bridge is placed in the middle of Parcel B - conveniently connecting with the Resort Center - its direct route would help alleviate traffic issues caused by frequent pedestrian crossings on Lowell Avenue, and would create much better pedestrian connectivity. To make it easier for people to use the bridge, covered escalators could be placed on each level, as used in many large garages in urban centers, and possibly a ramp on the top level as well. Such a bridge would also add an attractive architectural feature and provide a much-enhanced pedestrian experience.

- 7) **Directories for resort businesses are needed throughout the resort.** In order to assist guests and enhance pedestrian connectivity, directories identifying all businesses at the Resort should be placed in all garages, the Transportation Center and at various places in the new development, as well as in the current Resort Center. In particular, directories should be posted at all garage elevators and at possible escalators.

As proposed, PEG's plans would essentially develop separate parcels that would be isolated from one another and the current Resort Center due to inadequate pedestrian connectivity. As planned, all pedestrians are essentially funneled between the current and new Resort Centers along an 8-foot-wide sidewalk - an arrangement that is frankly dangerous and unacceptable. Such a setup would likely cause pedestrians to frequently walk into the street, where they are more susceptible to being hit by a vehicle. It is imperative that pedestrian connectivity between the current and new resort centers be improved with the following; 1) a wider sidewalk on Lowell Avenue, preferably both heated and with a buffer, 2) a sloped alternative, which should also be an extension of the Park City trail system in summer, and 3) and a bridge across Lowell Avenue between Parcel B and the current Resort Center. These solutions are safer, more efficient and more aesthetically appealing.

TRAFFIC AND TRANSIT CONNECTIVITY: As previously mentioned, it is believed important to maintain the current location of the Transportation Center in the center of both the existing Resort Center and PEG's new development. In addition, there have been inadequate allowances and provisions for several issues, as explained below.

- 1) **The Consequences from paid and insufficient Parking.** Paid parking is viewed as a tool with fees that can be adjusted to force people to take mass transit. However, in order to avoid paid parking, or if the Resort garages are full, it is likely that visitors will search for places to park on or adjacent to private property. The consequences of this have not been completely considered. What will undoubtedly occur due to both of these issues is that more visitors will park in nearby residential areas, condominium complexes (Three Kings, Snow Flower, Park Avenue and Pay Day...), and the shopping center parking lots along Park Avenue and Kearns Boulevard. This improper parking will damage those businesses and cause a great deal of inconvenience and additional expenses for residents, condominium owners, and guests alike.
- 2) **Tour buses may create traffic problems.** Such buses require more space and take much longer to load and unload, which may back up traffic along Lowell Avenue. Evidently, these buses are expected to use the west side of Parcel B, along with hotel, airport and other shuttle busses. However, this will likely cause more traffic congestion, and it may be better to have tour busses use a portion of the garage on Parcel B off Empire Avenue.
- 3) **Mass transit ridership may decline.** It is assumed that paid parking will force people to take mass transit. However, with an aging population and COVID-19 likely around for years, many skiers will want to avoid piling on buses with other people. People staying near the Resort will also be more inclined to take ride sharing services, like Uber or Lyft, or park at the Resort.
- 4) **Skiing alternatives are not considered.** It is assumed that if there is inadequate parking, skiers will take mass transit or ride share services to the PCMR. What seems to be missed is that guests at Park City (or from Salt Lake City) are not captive. They have the option of parking and skiing in other places, like Deer Valley or the five other resorts within a 30-40 minute drive, nearly all of which do not have paid parking. Further, Vail's revenues from visitors without Epic passes, who pay the most, may actually decrease without adequate parking.
- 5) **Parking needs to be convenient after dropping off skiers.** It is unclear if this can be accomplished without causing additional traffic congestion.
- 6) **A parking concierge service is needed.** Like Deer Valley, it would be desirable to have a concierge service that can store skis or boards before someone parks their vehicle if they are by themselves or with others.

New norms due to COVID-19 and future public health issues have not been adequately considered as they relate to traffic and transit connectivity at the PCMR. Properly accommodating younger age groups from tour buses, and buses from Salt Lake City and Orem/Provo, has not been considered as well.

Our firm welcomes the construction of a well-designed and planned development at the Park City Mountain Resort. However, there remain many unresolved issues in the planning process. It is hoped that both the Park City Planning Department and Planning Commissioners will not make a rush to judgement in approving PEG's plans. The issues raised in this letter, and additional concerns raised by others, need to be carefully considered before any approvals are made.

Sincerely,

A handwritten signature in dark ink, reading "L. Ried Schott". The signature is fluid and cursive, with a long horizontal line extending from the end of the name.

L. Ried Schott
Managing Principal, Silver Mill LLC
310-375-5750

From: [kent.greenwald](#)
To: [Alexandra Ananth](#)
Subject: Commend. PCMR LOT
Date: Wednesday, September 23, 2020 12:51:50 PM

Good afternoon Alexandra, I attempted to submit comments through the website for the meeting this afternoon about the parking garage but I am not sure that they were received. can you tell me if they were.
thank you very much.

Kent Greenwald
1700 Three Kings Drive
602-432-5519

From: [Doug Schillinger](#)
To: [Alexandra Ananth](#)
Subject: Comment on Park City Mountain Base Development
Date: Tuesday, September 22, 2020 8:43:16 PM
Attachments: [Park City NTMPPolicy11.pdf](#)
[Extracted pages from Park City 2011TransportationMasterPl\[5\].pdf](#)

Dear Alex –

I am writing in order to express concern regarding the traffic impact associated with the Park City Mountain Base Development Project. More specifically, it is my understanding that the project currently contemplates 440 day skier parking spots near the intersection of Silver King Drive and Three Kings Drive (Lot E in the PEG Companies proposal). Moreover, the plan proposes to have those 440 cars directed not towards the multi-lane thoroughfare of Park Avenue but instead into the relatively narrow Three Kings Drive and the surrounding residential neighborhoods, a scheme that is at odds with essentially every “Goal and Objective of Park City’s Neighborhood Traffic Management Program”. (Attached for your convenience)

Precisely how will this traffic will exit the larger Thaynes Canyon neighborhood we do not know. Will traffic turn right on Thaynes Canyon Drive and wait to enter Rt 224 at the light adjacent to the Hotel Park City? Will it instead turn left on Thaynes Canyon Drive and continue to PayDay Drive? In either case, the plan proposes to have day parkers (many of whom may or may not be familiar with the neighborhood; many of whom may or may not have enjoyed après ski activities at the base) driving through small residential streets where children ride bicycles and elderly couples walk their dogs to stroll by the nearby municipal golf course. The developers may claim that Three Kings Drive represents “extremely favorable progression” but as a resident I assure you the narrow and winding back street that is Three Kings Drive is as frequented by bikers and pedestrians as it is by vehicles.

Neither the road nor the surrounding neighborhood was designed as an access point to and from a major ski resort. It is simply disingenuous to suggest that it can service that need now. In point of fact, it is a bad idea that already was a bad idea... This ill-conceived plan was first floated to the public in 2011. (Again, I’ve attached extracted pages of the 2011 Master Plan for quick reference). You will note the unanimously negative response from Park City residents. I quite certain the developers have seen it and taken note.

The resulting step function increase in traffic resulting from PEG’s plan would have material adverse effect on the neighborhood and it’s resident’s quality of life to say nothing of the new dangers such traffic would pose for those who live there. I am no attorney and therefore can’t comment on liability. However, it seems intuitive that parties involved in deliberately channeling that much traffic into such a context could be potentially be taking on some measure of risk.

Thank you for your attention and for sharing my comments with the Commission.

Warm regards,

Doug Schillinger

Managing Director

DW Healthcare Partners

Email: doug@dwhp.com

Mobile : 435.513.0001

From: [Andy Germanow](#)
To: [Alexandra Ananth](#)
Subject: comment re: PC Mtn base area devel project - concern Re: possible traffic flow through Three kings Dr. and Thaynes Canyon Dr.
Date: Wednesday, September 23, 2020 2:16:04 PM

Hello Alexandra,

I own a home in Park City at 2088 Three Kings Ct and understand you are accepting comments this evening on the PC Mtn Base Development project.

I am writing to express concern about the possibility that Three Kings Dr. and Thaynes Canyon Dr. may be considered as a primary thoroughfare for ski traffic to and from a vastly expanded resort base complex.

My concerns and observations:

- These are relatively narrow secondary residential roads and not designed for heavy use from resort traffic.
- Safety concerns are obvious as there is currently safe neighborhood foot traffic –running, walking, biking, dog walking and other than the Blue and Green buses primarily only local traffic.
- The road is designed and landscaped accordingly in terms of speed limit, grade changes, curve and drainage considerations and I'd expect road construction standards reflect neighborhood use rather than standards for more frequent and heavier use.
- There are no sidewalks
- In the current development of the new water treatment plant and golf course maintenance building great care has been taken by the Park City Municipality and planners to respect and maintain the neighborhood "feel" in the planning and construction of those projects –
- Any proposal to use the road for resort traffic would require expensive changes and construction which would ruin a significant neighborhood amenity, including the golf course, and make the careful planning of the water treatment project for naught

There are already heavier duty roads to the resort that would be better suited to improvements necessary to deal with anticipated traffic increases resulting from construction of this huge development project at the baser of PCMR.

Respectfully,

Andy Germanow

CEO
Germanow-Simon Cos.

G-S PLASTIC OPTICS www.gsoptics.com
Tel-Tru Manufacturing Co. www.teltru.com
408 St. Paul St. - Rochester, NY - 14605
585-295-0254 Phone - office

From: jimlauk@aol.com
To: [Alexandra Ananth](#)
Subject: Further Comments on Proposed Base Development
Date: Monday, September 21, 2020 3:55:20 PM
Attachments: [Laukkanen Comments on Park City Mountain Base Development Plan \(1\).pdf](#)

Ms. Ananth,

We are Pam and Jim Laukkanen, owners at Three Kings since 2005. We have previously commented on the proposed base development at Park City Mountain (copy attached).

We urge the members of the commission to carefully review the proposal's impact and workability at the intersection of Three Kings and Silver King.

The saying goes that a picture is worth a thousand words. We've attached a picture for the commission's consideration.

Please let us know if the quality of the photo is acceptable. The file size has been reduced to facilitate emailing. Thank you.

Pam and Jim Laukkanen

From: [planning](#)
To: [Alexandra Ananth](#)
Subject: FW: PEG & transit suggestions, etc.
Date: Monday, September 28, 2020 10:47:51 AM

Jessica R. Nelson
Planning Analyst
(435) 615-5061

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From: J Moira Howard [mailto:moira_howard@yahoo.com]
Sent: Sunday, September 27, 2020 11:25 PM
To: planning
Cc: John Phillips
Subject: PEG & transit suggestions, etc.

Hello Planning Commissioners

Thank you all for the time and effort you put in.

Re PEG development:

I was listening in on Wednesday's (9/23) PEG discussion meeting re transit flow and would like to share a few ideas which may hopefully help solve some of the problems.

Suggestion:-

Reverse the traffic flow which PEG proposes i.e. -

Make Empire Ave flow one way, north to south, between Silver King Dr and Manor Way.

Make Lowell Ave flow one way, south to north, between Manor Way and Silver King Dr.

Make Shadow Ridge Rd and Manor Way flow one way, east to west.

Effect:-

The above would make access to parking on parcels C, D and E *accessible only* from Lowell Ave. (This would mean a revised entrance to parking garage on E.)

Cars could come up Empire Ave and turn into Shadow Ridge Rd or Manor Way to access parking in any of the parking spots.

Benefits:-

* If Lowell Ave is one way south to north, i.e. 'No Entry' from Silver King Dr, it may discourage people from driving through the Three Kings neighbourhood as they would have the inconvenience of having to continue along Silver King Dr, turn up Empire Ave, etc. to get to parking.

At ski closing, the same problem would be lessened if the Lowell Ave/Silver King Dr intersection is posted "No Left Turn between 3pm to 5pm" or similar. Residents may prefer a little inconvenience to themselves if it saves many others coming through their neighbourhood. (Access to Three Kings would still be available via Silver King Dr from Empire Ave.)

* Changing the currently proposed one-way flow may also help alleviate the problem with emergency vehicle access (apart from congestion at certain times). -

If emergency vehicles had to respond to an incident on the Lowell Ave side of things, it wouldn't take any longer to access that via either of the east-west links from Empire Ave than it would to access it from Silver King Dr/Lowell (as currently proposed).

If emergency vehicles had to respond to an incident on the Empire Ave side, they would have direct access as opposed to having to go 'round the block'.

Above assumes emergency vehicles follow the road rules.

* It would allow affected Empire Ave, Silver King and Shadow Ridge residents easier, more direct access to their driveways/garages with the slight inconvenience of having to "go 'round the block" to head north or they could continue up Empire or down 14th St. depending on their desired direction of travel. Those residing above the Resort on Lowell Ave *i.e. south of Manor Way* could proceed up or down Lowell depending on their destination.

Suggestion:-

Make parking drive in, pay on the way out.

If there is to be an hourly charge, must grab a ticket on the way in. If daily charge, no need.

Benefit:-

Increases inflow speed, reduces outflow speed which may help alleviate intersection congestion.

Suggestion:-

The City would like a "proper" transit centre with toilets, etc.. Could this be integrated into the parcel B building where PEG intends to have shuttle, etc. drop off/pick up, opposite the bus stops?

Bus stop/bay could be added at parcel E if warranted.

Remarks:-

* I think, for safety, a pedestrian bridge must be constructed between Lot B and the upper ski plaza.

* PEG mentioned something about putting 'curves' in the road at Manor/Empire/Lowell. I may be wrong but am envisioning some sort of traffic

'calmers' which I imagine would inhibit snowplows.

- * Where is the helipad being positioned with so many (tall) buildings around?
- * The proposed parcel C hotel, like other buildings, is too tall. It is going to cut out light and air from the Lodge B building.
- * I do not know how PEG is going to be able to provide suitably wide sidewalks!

Asides:-

- * Traffic signals might be more safe than roundabouts, if required.
- * There will not be extra capacity for cars so is there any real need to change the traffic flow from as currently exists?

My tuppence worth on affordable and employee housing:

I do not think affordable housing should be included in prime real estate surrounded by probably mostly 1M plus properties. Would the occupants be able to afford HOA dues or would these be subsidised - by whom? I expect renting the house or rooms would be prohibited but who would police this?

Employee housing could also be built offsite with the employer(s) providing employee shuttles. After all, how many folk have a two minute commute! If onsite, studio/dormitory style would be more appropriate than what PEG showed on the plans.

If affordable and employee housing were built offsite, there'd probably be more bang for the buck.

