



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
June 10, 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, June 10, 2020.

ATTENTION

This meeting will be an electric meeting as permitted by Park City Open and Public Meeting Resolution 18-2020, adopted March 19, 2020. This meeting will not have an anchor location at City Hall and the Planning Commissioners will connect remotely. If you are interested in listening and/or giving public comment remotely, please go to www.parkcity.org. Then "Current Public Meeting Listen Live" in the upper, left corner.

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 May 13, 2020.
[PC Minutes 05.27.2020_Pending Approval](#)

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.WORK SESSION

- 5.A. Work Session – The Commission will Consider Opportunities to Require Electric Vehicle Charging Station Infrastructure for New Development and Redevelopment. The Sustainability Department will Provide an Overview of Strategies Under Development for Deep Decarbonization of the Built Environment, including a Stretch Code to Incentivize Developers to Achieve Net-Zero Development and a Building Energy Disclosure Code to Promote Transparency of Energy Use. GI-20-00429
[Sustainability Work Session Staff Report](#)
[Exhibit A: EV Charging Station Network Plans](#)
- 5.B. Work Session – The Commission will Consider Land Management Code Amendments to Align with Amendments to Municipal Code of Park City Title 4A, Special Events.
PL-20-04531

[Special Events in the Land Management Code Work Session Staff Report](#)
[Exhibit A: Land Management Code Redlines](#)

- 5.C. Park City Mountain Resort Base Parking Lots - Work Session - Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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.

Public Input will be taken via e-comments
PL-20-04475.

[PCM Base Area Staff Report](#)

[Exhibit A: Zoning Review Memorandum](#)

[Exhibit B: May 27, 2020 Staff Report](#)

[Exhibit C: Applicant's Submittal Letters](#)

[Exhibit D: PCMR 2020 Submittal](#)

[Exhibit E: Public Comments Received to Date](#)

6.REGULAR AGENDA

- 6.A. 1293 Lowell Avenue – Condominium Plat Amendment – The Applicant has Withdrawn this Application.

[Kings Crown Workforce Housing Condominium Amendment Application Withdrawn](#)

- 6.B. 1064 Park Avenue – Condominium Plat – The 1064 Park Avenue Condominium Plat Proposes to Create a Two (2) Unit Condominium Plat from the Duplex That is Under Construction On This Lot.

(A) Public Hearing (B) No Action Required

[1064 Park Ave Condominium Plat Staff Report](#)

- 6.C. 1162 Woodside Avenue - Plat Amendment - The Applicant Proposes to Combine Lot 17 and the North ½ of Lot 18 of Block 5 of Snyder's Addition Into One (1) Lot of Record. PL-20-04522. (A) Public Hearing (B) Possible Recommendation for City Council's Consideration on June 18, 2020.

[1162 Woodside Ave Plat Amendment Staff Report](#)

[Exhibit A: Draft Ordinance](#)

[Exhibit B: Existing Conditions Survey](#)

[Exhibit C: Proposed Plat](#)

- 6.D. Municipal and Land Management Code Amendments – Amendments regarding Wildland Urban Interface in Municipal Code Title 11 Sections 11-21-1 The 2006 Utah Wildland-Urban Interface Code, 11-21-2 Land Subject to Utah Wildland-Urban Interface Code, 11-21-3, Violations; Title 14 Section 14-1-5 Regulations for Planting Trees and Landscaping in the City's Right-of-Way; and Land Management Code Title 15 Sections 15-2.21-3 Sensitive Lands Overlay Zone, 15-5-1 Architectural Review Policy and Purpose, 15-5-5 Architectural Design Guidelines, 15-6-6 Master Planned Development Required Findings and Conclusions of Law, 15-8-2 Annexation General Requirements, 15-15-1 Definitions, and 15-15-2 List of Defined Terms. PL-20-04486

(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on July

9, 2020

Wildland Urban Interface Municipal Code and Land Management Code Amendments Staff Report

Exhibit A: Draft Ordinance

Exhibit B: WUI Timeline

Exhibit C: Proposed Firewise Program Details

- 6.E. Consideration to Ratify the Amended and Restated Development Agreement for the Intermountain Healthcare Master Planned Development and to Amend Master Planned Development Condition of Approval 11 to Require an Amended Housing Mitigation Plan Prior to Certificate of Occupancy.

IHC MPD Amended Development Agreement Staff Report

Exhibit A: IHC Development Agreement Draft

Attachment 1: Legal Description

Attachment 2: May 23, 2007 Final Action Letter

Attachment 3: October 8, 2014 Final Action Letter

Attachment 4: January 13, 2016 Final Action Letter

Attachment 5: October 9, 2019 Final Action Letter

Attachment 6: Phasing Plan

Attachment 7: 2020 Water Agreement

Attachment 8: June 4, 2015 Housing Mitigation Plan

Attachment 9: February 2, 2017 Housing Mitigation Plan

Attachment 10: April 18, 2019 Housing Mitigation Plan

Attachment 11: February 27, 2020 Housing Mitigation Plan

Attachment 12: Physical Mine Hazards Letter

Attachment 13: Quinn's Junction Area Study Principles

- 6.F. 1274 Park Avenue – Condominium Plat Amendment – The Applicant Proposes Amending the Alpine Retreat @ Park City Condominium Plat to Add a Single Car Garage, Accessed from Sullivan Road, with an Upper Level Bedroom for the Significant Historic Single Family Dwelling. PL-19-04386

(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on July 9, 2020

1274 Park Avenue Alpine Retreat @ Park City Condominium Unit 1 Plat Amendment Staff Report

Exhibit A: Alpine Retreat @ Park City Condominium Plat

Exhibit B: Proposed Alpine Retreat @ Park City Unit 1, Amended Condominium Plat and Plans

Exhibit C: August 22, 2017 Alpine Retreat Homeowners Association approval

Exhibit D: March 6, 2020 Alpine Retreat Homeowners Association approval

Exhibit E: Grant of Preservation Easement - 1274 Park Avenue

Exhibit F: Public Input

- 6.G. 802 Empire Ave – Subdivision– The Applicant is Requesting to Combine Multiple Parcels into a New Two (2) Lot Subdivision. PL-18-03949.

(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on July 9, 2020.

802 Empire Subdivision Staff Report

Exhibit A: PC Minutes 051320

Exhibit B: Engineering Memorandum

Exhibit C: Planning Director Determination Letter

Exhibit D: Park City Surveying Information

Exhibit E: Record of Survey and Topographic Map

Exhibit F: Revised Driveway Exhibit with Turning Template

Exhibit G: Neighborhood Lot Size Analysis

Exhibit H: Public Comments Received

Exhibit I: Garage Drive and Height Exhibits

Exhibit J: Letter from Abutting Attorney

- 6.H. 802 Empire Ave –Conditional Use Permit – The Applicant is Requesting to Construct a Shared Driveway Over a Platted Un-built City Right-of-Way. PL-19-04113.

(A) Public Hearing (B) Possible Action

802 Empire Ave CUP Staff Report

Exhibit A: Updated Driveway Exhibit

Exhibit B: Engineering Memorandum

7.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
MAY 27, 2020

COMMISSIONERS IN ATTENDANCE:

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

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

The Planning Commission meeting was conducted virtually via Zoom.

The public was able to submit eComments during the meeting.

ROLL CALL

Chair Phillips called the meeting to order at 5:35 p.m. and noted that all Commissioners were present.

APPROVAL OF MINUTES

May 13, 2020

Commissioner Thimm referred to page 29 of the Minutes, first full paragraph, second line, and inserted the word "questions." The corrected sentence would read "He had **questions** relative to the driveway, but his questions were answered by reading the letter from the City Engineer".

MOTION: Commissioner Kenworthy moved to APPROVE the Minutes of May 13, 2020 as amended. Commissioner Sletten seconded the motion.

VOTE: The motion passed. Commissioner Suesser abstained from the vote since she had not attended the May 13th meeting.

PUBLIC COMMUNICATIONS

There were no comments.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Director Erickson reported that the Planning Commission will hold their two regular meetings in June.

Director Erickson noted that the Staff report contained a long-range schedule for Park City Mountain Resort, which is interlocked into the long-range schedule presented last week regarding the 2020 development Plan.

Commissioner Sletten discloses that he has had an office at PCMR for over 20 years, and he has represented leases, sales, listings, etc. over time. He has no current contracts that would affect his opinion or his vote. He clarified that his statement was only a disclosure and not a recusal.

WORK SESSION

5.a. Recreation Advisory Board Parks Preservation Urban Park Zone Discussion.

Tate Shaw, Assistant Recreation Director, reported that in 2017, as part of the Recreational Advisory Board Annual Visioning, the City Council directed the Recreation Advisory Board to research protective measures that could be used to protect park spaces short of a third-party conservation easement. The direction came from a discussion based on the conservation easement that was put into place to protect and help with the Library Field. Mr. Shaw stated that the City Council provided guidance and asked the RAB to form a subcommittee. He commended the subcommittee members, Eric Hoffman, Jane Campbell, and Ed Parigian, for their hard work and effort.

Mr. Shaw stated that through the visioning efforts, they started to look at trends across different cities and different western communities that have similar interests, dynamics and population to Park City. They spoke with different groups in Colorado, the East Coast, and Missoula Montana to discuss some of the measures those communities were taking to help protect some of their park spaces from unwanted and/or concerning changes by way of legislative forums. For example, if zoning can be changed just by a cancelled vote, what measured could be put into place to stop that from occurring.

Mr. Shaw remarked that through the General Plan they located five fundamental locations throughout town that are some of the key parks that have been developed in the local area. Those five locations are Rotary Park, Prospector Park, the Golf Course, City Park, and Creekside Park. Mr. Shaw stated that each location was unique and had a different

perspective to what they were used for. Creekside Park is a neighborhood park and has the BMX dirt jump. Rotary Park is used for rentals, wedding, and things of that nature. The parks are very different in design; one is active and one is passive. Prospector Park is a neighborhood park that serves the Prospector community, as well as people coming into town. City Park is a multi-faceted place that has a variety of activities. The golf course is a large swath of land and they want to be cautious about maintaining the integrity of the look of the golf course; especially knowing that at some point the City might potentially need to transition or sell land if economics warrant it.

Mr. Shaw stated that with that in mind, they started to draft a master plan. The master plan goal is to allow for trends and recreation, while keeping the parks for future generations. Mr. Shaw explained that they were not concerned about the City Council wanting to transfer or sell land now, or to rezone land. It is more about what a future elected official might think based on the dynamics. They wanted to make sure that the public process is very specific and not just left legislatively to the elected officials. Mr. Shaw stated that the master plan they started working on was to hit three fundamental points, 1) the sale of property, 2) transfer of land, and 3) any rezoning. It was also important to give the community voice a platform to be heard.

Mr. Shaw stated that through a particular recommendation of the master plan, it would provide additional implementations of actions, but doing it through a very outlined process talking about how it would run. It would go through a series of public meetings and then ultimately come down to a voter referendum. Mr. Shaw noted that as highlighted in the Staff report, this has historical precedence because it talks specifically about the McPolin Farm. He noted that when the City purchased the McPolin Farm in the 1990s, they put protections on through the Entry Corridor Plan. That Plan was ultimately done with the intent to preserve the recreation and open space at the time for that location. Mr. Shaw recalled that three years later the City put a third-party conservation easement on that property. However, specific order referendum language said that there would need to be a special election 180 days before any legislative change that would require 60% of the voter population to agree to the change, such as if the property were to be sold.

Mr. Shaw stated that this is a particular measure that has historical precedence for what the RAB was looking at doing as part of this Master Plan.

Mr. Shaw explained where they were currently in the process. They presented their idea to the City Council and the Council liked it. However, Council Member Steve Joyce thought Recreation Open Space zoning was too big and would allow too many loopholes. He was concerned that at some point someone would find a way to legislatively make a change if there is a rezoning request. Mr. Shaw stated that there was discussion about including additional language for adding parks in the future, and

also clean up the ROS zoning language. Mr. Shaw stated that the group came back and tried to clean up the Recreation Open Space language, but it reached a point of being too complicated. After working closely with the Planning Department, they ultimately blended recreation open space and protected open space and came up with a new potential zone. The purpose of this work session was to discuss the new zone with the Planning Commission.

Mr. Shaw stated that using the ROS and POS zoning platforms, they were able to come up with something that is more restrictive; yet detailed in certain areas. For example, a parking structure in City Park would be allowed because it would fall with the ROS zoning requirements. Any future use or interest, as long as it fell within ROS, which includes horse property, would be difficult to determine a conclusion on how to say yes to one area and no to another area based on the current zoning at the time.

Mr. Shaw stated that the advisory board group overlaid the two different zoning requirements. He presented a slide showing Protected Open Space in gray, Recreation Open Space in green, and the proposed Urban Park Space in red. The group went through line item by line item to come up with the UPZ draft, which helps them understand how to monitor and still have something that is more specific to an urban park zone that would allow for a variety of uses and allow for essential health, life, and safety uses, but still allow for protective measures.

Mr. Shaw asked the Planning Commission to discuss the draft as presented and to provide comments or feedback. He also requested comments on whether the Commissioners were open to moving this draft along as part of the Local Parks Preservation Master Plan.

Mr. Shaw pointed out that the locations mentioned are the initial five locations, and they will look to add locations in the future if the Urban Park Zone were to be adopted. He remarked that it comes down to the perspective of Love Where you Live. It is about protecting these spaces for future generations and allowing the locals the ability to determine the fate of these spaces in the event of an economic crisis if the City needed to sell or transition these spaces.

Commissioner Sletten commented on the various uses of conditional, administrative, and prohibited that were being marked out. He noted that page 52 of the Staff report outlined the current ROS definitions of conditional uses, and he asked Mr. Shaw to bring up his slide so he could compare the two. Commissioner Sletten asked Mr. Shaw to explain the difference between conditional uses identified in gray and the ones in green. Mr. Shaw stated that the gray is the protected open space. Anything gray

throughout the document was the protected open space language. The green is the recreation open space language. They blended the uses in the gray and the green and put them into one zone matching the uses. The proposed draft showed the allowed uses currently, and what the allowed uses would be with the new zone. Mr. Shaw clarified that this was the process used to achieve the current draft.

Commissioner Sletten referred to the green conditional uses and asked if there was anything below #15, which was crossed out, that the Commissioners were not able to see. Mr. Shaw replied that it was the end of the slide. Mr. Shaw reiterated that the slide was only to show the process they went through.

Commissioner Van Dine referred to the Rotary Park facility use guidelines for events in the draft plan of the Master Plan. She read, "The facilities are generally available for exclusive use with the exception of programs sponsored by Park City Recreation". Mr. Shaw pointed out that the draft was still a working document and the actual master plan would change if the UPZ is adopted in a future meeting. Mr. Shaw stated that currently the City has exclusive use and the priority of these spaces. If there are City events, those uses would be marked out at the beginning of the year, and then it would be open to the public. It is similar to the priority structure already in place on all parks and field spaces where priority goes to local recreation first, then to school district use, and then to outside rental. Commissioner Van Dine thought she was confused by the wording "with the exception of programs sponsored by Park City Recreation". She understood Mr. Shaw's explanation. Mr. Shaw offered to clarify the language once they reach the point of final adoption.

Chair Phillips asked Mr. Shaw about the process to reach the point of requesting action. Mr. Shaw stated that he would like to have conversation regarding the UPZ draft to see if there were glaring issues. If the Commissioners were comfortable with the draft, they would work to finalize the Local Parks Preservation Master Plan with the new language of an Urban Parks Zone. They would then come back to the Planning Commission for approval of a new zone as part of the Land Management Code. Once it is approved by the Planning Commission, it would then go to the City Council for final adoption. Mr. Shaw anticipated coming back to the Planning Commission for approval as early as the second meeting in June, based on current agenda timelines.

Commissioner Thimm noted that the zone allows for a conditional use to build a building. He noted that there was an area limitation, but no provisions for setbacks, building height, or any of the normal requirements that are part of a zoning ordinance. He asked if there was any concern regarding those issues or since it is a conditional use the location, height, setbacks, etc. would be conditioned at the time. Mr. Shaw

offered to clarify that to address his concern. He stated that some of the related provisions would help with clarity moving forward. It would not be its own document or zone space. It would fall in line with other Land Management Code provisions. Mr. Shaw stated that he would follow up with the Planning Department on achieving clarity.

Commissioner Thimm presumed that if the UPZ would come into effect, the zone map would need to be changed to rezone these parks into the new zone. If that occurs, he asked if they would be eliminating a zone or whether other properties would still fall into the ROS and the POS zone.

Director Erickson stated that the only change is that the ROS zone would be replaced with the Urban Parks Zone in those five park locations. No other private property would be rezoned and there would be no changes in any of the other land uses. Commissioner Thimm clarified that there would still be other properties with the ROS zone once the five properties are removed. Director Erickson noted that portions of the ski area are zoned ROS and most of Quinn's Junction is zoned ROS. There is also a 40-acre portion of POS in Quinn's Junction. Mr. Shaw remarked that another example are the ROS requirements on Round Valley. However, the Prospector Park area, which is in the same ROS swath of land, would have a different zoning for that location, even though it is adjacent to or currently falls in ROS.

Commissioner Hall commented on the specific conditional uses. She asked if a community garden would be more restrictive than an agricultural use, such as raising livestock and horses, or allowing for a nursery. Mr. Shaw replied that it was more restrictive in the sense of what a community garden would be, and that is an area that could be more clearly defined. He stated that agriculture is such a large-scale word. It would be difficult to ever envision raising livestock on the rugby field at City Park; however, that could occur under the current ROS. Mr. Shaw remarked that a community garden was not originally noted on the conditional uses, and it was only identified as agriculture. He explained that community gardens came up later as an additional independent use of the current conditional uses in the new UPZ zone, that is not in the large-scale approach of agricultural uses. He thought community garden would need to be more clearly defined in the master plan itself. The intent is for local garden spaces that could be shared amongst neighborhood groups and approved through the conditional uses as part of the planning process.

Commissioner Hall stated that she would be concerned if they were to expand the uses beyond the ones currently listed. She noted that a lot of City land uses livestock for weed abatement and soil restoration. Mr. Shaw stated that there were not looking to

expand the list at this time; however, there could be changes in the future, but any expansion would be developed rather than undeveloped cases. For that reason, they determined that raising horses and livestock was not warranted in these main five locations at this time.

Commissioner Hall referred to C-18 for small wind energy systems. She asked if solar panels on accessory buildings would be automatically included, or whether it needs to be accounted separately as a line item conditional use. Director Erickson stated that they would not change the way they regulate wind energy systems or PV panels from the current uses. He was not opposed if the Commissioners wanted to add PV as item #19.

Commissioner Hall asked if B-2, outdoor recreation equipment, are playgrounds. Mr. Shaw replied that the intent of outdoor recreation equipment is anything that would be used in an outdoor setting, such as a playground, swings, soccer goals, basketball hoops, etc. It is broad enough that it would need to fall within the realm of recreation per se, which is a big area. Ms. Shaw stated that nothing in the language states that if in the future the public decides they want another use at City Park, any change to the zone or the use would still go through a public process before a major change would occur. Commissioner Hall asked how that was distinguished from C9 and C10 in terms of calling out specific outdoor recreation equipment, such as a sports court or skate park. Mr. Shaw replied that outdoor recreation equipment can be anything considered in the recreation realm, whereas conditional uses would require more of a build out.

Commissioner Hall thought some of the accessory buildings in City Park and Rotary Park appeared larger and more spatial. Mr. Shaw replied that she was correct. He noted that those buildings fall under a few conditional uses. He explained that there is an accessory building that is greater than 200 square feet, but not to exceed 600 square feet. That would be something like equipment storage for items used for maintenance or to store sporting equipment. However, C-11, Public and Quasi-Public institution, education, park, plaza, Structure for public assembly, greater than 600 sq. ft. in approved locations, would also fall under the related provisions. It would apply to something such as the City Park Building or Miners Hospital. It would be in an approved location and for a particular use.

Commissioner Suesser thought C-1 and C-12 basically said the same thing, only C-12 was more defined. She suggested that they could eliminate C-1 only use C-12. Mr. Shaw noted her suggestion. Commissioner Suesser understood that it would be an administrative conditional use if it is in one of the five places and less than 600 square feet; and it is a conditional use if it exceeds 600 square feet. Mr. Shaw replied that she

was correct. Mr. Shaw thought it was important for clarity to define what essential really means in terms of life, safety, health.

Commissioner Thimm thought the UPZ was a great idea. Chair Phillips concurred. He appreciated the hard work and thanked everyone who was involved. Chair Phillips thought it was a great idea to create this zone for the five locations mentioned, with the potential in the future to move other locations into the zone for added protection.

Commissioner Hall commented on food trucks as an allowed use. She understood that it would be regulated by the Planning Director, as well as the guidelines set forth in the other sections of the Code, rather than being a conditional use or administrative conditional use.

Director Erickson clarified that under the current regulations they were only regulating a food truck location and not the food truck itself, in order to be consistent with the State guidelines. He explained that per this section of the Code, if a food truck location has been approved, the Planning Director can administratively approve the food truck. If the food truck wants to locate somewhere other than an approved location, he would not approve the food truck. The food truck owner would need to get the location approved by the property owner.

Commissioner Kenworthy supported this preservation goal and he encouraged Mr. Shaw to keep moving forward.

Commissioner Sletten thought it would take care of unintended consequence in the future for changing perceptions. Several years ago, the City engaged a consulting firm to look at various housing option; one of which included removing the golf course and building affordable housing. Rightfully, there was opposition from the neighborhood to protect the golf course. This proposal protects what they have with the potential to expand.

Commissioner Hall echoed Commissioners Sletten and Kenworthy. She personally uses four out of the five parks on a regular basis and she was pleased with the proposed zone change.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

Mr. Shaw appreciated their time this evening and he hoped to be back before the Planning Commission for approval of the UPZ next month, and then move to City Council for adoption with the Master Plan.

- 5.B. Park City Mountain Resort Base Parking Lots – Work Session – Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (SA) 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. (Application PL-20-04480)

Director Erickson provided a brief history. He had no idea how the Resort was approved originally, but the Development Agreement was dated 1997 and 1988. The Town Lift and the Town Bridge were done, and the Town Lift was later changed to remove the mid-Station. The Marriott Mountainside was developed, which was Phase A of the 1998 Master Plan. In 2014 they worked through the Woodward Plan, which was eventually withdrawn. In 2015 the Master Plan was redone to incorporate the new gondola. Director Erickson noted that Planner Ananth had included a schedule in the Staff report of items to be discussed at future meetings. He suggested that the Planning Commission start to work through Planner Ananth's questions on what type of development agreement this is. Director Erickson stated that the City has always made the assumption that the Resort developer would be the same as the ski area and base area. However, in this particular case they are not the same. The Resort is selling things in conjunction with each other that have not been sorted out. For example, the replacement of the skier parking will be underneath the developer's property, and the City does not know who will be in charge of that parking. The transit operations are jointly funded, and they need to figure out how that will work.

Director Erickson stated that the developer was working on providing responses to the affordable housing situation, how much, where, and how, recognizing that they might not have met the criteria for the Marriott Mountainside property. They also need to understand the Resort operations in the summertime, and how the parking will work during that period of time. Director Erickson remarked that they have been working on all these items for almost a year.

Planner Ananth stated that she and Director Erickson would be joined by a number of people from the Peg Development team who would introduce themselves later.

Planner Ananth stated that this evening the Planning Commission would be reviewing PEG Development's request to amend the 1998 Park City Mountain Resort Development Agreement. She intended to focus on a high-level orientation and overview of the project. The Planning Department will present background on the project's history. PEG Development will provide an overview of the proposed project, followed by a discussion of the project and an opportunity to ask questions and discuss any additional information that might be necessary to make the decision of whether the applicant can amend the existing DA with a new master plan versus needing to file for a new MPD. Planner Ananth stated that at the end, the public would be able to share their input on the project through the eComment section.

Director Erickson reported that there are vested development rights on this property. Development rights were taken off the 2800 acres of the ski area and placed in the base area. In addition, 100 acres of private ground was taken from the base area and placed in the parking lots. He stated that the vested development rights of approximately 360.

Director Erickson pointed out that the design of the base area facilities has expired due to lack of action. He noted that Planner Ananth had prepared a schedule to discuss specific items that goes into October, and that schedule could be extended if necessary. Planner Ananth was also working on an RFP for additional traffic information.

Planner Ananth stated that Treasure Mountain was opened as a ski area in 1963 with funding that included a loan from the Federal Area Redevelopment Agency, meant to help stimulate the town's economy after the collapse of the mining industry. United Park City Mines, which was the last remaining mining company in Park City, matched the loan with their own funds, as well as 10,000 acres of surfaced land rates donated from a newly formed subsidiary of the mining company in order to develop a year-round vacation center and recreation complex. Planner Ananth stated that in addition to a gondola, chair lift, and 2 J-bars, the mountain contained the only skier subway that transported skiers two and a half miles into the mountain through the Spiro Tunnel on a mine train. Skiers then boarded a mine elevator and that lifted them 1700 feet to the surface of the mountain.

Planner Ananth reported that the Resort's name was changed to Park City Ski Area in 1966 and it became known as PCMR, Park City Mountain Resort, in 1996. Powder Corporation operated the Resort for many years until 2014 when the ski area was sold to Vail Resorts. Planner Ananth stated that the Resort includes summer activities, as

well as skiing, and was host to numerous events during the 2002 Utah Winter Olympic Games.

Planner Ananth stated that Vail combined PCMR with the Canyons Resort via a gondola in 2015 to create the largest lift ski resort in the US. Vail Resorts rebranded the combined resort as Park City Mountain.

Planner Ananth remarked that the PCMR Resort Center neighborhood allows for the densest resort-oriented development in Park City. It contains predominantly a mix of medium and high-density condominiums and hotel buildings, many of which are offered as nightly rental units. With the exception of the parking lots and Legacy Lodge, much of the base area is privately owned. Most of the existing development at the base was built in the 1970s and 1980s, including the Marsac Manor and Silver Mill House condominium that was built in 1973, the Village Condo Loft, the Park City Village Condos, the Resort Center condos, and the Lowell Condominiums. Planner Ananth reported that Park City Mountain Village and Marriott Mountainside Condominiums were developed in the late 1990s and early 2000s. Surrounding neighborhood development ranges from the late 1960s and the 2000s and includes the more prominent condominiums known as Edelweiss House Condominiums, the Three King's Condominiums, the Snow Flower Condominiums, Shadow Ridge Condominiums, and the Silver King Condominiums.

Planner Ananth stated that the more traditional Park City Old Town neighborhood wraps around the Resort area, particularly on the southern and eastern edge, with multi-family and single-family homes generally built between 1980 and 2010. Woodside Phase 2, which is a City-sponsored housing development is planned to be located across the street from Parcel B close to the intersection of Manor Way and Empire Avenue. This development will likely include 58 affordable, attainable, and market-rate units. The King's Crown neighborhood is also under construction just south of the Resort and the Marriott Mountainside. This development contains condominiums, townhomes, single-family residences, and is the first major project in the area.

Planner Ananth reported that the National Abilities Center is working on a new building to be developed in front of Parcel C, which was highlighted in green on the slide. The future building would be accessed off of the road just south of Building C.

Planner Ananth stated that the proposed project is comprised of the four parking lots that currently contain almost 1200 surface parking stalls. Significant planning issues to consider include whether this project makes traffic and parking better than it is today in

all seasons; is the applicant fulfilling their obligation to provide employee housing; is connectivity improved under the new site plan; will the development be cohesive and provide public benefits such as ski lockers, dining, and Apre ski opportunities; how sustainable is the proposed project; will the public spaces feel lively and attractive; and is 1200 the right number of parking stalls. Planner Ananth remarked that early identification of other important key issues will be helpful to the applicant as the review of this project progresses.

Planner Ananth noted that the applicant would be presenting the proposed site plan in further detail; however, first she wanted to note that the applicant was proposing a new one-way circulation pattern with two proposed roundabouts that encroach into the City's municipal golf course. Planner Ananth reported that minor changes are proposed for the transit pickup and drop-off areas. It is a complex project with a complicated phasing plan that needs to maintain 1200-day skier parking stalls throughout the construction process.

Planner Ananth stated that the Planning and Engineering Departments will be hiring a third party reviewer to help review the applicant's traffic impact study, which will be discussed in more detail at a later date.

Planner Ananth noted that the project replaces the existing surface parking stalls with four new buildings, all with parking below, for both day skiers and the new proposed users of the site. The applicant is proposing that the parking will become paid parking when it moves underground, as it was originally intended in the 1998 Development Agreement. Planner Ananth stated that this is a trend in the ski history in general. In general, paid parking when coupled with incentivized carpooling and improved efficient transit, can reduce the number of cars and the number of parking stalls required.

Planner Ananth noted that Director Erickson had alluded to a number of documents that govern this site that were listed on the slide. She reported that the 1997 Planning Commission and City Council approvals #1 and #2 make up the 1998 Development Agreement, which is the primary document that governs the site. The Development Agreement lays out how the site will be developed and is based on Exhibit D of that agreement, which is the 1998 Base Area Master Plan Study. Planner Ananth stated that the applicant was proposing to replace the 1998 Base Area Master Plan Study with a new base area plan. She pointed out that the 1998 Development Agreement memorializes the developer's commitment to comply with all the conditions of the 1997 approvals, and spells out the relationship of the parties, and the different parties' respective obligations. Planner Ananth stated that the Development Agreement also consolidates resort density to the base area on parcels A through E, as the clustering of

development at the base area preserves open space and view corridors, and is preferable to density being spread up and on the mountain. The Development Agreement specifies that the Base Area Master Plan was granted 491-unit equivalents, a permitted density subject to maximum square footages and volumetrics as outlined in the Base Area Master Plan Study. After the development of Parcel A, 353 unit equivalents remain. The current application is proposing 301 unit equivalents.

Planner Ananth remarked that the 1998 Development Agreement states that the developer intends to develop the 1998 Master Planned Area pursuant to the 1998 Master Plan Study, which details volumetrics, horizontal and vertical articulation, maximum square footages of each building, streetscape and architectural design guidelines, all of which are integral to this plan. The 1998 Master Plan Study includes design guidelines and detailed volumetrics on pages 126-148 of the 1998 study. Planner Ananth reiterated that only Parcel A was developed when the Planning Commission approved a CUP in 1998 for the Marriott Mountainside Resort, which is a 182-unit timeshare project. This approval also included a skier services building, now known as Legacy Lodge, as well as 193 parking spaces, most of which are underground. Planner Ananth stated that after the development of Parcel A, 353-unit equivalents remain. Under the 1998 Development Agreement, this equates to about 806,000 square feet of entitlements on Parcels B, C, D and E.

Planner Ananth commented on the MPD process. Six or more Planning Commission meetings are planned over the summer and fall to discuss this project. Those meetings will occur on the Planning Commission regularly scheduled fourth Wednesday of the month meeting. The public will have the opportunity to make comment in advance of each meeting and during the public hearing at each meeting. The public can send email comments or questions to her at any time, and she will forward those emails to the Planning Commission. During the meetings, the public can also comment from the City's webpage. Planner Ananth reported that the City Council is the appeal body for the Planning Commission's decision. Therefore, it is imperative that the public and applicant not discuss the project with either the Planning Commission or the City Council outside of a public hearing while the project is in the review process. The City has a webpage for this project that will be updated with meeting schedules, Staff reports, background information, and information on how to submit comments on the project. The webpage will be easy to find from the City's main webpage.

Planner Ananth stated that the PEG Development team had prepared a presentation. Following their presentation, she would continue her presentation with more of a discussion on amending the 1998 Development Agreement versus applying for a new MPD.

Robert Schmidt with PEG Development introduced McKay Quinn, the Development Manager on the project, Stan Kozlowski, assisting the team in a consulting role, and Legal Counsel, Robert McConnell, with Parr Brown.

Mr. Schmidt provided background on how PEG Development arrived to this project. He stated that a couple of years ago, Vail put out a Request for Proposal asking developers to contemplate ways that this property might be developed. They responded to that RFP and were selected. Mr. Schmidt explained that the arrangement with Vail is a Purchase and Sale Agreement, and they are under contract to purchase these parcels. They will be the owner and operator of the improvements that will exist on Parcels B, C, E, and D. Mr. Schmidt reviewed an aerial photo showing that the parcels are an existing parking lot. It has been in this condition for over 20 years, since the Development Agreement was approved in 1998. He stated that PEG Development is extremely excited about the potential and possibilities of this project. Mr. Schmidt recognized that this is a complicated project and multiple factors need to be balanced. At the same time, those challenges present great opportunities for the locals, the City, the neighbors, the ski resort, and for PEG Development.

Mr. Schmidt stated that over the last year they have met with over 100 people within the community through a series of open houses, meetings, public open houses, and multiple outreach meetings. Over the past six weeks during the shutdown they conducted several Zoom meetings with neighboring HOAs, and several more are scheduled. They intend to continue the outreach and the discussions with neighbors, HOAs, and others in the community. Mr. Schmidt looked forward to the process of presenting their plan and ideas to the Planning Commission and receiving their feedback so they can move forward in a productive way with a project that everyone will be proud of and one that will help Park City continue to maintain and further its reputation as a first class destination ski resort town.

Mr. Schmidt commented on some of the issues that need to be balanced on this project. There is an existing Development Agreement and MPD, and the Development Agreement contains the density, square footage, height and setback requirements. He thought it was important to keep in mind that this Development Agreement also has many other things attached to it, such as the 2007 Annexation Agreement, the 2015 Amendment, and the Mountain Upgrade Plan that was part of the 1998 plan. Mr. Schmidt stated that the Development Agreement guides the thinking and thought process on this project. In addition, there are multiple needs and interests for the ski resort and the City in terms of traffic, transportation, pedestrian connectivity, and utilities that need to be addressed. Mr. Schmidt noted that multiple neighborhood groups have

an interest, as well as existing commercial businesses at the base, the skiers, the guests and the locals of Park City.

Mr. Schmidt spoke about parking demands, timing and phasing of the project, traffic needs, transit needs, and affordable housing. All of these issues need to be balanced, and the project needs to be financially viable for a developer to step in and move forward with the project. Mr. Schmidt walked through the site plan in the order that the project would be phased, starting with Parcel B. Mr. Schmidt reported that Parcel B shows 56 condominium units that front on Lowell Avenue. In addition, on the northeast corner of the parcel will be employee housing units and affordable units. These housing units are in compliance with the current City Affordable Housing Guidelines. The buildings wrap around and sit on top of a parking structure with 874 parking stalls. Parcel B will also have retail square footage. They anticipate at least one or two of the retail bays would be well-suited as ski lockers available for both day use and season long rentals. Mr. Schmidt pointed out that other places within the development could also serve as locker rentals for the ski season.

Mr. Schmidt moved to Parcel C, which is the hotel parcel with 250 keys. It is a four-star type property, but they had not determined any specific brand or flag at this point. As a four-star property they would provide 20,000 to 26,000 square feet of meeting space. It would include the amenities typical in a four-star hotel, such as restaurants, spa, fitness facility, and other uses within a four-star facility. In addition, Parcel C contains retail. Mr. Schmidt clarified that retail space can be used for restaurants, soft goods, etc. The retail square footage for Parcel C fronts on the north side of the building and it fronts on a large plaza. Mr. Schmidt stated that Parcel C also sits over the top of a parking structure containing 183 parking stalls below grade. These stalls will serve the uses on Parcel C.

Mr. Schmidt referred to the parking structure on Parcel B and noted that 760 of the 874 parking stalls are dedicated to day skier parking. The remaining stalls will provide parking for the condos and housing on Parcel B.

Mr. Schmidt noted that currently there is slightly less than 1200 parking stalls on the surface, and they were proposing to replace those 1200-day skier stalls in two structured locations. In addition to the day skier parking stalls, the plan will provide parking for the conditional uses being proposed.

Mr. Schmidt returned to Parcel C and identified the Plaza, referred to as the upper or winter plaza, that sits over the top of a large parking structure and contains additional day skier parking stalls. It is a hardscaped plaza; however, they provided landscaping

and soft programming on top of the parking structure to provide for a first-class apre ski experience. Restaurants fronting onto the plaza would have outdoor seating areas. People can congregate and gather in nicely designed areas with landscaping and benches. During the summer it becomes an outdoor plaza providing space for community events, small concerts, and other activities.

Mr. Schmidt moved across the plaza north to Parcel E. Parcel E has retail space that fronts on the plaza and 46 condo units above. They were also proposing a private ski club. Mr. Schmidt stated that they would also propose that the medical clinic be replaced with permanent space within Parcel E. Below Parcel E are 543 parking stalls. Of those 543 stalls, 440 are designated as day skier stalls. Mr. Schmidt pointed out that between Parcel E and Parcel B there will be 1200 structured stalls for day skiers.

Mr. Schmidt moved across Lowell Avenue to Parcel D, which is proposed as a condo building with 39 condo units over retail space. They view this retail space as being less intense. Rather than restaurants, they envision soft goods or a small neighborhood grocer. The space fronts onto a plaza referred to as the lower or summer plaza. It will be softscaped with more grass and there is the opportunity for a pavilion in the corner. The intent is to invite members of the community to enjoy these spaces and help activate them. Mr. Schmidt stated that Parcel D is self-parked with 95 parking stalls serving only the uses on that parcel.

Stan Kozlowski reminded everyone that Parcel A is the Marriott Mountainside, which is why the project begins with Parcel B.

McKay Quinn suggested that Mr. Schmidt talk about the view corridor and the approach from the roundabout. Mr. Schmidt stated that the connectivity between the winter plaza and the summer plaza provide an expansive view corridor off the intersection of Empire and Silver King. It is an expansive view corridor across these plazas will be a surprise moment for guests as they arrive. He pointed out that the view already exists, and it was important to maintain it as guests arrive at the resort. Mr. Schmidt stated that he would expand on that point later in the presentation.

Mr. Schmidt commented on traffic and the traffic circulation plan. He stated that when they first started looking at the project and met with the City Staff and community members, they clearly heard that traffic is an issue. They hired a traffic consultant. A traffic study was done, and they analyzed the counts and the numbers. Mr. Schmidt noted that traffic could use improvements in its existing condition. Traffic presents a number of challenges. He recognized that adding new uses generates additional traffic. Mr. Schmidt stated that in looking at solutions and considering the challenges,

they were aware that the approach of adding striping intersection by intersection was insufficient. They discussed a big picture solution and determined that the best way to reduce delays in traffic is to remove conflicts. The best way to remove conflicts is to allow traffic to move more freely, and the best way to do that is with a one-way circulation loop. Mr. Schmidt stated that they were proposing a counterclockwise one-way circulation loop anchored on the north end by two roundabouts. Traffic comes in off of SR224. Two lanes southbound circulate to the right around the two roundabouts, and then south on Lowell Avenue. There is also a bike lane on Lowell Avenue.

Mr. Schmidt remarked that the traffic circulation comes south and circulates around. When it reaches Shadow Ridge Road the road turns east on a one-way loop. The road also continues south on Lowell Avenue to Manor Way, circulate around Manor Way, and back north on Empire Avenue. Mr. Schmidt noted that alignment changes would occur that allows the traffic to flow more freely. There would also be minor configurations at the south end to encourage traffic to stay on the loop and head to the parking structures, rather than continue further south into the neighborhoods.

In terms of traffic and drop-offs on Lowell Avenue between Parcels C and E, Mr. Schmidt noted that a pull-out was created for private cars and Uber and Lyft to drop off skiers. There is a dedicated pull-out lane where people can get out of the car, unload their gear, and walk across the plaza and on to the ski hill. Continuing south, there is a designated van drop-off on Parcel B. This is in part the arrival for the condos at Parcel B, but it is very large, and it was expanded to accommodate local shuttles from other hotels, black car, and those types of uses arriving from other places in town. Across the street from that drop-off is the existing bus stop. The bus stop is on property not owned by the City; however, there is an easement covering the property. Mr. Schmidt believed improvements could be made to make the transit center more efficient. They were proposing a sawtooth bus bay configuration where buses pull into a sawtooth and unload people. Those people can move onto a sidewalk and up through the Resort. The buses can then pull out and around other buses and move back into the traffic lane. Mr. Schmidt believed this would improve the capacity of the transit center and the capacity of the system in general.

Mr. Schmidt stated that currently there are safety concerns with the existing bus stop, pedestrians crossing from Parcel B, and private car drop-off happening at Parcel B. He felt they could create a safer environment by separating some of these areas.

Mr. Schmidt commented on traffic in terms of arrival for the day skier at the parking structure. Access for the day skiers on Parcel E is on the north side of Parcel E just off of Silver King Drive. There are three proposed locations to access day skier parking on

Parcel B. One is off of Shadow Ridge Road that comes in a grade level. Going around to Manor Way, there is another access on the south side of Parcel B that comes in at Level 3 of the parking structure. Coming around Empire, there is a third access that comes in at Level 2. He remarked that three accesses on three different level should alleviate ingress and egress to the parking structures and alleviate traffic flow.

Mr. Schmidt noted that they have talked to the Staff about managing these parking stalls. Providing parking generates traffic, and they want people to be aware of the number of stalls available at the base at any given time. They will be using current digital technology to show how many stalls are available on each level. That same information will be moved to signage so as guests arrive at the Resort, they can understand where parking stalls are available to make the appropriate decision. Mr. Schmidt stated that the same information can be displayed on signs further out on SR224, and possibly as far as Highway 40 and I-80. He understood there have been discussions between UDOT and the City on ways to get existing parking information communicated to people further out from town to help them make parking decisions. Mr. Schmidt stated that they would like to encourage people to park in satellite lots and use the bus to arrive at the ski resort.

Mr. Kozlowski zoomed in on the slide showing the Resort Center current access that goes back to the NAC. Based on input from some of their meetings with local neighborhoods, they will realign the current access at the Resort Center so the egress goes to Shadow Ridge. At the end of the day, people will be able to go right across to Shadow Ridge rather than having to go up and around Manor.

Mr. Schmidt presented a slide related to pedestrian connectivity. He noted that the green lines represent both existing and new walking routes that will be part of the connectivity for this project. All of the parcels will receive new sidewalks around the perimeters, and in some instances, along the interior and the sides. Mr. Schmidt pointed to Parcel B and noted that a crosswalk is provided on the southwest corner to the City's project so people can access Park Avenue from the project and use sidewalks to proceed up and into the Resort. Also, on Parcel B, people using the day skier stalls in the parking structure will come out on both the southwest and the northwest corner of the parking structure. Mr. Schmidt stated that they were proposing that those pedestrians cross Lowell Avenue with an at grade crossing. Safety measures will be implemented to provide safe crossing. In addition, crossings will be established at the east end of Shadow Ridge, as well as crossings further north on Empire Avenue at the intersection of Silver King and 15th, that will improve the safety of those crossings. Coming around the Resort, there will be a crossing at Parcel E. Mr. Schmidt stated that a pedestrian access sidewalk will be installed on the west side of

Parcel E so people can walk to the Resort from the North. There will also be pedestrian access up through the summer and winter plaza. Mr. Schmidt pointed to Parcel C and noted that there will be pedestrian connectivity to the existing lodges. Currently, a sidewalk comes down through the buildings and they intend to provide connection to that sidewalk. That connectivity would then circulate down into their portion of the Resort base and up into the existing facility.

Mr. Schmidt stated that all of the proposed connectivity is intended to enhance and connect to existing facilities.

Mr. Schmidt commented on parking. He stated that the parking calculations are ultimately to meet and supply a comfortable caring capacity of the ski resort. He presented a slide and noted that the Table 4 on the right was from the 1998 Mountain Upgrade Plan. The total skiers at peak destination occupancy are proposed at 17,000. The upgraded comfortable caring capacity for the 1998 Mountain Upgrade Plan is 13,700. Mr. Schmidt pointed out that it is typical and standard for a resort to exceed its comfortable caring capacity by up to 25% on peak skier days, which is what those numbers represent.

Mr. Schmidt stated that there are details in Table 4 about the number of parking stalls that were proposed in 1998. The amount of lodging proposed, the Town Lift, and the Park City Transit all add up to skiers with a comfortable caring capacity of 17,000. Mr. Schmidt noted that on the left of the slide were the calculations that PEG produced and included in their application and the Master Plan Proposal. They used the same formula and the same logic and followed the process that was used in 1998, trying to get good comparison as to what is different and what is modified. Mr. Schmidt stated that there are a few less stalls than what was proposed in 1998. However, the total year supply at peak destination occupancy is 15,391. That is compared to the upgrade comfortable caring capacity as it exists today of 13,440. Mr. Schmidt noted that they were exceeding the comfortable caring capacity by about 13-15% in their proposal. It leaves room to grow and he believes the best way to increase the number of skiers to meet the 25% excess of the comfortable caring capacity is through mass transit, hotel shuttles, drop-offs, and Park City Transit.

Mr. Schmidt pointed out that the number for Park City Transit has not grown dramatically. In their calculations they used the existing ridership and grew it at 5% over 7 years to arrive at 2500 versus the 2200 anticipated in 1998. Mr. Schmidt believed there is a large opportunity to increase the riders of the bus system, but they need the ability to accommodate those skiers as they arrive. He commented on the

importance of achieving the proper balance to allow room for growth in the transit system.

Mr. Schmidt commented on employee, attainable, and affordable housing. He reported that the existing Development Agreement has a requirement for 80 beds to be provided; and 80 beds are for the improvement of the base area. He noted that 23 of those bed were defined and allocated in the 2015 Amendment to Parcel A. The balance of those would be the obligation of Parcels B through E. PEG Development has agreed to assume the responsibility for those 23 beds that should have been built with Parcel A. They will build them into their project, and as the developer and the owner, they will own and operate those facilities. To address the balance of the housing obligation, instead of the 57 beds that would remain, they were proposing to use the calculation of the current affordable housing resolution. Mr. Schmidt pointed out that the requirement comes to 72,453 square feet. Their proposal contains slightly over 80,000 square feet of affordable housing, including the 23 bed that were not built on Parcel A. Mr. Schmidt stated that the units would be built on the project site. They were not proposing to move the units off-site or proposing a fee in-lieu.

Mr. Schmidt presented a slide similar to the one Planner Ananth had presented. The building in white were the proposed building. The dark gray buildings were the existing buildings. He emphasized that they were not showing any proposed architecture. It was simply blocking and massing of the project. He anticipated details discussions on architecture in future meetings.

Mr. Schmidt presented a slide showing the cross-canyon view giving context to the surrounding community and building. Another slide was a bird's eye view from the roundabout at the intersection of Empire and Silver King looking up towards the mountain as you arrive at the Resort. He presented a slide showing the pedestrian view of the upper Plaza during the winter. Another slide was a view of the upper Plaza with a summertime view. Mr. Schmidt presented a slide from the north looking south to show additional context for the massing and scale of the buildings.

Mr. Schmidt stated that timing of construction is a primary issue they need to balance, and the ability to provide 1200-day skier stalls during any given ski season. He presented an estimated construction schedule and the proposed phasing as outlined in his presentation. The schedule starts with the parking structure on Parcel B in the Spring of 2021, subject to all the approval processes. The application package contains the construction schedule and mitigation plan. Mr. Schmidt believed they could build 800 stalls at that location in a given summer season with the proposal as presented. It would give them the ability to move on to the next phase and still provide

sufficient parking as they move through the balance of the project. Mr. Schmidt outlined the next phases and what would be built in each phase on each parcel. It is a phased and extended construction schedule, and there is a method to the complexity of balancing how to build parking to meet the needs of the ski season and building out the rest of the project.

Mr. Schmidt noted that within the application they included a section on sustainability. They were proposing 15 steps to follow the City's sustainability guidelines. He presented a graph showing energy use intensity.

Mr. Schmidt provided a quick comparison of the site plan that was contained in the 1998 Agreement compared to the site plan they were proposing. He noted that there have been a number of changes in the last 22 years, both physical and economic, in terms of the new sharing economy. Mr. Schmidt stated that their proposal responds to those changes and addresses the current environment. However, there are differences between the site plans that have a very physical effect on what they can do on the project. The 1998 site plan proposed a realignment of Lowell Avenue, bringing Lowell into the intersection with Silver King and Empire in exiting the Resort. There was no discussion in the 1998 of how that intersection would be controlled. Mr. Schmidt stated that with the current traffic levels, they do not believe a realignment of Lowell would be appropriate. He commented on the large utilities in Lowell Avenue, which are some of the existing constraints. Mr. Schmidt thought it made sense to respond to those constraints and not seek a realignment of Lowell Avenue.

Mr. Schmidt noted that in the original Master Plan, Parcel C had a smaller footprint. Parcel E had a large footprint. In their plan, Parcel E is much smaller, and Parcel C is a little larger. He pointed out that they were over the square footage by 15,000 square feet on Parcel C, but significantly under on Parcel E. Overall, on the entire project they are under the allowable square footage that was allowed in 1998. Mr. Schmidt pointed out that their proposal was significantly under the 353 density units allowed at just under 250 density units. Mr. Schmidt explained that their application letter mentioned 301 units, but that was for the purposes of calculating the fee. The 301 units includes the affordable housing units, which are not required to be counted as part of the Development Agreement.

Mr. Schmidt understood that Planner Ananth planned to talk about the form of the application and he requested time to respond to her comments and any public comments.

Commissioner Sletten referred to an earlier comment by Director Erickson that the initial approvals in 1998 envisioned that the developer and the ski resort would be one in the same. However, while the Marriott Mountainside timeshare and provides significant benefit to the ski resort, it is a completely separate ownership. Commissioner Sletten recalled that when Parcel B was under contract, the developer proposing a flag hotel at the time was an independent developer. He was trying to understand the bifurcation, because in those two examples there was a complete separation between the resort and the developer. Director Erickson stated that bifurcation is a certain number of operational departments they will need to continue when the parking garage goes to underground parking. The expectation originally was that there would be one operator of the development. That changed but the Development Agreement did not grow with that change. Director Erickson remarked that they were always under the assumption that the Resort would do the development and then sell off the parcels and manage a portion of the development. Since that was not the case, and they were trying to be extra careful.

Commissioner Kenworthy noted that Mr. Schmidt had said they would be providing 81,000 square feet of employee beds and he wanted to know how many beds that would be. Mr. Schmidt replied that the 72,000 square feet that is required under the requirements for the proposed improvements results in a unit calculation. The unit calculation is 900 square feet per unit. The unit calculation results in approximately 81 units. They would be 900 square feet two-bedroom units. One bed in each bedroom would be 160 beds, not including the 23 units from the Parcel A obligation that they would also be building.

Commissioner Suesser asked about the day skier parking below Building B. She asked if they had contemplated a pedestrian accessway under Lowell into the Resort, because she did not think it made sense for everyone arriving at the garage to be crossing Lowell. Mr. Schmidt stated that a pedestrian accessway under Lowell was explored, as well as a bridge. There were practical constraints and both a tunnel and a bridge have certain ramping issues to make those ADA accessible. In the case of a tunnel, there are a lot of utilities currently in Lowell, including the City's raw water line. They would need to dig deep enough to get under those utilities and the ramping becomes extensive. The same issue exists with a bridge. Ramping for ADA accessibility is necessary and the ramping becomes extensive. Mr. Schmidt stated that on the southwest side of the site, there is the potential to connect a bridge all the way to the elevated portion of the plaza to the west without a ramp. However, there are pros and cons for doing that, and the question is whether people would want to go up on the bridge to cross and then have to come back down using stairs or a ramp. He believed most people would take the path of least resistance and cross the road.

Commissioner Suesser wanted to know how pedestrians access the garage in Building B. Mr. Schmidt replied that the access for the day skiers is on the southwest and northwest corners of the parking garage. A stairwell and elevators on each corner will get skiers from the garage up to grade level.

Commissioner Sletten stated that over the last few winters he noticed that the impediment to traffic is caused as much by pedestrians walking across the street at various areas, as it is the haphazard drop-off parking. He encouraged Mr. Schmidt and his team to think outside of the box to see if there is any way to mitigate the skier pedestrian traffic walking across the street on Lowell. It would do a great service to enhancing the traffic flows.

Commissioner Van Dine agreed with Commissioner Sletten. She noted that the places proposed for crossing are also the only two routes to two of the Parcel B parking entrances. Commissioner Van Dine pointed out that they were channeling a large part of the traffic up that way, and at the same time 1,000 skiers will be trying to cross, which will impede all of that traffic. She thought the bottleneck would be bad in the morning. Commissioner Van Dine was unsure whether there was a creative solution, but she it will be a big hindrance to that area.

Mr. Schmidt stated that in terms of the bottleneck, hopefully what they see today will not be anywhere near what they will see in the future. By spreading out the drop-off for single or private owned vehicles and moving it down to between Parcel C and Parcel E, a large number of vehicles will be spread out over a couple of hours. Those vehicles will also be able to exit on the inside loop on Shadow Ridge instead of circulating all the way around the Resort. Mr. Schmidt stated that the team was willing to contemplate more creative solutions.

Commissioner Hall asked if the Commissioners would have the opportunity to walk the property in the near future with the applicant. Chair Phillips thought the Planning Commission could request a site visit once they start getting into the details. Commissioner Hall stated on the record her formal request to walk the entire site with the developer.

Planner Ananth thought it was a good idea and she would schedule a site visit. The site visit needs to be publicly noticed and she will do that once the visit is scheduled. Director Erickson cautioned the Planning Commission about having ex-parte communications. When the Commissioners do the site walk, they should not make any comments. They should walk the site and let the developer talk. The Planning

Commission should make their comments in an official meeting, so the public has the opportunity to hear what they have to say.

Commissioner Thimm noted that Mr. Schmidt talked about phasing, parking, and the number of stalls on each parcel. He asked if there is ever a point in the winter where they contemplate less than 1200-day skier stalls. Mr. Schmidt answered no. They never dropped below 1200 stalls during the winter, and in a couple of cases they exceeded 1200 stalls as they go through the phasing. Commissioner Thimm asked for the lowest number of patron parking stalls at any given time in the summer during construction. Mr. Schmidt did not have that number available, but he assumed the largest impact would be the first phase when they start building on Parcel B. He noted that there are 400 stalls on the surface of Parcel B. During the summer is the first season when they would have 400 stalls out of commission on Parcel B. Commissioner Thimm clarified that in the worst case 800 stalls would be available. Mr. Schmidt answered yes.

Commissioner Kenworthy commented on the sawtooth bus parking. Mr. Schmidt also mentioned off-site remote lots. Commissioner Kenworthy stated that they were looking for the public/private/private partnership. He asked if Mr. Schmidt had worked with the City and Vail to come up with a traffic plan from these remote lots. Mr. Schmidt replied that they have had discussions with the City in terms of the existing bus service; however, they did not have detailed discussions about enhancements or improvements or new lots. Commissioner Kenworthy encouraged those discussions and he encouraged Mr. Schmidt to be bold. He pointed out that it was what the community requested in the recent visioning.

Planner Ananth stated that the Development Agreement is the result of an MPD approval. In this case, the 1997 Planning Commission and City Council approvals are restated in the 1998 Development Agreement, which memorializes the developer's commitment to comply with all the conditions of approval; and lays out the obligations and relationships of various parties.

Planner Ananth reported that the existing Development Agreement is 22 years old and has many attachments, including exhibit that will need to be amended, an expired site plan, amendments to additional land annexed into the City; as well as an Amendment in 2015 and another amendment in 2019. Planner Ananth stated that in 2019 the first Amendment acknowledges that the PCMR Concept Master Plan component of the Development Agreement has lapsed, but that the developer's rights under the Development Agreement remain fully vested with regard to the allowed density on the site.

Planner Ananth stated that the current application is quite different than what the 1998 Development Agreement anticipated. The 1998 agreement anticipated that it would be the Resort developing the base area, and not a third party. That it would not be the major generator of traffic to the area, nor the party necessarily responsible for parking and employee housing.

Planner Ananth stated that to try and amend the Development Agreement, which is entirely based on a Master Plan that the applicant is proposing to replace, requires a new MPD in the opinion of the Planning Department. Section 15-6-4(i) of the Land Management Code lays out what constitutes a change of concept, density, unit type, or configuration that justifies a review of the entire Master Plan and Development Agreement by the Planning Commission. If the modifications are determined to be substantive, the applicant must apply for a new MPD. Planner Ananth stated that if the applicant was proposing the same project as the 1998 concept master plan, then amending the Development Agreement to update and clarify the different obligations of the various parties would be appropriate. However, to amend the Development Agreement with a completely base plan and a different developer, the Planning Department believes a new MPD would be required.

Planner Ananth remarked that there were significant differences between the 1998 concept master plan and the current application submitted. Those changes include, but are not limited to, the seven reasons laid out in detail on pages 65 and 66 of the Staff report. The Planning Department believes these differences constitute a change in concept, density, and configuration from the 1998 Development Agreement.

Planner Ananth requested that the Planning Commission begin the discussion of amend versus a new MPD, because that decision lies with the Planning Commission and not the Planning Department. It is the Planning Department's opinion that a new MPD can acknowledge the agreements of the past and delineate who has responsibility for issues such as parking, traffic, and housing; and rewrite a new development agreement that clarifies this bifurcation.

Director Erickson stated that because of the depth and density of information in the Staff report, he thought they should also have this discussion on June 10th to give the applicant the opportunity to respond since they had only received the Staff report a few days earlier. Director Erickson suggested that the Planning Commission consider adding this as a discussion item to go through the hard questions.

Planner Ananth presented a slide that was submitted by Commissioner Thimm, and she thought it was interesting that the applicant had shown an almost identical slide comparing the 1998 site plan to the proposed site plan. Planner Ananth thought the Planning Commission should spend the rest of the time tonight focusing on the amend versus new question. If the Planning Commission would like any additional information in order to make their decision on June 10th or a later meeting, they should request that information this evening.

Planner Ananth remarked that the Planning Department was still waiting on additional information from the applicant. They were looking for calculations of the amount of parking above grade to get a truer sense of the development area ratio of those buildings. They were looking for vertical and horizontal articulation in compliance with the LMC. Planner Ananth thought there may be an error in the UE calculation, and she would like the applicant to submit additional information and confirm that the current numbers are correct.

Chair Phillips stated that he had a number of questions from the presentations, but he would reserve his questions for the next meeting when the discussion is more topic specific. He believed the first step is to determine the path forward.

Mr. Schmidt stated that he looked forward to a robust and thorough review of this application. Mr. Schmidt had concerns with the discussion over whether it is an amendment or a new MPD. He pointed out that the existing MPD and Development Agreement has multiple appendages; including the 2007 Annexation Agreement, the 2015 Amendment, and the 2019 signed Agreement. The existing Development Agreement also contains the Mountain Upgrade Plan. Mr. Schmidt stated that from the perspective of a correct solution, their application anticipates amending the existing MPD and the Development Agreement, which might look like a new Development Agreement in the end. He assumed there would be a document outlining how they intend to address all the issues discussed; however, he believed that should be an amendment to the existing Development Agreement.

Mr. Schmidt stated that in terms of the technicalities of the Code, there was a difference of opinion in looking at 15-6-4(i), MPD Modification. He believed that 15-6-4(i) requires that a change in concept, density or unit type, will justify a review of the entire master plan and development agreement by the Planning Commission. His interpretation is that a review is required but not a new development agreement and master plan.

Mr. Schmidt noted that 15-6-4(i) also states that if the modifications are determined to be substantive, the project will be required to go through the pre-application public

hearing and determination of compliance as outlined in 15-6-4(b). However, determination of compliance it is not defined in 15-6-4(b) and the applicant is left not knowing what that means. Mr. Schmidt remarked that 15-6-4(b) states that the applicant may request a work session and that the applicant is encouraged to conduct independent public outreach. It further states that at the pre-application work session, the applicant will have the opportunity to present the preliminary concepts. The public will be given the opportunity to comment on the concepts. The applicant can also address neighborhood concerns. For larger MPDs, it is recommended that the applicant host additional neighborhood meetings in preparation of filing a formal application.

Mr. Schmidt could find nothing in the Code that requires a new MPD and a new Development Agreement. He believed what they applied for is correct. They should amend the existing Development Agreement because so many things are attached to it and they cannot start over. The development rights and the dedication of open space exists within the existing Development Agreement. Mr. Schmidt assumed there could be an assignment of those rights over to a new Development Agreement, but at that point it becomes an amendment. Mr. Schmidt clarified that they have applied for an amendment, but they would still go through the same process they would if it were a new MPD and a new Development Agreement. There would be a new site plan at the end of the process and an amendment to the Development Agreement, which will look very much like its own Development Agreement.

Director Erickson noted that PEG Development laid out some of these arguments in a lengthy letter to the Planning Department. He asked if that letter was included in the Staff report. Mr. Schmidt clarified that PEG Development did not write a letter regarding this issue because they only became aware of it when the Staff report came out on Friday. Planner Ananth thought Director Erickson was referring on an email exchange in early March that resulted in the supplemental information that PEG Development submitted on April 20th requesting the height variations and clarifying that they were seeking a waiver down to the zone setbacks. That email was included in the Staff report.

Chair Phillips opened the public hearing.

Planner Liz Jackson noted that eComments were received during the presentation. All the public comments submitted before and during the meeting were entered into the record.

Planner Jackson summarized the public input as follows:

Michael Kaplan wanted to know how the project would interact with the existing or future ski lifts.

Sid Embry asked if the comments submitted to the developer via baseareaproject@gmail.com at the request of PEG during the open house in March at the Hyatt be shared with the public, or whether the community members should submit their comments directly to the Planning Department.

William Tittler remarked that the pedestrian flow is critical for this project. Right now, people can walk anywhere with buildings in place. The sidewalks and pedestrian walkways should be wider than normal because of the number of people and equipment that needs to flow through the area. The setbacks in place originally would allow for this, but it does not seem the tighter setbacks proposed will in the current proposal.

Stephen Nielsen referred to the 5B parking lots and asked how lower mountain access be protected for people walking from Three Kings Drive and Silver King Drive.

Reed Shotz noted that the Planning Commission Staff Report mentions the PEG Development proposal has several major modifications compared to the 1998 PCMR Concept Master Plan. The PEG proposal has narrower setbacks, taller and more dense building up to seven stories, less pedestrian and trail connectivity, 600 fewer underground parking stalls, fewer view corridors and traffic/transportation issues. In his view, PEG should not amend the development agreement, but submit a new MPD as recommended by Staff.

Randall Kirsch submitted two comments. He owns several condos in the Lodge at Mountain Village. They just spent over \$1 million collectively on the plaza by the ice rink. It appears that PEG would like all of the parking foot traffic on B to access the ski mountain by going over the ice rink plaza. There needs to be a cost sharing agreement for future improvements and maintenance on the plaza. He did not see that in the plan. Mr. Kirsch opposed the plan without some type of agreement in place.

Mr. Kirsch pointed out that none of the drawings show how their condo views will be affected from the additional height and reduced setbacks requested. Until he can see the impact on their views, they opposed such variance requests. If the affect is minimal, they would not oppose it.

Debra Rentfro did not think the plans reflect the personality of Old Town. Tall metropolitan structures built for a city do not belong. Just as residents are held to standards to keep the history of the area alive, so should PEG. Locals and tourist alike love this town because of its small feel and charm, and views from most anywhere in the community. The existing plans will take away from both. In addition, the traffic suggestions without any dedicated pedestrian crossings, bridges, or otherwise is unreasonable.

Sherry Harding noted that Three Kings Condominiums #11, 12, 13, and 14 on Silver King Drive face the tallest buildings of the PEG proposed development. She opposed this. Building heights should follow the slope of the parking lot down to the north. The current plan shows taller buildings to the north. A giant wall along Silver King Drive is undesirable. It blocks views and blocks sun.

Ruska Jereky had sent comments/questions by email to Alexander Ananth.

Nancy Lazenbee asked if the original 1998 plan was still valid. Several requirements were spelled out in that plan that need to be completed prior to 2003 and she wanted to know if those were done.

Lisa Paul, the HOA President for Powder Point, thought this was too dense for the area. It needs less units and less retail. Need to fix the traffic problem before development. Need to have a height restriction. Not higher than Silver King. Developer should pay for pedestrian crossing light like on Park Avenue. Developer should help pay for police to monitor the streets like what was done during Sundance because of the parking issues this will create. There also needs to be more open space.

Chair Phillips closed the public hearing.

Director Erickson asked the Commissioner to remember that the Deer Valley Development Agreement has been amended 12 times to accommodate changes in the development. For this application, he thought the Staff report laid out the changes in the uses of the parking, transit, and affordable housing. Those items should be memorialized in some way regardless of whether they amend the existing Agreement or do a new Development Agreement. Chair Phillips agreed that Planner Ananth had sufficiently laid out the necessary information.

Chair Phillips stated that he was on the Planning Commission when Woodward was being proposed and the base of the Resort, and he recalled at that time having

discussions about a new MPD. Chair Phillips thought there appeared to be substantial differences between the Development Agreement and the current proposal.

Planner Ananth requested that the Planning Commission comments on their thoughts in terms of amend versus new to they can get a sense of the direction this was going. She would also like the Commissioners to identify any additional information they need to help make their decision.

Commissioner Sletten commented on the voluminous amount of information, and he was pleased that they were postponing the final decision-making issues on whether to amend or replace until they have a better understanding. Commissioner Sletten stated that in looking at it holistically, the changes appeared to be de minimus. He was not prepared to take a position at this time on whether to amend or replace because he needed more time to thoroughly review all the information provided.

Commissioner Thimm stated that he was open minded in terms of the amended Development Agreement versus a new MPD, and he was willing to look at additional information if necessary. Commissioner Thimm thanked Planner Ananth and the applicant for a most thorough presentation this evening.

Commissioner Thimm thought there were several items to consider with regard to the information contained in the Staff report and evidenced in looking at the comparison of the 1997 versus the 2020 site plans. He noted that planners and designers look at things from out of the box and there will be different solutions. However, understanding what is entitled and trying to work within certain parameters is something they need to keep an eye on. Commissioner Thimm emphasized the importance of looking closely at the mass and height and understanding how that compares to the existing entitlements. He thought the setback reduction should be looked at very closely to verify that it will be a betterment to the development and to the City. Any documentation that would help the Planning Commission better understand that would be important. Commissioner Thimm believed that statistically there are gaps that need to be filled in terms of commercial space, support space, accessory space, and what is being proposed versus the entitlement, and what the underlying zoning allows.

Commissioner Thimm noted that a very thorough traffic analysis by Hales Engineering was provided. However, he did not see a parking analysis and he thought that was important. He recognized that the applicant provided parking information in their presentation this evening, but he thought they should look at a parking analysis for this specific time, day and age where they are trying to encourage people to use public transportation, where people are moving away from using cars and parking up and

down streets, and where more people are using Uber. Commissioner Thimm suggested a thorough parking analysis of what is actually needed. If the parking analysis confirms 1200 stalls that would be fine, but if it determines that less stalls are needed, he was open minded to look at that as well.

Commissioner Thimm was pleased that the employee housing appears to be shored up. He suggested asking Rhoda Stauffer for her thoughts on what was being proposed. Commissioner Thimm thought the circulation made sense. However, at some point he would like the traffic engineer to explain the level of service and whether it is improved or degraded as a result of this project; not only for what is in the development but also the surrounding area. Commissioner Thimm liked the reorientation of the road system along Lowell where they were extending the double roundabout. He thought it was a great solution and they were separating traffic decisions. Commissioner Thimm thought it appeared to be a safer situation in the long run.

Commissioner Thimm noted that Planner Ananth had outlined a very aggressive schedule. He would like to keep to that schedule and work through this in a quick and efficient manner.

Commissioner Hall asked if it was possible to get a more thorough legal analysis of the new amendment versus the existing; particularly, focusing on the impact of the non-resort owner as the developer, which was presumed differently in the 1998 Development Agreement. More importantly would be the bifurcation of the Development Agreement obligations.

Commissioner Hall appreciated the slide regarding sustainability. She was unsure whether there had been communication with the City Sustainability Department, but she would like to see their input regarding the impact and the different mechanisms proposed. In terms of transit, Commissioner Hall had a preference for bike parking and wider sidewalks. She reiterated her request to walk the site. Commissioner Hall asked if it was possible to get input from the Transportation Department regarding coordination with the park and ride, or possibly have someone from the Transportation Department attend the next work session.

Commissioner Hall asked if the affordable housing would be rented or sold. Mr. Schmidt stated that in terms of for-sale versus rental, the calculation was based on the number of for-sale condo units. They followed the 15% rule that is used for calculation purposes and translated that into the estimated for-sale attainable housing units. Mr. Schmidt clarified that it was a soft proposal at this time because there are no clear

guidelines for making the final determination on how many should be for-sale or for rent.

Commissioner Hall commented on the vibrancy of the commercial outdoor space. It is a critical component that needs to be done properly. She would like Mr. Schmidt to provide additional information either this evening or at a future work session on the logistics of access and ensuring that there is enough public access. She wants to make sure it is not bifurcated for private residences.

Commissioner Suesser stated that she was still working through all the information in the Staff report and she was not prepared to say which way she was leaning in terms of amend versus new. Commissioner concurred with the other Commissioners regarding the additional information they requested because it was the same requests she had in mind.

Commissioner Van Dine agreed with all the comments from the other Commissioners. She would also like someone to see if there is a way to work within the current Development Agreement to address all the issues by amending it rather than starting over. She would like to know the feasibility and what it would look like. Commissioner Van Dine noted that the Staff report mentioned outstanding obligations from the 2015 MPD and Development Agreement amendments that remain to be completed. She could not find where those were discussed in more detail in the Staff report. Commissioner Van Dine requested to see an outline of what is missing, so they can make sure those amendments occur if they choose to amend the existing Agreement, or make sure they are addressed in a new Master Plan.

Commissioner Van Dine commented on the projections with the parking analysis. They know that skier days have increased year after year, and it is important to make sure the analysis is current with transit use, as well as making sure enough parking is being provided. She pointed out that there will be very little room to expand this project and it is important to make sure they address future changes to the community and the Resort Center. Commissioner Van Dine stated that she was still working through the packet for a second time.

Commissioner Kenworthy stated that he would need more time to think about this and to do his own research on 15-6-4-(b). He would like to verify the reduction of the UEs to make sure they are specific on that benefit. Commissioner Kenworthy remarked that connectivity was his number one concern. A major goal is connecting to the beds and the main commercial. He was not seeing any of that connectivity. He could see the transportation loop possibly being improved with the one-way and the roundabouts, but

he was looking for the connectivity for car traffic, pedestrians, and mass transit. He would like to see that information at the next work session. Commissioner Kenworthy was also interested in seeing the information requested by the other Commissioners.

Chair Phillips agreed that everyone was still trying to digest all the information. He appreciated the presentations and having the opportunity to get familiar with the proposal. As they begin to dig further and get more familiar with the existing development Agreement, he thought the applicant and the Staff should have a good idea on what the Planning Commission will need to make this determination. Chair Phillips hoped to get through that process fairly quickly. Chair Phillips was aware that the applicant needed as much time as the Planning Commission and the public to digest the packet.

Chair Phillips thought a site visit would be helpful, especially as they were all trying to familiarize themselves with this project. He preferred a site visit sooner rather than later. Chair Phillips did not believe the applicant would want to significantly change their proposal, and it was a matter of how the Commissioners' process it. He thought they should be able to get to that decision possibly at the next meeting. After that, they could start getting into more details of their various concerns. He intended to prioritize his list of concerns and highlight his high-level concerns. He would like to give the applicant his high-level concerns before they get to the specific in later meetings.

Chair Phillips asked Planner Ananth how the schedule she proposed would be affected by whichever path they decide is appropriate for this application. Planner Ananth replied that she tried to give a good amount of time between the June 10th meeting and the next scheduled meeting on July 22nd, which is when they will get into more substantive issues. Planner Ananth stated that the project itself will not change, whether it is an amendment or a new MPD, so it is basically the semantics of filing the application. Planner Ananth did not think the schedule will be slowed down much, if at all.

Planner Ananth summarized that a site visit would be very helpful. Since it needs to be publicly noticed, she asked about the possibility for having a site visit on June 10th from 4:00-5:00 p.m. prior to the Planning Commission Meeting. Mr. Schmidt stated that PEG could accommodate a June 10th site visit.

Planner Ananth noted that Exhibit A to the Staff report was a zoning review memorandum, and it outlined the pertinent conditions in the Development Agreement, as well as the previous approvals. It also summarizes the key component of the 2015 amendment, the 2007 amendment, and the 2018 amendment. She thought that would

be helpful for the Commissioners to pull out Exhibit A as they review the larger documents.

Planner Ananth asked if the Planning Commission would be able to make their decision on June 10th, or whether that time schedule was too soon. Chair Phillips did not think the Commissioners could say anything definitive, but he would like to think they could. They now have the big picture and they have heard from the applicant and the Staff in a thorough presentation.

Commissioner Hall asked if City Attorney Harrington was allowed to weigh in on the bifurcation of the Development Agreement obligations.

City Attorney Harrington stated that he would not so much weigh as help them craft the result that the Planning Commission determines appropriate with the Code section and the remaining obligations in the Development Agreement. They could find the proper approach that brings clarity to resolving that, depending on how the Planning Commission decides the first issue.

Commissioner Hall asked if it would be possible to have someone from the Transit Department attend the site visit. Planner Ananth replied that she would ask someone from Transit to attend. Chair Phillips clarified that the site visit cannot be a Q and A. The purpose of the site visit is for the applicant to orient the Planning Commission and explain their plan in relation to the site.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

- 6.A. 84 Daly Avenue – Steep Slope Conditional Use Permit – The Applicant proposes to Construct a Single-Family Dwelling on a lot Containing 3,858 square feet with a Building Footprint in Excess of 200 square feet Projecting Over an Existing Slope of 30% or greater.**
(Application PL-20-04480)

Planner Caitlyn Barhorst presented the application for a steep slope conditional use permit for 84 Daly Avenue. She had slides available if anyone was interested, and she was prepared to answer questions.

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

Director Erickson remarked that the steep slope CUP was coming to the Planning Commission because the lot size is larger than a standard 25' x 75' lot, which can be approved administratively.

Planner Barhorst reported that this property previously went through a plat amendment to combine a lot and a half. The lot is 42' wide. The house is approximately 32 feet wide.

Chair Phillips opened the public hearing.

No public comment was received.

Chair Phillips closed the public hearing.

MOTION: Commissioner Kenworthy moved to APPROVE the application for a Steep Slope Conditional Use Permit for the property located at 84 Daly Avenue, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval found in the Staff report. Commissioner Van Dine seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – 84 Daly Avenue

1. The property is located at 84 Daly Avenue.
2. On April 21, 2020, the Planning Department received a complete application for a Steep Slope Conditional Use Permit (SS-CUP) for "Construction on a Steep Slope" at 84 Daly Avenue.
3. The property is located in the Historic Residential (HR-1) District.
4. The lot contains 3,858 square feet.
5. Per LMC 15-2.2-6(A)(2), a Steep Slope CUP is required for any Structure in excess of 200 square feet located on or projecting over an existing slope of 30% or greater. The average slope is 45-50% within the proposed footprint.
6. The proposal complies with LMC 15-2.2-2 Uses, as a Single-Family Dwelling is an Allowed Use in the HR-1 District.
7. The maximum Building Footprint for this Lot is 1,553 square feet, and the proposed Footprint is 1,546 square feet.
8. The proposal complies with the Front and Rear Setbacks. The minimum Front and Rear Setbacks are twelve feet (12') each, for a total of twenty-five feet (25'); the Applicant is proposing at least an approximate 31ft Front Setback and a 12ft Rear

Setback, for a total of 43ft.

9. The proposal complies with the Side Setbacks. The minimum Side Setbacks are five feet (5') each, for a total of ten feet (10').

10. The proposal complies with LMC 15-2.2-5, with a maximum height of twenty-seven feet (27') from Existing Grade. The maximum height of the proposed structure is 26 feet.

11. The proposal complies with LMC 15-2.2-5(A), maximum interior height is thirty-five feet (35') as the proposed interior height is 35 feet.

12. The proposal complies with LMC 15-2.2-5(B), ten foot (10') minimum horizontal step in the downhill façade.

13. The proposal complies with LMC 15-2.2-5(C) in that the Contributing Roof Form is between 7:12 and 12:12.

14. The proposal complies with 15-2.2-6(C)(1), Location of Development. The structure has been designed to step the building mass with the slope.

15. The proposal complies with 15-2.2-6(C)(2), Visual Analysis. The applicant submitted a photographic visual analysis, including street views with the proposed structure superimposed, to show the proposed streetscape and bird's eye views. As demonstrated by the visual analysis, the proposed structure fits within the context of the slope, neighboring structures, and existing vegetation.

16. The proposal complies with 15-2.2-6(C)(3), Access. The proposed twelve-foot (12') wide driveway located within the Front Setback ranges from a 6.6%-9.0% slope. The driveway leads to a single garage door.

17. The proposal complies with 15-2.2-6(C)(4), Terracing. The Applicant is proposing to use the Structure itself as the majority of retailing of Natural Grade. The applicant is not proposing to change grade more than four feet (4') around the periphery of the structure except for the placement of a window well and has largely maintained Natural Grade where possible.

18. The proposal complies with 15-2.2-6(C)(5), Building Location. The structure's footprint is located approximately 31ft from the front property line, which maximizes the open areas as viewed from the Primary Public Right-of-Way and provides for natural vegetation. The existing tree in the Front Yard will be replaced per the Landscape Plan (Exhibit X).

19. The proposal complies with 15-2.2-6(C)(6), Building Form and Scale. The structure is broken into small components that step along the existing site contours so that no greater than 2 stories in height can be seen in one building module. The single-car garage complies with the Historic District Design Guidelines and is designed as a tandem (2-deep) garage attached to the structure.

20. The proposal complies with 15-2.2-6(C)(7), Setbacks. The required Front/Rear Setback for a Lot with a Depth from 75ft to 100ft is 12ft with a total of 25ft. The Structure maintains an approximate 31ft Front Setback, and a 12ft Rear Setback.

21. The proposal complies with 15-2.2-6(C)(8), Dwelling Volume. The proposed design is broken into compatibly-scaled massing components. The design includes setback variations and lower building heights for portions of the structure. The proposed massing and architectural design components are compatible with both the volume and massing of single-family dwellings in the area. The design minimizes the visual mass and mitigates the differences in scale between the proposed single-family dwelling and surrounding structures.

22. The proposal complies with 15-2.2-6(C)(9), Building Height (Steep Slope). The proposed new construction complies with the twenty-seven feet (27') maximum building height requirement measured from existing grade.

23. The property was posted and notice was mailed to property owners within 300 feet on April 23, 2020. Legal notice was also published in the Park Record in accordance with requirements of the LMC on April 29, 2020.

24. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance).

25. The findings in the Analysis section of this report are incorporated herein.

Conclusions of Law – 84 Daly Avenue

1. The CUP, as conditioned complies with the Park City Land Management Code § 15-2.2-6.
2. The CUP, as conditioned, is consistent with the Park City General Plan.
3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval 84 Daly Avenue

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
3. 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.
4. This approval will expire on May 27, 2021, if a building permit has not been issued by the building department before the expiration date, unless an extension of this approval has been requested in writing prior to the expiration date and is granted by the Planning Director.
5. Plans submitted for a Building Permit must substantially comply with the plans reviewed and approved by the Planning Commission on May 27, 2020, and the Final

HDDR Design.

6. All new retaining walls within the rear and side setback areas shall not exceed six feet (6') in height measured from final grade and retaining walls within the front setback area shall not exceed four feet (4') in height measured from final grade. An exception may be granted by the City Engineer per LMC 15-4-2(A)(1).

7. Residential fire sprinklers are required for all new or renovation construction on this lot, per requirements of the Chief Building Official.

8. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine related impacts. 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.

9. All exterior lighting, on porches, decks, garage doors, entryways, etc. shall be down directed and shielded to prevent glare onto adjacent property and public rights-of-way and shall be subdued in nature. Light trespass into the night sky is prohibited. Final lighting details will be reviewed by the Planning Staff prior to installation.

10. Construction waste should be diverted from the landfill and recycled when possible.

11. To the extent possible, existing Significant Vegetation shall be maintained on Site and protected during construction. When approved by the Planning Department in writing to be removed, the Significant Vegetation shall be replaced with equivalent landscaping in type and size. Multiple trees equivalent in caliper to the size of the removed Significant Vegetation may be considered instead of replacement in kind and size.

12. All excavation work to construct the foundation of the proposed single family dwelling shall start on or after April 15th and be completed on or prior to October 15th. The Planning Director may make a written determination to extend this period up to 30 additional days if, after consultation with the Historic Preservation Planner, Chief Building Official, and City Engineer, determines that it is necessary based upon the need to immediately stabilize an existing Historic property, or specific site conditions such as access, or lack thereof, exist, or in an effort to reduce impacts on adjacent properties.

6.b. Addendum to Technical Report #6 Historic Preservation Plan of the Amended and Restated Development Agreement for Flagstaff Mountain (2007).

Planner Hannah Tyler reported that the objective this evening was to discuss a proposed amendment to Technical Report #6 of the Amended and Restated Development Agreement for Flagstaff Mountain. Doug Ogilvy, representing the Empire Pass Owners Association, was also on the line. Planner Tyler noted that she would be

referring to the Empire Pass Owners Association as the EPMOA throughout her presentation.

Planner Tyler stated that the Staff brought forward an amendment to Technical Report #6 of the Amended and Restated Development Agreement. This amendment would adopt the 2019 Historic Preservation Plan update, which was completed by SWCA in August 2019. Planner Tyler reported that since August 2019, the City Council approved a Memorandum of Agreement, a MOA, and directed the Staff to have the Planning Commission amend Technical Report #6 to adopt the Historic Preservation Plan. At that meeting, the City Council also directed the Staff to work with and collaborate with the Park City Museum, the Friends of Ski Mining Mountain History, and the EPMOA. The Council wanted the Staff to prioritize projects and look specifically at the projects to be worked on in 2020.

Planner Tyler stated that the Staff organized a meeting in April with those parties to prioritize a list for all of the projects, and also those in 2020. In order to move forward, based on the priority list for the proposed 2020 projects, the Planning Commission must first amend this technical report. Planner Tyler explained that the Staff was trying to push on with the momentum to get the work done in 2020 so they can move forward with that progress.

Planner Tyler reiterated that the Technical Report #6 that was adopted in December 2001 was being amended. At that time, the Planning Commission approved 12 Technical Reports as attachments to the 1999 Flagstaff Mountain Resort. She pointed out that the actual amendment is to a 2007 MPD Development Agreement; however, Technical Report #6 did not change in 2007. Planner Tyler stated that last year the Park City Museum and members of the community voiced concern about historic preservation within the Flagstaff boundary during Planning Commission hearings. They expressed concern over compliance with the underlying 2001 obligations for projects that were in the pipeline.

At the time, and in response to that community concern, the Planning Commission requested that the City Council review an updated historic preservation plan to provide guidance and policy direction on how they would achieve compliance, and direct the Planning Commission to move forward with other projects within this boundary. In response, the EPMOA hired SWCA to complete the updated report, and that was to amend the 2001 technical report. SWCA completed that report in August 2019. Planner Tyler stated that the overall objective of the 2019 historic preservation plan was to assess the condition and compliance for 19 of the 21 resources that were originally identified in Technical Report #6. Two of those 21 resources are located outside of the

EPMOA boundary. For that reason, they are not reflected in this report and they were not surveyed.

Planner Tyler stated that after the report was provided to the City, the City Council held a study session in November 2019 and invited the Planning Commission. At that study session, the Staff provided an overview of the 2019 historic preservation plan, an overview of the draft MOA, as well as funding levels. In response to that study session, the City Council gave direction to put together a draft priority list for expenditures and asked that the Staff continue to work with the EPMOA on funding levels for that MOA.

Planner Tyler reported that after the study session, the Mayor and the City Staff negotiated a Memorandum of Agreement between the City and the EPMOA to prioritize those outstanding work requirements based on the 2019 historic preservation plan updated. The MOA also negotiated specific funding levels over a 20-year period. Planner Tyler stated that between November and February, several developers came to the table and proposed to contribute additional funding to the MOA, in addition to the EPMOA and also the City's reallocation of the real estate transfer fees. Planner Tyler remarked that in total, the MOA formalizes a \$1,405,000 investment in historic preservation over a 20-year period. That does not include the anticipated acquisition of the Daly West by Deer Valley. Planner Tyler stated that the MOA was ultimately approved by the City Council gave the Mayor direction to sign the MOA. That occurred in March 2020 and that was the last time the City Council gave the Staff direction to come back to the Planning Commission. Planner Tyler noted that an important piece is that the MOA stipulates that a historic preservation plan update would need to be submitted to the City prior to completing those work requirements. The preservation plan was submitted in November. The Council reviewed the priority list in February 2020 and directed the Staff to work with the groups she previously mentioned to review that list.

Planner Tyler summarized that the Staff met with those partners in March to discuss those projects, and they were looking to continue to build on that momentum and discuss the projects moving forward once the Planning Commission amends Technical Report #6 to adopt the historic preservation plan update.

Planner Tyler walked through the findings of the 2019 Historic Preservation Plan, as well as one technical adjustment that the Staff was proposing. She noted that there were three categories of outstanding work. One is building and structural preservation, the second is interpretive signs, and the third is revegetation of waste dumps. Planner Tyler stated that there were only two building resources that were required to complete

work in the 2001 agreement; the Judge Mining and Smelting Building and the Little Bell Ore Bin.

At the November 7th study session, the City Staff and City Council stressed the importance of immediate action for the compromised roof structure at the Judge Building. The EPMOA obtained permission to access that building and they have made excellent progress. Planner Tyler stated that this work was an effort to address immediate concerns to the structural stability of this site. The 2001 recommendation was for this structure to serve as an office or recreation building. The Staff recommendation was that EPMOA take necessary steps with the owner to stabilize the structure in order to provide seasonal protection from the elements. After they reached the stabilization phase, they would confirm future use and next steps depending on the needs of the end user. Planner Tyler pointed out that an end use needs to be identified and there will be work associated with that use on the interior. At this point, the primary concern was simply stabilization.

Planner Tyler asked Doug Ogilvy to talk about the awesome work that was done on the Judge Building. Mr. Ogilvy stated that after multiple visits to the Planning Commission they followed the Commission's guidance in November and tackled the Judge Building, which had suffered significant damage in the winter of 2018-2019. Right before Christmas they had a contractor on board and they immediately proceeded with stabilizing. Mr. Ogilvy remarked that the contractor did a great job moving through and by early February had roofed in the damaged sections of the building. By mid-March they stopped for the winter having put ice and water shield on the new section of roof installed. The contractor was back on site either this week or next week to complete the stabilization repairs, which involves putting a new galvanized roof on the south side of the building. They will also be repurposing some of the existing galvanized roof on the north side of the building, primarily to maintain the historical integrity of the roof to the extent possible. They would also be putting permanent doors into the front of the building and into the back portion. If anyone chose to walk up there in the winter, they would have been crawling through a small wooden door. They intend to put on steel doors that will provide future access. Mr. Ogilvy commented on a number of significant spruce trees hanging over the building, and they will have an arborist surgically remove trees they believe are endangering the building.

Mr. Ogilvy anticipated that the stabilization of the Judge Building will be completed by June 30th. The work already done does not preclude any future uses, but the license agreement they obtained from the building owner restricted them to the repairs at this time. Future uses will be another discussion.

Planner Tyler stated that the next structure is the Little Bell Ore Bin. She noted that the Friends of Ski Mountain Mining History and the Museum made great progress on this structure in the summer of 2019. They made improvements to the Little Bell by structurally stabilizing failed members and made related improvements to failed materials. This was in accordance with the 2001 historic preservation plan recommendation of additional stabilization. Planner Tyler noted that it was recommended 20 years ago and there was significant decay over that 20-year period from the initial photos.

Planner Tyler reported that there was still an outstanding obligation from the 2001 historic preservation plan because it recommended a permanent structure with an all-weather roof. The Staff interprets this as either a free-standing structure that would hover above the Little Bell, or a physical roof attached. The concept was reviewed by the Design Review Team and they reviewed the requirement in its two potential forms. They also talked to the Chief Building Official about the possibility of having to add a roof in what the structural requirements would be accommodate snow load.

Planner Tyler stated that between having to add either additional structural members to support a new snow load, or having a canopy hover above the structure, the Staff and the Design Review Team felt this would affect the historic integrity of this site. Between the work that was recently completed in 2019 and future inspections and seasonal monitoring, the Staff finds that this structure is in general compliance with the 2001 recommendation of maintaining the structural integrity. They also find that the addition of either a roof or a canopy structure will ultimately diminish the site and the historic integrity of this area in general.

The Staff requested that the Planning Commission remove that requirement based on what they know from a historic preservation standpoint. Planner Tyler asked if there was consensus that the Planning Commission was comfortable removing that requirement based on the feedback from the Design Review Team.

Commissioner Sletten clarified that there was no canopy or roof on the building when it was originally constructed, or at least as far back in history they could go. Planner Tyler replied that he was correct.

Commissioner Thimm asked if Planner Tyler was asking for consensus now. Planner Tyler thought it would be easier to get consensus now before they move on to other issues. Commissioner Thimm stated that he was in favor of proceeding as recommended without a roof either hovering or attached. Commissioners Sletten, Van Dine, and Hall concurred.

Planner Tyler noted that the Judge Building and the Little Bell Ore Bin were the only two structures that were required to have preservation in 2001.

The next category was interpretive signs. Planner Tyler reported that of the 19 resources, all were required to install interpretive signs. According to the 2019 historic preservation plan update, and based on input from the Park City Museum, only eight resources have installed those signs. There were still 11 outstanding interpretive signs. Planner Tyler noted that the 2019 update stated that the Judge Mining and Smelting Building did not install a sign. However, there was a sign and the Staff report reflects that clarification.

EPMOA is aware of what items on the list still need to be done and those things will be funded as they start to address each of the sites. At the time of restoration of each site, they will be proposing to add the signs.

Planner Tyler stated that the revegetation was the last category. She noted that only 11 resources that required revegetation. All have attempted revegetation but with differing success rates. Four of the 11 sites have completed the required revegetation. Considered completion is at least 90% revegetation. The remaining seven sources attempted revegetation but for unknown reasons they did not achieve that 90% threshold. Planner Tyler stated that the Staff identified those percentages that were identified by SWCA when they checked each site individually.

Planner Tyler stated that as they begin to tick through the MOA and each year for the next 20 years, they will begin to address some of these revegetation issues.

Planner Tyler commented on the "priority list". She noted that the 2019 Preservation Plan Update provided an in-depth analysis and assessment of all 19 resources. It included the current condition in 2019 and the preservation treatments that were recommended beyond the 2001 obligation. She thought it was an important distinction because some of the resources were not obligated to complete further historic preservation because they were still in operation at the time. A good example is the Daly West Mine and all associated buildings. It was left off the list even though many of those structures needed preservation in 2001.

Planner Tyler stated that the Staff recommended to the City Council that once compliance with the underlying 2001 obligation is achieved, that the City Council adopt a priority list of future resources that could receive additional historic preservation to ensure continued care and maintenance. Planner Tyler noted that the same chart

shown this evening was presented to the City Council. She pointed out that there were three different priority levels. The first priority was building structures and related site improvements. It replaces the ones that were required in 2001 and put more priority on the sites listed in the 2019 report. It channels all the sites that are an absolute priority because if something is not done soon, those sites will be lost.

Planner Tyler stated that when the Staff met with EPMOA, the Museum and the Friends of Ski Mountain Mining history was to assess how they would use the initial funding levels for the 2020 projects. She noted that some would carry over into 2021. Planner Tyler stated that the last big project for 2020 will be the Daly West Headframe and the associated buildings. They will be able to achieve compliance with a majority of the upfront money and then begin to tick off some of the lower priority, non-structural issues so they do not lose any of these important building.

Chair Phillips opened the public hearing.

No comments were received.

Chair Phillips closed the public hearing.

Commissioner Kenworthy thanked Planner Tyler and Doug Ogilvy, and all the Planning Department for making this happen.

Commissioner Sletten was pleased to see the Daly West headframe as a priority. He wanted to know what type of restoration was anticipated. Mr. Ogilvy stated that they retained a geo-technical engineer, a site surveyor, and they were talking to structural engineers. Deer Valley was in the process of acquiring the underlying land of the historical headframe itself from JSSD. EPMOA has met with the City, the Historical Society and with Deer Valley. Mr. Ogilvy stated that the geo-technical engineer has concerns about putting the headframe directly over the prior hole, and they were looking to see if there is a location in close proximity that works for Deer Valley and still ties into the historical. He understood that a number of members on the headframe would need to be replaced with modern members. Some of the other members just need to be straightened out. Mr. Ogilvy remarked that they first need to identify a location, and then work with a structural engineer to figure out how much of the structure can be retained. They will be reviewing that with the City and the Historic Preservation Board. Mr. Ogilvy believed they could stand the headframe back up in close proximity to the original site with more than 90% of the original structural members intact.

MOTION: Commissioner Kenworthy moved to ADOPT the 2019 Flagstaff Mountain Resort Historic Preservation Plan Update as an addendum to Technical Report #6 of the Amended and Restated Development Agreement for Flagstaff Mountain dated 2007.

Commissioner Thimm seconded the motion, adding “with concurrence to delete the roof structure from the Little Bell Ore Bin”.

VOTE: The motion passed unanimous.

6.C. 5000 Royal Street – Subdivision – Consideration of a 15-Lot Subdivision Located in the Deer Valley Master Planned Development (Application PL-10-04374)

Planner Ananth noted that Rory Murphy, representing the applicant, and his attorney were also on the line.

Planner Ananth stated that the applicant was proposing to create a 15-lot subdivision, known as Huntsman Estates, on a 40-acre parcel. The project contains more than four lots and is considered a major subdivision, which means the Planning Commission approves a preliminary plat and a final plat in accordance with the subdivision regulations. The site lies southeast of the runaway truck ramp off of Marsac Avenue between Marsac Avenue and Royal Street. Adjacent subdivisions include American Flag to the north and Belleterre to the east. The property is heavily wooded and contains a large single-family dwelling that would remain and occupy one of the proposed lots.

Planner Ananth noted that the Planning Commission held a work session on this project in February, and since that time, the applicant decided to break the project into two phases. Phase 1 would be the 15-lots subdivision. Phase 2 would involve an amendment to the Deer Valley MPD to bring the adjacently owned 20-acre parcel into the MPD and potentially give the applicant additional density that they may seek to transfer to this site.

Planner Ananth clarified that the application being reviewed this evening is solely for Phase 1, the 15-lot subdivision.

Planner Ananth stated that subdivisions are reviewed under Section 15-7 of the LMC. The proposed Huntsman Estate Subdivision creates 15 lots of record from the 40 acres site, plus one common area parcel, for a total of 16 lots. Single family dwellings are an allowed use within the District, and the applicant has agreed to Condition of Approval

#4, which limits the lots to single-family dwellings and accessory buildings. All of the proposed lots meet the requirements of the residential development district and the Deer Valley MPD. Prior to building permits being issued for individual lots, the Planning Department must review proposed plans for compliance with the architectural design guidelines.

Planner Ananth reported that the Deer Valley MPD authorizes density within the Deer Valley area. The Deer Valley MPD was originally approved in 1977, and it has been amended and restated twelve times. It was most recently amended in November of 2016.

Planner Ananth stated that in May of 1982, the property was approved by the Planning Commission for a 34-lot subdivision known as the Westview Subdivision, which was approved and platted. A road was graded in, but no further improvements were installed. Planner Ananth noted that the property was purchased by the Huntsman family in 1987, and the Planning Commission approved the vacation of the 1982 Westview Subdivision and a 15-unit MPD.

Planner Ananth stated that Exhibit C of the Staff report notes that the applicant did not intend to subdivide the parcel, but that one unit would be built immediately, and the remaining 14 units would be built over time. The dwellings would all be family owned. Planner Ananth pointed out that only one unit was built on the 40-acre site, as well as a few accessory buildings.

Planner Ananth stated that at the February work session the Planning Commission request four items after discussion of the proposed project. The Planning Commission also decided that a traffic study was not required as the density is already contemplated in the Deer Valley MPD, and the applicant is proposing a van shuttle service that will serve the site.

Planner Ananth remarked that one question raised was what the site looks like from the road. She presented a slide showing that the site is just west of Royal Street and that there is currently an access gate on to the property. She noted that the site slopes away from Royal Street down the hill towards Marsac Avenue. The Belleterre Subdivision is east and uphill of the proposed Huntsman Estates. Planner Ananth stated that even though the existing house on the site was granted an exception from the building height limitation, it is not visible from the street due to the topography of the site being below the road and the ridge line, as well as the site being heavily wooded. Planner Ananth remarked that the house is visible to those uphill in the Belleterre and from the Golden Eye Road area. It is not visible from Main Street and the historic core.

The applicant was not looking for further height exceptions for any of the proposed lots.

Planner Ananth stated that in accordance with the general subdivision requirements, which requires a plan that addresses limits of disturbance and vegetation protection, the applicant identified the limits of disturbance in Exhibit M to the Staff report on the proposed lots, which take into account front and side setbacks. The proposed LODs range from 9,000 square feet to 25,000 square feet. It is based on lot size, with the average LOD being 13,000 square feet or 34% of the lot area.

Planner Ananth presented a chart outlining the average lot size, which is just over an acre, as well as the proposed LOD area.

Planner Ananth noted that the applicant had submitted a forest assessment, which was Exhibit N to the Staff report. Key findings include that the forest is predominantly made up of a mix of white fir and blue spruce species, as well as gamble oak and aspen trees. The overall forest is reported as being healthy but could benefit from some additional management in the form of thinning and dead tree removal. There was a noticeable amount of beetle kill on the site and in the general area. Planner Ananth stated that the forest assessment recommends that healthy trees or groups of trees need to be identified for preservation and protection as the lots are developed. This includes consideration of the critical root zone of protected trees during construction activity. The assessment also recommends fire mitigation strategies such as creating three different defensible space zones. Most of the flammable vegetation would be removed from Zone 1 within the first 15' to 30' from the structure. Zone 2 would extend 100' from the structure and would include removal of weakened, diseased, and dead trees in an effort to reduce flammable fuels and fire intensity. Zone 3 would be the area that is more than 100' from the structure and would include general best practices for forest management, including removal of dead trees.

Planner Ananth noted that Condition of Approval #9 includes the above recommendations consistent with the forest assessment.

Planner Ananth remarked that the applicant had also submitted a visual analysis, which is Exhibit P of the Staff report. The applicant notes that the average house size of the house modeled in the analysis is approximately 10,000 square feet. Each individual analysis included views from City Hall, the top of Main Street, from Sampson Avenue, and from the eight typical vantage points laid out in the Sensitive Land Overlay Zone regulations. Planner Ananth stated that the submitted visuals confirm that the site will have a minimal impact on the City, including limited ridgeline intrusion due to the existing large evergreen trees on the site. The built site will be most visible to adjacent

properties that are sited above the project. However, those properties have a substantial buffer of existing trees.

Planner Ananth presented a photograph that identified the subject property from the intersection of Main and Heber, which is one of the eight typical vantage points in the Sensitive Lands Overlay Zone. An arrow pointed to the general area of the proposed subdivision. She noted that the development has been overlaid into the existing forest.

Chair Phillips asked if the roofs shown were superimposed into the photograph. Planner Ananth answered yes and noted that none of the roofs intrude into the ridgeline.

Planner Ananth stated that there are single and double-track bike trails on the applicant's adjacent 20-acre parcel, which are the Rossi Hill and Lookout Trails. The City would like to acquire easements on those trails in order to maintain and improve the trails as necessary. The trail easements were addressed in Condition of Approval #12. Planner Ananth reported that the applicant was pushing back on the condition and preferred to address the easements when and if Phase 2 moves forward.

Planner Ananth stated that the Open Space and Trails Coordinator also recommended a condition that the applicant grant an easement to the City and post a bond of \$25,000 for the construction of a new trail connection between the intersection of the Lookout and Rossi Hill trails and Royal Avenue. She indicated the new proposed trail shown in green, which approximates the area of the trail in general. It was not a specific layout. She noted that it connects to the existing trails and to Royal Street and the idea is to eventually link with the Tour de Homes Trails located across Royal Street. Planner Ananth stated that it is a nice connection for alternative modes of transportation, including pedestrian or bikers. The applicant is willing to post a bond and they would like to work further with the Sewer District and the Open Space and Trails Coordinator on the actual placement and location of the trails as the project moves forward.

Planner Ananth stated that as the project is contemplated with two phases the Planning Department also recommends a condition of approval that should Phase 2 move forward, the applicant would deed the adjacent 20 acre parcel to the City as natural recreation and open space, which would extend the existing ROS corridor. Planner Ananth noted that the adjacent parcel is currently zoned Estate. Zoning it ROS would make it contiguous with the larger area. She pointed out that the actual project site is within the MPD and is zoned RD.

Planner Ananth stated that the Staff finds good cause for this subdivision, as it is consistent with the density location and uses identified in the Deer Valley Master

Planned Development where it assigns 15-units of density. The project is in keeping with the goals of the General Plan for the Upper Deer Valley neighborhood to create a limited number of single-family homes supporting the resort neighborhood. Development clusters exist within pods, and each pod is surrounded by recreational open space. An extensive trails system provides for hiking and biking in the summer and connects Deer Valley to the Main Street area. This project will contribute to the trails system and further connect the neighborhood to the Main Street core. This project will create an on-call van service program that will support carpooling to the ski slopes and the Main Street area, particularly during peak periods.

Rory Murphy clarified that he was representing the Huntsman family, who is the applicant. Mr. Murphy noted that the trails discussion came up late last week. He commented on two issues. One issue was Findings of Fact #23 and Condition of Approval #12, where the 20-acre parcel is included for the hiking trail. Given that it would be in Phase 2, the applicant believes it should be covered at that time and not in Phase 1. The applicant would like to keep the two projects separate and the 20-acre parcel is not part of the application at this time. A second issue would be Finding of Fact #24 and Condition of Approval #13. The applicant would like to work with the Open Space and Trails Coordinator, Heinrich Deters, to work out the trail alignment. He emphasized that the applicant was not opposed to the trail or posting the \$25,000 bond. They would just like to provide input on the location of the trail. Mr. Murphy stated that the Snyderville Basin Sewer District is planning to significantly upgrade the infrastructure and currently it is uncertain where the trail will be located. The applicant is agreeing to do the trail, but they would like to do it jointly with the City Trails coordinator.

Commissioner Thimm asked if Mr. Murphy was suggesting that they revise but not remove the conditions of approval and the findings of fact; or whether he would like them removed until Phase 2. Mr. Murphy requested that they strike Finding #23 and Condition #12, because they specifically address the 20-acre parcel that is no longer part of this application. It is part of the Phase 2 application. He did not believe the finding and the condition belonged in this application approval. Regarding Finding #24 and Condition #13, Mr. Murphy requested deleting the last line "shall follow the sewer line easement". He also suggested adding "to the satisfaction of the Park City Trails coordination and in coordination with the applicant" to the end of the first sentence.

Commissioner Sletten noted that the Planning Commission received an email later this afternoon from the American Flag HOA that raised questions with respect to fire management plans and forest assessment. Another question addressed the number of

home sites. He asked if Mr. Murphy had seen the email and whether he was prepared to comment.

Mr. Murphy stated that the applicant strongly agreed with the fire suppression comments. They intend to follow all directions from the Fire Marshall and the recommendations outlined in the Arborist report. Mr. Murphy remarked that that were common sense measures that need to be taken. He thought Planner Ananth had done a good job making those a requirement of the subdivision. Mr. Murphy did not understand the second issue raised in the email because most of the American Flag lots are considerably smaller than the lots being proposed. In addition, 50% of the homes are larger than what was indicated. Mr. Murphy could only say that the proposed plan is a good plan and they are within what was outlined for that property and what was outlined in the Deer Valley MPD. He was not sure how to address that question from American Flag. Their proposal has a large variety of lots and the lowest size is .54 acres.

Commissioner Sletten read the second paragraph from the email, "The City regulations would permit 14 home sites on the land mass, but the applicant desires two more in density in exchange". Mr. Murphy thought that reflected the earlier conversation at the February work session where the applicant had discussed including the 20 acres in this proposal. The clear direction from the Staff following that meeting was that they could do it, but it would require amending the Deer Valley MPD.

Commissioner Hall asked Planner Ananth to bring up the slide showing the suggested revised conditions. Planner Ananth noted that she had not stricken Condition #12, but she understood from Mr. Murphy that the applicant would like to eliminate Condition #12. She pointed out that she did revise Condition #13. Commissioner Hall understood that there would not be easement over the other parcel. Planner Ananth replied not at this time; however, when and if the applicant moves forward with Phase 2 the City would seek the easement at that time. Commissioner Hall asked if the new connection would still be possible. Planner Ananth answered yes. Commissioner Hall asked if the 20-acres is pulled in, whether they would add an extra loop or whether it would be omitted entirely. Mr. Murphy replied that the applicant would have another trail obligation upon submitting for Phase 2. Planner Ananth pointed out that those trails would remain in public use as they are today, even though they are on private property. Mr. Murphy stated that the trails would be memorialized at that time. They would also memorialize the trail in Phase 1 as well. Currently, they are not official trails and the City has no easement for them now.

Commissioner Sletten clarified that if they decide to amend Finding #24, they also need to amend Condition of Approval 13 with respect to the alignment along the sewer. Commissioner Thimm pointed out that Finding #23 would be deleted and Finding #24 would be amended.

Chair Phillips opened the public hearing.

eComments were submitted. All public comments received before and during the meeting were included in the record.

Planner Jackson read the eComment that was received.

Shawn Kelleher remarked that given the cost of moving these trails and keeping them available to all users, the trails reconfiguration should be done now. The trails in question are the only direct access from Rossi Hill to various uphill locations, and as a Rossi Hill full-time resident they use these trails all the time. Mr. Kelleher thought \$25,000 was inconsequential to the developer. They should do the trails now.

Chair Phillips closed the public hearing.

Commissioner Hall referred to the public comment regarding the trail and asked if doing it now was an option. Commissioner Thimm pointed out that there was no existing easement. Mr. Murphy reiterated that the applicant is committed to doing the trail and will post the \$25,000 as a condition of the plat recordation. He has had long conversations with Mr. Deters, the Trails Coordinator, and he is comfortable with that approach.

Commissioner Kenworthy asked if Mr. Murphy would be comfortable adding a time frame. Mr. Murphy thought 60-90 days would be sufficient because the center line needs to be surveyed.

Greg Cropper, Legal Counsel for the applicant, suggested that there might be an issue with the language specifically calling out what trails they would connect to. Planner Ananth thought they could finesse actual language that would work for the applicant. She suggested vague language stating that the applicant shall grant an easement and post a bond with the City for a connector trail from Royal Street to the trails on their adjacently owned property, in coordination with the open space trails coordinator and the Snyderville Basin Sewer District.

Director Erickson stated that since this was a recommendation to the City Council, the Staff could work on the final language before it goes to the City Council.

The Staff recommended that the Planning Commission consider waiving the preliminary plat requirement and forward a positive recommendation for consideration by the City Council at their June 25th meeting, based on the findings of fact, conclusions of law, and conditions of approval found in the draft ordinance and as amended this evening.

Planner Ananth clarified that the revised Findings and Conditions would strike Finding #23 and Condition #12; and eliminate the last portion of the sentence for Finding #24 and Condition #13.

MOTION: Commissioner Sletten moved to forward a POSITIVE recommendation to the City Council for the 5000 Royal Street Subdivision for consideration at their June 25th meeting, in accordance with the Findings of Fact, Conclusions of Law, and Conditions of Approval found in the draft ordinance and as amended this evening and renumbered. Commissioner Thimm seconded the motion.

Commissioner Hall requested that the Staff draft language regarding a time frame for the trail prior to this going to the City Council.

VOTE: The motion passed unanimously.

Findings of Fact – 5000 Royal Street

1. The property contains 40.69 acres and is zoned Residential Development (RD) and is located within the Deer Valley MPD Overlay.
2. 5000 Royal Street is improved with a large family estate house as well as accessory buildings including a carriage house and underground garage.
3. The Parcel is known as the Westview Parcel located in the North Silver Lake Community of Deer Valley and is assigned 15 Density Units in Exhibit 1 of the Twelfth Amendment and Restated Deer Valley MPD with one Unit already developed.
4. The Subdivision is classified as a Major Subdivision according to LMC Section 15-7.1-3(A)(2) as it contains four (4) or more lots. The subdivision contains 16 lots including one common parcel.
5. Staff checked for compliance with the Deer Valley MPD and Deer Valley is compliant with its Employee Housing obligations.
6. There are no Maximum House Size limitations or Unit Equivalent limitations on this parcel.

7. Building Height is limited to 28 feet for this parcel with an exception for the existing house which was granted in 1987 as part of the Conceptual MPD approval for the Westview MPD.
8. This Subdivision vacates the previous Westview MPD.
9. Nothing in this approval shall prevent the applicant from transferring up to two Units of density from the adjoining Estate zoned 19.51-acre parcel into this Subdivision in the future subject to a Plat Amendment, an amendment to the Deer Valley MPD and the dedication of this adjacent parcel to the City as Open Space.
10. The proposed Major Subdivision has been reviewed for compliance with all Sections of LMC 15-7, Subdivision General Provisions.
11. Single Family Dwellings are an allowed Use within the RD District.
12. Lockout Units require a CUP.
13. Nightly Rentals are allowed in the area unless HOA rules prohibit them.
14. The proposed 15 lots and Common Area Parcel meet the Lot and Site Requirements of the RD Zone and the Deer Valley MPD.
15. All future buildings shall be reviewed for compliance with the Architectural Design Guidelines of LMC Section 15-5.
16. The applicant submitted a Forrester Assessment from a certified arborist that evaluated the health and viability of the site and makes recommendations on thinning and removing dead standing trees in order to balance the need for tree removal for forest health, build out and wildfire prevention with the visibility of the site.
17. Care shall be taken in the siting of houses and driveways to limit the removal of Significant Vegetation. The applicant submitted LOD Areas for each of the individual lots in a file titled Lot Exhibit dated 4/15/20.
18. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance.
19. A 40-foot right-of-way will serve the Subdivision from Royal Street. The road will be private and will be maintained by the Homeowner's Association but shall be constructed to City Standards.
20. The Snyderville Basin Sewer Improvement District has an easement for a sewer trunk line through this property that will be maintained.
21. The applicant submitted a Visual Analysis of what the development may look like at full build out from the Historic District and various other points in Park City with considerations made for removal of Significant Vegetation. The Visual Analysis shows that the site as developed should have minimal visual impact on the Historic District.
22. There should be minimal impact on surrounding properties including shadows, loss of solar access, air circulation, views or ridgeline intrusion due to required setbacks

and because the building height limitation of 28 feet is less than the height of surrounding trees.

23. Also in compliance with LMC Section 15-7.3-8, Sidewalks, Hiking Trails, Bike Paths, and Horse Trails, the applicant has agreed to grant an easement to the City and post a bond with the City up to \$25,000 for the construction of a new trail connection between the intersection of the Lookout and Rossi Hill Trails and Royal Street. This new trail would provide a connection for alternative forms of transportation between Old Town and Deer Valley.

24. The traffic impacts for this 15-lot Subdivision are expected to be well within the capacity of Royal Street. In order to reduce traffic from the Subdivision the applicant is proposing an on-call van that will transport owners and guests to the Silver Lake area as well as the Main Street core and the surrounding resorts.

25. A traffic Study was not required for this application as the Deer Valley MPD accounts for 15 Units of Density on the site.

26. The applicant has agreed to cooperate with and not restrict or obstruct aerial transportation that may be developed in the future over the property.

Conclusions of Law – 5000 Royal Street

1. There is Good Cause for the Huntsman Estates Subdivision. The proposed Subdivision complies with the Land Management Code requirements and the Deer Valley MPD and is within the Density previously approved for the parcel in 1987.
2. The Huntsman Estates Subdivision is consistent with the 2014 Park City General Plan and the Park City Land Management Code including Sections 15-7.1-3(C) and 15-12-15(B)(4) and (9) and applicable State Law regarding Subdivisions.
3. Neither the public nor any person will be materially injured by the proposed Subdivision.
4. Approval of this Subdivision does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval – 5000 Royal Street

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Subdivision Plat for compliance with State Law, the Land Management Code, and the Conditions of Approval, prior to recordation of the Plat.
2. The applicant will record the Plat at the County within two (2) years from the date of City Council approval. If recordation has not occurred within two (2) years time, this approval for the Plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. A Plat Note shall indicate that all roads, cut-de-sac and utilities shall conform to

current City Standards.

4. A Plat Note shall indicate that the lots are limited to Single Family Dwellings and Accessory Buildings.

5. A Plat Note shall indicate that all buildings in the Huntsman Estate Subdivision shall be fire sprinkled on both the interior and exterior.

1310

6. A Plat Note shall indicate that the overall development parcel shall contain a minimum of 88% open space and otherwise comply with the Deer Valley MPD and all applicable zoning regulations including building height of 28 feet.

7. A Plat Note shall indicate that all building must be within the LOD Area shown on Lot Exhibit dated 4/15/20. Minor adjustments to the LOD Area shall be allowed by the Planning Director so long as the size of the LOD Area on the lot remains the same.

8. A Plat Note shall indicate that none of the amenities shall have exterior lighting meant to allow for nighttime use.

9. A Plat Note shall indicate that prior to the issuance of building permits for individual lots the applicant or owner of the lot shall submit a certified Arborists Assessment of the lot that analyzes the health and viability of all Significant Vegetation on the property within 100 feet of the LOD, includes a Tree Preservation Plan that indicates trees proposed for removal, how trees will be protected during construction and a tree replacement plan. Plans shall also indicate that trees shall be limited within a 15-foot radius of the house and that diseased and dead trees within 100 feet of the house will be removed, consistent with the submitted Forrest Assessment dated March 28, 2020.

10. A Plat Note shall indicate that if the developer encounters mine waste or mine waste impacted soils they must handle the material in accordance to State and Federal law.

11. A Plat Note shall indicate that no private driveways will be permitted from Royal Street.

12. The applicant shall grant an easement and post a bond with the City up to \$25,000 for the construction of a new trail connection between the Lookout Trail and Royal Street.

13. Should the applicant move forward with Phase 2 of this project, a Condition of approval will be placed on the Plat Amendment that the applicant shall deed the adjacent parcel to the City as natural Recreational Open Space.

14. A Plat Note shall indicate that the Subdivision shall be served by an on-call van/shuttle service that will transport owners and guests to the Silver Lake area as well as the Main Street core and the surrounding resorts during peak vacation/holiday weeks in order to minimize the traffic impact from this Subdivision. At a minimum this shall include holiday weeks and three-day weekends in perpetuity. The shuttle shall utilize Royal Street and shall not utilize Hillside Avenue.

15.A Construction Management Plan that explicitly prohibits parking on Royal Street during construction will be required prior to the issuance of any building permits.

16.A Plat note shall indicate that there shall be no further subdivision of these 15 lots with the exception of Additional Land East and Additional Land West subject to an Amendment of the Deer Valley MPD and the incorporation of the adjacent PC-S-46-B-1 into the DV MPD as Open Space and dedication of this parcel to Park City Municipal Corporation.

17.The Huntsman Estates Subdivision development exceeds one (1) acre and shall meet the requirements of the municipal separate storm sewer system (MS4) storm water program. A plat note shall indicate that each lot within this common development shall be required to obtain a MS4 storm water permit prior to any construction activity.

The Planning Commission Meeting adjourned at 9:30 p.m.

Approved by Planning Commission: _____

Planning Commission Staff Report



Subject: Sustainability
Authors: Celia Peterson, Sustainability Project Manager
Rebecca Ward, Land Use Policy Analyst
Date: June 10, 2020
Type of Item: Work Session – Legislative

Executive Summary

This work session outlines potential Land Management Code amendments regarding Electric Vehicle Charging Stations and provides an overview of two Sustainability team projects in process that aim to incentivize reductions in energy use and carbon emissions from the built environment.

Acronyms

DCFC	Direct Current Fast Charging Station
EV	Electric Vehicle
LMC	Land Management Code

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

Background

The International Panel on Climate Change stated that [civilization must achieve carbon neutrality by 2030 to avoid catastrophic effects](#). To address this, Park City set North America's most ambitious sustainability goal to be net-zero carbon and running on 100% renewable electricity by 2022 for City operations and 2030 communitywide ([Resolution No. 32-2018](#)). The Sustainability team's strategy for meeting these goals has [four pillars](#): (1) Energy Efficiency, (2) Electrification, (3) Renewables, and (4) Regeneration.

Part of the work towards carbon neutrality includes converting combustion-based transportation to electric transportation powered by renewables. To promote electric transportation, Park City has accomplished the following: waived all building permit fees for installation of EV Charging Stations and renewable energy systems, committed to electrifying public transit, and installed 14 EV Charging Stations on municipal properties with an additional 28 to be installed this spring/summer (City Council May 21, 2020 [Staff Report](#)). Rocky Mountain Power committed to cover fifty percent of the EV Charging Station installation costs for this project.

To incentivize additional EV Charging Stations, Park City was awarded a grant from the Utah Clean Air Partnership to distribute four grants of \$5,000 each to private lot owners to install EV Charging Stations for public use.

To incentivize reductions in energy use and carbon emissions from the built environment, the City Sustainability team worked with the Building and Planning

departments to modify the Municipal Code and Land Management Code to be the most permissible towards solar energy systems in Utah. As a result, [Park City achieved the highest designation given by the U.S. Department of Energy](#) – SolSmart Gold. Additionally, Park City is working with Utah Clean Energy on a project focused on Deep Decarbonization of the Built Environment, with funding from [Park City Community's Climate Fund](#) and a [Partners for Places grant](#).

The General Plan outlines land use strategies that can help the City achieve these goals. This work session explores (I) opportunities to support electrification of transportation by requiring Electric Vehicle Charging Station Infrastructure for new development, (II) implementation of a voluntary Stretch Code to incentivize developers to achieve highly energy efficient buildings running on renewables with net-zero energy development, and (III) an energy benchmarking and transparency code for commercial buildings to incentivize existing building owners to be aware of their building's energy uses and carbon emissions in order to improve their building's energy efficiency.

(I) ELECTRIC VEHICLE CHARGING STATION INFRASTRUCTURE

Electric Vehicles (EVs) produce no tailpipe emissions like nitrogen oxides and other harmful pollutants or greenhouse gases and generally have lower life cycle emissions from production to disposal than vehicles fueled by gasoline.¹ EVs are becoming more widespread, EV battery capacity is increasing, and EV purchase costs are decreasing. Utah Clean Energy's [Electrified Transportation Roadmap](#) estimates that low electricity rates in Utah means that EV owners pay around \$1.50 for 50 miles and save on oil changes and other maintenance costs required for vehicles fueled by gasoline. Some project that EVs will account for more than half of new car sales by 2040.²

The [General Plan Community Planning Strategy 5.7](#) suggests requiring dedicated parking and Charging Stations to support EVs within new development and redevelopment. There are opportunities within the Land Management Code to implement this strategy and now may be the time to do so. EV Charging Station networks are being developed at a regional, state, county, and city level (See Exhibit A for an outline of current plans to expand the network).

There are three EV Charging Station levels. Level 1 can generally be accommodated through a typical household outlet, but requires many hours to fully charge an EV battery. Level 2 and Level 3 (DC Fast Charging or DCFC) Charging Stations provide many more miles per charging hour, but require additional infrastructure.

¹ [Cleaner Cars from Cradle to Grave](#): How Electric Cars Beat Gasoline Cars on Lifetime Global Warming Emissions, Union of Concerned Scientists (November 2015).

² [Electric Models to Dominate Car Sales by 2040](#), Wiping Out 13m Barrels A Day of Oil Demand, Mike Scott, Forbes (June 10, 2019).

Charging Level	Vehicle Range Added per Charging Time and Power	Supply Power
AC Level 1	4 mi/hour @ 1.4kW 6 mi/hour @ 1.9kW	120VAC/20A (12-16A continuous)
AC Level 2	10 mi/hour @ 3.4kW 20 mi/hour @ 6.6kW 60 mi/hour @ 19.2 kW	208/240VAC/20-100A (16-80A continuous)
DC Fast Charging	24 mi/20minutes @24kW 50 mi/20minutes @50kW 90 mi/20minutes @90kW	208/480VAC 3-phase (input current proportional to output power; ~20-400A AC)

Energy Costs Associated with Non-Residential Electric Vehicle Supply Equipment, U.S. DOE Energy Efficiency & Renewable Energy (2015)

The cost for these chargers spans a vast range:

EVSE Unit Costs

EVSE Type (single port)	EVSE Unit Cost Range
Level 1	\$300-\$1,500
Level 2	\$400-\$6,500
DCFC	\$10,000-\$40,000

Energy Costs Associated with Non-Residential Electric Vehicle Supply Equipment, U.S. DOE Energy Efficiency & Renewable Energy (2015)

The State and Rocky Mountain Power have established grants and other incentives to help finance the installation of EV Charging Stations (See Exhibit A).

To support EV charging locally, the LMC may be amended to require that developers of non-residential Buildings and Multi-Unit Dwellings install EV Charging Station Infrastructure in Parking Areas, meaning that the Parking Areas will have the conduit in place for the eventual installation of Level 2 EV Charging Stations. This requirement will save money and time in the long term. The electrical load of a building is established

when the building is constructed. Retrofitting existing structures and Parking Areas to accommodate EV Charging Stations can require trenching or boring to connect to conduit, an expensive and disruptive process.

To promote adequate EV Level 2 Charging Stations within the community, as well as the potential for Level 3 (DCFC) Charging Stations, staff recommends creating a new Section within Land Management Code (LMC) Chapter 15-3, *Off-Street Parking* (1) to define EVs, EV Charging Stations, and EV Charging Station Infrastructure, (2) to allow Level 2 EV Charging Stations as an Accessory Use in all Zoning Districts and Level 3 EV Charging Stations as a Conditional Use in certain Zoning Districts, (3) to require EV Charging Station Infrastructure for new development and redevelopment, (4) to outline uniform design, installation, maintenance, and signage standards for EV Charging Stations, and (5) to potentially require EV Charging Station installations for new development.³

(1) DEFINE EVs, EV CHARGING STATIONS, AND EV CHARGING STATION INFRASTRUCTURE

Staff proposes amending LMC § 15-15-1, *Defined Terms*, and LMC § 15-15-2, *List of Defined Terms*, to include the following definitions:

Electric Vehicle (EV). Any motor vehicle registered to operate on public roadways that operates either partially or exclusively on electric energy.

Electric Vehicle (EV) Charging Station. A public or private parking space with Electric Vehicle supply equipment that consists of the conductors, including the ungrounded, grounded, and equipment grounding conductors, and the Electric Vehicle connectors, attachment plugs, and all other fittings, devices, power outlets, or apparatus, installed specifically for the purpose of transferring energy between the premises wiring to a battery or other energy storage device in an Electric Vehicle.

Level 1 – slow charging, operates on a 15 to 20 amp breaker on a 120 volt AC circuit.

Level 2 – medium charging, operates on a 40 to 100 amp breaker on a 208 or 240 volt AC circuit.

Level 3 (DCFC)⁴ – fast charging, operates on a 60 amp or higher breaker on a 480 volt or higher three phase circuit with special grounding

³ In preparation for this work session, staff reviewed the EV codes of [Lancaster, California](#); [Long Beach, California](#); [Los Angeles County, California](#); [Pacifica, California](#); [Marin County, California](#); [Richmond, California](#); [San Francisco, California](#); [Boca Raton, Florida](#); [Coral Gables, Florida](#); [Miami Beach, Florida](#); [Miami-Dade, Florida](#); [Surfside, Florida](#); [Atlanta, Georgia](#); [Clayton County, Georgia](#); [Ferndale, Michigan](#); [New York, New York](#); [League City, Texas](#); [Salt Lake City, Utah](#); [Powhatan County, Virginia](#); [Arlington, Washington](#); [Coupeville, Washington](#); [Seattle, Washington](#)

⁴ EV technology is evolving and [Extreme Fast Charging \(XFC\)](#) is already being developed. To keep up with these developments, this terminology may need to be refined and amended over time.

equipment.

Electric Vehicle Charging Station Infrastructure. Development designed and constructed to include a fully-wired circuit for an EV Charging power outlet with 208/240 volts and 40-amps, including conduit and wiring with the electrical service capacity necessary to serve the power outlets to allow for the future installation of Level 2 EV Charging Stations.

(2) ALLOW EV CHARGING STATIONS AS AN ACCESSORY OR CONDITIONAL USE

Staff recommends amending the LMC to allow Level 2 EV Charging Stations as an Accessory Use to Parking Areas in all Zoning Districts and to allow Level 2 EV Charging Stations associated with a Single-Family Dwelling, Duplex, or Multi-Family Dwelling for occupant use.⁵

Staff recommends amending the LMC so that Level 3 (DCFC) EV Charging Stations are a Conditional Accessory Use in all Zoning Districts. While Level 3 Charging Stations can provide a significant charge in 15 to 30 minutes, they are rare because they can be expensive. Staff recommends the Conditional Accessory Use Permit for Level 3 Charging Stations because there may be additional considerations to provide parking spaces for those waiting to use the charger, traffic considerations, and utility capacity to mitigate impacts on the surrounding properties.

(3) REQUIRE EV CHARGING STATION INFRASTRUCTURE FOR NEW DEVELOPMENTS

Some cities require EV Charging Station Infrastructure for a certain percentage of total Parking Spaces for non-residential and Multi-Unit Dwellings. Other jurisdictions require EV Charging Station Infrastructure based on a range of required Parking Spaces. A conservative baseline for EV Charging Station Infrastructure may be sufficient. For example, requiring that 10% of Parking Spaces have EV Charging Station Infrastructure provides baseline conduit at the time of construction. Once the conduit is installed, future expansion can generally be accommodated and is less costly than retrofitting a Parking Area with no conduit.

New developments and redevelopments that trigger additional Off-Street Parking could be required to:

- Incorporate EV Charging Station Infrastructure into the load calculations of all new or existing electrical services.
- Have a dedicated space for conduit to support the future installation of Level 2 EV Charging Stations in the electrical equipment room, identified on all construction documents submitted for review.

⁵ Level 1 Charging Stations generally do not require any additional infrastructure beyond an existing electrical outlet. Some residences may require electrical upgrades to accommodate these plug-in chargers and the Building Department issues these upon an electrical inspection and Electrical Permit.

- For developments with a Homeowners Association or Masters Association, include information about the EV Charging Station Infrastructure in the CC&Rs to put future property owners on notice of the potential to install EV Charging Stations.

Safety Considerations – The Park City Fire District reviewed the proposed code and recommends that—while the Fire Code does not address EV Charging Stations specifically—the City address the location of fire extinguishers, EV Station location in relation to flammable materials, and ensuring that access to and egress from buildings is not blocked by the Charging Station or cords and cables on the ground. Staff included clear access in the standards in the next section and will continue working with the Park City Fire District to determine appropriate fire extinguisher placement and distance from flammable materials.

(4) ESTABLISH STANDARDS FOR EV CHARGING STATIONS

Staff recommends establishing the following standards for EV Charging Stations:

- EV Charging Stations shall meet standard LMC Parking Space criteria.
- Signage that meets the requirements of the Federal Highway Administration *Manual on Uniform Traffic Control Devices* shall (1) direct EV drivers to EV Charging Stations at the Parking Area entrance and at each decision point; and (2) indicate that the EV Charging Station parking space is for EV charging only.
- EV Charging Stations shall notify users of safety information, voltage and amperage levels, usage fees, hours of operation, charging time limits, the contact information to report malfunctioning equipment or other issues, and cord management.
- EV Charging Stations shall not obstruct Building access.
- EV Charging Stations shall contain a retraction device or a place to hang cords, cables, and connectors and to store cords, cables, and connectors at least 12 inches above the ground surface. Cords, cables, and connectors shall not obstruct Building access, pedestrian or bicycle traffic, parking spaces, or the Rights-of-Way.
- EV Charging Stations mounted to a building shall not adversely affect the building and shall not obstruct Building access.
- Wheel stops, concrete-filled bollards, or other approved device shall be installed to protect EV Charging Stations from damage by vehicles.
- EV Charging Station connectors shall be no less than 36 inches or no higher

than 48 inches from the top of the surface where mounted.

- EV Charging Stations shall not be located within or obstruct the dimensions of any Parking Space.
- EV Charging Stations shall be designed to be safe for use in inclement weather.
- EV Charging Station Lighting shall comply with LMC § 15-3-3(C).
- EV Charging Stations shall be maintained in good condition, appearance, and repair.

(5) POTENTIALLY REQUIRE LEVEL 2 EV CHARGING STATION INSTALLATIONS FOR NEW DEVELOPMENTS.

Some cities require installation of Level 2 EV Charging Stations for a certain percentage of parking requirements. However, imposing required EV Charging Stations with new developments may lead to challenges. The EV Charging Stations require management, maintenance, and a determination regarding hours of operation and user fees. Allowing developers and property owners some flexibility on when and where to install EV Charging Stations and how many Charging Stations best suit their user's needs may help the City's EV Charging Station network develop in an organic manner.

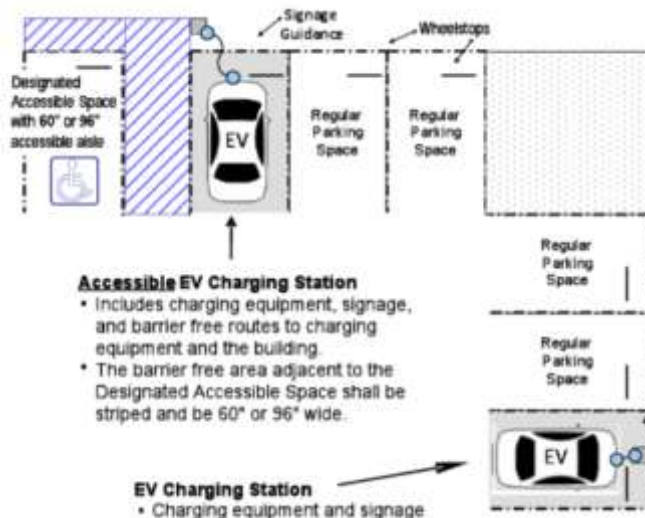
For example, some cities require EV Charging Station installations that are located as close to business entrances as possible. However, for businesses where customers are in and out relatively quickly, the EV Charging Stations are rarely used. Locating the EV Charging Stations in the employee parking area of such businesses may mean the EV Charging Stations are more frequently used. Providing flexibility on when, where, and how many EV Charging Stations are eventually installed allows for site-specific planning to potentially maximize use.

However, if the Commission recommends pursuing a requirement for the installation of EV Charging Stations for new development, staff would like to conduct developer and community outreach to determine the appropriate percentage of EV Charging Stations that could be required for each use.

Another consideration will be the percentage of EV Charging Stations that are accessible to people with disabilities. There are no federal requirements regarding ADA EV Charging Stations yet, but the [State of Utah Electric Vehicle Master Plan](#) recommends considering ADA accessibility for EV Charging Stations.

Some states have created best practice standards for ADA EV Charging Stations. For example, in [Electric Vehicle Infrastructure: A Guide for Local Governments in Washington State](#), Washington recommends that the first of any EV Charging Station be ADA accessible and that the number of ADA accessible Parking Spaces increase as EV Charging Stations increase.

Washington recommends that accessible EV Charging Stations be located in close proximity to the building or facility entrance, but does not require exclusive ADA use of the EV Charging Station. For new accessible EV Charging Stations, the state recommends at least a 60” barrier-free area, which may be adjacent to an ADA Parking Space:



Electric Vehicle Infrastructure: A Guide for Local Governments in Washington State

(II) THE STRETCH CODE FOR NET-ZERO ENERGY BUILDINGS

[General Plan Community Planning Strategy 5.8](#) – Encourage energy efficiencies in construction including: infill, preservation, adaptive reuse, and redevelopment.

Commercial and Residential Buildings account for fifty-seven percent (57%) of [Park City's community-wide carbon footprint](#). Therefore, particular focus on reducing carbon emissions coming from buildings' energy use is of particular importance with respect to meeting the goal of net-zero carbon by 2030. On October 12, 2017, the City Council adopted [Resolution 28-2017](#), *Net Zero Energy Performance Requirements*, which outlines the standard required for all City buildings and buildings funded by the City.

Since 2019, the Sustainability team has been developing a Stretch Code to incentivize net-zero energy design and performance for non-municipal developments. The Stretch Code will also include elements that address water conservation, active transportation, and social equity. This work is being undertaken in partnership with Park City's Sustainability team, the Park City Community Foundation, and Utah Clean Energy.

Development of the Stretch Code will be included in the project "Deep Decarbonization of the Built Environment" with funding from the [Park City Community Foundation's Climate Fund](#) and [Partners for Places grant](#). This project is to develop policies and

programs to reduce carbon emissions coming from Park City's built environment. The policies and programs will be developed with extensive community engagement, and will be finalized in May 2021.

A Stretch Code is an alternative, voluntary compliance path that is more aggressive than base code, resulting in buildings that achieve higher energy savings. When base codes are not keeping up with advances in technology and design practices, a voluntary Stretch Code can delineate a more stringent standard of energy performance and provide incentives for developers to choose to build for above-Code energy performance. The desired outcome is that the Stretch Code pulls the market forward, above and beyond existing State Energy Code, towards more energy-efficient design and construction. Setting a high standard of expectation will help developers and builders understand Park City's Energy goals and what it means for new developments. In essence, it sets the sustainability goal and defines the desired performance for new developments and redevelopments.

The Stretch Code will eventually live in the realm of the Sustainability and Building Departments. However, there may be opportunities through the planning approval process to incentivize developers to consider the Stretch Code. For example, through developer outreach, the Sustainability team learned that developers may choose to comply with the Stretch Code if they qualify for a streamlined review process.

As a mechanism to monitor the long-term performance of developments that take advantage of the Stretch Code, and as a tool to incentivize existing buildings to become more efficient, the Sustainability team is also working on an Energy Benchmarking & Transparency Code.

(III) ENERGY BENCHMARKING & TRANSPARENCY CODE

The saying goes, "you can't manage what you don't measure." Therefore, the Sustainability team, in partnership with Utah Clean Energy and community stakeholders, is working to develop mechanisms to improve transparency on buildings' energy performance. For commercial buildings, a disclosure ordinance for non-residential buildings similar to Salt Lake City's [Commercial Building Benchmarking and Market Transparency](#) Code is being explored. The purpose of this is to promote energy use benchmarking and transparency to track energy (both electricity and natural gas) and water consumption. Measuring and benchmarking is a fundamental step to develop a program to manage and improve energy efficiency in buildings.

For residential buildings, Park City will be a pilot community to implement a [Home Energy Labeling program](#) to inform potential buyers or renters of the annual energy use and cost of the building.

The Park City Community Foundation awarded Utah Clean Energy a \$75,000 grant to work with Park City Municipal Staff throughout 2020-2021 to develop and implement the

energy benchmarking and transparency code. The Sustainability Department anticipates bringing this code forward later this year.

Recommendation

Staff recommends that the Commission review and provide feedback on the proposed Land Management Code EV Charging Station amendments and incentive programs.

Exhibit

Exhibit A – EV Charging Station Networks

REGIONAL, STATE, COUNTY, AND CITY EV CHARGING STATION NETWORK PLANS

- In 2016, the Legislature enacted the [Sustainable Transportation and Energy Plan Act](#), which created the electric vehicle incentive program, subject to Public Service Commission approval. In 2017, the Public Service Commission approved [Rocky Mountain Power's Electric Vehicle Incentive Program](#). The [Program](#) provides \$10 million in funding over five years and includes financial incentives to install EV charging stations statewide.
- In 2017, Governor Herbert entered into a Memorandum of Understanding with seven states to establish the Regional Electric Vehicle Plan for the West ([REV West Plan](#)). The REV West Plan creates the Intermountain West Electric Vehicle Corridor, which includes I-80. (The [Plan](#) was updated in 2019).
- In 2018, the state created an [Electric Vehicle Master Plan](#) for EV Charging Stations. One of the Plan's initiatives is to develop EV Charging Stations along Utah's scenic byways to connect the state's national parks and other tourist destinations. (Maps showing statewide installations can be viewed [here](#).)
- In 2018, [Summit County](#) installed two Level 3 EV Charging Stations in the Kimball Junction area.
- In 2019, the Legislature appropriated \$4.9 million for the [Workplace Electric Vehicle Charging Funding Assistance Program](#) to provide grants to reimburse businesses and nonprofits for up to half of the purchase and installation costs for EV Charging Stations.
- In 2019, [Summit County](#) installed a Level 3 EV Charging Station in Coalville and more Level 2 Charging Stations for the County's EVs.
- In 2019, [the City announced a plan to install 100 charging stations](#) throughout town. Fourteen have been installed on City property, with an additional 28 under contract to be installed this spring/summer.
- In January of this year, the Kem C. Gardner Policy Institute published [The Utah Roadmap: Positive solutions on climate and air quality](#) at the request of the Legislature to assist with air quality and climate change policy. While the Legislature did not adopt the roadmap, one of the seven recommendations is to position Utah as the market-based EV state.
- This year, the Legislature enacted [HB 259](#), *Electric Vehicle Charging Network*, which requires the Department of Transportation to create a charging network plan to install EV Charging Stations at strategic locations by June 30, 2021, and to install an EV Charging Station at least every 50 miles along the state's interstate highway system by December 31, 2025.

Planning Commission Staff Report



Subject: Special Events
Application: PL-20-04531
Author: Rebecca Ward
Date: June 10, 2020
Type of Item: Work Session - Legislative

Summary Recommendations

Staff requests feedback from the Planning Commission regarding amendments to Special Events in the Sign Code and Land Management Code.

Description

Applicant: Planning Department

Title 12, Sign Code: § 12-7-1; §12-12-1; § 12-12-2; § 12-12-3; § 12-12-4; § 12-12-5; § 12-12-6

LMC: § 15-1-11; § 15-2.3-2; § 15-2.5-2; § 15-2.6-2; § 15-2.16-2; § 15-2.23-2;
§ 15-4-16; § 15-4-20; § 15-15-1; § 15-15-2

Reason for Review: Land Management Code amendments require Planning Commission review and recommendation to the City Council for Final Action

While the Commission does not recommend Title 12 Sign Code amendments to City Council, the Commission has the authority and duty to interpret the Sign Code at the request of the Planning Director.
MCPC [§ 12-1-2](#).

Acronyms

LMC Land Management Code
MCPC Municipal Code of Park City

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

Executive Summary

This work session is the first in an ongoing discussion. Tonight, staff proposes LMC amendments specific to Special Event permitting, which is regulated solely through the Economic Development Department and City Council.

Staff will return with another work session to discuss recurring Outdoor Event and temporary change of occupancy permits, which are permits that are (1) not associated with a Special Event; (2) run with the land; and (3) require administrative staff-level or Planning Commission Conditional Use Permit approval.

Background

Over the years, several Municipal Code of Park City (MCPC) and Land Management Code (LMC) amendments were enacted to regulate Special Events – not always concurrently. Some of these amendments created specialized temporary permits issued through the Planning Department in addition to Special Event permits issued through the Economic Development Department. These dual temporary permits were designed to mitigate impacts to the community while allowing temporary uses associated with important economic and community events. However, as MCPC Title 4A evolved, all Special Event permits are now regulated and issued solely through the Economic Development Department, subject to inter-department review, including Planning Director review.

The most recent amendments to Special Events in the LMC include the following:

- In 2005, City Council passed [Ordinance No. 05-57](#), which created a *Special Events Overcrowding Administrative Conditional Use Permit*. This permit was created specifically to increase building occupancy loads on a temporary basis. The code outlined criteria to address public safety, transportation, parking, pedestrian circulation, noise restrictions, and street/sidewalk maintenance.
- In 2012, City Council passed [Ordinance No. 12-37](#) to eliminate the overcrowding permit and to create a temporary change of occupancy permit to allow a building owner to temporarily change the use of a building, but without an overcrowding exception. When the overcrowding permit was removed from the code, the term *Special Events Overcrowding Permit* was changed to *Special Events*.

Due to the broad definition of *Special Events* in LMC [§ 15-15-1](#), the 2012 amendment to the LMC that changed the term *Special Events Overcrowding Permit* to *Special Events* unintentionally resulted in a code that could be interpreted to require two permits for Special Events – one through the Planning Department and one through the Economic Department. However, under current policy and practice, Special Event permits are issued exclusively by the Economic Development Department and City Council.¹

Special Events regulations and permitting standards are outlined in MCPC Title 4A. Since 2016, several amendments have been made to Title 4A and the LMC has not yet been updated to reflect these changes:

- In 2016, City Council passed and adopted [Ordinance No. 16-07](#) to remove the definition and term *Master Festival* from the Special Events Sections within the Municipal Code and to classify Special Events into three levels based on attendance and traffic impact. In 2017, City Council passed and adopted [Ordinance No. 2017-51](#) to move Special Events from Title 4, Licensing, to [Title 4A](#).

¹ Also, until recently, the LMC was a stand-alone document so the definitions in the Municipal Code did not overlap. Incorporation of the LMC as a title within the Municipal Code created definitional overlap.

- On [September 27, 2018](#), City Council passed and adopted [Ordinance No. 2018-52](#) to amend [Title 4A](#). The 2018 changes (1) limit events during peak times; (2) re-classify event levels into five categories based on attendance, transportation, and public safety impacts; (3) cap the annual number of Level 3, 4, and 5 events; (4) deregulate Level 1, 2, and 3 events at the resorts within the Master Planned Developments in the Recreation Commercial and Residential Development Districts; (5) establish a review/approval process three times each year for Level 3, 4, and 5 events and a 30-day review process for Level 1 and 2 events; and (6) impose a five-year limit for fee reduction applicants.

As a result of the evolution of MCPC Title 4A and remnant provisions in the LMC, the MCPC and LMC contain conflicting provisions. The purpose of the proposed code amendments is to remove these conflicting provisions. Staff recommends the following amendments:

- Remove all Special Event references from the LMC.
- Remove Special Events from the LMC Zoning District Use Sections.
- Make technical changes to update and correct the code.

Analysis

(I) Remove all Special Event references from the LMC.

The Economic Development Department issues Special Event permits specific to an event, not to the use of land. Special Events are defined in MCPC [§ 4A-1-1.7](#) and regulated through MCPC [Title 4A](#).

The LMC—in its current form—also requires Special Event Applicants to obtain a Special Event permit from the Planning Department. Yet, the application submittal requirements and deadlines, the criteria evaluated to approve a permit, noise ordinance regulations, notice requirements, and event duration are not aligned, shown in the table on the next page:

	Municipal Code of Park City Title 4A Special Events	Land Management Code Title 15 Special Events
Application Submittal Requirements	MCPC § 4A-2-3	LMC § 15-4-20
Application Deadlines	Title 4A requires Level 1 and 2 event applications to be submitted to the Economic Development Department at least 30 days prior to the start of the event. MCPC § 4A-2-3(C)(2) Title 4A establishes three review periods for Level 3, 4, and 5 Special Event applications. Applications received by the first Friday in December are reviewed by City Council by the end of February; applications received by the first Friday in April are reviewed by Council by the end of June; applications received by the first Friday in August are reviewed by Council by the end of October. MCPC § 4A-2-3(C)	The LMC requires that an “[a]pplication must be submitted no less than fifteen (15) days prior to the Special Event. . . The Planning Director may reduce this timeframe to ten (10) days upon written request of the Applicant.” LMC § 15-4-20(C)
Criteria to grant, modify, or deny a Special Event Permit	MCPC § 4A-2-4	LMC § 15-4-20
Noise Ordinance	A Special Event applicant may obtain an exemption from the Noise Ordinance. MCPC § 4A-2-3(G)(2)	The LMC requires those seeking a Special Event permit to comply with the Noise Ordinance. LMC § 15-4-20(D)(4)
Notice Requirements	When the Special Events Department grants a Special Event permit pursuant to Title 4A, the Economic Development Manager or designee determines the notice the permittee must provide, depending on the size and scope of the event. MCPC § 4A-2-11(B)(1)(g)	The LMC requires that applicants provide 10-day notice for the Special Event in compliance with LMC § 15-1-21, which requires a courtesy mailing to adjacent property owners and notice posted on the City website and within three public places. LMC 15-4-20(D)(12)
Event Duration	Title 4A allows the Economic Development Department and City Council discretion when establishing the duration of Special Events. MCPC § 4A-2-4	The LMC places a fifteen-day restriction on the duration of a Special Event, no more than twelve times per year per building, and there may be times when the LMC conflicts with Economic Development Department and City Council discretion. LMC § 15-4-20(B)

MCPC Title 4A includes protections to ensure that Special Events do not conflict with the General Plan. The Economic Development Manager, designee, or City Council may deny a Special Event if the event is not consistent with the Park City General Plan or if the proposed event is “to avoid more restrictive general zoning.” MCPC [§ 4A-2-4](#).

The Special Events manager sends an email to all City Departments to review proposed Special Events. The Planning Director reviews all proposed Special Events for General Plan and zoning compliance.

(II) Remove Special Events from the LMC Zoning District Use Sections.

The table below outlines Special Events in the current LMC Use Sections:

Zoning District	Special Event
Historic Residential-Low Density	Not Allowed
Historic Residential	Not Allowed
Historic Residential	Conditional Use – subject to 15-2.3-8; 15-2.3-9
Historic Residential-Medium Density	Not Allowed
Historic Recreation Commercial	Administrative Conditional Use or Conditional Use
Historic Commercial Business	Administrative Conditional Use or Conditional Use
Recreation and Open Space	Not Allowed
Protected Open Space	Not Allowed
Rural Estate	Not Allowed
Estate	Not Allowed
Single Family	Not Allowed
Residential	Not Allowed
Residential Development	Not Allowed
Residential Development –Medium Density	Not Allowed
Recreation Commercial	Administrative Conditional Use or Conditional Use
General Commercial	Not Allowed
Light Industrial	Not Allowed
Public Use Transition	Not Allowed
Community Transition	Administrative Conditional Use

Over the years, Special Events were added to Zoning District Use Sections for specific limited temporary permits issued through the Planning Department. This was done to allow some limited properties to get pre-approved to host temporary events without having to go through the Special Event process each time. However, the Use Sections do not reflect Special Events permitting. Staff recommends removing the term *Special Event* from all Zoning District Use Sections. To obtain a Special Event permit, an Applicant does not need to meet land use standards and requirements of the LMC, rather, the applicant must meet the MCPC Title 4A standards and requirements.

(III) Make technical changes to the LMC to update and correct the code.

In 2016, City Council passed and adopted [Ordinance No. 16-07](#) to remove the definition of *Master Festival* and to replace the term *Master Festival* with *Special Event*. Staff recommends amending the Sign Code and LMC to reflect this change.

Staff also recommends technical revisions to the LMC to update internal citations, to comply with LMC § 15-15-1, which requires that terms defined in the LMC appear as capitalized proper nouns, and to correct internal citations to align with Municipal Code § 1-1-1, which clarifies citation to titles, chapters, and sections.

Lastly, staff recommends amending the definition of *Special Event* in the LMC to refer to the definition in Title 4A.

Department Review

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

Notice

Staff published notice on the City's website and the Utah Public Notice website on May 27, 2020. The *Park Record* published notice on May 20, 2020. LMC [§ 15-1-21](#).

Public Input

No input was received at the time this report was published.

EXHIBIT A

Municipal Code of Park City Sections Affected:

Section 12-7-1 is amended to read:

12-7-1 Prohibited Signs

A. **CATEGORIES OF PROHIBITED SIGNS.** The following signs, defined in Chapter 2 of this Title, are expressly prohibited in Park City except as provided in this section.

1. **Animated signs**, except for historic signs and historic replica signs where the applicant is able to prove through documentation or other evidence that the original historic sign produced the same motion and is proposed in the same location.
2. **Banners**, except as approved in conjunction with a ~~[Master Festival license]~~ Special Event Permit issued pursuant to Title 4A of this Code or approved for display on a City light standard pursuant to Chapter 11 of this Title.
3. **Bench signs.**
4. **Electronic message signs**, except for signs owned or operated by the City for public safety purposes.
5. **Flashing signs.** Any flashing light source of any kind is prohibited.
6. **Home occupation signs.**
7. **Inflatable signs.**
8. **Off-premises signs.**

EXHIBIT A

9. **Portable signs**, except for those allowed in private plazas pursuant to Section 12-10-2, and except for signs owned and operated by the City for public safety purposes.

10. **Projection signs**, except that temporary projection signs that are part of an approved ~~[master festival license]~~ Special Event Permit may be allowed for the duration of the ~~[festival permit]~~ Special Event Permit, provided they are directed so the light source is shielded from any view but that of the intended audience of the sign.

11. **Reproductions.**

12. **Roof signs.**

13. **Wind signs.**

14. **Video signs.**

B. **SIGNS IN PUBLIC PLACES.** No person shall staple, tape, paste, post, or otherwise affix any handbill, sticker, poster, or sign to, or otherwise paint, mark, or write on any public building, structure, or other property, including but not limited to: a work of art, sidewalk, crosswalk, curb, curbstone, parking meter, park-strip, street lamp post, hydrant, tree, shrub, tree stake or guard, electric light or power or telephone wire or pole, or wire appurtenance thereof, or any lighting system, public bridge, drinking fountain, life saving equipment, street sign, street furniture, trash can, or traffic sign.

Section 12-12-1 is amended to read:

12-12-1 Sign Plan Required

EXHIBIT A

All ~~[Master Festival and]~~ Special Event ~~[licensees]~~ permittees desiring permission to display temporary signs as an approved ~~[Master Festival]~~ Special Event shall submit a ~~[Master Festival]~~ Special Event Sign Plan as part of the application for a ~~[Master Festival license]~~ Special Event permit. The Planning, ~~[and]~~ Special Events, and Facilities Departments shall review ~~[Master Festival]~~ Special Event Sign Plans for compliance with the standards below prior to permit issuance.

Section 12-12-2 is removed:

~~12-12-2 Master Festival Banners~~

~~The use of banners is allowed within the boundaries of the approved Master Festival venue, subject to the following criteria:-~~

~~A. **SIZE**. No individual Master Festival banner may exceed thirty-six square feet (36 sq. ft.) in size.~~

~~B. **NUMBER OF SIGNS**. One (1) banner is allowed per venue. Additionally, one (1) banner is allowed on the external façade of any building or structure within a venue, including temporary structures. Staff may approve additional banners within a venue upon finding that the banners contribute to the overall festival atmosphere or theme of the event consistent with the purpose and scope of Section 12-1-1, the design is consistent with Section 12-3-3(A) as applied to the event, and that any commercial advertising message is secondary to such look and feel design elements for the event. There is no limit on banners within a fully enclosed structure.~~

~~C. **SETBACK AND ORIENTATION**. Master Festival banners are allowed only on or within approved venues.~~

EXHIBIT A

~~D. **ZONING RESTRICTIONS**. Master Festival banners are allowed in all zoning districts.~~

~~E. **DESIGN**. Fluorescent colors and reflective surfaces are prohibited on banners. Reflective colored materials that give the appearance of changing color are also prohibited. A matte or flat finish is required for all surfaces.~~

~~F. **PERIOD OF DISPLAY**. Master Festival banners may be displayed only during the approved time of the Master Festival.~~

~~G. **ILLUMINATION**. No lighting other than pre-existing light sources may be used to illuminate Master Festival banners.]~~

Section 12-12-3 is amended to read:

12-12-[3]2 Special Event Banners

The use of banners is allowed within the boundaries of the approved Special Event venue, subject to the following criteria:

A. **SIZE**. No individual Special Event banner may exceed thirty-six square feet (36 sq. ft.) in size.

B. **NUMBER OF SIGNS**. One (1) banner is allowed per venue. Additionally, one (1) banner is allowed on the external façade of any building or structure within a venue, including temporary structures. Each banner shall be consistent with Section 12-3-2[3](A) as applied to the Special [e]Event, and any commercial advertising message must be secondary to such ~~[look-and-feel]~~ design elements for the Special [e]Event.

C. **SETBACK AND ORIENTATION**. Special Event banners are allowed only within approved venues.

EXHIBIT A

D. **ZONING RESTRICTIONS**. Special Event banners are allowed in all zoning districts.

E. **DESIGN**. Fluorescent colors and reflective surfaces are prohibited on banners. Reflective colored materials that give the appearance of changing color are also prohibited. A matte or flat finish is required for all surfaces.

F. **PERIOD OF DISPLAY**. Special Event banners may be displayed only during the approved time of the Special Event.

G. **ILLUMINATION**. No lighting other than pre-existing light sources may be used to illuminate ~~[Master Festival]~~ Special Event banners.

Section 12-12-4 is amended to read:

12-12-~~[4]~~3 ~~[Master Festival]~~ Special Event Directional Signs

Municipal or event-owned directional signs in the form of electronic message signs and portable signs^[7] are allowed for the purpose of identifying and directing vehicular or pedestrian traffic to parking areas, transportation centers, and venues.

Section 12-12-5 is amended to read:

12-12-~~[5]~~4 ~~[Master Festival]~~ Special Event Projection Signs

Subject to approval by the Planning Department, temporary projection signs that are part of an approved ~~[Master Festival license]~~ Special Event permit may be allowed for the duration of the ~~[Master Festival permit]~~ Special Event, provided the light source is shielded from any view but the intended audience of the sign.

Section 12-12-6 is amended to read:

12-12-~~[6]~~5 Temporary Signs

EXHIBIT A

Staff may approve temporary signs within a ~~[Master Festival or]~~ Special Event venue upon finding that the signs contribute to the overall resort atmosphere or theme of the Special [e]Event consistent with the purpose and scope of Section 12-1-1, the design is consistent with Section 12-3-~~[3]~~2(A) as applied to the Special [e]Event, and that any commercial advertising message is secondary to such ~~[look and feel]~~ design elements for the Special [e]Event. There is no limit on signs within a fully enclosed structure.

Land Management Code Sections Affected

Section 15-1-11 is amended to read:

15-1-11 Special Applications

A. **MASTER PLANNED DEVELOPMENT (MPD) REVIEW PROCESS**. Applications for MPDs shall be reviewed according to LMC Chapter 15-6.

B. **VARIANCES AND NON-CONFORMING USES**. The Board of Adjustment must review Applications for Variances and appeals of Planning Director determinations regarding Non-Conforming Uses and Non-Complying Structures in accordance with the regulations set forth in LMC Chapter 15-9. Such approval must be obtained from the Board of Adjustment prior to the issuance of any Conditional Use permit or Master Planned Development, or other approval by the Planning Commission or Planning Department. All action on an Application shall be stayed upon the determination that a Board of Adjustment approval is required.

C. **PLAT AMENDMENTS/SUBDIVISION**. Plat Amendments and Subdivisions must be reviewed pursuant to LMC Chapter 15-7. No Building Permit may be issued prior to such an approval.

EXHIBIT A

D. **ADMINISTRATIVE CONDITIONAL USE PERMITS**. The Planning Director, or his or her designee, shall review and take Final Action on Administrative Conditional Use permits. Review process shall be consistent with Section 15-1-10(A-H), with the exception that no published notice, as described in Section 15-1-12, shall be required.

E. **ADMINISTRATIVE PERMITS**. The Planning Department shall review and take Final Action on Administrative Permits. Review process shall be consistent with the requirements herein for those Uses requiring an Administrative Permit, such as temporary tents, Structures, and vendors; ~~[temporary Special Event and]~~ temporary change of occupancy permits; regulated Accessory Apartments; specified ~~[e]~~QOutdoor ~~[e]~~Events and Uses; Family Child Care in specified Zoning Districts; and temporary ~~[t]~~Itelecommunication Antennas, where these Uses are designated as requiring Administrative Permits. These Uses may require Administrative Conditional Use permits or Conditional Use permits in some Zoning Districts pursuant to ~~[Section]~~ Chapter 15-2. Section 15-2.3-2 is amended to read:

15-2.3-2 Uses

Uses in the HR-2 District are limited to the following:

A. **ALLOWED USES**.

1. Single Family Dwelling
2. Lockout Unit¹
3. Nightly Rental²
4. Home Occupation
5. Child Care, In-Home Babysitting³
6. Child Care, Family³

EXHIBIT A

- 157 7. Child Care, Family Group³
- 158 8. Accessory Building and Use
- 159 9. Conservation Activity
- 160 10. Agriculture
- 161 11. Residential Parking Area or Structure with four (4) or fewer spaces
- 162 12. Recreation Facility, Private
- 163 B. **CONDITIONAL USES.**
- 164 1. Duplex Dwelling
- 165 2. Secondary Living Quarters
- 166 3. Accessory Apartment⁴
- 167 4. Group Care Facility
- 168 5. Child Care Center
- 169 6. Public or Quasi-Public ~~[H]~~i[nstitution, church, or ~~[S]~~school
- 170 7. Essential ~~[M]~~municipal ~~[P]~~public ~~[U]~~utility Use, ~~[F]~~facility, ~~[S]~~service, and
- 171 Structure
- 172 8. Telecommunication Antenna⁵
- 173 9. Satellite Dish Antenna greater than thirty-nine inches (39") in diameter⁶
- 174 10. Bed ~~[&]~~ and Breakfast Inn⁷
- 175 11. Boarding House, Hostel⁷
- 176 12. Hotel, Minor, fewer than sixteen (16) rooms⁷
- 177 13. Office, General⁸
- 178 14. Office, Moderate Intensive⁸
- 179 15. Office and Clinic, Medical⁸

EXHIBIT A

- 180 16. Retail and Service Commercial, Minor⁸
- 181 17. Retail and Service Commercial, personal improvement⁸
- 182 18. Cafe or Deli⁸
- 183 19. Restaurant, General⁸
- 184 20. Restaurant, Outdoor Dining⁸
- 185 21. Outdoor Events
- 186 22. Residential Parking Area or Structure with five (5) or more spaces,
- 187 associated with a residential Building on the same Lot
- 188 23. Temporary Improvement
- 189 24. Passenger Tramway Station and Ski Base Facility¹⁰
- 190 25. Ski tow rope, ski lift, ski run, and ski bridge¹⁰
- 191 26. Recreation Facility, Private
- 192 27. Fences greater than six feet (6') in height from Final Grade¹¹
- 193 28. Limited Commercial expansion necessary for compliance with Building/
- 194 Fire Code egress and Accessibility requirements and support Uses
- 195 associated with HCB Commercial Use¹²
- 196 29. Bar⁸
- 197 30. ~~[Special Events⁸]~~
- 198 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use
- 199 is a prohibited Use.

200 ¹Nightly Rental of Lockout Units requires a Conditional Use Permit

201 ²Nightly Rental does not include the use of dwellings for Commercial Uses

202 ³See LMC ~~[Chapter]~~ Section 15-4-9, ~~[for]~~ Child Care And Child Care Facilities

EXHIBIT A

203 ~~[Regulations]~~

204 ⁴See LMC ~~[Chapter]~~ Section 15-4-7, ~~[Supplemental Regulations for]~~ Accessory

205 Apartments

206 ⁵See LMC ~~[Chapter]~~ Section 15-4-14, ~~[Supplemental Regulations for]~~

207 Telecommunication Facilities

208 ⁶See LMC ~~[Chapter]~~ Section 15-4-13, ~~[Supplemental Regulations for]~~ Placement Of

209 Satellite Receiving Antennas

210 ⁷In Historic Structures only

211 ⁸In Historic Structures and within Sub-Zones A and B subject to compliance with all
212 criteria and requirements of Section 15-2.3-8 for Sub-Zone A and Section 15-2.3-9 for
213 Sub-Zone B.

214 ⁹Subject to an Administrative Conditional Use Permit, and permitted in Sub-Zone B
215 only, subject to requirements in Section 15-2.3-9.

216 ¹⁰See LMC ~~[Chapter]~~ Section 15-4-18, Passenger Tramways ~~[a]~~ And Ski-Base Facilities

217 ¹¹See LMC ~~[Chapter]~~ Section 15-4-2, Fences And Retaining Walls ~~[and Walls]~~

218 ¹²Subject to compliance with the criteria set forth in ~~[s]~~ Section 15-2.3-8(B).

219 Section 15-2.5-2 is amended to read:

220 **15-2.5-2 Uses**

221 Uses in the HRC are limited to the following:

222 A. **ALLOWED USES**.¹⁰

223 1. Single Family Dwelling⁵

224 2. Duplex Dwelling⁵

225 3. Secondary Living Quarters⁵

EXHIBIT A

- 226 4. Lockout Unit^{1,5}
- 227 5. Accessory Apartment^{2,5}
- 228 6. Nightly Rental⁵
- 229 7. Home Occupation⁵
- 230 8. Child Care, In-Home Babysitting
- 231 9. Child Care, Family³
- 232 10. Child Care, Family Group³
- 233 11. Child Care Center³
- 234 12. Accessory Building and Use
- 235 13. Conservation Activity
- 236 14. Agriculture
- 237 15. Bed and Breakfast Inn^{4,5}
- 238 16. Boarding House, ~~H~~h~~o~~st~~e~~l⁵
- 239 17. Hotel, Minor, fewer than ~~sixteen~~ (16) rooms⁵
- 240 18. Office, General⁵
- 241 19. Parking Area or Structure, with four (4) or fewer spaces⁵
- 242 20. Food Truck Location¹¹
- 243 B. **CONDITIONAL USES.**^{9,10}
- 244 1. Triplex Dwelling⁵
- 245 2. Multi-Unit Dwelling⁵
- 246 3. Guest House, on Lots one ~~(1)~~ acre⁵
- 247 4. Group Care Facility⁵
- 248 5. Public and Quasi-Public ~~H~~i~~n~~stitution, ~~E~~c~~h~~urch, ~~or~~ ~~S~~s~~c~~hool

EXHIBIT A

- 249 6. Essential Municipal ~~[P]public~~ ~~[U]utility~~ Use, ~~[F]facility~~, ~~[S]service~~, and Structure
- 250 7. Telecommunication Antenna⁶
- 251 8. Satellite ~~[D]dish~~, greater than thirty-nine inches (39”) in diameter⁷
- 252 9. Plant and Nursery stock products and sales
- 253 10. Hotel, Major⁵
- 254 11. Timeshare Projects and Conversions⁵
- 255 12. Private Residence Club Project and Conversion^{4,5}
- 256 13. Office, Intensive⁵
- 257 14. Office and ~~[C]clinic~~, Medical⁵
- 258 15. Financial ~~[I]institution~~, without drive-up window⁸
- 259 16. Commercial Retail and Service, Minor⁸
- 260 17. Commercial Retail and Service, ~~[P]Personal~~ ~~[I]Improvement~~⁸
- 261 18. Neighborhood Convenience Commercial, without gasoline sales
- 262 19. Café or Deli⁸
- 263 20. Restaurant, General⁸
- 264 21. Restaurant and ~~[e]Café~~, ~~[O]outdoor~~ ~~[D]dining~~⁴
- 265 22. Outdoor Events and Uses⁴
- 266 23. Bar
- 267 24. Parking Area or Structure, with five (5) or more spaces⁵
- 268 25. Temporary Improvement⁴
- 269 26. Passenger Tramway ~~[S]station~~ and ~~[S]ski~~ ~~[B]base~~ ~~[F]facility~~
- 270 27. Ski ~~[T]tow~~, ~~[S]ski~~ ~~[L]lift~~, ~~[S]ski~~ ~~[R]run~~, and ~~[S]ski~~ ~~[B]bridge~~
- 271 28. Recreation Facility, Commercial, Public, and Private

EXHIBIT A

29. Entertainment Facility, Indoor

30. Fences greater than six feet (6') in height from Final Grade⁴

31. Private Residence Club, Off-Site⁵

32. Private Event Facility⁵

~~[33. Special Events⁴]~~

C. **PROHIBITED USES**. Unless otherwise allowed herein, any Use not listed above as an Allowed or Conditional Use is a prohibited Use.

¹Nightly rental of Lockout Units requires a Conditional Use permit

²See LMC ~~[Chapter]~~ Section 15-4-7, ~~[Supplementary Regulations for]~~ Accessory Apartments

³See LMC ~~[Chapter]~~ Section 15-4-9, ~~[for]~~ Child Care ~~[Regulations]~~ And Child Care Facilities

⁴Requires an Administrative or Administrative Conditional Use permit, see Chapter 15-4.

⁵Prohibited in HRC Zoned Storefront Property adjacent to Main Street, Heber Avenue, and Park Avenue, excluding those HRC Zoned Properties on the west side of Park Avenue and also excluding those HRC Zoned Properties with the following addresses: 702 Main Street, 710 Main Street, 738 Main Street (for the plaza side storefronts), 780 Main Street, 804 Main Street (for the plaza side storefronts), 875 Main Street, 890 Main Street, 900 Main Street, and 820 Park Avenue. Hotel rooms shall not be located within Storefront Property; however, access, circulation, and lobby areas are permitted within Storefront Property.

⁶See LMC ~~[Chapter]~~ Section 15-4-14, ~~[Supplemental Regulations For]~~ Telecommunication Facilities

EXHIBIT A

295 ⁷See LMC ~~[Chapter]~~ Section 15-4-13, ~~[Supplemental Regulations For]~~ Placement Of
296 Satellite Receiving Antennas

297 ⁸If Gross Floor Area is less than 2,000 sq. ft., the Use shall be considered an Allowed
298 Use

299 ⁹No community locations ~~[are]~~ as defined by Utah Code ~~[32-B]~~32B-1-102 (Alcoholic
300 Beverage Control Act) are permitted within 200 feet of Main Street unless a variance is
301 permitted for an outlet, as defined by Utah Code 32B-1-202, to obtain a liquor license.

302 ¹⁰Within the HRC Zoning District, no more than seven (7) Conventional Chain
303 Businesses are permitted in Storefront Properties.

304 ¹¹The Planning Director~~;~~ or his or her designee shall, upon finding a Food Truck
305 Location in compliance with Municipal Code 4-5-6, issue the property owner a Food
306 Truck Location administrative approval letter.

307 Section 15-2.6-2 is amended to read:

308 **15-2.6-2 Uses**

309 Uses in the Historic Commercial Business (HCB) District are Limited to the following:

310 A. **ALLOWED USES**.¹¹

311 1. Single Family Dwelling¹

312 2. Multi-Unit Dwelling¹

313 3. Secondary Living Quarters¹

314 4. Lockout Unit^{1,2}

315 5. Accessory Apartment^{1,3}

316 6. Nightly Rental⁴

317 7. Home Occupation¹

EXHIBIT A

- 318 8. Child Care, In-Home Babysitting¹
- 319 9. Child Care, Family^{1,5}
- 320 10. Child Care, Family Group^{1,5}
- 321 11. Child Care Center^{1,5}
- 322 12. Accessory Building and Use¹
- 323 13. Conservation Activity
- 324 14. Agriculture
- 325 15. Bed and Breakfast Inn^{1,6}
- 326 16. Boarding House, ~~[H]~~h~~o~~stel¹
- 327 17. Hotel, Minor, fewer than 16 rooms¹
- 328 18. Office, General¹
- 329 19. Office, Moderate Intensive¹
- 330 20. Office and ~~[E]~~cl~~i~~nic, Medical¹
- 331 21. Financial ~~[F]~~i~~n~~stitution, without drive-up window
- 332 22. Commercial Retail and Service, Minor
- 333 23. Commercial Retail and Service, ~~[P]~~er~~s~~onal ~~[I]~~m~~p~~rovement
- 334 24. Commercial Neighborhood Convenience, without gasoline sales
- 335 25. Restaurant, Café or Deli
- 336 26. Restaurant, General
- 337 27. Bar
- 338 28. Parking Lot, Public or Private with four (4) or fewer spaces
- 339 29. Entertainment Facility, Indoor
- 340 30. Salt Lake City 2002 Winter Olympic Games Legacy Displays⁷

EXHIBIT A

- 341 31. Temporary ~~W~~winter Balcony ~~E~~enclosures
- 342 32. Food Truck Location¹²
- 343 B. **CONDITIONAL USES.**^{10,11}
- 344 1. Group Care Facility¹
- 345 2. Public and Quasi-Public ~~H~~institution, ~~C~~church, or ~~S~~school
- 346 3. Essential ~~M~~municipal ~~P~~public ~~U~~utility Use, ~~F~~facility, ~~S~~service, and
- 347 Structure
- 348 4. Telecommunication Antenna⁸
- 349 5. Satellite ~~D~~dish, greater than thirty-nine inches (39”) in diameter⁹
- 350 6. Plant and Nursery stock products and sales
- 351 7. Hotel, Major¹
- 352 8. Timeshare Projects and Conversions¹
- 353 9. Timeshare Sales Office, Off-Site within an enclosed Building¹
- 354 10. Private Residence Club Project and Conversion^{1,6}
- 355 11. Commercial Retail and Service, Major
- 356 12. Office, Intensive¹
- 357 13. Restaurant, ~~O~~outdoor ~~D~~dining⁶
- 358 14. Outdoor Events and Uses⁶
- 359 15. Hospital, Limited Care Facility¹
- 360 16. Parking Area or Structure for five (5) or more cars¹
- 361 17. Temporary Improvement⁶
- 362 18. Passenger Tramway ~~S~~station and ~~S~~ski ~~B~~base ~~F~~facility
- 363 19. Ski ~~F~~tow, ~~S~~ski ~~L~~ift, ~~S~~ski ~~R~~un, and ~~S~~ski ~~B~~bridge

EXHIBIT A

20. Recreation Facility, Public or Private

21. Recreation Facility, Commercial

22. Fences greater than six feet (6') in height from Final Grade⁶

23. Private Residence Club, Off-Site¹

~~[24. Special Events⁶]~~

~~[25.]~~24. Private Event Facility¹

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

¹Prohibited in HCB Zoned Storefront Property adjacent to Main Street, Heber Avenue, Grant Avenue, and Swede Alley. Hotel rooms shall not be located within Storefront Property; however, access, circulation, and lobby areas are permitted within Storefront Property.

²Nightly Rental of Lock Units requires a Conditional Use permit

³See LMC ~~[Chapter]~~ Section 15-4-7, ~~[Supplementary Regulations for]~~ Accessory Apartments

⁴Nightly Rental of residential dwellings does not include the Use of dwellings for Commercial Uses

⁵See LMC ~~[Chapter]~~ Section 15-4-9, ~~[for]~~ Child Care ~~[Regulations]~~ And Child Care Facilities

⁶Requires an Administrative or Administrative Conditional Use permit

⁷Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic

EXHIBIT A

386 Master Festival License and placed on the original Property set forth in the services
387 Agreement and/or Master Festival License. Requires an Administrative Permit.

388 ⁸See LMC ~~[Chapter]~~ Section 15-4-14, ~~[Supplemental Regulations for]~~

389 Telecommunication Facilities

390 ⁹See LMC ~~[Chapter]~~ Section 15-4-13, ~~[Supplemental Regulations for]~~ Placement Of

391 Satellite Receiving Antennas

392 ¹⁰No community locations as defined by Utah Code 32B-1-102 (Alcoholic Beverage

393 Control Act) are permitted within 200 feet of Main Street unless a variance is permitted

394 for an outlet, as defined by Utah Code 32B-1-202, to obtain a liquor license.

395 ¹¹Within the HCB Zoning District, no more than seventeen (17) Conventional Chain

396 Businesses are permitted in Storefront Properties.

397 ¹²The Planning Director~~[,]~~ or his or her designee shall, upon finding a Food Truck

398 Location in compliance with Municipal Code 4-5-6, issue the property owner a Food

399 Truck Location administrative approval letter.

400 Section 15-2.16-2 is amended to read:

401 **15-2.16-2 Uses**

402 Uses in the RC District are limited to the following:

403 A. **ALLOWED USES.**

404 1. Single Family Dwelling

405 2. Duplex Dwelling

406 3. Triplex Dwelling

407 4. Secondary Living Quarters

408 5. Lockout Unit¹

EXHIBIT A

- 409 6. Accessory Apartment²
- 410 7. Nightly Rental³
- 411 8. Home Occupation
- 412 9. Child Care, In-Home Babysitting⁴
- 413 10. Child Care, Family⁴
- 414 11. Child Care, Family Group⁴
- 415 12. Child Care Center⁴
- 416 13. Accessory Building and Use
- 417 14. Conservation Activity
- 418 15. Agriculture
- 419 16. Bed ~~[&]~~ and Breakfast Inn
- 420 17. Boarding House, Hostel
- 421 18. Hotel, Minor
- 422 19. Parking Area or Structure with four (4) or fewer spaces
- 423 20. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays⁵
- 424 21. Food Truck Location¹²
- 425 B. **CONDITIONAL USES.**
- 426 1. Multi-Unit Dwelling
- 427 2. Group Care Facility
- 428 3. Public and Quasi-Public ~~[I]~~institution, ~~[C]~~church, and ~~[S]~~school
- 429 4. Essential ~~[M]~~municipal and ~~[P]~~public ~~[U]~~utility Use, ~~[F]~~facility, ~~[S]~~service, and
- 430 Structure
- 431 5. Telecommunications Antenna⁶

EXHIBIT A

- 432 6. Satellite ~~(D)~~dish Antenna, greater than thirty-nine inches (39") in diameter⁷
- 433 7. Raising, grazing of horses
- 434 8. Cemetery
- 435 9. Hotel, Major
- 436 10. Timeshare Project and Conversion
- 437 11. Timeshare Sales Office
- 438 12. Private Residence Club Project and Conversion⁹
- 439 13. Office, General⁸
- 440 14. Office, Moderate⁸
- 441 15. Office and ~~(E)~~clinic, Medical⁸
- 442 16. Financial ~~(H)~~institution without drive-up window⁸
- 443 17. Minor Retail and Service Commercial⁸
- 444 18. Retail and Service Commercial, ~~(P)~~Personal ~~(I)~~Improvement⁸
- 445 19. Transportation Service⁸
- 446 20. Neighborhood Market, without gasoline sales⁸
- 447 21. Café or Deli⁸
- 448 22. Restaurant, General⁸
- 449 23. Restaurant, ~~(O)~~outdoor ~~(D)~~dining^{8,9}
- 450 24. Bar⁸
- 451 25. Hospital, Limited Care Facility⁸
- 452 26. Parking Area or Structure with five (5) or more spaces
- 453 27. Temporary Improvement⁹
- 454 28. Passenger Tramway ~~(S)~~station and ~~(S)~~ski ~~(B)~~base ~~(F)~~facility¹⁰

EXHIBIT A

455 29. Ski ~~[F]low~~ ~~[R]ope~~, ~~[S]ki~~ ~~[L]ift~~, ~~[S]ki~~ ~~[R]un~~, and ~~[S]ki~~ ~~[B]ridge~~¹⁰

456 30. Outdoor Events and Uses⁹

457 31. Recreation Facility, Public and Private⁸

458 32. Recreation Facility, Commercial⁸

459 33. Entertainment Facility, Indoor⁸

460 34. Commercial Riding Stable[s], ~~[R]iding~~ ~~[A]cademy~~⁸

461 35. Master Planned Developments

462 36. Heliport⁸

463 ~~[37. Special Events⁹]~~

464 ~~[38.]~~ 37. Amenities Club

465 ~~[39.]~~ 38. Club, Private Residence Off-Site¹¹

466 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use is a
467 prohibited Use.

468 ¹Nightly Rental of Lockout Units requires a Conditional Use permit

469 ²See LMC ~~[Chapter]~~ Section 15-4-~~7~~, ~~[Supplemental Regulations for]~~ Accessory
470 Apartments

471 ³Nightly Rentals do not include the Use of dwellings for Commercial Uses

472 ⁴See LMC ~~[Chapter]~~ Section 15-4-9, Child Care ~~[Regulations]~~ And Child Care Facilities

473 ⁵Olympic Legacy Displays limited to those specific Structures approved under the
474 SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic
475 Master Festival License and placed on the original Property set forth in the services
476 agreement and/or Master Festival License. Requires an Administrative Permit.

EXHIBIT A

477 ⁶See LMC ~~[Chapter]~~ Section 15-4-14, ~~[Supplemental Regulations for]~~

478 Telecommunication Facilities

479 ⁷See LMC ~~[Chapter]~~ Section 15-4-13, ~~[Supplemental Regulations for]~~ Placement Of

480 Satellite Receiving Antennas

481 ⁸As support Use to primary Development or Use, subject to provisions of LMC Chapter
482 15-6, Master Planned Development

483 ⁹Requires an Administrative or Administrative Conditional Use permit, see ~~[Section]~~
484 Chapter 15-4

485 ¹⁰As part of an approved Ski Area Master Plan

486 ¹¹Requires an Administrative Conditional Use permit. Is permitted only in approved
487 existing Commercial spaces or ~~[e]~~Developments that have ten (10) or more units with
488 approved Support Commercial space. A Parking Plan shall be submitted to determine
489 site specific parking requirements.

490 ¹²The Planning Director~~[i]~~ or his or her designee shall, upon finding a Food Truck
491 Location in compliance with Municipal Code 4-5-6, issue the property owner a Food
492 Truck Location administrative approval letter.

493 Section 15-2.23-2 is amended to read:

494 **15-2.23-2 Uses**

495 Uses in the Community Transition District are limited to following:

496 A. **ALLOWED USES.**

497 1. Conservation Activities

498 2. Home Occupation

499 3. In-~~[h]~~Home Babysitting

EXHIBIT A

500 4. Family Child Care

501 5. Secondary Living Quarters

502 6. Agriculture

503 7. Food Truck Location²

504 B. ADMINISTRATIVE CONDITIONAL USES.

505 1. Trails and ~~[F]t~~trailhead ~~[I]i~~improvements

506 2. Outdoor Recreation Equipment

507 3. Essential ~~[P]p~~ublic ~~[U]u~~tility Use, ~~[S]s~~ervice, or Structure less than 600 ~~[sf]~~ sq.
508 ft.

509 4. Accessory Buildings less than 600 ~~[sf]~~ sq. ft.

510 5. Parking Areas with four (4) or fewer spaces

511 6. Outdoor Events and Outdoor Music, see ~~[Section]~~ Chapter 15-4

512 7. Temporary Improvement

513 8. Outdoor ~~[D]d~~ining and support retail associated with support Uses with an
514 MPD

515 ~~[9. Special Events]~~

516 ~~[10.]9.~~ Fences and ~~[W]w~~alls, see Section 15-4-2

517 ~~[11.]10.~~ Anemometer and Anemometer Towers

518 C. CONDITIONAL USES.

519 1. Master Planned Developments (MPDs)

520 2. Public, Quasi-Public, ~~[C]c~~ivic, ~~[M]m~~unicipal Uses

521 3. General ~~[A]a~~cute Hospital

522 4. Alternative ~~[P]p~~rofessional ~~[H]h~~health-related ~~[S]s~~ervices

EXHIBIT A

- 523 5. Athletic ~~[T]~~training and ~~[T]~~testing Offices and ~~[F]~~facilities
- 524 6. Athletic ~~[P]~~program ~~[A]~~administrative Offices
- 525 7. Support ~~[S]~~short-~~[T]~~term ~~[A]~~athlete ~~[H]~~housing or lodging associated with an
- 526 approved ~~[R]~~Recreation ~~[F]~~Facility (within an approved MPD)
- 527 8. Accredited ~~[P]~~physician Office ~~[S]~~space
- 528 9. Accredited Medical ~~[&]and~~ ~~[D]~~dental ~~[C]~~clinics
- 529 10. Medical Heliport
- 530 11. Group Care Facility
- 531 12. Ancillary Support Commercial (within an approved MPD)
 - 532 a. Gift ~~[S]~~shop
 - 533 b. Dispensing pharmacy
 - 534 c. Medical supply
 - 535 d. Restaurant
 - 536 e. Deli
 - 537 f. Outdoor ~~[G]~~grills/~~[B]~~beverage ~~[S]~~service ~~[S]~~stations
 - 538 g. Child Care Center
- 539 13. Recreation Facility, Public and Private
- 540 14. Recreation Facility, Commercial
- 541 15. Park and ~~[R]~~ride Lot
- 542 16. Municipal/~~[I]~~institutional Accessory Building and Use
- 543 17. Parking Lot, Public ~~[o]~~
- 544 18. Public ~~[U]~~utility or ~~[E]~~essential ~~[S]~~services
- 545 19. Single Family Dwelling (with an approved MPD¹)

EXHIBIT A

- 546 20. Duplex Dwelling (with an approved MPD¹)
- 547 21. Multi-Unit Dwelling (with an approved MPD¹)
- 548 22. Telecommunication Antenna
- 549 23. Transit ~~[F]~~facilities
- 550 24. Parking Areas, Lots, and Structures with more than five (5) Parking Spaces
- 551 25. Raising, ~~[and]~~ ~~[G]~~grazing of ~~[H]~~horses
- 552 26. Commercial Riding Stable~~[s]~~
- 553 27. Small Energy Wind Systems

554 D. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use is a
555 prohibited Use.

556 ¹Residential Uses cannot exceed one (1) unit/acre

557 ²The Planning Director~~[,]~~ or his or her designee shall, upon finding a Food Truck
558 Location in compliance with Municipal Code 4-5-6, issue the property owner a Food
559 Truck Location administrative approval letter.

560 Section 15-4-16 is amended to read:

561 **15-4-16 Temporary Structures, Tents, And Vendors**

562 Prior to the issuance of an Administrative Permit for any temporary Structure, tent, or
563 vendor, the Applicant must meet the following requirements ~~[shall be met]~~:

564 A. **APPLICATION**. An Application must be submitted to the Planning Department
565 including the following information:

566 1. **GENERAL DESCRIPTION**. An overview of the proposed activity shall
567 ~~[H]~~include hours of operation, anticipated attendance, ~~[U]~~use of speakers, any

EXHIBIT A

beer or liquor license, any sign or lighting plan, and any other applicable information.

2. **SITE PLAN.** The site plan shall be to scale indicating in detail how the proposal will comply with the International Building Code ~~[(IBC)]~~. It should indicate the location of the tent on the Property and distances from Property Lines and other Structures. A separate plan for the interior of any tent is required. This plan will indicate any chairs, tables, exits, sanitation, heating, food service/handling etc. A snow removal plan must be included.

3. **STRUCTURAL INFORMATION AND CALCULATIONS.** For all temporary Structures greater than 200 square feet in Floor Area, the Applicant must submit structural calculations, wind load information, fire rating, etc. ~~[must be submitted.]~~

4. **FEES.** All applicable fees.

5. **BUILDING PERMIT.** A permit issued by the Building Department is required for temporary Structures and tents greater than 200 square feet in Area, or as determined by the Chief Building Official upon review of size, materials, location, weather, and proposed Use.

6. ~~[SPECIAL EVENT PERMITS]~~ TEMPORARY CHANGE OF OCCUPANCY.

See Section 15-4-20 for regulations related to ~~[Special Events and]~~ temporary change of occupancy ~~[P]~~permits.

7. **DURATION.** Unless approved by the City Council as part of a ~~[Master Festival]~~ Special Event, in no case shall a tent be installed for a duration longer than fourteen (14) days and for more than five (5) times per year on the same Property or Site, unless a longer duration or greater frequency is approved by the

EXHIBIT A

591 Planning Commission consistent with Conditional Use ~~[G]~~criteria in Section 15-1-
592 10.

593 8. **NOTICE.** Notice of Administrative Permits shall be consistent with Section 15-
594 1-21.

595 ~~[B. **REVIEW CRITERIA- PUBLIC PROPERTY (OWNED BY THE CITY).**~~

596 ~~—— 1. Lease agreement with Park City required.~~

597 ~~2. The Use shall not violate the Summit County Health Code, the Fire Code, or~~
598 ~~State Regulations on mass gathering.~~

599 ~~3. The Use must meet all applicable International Building Code (IBC)~~
600 ~~requirements.~~

601 ~~4. The Applicant shall adhere to all applicable City and State licensing~~
602 ~~ordinances.]~~

603 ~~[G]B. **REVIEW CRITERIA[-PRIVATE PROPERTY].**~~

604 1. ~~[The proposed Use must be on private Property.]~~ The Applicant shall provide
605 written notice of the Property Owner's permission.

606 2. The proposed Use should not diminish existing parking. Any net loss of
607 parking shall be mitigated in the Applicant's plan.

608 3. The proposed Use shall not impede pedestrian circulation, emergency Access,
609 or any other public safety measure.

610 4. The Use shall not violate the ~~[City]~~ Noise Ordinance, Municipal Code Chapter
611 6-3.

EXHIBIT A

5. The Use shall comply with the LMC, ~~[and all]~~ the signage shall comply with the Sign Code, Title 12, and the lighting shall comply with ~~[the]~~ Illumination [Sign] Section 12-4-9.

6. The Use shall not violate the Summit County Health Code, the Fire Code, or State Regulations on mass gathering.

7. The Use shall not violate the International Building Code ~~[(IBC)]~~.

8. The Applicant shall adhere to all applicable City and State licensing ordinances.

Section 15-4-20 is amended to read:

15-4-20 ~~[Special Events And]~~ Temporary Change of Occupancy Permits

A. **PURPOSE.** The intent of these regulations is to allow Administrative Permits for ~~[Special Events and]~~ temporary change of occupancy ~~[activities]~~ only if adverse impacts on the character of neighboring Property can be mitigated and issues of public safety, traffic, and parking are provided for. Such Uses will be permitted where the adjacent Street system is sufficient to accommodate the traffic impacts generated by said ~~[Special Events and]~~ temporary change of occupancy; where the Property can accommodate adequate Off-Street parking; where the Structures are designed to safely accommodate said ~~[Special Event and]~~ temporary change of occupancy; and where the type of Use~~[,]~~ and impacts are Compatible with the Uses otherwise permitted in the zone.

B. **DURATION.** ~~[Special Event and]~~ temporary change of occupancy Administrative Permits may be issued for duration of fifteen (15) days per permit and for no more than twelve (12) times per year per Building. These days are not required to be consecutive.

EXHIBIT A

C. **APPLICATION**. An Application must be submitted no less than fifteen (15) days prior to the ~~[Special Event or]~~ temporary change of occupancy. The Planning Director may reduce this timeframe to ten (10) days upon written request of the Applicant. Applications shall be filed with the Planning Department and shall include the following information:

1. **GENERAL DESCRIPTION**. A narrative of the Use and Site plan of the proposed ~~[Special Event and]~~ temporary change of occupancy shall be submitted with the application, including hours of operation, private or public activity, number of invitations sent, if a private event, or estimate of overall attendance, crowd management plan, security, deliveries, music or sound plan, including use of speakers, any beer or liquor license, any sign or lighting plan, parking plan, and any other applicable information.

2. **FLOOR PLAN**. A floor plan, drawn to scale, indicating in detail how the proposal will comply with applicable sections of the International Building Code shall be submitted with the application. This plan will indicate any chairs, tables, exits, sanitation, heating, food service/handling, etc. This plan shall be prepared and stamped by a licensed Utah Architect or Engineer, who shall indicate the maximum occupancy number for the specific use and floor plan for the ~~[Special Event and/or]~~ temporary change of occupancy ~~[P]~~ permit. Multiple floor plan layouts during the dates applied for will require individual stamped floor plan drawings by the Architect or Engineer. The Chief Building Official, or his or her designee, will also review this information and application for compliance with the International Building Code [IBC].

EXHIBIT A

3. **ALL APPLICABLE FEES.** Refer to Fee Resolution.

4. Any requested additional City or governmental services or equipment.

D. **REVIEW CRITERIA.** In addition to the ~~[criteria and standards of]~~ review criteria in LMC Chapter 15-1-10(E), staff must review the following:

1. The Applicant shall provide written notice of the Property Owner's consent to the proposed ~~[event]~~ temporary change of occupancy.

2. The proposed Use shall not preclude Public Use of public Parking Spaces.

3. The Applicant shall provide [A]an entrance plan, including patron waiting line capacity. Any Use of exterior space for wait list or lines must be mitigated through the Use of barricades and/or security. Pedestrian International Building Code compliant Access along the public Right-of-way must be maintained, unless otherwise approved by the Chief Building Official.

4. The Use shall not violate Municipal Code ~~[Section]~~ Chapter 6-3~~[-9(B)]~~, the ~~[City] n~~Noise ~~e~~Ordinance.

5. ~~[The Application and a]~~All ~~[signing]~~ signage and lighting shall comply with the ~~[municipal] [s]~~Sign Code, Title 12, and Illumination [lighting code], Section 12-4-9.

6. The Use shall comply with the Summit County Health ~~[e]~~Code, the Fire Code, and State regulations on mass gathering.

7. The Use shall not violate the International Building Code ~~[(IBC)]~~.

8. The Applicant shall submit a delivery plan ~~[in-compliance with the delivery ordinance]~~.

9. The Applicant shall adhere to all applicable City and State licensing requirements ~~[ordinances]~~.

EXHIBIT A

10. The Applicant must have an approved operational permit according to the requirements of the International Fire Code prior to the issue of a ~~[n]~~ temporary change of occupancy permit.

11. The Property may not be in violation of the ~~[No existing]~~ LMC or International Building Code ~~[violations are on the property]~~.

12. Notice shall comply with Section 15-1-21.

The Fire Marshal~~[f]~~ may conduct a Site inspection at any time during the ~~[event]~~ temporary change of occupancy to ensure compliance with the above criteria.

E. **TEMPORARY STRUCTURES, TENTS, AND VENDORS**. See Section 15-4-16 for regulations related to Administrative Permits for temporary Structures, tents, and vendors not associated with Special Event permits.

Section 15-15-1 is amended to read:

15-15-1 Definitions

~~**[MASTER FESTIVAL]**. Any event held on public or private Property in which the general public is invited with or without charge and which creates significant public impacts through any of the following:~~

~~The attraction of large crowds;~~

~~Necessity for Street closures on Main Street or any arterial Street necessary for the safe and efficient flow of traffic in Park City;~~

~~Use of public Property;~~

~~Use of City transportation services;~~

~~Use of off-Site parking facility, or;~~

~~Use of amplified music in or adjacent to a residential neighborhood.]~~

EXHIBIT A

SPECIAL EVENT. See Municipal Code Title 4A, Special Events, Chapter 1, Definitions.

~~[Any event, public or private, with either public or private venues, requiring City licensing beyond the scope of normal Business and/or liquor regulations, as defined by this Code, or creates public impacts through any of the following:~~

~~The use of City personnel;~~

~~Impacts via disturbance to adjacent residents;~~

~~Traffic/parking;~~

~~Disruption of the normal routine of the community or affected neighborhood; or~~

~~Necessitates Special Event temporary beer or liquor licensing in conjunction with the~~

~~public impacts, neighborhood block parties or other events requiring Street closure of~~

~~any residential Street that is not necessary for the safe and efficient flow of traffic in~~

~~Park City for a duration of less than one (1) day shall be considered a Special Event.]~~

Section 15-15-2 is amended to read:

15-15-2 List of Defined Terms

-M-

~~[Master Festival]~~

Master Planned Development (MPD)

Material Deconstruction or Dismantling

Maximum Extent Feasible

Maximum House Size

Model Home

Planning Commission Staff Report



Subject: Park City Mountain Resort Base Area Development
Project #: PL-20-04475
Author: Bruce Erickson – Planning Director
Alexandra Ananth – Senior Planner
Date: June 10, 2020
Type of Item: Work Session –Discussion of PEG Development’s Request to Amend the 1998 Development Agreement for the PCMR Base Area

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*.

The Planning Commission held a Work Session on the project on May 27, 2020, and received an orientation to the project from both the Planning Department and the applicant. At the meeting a site walk was requested by some members of the Commission and this is tentatively being scheduled for July 8, 2020.

At the May Work Session, Planning Department Staff specifically requested that the Planning Commission consider whether the request to amend the 1998 DA is sufficient, or if the proposed new Master Plan Study requires a new MPD.

As laid out in the May 27, 2020, Staff Report (Exhibit B), staff has conducted an extensive review and analysis of the PEG Development application and the 1998 DA, and believes that the project the applicant is



Figure 1: Applicant’s Perspective of the proposed project

proposing meets the definition of what LMC Section [15-6-4\(l\), MPD Modifications](#), defines as a substantive Modification, ***which justifies review of the entire master plan and Development Agreement by the Planning Commission.***

Whether or not PEG Development submits a new application is less important than agreeing on a scope of review. Staff has met with PEG and proposed a stipulated scope of review under LMC Section 15-6-4(l), MPD Modifications including the following:

- Zoning exceptions for exterior/perimeter Setbacks and Building Height have been newly applied for and will be approved or denied by the Planning Commission based on the current Park City Land Management Code (LMC) Section [15-6-5, MPD Requirements](#);
- Affordable Housing Obligations and Parking Requirements for resort operations as well as new development, will be approved or denied by the Planning Commission based on a blend of fulfilling prior obligations (as laid out in the 2015 approval of Development Agreement and MPD Amendments) well as current code requirements, or alternatively, a re-review of the entire plan and DA requirements under the current LMC; and
- Traffic and transportation improvements will be reviewed based on the current LMC.

PEG and Vail were still discussing this proposal at the time of publication.

The following additional information is required to be submitted to the Planning Department in order for PEG's application to be determined complete:

- The amount of parking that is located above grade and that contributes to the mass or Development Floor Area Ratio of the project;
- Vertical and horizontal articulation of proposed buildings in compliance with LMC Section [15-5-8, Façade Lengths and Variations](#);
- Confirmation of the UE Calculations;
- Quantify the amount of Residential Accessory Use, Residential Support Commercial Use, and Resort Accessory Use in the submitted application in comparison of the 1998 DA and current LMC.

As mentioned above, a site visit is tentatively scheduled for July 8, 2020, from 3:00 to 5:00 PM ***if the additional application requirements have been submitted, and if PEG Development and VR CPC Holdings, Inc. (VRCPC) agree to the above scope of review by June 12, 2020.***

If this is the case, the Planning Department proposes the following revised public hearing schedule, grouped by topics, subject to modification as necessary:

Date	Anticipated Agenda
May 27, 2020	Planning Commission Work Session History and Orientation to the Base Area – Planning Dept. Project Overview – PEG Development Discussion of new MPD versus amendment to 1998 DA Opportunity for public input
June 10, 2020	Planning Commission Work Session Discussion of new MPD versus amendment to 1998 DA Opportunity for public input
July 8, 2020	Planning Commission Site Walk
July 22, 2020	Planning Commission Public Hearing Architectural, Site and Landscape Design Exceptions to Height and Setback Requirements Opportunity for public input
July 30, 2020	City Council Public Hearing Affordable Housing Mitigation Plan
August 26, 2020	Planning Commission Public Hearing Transit and Connectivity, Traffic, Parking and Circulation Recap of July 30 City Council Public Hearing on the Housing Mitigation Plan Opportunity for public input
September 23, 2020	Planning Commission Public Hearing Utilities and Project Phasing Plan Sustainability Other topics that come up or remain open Opportunity for public input
October 22, 2020	Public Hearing Final topics/review of any plan revisions Review of Draft Findings of Fact and Conditions of Approval Opportunity for public input Planning Commission Vote

As usual, Staff Reports will be prepared for each meeting and available on the City's website the Friday before the meeting.

A Zoning Review Memorandum is attached to this Staff Report (Exhibit A). This Memorandum preliminarily outlines significant requirements/conditions of the controlling documents and compares the proposed plans to the 1998 DA requirements and Land Management Code (LMC). ***This Memorandum is not all inclusive and may be revised as additional review criteria is triggered by Planning Commission review, public comment and as additional project information is submitted by the applicant.***



Figure 2: Proposed Site Plan Showing Parcels B-E



Building E



Building D



Building C



Building B

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)
Park City Mountain (PCM)
Development Agreement (DA)
Master Planned Development (MPD)
Land Management Code (LMC)
Recreation Commercial (RC)
Conditional Use Permits (CUP)
Comfortable Carrying Capacity (CCC)
Return on Community (ROC)
VR CPC Holdings, Inc. (VRCPC)

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

Other Department Reviews

The current submittal has been reviewed by the City's Department Review Committee and reviews will be shared as this project goes through the public hearing process.

The City has hired Aecon to complete a 3rd Party Review of the Traffic Impact Study in addition to the City Engineer and Transit staff. ***This will be discussed further at a later public hearing.***

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 Park Record on May 13, 2020. At the May 27, 2020, Work Session it was announced that the Planning Commission would discuss the project again in a Work Session or possible public hearing on June 10, 2020. Besides a tentatively scheduled site walk on July 8, 2020 it is not expected the Planning Commission will meet again on this project until July 22, 2020.

Public Input

Public comments received to date are attached to this Staff Report (Exhibit L). Public input received after the publication of this Staff Report will be forwarded to the Planning Commission and attached to subsequent Staff Reports. ***The Planning Department is working on compiling all public comments and will be putting together a document that addressed these questions as the project is reviewed.***

Summary Recommendations

Staff recommends the Planning Commission hold a work session to discuss the proposed amendment to the 1998 Park City Mountain Resort DA to replace expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a new Master Plan.

Specifically, Staff requests that the Planning Commission discuss the proposed scope of review for this project as outlined above and identify any additional information the Commission requires from the application or staff for the tentatively scheduled site walk on July 8, 2020, and next Planning Commission meeting tentatively scheduled for July 22, 2020.

Exhibits

- Exhibit A – Zoning Review Memorandum
- Exhibit B – May 27, 2019 Staff Report
- Exhibit C - Application Letters from the Applicant
- Exhibit D - Applicant's Proposed Master Plan
- Exhibit E - Public Comments Received to Date



Zoning Review Memorandum

Date: May 27, 2020

To: Bruce Erickson, Planning Director

From: Alexandra Ananth, Senior Planner
Laura Kuhrmeyer, Planner

Re: Request to Amend the 1998 Park City Mountain Resort Development Agreement and to Replace Exhibit D, the *1998 PCMR Base Area Master Plan Study/Concept Master Plan*, with a new Master Plan to construct a mixed-use resort development on the base area parking lots

Applicant: PEG	
Site: 1493-1498 Lowell Avenue, surface parking lots for PCMR	Parcels: SA-402-E, SA-402-A-1-A, SA-402-A-2, SA-253-B, SA-253-B-2-A, and SA-253-C
Zoning: Recreation Commercial (RC)	Total Lot Area: 10.62 Acres or 462,607 square feet
Current Use: Surface parking for PCMR	Proposed Use: Mixed use resort development including support commercial, residential, parking and public open space

Background:

The applicant is proposing to Amend the 1998 Development Agreement (DA) by replacing the 1997 Master Plan (Exhibit D of the 1998 DA) with a new Master Plan to develop the existing surface parking lots and construct a mixed-use resort development consisting of for sale condominiums, affordable housing, employee housing, day skier parking stalls, a hotel, retail and restaurant uses, a ski club, public ski lockers, skier services, wayfinding and open space plazas.

The zoning of the six (6) parcels included in the project area are all Recreation Commercial (RC). The applicants are not proposing any changes to the zoning. For the purposes of this Memorandum the RC and MPD provisions of the Land Management Code (LMC) will be applied unless superseded by the Development Agreement or other controlling documents.

Existing documents that govern the site include the following:

- The June 25, 1997 Conditions of Planning Commission approval of the PCMR Large Scale Mater Plan (MPD)
- The August 21, 1997 Conditions of City Council approval
- The April 1, 1998 Conditional Use permit for the Marriott (Parcel A)
- 1998 Development Agreement including Exhibits A-M.
- The 2007 Annexation Agreement
- The March 25, 2015 Development Agreement Amendments to the Mountain

Upgrade Plan and MPD Amendments to add the Upper Mountain Ski Terrain to the MPD

- The First Amendment to the Development Agreement, December 2019.

Relevant Conditions of the 1998 Development Agreement

- A. The 1998 Development Agreement is tied to the *Park City Mountain Resort Base Area Master Plan Study*, Exhibit D of the Development Agreement, and is subject to all conditions of approval described in Exhibits E and F of the Development Agreement, the 1997 Conditions of Planning Commission Approval and the Conditions of City Council approval.
- B. The 1998 Development Agreement notes that “the City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain.” In effect, the DA transfers base or underlying density from the Exclusion Area or Alpine Terrain to the base area parcels, Parcels A-E, in order to limit future development on the Mountain Open Space/Alpine Terrain area, as the clustering of development preserves open space and view corridors and was preferable to spreading density on or up the mountain.

Although neither the 1997 MPD nor the DA specifies the amount of density taken off of the Alpine Terrain Exclusion Area, both documents credit the Base Area Master Planned Area with 491.78 Unit Equivalents of permitted density, excluding support commercial, underground public convention and meeting space. Unit Equivalents are defined in the DA and differ from the way the current version of the LMC calculates them, particularly for units greater than 2,000 square feet.

- C. Residential Accessory Use, Residential Support Commercial Use, Resort Accessory Use, are defined in the Development Agreement and do not require the use of Unit Equivalents. *This is consistent with the current Land Management Code.*
- D. Unit Equivalents are also defined in the 1998 Development Agreement. *The current Land Management Code utilizes the same calculation for Unit Equivalents with the exception of condominiums greater than 2,000 square feet. The applicant should clarify how they have calculated US's for condos greater than 2,000 square feet, utilizing the UE formula in the 1998 Development Agreement or the current Land Management Code.*
- E. Section 2 of the Development Agreement lists the Obligations of the Developer including Conditions of Approval such as:
- The approval incorporated the *PCMR Base Area Master Plan Study*, Exhibit D of the DA, which details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, etc., into the Development Agreement. It notes that Large Scale Master Plan approval is conceptual in nature, that each Parcel is subject to conditional use (Small Scale MPD) review by the Planning Commission, and that site specific proposals must substantially conform to the approved PCMR Concept Master Plan. The square footages, volumetrics and unit equivalents are maximums permitted for each development Parcel. It notes that if the Planning

Commission approves less than the maximum square footages outlined for any Parcel, that square footage cannot be transferred to another Parcel. *It appears that the current application is proposing to shift density and square footage to Parcel C even though this is expressly prohibited as noted above.*

- Final site planning to the satisfaction of the Planning Commission is required for each Small Scale MPD and shall include landscaping, streetscape details and finalization of the design guidelines for the buildings. Lighting standards shall be consistent with the standards in effect at the time of application for building permits. If the architectural design guidelines for Park City become more restrictive in the future the more restrictive guidelines shall apply. Final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.
- Developer has rezoned and partially re-subdivided the 1997 Master Planned Area. Additional re-subdivision will follow.
- Neither the City nor the Developer owns the current Bus Drop Off Area at the Resort Center. The Bus Drop Off Area must be improved, and the Bus Drop Off Easement must be executed, prior to any building permits.
- The Developer has submitted and the City has approved, a detailed phasing plan Exhibit H. *The current applicant will be required to modify Exhibit H.*
- The Developer has formed a Master Owners' Association responsible for recycling, snow removal, landscaping, streetscape and plaza improvements, pedestrian pathways and trails and other public amenities. *The current applicant has stated that no records of the formation of a Master Owners Association have been found.*
- The Developer shall upgrade utilities, as the City Engineer deems reasonably necessary for the development of the Concept Master Plan.
- Concurrent with the review of the Small Scale MPD CUP's for each building the Developer shall satisfy fire protection requirements Exhibit I. *The current applicant will be required to modify Exhibit I.*
- The Developer shall comply with the traffic mitigation plan Exhibit J. *The current applicant will be required to modify Exhibit J.*
- The Developer shall comply with the parking mitigation plan Exhibit K. If the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. *The current applicant will be required to modify Exhibit K and a new parking management plan will be required, as will upgrades to roads and intersections to meet the increased traffic demands of the application.*
- The Developer shall not promote, encourage, nor allow, in the Shadow Lake Lease Area, the Thaynes Mining Reservation Area, or the Development Exclusion Area depicted within Exhibit C, residential development of any kind, nor any

commercial nor industrial development which customers will primarily access by rubber tired vehicles.