Re Lower Rossi Hill nightly rental discussion:

I do not live close but have sympathy with those objecting to allowing nightly rentals. Owners, unless they suffer property damage, sit back and take the money. It is the neighbours who have to deal with disrespect and the disregard for rules - noise, parking, litter, etc..

Thank you for your consideration.

Moir Howard

From: [planning](#)
To: [Alexandra Ananth](#)
Subject: FW: PEG Building E Park City Base
Date: Wednesday, September 23, 2020 7:57:59 PM

Jessica R. Nelson
Planning Analyst
(435) 615-5061

Disclaimer: The Planning Department strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal Final Action, which may only occur in response to a complete application to the Planning Department. Those relying on verbal input or preliminary written feedback do so at their own risk. Zoning and Land Management Code sections are subject to change.

From: Angelica R Palank [<mailto:palanka@bellsouth.net>]
Sent: Wednesday, September 23, 2020 1:21 PM
To: planning
Subject: PEG Building E Park City Base

Planning Commissioners

We own a unit in the Snowflower that is facing the proposed Building E of the PEG development request. As such, we ask that their request be denied, or tabled until resolution of important issues occurs.

It is appropriate, in my opinion, to appreciate that many of us bought our units when the Area Master Plan had been expired, so that, in doing our due diligence we had no reason to expect that any plan was in existence. Therefore any developer who wishes to develop should have to start from the beginning with no vested rights, and with the input of neighboring owners regarding impacts any development might create. Purchasers who researched, had no reason to believe they were still current. Primarily, I want to express my position that an owner such as we, are opposed to this project being considered an "amendment" to an old and unattended plan. After all, how far back in history should a buyer/owner have to assume an expired plan would be picked up years later and treated as current? Secondly, an "amendment" to an agreement should mean that there is a "new" agreement, and thus open for negotiating the terms of such an agreement.

In that light, we ask that this email be included in any public record, as we believe we need more remediation from this newer plan. The immediate concerns are vesting the developers in a plan that would create a huge difference in the quality of life in our unit, specifically as to view, noise and traffic flow.

As a much taller building than ours, the long distant view we have enjoyed from our bedrooms, will

now be of building E. The south end of building E should not be so tall, but instead staged up from south to north, allowing lower levels in the area immediately adjacent to our building. Design criteria is susceptible to change, as witnessed by the selling and redesigning of this request; and we have justifiable concern that, besides this developer, a successor in interest could buy the project and be vested to build such that includes these intrusions or worse. We ask that the city require this and any future developers of this parcel to lower the southern end of any building situated where building E is currently shown on the plan, and disallow any future plans that do not restrict this, and that any changes in future building plans needs to have this same restriction.

Regarding noise abatement, is our request for a noise wall. The project boasts of increases in people, foot traffic, activities, transportation, businesses/restaurants etc. We bought at the Snowflower because it is on a peaceful street, instead of in the center of activity. This proposed development will be a noise creator. We chose a quiet project, and now seek to be protected from the noise by a wall AND significant landscaping on our side. Otherwise, we should be granted a thoroughly dense landscape buffer of a significant height and opacity, though it may take more of a footprint to effectively buffer with landscaping alone than with a noise wall and lesser landscaping. This is imperative to the units on our side of the building.

As to the traffic, it is clear from the drawings and the written information that a vast increase in the number of vehicles will now be blockading the entrance near Silver King Drive immediately close to the only entrance to our building. This is a poor plan that may be addressable by eliminating the western-most traffic circle and putting in a traffic light. Otherwise, if so much as three cars are attempting to exit our garages at nearly the same time, and any trying to go east during traffic (as their GPS will surely instruct) we will be stacked against the flow from the project's ingress/egress. Without a traffic light, virtually all four buildings of our cars from the Snowflower (and associated commercial vehicles) will have to take Three Kings Drive south through a residential area, only to head back north on the over used 224/Main to get back to downtown or the intersection to the Dear Valley area. That will add many additional miles of traffic and its associated noise, safety and pollution problems just to get to the same destination. It is more advisable to remove the second traffic circle and install a traffic light that can be computer controlled to benefit the different traffic flows at different times of day.

We are justifiably concerned about the immediate request, since we know that, once vested, any developer can sell the rights to some other developer who can change it within the plan in many aspects without future denials as to issues such as, dwelling units, commercial uses etc., as well as any obligations not expressly required in this approval process. A "pretty picture" any developer gets approved does not have to be developed as shown. Just look at the history of this parcel. While PEG appears to have been attempting to be a good neighbor, these issues have not been resolved.

Therefore, it is absolutely vital that any approval accompany restrictions that cannot be eliminated without future approvals. It is vital to the continued value of our individual property that these improvements to the plan, or similar compromises be included in any approval at any level within Park City's authority.

In the "Construction Phasing and Mitigation" there is a segment where the developer asserts that their research indicated that blasting should not be required. They go on to state that, if blasting

were to become necessary, then they would take certain steps. As it relates to adjacent or affected properties, such as mine, they only state that they will “identify” such parties. They do not state what they would do once such parties are identified. Hopefully, no blasting will be necessary, but if it should, then the developer needs to have a formal obligation to not just “identify” us, but to have a program that pre-inspects our property and the manner to make us whole in the case of damage from the blasting. None of us want to litigate such occurrences, should blasting occur.

Furthermore, in the case of blasting as well as in other circumstances that might significantly interrupt the quiet enjoyment of our property by us, our guests, or our renters, the developer must be held responsible for mitigation beyond what is stated in the plan. We have had summer renters for several years running, who rent for the whole summer. If those same renters determine that the building process has made their future stays untenable, then there must be remuneration. These are not “aspirational” renters, but consistent renters who seek our particular unit for multiple years. Most assuredly we are not the only such owners in the Snowflower, but I will assert our rights for our specific property.

Hopefully, none of these events will occur, but there should be some language in the agreement that protects the values of our properties during the development stage. Again, please enter this note into the legal record of this and future proceedings.

Again, we pray that this development request will not go forward without permanently correcting these problems.

Angelica Palank-Sharlet
(954)849-2628

From: [Steve Yapp](#)
To: [Alexandra Ananth](#)
Subject: In regards to all surface parking planned development at base of Park City mountain
Date: Wednesday, September 23, 2020 12:04:45 PM

I am writing you to share my concern for the planned development of surface parking area at the base of Park City mountain resort.

We have been owners in the Resort Plaza unit for the past 42 years, we are also full time residence of our wonderful Park City community. Obviously a lot has changed since then and we have generally found the growth and building in Park City to have been handled well with much of the expansion thought thru and appropriate for our mountain community. As I have reviewed the submitted master plan compared to the previous Master Plan that was approved, the new plan involves: more density; taller buildings; reduced set-backs; overall parking reduced by 600 spaces; parking structures that involve more “above ground” areas; unresolved employee parking (on and off site); inadequate tour bus drop offs and parking; possibly much worse traffic congestion, etc. Also of significance, an enormous building is planned spanning the entire length of Parcel B (instead of 3 buildings), with no pedestrian access through it and no pedestrian bridge or tunnel from its parking structure.

I ask that you consider our concerns when reviewing for approval – we have confidence that these issues will be considered and addressed before a final approval.

Respectively

Steve Yapp
805 797 5063
steve@podzca.com
5570 Old Ranch Road



Justin Keys
Justin@hlhparkcity.com

Direct: 435.731.9195

September 18, 2020

VIA EMAIL

Park City Planning Commission
445 Marsac Avenue
Park City, Utah 84060

Re: PEG Development Proposal – Traffic Concerns

Dear Park City Planning Commissioners:

My firm represents the Three Kings Condominium Association. Three Kings is an adjoining property owner to the proposed development at the PCMR base area. Three Kings is concerned with the impacts the proposed development will have on their neighborhood. More particularly, Three Kings is concerned with the negative repercussions the proposed development will have on traffic circulation and safety on Silver King Drive and Three Kings Drive.

At the outset, Three Kings would be remiss if it did not express its appreciation for the efforts PEG has made to meet in person with surrounding property owners. Three Kings' board has met with PEG representatives on several occasions both remotely and onsite to discuss the prospective development and Three Kings' concerns. While Three Kings appreciates this outreach, it does not feel that any substantive change has been made to the proposed development to address Three Kings' traffic-related concerns. Those concerns are summarized below.

ANALYSIS

I. The proposed plan will divert traffic up Silver King Drive in a way that is unsafe and that is incompatible with existing uses.

Park City Code section 15-6-5(G) governs site planning under master planned developments. That provision provides that “[t]he project should be designed to fit the Site, not the Site modified to fit the project.” To ensure this occurs, that section requires that several factors be

considered, including, among others: (1) “[a]dequate internal vehicular and pedestrian/bicycle circulation,” (2) “transportation amenities including drop-off Area for van and shuttle service, and a bus stop, if applicable,” and (3) “[s]ervice and delivery Access and loading/unloading Area must be included in the Site plan . . . [and] should be kept separate from pedestrian areas.” *Id.* G(5), (8) & (9).

Three Kings is most concerned with the proposed traffic pattern as it relates to Silver King Drive, which is the main entrance to Three Kings’ property. Silver King Drive is a narrow two-way street that provides access to Three Kings and a neighboring property, Snowflower Condominiums. Silver King Drive becomes a private drive at Snowflower Condominiums, meaning that it is a public street only for the short stretch from Empire Avenue to Three Kings Drive.

Three Kings’ owners will attest that, even with current loads, Silver King Drive is seriously congested during the winter months. Between local residents, day skier traffic, and the City Bus (which stops on the corner of Three Kings Drive and Silver King Drive), Silver King is seriously congested, creating an untenable and at times unsafe traffic corridor. This is particularly true since there are no sidewalks or cross walks along the majority of Silver King Drive.

PEG is proposing to add to this mix three separate access points off Silver King Drive below Building E for (1) day skier parking, (2) private ski club parking, and (3) a commercial loading dock for Vail’s use. These three added uses will add thousands of vehicular trips up Silver King Drive each day to access the more than 500 parking stalls below Building E, not to mention the unidentified number of commercial vehicles accessing the proposed commercial loading dock. All three of these access points are located in the limited frontage Building E has on the south side of Silver King Drive. These vehicles will all come west up Silver King Drive in the right-hand lane and will be forced to stop traffic while they wait to turn left to enter Building E.

To make matters worse, we believe that the proposed one-way traffic circulation proposed for Empire and Lowell Avenues will increase the amount of local traffic that is diverted up Silver King Drive and, ultimately, Three Kings Drive. Savvy local skiers will quickly deduce that it is easier to come east down Three Kings Drive to Silver King Drive to drop off day skiers; rather than battle the one-way loop wrapping through the base area. Three Kings Drive is a narrow local road with no sidewalks or pullouts within one-half mile of Silver King. This will likely exacerbate an existing issue Three Kings experiences each winter, where day skiers park on Three Kings’ lawn to drop off skiers, or even illegally park in Three Kings’ parking garages while accessing the mountain.

Given the fact that PEG will begin charging for day-skier parking, it is likely that more local day skiers will begin using the public bus system. These skiers will exist the bus at the corner of Silver King Drive and Three Kings Drive because that is the closest stop to the “First Time” lift.

Those pedestrians will then be forced to cross Silver King Drive, which lacks cross walks or sidewalks, to access the mountain. These pedestrians will, of course, be required to navigate the tangle of local residential, day skier, and commercial operations traffic navigating Silver King Drive.

Finally, because Silver King Drive is a private drive immediately after the base area parking lot where Building E will be located, Silver King Drive and Three Kings Drive are likely to become a spillover area for any confused skiers. As proposed, any day skier who accidentally turns up Silver King Drive will be forced to either attempt a U-turn in front of the proposed Building E, or to turn up into Three Kings and seek to turnaround in one of Three Kings' private parking lots. There is no cul-de-sac or similar traffic configuration to allow the traffic to turnaround and find their way down to the base area. Because of the congestion that will likely occur in front of Building E, most drivers will likely opt to turn into Three Kings to escape the press of traffic.

We have raised all of these issues with PEG and proposed several potential solutions, including: a pedestrian overpass (or at minimum a crosswalk with a pedestrian activated crossing light) at the junction of Silver King Drive and Three Kings Drive; a turning lane dedicated to vehicles entering or leaving Building E; and, a second roundabout at the junction of Three Kings Drive and Silver King Drive to funnel traffic around Building E down Silver King Drive. PEG seemed open to these proposed resolutions, but we have yet to see these mitigating efforts included in any proposal.

Before this project is approved, we ask that the Planning Commission require the applicant to come up with proposed conditions to mitigate these concerns.

II. The proposed Vail loading dock is likely to cause interruption to the flow of traffic up Silver King Drive and is incompatible with neighboring uses.

Three Kings is very concerned with the proposed location of the loading dock at the north west corner of Building E. As proposed, the location is directly across Silver King Drive from Three Kings Drive, which is the main access point to Three Kings. It is also in close proximity to several Three Kings' residential buildings.

It is our understanding that the loading dock is intended to serve Vail's mountain operations. It is not clear from the information provided to date the volume of goods that will be transferred through this loading dock. In our conversations with PEG, it was represented that large semi-trucks will not be using the loading dock, but we have not seen that caveat in any of the proposals. And given that the loading dock will be used by Vail, it is unclear to Three Kings how Vail will be restricted from using large trucks for its deliveries.

The use of large delivery trucks in the area of the loading dock is problematic because of the volume of traffic—vehicular and pedestrian—already using that intersection. The proposed

loading dock is directly across the street from Three Kings Drive. That same corner of Three Kings Drive and Silver King Drive is also where the public bus stops. This confluence of different users is likely to result in conflict between vehicular and pedestrian traffic.

Three Kings is also concerned with the location of the loading dock because of its proximity to residential uses. Several Three Kings' buildings along with Snowflower Condominium buildings are adjacent or near the proposed loading dock. These residences will be impacted by ongoing commercial deliveries. This is particularly true depending on the timing and number of deliveries. After-hour deliveries will result in noise, lights, and other impositions on neighboring residential properties that impedes the quiet enjoyment of that property.

Given the limitations of Silver King Drive, Three Kings' requests that PEG consider other locations for the loading dock. The added commercial use on an already overburdened drive will worsen an already, at times, untenable traffic situation. Because of size constraints of Silver Kings Drive, there are no reasonable conditions that could be imposed on the development that would ameliorate these traffic-related concerns. For that reason, we believe the only solution is to consider other alternative locations for the loading dock.

CONCLUSION

Three Kings recognizes and appreciates that PEG has the right to build the density allotted through its existing development agreement. It brings the foregoing concerns in good faith in the hope that a resolution can be sought that will mitigate the impact of the development on local traffic and that provides for the safety and well-being of adjoining owners. But, as submitted, the project does not meet the requirements of Park City Code section 15-6-5 and 15-6-6. Namely, the project does not provide "[a]dequate internal vehicular and pedestrian/bicycle circulation." Nor is it "[c]ompatible in Use, scale, and mass with adjacent Properties" and it cannot be said to "promote neighborhood compatibility." All of which are requirements for approval under Park City Code.

Three Kings is grateful for the opportunity to be heard and thanks the Park City Planning Commission in advance for its time and attention.

Very Truly Yours,
HOGGAN LEE HUTCHINSON

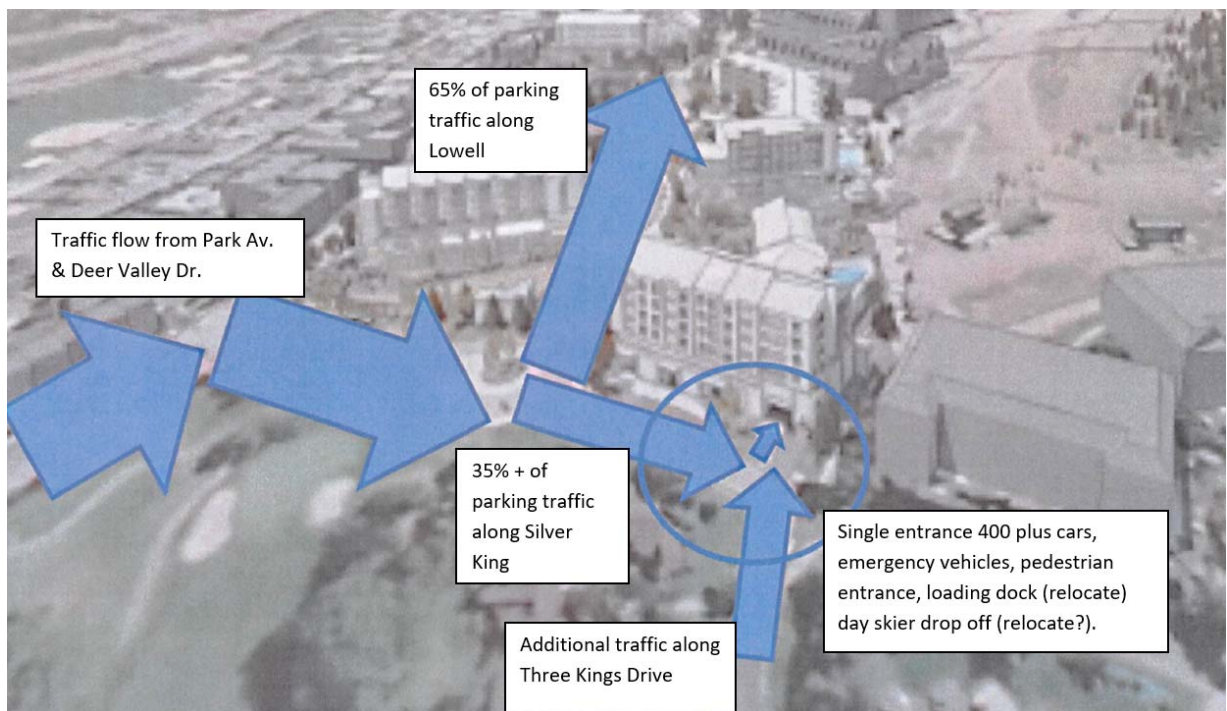


Justin J. Keys

June 23, 2020

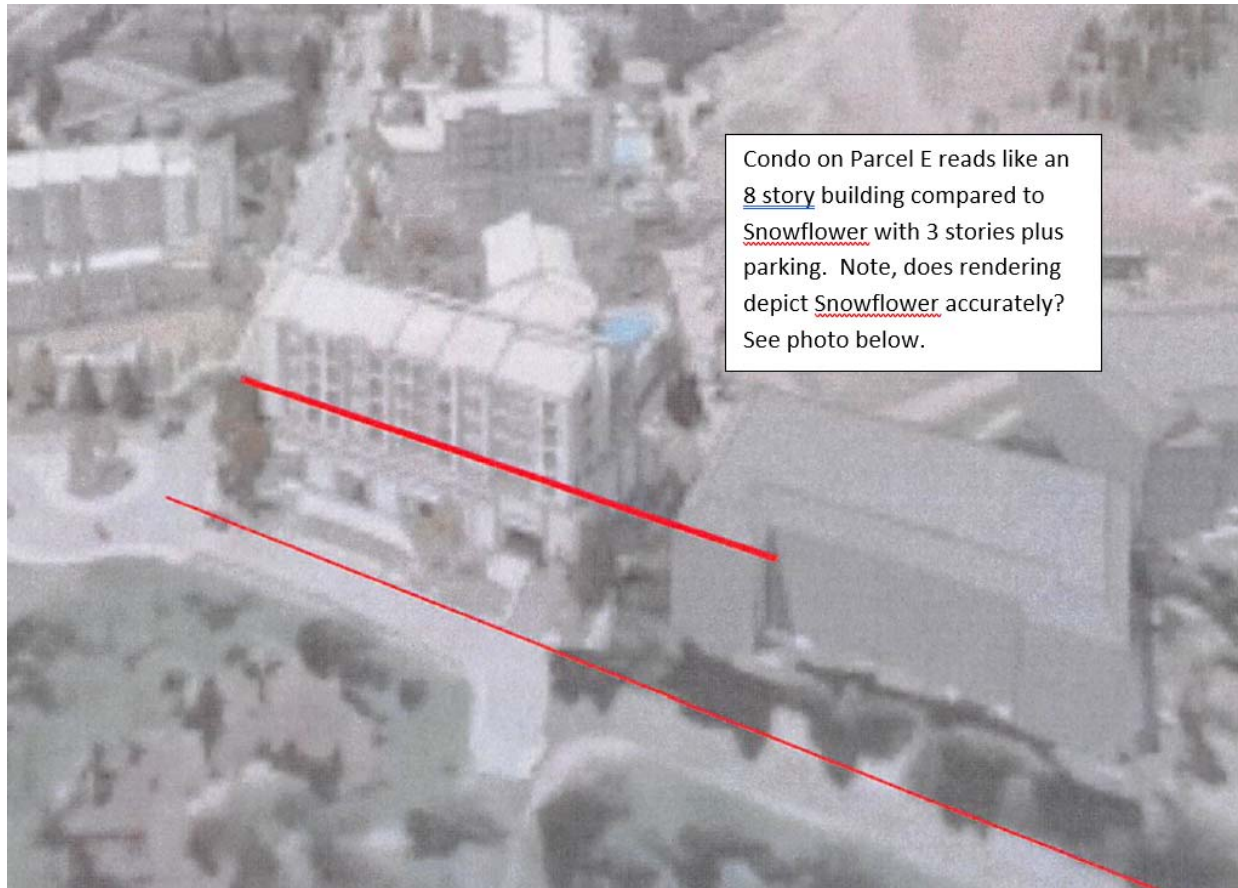
We are Pam and Jim Laukkanen, owners at Three Kings Condominiums since 2005. The following are our comments on the proposed development of the Park City Mountain Base Area Development.

1. Forcing ski traffic into the residential neighborhood along Silver King to its intersection with Three Kings Drive, we believe is a significant flaw in the proposed plan. A single, presumably gated, entrance/exit for more than 400 cars (or 35% plus of the day skier parking) will create unacceptable congestion at this point together with emergency vehicle access, pedestrian access, possibly a loading dock and possibly a day skier drop off. Hopefully the latter two uses along with parking access will be modified.
2. The presenter from PEG referred to the original plan's intersection of Silver King, Empire and a relocated Lowell as "dysfunction junction." It is submitted that by bringing more than 35% of the day skier vehicles to a single entrance at Silver King and Three Kings, along with the other proposed uses, PEG will create a "dysfunction junction" or "chaos corner" of its own.



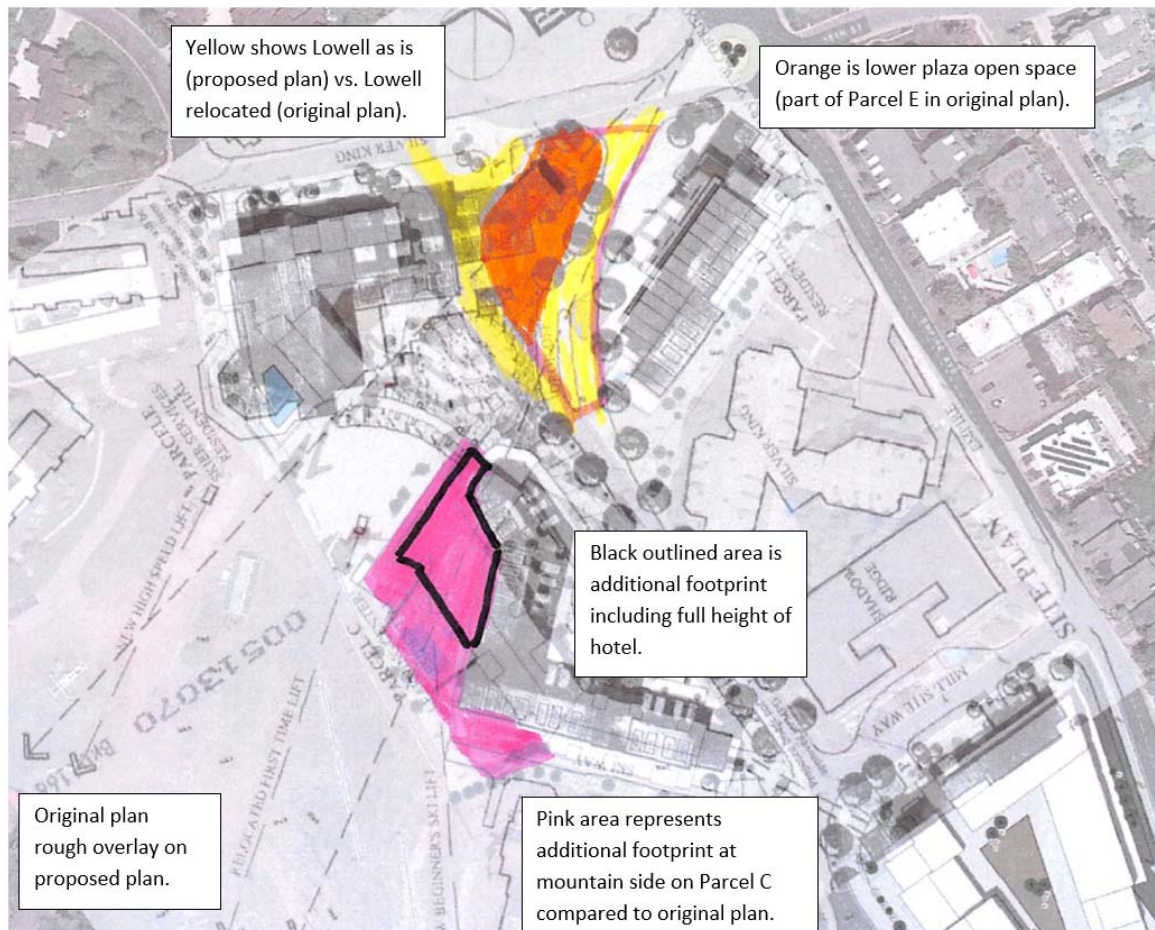
3. The location of the parking entrance will likely increase traffic on Three Kings Drive (passing Silver Star, Payday, and Three Kings) with many drivers seeking to avoid or minimize what will undoubtedly be long waits in line to get into the garage(s).

4. While garage entrances will not be popular among anyone living nearby, it seems that some version of traffic incrementally (multiple entrances) flowing off Lowell, as it has for decades, may be the best approach.
5. Either (or both) the traffic study and/or the PEG presenter noted a day skier drop off on Silver King in front of the condo/ski club on Parcel E. This does not appear to be in the documentation. It would only add to the projected chaos at this intersection.
6. That same intersection will likely be the focal point for emergency vehicles just as it has been for many years. It is difficult to discern how traffic to/from the ski patrol/medical clinic will be handled. This should be made clear.
7. The original plan contained a note that the loading dock on Parcel E would be moved from the intersection of Silver King and Three Kings. This plan has not relocated the loading dock.
8. The presenter from PEG noted that pedestrian access at Silver King and Three Kings was not in the documentation but would be included. This should be added to the plan and made a requirement.
9. Beware of perspective renderings; they can be very misleading (not saying that is the case here). The original plan contained a very informative series of elevation and cross section studies. Elevations/cross sections can show relationships to adjacent properties more accurately. It would be of particular interest to see an elevation of the parking/condo/ski club/etc. along Silver King in relation to the adjacent Snowflower property. It would also probably be revealing to see a section across Silver King showing the 75 foot (plus) building in relation to the Three Kings 2 story townhouses.
10. The original plan also contained shadow studies. Note the setbacks between Snowflower and the condo on Parcel E.
11. The elevations (6887 feet to 6992 feet) of the facade along Silver King on Parcel E indicate a building height 75 feet plus the height of any roof structure. With the ski club floor being 18 feet high, with a roof structure the Parcel E building seems to effectively be an 8 story building. At a setback of slightly more than 20 feet, this height is stark contrast to the height of structures on adjacent properties. The original plan appears to have had the building stepping up more gradually from the setback. It seems that the “edges” of the large scale development ought be more compatible with its surroundings. It is suggested that the height of the adjacent Snowflower structure would be more in keeping with the area.



12. While the PEG presenter noted the expansive view corridor created by the lower plaza and the mountain side plaza, it appears that the view corridor was significantly more expansive in the

original plan. It is suggested that overlaying the proposed and the original plan (seen below) will show that much of the open area in the original plan is now covered by the footprint of the hotel on Parcel C.



13. That same overlay of the two plans will show that some of the mountain side open space has been, in effect, relocated to the lower plaza on Parcel D. It seems that having the open space adjacent to the mountain may be preferable to creating lower plaza, the uses of which are not very clear.
14. Another point of note is that structure footprints at the plaza in the proposed plan include a significant area of “elevated private plazas” (for lack of a better term) for various hotel functions and for the Parcel E condo pool area, etc. These in effect remove square footage from public use while maintaining a large footprint at mountain side. **Significantly, this may ultimately be related to the need to build other parts of the development higher with smaller setbacks.**
15. The traffic study does not seem to be very user friendly for the non-engineer reader. It is full of charts, acronyms, and jargon which may not be easily understood.

16. It is assumed that the one way traffic flow will only be in place for the ski rush hours (if that's a term). Is that correct?
17. Bear in mind that this proposal is also the result of terms negotiated between a \$7.5 billion public corporation and the developer. Such terms are certainly subject to adjustment.

The Parcel E site is over 280' wide at this point. The building will likely be over 230' wide. This appears to show a building width of less than 2 times its 87 foot height. Should it be about 40% wider?

Given the height of cars, windows, doors, and balcony rails, it does not appear to be computer monitor distortion..