- The Developer has chosen to mitigate additional impacts associated with developing the PCMR Concept Master Plan by paying impact fees in lieu of off-site improvements.
- Employee Housing. The 1998 Development Agreement contains a requirement for employee housing and requires the developer to construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003. Employee housing is triggered by the receipt and approval of Conditional Use Permits (Small Scale MPD's of the base area Parcels A-E proportionally).

There is a footnote on page 11 of the DA that states if the "Developer fails to obtain approval for 60% of the Small Scale MPDs before 10/1/03 the Developer shall, at a minimum, acquire its proportionate obligation to produce employee housing. For example, if only 40% Small Scale MPDs have been approved by 10/1/03, Developer shall provide housing for 32 (40% of 80) PCMR employees. Once Developer achieves 60% Small Scale MPD approval, it must provide deed restricted housing for all 80 employees." *See the 2015 CUP for additional information on this obligation.*

- Ski Operations Improvements. The Developer submitted a Mountain Upgrade Plan Exhibit L. This includes Vegetation management and Parking, noting that at all times the Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity. *The Mountain Upgrade Plan was amended by the March 25, 2015 Conditional Use Permit. As the applicant is proposing to bifurcate their development from the mountain operations any mountain upgrades that impact traffic, parking, runoff, and views within Park City will be limited without a corresponding plan to mitigate such issues.*

- F. Section 3 of the Development Agreement, Development of the 1997 Master Planned Area, memorializes that the Developer has a vested right to develop the 1997 Master Planned Area in accordance with the PCMR Concept Master Plan and that the overall project shall not exceed the permitted density of 491.78 Unit Equivalents, excluding support commercial, underground public convention and meeting space. It reiterates that approved square footages are maximums and that square footage will not be allowed to be transferred from one Parcel to another. *After the development of Parcel A only 353 UE's remain.*
- G. The 1998 DA lists permitted uses of the Property, the density and intensity of use, the maximum height, bulk and size of proposed structures, provisions for reservation or dedication of land for public purposes and location of public improvements, location of public utilities, etc. It also includes a Parcel Square Footage Allowance Table. It notes that if there are retail/commercial uses other than Support Commercial or Accessory uses they will require a proportionate reduction in the square footage that is allocated for the other uses in this table. Building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space that is located below grade or underground parking as shown in the Concept Master Plan.

Underground public convention and meeting space is allowed in addition to the total Parcel square footage allowance.

Parcel	Gross Resi. Sq. Ft.	Res. Support Comm. & Acc. Use @ 10%	Acc. Use to Resort Operation	Retail/Comm.	Total (2)
A	287,000	28,700	35,000	(1)	350,810
B	294,000	29,400		(1)	323,519
C	159,000	15,900	18,000	(1)	192,963
D	93,000	9,300		(1)	102,338
E	141,000	14,100	32,000	(1)	187,157
Total	974,000	97,400	85,000		1,156,787

(1) If there are retail/commercial uses other than Support Commercial or Accessory uses they will require a proportionate reduction in the square footage that is allocated for the other uses in this table.

(2) Building square footage does not include Resort Accessory Uses, mechanical maintenance or storage space that may be located below grade or parking as shown in the Concept Master Plan.

(3) Underground public convention and meeting space is allowed in addition to the total Parcel square footage allowance.

The Planning Department notes that in contrast to the 1997 Concept Master Plan, a significant amount of parking in PEG's proposal is not located below grade but is not counted in the total square footage. PEG must disclose how much parking is located above grade and thus contributing to the mass of the proposed project.

- H. The DA notes the specific volumetrics, including Design Intent, Approval Criteria and Assumptions for Parcels A, B, C, D, E, and the Arcade are set forth in detail, and incorporated herein by reference, on pages 122-148 of the Park City Mountain Resort Base Area Master Plan Study. *The applicant must submit a Volumetric Analysis consistent with LMC Section [15-5-8](#), Façade Lengths and Variations.*

The current applicant is proposing to amend the MPD with a new Base Area Master Plan. The City's Land Management Code Section 15-6-4.I., MPD MODIFICATIONS, states that "Changes in a Master Planned Development, which constitute a change in concept, Density, unit type or configuration of any portion or phase of the MPD will justify review of the entire master plan and Development Agreement by the Planning Commission, unless otherwise specified in the Development Agreement. If the modifications are determined to be substantive, the project will be required to go through the pre-Application public hearing and determination of compliance as outlined in Section 15-6-4(B) herein." It is the Planning Department's recommendation that the Planning Commission determine that the submitted application is substantively different than the 1997 Large Scale Master Plan (MPD) and requires a new MPD, not an amendment to the existing MPD.

- I. Section 6.2, Transfer of Property notes that the Developer shall have the right to assign or transfer all or any portion of its interests, rights or obligations under the Agreement to third parties but that the Developer's obligations shall not relieve the Developer of any responsibility to the expressly assumed obligations.

- J. The Development Agreement contains 13 Exhibits including:
- Exhibit A – Legal Description of 1997 Master Planned Area (*Must be replaced*)
 - Exhibit B – Legal Description of Park City Alpine Terrain (*Must be replaced*)
 - Exhibit C - Depiction of Park City Alpine Terrain, with Development Exclusion Areas
 - Exhibit D – Park City Mountain Resort Area Master Plan Study (*Expired and must be replaced*)
 - Exhibit E – June 25, 1997 Conditions of Planning Commission Approval
 - Exhibit F – August 21, 1997 Conditions of City Council Approval
 - Exhibit G – Bus Drop Off Easement
 - Exhibit H – Phasing Plan (*Must be replaced*)
 - Exhibit I – Fire Protection Requirements (*Must be replaced*)
 - Exhibit J – Traffic Mitigation Plan (*Must be replaced*)
 - Exhibit K – Parking Mitigation Plan (*Must be replaced*)
 - Exhibit L – Mountain Upgrade Plan (*Amended in 2015*)
 - Exhibit M – Viewshed Area Map (*Must be replaced*)
- K. One important issue to note is that the 1998 Development Agreement assumes that the base area developer is the ski operations operator and does not distinguish between the obligations of each respective party. *The current application is from a developer that does not control Resort operations and is thus in effect requesting a bifurcation of obligations of the Development Agreement with this application. As the applicant is proposing to bifurcate their development from the mountain operations any mountain upgrades that impact traffic, parking, runoff, and views within Park City will be limited without a corresponding plan to mitigate such issues. Any upgrades made since this approval and not included in the Upgrade Plan must be made known to the City so that impacts can be mitigated.*
- L. See also *The 2019 First Amendment to the Development Agreement*, which notes that approval for the PCMR Concept Master Plan component of the Development Agreement has lapsed in accordance with Section 7.9 of the Development Agreement. Therefore Exhibit D, the Park City Mountain Resort Area Master Plan Study and any Site Specific approvals including height variations are no longer valid.

Relevant Findings and Conditions of the June 25, 1997 Conditions of Planning Commission approval

1. Finding 2 lists this Maximum Parcel Square Footage Allowance and notes that if there are retail/commercial uses other than Support Commercial or Accessory Uses they will require a proportional reduction in the square footage that is allocated for the other uses in the table. Building square footage does not include mechanical or storage space that may be located below grade. The square footage numbers that are shown in the Parcel Square Footage Allowance Table are the maximums that can be built within each category. Three separate factors control the size of the individual buildings, and in each case the most restrictive of these factors will control the size of the building. The size and configuration of each building is limited by the gross square footage listed in the Parcel Square Footage Table, and the overall building envelope as set out in the Volumetrics, neither of which can be exceeded. In addition the entire project is limited by the total Unit Equivalents that are available within the MPD. The project is entitled to a total of 492 unit equivalents and *353 unit equivalents remain after the development of Parcel A.*

2. Finding 12 notes that the Resort provides an employee shuttle from Salt Lake City, Provo, and Heber and that they commit to continue this service. *The applicant has stated that the Resort does not currently run such a shuttle service which decreased the parking demand in 1997.*
3. Finding 13 notes that 1200 skier parking stalls exist in the surface parking lots and that these 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort. Parking for the Resort's Accessory Uses and or Support Commercial to the Resort are included in the 600 additional parking stalls that will be built for the Resort uses. *The current application does not discuss the additional 600 parking stalls included under the 1998 Concept Plan or employee shuttles/parking. The Planning Department notes that the Resort utilizes a significant amount of parking at the High School on weekends and this is not mentioned in the applicant's Parking and Traffic Study. Additionally, the Resort does not run an Employee bussing program as mentioned in the 1997 MPD approval. Any expansion to skier capacity will be greatly limited in the future due to a lack of additional parking.*

Relevant Findings and Conditions of the August 21, 1997 Conditions of City Council approval

1. The heights, massing, stepping, volumetrics, articulation and design of the proposed structures as defined by the 1997 Concept Master Plan are integral components of the plan, are incorporated by reference to , and a condition of, this approval.

Relevant Findings and Conditions of the April 1, 1998 Conditional Use Permit/Small Scale MPD for Building A
Not Applicable.

2007 Annexation Agreement

1. The 2007 Annexation Agreement annexed 2,800 acres of PCMR property located in unincorporated Summit County into the City limits, amended the City Zoning Map to zone the 2,800 acres to Recreation Open Space (ROS).
2. The applicants volunteered to Deed Restrict all residential and commercial lodging by transferring all potential density to an existing development area within the Flagstaff Mountain annexation area. A Conservation Easement was applied to the annexed lands. (Although not explicitly stated in the Annexation Agreement density was transferred to Pod B-2, Empire Pass, to a project known as the Montage Resort and Spa, which was planned to include 192 hotel rooms and suites, with spa, restaurant and conference facilities, and a residential component that consists of resort condominiums. This transfer totaled 80 Unit Equivalents, as stated in the Pod B2, Empire Pass MPD, approved on March 14, 2007, as well as the Montage Resort Hotel CUP also approved on March 14, 2007).
3. The annexed land was included within the Sensitive Lands Overlay District (SLO).
4. The Annexation notes that "The next Development Activity application or amendment under the PCMR MPD must add the PCMR lease land annexed to the PCMR MPD."
5. The Annexation notes that trail will be available for public use and that "existing and any newly required trails shall be added to the Park City Master Trails and as

necessary dedicated to the City. *This remains an outstanding obligation.*

6. The applicant agreed to implement a fire protection and emergency access plan to be reviewed and approved by the Fire Marshall and Chief Building Official for compliance with applicable building and fire codes.

Relevant Findings and Conditions of the March 25, 2015 Conditional Use permit for an amendment to the Mountain Upgrade Plan

1. Findings 33 and 42 note that the Interconnect Gondola has no skier capacity increase associated with it and does not require more parking.
2. Finding 34 notes that no additional parking is required by the Snow Hut on-mountain restaurant expansion.
3. Finding 118 and Condition 3 reiterates the Employee Housing Obligation under Section 2.2 of the Development Agreement and calculates that Parcel A accounted for approximately 334,000 square feet of the total Concept Master Plan's 1,156,787 square feet, or 28.8%. 28.8% of 80 is 23. This equates to housing for 23 PCMR employees that was required after October 1, 2003, as a result of Legacy Lodge/Marriott Parcel A, but has not been completed as of the date of this Memorandum. *Therefore the Developer is in arrears housing for 23 employees.*

Condition of Approval #3 of the March 25, 2015 MPD states that "the Developer shall include as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the "next Small Scale MPD Application") an affordable housing plan subject to Park City Housing Authority approval per the Housing Resolution in effect at the time of application for the Required Employee Housing and the employee housing required for the Next Small Scale MPD/CUP Application as determined by such resolution. Unless otherwise approved in the housing plan or previously satisfied, a completion bond or letter of credit in a form approved by the City Attorney will be required for the Required Housing as a condition of building permit issues for the Next Small Scale MPD." *This remains an outstanding obligation and the City Attorney/Planning Staff and the applicant disagree on the timing of the necessary Housing Authority approval and application of the current resolution.*

The applicant has included a Housing Mitigation Plan as part of their submittal and intends to fulfill the outstanding obligation for 23 employees in three 8 bed dorms located within Parcel B. The Housing Mitigation Plan proposes that the 57 remaining beds required by 1998 DA meet current Park City Affordable Housing Guidelines including sf requirement for commercial uses and 15% of market rate housing units at 900 SF. Table 1 shows Employee Generation Calculations for Commercial SF, 93,172 SF of commercial uses = 59 units of deed restricted housing or 53,148 SF. Residential Generation Calculations show 143 for sale units or 297,053 SF = 21.5 units or 19,305 SF. Total proposed 53,148 sf + 19,305 sf = 72,453 sf. PEG is equating this to 59 units (141 br) to be provided in a mix of 1, 2, & 3 br unit configurations/sizes + 24 dorm beds = 164-165 total beds. *The Housing Mitigation Plan will be analyzed in more detail as this application progresses.*

4. Condition 4 lists Historic Preservation obligations including: (a) identify historically significant structures within the PCMR Development Agreement Property by October

1, 2015, (b) complete the inventory of historically significant structures and the preservation and restoration plan for such structures, as located within the PCMR Development Agreement Property (provided such sites are confirmed to be located within the property either owned by VR CPC Holdings, Inc. or held by VR CPC Holdings, Inc. pursuant to its ground lease from TCFC LeaseCo LLC) by March 25, 2016; (upon completion of the staff approval of the preservation and restoration plan, the applicant shall come back to the Planning Commission to report on the prioritization, annual check-in schedule and progress report on work complete to date) and (c) no later than March 25, 2016, dedicate and/or secure preservation easements for the historically significant structures (or reasonably equivalent long-term rights satisfactory to the City if easements are unavailable) for the City with respect to the identified sites within the PCMR Development Agreement Property. In addition, by October 1, 2015, the Developer under the PCMR Development Agreement shall contribute a total of \$50,000 towards the preservation of the prioritized historically significant structures on the PCMR Development Agreement Property as approved by the Planning Department/Preservation Planner, and propose a five (5) year capital fundraising plan dedicated towards restoration/stabilization of the historically significant structures. Nothing herein shall release the original Flagstaff Mountain Developer (e.g., United Park City Mines) or current property owner from any existing obligation under the Ordinance 07-10, and all related agreements including the Amended and Restated Development Agreement for Flagstaff Mountain dated March 2, 2007.

Since 2015, the following has been completed:

- a) SWCA completed a Historic Preservation Plan identifying and inventorying historically significant structures within the PCMR Development Agreement Property.
- b) The Historic Preservation Plan includes both an existing conditions analysis and recommended preservation and restoration methods for each site.
- c) The City has secured Preservation Licenses for all historically significant sites within the leasable boundary. The Developer contributed \$50,000 towards the historic preservation of California Comstock in 2015. The City has executed an MOU with Vail which outlines a five year plan for monetary contributions and work plan requirements for the restoration/stabilization of the historically significant structures.

The City has created a framework including monetary contributions and a priority list for PCMR to come into compliance with the Flagstaff Mountain Amended and Restated Development Agreement. Vail and Staff continue to work with preservation stakeholders within that framework.

5. Condition 5 lists Trails obligations including: A final trails plan shall be submitted and evaluated as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the "Next Small Scale MPD Application") to determine which existing trails or any newly required trails are required to be dedicated to the City. Unless such trails are previously dedicated by plat/subdivision, prior to the issuance of a Certificate of Occupancy for the Next Small Scale MPD Application, the Developer and any other necessary owner/party shall execute an irrevocable offer of dedication or easement in compliance with the requirements of Section 5 of the Annexation Agreement which remains in full force and effect, and states: Numerous trails exist on the annexation

property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the city either on the Annexation plat or at the time of PCMR MPD amendment.” *This remains an outstanding obligation.*

Relevant Conditions of the First Amendment to the Development Agreement, December 2019

1. In March 2007, additional Park City Mountain Resort ski terrain was annexed into Park City Municipal Corporation known as the Annexation Agreement for the United Park City Mines Company Lands at Park City Mountain Resort. The annexation effected a change in the zoning of the lands from Summit County’s Mountain Remote zone to Park City’s Recreation Open Space zone. The Annexation Agreement provides that in connection with the next Development Activity Application or amendment under the PCMR MPD must add the PCMR lease land annexed to the PCMR MPD. This was done in December of 2019 and incorporates PCMR’s upper terrain into the PCMR Master Planned Development and Development Agreement.
2. Section 2, Amendment to the Development Agreement, notes that the approval of the PCMR Concept Master Plan component of the Development Agreement has lapsed but that the Developer’s rights under the Development Agreement are fully vested.

Compliance with Section 15-6-5, Master Planned Development Requirements

1. Density. The type of Development, number of units and Density permitted on a given Site will be determined as a result of a Site Suitability Analysis and shall not exceed the maximum Density in the zone, except as otherwise provided in this section. The Site shall be looked at in its entirety and the Density located in the most appropriate locations.

After the development of Parcel A 353 UEs remain. Under the 1997 Large Scale Master Plan this equated to a total of 805,700 square feet on Parcels B-E.

The proposed project contemplates 301 unit equivalents. The development project contemplates 663,389 square feet (excluding above grade parking). The Planning Department believes there is an error in the applicant’s calculation of UE’s and a revised calculation is expected. Also, as above grade parking contributes to the mass and Development Floor Area Ratio the applicant must submit calculations of this area.

Based on the RC District Development Floor Area Ratio of 1.0 the 462,607 square foot site allows for 462,607 square feet of development on the various parcels under the current LMC. However, as the 1998 DA notes, development rights were transferred to the base area based on development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain. Although not stated in the DA, it can be deduced that because the DA allows for 805,977 square feet of development, 343,370 square feet of development rights were transferred to the base area parcels B-E.

The 1998 DA explicitly prohibits the transfer of Density between parcels. The applicant is proposing to transfer Density to Parcel C.

Parcel Gross Square Footage Allowance and Proposed Table Summary						
	Gross Residential SF	Res Support & Accessory Use @ 10%	Accessory Use to Resort Operations	Retail Commercial	Exempt - Parking, MEP, Convention	Total
Parcel C						
Allowed	159,000	15,900	18,000	(1)	(2, 3)	192,963
Proposed	129,370	53,967	18,000	6,520	113,285	207,857

- A. Setbacks. The minimum Setback around the exterior boundary of an MPD shall be twenty five feet (25') for Parcels greater than two (2) acres in size. The Planning Commission may decrease the required perimeter Setback from twenty five feet (25') for MPD applications greater than two (2) acres to the zone required Setback, twenty feet (20') in the RC zone, if it is determined necessary to provide desired architectural interest and variation. *The applicant is requesting a reduction in the required perimeter Setback from twenty five feet (25') to the zone required Setback of twenty feet (20'). The proposed twenty feet (20') perimeter setbacks are consistent with the setbacks contemplated in the 1997 approval but the Planning Commission will need to be able to support a Finding that the reduced perimeter Setbacks are necessary to provide desired architectural interest and variation.*
- B. Open Space. All Master Planned Developments shall contain a minimum of sixty percent (60%) open space as defined in LMC Chapter 15-15 with the exception of the General Commercial (GC) District, Historic Residential Commercial (HRC), Historic Commercial Business (HCB), Historic Residential (HR-1 and HR-2) Zoning Districts, and wherein cases of redevelopment of existing Developments the minimum open space requirement shall be thirty percent (30%).

Section E of the Recitals Section of the 1998 Development Agreement states "City granted development rights and height variations contained in the PCME Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain." *The applicant does not propose to alter Open Space restrictions but must provide Open Space calculations for the proposed project.*

- C. Off street Parking. The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of this code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal.

As noted earlier, Finding 13. of the 1997 approval notes that 1200 skier parking stalls exist in the surface parking lots and that these 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort.

The current application notes that there are presently 1,186 parking stalls on the surface parking lots and the plan amendment proposes to replace those stalls with 1200 structured stalls on Parcels B and E. There is some parking on Parcels B-E for

the condo and hotel uses (488 stalls, some of which may be shared with the Resort as Managed Parking) and *the applicant is requesting approval of a shared parking arrangement*, the current application does not discuss the additional 600 parking stalls included under the 1998 Concept Plan or employee shuttles/parking. The Planning Department notes that the Resort utilizes significant amount of parking at the High School on weekends and this is not mentioned in the applicant's Parking and Traffic Study. Additionally, the Resort does not run an Employee bussing program as mentioned in the 1997 MPD approval. Any expansion to skier capacity will be greatly limited in the future due to a lack of additional parking.

- D. Building Height. The Building Height requirements of the RC zone apply except that the Planning Commission may consider an increase in Building Height based upon a Site specific analysis and determination. The Applicant is required to request a Site specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings of LMC Section 15-6-5(F)(1-5) can be made. *The RC zone height is 35 feet from Existing Grade.*

The 1998 Development agreement and 1997 Planning Commission and City Council approvals granted some variation to the height limitations of the underlying Recreation Commercial zone. However, Finding 93 of the 2015 CUP notes that "When the Planning Commission grants additional Building Height due to a Site Specific analysis and determination, that additional Building Height shall only apply to the specific plans being reviewed and approved at the time. Additional Building Height for a specific project will not necessarily be considered for a different, or modified, project on the same Site." Additionally, the 2019 First Amendment to the Development Agreement notes that approval for the PCMR Concept Master Plan component of the Development Agreement has lapsed in accordance with Section 7.9 of the Development Agreement.

On April 20 the applicant submitted a letter requesting exceptions to the Building Height Requirements. *The applicant is proposing heights of 85 feet, 82 feet, 74 feet and 85 feet for Buildings B, C, D, and E respectively. All of the proposed buildings therefore require exceptions to the Building Height Requirements.*

- E. Site Planning. An MPD shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project. See other criteria listed under LMC Section 15-6-5(G)(1-9).

The applicant is proposing to cluster the improvements at the base area consistent with the 1998 Development Agreement and is *seeking exceptions for building height, perimeter setbacks, to transfer Density to Parcel C, for changes to pedestrian connectivity, plaza/open space, and view corridors, changes to the number of provided parking stalls, changes to the Phasing and Traffic Mitigation Plans; and the proposed bifurcation of resort operations and the base development.*

Traffic circulation is proposed in a one way direction and allows for two travel lanes around the resort with southbound travel on Lowell Avenue, to eastbound travel on Manor Way, and northbound travel on Empire Avenue. New roundabouts are proposed at the Empire Avenue/Silver King Drive, and Lowell Avenue/Silver King Drive intersections. *These roundabouts encroach onto the City's Municipal Golf*

Course and the application does not address how the applicant intends to acquire this property.

Sidewalks on one side of Empire Avenue extend along the ninth side of Silver King Drive and to the west side of Lowell Avenue with pedestrian crossings at some locations. Parcel B has a sidewalk on its perimeter. A bike lane is proposed on the east side of Lowell Avenue and extends south to Manor Way, loops around onto Empire Avenue and terminates near Shadow Ridge Road. The bike land transitions to a sharrow between Shadow Ridge Road and Silver King Drive. *The application does not discuss compliance with bicycle parking requirements.*

A four bus saw tooth bus stop is proposed in the area of the existing bus stop. *A third party peer review of the Traffic Impact Study is expected to comment on the efficiency of the proposed traffic and circulation plan.*

Drop off areas for parents, shuttles and Uber/Lyft are provided however the Planning Department is concerned that these areas are insufficient given the transition to paid parking.

- F. Landscape and Street Scape. A complete landscape plan must be submitted with the MPD application. The landscape plan shall comply with all criteria and requirements of LMC Section 15-5-5(M) Landscaping. *A landscape plan is included in the submittal, and will be discussed at a later hearing.*
- G. Sensitive Lands Compliance. All MPD Applications containing any Area within the Sensitive Areas Overlay Zone will be required to conduct a Sensitive Lands Analysis and conform to the Sensitive Lands Provisions. *The Base Area site consists of existing surface parking lot(s) and is not within the Sensitive Areas Overlay Zone.*
- H. Employee/Affordable Housing. MPD Applications shall include a housing mitigation plan which much address employee Affordable Housing as required by the adopted housing resolution in effect at the time of application. *The applicant has submitted a housing mitigation plan with their application that is being reviewed by the City's Housing Staff for compliance with the City's regulatory requirements.*
- I. Child Care. *This project does not propose any child-care uses.*
- J. Mine Hazards. *There are no known Physical Mine Hazards on the proposed development site.*
- K. Historic Mine Waste Mitigation. The applicant states that a *Phase 1 ESA and a Geotechnical Investigation indicate that there are no hazardous soils on the site.*
- L. General Plan Review. *Staff Reports will review the project for compliance with the goals and objectives of the Park City General Plan.*
- M. Historic Sites. *There are no Historic Structures or Sites on the proposed development site.*

Additional Determinations

1. As noted in the Table below, the applicant is proposing to transfer Density to Parcel C. Additionally, the Planning Department is concerned that a significant amount of square footage for parking that is located above grade is not calculated in the proposed application and therefore the applicant's current numbers are misleading. *The applicant must submit information on the amount of parking located above grade.*

Parcel Gross Square Footage Allowance and Proposed Table Summary						
	Gross Residential SF	Res Support & Accessory Use @ 10%	Accessory Use to Resort Operations	Retail Commercial	Exempt - Parking, MEP, Convention	Total
Parcel B						
Allowed	294,000	29,400		(1)	(2, 3)	323,519
Proposed	226,659	13,970		3,366	314,457	243,995
Parcel C						
Allowed	159,000	15,900	18,000	(1)	(2, 3)	192,963
Proposed	129,370	53,967	18,000	6,520	113,285	207,857
Parcel D						
Allowed	93,000	9,300		(1)	(2, 3)	102,338
Proposed	71,332	1,688		21,148	35,590	94,168
Parcel E						
Allowed	141,000	14,100	32,000	(1)	(2, 3)	187,157
Proposed	87,982	12,194	7,345	12,435	215,445	119,956
Total						
Allowed	687,000	68,700	50,000	(1)	(2, 3)	805,977
Proposed	515,343	81,819	25,345	43,469	678,777	665,976

(1) Retail/Commercial uses other than Support Commercial or Accessory Uses require a proportionate reduction in the square footage that is allocated for the other uses in this table.

(2) Building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space that may be located below grade or parking.

(3) Underground public convention and meeting space is allowed in addition to the total Parcel square footage allowance.

(4) Includes exempt square footage including Resort Accessory Uses, parking, mechanical maintenance or storage space that may be located below grade.

2. Unit Equivalent Calculations are based on the 1998 DA.
3. The total proposed residential space amounts to 379,076 square feet, or 247.74 UEs (excluding affordable units which do not count towards UEs).
4. The total proposed Commercial space amounts to 53,234 square feet, or 59 UEs.
5. The applicant anticipates a multi-year phased construction process with at least 1,200 day skier parking stalls available during all operational ski seasons. The applicant submitted a Master Phasing Plan which proposed that the project be phased over five years with the earliest start date of March 2021, subject to all necessary City approvals.
6. It is assumed that all parking will comply with the City's requirements of LMC 15-3 unless variations are requested in writing by the applicant prior to any MPD approvals.
7. The project shall comply with the Façade Lengths and Variations of LMC Section [15-5-8](#).
8. The project shall comply with the Lighting Requirements of LMC Section [15-3-3\(C\)](#).
9. A Master Sign Plan will be required prior to any Sign Permit issuance and will be reviewed for compliance with the Park City Sign Code.
10. Snow Storage shall comply with LMC Section [15-3-3\(E\)](#).

Disclaimer: This memorandum cannot conflict or modify existing approvals or Development Agreements, all of which speak for themselves. In the event of conflicting summary characterization or language, the original DA, amendments and Planning Commission/City Council approvals control.

Exhibit B

[Link to May 27, 2020 Staff Report and Exhibits](#)



February 13, 2020

Bruce Erickson, Planning Director
Alexandra Ananth, Senior Planner
Park City Municipal Corp.
445 Marsac Ave.,
Park City, UT 84060

Re: Request to Amend Development Agreement/Replace Base Area Master Plan Study

Dear Bruce and Alex,

On behalf of PEG Development, the contract purchaser and developer, we are very excited to be submitting the enclosed application materials to amend the Development Agreement by replacing Exhibit D thereof, which is the expired Park City Mountain Resort Base Area Master Plan Study (the "Master Plan Study"). PEG believes this new plan is significantly more responsive to current and future community goals than the 1997 Concept Master Plan.

The submittal includes:

- Completed and signed application.
- Application fee
- Stamped and addressed envelopes for properties within three hundred feet of the proposed Master Plan property
- A current Title report
- A Master Plan proposal which includes:
 - Executive Summary
 - Development Context
 - Architectural Design Guidelines
 - Program and Planning
 - Landscape and Site Design
 - Traffic Improvements
 - Utility Design & Proposed Grading
 - Sustainability Guidelines
 - Fire Protection Design
 - Construction Phasing and Mitigation
 - Appendix A: Topographic Survey
 - Appendix B: Traffic Impact Study
- Housing Mitigation Plan

PEG is under contract to purchase the underlying land and will be responsible for moving the proposed amendment through the City's entitlement process as well as construction of the proposed mixed-use resort development.

The project is proposed to consist of for-sale condominiums, affordable housing, employee housing, day-skier parking garages, a hotel, retail and restaurant offerings, a ski club, public ski lockers, skier services, state-of-the-art wayfinding, current green building opportunities, and open space plazas. PEG is honored to be a part of this project and feels that the end result will be a fantastic addition to Park City because the guest experience will be enhanced, and we will be a meaningful part of helping to address the City's most pressing issues.

RECEIVED

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In addition to the above-mentioned items, our proposal addresses utility design, grading, provides sustainability guidelines in accordance with the Park City Sustainability Goals, provides solutions for fire protection, and lastly, provides a comprehensive construction phasing and mitigation plan.

This is a large, complex and highly visible project. PEG is committed to continued and ongoing dialogue with the City, neighbors, and members of the community to refine the plan in productive and proactive sessions over the next weeks and months. We look forward to working with you.

Sincerely,



Robert Schmidt P.E.
President

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FEB 13 2020

**PARK CITY
PLANNING DEPT.**



February 13, 2020

Bruce Erickson, Planning Director
Alexandra Ananth, Senior Planner
Park City Municipal Corp.
445 Marsac Ave.,
Park City, UT 84060

Re: Section 15-6-5 MPD Requirements – Park City Base Area Master Plan Amendment (the “MPA”)

Dear Bruce and Alexandra,

In order to demonstrate the proposed MPA’s compliance with Section 15-6-5 of the Park City Municipal Code, I have prepared this line item analysis of the requirements of Section 15-6-5. I have not copied the text of the code in this letter, just the referenced section, and a statement as to the relevance of the code requirement and how the MPA complies with each of the applicable standards.

Section 15-6-5

15-6-5.A – Density

In an effort to address various community concerns with the redevelopment of the parking lot parcels proposed by the MPA (the “Project”), the Project has been designed with less unit equivalent density and square footage than are presently allowed under the Development Agreement. Current allowable density is 353 unit equivalents. The proposed Project contemplates 301 unit equivalents, representing a 15 percent reduction. Also, the Development Agreement allows for 805,000 square feet of development, allocated among various uses. The Project contemplates 663,389 square feet, also allocated by use as prescribed in the Development Agreement. This represents a significant 19 percent reduction from the allowable square footage.

15-6-5.B - MAXIMUM ALLOWED BUILDING FOOTPRINT FOR MASTER PLANNED DEVELOPMENTS WITHIN THE HR-1 AND HR-2 DISTRICTS

Not Applicable to this application.

15-6-5.C -SETBACKS.

The MPA and proposed Project comply with the setbacks contemplated in the Development Agreement. Setbacks are maintained at a minimum of 20-feet as required by Sections 15-6-5 and 15-2.16-3.C, and in many cases are much greater than 20-feet. The setbacks provide visually appealing landscape buffers and allow variation in building facades.

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15-6-5.D -OPEN SPACE

Recital E of the Development Agreement states “City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain”

The MPA does not alter any development restrictions agreed to in the Development Agreement, nor does it alter the approved building heights agreed to in the Development Agreement.

15-6-5.E -OFF-STREET PARKING

Off street parking demands for the Project are created by both day skiers and the additional proposed uses with the Project. A parking analysis complying with the requirements of sub-sections a-f of Section 15-6-5.E is included in the MPA, which analysis addresses the parking demands created by both day skier and the other proposed uses in the Project in a shared parking arrangement. As demonstrated by the parking study, the proposed parking meets the requirements of Section 15-6-5.E. In addition, as discusses below, the MPA includes a robust plan to improve traffic flow, transit access and capacity, and provides lockers to help incentivize local residents to use the City’s transit system.

15-6-5.F -BUILDING HEIGHT

Recital E of the Development Agreement states “City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain”

- Exhibit E, Findings for Recommending the Requested Height Variation to the City Council states: “The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code.”
- Bullet point 1 of the Findings states: “The Planning Commission carefully considered the extent of the RC zone, and has determined that clustering the density around the new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.”
- Bullet point 7 of the Findings states: “Because of the clustering of density, over 70% of the site will remain in open space.”
- The Conclusions of Law Paragraph 3 states: “The Planning Commission has considered the criteria for a height variation as specified in Section 10.9(f) and recommends the variation be approved by the City Council.”
- The header of Exhibit F says “Findings of Fact and Conclusion of Law Granting PCMR Height Variation”.
- Exhibit F Findings of Fact #2, #3, #5, #8 and #9 all specifically discuss the requested height variations.

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The foregoing citations from the existing approvals demonstrates that the intent was to cluster the density at the base in exchange for preserving 70% of the over-all site as open space by granting a height variation. The height variation was also clearly contemplated by Exhibit F of the Master Plan, which was approved by the City Council.

While the term “variation” is used loosely throughout the Findings of Fact and Conclusions of Law, it is apparent that the height “variation” is in fact a development right given in exchange for development restrictions on not only the 1997 Master Planned Area but also the Park City Alpine Terrain.

Consistent with this demonstrated intent and the development restrictions imposed on the over-all area, the MPA utilizes, but does not alter the approved building heights approved pursuant to the Development Agreement.

15-6-5.G -SITE PLANNING

Special care has been taken to configure the Project in a way that minimizes excavation and retaining walls. Clustering the improvements at the base is central to the terms of the Development Agreement. Traffic circulation has been proposed to optimize traffic flow, reduce travel times, and increase safety for pedestrian, cyclists, and motorists. Minimal disruption to current rights-of-way and existing utilities is proposed. New sidewalks around all the parcels, together with proposed bike lanes provide pedestrian connectivity and improved alternate modes of transportation connecting the existing base facilities to the existing paved trail. Snow removal and snow storage are contemplated and provided. Trash collection and delivery have been contemplated and provided. Improved bus stops, drop-off areas for parents, shuttles, and Uber/Lyft have also been provided.

15-6-5.H -LANDSCAPE AND STREET SCAPE

A landscape plan is included in the MPA that complies with this section. The MPA will provide for a greatly improved aesthetic in the area.

15-6-5.I – SENSITIVE LANDS COMPLIANCE

The site is an existing parking lot and is not within the Sensitive Areas Overlay Zone.

15-6-5.J – EMPLOYEE/AFFORDABLE HOUSING

A housing mitigation plan, prepared in accordance with the 2017 Affordable Housing Resolution, is included in the MPA. The housing mitigation plan complies with the 2017 Affordable Housing Resolution by proposing the appropriate amount of housing (calculated by square footage) per the prescribed calculations described in the Resolution.

15-6-5.K – CHILD CARE

It does not appear that there is a codified way to calculate the requirements for a child-care. This Project does not propose any child-care.

15-6-5.L – MINE HAZARDS

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PLANNING DEPT.**

There are no know Physical Mine Hazards on the property.

15-6-5.M – HISTORIC MINE WASTE MITIGATION

A Phase I ESA and a Geotechnical Investigation indicate that there are no hazardous soils on the site.

15-6-5.N – GENERAL PLAN REVIEW

The MPA meets the objectives of the Development Agreement and the General Plan.

15-6-5.O – HISTORIC SITES

The existing property is a parking lot and no Historic Structures exist on the Property.

Sincerely,

A handwritten signature in blue ink that reads "Robert Schmidt". The signature is written in a cursive style with a large, stylized "R" and "S".

Robert Schmidt P.E.
President

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FEB 13 2020

PARK CITY
PLANNING DEPT.



April 20, 2020

Bruce Erickson, Planning Director
Alexandra Ananth, Senior Planner
Park City Municipal Corp.
445 Marsac Ave.,
Park City, UT 84060

Re: Request for Exception to Zoning Standards for Height and Setback – Park City
Base Area

Dear Bruce and Alex,

Property Enhancement Group's (PEG) proposed Master Plan Study substantively complies with the building heights and massing allowed pursuant to the previously approved Master Plan Study, deviating only in so far as is necessary to respond to changed road, site and utility conditions, including changed conditions created by the City. The proposed Master Plan Study strikes a new and more refined balance amongst multiple factors so that PEG can advance a viable project for the City's approval. The factors carefully considered and studied by PEG include the depth of excavation, required haul-off, short construction seasons for excavation and concrete placement, ski season parking requirements, traffic impacts, existing utility lines within the ROW, and the total allowed density and square footage limitations set forth in the Development Agreement. The resulting proposal is a thoughtfully designed village core and proposed Master Plan Study that allows for replacement of the existing 1,200 day skier parking stalls and reduces the village core's overall density and square footage.

PEG recognizes that our proposal to amend the Development Agreement by replacing the previously approved Master Plan Study necessarily implicates a request for exception to the underlying zoning standards and current MPD Standards for setback and exception to the underlying zoning for building height. Specifically, we request that the a 20-foot setback be permitted. The requested exception to setback requirements is based on several factors. First, the underlying zoning district allows for a 20-foot setback, as does the approved 1998 MPD. In addition, while the proposed Master Plan Study utilizes a 20-foot setback in several isolated areas, that setback is predominantly used on Parcel B in order to accommodate the parking structure and associated affordable and market rate residential building wraps. These building wraps provide for architectural variation and interest along the frontages of Parcel B. Finally, the average setback proposed for the entire village core far exceeds the 25-foot minimum. For these reasons, PEG respectfully requests consideration and approval of this exception.

PEG also requests exception to the height standards of the underlying RC Zone. Specifically we request that building heights of up to 7 stories be permitted as depicted on the Proposed MPD. This request is entirely consistent with both the development approvals memorialized in the Development Agreement and the previously approved Master Plan Study, as well as the fact that those development approvals were granted in consideration of a significantly more robust designation and restriction of open space than required by City ordinance. When the original MPD was considered in 1998, a very specific discussion ensued with respect to the City's decision to allow increased building heights in the proposed village core as part of its approval. Recital E of the Development Agreement indicates that the "City

granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain.” As additional context we refer to Exhibit E of the Development Agreement, “Findings for Recommending the Requested Height Variation to the City Council” which states: “The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code.” Bullet point 1 of the Findings states: “The Planning Commission carefully considered the extent of the RC zone, and has determined that clustering the density around the new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.” Bullet point 7 of the Findings states: “Because of the clustering of density, over 70% of the site will remain in open space.” The Conclusions of Law Paragraph 3 states: “The Planning Commission has considered the criteria for a height variation as specified in Section 10.9(f) and recommends the variation be approved by the City Council.” The header of Exhibit F says “Findings of Fact and Conclusion of Law Granting PCMR Height Variation”. Exhibit F Findings of Fact #2, #3, #5, #8 and #9 all specifically discuss the requested height variations. It is obvious from the Planning Commission Findings that the intent was to cluster the density at the base in exchange for preserving 70% of the site as open space by granting a height variance. The height variation was also clearly contemplated by Exhibit F, which was approved by the City Council. PEG’s current proposal does not include any proposal to modify the open space designations or requirements set forth in and/or governed by the Development Agreement. For that reason, while PEG’s newly proposed Master Plan Study requires exceptions to current building height standards, it is not altering the status quo with respect to allowed building heights and is substantively consistent with the previously granted development approvals.

We trust that the foregoing information is helpful to your analysis and that it will help inform the narrative you advance in describing the requested exceptions. We hope that with this background, you will be able to support the requested exceptions in your recommendations to the City’s land use authorities. We very much appreciate your thoughtful consideration of PEG’s proposal, and look forward to our continued good working relationship as this project unfolds.

Sincerely,



Robert Schmidt P.E.
President



February 13, 2020

Bruce Erickson, Planning Director
Alexandra Ananth, Senior Planner
Park City Municipal Corp.
445 Marsac Ave.,
Park City, UT 84060

Re: Request to Amend Development Agreement/Replace Base Area Master Plan Study

Dear Bruce and Alex,

On behalf of PEG Development, the contract purchaser and developer, we are very excited to be submitting the enclosed application materials to amend the Development Agreement by replacing Exhibit D thereof, which is the expired Park City Mountain Resort Base Area Master Plan Study (the "Master Plan Study"). PEG believes this new plan is significantly more responsive to current and future community goals than the 1997 Concept Master Plan.

The submittal includes:

- Completed and signed application.
- Application fee
- Stamped and addressed envelopes for properties within three hundred feet of the proposed Master Plan property
- A current Title report
- A Master Plan proposal which includes:
 - Executive Summary
 - Development Context
 - Architectural Design Guidelines
 - Program and Planning
 - Landscape and Site Design
 - Traffic Improvements
 - Utility Design & Proposed Grading
 - Sustainability Guidelines
 - Fire Protection Design
 - Construction Phasing and Mitigation
 - Appendix A: Topographic Survey
 - Appendix B: Traffic Impact Study
- Housing Mitigation Plan

PEG is under contract to purchase the underlying land and will be responsible for moving the proposed amendment through the City's entitlement process as well as construction of the proposed mixed-use resort development.

The project is proposed to consist of for-sale condominiums, affordable housing, employee housing, day-skier parking garages, a hotel, retail and restaurant offerings, a ski club, public ski lockers, skier services, state-of-the-art wayfinding, current green building opportunities, and open space plazas. PEG is honored to be a part of this project and feels that the end result will be a fantastic addition to Park City because the guest experience will be enhanced, and we will be a meaningful part of helping to address the City's most pressing issues.

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The expired Master Plan Study contemplated re-aligning Lowell Avenue. Our new proposal does not propose any re-alignment, but as discussed above contemplates using roundabouts and one-way circulation to more effectively handle traffic. As such, there are some changes from the previously approved plan that are specifically discussed in the proposal, such as a minor re-allocation of square footage between Parcels E and C. We trust that such modifications are welcomed and supported.

PEG has extensively studied these large and challenging base area parking lots in order to bring forward a proposed base area plan that accommodates the needs of multiple parties, including the City and its citizens, directly adjacent neighbors and resort guests. In further consideration of a multi-year phased construction and our goal to provide at least 1,200 stalls during all operational ski seasons, we have proposed a master phasing plan that is a key component to making this project viable and successful. It is proposed that the project be phased over five years, with the earliest start date in March of 2021, subject to City approvals.

In addition to the above-mentioned items, our proposal addresses utility design, grading, provides sustainability guidelines in accordance with the Park City Sustainability Goals, provides solutions for fire protection, and lastly, provides a comprehensive construction phasing and mitigation plan.

This is a large, complex and highly visible project. PEG is committed to continued and ongoing dialogue with the City, neighbors, and members of the community to refine the plan in productive and proactive sessions over the next weeks and months. We look forward to working with you.

Sincerely,



Robert Schmidt P.E.
President

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February 13, 2020

Bruce Erickson, Planning Director
Alexandra Ananth, Senior Planner
Park City Municipal Corp.
445 Marsac Ave.,
Park City, UT 84060

Re: Section 15-6-5 MPD Requirements – Park City Base Area Master Plan Amendment (the “MPA”)

Dear Bruce and Alexandra,

In order to demonstrate the proposed MPA’s compliance with Section 15-6-5 of the Park City Municipal Code, I have prepared this line item analysis of the requirements of Section 15-6-5. I have not copied the text of the code in this letter, just the referenced section, and a statement as to the relevance of the code requirement and how the MPA complies with each of the applicable standards.

Section 15-6-5

15-6-5.A – Density

In an effort to address various community concerns with the redevelopment of the parking lot parcels proposed by the MPA (the “Project”), the Project has been designed with less unit equivalent density and square footage than are presently allowed under the Development Agreement. Current allowable density is 353 unit equivalents. The proposed Project contemplates 301 unit equivalents, representing a 15 percent reduction. Also, the Development Agreement allows for 805,000 square feet of development, allocated among various uses. The Project contemplates 663,389 square feet, also allocated by use as prescribed in the Development Agreement. This represents a significant 19 percent reduction from the allowable square footage.

15-6-5.B - MAXIMUM ALLOWED BUILDING FOOTPRINT FOR MASTER PLANNED DEVELOPMENTS WITHIN THE HR-1 AND HR-2 DISTRICTS

Not Applicable to this application.

15-6-5.C -SETBACKS.

The MPA and proposed Project comply with the setbacks contemplated in the Development Agreement. Setbacks are maintained at a minimum of 20-feet as required by Sections 15-6-5 and 15-2.16-3.C, and in many cases are much greater than 20-feet. The setbacks provide visually appealing landscape buffers and allow variation in building facades.

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15-6-5.D -OPEN SPACE

Recital E of the Development Agreement states “City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain”

The MPA does not alter any development restrictions agreed to in the Development Agreement, nor does it alter the approved building heights agreed to in the Development Agreement.

15-6-5.E -OFF-STREET PARKING

Off street parking demands for the Project are created by both day skiers and the additional proposed uses with the Project. A parking analysis complying with the requirements of sub-sections a-f of Section 15-6-5.E is included in the MPA, which analysis addresses the parking demands created by both day skier and the other proposed uses in the Project in a shared parking arrangement. As demonstrated by the parking study, the proposed parking meets the requirements of Section 15-6-5.E. In addition, as discusses below, the MPA includes a robust plan to improve traffic flow, transit access and capacity, and provides lockers to help incentivize local residents to use the City’s transit system.

15-6-5.F -BUILDING HEIGHT

Recital E of the Development Agreement states “City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain”

- Exhibit E, Findings for Recommending the Requested Height Variation to the City Council states: “The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code.”
- Bullet point 1 of the Findings states: “The Planning Commission carefully considered the extent of the RC zone, and has determined that clustering the density around the new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.”
- Bullet point 7 of the Findings states: “Because of the clustering of density, over 70% of the site will remain in open space.”
- The Conclusions of Law Paragraph 3 states: “The Planning Commission has considered the criteria for a height variation as specified in Section 10.9(f) and recommends the variation be approved by the City Council.”
- The header of Exhibit F says “Findings of Fact and Conclusion of Law Granting PCMR Height Variation”.
- Exhibit F Findings of Fact #2, #3, #5, #8 and #9 all specifically discuss the requested height variations.

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The foregoing citations from the existing approvals demonstrates that the intent was to cluster the density at the base in exchange for preserving 70% of the over-all site as open space by granting a height variation. The height variation was also clearly contemplated by Exhibit F of the Master Plan, which was approved by the City Council.

While the term “variation” is used loosely throughout the Findings of Fact and Conclusions of Law, it is apparent that the height “variation” is in fact a development right given in exchange for development restrictions on not only the 1997 Master Planned Area but also the Park City Alpine Terrain.

Consistent with this demonstrated intent and the development restrictions imposed on the over-all area, the MPA utilizes, but does not alter the approved building heights approved pursuant to the Development Agreement.

15-6-5.G -SITE PLANNING

Special care has been taken to configure the Project in a way that minimizes excavation and retaining walls. Clustering the improvements at the base is central to the terms of the Development Agreement. Traffic circulation has been proposed to optimize traffic flow, reduce travel times, and increase safety for pedestrian, cyclists, and motorists. Minimal disruption to current rights-of-way and existing utilities is proposed. New sidewalks around all the parcels, together with proposed bike lanes provide pedestrian connectivity and improved alternate modes of transportation connecting the existing base facilities to the existing paved trail. Snow removal and snow storage are contemplated and provided. Trash collection and delivery have been contemplated and provided. Improved bus stops, drop-off areas for parents, shuttles, and Uber/Lyft have also been provided.

15-6-5.H -LANDSCAPE AND STREET SCAPE

A landscape plan is included in the MPA that complies with this section. The MPA will provide for a greatly improved aesthetic in the area.

15-6-5.I – SENSITIVE LANDS COMPLIANCE

The site is an existing parking lot and is not within the Sensitive Areas Overlay Zone.

15-6-5.J – EMPLOYEE/AFFORDABLE HOUSING

A housing mitigation plan, prepared in accordance with the 2017 Affordable Housing Resolution, is included in the MPA. The housing mitigation plan complies with the 2017 Affordable Housing Resolution by proposing the appropriate amount of housing (calculated by square footage) per the prescribed calculations described in the Resolution.

15-6-5.K – CHILD CARE

It does not appear that there is a codified way to calculate the requirements for a child-care. This Project does not propose any child-care.

15-6-5.L – MINE HAZARDS

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There are no know Physical Mine Hazards on the property.

15-6-5.M – HISTORIC MINE WASTE MITIGATION

A Phase I ESA and a Geotechnical Investigation indicate that there are no hazardous soils on the site.

15-6-5.N – GENERAL PLAN REVIEW

The MPA meets the objectives of the Development Agreement and the General Plan.

15-6-5.O – HISTORIC SITES

The existing property is a parking lot and no Historic Structures exist on the Property.

Sincerely,



Robert Schmidt P.E.
President

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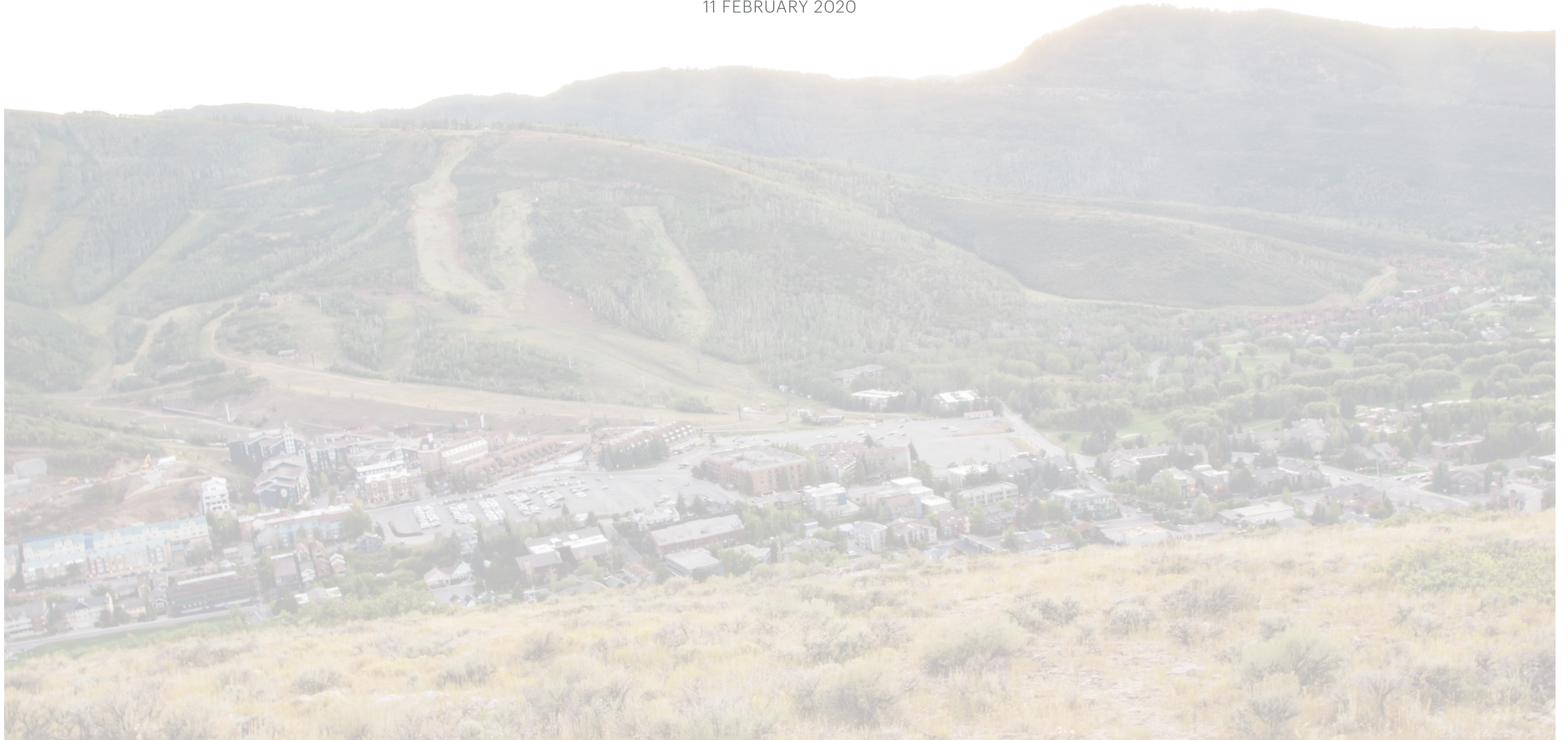
FEB 13 2020

PARK CITY
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PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

11 FEBRUARY 2020



1. EXECUTIVE SUMMARY

2. DEVELOPMENT CONTEXT

3. ARCHITECTURAL DESIGN GUIDELINES

4. PROGRAM AND PLANNING

5. LANDSCAPE AND SITE DESIGN

6. TRAFFIC IMPROVEMENTS

7. UTILITY DESIGN & PROPOSED GRADING

8. SUSTAINABILITY DESIGN GUIDELINES

9. FIRE PROTECTION DESIGN

10. CONSTRUCTION PHASING & MITIGATION

3

12

19

22

58

82

93

103

106

108

APPENDIX A: TOPOGRAPHIC SURVEY

APPENDIX B: TRAFFIC IMPACT STUDY



1. EXECUTIVE SUMMARY

- 1. BACKGROUND
- 2. INTENT
- 3. TEAM
- 4. COMMUNITY ENGAGEMENT
- 5. PURPOSE
- 6. DEVELOPMENT GROSS AREA TABLES
- 7. EMPLOYEE/AFFORDABLE HOUSING CALCULATIONS
- 8. UNIT EQUIVALENT CALCULATIONS
- 9. PHASING SUMMARY

BACKGROUND

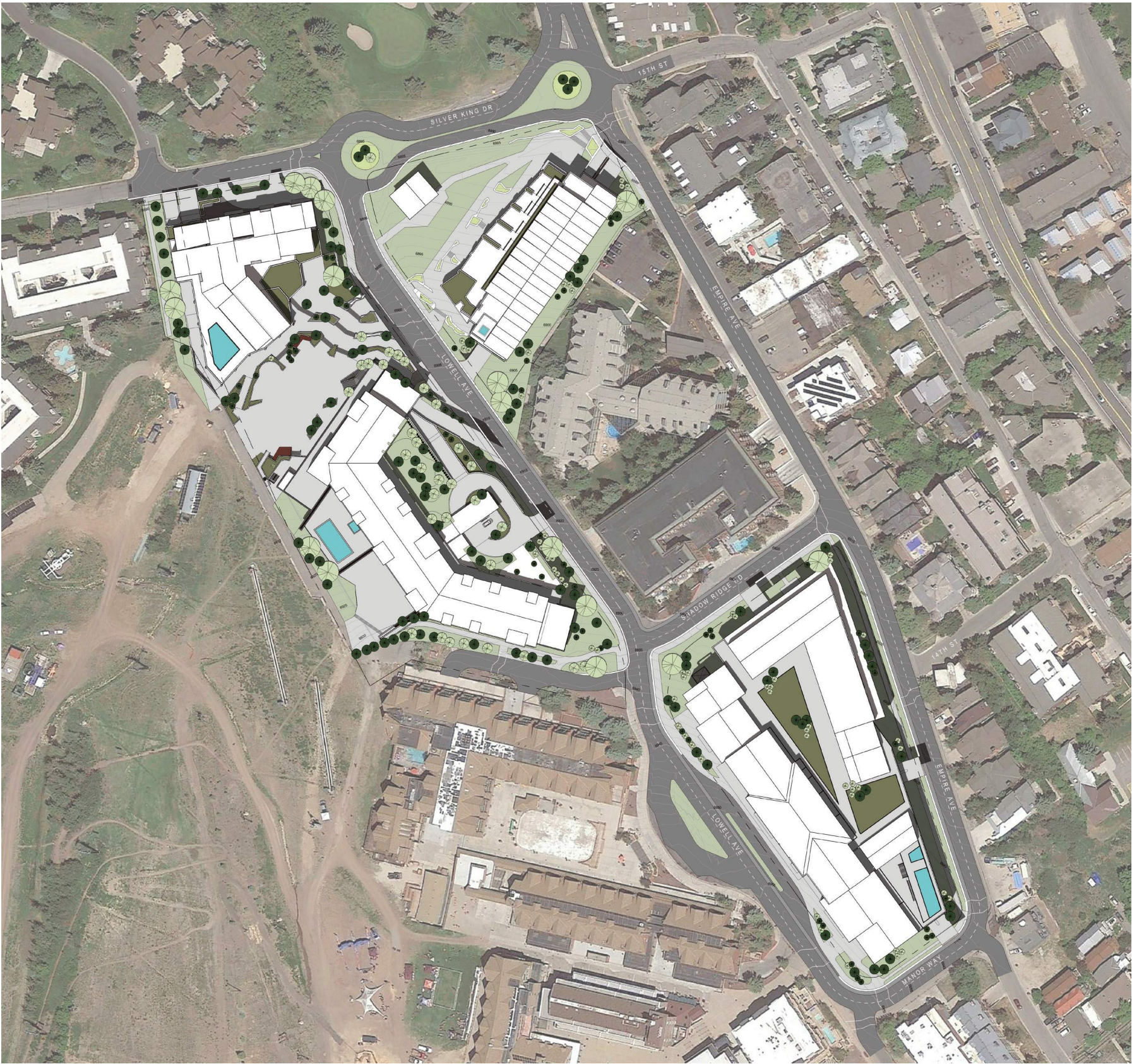
Park City Mountain Resort is world-renowned for its fantastic snow, exceptional terrain and mountain operations, and its proximity to the historic Old Town Park City. For destination visitors, Park City is also an efficient 45-minute shuttle ride from Salt Lake City International Airport.

In 1998, in recognition of the under-utilization of the base area surface parking lots the original Developer (Powdr Corp.) and Park City Municipal Corp. entered into a Development Agreement whereby the Developer was granted certain rights, including allowed square footage, unit equivalents, height variances and clustering, and the City was assured of a cohesive development at the base. As part of the original plan, five parcels were included for development at the base and are identified as Parcels A-E. In 2000, Marriott Mountainside was developed on Parcel A under the Development Agreement. Since that time no further development has occurred at the base.

In the 21 years since the Development Agreement approval, the Park City Mountain Resort Base Area Master Plan Study expired after four years of non-continuous construction. As opportune as the site itself is, it is an extraordinarily challenging site due to various factors including construction phasing, engineering, parking and economics, to name a few. This application addresses those challenges and, as the selected developer for Parcels B-E, PEG Development is both honored and excited to submit an application to amend the Development Agreement by replacing Exhibit D thereof, which is the expired Park City Mountain Resort Base Area Master Plan Study (the “Master Plan Study”), with a proposed Master Plan Study that is significantly more reflective of current and future community and neighborhood goals

INTENT

The proposed Master Plan Study encompasses a thoughtful mix of residential, hospitality, skier services, and retail uses that are anchored by sophisticated and strategic transit and parking plans, as well as a significant on-site workforce and affordable housing plan that meets both outstanding obligations of the previous ownership group and current housing requirements. Our proposed phasing plan prioritizes not only maintaining the quantity of current day skier parking throughout construction, but also the permanent replacement of day skier parking and on-site housing. PEG and our team have studied, for over a year, the existing site conditions and infrastructure, and has included recommendations and concepts to illustrate the overall scope and impact of the development. The intent of the Master Plan Study is to establish a vision that will lead to the successful design and construction of the base area redevelopment. This plan includes affordable housing, improved circulation for vehicular traffic in a one-way loop, improvements to the bus stop, dedicated drop off zones, sidewalks on Empire Ave, Lowell Ave, Manor Way, and Shadow Ridge Road, structured parking stalls that are protected from the elements, and community plazas that activate the space. In order to achieve this success, it is critical that the project’s overall scope and objectives are in alignment with Park City and the greater community.



COMMUNITY ENGAGEMENT

Over the past year, PEG has prioritized community meetings alongside our project planning work. To date we have met with more than 100 individuals, including; neighbors, business owners - from local ski shops to the hospital, community groups - such as the National Ability Center, multiple HOAs, and local residents from throughout Park City. We have received feedback and observations that have been helpful to us, much of which we have specifically incorporated into our proposal. We will conduct ongoing, additional community-wide public meetings to discuss our proposed redevelopment in greater detail, including how our plan has evolved based on community and City staff input, and ensure we receive community feedback throughout the public review process. To date, the most consistent feedback we are hearing is that affordable, attainable, and workforce housing are critical elements of our proposal, as are the traffic, transit and parking systems we are proposing. Any new development at the base must provide solutions that will relieve congestion, reduce travel time through the resort area, provide improved access and facilities for public transit, and provide a balanced approach to on-site parking in order to support the businesses and services at the base without over-parking.

PURPOSE

Our dynamic proposal responds to today’s environment, from economic drivers to community desires. As mentioned above, through the community outreach process and meetings to date with City staff, several development priorities have emerged to redevelop under-utilized and unsightly surface parking lots. The purpose of the new Master Plan Study is to:

- Provide affordable housing in accordance with the 2017 Affordable Housing Guidelines, while also completing the 23-bed obligation that was an obligation of the Parcel A development and not fulfilled.
- Promote transit solutions by way of improving the current bus stop.
- Promote parking solutions by providing structured parking stalls, multiple points of access to parking, and actively managing the parking supply by way of signage and communications.
- Promote solutions to traffic by proposing a new one-way circulation plan complete with two roundabouts.
- Promote solutions to issues today such as ride-share and providing designated drop-off and pick-up locations.
- Promote solutions to pedestrian and bicycle traffic by incorporating sidewalks, dedicated and shared bicycle lanes, and clearly marked pedestrian crossings.
- Provide energy-efficient buildings.
- Provide public benefit, including ski lockers, dining, and Après Ski.
- Provide world-class lodging at the base of Park City Mountain Resort.
- Provide a new, world-class resort base with amenities such as new restaurant space and après-ski opportunities that complement, not compete with, other base area and Old Town commercial, and a ski beach.
- Provide a consistent and contextual architectural development reflecting the image and quality of the premier ski resort located in Park City.

By itself, the Master Plan Study will assist in providing general direction and unifying the various types of structures within the area. However, in order to be truly effective, it must be interpreted and expanded by designers who understand and are sensitive to the overall spirit and intent of community thought-leaders. After Master Plan Study approval, each parcel will require a subsequent conditional use permit approval.

The following sections present a comprehensive, yet thoughtful approach to all aspects of the proposed Master Plan Study.

DEVELOPMENT GROSS AREA TABLES

Allowable and exempt square footages per the Development Agreement by parcel.

LEVEL	NAME	AREA
PARCEL B		
ALLOWABLE SQUARE FOOTAGE		
ACCESSORY		
LEVEL 1	LOBBY	2,892 SF
LEVEL 1	LOBBY	1,399 SF
LEVEL 1	BOH	1,750 SF
LEVEL 3	LOBBY	1,475 SF
LEVEL 4	LOBBY	2,088 SF
LEVEL 4	DAY-SKIER LOCKERS	2,218 SF
LEVEL 4	BOH	1,154 SF
LEVEL 5	BOH	994 SF
		13,970 SF
RESIDENTIAL		
LEVEL 1	EMPLOYEE HOUSING	3,196 SF
LEVEL 2	EMPLOYEE HOUSING	10,360 SF
LEVEL 2	AFFORDABLE HOUSING	4,580 SF
LEVEL 3	EMPLOYEE HOUSING	11,578 SF
LEVEL 3	AFFORDABLE HOUSING	4,599 SF
LEVEL 4	EMPLOYEE HOUSING	11,597 SF
LEVEL 4	AFFORDABLE HOUSING	4,581 SF
LEVEL 5	EMPLOYEE HOUSING	22,762 SF
LEVEL 5	CONDO	37,100 SF
LEVEL 6	EMPLOYEE HOUSING	20,419 SF
LEVEL 6	CONDO	37,154 SF
LEVEL 7	AFFORDABLE HOUSING	18,278 SF
LEVEL 7	CONDO	20,204 SF
LEVEL 8	CONDO	20,252 SF
		226,659 SF
RETAIL		
LEVEL 3	RETAIL	1,444 SF
LEVEL 4	RETAIL	1,923 SF
		3,366 SF
ALLOWABLE SQUARE FOOTAGE		243,995 SF
EXEMPT SQUARE FOOTAGE		
MECHANICAL		
LEVEL 1	MECH	3,291 SF
		3,291 SF
PARKING		
LEVEL 1	PARKING	77,037 SF
LEVEL 2	PARKING	76,960 SF
LEVEL 3	PARKING	79,962 SF
LEVEL 4	PARKING	77,207 SF
		311,166 SF
EXEMPT SQUARE FOOTAGE		314,457 SF
PARCEL B		558,452 SF

LEVEL	NAME	AREA
PARCEL C		
ALLOWABLE SQUARE FOOTAGE		
ACCESSORY		
LEVEL 1	HOTEL	30,186 SF
LEVEL P1	BOH	8,157 SF
LEVEL P1	LOBBY	711 SF
LEVEL P1	BOH	6,054 SF
LEVEL P2	BOH	8,859 SF
		53,967 SF
RESIDENTIAL		
LEVEL 2	GUESTROOMS	33,835 SF
LEVEL 3	GUESTROOMS	33,835 SF
LEVEL 4	GUESTROOMS	31,872 SF
LEVEL 5	GUESTROOMS	29,827 SF
		129,370 SF
RESORT ACCESSORY		
LEVEL P1	RESORT	17,000 SF
		17,000 SF
RETAIL		
LEVEL P1	RETAIL	6,520 SF
		6,520 SF
ALLOWABLE SQUARE FOOTAGE		206,857 SF
EXEMPT SQUARE FOOTAGE		
CONVENTION/MTG		
LEVEL 1	CONVENTION	10,733 SF
LEVEL P1	MEETING	15,726 SF
		26,459 SF
MECHANICAL		
LEVEL P1	MECHANICAL	2,310 SF
LEVEL P2	MECHANICAL	6,985 SF
		9,294 SF
PARKING		
LEVEL P1	PARKING	22,369 SF
LEVEL P2	PARKING	55,163 SF
		77,532 SF
EXEMPT SQUARE FOOTAGE		113,285 SF
PARCEL C		320,142 SF

LEVEL	NAME	AREA
PARCEL D		
ALLOWABLE SQUARE FOOTAGE		
ACESSORY		
LEVEL 1	LOBBY	1,688 SF
		1,688 SF
RESIDENTIAL		
LEVEL 2	CONDO	19,368 SF
LEVEL 3	CONDO	19,334 SF
LEVEL 4	CONDO	18,536 SF
LEVEL 5	CONDO	14,094 SF
		71,332 SF
RETAIL		
LEVEL 1	RETAIL	4,947 SF
LEVEL P1	RETAIL	2,000 SF
LEVEL P1	RETAIL	14,201 SF
		21,148 SF
ALLOWABLE SQUARE FOOTAGE		94,167 SF
EXEMPT SQUARE FOOTAGE		
PARKING		
LEVEL 1	PARKING	17,719 SF
LEVEL P1	PARKING	17,872 SF
		35,590 SF
EXEMPT SQUARE FOOTAGE		35,590 SF
PARCEL D		129,758 SF

LEVEL	NAME	AREA
PARCEL E		
ALLOWABLE SQUARE FOOTAGE		
ACCESSORY		
LEVEL 1	BOH	549 SF
LEVEL 1	LOBBY	436 SF
LEVEL 1	LOBBY	699 SF
LEVEL 2	AMENITY	2,721 SF
LEVEL P1	LOBBY	4,256 SF
LEVEL P1	LOBBY	3,253 SF
LEVEL P1	BOH	521 SF
		12,435 SF
ACCESSORY RESORT		
LEVEL 1	STORAGE	2,553 SF
LEVEL 1	CLINIC	2,321 SF
LEVEL 1	SKI PATROL	669 SF
LEVEL P1	DOCK	1,802 SF
		7,345 SF
RESIDENTIAL		
LEVEL 1	SKI CLUB	10,275 SF
LEVEL 2	CONDO	16,916 SF
LEVEL 3	CONDO	20,266 SF
LEVEL 4	CONDO	20,276 SF
LEVEL 5	CONDO	20,248 SF
		87,982 SF
RETAIL		
LEVEL 1	RETAIL	12,194 SF
		12,194 SF
ALLOWABLE SQUARE FOOTAGE		119,956 SF
EXEMPT SQUARE FOOTAGE		
PARKING		
LEVEL P1	PARKING	61,235 SF
LEVEL P2	PARKING	77,105 SF
LEVEL P3	PARKING	77,105 SF
		215,445 SF
EXEMPT SQUARE FOOTAGE		215,445 SF
PARCEL E		335,401 SF

DEVELOPMENT GROSS AREA SUMMARY

This table compares the new proposed master plan square footage to the allowable square footages by parcel as indicated the Development Agreement Table 3.2.1.

PARCEL GROSS SQUARE FOOTAGE ALLOWANCE AND PROPOSED TABLE SUMMARY						
	Gross Residential Sq Ft	Res Support Com & Accessory Use @ 10%	Accessory Use to Resort Operation	Retail / Commercial	Exempt - Parking, MEP, Convention (3)	Total (2)
PARCEL B						
Allowance	294,000	29,400		(1)	(2, 3)	323,519
Proposed	226,659	13,970	0	3,366	314,457	243,995
PARCEL C						
Allowance	159,000	15,900	18,000	(1)	(2, 3)	192,963
Proposed	129,370	53,967	17,000	6,520	113,285	206,857
PARCEL D						
Allowance	93,000	9,300		(1)	(2, 3)	102,338
Proposed	71,332	1,688	0	21,148	35,590	94,167
PARCEL E						
Allowance	141,000	14,100	32,000	(1)	(2, 3)	187,157
Proposed	87,982	12,194	7,345	12,435	215,445	119,956

(1) Retail/commercial uses other than Support Commercial or Accessory uses require a proportionate reduction in the square footage that is allocated for the other uses in this table
(2) Building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space that may be located below grade or parking.
(3) Underground public convention and meeting space is allowed in addition to the total Parcel square footage allowance.

EMPLOYEE / AFFORDABLE HOUSING CALCULATIONS

The following tables follow the requisite methodology to determine the required square footage of affordable housing per the 2017 Affordable Housing Guidelines.

COMMERCIAL EMPLOYEE HOUSEHOLDS CALCULATION						
PARCEL	AREA (NSF)	ROOM / SPACE	Full Time Equivalents	Total Employees	Mitigation Rate Employees	Employee Households
Commercial/Retail						
PARCEL B	1545 SF	RETAIL	3.3	5.1	1.0	0.7
PARCEL C	10775 SF	SKIER SERVICES	3.3	35.6	7.1	4.7
PARCEL C	2691 SF	RETAIL	3.3	8.9	1.8	1.2
PARCEL C	1500 SF	TICKETING	3.3	5.0	1.0	0.7
PARCEL C	2509 SF	PUBLIC RESTROOM & LOCKERS	3.3	8.3	1.7	1.1
PARCEL C	1334 SF	RETAIL	3.3	4.4	0.9	0.6
PARCEL D	13007 SF	RETAIL	3.3	42.9	8.6	5.7
PARCEL D	1740 SF	RETAIL	3.3	5.7	1.1	0.8
PARCEL D	992 SF	DOCK	3.3	3.3	0.7	0.4
PARCEL D	4757 SF	RETAIL	3.3	15.7	3.1	2.1
PARCEL E	2354 SF	RETAIL	3.3	7.8	1.6	1.0
PARCEL E	2825 SF	RETAIL	3.3	9.3	1.9	1.2
						20.3
Independent Calculation - Ballrooms						
PARCEL C	5594 SF	BALLROOM	1.3	7.3	1.5	1.0
PARCEL C	1819 SF	JUNIOR BALLROOM	1.3	2.4	0.5	0.3
						1.3
Independent Calculation - Ski Club						
PARCEL E	9846 SF	SKI CLUB	0.5	4.9	1.0	0.7
						0.7
Medical Profession						
PARCEL E	2200 SF	MEDICAL CLINIC	2.9	6.4	1.3	0.9
						0.9
Other Professional Services						
PARCEL C	3087 SF	SPA	3.7	11.4	2.3	1.5
PARCEL E	600 SF	SKI PATROL	3.7	2.2	0.4	0.3
						1.8
Personal Services						
PARCEL B	1357 SF	DAY SKIER LOCKERS	1.3	1.8	0.4	0.2
PARCEL B	2000 SF	DAY SKIER LOCKERS	1.3	2.6	0.5	0.3
PARCEL C	1778 SF	FITNESS CENTER	1.3	2.3	0.5	0.3
PARCEL C	1237 SF	MEETING	1.3	1.6	0.3	0.2
PARCEL C	1221 SF	MEETING	1.3	1.6	0.3	0.2
PARCEL C	1221 SF	MEETING	1.3	1.6	0.3	0.2
PARCEL C	1221 SF	MEETING	1.3	1.6	0.3	0.2
PARCEL C	1877 SF	MEETING	1.3	2.4	0.5	0.3
						2.1
Restaurant/Bar						
PARCEL C	2232 SF	RETAIL	6.5	14.5	2.9	1.9
PARCEL C	5605 SF	HOTEL BAR/ LOUNGE/ RESTAURANT	6.5	36.4	7.3	4.9
PARCEL C	3464 SF	KITCHEN	6.5	22.5	4.5	3.0
PARCEL E	4307 SF	RETAIL	6.5	28.0	5.6	3.7
						13.5
						40.5

GUESTROOM EMPLOYEE HOUSING CALCS			
Total Guestrooms	Full Time Equivalents	Mitigation Rate Employees	Employee Households
249	149.4	29.88	19.92

REQ'D EMPLOYEE HOUSING SUMMARY			
Commercial Employee Households	Guestroom Employee Households	Total Employee Households	Total Employee Housing (NET SF)
39.05	19.92	58.97	53073 + 23 BEDS (1)

(1) 23 ADDITIONAL EMPLOYEE BEDS ARE REQUIRED PER PREVIOUS DEVELOPMENT OF PARCEL A.

REQ' AFFORDABLE HOUSING SUMMARY		
Total Condo Units	Affordable Housing Mitigation Rate	Total Affordable Housing (NET SF)
141	21.15	19035

TOTAL REQ'D EMP/AFF HOUSING SF:	
= 72,108 SF + 23 BEDS	

PROVIDED EMP/AFF HOUSING		
UNIT TYPE	QTY	AREA (NET SF)
PARCEL B AFFORDABLE HOUSING		
2 BR A.H.	16	15133 SF
3 BR A.H.	6	8819 SF
22	22	23951 SF
EMPLOYEE HOUSING		
1 BR E.H.	3	2438 SF
2 BR E.H.	37	35070 SF
3 BR E.H.	8	11249 SF
8 BR E.H.	3	8187 SF
51	51	56944 SF
TOTAL UNITS/SF:	73	80895 SF

UNIT EQUIVALENT CALCULATIONS

Section 1(g) of the Development Agreement defines Unit Equivalent. Paragraph 3.2.2 designates the total number of unit Equivalents permitted on the Base Area Master Plan. For Parcels B-E there are 353 Unit Equivalents remaining.

UNIT EQUIVALENT CALCULATIONS	
QTY	UNIT EQUIVALENT

PARCEL B	
CONDO	
Unit < 650 SF = 0.33 UE	
5	1.65
Unit < 1000 SF = 0.50 UE	
2	1
Unit < 1500 SF = 0.75 UE	
25	18.75
Unit < 2000 SF = 1.00 UE	
15	15
Unit < 2500 SF = 1.25 UE	
6	7.98
Unit > 2500 SF = 1.50 UE	
3	4.5
PARCEL B: 56	48.88
PARCEL C	
GUESTROOM	
Unit < 650 SF = 0.33 UE	
237	78.21
Unit < 1000 SF = 0.50 UE	
4	2
Unit < 1500 SF = 0.75 UE	
6	4.5
Unit < 2000 SF = 1.00 UE	
2	2
PARCEL C: 249	86.71

UNIT EQUIVALENT CALCULATIONS	
QTY	UNIT EQUIVALENT

PARCEL D	
CONDO	
Unit < 650 SF = 0.33 UE	
3	0.99
Unit < 1000 SF = 0.50 UE	
10	5
Unit < 1500 SF = 0.75 UE	
1	0.75
Unit < 2000 SF = 1.00 UE	
25	25
PARCEL D: 39	31.74
PARCEL E	
CONDO	
Unit < 1000 SF = 0.50 UE	
8	4
Unit < 1500 SF = 0.75 UE	
27	20.25
Unit < 2000 SF = 1.00 UE	
11	11
PARCEL E: 46	35.25
PARCELS B-E TOTAL:	202.58

NOTE: UNIT EQUIVALENTS FOR PRINCIPAL UNITS WITH LOCK-OFFS ARE CALCULATED ON THE COMBINED SQUARE FOOTAGE OF THE PRINCIPAL AND LOCK-OFF UNIT, AND NOT AS INDIVIDUAL UNITS.

COMMERCIAL UNIT EQUIVALENT CALCS		
NAME	AREA (NET SF)	UNIT EQUIVALENT

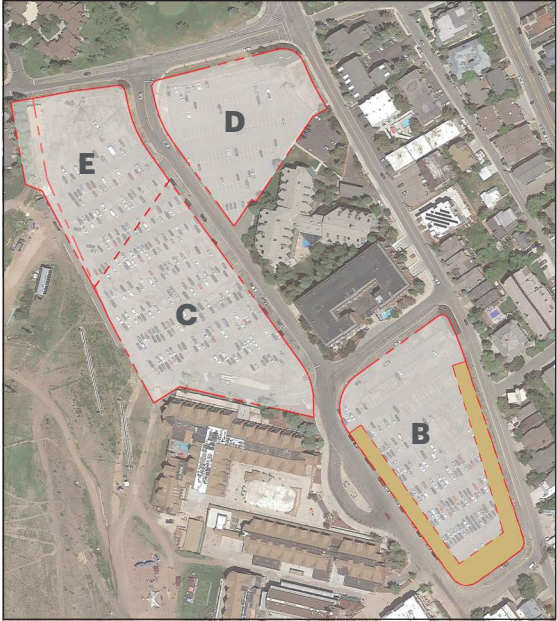
PARCEL B		
RETAIL	1545 SF	2
	1545 SF	2
PARCEL C		
RETAIL	2232 SF	3
RETAIL	2691 SF	3
HOTEL BAR/ LOUNGE/ RESTAURANT	5605 SF	6
RETAIL	1334 SF	2
	11861 SF	14
PARCEL D		
RETAIL	13007 SF	14
RETAIL	1740 SF	2
DOCK	992 SF	1
RETAIL	4757 SF	5
	20496 SF	22
PARCEL E		
SKI CLUB	9846 SF	10
RETAIL	4307 SF	5
RETAIL	2354 SF	3
RETAIL	2825 SF	3
	19331 SF	21
	53234 SF	59

RESIDENTIAL UNIT EQUIVALENT SUMMARY			
UNIT TYPE	QTY	AREA (NET SF)	UNIT EQUIVALENT

PARCEL B			
CONDO	56	86059 SF	48.88
		86059 SF	48.88
PARCEL C			
GUESTROOM	249	96023 SF	86.71
		96023 SF	86.71
PARCEL D			
CONDO	39	56454 SF	31.74
		56454 SF	31.74
PARCEL E			
CONDO	46	59645 SF	35.25
	39	59645 SF	35.25
		298181 SF	202.58

TOTAL EQUIVALENT UNITS:	
= 202.58 (RESIDENTIAL) + 59 (COMMERCIAL) = 261.58	

PHASING SUMMARY



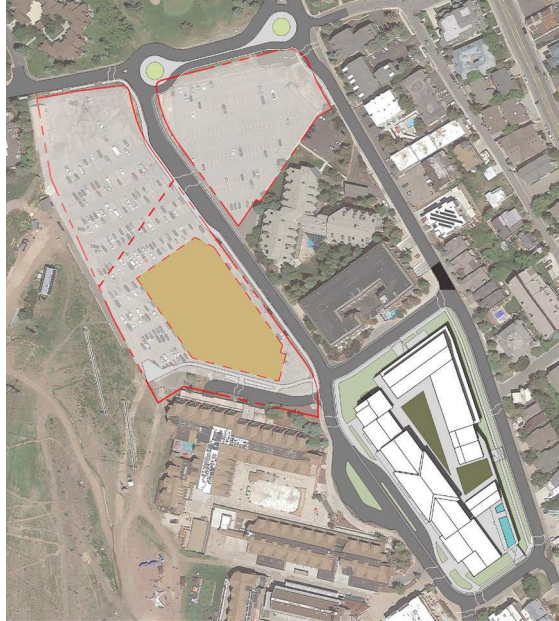
Spring 2021
Parcel B shoring



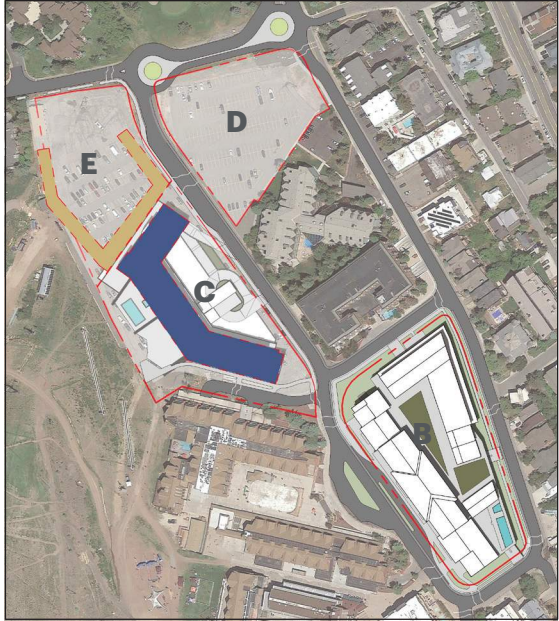
Spring-Fall 2021
Parcel B garage excavation and construction



Winter 2021-2022
*Parcel B above garage construction
Parcel C shoring*



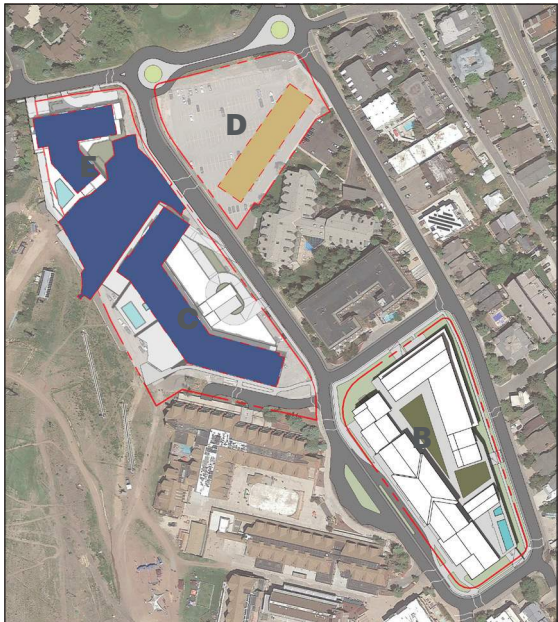
Spring-Fall 2022
*Parcel B completes
Parcel C garage excavation and construction*



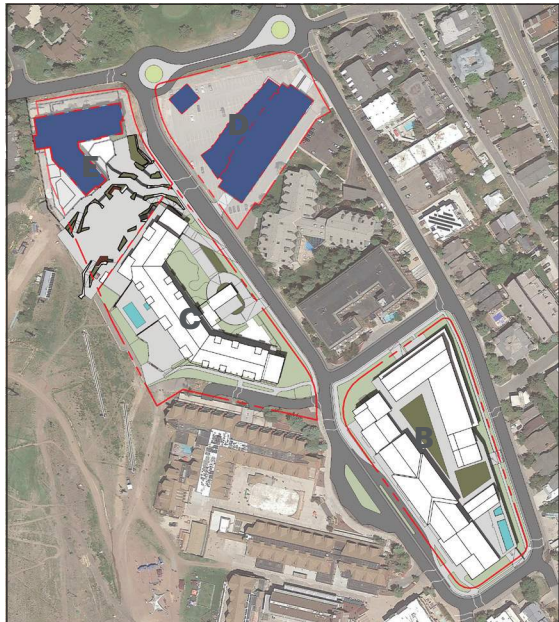
Winter 2022-2023
*Parcel C above garage construction
Parcel E shoring*



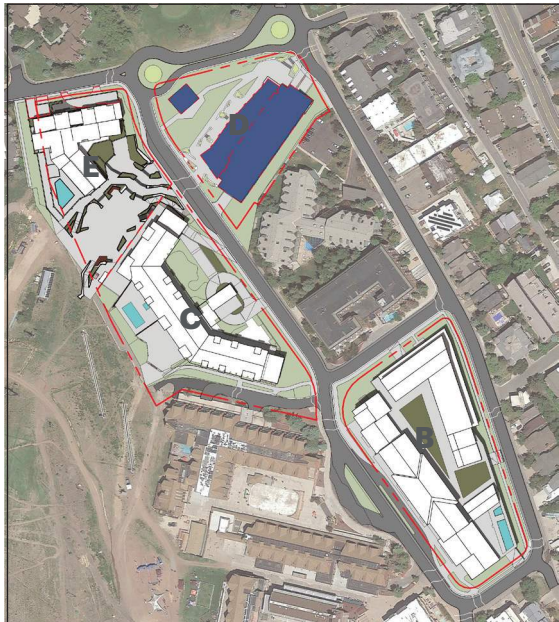
Spring-Fall 2023
*Parcel C above garage construction
Parcel E garage excavation and construction*



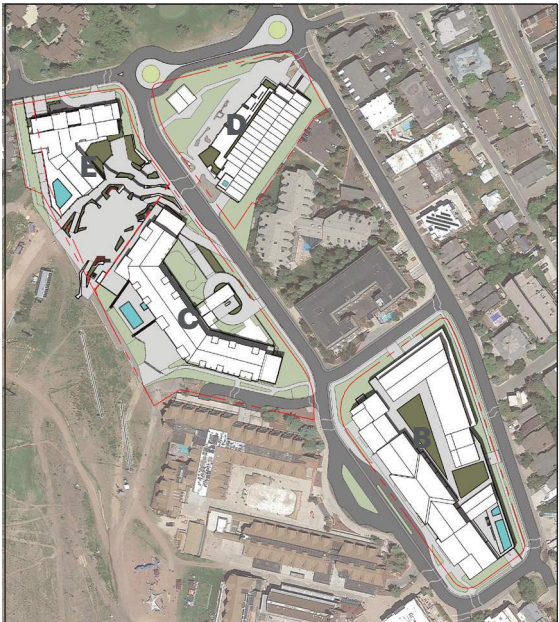
Winter 2023-2024
*Parcel C above garage construction
Parcel E above garage & plaza construction
Parcel D garage excavation and construction*



Spring-Fall 2024
*Parcel C complete
Parcel E above garage construction
Parcel D above garage construction*



Winter 2024-2025
Parcel D above garage construction.



Complete January 2026

Refer to the Construction Phasing and Mitigation section for more detailed development phasing information.



2. DEVELOPMENT CONTEXT

- 1. MINING INDUSTRY
- 2. HISTORIC DOWNTOWN
- 3. UPPER RESORT BASE
- 4. LOWER RESORT BASE
- 5. EMPIRE AVENUE
- 6. RECENT LOCAL DEVELOPMENT
- 7. MOUNTAIN RESORT DESIGN



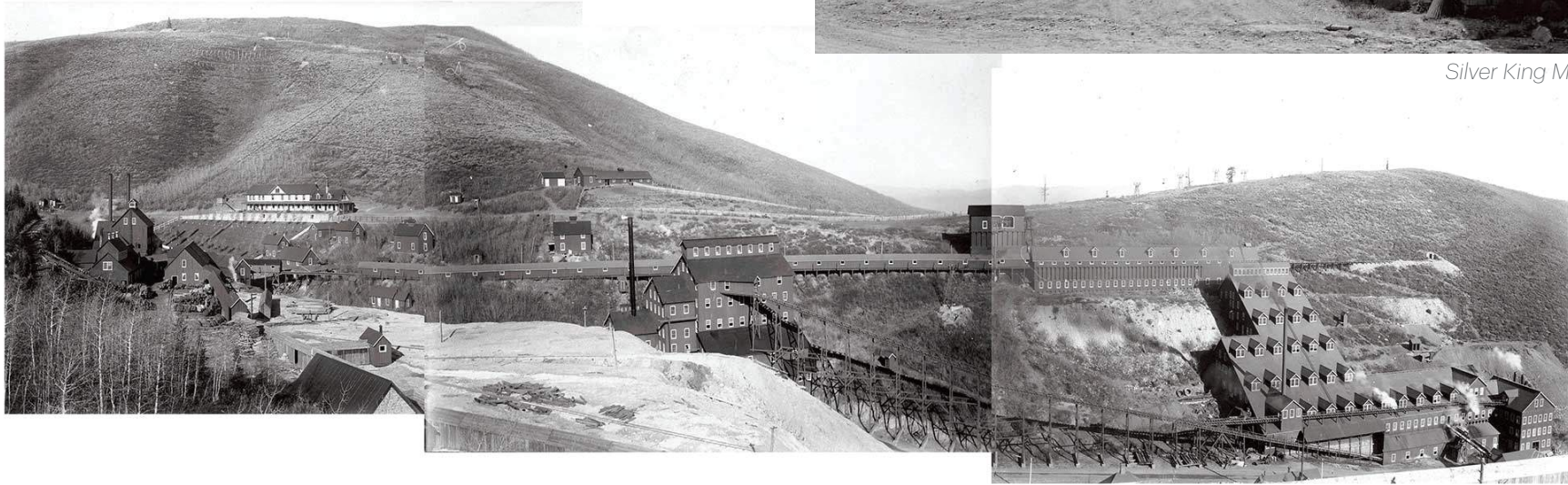
Silver King Mine



California-Comstock Mine



Silver King Mine



Silver King Mine

Presented below is a contextual analysis of the Park City Base Area Lot Redevelopment. The context of the base area redevelopment is multifaceted. First, the development must consider the history of the place in which it exists. Prominent among Park City’s historic structures are the mining structures and downtown buildings that represent much of the architectural character of the city. The development should not employ historic styles of any sort that are not native to Park City. Additionally, replicating or mimicking existing historic structures devalues the historic structures themselves, therefore, new development must be respectful of the history, while remaining honest to its own era. Second, the development must consider structures in its immediate vicinity. The base area is surrounded by numerous vacation properties of a variety of scales. Third, the development must consider local, contemporary projects and evaluate their response to their local and environmental context. Lastly, the development must consider the resort from a building typology perspective.

MINING INDUSTRY

Although it has been several decades since mining operations in Park City have ceased, many mining structures have remained and have been identified as historic sites. Of the approximately 70 mines that once operated in Park City, about half are within the boundaries of the Park City Base Area Lot Redevelopment. Over time, these structures have become widely recognized symbols of Park City, and many organizations are actively working to preserve them.

Notable in these mining structures are repetitive and stepped gable roofs, extended shed roofs that follow the mountain topography, accentuated framed windows, metal and wood siding, and exposed timber and steel framing. These structures are utilitarian, pragmatic, and vernacular. They were designed and constructed with function and efficiency as priority. They are void of ornamentation, and their form is both simple and complex; simple when the program demanded large volumes of space, complicated when the topography and function required. Many of the structures rise vertically above the grade for efficiency and for hoist operations. They are thought of today as worn and aged structures, but historic photographs show that even during their prime they were rugged and rustic.

Many of these pragmatic design solutions and simple forms have been employed in more contemporary building typologies. Incorporating the character of these mining structures in the base area redevelopment, while respecting their unique presence and history and responding to current environmental design requirements, is a key priority of the development.

HISTORIC DOWNTOWN

The growth of the year-round, outdoor recreation industry in the past several decades has also brought substantial growth to downtown Park City. Main Street and Park Avenue are a key attraction for destination and regional visitors, serving as the primary location for après ski, retail and nightlife activity. Park City has been able to maintain the historic feel of Main Street through a community focus on preservation, national brand regulations and adaptive reuse.

The historic downtown structures are, in many ways, opposite in design and expression to the historic mining structures. The forms are dense, small-scale with mostly flat roofs, bright colors, and frequent use of ornamentation. Many of the structures have created outdoor spaces via roof decks, balconies, and canopies, some of which extend over the sidewalks. In spite of the low height of the buildings, their small width and individual expression, and the number encroachments in the right of way, give downtown Park City a very dense urban atmosphere.

While the base area does not directly abut any historic districts, the development, while distinct from surrounding Historic Sites, should not detract from them. The development should relate to the traditional architectural patterns and heritage of Park City.

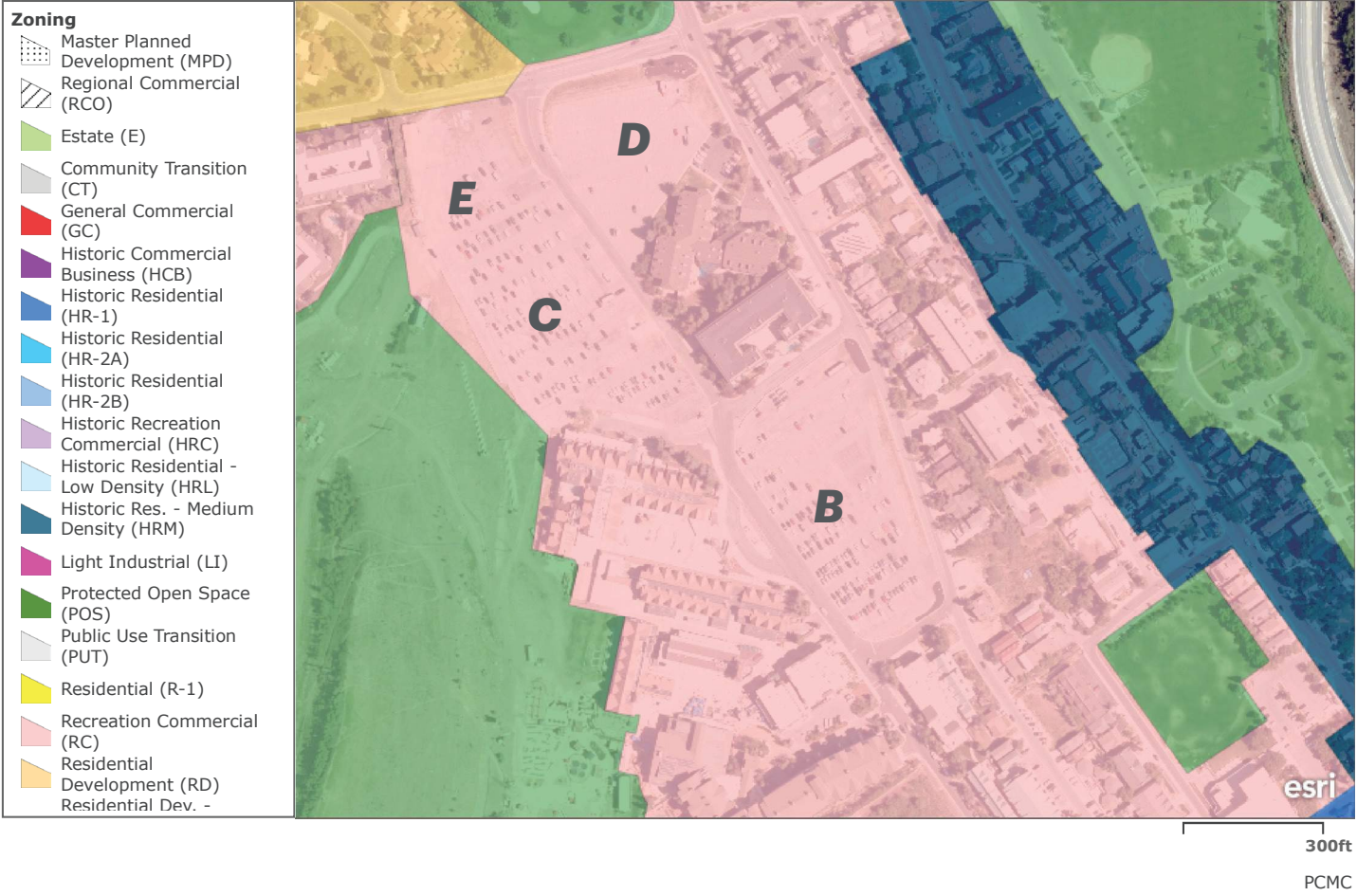


Park City Main Street and Beyond from Ontario Avenue



Park City Main Street during Sundance. Photograph by Fred Hayes.

Zoning





Marriott Mountainside



The Village Loft



The Resort Center Inn



The Lodge at the Mountain Village



Silver Mill House



The Lowell

UPPER RESORT BASE
The resort base is comprised of two distinct areas: the upper resort base and the lower resort base. The upper resort base contains several buildings that serve resort visitors, primarily through skier services facilities, lodging, and retail shops:

- The Marriott Mountainside - this is a fractional ownership, eight-story hotel operated by Marriott. It is the largest development on the resort base and relates to historic mining structures through its vertical form, narrow gables, exposed timber and steel framing, repeating punched windows, and wood siding. The massing cradles the Payday Lift and provides amenities that face the mountain.
- Silver Mill House - along with Marsac Mill Manor, this was one of the first ski-oriented structures developed at resort, about five years after the founding of Park City ski area. This is a six-story, red brick structure with a pronounced tower capped by a mansard roof and steeple. The program consists of two levels of retail with about 24 residential condominiums on the upper levels.
- Marsac Mill Manor - along with Silver Mill House, this was one of the first ski-oriented structures developed at the resort, about five years after the founding of Park City ski area. This is a four-story wood clad structure with a mansard roof. The program consists of two levels of retail with about 12 residential condominiums on the upper levels.
- The Lowell - this is a four-story condominium building clad wood siding and tan ashlar stone. The building also includes underground parking
- The Village Loft - this is a four-story brick structure with an open air observation tower located above the top story. The program consist of a retail level, which is currently used for resort ticketing and skier services with 1, 2 and 3-bedroom condominiums on the upper levels.
- The Resort Center Inn - this is a four-story wood clad structure with underground parking. The massing appears as one pronounced, continuous gable with repeating, multi-story, gable dormers similar to the Lodge at the Mountain Village.
- The Lodge at the Mountain Village - this is a four-story wood clad structure with underground parking. The massing appears as one pronounced, continuous gable with repeating, multi-story, gable dormers similar to the Resort Center Inn.



Silver King Condominiums



Shadow Ridge Condominiums



Snowflower Condominiums



Snowflower Condominiums

LOWER RESORT BASE

The lower resort base contains several for-rent condominium buildings for skier lodging:

- Shadow Ridge Condominiums - this is a four-story, brick clad building with parking below grade, accessed from Empire Avenue. This project was built on the original site of the Miner’s Hospital, which was saved from demolition and relocated.
- Silver King Condominiums - this is a four-story condominium building clad in wood siding with a parking garage below grade, accessed from Empire Avenue. It is located between the Shadow Ridge Condominiums and Parcel D.
- Snowflower Condominiums - this development consists of two separate three-story structures, with parking below grade, accessed from Silver King Drive. These are ski-in ski-out buildings clad in wood siding with log framed post and beam balconies and entrance canopies.

EMPIRE AVENUE

Empire Avenue consists of a variety structures, ranging from three-story condominiums to single family dwellings. This street front is depicted at the bottom of this page.