Above question from casual observation. jimlauk@aol.com

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PARCEL E ELEVATION

Exhibit A

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

There is a growing concern in Park City to manage automobile use and reduce the impact of noise, safety, and improve livability/walkability. The Neighborhood Traffic Management Program (NTMP) provides residents an opportunity to jointly work with City professionals to evaluate the requirements, benefits, costs, and tradeoffs of using various traffic calming measures and techniques within their own neighborhood. The program outlines the many ways residents, businesses and the City can work together to help keep neighborhood streets safe.

Goals

- Improve the quality of life in neighborhoods
- Improve conditions for pedestrians
- Create safe and attractive streets
- Reduce accidents
- Reduce the impact of motorized vehicles within a neighborhood
- Balance the transportation needs of the various land uses in and around a neighborhood

Objectives

- Promote safe and pleasant conditions for residents, motorists, bicyclists, and pedestrians on residential streets.
- Improve neighborhood livability and quality of life by mitigating the impact of vehicular traffic on residential neighborhoods.
- Promote, encourage and support the use of multi-modal transportation alternatives.
- Encourage resident participation in all phases of Neighborhood Traffic Management Program activities.
- Provide for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming the neighborhood's livability and to guide the use of the Park City street system to control air pollution, traffic, and livability problems.
- Educate property owners as to ways they can help to ease traffic problems.
- Enlist the Police Department to focus on areas where there is a community concern for speeding.
- Establish guidelines and a framework for consistent decision making by utilizing the most current edition of the MUTCD Manual, traffic engineering and safety studies, experiences of other communities, community guidelines and input from local professionals..

Policies

- A combination of education, enforcement, and engineering methods should be employed. Neighborhood Traffic Management devices should be planned and designed in keeping with sound engineering and planning practices. Park City shall direct the installation of traffic control devices (signs, signals, and pavement markings) as needed to accomplish the project, in compliance with the project objectives, municipal code and pertinent state and federal regulations.
- Emergency vehicle response time should be accommodated in keeping with the response standards:
 - If current emergency vehicle response time is greater than the standard, Neighborhood Traffic Management efforts shall not further degrade the existing response time;
 - If the current response time is less than the standard, then Neighborhood Traffic Management shall not cause the response time to exceed the standard.
- Transit service access, safety, and scheduling should not be adversely impacted.
- Reasonable automobile access should be maintained. Pedestrian, bicycle, and transit access should be encouraged and enhanced wherever possible.
- In general, arterial street traffic will not be directed over neighborhood streets.
- Parking removal should be considered on a project-by-project basis. Parking needs of residents should be balanced with the equally important functions of traffic, emergency vehicle access, transit, bicycle, and pedestrian movement.
- The Neighborhood Traffic Management projects should not cause an increase of more than 50 vehicles per day (vpd) off the Project Street through the use of traffic diversion devices. If it is anticipated more than 50 vpd will be added to an inter-neighborhood street, the impacted neighborhood will be invited to participate in the neighborhood discussion prior to implementing any recommended action..
- To implement the Neighborhood Traffic Management Program, certain procedures should be followed in processing Neighborhood Traffic Management requests in accordance with applicable codes and related policies and within the limits of available resources. At a minimum, the procedures shall provide for submittal of project proposals; project evaluation (including risk management analysis) and selection; resident participation; communication of any test results and specific findings to project area residents and affected organizations before installation of permanent Neighborhood Traffic Management devices; and appropriate City Council approval.

To implement the NTMP, certain procedures shall be followed by the City in processing traffic management requests according to applicable codes and related policies within the limits of available resources. At a minimum, the procedures shall provide for:

- a simple process to propose projects;
- a system for staff to evaluate proposals;
- neighborhood representation and participation in plan, development and evaluation;
- communication of any test results and specific findings to area residents and affected neighborhood organizations; strong neighborhood support and acceptance by adjacent impacted neighborhood/commercial areas before installation of permanent traffic management devices; and
- Using passive traffic controls as first effort to solve most neighborhood speed problems.

Eligibility

All individuals, neighborhood, and business districts on city streets are eligible to participate in the NTMP. Any traffic management techniques desired to be used on Utah Department of Transportation (UDOT) owned streets must also be approved by UDOT.

Funding Alternatives (not in priority order)

1. 100% Private Funding
2. Approved as a part of the City's Capital Improvement Program
3. Combination of 1 and 2
4. Special Improvement District
5. City Traffic Calming Funds

Procedures

Phase 1

Phase 1 consists of the TMC or a representative on the TMC receiving an inquiry or complaint relating to traffic, parking, signage, sidewalks, pedestrian, bicycles, lighting or other issues concerning activity within the city's street rights of way or UDOT rights of way within the city limit.

1. The item may be handled directly by the TMC representative or discussed at the monthly meeting of the TMC. Issues will be discussed with respect current codes, resources, timing, and possible outcomes and if the request should move to a Phase 2. The TMC representative will contact the appropriate individual with the results of the TMC meeting. If further action is required, the TMC representative will be accountable for ensuring the next steps are outlined to the individual(s) such as Phase One providing some immediate relief and problem assessment by assigning traffic officers to conduct enforcement, including speed control, along with deploying the TMC's traffic trailers to help reduce the traffic issue.
2. **Evaluation**
Evaluation of Phase 1 actions should not exceed three (3) months.

Phase 2

Phase 2 consists of implementing passive traffic controls.

1. Initiation/Eligibility
Neighborhood complaint must include petition signed by at least 5 residents or businesses in the area to initiate Phase 2 of traffic calming process.
2. Review of petition by Traffic Management Committee to determine if the issue(s) can be resolved through existing ordinances or programs and/or if more information needs to be collected. If agreement can be reached with the petitioners on a solution, a neighborhood meeting is not required.
3. Phase 2 First Meeting
Neighborhood meeting is hosted by Park City to gain an understanding of issues and determine goals of traffic calming petition, initiate community education, initiate staff investigation of non-intrusive traffic calming measures, discuss options, estimate of cost, timing, and process. A neighborhood shall appoint a representative(s) as a point of contact and liaison to the Traffic Management Committee.
4. Phase 2 Implementation
 - a. Staff considers non-intrusive traffic calming techniques such as signing, striping, and general traffic control. Minimum actions may include *Residential Area* signs, speed limit signs, review of striping, review of turn restrictions, review of appropriate traffic control devices, consideration of temporary speed trailers, as well as increased Police enforcement.
 - b. Community watch program may be initiated. This program includes neighbors calling police to request increased speed limit enforcement, neighborhoods checking out the radar speed gun from Police to monitor speeds and record licenses, neighbors disseminating flyers printed by the City reminding the community to slow down, community watch for commercial or construction vehicles, etc.
 - c. Targeted police enforcement will begin to include speed control.
 - d. Vehicle speeds and counts. Results posted on the City's web-site (www.parkcity.org).
 - e. All discussion of data and solutions will take place at the Traffic Management Meeting held on the 2nd Wednesday of each month. The neighborhood representative(s) will be invited to attend and participate in the discussion of data and possible solutions and course of action.
5. Phase 2 Evaluation
Evaluation of Phase 2 actions will occur over a 3 to 9 month period. Evaluation will include visual observations by residents and staff and some quantitative data may be collected on the effectiveness of non-intrusive measures implemented.
6. Phase 2 Neighborhood Evaluation Meeting
Phase 2 evaluation meeting will be held with the neighborhood liaison and interested

neighbors to discuss results of Phase 2.

7. **Manager's Report to City Council**
Phase 2 actions and recommendations from evaluation meeting presented including differing opinions. A council may request a future work session to discuss actions and next steps.
8. **Appeal Process-** A citizen(s) within the effected neighborhood may appeal a staff recommendation within 30 days of the council's review of the Manager's Report. The council may request a future work session to make a determination and take action.

Phase 3

1. **Phase 3 Initiation-**Twenty -five percent (25%) of the residents within the proposed neighborhood area may request in writing a request to initiate the Phase 3.
2. **Define Neighborhood Boundary-** At a minimum; a neighborhood will include all residents or businesses with direct access on streets to be evaluated by Phase 3 implementation. Residents or businesses with indirect access on streets affected by Phase 3 implementation may be included in neighborhood boundary only at the discretion of staff.
3. **Phase 3 Data Collection and Ranking-** Staff perform data collection to evaluate and rank neighborhood problems and the ability to solve problems. Data collection will include the following and will result in a quantitative ranking.

Criteria	Points	Basis Point Assignment
speed data (48 hour),	30	Extent by which the 85 th percentile traffic speed exceeds the posted speed limit (2 points per 1 mph)
volume data (48 hour),	25	Average daily traffic volumes (1 point per 100 vehicles, minimum of 500 vpd)
accident data (12 month)	24	Accidents caused by speeding (8 points per accident)
proximity to schools	5	Points assigned if within 300 feet of a public or private school
pedestrian crossing, bicycle routes, & proximity of pedestrian generators	5	Points assigned based on retail, commercial, and other pedestrian generators.
driveway spacing	5	If more than three driveways exist in any 100 foot section, no points will be provided.

No sidewalks	10	Total points assigned if there is no continuous sidewalk on either side of the road.
Funding Availability	50	50 points assigned if the project is in the CIP or 100% funding by the neighborhood. Partial funding of 50% or more by the neighborhood 25 points, partial funding of 10 to 50% by the neighborhood 10 points.
Years on the list	25	5 points for each year
Total Points Possible	179	maximum points available

4. Phase 3 implementation Recommendation- Staff proposes Phase 3 traffic calming implementation actions and defines a project budget.
5. Phase 3 Consensus Meeting- A neighborhood meeting is held to present Phase 3 implementation proposal including project budget, possible time frame, discuss temporary installation, etc. The estimated time frame is one to three years depending on funding availability.
6. Phase 3 Petition- Residents and businesses in neighborhood boundary are mailed/or hand delivered a petition by the City identifying Phase 3 actions, cost, and explanation of implications of vote. Petition provides ability to vote yes, no, or not return petition. Unreturned petitions count as no votes. Resident support for traffic calming is defined as 67 percent positive response. No more than four weeks is allowed for the return of a petition.
7. Phase 3 Implementation- Permanent installation will be implemented after the approval of funding by the City Council. Implemented actions will be continually monitored based on visual observation and accident data.
8. Post Project Evaluation- City staff will review impacts on traffic to determine if goals were met. Neighborhoods will have an opportunity to review data and provide comment.
9. Removal (if required) - Staff will authorize removal of improvements upon receiving a petition showing 75% support of the neighborhood. Removal costs in all or part may be assessed to the defined neighborhood boundaries.

DEFINITIONS

Introduction

Standard:

Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by Park City Municipal Corporation..

The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.

Park City Traffic Management Committee (TMC) will follow the current edition of the MUTCD except where engineering studies and/or traffic programs in other cities may be substituted to justify a change in warrants and application.

Speed Limits

Residential streets in Park City will generally be posted at 25 mph. The posted speed limit shall be within ten (10) miles per hour (MPH) of the 85th percentile speeds. Traffic engineering studies are required to justify a higher or lower speed limit.

*TMC Comment- The Park City Council may determine the **reasonable and safe speed limit** for city streets. The Utah State Code requires several procedural steps prior to setting a speed limit such as a traffic engineering and safety study consistent with the requirements and recommendations in the most current version of the “Manual on Uniform Traffic Control Devices”.*

Speed limits are based on travel time and safety and generally set within five (5) mph of the 85th percentile. The TMC has adopted as a guideline to use ten (10) mph. In residential areas, travel efficiency is given a lower priority. Speed limits set arbitrarily low are ignored by neighbors, compliance is poor and the Police do not have the resources to strictly enforce. Passive measures such as adding guide lines (edge striping) and narrowing driving lanes to ten (10) feet may be used to lower traveling speeds. Neighborhoods may request physical changes to the roadway to reduce the 85th percentile speeds to within the ten (10) mph of the posted speed limit after completing Phase 2 of the Neighborhood Traffic Management Program and initiate a Phase3 process.

Driver Feedback Signs (DFS)-

Driver Feedback Signs (DFS) are electronic signs that provide the driver his/her current speed and the posted speed limit. If corrective measures are unable to bring the 85th percentile speed within 10 mph of the posted speed limit, a DFS may be used. A DFS may be installed in other areas if special circumstances exist and a traffic engineering study supports the installation.

Guide Lines

Guide lines are edge marking added to a roadway on both sides of a roadway to give the visual appearance of a narrower driving area. The minimum lane width will be ten (10) feet.

TMC Comment- *Studies have shown a reduction of 1 to 2 mph can be anticipated.*

Slow-Children at Play

A non conforming sign identifying where children are playing.

TMC Comment- *The TMC frequently receives requests for “Slow-Children at Play” signs. Federal Standards discourage the use of “Children at Play” signs. There is a wide spread false belief that traffic signs provide added protection. Studies have shown there is no long term reduction in speed. The TMC does not support the installation of “Children at Play” signs but do recommend if residents are concerned, they should purchase a “Children at Play” sandwich board or sign for display in their yard.*

Crosswalk

A part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline or any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by lines on the surface, which may be supplemented by contrasting pavement texture, style, or color.

TMC Comment- *Pedestrian and motorists have the same legal rights at unmarked crosswalks at intersections as they do at a location with crosswalk markings. Crosswalks work best where pedestrian volumes are relatively high and the potential for conflict with vehicles is also high. Unwarranted or random crosswalks that are seldom used by pedestrians may breed disrespect for the devices and make the ones that are truly necessary even less effective. The TMC has adopted a less restrictive warrant developed by Fehr and Peers for Park City than recommended in the MUTCD for crosswalk in residential areas. The warrant matrix is below in Attachment 2.*

Stop signs - A stop sign is an effective traffic control device when used at the proper place under appropriate conditions. A stop sign is used at an intersection to assist drivers and pedestrians in determining who has the right-of-way and where irremovable visibility restrictions exist.

TMC Comment- *One problem often reported is speeding so residents ask for a stop sign. Stop signs may often seem like a good solution to neighborhood speeding, but traffic studies and experience show that using stop signs to control speeding doesn’t necessarily work. When stop signs are installed to slow down speeders, drivers may actually increase their speed between signs to compensate for the time they lost by stopping. Some drivers tend to accelerate rapidly after a stop, possibly creating an even more dangerous situation. In fact, most drivers reach their top speed within 100 feet of a stop sign.*

So why not have a stop sign at every intersection? Too many stop signs could cause motorists to ignore the right-of-way rule or some drivers may simply choose to ignore the stop sign. More stop signs in a neighborhood can result in higher levels of pollution, more noise and maintenance cost

Stop signs should be installed at intersections where drivers cannot safely apply the right-of-way rule, resulting in an increase in accidents, where irremovable visibility restrictions exist, and/or where traffic volumes are high enough to formally establish vehicle right-of-way and should not

be used to divert traffic or reduce speeding.

Residential Multi-Way Stop Signs

Multi-way stop signs should be used at intersections considering the amount of traffic, the length of time traffic must wait to enter an intersection, and the safety of an intersection (number of stop sign preventable accidents).

TMC Comment- The TMC has adopted guidelines to review requests for multi-way stop signs. These "guideline criteria" have been established by the U.S. Department of Transportation based on the expertise and experience of transportation engineers nationwide. Attachment 1.

Examples of Positive Physical Controls

Narrowing the Street- may require the loss of parking on one or both sides and/or reduced driving lanes. Pedestrian enhancements could be installed or expanded.

Medians Islands - used to constrict travel lane width and provide an area for additional landscaping and signage.

Bulb-Outs (Chokers/Curb Extensions) - physical constrictions constructed adjacent to the curb at both intersections and mid-block locations making pedestrian crossings easier and space for additional landscaping and signage.

Speed Humps - are vertical changes in the pavement surface that force traffic to slow down in order to comfortably negotiate that portion of the street.

Chicanes - are a set of two or three landscaped curb undulations that extend out into the street. Chicanes narrow the street encouraging drivers to drive more slowly.

Traffic Circles and Roundabouts - circular islands located in the middle of street intersections that force traffic to deflect to the right, around a traffic island, in order to perform any movement through the intersection tending to slow the traffic speeds. Traffic circles and roundabouts are not generally pedestrian friendly.

Rumble Strips - changes in the elevation of the pavement surface and/or changes in pavement texturing which are much less pronounced than speed humps.

Diverters - physical obstructions in intersections which force motorists to turn from the traveled way onto an adjacent intersecting street thereby reducing volume.

Attachment 1 PARK CITY RESIDENTIAL MULTI-WAY STOP SIGN GUIDELINES WARRANT WORKSHEET

This Residential Multi-Way Stop Warrant Worksheet is applicable only to the intersection of residential streets with speed limit of not greater than 30 miles per hour. This procedure is not to be applied to the intersection of a residential street with a collector or arterial street.

DATE: _____

INTERSECTION OF: _____

AND _____

EXISTING TRAFFIC CONTROL: _____

1. CLASSIFICATION OF STREETS

Both intersection streets are classified and function as residential streets, and the posted speed limit of each is 30 mph or lower.

STOP—this procedure is only applicable to residential streets. Commercial and streets with mixed uses must meet warrants established for all-way stop control in the Manual on Uniform Traffic Control Devices.

2. SPEED OF TRAFFIC

Highest average speed of all approaches (average of 85th percentile speed and upper limit of 10 mph pace). See accompanying worksheet. Check only one selection.

0 points for 15.0 to 27.5 mph _____
25 points for 27.6 to 32.5 mph _____
60 points for 32.6 to 37.5 mph _____
120 points for 37.6 to 50.0+ mph _____

Highest average speed _____ mph = _____ points

Subtotal Item 2. _____

3. SCHOOL PEDESTRIANS

Go to (b) in this section if the intersection is currently protected by an adult crossing guard.

- a) Estimated number of children within the area not bussed using shortest walk to school route (based on school demographics).

Elementary and middle school children (1 point each) _____ x 1 _____

b) Proximity of intersection to school. This may be either one or the other but not both.

Intersection is primary crossing at an elementary or middle school, 200 points _____

Intersection is adjacent to an elementary or middle school, 100 points _____

Subtotal Item 3. _____

4. ACCIDENT EXPERIENCE (Intersection Accidents Only)

Right angle collisions within past 12 months—

Correctable by All-Way Stop Signs, 75 points each _____ X 75 = _____

Collisions other than right angle in past 12 months—

20 points each _____ X 20 = _____

Subtotal Item 4. _____

5. CRITICAL APPROACH SPEED

Lowest critical approach speed of all approaches. Check and enter points below.

Critical approach speed <20 mph - _____ mph 20 points _____

Critical approach speed <10 mph - _____ mph 50 points _____

Critical approach speed < 5 mph - _____ mph 75 points _____

Subtotal Item 5. _____

6. UNEXPECTED HAZARDS

Curve or hill within 300 feet which obscures view of intersection
50 points _____

Not noted above—25 points _____

Subtotal Item 6. _____

7. NEARBY PUBLIC FACILITIES

25 points for each public facility, other than schools, such as a church, park, swim club, library or shopping center within 300 feet of intersection.

Enter number of applicable facilities here _____

Subtotal Item 7. _____

8. INTERSECTION CONDITIONS

(Edge to Edge of Pavement)

Width of any approach <22 feet –25 points _____

On-street parking within 50 feet of any approach—10 points _____

Subtotal Item 8. _____

9. TRAFFIC VOLUMES

Total approach volume—average hour of eight hours counted, on average weekday—1 point per vehicle _____

Minor leg volume _____

Minor leg adjustment, average of all hours counted.

Check one.

Greater than 160, subtract 0 _____

120 to 159, subtract 50 _____

100 to 119, subtract 100 _____

75 to 99, subtract 120 _____

74 to 40, subtract 150 _____

Subtract minor leg adjustment from total approach volume _____

Subtotal Item 9. _____

10. ADJACENT TRAFFIC CONTROL

Any adjacent intersection is controlled by all-way stop or traffic signal.

Enter intersection name(s) if applicable _____

Subtract 100 points _____

Any adjacent intersection stops or yields on subject streets.

Enter intersection name(s) if applicable _____

Subtract 50 points _____

Subtotal Item 10. _____

Classification of Streets	Item 1	<u>No Total</u>
Speed of Traffic	Item 2	_____
School Pedestrians	Item 3	_____
Accident Experience	Item 4	_____
Critical Approach Speed	Item 5	_____
Unexpected Hazards	Item 6	_____
Nearby Public Facilities	Item 7	_____
Intersection Conditions	Item 8	_____
Traffic Volumes	Item 9	_____
Adjacent Traffic Control	Item 10	_____

Total of all items _____

If point total of all items is greater than or equal to 400, the intersection qualifies for installation of all-way stop control

Three Kings to Park City Mountain Resort

This option provides an alternative route for skier outload from Park City Mountain Resort to S.R. 224 via Three Kings. It would involve making this route more easily navigated by northbound out-of-town traffic by potentially changing the configuration of intersections, stop signs, etc. Traffic would connect to S.R. 224 at the existing Payday or Thayne's Canyon Drive signals. The approximate cost to implement this concept is estimated at less than \$250,000.

Public input on this concept focused on the need to provide alternative routes for ski traffic leaving PCMR. In addition, comments included that of all the concepts presented, this seems among the most "doable" and may be required in the future to ease traffic on Park Avenue.

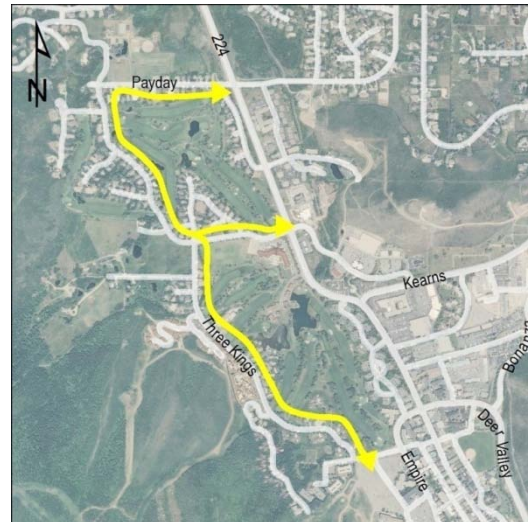


Table 6-8: Three Kings to PCMR Connection Summary

Advantages		Disadvantages
HOV	Potential HOV-only route	
Transit	Potential transit-only route	
Non-motorized Travel		Increased traffic on neighborhood streets may inhibit bikes and pedestrians in area
Traffic Congestion	- Improves connectivity between PCMR and S.R. 224 - Potential to connect to center HOV lanes on S.R. 224	- Does not service enough traffic to significantly reduce congestion from PCMR outload, yet attracts enough ski traffic to be detrimental to character of the residential neighborhood - Increased delay at Payday signal and at Thaynes Canyon signal
Other	- Could be implemented during peak periods and/or peak season only - Could be one-way in opposing directions during morning or afternoon peak travel times	- Does not address issue of parking shortage at PCMR. More parking may exacerbate problem - Not likely to be supported by neighborhood residents



September 22, 2020

Park City Planning Commission
445 Marsac Avenue
Park City, Ut. 84060

RE: Park City Mountain Base Area Development Project

Dear Park City Planning Commissioners:

While many of you may be familiar with Park City based National Ability Center, allow us to introduce and give a brief description of who we are, for those that may be unfamiliar with our organization.

The National Ability Center empowers individuals of all abilities by building self-esteem, confidence and lifetime skills through sport, recreation and educational programs.

As a leader in adaptive recreation and outdoor adventures, we rally around the belief that our differences make us stronger, and that recreating together can change our world. By including family and friends in programming, we strive to reinforce relationships and build support systems that extend beyond the initial program experience.

Through the extraordinary efforts of many donors, volunteers, and staff members, National Ability Center annually provides 37,000+ experiences to over 7,000 individuals through 20+ various adaptive program opportunities supported by an excess of 5,000 volunteer hours... and all of this began its roots in 1985 right here at the Park City Resort, and continues to this day!

As an ongoing community partner, and through the generous efforts of Vail Resorts for their partnership and support in providing the location of our planned new Mountain Center at the base of the Resort, and through the cooperation provided by PEG for their additional support in working collaboratively with National Ability Center to provide vehicular, pedestrian, and utility access to the proposed Mountain Center, we are extremely grateful for the opportunity to continue to serve our mission at Park City Resort for another 35 years...and beyond!

We would like to highlight some of the critical details which will impact the continued success of our presence at the Resort, and more importantly, provide for an overall improved resort experience for people of ALL abilities.

1000 ABILITY WAY, PARK CITY UT 84060
INFO@DISCOVERNAC.ORG P: (435) 649.3991 F: (435) 658.3992

WWW.DISCOVERNAC.ORG

As indicated within the included PEG sketch below, the following critical details will result from an extension of the designated drive/roadway access as currently proposed:

- ❖ Vehicle and emergency access will be provided to the Mountain Center and for all new and existing facilities & operations within the lower base area
- ❖ Safe passage of Pedestrian and Bike trail access to the Mountain Center and lower base area will be directed via this corridor
- ❖ Vail Mountain Operations movements shall be maintained via this roadway access
- ❖ The Lodges at Mountain Village maintain and shall experience improved guest/member access to their ground level services at North end of building
- ❖ National Ability Center participant ADA accessible ingress/egress shall be realized in full support for the first time in its 35 years of operations at Park City Resort
- ❖ All resort guests requiring ADA access to the lower portion of the Mountain may access via this corridor
- ❖ This corridor will provide the long-awaited necessary access for placement of utilities infrastructure supporting the new National Ability Center Mountain Center

In summary, while the benefits of this extended drive/roadway will enhance the overall improvements to new Development, any failure to include this improvement will create a host of safety and operational challenges, and will assuredly guarantee the inability for National Ability Center to realize and commence construction of its new Mountain Center and our continued service to those with differing abilities through our Programming at the Park City Resort.

Thank you Planning Commission for being an active part in the success of this Project and the long overdue benefits that this Project and access to the Mountain Center will provide to our Community, and especially for ensuring the continued future success of National Ability Center programming at the Resort for many years to come.

Regards,

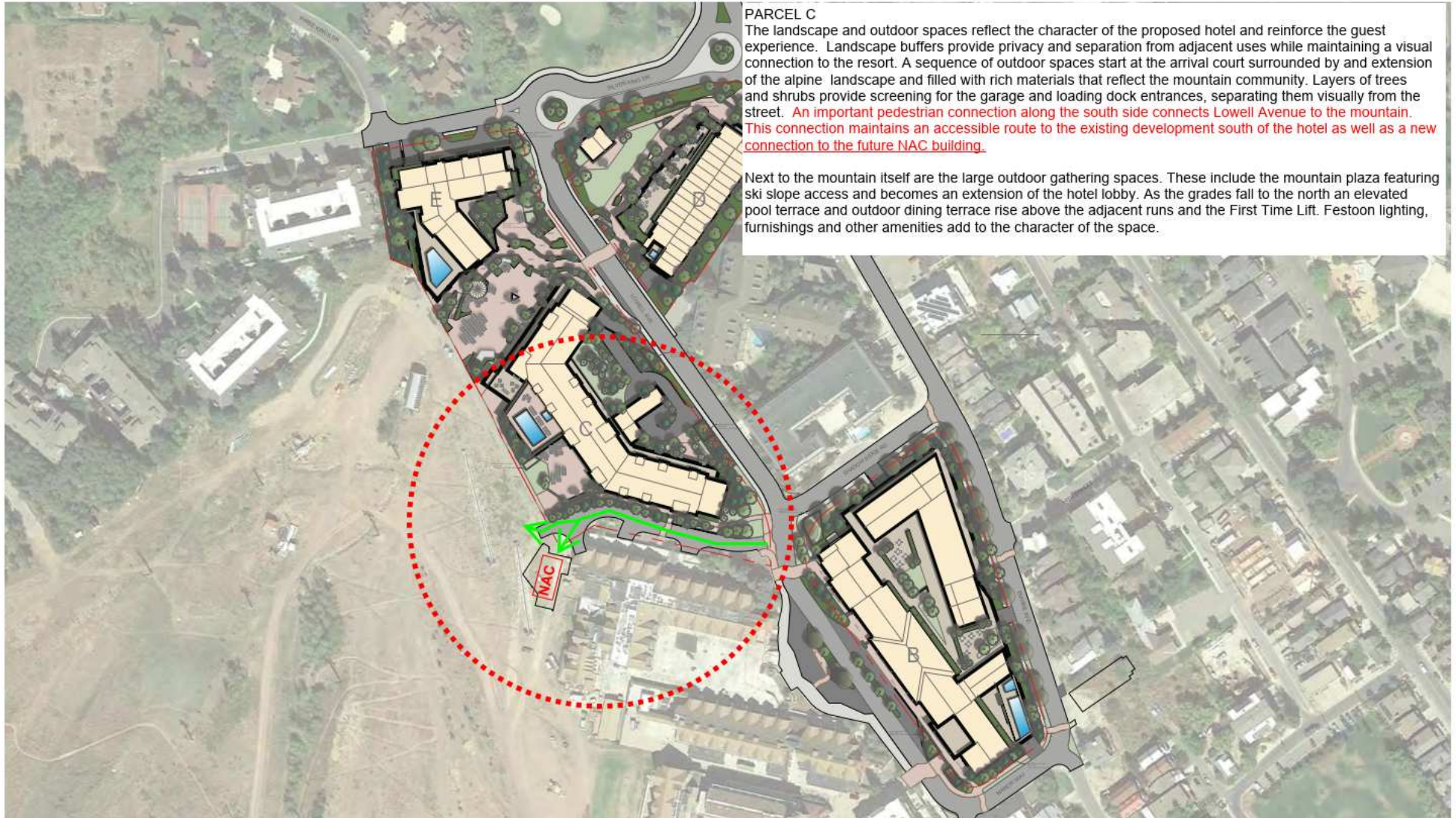


Jon Serio | Construction Manager

National Ability Center / o: 435.649.3991 x634

1000 Ability Way

Park City, UT 84060



From: [Jim Doilney](#)
To: [Alexandra Ananth](#); [Robert Schmidt](#); [Stan Kozlowski Jr.](#)
Cc: [Bruce Erickson](#)
Subject: Fwd: PEG and bus location planning]
Date: Wednesday, September 23, 2020 2:47:04 PM
Attachments: [20210613_153336.PDF](#)

----- Forwarded message -----

From: **Jim Doilney** <jdoilney@gmail.com>
Date: Wed, Sep 23, 2020 at 2:43 PM
Subject: PEG and bus location planning

Alexandra, Robert, and Stan (cc: Bruce E)

Thank you for your time explaining the nuances of consensus building regarding bus/van/transportation planning as part of the PEG planning process.