RECENT LOCAL DEVELOPMENT

Over the last 50 years of growth, the architecture of Park City has evolved, following various design trends that have been in influence. Park City’s Land Management Code has, where appropriate, addressed design trends that may distract from Park City’s architectural character. Current architectural guidelines prohibit certain styles, motifs, and materials because they are either strongly attached to another region, inappropriate for the climate of Park City, or would have adverse impacts on the value of adjacent properties. In recent decades, much of the architecture, particularly for large hospitality/lodging and luxury single family residences, has followed a design trend used throughout the mountain west. This design trend is marked by complex facades defined by stepping wall planes, complex roof lines of multiple forms, large timber bracing and framing at balconies and canopies, and a general material palette of rustic stone facades at grade level with a more refined wood or cement fiber siding at upper levels.

Recent architectural designs in the Park City area have trended towards simpler massing, larger window openings, and lighter balcony articulation. The following page exhibits a few projects that exhibit these trends.



Empire Avenue Street Frontage



Echo Spur

A 7-home development above City Hall just off Rossie Hill Drive. Each home has a rectangular massing with flat, occupied roof decks. The Homes range between 2,700 and 3,500 sf and feature large glass openings, including 2-car garages with glass doors.



Woodside Park - Phase I

Residential development consisting of 12 affordable units including: restoration of existing historic home, reconstruction of historic home, 2 new single family homes, and 4 town homes with 4 studio apartments attached. The form of the new town homes consists of a simple gable roof mixed with small flat roofs.



One Empire Pass

Luxury condominium hotel consisting of 27 homes. The design features lighter balcony expressions and 10’ tall floor to ceiling window walls.



Stein Ericksen Residences

This recent development consists of 15 single family homes and 35 condominium residences. The design features mountain contemporary design with larger expanses of glass, simpler forms, and clean detailing



Woodside Park - Phase II

Multi-family development contain 52 affordable housing units with an additional 6 market rate units. The massing is simplified with repetitive shed roofs defining smaller townhouses and a single flat roof over the apartment buildings.



The Parkite

A more urban condominium development located on historic Main Street, with a program of 15 residences, a roof top deck, and underground parking. The massing is defined by flat roofs, multiple staggered rectangular forms and



MOUNTAIN RESORT DESIGN
A mountain development of this scale is not only an opportunity to understand what other resorts are doing to attract visitors, but also an opportunity to raise the standard of mountain resort design and amenities. Some precedents are shown here to illustrate the recent architectural design at other resorts.



3. ARCHITECTURAL DESIGN GUIDELINES

- 1. EXTERIOR BUILDING FORM
- 2. BUILDING OPENINGS
- 3. EXTERIOR BUILDING MATERIALS
- 4. ROOF DESIGN CONSIDERATIONS
- 5. SNOW COUNTRY CONSIDERATIONS

The purpose of the architectural design guidelines included below are two-fold; first, to establish an understanding of the requirements of the land management code, and second, to review practical considerations for building design in the Park City environment. Together, these guidelines will assist design teams in the development of building designs that are both harmonious with the mountain environment as well as compatible with the broader Park City community.

EXTERIOR BUILDING FORM

All buildings shall have exterior elevations and details that are consistent throughout the project in basic architectural quality and organization. Building forms shall be articulated to avoid large, flat, uniform building elevations. Where patterned or recessed openings are not sufficient to provide relief to individual facades, the building shall step either horizontally or vertically. Building heights shall also step such that taller building heights are placed closer to the mountain backdrop, and shorter building heights are adjacent to the public right of way and neighboring properties. Recommended building heights and approximate massings are represented in the programming and planning section and noted on the site plans.

ARCHITECTURAL STYLES AND MOTIFS

The following architectural styles and motifs are prohibited by the Land Management Code because these styles and motifs have a strong connection or association with other regions:

- A-frame structures
- Geodesic dome structures
- Mediterranean motifs
- Tudor or mock tudor, half timbering
- Swiss chalets
- Highly Ornate Victorian
- Rustic frontier
- Colonial
- Nouveau-Chateau, French Provincial, Fairy Tale or Castle

BUILDING OPENINGS

Openings are an important expression of the building’s relationship to human functions and uses, however, when they are unusual in shape or located in arbitrary ways, they can distract from the overall building design. Infrequent or very small openings can result in industrial looking buildings or poorly proportioned elevations. Openings can be used to create hierarchy, communicate programming, identify focal points, such as major entries, and provided needed architectural patterns. Excessive repetition without vertical and horizontal counterpoint, however, can result in monotonous or flat facades.

WINDOW TREATMENT

Windows other than rectangular windows may be used as accents and trim, but arched, rounded, or bay windows as the primary window treatment, are prohibited. Small pane colonial style windows are also not allowed.

SKYLIGHTS

Skylights are encouraged where they allow extra daylight to the interior of a building and reduce need for artificial lighting. However, skylights shall be limited to 25% of the roof area, shall not be the highest point of the structure, and shall be as flush as possible with the roof (no more than 2’ above the roof plane).

GARAGE OPENINGS

Garage openings, and exhaust and intake vents shall be designed sensitively so as not to distract from the building’s scale and design intent, to the greatest extent possible.

EXTERIOR BUILDING MATERIALS

SIDING MATERIALS

The following siding, fascia, and soffit materials are prohibited by the Land Management Code because they do not perform well in the harsh climate, or may adversely affect the values of adjoining or abutting properties:

- Thick shake shingles
- Ceramic tiles
- Slump bloc, weeping mortar
- Plastic or vinyl siding
- Used brick
- Artificial stone products, i.e. simulated stone or brick, cultured stone or brick, pre-cast stone or concrete with embedded stone fragments
- Lava rock, clinkers
- Asphalt siding
- Plywood siding, unless approved by the Planning Director for use as a base for board and batten siding
- Aluminum Siding, unless approved by the Planning Director

EXTERIOR WALL LIMITATIONS

Highly Ornate Buildings are inconsistent with the architectural patterns of the community, and due to the close proximity of one development to another, inconsistent ornamentation may become unsightly and detract from property values. Special ornamental siding materials may be used at no more than 25% of any facade. Different exterior siding materials add interest to a building, however, the use of too many exterior materials, like excessive ornamentation, detracts from the values of adjoining properties. Exterior walls of any building may be sided with up to three different materials per building and no more than three materials may appear on any one wall, including ornamental siding.

ROOF DESIGN CONSIDERATIONS

Because of the steep grade changes within Park City, and the fact that residents and visitors are frequently in a position to look down on the City from the adjoining mountains, the appearance of roofs in Park City is of more significance than in other communities. Mechanical equipment on roofs must be hidden with a visual barrier so it is not readily visible form nearby properties. Refer to the “Snow Country Considerations” section for additional recommendations and guidelines on roof design.

ROOF SHAPES

The following roof shapes are prohibited by the Land Management Code as the dominant roof form because they either do not perform well in the harsh climate, or tend to detract from the value of adjoining property:

- Mansard or fake mansard roofs
- Gambrel roofs
- Curvilinear roofs
- Domed roofs
- Geodesic domes

- Conical roofs, great than 270 degrees around
- A-frame or modified A-frame roofs.

ROOFING MATERIALS

The following roofing materials are prohibited by the Land Management Code because they do not perform well in harsh climate, are unsafe due to a high potential for wild land fires, or because they can detract from the value of adjoining property:

- Untreated aluminum or metal, except that copper may be used
- Reflective materials
- Brightly colored roofing such as bright red, blue, yellow, green or similar colors that are highly visible. Exception: Green is allowed if it is determined that its hue, color, chroma and other attributes of color are similar to other earth tone colors currently approved in Park City.
- Wood shingles, including fire retardant, are prohibited in wild land interface zones.

SNOW COUNTRY CONSIDERATIONS

SLIDING SNOW

Given the significant average annual snowfall in Park City, the building forms for the new development should derive from a common-sense attitude toward the forces of nature, including snow and ice. Particularly important are covered entries that protect pedestrian travel paths from sliding snow or falling ice. In new pedestrian areas, building bases must be resistant to damage created by sliding snow or falling ice.

Roof pitches greater than 4 in 12 require careful consideration in order to prevent snow accumulation and sliding that can injure individuals, destroy private property and create unnecessary maintenance headaches. Roof pitches should slope away from parking, roadways, service zones and accessible public areas. Where this is not possible (or desirable from an aesthetic standpoint), snow fences or snow guards, flat roof section and/or arcades shall be utilized to provide adequate snow protection.

Flat canopies or slope roofs that shed away from pedestrians are encouraged at entries. Gabled dormers create unnecessary valley conditions which can create significant snow build-up, flashing and related leakage problems. In order to minimize these problems, more simple roof forms, elimination of unnecessary valleys, and the use of flat vs. gabled dormers are encourage where possible.

ICE DAMS

In addition to sliding, ice dams can create serious problems include roof leaks and the formation of potentially hazardous icicles. To avoid leaks, in general, it is recommended that self-sealing rubberized membranes under selected roofing materials be used. To prevent falling ice and damage at the eaves/gutters, use of thicker insulation is recommended.

SNOW LOADING

The roof structure shall be engineered to handle maximum anticipated snow loads and drifts in accordance with standard engineering practices and all applicable codes.

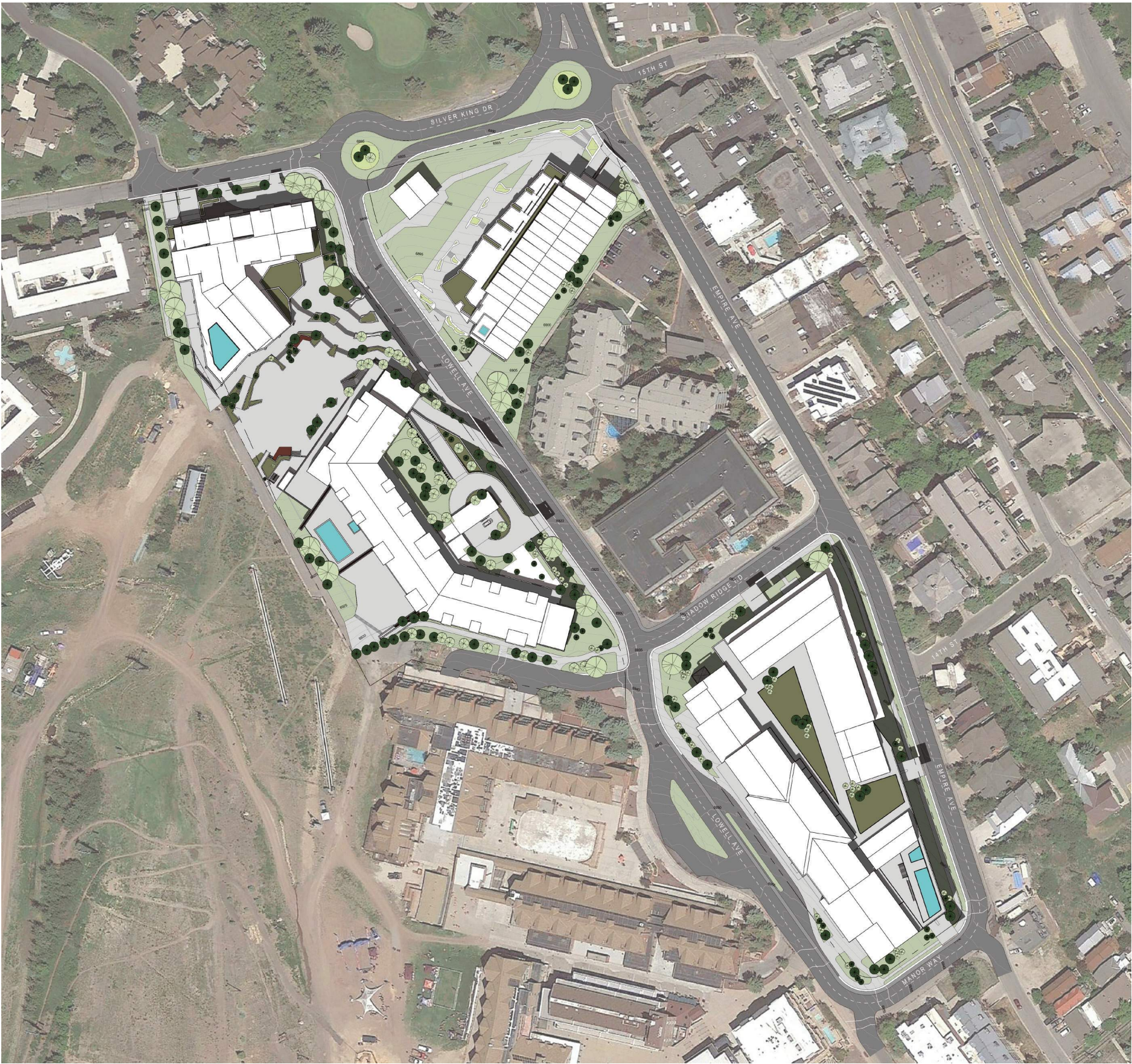
RADIANT SNOW MELT SYSTEMS

The use of radiant snow melt systems is encouraged in areas where, snow removal is time-consuming and difficult, environmental conditions (i.e. walk ways against north facades) result in frequently icy surfaces, and/or paving surfaces are susceptible to damage from freeze thaw cycles. A flexible polymer tubing and glycol/ water based system is recommended.

4. PROGRAM AND PLANNING

- 1. PARCEL B
- 2. PARCEL C
- 3. PARCEL E
- 4. PARCEL D

The following pages include programming intent and approximate plan layouts for each parcel in the Master Plan Study. The programing for each parcel was based on both site considerations and constraints. Two driving components of the master plan are 1.) to provide structured day skier parking to replace the existing surface parking lots, and 2.) to provide a central plaza adjacent to the mountain that will provide open space, and enhance the development and skier experience. The plaza is located as close as possible to the ski lifts and is integrated into the view corridor to the mountain from Empire Ave. Parcel C and its hotel program are located closer to the mountain, to allow its taller massing to be further set back from the road and provide direct access to the mountain for guests. Parcel D is the closest to the adjacent community, and as such, it contains the smallest program with retail and landscaping amenities that can be focused on community needs. Because Parcel B is the largest parcel, it was a natural location for a large share of day skier parking. It also made sense, due to it's size and depth, to incorporate employee and affordable housing components on this parcel, adjacent to existing development. The remainder of day skier parking is located on Parcel E, with direct access to the plaza. Due to its proximity to the mountain, Parcel E was also a natural location for resort programming such as the ski patrol and medical clinic, as well as for the ski club.



PARCEL B

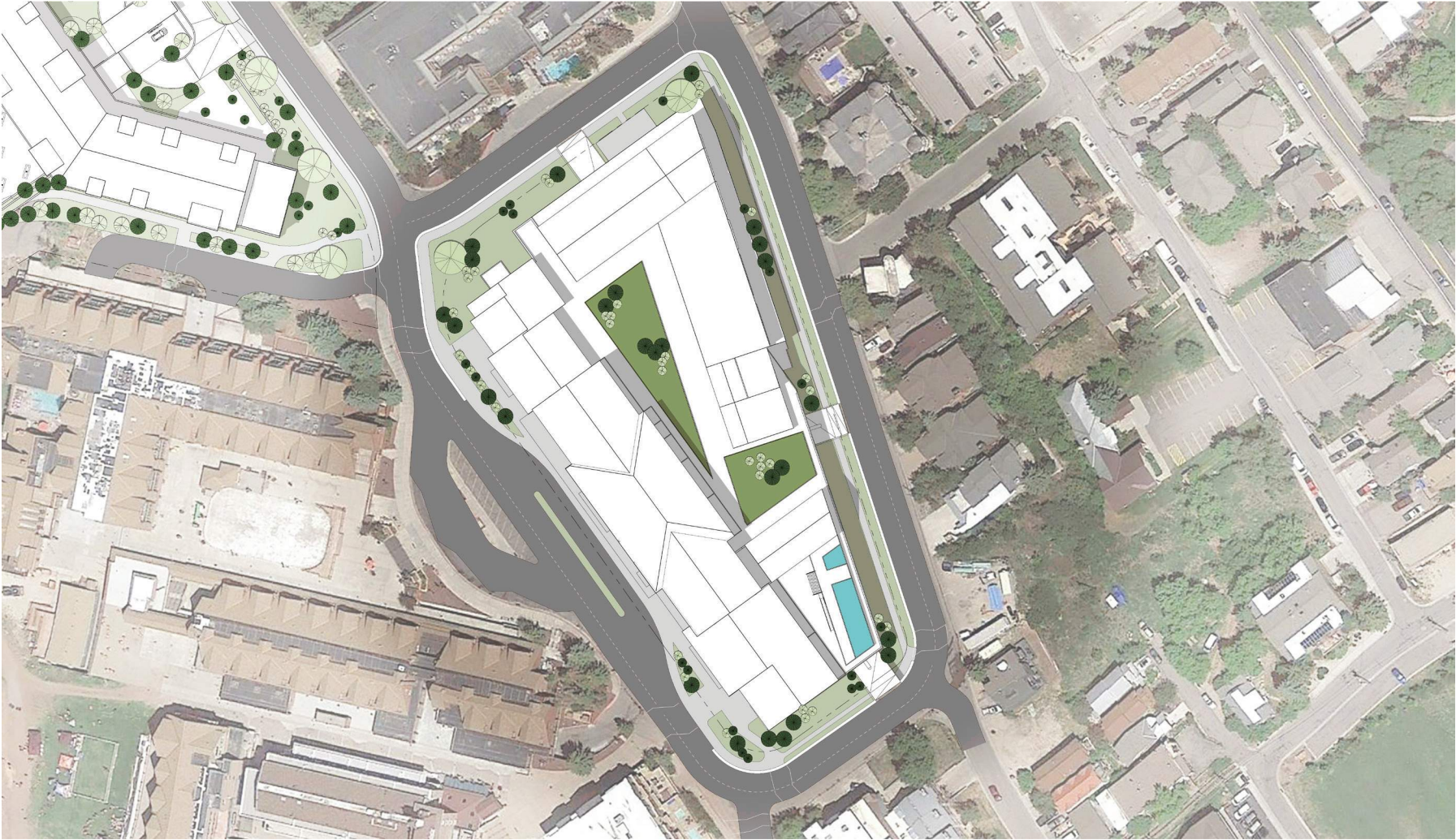
Parcel B is the largest development in the master plan, consisting of a four-story parking structure, a condominium tower, and a residential tower that has both affordable housing and employee housing program. The parking structure contains 760 day-skier parking spaces and is accessible at 3 separate levels by entrances located on Manor Way, Empire Avenue, and Shadow Ridge Road. The majority of the parking structure is concealed by residential programming. Each corner of the building on Lowell Ave has day-skier entrances, providing a clear circulation path from each parking level to the resort. Also fronting Lowell Avenue are retail and day-skier locker spaces intended to serve resort guests.

The massing of Parcel B is split into two distinct vertical volumes sitting on and engaging the parking structure. The northern volume, containing the affordable and employee housing program, steps both vertically and horizontally to reduce the visual scale of the massing. The entrance to this volume is located on Shadow Ridge Road, with separate entrances each for employee housing and affordable housing. The south-western volume is aligned with Lowell avenue and contains the condominium program. This massing steps vertically toward the center of the building. The condominium entrance is located on Lowell Avenue with an adjacent drop-off drive.

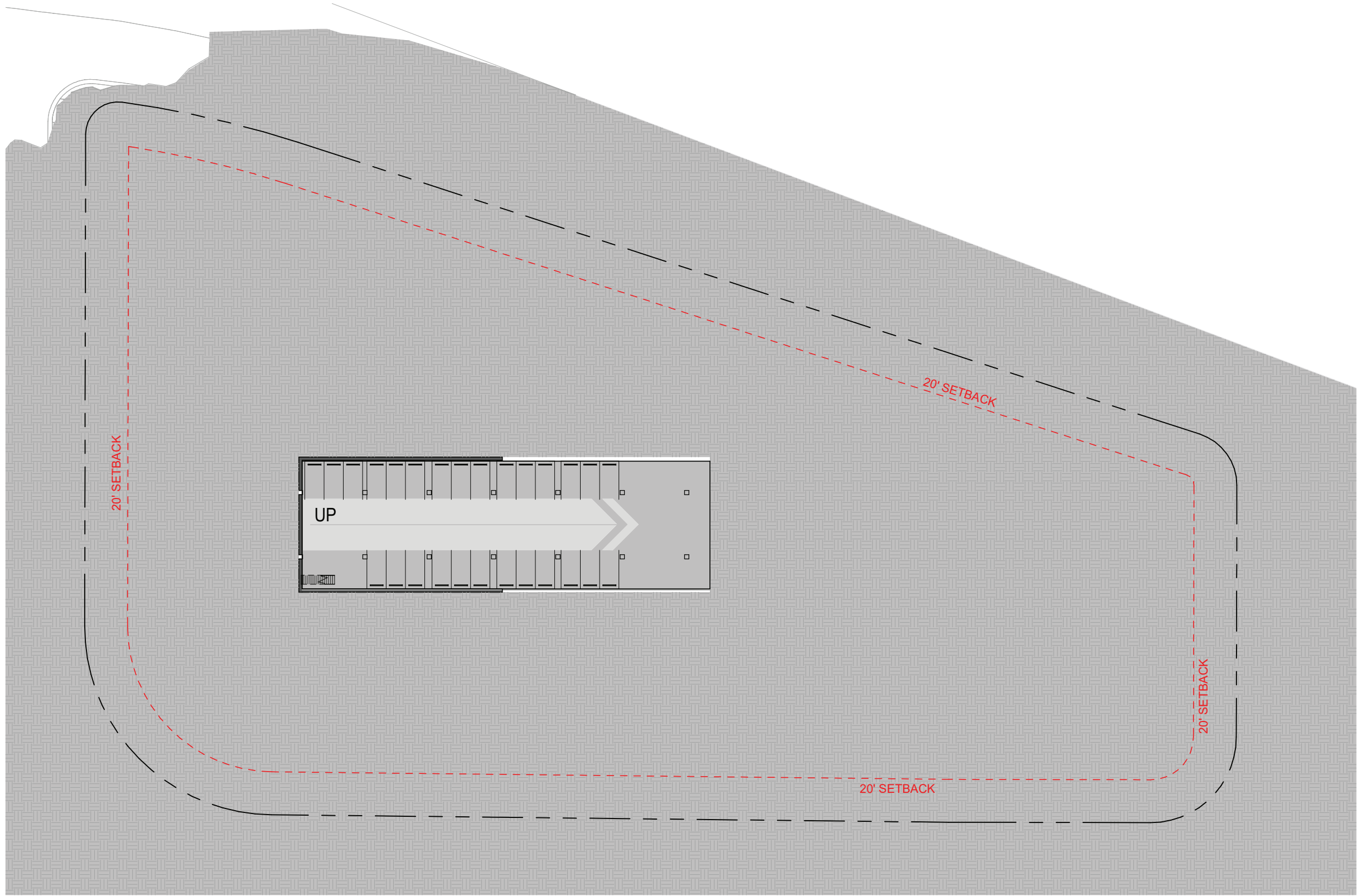
The employee housing program satisfies the employee housing demand generated by the entire development, including 23-beds of employee housing that were required for Parcel A (Marriott Mountainside), but never provided. The employee housing for the development was calculated using the Employee Generation Table documented in municipal resolution 03-2017. The affordable housing program is also intended to satisfy the affordable housing for the entire development and was also calculated as documented in municipal resolution 03-2017, and fulfills the requirements of the 2015 Amendment to the Development Agreement

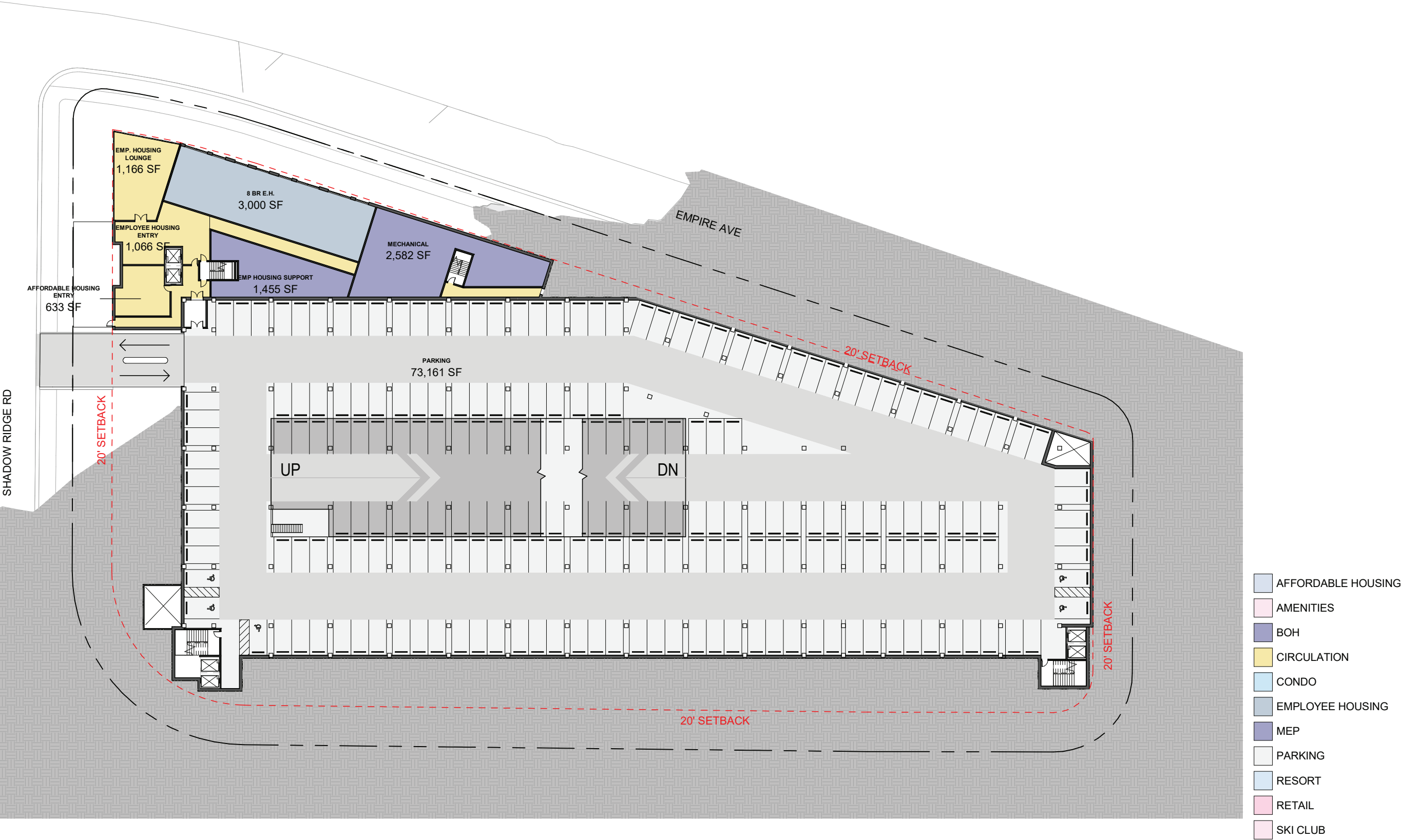


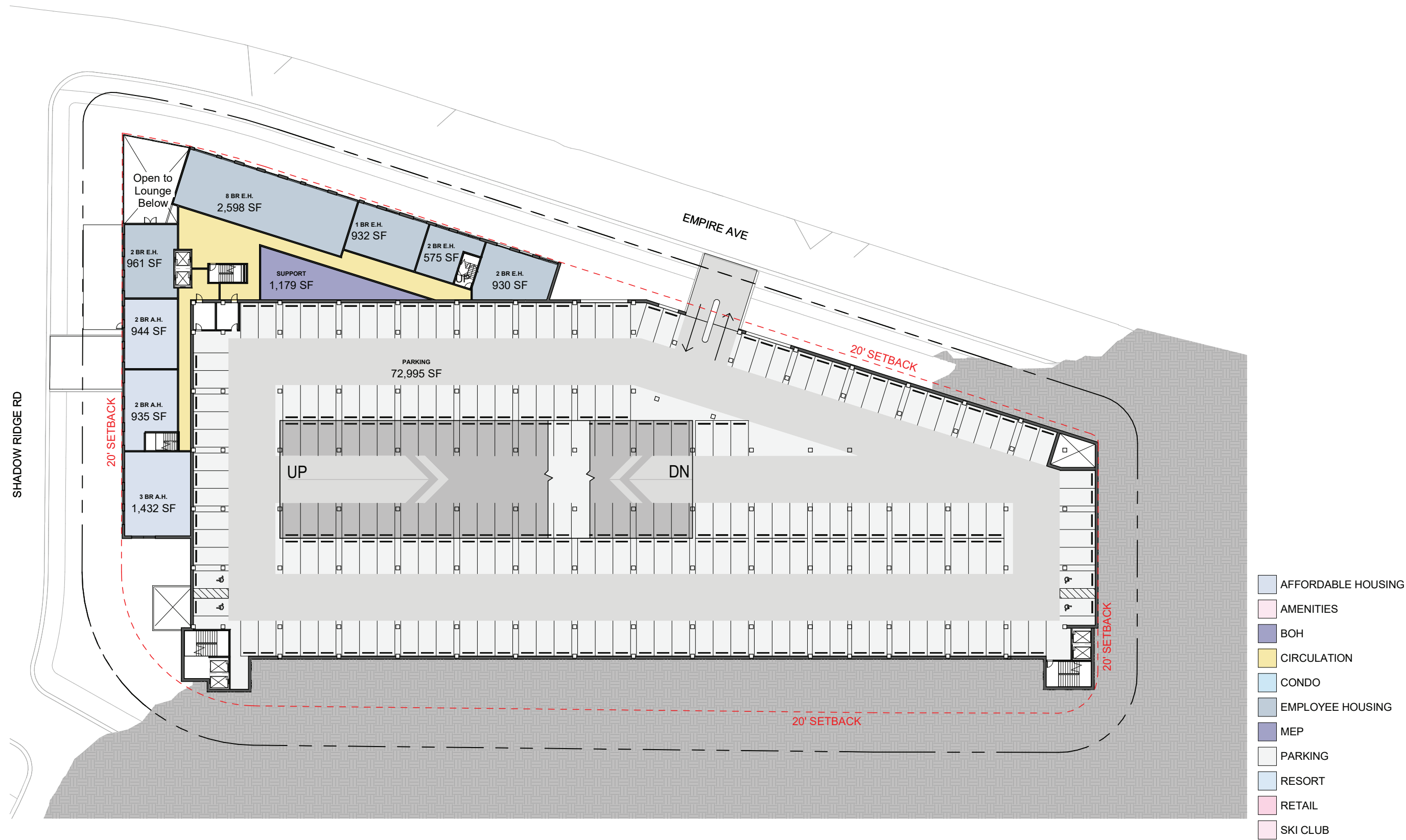
View from northwest corner of Parcel B

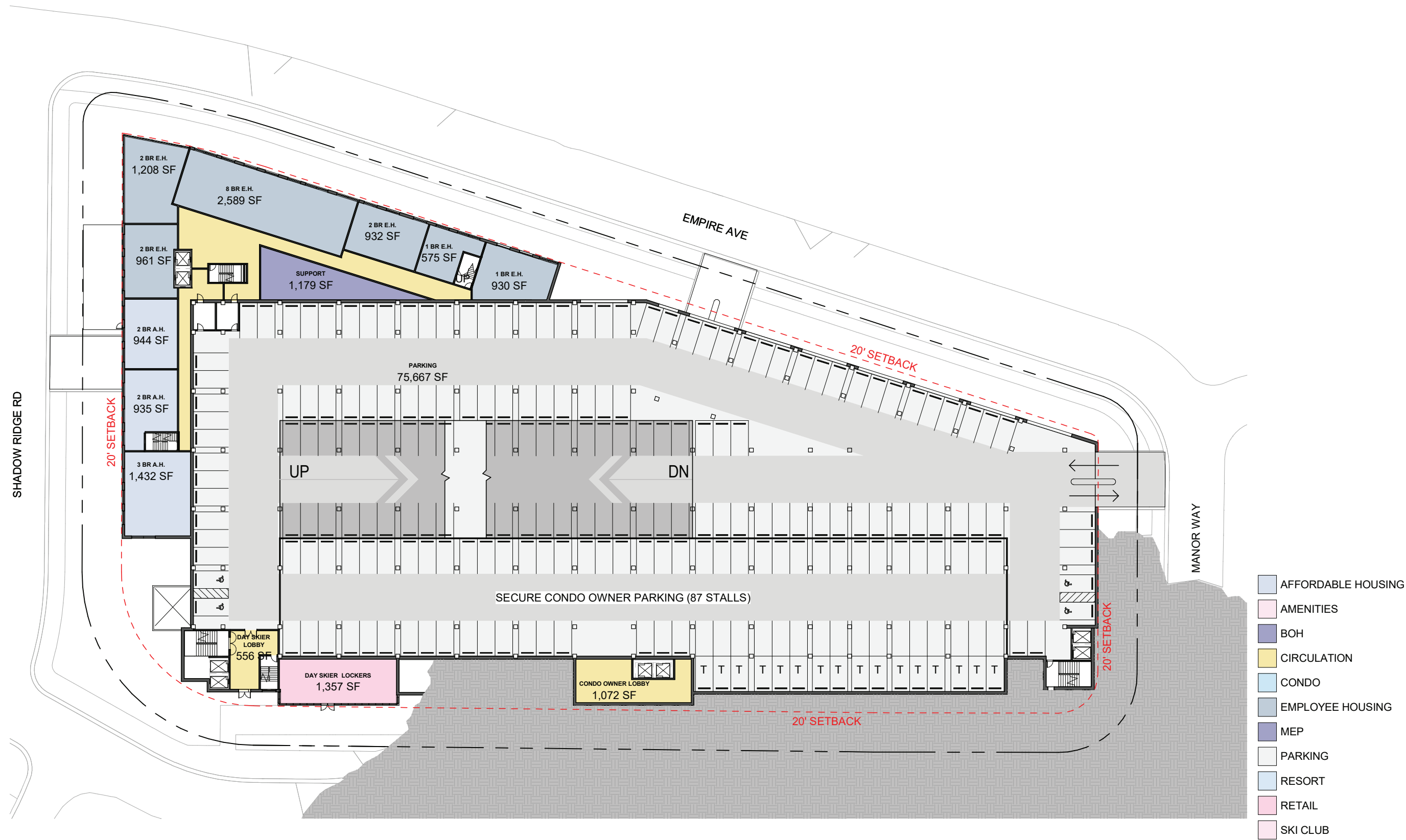


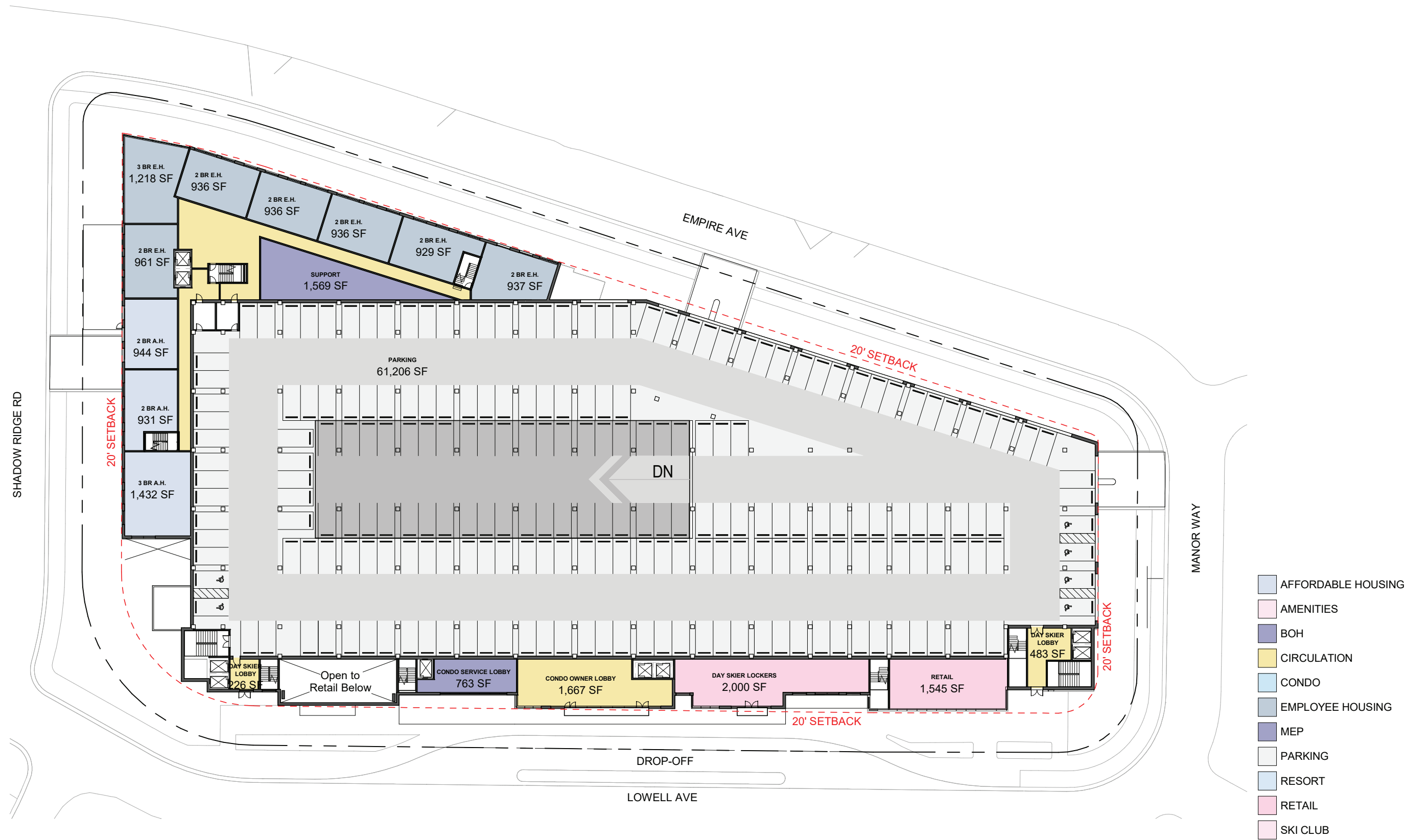
Parcel B Site Plan



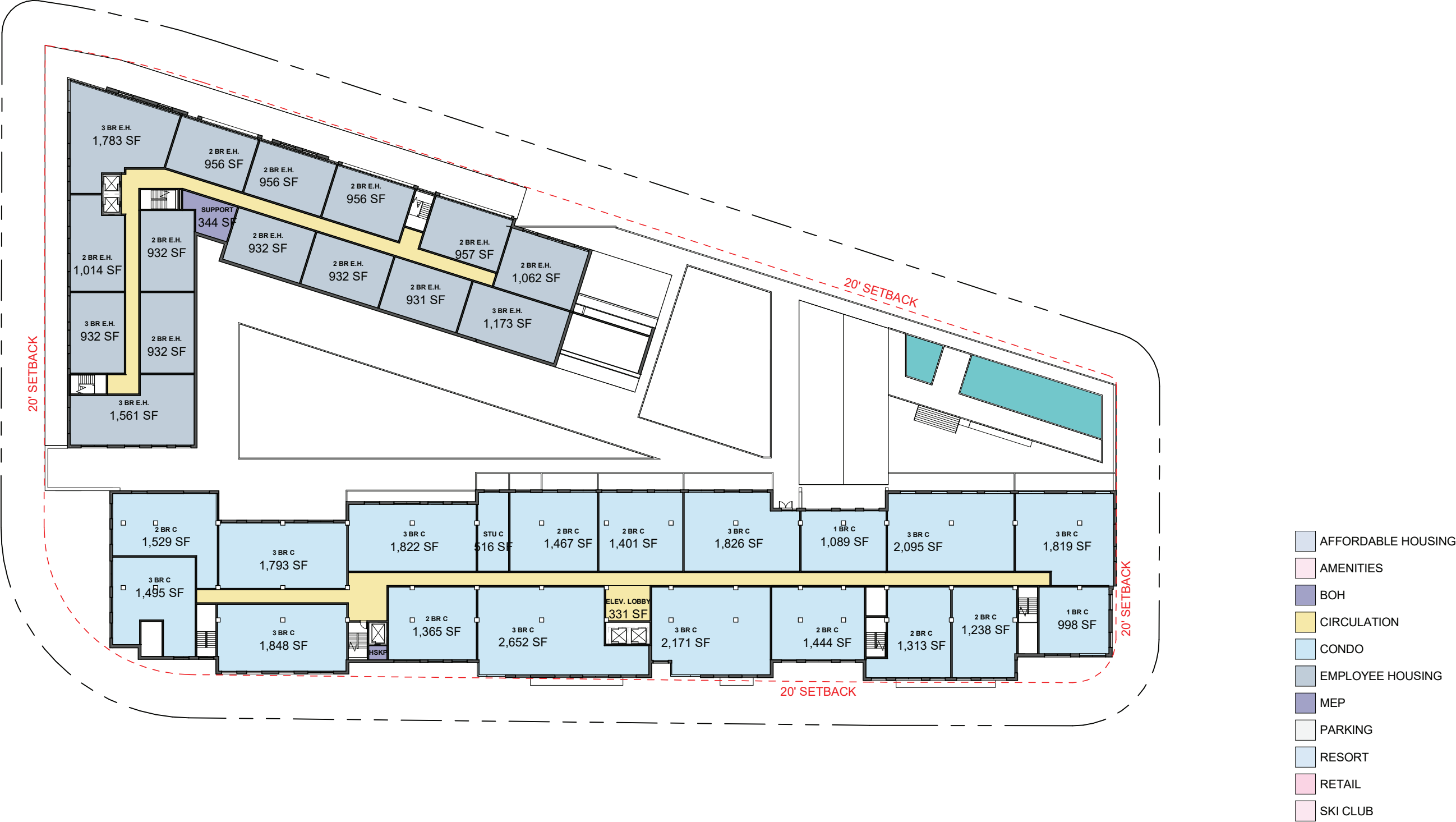


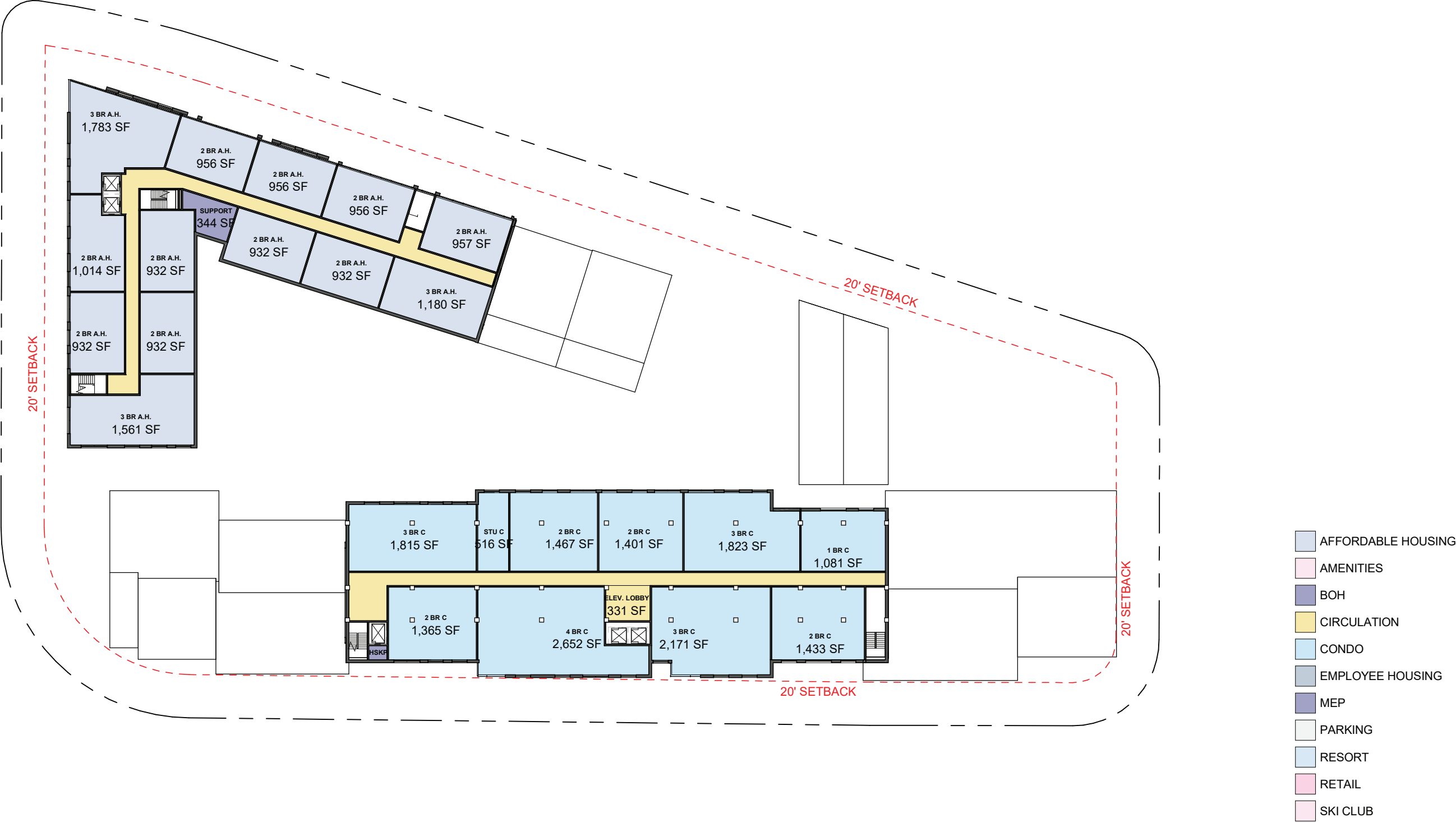


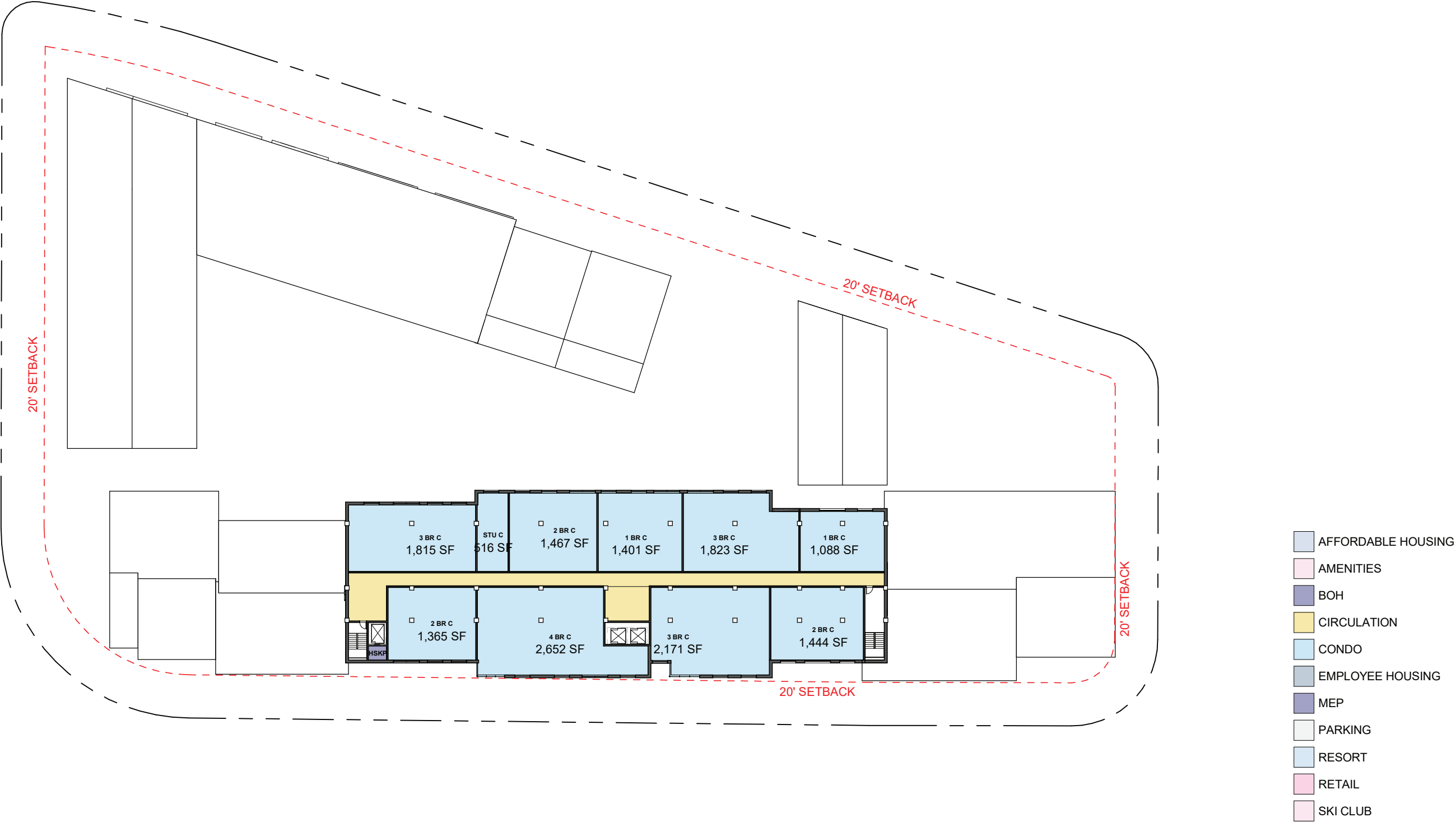












PARCEL C

The primary program of Parcel C is a four-star hotel with guest amenities including a hotel bar and restaurant, spa and fitness center, outdoor pool deck, and ski-on/ski-off outdoor lounge. The program also includes third-party retail, fronting a large plaza located between Parcels C and E, as well as resort ticketing and skier services located closer to the mountain/lifts.

The massing consists of three connected guest room wings, each oriented to address different site conditions, on a broader two-story podium. This creates a C-shaped mass organized around an east facing arrival courtyard accessed from Lowell Avenue. Each end of the guest room wings step down as they approach the public right of way, with the highest portion of the massing setback closer to the mountain. There is substantial grade change from the southern end of the parcel to the northern end of the parcel, resulting in the podium being substantially underground at the south. This southern end of the podium contains the convention center program, with the ballrooms on the upper level of the podium and the meeting rooms on the lower level.

A loading dock is located at the retail level, providing access to service corridors that reach the retail and amenity areas of the building. This loading dock is oriented away from development and largely screened by landscaping. The building includes two levels of underground parking for hotel guests. These below grade levels also include hotel back of house and mechanical spaces.



View from northeast corner of Parcel E (Parcel C at left)



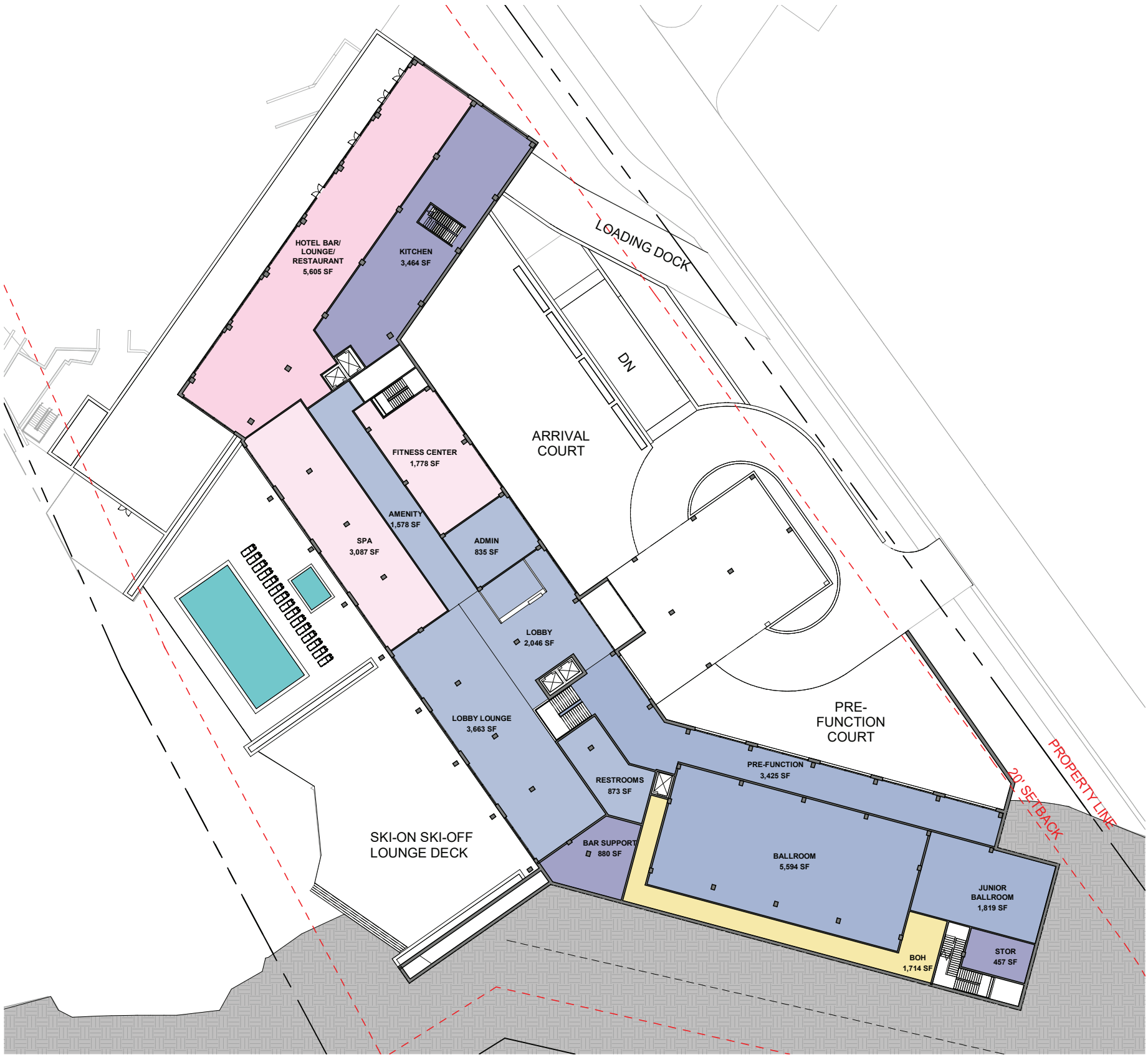
Parcel C Site Plan



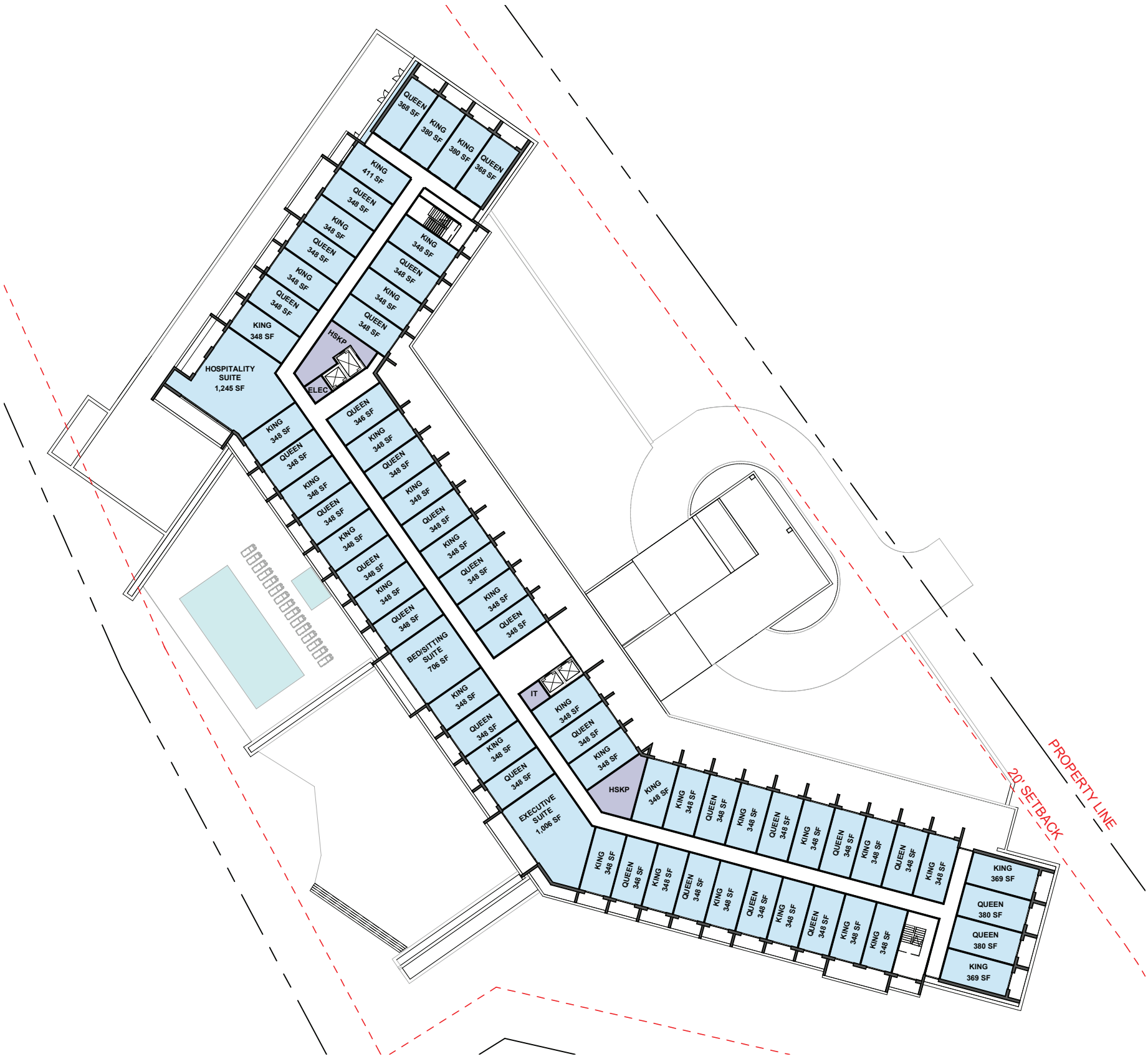
- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB



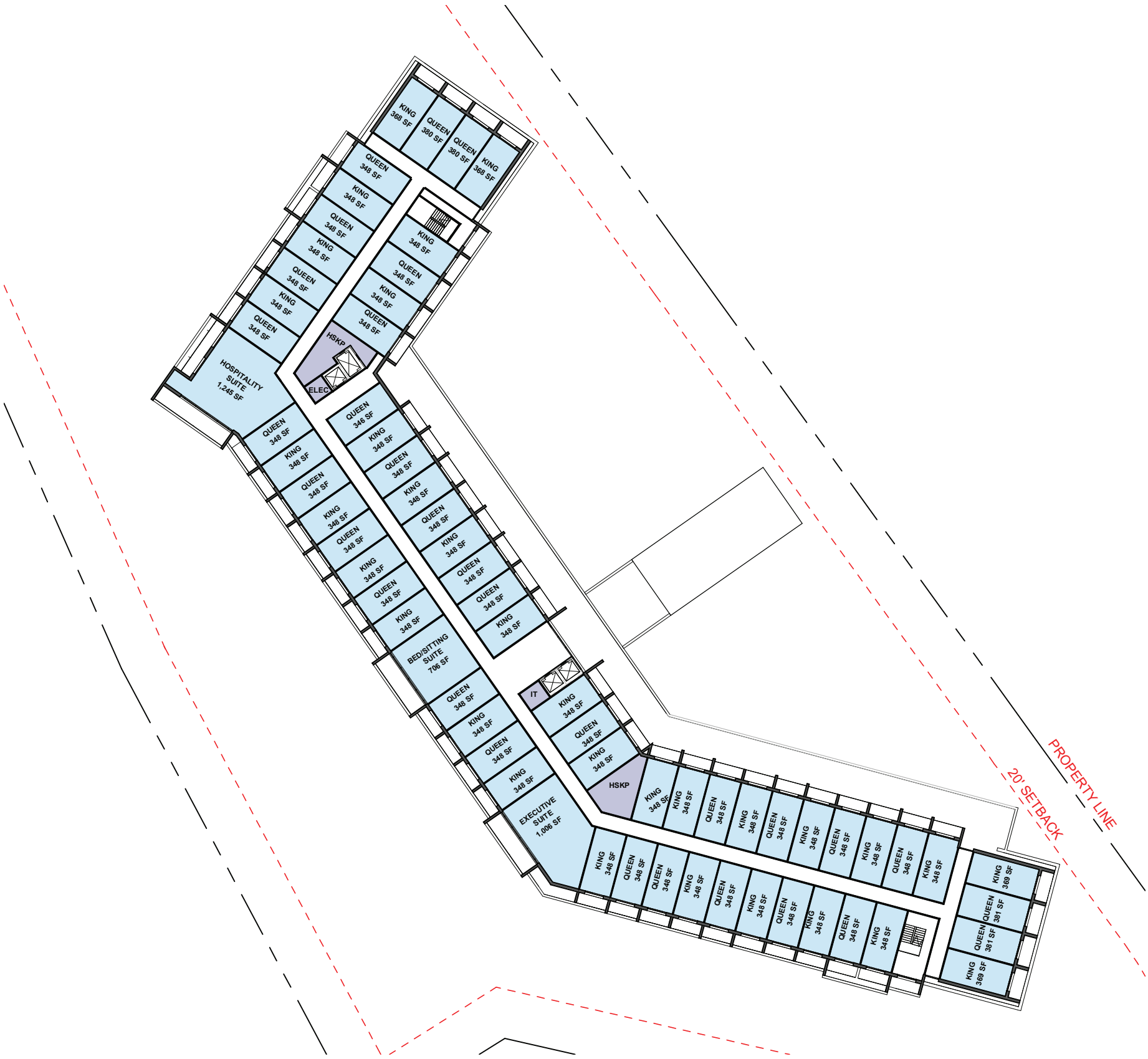
- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB



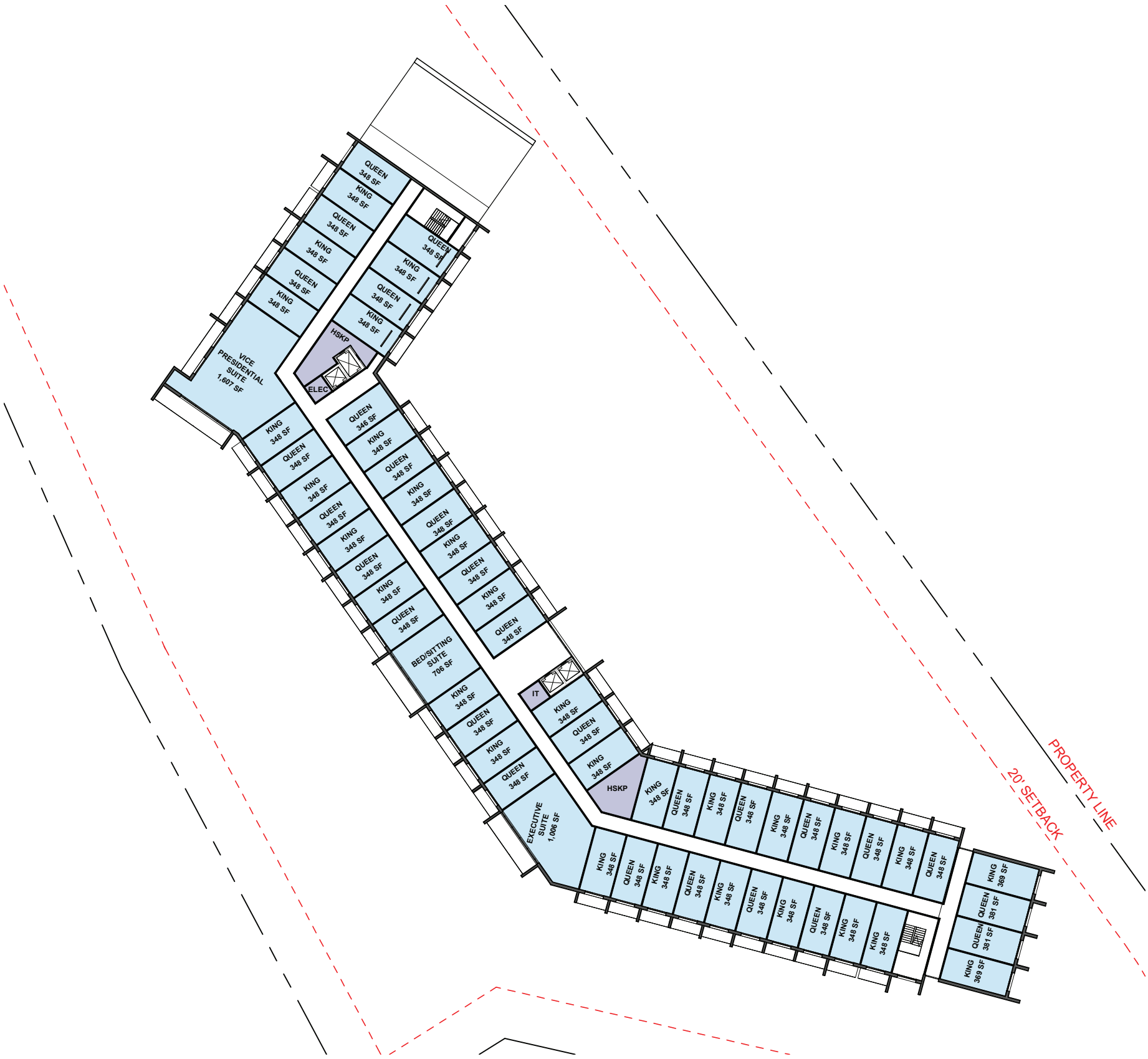
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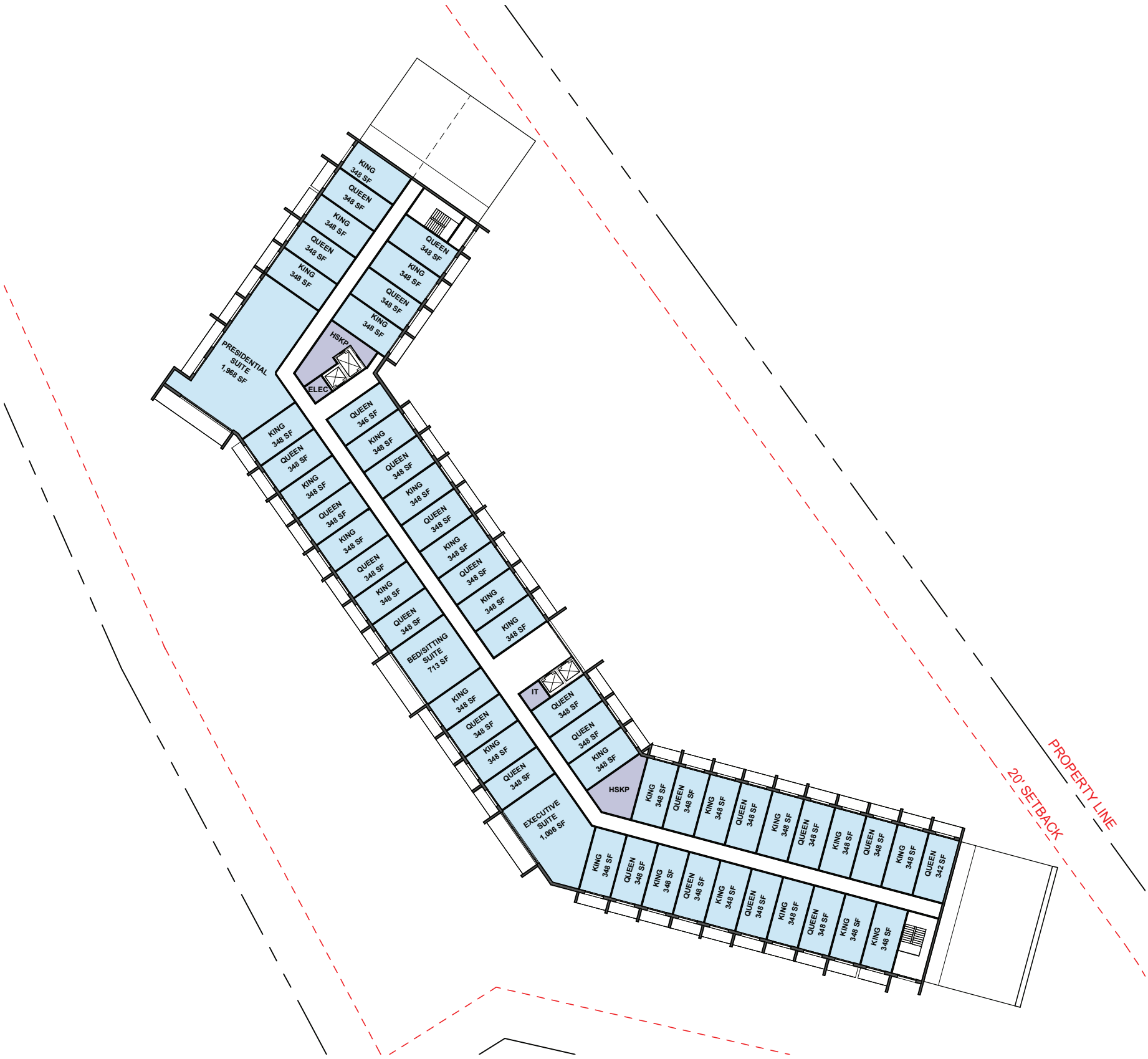
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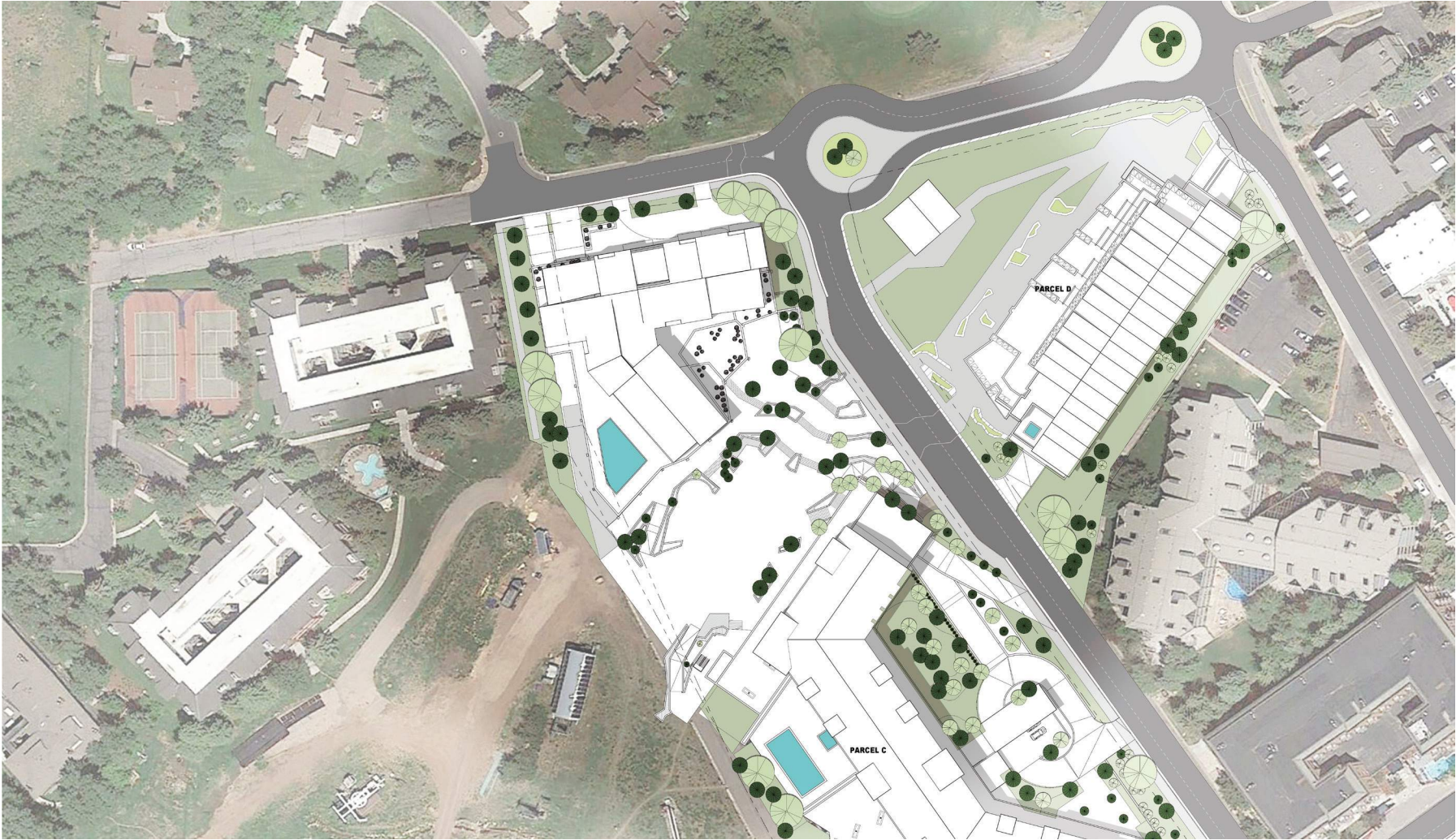
PARCEL E

Parcel E is comprised of six distinct programmatic elements: structured parking, resort support spaces, condominiums, 3rd party retail space, a ski club, and a large plaza that engages the base of the mountain, creating a ski beach. There are 3 levels of subterranean parking; 2 levels for day skier parking and 1 level for condominium and ski club parking. The parking structure is accessed from Silver King Drive at the north and connects directly to the plaza via 2 vertical circulation cores. The resort programming includes a loading dock with storage space, a medical clinic, and a ski patrol office. These are all located near grade at the western side of the parcel for more direct access to the mountain. The large plaza is engaged by the ski club and 3rd party retail program and is bookended by Parcel C on the opposite site. Due to the grade, the plaza engages Lowell Avenue at multiple levels to improve accessibility and minimize the number of stairs.

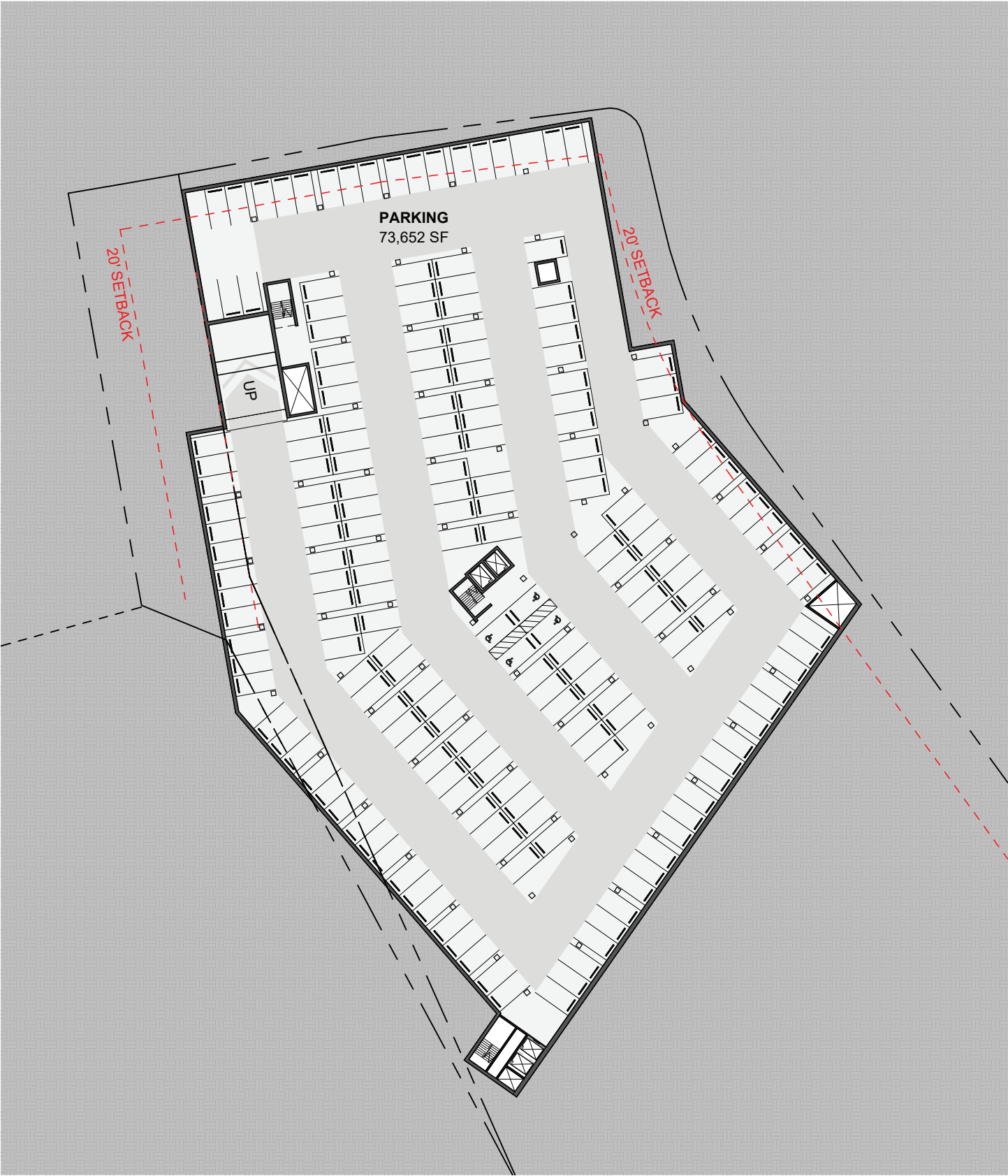
Due to grade changes, the podium is a single story massing at the plaza level, and 2-stories at Silver King Drive. The building has a larger setback from Silver King Drive due to the larger height as a result of the grade change. The condominium program steps back from the podium level as it rises up.



View from northeast corner of Parcel E



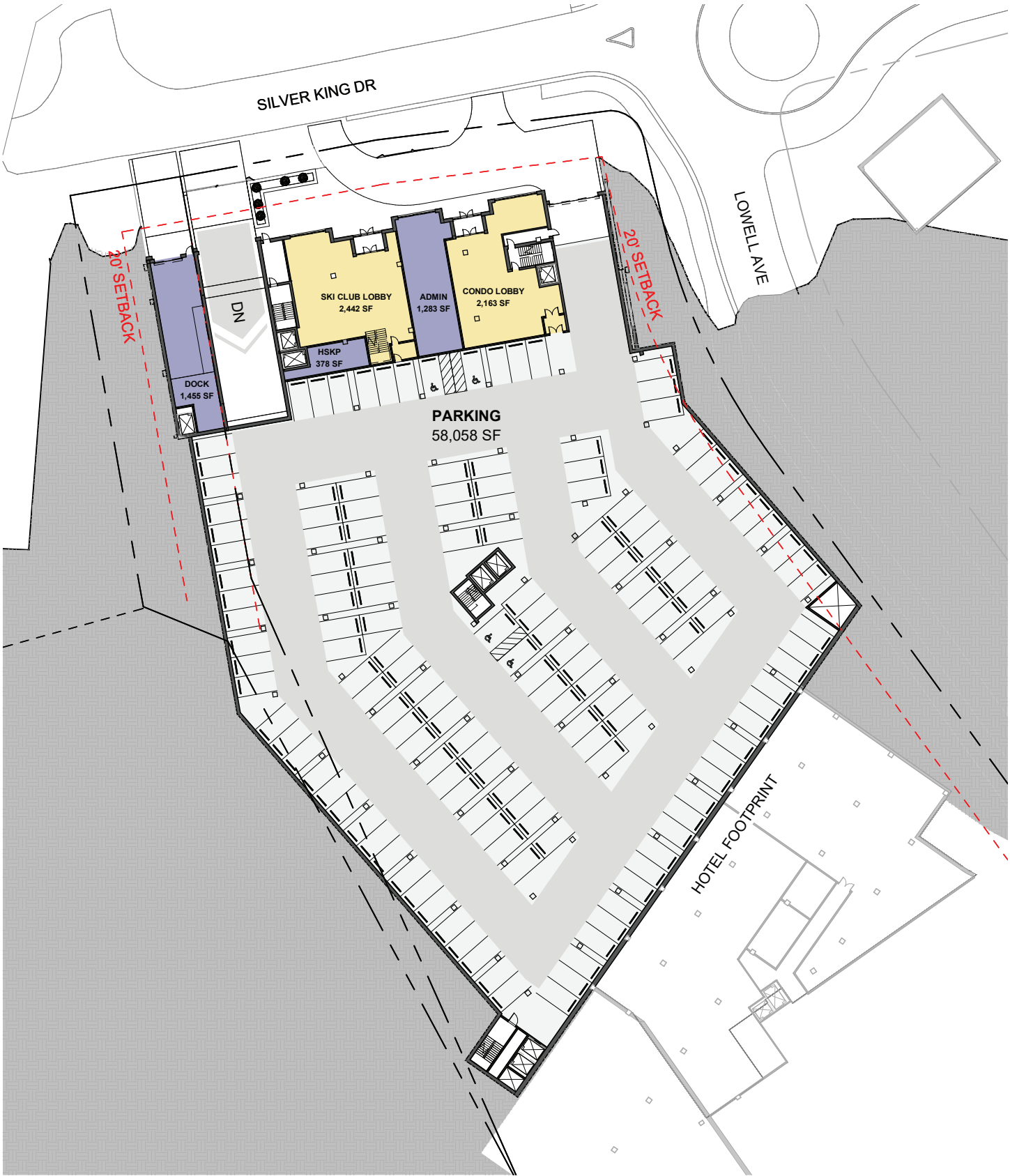
Parcel E Site Plan



- AFFORDABLE HOUSING
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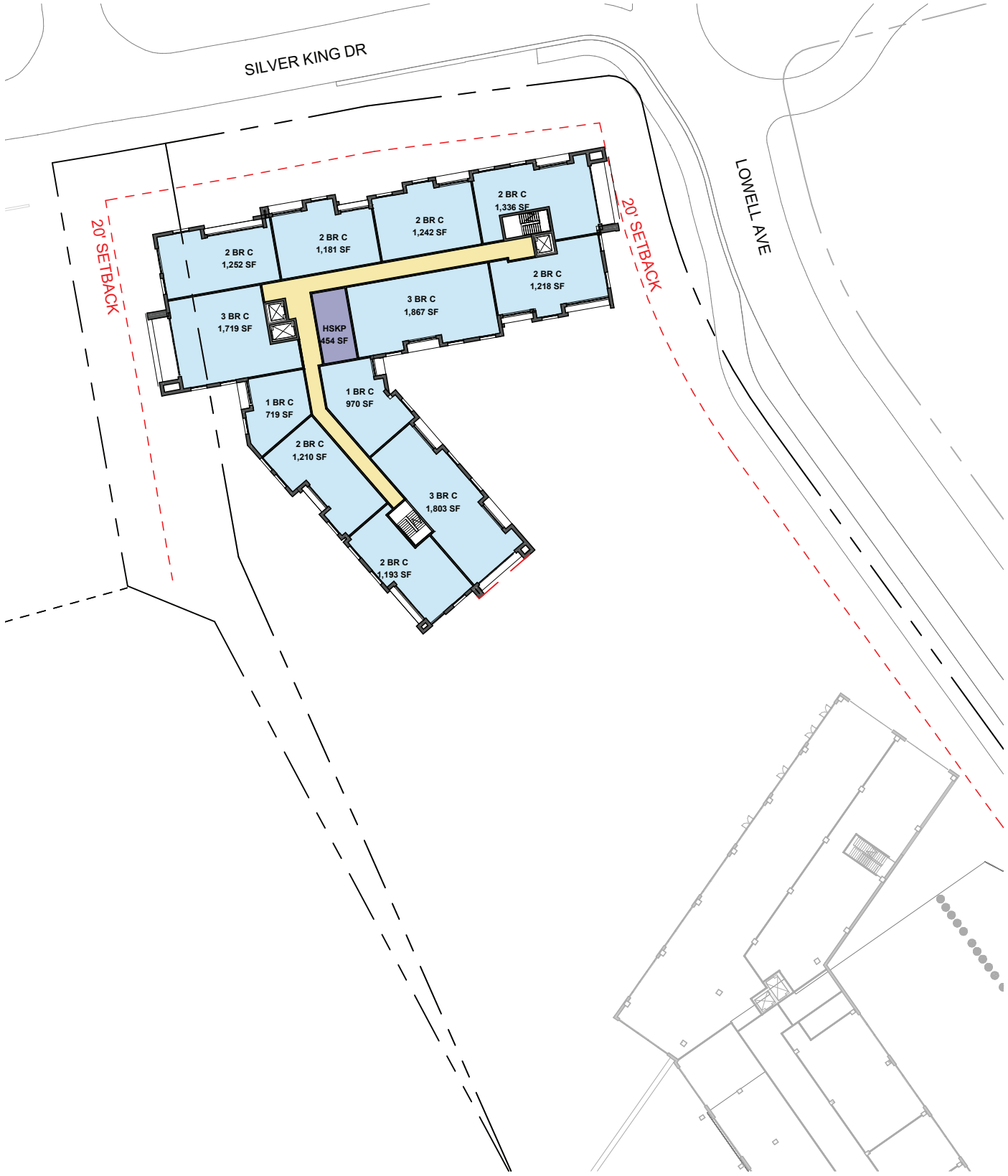
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PARCEL D

Due to its location at the intersection of Empire Avenue and Silver King Drive, Parcel D has the smallest and most simple program, and features an open plaza that can host a variety of community activities. The open plaza is a prominent feature of the development and frames a primary view corridor through the Parcel E plaza to the mountain. It is bordered by 2 levels of retail space on the south, that could accommodate a tenant with up to 13,000 SF, and a single story retail space on the north.

2 levels of structured parking are provided; an upper level dedicated to condominium parking and accessed from Lowell Avenue, and a lower level dedicated to retail parking and accessed from Empire Avenue.

The condominium massing sits on the podium and steps back away from the plaza. This provides space for the view corridor and a relief in scale.



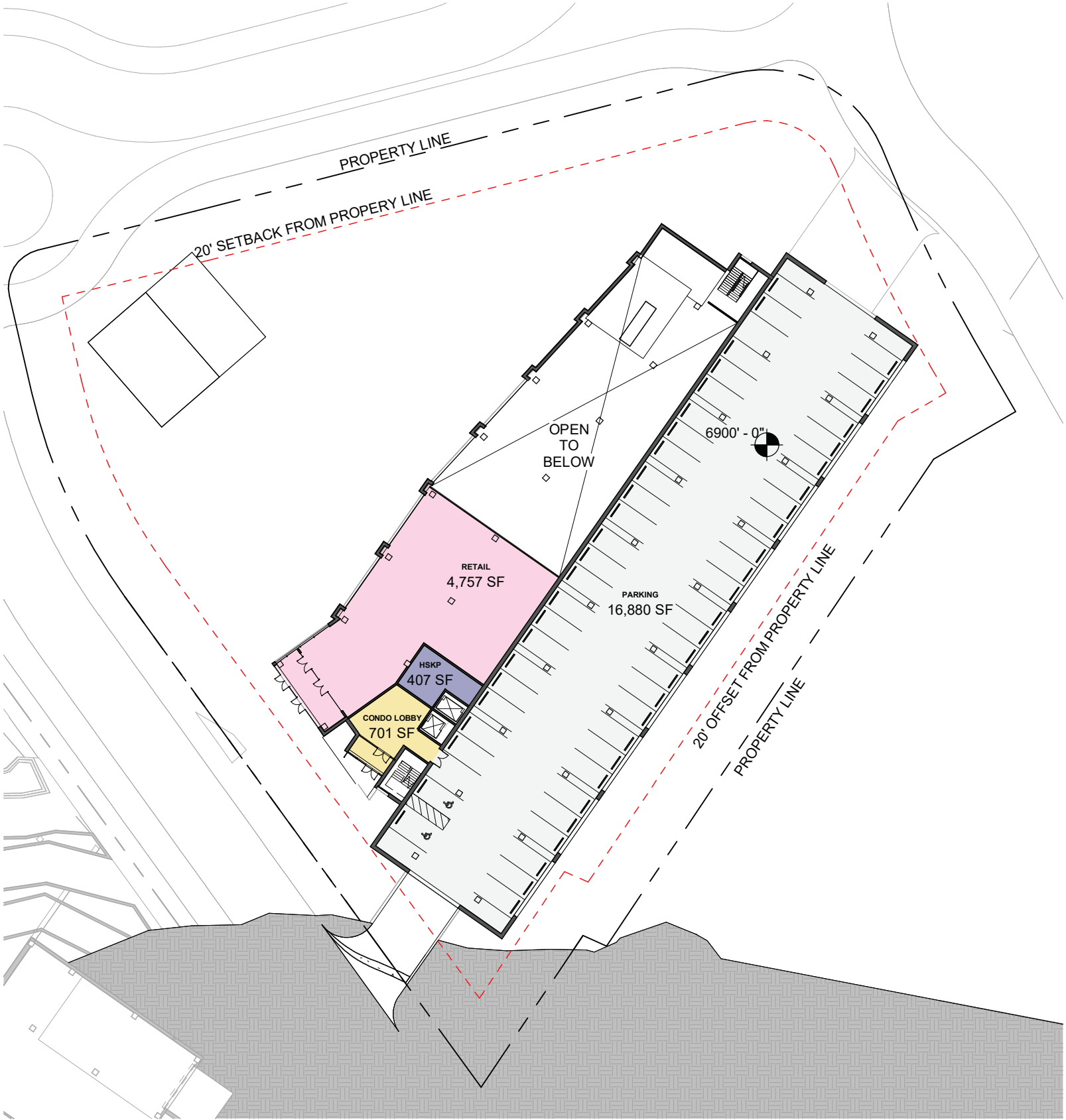
View from northwest corner of Parcel D



Parcel D Site Plan



- AFFORDABLE HOUSING
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5. LANDSCAPE AND SITE DESIGN

- 1. SITE LANDSCAPING OBJECTIVE
- 2. PLACEMAKING
- 3. PARCEL B
- 4. PARCEL C
- 5. PARCEL D
- 6. PARCEL E
- 7. LANDSCAPE PLANTING APPROACH
- 8. DECIDUOUS AND ORNAMENTAL TREES
- 9. EVERGREEN TREES AND SHRUBS
- 10. ORNAMENTAL SHRUBS AND GRASSES
- 11. PERENNIAL AND SEASONAL FLOWERS



SITE LANDSCAPING OBJECTIVE

Park City Base Area Lot Redevelopment landscape will demonstrate the project’s commitment to sustainability by regulating micro and macro climate within the resort base area and improving human health and well-being. These benefits extend to the community surrounding the resort. Thoughtful, well-designed and maintained outdoor spaces provide access to great facilities for skiing, hiking, bicycling, use of public transportation, and other forms of passive recreation.

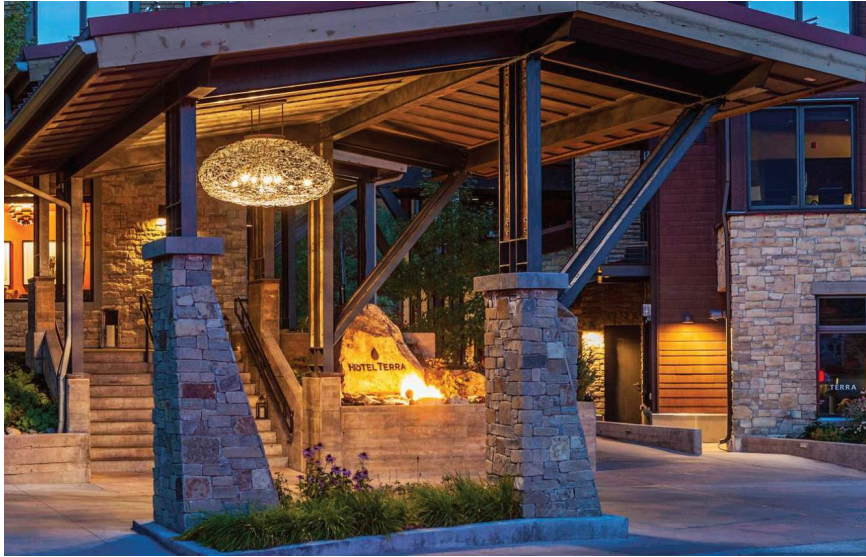
Structured spaces for circulation, access, socializing, recreation, and gathering serve the needs of visitors. Streetscape improvements will aid in wayfinding and create new connections that bring visitors to the mountain.

The development landscape focuses on ‘mountain’ materials; stone, steel, pavers such as stone, clay and concrete, appropriate lighting, and alpine environment landscape plantings. Evergreen trees are used to frame and accent views to the mountains above. Ornamental trees provide shade and beautify the spaces for gathering and dining. Each parcel will maintain a unique feel while remaining connected to the other parcels via use of similar materials and design themes.

A visual connection to the mountain is maintained as vehicles pass through the roundabout at the intersection of Empire and 15th. A view corridor is framed by new buildings as well as landscape elements which give prominence to the mountain view.

The resort landscape is the site of constant movement as users move on, off and through the sidewalks and plazas on a daily basis. Movement through plazas, pathways and roadways is clarified through clear and memorable wayfinding signage that reinforce the resort brand. Plazas allow easy access to summer trails and winter skiing with a ski-in-ski-out connections. Public transit connects via an improved transit stop on Lowell Avenue with adjacent pedestrian crossings.





PLACEMAKING
Placemaking is a community-driven approach to design and management of public spaces. It harnesses a community’s assets, inspiration, and potential, to create public spaces that promote health and wellbeing. Placemaking is designed around the users of a specific site where they live, work, and play. Some major site elements and components that help with creating placemaking are discussed below.

STREETSCAPE
Effective placemaking cannot occur without attention to streetscapes and walkability. Hardscape treatment works hand-in-hand with vertical elements and site furniture to break up long stretches of pedestrian walkways. Pedestrians will sense that these walking spaces were designed with them in mind, with enhanced visual and spatial interest. Such attention to a space’s aesthetic possibilities makes a space more desirable and approachable.

There are currently few or no sidewalks around the expanded base area. Improved sidewalks and street crossings allow better access to the resort and adjacent parts of the community. Scale, texture, and material will help to define the use of the streetscape. The design will utilize materials, patterns, and colors that similar to what have been used in the surrounding community and historic Main Street district.

PUBLIC SPACES
Public spaces are important in establishing the character of the resort. They are vital to the perceived welcomeness of the area and help to create a sense of place. Public spaces that are designed to function in parallel with the activities of future users are more memorable and are utilized to their potential.

PAVING
The paving that is used throughout the site can help define and organize functional spaces. Concrete and other traditional materials are utilized in vehicle drop-offs and transition spaces. Stone or clay pavers can create spaces that are used for connecting and aid in wayfinding. They can be utilized in gathering areas, dining areas, open plazas, and along commercial storefronts. Utilizing paver color and/or patterns can provide interest and reinforce the hierarchy of each location. Higher priority areas to be more detailed with lower priority areas simplified.

PLAZA SPACE
Varying seating and gathering spaces should be included for groups to congregate. Focus on natural materials wherever possible, wood/steel for chairs, tables and benches. Plaza spaces should be designed to function year-round. Winter snow loads should be accommodated to still allow for open plaza spaces during the winter ski season.

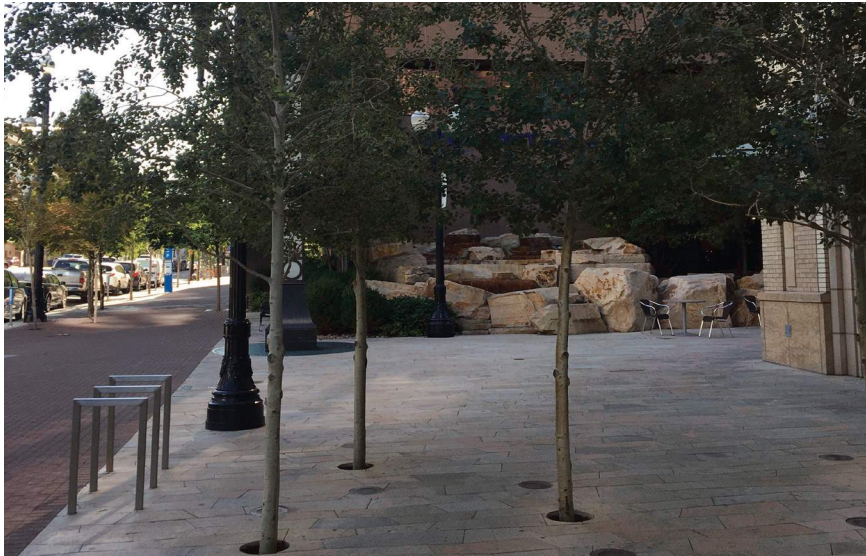


PODIUM ROOF GARDEN
Roof gardens can be utilized to expand the outdoor experience of resort guest and residents. Amenities should be included to create comfort and interest. Elements such as festoon lighting, fire-pits, varying seating areas, and landscape integrated into the hardscape create memorable and enjoyable spaces. The roof garden should utilize mountain style plantings such as aspen trees, flowering trees, evergreen trees, mountain perennials, and hardy succulents.

POOL AND HOT TUB AREA
Pools function best when they are designed to accommodate both small and large groups. Multiple small outdoor dining areas should be clustered around the pool area to accommodate small and large groups of people. Sunbathing areas should be separate from public areas and primary walkways to provide privacy.

The pool area is to maintain a compatible theme with the base area by using stone paving and site features such as walls and stairs. Integrating ‘mountain features’ into the pool edge creates a warm an inviting space. Outdoor grills and kitchen areas should be placed near the pool for duel use. Provide a fire pit near the pool for summer/ early fall night swims and accent lighting.Shade structures and shade devices such as umbrellas can further define gathering spaces and become a focal point of the terrace. They should compliment the architectural character of the building and use colors and materials that blend into the surroundings.



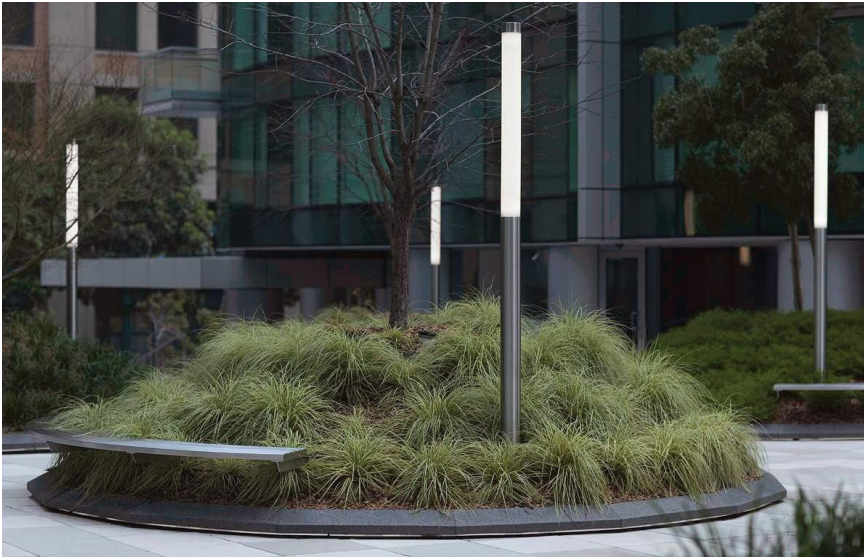


VERTICAL ELEMENTS AND SITE FURNITURE
Vertical elements such as trees, sculpture, bollards, and streetlights, add needed rhythm and repetition to the pedestrian experience. They will also work in harmony with site furnishings to announce the unique theme of the development, shaping identity and atmosphere. Safe pedestrian crossings, gateways, and connections to the mountain, are woven into the thematic colors, textures, proportions, and styling to give distinction and add value to the area. Vertical elements draw users attention up to the mountain.

PEDESTRIAN CONNECTION
Lowell Ave drop-off: Improves circulation and becomes a focal point for the entry to the resort. Circulation improvements include new sidewalks along all parcels connecting the trail that currently ends at the golf course and providing pedestrian access to Park Avenue via Woodside Phase 2. Landscape plantings and hardscape to be 'upscaled' to help amplify the entry experience. Provide 'Major Entry' welcome signage.

City bus stop connection: Provides improved bus circulation and access to the resort.





SITE LIGHTING
Lighting should be visually appealing and should be placed at pedestrian scale. No tall poles should be used in pedestrian areas. Matching style with site furnishings such as benches and trash receptacles is recommended. Street lighting to be predominantly pole lights. Accent areas to include plant beds and lighting for the beds. Lighting elements should be designed in a manner to meet night sky requirements. Accent lighting for gathering areas, seating areas, walkways and other site elements will enhance the spaces and improve safety.

WAYFINDING
Way finding can be placed in to two different categories: vehicular and pedestrian. Both categories of way finding should have the same goal of facilitating clear and concise information to users as they move through the site. Vehicular signs should be large and general in nature indicating parking, building uses, and branding. Pedestrian signs can be more precise indicating shop locations, plaza areas, walkways, etc. All signs should coordinate with one another to help with placemaking.