I am attaching some homemade conceptual planning drawings I'd be honored to further with any of you... knowing full well you are inundated with feedback.

I'm conflicted because I've invested 46 years in ownership and operation of the buildings where The Corner Store and Corner Sports are located. I and, I believe, countless others will strenuously oppose relocating the skier drop zones away from PCMR's historic hub.

My sketches solve what I believe are 100% of the issues/goals:

- no skiers will cross Lowell because it is a shorter route;
 - enough space exists for 500 feet of bus parking without any extra backing/turning;
 - van and shuttle drop-off will avoid street crossing or lengthening skier walking;
 - there will be zero climb-up-then-go-down movements;
 - the largest number of parking lot skiers will have the shortest walk to lifts and tickets;
 - the fire lane is preserved 'as is';
- and
- all ADA needs are met with minimum distances.

The drawings are rough; however, consistent with all the above goals.

Unfortunately I am unable to attend today's planning commission meeting. Than you for considering my additional involvement.

Jim

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Jim Doilney
jdoilney@gmail.com

435-901-8660
PO BOX 4557
Park City UT 84060

--

Jim Doilney
jdoilney@gmail.com
435-901-8660
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Park City UT 84060

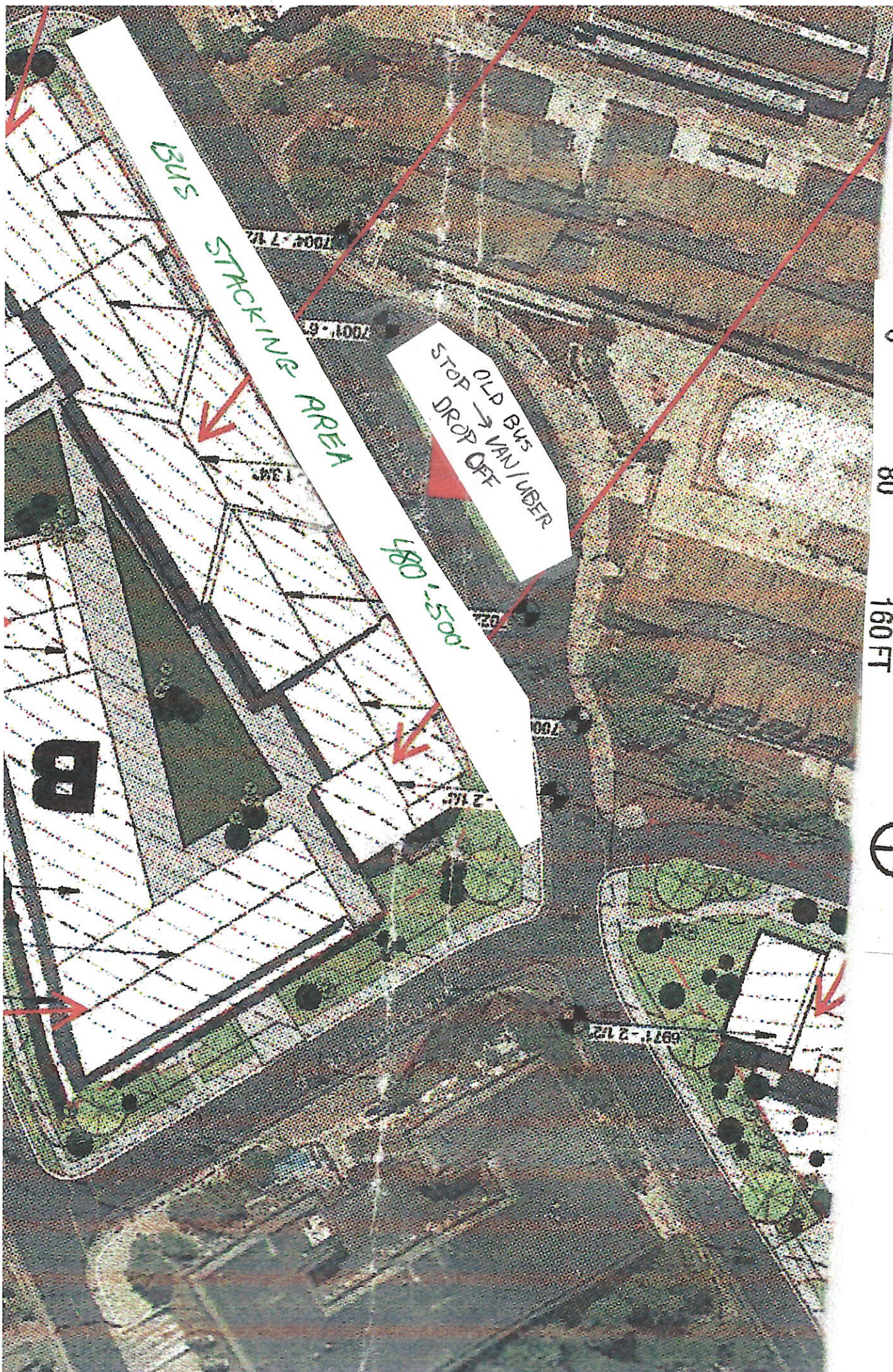
#1

ARCHITECTURAL SITE PLAN

0 80 160 FT



BUS & SHUTTLE
VAN PARKING



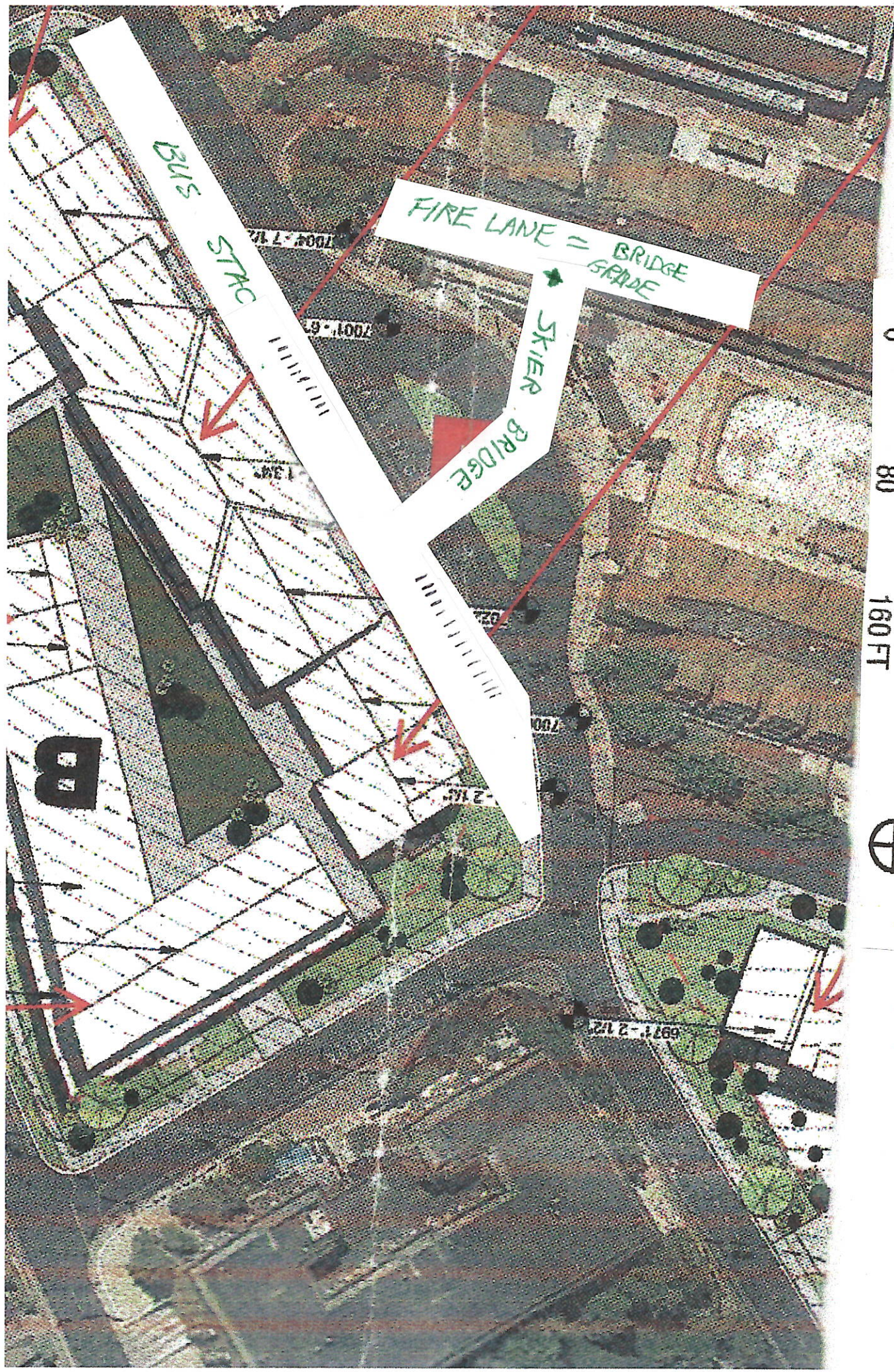
#2

ARCHITECTURAL SITE PLAN

0 80 160 FT



SKIER FRIENDLY STAIRS
NO-UP-DOWN WALKING
ICONIC
SKIER BRIDGE



#3

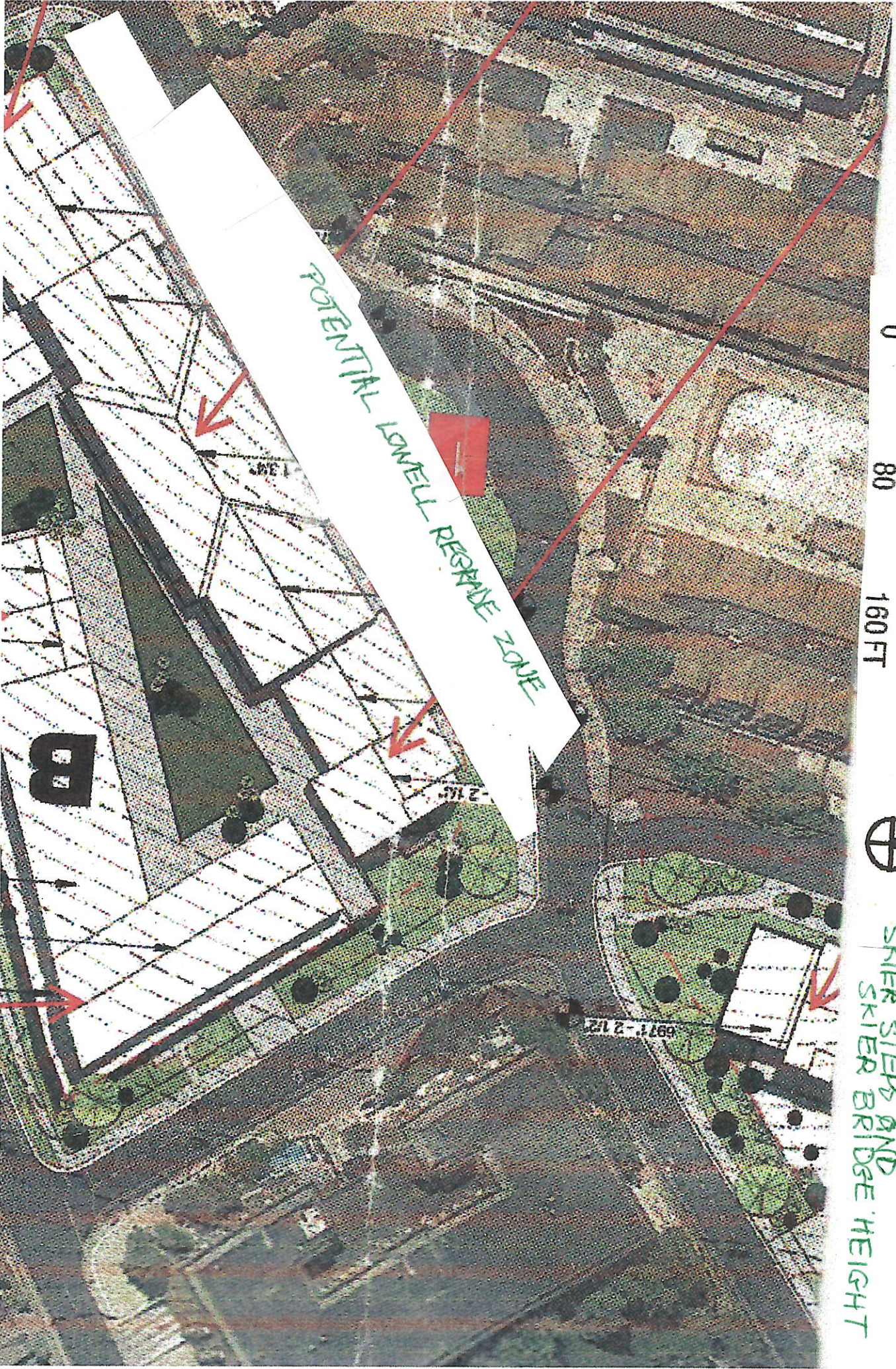
ARCHITECTURAL SITE PLAN

0 80 160 FT



LOWELL AVE. HUMP
COULD BE GRADED DOWN
2 or 3' REDUCING
SKIER STEPS AND
SKIER BRIDGE HEIGHT

POTENTIAL LOWELL REGRADE ZONE



From: [Scott Bass](#)
To: [Alexandra Ananth](#)
Cc: [Carolyn Rogers](#); [Terri Zions](#); [Patti Kivel](#); [Bob Rieve](#); [Trent Davis](#)
Subject: Letter Concerning Transit Center Proposals
Date: Wednesday, September 23, 2020 12:46:00 PM
Attachments: [Park City Planning Commission Transit Center Letter.pdf](#)

Alexandra,

On behalf of the Board of the Homeowners Association at the Lodge at the Mountain Village, I present the attached letter to voice our concerns over the proposed relocation and/or removal of the Park City Resort Base Transit Center from the current location on Lowell Avenue. We request that this letter be read at the Planning Commission meeting this afternoon and also entered into the official record of the meeting.

We appreciate you giving our concerns your serious and thoughtful consideration.

Best regards,
Scott

Scott Bass
President, Lodge at the Mountain Village HOA
404-229-5768

From: [Greg Horn](#)
To: [Alexandra Ananth](#)
Subject: Park City Parking Lot Development - Comments
Date: Friday, September 25, 2020 6:28:59 AM

Hi Alexandra

As a long-term owner (since 1994) and part time resident at Snow Flower condominiums at 401 Silver King Drive, I will be directly affected by the development plans as proposed by PEG for development of the Park City parking lots and now under consideration by the city council.

I am writing to express my concerns about exemption requests for more lenient setbacks and higher buildings in the currently proposed plan. Setback requirements were adopted by Park City in order to retain the friendly, walkable character of the city and to avoid wall-to-wall cloistered feeling of intensively developed urban areas. Setbacks from the street help preserve this feeling and character, and no leniency should be permitted, especially in such a prime location that will become the entry point for many visitors and skiers to Park City.

Secondly, the proposed 85-foot-high building in the current parking lot will loom over the surrounding landscape, cast long shadows and impair the views of the surrounding units. Preventing these problems is why height restrictions are part of the current Park City code in the first place, and again no exception should be made especially in this marquis location.

Respectfully submitted,

Greg Horn
401 Silver King Drive #157
Park City, UT 84060
(954) 347-0004

From: [Laura Horn](#)
To: [Alexandra Ananth](#)
Subject: Park City Parking Lot Development - comments
Date: Monday, September 28, 2020 9:14:26 AM

Hi Alexandra

I grew up with my family in Park City (my big brother was in the first graduating class of the “New High School” and I attended elementary at the Marsac and Middle School at the “Old High School” before Treasure Mountain was built!) As an adult, even as I have lived in other states, my husband and I have always been part time residents of Park City as well. We’ve owned a unit in the Snow Flower Condominiums at 401 Silver King Drive since 1994. With this history, I have seen Park City grow and change in many ways. I believe most of the time the city council has done a commendable job balancing growth and progress with the need to protect the character and history of our town, and I truly appreciate the dedication of that deliberative body.

I am aware of the development plans as proposed by PEG for development of the Park City parking lots now under consideration by the city council and have some concerns I would like to share. Primarily, I am worried about two things.

First, the exemption requests for more lenient setbacks in the proposed plan have the real potential to make this entry point to the mountain feel overbuilt and crowded. Setbacks from the street are critical to keep the character of our town walkable and friendly, vs. overdeveloped and looming. I believe no leniency should be given to set backs.

Second, the idea of an 85' high building in the current parking lot is frankly disturbing. Such a large, over-tall structure would significantly alter the views from many vantages, completely blocking many. A building of that intimidating height would create permanent and negative impacts. That is why I urge you to uphold the current height restrictions in the Park City code and grant no exception.

Thank you for your consideration,

Laura Jarvis Horn
401 Silver King Drive #157
Park City, UT 84060
(954) 547-0080

From: [A. Block](#)
To: [Alexandra Ananth](#)
Subject: PCMR Base Area Development - Sept 23rd Public Hearing
Date: Tuesday, September 22, 2020 9:07:33 PM

Hi Alexandra - I'm writing regarding the traffic impact of the PCMR base area development. I am a board member of the PayDay HOA which is located on Three Kings Drive across from Silver Star lift. Our board understands that the developer considers Three Kings Drive as having "extremely favorable progression" and travel through the Thayne's Canyon neighborhood is assumed in their plans to avoid congestion at Park Avenue/Empire Avenue.

This is very concerning to our board, the board members of other HOA's on Three Kings Drive and also our residents. Three Kings Drive is a residential road and routing significant amounts of resort traffic through neighborhoods is hazardous:

- Many people walk along this road during summer and winter - adding significant traffic volume will make this hazardous to pedestrians
- There is a significant amount of bicycle traffic on Three Kings - additional traffic adds risk to these residents
- There are no sidewalks on Three Kings so pedestrians walk in the street
- The road is windy near the resort increasing the danger from routing high traffic volume

The HOA boards and residents along Three Kings object to routing traffic through our neighborhood so a developer can reduce traffic congestion from their building project.

I will join the zoom meeting on September 23 to voice my concerns. Please also share these concerns with others in the Planning Department.

Thanks for your support - let me know if you have questions or want additional input from our boards,

Adam Block

From: [Greg Ottoson](#)
To: [Alexandra Ananth](#); [Sarah Hall](#); [John Kenworthy](#); [John Phillips](#); [Laura Suesser](#); [Douglas Thimm](#); [Mark Sletten](#)
Subject: PCMR Base Area Development
Date: Sunday, September 20, 2020 1:53:07 PM

All,

The Park City Mountain Resort Base Area has long been a home for locally owned, unique businesses that have helped to give the guest and local alike an experience not found in other highly developed resort areas. We are blessed to have this sort of vibrancy and it is what has kept us from the cookie cutter blandness that can take over when we are not careful.

We believe that it is clear to all concerned that developing the parking areas around Park City Mountain Resort's base area are a colossal challenge to say the very least. The impacts, both positive and negative will be felt by all concerned for many years to come. I am certain that I remember the discussion going back at least as far as the mid-eighties, and maybe further... It is also our belief that certain structures and plans were approved under a master plan many years ago.

As we move forward, we think it is of the utmost importance that we look at any potential development in light of the challenges that face Park City today, and we believe that will happen.

Having said all that, I would like to take a few minutes to give you my two cents worth.

Some background. I am President of Utah Operations for R & R Sports. We operate 9 stores in Park City with 3 at the PCMR Base Area under the Aloha Ski & Snowboard and Bahnhof names. We have been operating at the Base for more than 20 years. The stores have been my responsibility for the last 16 years.

We understand that the parking lots are going to be developed, this is most certainly a when and not an if. We also believe that developing the Base Area can be a great step forward for the Resort, bringing it up to a more modern destination resort standard. This could be good for all concerned moving forward, but there are a couple of concerns we would like to address.

Transit Center

It is our understanding that there has been talk of removing or moving the Transit Center to a new location. This would have a devastating effect on the existing Base Area merchants and accommodation providers. The Transit Center offers the easiest access to the Base Area from around town as well as access to the rest of town for people staying at the Base Area. It also

provides huge parking relief during the ski season for the Resort by providing access for employees, and skiers staying all over town. Every person who uses the Base Area Transit Center is a person who is not in a car, thus helping to reduce our considerable ski season traffic issues.

The existing Base Area would be crippled financially without it.

Parking

We believe it is vital that whatever development goes forward on the B parcel (and all of the parcels), as much skier parking is protected as is possible. The existing parking lot feeds all of the base area businesses including restaurants, retail shops, property management front desks and more. Any reduction of the existing number of parking spaces in this area will choke off customer traffic to these businesses. Most of these businesses are Park City stalwarts that have been supporting the community for decades.

The removal or reduction of parking will cause serious hardship for these businesses.

Park City has become the amazing town and community that it is by holding on to our vitality and all of the things that have made us one of a kind. As we move forward, it is our hope that we can continue to grow in ways that will let us maintain that status and not turn into a community based on a singular entity.

Thank you for your time,

Mahalo!

Greg

Greg Ottoson
Aloha Ski & Snowboard|Bahnhof Sport
580 Main Street
Park City, UT 84060
435.513.0755 Cell
435.604.0127 Office
435.649.2434 Fax

From: [Jason Cole](#)
To: [Alexandra Ananth](#); [Bruce Erickson](#); [Christin VanDine](#); [Douglas Thimm](#); [John Kenworthy](#); [John Phillips](#); [Laura Suesser](#); [Mark Sletten](#); [Sarah Hall](#)
Subject: PEG Base Area Development Project - Transit Center Location
Date: Tuesday, September 22, 2020 11:07:26 PM

Park City Planning Commission and Planning Department,

I would like to submit a public comment regarding the PEG Base Area Development Project, in particular the location of the transit center. After the last planning commission meeting we started to hear rumblings that the transit center might be moved as part of the new development. I was unable to virtually attend the 8/26 meeting but I did attend two of the earlier on-site PEG presentations, first with existing base area residents/tenants and then the official walk through with the planning commission. I was reassured by the fact that the PEG plan called for the transit center to remain in its current location and there was no discussion of potentially moving the transit center as part of the new development. But after listening to the audio of the 8/26 planning commission meeting it sounded as though this subject was being reexamined and I was dismayed that these proposed changes seemed to have originated from planning department staff. PEG is rightly being asked to adhere as closely as possible to the previously approved master plan. I do not understand why staff would not be expected to do the same, rather than introduce or propose a change that deviates so drastically from the 1998 plan.

As a base area business owner, the idea of moving the transit center is a topic of concern. Long term tenants of the existing base area would be negatively impacted by moving the transit center away from its current location. The city needs to keep longstanding Park City businesses in mind when looking at this project and future flow of guests. It would be very unfortunate if this new development, under the guise of a master plan for the entire base, caused the existing base area to be unsustainable in the future. I firmly believe that moving the transit center and all guest drop-off to the lower, new plaza development would be the death knell for the viability of the three current levels of commercial space at the Park City base area.

I question the logic of a number of the public comments and one of the commissioner's follow up recommendations from the 8/26 meeting. The goal should not be to push everyone to the new plaza and lower development. The shiny new plaza will have plenty of gravity and will not struggle for foot traffic or business. The proposed bed base in Parcels C, D, and E alone will ensure plenty of guests, not to mention the included parking. Day skier and ride sharing drop-off has already been relocated to the new plaza under the current PEG proposal. If the transit center was also moved below, you would have all guest drop-off at the new plaza development and effectively cut off the blood to the historical heart of the base.

Logistically, would that mean that the resort's new primary access points will be the First Time and Eagle lifts? Or are all dropped-off guests going to be expected to hike the hundreds of yards from the new plaza development to the actual primary access points of Payday and Crescent lifts? In terms of logistics and lift access, it is in the best interest of the resort and its guests to spread traffic between the old and new base areas. While there are unquestionably some issues with the density of Parcel B, it must be remembered that the primary lift access to the resort is adjacent to the current base, rather than than Parcels C, D, and E. The future viability of the ENTIRE base area should be the primary goal of this master plan and a thoughtful analysis of guest flow should be carefully analyzed.

In preparation for the 9/23 planning commission meeting, I wanted to share my concerns with planning commission and planning staff regarding the transit center location and its impact on the existing base area businesses. I would love to see the city get involved and try to take an active role in the transit hub portion of the project, and work toward improvements in its current location. I plan to virtually attend tomorrow's meeting and look forward to hearing more of your thoughts on transit/traffic/parking, which I see as the most important aspects of the development. I ask you to keep in mind the economic and logistical impact of moving all guest drop-off to the lower parcels. Such proposed changes would be a major deviation from the 1998 approved master plan and would cause irreparable damage to the viability of the existing base area and its businesses.

Thank you,

Jason Cole

e: jasoncole@colesport.com

p: 435-649-4800



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Thank you,

Jason Cole

e: jasoncole@colesport.com

p: 435-649-4800



From: [Angelica R. Palank](#)
To: [Alexandra Ananth](#)
Subject: PEG development building #
Date: Wednesday, September 23, 2020 11:41:44 AM

Dear Ms. Ananth,

I apologize for sending a second note of formal disagreements with the PEG request regarding their building E, but on further reading I found two other areas of concern that I want to register. It was only on further reading of the extensive documents that I found these other concerns.

In the "Construction Phasing and Mitigation" there is a segment where the developer asserts that their research indicated that blasting should not be required. They go on to state that, if blasting were to become necessary, then they would take certain steps. As it relates to adjacent or affected properties, such as mine, they only state that they will "identify" such parties. They do not state what they would do once such parties are identified. Hopefully, no blasting will be necessary, but if it should, then the developer needs to have a formal obligation to not just "identify" us, but to have a program that pre-inspects our property and the manner to make us whole in the case of damage from the blasting. None of us want to litigate such occurrences, should blasting occur.

Furthermore, in the case of blasting as well as in other circumstances that might significantly interrupt the quiet enjoyment of our property by us, our guests, or our renters, the developer must be held responsible for mitigation beyond what is stated in the plan. We have had summer renters for several years running, who rent for the whole summer. If those same renters determine that the building process has made their future stays untenable, then there must be remuneration. These are not "aspirational" renters, but consistent renters who seek our particular unit for multiple years. Most assuredly we are not the only such owners in the Snowflower, but I will assert our rights for our specific property.

Hopefully, none of these events will occur, but there should be some language in the agreement that protects the values of our properties during the development stage. Again, please enter this note into the legal record of this and future proceedings.

Again, Thank you for attending to this matter on our behalf.
Angelica Palank-Sharlet, Principle Las Olas Property Managers, LLC
Snowflower Unit #30 owner
(954) 849-2628

From: [Angelica R. Palank](#)
To: [Alexandra Ananth](#)
Subject: PEG Development Building E
Date: Wednesday, September 23, 2020 11:41:45 AM

Dear Ms. Ananth,

You and I spoke several weeks ago, with me asking for your assistance to understand the PEG proposal, particularly the E building. We own a unit in the Snowflower (#30) that will be significantly impacted, as our unit faces the initial phase of this proposed project. Contacting you during the Covid pandemic has been a challenge for all parties. Since then, I have done my best to read the various documents and renditions, and would like to have input as an affected property owner.

It is only appropriate, in my opinion, to appreciate that many of us bought our units in the period of time wherein the Area Master Plan had been expired, so that, in doing our due diligence we had no reason to expect than any plan was in existence. Therefore any developer—the last one, the new one, or any other one—who wished to develop would have to start from the beginning with no vested rights, and with the input of neighboring owners to have a voice in the impacts any development might create. Purchasers who researched the existing development rights, if any, had no reason to believe they were still current.

So, first of all, I want to express my position that an owner such as we, are opposed to this project being considered an “amendment” to an old and unattended plan. After all, how far back in history should a buyer/owner have to assume an expired plan would be picked up years later and treated as current? Secondly, an “amendment” to an agreement should mean that there is a “new” agreement, and thus open for negotiating the terms of such an agreement.