PARCEL B
Walkability is one of the guiding principles of the base area master plan. Parcel B is a critical hub for connections to the neighborhood and improved circulation and pedestrian walkways are provided along all four sides of the building.

Empire Avenue is completed with a new streetscape and landscape buffer that provides shade along the new sidewalk and extends the mountain landscape aesthetic to the neighborhood. The sidewalk width reflects the character of the street and includes a generous park strip for snow storage and separation from the roadway. A new connection to the future Woodside development on Manor Way establishes an important and safe connection from the community to the resort base and transit hub. Primary pedestrian crossings are focused onto the north and south sides of Lowell Avenue. These improve safety and wayfinding with contrasting colors and a change in materials from the roadway. Planted islands separate the bus stop and drop off areas from the roadway and reduce the perceived overall road width. The pedestrian experience along Lowell Avenue includes small plaza-like amenity zones at key entrances.

The roof terrace provides outdoor living amenities with views to the north and south. Landscape organizes the terraces into a series of spaces that can accommodate large and small groups.



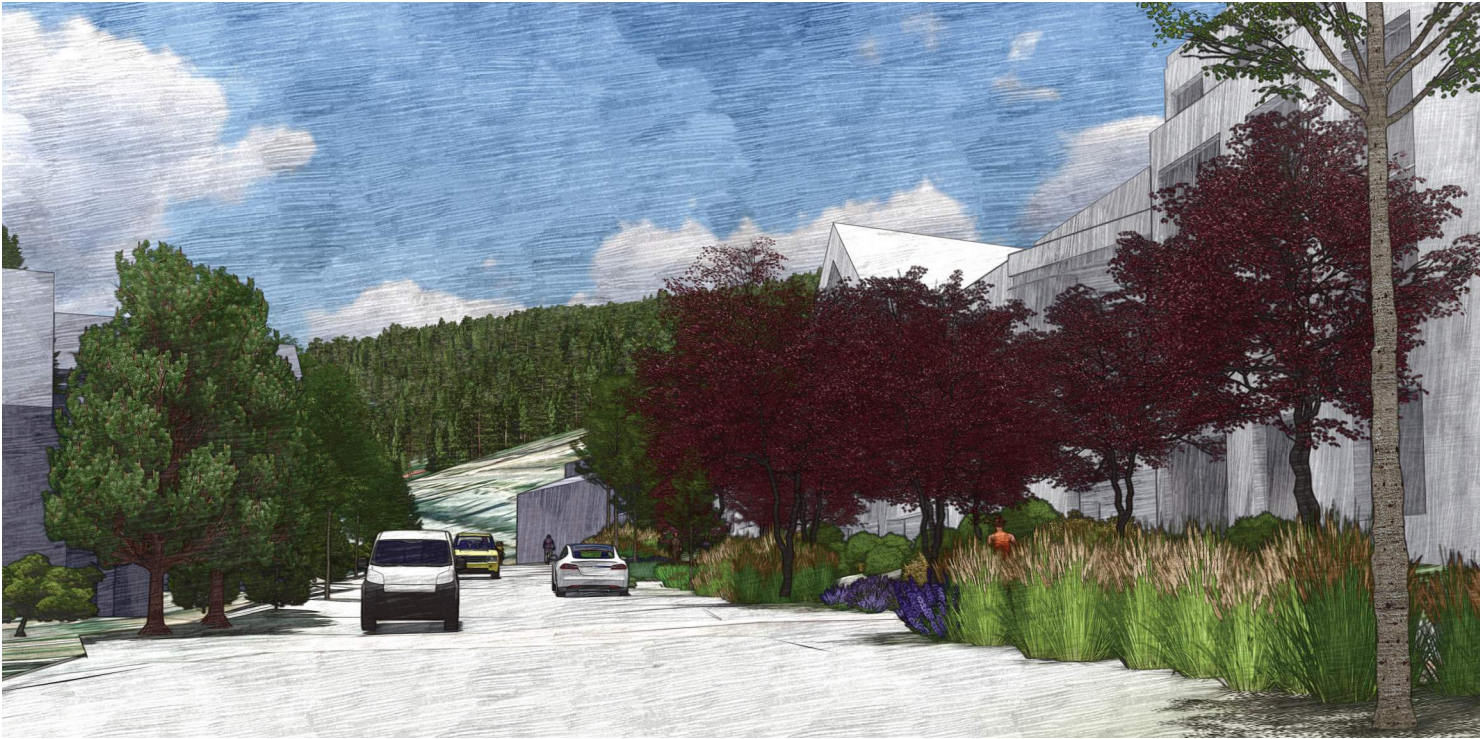


IMAGE 1



IMAGE 2



IMAGE 3





PARCEL C

The landscape and outdoor spaces reflect the character of the proposed hotel and reinforce the guest experience. Landscape buffers provide privacy and separation from adjacent uses while maintaining a visual connection to the resort. A sequence of outdoor spaces start at the arrival court surrounded by and extension of the alpine landscape and filled with rich materials that reflect the mountain community. Layers of trees and shrubs provide screening for the garage and loading dock entrances, separating them visually from the street. An important pedestrian connection along the south side connects Lowell Avenue to the mountain. This connection maintains an accessible route to the existing development south of the hotel as well as a new connection to the future NAC building.

Next to the mountain itself are the large outdoor gathering spaces. These include the mountain plaza featuring ski slope access and becomes an extension of the hotel lobby. As the grades fall to the north an elevated pool terrace and outdoor dining terrace rise above the adjacent runs and the First Time Lift. Festoon lighting, furnishings and other amenities add to the character of the space.

Boulders integrated into the hardscape, mountaneous plantings filled with Aspen, evergreens and other alpine plants create a strong connection between the native landscape and guest experience. Hardscape materials are used to accent the mountain character and the integration of patterns or other forms help create a memorable space. Paver colors and wall materials will be used to reflect the hierarchy of each space.





IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4





PARCEL D
A stunning view of the mountain will be framed by the buildings surrounding this open space. As the first point of access into the resort base area, this gathering space plays an important role in the guest and neighborhood experience. An emphasis on community and becoming a hub of summer activities is a focus on the development of this outdoor space. A series of terraces and outdoor rooms run along the north side of the building flanked by a large community lawn. The lawn can accommodate uses such as small concerts, markets and other community events.

Connecting this new space to the Woodside and Park Avenue neighborhood is made with new crosswalk on Empire Avenue. Movement through the space is emphasized through the use of pavement and wall materials. Vehicular circulation moves between this community lawn and the new plaza along Lowell Avenue. A key crossing has been established to connect these two spaces and pull visitors to the mountain through the new plaza.

Landscape carefully frames the view corridor, preserving and enhancing the view from the intersection up to the mountain. Landforms within the lawn and planted areas create berms that enclose the edges of the space. The rooftop terrace provides additional views to the mountain through this view corridor. Amenities such as a spa, outdoor grills, dining, planters and fire pits activate the space.





IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4





PARCEL E

Anchoring this parcel is a new residential building and the primary gathering space of the resort base area. This new plaza is organized at the intersection of the community, mountain, and the two new buildings. As the hub of activity for the lower base area this space strives to find a balance between large group events, busy ski days and summer activities. Locations have been identified for outdoor dining next to the hotel that work with the winter sun patterns.

Pedestrian circulation through the plaza is established with three sets of stairs and a series of accessible routes connecting the various building entrances to the vehicular drop off on Lowell Avenue. Wide paths have been developed to accommodate busy ski days and set into terraces along the eastern edge of the plaza.

The central part of the plaza is surrounded by hubs of activity. On the south are opportunities for plaza level retail and restaurant pads, and terrace level restaurant dining. Near the skier services connection is an elevated platform that can be used for concerts or outdoor seating. On the north side of the plaza is an umbrella bar and connection to the ski club. Expansion of the plaza onto the ski run can be made towards the First Time Lift. At the center of the plaza is a large fireplace, becoming a landmark within the space.

The edges of the plaza are defined with refined stone walls that allow the plaza to rise up from Lowell Avenue in approximately 3' increments. These walls create smaller gathering spaces within the overall plaza and can be focused around fire pits and other amenities to reflect the season.





IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4



IMAGE 1 - WINTER



IMAGE 2 - WINTER



IMAGE 3 - WINTER



LANGSCAPE PLANTING APPROACH

PLANTING APPROACH

Three distinct influences

- 1. Plant selection
- 2. Plant massing and form
- 3. Landform

Three general planting areas

- 1 – Right of Way at Grade (Streetscape near sidewalks, roads etc.)
- 2 – Open Space at grade (gardens, meadows, lawn areas)
- 3 – Terrace Level (roof gardens, plaza level planting)

Plants to be selected from the Park City approved plant list in City code 14 Trees/Landscaping. Plants to be appropriate to the Park City climate conditions and site-specific conditions such as near roadways, sidewalks, sun and wind exposures etc. Provide plants that are conducive to creating a ‘mountain’ look where appropriate. Use native species where possible while accenting the higher profile areas with plants perceived as cleaner and easier to maintain.

RIGHT OF WAY

Provide plants that create mass, structure, color and winter interest. Provide plants that are conducive to visibility for both vehicles and pedestrians. Coordinate with sight triangles for heights and extents of shrub and tree locations. Coordinate with City for preferred plants in park strips where applicable. Select plants that can tolerate snow loads from snow removal. Right of way areas will be coordinated with Park City to help determine the best plant selections for ornamentation while still being mindful of snow removal requirements. ROW plants are expected to be predominantly ornamental grasses and perennials with some shrubs wherever possible. From past experience Park City prefers to minimize tree presence where possible in ROW areas next to roads and walks. With this in mind we would like to keep trees grouped in areas that are less affected by the impact of snow removal.

OPEN SPACE

Provide plants that create mass, structure, color and winter interest. Provide plants for screening and framing views where needed. Larger trees when possible. Larger shrubs when possible. Shade trees and mountain evergreen trees will be used to accent and frame mountain views as well as screen and make areas more private.

TERRACE LEVEL

Roof garden plantings. Tray or traditional roof bed planters depending on roof design. Low water use ground covers, perennials, ornamental grasses and smaller shrubs and trees as appropriate for the space. Festoon lighting across garden, framing seating areas. Trees will be integrated into the hardscape and defining spaces. Mountaineque style plantings anchored by Aspen trees, flowering trees, evergreen trees, mountain perennials, and succulents.

DECIDUOUS TREES



Acer platanoides ‘Emerald Queen’
Emerald Queen Maple
Mature Height - 50’
Mature Spread - 40’



Acer grandidentatum ‘Schmidt’
Rocky Mountain Glow Maple
Mature Height - 25’
Mature Spread - 15’



Quercus gambelii
Gambel Oak
Mature Height - 20’
Mature Spread - 20’



Ulmus parvifolia
Lacebark Elm
Mature Height - 40’
Mature Spread - 25’



ORNAMENTAL TREES



Populus tremuloides
Quaking Aspen
Mature Height - 40’
Mature Spread - 20’



Prunus virginiana ‘Canada Red’
Canada Red Chokecherry
Mature Height - 30’
Mature Spread - 25’



Pyrus calleryana ‘Chanticleer’
Chanticleer Flowering Pear
Mature Height - 35’
Mature Spread - 25’



Syringa reticulata ‘Ivory Silk’
Ivory Silk Lilac Tree
Mature Height - 25’
Mature Spread - 15’



DECIDUOUS AND ORNAMENTAL TREES

Deciduous trees provide shade and color during the spring and summer months. Trees shown represent a mix of both shade, native and ornamental flowering trees. Each tree fulfills a specific function and purpose on the site. Shade trees help provide form and structure while providing shade to the site. Flowering trees provide the ‘pop’ or color interest needed to make an outdoor space.

Street Level there are two main uses:
1 – Street Trees in ROW or parking areas,
2 – Open Space specifically, Plaza and planter beds.

Street trees primary function is to provide shade and some height and structure along the roadways and have a softening affect on building facades. Trees in these areas will be primarily larger shade trees with a few flowering trees focused in higher profile areas such as building entrances or street crossings.

Open space trees function is to frame and beautify spaces. Trees within the open space will reflect the mountain character with larger evergreen and deciduous trees.

Terrace landscape trees function to frame and beautify spaces on the terrace levels. Trees within the terrace landscape will be smaller and more ornamental with a mix of larger compatible trees where appropriate.

EVERGREEN TREES



Abies concolor
White Fir
Mature Height - 55'
Mature Spread - 30'



Picea omorika
Serbian Spruce
Mature Height - 25'
Mature Spread - 15'



Picea leucodermis
Bosnian Pine
Mature Height - 30'
Mature Spread - 15'



Pinus flexilis 'Vanderwolf'
Vanderwolf Pine
Mature Height - 25'
Mature Spread - 15'



EVERGREEN SHRUBS



Arctostaphylos patula
Greenleaf Manzanita
Mature Height - 3'
Mature Spread - 4'



Arctostaphylos uva-ursi 'Massachusetts'
Massachusetts Kinnikinnick
Mature Height - 1'
Mature Spread - 3'



Buxus mic. 'Winter Gem'
Winter Gem Boxwood
Mature Height - 4'
Mature Spread - 30"



Pinus mugo 'Mops'
Mops Mugo Pine
Mature Height - 3'
Mature Spread - 3'



EVERGREEN TREES AND SHRUBS

Evergreen trees provide interest and form throughout the year, especially in winter months. They will be used to help create structure and be the present in many of the landscape areas. Evergreen trees create green backdrops and impressive frames to mountain views. Larger evergreens will be used in open space areas while more moderately sized and smaller specimen trees will be used to frame entrances or in smaller terrace planting beds.

Evergreen shrubs provide color and form primarily during winter but also create a nice consistent green that can be enjoyed throughout the year while other plants are in between flowering and dormancy. Evergreen shrubs will be used as ground covers, as shrub hedges/masses and anchor plants throughout the various plant beds.

ORNAMENTAL SHRUBS



Buxus 'Winter Gem'
Winter Gem Boxwood
Mature Height - 5'
Mature Spread - 3'



Fallugia paradoxa
Apache Plume
Mature Height - 4'
Mature Spread - 4'



Potentilla 'Gold Drop'
Gold Drop Potentilla
Mature Height - 4'
Mature Spread - 4'



Ribes aureum
Golden Currant
Mature Height - 4'
Mature Spread - 4'



ORNAMENTAL GRASSES



Calamagrostis acutiflora
Karl Foerster Grass
Mature Height - 5'
Mature Spread - 3'



Festuca glauca
Blue Fescue Grass
Mature Height - 18"
Mature Spread - 18"



Miscanthus sinensis
Maiden Grass
Mature Height - 5'
Mature Spread - 5'



Pennistum alopecuroides 'Hameln'
Hameln Fountain Grass
Mature Height - 30"
Mature Spread - 30"



ORNAMENTAL SHRUBS AND GRASSES

Ornamental shrubs are the primary plants used in the landscape. Shrubs will be a mix of interesting foliage and flowering types. Attention will be given to structure, color, texture, interest and use of Utah native plants and adapted natives. Shrub beds will be used to further separate the hardscape areas and define spaces.

Ornamental grasses help lighten the feel of the space with their wispy and flowing foliage. Grasses are most appropriate in the plaza spaces and beds nearer buildings. They may be used in pockets in some of the open space areas.

PERENNIAL FLOWERS



Gaura ‘Whirling Butterflies’
Whirling Butterflies Gaura

Mature Height - 30”
Mature Spread - 30”



Lavendula angustifolia ‘Munstead’ -
English Lavender

Mature Height - 18”
Mature Spread - 18”



Penstemon barbatus
Scarlet Bugler Penstemon

Mature Height - 18”
Mature Spread - 18”



Sempervivum tectorum
Hens and Chicks

Mature Height - 4”
Mature Spread - 12”



SEASONAL FLOWER BEDS



Cosmos bipinnatus
Cosmos

Mature Height - 12-48”
Mature Spread - 12”-48”



Eschscholzia californica
California Poppy

Mature Height - 12”
Mature Spread - 12”



Helianthus annuus
Sunflower

Mature Height - 6’
Mature Spread - 3’



Nicotiana glauca
Flowering Tobacco

Mature Height - 30”+
Mature Spread - 30”+



PERENNIAL AND SEASONAL FLOWERS

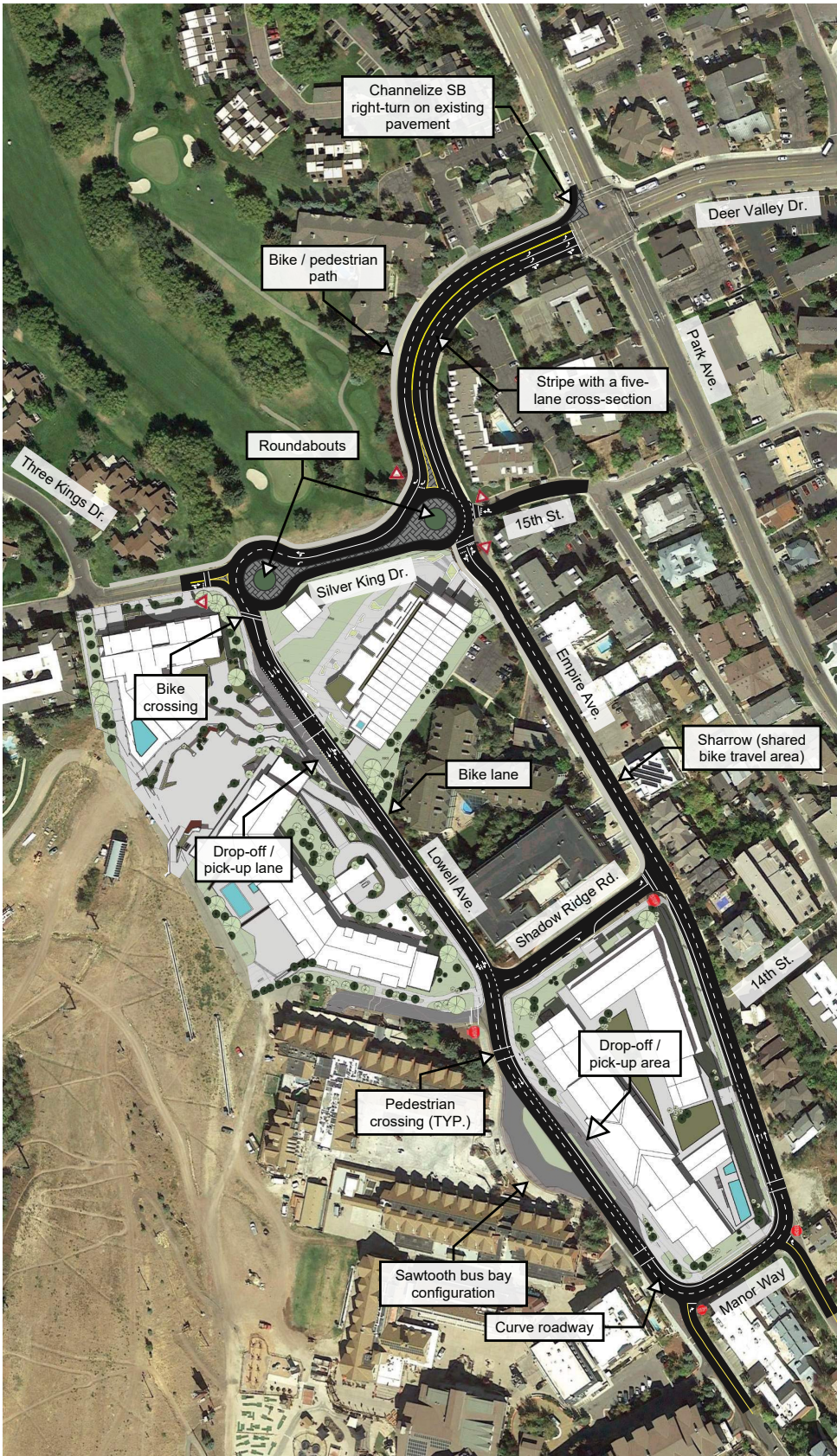
Perennial Flowers and Seasonal Flower Beds will be used to highlight and accent areas with intense color in plazas and entry points. Other areas deserving of color and fragrance may be less intense and more naturalized.

Perennial flowers provide consistent yearly color. The perennial flowers are the constant in the flower bed while the seasonal flower bed can be replaced and rearranged each year.

Perennials emphasize native and adaptive native plant materials. Seasonal flowers offer opportunity to explore color themes, plant sizes and unique specimens that can reflect each season or even be customized for special events.

6. TRANSPORTATION IMPROVEMENTS

- 1. WALKABILITY
- 2. BIKE ROUTES
- 3. BUS ROUTES
- 4. TRAFFIC ROUTES
- 5. PARKING WAYFINDING
- 6. DAY SKIER PARKING ANALYSIS AND PARKING PROGRAM
- 7. RESIDENTIAL AND COMMERCIAL PARKING ANALYSIS



WALKABILITY

As a natural extension of the trail that enters the Park City Base Area Lot Redevelopment area on Empire Avenue, a connected path will extend along the north side of Silver King Drive to the west side of Lowell Avenue where the pedestrian walking path will continue south and circumnavigate the resort while providing pedestrian crossings at key / strategic locations to enhance safety within the resort. Parcel B will have an integrated walking path on the perimeter, facilitating pedestrian connectivity from Lowell Avenue to Empire Avenue with strategically placed crosswalks to maximize pedestrian safety and connect to the Park City Transit bus stops. Additional walking routes are shown on the map.

BIKE ROUTES

Bikes entering the resort will have an opportunity to enter a bike lane on the east side of Lowell Avenue at Silver King Drive that will travel through the active area of the resort where additional safety is needed. The bike lane will extend south to Manor Way, loop around onto Empire Avenue, and terminate near Shadow Ridge Road. The bike lane will then transition to a sharrow between Shadow Ridge Road and Silver King Drive.

BUS ROUTES

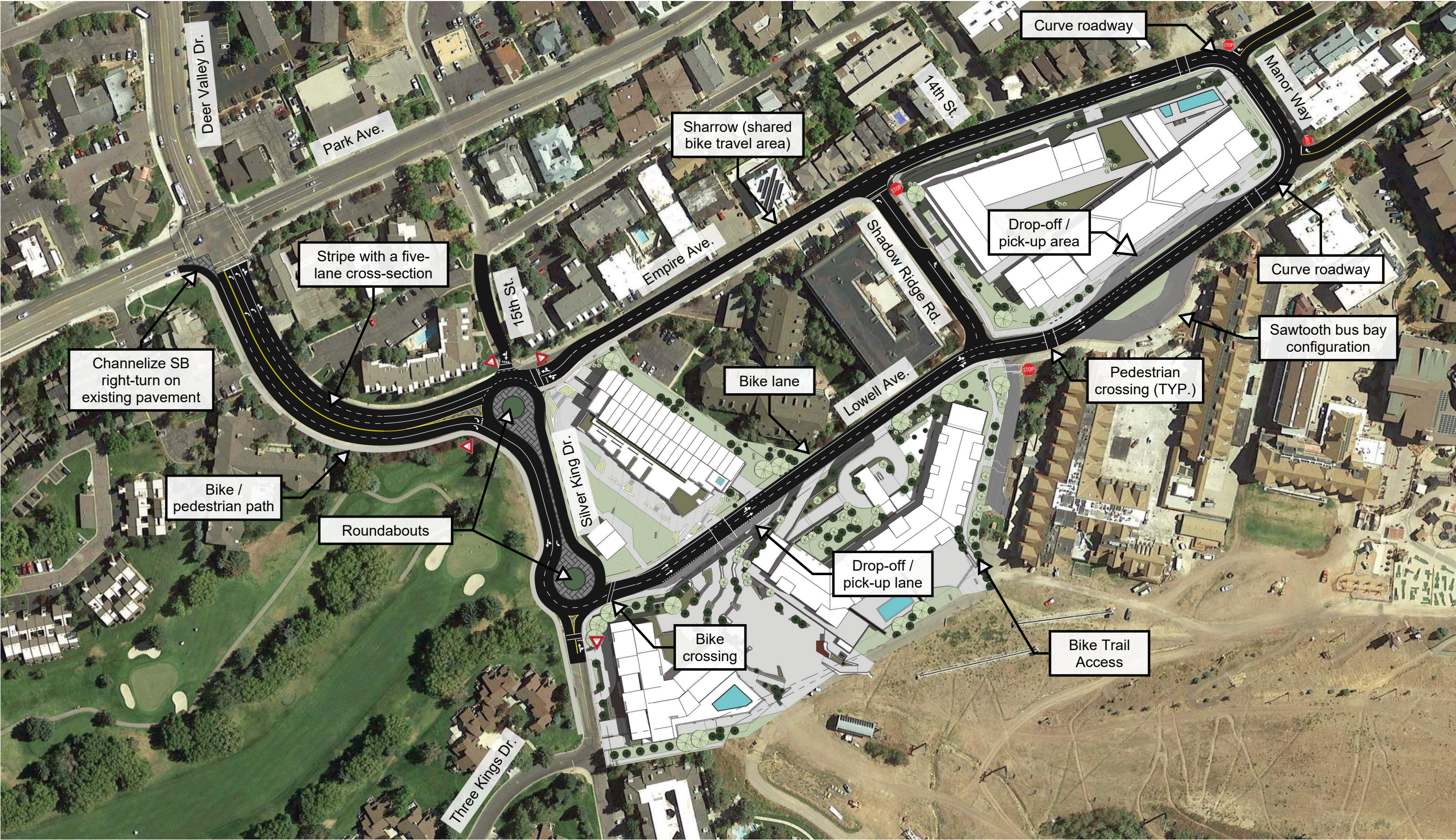
Multiple transit routes enter the resort area from Park Avenue, Deer Valley Drive, or Three Kings Drive with stops on the south end of Lowell Avenue near The Lodge, and at the northern end of Empire Avenue near the Edelweiss Haus. Working collaboratively with the land owner and the City, it is being proposed that the existing bus routes will be in a new revised, more efficient traffic circulation pattern with a one directional counterclockwise flow that will allow continued right-side access to the Park City Transit bus stops, with two travel lanes in the direction of flow, and an expanded and more efficient (4 bus) sawtooth stop area near The Lodge, for buses only. Uber, Lyft, black car and other drop off's will occur at the north end of site near in a designated area, eliminating the multiple conflicts at the bus stop.

TRAFFIC ROUTES

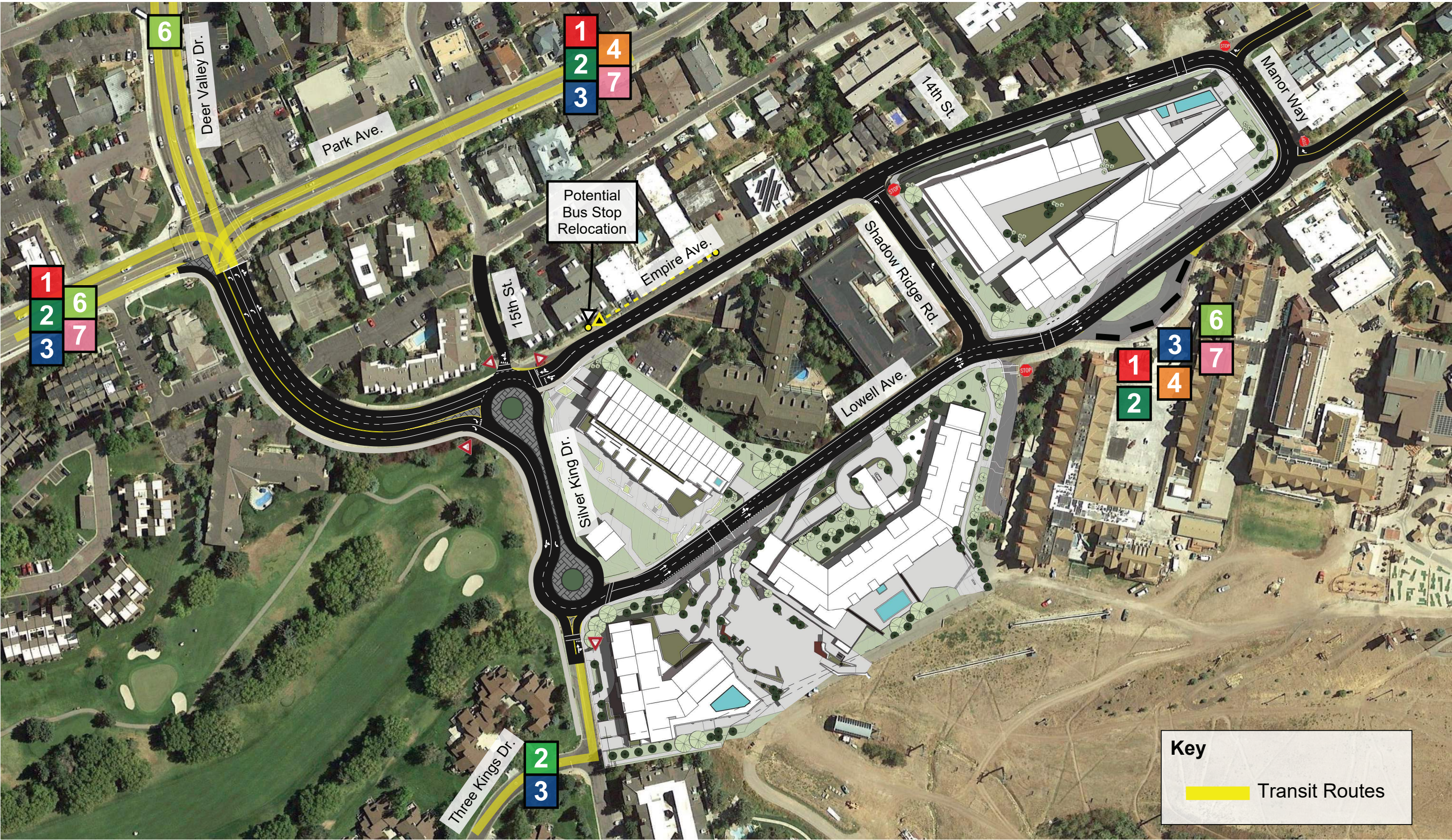
A new traffic circulation pattern is being proposed through the resort to provide more efficient and safe movement for all modes of travel including pedestrian, bike, bus, and vehicles. This flow pattern will include new roundabouts at the Empire Avenue / Silver King Drive, and Lowell Avenue / Silver King Drive intersections with a two directional traffic flow between the roundabouts, and a one directional flow south of the Lowell Avenue roundabout and through the resort. The one directional circulation pattern will allow for two travel lanes around the resort with southbound travel on Lowell Avenue, to eastbound travel on Manor Way, and northbound travel on Empire Avenue to the Silver King Drive roundabout. It is proposed that both upper Lowell Avenue and upper Empire Avenue roads be de-emphasized by making the resort circulation the major traffic flow movement, and hopefully discouraging resort traffic from entering these area. Additionally, Shadow Ridge Drive will be one-way eastbound connecting Lowell Avenue to Empire Avenue. Within the proposed circulation pattern an Uber, Lyft, black car, skier drop-off area is being planned on the north end of the project at the ski beach location, and a guest area drop-off is being planned adjacent to Parcel B.

PARKING WAYFINDING

Important to the overall operation of the resort are wayfinding signs dynamically directing vehicles to the open parking stalls / lots. It is anticipated that dynamic signs showing the number of parking stalls available will be placed at strategic locations including one on Silver King Drive near Lowell Avenue, one on Lowell Avenue near Shadow Ridge Drive, and one on Manor Way as shown in the exhibit.









DAY SKIER PARKING ANALYSIS

Parking for the new Master Plan Proposal is a key element of the project, it is a vital resource to the project, to the existing base village, and to the ski operations. At the same time parking can be over-done. Too much parking could increase traffic. This section will detail the parking analysis for the ski operations in conjunction with the Mountain Upgrade Plan, and will also analyze and provide parking standards for the new facilities at the base such as the hotel and condos.

Parking calculations in Exhibits J and K of the Development Agreement are based on two things; 1. The proposed programming of the original Base Area Master Plan Study (Exhibit D), and the anticipated demands as outlined in the Mountain Upgrade Plan. The new Base Area Master Plan has changed the program dramatically, with far fewer Unit Equivanlents and Allowable Square Footage than allowed in the Development Agreement, and subsequently has changed the parking requirements. In addition, there have been unforeseen changes to both lodging and transportation modes such as AirBnB and Uber, that require updated parking calculations. This new parking analysis is presented below.

The Mountain Upgrade Plan identified the CCC (Comfortable Carrying Capacity) in 1998 as 9,910 skiers. Appendix A of the Mountain Upgrade Plan provides a succinct overview of the anticipated parking needs based on the CCC and the comprehensive analysis of skier supply i.e. private vehicle, lodging, bus, etc. Appendix A demonstrates that it was anticipated that the CCC would increase fairly substantially. Page 8, 3rd paragraph of Appendix A discusses anticipated mountain improvements stating, “These improvements will result in a design capacity of 13,700 skiers.” Paragraph 4 on the same page states, “Table 4 shows the supply of skiers at the completion of the project to be 17,051. These skier volumes can be accommodated by the expansion terrain identified in the Ski Area Master Plan”. It should be noted that the ratio of 17,051 to 13,700 as outlined in the Mountain Upgrade Plan is a ratio of 124% of capacity. A recently updated CCC Analysis conducted by SE Group, the same group that did the 1998 Mountain Upgrade Plan analysis, concludes that current 2019 CCC is 12,570, and that skier supply is 11,733 as demonstrated on the table to the right.

Existing parking conditions are identified as shown on the table below.

EXISTING PARKING CONDITIONS	
Parking Lot	Spaces
Main Lot (Parcel B)	388
Lower Lot (Parcel C&E)	584
Underground P-2 Green	149
Underground P-3 Red	148
Silver King Lot (Parcel D)	214
Existing Mountainside/Legacy ⁽¹⁾	17
Total Skier Parking	1500
Sweetwater Lot Admin	75

(1) As part of Phase I, 7 ADA spaces within the parking garage were to count towards the overall development. 10 surface spaces currently exist across from the PC Team Building

2019 SE GROUP EXISTING CONDITIONS	
Source	Skiers Provided
I. Parking	
1500 available parking spaces @ 2.7 skiers per space	4,050
II. Lodging at Base Area	
Existing Beds (4274 beds)	
Net skiers from existing beds	3,249
New Hotels	
Additional skiers from new hotels (i.e. Marriott Mountainside)	437
New Nightly Rentals, i.e. Airbnb, VRBO, etc. (260 units)	
Net skiers from nightly rentals	624
III. Town Lift	
Actual usage	950
IV. Transit	
Park City Transit Usage	1,800
Hotel Shuttles	398
Drop-off/Ride-share	225
Total skiers supply at peak destination occupancy	11,733
Existing CCC	12,570
Ratio	93%

Changes from the 1998 Mountain Upgrade Plan include a reduction in AVO (Average Vehicle Occupancy) from 3.7 to 2.7 reflecting actual conditions and current industry standards. Additionally, there is a substantial increase in skiers from nightly rentals such as homes rented on Airbnb and VRBO, that weren't a reality in 1998. Also unforeseeable in 1998 was the advent of ride-sharing services. Additional skiers now arrive via Uber and Lyft as well as shuttles from hotels in town that wasn't previously anticipated. Usage of both the Town Lift and Park City Transit are down a little from what was anticipated in Table 4 of Appendix A.

The new proposed plan would increase the AVO to 3.7 using paid parking, eliminating any on-site employee parking within the 1,200 new day-skier, structured parking stalls. The new proposed plan will provide a significant supply of skiers who will come from the new condos and hotel. The table to the right estimates the new supply of skiers and the upgraded CCC. It is important to note that the Mountain Upgrade Plan states that it is common for a resort to experience peak day visitation up to 25% above its CCC.

The proposed Master Plan day skier parking would be as follows:

PROPOSED MASTER PLAN	
Parking Lot	Spaces
Parcel B	786
Parcel E	414
Underground P-2 Green	149
Underground P-3 Red	148
Existing Mountainside/Legacy ⁽¹⁾	17
Total Skier Parking	1514
Sweetwater Lot Admin	75

(1) As part of Phase I, 7 ADA spaces within the parking garage were to count towards the overall development. 10 surface spaces currently exist across from the PC Team Building

The Mountain Upgrade Plan anticipated that increased CCC would in part be supplied by increased parking. However, the increased CCC has instead been supplied by unforeseen changes in the market, such as new innovations in the sharing economy (Airbnb, Uber) and increased AVO.

The ability to create a successful resort depends on also providing a variety of options for patrons to arrive and depart the area. This project has expanded the ability to increase transit ridership, provided a drop-off zone for Uber, Lyft, Black Car, other hotel shuttles, etc. In addition, other alternative modes of transportation, have been accommodated on-site including a bike lane and walking paths / routes. The result is a Skier to CCC ratio of 115%, which is well within the acceptable ratio of 125% and will allow for, and encourage future transit growth, while maintaining a quality skier experience.

2019 MASTER PLAN PROPOSAL	
Source	Skiers Provided
I. Parking	
1514 net parking spaces @ 3.7 skiers per space	5,602
100 Ski Club parking spaces @ 2 skiers per space	200
60 Flex Parking from condo/hotel parking @ 3.7	222
II. Lodging at Base Area	
Existing Beds (4274 beds)	
Net skiers from existing beds	3,249
New Hotels	
Additional skiers from new hotels	437
New Nightly Rentals, i.e. Airbnb, VRBO, etc. (260 units)	
Net skiers from nightly rentals	624
New skiers from Master Plan new residential program	710
III. Town Lift	
Actual usage (950 in 2019, but better useage could easily increase to 1100 without upgrade to the lift)	1100
IV. Transit	
Park City Transit Usage grown at 5%/year over 7 years	2,533
Hotel Shuttles	398
Drop-off/Ride-share grown at 5%/year over 7 years	317
Total skier supply at peak destination occupancy	15,391
Upgraded CCC	13,440
Ratio	115%

RESIDENTIAL AND COMMERCIAL PARKING ANALYSIS

In order to determine an adequate parking supply for the base area redevelopment, a parking study was completed. This study evaluates Park City Municipal Code parking requirements and proposes adjustments based on parking studies at nearby resorts, and by considering shared parking between land uses.

The master plan shows a total new parking supply of 1,694 parking spaces. Of these, 1,200 spaces are dedicated to day skiers (Parcel B & E parking in table above), bringing the total resort day skier parking to 1,514. The remainder 494 parking spaces in the master plan are reserved for residential (hotel and condo) and commercial resort patronage.

PARK CITY PARKING RATE	
LAND USE	PARKING RATE
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meeting Space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

PARK CITY MUNICIPAL CODE

The Park City Municipal Code (PCMC), Section 15-3-6 specifies parking rates for various land use types. The City parking rates for land uses within the proposed area of the resort are summarized in the table below.

Based on initial calculations of the parking needed for the proposed land uses, the City would normally require 852 parking spaces. This requirement excludes resort day skier parking, which was addressed in the previous section.

NEARBY RESORT PARKING STUDY

Recently, Hales Engineering collected data at a nearby ski resort and identified how people arrive to a resort. The following data is an average of 9 separate locations counted within the studied resort area.

How people arrive to the resort:

- 57% drove a vehicle to the resort
- 18% rode in a shuttle
- 15% rode in an Uber / Lyft vehicle
- 9.4% rode in a black car or other transport vehicle
- 0.6% rode in transit, an individual location identified that 5% rode transit

Hales Engineering also quantified how many spaces were occupied at the studied resort area per occupied hotel room, and condo units and determined that the parking demand was 0.6 spaces per unit. Since the manner of arrival has a direct correlation to the parking demand rate, Hales Engineering recommends parking the residential products at 0.6 spaces / unit, in lieu of the rate in the PCMC Section 15-3-6.

TIME-OF-DAY SHARED USE

Many land uses are able to share parking due to offsetting peaks in parking demand. It is anticipated that this will be the case for Parcels B, C, D and E of the Park City Base Area Lot Redevelopment. The time of day and shared use analysis only takes into consideration the 494 parking spaces reserved for residential and commercial resort patronage. The 1,200 day skier parking spaces provided in the master plan is not included within the shared parking calculations to remain conservative, and will remain at a fixed level. Designing for the actual parking demand for a mixed-use project results in efficient use of parking spaces. The Institute of Transportation Engineers (ITE) provides percentages of parking demand throughout the day for many land uses in the Parking Generation (5th Edition, 2019) manual. Hales Engineering made conservative estimates regarding the hourly parking demand of the meeting space land use, as these are not available from ITE. Based on analysis of shared use, this study takes into consideration that much of the commercial patronage will also be day skiers, for which parking is provided separately. The study takes the following percentage reductions; a reduction of 95% for commercial space, a reduction of 75% for restaurant space, and a reduction of 50% for meeting space.

Hales Engineering has identified a mixed use / time of day parking demand for each land use for every hour of the day to determine the actual parking demand for Parcels B, C, D, and E. As shown in the table on the following page, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 326 parking spaces at 8:00 pm. It is anticipated that at the peak parking demand hour (8:00 pm), a surplus of 168 parking spaces will still be available on-site.

CONCLUSIONS AND RECOMMENDATIONS

The proposed project has programmed 1,200 replacement day-skier parking spaces (current surface parking spaces on Parcels B, C, D and E) to be provided somewhere on the site during and after construction of the project. (See the phasing plans in the construction phasing and mitigation section to follow how parking supply will fluctuate during the course of the development.) This results in a day skier parking total of 1,514 space on the resort.

Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates. Applying the actual Park City parking rates per occupied residential unit would require 852 spaces to meet the demand for the same parcels:

- Utilizing mixed use reductions, and time of day parking needs, while fixing the day-skier parking (1,200 spaces) results in a shared parking demand ranging from 195 to 326 spaces.
- The commercial and residential parking supply on-site will be 494 spaces; therefore, at peak demand (326 spaces) there will be a surplus of 168 spaces.

Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability. Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance:

- A shuttle pull-out is being provided on parcel B, a porte cochere is planned on parcels C and E, and a drop-off near parcel D can be used as a drop-off / pick-up site.

DEVELOPMENT TIME OF DAY PARKING CALCULATIONS							
	LAND USE	RES	COMM	RESTAURANT	MTG	TOTAL	SUPPLY
	REQ'D PARKING	279	230	113	132	754	494
TIME	% REDUCTION	0%	95%	75%	50%		DELTA +/-
12:00 AM		243	0	3	0	246	248
1:00 AM		243	0	0	0	243	251
2:00 AM		243	0	0	0	243	251
3:00 AM		243	0	0	0	243	251
4:00 AM		243	0	0	0	243	251
5:00 AM		210	0	2	0	212	282
6:00 AM		182	4	2	7	195	299
7:00 AM		182	4	2	33	221	273
8:00 AM		193	6	2	66	267	227
9:00 AM		197	9	2	66	274	220
10:00 AM		183	10	2	66	261	233
11:00 AM		183	12	4	66	265	229
12:00 PM		181	13	11	66	271	223
1:00 PM		158	13	16	66	253	241
2:00 PM		163	13	9	66	251	243
3:00 PM		157	13	7	66	243	251
4:00 PM		170	12	4	66	252	242
5:00 PM		164	11	6	66	247	247
6:00 PM		191	10	12	53	266	228
7:00 PM		231	9	26	40	306	188
8:00 PM		263	7	29	27	326	168
9:00 PM		276	5	26	14	321	173
10:00 PM		277	4	23	0	304	190
11:00 PM		264	0	9	0	273	221

The Park City Mountain bus pull out area is being expanded with the proposed project from 3 to 4 spaces aligned in a more efficient layout to increase transit opportunities and potentially increase bus frequency, with landowner’s cooperation:

- Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.

An Uber / Lyft, Black Car, day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.

The following potential measures could be implemented to encourage alternative modes of arrival to the resort:

- Advertise remote day skier parking at Ecker Hill park and ride lot
- Promote employee remote parking (see Vail’s employee parking management plan), promote employee existing retail / base to ride transit from remote areas
- Promote other remote lots including high school, etc.
- Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers
- Ski lockers for day skiers and season rentals can be added which will promote bus ridership
- Preferred parking for carpoolers
- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures
- Encourage through the booking process alternative forms of arrival / departure other than rental vehicles

If Parcels B, C, D, and E, contain approximately 1,200 day skier parking spaces that will be held in reserve at all times, and the time of day demand for the proposed land uses identifies that adequate parking will be provided.

This in-depth parking analysis demonstrates that the proper number of day skier parking stalls are provided, contributing to a healthy and acceptable ratio of skiers to the CCC. The shared parking analysis is conclusive that for a large project shared parking is both feasible and desirable. It is important to arrive at the right number of parking stalls. Too few stalls mean that business and residents suffer. Business because there aren’t enough patrons, and neighbors because people park on public streets. Too many stalls means that both patrons of the resort, and traffic suffer. This proposal has been balanced and is responsible in its design and analysis. The intent of the development improvements, including one-way circulation, parking wayfinding signage, charging for parking, effectively adding 50% more capacity to the bus stop, adding an Uber, Lyft, black car, hotel shuttle stop area is to increase transit ridership or other alternative mode options, and to increase the vehicle occupancy for patrons to the site, both of which help Park City with their goals to minimize vehicle trips within the resort.

The table provided below is a summary of the parking spaces proposed by parcel and type in the master plan and as shown in the program and planning section of this document.

PROPOSED MASTER PLAN PARKING SUMMARY (1)		
Parcel	Type	Spaces
Parcel B		
	Day Skier	786
	Condo	87
Total Parcel B Parking		873
Parcel C		
	Hotel Valet	183
Total Parcel C Parking		183
Parcel D		
	Retail	44
	Condo	51
Total Parcel D Parking		95
Parcel E		
	Day Skier	414
	Ski-Club and Condo	123
Total Parcel E Parking		537
Total Master Planned Parking		1688

(1) Proposed parking types are for example only. In order for time-of-day shared use parking to be effective, parking types need be be flexible. As stated above, for this study the day skier parking spaces remained fixed and were not include in the flexible time-of-day shared parking.

7.UTILITY DESIGN & PROPOSED GRADING

- 1. EXISTING UTILITIES & DEMOLITION
- 2. NEW UTILITIES
- 3. STORM WATER MANAGEMENT

EXISTING UTILITIES AND DEMOLITION

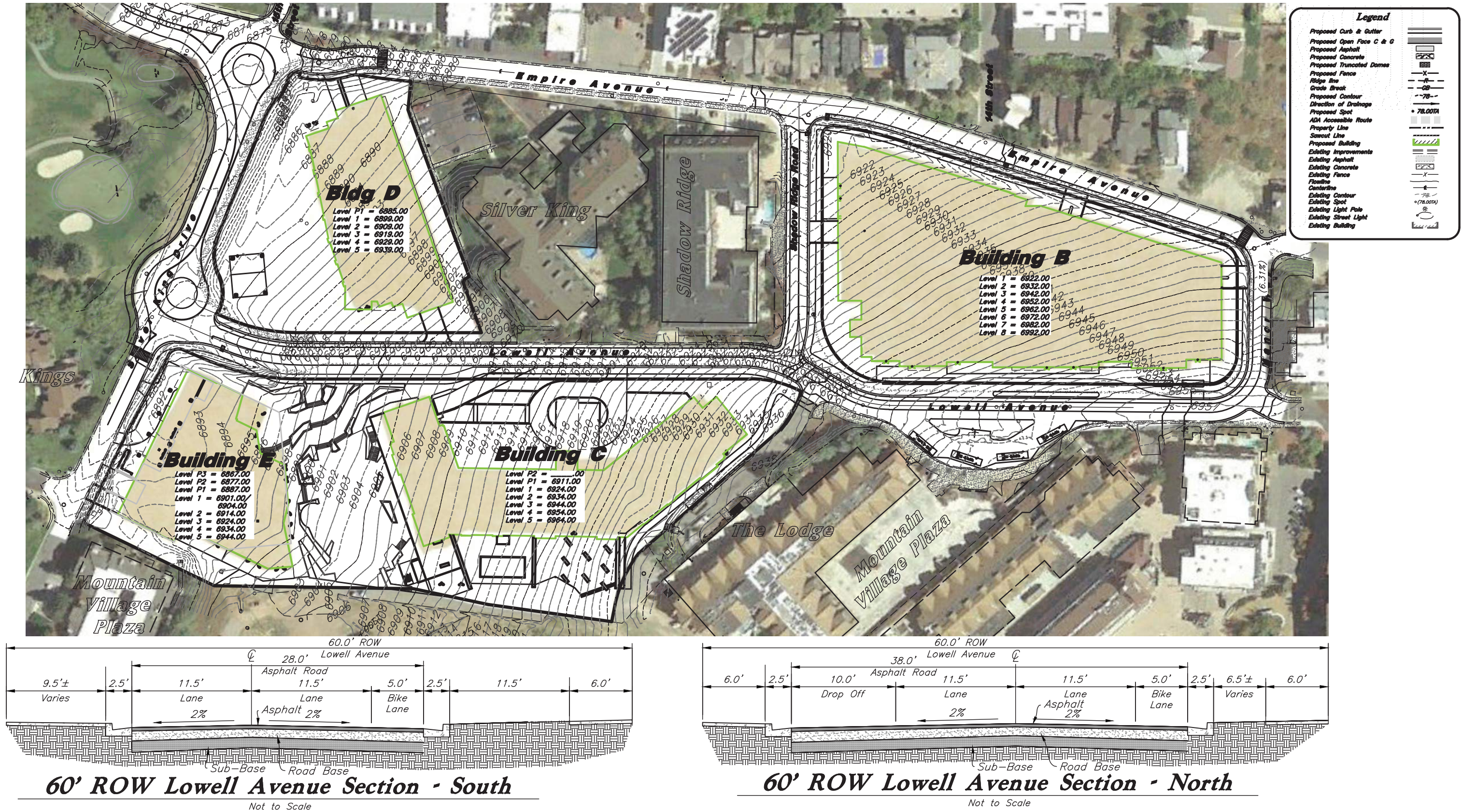
The existing Park City Base Area Lot Redevelopment area appears to contain all necessary utility infrastructure to support the new phases of development. There are existing Sanitary Sewer, Culinary Water and Storm Drain Lines within Silver King Drive, Empire and Lowell Avenues along with supporting dry utilities. Since there are no major road re-alignments planned with this Master Plan there is no need to move or re-locate any of the major utility lines. Existing Storm Drain lines will be adjusted to match up with new curb locations and street improvements as needed. Snow-maker water lines will also be relocated around the new development. The city has also indicated that the existing 20” raw water line in Lowell Ave. which is currently empty will be activated sometime in 2020.

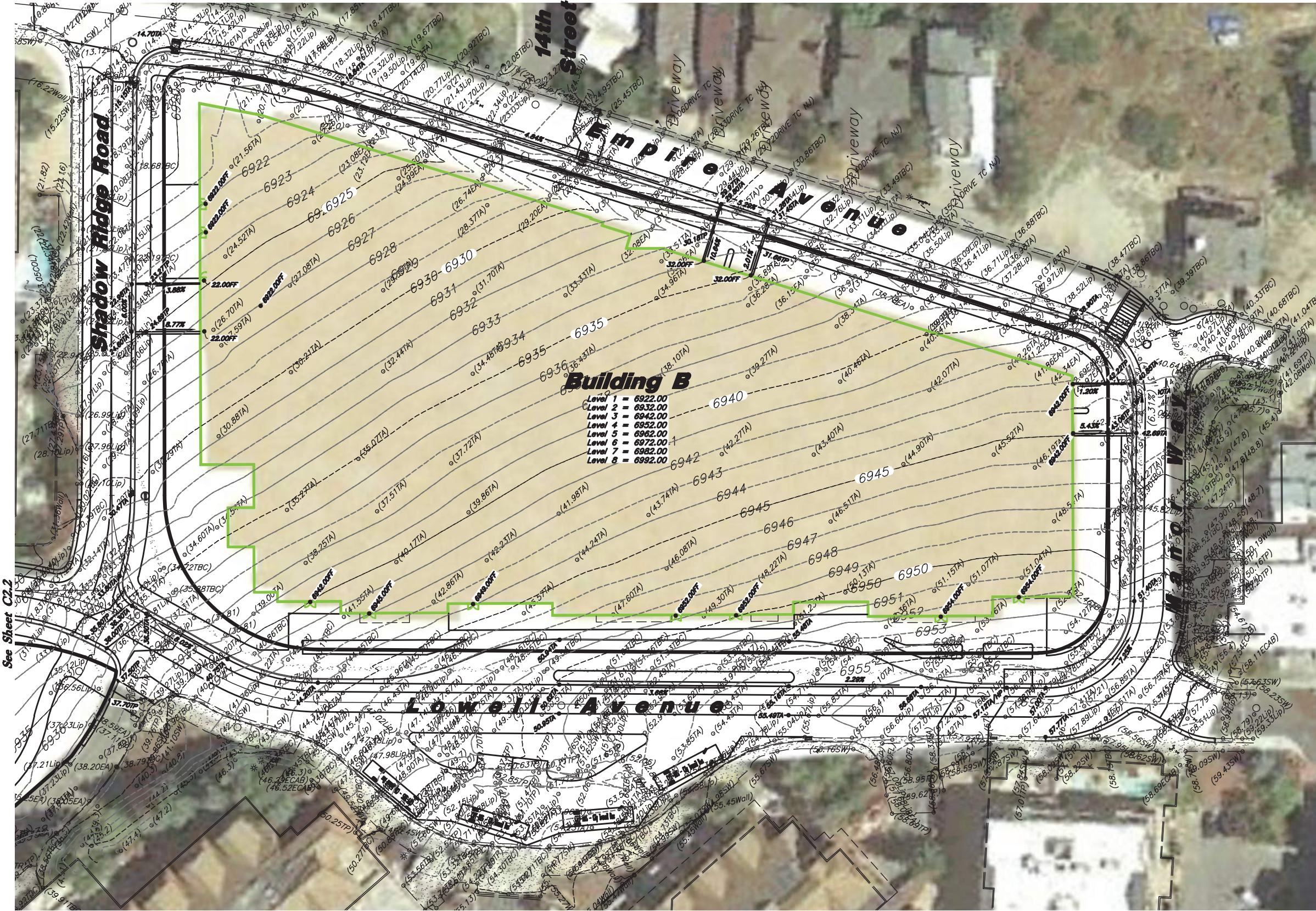
NEW UTILITIES

No significant new utilities are planned with this project. Refer to the Fire Protection Plan for analysis of fire flow requirements, it is anticipated that existing infrastructure will provide required fire flows. Park City is independently planning to build a new water tank and up-size existing waterlines in the project area that will provide additional fire flow protection for the city. No other major infrastructure improvements are anticipated.

STORM WATER MANAGEMENT

The existing project area is currently made up of paved parking lots and is served by an existing city storm drain system with no existing detention or water treatment provided. The proposed project will consist of buildings, plaza areas and landscaping with all parking provided in underground structures. This will significantly reduce the overall amount of runoff and improve water quality in the project area. Additional storm water quality will be achieved by directing storm water where possible through landscape swales.

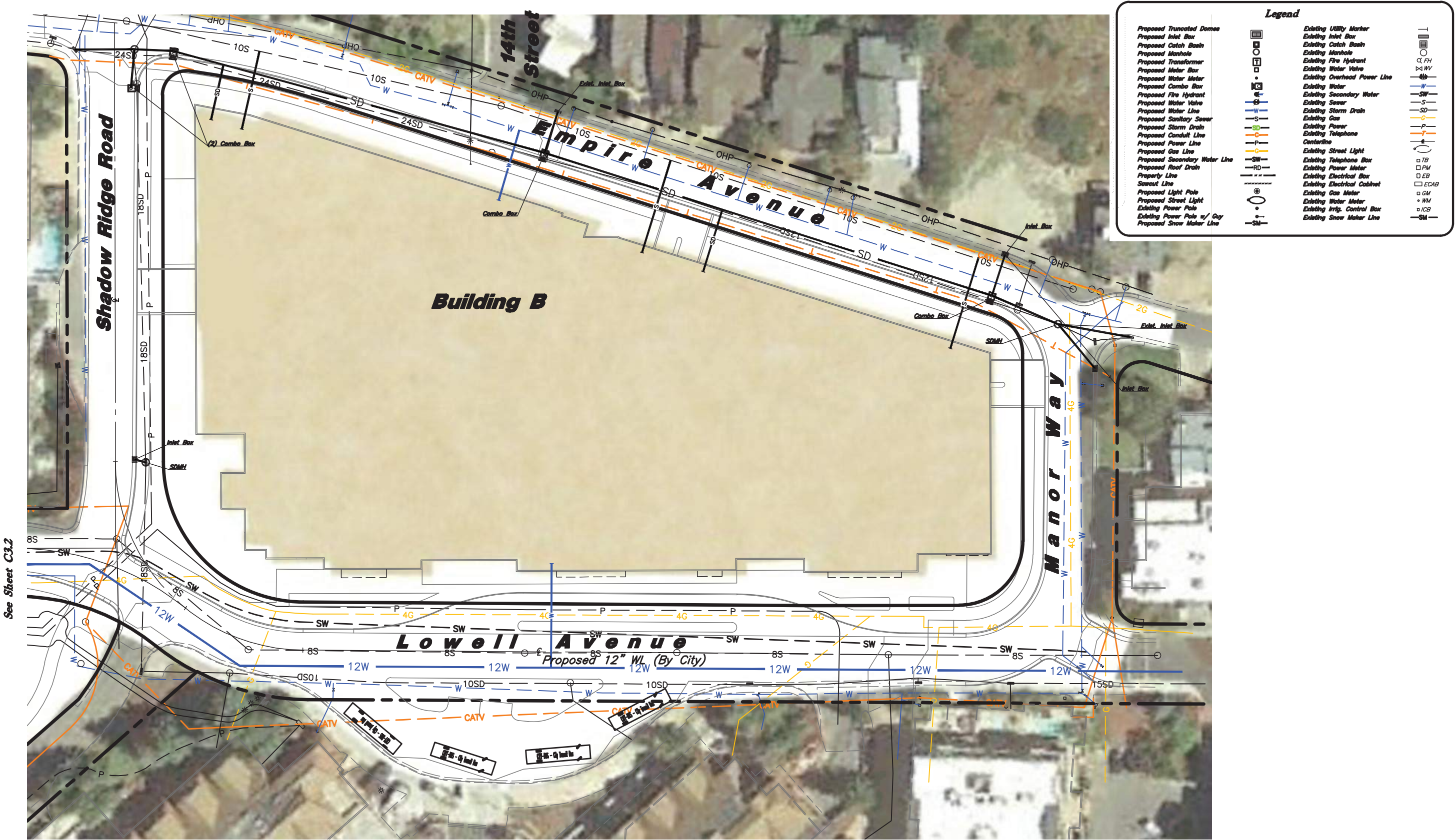


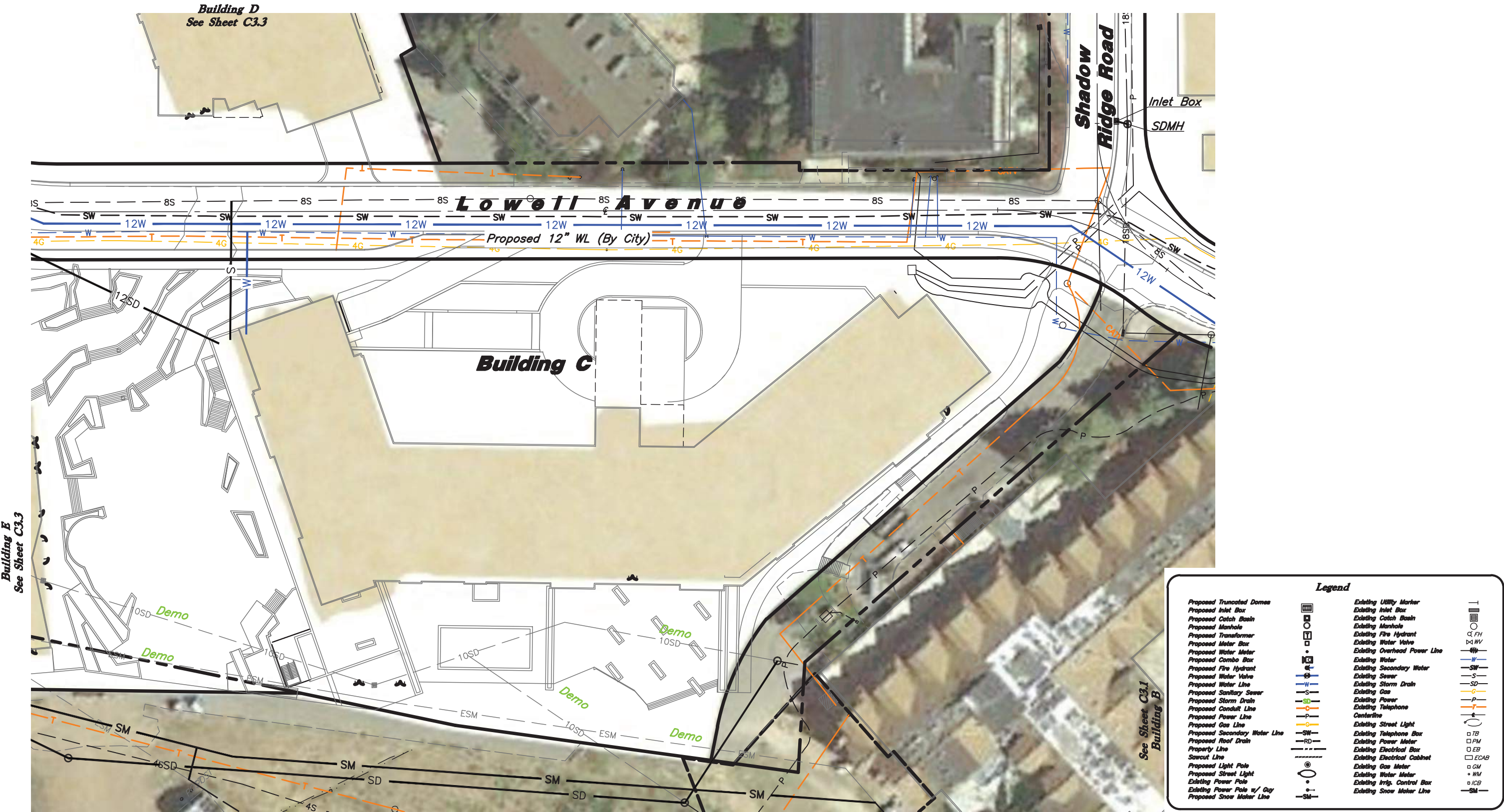


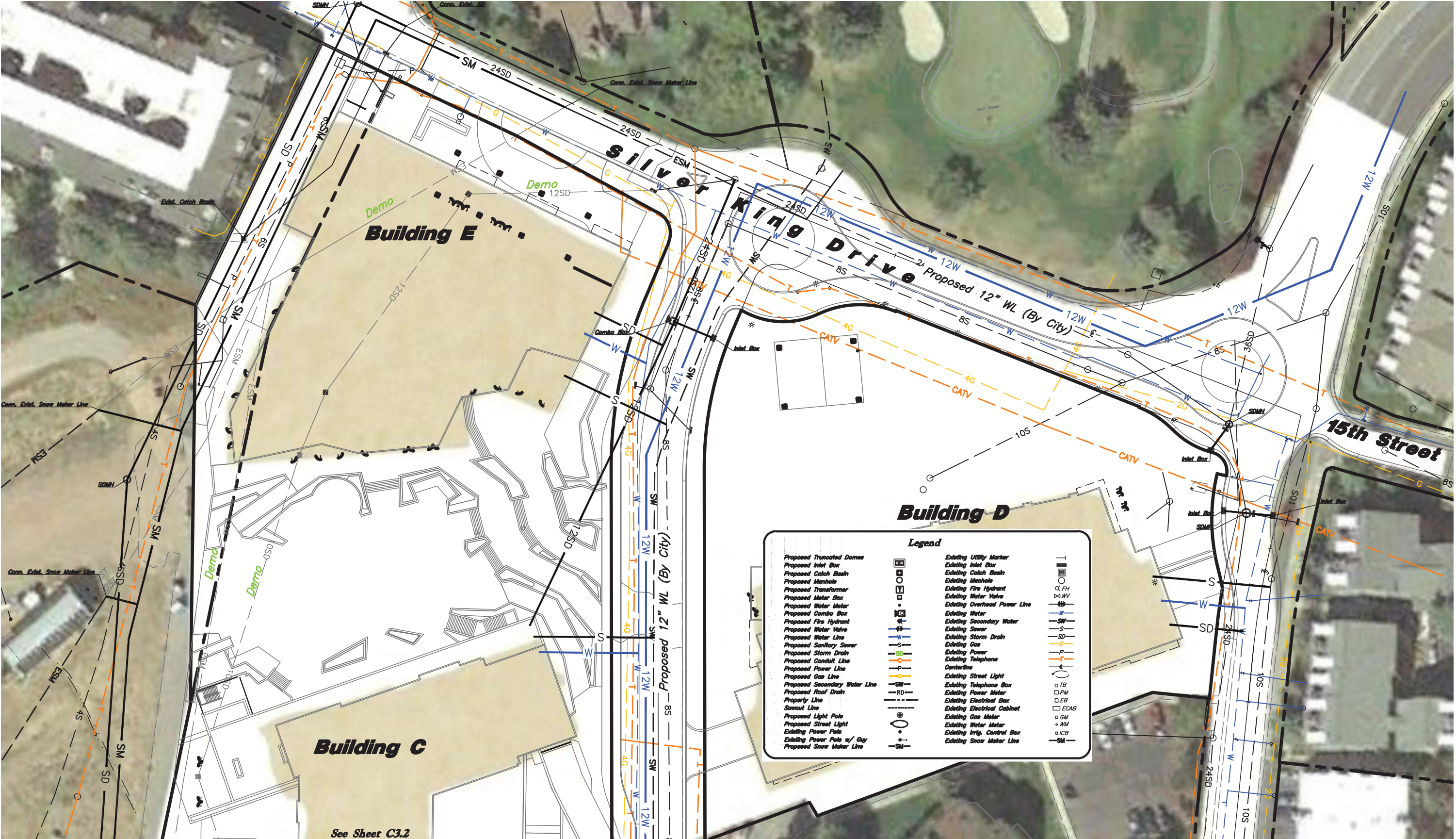












8. SUSTAINABILITY DESIGN GUIDELINES

1. *PARK CITY SUSTAINABILITY*
2. *ENERGY EFFICIENCY*
3. *DESIGN STRATEGIES*

The Sustainability Guidelines for the Park City Base Area Lot Redevelopment respond to local energy and environmental issues as it relates to the built environment. The guidelines found herein this document are meant to include suggestions on performance indicators and to inform decision on best practice. It is meant to be flexible to accommodate any proposals for change.

PARK CITY SUSTAINABILITY

Park City, as a leader in sustainability, has made North America’s most ambitious climate goals: to be net-zero carbon and run on 100% renewable electricity for city operations by 2022, and for the whole community by 2032 through Resolution 28-2017. The framework of Resolution 28-2017 outlines verification pathways that new buildings and facilities constructed using municipal funds can follow to minimize environmental impacts. The Resolution recommends the following:

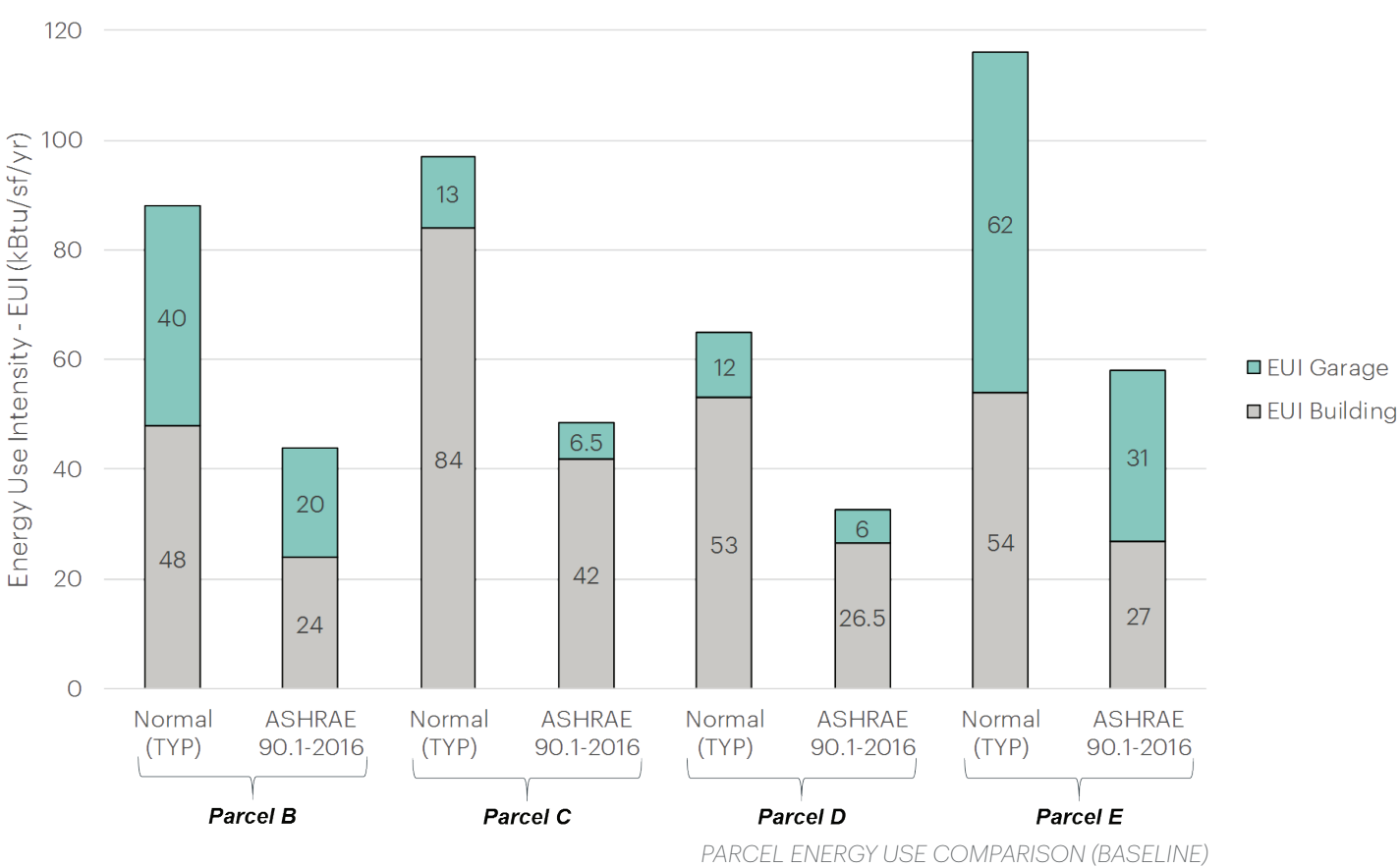
- Integrate performance evaluations beginning in design process.
- Measure for one-year post-occupancy to ensure building performance alignment to green building standard.
- Requires renewable energy to be produced on site to cover the facility’s annual need (no off-site credits).
- Capturing efficiencies, to leads to significant financial savings over the lifetime of the facility by engaging Energy Modelers and Commissioning Agents.
- Verification pathways include International Living Future Institute’s Energy Petal certification; a score of zero on the Zero Energy Performance Index; and Passive House certification.

By adopting this resolution, Park City has made it clear that sustainability is a priority. While private development is not subject to the requirements of Resolution 28-2017, it must nonetheless make and attain sustainable goals in order to reach alignment with the City and community.

ENERGY EFFICIENCY

Energy efficiency requires that a whole building performance targets are established and that takes into account the intended use, occupancy, operations, plug loads, and other energy demands. Establishing an energy efficiency target early in the design process ensures that the goal is achieved throughout the design and life cycle of the building. To best inform design decisions, the predicted Energy Use Intensity (pEUI) is used to describe modeled site energy. This provides a means to facilitate comparative analysis to benchmark the performance of a design to buildings in a similar geographic locations, accounting for both climate and available fuel and energy sources. The pEUI is a measurement that describes a building’s annual site energy consumption relative to the building’s gross square footage. It is an expression of the total annual amount of all energy sources (typically in kBtu, normalized unit of energy) consumed on-site either metered or as a comparative average. Site EUI contains a mixture of what is called primary energy (i.e., a raw fuel like natural gas) and secondary energy (i.e., a converted product like electricity or district steam).

The Energy Use Intensity for the development is understood as EUI-100 kBtu/sf/yr for the baseline with a target of EUI-30 kBtu/sf/yr. The target represents an energy reduction of 70% (by applying minimum energy efficiency for the design and construction of buildings and structures energy code, a 50% code equivalent reduction can be achieved). Rules governing the energy efficiency for the design and construction of buildings and structures, in the State of Utah, are those contained in the International Energy Conservation Code, 2018 edition, (with reference to ASHRAE Energy Standard for Buildings Except Low-Rise Residential Buildings, ANSI/ASHRAE/IESNA Standard 90.1-2016). The “Normal” Energy Use Intensity (EUI) is compared to that of an equivalent building design, energy code compliant (dependent on the development parcel program and phasing).Capturing efficiencies early in the design process by engaging Energy Modelers and Commissioning Agents will lead to a higher performing project and significant lifetime financial savings.



Metric	Design Project	Design Target*	Median Property*
ENERGY STAR score (1-100)	Not Available	Not Available	50
Source EUI (kBtu/ft²)	90.8	53.6	89.3
Site EUI (kBtu/ft²)	51.9	30.6	51.0
Source Energy Use (kBtu)	110,750,856.8	65,347,806.7	108,913,011.2
Site Energy Use (kBtu)	63,286,200.2	37,341,599.2	62,235,998.6
Energy Cost (\$)	932,794.77	550,389.30	917,315.50
Total GHG Emissions (Metric Tons CO2e)	4,222.4	2,491.4	4,152.4

PORTFOLIO MANAGER METRICS COMPARISON (PLACEHOLDER)

Portfolio Manager will be used for the development to document predicted building performance (benchmarked against U.S. National energy use intensity references) and track/account for whole-building energy use to support post-occupancy data collection requirement.

DESIGN STRATEGIES

1. Integrated Design: Use a collaborative, integrated planning and design process that establishes performance goals for siting, energy, water, materials, and indoor environmental quality along with other comprehensive design goals and ensures incorporation of these goals throughout the design and life-cycle of the building
2. Commissioning: Employ commissioning practices tailored to the size and complexity of the building and its system components in order to verify performance of building components and systems and help ensure that design requirements are met.
3. Energy Efficiency: Establish a whole building performance target that takes into account the intended use, occupancy, operations, plug loads, other energy demands.
4. On-Site Renewable Energy: Integrate life-cycle cost effective on-site renewable energy systems.
5. Measurement and Verification: Ensure that building level metering is sufficient enough to track and continuously optimize building performance.
6. Indoor Water: Employ strategies that in aggregate use a minimum of 20 percent less potable water than the indoor water use baseline calculated for the building. Specify EPA’s WaterSense-labeled products or other water conserving products, where available. The installation of water meters is encouraged to allow for the management of water use during occupancy.
7. Outdoor Water: Use water efficient landscape and irrigation strategies, such as water reuse, recycling, and the use of harvested rainwater, to reduce outdoor potable water consumption by a minimum of 50 percent over that consumed by conventional means (plant species and plant densities). The installation of water meters for locations with significant outdoor water use is encouraged.
8. Storm water: Employ design and construction strategies that reduce storm water runoff and discharges of polluted water off-site.
9. Ventilation and Thermal Comfort: Meet ASHRAE Standard 55, Thermal Environmental Conditions for Human Occupancy, including continuous humidity control within established ranges per climate zone, and ASHRAE Standard 62.1, Ventilation for Acceptable Indoor Air Quality.
10. Moisture control: Establish and implement a moisture control strategy for controlling moisture flows and condensation to prevent building damage, minimize mold contamination, and reduce health risks related to moisture.
11. Daylighting: Achieve a minimum daylight factor of 2 percent (excluding all direct sunlight penetration) in 75 percent of all space occupied for critical visual tasks. Provide automatic dimming controls or accessible manual lighting controls, and appropriate glare control.
12. Low-Emitting Materials: Specify materials and products with low pollutant emissions, including composite wood products, adhesives, sealants, interior paints and finishes, carpet systems, and furnishings.
13. District Energy Systems: Provide for local production and distribution of thermal energy (network) for heating and cooling to maximize efficiency.
14. LED Lighting: Provide an all-LED lighting design to reduce electrical load and consumption.

9. FIRE PROTECTION DESIGN

1. FIRE PROTECTION SUMMARY
2. AERIAL FIRE APPARATUS ACCESS ROADS
3. FIRE RESPONSE PLAN

FIRE PROTECTION SUMMARY

The Emergency Service Provider has adopted Appendix B, C, and D of the 2018 International Fire Code (IFC). Appendix B Table B105.1(2) of the 2018 IFC governs the fire flow requirements for buildings. Table B105.2 of the appendix allows for a reduction of fire-flow equivalent to 25% of the value in Table B105.1(2) if the building is supplied with an automatic sprinkler system in accordance with Section 903.3.1.1 of the IFC. Table B105.2 clarifies that the reduced fire flow shall not be less than 1,500 gallons per minute. Below are the calculation fire flow (gpm) and duration (hrs) requirements base on type of construction, assuming each building is supplied with an automatic sprinkler system in accordance with IFC Section 903.3.1.1. The final design building heights and areas need to be determined for each parcel to confirm which types of construction are permitted.

	PARCEL B		PARCEL C		PARCEL D		PARCEL E	
Calculation Area	558,452 SF		315,410 SF		129,855 SF		335,187 SF	
	Fire Flow (gpm)	Duration (hrs)	Fire Flow (gpm)	Duration (hrs)	Fire Flow (gpm)	Duration (hrs)	Fire Flow (gpm)	Duration (hrs)
Type IB	1,500	2	1,500	2	1,500	2	1,500	2
Type IIIA above IA	1,500	2	1,500	2	1,500	2	1,500	2
Type VA above IA	1,875	2	1,500	2	1,500	2	1,500	2

AERIAL FIRE APPARATUS ACCESS ROADS

Appendix D of the IFC governs Fire Apparatus Access Roads. Due to various site constraints and existing conditions, some of the parcels will not be able to meet the requirements of aerial fire apparatus access roads. Additionally, some areas of the building exceed the 150’ travel distance from fire department access to the exterior walls on the first story. To mitigate these issues, the following additional fire protection features will be added to buildings on parcels C, D, and E:
Exterior standpipe outlets will be provided along the perimeter of the building where compliant fire department access is not provided. These will be nominally spaced on approximate 200-ft centers. Specific locations and means of freeze protection will be developed as the design of the buildings proceed.
The minimum sprinkler system design densities will be increased one hazard classification. For example, if Ordinary Hazard Group 1 design densities are required, they will be increased to Ordinary Hazard Group 2

FIRE RESPONSE PLAN

The following information was received from Park City Fire District upon inquiry:

- Which fire station(s) would respond to this site?
- Station 31 on Holiday Ranch Loop Road and Station 38 on Deer Valley Drive North would be the main responding stations with backup coming from Station 34 on Royal Street and Station 36 on Canyons Resort Drive
- Which routes would be taken?
- Station 38 would take Deer Valley Drive to Empire Avenue
 - Station 31 would take Hwy 224/Park Avenue to Empire Avenue
- Would response vary depending upon the time of day and/or season?
- Yes. Traffic and weather both effect response times.

10. CONSTRUCTION PHASING & MITIGATION

1. GENERAL SITE MANAGEMENT

2. HOURS OF OPERATION

3. SITE LOGISTICS

4. OKLAND TRADE MANAGEMENT

5. COMMUNICATIONS WITH EXTERNAL PARTIES

6. CONSTRUCTION STAGING

7. SITE SAFETY

8. ADDITIONAL INFORMATION

9. SITE SAFETY AND SECURITY
10. CRANE & BOOM PLACEMENT

11. SOIL EXPORT

12. SHORING

13. ROAD IMPROVEMENTS

14. SITE & UTILITY IMPROVEMENTS

15. SITE ADMINISTRATION

16. SCHEDULE

17. PHASING PLANS

GENERAL SITE MANAGEMENT

The Park City Base Area Lot Redevelopment is being designed as a multi-year project consisting of four below grade parking facilities with commercial/residential structures above. Associated roadway and subsurface utility improvements will also be phased throughout the duration of the project. In the pages that follow you will find information about safety and security measures to be taken at each individual site, 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.

HOURS OF OPERATION

ADMINISTRATION	7:00a – 1:00a
BUILDING CONSTRUCTION	(per Park City Municipal Code - Title 11)
	7:00a – 9:00p Monday - Saturday
	9:00a – 6:00p Sunday

No exterior work of any kind will be proposed or undertaken outside of the hours identified above. Construction will be suspended or restricted at the request of the Building Official to accommodate special events.

SITE LOGISTICS

CONSTRUCTION ADMINISTRATION

An administrative area will be established for the use of all construction personnel actively working on site.

Construction office – a 48’ x 60’ modular office structure will house the construction manager, the construction manager’s trade partners, the design team, and the owners representative.

Staff facility – a 48’ x 60’ modular office structure will provide a designated area for construction personnel to take breaks and attend training so as not to disturb ski resort patrons or congest resort facilities. The facility will also include quarters for site safety and security personnel including a sequestered first aid area.

Restrooms – independent restroom trailers will be provided for men and women.

Storage – an area will be set aside to park a limited number of storage containers.

Parking – a parking area will be established for the use of personnel assigned to work in the construction office complex. Parking in the administrative area will be limited; all parking for trade personnel will be off-site.

OKLAND TRADE MANAGEMENT

PARKING AND TRANSPORTATION

Off-site parking will be provided for all trade employees. Bus service to transport employees from distal parking to the job site will be available for one hour before the start of shift and for one hour at the conclusion of the work day. Emergency transportation will be provided to employees by site safety/security personnel as needed throughout the day.

RESTROOMS

Separate men’s, women’s, and unisex accessible restrooms will be provided at individual work locations throughout the job site. Restrooms will also be available in the construction office facility, staff facility, and in restroom trailers in the administrative area parking lot. Restrooms will be maintained periodically to assure that employees have sanitary facilities at their disposal.

BREAK ROOM

A break room will be provided for employees. Employees will be discouraged from utilizing resort food service outlets or in any way impacting the experience of the resort guests.

COMMUNICATIONS WITH EXTERNAL PARTIES

Because the active construction zone is in close proximity to adjacent landowners and resort patrons, and is of interest to members of the community, a communication tool will be established by the Construction Manager to disseminate information and receive public feedback in real time regarding the construction. With the goal being to provide an open path of information flow regarding the project, an individual will be assigned to manage all external communication and assure open interaction between the project and the public.

WEBCAM

Caamera locations will be established on each parcel to provide interested parties with a real time look at construction activities as they progress.

CONSTRUCTION COMMUNICATIONS

A Facebook page will be established for the duration of the project to keep interested parties informed about work taking place on the job site. The page will include the following:

- A link to webcams.
- A weekly schedule of activities including a rolling three week look ahead.
- Notice of road and walkway construction impacts.
- Notice of delivery activities and any associated hoisting activity adjacent to roadways.
- A blog that will provide a weekly update of work accomplished, work in progress, and work anticipated.
- A spot devoted to receiving feedback from the public.
- Project photos.
- Other items of interest to those community members or area guests that are impacted by the project.

BI-MONTHLY PUBLIC FORUM

The construction manager will conduct a bi-monthly public forum that is open to all interested parties. The meeting will be focused on receiving feedback from the public, discussion of mitigation measures should concerns arise, and to share directly with interested parties the course of construction for the upcoming month.

MONTHLY PROGRESS UPDATE TO THE CITY

The construction manager will provide a written monthly progress update to the Park City Planning Department outlining current project status. A document disclosing all public feedback received during the month will be compiled to keep city officials well-informed as to public sentiment regarding the project. Along with current progress a one month schedule look ahead focused on work to be performed during the succeeding month will be attached.

CONSTRUCTION STAGING

LOCATIONS

Off-site – all project participants supplying materials to the construction will be required to store their materials off site for just in time delivery. Limited local storage will be established at a site yet to be determined. Delivery zones will be established and monitored throughout the duration of the construction. Fork lift and crane service will be provided with trained rigging and flagging personnel available to assist in loading and unloading operations.

On-site – although every effort will be made to limit staging of construction materials and equipment on site, some storage will be required. Storage in the construction zone will be limited to areas with the security fence perimeter. It is inevitable that some storage will be in areas visible to resort patrons. To the extent possible every attempt will be made to keep materials and equipment shielded from view. When practical, storage will be shifted to completed portions of the building. Stored material and equipment will be kept in an orderly fashion.

DELIVERY OF MATERIALS

Receiving areas for materials and equipment will be established for each parcel. Appropriate traffic control devices will be provided at vehicle approaches and adjacent to any delivery operations. Traffic control personnel will be provided during loading and unloading operations.

CONSTRUCTION WASTE

Waste materials will be confined to on-site general waste and recycle containers. Containers will be of the 30 yard open roll-off type container and will be kept in good condition. Containers will be emptied periodically when containers become full.

CONCRETE SLURRY

Concrete wash out activities for concrete delivery and placement vehicles will be confined to the construction zone within the security fence perimeter. Eco-pan concrete recycling containers will be provided, no concrete slurry will be disposed of on site.

SITE SAFETY

SITE

PERIMETER FENCING – for the purpose of security and safety, each location where construction activity is taking place will be enclosed with removable construction fencing. The fencing will be specifically designed for use during construction activities and will be maintained daily throughout the course of construction in any given area.

Long-term fencing – specific to the course of construction, permanent security/safety fencing will be installed at the perimeter of parcels b, c, d, and e. A long-term fence will also be established around the plaza/skier drop-off/base arrival areas during their construction. Long-term fencing will be installed with pins drilled into the ground, have permanent gates installed, with all gates lockable. Fence will be maintained in a locked condition during off hour periods.

Short-term fencing – where improvements, reconfigurations, or new site utility infrastructure is being constructed a security/safety fence perimeter will be established for the duration of the construction. This fence will be held in place with bases placed on top of the ground and weighted with sandbags. Openings in the short-term fence will be informal to allow for access options. Fence will be maintained in a locked condition during off hour periods.

TRAFFIC

Patterns during construction – road access and circulation in areas adjacent to construction zones are not anticipated to change during the course of building construction. Periodic interruptions for utility reconfiguration or connections are anticipated at some points throughout the construction. Applications and approvals required by the city or pertinent utility providers will be requested a minimum of 30 days prior to the anticipated commencement the of work. Adjacent landowners will be informed of changes to traffic patterns 30 days prior to the commencement of the work.

General maintenance – where roadways are impacted by construction activities once backfilled all road surfaces will be restored to a paved condition with line markings restored. At all times, but particularly during shoring and mass excavation activities, streets and sidewalks associated with the construction areas will be swept daily or more frequently if needed. A wheel wash will be established at all egress points where construction vehicle movements are taking place.

Snow removal – in areas not impacted by construction, roadways and walkways accessible to the public will be maintained as they would be normally. In areas where construction is present, project personnel and equipment will be utilized to keep roadways and the public way open for pedestrians and resort patrons. Snow will not be stored on site.

PEDESTRIAN CIRCULATION

Safe pathways – to the extent possible the means of pedestrian circulation will remain as it exists currently. During periods where sidewalks and roadways are being reconfigured and the typical circulation patterns is disrupted, temporary alternate pathways will be provided. Alternate pathways will be defined by temporary safety fencing or movable concrete barricades. In areas where pedestrian circulation is proximal to ongoing construction activities a lighted covered walkway will be provided.

Way finding – temporary directional signage specifically targeted at pedestrians will be provided as the situation requires.

CONSTRUCTION SIGNAGE

scrim will cover the long-term site security fence to provide a visual barrier between the construction and the public. “danger” signs will be placed at 50’ intervals along the entire length of the fence. Material delivery areas will have signs noting their use. All entry gates will have signs noting the name of the construction manager, requirements for proper PPE, site access requirements, and contact information.

PHYSICAL BARRIERS

physical barriers will be provided as required at all times during the construction. Physical barriers will take the form of temporary fencing, movable concrete highway barricades, or wood framed covered walkways.

TEMPORARY SITE LIGHTING

As required, portable light stands will be provided to assure a safe environment for the public, resort patrons, and construction personnel. To the extent possible solar powered portable light stands will be used in lieu of fossil fueled light stands.

FIRE PROTECTION

A fully functional system of fire hydrants will be maintained throughout the construction site. Where it becomes necessary to reconfigure water lines, a construction mitigation plan will be developed showing temporary measures including hydrant location, materials, sequence of construction, schedule, etc. The construction mitigation plan will be submitted to the municipality for approval.

ADDITIONAL INFORMATION

STORM WATER MITIGATION AND MANAGEMENT

Consistent with requirements, a SWPPP program will be developed and operationalized by the excavation contractor. The construction manager will ultimately hold responsible for swPPP compliance.

GROUNDWATER MANAGEMENT

Investigation of subsurface conditions revealed no indication of the presence of groundwater. While not anticipated, should groundwater be present the construction manager will immediately contact the soils engineer and, in conjunction with the civil engineer, develop a groundwater mitigation plan for review and acceptance by the municipality.

DRILLING AND BLASTING

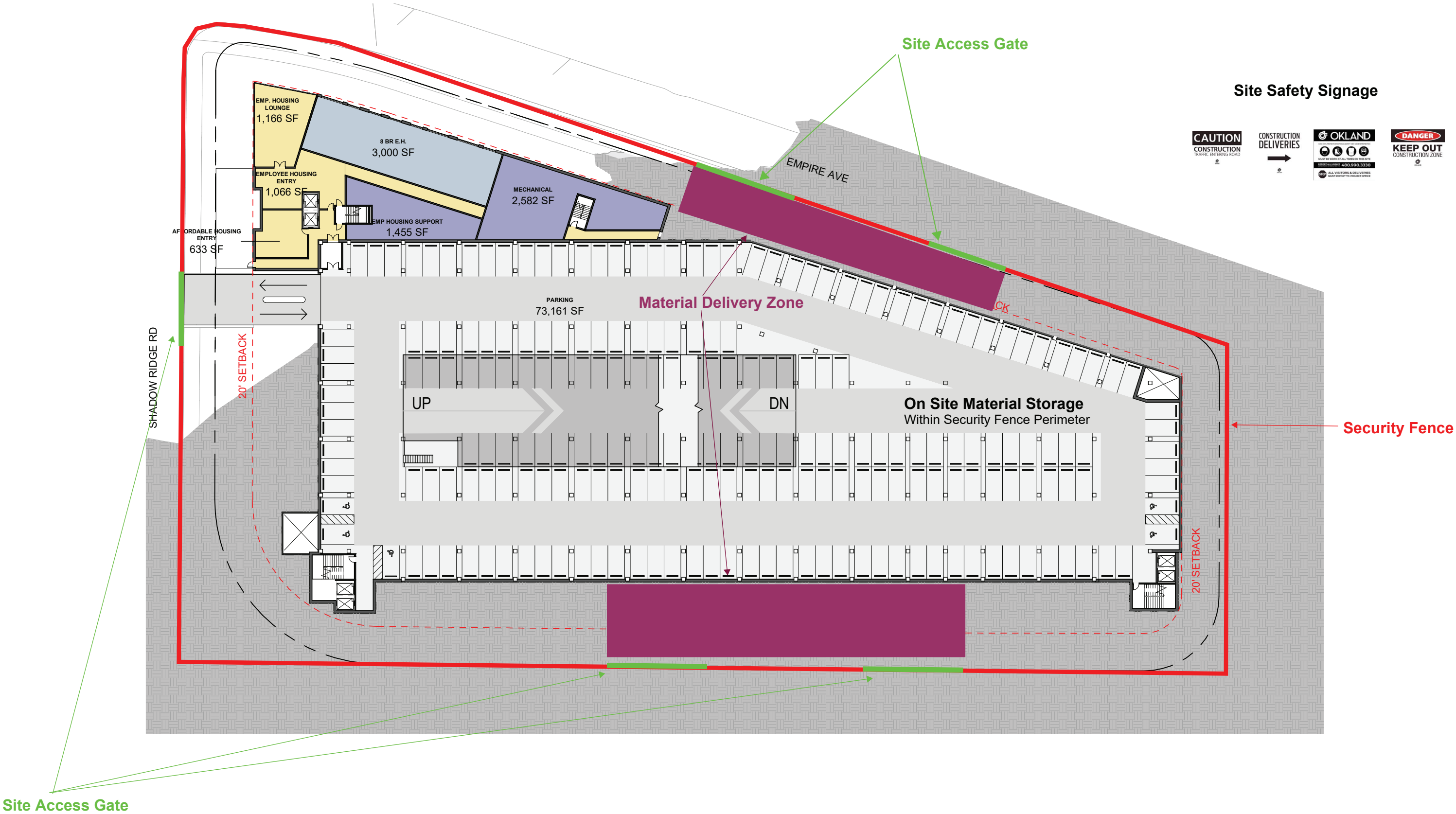
Investigation of subsurface conditions revealed nothing that would indicate a requirement to blast. While not anticipated, should blasting become necessary the construction manager will immediately contact the soils engineer and, in conjunction with the civil engineer, develop a blasting plan showing the extents of blasting, establish pay limits, and identify adjacent landowners that may be impacted by blasting activities. The construction manager will establish a seismic monitoring program and site safety protocol prior to the commencement of blasting activities. If blasting is required, a mitigation plan would be developed and presented to the municipality and adjacent landowners for review and acceptance.

GENERAL APPROACH TO SHORING

Shoring will be required to enable safe entry to subsurface areas of all building sites. The construction manager will utilize a pile and lagging system to shore excavations. The pile and lagging system requires the installation of a series of wide flange steel piles that are inserted vertically into the ground. Steel piles are placed in drilled holes and then grouted into place with concrete. Once piles are in place wood planks, lagging, is installed between the piles to support the side walls of the excavation. Tie backs may also be required to assure that the pile and lagging system remains vertical.

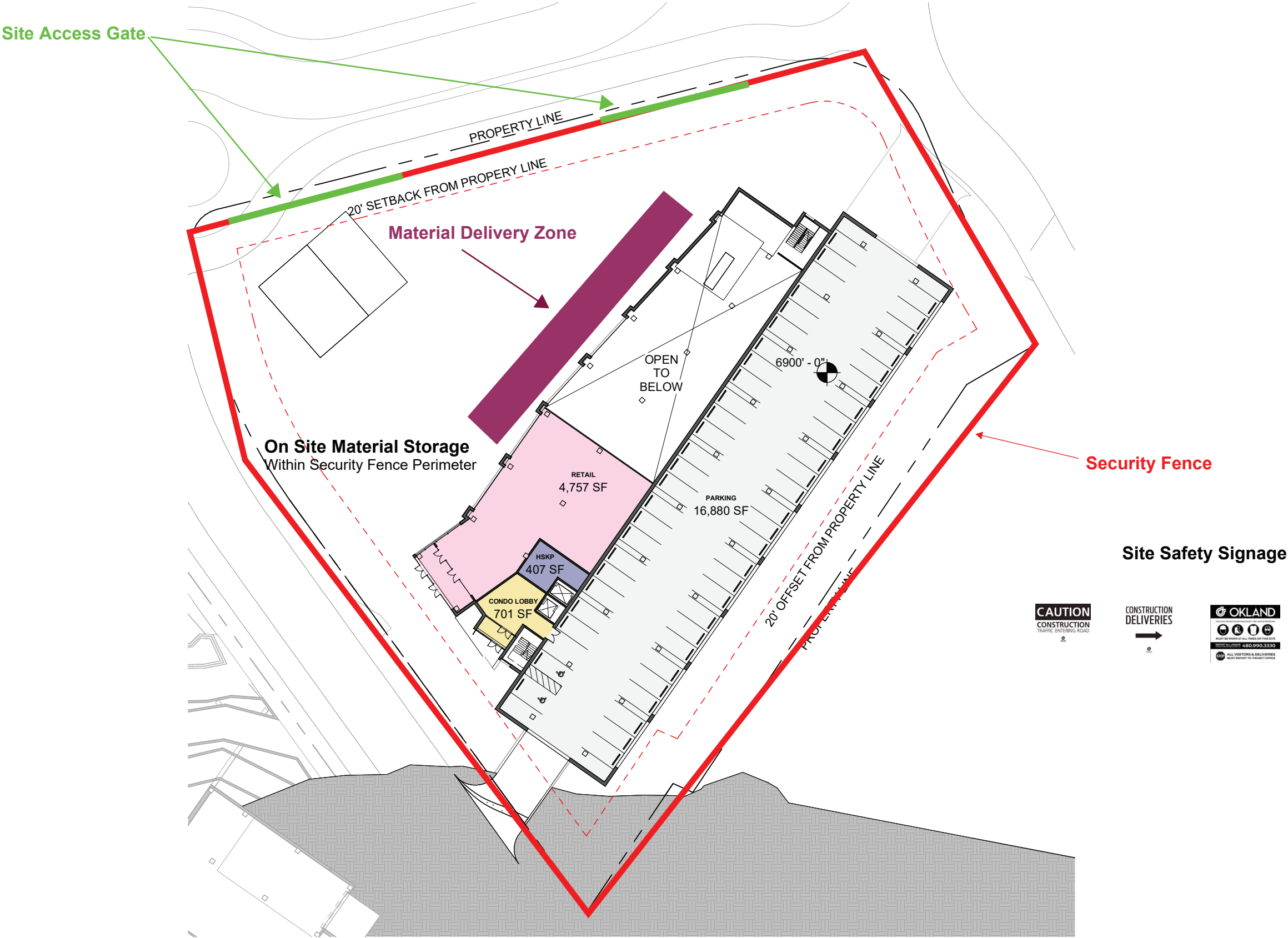
GENERAL APPROACH TO MASS EXCAVATION AND EXPORT

Mass excavation activities begin as the lagging is installed. Material exported from the site may be placed on mountain in fill locations identified as suitable by the resort owner. Alternatively, exported materials may be transported through the city to a fill location in brown’s canyon. Where exported materials are required to transit through the city a schedule and material movement plan will be developed for approval by the municipality.











PEDESTRIAN WALK WAY



PERIMETER FENCE



DEBRIS NET CATCHER

Site Safety Signage

50' intervals security fence perimeter



At all entry points

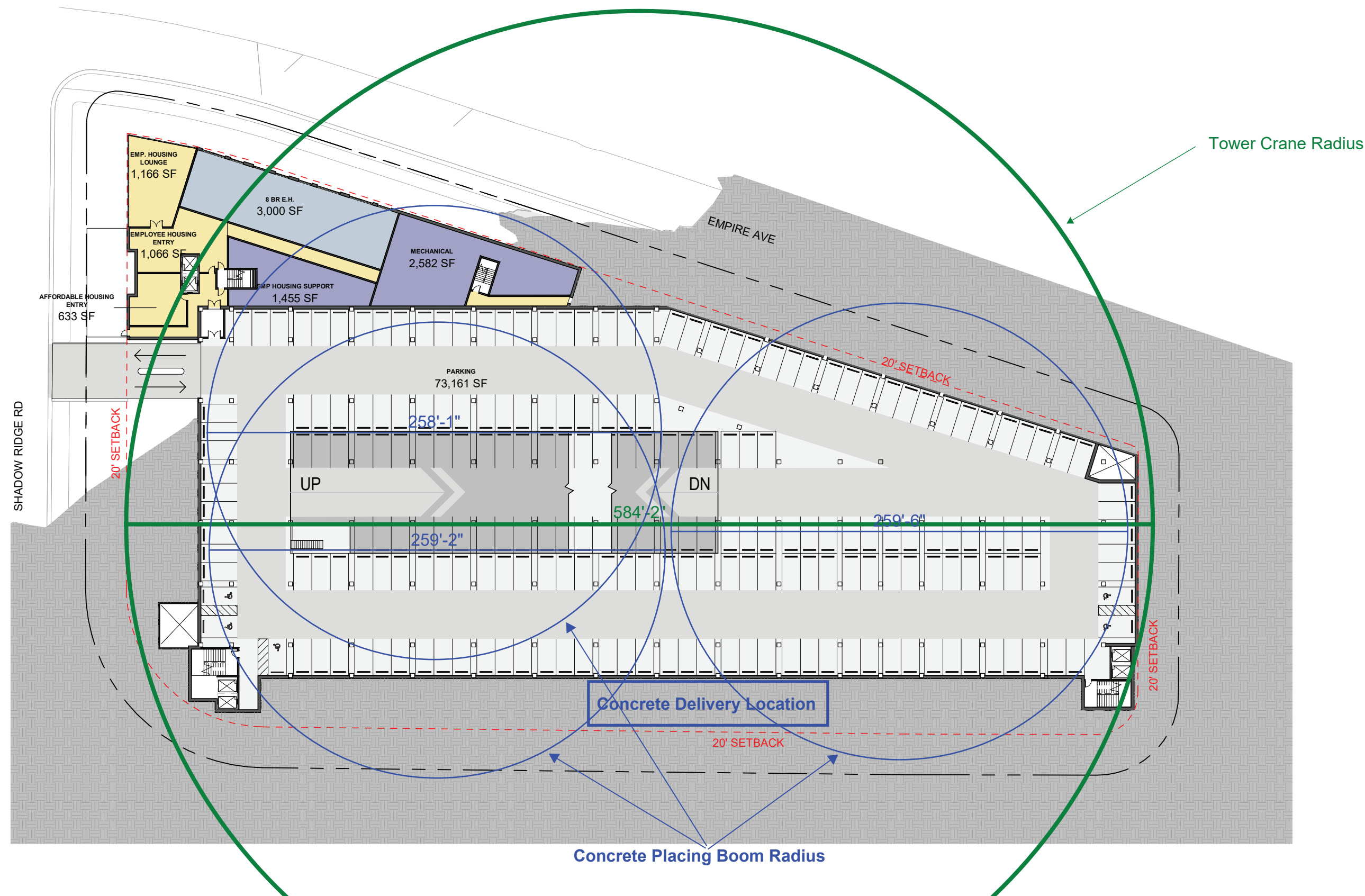


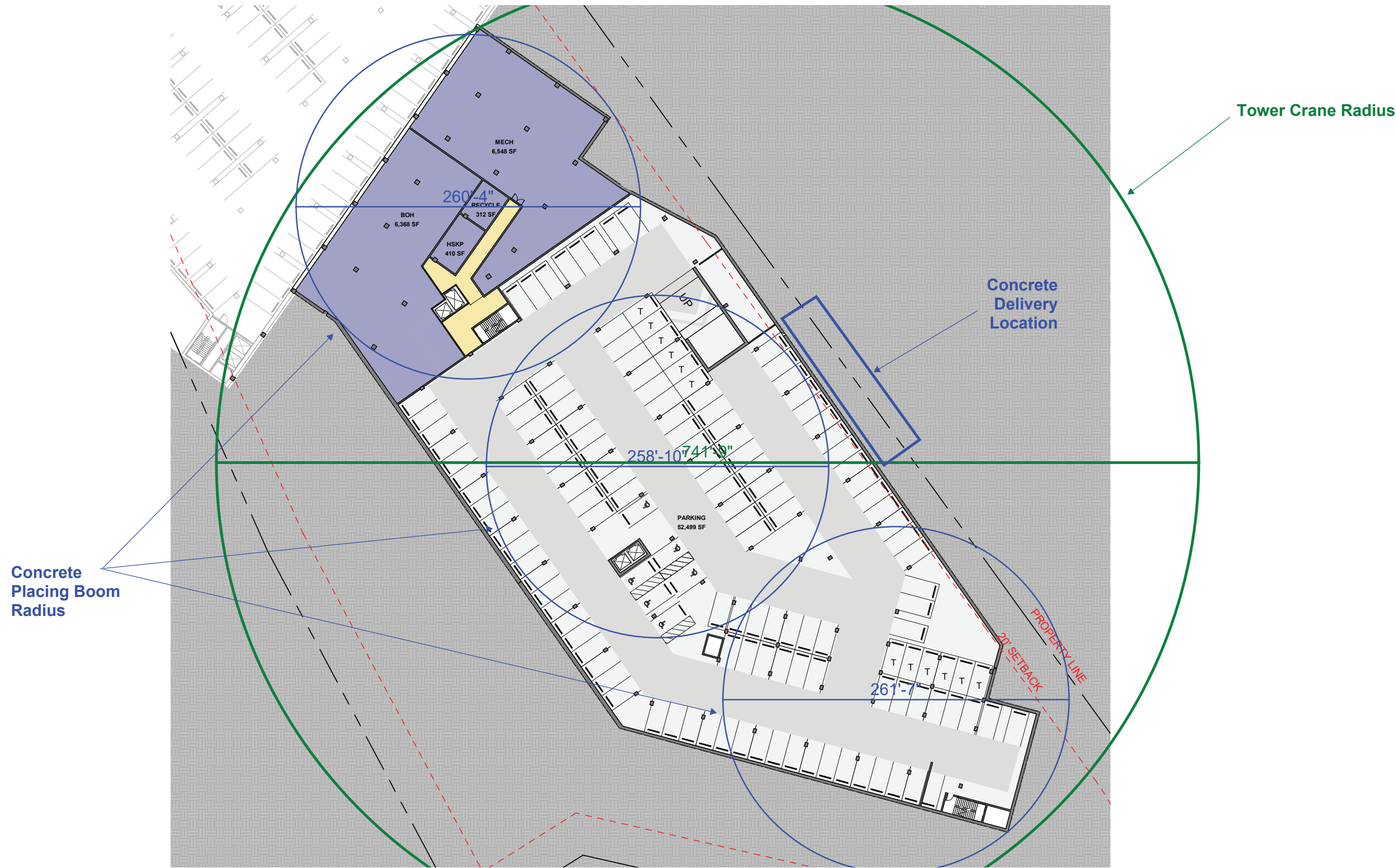
At all material delivery points

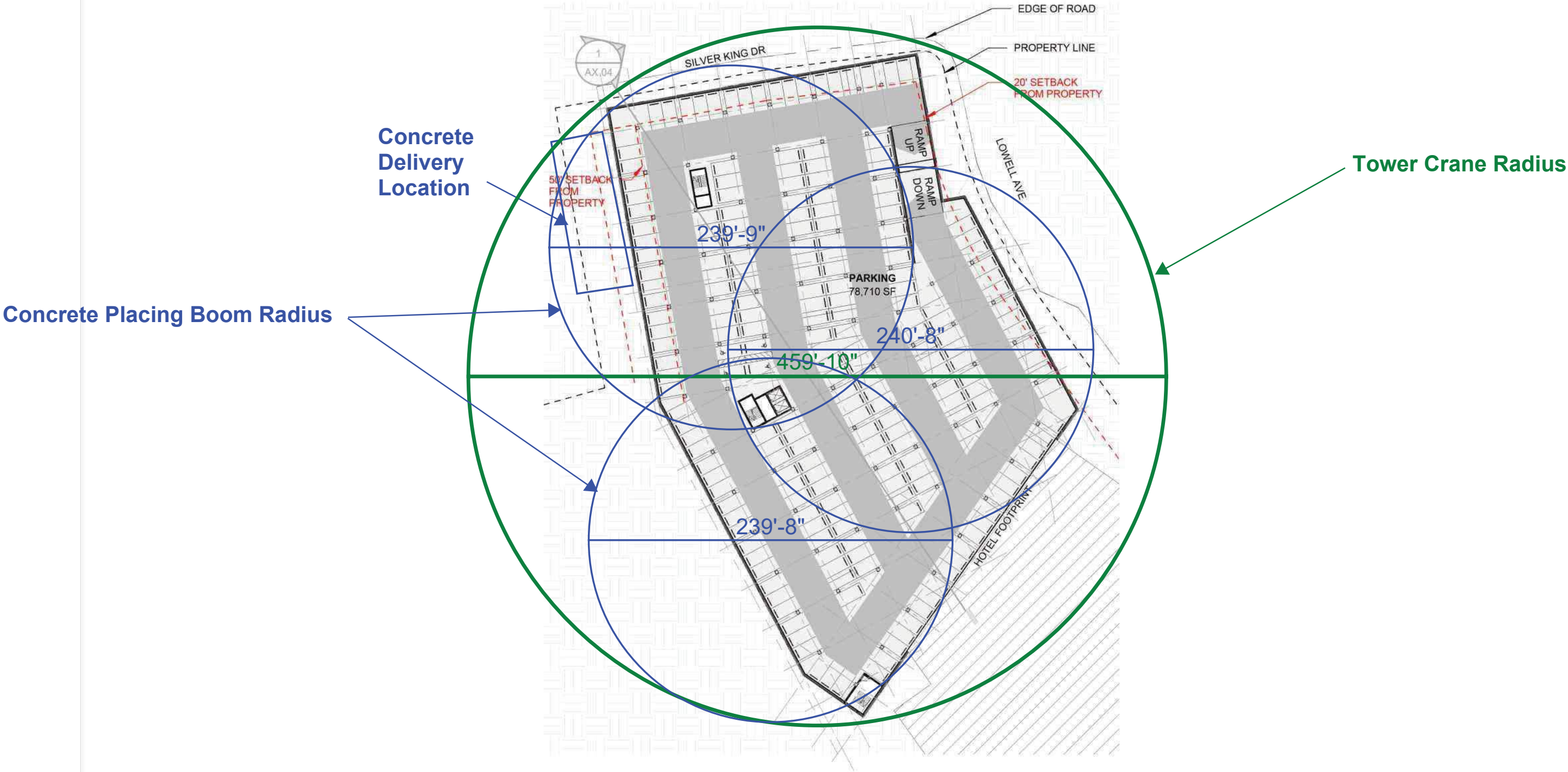


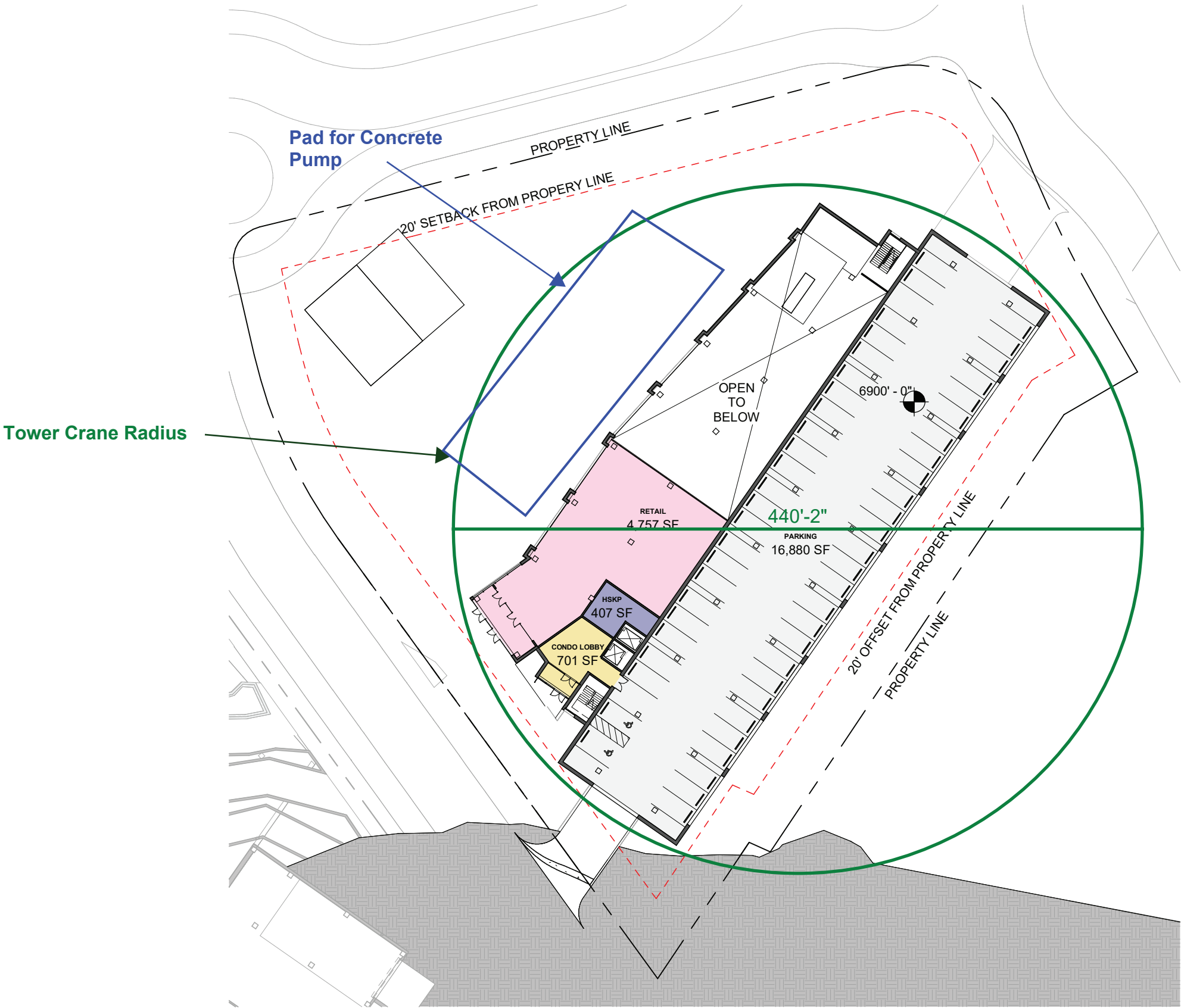
At all road entries













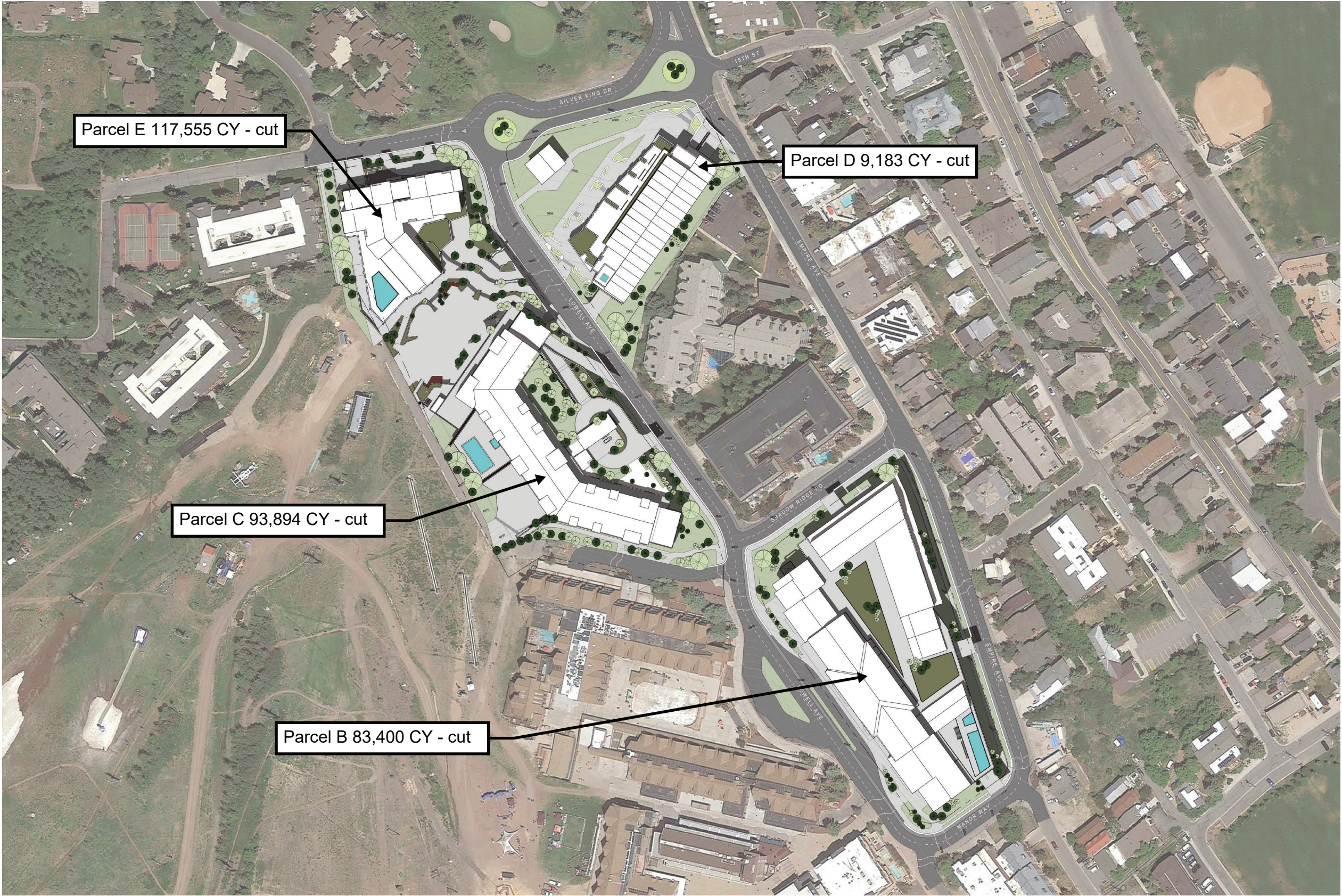
PLACING BOOM



TOWER CRANE



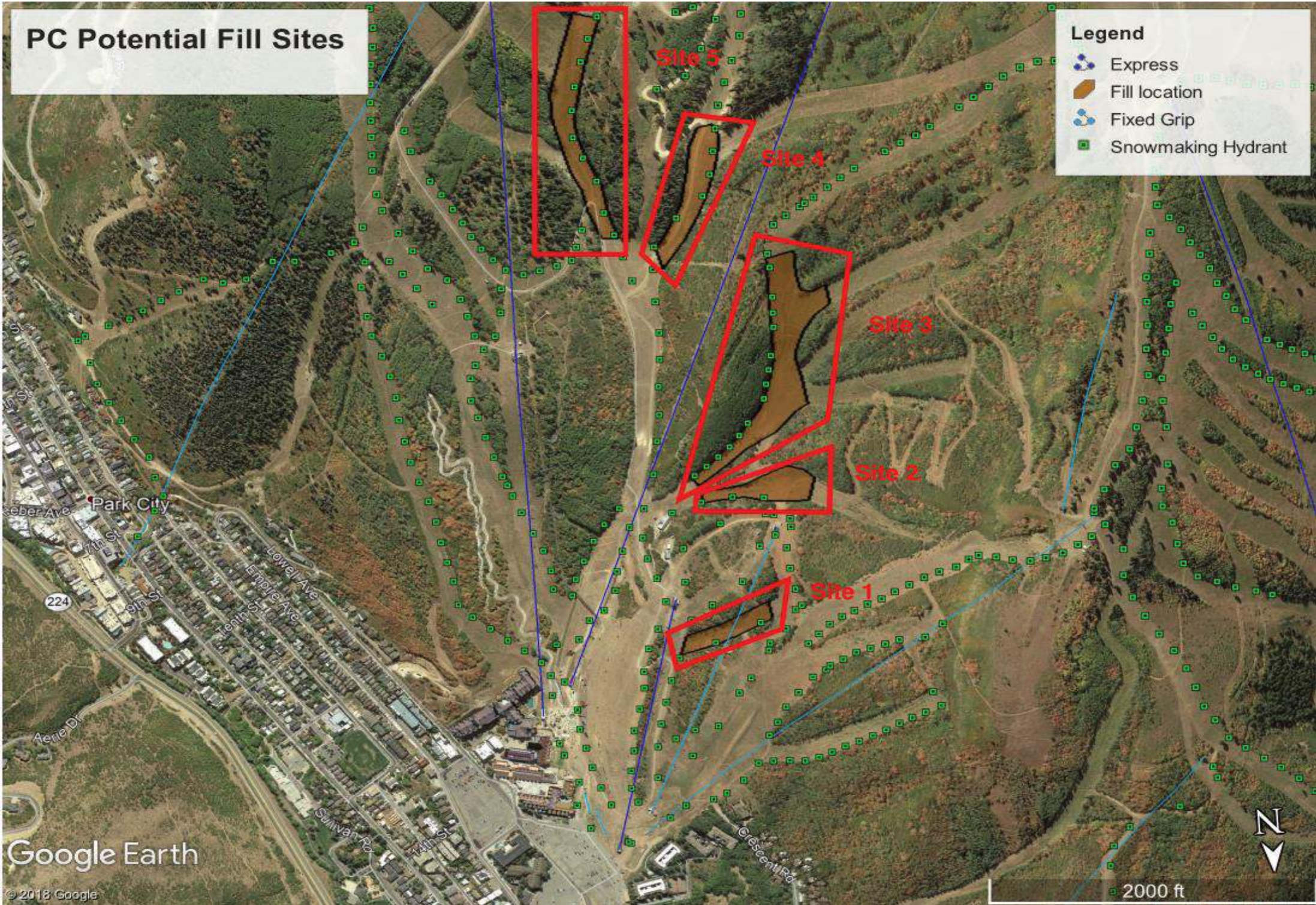
MAN & MATERIAL LIFT





Off Site Waste Area

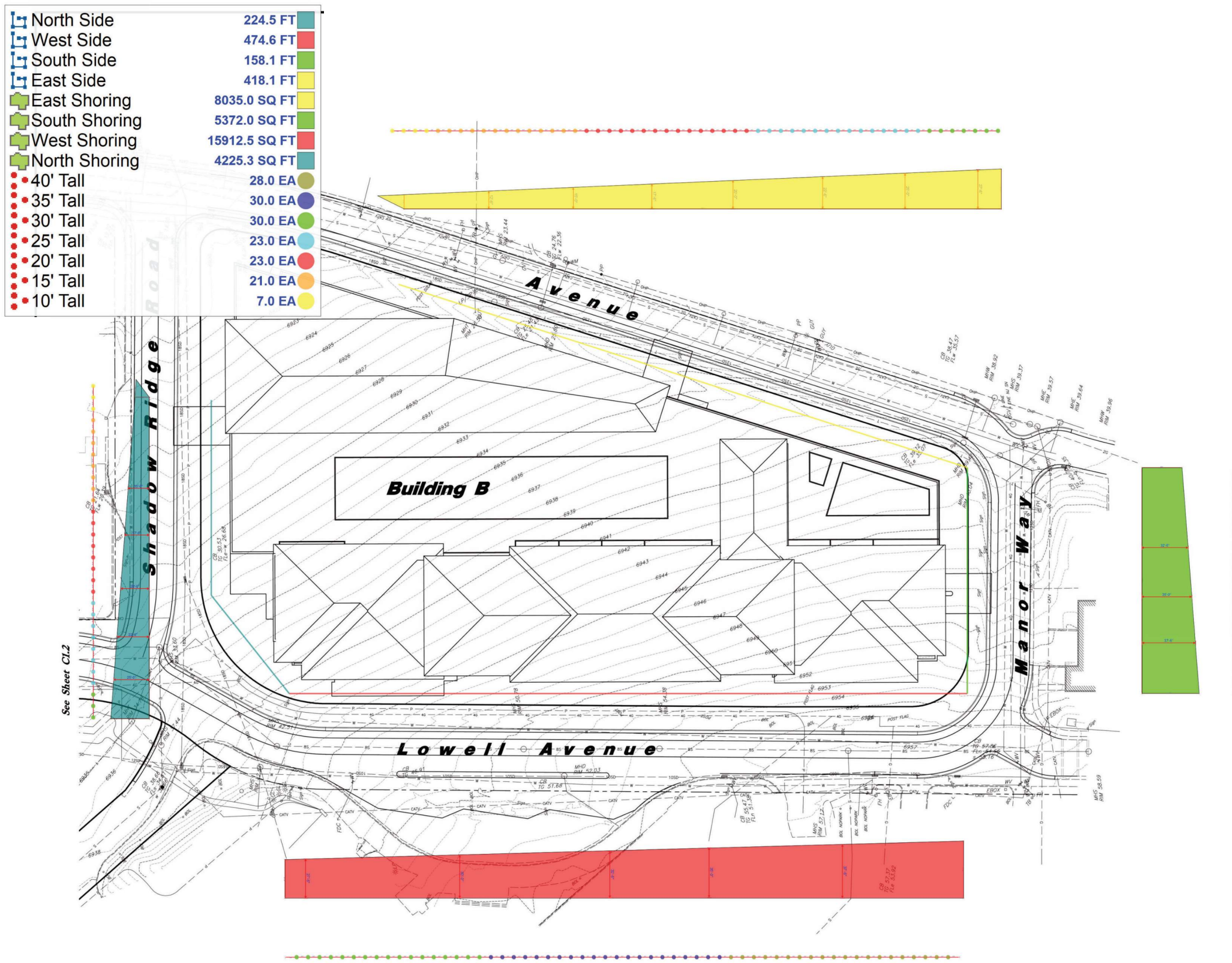
Brown’s Canyon Road – 10.7 miles, 19 Minutes

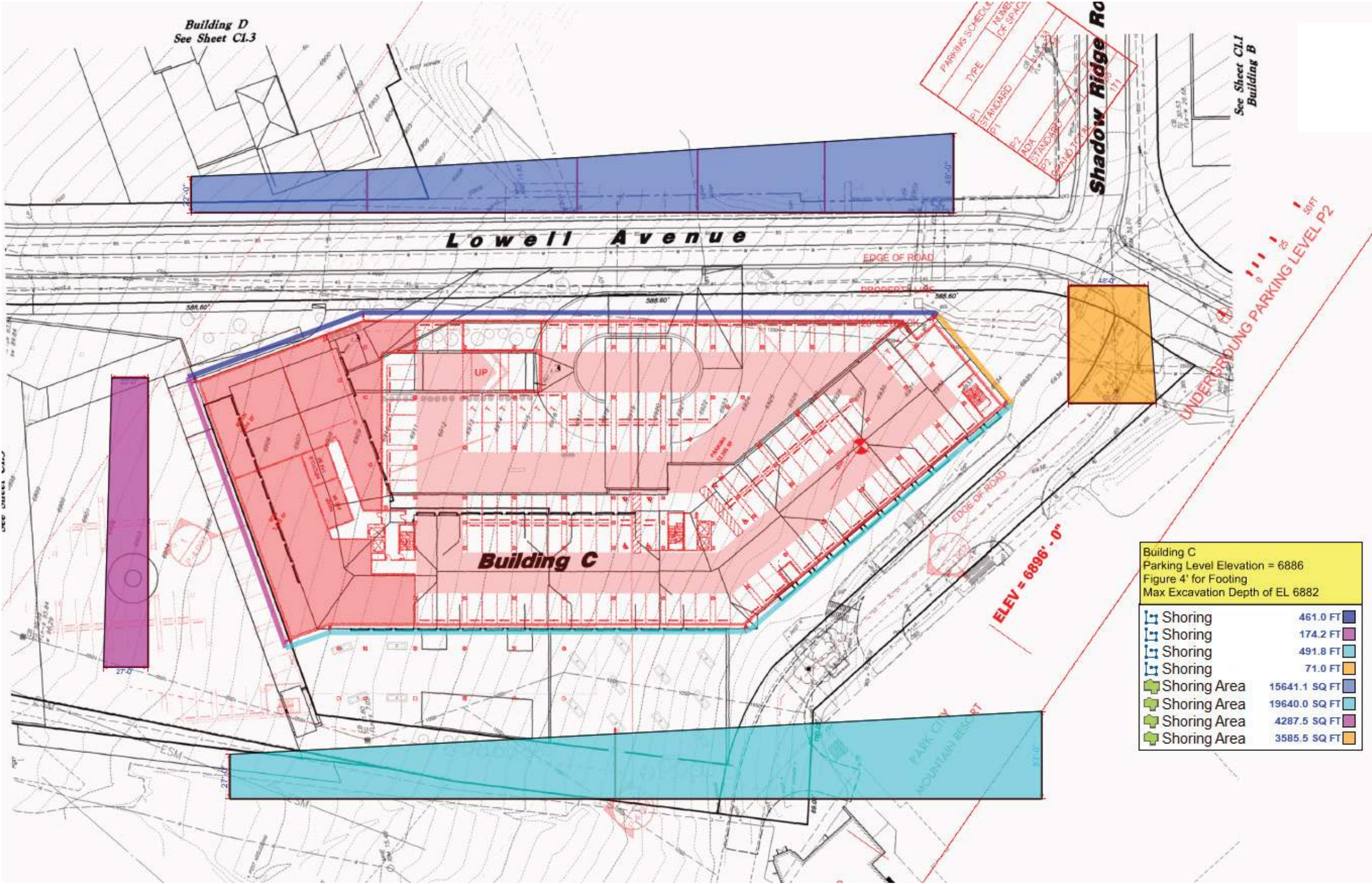


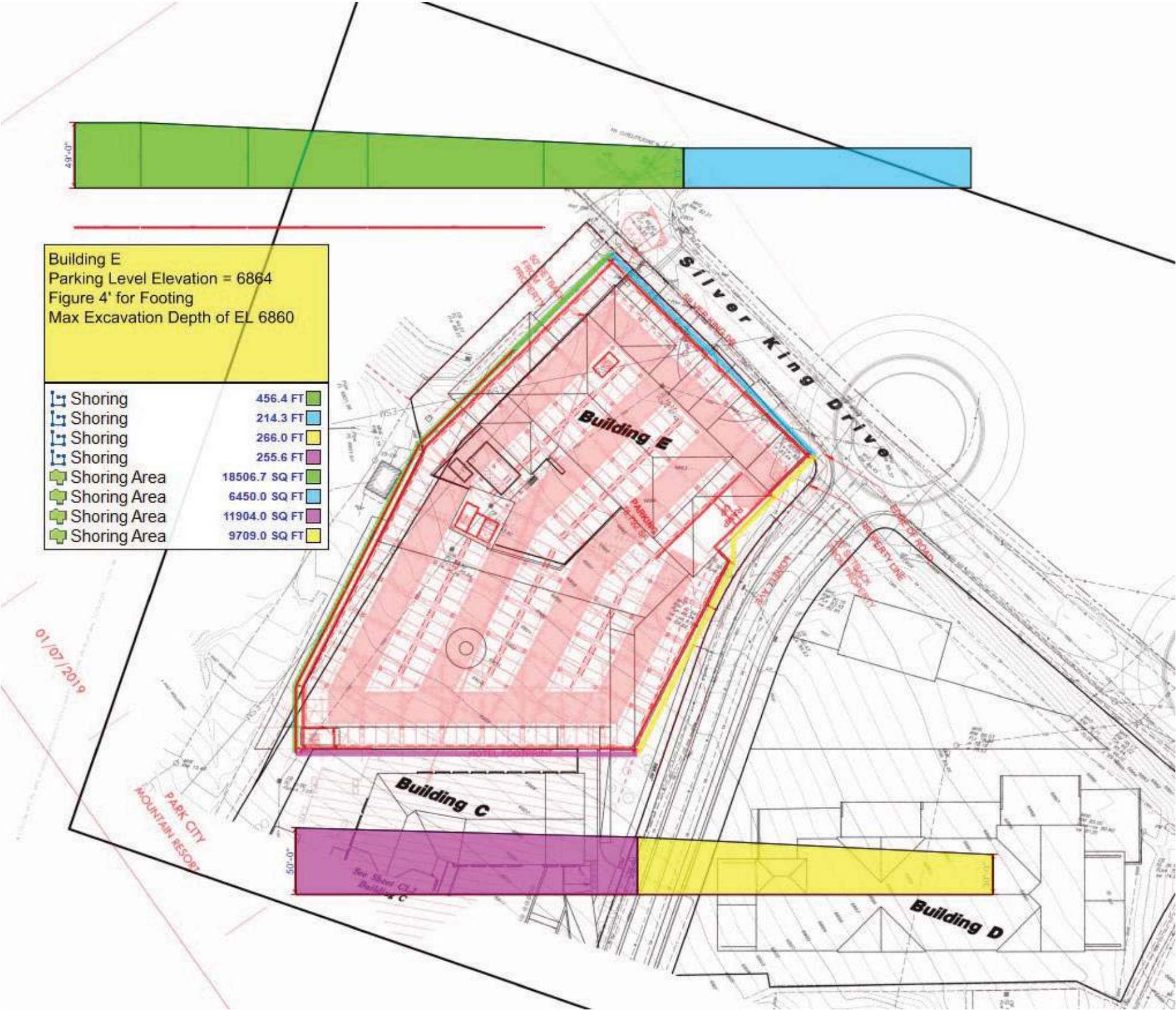
On Site Waste Area

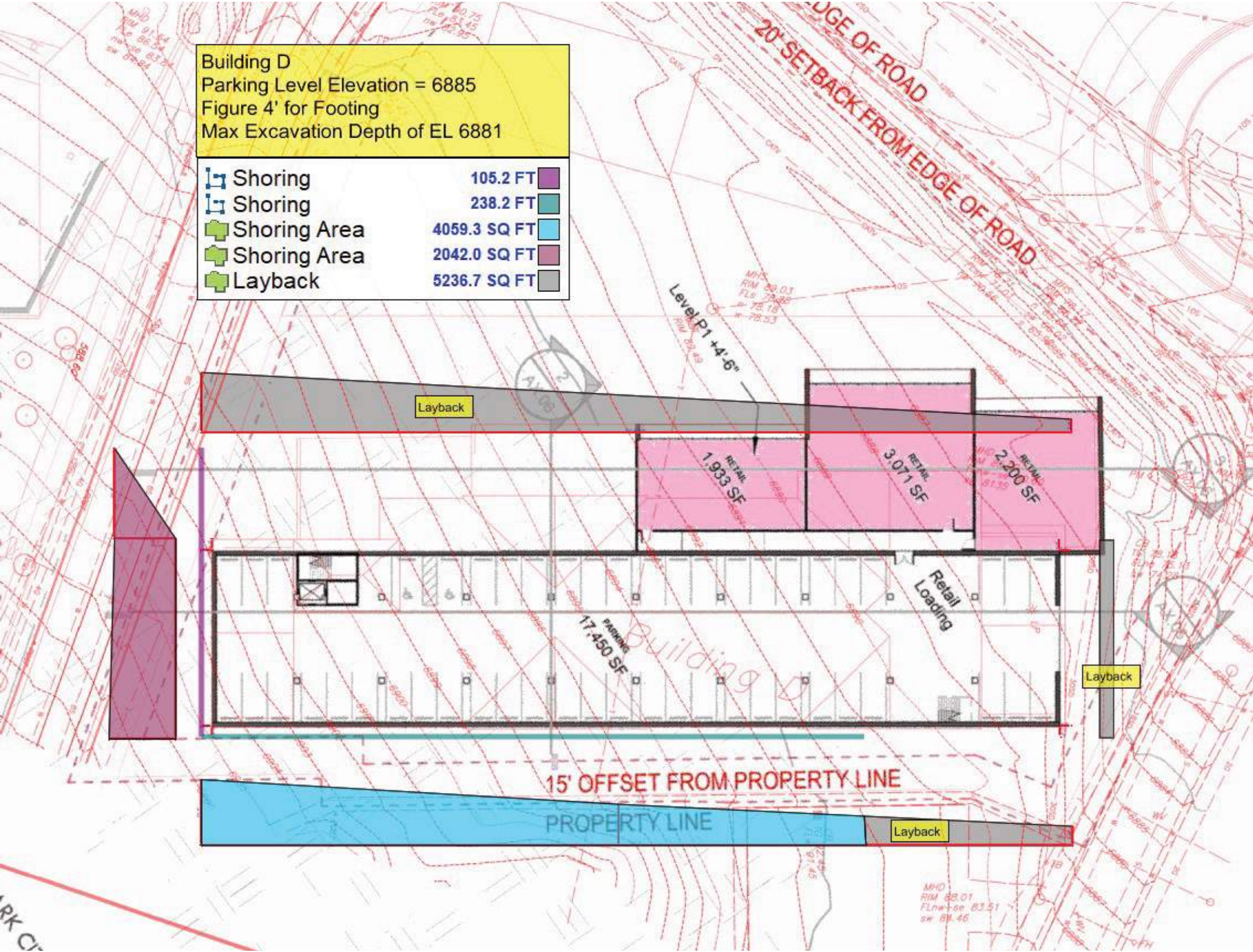
Soil Export Projections

Location	CY	Tons	ADT (35T)			Highway (32T)		
			Trips	Cycle Time (min)	Hours	Trips	Cycle Time	Hours
Parcel B	83,400	100,080	2,859	32	1,334	3,127	42	2,189
Parcel C	93,894	112,673	3,219	32	1,502	3,521	42	2,465
Parcel D	9,183	11,019	315	32	147	344	42	241
Parcel E	117,555	141,066	4,030	32	1,881	4,408	42	3,086
Total All Parcels	304,032	364,838	10,424		4,865	11,401		7,981









Drill Solder Piles



Remove Excess Material



Set Soldier Pile



Grout



Install Lagging



Cut Pile to Length



Lagging and Tie Back

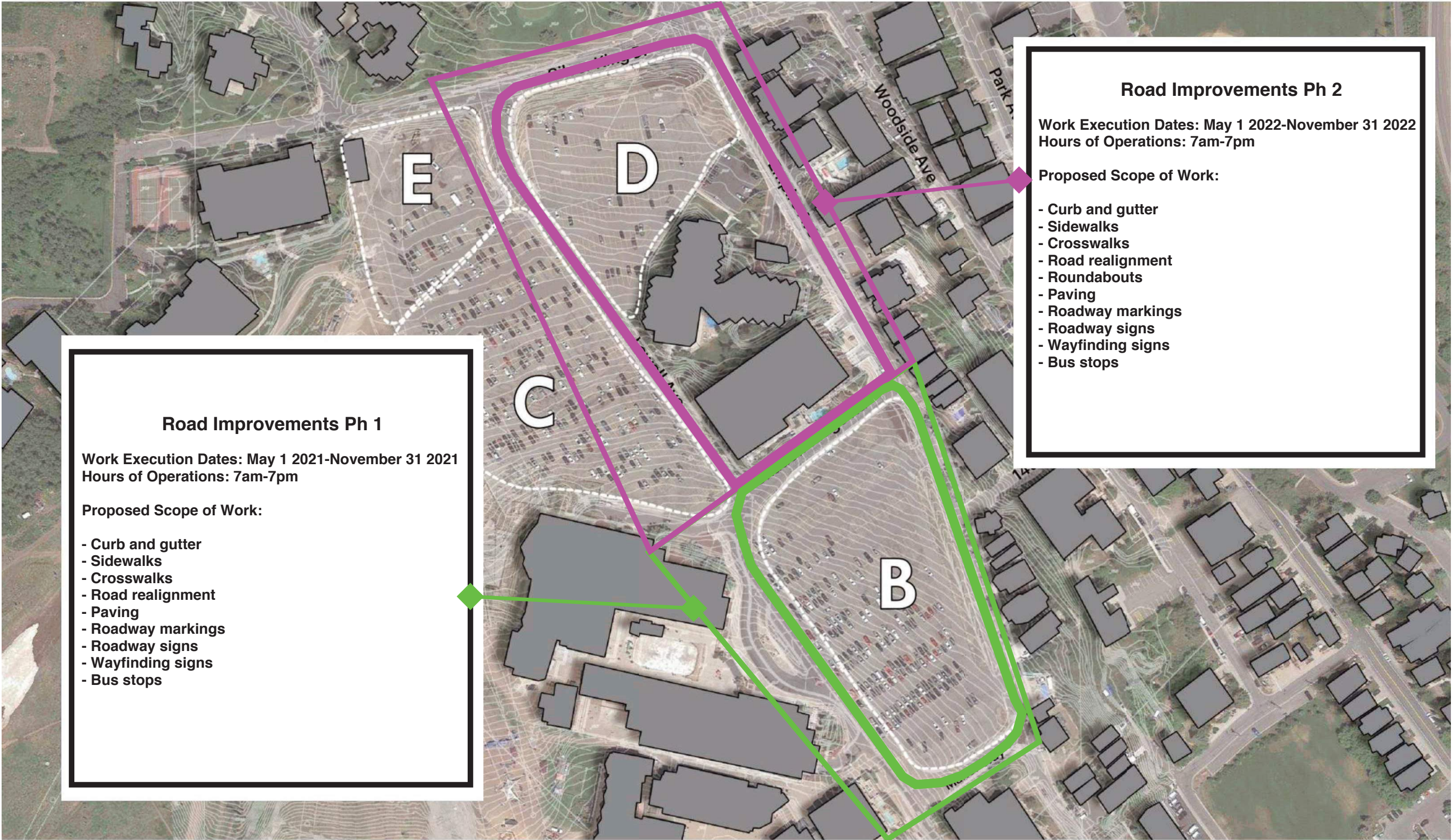


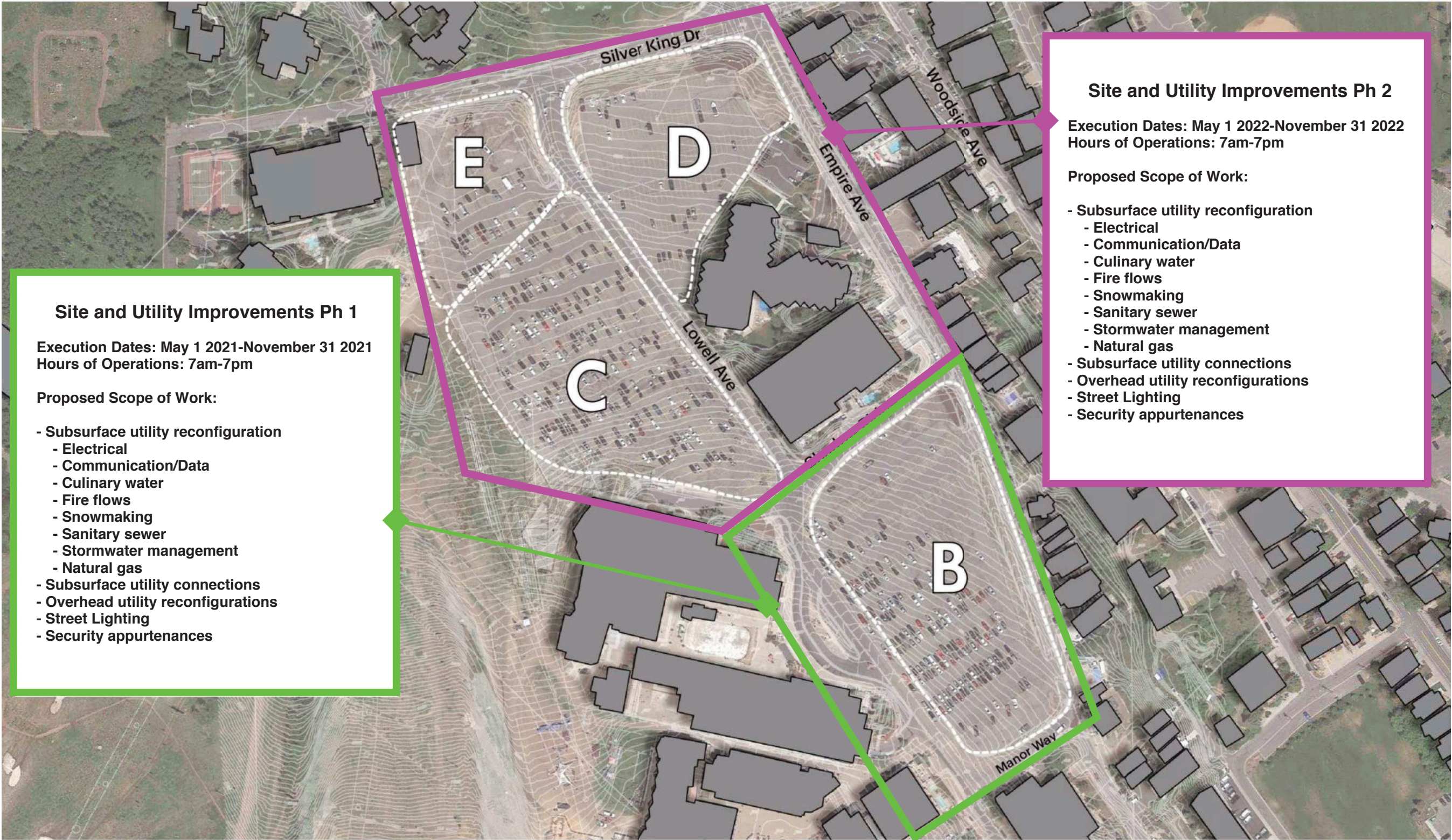
Shoring Process

Drilled Pile with Lagging and Tie Back

End Condition



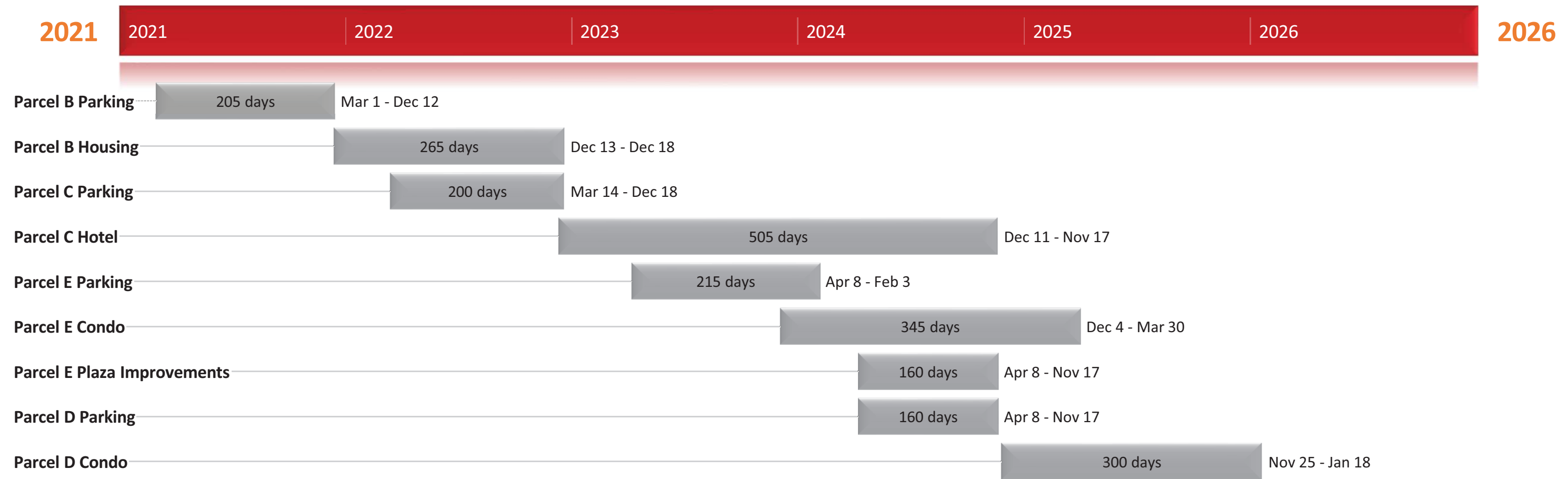


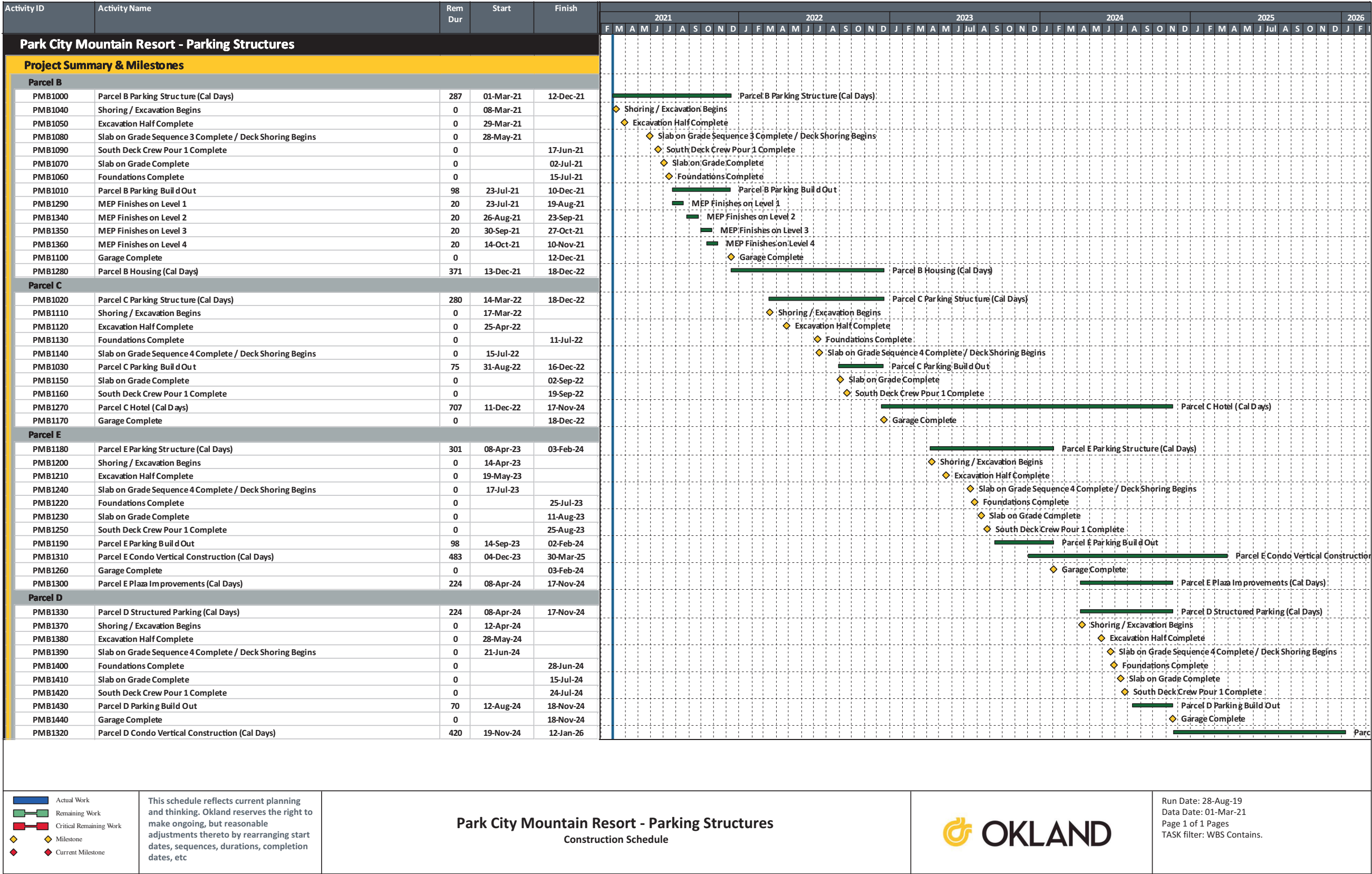


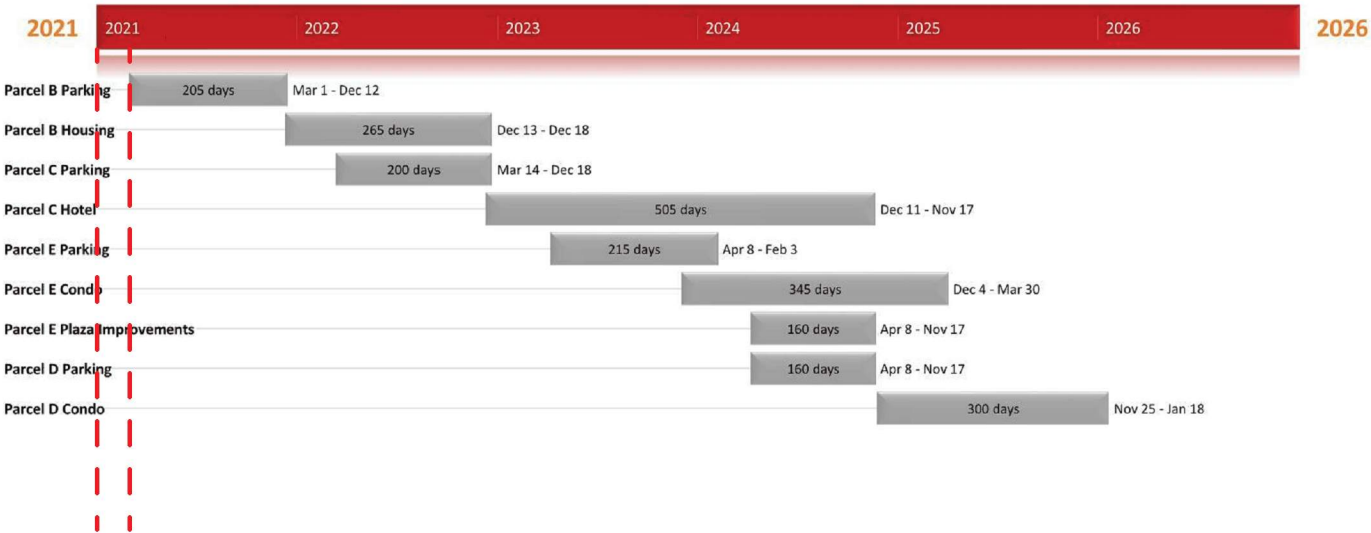


Administrative Area: 150' x 100' (15,000sf)

- Contractor Offices
- Administrative Parking
- Restrooms
- Safety Administration
- Training/Break Area
- First Aid
- Miscellaneous Storage

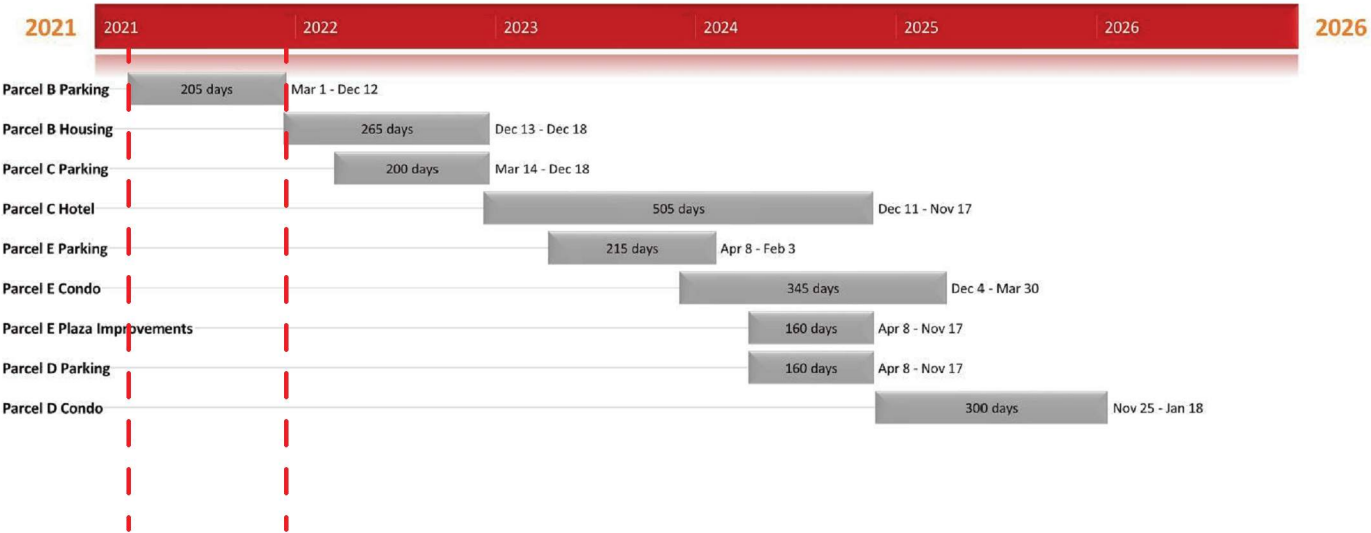






PARCEL B SHORING

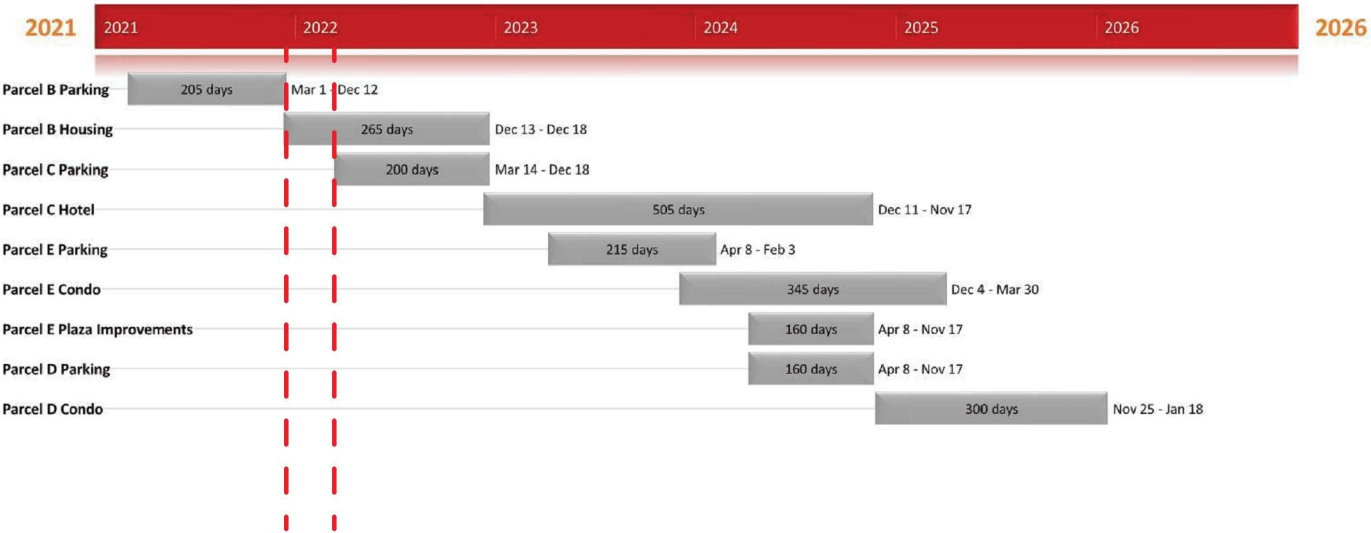
DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Surface	388
Parcel C & E Surface	564
Parcel D Surface	214
Total Day Skier Parking	1166



PHASE 1 ROAD IMPROVEMENTS

PARCEL B GARAGE EXCAVATION AND CONSTRUCTION

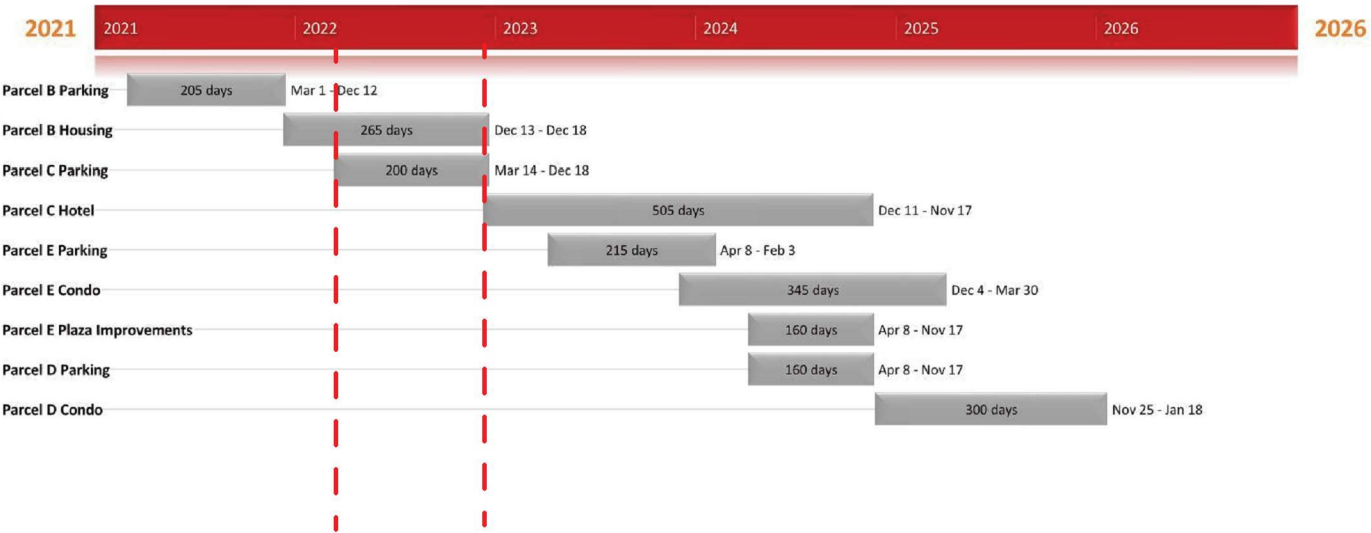
DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Surface	0
Parcel C & E Surface	564
Parcel D Surface	214
Total Day Skier Parking	778



PARCEL C SHORING

PARCEL B OVER GARAGE CONSTRUCTION

DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Structured	760
Parcel C & E Surface	564
Parcel D Surface	214
Total Day Skier Parking	1538

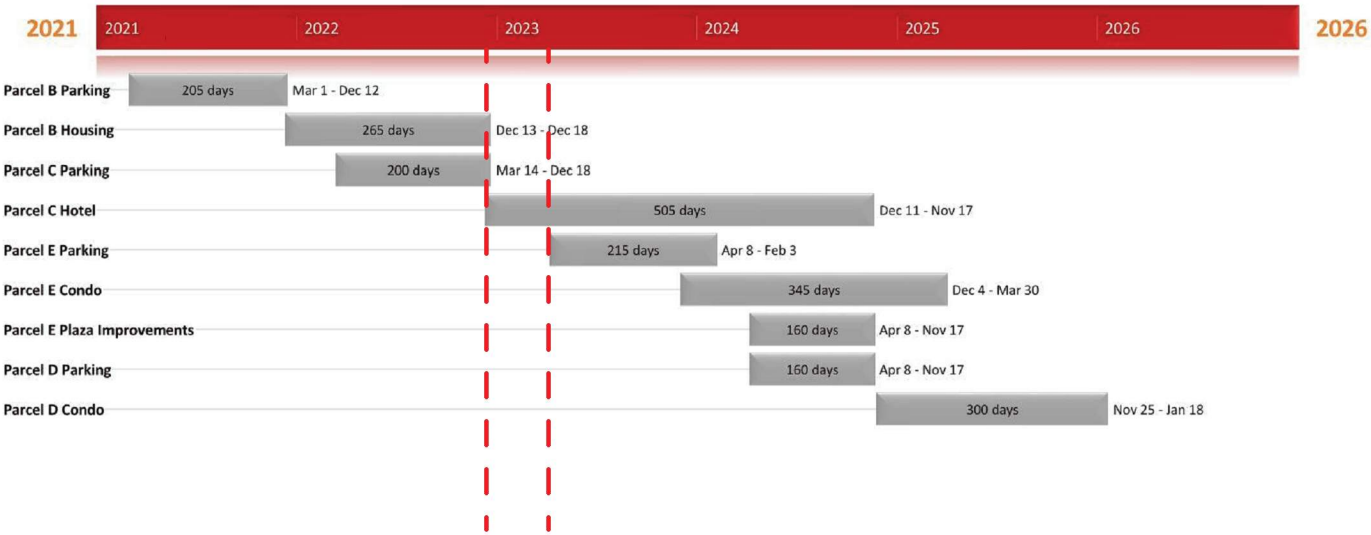


PHASE 2 ROAD IMPROVEMENTS

PARCEL C GARAGE EXCAVATION AND SHORING

PARCEL B COMPLETION

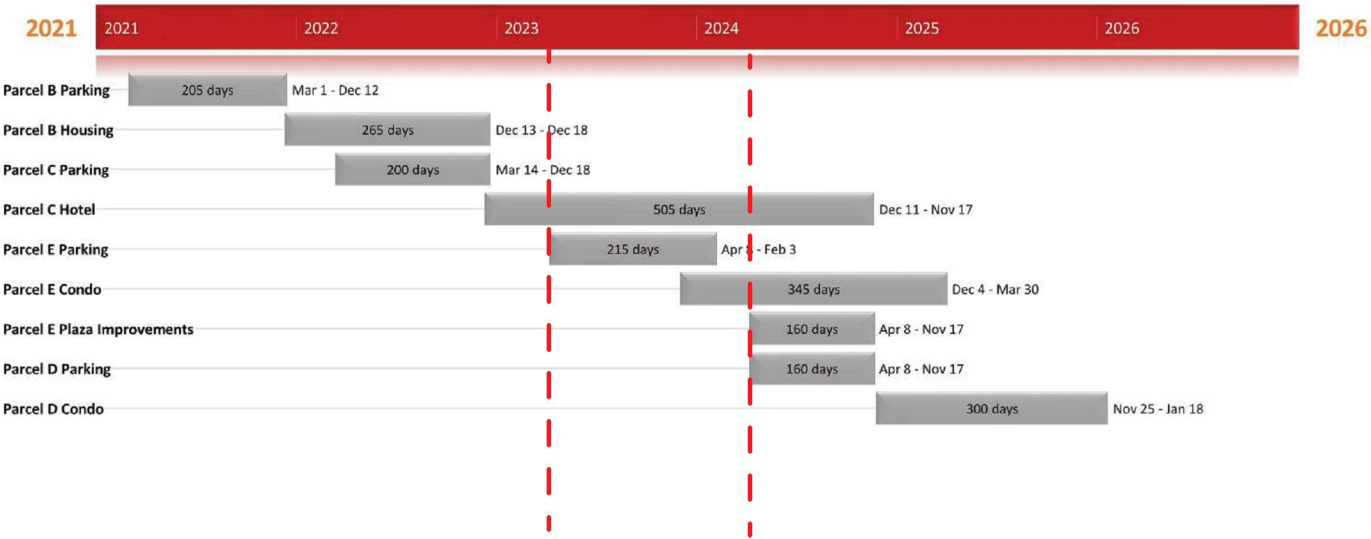
DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Structured	760
Parcel E Surface	111
Parcel D Surface	214
Total Day Skier Parking	1196



PARCEL E SHORING

PARCEL C OVER GARAGE CONSTRUCTION

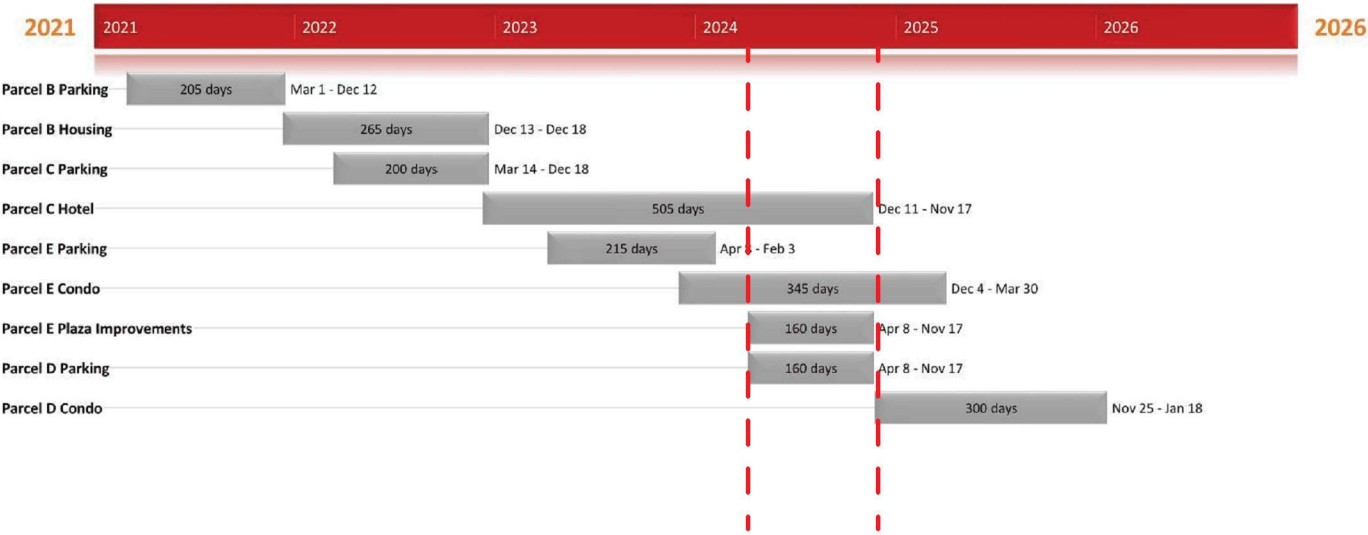
DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Structured	760
Parcel E Surface	111
Parcel D Surface	214
Total Day Skier Parking	1196



PARCEL E GARAGE EXCAVATION AND CONSTRUCTION

PARCEL C OVER GARAGE CONSTRUCTION

DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Structured	760
Parcel E Surface	0
Parcel D Surface	214
Total Day Skier Parking	974

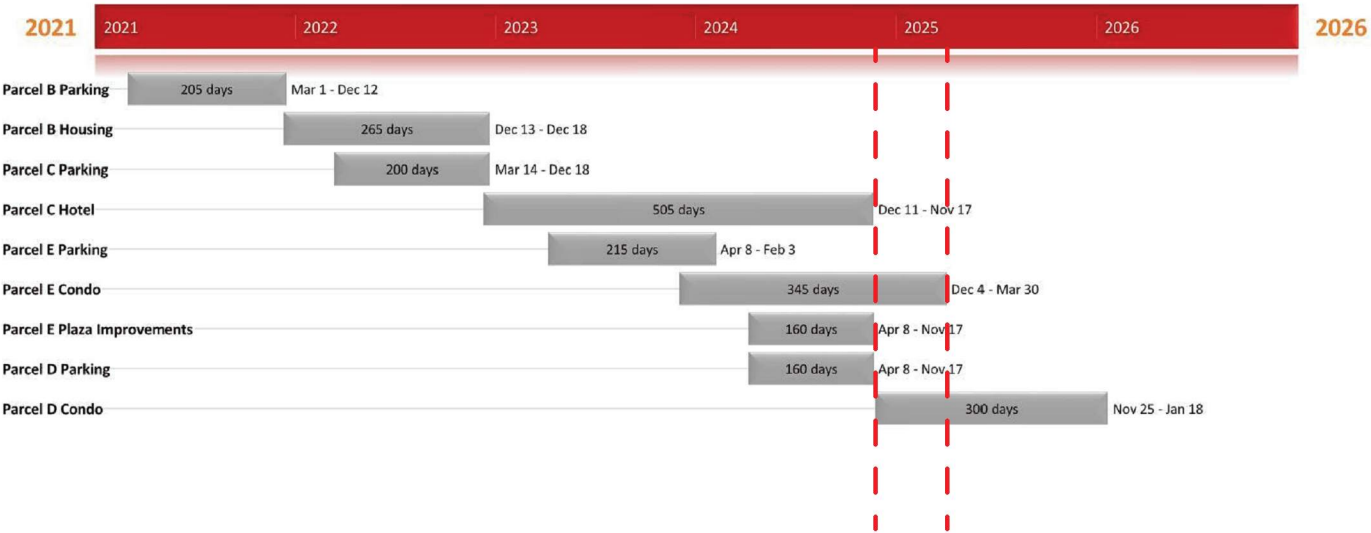


PARCEL D GARAGE EXCAVATION AND CONSTRUCTION

PARCEL E OVER GARAGE AND PLAZA CONSTRUCTION

PARCEL C OVER GARAGE CONSTRUCTION

DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Structured	760
Parcel E Structured	440
Parcel D Surface	0
Total Day Skier Parking	1200

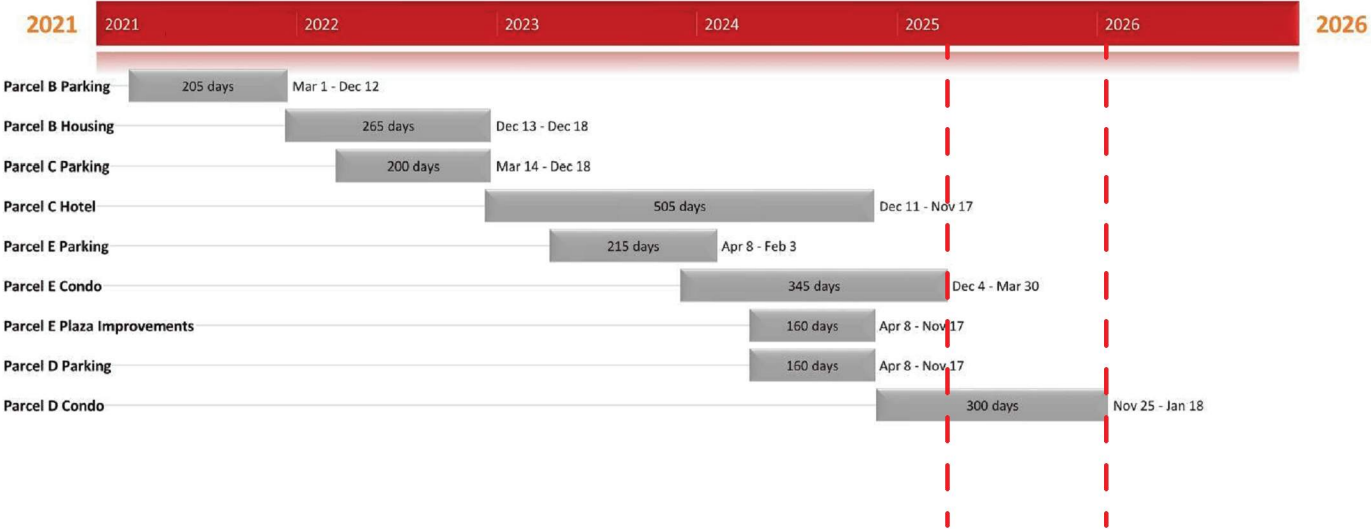
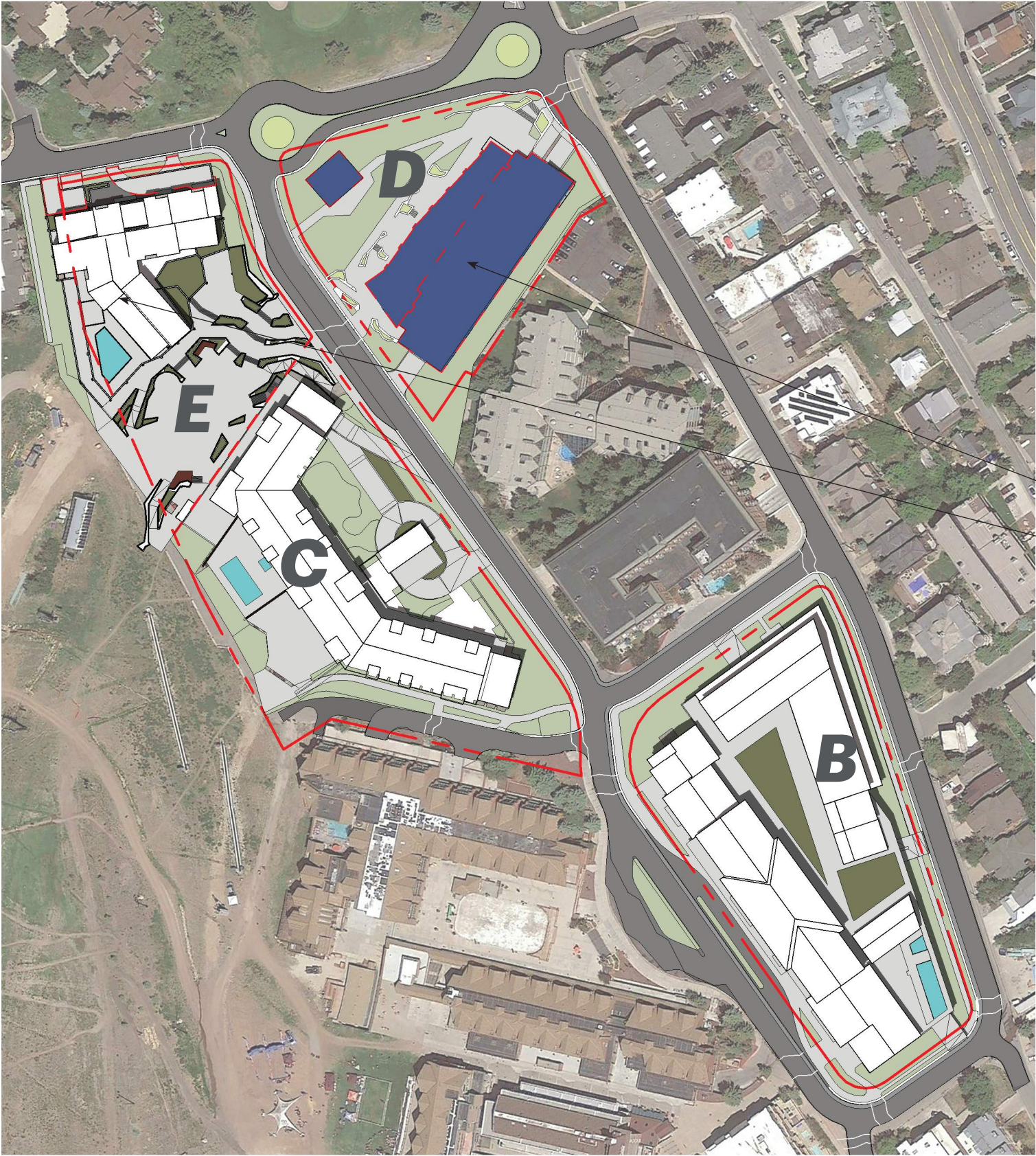


PARCEL D OVER GARAGE CONSTRUCTION

PARCEL E OVER GARAGE AND PLAZA CONSTRUCTION

PARCEL C AND PARCEL E PLAZA COMPLETION

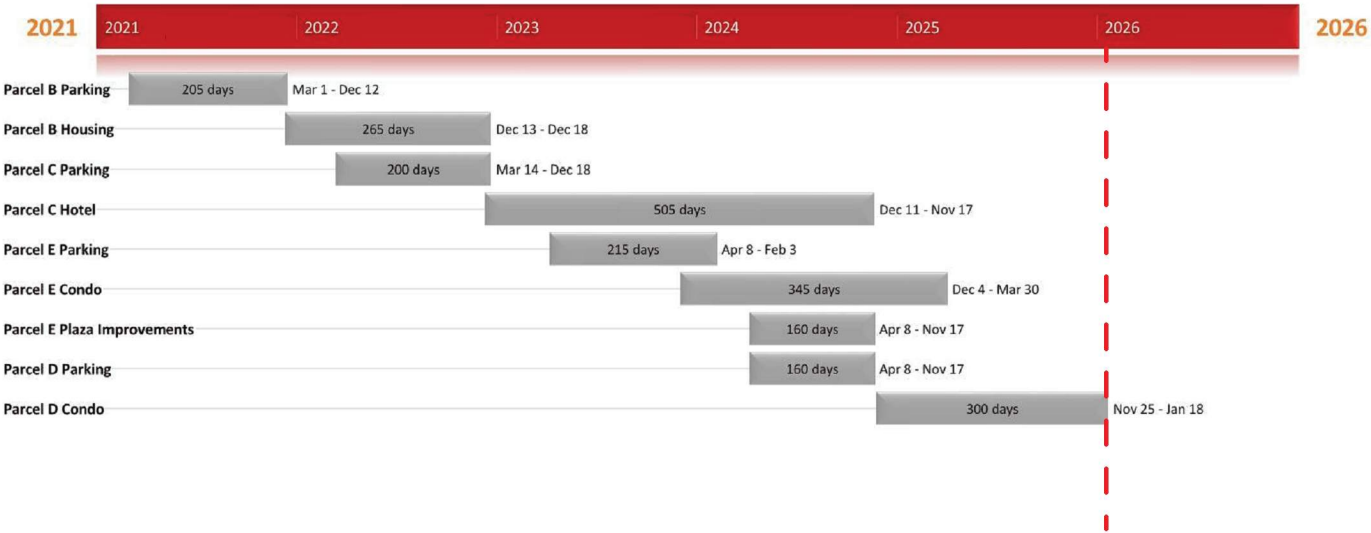
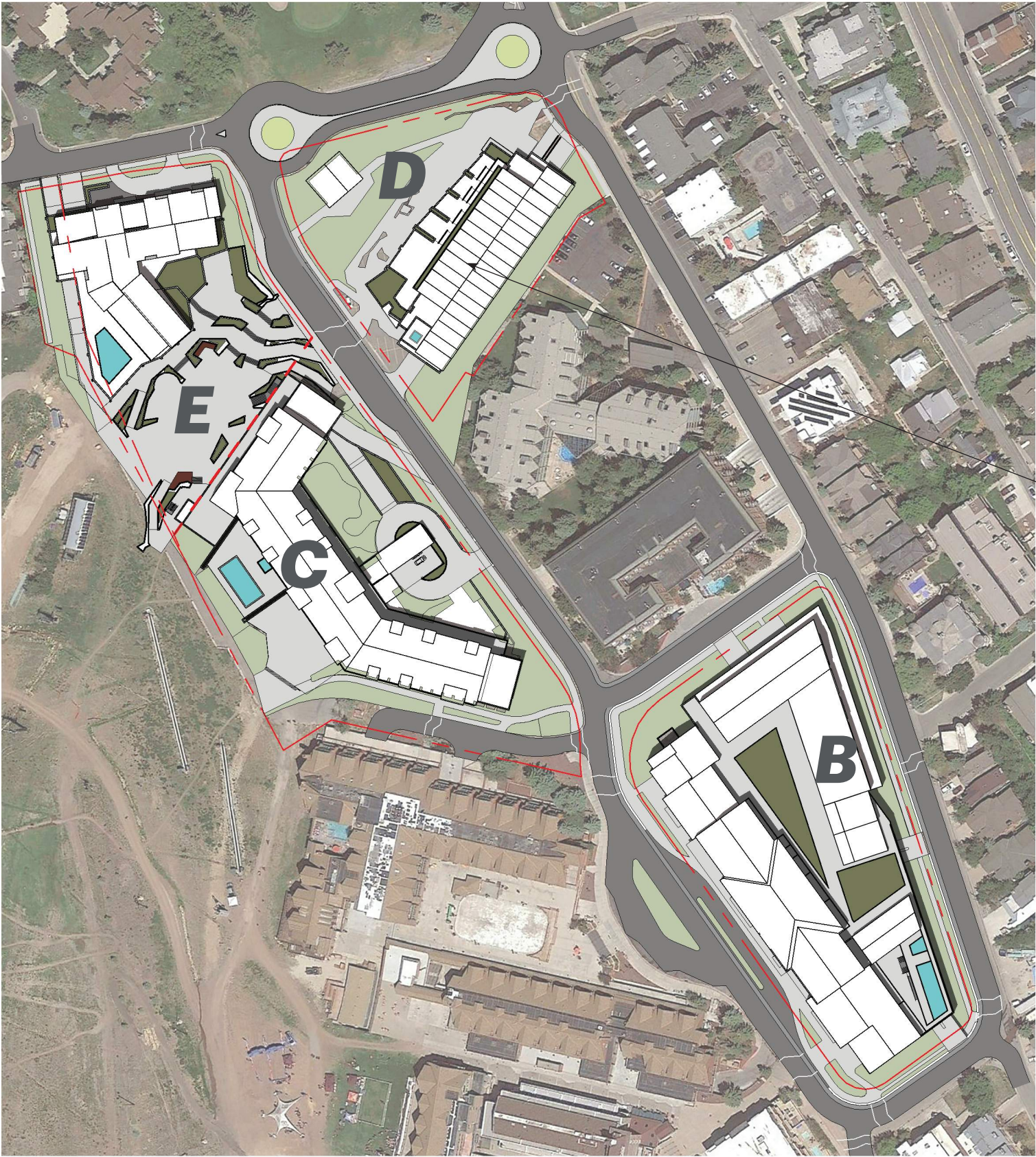
DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Structured	760
Parcel E Structured	440
Total Day Skier Parking	1200



PARCEL D OVER GARAGE CONSTRUCTION

PARCEL E COMPLETION

DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Structured	760
Parcel E Structured	440
Total Day Skier Parking	1200



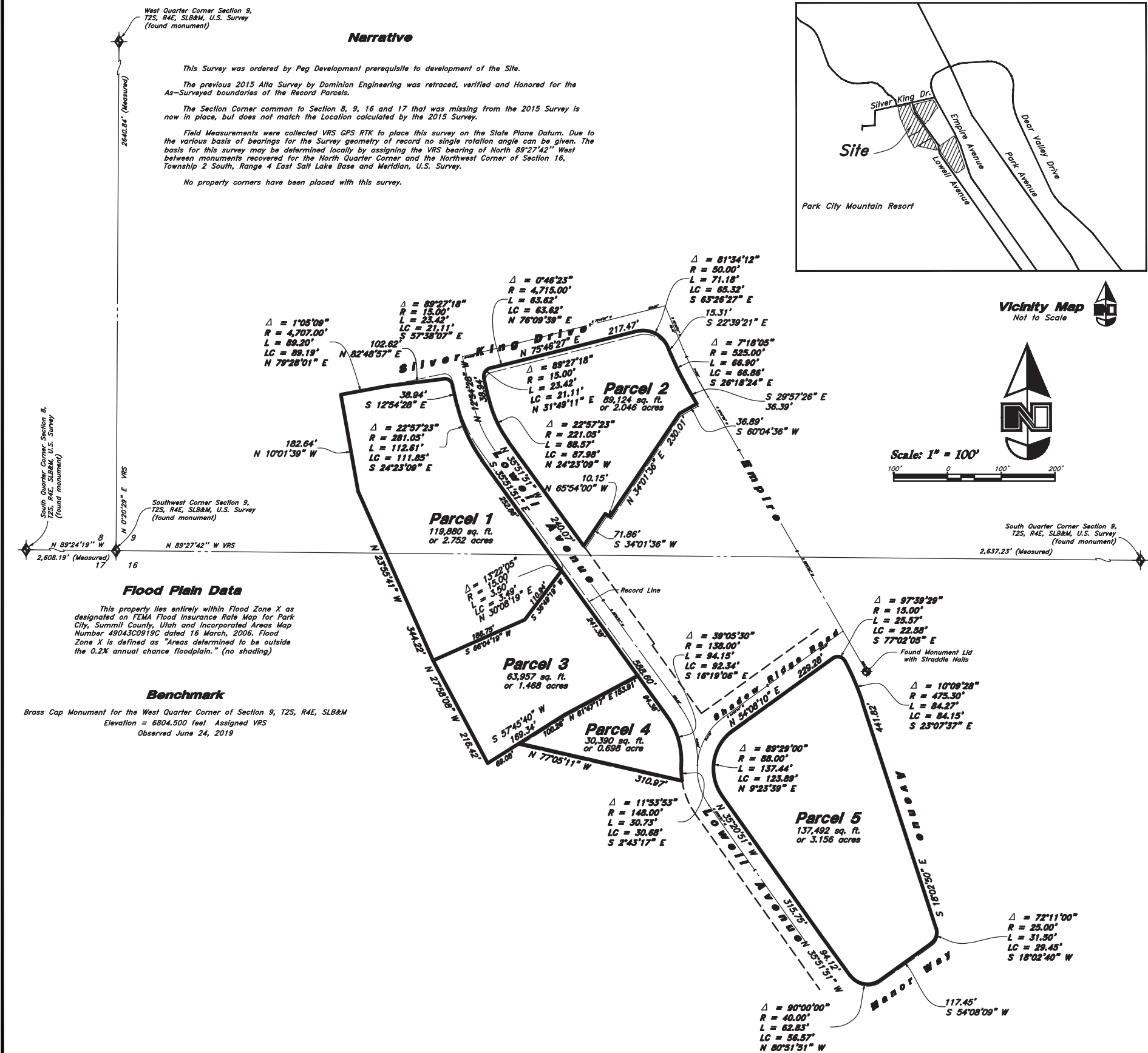
PARCEL D COMPLETION

DAY SKIER PARKING	
Parking Lot	Spaces
Parcel B Structured	760
Parcel E Structured	440
Total Day Skier Parking	1200

A P P E N D I X A

TOPOGRAPHIC SURVEY

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Parcel 1:

Beginning at a point East 450.65 feet and North 111.20 feet from the Southwest corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 10°06' West 132.685 feet to the Southerly right-of-way line of Silver King Drive, said point also being on a curve to the left, the radius point of which is North 10°06' West 470.00 feet; thence Northeastly along the arc of said curve and said Southerly right-of-way line 192.90 feet to a point of a reverse curve to the right, the radius point of which is South 12°26'53" East 15.00 feet; thence Southeastly along the arc of said reverse curve 23.43 feet to a point of tangency, said point being on the Westerly right-of-way line of Lowell Avenue; thence following said right-of-way line the following 3 courses: 1) thence South 12°56' East 33.53 feet to a point of a 275.00 foot radius curve to the left; 2) thence Southeastly along the arc of said curve 110.63 feet to a point of tangency; 3) thence South 35°59' East 253.83 feet to a point of a 15.00 foot radius curve to the right; thence Southeastly along the arc of said curve 19.04 feet to a point of tangency; thence South 36°45' West 110.945 feet; thence South 66°00' West 186.745 feet; thence North 24°00' West 344.235 feet to the Point of Beginning.

Parcel 2:

Beginning at a point which is North 8.11 feet and West 78.01 feet and North 30°05'00" West along the Westerly right-of-way of Empire Avenue 315.01 feet from the Northeast Corner of the Northwest Quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the most Northerly corner of "The Silver King" as depicted on the Record of Survey Map as recorded April 15, 1983 as Entry No. 204662 in the Summit County, Utah Recorder's Office; thence along said Silver King boundary the following four courses: 1) South 59°55' West 37.16 feet; thence 2) South 33°52' West 230.01 feet; thence 3) North 66°03'36" West 10.15 feet; thence 4) South 33°52' West 71.64 feet to a point on the Easterly right-of-way of Lowell Avenue as dedicated and recorded on December 22, 1982 as Entry No. 199571 in the Summit County Recorder's Office; thence along said right-of-way the following four courses: 1) North 35°59'00" West 237.66 feet to the point of a 221.05 foot radius curve to the right, (radius point bears North 54°01' East) thence 2) along the arc of said curve through a central angle of 22°57'23", 88.57 feet to a point of tangency; thence 3) North 13°01'37" West 38.94 feet to the point of a 15.00 foot radius curve to the right, (radius point bears North 76°58'23" East) thence 4) along the arc of said curve through a central angle of 89°27'18", 23.42 feet to a point on a 4715.00 foot reverse curve to the left, (radius point bears North 13°34'19" West) said point also being on the Southerly right-of-way of Silver King Drive; thence along said right-of-way the following three courses: 1) along the arc of said curve through a central angle of 00°46'23", 63.62 feet to a point of tangency; thence 2) North 75°39'18" East 217.47 feet to the point of a 50.00 foot radius curve to the right (radius point bears South 14°20'42" East); thence along the arc of said curve through a central angle of 81°34'12", 71.18 feet to a point of tangency, said point also being on the Westerly right-of-way of Empire Avenue as dedicated; thence along said right-of-way the following three courses: 1) South 22°46'30" East 17.42 feet to the point of a 525.00 foot radius curve to the left, (radius point bears North 67°13'30" East); thence 2) along the arc of said curve through a central angle of 7°18'30", 66.97 feet to a point of tangency; thence 3) South 30°05' East 31.70 feet to the Point of Beginning.

Parcel 3:

Beginning at a point South 203.27 feet and East 590.66 feet from the Northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 66°00' East 186.745 feet; thence North 36°45' East 110.945 feet to the point of a 15.00 foot radius curve to the left; thence Northeastly along the arc of said curve 19.04 feet to the point of tangency, said point being on the Westerly right-of-way line of Lowell Avenue and being also the point of a reverse curve to the right, the radius point of which bears South 54°01' West 1739.00 feet; thence Southeastly along the arc of said curve 44.37 feet to a point of tangency, said point also being on the Westerly right-of-way line of Empire Avenue as dedicated; thence along said right-of-way line 113.98 feet to the point of tangency; thence South 35°59' East along said Westerly right-of-way line 28.16 feet; thence leaving said Westerly right-of-way line running South 61°47'17" West 160.67 feet; thence South 57°45'40" West 169.31 feet; thence North 27°49'15" West 216.27 feet to the point of beginning.

Parcel 4:

Beginning at a point West 1473.90 feet and South 586.88 feet from the North Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian (basis of bearing being North 89°34'31" West 1318.76 feet between said Quarter corner and the Northeast corner of the Northwest Quarter of said Section 16) said point also being on the Southerly right-of-way of Lowell Avenue per the dedication plat recorded in the Summit County, Utah Recorder's Office on December 22, 1982 as Entry No. 199571; thence along said right-of-way the following two courses: 1) North 35°28'00" West 143.46 feet to the point of a 148.00 foot radius curve to the right, (radius point bears North 54°32'00" East); thence 2) along the arc of said curve through a central angle of 26°39'21", 68.85 feet to the True Point of Beginning, said point also being the Northeast Corner of the Resort Center Condominiums Phase 1B as depicted on the Record of Survey Map, and recorded August 22, 1985 as Entry No. 238027 in the Summit County, Utah Recorder's Office; and running thence North 77°12'21" West along the Northerly boundary of said Phase 1B Condominiums 311.21 feet; thence North 57°43'40" East 99.14 feet; thence North 61°47'14" East 153.27 feet to the Southerly right-of-way of Lowell Avenue; thence along said right-of-way the following three courses: 1) South 35°59'00" East 93.86 feet to the point of a 138.00 foot radius curve to the right (radius point bears South 54°01'00" West); thence 2) along the arc of said curve through a central angle of 39°05'30", 94.15 feet to the point of a 148.00 foot radius reverse curve to the left, (radius point bears South 86°53'30" East); thence 3) along the arc of said curve through a central angle of 11°55'09", 30.79 feet to the point of beginning.

Parcel 5:

A parcel of land bounded by Millsite Way, Lowell Avenue and Marsac Manor, all dedicated streets, and Empire Avenue, more particularly described as follows: Beginning at a point on the Southerly line of Millsite Way and the Westerly line of Snyder's Addition to the Park City Survey, which point is North 89°34'31" West 1,318.762 feet and South 0°31'00" West 200.725 feet from the North quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian and running thence South 54°01'00" West 207.326 feet along the southerly line of Millsite Way to a point of tangency with an 88.00 foot radius curve to the left; and running thence Southeastly along the arc of said curve 137.437 feet to a point of tangency on the Easterly line of Lowell Avenue; and running thence South 35°28'00" East 315.760 feet along said Easterly line to a point on the Westerly line of Snyder's Addition to the Park City Survey; thence South 35°28'00" East (South 35°59'00" East) 94.12 feet along the Easterly line of Lowell Avenue to a point of tangency with a 40.00 foot radius curve to the left; thence Easterly along the arc of said curve 62.832 feet through a central angle of 90°00'00" to a point of tangency on the Northerly line of Marsac Manor; thence North 54°32'00" East (North 54°01'00" East) 118.050 feet along said Northerly line to a point of tangency with a 25 foot radius curve to the left; thence Northerly along the arc of said curve 31.721 feet through a central angle of 72°42'00" to a point of tangency on the Westerly line of Empire Avenue as improved; thence North 18°10'00" West (North 18°41'00" West) 443.37 feet along said Westerly line to a point of tangency with a 475.29 foot radius curve to the left; thence Northwestly along the arc of said curve and Westerly line 84.214 feet through, a central angle of 10°09'07" to a point of tangency with a 15.00 foot radius curve to the left; thence Westerly along the arc of said curve 25.569 feet through a central angle 97°39'59" to a point on the Southerly line of Millsite Way; and running thence South 54°01'00" West 22.034 feet along said Southerly line to the point of Beginning.

Basis of bearing note: Bearing North 35°28'00" West (Lowell Avenue) is used as basis for that portion lying outside Snyder's Addition to Park City, Bearing North 35°59'00" West (Lowell Avenue) is used as basis for that portion lying within Snyder's Addition to Park City.

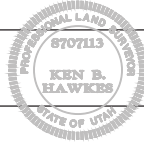
More correctly described as:

Beginning at a point on the Southerly right-of-way line of Millsite Way, according to the Record of Survey Plat on file and recorded December 22, 1982 as Entry No. 199571 in the Summit County Recorder's Office said point is located South 89°35'48" East 1148.92 feet along the Section line and South 323.82 feet from the Northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the Southerly line of Millsite Way North 54°01'00" East 229.36 feet to a point on a 15.00 foot radius curve to the right, of which the radius point bears South 35°59'00" East; thence along the right-of-way line of Millsite Way and along the arc of said curve 25.57 feet thru a central angle of 97°39'53" to a point on a 475.30 foot radius curve to the right, which the radius point bears South 61°40'53" West; thence along the right-of-way line of Empire Avenue and along the arc of said curve 84.21 feet thru a central angle of 10°09'07"; thence along the right-of-way line of Empire Avenue South 18°10'00" East 443.37 feet to a point on a 25.00 foot radius curve to the right, of which the radius point bears South 71°50'00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 31.72 feet thru a central angle of 72°42'00"; thence along the right-of-way line of Marsac Manor South 54°32'00" West 118.05 feet to a point on a 40.00 foot radius curve to the right, of which the radius point bears North 35°28'00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 31.721 feet thru a central angle of 72°42'00"; thence along the right-of-way line of Lowell Avenue North 35°28'00" West 409.88 feet to a point on an 88.00 foot radius curve to the right, of which the radius point bears North 54°32'00" East; thence along the right-of-way line of Lowell Avenue and Millsite Way and along the arc of said curve 137.44 feet thru a central angle of 89°29'00" to the point of beginning.

Certification

I, Ken B. Hawkes, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 8707113, as prescribed by the Laws of the State of Utah and on behalf of Anderson Wahlen & Associates I have made a survey of the above described property. I further certify that this plat correctly shows the true dimensions of the property surveyed.

Date:



Ken B. Hawkes
Utah PLS No. 8707113

Topographical Boundary Survey

PEG Park City Mountain Resort

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah



ANDERSON WAHLEN & ASSOCIATES
2010 North Ridge Road, Salt Lake City, Utah 84116
801 521-8529 - aWengineering.net

Designed by: Name
Drafted by: Name
Client Name:
Peg Development

19-096 0V-TBS

30 Aug, 2019

SHEET NO.

\$1.0

298



**See Sheet S1.1
Building B**

Legend

Existing Utility Marker	
Existing Inlet Box	
Existing Catch Basin	
Existing Manhole	
Existing Fire Hydrant	
Existing Water Valve	
Existing Overhead Power Line	
Existing Water	
Existing Secondary Water	
Existing Sewer	
Existing Storm Drain	
Existing Gas	
Existing Power	
Existing Telephone	
Centerline	
Existing Street Light	
Existing Telephone Box	
Existing Power Meter	
Existing Electrical Box	
Existing Electrical Cabinet	
Existing Gas Meter	
Existing Water Meter	
Existing Irrig. Control Box	
Existing Power Pole	
Existing Power Pole w/ Guy	

***Topographical Boundary Survey
PEG Park City Mountain Resort***

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah



ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 — AW@engineering.net

[illegible]

Designed by: Name
Drafted by: Name
Client Name:
Page Development

19-006-TBS

30 Aug, 2019

SHEET NO.

S1.2

A P P E N D I X B

TRAFFIC STUDY

Park City Mountain Resort

Traffic Impact Study



Park City, Utah

August 29, 2019

UT19-1481

EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Park City Mountain Resort (PCMR) development located in Park City, Utah. The proposed project is located on the west side of Empire Avenue, adjacent to the existing PCMR parcel.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 and 2040 conditions were also analyzed. The evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

TABLE ES-1
LOS Analysis - Evening Peak Hour
Park City Mountain Resort TIS

Intersection	Level of Service (Sec/Veh) ¹				
	Existing (2019) Background	Future (2024)		Future (2040)	
		Background	Plus Project	Background	Plus Project
Empire Ave / Park Ave	D (42.7)	D (54.0)	E (63.5)	F (>80)	F (>80)
Silver King Dr / Empire Ave	F (>50) / EB	A (9.1)	A (3.7)	B (11.0)	A (3.9)
Lowell Ave / Silver King Dr	F (>50) / NB	A (5.8) / NB	A (3.5)	C (16.4) / NB	A (5.3)
Three Kings Dr & NW E Access / Silver King Dr	A (4.0) / SB	A (3.8) / SB	A (4.3) / SB	A (3.8) / SB	A (4.9) / SB
Shadow Ridge Rd / Empire Ave	A (7.2) / NEB	A (8.8) / NEB	A (8.3) / NEB	C (18.0) / NEB	B (13.5) / NEB
Shadow Ridge Rd / Lowell Ave	A (6.9) / EB	A (7.5) / EB	A (7.1) / EB	A (8.4) / EB	B (12.5) / EB
14th Street / Empire Ave	B (10.1) / SWB	B (12.3) / SWB	A (4.4) / SWB	C (19.1) / SWB	A (5.9) / SWB
Manor Way / Empire Ave	A (8.3) / EB	A (9.2) / EB	A (8.7) / NB	B (12.9) / EB	B (11.5) / NB
Manor Way / Lowell Ave	A (6.8)	A (7.5)	A (6.9) / NB	B (11.9)	A (8.6) / NB
NE E Access / Silver King Dr	-	-	A (4.1) / NB	-	A (9.3) / NB
North B Access / Shadow Ridge Rd	-	-	A (2.8) / NB	-	A (8.7) / NB
South B Access / Manor Way	-	-	A (10.0) / SB	-	B (11.9) / SB
East B Access / Empire Ave	-	-	B (10.3) / EB	-	B (13.2) / EB
West D Access / Lowell Avenue	-	-	-	-	B (12.7) / SWB
C Access / Lowell Avenue	-	-	-	-	A (7.9) / EB
East D Access / Empire Avenue	-	-	-	-	D (33.6) / EB

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

Source: Hales Engineering, August 2019

TABLE ES-2 Recommended Storage Lengths Park City Mountain Resort TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Empire Ave / Park Ave	300	-	350	250	550	-	250	-
Source: Hales Engineering, August 2019								

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

Existing (2019) Background

- Hales Engineering adjusted turning movement counts collected on Saturday, February 18, 2017 to a peak winter condition by increasing volumes by 14 percent consistent with a Utah Department of Transportation (UDOT) Automatic Traffic data Recorder (ATR) located on SR-224. Traffic from the proposed King's Crown and Woodside Park projects were also added.
- The Silver King Drive / Empire Avenue (LOS F) and Lowell Avenue / Silver King Drive (LOS F) intersections operate poorly during the evening peak hour. The Empire Avenue / Park Avenue intersection operates at LOS D during the morning peak hour, but very close to LOS E. Excessive southbound queues exist at the Empire Avenue / Park Avenue intersection during the morning peak hour.
 - Recommendation: UDOT should plan to widen Park Avenue in the future to provide space for two left-turn lanes, a through lane, and a channelized right-turn pocket on the southbound approach of Empire Avenue / Park Avenue.
 - It is anticipated that a left-turn lane and a shared through-left lane would be inefficient and result in a worse LOS than a single left-turn lane, as would a dual left-turn lanes, and a shared through-right lane, in the southbound direction.
 - Recommendation: That the southbound right-turn movement of the Empire Avenue / Park Avenue intersection be channelized with striping or a small raised island to reduce southbound queueing.
 - Recommendation: That the westbound left-turn phasing at the Empire Avenue / Park Avenue intersection be permissive-protected instead of protected.
 - Recommendation: That a roundabout be installed at the Silver King Drive / Empire Avenue intersection to reduce delays during the evening peak hour.