In that light, we would like to have this email be included in any public record, stating that we believe we need more remediation from this newer plan as represented. While we are not opposed to the overall project, we have concerns, both immediate and in the future. The immediate concerns are vesting the developers in a plan that would create a huge difference in the quality of life in our unit, specifically as to view, noise and traffic flow.

With a much taller building than ours, the distant view that we have enjoyed from our master and guests bedrooms, all the way to Orion, will now be of building E. While development was never impossible, it does not seem that the western end of building E should have to be so tall, but instead staged up from west to east, allowing lower levels in the area immediately adjacent to the only building—ours. Design criteria is always susceptible to change, as witnessed by the selling and redesigning of the immediate request; and we have justifiable concern that, besides this developer, a successor in interest could buy the project and be vested to build that includes these intrusions or even worse.

We ask that the city require this and any future developers of this parcel to lower the southern end of any building situated where building E is currently shown on the plan, though they may be allowed to stair-step up to a higher level once north of our small building. Any changes in future building plans needs to have this same restriction.

Relating to view, but much more about noise abatement is our request for a noise wall. The overall project boasts of all the people, foot traffic, activities, transportation, businesses and restaurants that this project is planned to bring. Those of us who bought before all this was requested, bought because of the Snowflower being on a peaceful street, instead of one of the units at the historical base of Park City. This has been a place where I chose to convalesce, and now the proposed development will be a noise creator. While some owners enjoy being in the midst of the noise and activity, we and many of our neighbors chose a quiet project, and ask to be protected as much as possible from the noise of this major center of activity, by a wall AND significant landscaping on the Snowflower side of the wall. If that is not acceptable, we strongly request and should be granted a thoroughly dense landscape buffer of a significant height an opacity. If I understand correctly, however, it takes far more of a footprint to effectively buffer with landscaping alone than it does to build a noise wall with lesser landscaping on our side, which is necessary to

help the view of such a wall. We are open to discussing options, but this is imperative to the units on our side of the building.

As to the traffic flow, it is clear from the drawings and the written information, that vast amounts of vehicles will now be blockading the entrance near Silver King Drive immediately close to the only entrance to our building. This is a very difficult plan, which seems addressable by moving (or eliminating) the western-most traffic circle closer to the eastern circle and redesigning the traffic flow further east. Perhaps, even, that might also allow building E a wider footprint so as to facilitate lower roof elevations. Otherwise, if so much as three cars are attempting to exit our garages at nearly the same time, and any one of them is intent upon taking Silver King Drive eastbound (as their GPS will surely instruct) we will be stacked against the flow from the project's ingress/egress.

I have not ever heard of a traffic light at a traffic circle, but without a firmer traffic control device, great inconvenience and traffic miles will be increased as the plan is presently presented. Virtually all four buildings of our cars from the Snowflower (and associated commercial vehicles) will have to take Three Kings Drive northbound through a residential area, only to head back south on 224/Main to get back to downtown or the intersection to the Dear Valley area. That will add many additional miles of traffic and its associated noise, safety and pollution problems just to get to the same destination we have always been able to use. Perhaps it is more advisable to remove the second traffic circle and install a traffic light that can be computer controlled to benefit the different traffic flows at different times of day.

We are justifiably concerned about the immediate request, since we know that, once vested, any developer can sell the rights to some other developer who can change it within the tables, gross areas, dwelling units, commercial uses etc., as well as any permissions not expressly required in this approval process. Any "pretty picture" any developer gets approved does not have to be developed as shown. Just look at the history of this parcel. While PEG appears to have been attempting to be a good neighbor, these issues have not been firmly addressed. Therefore, it is absolutely vital that any approval accompany restrictions that cannot be eliminated without future approvals, if those restrictions are relied upon by owners such as we. It is vital to the continued value of our individual property that these improvements to the plan, or similar compromises be included in any approval at any level within Park City's authority.

I cannot determine how to enter this into the formal record, and would like to have it accessible to others, as I see on the link:

https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/697629/Exhibit_E_Public_Comments_Received_to_Date.pdf

If you could please assist me with this, as well as how to remotely attend tonight's meeting through virtual methods, I would very much appreciate it. Thanks you, in advance, for all your assistance in this very important matter.

Sincerely,

Angelica Palank-Sharlet, Principle of Las Olas Property Managers, LLC
(954) 849-2628

From: [kent.greenwald](#)
To: [Alexandra Ananth](#)
Subject: Re: Commend. PCMR LOT
Date: Wednesday, September 23, 2020 2:33:52 PM

Re: PCMR ParKing Lot Garage Proposal

Please pass on to the meeting today as I submitted the same letter to the website without success.

I am a resident of Park City for 52 years and live at 1700 Three Kings Drive # 174. For the last 2 years Traffic backs up on Park avenue at the beginning and end of the ski day. Drivers in greater numbers are turning onto Thaynes Canyon Drive and then Three Kings Drive in an attempt to bypass Park Avenue Traffic. The traffic congestion from 8 to 9:30 am is so dense that we have had difficulty exiting our property onto Three Kings Drive. I, along with many of my neighbors are concerned about the Fire Trucks and Ambulances that could not enter this residential area in an emergency situation. A two lane residential road is for residents to access their homes, not for commercial traffic. Any expansion of the PCMR along with parking garages will create a safety and fire hazard. I intend to immediately collect the signatures of more than 200 residents in the Thaynes neighborhood that oppose any development proposal to use are residential streets for commercial purposes.

Thank you for submitting my summary letter.

Kent Greenwald
1700 Three Kings Drive # 174

On Wed, Sep 23, 2020 at 2:07 PM Alexandra Ananth <alexandra.ananth@parkcity.org> wrote:

Kent, I don't see comments with your name. Do you want to try again or send them to me directly?

-----Original Message-----

From: kent greenwald [mailto:kent.greenwald@gmail.com]
Sent: Wednesday, September 23, 2020 12:52 PM
To: Alexandra Ananth
Subject: Commend. PCMR LOT

Good afternoon Alexandra, I attempted to submit comments through the website for the meeting this afternoon about the parking garage but I am not sure that they were received. can you tell me if they were.
thank you very much.

Kent Greenwald
1700 Three Kings Drive
602-432-5519

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From: [Myra Strauchen](#)
To: [Alexandra Ananth](#)
Subject: Re: Thaynes Canyon neighborhood traffic
Date: Wednesday, September 23, 2020 8:56:38 AM

On 09/23/2020 8:31 AM Myra Strauchen <strauchen@comcast.net> wrote:

Dear Alexandra,

I am a long time resident of the Thaynes Canyon area writing to express my concern regarding additional traffic coming to Three Kings Drive to access the proposed redevelopment at the PCMR parking lots. I have lived on the small residential street of Kings Court with access only via Three Kings Drive for over 25 years so I have had ample opportunity to observe the traffic in the area. At this point we have a mix of cars, buses, construction vehicles, pedestrians and bicycles all attempting to safely use the same winding residential road. In the summer add golf carts and in the winter snow plows. Even in our dry fall weather I often find a trip on Three Kings Drive hazardous whether I am on foot or in a vehicle.

Directing day skier traffic along an already congested Three Kings Drive will only make the existing situation more dangerous. I hope you will make the safety of residents and visitors a priority in the redevelopment traffic planning. Thank you for addressing my concerns.

Myra Strauchen

Thaynes Canyon Resident

From: [Laurie Sweeney](#)
To: [Alexandra Ananth](#)
Subject: Resident Comment on PCMR Base Development
Date: Tuesday, September 22, 2020 9:15:12 PM

Dear Alex,

Thank you in advance for forwarding my email on to the Planning Commission.

Dear Planning Commission,

I am writing in regard to the proposed parking structure in the PCMR parking lot. We have lived in the Thaynes Canyon neighborhood for over fifteen years and have enjoyed raising our family here. We have children at PPES, EHMS, TMJH, and PCHS.

We strongly object to the proposed parking structure placement that would exit right into our neighborhood. Three Kings Drive is a narrow, winding, and hilly road that is almost never without pedestrians, bikers, skiers waiting for the city bus (now going both north and south), and already has additional traffic from the Silver Star development.

The school bus takes that route as well, which means there are children waiting for the bus and walking throughout that area. This will congest the area and make it extremely dangerous. When traffic backs up going out to 224, visitors will push right through the neighborhood to try to get out on either Payday Drive or all the way over through Aspen Springs to the light at Meadows Drive.

This will not be acceptable for a residential neighborhood. In addition to the noise and the congestion, the danger of increased traffic will impact our neighborhood negatively.

Please do not approve this plan. Another traffic option needs to be worked out to take cars out to 224 without going through our residential neighborhood.

Thank you.

Kenyon and Laurie Sweeney
12 Claim Jumper Ct.

From: [Gerard Ruvo](#)
To: [Alexandra Ananth](#)
Subject: Ski traffic going through Thaynes Canyon on Three Kings
Date: Wednesday, September 23, 2020 9:14:18 AM

Dear Alexandra,

I am writing you regarding the proposed ski traffic being routed on Three Kings Drive and Court in the Thaynes Canyon area. I am vehemently opposed to this and so should the planning commission. My reasons are as follows.

The area is residential with many people walking to and from on the road to gain access to the Park City ski area, restaurants, cross country skiing and visiting other neighbors. Now that the blue bus route has been eliminated more people will be walking back from the ski area on that road which at times will have snow, ice and now more traffic !! Three Kings does not have sidewalks and is narrow. It gets even narrower in the winter as the snow accumulates. And what about the children that may be walking home from skiing, who may not be as observant of conditions like adults.

I live in the area, but not specifically on the route. I think this proposal is ridiculous and more importantly DANGEROUS. The plan need to be reconsidered and changed.

Regards,
Gerard Ruvo
415-627-8855

From: [Suzanne Engelhardt](#)
To: [Alexandra Ananth](#)
Subject: Traffic in 3 Kings
Date: Wednesday, September 23, 2020 2:34:57 PM

With the new proposal for the parking lot at the Base of PCMR, OR First Time, i am writing to say I am not in favor of sending traffic to Thaynes and then on to 3 Kings. The road; 3 Kings is not wide enough to handle that amount of traffic. In addition because this is a bus route, the two way traffic could also be a significant issue. 3Kings is not set up for high two way traffic.

Please reconsider and alternate traffic pattern for access to the new parking lot

I currently live in Thaynes canyon and this traffic would disrupt the pattern and safety of bikers and walkers to head up the mountain.

Suzanne Engelhardt
2 Kings Court

From: [JULIE BRESLIN](#)
To: [Alexandra Ananth](#)
Subject: Traffic on Thaynes and Three Kings
Date: Friday, September 18, 2020 5:15:37 PM

As a 45 year resident on Three Kings, I have seen many changes in the neighborhood. None of them for the better. We were forced to moved from the home of our dreams on Three Kings because of the water project. What a disaster that has been for our neighborhood. Then the proposed PEG project removed any doubts of us moving. Thankfully we were able to relocate to Three Kings Court and stay in our neighborhood while getting away from the destruction and devastation that has been created on Three Kings. By allowing the PEG project to continue with its present occupancy level and access points, the death of Three Kings and Thaynes Canyon as a desirable place to own or rent is inevitable. I mourn the loss of a one time wonderful place to grow up and raise a family. Any construction traffic and/or skier access from Thaynes Canyon and Three Kings will be the death blow. You must ask yourself, would you want to live here? The answer is, no. The PEG project and its resulting traffic is the "Three Mile Island" of not just these two streets, but all of the surrounding owners and renters of this once desirable area. Save our neighborhood!!!

Julie Breslin
2217 Three Kings Ct.

From: [deb](#)
To: [Alexandra Ananth](#)
Cc: [nhlazenby@hotmail.com](#); [glidefar16@yahoo.com](#); [ruskadjerki@gmail.com](#)
Subject: Traffic Review for PCMR Base Area
Date: Wednesday, September 23, 2020 5:11:15 PM

Alex,

First of all I'd like to thank you for all of your hard work on this project. The report you put together for this evening's meeting is full of information and very well done.

I have a few items for consideration or emphasis to have read during the public input portion of the meeting re: the PCMR base area project.

1. The 2020 Vision Project has 5 pillars, one of which is Transportation Innovation. As shared in the City Council meeting last night, one of the focuses in this area is on Multi-modal Systems - continue to build-out a comprehensive network of connected multi-modal transit corridors for pedestrians, scooters and bikes, that link all key parts of the community and enhance safety for users. Under the existing proposal by PEG, I believe it falls short in meeting this criteria. Pedestrian and bicycle safety in the resort area is not being improved nor is the connectivity for people within a half mile radius or further. This, as well as many other transit shortcomings, has been identified by AECOM. I thank them for providing such an in-depth review and am hopeful the Planning Commission will follow through on their recommendations.
2. Currently the lot at Parcel B provides parking for 388 vehicles; PEG is proposing this be increased to 863. That is 475 more vehicles unloading passengers to cross Lowell Ave to get to the base area. This does not include the number of pedestrians being dropped off by shuttles, rideshare, etc on the east side of Lowell. There will be a significant increase in pedestrian crossing and two crosswalks just won't cut it. It's dangerous as it is and will also serve to back up and cause additional vehicle congestion as now almost twice as many vehicles must access this area of the resort to park. I agree the parking should be distributed more evenly throughout the resort. As the staff report states, once parked, everyone is a pedestrian and the proposal needs to account for this and provide better crossing options above/below Lowell.
3. Parcels C & E currently provide 584 parking spaces combined. Under PEGs plan, there will be 183 VALET ONLY spots on C. How many valets do they anticipate hiring? It's a small circular drive and this will cause additional congestion on the north end of Lowell with or without a roundabout.
4. We agree trailhead access is important for the community. Consequently, the proposal needs to have detailed plans for how the mountain will be accessed by hikers, bikers, etc during non-ski season and parking provided for oversized vehicles, bike racks, etc.
5. The 2020 Vision Report also identified Sustainable Tourism as one of the 5 pillars. It is defined as creating a harmonious balance between resident and visitor quality of experience. The current PEG proposal for transportation fails to accomplish this. Residents living on Silver King, Shadow Ridge, Lowell and Empire will all be negatively impacted.
6. The connectivity within the proposed development is lacking as well as mentioned in last month's meeting. If 863 cars (2,330 people based on 2.7 persons/car) are up at Parcel B, I'm not sure how many are going to ski down to Parcel E for Apres Ski to hike back uphill to get back to their vehicle after a day of skiing. The new "center" is too far north if over 50% of parking is the opposite end of the resort.
7. I sincerely hope the Planning Commission takes into account the 2020 Vision Report assembled after multiple meetings, surveys, etc. It would be a shame and waste of money to disregard it when no approval has been granted for this project.

Thank you again for the report and I appreciate the opportunity to provide input.

Deb Rentfrow