Project Conditions

- The development will consist of condominiums, hotel rooms, meeting space, and retail space. It was assumed that Parcels B and E would be completed by 2024 and that Parcels C and D would be completed by 2040.
- Hales Engineering did preliminary traffic analyses of several internal roadway configuration alternatives. It was determined that the best system would be a one-way loop on Lowell Avenue, Manor Way, Shadow Ridge Road, and Empire Avenue, two-way travel on Silver King Drive, and roundabouts at the Silver King Drive / Empire Avenue and Lowell Avenue / Silver King Drive intersections.
- It should be recognized that there are currently multiple ways to access the resort including Park City Transit, Uber, Lyft, Black Car service, drop-offs, etc. On the north end of the site, along Lowell Avenue in the southbound direction, a large pull out area is planned for the Uber, Lyft, Black Car service and skier drop-offs. On the south end of the site in front of The Lodge (current bus stop), there is enough space to have 2 buses stop for boarding and alighting, and frequently buses accidentally block one another. The development team has been working to provide a more efficient bus drop off area utilizing a sawtooth arrangement similar to the intermodal hub at Kimball Junction, and will be providing two additional bus pull-outs, creating four total pull outs and enhancing the existing and increasing the future transit opportunities.
- Bike lanes have been added within the project.
- Pedestrian enhancements have been added to the site with multiple strategically placed crosswalks with one raised crossing from the plaza lawn to the ski beach. The one-way circulation patterns for traffic will enhance the pedestrian experience and safety to cross the roadway.

Future (2024) Background

- It was assumed traffic volumes on internal PCMR roadways would increase by 1% per year. It was assumed that other turning movements at the Empire Avenue / Park Avenue intersection would increase by 2% per year between 2019 and 2024 based on UDOT traffic volume historical data.
- All study intersections are anticipated to operate at an acceptable LOS during the evening peak hour. However, the Empire Avenue / Park Avenue intersection is very close to operating at LOS E.

Future (2024) Plus Project

- Based on the traffic volumes it is anticipated that approximately 730 trips during the evening peak hour were from day skiers. These trips were routed to the day skier parking lots at Parcel B and Parcel E.

- The Empire Avenue / Park Avenue intersection (LOS E) is anticipated to operate poorly during the evening peak hour.
 - Recommendation: That Empire Avenue be re-stripped with a five-lane cross-section between Silver King Drive and Park Avenue to accommodate 2 full left-turn storage lanes.

Future (2040) Background

- It was assumed that all traffic volumes would increase by 1% per year between 2024 and 2040 to obtain future (2040) background volumes.
- It was assumed that dual left-turn lanes, a through lane, and a right-turn pocket were installed at the southbound approach of Empire Avenue / Park Avenue.
- The Empire Avenue / Park Avenue intersection (LOS F) is anticipated to operate poorly during the evening peak hour.
 - Recommendation: That UDOT consider channelizing the westbound right-turn movement or an innovative intersection. Continuing to promote transit and active transportation will also be key in reducing the anticipated delays.

Future (2040) Plus Project

- The Empire Avenue / Park Avenue intersection (LOS F) is anticipated to operate poorly during the evening peak hour.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	i
SUMMARY OF KEY FINDINGS/RECOMMENDATIONS	ii
TABLE OF CONTENTS	v
LIST OF TABLES	vii
LIST OF FIGURES	vii
I. INTRODUCTION.....	1
A. Purpose	1
B. Scope	2
C. Analysis Methodology	2
D. Level of Service Standards	2
II. EXISTING (2019) BACKGROUND CONDITIONS.....	5
A. Purpose	5
B. Roadway System	5
C. Traffic Volumes	5
D. Level of Service Analysis	8
E. Queuing Analysis	9
F. Mitigation Measures	9
III. PROJECT CONDITIONS	11
A. Purpose	11
B. Project Description	11
C. Trip Generation	12
D. Roadway Concept Development	14
E. Trip Distribution and Assignment	14
F. Access	18
IV. FUTURE (2024) BACKGROUND CONDITIONS.....	19
A. Purpose	19
B. Roadway Network	19
C. Traffic Volumes	19
D. Level of Service Analysis	19
E. Queuing Analysis	21
F. Mitigation Measures	22
V. FUTURE (2024) PLUS PROJECT CONDITIONS.....	23
A. Purpose	23
B. Traffic Volumes	23
C. Level of Service Analysis	23
D. Queuing Analysis	23
E. Mitigation Measures	25
VI. FUTURE (2040) BACKGROUND CONDITIONS.....	26
A. Purpose	26

B.	Roadway Network	26
C.	Traffic Volumes	26
D.	Level of Service Analysis	26
E.	Queuing Analysis	26
F.	Mitigation Measures	28
VII.	FUTURE (2040) PLUS PROJECT CONDITIONS.....	29
A.	Purpose	29
B.	Traffic Volumes	29
C.	Level of Service Analysis	29
D.	Queuing Analysis	29
E.	Mitigation Measures	29
F.	Recommended Storage Lengths	32

Appendix A: LOS Results

Appendix B: Project Site Plan

Appendix C: Queuing Results

LIST OF TABLES

Table 1: Level of Service Description	3
Table 2: Existing (2019) Background Evening Peak Hour Level of Service	8
Table 3: Trip Generation	13
Table 4: Future (2024) Background Evening Peak Hour Level of Service	21
Table 5: Future (2024) Plus Project Evening Peak Hour Level of Service	25
Table 6: Future (2040) Background Evening Peak Hour Level of Service	28
Table 7: Future (2040) Plus Project Evening Peak Hour Level of Service	31
Table 8: Recommended Storage Lengths.....	32

LIST OF FIGURES

Figure 1: Vicinity map showing the project location in Park City, Utah	1
Figure 2: Visual representation of the LOS letter designations	4
Figure 3: Existing (2019) background evening peak hour traffic volumes	7
Figure 4: Alternative 6 concept design	15
Figure 5: Trip assignment (2024) for the evening peak hour.....	16
Figure 6: Trip assignment (2040) for the evening peak hour.....	17
Figure 7: Future (2024) background evening peak hour volumes	20
Figure 8: Future (2024) plus project evening peak hour volumes	24
Figure 9: Future (2040) background evening peak hour volumes	27
Figure 10: Future (2040) plus project evening peak hour volumes	30

I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Park City Mountain Resort (PCMR) development located in Park City, Utah. The proposed project is located on the west side of Empire Avenue, adjacent to the existing PCMR parcel. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 and 2040 conditions were also analyzed.

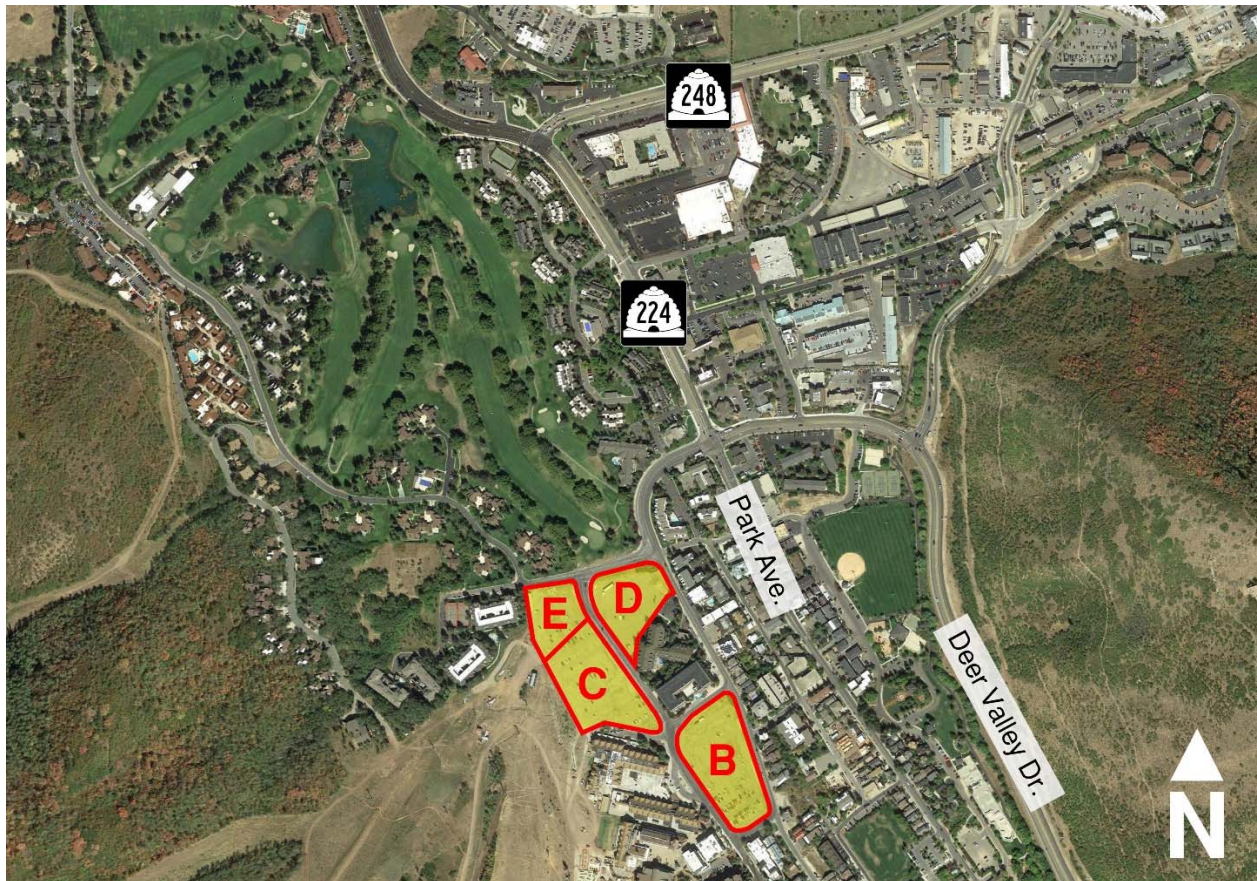


Figure 1: Vicinity map showing the project location in Park City, Utah

B. Scope

This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Empire Ave & Deer Valley Dr / Park Ave
- Silver King Dr / Empire Ave
- Lowell Ave / Silver King Dr
- Three Kings Dr / Silver King Dr
- Shadow Ridge Rd / Empire Ave
- Shadow Ridge Rd / Lowell Ave
- 14th Street / Empire Ave
- Manor Way / Empire Ave
- Manor Way / Lowell Ave
- Project Accesses (8)

C. Analysis Methodology

Level of service (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 both signalized and unsignalized intersections. Figure 2 provides a visual representation of each LOS letter designation.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with “state-of-the-practice” professional standards, which has quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst approach.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix A. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix C.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with “state-of-the-practice” traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
Signalized Intersections		Overall Intersection
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	$0 \leq 10.0$
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	$> 10.0 \text{ and } \leq 20.0$
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	$>20.0 \text{ and } \leq 35.0$
D	Marginal progression with relatively elevated levels of control delay. Operating conditions are noticeably more constrained.	$> 35.0 \text{ and } \leq 55.0$
E	Poor progression with unacceptably elevated levels of control delay. Operating conditions are at or near capacity.	$> 55.0 \text{ and } \leq 80.0$
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
Unsignalized Intersections		Worst Approach
A	Free Flow / Insignificant Delay	$0 \leq 10.0$
B	Stable Operations / Minimum Delays	$>10.0 \text{ and } \leq 15.0$
C	Stable Operations / Acceptable Delays	$>15.0 \text{ and } \leq 25.0$
D	Approaching Unstable Flows / Tolerable Delays	$>25.0 \text{ and } \leq 35.0$
E	Unstable Operations / Significant Delays Can Occur	$>35.0 \text{ and } \leq 50.0$
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

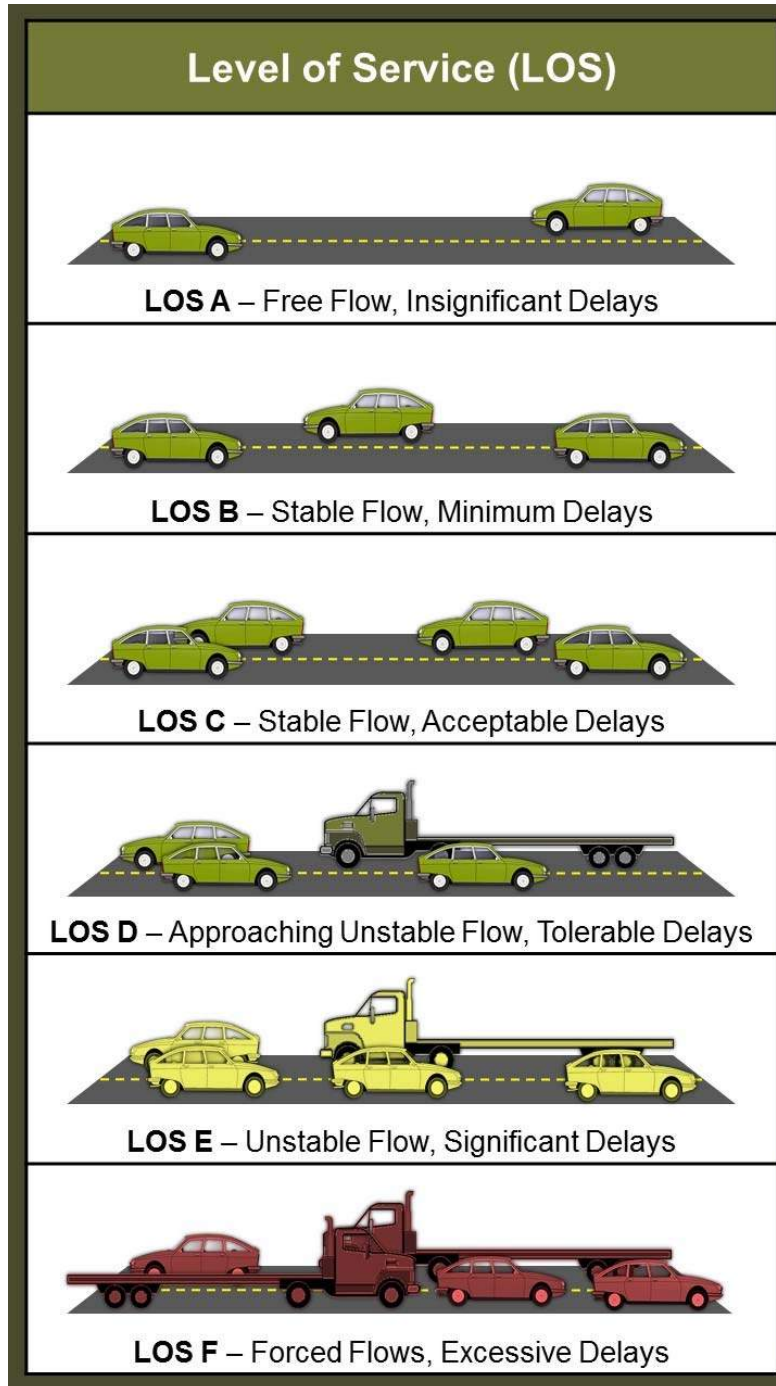


Figure 2: Visual representation of the LOS letter designations

II. EXISTING (2019) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Empire Avenue – is a city-maintained roadway which is classified by the Park City Transportation Master Plan (2011) as a commercial collector roadway. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

Silver King Drive – is a city-maintained roadway which is classified by the Park City Transportation Master Plan (2011) as a minor residential collector roadway. The roadway has one travel lane in each direction. The posted speed limit was assumed to be 25 mph in the study area.

C. Traffic Volumes

Data Collection

Hales Engineering obtained turning movement count data for the study intersections from a previous traffic study completed for the King's Crown and Treasure Hill developments in 2017 by Triton Engineering. Saturday morning (8:00 to 10:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Empire Ave & Deer Valley Dr / Park Ave
- Silver King Dr / Empire Ave
- Lowell Ave / Silver King Dr
- Three Kings Dr / Silver King Dr
- Shadow Ridge Rd / Empire Ave
- Shadow Ridge Rd / Lowell Ave
- 14th Street / Empire Ave
- Manor Way / Empire Ave
- Manor Way / Lowell Ave

The counts were performed on Saturday, February 18, 2017 (President's Day Weekend). The morning peak hour was determined to be between 8:15 and 9:15 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 25% higher than the morning peak hour volumes. Therefore, Hales Engineering focused on the evening peak hour as a worst-case scenario. However, the morning peak hour was also analyzed in existing (2019) background conditions as well.

Hales Engineering collected additional turning movement count data during the same periods on Saturday, June 8, 2019 at the Three Kings Drive / Silver King Drive intersection. Because this count was done during summer, the peak winter volumes from adjacent intersections were carried through to the Three Kings Drive / Silver King Drive intersection.

Volume Adjustments

Though the counts were collected on what is considered a peak ski day during President's Weekend, it is known that 2017 had less skiers than other years. Therefore, Hales Engineering adjusted the volumes to a peak year condition. According to a nearby UDOT automatic traffic recorder (ATR) on SR-224 (ATR #605), the highest traffic volumes experienced on the Saturday of President's Day Weekend in recent years was on Saturday, February 13, 2016. These volumes in 2016 were 13.3% higher than those observed on Saturday, February 18, 2017. To be conservative, Hales Engineering increased the 2017 volumes by 14% to estimate a peak winter day in the study area.

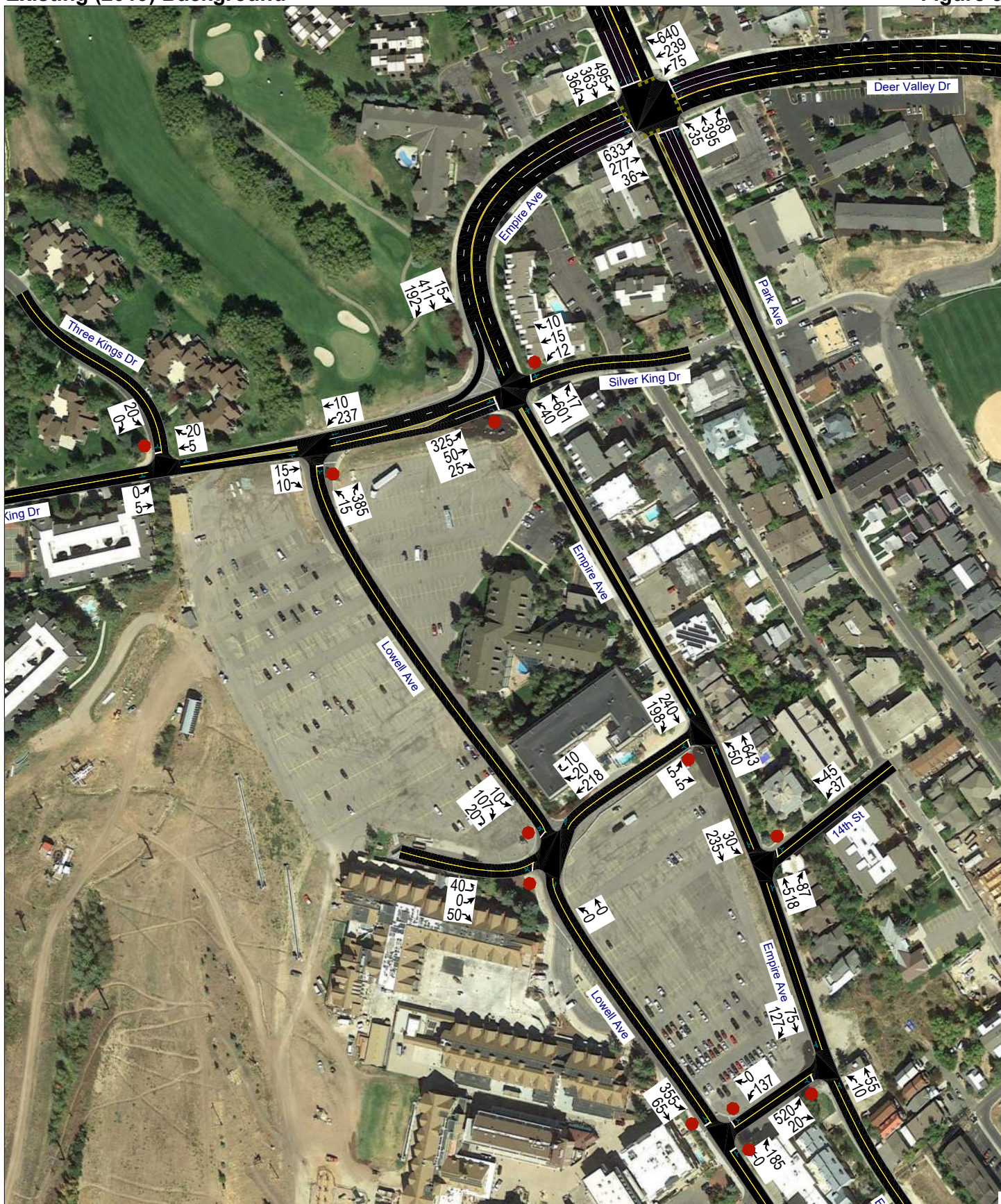
As a comparison, the traffic studies completed by Triton Engineering in 2017 were increased by 12.8% to adjust the volumes to an 85th percentile ski day of the 2016-2017 ski season. Therefore, the traffic volumes in this study are higher than those in the previous studies.

Additional Projects

Hales Engineering also added traffic volumes of other developments in the study area that are either under construction or recently built. The traffic from the following developments were added to the background volumes based on the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017:

- King's Crown (Lowell Avenue, southeast of Manor Way)
- Woodside Park Phase 1 (Park Avenue, southeast of 14th Street)
- Woodside Park Phase 2 (Woodside Avenue, southeast of 14th Street)

Figure 3 shows the existing (2019) background Saturday evening peak hour volumes at the study intersections with the mentioned adjustments, assumptions, and additions.



D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour except for the Silver King Drive / Empire Avenue (LOS F) and Lowell Avenue / Silver King Drive (LOS F) intersections, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2019) conditions.

Table 2: Existing (2019) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Empire Ave / Park Ave	Signal	-	-	-	42.7	D
Silver King Dr / Empire Ave	EB Stop	EB	>50	F	-	-
Lowell Ave / Silver King Dr	NB Stop	NB	>50	F	-	-
Three Kings Dr / Silver King Dr	SB Stop	SB	4.0	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	7.2	A	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	6.9	A	-	-
14th Street / Empire Ave	SWB Stop	SWB	10.1	B	-	-
Manor Way / Empire Ave	EB Stop	EB	8.3	A	-	-
Manor Way / Lowell Ave	AWSC	-	-	-	6.8	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

Hales Engineering also determined that most study intersections are currently operating at acceptable levels of service during the morning peak hour. The Empire Avenue / Park Avenue intersection is operating at LOS D, but very close to LOS E.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for existing (2019) background conditions during the evening peak hour are shown below:

Empire Ave & Deer Valley Dr / Park Ave

Northbound – 300 feet

Southbound – 525 feet

Eastbound – 300 feet

Westbound – 375 feet

Silver King Dr / Empire Ave

Eastbound – 350 feet

Lowell Ave / Silver King Dr

Northbound – 525 feet

The significant 95th percentile queue lengths for existing (2019) background conditions during the morning peak hour are shown below:

Empire Ave & Deer Valley Dr / Park Ave

Northbound – 175 feet

Southbound – 1,250 feet

Eastbound – 150 feet

Westbound – 250 feet

Though the Empire Ave & Deer Valley Dr / Park Ave intersection is operating at an acceptable LOS during both the morning and evening peak hour, there is significant queueing in the southbound direction.

F. Mitigation Measures

According to UDOT left-turn guidelines, the southbound left-turn of the Empire Avenue / Park Avenue intersection warrants dual left-turn lanes based on evening peak hour volumes. To avoid having to widen Park Avenue, Hales Engineering considered converting the southbound through lane to a shared through-left lane. This would result in split phasing on the north- and southbound approaches (meaning that same-side left-turn and through vehicles will have a protected green light simultaneously). However, based on preliminary analyses, it is anticipated that split phasing at the intersection would be inefficient and result in a worse LOS. It is recommended that UDOT plan to widen Park Avenue in the future to provide space for two left-turn lanes, a through lane, and a channelized right-turn pocket on the southbound approach.

It is recommended that the southbound right-turn movement of the Empire Avenue / Park Avenue intersection be channelized with striping or a small raised island to reduce southbound queueing. This movement currently has an overlap green arrow phase. However, it is not anticipated that the overlap phase will be sufficient for the high morning peak hour volumes.



It is recommended that the westbound left-turn phasing at the Empire Avenue / Park Avenue intersection be permissive-protected (yield to opposing through vehicles) instead of protected.

It is recommended that a roundabout be installed at the Silver King Drive / Empire Avenue intersection to reduce delays during the evening peak hour.

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Park City Mountain Resort development project is located on the west side of Empire Avenue, adjacent to the existing PCMR parcel. The development will consist of condominiums, hotel rooms, meeting space, and retail space. The project is divided into four parcels: B, C, D, and E. It is anticipated that Parcel B will be the first parcel completed, and a parcel will be completed every two years afterward. Therefore, it was assumed that Parcels B and E would be completed by 2024 and that Parcels C and D would be completed by 2040. A concept plan for the proposed development is provided in Appendix B.

The proposed land use by parcel for the development has been identified as follows:

- Parcel B (2024)
 - Multi-family residential units 75 dwelling units
 - Employee units 42 dwelling units
 - Day skier parking 760 parking stalls
- Parcel C (2040)
 - Hotel 249 keys
 - Meeting space 20,000 square feet
 - Retail / services 31,500 square feet
- Parcel D (2040)
 - Multi-family residential units 35 dwelling units
 - Retail 9,600 square feet
- Parcel E (2024)
 - Multi-family residential units 39 dwelling units
 - Retail / services 25,500 square feet
 - Day skier parking 440 day-skier parking

As shown, Parcels B and E will also contain a total of 1,200 day-skier parking stalls, which will be accounted for in the background traffic.

C. Trip Generation

Trip generation for the development was calculated using a combination of trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017, hotel / condo trip generation data collected in the Canyons Resort area, and other data collected by Hales Engineering at meeting space developments.

The data at the Canyons was collected on Saturday, February 17, 2018 (President's Day weekend) at several hotel / condo resorts. The transit reduction at the Canyons was observed to be 3.4%. Based on transit boarding and alighting data provided by Park City staff, the trip reduction due to transit in the PCMR area on Saturday, February 18, 2017 was approximately 3%. Transit ridership has steadily increased by approximately 25% each year. Therefore, the Canyons rates were used directly for this project without adjustment as the transit reductions at both sites are comparable.

Trip generation for the proposed project is included in Table 3. The total trip generation for the development by parcel is as follows:

- Parcel B (2024)
 - Daily Trips: 402
 - Morning Peak Hour Trips: 27
 - Evening Peak Hour Trips: 46
- Parcel C (2040)
 - Daily Trips: 3,450
 - Morning Peak Hour Trips: 295
 - Evening Peak Hour Trips: 355
- Parcel D (2040)
 - Daily Trips: 522
 - Morning Peak Hour Trips: 46
 - Evening Peak Hour Trips: 56
- Parcel E (2024)
 - Daily Trips: 1,094
 - Morning Peak Hour Trips: 100
 - Evening Peak Hour Trips: 111

Table 3
Park City - Mountain Resort TIS
Trip Generation

Saturday Daily		# of Units	Unit Type	Trip Gen. Rate	Trip Generation		% Exiting		Trips		% Occupied		Net Trips		Total Daily Trips	
Parcel	Land Use				Generation	Exiting	Entering	Exiting	Entering	Exiting	Occupied	Un-Occupied	Entering	Exiting	Trips	Trips
B	Condominiums ²	75	Dwelling Units	6.27	472	50%	236	50%	236	201	85%	85%	201	201	402	402
	Hotel ²	249	Keys	6.27	1,562	50%	781	50%	781	664	85%	85%	664	664	1,328	1,328
C	Meeting Space ³	20	1,000 sq. ft.	68.80	1,376	50%	688	50%	688	516	25%	-	516	516	1,032	1,032
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	46.12	1,454	50%	727	50%	727	545	25%	-	545	545	1,090	1,090
D	Condominiums ²	35	Dwelling Units	6.27	220	50%	110	50%	110	94	85%	85%	94	94	188	188
	Retail (ITE 820) ¹	9.6	1,000 sq. ft.	46.12	444	50%	222	50%	222	167	25%	-	167	167	334	334
E	Condominiums ²	39	Dwelling Units	6.27	246	50%	123	50%	123	105	85%	85%	105	105	210	210
	Retail (ITE 820) ¹	25.5	1,000 sq. ft.	46.12	1,178	50%	589	50%	589	442	25%	-	442	442	884	884
TOTAL					6,952		3,476		3,476	2,734			2,734	2,734	5,468	5,468
Saturday AM Peak Hour		# of Units	Unit Type	Trip Gen. Rate	Trip Generation		% Exiting		Trips		% Occupied		Net Trips		Total a.m. Trips	
Parcel	Land Use				Generation	Exiting	Entering	Exiting	Entering	Exiting	Occupied	Un-Occupied	Entering	Exiting	Trips	Trips
B	Condominiums ²	75	Dwelling Units	0.41	32	23%	7	77%	7	25	85%	85%	6	21	27	27
	Hotel ²	249	Keys	0.41	104	59%	61	41%	61	43	85%	85%	52	37	89	89
C	Meeting Space ³	20	1,000 sq. ft.	6.50	130	65%	85	35%	85	46	25%	-	64	35	99	99
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	4.50	142	62%	88	38%	88	54	25%	-	66	41	107	107
D	Condominiums ²	35	Dwelling Units	0.41	16	23%	4	77%	4	12	85%	85%	3	10	13	13
	Retail (ITE 820) ¹	9.6	1,000 sq. ft.	4.50	44	62%	27	38%	27	17	25%	-	20	13	33	33
E	Condominiums ²	39	Dwelling Units	0.41	16	23%	4	77%	4	12	85%	85%	3	10	13	13
	Retail (ITE 820) ¹	25.5	1,000 sq. ft.	4.50	116	62%	72	38%	72	44	25%	-	54	33	87	87
TOTAL					600		348		348	253			268	200	468	468
Saturday PM Peak Hour		# of Units	Unit Type	Trip Gen. Rate	Trip Generation		% Exiting		Trips		% Occupied		Net Trips		Total p.m. Trips	
Parcel	Land Use				Generation	Exiting	Entering	Exiting	Entering	Exiting	Occupied	Un-Occupied	Entering	Exiting	Trips	Trips
B	Condominiums ²	75	Dwelling Units	0.70	54	63%	34	37%	34	20	85%	85%	29	17	46	46
	Hotel ²	249	Keys	0.70	176	56%	99	44%	99	77	85%	85%	84	65	149	149
C	Meeting Space ³	20	1,000 sq. ft.	6.50	130	35%	46	65%	46	85	25%	-	35	64	99	99
	Retail (ITE 820) ¹	31.5	1,000 sq. ft.	4.50	142	52%	74	48%	74	68	25%	-	56	51	107	107
D	Condominiums ²	35	Dwelling Units	0.70	26	63%	16	37%	16	10	85%	85%	14	9	23	23
	Retail (ITE 820) ¹	9.6	1,000 sq. ft.	4.50	44	52%	23	48%	23	21	25%	-	17	16	33	33
E	Condominiums ²	39	Dwelling Units	0.70	28	63%	18	37%	18	10	85%	85%	15	9	24	24
	Retail (ITE 820) ¹	25.5	1,000 sq. ft.	4.50	116	52%	60	48%	60	56	25%	-	45	42	87	87
TOTAL					716		370		370	347			295	273	568	568

1. Based on Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition, 2017

2. Based on data collected by Hales Engineering at ski resorts in the Park City area

3. Based on data collected by Hales Engineering at other meeting space land uses

SOURCE: Hales Engineering, August 2019

D. Roadway Concept Development

Hales Engineering worked with the developer through many iterations of roadway concepts in the PCMR area to identify the best configuration for traffic flow and safety. The following is a summary of each alternative that was discussed, and the general results based on an analysis of full-build conditions (without other developments and future background growth):

- Alternative 0: Roundabout at Silver King Drive / Empire Avenue
 - Poor LOS at several project accesses
- Alternative 1: One-way loop except for Silver King Drive and Shadow Ridge Road
 - Poor LOS at Silver King Drive / Empire Avenue and on Shadow Ridge Road
- Alternative 2: One-way loop except for Silver King Drive, Shadow Ridge Road, and Empire Avenue between Silver King Drive and Shadow Ridge Road
 - Poor LOS on Shadow Ridge Road and at several project accesses
- Alternative 3: One-way travel on Lowell Avenue only
 - Poor LOS at several project accesses and Silver King Drive / Empire Avenue
- Alternative 4: One-way loop except for Silver King & roundabout at Silver King Drive / Empire Avenue
 - Heavy eastbound queuing at Empire Avenue / Park Avenue
- Alternative 5: Same as Alternative 4 plus a channelized southbound right-turn at Empire Avenue / Park Avenue and eastbound stop control at Lowell Avenue / Silver King Drive
 - Poor LOS along Silver King Drive
- Alternative 6: Same as Alternative 5 except a roundabout at Lowell Avenue / Silver King Drive

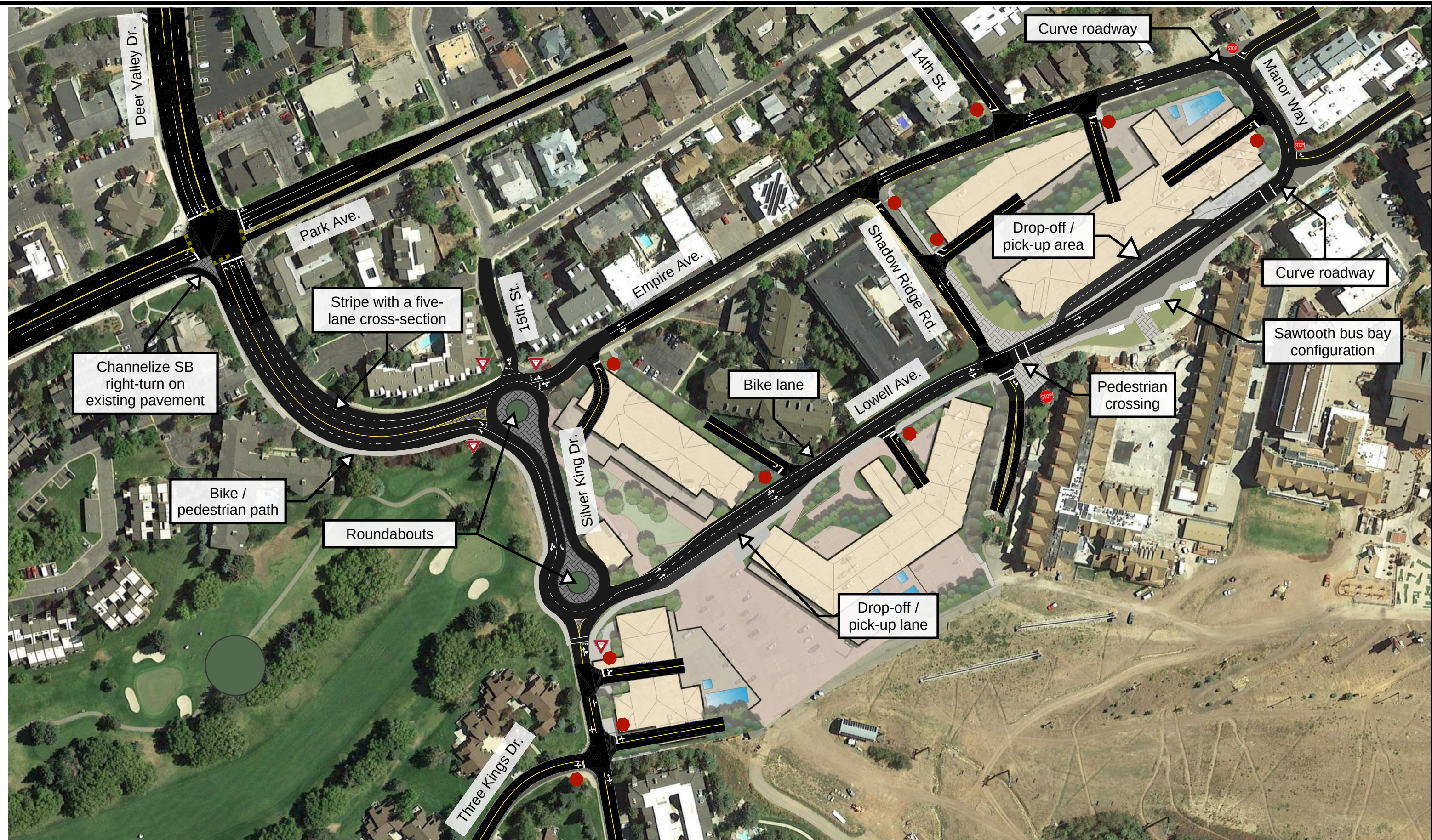
It was assumed that Alternative 6 would be implemented for this project. A concept of Alternative 6 is shown in Figure 4.

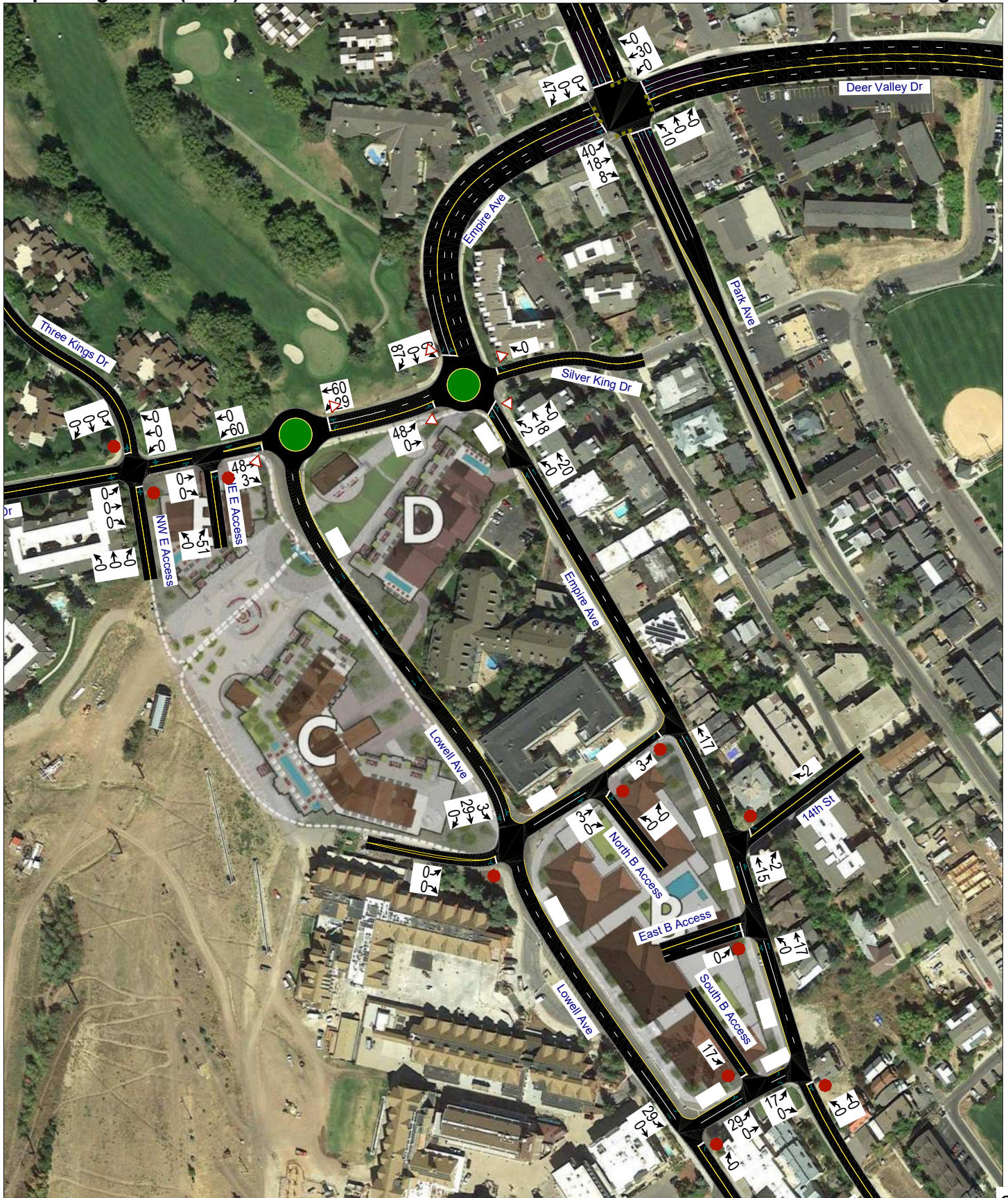
E. Trip Distribution and Assignment

Evening peak hour project traffic was assigned to the roadway network based on existing travel patterns observed during data collection, as shown below:

<u>To Project (Entering)</u>	<u>From Project (Exiting)</u>
• 53% North • 13% South • 34% East	• 59% North • 14% South • 27% East

These trip distribution assumptions were used to assign the evening peak hour generated traffic at the study intersections in the one-way loop configuration described as Alternative 6. Trip assignment for the development in 2024 and 2040 is shown in Figure 5 and Figure 6, respectively.







F. Access

The proposed access for the site will be gained at the following locations:

Silver King Drive:

- The Northeast E Access will be located within 50 feet west of the Lowell Avenue / Silver King Drive intersection. It will access Parcel E on the south side of Silver King Drive. This access will be to the condo and ski club parking.
- The Northwest E Access will be located approximately 185 feet west of the Lowell Avenue / Silver King Drive intersection. It will access Parcel E on the south side of Silver King Drive near Three Kings Drive. This access will be to the day skier parking.
- It is anticipated that there will also be a drop-off loop to Parcel E that accesses Silver King Drive. This was not included in the analysis.

Lowell Avenue:

- The West D Access will be located approximately 400 feet south of the Lowell Avenue / Silver King Drive intersection. It will access Parcel D on the east side of Lowell Avenue.
- The C Access will be located approximately 275 feet north of the Shadow Ridge Road / Lowell Avenue intersection. It will access Parcel C on the west side of Lowell Avenue.
- It is anticipated that there will also be a truck access to Parcel C and a drop-off area to Parcel B along Lowell Avenue. These were not included in the analysis.

Shadow Ridge Road:

- The North B Access will be located approximately 200 feet east of the Shadow Ridge Road / Lowell Avenue intersection. It will access Parcel B on the south side of Shadow Ridge Road. This access will be to the lowest parking level on Parcel B.

Manor Way:

- The South B Access will be located approximately 125 feet east of the Manor Way / Lowell Avenue intersection. It will access Parcel B on the north side of Manor Way. This access will be to the highest parking level on Parcel B near the condo parking.

Empire Avenue:

- The East B Access will be located approximately 275 feet north of the Manor Way / Empire Avenue intersection. It will access Parcel B on the west side of Empire Avenue. This access will be to a middle parking level on Parcel B.
- The East D Access will be located approximately 200 feet south of the Silver King Drive / Empire Avenue intersection. It will access Parcel D on the west side of Empire Avenue.

IV. FUTURE (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2024) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

As recommended in existing (2019) background conditions, the following improvements were assumed for future (2024) conditions:

- Roundabout at the Silver King Drive / Empire Avenue intersection
- Channelized southbound right-turn at the Empire Avenue / Park Avenue intersection
- Westbound left-turn phasing at Empire Avenue / Park Avenue changed to permissive-protected phasing instead of protected phasing only

C. Traffic Volumes

This area of Park City is mostly built-out, and future background growth in traffic will be minimal within the PCMR area besides that caused by the PCMR development. Based on discussions with Park City, it was agreed that Hales Engineering would use common growth rates to estimate future volumes. It was assumed that the volumes within the PCMR area would increase by approximately 1% per year. It was assumed that other volumes at the Empire Avenue / Park Avenue intersection would increase by the same growth rate observed in recent years on Park Avenue and Deer Valley Drive. Based on UDOT data, volumes have increased by between 1% and 2% per year on Park Avenue and Deer Valley Drive. A growth rate of 2% per year was assumed at the Empire Avenue / Park Avenue intersection between 2019 and 2024. Future (2024) evening peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2024) background conditions, as shown in Table 4. However, the Empire Avenue / Park Avenue intersection is very close to operating at LOS E. These results serve as a baseline condition for the impact analysis of the proposed development for future (2024) conditions.



Table 4: Future (2024) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Empire Ave / Park Ave	Signal	-	-	-	54.0	D
Silver King Dr / Empire Ave	Round-about	-	-	-	9.1	A
Lowell Ave / Silver King Dr	NB Stop	NB	5.8	A	-	-
Three Kings Dr / Silver King Dr	SB Stop	SB	3.8	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	8.8	A	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	7.5	A	-	-
14th Street / Empire Ave	SWB Stop	SWB	12.3	B	-	-
Manor Way / Empire Ave	EB Stop	EB	9.2	A	-	-
Manor Way / Lowell Ave	AWSC	-	-	-	7.5	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for future (2024) background conditions during the evening peak hour are shown below:

Empire Ave / Park Ave
Northbound – 425 feet
Southbound – 900 feet
Eastbound – 400 feet
Westbound – 525 feet

Silver King Dr / Empire Ave
Eastbound – 200 feet

Lowell Ave / Silver King Dr
Northbound – 150 feet

F. Mitigation Measures

The Empire Avenue / Park Avenue is anticipated to continue experiencing heavy delays and queueing. As discussed previously, it is recommended that UDOT plan to widen Park Avenue at the intersection to provide two left-turn lanes, a through lane, and a channelized right-turn lane with a pocket on the southbound approach.

No additional mitigation measures are recommended at this time.

V. FUTURE (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2024) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III from Parcels B and E to the future (2024) background traffic volumes to predict turning movement volumes for future (2024) plus project conditions. Hales Engineering also redistributed the day skier parking on site to the new day skier parking in Parcel B and E. The trips to and from skier parking were estimated based on the difference in trips between intersections in the study area. For example, it was observed that northbound traffic on one segment of Lowell Avenue increased by 330 vehicles between intersections. Therefore, it was assumed that there were 330 day-skier vehicles exiting the parking along that segment. This methodology resulted in calculating 730 day-skier trips during the evening peak hour (180 entering, 550 exiting). These trips were divided up between Parcels B and E based on the amount of day skier parking in both. Because Parcel B has 760 day-skier stalls planned out of 1,200 total, approximately 63% of the day skier traffic was assigned to the Parcel B access points. Future (2024) plus project evening peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2024) plus project conditions except for the Empire Avenue / Park Avenue intersection (LOS E), as shown in Table 5.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for future (2024) plus project conditions during the evening peak hour are shown below:

<u>Empire Ave / Park Ave</u>	
Northbound – 390 feet	Eastbound – 450 feet
Southbound – 1,150 feet	Westbound – 750 feet

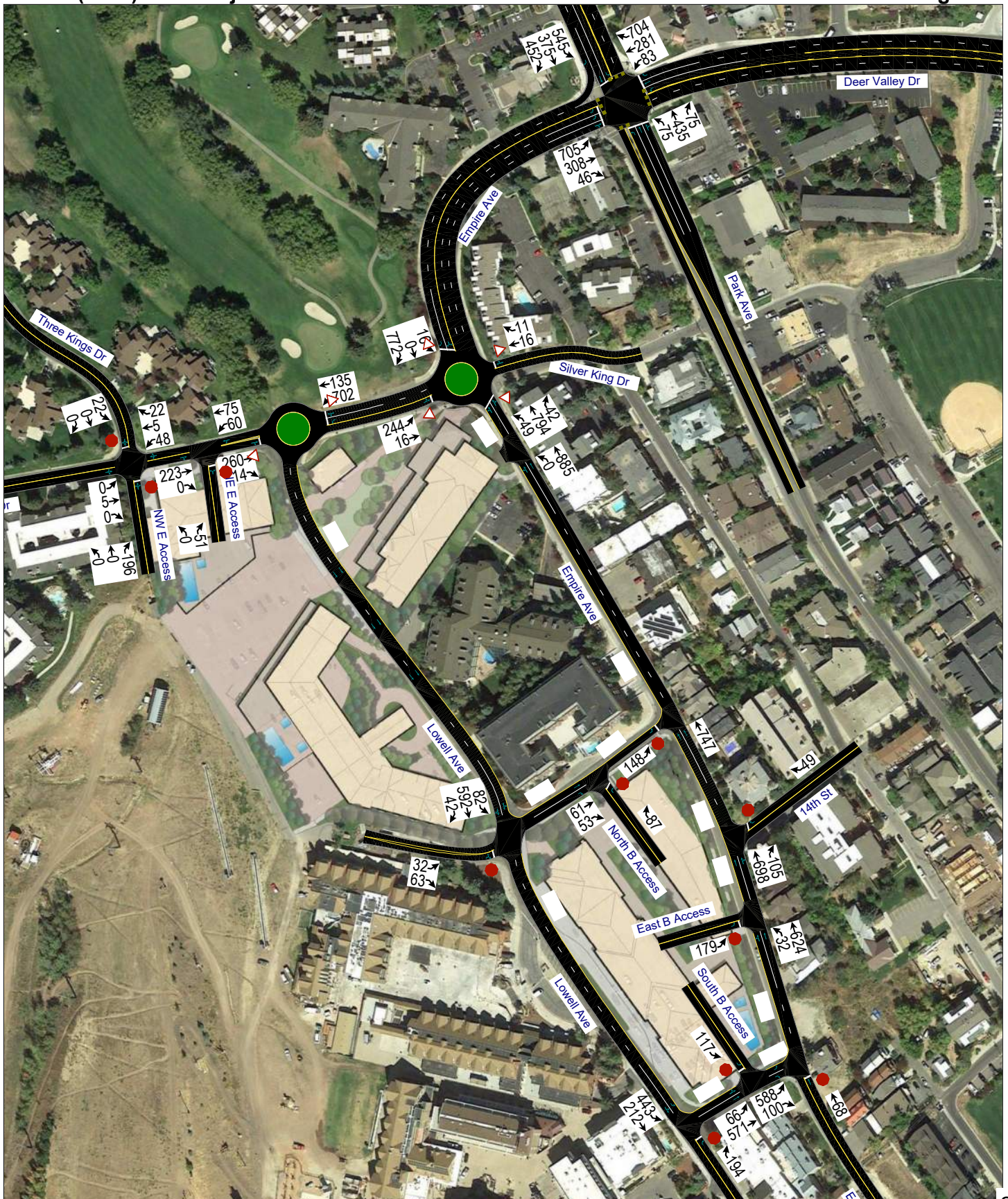


Table 5: Future (2024) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Empire Ave / Park Ave	Signal	-	-	-	63.5	E
Silver King Dr / Empire Ave	Round-about	-	-	-	3.7	A
Lowell Ave / Silver King Dr	Round-about	-	-	-	3.5	A
Three Kings Dr & NW E Access / Silver King Dr	NB/SB Stop	SB	4.3	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	8.3	A	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	7.1	A	-	-
14th Street / Empire Ave	SWB Stop	SWB	4.4	A	-	-
Manor Way / Empire Ave	NB Stop	NB	8.7	A	-	-
Manor Way / Lowell Ave	NB Stop	NB	6.9	A	-	-
NE E Access / Silver King Dr	NB Stop	NB	4.1	A	-	-
North B Access / Shadow Ridge Rd	NB Stop	NB	2.8	A	-	-
South B Access / Manor Way	SB Stop	SB	10.0	A	-	-
East B Access / Empire Ave	EB Stop	EB	10.3	B	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

E. Mitigation Measures

As recommended in previous background scenarios, it is recommended that dual left-turns be added to the southbound approach of the Empire Avenue / Park Avenue intersection when possible. It is also recommended that Empire Avenue be re-stripped with a five-lane cross-section between Silver King Drive and Park Avenue to accommodate 2 full left-turn storage lanes. This improvement was assumed for this future (2024) plus project analysis.

VI. FUTURE (2040) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

Based on recommendations in the existing (2019) and future (2024) background conditions, it was assumed that UDOT would install southbound dual left-turn lanes at the Empire Avenue / Park Avenue intersection by 2040.

C. Traffic Volumes

As discussed for future (2024) background conditions, it was assumed that the PCMR internal roadways would experience 1% growth per year between 2024 and 2040. It was assumed that Park Avenue and Deer Valley Drive would also experience 1% growth per year as well. Future (2040) background evening peak hour turning movement volumes are shown in Figure 9.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2040) background conditions except for the Empire Avenue / Park Avenue intersection (LOS F), as shown in Table 6. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for future (2040) background conditions during the evening peak hour are shown below:

Empire Ave / Park Ave
Northbound – 750 feet
Southbound – 550 feet
Eastbound – 450 feet
Westbound – >1,000 feet

Silver King Dr / Empire Ave
Eastbound – 275 feet

Lowell Ave / Silver King Dr
Northbound – 275 feet



Table 6: Future (2040) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Empire Ave / Park Ave	Signal	-	-	-	>80	F
Silver King Dr / Empire Ave	Round-about	-	-	-	11.0	B
Lowell Ave / Silver King Dr	NB Stop	NB	16.4	C	-	-
Three Kings Dr / Silver King Dr	SB Stop	SB	3.8	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	18.0	C	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	8.4	A	-	-
14th Street / Empire Ave	SWB Stop	SWB	19.1	C	-	-
Manor Way / Empire Ave	EB Stop	EB	12.9	B	-	-
Manor Way / Lowell Ave	AWSC	-	-	-	11.9	B

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

F. Mitigation Measures

As shown, significant delays and queueing are anticipated at the Empire Avenue / Park Avenue intersection, even assuming southbound dual left-turns at the intersection. It is recommended that UDOT consider channelizing the westbound right-turn movement due to the high peak hour volume. It is anticipated that this will reduce the high delays and queueing.

The delays and queueing at the Empire Avenue / Park Avenue intersection are anticipated to be excessive in the future. UDOT and Park City may want to consider an innovative intersection at this location. Continuing to promote transit and active transportation will also be key in reducing the anticipated delays at this location.

VII. FUTURE (2040) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the full-build project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project evening peak hour turning movement volumes are shown in Figure 10.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2040) plus project conditions except for the Empire Avenue / Park Avenue intersection (LOS F), as shown in Table 7.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for future (2040) plus project conditions during the evening peak hour are shown below:

<u>Empire Ave / Park Ave</u>	
Northbound – 900 feet	Eastbound – 550 feet
Southbound – 530 feet	Westbound – >1,000 feet

E. Mitigation Measures

No additional mitigation measures are recommended.



Table 7: Future (2040) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach ^{1,3}	Aver. Delay (Sec/Veh) ¹	LOS ¹	Aver. Delay (Sec/Veh) ²	LOS ²
Empire Ave / Park Ave	Signal	-	-	-	>80	F
Silver King Dr / Empire Ave	Round-about	-	-	-	3.9	A
Lowell Ave / Silver King Dr	Round-about	-	-	-	5.3	A
Three Kings Dr & NW E Access / Silver King Dr	NB/SB Stop	SB	4.9	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	13.5	B	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	12.5	B	-	-
14th Street / Empire Ave	SWB Stop	SWB	5.9	A	-	-
Manor Way / Empire Ave	NB Stop	NB	11.5	B	-	-
Manor Way / Lowell Ave	NB Stop	NB	8.6	A	-	-
NE E Access / Silver King Dr	NB Stop	NB	9.3	A	-	-
North B Access / Shadow Ridge Rd	NB Stop	NB	8.7	A	-	-
South B Access / Manor Way	SB Stop	SB	11.9	B	-	-
East B Access / Empire Ave	EB Stop	EB	13.2	B	-	-
West D Access / Lowell Avenue	SWB Stop	SWB	12.7	B	-	-
C Access / Lowell Avenue	EB Stop	EB	7.9	A	-	-
East D Access / Empire Avenue	EB Stop	EB	33.6	D	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.

3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 8. Intersections shown in Table 8 include new intersections and existing intersections that have recommended storage length changes.

Table 8: Recommended Storage Lengths

Recommended Storage Lengths Park City Mountain Resort TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Empire Ave / Park Ave	300	-	350	250	550	-	250	-
Source: Hales Engineering, August 2019								

APPENDIX A

LOS Results

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Morning Peak Hour **Project #: UT19-1481**

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	36	36	99	22.8	C
	T	191	193	101	38.8	D
	R	67	65	97	7.0	A
	Subtotal	294	294	100	29.8	C
SB	L	477	456	96	147.1	F
	T	169	158	94	101.6	F
	R	901	862	96	31.4	C
	Subtotal	1,547	1,476	95	74.7	E
EB	L	320	315	99	29.0	C
	T	172	167	97	19.6	B
	R	16	18	114	12.6	B
	Subtotal	508	500	98	25.3	C
WB	L	50	47	94	44.5	D
	T	253	262	103	45.7	D
	R	215	216	100	6.7	A
	Subtotal	518	525	101	29.5	C
Total		2,866	2,795	98	53.4	D

Intersection: Empire Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	53	102	5.2	A
	T	350	346	99	1.6	A
	R	19	18	96	1.1	A
	Subtotal	421	417	99	2.0	A
SB	L	6	7	112	3.8	A
	T	621	606	98	1.2	A
	R	563	545	97	3.4	A
	Subtotal	1,190	1,158	97	2.3	A
EB	L	142	140	99	28.2	D
	T	17	16	96	28.9	D
	R	17	17	101	7.7	A
	Subtotal	176	173	98	26.3	D
WB	L	22	21	97	20.6	C
	T	13	14	106	20.9	C
	R	5	6	120	7.9	A
	Subtotal	40	41	103	18.8	C
Total		1,826	1,789	98	4.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Morning Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	24.2	C
	R	169	168	100	4.3	A
	Subtotal	174	172	99	4.8	A
EB	T	6	5	80	1.5	A
	R	14	18	126	1.0	A
	Subtotal	20	23	115	1.1	A
WB	L	608	589	97	4.9	A
	T	20	22	111	4.0	A
	Subtotal	628	611	97	4.9	A
Total		822	806	98	4.7	A

Intersection: Silver King Dr & Three Kings Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	15	17	111	3.9	A
	Subtotal	15	17	113	3.9	A
EB	T	5	6	120	0.0	A
	Subtotal	5	6	120	0.0	A
WB	T	5	5	100	0.4	A
	R	20	21	106	0.1	A
	Subtotal	25	26	104	0.2	A
Total		45	49	109	1.5	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Morning Peak Hour **Project #:** UT19-1481

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	36	35	97	7.7	A
	T	430	428	99	1.1	A
	Subtotal	466	463	99	1.6	A
SB	T	271	262	97	2.9	A
	R	399	390	98	1.8	A
	Subtotal	670	652	97	2.2	A
NE	L	1	0	0	3.2	A
	R	1	2	200	3.2	A
	Subtotal	2	2	100	3.2	A
Total		1,139	1,117	98	2.0	A

Intersection: Lowell Ave & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	314	303	96	1.0	A
	R	100	100	100	0.5	A
	R2	22	22	101	0.5	A
	Subtotal	436	425	97	0.9	A
EB	L2	22	22	101	12.5	B
	L	1	1	100	12.7	B
	R	18	19	107	6.8	A
	Subtotal	41	42	102	9.9	A
SE	L	1	0	0		
	T	483	473	98	0.4	A
	R	104	102	98	10.5	B
	R2	34	32	94	6.0	A
Total		1,099	1,074	98	2.1	A

HALES ENGINEERING

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Morning Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	3.0	A
	T	44	46	104	0.2	A
	Subtotal	49	51	104	0.5	A
SB	T	103	101	98	0.4	A
	R	89	87	98	0.4	A
	Subtotal	192	188	98	0.4	A
EB	L	406	397	98	6.0	A
	R	10	10	98	4.5	A
	Subtotal	416	407	98	6.0	A
Total		658	646	98	3.9	A

Intersection: Lowell Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	142	137	97	4.1	A
	Subtotal	142	137	96	4.1	A
SB	L	274	270	99	5.8	A
	T	161	154	96	1.3	A
	Subtotal	435	424	97	4.2	A
WB	L	94	92	98	4.2	A
	Subtotal	94	92	98	4.2	A
Total		671	653	97	4.2	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Morning Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & 14th St
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	410	403	98	1.0	A
	R	40	41	102	0.7	A
	Subtotal	450	444	99	1.0	A
SB	L	8	7	85	4.5	A
	T	264	257	97	0.7	A
	Subtotal	272	264	97	0.8	A
SW	L	36	34	94	9.5	A
	R	57	60	105	5.5	A
	Subtotal	93	94	101	6.9	A
Total		816	802	98	1.6	A

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	0.3	0.2	3.8	0.5	3.5	5.5	4.5	4.3
Total Delay (hr)	0.6	0.2	0.0	0.2	0.8	0.1	0.1	0.5	0.0	3.3	0.8	1.4
Total Del/Veh (s)	27.5	20.2	15.4	44.9	40.1	6.0	23.8	35.1	7.1	95.2	64.1	21.7
Vehicles Entered	77	41	5	12	63	51	11	48	15	110	43	221
Vehicles Exited	78	40	5	12	62	49	11	48	15	112	42	214
Hourly Exit Rate	312	160	20	48	248	196	44	192	60	448	168	856
Input Volume	309	166	15	48	245	208	35	185	65	461	163	871
% of Volume	101	96	133	100	101	94	126	104	92	97	103	98

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	2.8
Total Delay (hr)	8.0
Total Del/Veh (s)	39.0
Vehicles Entered	697
Vehicles Exited	688
Hourly Exit Rate	2752
Input Volume	2771
% of Volume	99

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.3	0.2	3.6	0.5	3.7	6.8	6.1	6.0
Total Delay (hr)	0.6	0.2	0.0	0.1	0.8	0.1	0.0	0.5	0.0	3.9	0.8	1.7
Total Del/Veh (s)	28.5	18.6	10.3	44.2	40.5	6.0	20.8	38.4	6.1	101.5	65.7	25.9
Vehicles Entered	78	42	5	11	64	52	7	44	17	124	38	218
Vehicles Exited	76	42	5	11	65	53	8	45	16	115	37	219
Hourly Exit Rate	304	168	20	44	260	212	32	180	64	460	148	876
Input Volume	309	166	15	48	245	208	35	185	65	461	163	871
% of Volume	98	101	133	92	106	102	91	97	98	100	91	101

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	3.7
Total Delay (hr)	8.8
Total Del/Veh (s)	42.2
Vehicles Entered	700
Vehicles Exited	692
Hourly Exit Rate	2768
Input Volume	2771
% of Volume	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.3	2.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.0	0.4	0.3	3.8	0.6	3.8	30.7	27.9	29.3
Total Delay (hr)	0.7	0.2	0.0	0.2	1.0	0.1	0.1	0.6	0.0	6.1	1.5	2.6
Total Del/Veh (s)	27.8	18.8	13.9	39.0	46.3	7.6	23.5	37.7	8.0	154.1	114.3	39.2
Vehicles Entered	86	41	5	13	70	62	9	52	17	121	42	225
Vehicles Exited	87	41	5	13	68	62	9	51	18	114	39	224
Hourly Exit Rate	348	164	20	52	272	248	36	204	72	456	156	896
Input Volume	352	188	18	55	278	236	40	210	74	524	186	990
% of Volume	99	87	111	95	98	105	90	97	97	87	84	91

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	3.6
Denied Del/Veh (s)	16.4
Total Delay (hr)	13.1
Total Del/Veh (s)	58.7
Vehicles Entered	743
Vehicles Exited	731
Hourly Exit Rate	2924
Input Volume	3151
% of Volume	93

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	1.2	6.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.3	0.2	3.8	0.5	3.7	96.4	96.6	95.5
Total Delay (hr)	0.6	0.2	0.0	0.1	0.9	0.1	0.1	0.6	0.0	6.5	1.6	2.1
Total Del/Veh (s)	27.9	17.7	10.5	43.1	44.6	6.5	20.6	37.2	6.8	163.3	123.5	33.0
Vehicles Entered	74	43	4	10	65	51	9	50	16	114	38	211
Vehicles Exited	74	44	4	10	66	52	9	50	16	115	39	204
Hourly Exit Rate	296	176	16	40	264	208	36	200	64	460	156	816
Input Volume	309	166	15	48	245	208	35	185	65	461	163	871
% of Volume	96	106	107	83	108	100	103	108	98	100	96	94

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	10.9
Denied Del/Veh (s)	53.9
Total Delay (hr)	12.7
Total Del/Veh (s)	60.5
Vehicles Entered	685
Vehicles Exited	683
Hourly Exit Rate	2732
Input Volume	2771
% of Volume	99

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	5.0	1.6	9.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.3	0.2	3.6	0.5	3.7	37.0	34.9	35.8
Total Delay (hr)	2.6	0.9	0.1	0.6	3.4	0.4	0.2	2.1	0.1	19.8	4.7	7.7
Total Del/Veh (s)	29.0	19.6	12.6	44.5	45.7	6.7	22.8	38.8	7.0	147.1	101.6	31.4
Vehicles Entered	315	167	18	47	262	216	37	194	65	470	162	875
Vehicles Exited	315	167	18	47	262	216	36	193	65	456	158	862
Hourly Exit Rate	315	167	18	47	262	216	36	193	65	456	158	862
Input Volume	320	172	16	50	253	215	36	191	67	477	169	901
% of Volume	99	97	114	94	103	100	99	101	97	96	94	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	15.8
Denied Del/Veh (s)	19.7
Total Delay (hr)	42.5
Total Del/Veh (s)	53.4
Vehicles Entered	2828
Vehicles Exited	2795
Hourly Exit Rate	2795
Input Volume	2866
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	22.7	29.6	7.4	21.3	19.2	6.1	4.8	1.3	1.1	2.5	1.1	3.3
Vehicles Entered	33	4	4	5	3	2	12	87	5	2	146	139
Vehicles Exited	32	4	4	5	3	2	12	86	4	2	146	138
Hourly Exit Rate	128	16	16	20	12	8	48	344	16	8	584	552
Input Volume	137	16	16	21	13	5	50	338	18	6	601	544
% of Volume	93	100	100	95	92	160	96	102	89	133	97	101

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.5
Total Del/Veh (s)	4.3
Vehicles Entered	442
Vehicles Exited	438
Hourly Exit Rate	1752
Input Volume	1765
% of Volume	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	28.9	22.8	7.1	22.4	22.1	7.9	5.8	1.5	1.0	4.4	1.2	3.3
Vehicles Entered	36	3	4	5	4	2	12	87	4	2	154	135
Vehicles Exited	35	4	5	5	3	2	13	86	4	2	154	135
Hourly Exit Rate	140	16	20	20	12	8	52	344	16	8	616	540
Input Volume	137	16	16	21	13	5	50	338	18	6	601	544
% of Volume	102	100	125	95	92	160	104	102	89	133	102	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.6
Total Del/Veh (s)	5.0
Vehicles Entered	448
Vehicles Exited	448
Hourly Exit Rate	1792
Input Volume	1765
% of Volume	102

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	32.7	31.5	8.0	22.5	20.5	6.2	5.7	2.0	1.1	4.5	1.2	3.4
Vehicles Entered	37	4	5	6	4	2	16	91	5	2	158	141
Vehicles Exited	37	4	4	6	4	1	16	91	5	2	158	142
Hourly Exit Rate	148	16	16	24	16	4	64	364	20	8	632	568
Input Volume	156	19	19	24	14	5	57	385	21	7	682	619
% of Volume	95	84	84	100	114	80	112	95	95	114	93	92

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.7
Total Del/Veh (s)	5.6
Vehicles Entered	471
Vehicles Exited	470
Hourly Exit Rate	1880
Input Volume	2008
% of Volume	94

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	23.3	23.9	6.5	16.5	21.8	6.8	4.4	1.3	0.8	3.6	1.2	3.3
Vehicles Entered	34	4	4	5	3	1	12	82	5	1	149	129
Vehicles Exited	36	4	4	5	3	1	12	82	5	1	148	130
Hourly Exit Rate	144	16	16	20	12	4	48	328	20	4	592	520
Input Volume	137	16	16	21	13	5	50	338	18	6	601	544
% of Volume	105	100	100	95	92	80	96	97	111	67	99	96

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.5
Total Del/Veh (s)	4.4
Vehicles Entered	429
Vehicles Exited	431
Hourly Exit Rate	1724
Input Volume	1765
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.0	0.2	0.5
Total Del/Veh (s)	28.2	28.9	7.7	20.6	20.9	7.9	5.2	1.6	1.1	3.8	1.2	3.4
Vehicles Entered	140	16	17	22	14	6	54	346	18	7	608	545
Vehicles Exited	140	16	17	21	14	6	53	346	18	7	606	545
Hourly Exit Rate	140	16	17	21	14	6	53	346	18	7	606	545
Input Volume	142	17	17	22	13	5	52	350	19	6	621	563
% of Volume	99	96	101	97	106	120	102	99	96	112	98	97

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	2.5
Total Del/Veh (s)	4.9
Vehicles Entered	1793
Vehicles Exited	1789
Hourly Exit Rate	1789
Input Volume	1826
% of Volume	98

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.0	0.3
Total Del/Veh (s)	1.3	1.0	4.9	3.8	27.3	4.1	4.7
Vehicles Entered	1	5	148	6	1	40	201
Vehicles Exited	1	5	147	6	1	40	200
Hourly Exit Rate	4	20	588	24	4	160	800
Input Volume	6	14	588	19	5	163	795
% of Volume	67	143	100	126	80	98	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.1	0.3
Total Del/Veh (s)	0.9	1.5	4.8	3.7	27.6	4.4	4.7
Vehicles Entered	2	4	146	5	1	42	200
Vehicles Exited	2	4	145	6	1	42	200
Hourly Exit Rate	8	16	580	24	4	168	800
Input Volume	6	14	588	19	5	163	795
% of Volume	133	114	99	126	80	103	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.1	0.3
Total Del/Veh (s)	3.0	0.8	4.9	3.7	18.1	4.3	4.7
Vehicles Entered	1	4	156	6	1	45	213
Vehicles Exited	1	4	157	6	1	45	214
Hourly Exit Rate	4	16	628	24	4	180	856
Input Volume	7	15	668	22	5	186	903
% of Volume	57	107	94	109	80	97	95

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	0.7	1.0	4.8	3.5	24.0	3.9	4.5
Vehicles Entered	1	5	140	6	1	40	193
Vehicles Exited	2	5	140	6	1	40	194
Hourly Exit Rate	8	20	560	24	4	160	776
Input Volume	6	14	588	19	5	163	795
% of Volume	133	143	95	126	80	98	98

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.0	0.0	0.8	0.0	0.0	0.2	1.1
Total Del/Veh (s)	1.5	1.0	4.9	4.0	24.2	4.3	4.7
Vehicles Entered	5	18	589	22	4	167	805
Vehicles Exited	5	18	589	22	4	168	806
Hourly Exit Rate	5	18	589	22	4	168	806
Input Volume	6	14	608	20	5	169	822
% of Volume	80	126	97	111	80	100	98

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.2	0.1	4.2	1.4
Vehicles Entered	2	2	5	4	13
Vehicles Exited	2	2	5	4	13
Hourly Exit Rate	8	8	20	16	52
Input Volume	5	5	19	15	44
% of Volume	160	160	105	107	118

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.1	3.6	1.5
Vehicles Entered	1	2	5	5	13
Vehicles Exited	1	2	5	5	13
Hourly Exit Rate	4	8	20	20	52
Input Volume	5	5	19	15	44
% of Volume	80	160	105	133	118

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.1	0.2	4.4	1.2
Vehicles Entered	2	1	5	3	11
Vehicles Exited	2	1	6	3	12
Hourly Exit Rate	8	4	24	12	48
Input Volume	5	5	22	16	48
% of Volume	160	80	109	75	100

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.8	0.2	3.6	1.4
Vehicles Entered	2	1	6	5	14
Vehicles Exited	2	1	6	5	14
Hourly Exit Rate	8	4	24	20	56
Input Volume	5	5	19	15	44
% of Volume	160	80	126	133	127

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.4	0.1	3.9	1.5
Vehicles Entered	6	5	21	17	49
Vehicles Exited	6	5	21	17	49
Hourly Exit Rate	6	5	21	17	49
Input Volume	5	5	20	15	45
% of Volume	120	100	106	111	109

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.9	0.9	2.7	1.7		3.4	1.8
Vehicles Entered	7	107	62	96	0	1	273
Vehicles Exited	8	107	62	96	0	1	274
Hourly Exit Rate	32	428	248	384	0	4	1096
Input Volume	35	416	262	386	1	1	1101
% of Volume	91	103	95	99	0	400	100

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	7.5	1.0	2.9	1.8		2.0
Vehicles Entered	9	105	65	101	0	280
Vehicles Exited	8	105	65	102	0	280
Hourly Exit Rate	32	420	260	408	0	1120
Input Volume	35	416	262	386	1	1101
% of Volume	91	101	99	106	0	102

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	7.0	1.3	2.8	1.9		2.1
Vehicles Entered	11	115	70	100	0	296
Vehicles Exited	11	115	68	99	0	293
Hourly Exit Rate	44	460	272	396	0	1172
Input Volume	40	474	298	438	1	1252
% of Volume	110	97	91	90	0	94

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.2
Total Del/Veh (s)	8.6	1.1	2.9	1.8		2.0
Vehicles Entered	8	101	65	93	0	267
Vehicles Exited	8	101	66	93	0	268
Hourly Exit Rate	32	404	264	372	0	1072
Input Volume	35	416	262	386	1	1101
% of Volume	91	97	101	96	0	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (hr)	0.1	0.1	0.2	0.2	0.0	0.0	0.6
Total Del/Veh (s)	7.7	1.1	2.9	1.8		3.2	2.0
Vehicles Entered	35	428	262	390	0	2	1117
Vehicles Exited	35	428	262	390	0	2	1117
Hourly Exit Rate	35	428	262	390	0	2	1117
Input Volume	36	430	271	399	1	1	1139
% of Volume	97	99	97	98	0	200	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	10.4	6.5	6.5	0.9	0.4	0.4		0.4	9.2	6.1	2.0
Vehicles Entered	6	1	5	77	21	6	0	119	25	8	268
Vehicles Exited	6	1	5	77	20	6	0	120	25	8	268
Hourly Exit Rate	24	4	20	308	80	24	0	480	100	32	1072
Input Volume	21	1	17	304	97	21	1	467	101	33	1063
% of Volume	114	400	118	101	82	114	0	103	99	97	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1		0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	10.2		5.9	1.0	0.5	0.6		0.4	11.0	5.0	2.0
Vehicles Entered	5	0	4	74	30	6	0	117	26	7	269
Vehicles Exited	5	0	4	75	30	6	0	117	25	7	269
Hourly Exit Rate	20	0	16	300	120	24	0	468	100	28	1076
Input Volume	21	1	17	304	97	21	1	467	101	33	1063
% of Volume	95	0	94	99	124	114	0	100	99	85	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1		0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	13.2		7.5	1.0	0.5	0.6		0.4	10.7	7.5	2.4
Vehicles Entered	5	0	5	80	25	6	0	122	31	9	283
Vehicles Exited	5	0	5	80	25	6	0	121	31	9	282
Hourly Exit Rate	20	0	20	320	100	24	0	484	124	36	1128
Input Volume	24	1	20	345	110	24	1	531	114	37	1207
% of Volume	83	0	100	93	91	100	0	91	109	97	93

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1		0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	13.9		7.1	1.0	0.5	0.4	0.4	9.9	5.0	2.0
Vehicles Entered	6	0	5	71	25	4	114	21	9	255
Vehicles Exited	6	0	5	72	26	4	115	22	9	259
Hourly Exit Rate	24	0	20	288	104	16	460	88	36	1036
Input Volume	21	1	17	304	97	21	467	101	33	1063
% of Volume	114	0	118	95	107	76	99	87	109	97

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.1	0.6
Total Del/Veh (s)	12.5	12.7	6.8	1.0	0.5	0.5		0.4	10.5	6.0	2.1
Vehicles Entered	22	1	19	303	100	22	0	472	102	32	1073
Vehicles Exited	22	1	19	303	100	22	0	473	102	32	1074
Hourly Exit Rate	22	1	19	303	100	22	0	473	102	32	1074
Input Volume	22	1	18	314	100	22	1	483	104	34	1099
% of Volume	101	100	107	96	100	101	0	98	98	94	98

7: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.8	4.4	1.9	0.3	0.3	0.4	3.8
Vehicles Entered	96	2	2	11	23	21	155
Vehicles Exited	96	2	2	11	23	22	156
Hourly Exit Rate	384	8	8	44	92	88	624
Input Volume	393	10	5	43	100	86	637
% of Volume	98	80	160	102	92	102	98

7: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.4	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.7	3.8	2.7	0.2	0.4	0.4	3.7
Vehicles Entered	97	3	1	11	26	21	159
Vehicles Exited	96	3	1	12	26	21	159
Hourly Exit Rate	384	12	4	48	104	84	636
Input Volume	393	10	5	43	100	86	637
% of Volume	98	120	80	112	104	98	100

7: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.4	4.8	3.9	0.2	0.4	0.3	4.3
Vehicles Entered	108	3	1	13	26	21	172
Vehicles Exited	108	3	1	13	26	21	172
Hourly Exit Rate	432	12	4	52	104	84	688
Input Volume	446	11	5	48	113	98	721
% of Volume	97	109	80	108	92	86	95

7: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.0	5.0	2.2	0.2	0.3	0.4	3.8
Vehicles Entered	97	2	2	10	26	23	160
Vehicles Exited	97	2	1	11	26	23	160
Hourly Exit Rate	388	8	4	44	104	92	640
Input Volume	393	10	5	43	100	86	637
% of Volume	99	80	80	102	104	107	100

7: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.7	0.0	0.0	0.0	0.0	0.0	0.7
Total Del/Veh (s)	6.0	4.5	3.0	0.2	0.4	0.4	3.9
Vehicles Entered	397	10	5	46	101	86	645
Vehicles Exited	397	10	5	46	101	87	646
Hourly Exit Rate	397	10	5	46	101	87	646
Input Volume	406	10	5	44	103	89	658
% of Volume	98	98	100	104	98	98	98

8: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.1	4.1	5.7	1.3	4.1
Vehicles Entered	23	32	66	40	161
Vehicles Exited	23	33	65	40	161
Hourly Exit Rate	92	132	260	160	644
Input Volume	91	137	265	156	649
% of Volume	101	96	98	103	99

8: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.1	4.0	5.6	1.2	4.1
Vehicles Entered	22	31	68	36	157
Vehicles Exited	22	30	69	36	157
Hourly Exit Rate	88	120	276	144	628
Input Volume	91	137	265	156	649
% of Volume	97	88	104	92	97

8: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.3	4.1	5.8	1.4	4.2
Vehicles Entered	22	38	73	42	175
Vehicles Exited	22	38	72	42	174
Hourly Exit Rate	88	152	288	168	696
Input Volume	103	156	301	177	737
% of Volume	85	97	96	95	94

8: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.1	4.2	5.5	1.2	4.0
Vehicles Entered	24	36	62	35	157
Vehicles Exited	24	35	64	36	159
Hourly Exit Rate	96	140	256	144	636
Input Volume	91	137	265	156	649
% of Volume	105	102	97	92	98

8: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.4	0.1	0.8
Total Del/Veh (s)	4.2	4.1	5.8	1.3	4.2
Vehicles Entered	92	137	269	154	652
Vehicles Exited	92	137	270	154	653
Hourly Exit Rate	92	137	270	154	653
Input Volume	94	142	274	161	671
% of Volume	98	97	99	96	97

18: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.9	0.8	4.1	0.7	9.4	5.8	1.7
Vehicles Entered	98	9	2	61	9	16	195
Vehicles Exited	99	9	2	61	9	16	196
Hourly Exit Rate	396	36	8	244	36	64	784
Input Volume	397	39	8	255	35	55	789
% of Volume	100	92	100	96	103	116	99

18: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.9	0.6	5.2	0.8	9.5	4.8	1.6
Vehicles Entered	98	9	2	64	9	16	198
Vehicles Exited	98	10	2	64	9	15	198
Hourly Exit Rate	392	40	8	256	36	60	792
Input Volume	397	39	8	255	35	55	789
% of Volume	99	103	100	100	103	109	100

18: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.0	0.7	3.3	0.7	11.5	6.1	1.7
Vehicles Entered	110	12	2	67	8	16	215
Vehicles Exited	109	12	2	66	8	16	213
Hourly Exit Rate	436	48	8	264	32	64	852
Input Volume	451	44	9	290	40	63	897
% of Volume	97	109	89	91	80	102	95

18: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.0	0.8	6.3	0.7	7.8	4.8	1.5
Vehicles Entered	97	11	1	65	8	13	195
Vehicles Exited	97	11	1	65	8	12	194
Hourly Exit Rate	388	44	4	260	32	48	776
Input Volume	397	39	8	255	35	55	789
% of Volume	98	113	50	102	91	87	98

18: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.1	0.4
Total Del/Veh (s)	1.0	0.7	4.5	0.7	9.5	5.5	1.6
Vehicles Entered	403	41	7	256	34	60	801
Vehicles Exited	403	41	7	257	34	60	802
Hourly Exit Rate	403	41	7	257	34	60	802
Input Volume	410	40	8	264	36	57	816
% of Volume	98	102	85	97	94	105	98

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.6	0.7	3.6	11.0	15.8
Denied Del/Veh (s)	2.8	3.6	16.1	52.6	19.3
Total Delay (hr)	9.7	10.6	15.2	14.4	49.9
Total Del/Veh (s)	44.2	47.8	63.3	63.5	60.3
Vehicles Entered	712	715	762	704	2897
Vehicles Exited	702	704	750	708	2868
Hourly Exit Rate	2808	2816	3000	2832	2868
Input Volume	11632	11632	13220	11632	12029
% of Volume	24	24	23	24	24

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	106	128	149	83	216	81	55	139	103	250	704	558
Average Queue (ft)	73	92	78	42	143	50	29	93	44	228	485	334
95th Queue (ft)	116	137	151	86	236	89	63	144	102	292	1036	819
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											7	6
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					6					59	1	
Queuing Penalty (veh)					3					96	5	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	124	138	130	76	227	92	42	163	119	250	722	553
Average Queue (ft)	73	90	71	37	154	52	18	96	47	247	556	390
95th Queue (ft)	123	134	132	83	229	94	47	165	115	264	1009	925
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											9	5
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					6			0		74	1	
Queuing Penalty (veh)					3			0		120	4	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	107	141	134	113	254	95	48	163	123	250	975	964
Average Queue (ft)	74	100	71	45	171	63	24	111	61	249	855	729
95th Queue (ft)	123	148	130	122	285	103	56	171	129	258	1216	1293
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											31	17
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					13			0	0	80	1	
Queuing Penalty (veh)					7			0	0	149	4	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	112	129	129	88	247	87	61	157	111	250	975	940
Average Queue (ft)	67	88	71	41	169	55	26	106	50	249	910	837
95th Queue (ft)	122	137	136	117	272	94	61	168	116	253	1268	1382
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											47	30
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					12			0		80	1	
Queuing Penalty (veh)					6			0		130	6	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	137	155	178	152	305	112	69	194	154	250	1007	972
Average Queue (ft)	72	92	73	41	159	55	24	102	50	243	701	572
95th Queue (ft)	121	140	138	105	258	96	57	163	116	280	1234	1212
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											23	14
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					9			0	0	73	1	
Queuing Penalty (veh)					5			0	0	124	5	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	103	48	50	68	16
Average Queue (ft)	63	18	28	25	2
95th Queue (ft)	110	60	56	67	16
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	15				
Queuing Penalty (veh)	2				

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	101	98	57	85	25
Average Queue (ft)	68	25	28	31	5
95th Queue (ft)	113	112	62	85	28
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	17	0			
Queuing Penalty (veh)	3	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	110	105	50	84	32
Average Queue (ft)	76	29	28	40	6
95th Queue (ft)	123	121	55	90	30
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	25	0			
Queuing Penalty (veh)	5	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	108	94	50	64	16
Average Queue (ft)	67	25	26	27	2
95th Queue (ft)	117	102	56	70	18
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	15				
Queuing Penalty (veh)	2				

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	121	196	67	108	40
Average Queue (ft)	69	24	27	31	4
95th Queue (ft)	116	101	58	79	24
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	18	0			
Queuing Penalty (veh)	3	0			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	18	73	70
Average Queue (ft)	2	17	43
95th Queue (ft)	15	66	73
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	18	50	5	72
Average Queue (ft)	4	15	1	45
95th Queue (ft)	20	51	11	82
Link Distance (ft)	198	288	288	715
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	12	53	74
Average Queue (ft)	2	16	43
95th Queue (ft)	15	53	86
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	9	49	69
Average Queue (ft)	2	11	41
95th Queue (ft)	13	45	71
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	25	84	5	108
Average Queue (ft)	2	15	0	43
95th Queue (ft)	16	54	5	78
Link Distance (ft)	198	288	288	715
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	12
95th Queue (ft)	35
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	87	8	20
Average Queue (ft)	29	2	3
95th Queue (ft)	87	12	17
Link Distance (ft)	186	591	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	96	16	6
Average Queue (ft)	35	3	1
95th Queue (ft)	102	18	11
Link Distance (ft)	186	591	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	109	13	3
Average Queue (ft)	44	2	1
95th Queue (ft)	108	12	8
Link Distance (ft)	186	591	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	94	15	6
Average Queue (ft)	30	3	1
95th Queue (ft)	93	14	9
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	134	27	20
Average Queue (ft)	35	2	1
95th Queue (ft)	99	14	12
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	41	6	79
Average Queue (ft)	26	1	39
95th Queue (ft)	48	9	78
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	34	6	61
Average Queue (ft)	21	1	38
95th Queue (ft)	41	8	64
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	40	8	74
Average Queue (ft)	22	1	44
95th Queue (ft)	43	11	78
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	48	13	68
Average Queue (ft)	26	1	36
95th Queue (ft)	52	8	65
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	57	18	93
Average Queue (ft)	24	1	40
95th Queue (ft)	46	9	72
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	91	6
Average Queue (ft)	57	1
95th Queue (ft)	92	9
Link Distance (ft)	154	523
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	93	6
Average Queue (ft)	56	0
95th Queue (ft)	92	6
Link Distance (ft)	154	523
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	101	8
Average Queue (ft)	66	1
95th Queue (ft)	111	13
Link Distance (ft)	154	523
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & Manor Way, Interval #4

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	86	15	2
Average Queue (ft)	59	3	0
95th Queue (ft)	91	19	4
Link Distance (ft)	154	523	295
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & Manor Way, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	124	32	2
Average Queue (ft)	60	1	0
95th Queue (ft)	97	13	2
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	47	65	69
Average Queue (ft)	34	41	51
95th Queue (ft)	52	65	77
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	49	63	70
Average Queue (ft)	33	40	50
95th Queue (ft)	55	63	71
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	46	62	72
Average Queue (ft)	33	42	54
95th Queue (ft)	49	64	85
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	46	65	66
Average Queue (ft)	33	42	48
95th Queue (ft)	50	67	71
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	58	75	85
Average Queue (ft)	33	41	51
95th Queue (ft)	52	65	76
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & 14th St, Interval #1

Movement	SB	SW
Directions Served	LT	LR
Maximum Queue (ft)	21	62
Average Queue (ft)	4	38
95th Queue (ft)	23	67
Link Distance (ft)	186	243
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & 14th St, Interval #2

Movement	SB	SW
Directions Served	LT	LR
Maximum Queue (ft)	33	54
Average Queue (ft)	6	33
95th Queue (ft)	31	59
Link Distance (ft)	186	243
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	15	73
Average Queue (ft)	1	3	39
95th Queue (ft)	9	18	72
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & 14th St, Interval #4

Movement	SB	SW
Directions Served	LT	LR
Maximum Queue (ft)	25	50
Average Queue (ft)	4	32
95th Queue (ft)	25	53
Link Distance (ft)	186	243
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	46	86
Average Queue (ft)	0	4	36
95th Queue (ft)	4	25	63
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 106
Network wide Queuing Penalty, Interval #2: 131
Network wide Queuing Penalty, Interval #3: 165
Network wide Queuing Penalty, Interval #4: 144
Network wide Queuing Penalty, All Intervals: 136

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Saturday PM Peak Hour **Project #: UT19-1481**

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	36	104	53.5	D
	T	395	385	97	59.6	E
	R	68	67	98	24.7	C
	Subtotal	498	488	98	54.4	D
SB	L	495	492	99	51.4	D
	T	363	364	100	44.2	D
	R	364	382	105	5.2	A
	Subtotal	1,222	1,238	101	35.0	C
EB	L	633	593	94	54.4	D
	T	277	245	88	40.4	D
	R	36	33	92	32.0	C
	Subtotal	946	871	92	49.6	D
WB	L	75	78	104	74.3	E
	T	239	232	97	76.6	E
	R	640	638	100	22.8	C
	Subtotal	954	948	99	40.2	D
Total		3,621	3,545	98	42.7	D

Intersection: Empire Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	4.6	A
	T	601	593	99	1.7	A
	R	17	18	104	1.2	A
	Subtotal	658	652	99	1.9	A
SB	L	15	15	98	5.7	A
	T	431	434	101	1.8	A
	R	192	199	104	2.8	A
	Subtotal	638	648	102	2.2	A
EB	L	325	256	79	120.0	F
	T	50	41	82	122.5	F
	R	25	20	79	56.1	F
	Subtotal	400	317	79	116.3	F
WB	L	12	10	82	22.9	C
	T	15	14	92	26.2	D
	R	10	10	98	10.1	B
	Subtotal	37	34	92	20.5	C
Total		1,734	1,651	95	25.0	C

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	12	79	134.4	F
	R	385	304	79	140.6	F
	Subtotal	400	316	79	140.4	F
EB	T	15	15	98	10.6	B
	R	10	12	117	2.1	A
	Subtotal	25	27	108	6.8	A
WB	L	237	244	103	4.2	A
	T	10	11	107	3.5	A
	Subtotal	247	255	103	4.2	A
Total		673	598	89	77.9	F

Intersection: Silver King Dr & Three Kings Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	20	21	104	4.0	A
	Subtotal	20	21	105	4.0	A
EB	T	5	5	100	0.0	A
	Subtotal	5	5	100	0.0	A
WB	T	5	5	95	0.4	A
	R	20	18	89	0.6	A
	Subtotal	25	23	92	0.6	A
Total		51	49	97	1.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	48	96	5.3	A
	T	643	637	99	1.3	A
	Subtotal	693	685	99	1.6	A
SB	T	250	253	101	2.1	A
	R	198	193	97	1.5	A
	Subtotal	448	446	100	1.8	A
NE	L	5	4	80	12.1	B
	T	0	0	0		
	R	5	6	120	4.0	A
	Subtotal	10	10	100	7.2	A
Total		1,152	1,141	99	1.7	A

Intersection: Lowell Ave & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	218	215	98	0.6	A
	R	20	18	89	0.3	A
	R2	10	8	78	0.3	A
	Subtotal	248	241	97	0.6	A
EB	L2	40	38	96	7.9	A
	R	50	52	104	6.1	A
	Subtotal	90	90	100	6.9	A
SE	L	10	10	98	8.8	A
	T	110	116	106	0.3	A
	R	107	110	103	6.8	A
	R2	20	20	99	4.8	A
Total		586	587	100	2.9	A

HALES ENGINEERING

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	518	511	99	1.3	A
	R	87	90	104	1.0	A
	Subtotal	605	601	99	1.3	A
SB	L	30	30	101	7.4	A
	T	235	237	101	1.4	A
	Subtotal	265	267	101	2.1	A
SW	L	37	38	103	14.0	B
	R	45	49	109	7.1	A
	Subtotal	82	87	106	10.1	B
Total		951	955	100	2.3	A

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	2.3	A
	T	55	54	98	0.3	A
	Subtotal	65	63	97	0.6	A
SB	T	144	150	104	0.8	A
	R	127	125	98	0.6	A
	Subtotal	271	275	101	0.7	A
EB	L	520	514	99	8.4	A
	T	1	1	100	2.7	A
	R	20	21	104	6.7	A
	Subtotal	541	536	99	8.3	A
Total		878	874	100	5.4	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Existing (2019) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Manor Way
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	185	176	95	4.8	A
	Subtotal	185	176	95	4.8	A
SB	L	355	360	101	8.0	A
	T	65	63	97	8.7	A
	Subtotal	420	423	101	8.1	A
WB	L	137	133	97	4.8	A
	T	0	1	400	0.3	A
	Subtotal	137	134	98	4.8	A
Total		743	733	99	6.8	A

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.5	3.7	0.7	3.4	2.7	1.0	0.6
Total Delay (hr)	2.3	0.7	0.1	0.4	1.1	1.0	0.1	1.5	0.1	1.5	1.0	0.1
Total Del/Veh (s)	50.7	38.2	32.0	70.4	66.1	21.0	48.7	53.3	22.5	43.6	37.7	5.1
Vehicles Entered	148	66	8	20	54	158	8	96	17	114	89	90
Vehicles Exited	146	63	7	19	53	162	8	96	18	117	88	90
Hourly Exit Rate	584	252	28	76	212	648	32	384	72	468	352	360
Input Volume	622	272	35	74	235	629	34	388	67	486	357	358
% of Volume	94	93	80	103	90	103	94	99	107	96	99	101

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	9.9
Total Del/Veh (s)	38.5
Vehicles Entered	868
Vehicles Exited	867
Hourly Exit Rate	3468
Input Volume	3557
% of Volume	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.5	3.3	0.8	3.3	2.7	1.1	0.7
Total Delay (hr)	2.4	0.7	0.1	0.4	1.4	1.1	0.1	1.6	0.1	1.7	1.1	0.1
Total Del/Veh (s)	52.3	38.3	28.5	67.0	76.4	23.8	48.1	56.8	24.0	46.3	41.4	5.0
Vehicles Entered	149	58	9	20	59	160	9	95	19	126	87	98
Vehicles Exited	149	58	9	20	59	159	9	98	19	126	85	97
Hourly Exit Rate	596	232	36	80	236	636	36	392	76	504	340	388
Input Volume	622	272	35	74	235	629	34	388	67	486	357	358
% of Volume	96	85	103	108	100	101	106	101	113	104	95	108

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	10.8
Total Del/Veh (s)	41.1
Vehicles Entered	889
Vehicles Exited	888
Hourly Exit Rate	3552
Input Volume	3557
% of Volume	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	0.6	0.5	3.1	0.7	3.5	2.7	1.2	0.7
Total Delay (hr)	2.2	0.7	0.1	0.5	1.5	1.0	0.1	1.7	0.1	2.1	1.3	0.2
Total Del/Veh (s)	50.7	38.8	26.3	71.2	75.7	21.6	47.8	58.0	25.2	53.1	43.7	5.6
Vehicles Entered	144	62	9	21	63	166	10	101	16	132	97	104
Vehicles Exited	150	63	9	20	61	164	9	96	16	126	99	105
Hourly Exit Rate	600	252	36	80	244	656	36	384	64	504	396	420
Input Volume	666	292	38	79	252	674	37	416	72	521	382	383
% of Volume	90	86	95	101	97	97	97	92	89	97	104	110

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	11.5
Total Del/Veh (s)	41.9
Vehicles Entered	925
Vehicles Exited	918
Hourly Exit Rate	3672
Input Volume	3812
% of Volume	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.5	3.5	0.6	3.4	2.7	1.0	0.7
Total Delay (hr)	2.2	0.7	0.1	0.4	1.2	1.0	0.1	1.7	0.1	1.9	1.2	0.1
Total Del/Veh (s)	50.7	37.7	31.6	64.6	64.7	22.0	52.9	57.0	24.4	50.5	44.0	4.8
Vehicles Entered	146	60	8	18	57	153	9	95	15	119	92	90
Vehicles Exited	148	61	8	20	59	153	9	94	14	122	92	89
Hourly Exit Rate	592	244	32	80	236	612	36	376	56	488	368	356
Input Volume	622	272	35	74	235	629	34	388	67	486	357	358
% of Volume	95	90	91	108	100	97	106	97	84	100	103	99

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	10.6
Total Del/Veh (s)	41.1
Vehicles Entered	862
Vehicles Exited	869
Hourly Exit Rate	3476
Input Volume	3557
% of Volume	98

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.4	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.5	3.4	0.7	3.4	2.7	1.1	0.7
Total Delay (hr)	9.1	2.8	0.3	1.7	5.0	4.1	0.5	6.6	0.5	7.2	4.5	0.6
Total Del/Veh (s)	54.4	40.4	32.0	74.3	76.6	22.8	53.5	59.6	24.7	51.4	44.2	5.2
Vehicles Entered	588	246	34	78	232	636	36	387	67	491	365	382
Vehicles Exited	593	245	33	78	232	638	36	385	67	492	364	382
Hourly Exit Rate	593	245	33	78	232	638	36	385	67	492	364	382
Input Volume	633	277	36	75	239	640	35	395	68	495	363	364
% of Volume	94	88	92	104	97	100	104	97	98	99	100	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.9
Total Delay (hr)	42.7
Total Del/Veh (s)	42.7
Vehicles Entered	3542
Vehicles Exited	3545
Hourly Exit Rate	3545
Input Volume	3621
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.0	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	92.3	91.9	45.6	17.0	20.9	13.9	4.3	1.6	1.3	7.4	1.4	2.6
Vehicles Entered	69	9	7	3	4	2	9	146	4	2	100	48
Vehicles Exited	69	10	7	3	4	2	9	147	4	2	102	48
Hourly Exit Rate	276	40	28	12	16	8	36	588	16	8	408	192
Input Volume	319	49	25	12	15	10	39	590	17	15	423	189
% of Volume	87	82	112	100	107	80	92	100	94	53	96	102

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	2.6
Total Del/Veh (s)	21.9
Vehicles Entered	403
Vehicles Exited	407
Hourly Exit Rate	1628
Input Volume	1703
% of Volume	96

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.3	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	113.9	107.3	51.6	15.0	24.5	6.4	4.8	1.8	1.9	5.6	2.1	2.8
Vehicles Entered	66	9	4	2	3	2	10	149	4	5	115	46
Vehicles Exited	64	9	4	2	3	2	10	149	4	5	114	46
Hourly Exit Rate	256	36	16	8	12	8	40	596	16	20	456	184
Input Volume	319	49	25	12	15	10	39	590	17	15	423	189
% of Volume	80	73	64	67	80	80	103	101	94	133	108	97

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	3.0
Total Del/Veh (s)	24.9
Vehicles Entered	415
Vehicles Exited	412
Hourly Exit Rate	1648
Input Volume	1703
% of Volume	97

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	21.5	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.3	0.4	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	123.9	131.3	77.9	19.3	26.0	10.3	4.0	1.6	1.1	5.6	1.7	2.8
Vehicles Entered	56	10	4	3	4	3	12	153	5	4	114	57
Vehicles Exited	57	10	4	3	4	3	12	153	5	4	114	57
Hourly Exit Rate	228	40	16	12	16	12	48	612	20	16	456	228
Input Volume	342	54	26	13	16	11	42	633	18	16	454	202
% of Volume	67	74	62	92	100	109	114	97	111	100	100	113

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.1
Total Del/Veh (s)	25.0
Vehicles Entered	425
Vehicles Exited	426
Hourly Exit Rate	1704
Input Volume	1827
% of Volume	93

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	18.0	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.2	0.4	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	105.1	107.1	48.0	23.6	26.2	14.7	5.1	1.7	0.8	5.1	1.8	2.7
Vehicles Entered	67	12	5	2	4	2	10	144	4	4	105	49
Vehicles Exited	67	12	5	3	4	2	10	143	4	3	105	48
Hourly Exit Rate	268	48	20	12	16	8	40	572	16	12	420	192
Input Volume	319	49	25	12	15	10	39	590	17	15	423	189
% of Volume	84	98	80	100	107	80	103	97	94	80	99	102

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.0
Total Del/Veh (s)	25.2
Vehicles Entered	408
Vehicles Exited	406
Hourly Exit Rate	1624
Input Volume	1703
% of Volume	95

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	8.8	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	8.9	1.5	0.3	0.1	0.1	0.0	0.1	0.3	0.0	0.0	0.2	0.2
Total Del/Veh (s)	120.0	122.5	56.1	22.9	26.2	10.1	4.6	1.7	1.2	5.7	1.8	2.8
Vehicles Entered	258	41	20	10	14	10	41	592	18	15	434	200
Vehicles Exited	256	41	20	10	14	10	41	593	18	15	434	199
Hourly Exit Rate	256	41	20	10	14	10	41	593	18	15	434	199
Input Volume	325	50	25	12	15	10	40	601	17	15	431	192
% of Volume	79	82	79	82	92	98	103	99	104	98	101	104

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	11.6
Total Del/Veh (s)	25.0
Vehicles Entered	1653
Vehicles Exited	1651
Hourly Exit Rate	1651
Input Volume	1734
% of Volume	95

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.9	1.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	24.6	35.7	20.8
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	2.2	2.4
Total Del/Veh (s)	10.8	3.1	4.1	3.0	103.1	86.9	52.6
Vehicles Entered	3	3	59	3	4	85	157
Vehicles Exited	3	3	59	3	4	82	154
Hourly Exit Rate	12	12	236	12	16	328	616
Input Volume	15	10	233	10	15	378	661
% of Volume	80	120	101	120	107	87	93

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.2	3.5	3.6
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	152.3	122.7	76.7
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	3.1	3.3
Total Del/Veh (s)	6.3	2.2	4.0	4.7	103.9	125.7	74.5
Vehicles Entered	4	3	56	2	3	79	147
Vehicles Exited	4	3	56	2	3	76	144
Hourly Exit Rate	16	12	224	8	12	304	576
Input Volume	15	10	233	10	15	378	661
% of Volume	107	120	96	80	80	80	87

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.3	9.2	9.5
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	208.1	269.2	164.2
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	3.5	3.8
Total Del/Veh (s)	14.5	1.7	4.2	3.1	178.8	153.7	80.9
Vehicles Entered	4	3	70	3	3	67	150
Vehicles Exited	4	4	69	3	3	66	149
Hourly Exit Rate	16	16	276	12	12	264	596
Input Volume	16	11	249	11	16	405	708
% of Volume	100	145	111	109	75	65	84

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.6	16.5	17.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	362.5	390.5	271.1
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	3.6	3.8
Total Del/Veh (s)	10.8	0.7	4.2	3.6	127.4	135.5	80.1
Vehicles Entered	4	3	59	3	3	80	152
Vehicles Exited	4	3	60	3	2	81	153
Hourly Exit Rate	16	12	240	12	8	324	612
Input Volume	15	10	233	10	15	378	661
% of Volume	107	120	103	120	53	86	93

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	1.1	30.1	31.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	245.2	282.2	164.9
Total Delay (hr)	0.0	0.0	0.3	0.0	0.5	12.5	13.3
Total Del/Veh (s)	10.6	2.1	4.2	3.5	134.4	140.6	77.9
Vehicles Entered	15	12	243	11	13	312	606
Vehicles Exited	15	12	244	11	12	304	598
Hourly Exit Rate	15	12	244	11	12	304	598
Input Volume	15	10	237	10	15	385	673
% of Volume	98	117	103	107	79	79	89

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.6	0.5	3.8	1.9
Vehicles Entered	1	1	6	5	13
Vehicles Exited	1	1	5	5	12
Hourly Exit Rate	4	4	20	20	48
Input Volume	5	5	20	20	50
% of Volume	80	80	100	100	96

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.5	3.7	2.1
Vehicles Entered	1	1	4	5	11
Vehicles Exited	1	1	4	6	12
Hourly Exit Rate	4	4	16	24	48
Input Volume	5	5	20	20	50
% of Volume	80	80	80	120	96

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.5	3.5	1.8
Vehicles Entered	2	2	4	6	14
Vehicles Exited	2	2	4	5	13
Hourly Exit Rate	8	8	16	20	52
Input Volume	5	6	21	21	53
% of Volume	160	133	76	95	98

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.6	4.2	2.0
Vehicles Entered	1	1	4	5	11
Vehicles Exited	1	1	5	5	12
Hourly Exit Rate	4	4	20	20	48
Input Volume	5	5	20	20	50
% of Volume	80	80	100	100	96

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.4	0.6	4.0	1.9
Vehicles Entered	5	5	18	21	49
Vehicles Exited	5	5	18	21	49
Hourly Exit Rate	5	5	18	21	49
Input Volume	5	5	20	20	51
% of Volume	100	95	89	104	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.8	1.2	2.0	1.3	19.6	5.5	1.7
Vehicles Entered	12	156	61	44	1	1	275
Vehicles Exited	12	156	61	44	1	1	275
Hourly Exit Rate	48	624	244	176	4	4	1100
Input Volume	49	632	246	195	5	5	1132
% of Volume	98	99	99	90	80	80	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.9	1.3	2.2	1.6	8.1	5.4	1.8
Vehicles Entered	11	160	65	50	1	1	288
Vehicles Exited	11	160	66	50	0	1	288
Hourly Exit Rate	44	640	264	200	0	4	1152
Input Volume	49	632	246	195	5	5	1132
% of Volume	90	101	107	103	0	80	102

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.2	1.2	2.1	1.7	15.3		4.6	1.7
Vehicles Entered	12	167	67	50	1	0	1	298
Vehicles Exited	12	166	68	50	1	0	1	298
Hourly Exit Rate	48	664	272	200	4	0	4	1192
Input Volume	53	677	264	208	5	1	5	1213
% of Volume	91	98	103	96	80	0	80	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.6	1.2	2.1	1.3	5.3	4.2	1.6
Vehicles Entered	12	155	60	48	1	2	278
Vehicles Exited	12	155	59	48	1	2	277
Hourly Exit Rate	48	620	236	192	4	8	1108
Input Volume	49	632	246	195	5	5	1132
% of Volume	98	98	96	98	80	160	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.5
Total Del/Veh (s)	5.3	1.3	2.1	1.5	12.1		4.0	1.7
Vehicles Entered	48	637	253	192	4	0	6	1140
Vehicles Exited	48	637	253	193	4	0	6	1141
Hourly Exit Rate	48	637	253	193	4	0	6	1141
Input Volume	50	643	250	198	5	0	5	1152
% of Volume	96	99	101	97	80	0	120	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.5	5.2	0.6	0.4	0.5	7.8	0.3	6.1	4.5	2.8
Vehicles Entered	9	12	50	4	2	3	26	29	5	140
Vehicles Exited	9	12	50	5	2	3	26	28	5	140
Hourly Exit Rate	36	48	200	20	8	12	104	112	20	560
Input Volume	39	49	215	20	10	10	108	105	20	576
% of Volume	92	98	93	100	80	120	96	107	100	97

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	8.1	6.7	0.5	0.2	0.2	7.5	0.3	7.2	3.6	3.0
Vehicles Entered	10	14	55	5	2	2	27	26	4	145
Vehicles Exited	10	14	55	5	2	2	27	27	4	146
Hourly Exit Rate	40	56	220	20	8	8	108	108	16	584
Input Volume	39	49	215	20	10	10	108	105	20	576
% of Volume	103	114	102	100	80	80	100	103	80	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	8.3	6.4	0.5	0.3	0.2	9.7	0.2	7.0	5.9	3.0
Vehicles Entered	9	14	56	4	2	3	34	30	5	157
Vehicles Exited	9	14	56	4	2	3	33	30	5	156
Hourly Exit Rate	36	56	224	16	8	12	132	120	20	624
Input Volume	42	53	229	21	11	11	115	113	21	616
% of Volume	86	106	98	76	73	109	115	106	95	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.0	5.5	0.5	0.3	0.3	10.3	0.3	6.4	4.4	2.7
Vehicles Entered	11	11	54	5	2	2	28	25	7	145
Vehicles Exited	11	12	54	5	2	2	29	25	7	147
Hourly Exit Rate	44	48	216	20	8	8	116	100	28	588
Input Volume	39	49	215	20	10	10	108	105	20	576
% of Volume	113	98	100	100	80	80	107	95	140	102

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5
Total Del/Veh (s)	7.9	6.1	0.6	0.3	0.3	8.8	0.3	6.8	4.8	2.9
Vehicles Entered	38	52	215	18	8	10	115	110	20	586
Vehicles Exited	38	52	215	18	8	10	116	110	20	587
Hourly Exit Rate	38	52	215	18	8	10	116	110	20	587
Input Volume	40	50	218	20	10	10	110	107	20	586
% of Volume	96	104	98	89	78	98	106	103	99	100

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.2	1.0	5.6	1.0	12.3	7.2	2.2
Vehicles Entered	126	21	8	56	10	12	233
Vehicles Exited	126	21	8	56	10	12	233
Hourly Exit Rate	504	84	32	224	40	48	932
Input Volume	509	85	29	231	36	44	934
% of Volume	99	99	110	97	111	109	100

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	0.9	7.8	1.3	12.5	6.1	2.1
Vehicles Entered	130	22	7	62	9	12	242
Vehicles Exited	129	22	7	62	9	12	241
Hourly Exit Rate	516	88	28	248	36	48	964
Input Volume	509	85	29	231	36	44	934
% of Volume	101	104	97	107	100	109	103

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.4	1.0	6.5	1.3	13.8	7.7	2.3
Vehicles Entered	132	26	8	62	10	14	252
Vehicles Exited	132	26	8	62	10	14	252
Hourly Exit Rate	528	104	32	248	40	56	1008
Input Volume	545	92	32	247	39	47	1002
% of Volume	97	113	100	100	103	119	101

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.2	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.3	0.9	8.2	1.8	16.1	6.9	2.5
Vehicles Entered	123	21	7	56	10	11	228
Vehicles Exited	124	22	7	56	9	11	229
Hourly Exit Rate	496	88	28	224	36	44	916
Input Volume	509	85	29	231	36	44	934
% of Volume	97	104	97	97	100	100	98

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.2	0.0
Total Delay (hr)	0.2	0.0	0.1	0.1	0.2	0.1	0.6
Total Del/Veh (s)	1.3	1.0	7.4	1.4	14.0	7.1	2.3
Vehicles Entered	510	90	30	236	39	49	954
Vehicles Exited	511	90	30	237	38	49	955
Hourly Exit Rate	511	90	30	237	38	49	955
Input Volume	518	87	30	235	37	45	951
% of Volume	99	104	101	101	103	109	100

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.2	1.7	6.7	4.0	0.2	0.8	0.5	5.3
Vehicles Entered	124	1	6	1	14	38	29	213
Vehicles Exited	125	1	6	1	14	38	29	214
Hourly Exit Rate	500	4	24	4	56	152	116	856
Input Volume	511	1	20	10	54	142	125	863
% of Volume	98	400	120	40	104	107	93	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.3		6.6	1.9	0.2	0.8	0.6	5.3
Vehicles Entered	132	0	6	2	13	39	32	224
Vehicles Exited	132	0	6	2	13	39	32	224
Hourly Exit Rate	528	0	24	8	52	156	128	896
Input Volume	511	1	20	10	54	142	125	863
% of Volume	103	0	120	80	96	110	102	104

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.5		7.3	1.6	0.3	0.8	0.7	5.4
Vehicles Entered	133	0	5	3	15	37	35	228
Vehicles Exited	134	0	5	2	14	37	35	227
Hourly Exit Rate	536	0	20	8	56	148	140	908
Input Volume	547	1	21	11	58	152	134	924
% of Volume	98	0	95	73	97	97	104	98

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.3		6.3	2.6	0.3	0.7	0.7	5.3
Vehicles Entered	125	0	4	3	13	36	30	211
Vehicles Exited	125	0	4	3	13	36	29	210
Hourly Exit Rate	500	0	16	12	52	144	116	840
Input Volume	511	1	20	10	54	142	125	863
% of Volume	98	0	80	120	96	101	93	97

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Total Del/Veh (s)	8.4	2.7	6.7	2.3	0.3	0.8	0.6	5.4
Vehicles Entered	515	1	20	9	54	150	125	874
Vehicles Exited	514	1	21	9	54	150	125	874
Hourly Exit Rate	514	1	21	9	54	150	125	874
Input Volume	520	1	20	10	55	144	127	878
% of Volume	99	100	104	88	98	104	98	100

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.3
Total Del/Veh (s)	4.6	4.8	7.8	8.0	6.6
Vehicles Entered	31	45	85	16	177
Vehicles Exited	31	45	85	15	176
Hourly Exit Rate	124	180	340	60	704
Input Volume	135	182	349	64	730
% of Volume	92	99	97	94	96

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	4.6	4.7	8.1	8.9	6.8
Vehicles Entered	34	44	93	16	187
Vehicles Exited	33	44	94	16	187
Hourly Exit Rate	132	176	376	64	748
Input Volume	135	182	349	64	730
% of Volume	98	97	108	100	102

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	4.9	0.3	4.5	8.7	9.9	7.1
Vehicles Entered	37	1	42	95	17	192
Vehicles Exited	37	1	42	96	16	192
Hourly Exit Rate	148	4	168	384	64	768
Input Volume	144	1	195	374	68	782
% of Volume	103	400	86	103	94	98

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.3
Total Del/Veh (s)	4.9	4.9	6.9	7.6	6.1
Vehicles Entered	32	44	86	15	177
Vehicles Exited	32	44	85	16	177
Hourly Exit Rate	128	176	340	64	708
Input Volume	135	182	349	64	730
% of Volume	95	97	97	100	97

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.2	0.0	0.2	0.8	0.2	1.4
Total Del/Veh (s)	4.8	0.3	4.8	8.0	8.7	6.8
Vehicles Entered	133	1	175	360	63	732
Vehicles Exited	133	1	176	360	63	733
Hourly Exit Rate	133	1	176	360	63	733
Input Volume	137	0	185	355	65	743
% of Volume	97	400	95	101	97	99

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	1.2	3.9	9.8	17.4	32.2
Denied Del/Veh (s)	4.7	14.9	34.6	64.5	31.0
Total Delay (hr)	16.4	18.7	19.9	18.8	73.8
Total Del/Veh (s)	57.5	64.6	66.3	65.7	70.0
Vehicles Entered	900	919	958	894	3669
Vehicles Exited	902	916	943	905	3670
Hourly Exit Rate	3608	3664	3772	3620	3670
Input Volume	13689	13689	14668	13689	13934
% of Volume	26	27	26	26	26

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	263	291	267	160	299	319	55	291	256	414	391	104
Average Queue (ft)	211	233	174	81	198	213	29	220	176	299	236	61
95th Queue (ft)	290	307	283	174	368	339	59	297	264	433	406	110
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	12	20		1	19			13	2	10	3	
Queuing Penalty (veh)	38	63		3	14			37	5	36	15	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	299	306	247	196	330	354	71	276	257	448	390	100
Average Queue (ft)	221	237	168	97	223	233	31	215	183	343	238	60
95th Queue (ft)	308	315	258	212	362	407	74	285	263	477	404	101
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	15	23		0	28			16	3	16	5	
Queuing Penalty (veh)	46	71		0	20			47	7	58	25	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	278	290	290	194	354	342	65	294	260	489	576	172
Average Queue (ft)	212	230	183	105	250	218	33	216	180	377	332	78
95th Queue (ft)	287	305	317	235	403	355	72	306	281	547	618	192
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	11	20		0	34			16	3	22	8	
Queuing Penalty (veh)	38	65		0	27			52	9	86	42	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	281	303	267	209	307	335	116	300	250	446	507	85
Average Queue (ft)	212	229	159	89	207	215	39	225	181	341	314	54
95th Queue (ft)	288	303	264	194	314	352	117	318	281	514	589	93
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	12	20		0	20			17	3	18	5	
Queuing Penalty (veh)	36	62		0	15			51	6	64	26	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	318	334	324	274	431	439	135	333	297	496	629	183
Average Queue (ft)	214	232	171	93	220	220	33	219	180	340	280	63
95th Queue (ft)	294	308	283	205	368	365	84	302	273	500	522	133
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	12	21		0	25			15	3	17	5	
Queuing Penalty (veh)	39	65		1	19			47	7	61	27	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	295	47	67	43
Average Queue (ft)	124	265	24	19	10
95th Queue (ft)	130	378	53	70	40
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		42			
Queuing Penalty (veh)		163			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	96	0			
Queuing Penalty (veh)	24	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	298	36	97	120
Average Queue (ft)	124	289	18	27	26
95th Queue (ft)	129	321	44	92	110
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		57			
Queuing Penalty (veh)		226			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	99	0			
Queuing Penalty (veh)	25	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	299	51	81	66
Average Queue (ft)	125	291	26	22	15
95th Queue (ft)	127	298	54	81	58
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		62			
Queuing Penalty (veh)		262			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	100	0			
Queuing Penalty (veh)	26	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	300	60	86	88
Average Queue (ft)	125	294	27	26	15
95th Queue (ft)	126	302	62	84	80
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		57			
Queuing Penalty (veh)		225			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	100	0			
Queuing Penalty (veh)	25	1			

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	302	66	126	164
Average Queue (ft)	124	285	24	24	16
95th Queue (ft)	129	347	54	82	77
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		55			
Queuing Penalty (veh)		219			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	99	0			
Queuing Penalty (veh)	25	0			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	23	22	350
Average Queue (ft)	6	5	284
95th Queue (ft)	27	27	526
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	21	16	404
Average Queue (ft)	6	4	356
95th Queue (ft)	28	20	487
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	36	23	416
Average Queue (ft)	11	4	379
95th Queue (ft)	38	22	466
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	29	32	415
Average Queue (ft)	9	8	397
95th Queue (ft)	34	34	421
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	48	45	430
Average Queue (ft)	8	5	354
95th Queue (ft)	33	26	515
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	15
95th Queue (ft)	38
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	109	8	26
Average Queue (ft)	39	1	9
95th Queue (ft)	118	8	30
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	120	2	28
Average Queue (ft)	42	0	6
95th Queue (ft)	122	4	26
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	NE
Directions Served	LT	LR
Maximum Queue (ft)	105	29
Average Queue (ft)	31	9
95th Queue (ft)	100	31
Link Distance (ft)	186	244
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	127	12	29
Average Queue (ft)	35	1	8
95th Queue (ft)	116	10	30
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	161	20	30
Average Queue (ft)	37	1	8
95th Queue (ft)	114	7	29
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	54	63
Average Queue (ft)	33	37
95th Queue (ft)	53	65
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	61	70
Average Queue (ft)	35	40
95th Queue (ft)	63	75
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	58	86
Average Queue (ft)	34	40
95th Queue (ft)	58	80
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	58	56
Average Queue (ft)	34	34
95th Queue (ft)	57	59
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	76	90
Average Queue (ft)	34	38
95th Queue (ft)	58	71
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	64	62
Average Queue (ft)	0	24	39
95th Queue (ft)	5	70	65
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	5	89	59
Average Queue (ft)	1	22	37
95th Queue (ft)	11	73	70
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	73	66
Average Queue (ft)	1	23	40
95th Queue (ft)	9	72	72
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	11	92	76
Average Queue (ft)	2	23	37
95th Queue (ft)	24	81	73
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	19	119	89
Average Queue (ft)	1	23	38
95th Queue (ft)	14	74	70
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	128	3
Average Queue (ft)	87	0
95th Queue (ft)	140	6
Link Distance (ft)	154	523
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	2	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	135	9	2
Average Queue (ft)	86	1	0
95th Queue (ft)	137	11	4
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	134	9
Average Queue (ft)	90	1
95th Queue (ft)	143	11
Link Distance (ft)	154	523
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	3	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	138	16
Average Queue (ft)	83	3
95th Queue (ft)	142	18
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	3	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	158	24	2
Average Queue (ft)	87	2	0
95th Queue (ft)	141	12	2
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	60	71	125
Average Queue (ft)	39	47	75
95th Queue (ft)	60	75	130
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	60	75	129
Average Queue (ft)	40	47	79
95th Queue (ft)	61	77	137
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	73	70	133
Average Queue (ft)	42	47	82
95th Queue (ft)	72	74	146
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	58	68	103
Average Queue (ft)	40	49	67
95th Queue (ft)	61	75	104
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	83	90	173
Average Queue (ft)	40	47	76
95th Queue (ft)	64	75	131
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 401
Network wide Queuing Penalty, Interval #2: 527
Network wide Queuing Penalty, Interval #3: 608
Network wide Queuing Penalty, Interval #4: 513
Network wide Queuing Penalty, All Intervals: 512

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Background
Time Period: Saturday PM Peak Hour
Project #: UT19-1481

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	36	98	67.9	E
	T	435	444	102	71.8	E
	R	75	75	100	41.0	D
	Subtotal	547	555	101	67.4	E
SB	L	545	555	102	73.7	E
	T	399	392	98	40.9	D
	R	382	384	100	3.5	A
	Subtotal	1,326	1,331	100	43.8	D
EB	L	665	659	99	67.2	E
	T	291	305	105	41.8	D
	R	38	38	101	34.2	C
	Subtotal	994	1,002	101	58.2	E
WB	L	83	83	100	51.4	D
	T	251	254	101	115.7	F
	R	704	696	99	33.6	C
	Subtotal	1,038	1,033	100	55.2	E
Total		3,904	3,921	100	54.0	D

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	39	93	9.0	A
	T	631	630	100	6.9	A
	R	18	20	110	3.2	A
	Subtotal	691	689	100	6.9	A
SB	L	16	16	98	7.7	A
	T	452	451	100	9.8	A
	R	202	204	101	4.3	A
	Subtotal	670	671	100	8.1	A
EB	L	341	347	102	14.7	B
	T	54	51	94	14.1	B
	R	26	25	95	12.5	B
	Subtotal	421	423	100	14.5	B
WB	L	13	12	91	7.5	A
	T	16	16	98	7.2	A
	R	11	12	109	2.4	A
	Subtotal	40	40	100	5.9	A
Total		1,822	1,823	100	9.1	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	15	92	9.6	A
	R	404	406	101	5.7	A
	Subtotal	420	421	100	5.8	A
EB	T	16	14	86	0.9	A
	R	11	13	118	0.5	A
	Subtotal	27	27	100	0.7	A
WB	L	249	248	99	2.2	A
	T	11	11	98	0.5	A
	Subtotal	260	259	100	2.1	A
Total		708	707	100	4.3	A

Intersection: Silver King Dr & Three Kings Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	21	21	99	3.8	A
	Subtotal	21	21	100	3.8	A
EB	T	5	5	100	0.0	A
	Subtotal	5	5	100	0.0	A
WB	T	6	6	100	0.4	A
	R	21	20	94	0.4	A
	Subtotal	27	26	96	0.4	A
Total		54	52	97	1.8	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	53	50	95	5.3	A
	T	675	677	100	1.2	A
	Subtotal	728	727	100	1.5	A
SB	T	264	259	98	2.7	A
	R	208	208	100	2.3	A
	Subtotal	472	467	99	2.5	A
NE	L	5	4	80	17.3	C
	T	1	2	200	0.6	A
	R	5	4	80	4.5	A
	Subtotal	11	10	91	8.8	A
Total		1,210	1,204	99	1.9	A

Intersection: Lowell Ave & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	229	228	99	0.6	A
	R	21	20	94	0.3	A
	R2	11	12	109	0.3	A
	Subtotal	261	260	100	0.6	A
EB	L2	42	38	91	9.5	A
	R	53	53	100	6.1	A
	Subtotal	95	91	96	7.5	A
SE	L	11	10	91	9.6	A
	T	116	118	102	0.2	A
	R	112	109	98	7.6	A
	R2	21	24	113	4.9	A
Total		616	612	99	3.1	A

HALES ENGINEERING

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	544	537	99	1.3	A
	R	91	95	104	1.0	A
	Subtotal	635	632	100	1.3	A
SB	L	32	31	96	6.1	A
	T	247	240	97	1.0	A
	Subtotal	279	271	97	1.6	A
SW	L	39	38	98	17.1	C
	R	47	50	107	8.6	A
	Subtotal	86	88	102	12.3	B
Total		1,000	991	99	2.4	A

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	11	10	91	2.6	A
	T	58	56	97	0.4	A
	Subtotal	69	66	96	0.7	A
SB	T	153	147	96	0.7	A
	R	133	130	98	0.6	A
	Subtotal	286	277	97	0.7	A
EB	L	546	544	100	9.3	A
	T	0	0	0		
	R	21	23	108	7.0	A
	Subtotal	567	567	100	9.2	A
Total		922	910	99	6.0	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Manor Way
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	194	194	100	5.7	A
	Subtotal	194	194	100	5.7	A
SB	L	373	372	100	9.1	A
	T	68	68	100	8.9	A
	Subtotal	441	440	100	9.1	A
WB	L	144	140	97	4.9	A
	Subtotal	144	140	97	4.9	A
Total		779	774	99	7.5	A

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	0.6	0.6	3.1	0.8	3.5	2.7	1.3	0.8
Total Delay (hr)	3.2	0.9	0.1	0.4	2.2	1.3	0.2	2.2	0.2	2.8	1.1	0.1
Total Del/Veh (s)	64.3	38.7	33.7	60.6	110.3	26.7	67.9	65.4	37.2	67.1	38.3	3.2
Vehicles Entered	162	79	8	22	64	169	10	109	18	140	97	96
Vehicles Exited	163	78	8	22	61	170	9	110	18	138	98	97
Hourly Exit Rate	652	312	32	88	244	680	36	440	72	552	392	388
Input Volume	656	287	37	82	248	694	36	429	74	537	393	377
% of Volume	99	109	86	107	98	98	100	103	97	103	100	103

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	14.7
Total Del/Veh (s)	50.4
Vehicles Entered	974
Vehicles Exited	972
Hourly Exit Rate	3888
Input Volume	3850
% of Volume	101

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.6	3.3	0.7	3.2	2.7	1.2	0.8
Total Delay (hr)	2.9	0.9	0.1	0.2	1.8	1.4	0.1	2.0	0.1	2.5	0.9	0.1
Total Del/Veh (s)	58.4	41.2	30.5	37.5	91.5	28.7	57.9	60.0	25.1	60.1	33.2	3.3
Vehicles Entered	162	75	9	20	62	174	8	108	19	140	97	96
Vehicles Exited	162	76	9	21	64	173	8	107	18	138	96	94
Hourly Exit Rate	648	304	36	84	256	692	32	428	72	552	384	376
Input Volume	656	287	37	82	248	694	36	429	74	537	393	377
% of Volume	99	106	97	102	103	100	89	100	97	103	98	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	13.2
Total Del/Veh (s)	45.5
Vehicles Entered	970
Vehicles Exited	966
Hourly Exit Rate	3864
Input Volume	3850
% of Volume	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	2.6	0.6	0.6	3.2	0.8	3.4	3.2	1.6	1.4
Total Delay (hr)	3.3	0.9	0.1	0.3	2.3	1.8	0.2	2.5	0.3	3.0	1.1	0.1
Total Del/Veh (s)	64.7	38.8	33.9	46.9	106.6	34.0	60.8	70.3	43.1	69.8	38.3	3.6
Vehicles Entered	167	78	10	21	68	183	10	116	19	142	100	94
Vehicles Exited	166	77	10	21	64	180	10	112	19	139	97	95
Hourly Exit Rate	664	308	40	84	256	720	40	448	76	556	388	380
Input Volume	693	303	40	86	261	733	39	453	78	568	416	398
% of Volume	96	102	100	98	98	98	103	99	97	98	93	95

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.2
Total Delay (hr)	15.8
Total Del/Veh (s)	52.4
Vehicles Entered	1008
Vehicles Exited	990
Hourly Exit Rate	3960
Input Volume	4068
% of Volume	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	2.7	0.6	0.6	3.1	0.8	3.4	3.4	2.0	1.4
Total Delay (hr)	3.2	0.9	0.1	0.3	2.2	2.0	0.2	2.5	0.3	3.3	1.4	0.1
Total Del/Veh (s)	62.0	39.5	29.4	48.2	107.1	39.7	64.8	71.5	47.6	78.6	46.0	3.7
Vehicles Entered	166	74	11	20	64	173	10	112	19	138	100	98
Vehicles Exited	167	74	11	19	64	174	9	115	19	140	101	97
Hourly Exit Rate	668	296	44	76	256	696	36	460	76	560	404	388
Input Volume	656	287	37	82	248	694	36	429	74	537	393	377
% of Volume	102	103	119	93	103	100	100	107	103	104	103	103

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.2
Total Delay (hr)	16.5
Total Del/Veh (s)	55.2
Vehicles Entered	985
Vehicles Exited	990
Hourly Exit Rate	3960
Input Volume	3850
% of Volume	103

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.5	0.2	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	2.7	0.6	0.6	3.2	0.8	3.3	3.0	1.5	1.1
Total Delay (hr)	12.6	3.6	0.4	1.2	8.5	6.6	0.7	9.1	0.9	11.6	4.6	0.4
Total Del/Veh (s)	67.2	41.8	34.2	51.4	115.7	33.6	67.9	71.8	41.0	73.7	40.9	3.5
Vehicles Entered	658	305	38	82	257	698	37	445	76	559	395	384
Vehicles Exited	659	305	38	83	254	696	36	444	75	555	392	384
Hourly Exit Rate	659	305	38	83	254	696	36	444	75	555	392	384
Input Volume	665	291	38	83	251	704	37	435	75	545	399	382
% of Volume	99	105	101	100	101	99	98	102	100	102	98	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	1.1
Total Delay (hr)	60.1
Total Del/Veh (s)	54.0
Vehicles Entered	3934
Vehicles Exited	3921
Hourly Exit Rate	3921
Input Volume	3904
% of Volume	100

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
Total Del/Veh (s)	12.3	10.4	10.8	5.8	6.4	2.3	7.7	6.6	3.2	6.8	7.9	4.2
Vehicles Entered	85	13	7	3	5	2	8	161	5	4	112	52
Vehicles Exited	86	13	7	3	5	2	8	160	5	4	111	52
Hourly Exit Rate	344	52	28	12	20	8	32	640	20	16	444	208
Input Volume	336	53	26	13	16	11	41	622	18	16	446	199
% of Volume	102	98	108	92	125	73	78	103	111	100	100	105

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.0
Total Del/Veh (s)	7.9
Vehicles Entered	457
Vehicles Exited	456
Hourly Exit Rate	1824
Input Volume	1797
% of Volume	102

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
Total Del/Veh (s)	12.2	12.9	7.5	7.8	5.7	2.2	7.8	6.7	3.0	8.1	9.6	4.0
Vehicles Entered	85	12	6	3	4	4	11	154	6	4	110	51
Vehicles Exited	85	12	6	3	4	4	12	154	6	4	110	50
Hourly Exit Rate	340	48	24	12	16	16	48	616	24	16	440	200
Input Volume	336	53	26	13	16	11	41	622	18	16	446	199
% of Volume	101	91	92	92	100	145	117	99	133	100	99	101

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.1
Total Del/Veh (s)	8.3
Vehicles Entered	450
Vehicles Exited	450
Hourly Exit Rate	1800
Input Volume	1797
% of Volume	100

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
Total Del/Veh (s)	16.0	15.6	14.5	6.9	5.9	2.5	9.7	6.9	3.9	8.1	9.7	4.3
Vehicles Entered	89	13	6	3	4	3	10	161	4	4	115	51
Vehicles Exited	87	13	6	3	4	3	10	161	4	4	114	51
Hourly Exit Rate	348	52	24	12	16	12	40	644	16	16	456	204
Input Volume	355	57	27	14	17	11	44	657	19	17	471	210
% of Volume	98	91	89	86	94	109	91	98	84	94	97	97

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.2
Total Del/Veh (s)	9.4
Vehicles Entered	463
Vehicles Exited	460
Hourly Exit Rate	1840
Input Volume	1899
% of Volume	97

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.4	0.1
Total Del/Veh (s)	16.8	16.1	16.8	7.2	9.2	2.8	9.0	7.0	2.9	7.7	11.0	4.2
Vehicles Entered	87	13	5	3	4	3	10	155	5	4	117	51
Vehicles Exited	89	13	5	4	4	3	10	155	5	4	115	51
Hourly Exit Rate	356	52	20	16	16	12	40	620	20	16	460	204
Input Volume	336	53	26	13	16	11	41	622	18	16	446	199
% of Volume	106	98	77	123	100	109	98	100	111	100	103	103

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.3
Total Del/Veh (s)	10.0
Vehicles Entered	457
Vehicles Exited	458
Hourly Exit Rate	1832
Input Volume	1797
% of Volume	102

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	0.1	0.0	0.0	0.0	0.1	1.2	0.0	0.0	1.2	0.2
Total Del/Veh (s)	14.7	14.1	12.5	7.5	7.2	2.4	9.0	6.9	3.2	7.7	9.8	4.3
Vehicles Entered	346	51	25	12	16	12	40	631	20	15	454	204
Vehicles Exited	347	51	25	12	16	12	39	630	20	16	451	204
Hourly Exit Rate	347	51	25	12	16	12	39	630	20	16	451	204
Input Volume	341	54	26	13	16	11	42	631	18	16	452	202
% of Volume	102	94	95	91	98	109	93	100	110	98	100	101

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	4.6
Total Del/Veh (s)	9.1
Vehicles Entered	1826
Vehicles Exited	1823
Hourly Exit Rate	1823
Input Volume	1822
% of Volume	100

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Total Del/Veh (s)	0.8	0.6	2.2	0.4	7.9	5.0	3.9
Vehicles Entered	3	3	62	3	4	101	176
Vehicles Exited	3	3	61	3	4	102	176
Hourly Exit Rate	12	12	244	12	16	408	704
Input Volume	16	11	246	11	16	398	698
% of Volume	75	109	99	109	100	103	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.8	0.4	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Total Del/Veh (s)	0.7	0.5	2.2	0.5	9.7	5.2	3.9
Vehicles Entered	3	4	63	3	3	101	177
Vehicles Exited	3	4	63	3	3	101	177
Hourly Exit Rate	12	16	252	12	12	404	708
Input Volume	16	11	246	11	16	398	698
% of Volume	75	145	102	109	75	102	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.4	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	1.2	0.6	2.3	0.3	12.9	6.4	4.8
Vehicles Entered	4	3	62	3	4	104	180
Vehicles Exited	4	3	62	3	4	104	180
Hourly Exit Rate	16	12	248	12	16	416	720
Input Volume	17	11	259	12	17	421	737
% of Volume	94	109	96	100	94	99	98

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.4	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	0.8	0.5	2.2	0.7	7.8	6.0	4.4
Vehicles Entered	4	2	62	3	4	99	174
Vehicles Exited	4	2	62	3	4	100	175
Hourly Exit Rate	16	8	248	12	16	400	700
Input Volume	16	11	246	11	16	398	698
% of Volume	100	73	101	109	100	101	100

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.7	0.9
Total Del/Veh (s)	0.9	0.5	2.2	0.5	9.6	5.7	4.3
Vehicles Entered	14	13	249	11	15	405	707
Vehicles Exited	14	13	248	11	15	406	707
Hourly Exit Rate	14	13	248	11	15	406	707
Input Volume	16	11	249	11	16	404	708
% of Volume	86	118	99	98	92	101	100

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.4	0.4	4.3	2.0
Vehicles Entered	1	1	5	5	12
Vehicles Exited	1	1	5	5	12
Hourly Exit Rate	4	4	20	20	48
Input Volume	5	6	21	21	53
% of Volume	80	67	95	95	91

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.5	3.4	1.9
Vehicles Entered	1	2	4	6	13
Vehicles Exited	1	2	4	5	12
Hourly Exit Rate	4	8	16	20	48
Input Volume	5	6	21	21	53
% of Volume	80	133	76	95	91

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.8	0.6	3.7	1.8
Vehicles Entered	2	1	5	6	14
Vehicles Exited	2	1	5	6	14
Hourly Exit Rate	8	4	20	24	56
Input Volume	5	6	22	22	55
% of Volume	160	67	91	109	102

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.9	0.4	4.2	1.6
Vehicles Entered	2	1	5	4	12
Vehicles Exited	2	1	5	4	12
Hourly Exit Rate	8	4	20	16	48
Input Volume	5	6	21	21	53
% of Volume	160	67	95	76	91

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.4	0.4	3.8	1.8
Vehicles Entered	5	6	20	21	52
Vehicles Exited	5	6	20	21	52
Hourly Exit Rate	5	6	20	21	52
Input Volume	5	6	21	21	54
% of Volume	100	100	94	99	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.1	1.3	2.7	2.1	5.8		3.9	1.9
Vehicles Entered	13	171	63	53	1	0	1	302
Vehicles Exited	13	171	64	53	1	0	1	303
Hourly Exit Rate	52	684	256	212	4	0	4	1212
Input Volume	52	666	260	205	5	1	5	1194
% of Volume	100	103	98	103	80	0	80	102

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.8	1.0	2.5	2.1	9.1	0.6	4.2	1.7
Vehicles Entered	12	167	65	50	2	1	1	298
Vehicles Exited	12	166	64	49	2	1	1	295
Hourly Exit Rate	48	664	256	196	8	4	4	1180
Input Volume	52	666	260	205	5	1	5	1194
% of Volume	92	100	98	96	160	400	80	99

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.5	1.1	2.7	2.4	21.2		6.4	2.0
Vehicles Entered	12	172	66	53	1	0	1	305
Vehicles Exited	12	172	66	53	1	0	1	305
Hourly Exit Rate	48	688	264	212	4	0	4	1220
Input Volume	55	703	274	217	5	1	5	1260
% of Volume	87	98	96	98	80	0	80	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.7	1.2	2.9	2.4	23.8		3.6	2.1
Vehicles Entered	14	166	66	53	1	0	1	301
Vehicles Exited	13	167	65	53	1	0	1	300
Hourly Exit Rate	52	668	260	212	4	0	4	1200
Input Volume	52	666	260	205	5	1	5	1194
% of Volume	100	100	100	103	80	0	80	101

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.7
Total Del/Veh (s)	5.3	1.2	2.7	2.3	17.3	0.6	4.5	1.9
Vehicles Entered	50	677	260	208	4	2	4	1205
Vehicles Exited	50	677	259	208	4	2	4	1204
Hourly Exit Rate	50	677	259	208	4	2	4	1204
Input Volume	53	675	264	208	5	1	5	1210
% of Volume	95	100	98	100	80	200	80	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	8.8	5.5	0.6	0.3	0.3	8.1	0.3	7.6	5.7	3.0
Vehicles Entered	9	14	58	6	3	2	30	27	5	154
Vehicles Exited	9	14	58	6	3	2	30	28	5	155
Hourly Exit Rate	36	56	232	24	12	8	120	112	20	620
Input Volume	41	52	226	21	11	11	115	110	21	608
% of Volume	88	108	103	114	109	73	104	102	95	102

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	8.1	6.2	0.6	0.4	0.4	11.6	0.2	7.5	4.9	3.1
Vehicles Entered	9	12	53	5	3	3	30	27	7	149
Vehicles Exited	9	12	53	5	3	3	30	27	7	149
Hourly Exit Rate	36	48	212	20	12	12	120	108	28	596
Input Volume	41	52	226	21	11	11	115	110	21	608
% of Volume	88	92	94	95	109	109	104	98	133	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	10.7	7.2	0.6	0.2	0.3	12.2	0.2	8.0	4.5	3.5
Vehicles Entered	10	15	59	3	3	2	29	28	5	154
Vehicles Exited	10	14	59	3	3	2	29	29	6	155
Hourly Exit Rate	40	56	236	12	12	8	116	116	24	620
Input Volume	44	55	239	22	11	11	120	117	22	641
% of Volume	91	102	99	55	109	73	97	99	109	97

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	9.3	4.9	0.5	0.4	0.3	10.5	0.2	7.1	3.9	2.8
Vehicles Entered	10	12	58	5	3	2	30	26	7	153
Vehicles Exited	11	12	58	5	3	2	30	26	6	153
Hourly Exit Rate	44	48	232	20	12	8	120	104	24	612
Input Volume	41	52	226	21	11	11	115	110	21	608
% of Volume	107	92	103	95	109	73	104	95	114	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5
Total Del/Veh (s)	9.5	6.1	0.6	0.3	0.3	9.6	0.2	7.6	4.9	3.1
Vehicles Entered	38	53	228	19	12	10	118	109	24	611
Vehicles Exited	38	53	228	20	12	10	118	109	24	612
Hourly Exit Rate	38	53	228	20	12	10	118	109	24	612
Input Volume	42	53	229	21	11	11	116	112	21	616
% of Volume	91	100	99	94	109	91	102	98	113	99

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	0.9	6.1	1.0	14.0	7.1	2.0
Vehicles Entered	136	23	7	59	7	12	244
Vehicles Exited	136	23	7	59	7	12	244
Hourly Exit Rate	544	92	28	236	28	48	976
Input Volume	536	90	32	244	38	46	986
% of Volume	101	102	88	97	74	104	99

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	1.3	1.0	6.0	0.9	18.8	9.9	2.5
Vehicles Entered	130	25	8	60	11	12	246
Vehicles Exited	130	25	8	60	11	12	246
Hourly Exit Rate	520	100	32	240	44	48	984
Input Volume	536	90	32	244	38	46	986
% of Volume	97	111	100	98	116	104	100

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.2	0.2	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.4	1.0	6.9	1.1	15.7	8.8	2.4
Vehicles Entered	139	25	8	62	11	14	259
Vehicles Exited	138	26	8	62	11	13	258
Hourly Exit Rate	552	104	32	248	44	52	1032
Input Volume	567	95	33	257	41	49	1042
% of Volume	97	109	97	96	107	106	99

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.3	1.1	5.0	1.1	17.6	8.7	2.4
Vehicles Entered	131	22	8	59	9	13	242
Vehicles Exited	133	22	9	59	9	13	245
Hourly Exit Rate	532	88	36	236	36	52	980
Input Volume	536	90	32	244	38	46	986
% of Volume	99	98	112	97	95	113	99

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.2	0.0	0.1	0.1	0.2	0.1	0.7
Total Del/Veh (s)	1.3	1.0	6.1	1.0	17.1	8.6	2.4
Vehicles Entered	536	95	31	239	39	50	990
Vehicles Exited	537	95	31	240	38	50	991
Hourly Exit Rate	537	95	31	240	38	50	991
Input Volume	544	91	32	247	39	47	1000
% of Volume	99	104	96	97	98	107	99

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	9.0	7.1	3.3	0.3	0.7	0.5	6.1
Vehicles Entered	139	7	2	12	36	30	226
Vehicles Exited	139	6	2	12	36	30	225
Hourly Exit Rate	556	24	8	48	144	120	900
Input Volume	538	21	11	57	151	131	909
% of Volume	103	114	73	84	95	92	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	9.2	5.6	2.3	0.4	0.7	0.7	5.8
Vehicles Entered	131	4	3	17	37	34	226
Vehicles Exited	131	4	3	17	37	34	226
Hourly Exit Rate	524	16	12	68	148	136	904
Input Volume	538	21	11	57	151	131	909
% of Volume	97	76	109	119	98	104	99

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	9.2		6.4	2.5	0.5	0.6	0.6	5.9
Vehicles Entered	140	0	5	3	15	40	33	236
Vehicles Exited	140	0	6	3	15	40	33	237
Hourly Exit Rate	560	0	24	12	60	160	132	948
Input Volume	569	1	22	11	60	159	139	961
% of Volume	98	0	109	109	100	101	95	99

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	9.1	7.6	2.5	0.2	0.7	0.6	5.9
Vehicles Entered	133	6	2	13	35	33	222
Vehicles Exited	134	6	2	13	35	32	222
Hourly Exit Rate	536	24	8	52	140	128	888
Input Volume	538	21	11	57	151	131	909
% of Volume	100	114	73	91	93	98	98

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Total Del/Veh (s)	9.3		7.0	2.6	0.4	0.7	0.6	6.0
Vehicles Entered	544	0	23	10	56	148	130	911
Vehicles Exited	544	0	23	10	56	147	130	910
Hourly Exit Rate	544	0	23	10	56	147	130	910
Input Volume	546	0	21	11	58	153	133	922
% of Volume	100	0	108	91	97	96	98	99

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	4.8	5.9	9.1	8.6	7.5
Vehicles Entered	32	52	95	18	197
Vehicles Exited	32	51	94	18	195
Hourly Exit Rate	128	204	376	72	780
Input Volume	142	191	368	67	768
% of Volume	90	107	102	107	102

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.2	0.0	0.4
Total Del/Veh (s)	4.9	5.1	8.0	8.4	6.8
Vehicles Entered	37	46	88	16	187
Vehicles Exited	37	46	89	16	188
Hourly Exit Rate	148	184	356	64	752
Input Volume	142	191	368	67	768
% of Volume	104	96	97	96	98

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.0	0.1	0.3	0.0	0.4
Total Del/Veh (s)	4.8	5.7	9.5	9.8	7.8
Vehicles Entered	36	50	98	17	201
Vehicles Exited	36	50	96	17	199
Hourly Exit Rate	144	200	384	68	796
Input Volume	150	202	389	71	812
% of Volume	96	99	99	96	98

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	5.0	5.4	8.6	8.1	7.1
Vehicles Entered	35	47	92	17	191
Vehicles Exited	35	47	93	17	192
Hourly Exit Rate	140	188	372	68	768
Input Volume	142	191	368	67	768
% of Volume	99	98	101	101	100

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.2	0.3	0.9	0.2	1.6
Total Del/Veh (s)	4.9	5.7	9.1	8.9	7.5
Vehicles Entered	140	194	373	68	775
Vehicles Exited	140	194	372	68	774
Hourly Exit Rate	140	194	372	68	774
Input Volume	144	194	373	68	779
% of Volume	97	100	100	100	99

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.3	0.3	0.4	0.4	1.3
Denied Del/Veh (s)	1.1	1.0	1.2	1.3	1.2
Total Delay (hr)	17.6	16.1	19.1	19.8	72.6
Total Del/Veh (s)	55.8	51.1	58.4	61.3	62.2
Vehicles Entered	1006	1010	1051	1008	4074
Vehicles Exited	1006	1008	1024	1020	4061
Hourly Exit Rate	4024	4032	4096	4080	4061
Input Volume	14636	14636	15460	14636	14842
% of Volume	27	28	26	28	27

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	350	391	371	254	467	379	138	346	297	487	692	167
Average Queue (ft)	278	302	226	121	324	262	48	263	222	413	440	38
95th Queue (ft)	396	433	364	337	606	427	147	370	326	562	900	341
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)		0	0		0						1	0
Queuing Penalty (veh)		2	0		0						0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	30	38			22			27	9	33	3	
Queuing Penalty (veh)	98	123			18			87	21	129	14	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	323	356	331	152	377	398	79	330	266	494	648	100
Average Queue (ft)	254	275	226	73	277	279	33	250	209	405	336	25
95th Queue (ft)	338	362	336	213	425	450	84	350	299	540	687	267
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)											1	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	24	33			13		0	22	4	29	1	
Queuing Penalty (veh)	79	108			11		0	71	10	116	5	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	357	394	359	255	441	443	161	400	313	495	670	283
Average Queue (ft)	279	305	233	109	322	312	49	289	235	426	427	80
95th Queue (ft)	382	428	374	310	515	513	159	451	348	561	876	515
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)		0	0					0			2	1
Queuing Penalty (veh)		2	0					0			0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	33	40			24			35	12	38	2	
Queuing Penalty (veh)	114	140			20			119	31	156	10	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	352	384	346	247	430	513	166	419	320	488	862	306
Average Queue (ft)	273	293	229	100	321	358	50	293	240	437	528	94
95th Queue (ft)	377	406	357	296	537	618	163	449	345	565	1034	566
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)		0									4	1
Queuing Penalty (veh)		1									0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	29	36			24			34	14	41	4	
Queuing Penalty (veh)	96	118			19			109	34	160	24	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	385	443	422	321	549	547	250	483	347	500	938	487
Average Queue (ft)	271	294	229	101	311	303	45	274	227	420	433	59
95th Queue (ft)	375	410	358	293	529	514	142	411	332	559	892	437
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)		0	0		0			0			2	0
Queuing Penalty (veh)		1	0		0			0			0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	29	37			20		0	29	10	35	2	
Queuing Penalty (veh)	97	122			17		0	96	24	140	13	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	159	36	124	68	137	17
Average Queue (ft)	96	14	73	16	67	4
95th Queue (ft)	175	42	130	73	146	23
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	2					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			4			
Queuing Penalty (veh)			15			

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	159	38	124	84	216	25
Average Queue (ft)	93	17	73	18	82	4
95th Queue (ft)	162	45	124	79	202	23
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	0				0	
Queuing Penalty (veh)	1				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			4	0		
Queuing Penalty (veh)			12	0		

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	194	30	140	96	211	26
Average Queue (ft)	119	16	77	17	93	5
95th Queue (ft)	211	42	138	78	219	25
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	1				0	
Queuing Penalty (veh)	4				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			5	0		
Queuing Penalty (veh)			18	1		

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	197	45	145	74	186	21
Average Queue (ft)	118	20	71	19	104	4
95th Queue (ft)	216	51	143	78	199	27
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	2					
Queuing Penalty (veh)	7					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			5	0		
Queuing Penalty (veh)			17	0		

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	218	51	180	147	282	46
Average Queue (ft)	107	17	73	18	86	4
95th Queue (ft)	194	45	135	77	196	25
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	1				0	
Queuing Penalty (veh)	3				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			5	0		
Queuing Penalty (veh)			15	0		

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	38	103
Average Queue (ft)	11	63
95th Queue (ft)	43	100
Link Distance (ft)		715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	22	96
Average Queue (ft)	6	64
95th Queue (ft)	26	97
Link Distance (ft)		715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	3	40	132
Average Queue (ft)	0	10	75
95th Queue (ft)	6	41	133
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	111
Average Queue (ft)	7	71
95th Queue (ft)	31	119
Link Distance (ft)		715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	3	55	154
Average Queue (ft)	0	8	68
95th Queue (ft)	3	36	114
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	16
95th Queue (ft)	40
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	16
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	16
95th Queue (ft)	40
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	36
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	120	14	26
Average Queue (ft)	39	3	6
95th Queue (ft)	116	17	26
Link Distance (ft)	186	570	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	88	6	28
Average Queue (ft)	31	1	8
95th Queue (ft)	92	8	29
Link Distance (ft)	186	570	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	123	6	28
Average Queue (ft)	40	1	8
95th Queue (ft)	120	8	30
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	106	16	23
Average Queue (ft)	40	2	7
95th Queue (ft)	111	15	27
Link Distance (ft)	186	570	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	152	27	34
Average Queue (ft)	38	2	7
95th Queue (ft)	110	13	28
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	62	68
Average Queue (ft)	38	40
95th Queue (ft)	66	72
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	54	2	81
Average Queue (ft)	34	0	43
95th Queue (ft)	55	5	85
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	68	81
Average Queue (ft)	37	39
95th Queue (ft)	68	76
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	57	4	69
Average Queue (ft)	34	1	39
95th Queue (ft)	59	6	71
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	79	6	101
Average Queue (ft)	36	0	41
95th Queue (ft)	62	4	76
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	3	65	58
Average Queue (ft)	0	27	37
95th Queue (ft)	6	75	66
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	SB	SW
Directions Served	LT	LR
Maximum Queue (ft)	57	85
Average Queue (ft)	25	45
95th Queue (ft)	64	87
Link Distance (ft)	186	243
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	26	66	75
Average Queue (ft)	4	26	42
95th Queue (ft)	29	72	78
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	74	74
Average Queue (ft)	0	24	39
95th Queue (ft)	4	65	65
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	29	95	102
Average Queue (ft)	1	25	41
95th Queue (ft)	15	69	75
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	142	12
Average Queue (ft)	95	3
95th Queue (ft)	154	17
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	145	17
Average Queue (ft)	97	3
95th Queue (ft)	154	19
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	4	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	150	14
Average Queue (ft)	96	3
95th Queue (ft)	152	20
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	7	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	137	12
Average Queue (ft)	93	2
95th Queue (ft)	148	13
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	161	27
Average Queue (ft)	95	2
95th Queue (ft)	152	18
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	61	89	140
Average Queue (ft)	41	53	86
95th Queue (ft)	62	93	150
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	63	74	121
Average Queue (ft)	39	50	77
95th Queue (ft)	63	78	125
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	59	89	147
Average Queue (ft)	40	54	84
95th Queue (ft)	64	89	166
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	60	72	126
Average Queue (ft)	40	49	78
95th Queue (ft)	65	75	130
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	72	108	194
Average Queue (ft)	40	51	81
95th Queue (ft)	64	84	145
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 514
Network wide Queuing Penalty, Interval #2: 417
Network wide Queuing Penalty, Interval #3: 624
Network wide Queuing Penalty, Interval #4: 589
Network wide Queuing Penalty, All Intervals: 536

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Plus Project
Time Period: Saturday PM Peak Hour
Project #: UT19-1481

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	74	99	55.9	E
	T	435	432	99	69.6	E
	R	75	74	99	37.4	D
	Subtotal	585	580	99	63.7	E
SB	L	545	536	98	94.1	F
	T	375	370	99	68.2	E
	R	452	459	101	8.3	A
	Subtotal	1,372	1,365	99	58.2	E
EB	L	705	698	99	72.4	E
	T	308	298	97	40.6	D
	R	46	49	107	37.5	D
	Subtotal	1,059	1,045	99	61.7	E
WB	L	83	79	95	84.7	F
	T	281	286	102	127.4	F
	R	704	708	101	46.6	D
	Subtotal	1,068	1,073	100	70.9	E
Total		4,084	4,063	99	63.5	E

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	50	103	3.3	A
	T	796	792	100	2.4	A
	R	42	42	101	1.7	A
	Subtotal	887	884	100	2.4	A
SB	L	16	16	98	5.5	A
	T	20	20	99	3.0	A
	R	772	782	101	5.3	A
	Subtotal	808	818	101	5.2	A
EB	L	244	238	97	3.2	A
	T	16	18	111	3.1	A
	Subtotal	260	256	98	3.2	A
WB	T	16	17	105	3.6	A
	R	11	10	91	2.5	A
	Subtotal	27	27	100	3.2	A
Total		1,982	1,985	100	3.7	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	260	256	98	5.8	A
	R	14	14	98	3.7	A
	Subtotal	274	270	99	5.7	A
WB	L	702	705	100	2.8	A
	T	136	142	104	3.1	A
	Subtotal	838	847	101	2.9	A
Total		1,112	1,117	100	3.5	A

Intersection: NW E Access/Three Kings Dr & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	196	196	100	3.5	A
	Subtotal	196	196	100	3.5	A
SB	L	22	21	94	4.3	A
	Subtotal	22	21	95	4.3	A
EB	T	5	4	80	0.3	A
	Subtotal	5	4	80	0.3	A
WB	L	48	50	105	1.3	A
	T	5	6	114	0.3	A
	R	22	25	112	0.1	A
	Subtotal	75	81	108	0.9	A
Total		298	302	101	2.8	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Plus Project
Time Period: Saturday PM Peak Hour Project #: UT19-1481

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	747	750	100	0.2	A
	Subtotal	747	750	100	0.2	A
NE	L	148	143	97	8.3	A
	T	0	0	0		
	Subtotal	148	143	97	8.3	A
Total		896	893	100	1.5	A

Intersection: Lowell Ave & Lodge Access & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	82	81	99	1.6	A
	T	593	598	101	0.5	A
	R	42	41	98	0.2	A
	Subtotal	717	720	100	0.6	A
EB	L	32	32	99	10.8	B
	R	63	68	108	5.3	A
	Subtotal	95	100	105	7.1	A
Total		812	820	101	1.4	A

HALES ENGINEERING SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	698	704	101	0.4	A
	R	105	107	102	0.4	A
	Subtotal	803	811	101	0.4	A
SW	R	49	46	94	4.4	A
	Subtotal	49	46	94	4.4	A
Total		852	857	101	0.6	A

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	68	70	103	8.7	A
	Subtotal	68	70	103	8.7	A
EB	L	588	590	100	0.3	A
	R	100	102	102	0.2	A
	Subtotal	688	692	101	0.3	A
Total		756	762	101	1.1	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	194	190	98	6.9	A
	Subtotal	194	190	98	6.9	A
SB	L	443	449	101	1.1	A
	T	212	216	102	0.6	A
	Subtotal	655	665	102	0.9	A
Total		849	855	101	2.3	A

Intersection: NE E Access & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	51	50	99	4.1	A
	Subtotal	51	50	98	4.1	A
EB	T	223	221	99	0.8	A
	Subtotal	223	221	99	0.8	A
WB	L	60	60	100	1.6	A
	T	76	80	106	0.5	A
	Subtotal	136	140	103	1.0	A
Total		410	411	100	1.3	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & East D Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	895	893	100	1.0	A
	Subtotal	895	893	100	1.0	A
Total		895	893	100	1.0	A

Intersection: Shadow Ridge Rd & North B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	R	87	86	99	2.8	A
	Subtotal	87	86	99	2.8	A
NE	T	62	58	94	0.5	A
	R	53	55	104	0.3	A
	Subtotal	115	113	98	0.4	A
Total		202	199	99	1.4	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2024) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Manor Way & South B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	117	120	103	10.0	A
	Subtotal	117	120	103	10.0	A
EB	L	66	68	103	0.9	A
	T	572	572	100	0.5	A
	Subtotal	638	640	100	0.5	A
Total		754	760	101	2.0	A

Intersection: Empire Ave & East B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	32	33	102	1.6	A
	T	624	628	101	0.4	A
	Subtotal	656	661	101	0.5	A
EB	L	179	183	102	10.3	B
	Subtotal	179	183	102	10.3	B
Total		836	844	101	2.6	A

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.9	1.0	3.5	0.8	3.3	3.3	2.0	1.4
Total Delay (hr)	3.1	0.8	0.1	0.4	2.3	2.4	0.3	2.2	0.2	2.7	1.5	0.2
Total Del/Veh (s)	60.9	36.6	37.6	67.7	103.5	45.2	52.1	68.0	40.0	67.6	51.8	6.0
Vehicles Entered	170	72	12	18	70	179	18	107	19	132	92	109
Vehicles Exited	169	71	12	18	70	173	19	104	19	130	93	108
Hourly Exit Rate	676	284	48	72	280	692	76	416	76	520	372	432
Input Volume	695	304	45	82	277	694	74	429	74	537	370	446
% of Volume	97	93	107	88	101	100	103	97	103	97	101	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.3
Total Delay (hr)	16.2
Total Del/Veh (s)	54.1
Vehicles Entered	998
Vehicles Exited	986
Hourly Exit Rate	3944
Input Volume	4027
% of Volume	98

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.8	0.8	3.4	0.8	3.1	3.5	1.9	1.9
Total Delay (hr)	3.6	0.9	0.1	0.4	2.1	2.4	0.3	2.1	0.2	3.7	1.7	0.3
Total Del/Veh (s)	68.3	39.3	38.1	63.3	95.7	45.7	50.2	62.7	35.5	86.4	63.9	7.8
Vehicles Entered	173	74	13	21	69	176	18	108	18	139	88	117
Vehicles Exited	169	72	12	21	70	178	18	110	18	136	87	116
Hourly Exit Rate	676	288	48	84	280	712	72	440	72	544	348	464
Input Volume	695	304	45	82	277	694	74	429	74	537	370	446
% of Volume	97	95	107	102	101	103	97	103	97	101	94	104

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.3
Total Delay (hr)	17.7
Total Del/Veh (s)	57.9
Vehicles Entered	1014
Vehicles Exited	1007
Hourly Exit Rate	4028
Input Volume	4027
% of Volume	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.2
Denied Del/Veh (s)	0.1	0.0	0.0	2.5	0.6	0.6	3.1	0.8	3.3	6.9	5.1	5.7
Total Delay (hr)	3.8	0.9	0.1	0.5	2.8	2.2	0.3	2.4	0.2	3.9	2.1	0.3
Total Del/Veh (s)	67.2	38.8	33.6	76.1	114.6	41.0	61.2	68.5	37.0	90.8	67.7	8.7
Vehicles Entered	185	78	14	20	77	181	19	116	19	134	100	117
Vehicles Exited	180	80	14	19	73	180	19	115	19	132	99	118
Hourly Exit Rate	720	320	56	76	292	720	76	460	76	528	396	472
Input Volume	734	321	48	86	293	733	78	453	78	568	391	471
% of Volume	98	100	117	88	100	98	97	102	97	93	101	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	2.4
Total Delay (hr)	19.4
Total Del/Veh (s)	60.4
Vehicles Entered	1060
Vehicles Exited	1048
Hourly Exit Rate	4192
Input Volume	4254
% of Volume	99

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.2
Denied Del/Veh (s)	0.1	0.1	0.0	2.8	0.9	0.9	3.5	0.9	3.2	8.9	7.9	7.3
Total Delay (hr)	3.8	0.9	0.1	0.7	3.4	2.3	0.3	1.9	0.2	4.2	2.0	0.3
Total Del/Veh (s)	70.5	40.0	35.4	101.8	140.4	44.2	51.1	60.5	29.6	96.1	70.8	9.4
Vehicles Entered	171	76	11	22	72	174	18	102	18	135	92	116
Vehicles Exited	180	76	11	21	72	177	18	103	18	138	92	117
Hourly Exit Rate	720	304	44	84	288	708	72	412	72	552	368	468
Input Volume	695	304	45	82	277	694	74	429	74	537	370	446
% of Volume	104	100	98	102	104	102	97	96	97	103	99	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	3.3
Total Delay (hr)	20.0
Total Del/Veh (s)	64.3
Vehicles Entered	1007
Vehicles Exited	1023
Hourly Exit Rate	4092
Input Volume	4027
% of Volume	102

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.1	0.9	0.4	0.5
Denied Del/Veh (s)	0.1	0.0	0.0	2.8	0.8	0.8	3.4	0.8	3.2	5.7	4.3	4.1
Total Delay (hr)	14.3	3.4	0.5	2.0	10.6	9.3	1.2	8.5	0.8	14.5	7.2	1.1
Total Del/Veh (s)	72.4	40.6	37.5	84.7	127.4	46.6	55.9	69.6	37.4	94.1	68.2	8.3
Vehicles Entered	698	300	49	81	288	710	73	432	74	540	372	459
Vehicles Exited	698	298	49	79	286	708	74	432	74	536	370	459
Hourly Exit Rate	698	298	49	79	286	708	74	432	74	536	370	459
Input Volume	705	308	46	83	281	704	75	435	75	545	375	452
% of Volume	99	97	107	95	102	101	99	99	99	98	99	101

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	2.4
Denied Del/Veh (s)	2.1
Total Delay (hr)	73.4
Total Del/Veh (s)	63.5
Vehicles Entered	4076
Vehicles Exited	4063
Hourly Exit Rate	4063
Input Volume	4084
% of Volume	99

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.5
Total Del/Veh (s)	3.2	3.4	4.0	2.2	3.1	2.4	1.8	5.0	3.2	5.2	3.6
Vehicles Entered	58	4	4	3	12	192	10	5	5	188	481
Vehicles Exited	57	4	4	3	12	192	10	5	4	188	479
Hourly Exit Rate	228	16	16	12	48	768	40	20	16	752	1916
Input Volume	241	16	16	11	48	785	41	16	20	761	1955
% of Volume	95	100	100	109	100	98	98	125	80	99	98

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.5
Total Del/Veh (s)	3.3	2.5	3.6	3.2	3.5	2.4	1.7	5.9	2.8	5.3	3.7
Vehicles Entered	62	4	3	2	11	194	10	4	5	195	490
Vehicles Exited	62	4	3	2	11	194	10	4	5	194	489
Hourly Exit Rate	248	16	12	8	44	776	40	16	20	776	1956
Input Volume	241	16	16	11	48	785	41	16	20	761	1955
% of Volume	103	100	75	73	92	99	98	100	100	102	100

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.5
Total Del/Veh (s)	3.2	3.4	3.7	2.7	3.2	2.4	1.8	6.4	3.2	5.2	3.7
Vehicles Entered	64	4	5	2	12	209	12	3	4	203	518
Vehicles Exited	64	4	5	2	12	208	12	3	4	201	515
Hourly Exit Rate	256	16	20	8	48	832	48	12	16	804	2060
Input Volume	254	17	17	11	51	828	44	17	21	804	2064
% of Volume	101	94	118	73	94	100	109	71	76	100	100

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.5
Total Del/Veh (s)	3.2	3.1	4.0	2.1	3.3	2.4	1.6	4.2	2.8	5.3	3.7
Vehicles Entered	55	6	4	3	14	197	10	5	6	197	497
Vehicles Exited	55	6	4	3	14	198	10	5	5	199	499
Hourly Exit Rate	220	24	16	12	56	792	40	20	20	796	1996
Input Volume	241	16	16	11	48	785	41	16	20	761	1955
% of Volume	91	150	100	109	117	101	98	125	100	105	102

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.2	2.1
Total Del/Veh (s)	3.2	3.1	3.6	2.5	3.3	2.4	1.7	5.5	3.0	5.3	3.7
Vehicles Entered	238	18	17	10	50	791	42	16	20	782	1984
Vehicles Exited	238	18	17	10	50	792	42	16	20	782	1985
Hourly Exit Rate	238	18	17	10	50	792	42	16	20	782	1985
Input Volume	244	16	16	11	49	796	42	16	20	772	1982
% of Volume	97	111	105	91	103	100	101	98	99	101	100

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	5.6	5.1	2.8	3.1	3.5
Vehicles Entered	62	3	168	36	269
Vehicles Exited	62	3	168	36	269
Hourly Exit Rate	248	12	672	144	1076
Input Volume	256	14	692	134	1096
% of Volume	97	86	97	107	98

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	5.5	4.0	2.7	3.1	3.4
Vehicles Entered	65	3	174	35	277
Vehicles Exited	65	3	173	35	276
Hourly Exit Rate	260	12	692	140	1104
Input Volume	256	14	692	134	1096
% of Volume	102	86	100	104	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	5.7	3.1	2.8	3.1	3.5
Vehicles Entered	68	4	184	35	291
Vehicles Exited	69	4	184	35	292
Hourly Exit Rate	276	16	736	140	1168
Input Volume	272	15	731	142	1160
% of Volume	101	107	101	99	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	6.3	3.8	2.7	3.0	3.5
Vehicles Entered	61	4	181	36	282
Vehicles Exited	61	4	181	36	282
Hourly Exit Rate	244	16	724	144	1128
Input Volume	256	14	692	134	1096
% of Volume	95	114	105	107	103

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.5	0.1	1.1
Total Del/Veh (s)	5.8	3.7	2.8	3.1	3.5
Vehicles Entered	257	15	707	142	1121
Vehicles Exited	256	14	705	142	1117
Hourly Exit Rate	256	14	705	142	1117
Input Volume	260	14	702	136	1112
% of Volume	98	98	100	104	100

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.0	1.3	0.3	0.0	3.4	4.0	2.7
Vehicles Entered	1	12	1	7	47	5	73
Vehicles Exited	1	12	1	7	46	6	73
Hourly Exit Rate	4	48	4	28	184	24	292
Input Volume	5	47	5	22	193	22	294
% of Volume	80	102	80	127	95	109	99

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.2	0.3	0.1	3.8	4.3	3.1
Vehicles Entered	1	11	1	6	50	6	75
Vehicles Exited	1	12	1	6	50	6	76
Hourly Exit Rate	4	48	4	24	200	24	304
Input Volume	5	47	5	22	193	22	294
% of Volume	80	102	80	109	104	109	103

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.4	1.2	0.4	0.1	3.3	4.3	2.7
Vehicles Entered	2	14	2	5	52	6	81
Vehicles Exited	2	14	2	5	52	6	81
Hourly Exit Rate	8	56	8	20	208	24	324
Input Volume	5	50	6	23	204	23	311
% of Volume	160	112	133	87	102	104	104

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.1	1.3	0.1	0.1	3.3	3.9	2.6
Vehicles Entered	1	13	2	7	48	4	75
Vehicles Exited	1	13	2	7	48	4	75
Hourly Exit Rate	4	52	8	28	192	16	300
Input Volume	5	47	5	22	193	22	294
% of Volume	80	111	160	127	99	73	102

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Total Del/Veh (s)	0.3	1.3	0.3	0.1	3.5	4.3	2.8
Vehicles Entered	4	50	6	24	196	21	301
Vehicles Exited	4	50	6	25	196	21	302
Hourly Exit Rate	4	50	6	25	196	21	302
Input Volume	5	48	5	22	196	22	298
% of Volume	80	105	114	112	100	94	101

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.2	7.7	1.4
Vehicles Entered	182	35	217
Vehicles Exited	182	35	217
Hourly Exit Rate	728	140	868
Input Volume	737	146	883
% of Volume	99	96	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.2	7.9	1.3
Vehicles Entered	185	34	219
Vehicles Exited	184	34	218
Hourly Exit Rate	736	136	872
Input Volume	737	146	883
% of Volume	100	93	99

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBT	NEL	NET	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	7.8		1.4
Vehicles Entered	197	37	0	234
Vehicles Exited	198	37	0	235
Hourly Exit Rate	792	148	0	940
Input Volume	778	154	1	933
% of Volume	102	96	0	101

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBT	NEL	NET	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	9.5		1.7
Vehicles Entered	186	36	0	222
Vehicles Exited	186	37	0	223
Hourly Exit Rate	744	148	0	892
Input Volume	737	146	0	883
% of Volume	101	101		101

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBT	NEL	NET	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0
Total Delay (hr)	0.0	0.3	0.0	0.4
Total Del/Veh (s)	0.2	8.3		1.5
Vehicles Entered	750	143	0	893
Vehicles Exited	750	143	0	893
Hourly Exit Rate	750	143	0	893
Input Volume	747	148	0	896
% of Volume	100	97	0	100

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.9	5.4	1.6	0.4	0.2	1.3
Vehicles Entered	8	17	19	143	10	197
Vehicles Exited	8	17	19	143	10	197
Hourly Exit Rate	32	68	76	572	40	788
Input Volume	32	62	81	585	41	801
% of Volume	100	110	94	98	98	98

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.6	5.7	1.6	0.5	0.1	1.4
Vehicles Entered	8	16	20	147	9	200
Vehicles Exited	8	16	20	147	9	200
Hourly Exit Rate	32	64	80	588	36	800
Input Volume	32	62	81	585	41	801
% of Volume	100	103	99	101	88	100

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.0	4.9	1.6	0.5	0.2	1.3
Vehicles Entered	7	19	22	155	12	215
Vehicles Exited	7	18	22	155	11	213
Hourly Exit Rate	28	72	88	620	44	852
Input Volume	33	66	85	617	44	845
% of Volume	85	109	104	100	100	101

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	11.0	5.4	1.6	0.5	0.2	1.4
Vehicles Entered	8	16	20	154	11	209
Vehicles Exited	9	17	20	154	11	211
Hourly Exit Rate	36	68	80	616	44	844
Input Volume	32	62	81	585	41	801
% of Volume	112	110	99	105	107	105

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	10.8	5.3	1.6	0.5	0.2	1.4
Vehicles Entered	32	69	81	598	41	821
Vehicles Exited	32	68	81	598	41	820
Hourly Exit Rate	32	68	81	598	41	820
Input Volume	32	63	82	593	42	812
% of Volume	99	108	99	101	98	101

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.3	3.7	0.6
Vehicles Entered	171	29	11	211
Vehicles Exited	171	29	11	211
Hourly Exit Rate	684	116	44	844
Input Volume	688	104	48	840
% of Volume	99	112	92	100

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	4.7	0.6
Vehicles Entered	176	26	9	211
Vehicles Exited	176	26	9	211
Hourly Exit Rate	704	104	36	844
Input Volume	688	104	48	840
% of Volume	102	100	75	100

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	4.5	0.7
Vehicles Entered	183	25	13	221
Vehicles Exited	183	25	14	222
Hourly Exit Rate	732	100	56	888
Input Volume	727	109	51	887
% of Volume	101	92	110	100

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.3	4.3	0.6
Vehicles Entered	173	28	13	214
Vehicles Exited	173	28	13	214
Hourly Exit Rate	692	112	52	856
Input Volume	688	104	48	840
% of Volume	101	108	108	102

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.1	0.1
Total Del/Veh (s)	0.4	0.4	4.4	0.6
Vehicles Entered	704	107	46	857
Vehicles Exited	704	107	46	857
Hourly Exit Rate	704	107	46	857
Input Volume	698	105	49	852
% of Volume	101	102	94	101

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.4	0.2	8.4	1.1
Vehicles Entered	145	24	16	185
Vehicles Exited	145	24	16	185
Hourly Exit Rate	580	96	64	740
Input Volume	580	99	67	746
% of Volume	100	97	96	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.2	8.9	1.1
Vehicles Entered	148	24	18	190
Vehicles Exited	148	24	18	190
Hourly Exit Rate	592	96	72	760
Input Volume	580	99	67	746
% of Volume	102	97	107	102

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.2	9.0	1.1
Vehicles Entered	154	26	18	198
Vehicles Exited	153	26	17	196
Hourly Exit Rate	612	104	68	784
Input Volume	613	104	71	788
% of Volume	100	100	96	99

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.2	7.4	1.1
Vehicles Entered	144	28	19	191
Vehicles Exited	144	28	19	191
Hourly Exit Rate	576	112	76	764
Input Volume	580	99	67	746
% of Volume	99	113	113	102

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.2	0.2
Total Del/Veh (s)	0.3	0.2	8.7	1.1
Vehicles Entered	590	102	70	762
Vehicles Exited	590	102	70	762
Hourly Exit Rate	590	102	70	762
Input Volume	588	100	68	756
% of Volume	100	102	103	101

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.5	1.0	0.6	2.1
Vehicles Entered	45	110	50	205
Vehicles Exited	45	110	49	204
Hourly Exit Rate	180	440	196	816
Input Volume	191	437	209	837
% of Volume	94	101	94	97

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.8	1.1	0.6	2.3
Vehicles Entered	49	111	52	212
Vehicles Exited	49	111	53	213
Hourly Exit Rate	196	444	212	852
Input Volume	191	437	209	837
% of Volume	103	102	101	102

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	7.2	1.1	0.6	2.4
Vehicles Entered	51	117	56	224
Vehicles Exited	51	116	56	223
Hourly Exit Rate	204	464	224	892
Input Volume	202	461	222	885
% of Volume	101	101	101	101

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.6	1.0	0.7	2.1
Vehicles Entered	44	113	57	214
Vehicles Exited	44	112	58	214
Hourly Exit Rate	176	448	232	856
Input Volume	191	437	209	837
% of Volume	92	103	111	102

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.5
Total Del/Veh (s)	6.9	1.1	0.6	2.3
Vehicles Entered	190	450	216	856
Vehicles Exited	190	449	216	855
Hourly Exit Rate	190	449	216	855
Input Volume	194	443	212	849
% of Volume	98	101	102	101

10: NE E Access & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	1.6	0.4	3.8	1.3
Vehicles Entered	53	16	20	12	101
Vehicles Exited	53	16	20	12	101
Hourly Exit Rate	212	64	80	48	404
Input Volume	220	59	75	50	404
% of Volume	96	108	107	96	100

10: NE E Access & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	1.6	0.5	5.2	1.5
Vehicles Entered	56	15	19	12	102
Vehicles Exited	56	15	19	12	102
Hourly Exit Rate	224	60	76	48	408
Input Volume	220	59	75	50	404
% of Volume	102	102	101	96	101

10: NE E Access & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	1.6	0.6	3.8	1.2
Vehicles Entered	59	15	20	14	108
Vehicles Exited	58	15	20	14	107
Hourly Exit Rate	232	60	80	56	428
Input Volume	233	63	78	53	427
% of Volume	100	95	103	106	100

10: NE E Access & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.8	1.3	0.4	3.6	1.1
Vehicles Entered	53	14	21	11	99
Vehicles Exited	53	14	21	12	100
Hourly Exit Rate	212	56	84	48	400
Input Volume	220	59	75	50	404
% of Volume	96	95	112	96	99

10: NE E Access & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	1.6	0.5	4.1	1.3
Vehicles Entered	222	60	81	50	413
Vehicles Exited	221	60	80	50	411
Hourly Exit Rate	221	60	80	50	411
Input Volume	223	60	76	51	410
% of Volume	99	100	106	99	100

15: Empire Ave & East D Access Performance by movement Interval #1 4:30

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Vehicles Entered	217	217
Vehicles Exited	217	217
Hourly Exit Rate	868	868
Input Volume	883	883
% of Volume	98	98

15: Empire Ave & East D Access Performance by movement Interval #2 4:45

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Vehicles Entered	218	218
Vehicles Exited	217	217
Hourly Exit Rate	868	868
Input Volume	883	883
% of Volume	98	98

15: Empire Ave & East D Access Performance by movement Interval #3 5:00

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Vehicles Entered	235	235
Vehicles Exited	236	236
Hourly Exit Rate	944	944
Input Volume	932	932
% of Volume	101	101

15: Empire Ave & East D Access Performance by movement Interval #4 5:15

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Vehicles Entered	223	223
Vehicles Exited	224	224
Hourly Exit Rate	896	896
Input Volume	883	883
% of Volume	101	101

15: Empire Ave & East D Access Performance by movement Entire Run

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.0	1.0
Vehicles Entered	893	893
Vehicles Exited	893	893
Hourly Exit Rate	893	893
Input Volume	895	895
% of Volume	100	100

16: Shadow Ridge Rd & North B Access Performance by movement Interval #1 4:30

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.4	0.3	1.4
Vehicles Entered	22	13	14	49
Vehicles Exited	22	13	14	49
Hourly Exit Rate	88	52	56	196
Input Volume	86	61	52	199
% of Volume	102	85	108	98

16: Shadow Ridge Rd & North B Access Performance by movement Interval #2 4:45

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.4	0.3	1.3
Vehicles Entered	20	15	14	49
Vehicles Exited	20	15	14	49
Hourly Exit Rate	80	60	56	196
Input Volume	86	61	52	199
% of Volume	93	98	108	98

16: Shadow Ridge Rd & North B Access Performance by movement Interval #3 5:00

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	0.4	0.3	1.4
Vehicles Entered	23	15	14	52
Vehicles Exited	23	15	14	52
Hourly Exit Rate	92	60	56	208
Input Volume	91	65	55	211
% of Volume	101	92	102	99

16: Shadow Ridge Rd & North B Access Performance by movement Interval #4 5:15

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	0.5	0.3	1.5
Vehicles Entered	22	15	13	50
Vehicles Exited	22	15	13	50
Hourly Exit Rate	88	60	52	200
Input Volume	86	61	52	199
% of Volume	102	98	100	101

16: Shadow Ridge Rd & North B Access Performance by movement Entire Run

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.8	0.5	0.3	1.4
Vehicles Entered	86	58	55	199
Vehicles Exited	86	58	55	199
Hourly Exit Rate	86	58	55	199
Input Volume	87	62	53	202
% of Volume	99	94	104	99

17: Manor Way & South B Access Performance by movement Interval #1 4:30

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.5	9.8	2.0
Vehicles Entered	17	138	30	185
Vehicles Exited	16	139	30	185
Hourly Exit Rate	64	556	120	740
Input Volume	65	564	115	744
% of Volume	98	99	104	99

17: Manor Way & South B Access Performance by movement Interval #2 4:45

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	9.7	1.9
Vehicles Entered	17	143	30	190
Vehicles Exited	17	143	29	189
Hourly Exit Rate	68	572	116	756
Input Volume	65	564	115	744
% of Volume	105	101	101	102

17: Manor Way & South B Access Performance by movement Interval #3 5:00

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.5	11.0	2.1
Vehicles Entered	18	150	30	198
Vehicles Exited	18	150	30	198
Hourly Exit Rate	72	600	120	792
Input Volume	69	595	122	786
% of Volume	104	101	98	101

17: Manor Way & South B Access Performance by movement Interval #4 5:15

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	9.5	2.0
Vehicles Entered	17	140	31	188
Vehicles Exited	17	141	30	188
Hourly Exit Rate	68	564	120	752
Input Volume	65	564	115	744
% of Volume	105	100	104	101

17: Manor Way & South B Access Performance by movement Entire Run

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.1	0.3	0.4
Total Del/Veh (s)	0.9	0.5	10.0	2.0
Vehicles Entered	68	572	120	760
Vehicles Exited	68	572	120	760
Hourly Exit Rate	68	572	120	760
Input Volume	66	572	117	754
% of Volume	103	100	103	101

18: Empire Ave & East B Access Performance by movement Interval #1 4:30

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.4	1.5	0.4	2.4
Vehicles Entered	45	7	154	206
Vehicles Exited	46	8	154	208
Hourly Exit Rate	184	32	616	832
Input Volume	177	32	615	824
% of Volume	104	100	100	101

18: Empire Ave & East B Access Performance by movement Interval #2 4:45

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.1	1.5	0.4	2.3
Vehicles Entered	45	9	157	211
Vehicles Exited	45	8	157	210
Hourly Exit Rate	180	32	628	840
Input Volume	177	32	615	824
% of Volume	102	100	102	102

18: Empire Ave & East B Access Performance by movement Interval #3 5:00

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	10.9	1.5	0.4	2.7
Vehicles Entered	46	9	162	217
Vehicles Exited	46	9	161	216
Hourly Exit Rate	184	36	644	864
Input Volume	186	33	652	871
% of Volume	99	109	99	99

18: Empire Ave & East B Access Performance by movement Interval #4 5:15

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	11.2	1.6	0.4	2.9
Vehicles Entered	46	8	155	209
Vehicles Exited	46	8	155	209
Hourly Exit Rate	184	32	620	836
Input Volume	177	32	615	824
% of Volume	104	100	101	101

18: Empire Ave & East B Access Performance by movement Entire Run

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.5	0.0	0.1	0.6
Total Del/Veh (s)	10.3	1.6	0.4	2.6
Vehicles Entered	183	33	628	844
Vehicles Exited	183	33	628	844
Hourly Exit Rate	183	33	628	844
Input Volume	179	32	624	836
% of Volume	102	102	101	101

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.4	0.4	0.7	0.9	2.4
Denied Del/Veh (s)	1.3	1.4	2.4	3.3	2.1
Total Delay (hr)	18.3	19.9	21.8	22.2	82.2
Total Del/Veh (s)	57.3	61.1	63.9	67.0	69.1
Vehicles Entered	1013	1024	1076	1022	4136
Vehicles Exited	1007	1017	1055	1039	4125
Hourly Exit Rate	4028	4068	4220	4156	4125
Input Volume	20689	20689	21858	20689	20981
% of Volume	19	20	19	20	20

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	365	381	289	252	579	594	154	365	290	482	677	259
Average Queue (ft)	280	292	216	119	389	414	69	262	211	404	419	133
95th Queue (ft)	407	412	314	294	742	810	164	402	329	567	866	555
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)	0	0			2	2					3	1
Queuing Penalty (veh)	0	0			0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	50			27	11	31	7	
Queuing Penalty (veh)				2	41			99	32	115	36	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	387	393	336	259	565	590	180	359	292	491	837	551
Average Queue (ft)	300	308	225	128	390	410	71	253	208	446	578	224
95th Queue (ft)	433	429	358	297	684	752	175	368	317	565	1138	794
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)		0			1	4					4	1
Queuing Penalty (veh)		0			0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	51			25	9	46	10	
Queuing Penalty (veh)				2	42			91	25	170	53	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	405	402	355	274	536	542	194	415	328	487	902	492
Average Queue (ft)	321	330	250	143	402	374	77	286	238	440	632	208
95th Queue (ft)	463	460	399	324	623	587	182	434	339	581	1180	782
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)	0	0	0								6	4
Queuing Penalty (veh)	1	1	0								0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)					65			32	11	47	13	
Queuing Penalty (veh)					56			121	32	182	75	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	415	410	337	275	638	580	116	320	290	498	916	565
Average Queue (ft)	331	337	231	168	492	421	61	233	196	452	689	358
95th Queue (ft)	476	466	368	347	816	802	134	328	295	569	1325	1115
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)	0	0			3	1					12	4
Queuing Penalty (veh)	1	0			0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	68		0	20	6	46	13	
Queuing Penalty (veh)				2	56		0	72	17	169	68	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	454	447	399	275	747	720	287	451	344	500	1102	878
Average Queue (ft)	308	317	231	139	418	405	69	259	213	435	579	231
95th Queue (ft)	449	445	363	318	728	747	165	389	323	575	1156	839
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)	0	0	0		1	2					6	3
Queuing Penalty (veh)	1	0	0		0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	59		0	26	9	42	11	
Queuing Penalty (veh)				1	49		0	96	26	159	58	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	56	29	52	40	40
Average Queue (ft)	29	7	31	8	10
95th Queue (ft)	58	29	58	33	37
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			2	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	54	28	54	31	28
Average Queue (ft)	27	7	33	7	8
95th Queue (ft)	62	28	60	28	29
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			4	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	48	30	57	35	28
Average Queue (ft)	26	9	37	8	8
95th Queue (ft)	52	32	63	34	28
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			3	1	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	48	30	58	32	38
Average Queue (ft)	25	8	34	8	14
95th Queue (ft)	52	30	62	30	42
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			3	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	68	33	63	49	49
Average Queue (ft)	27	8	34	8	10
95th Queue (ft)	56	30	61	31	35
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			3	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	73	76	58
Average Queue (ft)	50	39	22
95th Queue (ft)	80	80	68
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	73	70	54
Average Queue (ft)	53	33	19
95th Queue (ft)	82	80	57
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	9		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	75	76	62
Average Queue (ft)	52	41	23
95th Queue (ft)	76	81	65
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	7		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	73	86	70
Average Queue (ft)	53	37	20
95th Queue (ft)	81	88	67
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	9		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	78	102	97
Average Queue (ft)	52	38	21
95th Queue (ft)	80	83	65
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #1

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	66	31
Average Queue (ft)	47	15
95th Queue (ft)	73	40
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #2

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	75	31
Average Queue (ft)	50	16
95th Queue (ft)	85	40
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #3

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	68	29
Average Queue (ft)	47	15
95th Queue (ft)	70	38
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #4

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	64	29
Average Queue (ft)	1	44	14
95th Queue (ft)	9	66	37
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, All Intervals

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	88	33
Average Queue (ft)	0	47	15
95th Queue (ft)	4	74	39
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NE
Directions Served	L
Maximum Queue (ft)	75
Average Queue (ft)	46
95th Queue (ft)	77
Link Distance (ft)	104
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NE
Directions Served	L
Maximum Queue (ft)	80
Average Queue (ft)	46
95th Queue (ft)	77
Link Distance (ft)	104
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NE
Directions Served	L
Maximum Queue (ft)	83
Average Queue (ft)	49
95th Queue (ft)	85
Link Distance (ft)	104
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NE
Directions Served	L
Maximum Queue (ft)	78
Average Queue (ft)	51
95th Queue (ft)	89
Link Distance (ft)	104
Upstream Blk Time (%)	1
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NE
Directions Served	L
Maximum Queue (ft)	99
Average Queue (ft)	48
95th Queue (ft)	82
Link Distance (ft)	104
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #1

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	3
Average Queue (ft)	39	0
95th Queue (ft)	71	6
Link Distance (ft)	218	216
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	63	10	3
Average Queue (ft)	38	1	0
95th Queue (ft)	61	12	7
Link Distance (ft)	218	216	216
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #3

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	6
Average Queue (ft)	39	1
95th Queue (ft)	64	8
Link Distance (ft)	218	216
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #4

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	65	6
Average Queue (ft)	38	2
95th Queue (ft)	63	12
Link Distance (ft)	218	216
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	81	19	3
Average Queue (ft)	38	1	0
95th Queue (ft)	65	10	3
Link Distance (ft)	218	216	216
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	44
Average Queue (ft)	0	23
95th Queue (ft)	5	49
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	38
Average Queue (ft)	0	20
95th Queue (ft)	5	45
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	42
Average Queue (ft)	0	26
95th Queue (ft)	0	49
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	SW
Directions Served	R
Maximum Queue (ft)	44
Average Queue (ft)	27
95th Queue (ft)	50
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	7	56
Average Queue (ft)	0	24
95th Queue (ft)	4	49
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	T
Maximum Queue (ft)	11	5	51
Average Queue (ft)	2	1	34
95th Queue (ft)	14	10	57
Link Distance (ft)	23	23	513
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	L	T
Maximum Queue (ft)	7	66
Average Queue (ft)	1	36
95th Queue (ft)	11	67
Link Distance (ft)	23	513
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	NB
Directions Served	T
Maximum Queue (ft)	56
Average Queue (ft)	35
95th Queue (ft)	61
Link Distance (ft)	513
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	NB
Directions Served	T
Maximum Queue (ft)	53
Average Queue (ft)	35
95th Queue (ft)	54
Link Distance (ft)	513
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	T
Maximum Queue (ft)	17	5	71
Average Queue (ft)	1	0	35
95th Queue (ft)	9	5	60
Link Distance (ft)	23	23	513
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	84	5
Average Queue (ft)	54	1
95th Queue (ft)	88	10
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	92	12
Average Queue (ft)	53	2
95th Queue (ft)	87	12
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	98	16
Average Queue (ft)	56	3
95th Queue (ft)	100	15
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	75	4
Average Queue (ft)	52	1
95th Queue (ft)	83	8
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	115	19
Average Queue (ft)	53	2
95th Queue (ft)	90	12
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: NE E Access & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	35	31	46
Average Queue (ft)	9	9	28
95th Queue (ft)	40	32	53
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	38	32	48
Average Queue (ft)	13	9	27
95th Queue (ft)	51	34	56
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	2	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	33	33	46
Average Queue (ft)	5	9	27
95th Queue (ft)	28	32	46
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	35	28	38
Average Queue (ft)	8	6	24
95th Queue (ft)	36	27	45
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	60	35	60
Average Queue (ft)	9	8	26
95th Queue (ft)	40	32	51
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	1	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #1

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	11	34
Average Queue (ft)	2	6
95th Queue (ft)	14	31
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Empire Ave & East D Access, Interval #2

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	14	15
Average Queue (ft)	2	4
95th Queue (ft)	15	25
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Empire Ave & East D Access, Interval #3

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	11	41
Average Queue (ft)	2	7
95th Queue (ft)	16	43
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Empire Ave & East D Access, Interval #4

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	22	21
Average Queue (ft)	3	3
95th Queue (ft)	24	21
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Empire Ave & East D Access, All Intervals

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	41	56
Average Queue (ft)	2	5
95th Queue (ft)	18	31
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #1

Movement	NW
Directions Served	R
Maximum Queue (ft)	44
Average Queue (ft)	27
95th Queue (ft)	46
Link Distance (ft)	151
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #2

Movement	NW
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	26
95th Queue (ft)	48
Link Distance (ft)	151
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #3

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	47	3
Average Queue (ft)	27	0
95th Queue (ft)	46	6
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #4

Movement	NW
Directions Served	R
Maximum Queue (ft)	50
Average Queue (ft)	27
95th Queue (ft)	49
Link Distance (ft)	151
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Shadow Ridge Rd & North B Access, All Intervals

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	62	3
Average Queue (ft)	27	0
95th Queue (ft)	47	3
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #1

Movement	SB
Directions Served	L
Maximum Queue (ft)	77
Average Queue (ft)	48
95th Queue (ft)	84
Link Distance (ft)	171
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Manor Way & South B Access, Interval #2

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	3	70
Average Queue (ft)	0	44
95th Queue (ft)	7	75
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #3

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	6	74
Average Queue (ft)	0	44
95th Queue (ft)	0	79
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #4

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	4	79
Average Queue (ft)	1	46
95th Queue (ft)	7	82
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, All Intervals

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	13	101
Average Queue (ft)	0	45
95th Queue (ft)	5	80
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & East B Access, Interval #1

Movement	EB
Directions Served	L
Maximum Queue (ft)	104
Average Queue (ft)	61
95th Queue (ft)	103
Link Distance (ft)	141
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #2

Movement	EB
Directions Served	L
Maximum Queue (ft)	90
Average Queue (ft)	55
95th Queue (ft)	90
Link Distance (ft)	141
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #3

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	98	10	7
Average Queue (ft)	61	1	1
95th Queue (ft)	105	20	16
Link Distance (ft)	141	203	203
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & East B Access, Interval #4

Movement	EB
Directions Served	L
Maximum Queue (ft)	109
Average Queue (ft)	65
95th Queue (ft)	114
Link Distance (ft)	141
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, All Intervals

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	128	10	7
Average Queue (ft)	60	0	0
95th Queue (ft)	104	10	8
Link Distance (ft)	141	203	203
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 337
Network wide Queuing Penalty, Interval #2: 398
Network wide Queuing Penalty, Interval #3: 479
Network wide Queuing Penalty, Interval #4: 399
Network wide Queuing Penalty, All Intervals: 403

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	43	40	92	98.2	F
	T	509	491	96	122.2	F
	R	88	93	106	100.3	F
	Subtotal	640	624	98	117.4	F
SB	L	638	623	98	53.4	D
	T	467	466	100	41.8	D
	R	447	464	104	9.5	A
	Subtotal	1,552	1,553	100	36.8	D
EB	L	778	782	100	62.6	E
	T	340	333	98	39.7	D
	R	44	43	97	35.3	D
	Subtotal	1,162	1,158	100	55.0	D
WB	L	97	88	91	93.3	F
	T	294	259	88	177.7	F
	R	824	700	85	153.6	F
	Subtotal	1,215	1,047	86	154.5	F
Total		4,570	4,382	96	82.1	F

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	52	106	5.7	A
	T	738	729	99	4.4	A
	R	21	23	110	3.8	A
	Subtotal	808	804	100	4.5	A
SB	L	19	16	84	11.8	B
	T	530	507	96	10.4	B
	R	236	240	102	4.5	A
	Subtotal	785	763	97	8.6	A
EB	L	399	394	99	25.8	D
	T	64	65	102	25.0	C
	R	30	30	99	24.6	C
	Subtotal	493	489	99	25.6	D
WB	L	15	12	80	8.1	A
	T	19	20	105	9.5	A
	R	13	14	108	3.3	A
	Subtotal	47	46	98	7.2	A
Total		2,132	2,102	99	11.0	B

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	18	95	17.1	C
	R	473	471	100	16.4	C
	Subtotal	492	489	99	16.4	C
EB	T	20	20	100	1.6	A
	R	13	15	115	0.5	A
	Subtotal	33	35	106	1.1	A
WB	L	291	297	102	2.4	A
	T	13	14	108	0.6	A
	Subtotal	304	311	102	2.3	A
Total		829	835	101	10.5	B

Intersection: Silver King Dr & Three Kings Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	25	27	107	3.8	A
	Subtotal	25	27	108	3.8	A
EB	T	6	5	83	0.0	A
	Subtotal	6	5	83	0.0	A
WB	T	8	8	103	0.5	A
	R	25	24	95	0.5	A
	Subtotal	33	32	97	0.5	A
Total		64	64	100	1.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	62	58	93	6.3	A
	T	790	785	99	2.0	A
	Subtotal	852	843	99	2.3	A
SB	T	308	292	95	3.1	A
	R	243	234	96	2.5	A
	Subtotal	551	526	95	2.8	A
NE	L	6	6	100	34.0	D
	T	1	1	100	0.9	A
	R	6	6	100	4.8	A
	Subtotal	13	13	100	18.0	C
Total		1,416	1,382	98	2.6	A

Intersection: Lowell Ave & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	268	251	94	0.7	A
	R	25	29	115	0.4	A
	R2	13	13	100	0.3	A
	Subtotal	306	293	96	0.7	A
EB	L2	49	46	93	10.5	B
	R	62	61	98	6.9	A
	Subtotal	111	107	96	8.4	A
SE	L	13	13	100	9.9	A
	T	135	134	99	0.2	A
	R	131	135	103	9.3	A
	R2	25	31	123	7.5	A
Total		722	713	99	3.8	A

HALES ENGINEERING

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	636	631	99	1.6	A
	R	106	113	107	1.2	A
	Subtotal	742	744	100	1.5	A
SB	L	37	36	97	8.7	A
	T	289	272	94	1.9	A
	Subtotal	326	308	94	2.7	A
SW	L	46	46	99	25.5	D
	R	55	55	100	13.8	B
	Subtotal	101	101	100	19.1	C
Total		1,170	1,153	99	3.4	A

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	13	13	100	2.8	A
	T	68	71	104	0.5	A
	Subtotal	81	84	104	0.9	A
SB	T	179	169	94	0.8	A
	R	156	149	96	0.7	A
	Subtotal	335	318	95	0.8	A
EB	L	639	635	99	13.0	B
	R	25	26	103	11.1	B
	Subtotal	664	661	100	12.9	B
Total		1,081	1,063	98	8.4	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Background
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Manor Way
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	227	234	103	8.8	A
	Subtotal	227	234	103	8.8	A
SB	L	436	425	97	15.5	C
	T	80	77	97	15.2	C
	Subtotal	516	502	97	15.5	C
WB	L	168	160	95	5.5	A
	T	1	2	200	0.2	A
	Subtotal	169	162	96	5.4	A
Total		912	898	99	11.9	B

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.9	2.4	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	40.5	43.1	41.4	4.4	2.6	5.1	0.9	1.0	2.5
Total Delay (hr)	3.6	0.9	0.1	0.4	3.4	6.6	0.2	3.6	0.5	2.3	1.4	0.3
Total Del/Veh (s)	60.4	37.5	29.4	70.1	147.7	113.3	81.3	94.1	81.2	50.4	39.9	9.3
Vehicles Entered	193	82	10	21	68	187	10	126	23	152	118	117
Vehicles Exited	188	84	11	20	66	178	10	120	22	153	117	116
Hourly Exit Rate	752	336	44	80	264	712	40	480	88	612	468	464
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	97	99	100	83	90	87	93	95	101	97	101	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	3.8
Denied Del/Veh (s)	12.1
Total Delay (hr)	23.4
Total Del/Veh (s)	69.6
Vehicles Entered	1107
Vehicles Exited	1085
Hourly Exit Rate	4340
Input Volume	4539
% of Volume	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.0	2.8	8.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	135.9	130.8	129.7	3.9	1.9	4.5	1.0	1.2	2.6
Total Delay (hr)	3.6	0.9	0.1	0.6	3.7	8.1	0.3	4.0	0.6	2.3	1.3	0.3
Total Del/Veh (s)	57.1	35.3	34.6	94.9	168.0	138.3	82.7	106.4	83.2	51.0	40.2	9.9
Vehicles Entered	197	83	12	21	62	178	10	119	22	158	113	114
Vehicles Exited	200	82	12	22	65	174	9	120	22	158	114	116
Hourly Exit Rate	800	328	48	88	260	696	36	480	88	632	456	464
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	103	97	109	92	89	85	84	95	101	100	98	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	12.2
Denied Del/Veh (s)	37.8
Total Delay (hr)	25.9
Total Del/Veh (s)	76.6
Vehicles Entered	1089
Vehicles Exited	1094
Hourly Exit Rate	4376
Input Volume	4539
% of Volume	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	2.1	6.1	15.6	0.0	0.2	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.0	219.5	230.1	225.1	10.1	5.3	7.3	1.0	1.1	2.4
Total Delay (hr)	3.4	1.0	0.1	0.6	3.2	8.3	0.3	4.9	0.9	2.4	1.4	0.3
Total Del/Veh (s)	55.6	38.2	35.1	79.7	142.5	143.9	94.4	118.6	112.3	52.4	39.4	8.6
Vehicles Entered	197	83	10	24	66	171	11	130	26	160	119	119
Vehicles Exited	200	83	10	22	62	172	10	124	25	156	116	119
Hourly Exit Rate	800	332	40	88	248	688	40	496	100	624	464	476
Input Volume	794	347	45	99	300	841	44	519	90	651	477	456
% of Volume	101	96	89	89	83	82	91	96	111	96	97	104

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	24.3
Denied Del/Veh (s)	70.7
Total Delay (hr)	26.7
Total Del/Veh (s)	77.7
Vehicles Entered	1116
Vehicles Exited	1099
Hourly Exit Rate	4396
Input Volume	4663
% of Volume	94

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	2.9	8.3	23.2	0.0	0.4	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.0	295.1	297.6	293.5	10.2	11.8	15.0	0.9	1.1	2.5
Total Delay (hr)	3.3	1.0	0.1	0.7	3.5	8.4	0.3	4.9	0.7	2.4	1.4	0.3
Total Del/Veh (s)	56.7	39.1	33.1	90.1	148.1	142.5	99.0	118.9	94.9	50.7	41.4	9.3
Vehicles Entered	189	84	10	23	67	176	10	125	25	155	116	113
Vehicles Exited	194	84	10	25	66	176	10	126	23	156	118	113
Hourly Exit Rate	776	336	40	100	264	704	40	504	92	624	472	452
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	100	99	91	104	90	86	93	100	106	98	102	102

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	35.1
Denied Del/Veh (s)	101.2
Total Delay (hr)	27.0
Total Del/Veh (s)	78.8
Vehicles Entered	1093
Vehicles Exited	1101
Hourly Exit Rate	4404
Input Volume	4539
% of Volume	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	6.3	18.2	49.2	0.1	0.8	0.2	0.2	0.1	0.3
Denied Del/Veh (s)	0.1	0.0	0.0	226.1	220.1	215.6	7.4	5.4	8.1	1.0	1.1	2.5
Total Delay (hr)	13.9	3.8	0.4	2.3	13.7	31.5	1.1	17.4	2.7	9.4	5.5	1.2
Total Del/Veh (s)	62.6	39.7	35.3	93.3	177.7	153.6	98.2	122.2	100.3	53.4	41.8	9.5
Vehicles Entered	776	333	43	88	263	713	40	501	96	624	466	464
Vehicles Exited	782	333	43	88	259	700	40	491	93	623	466	464
Hourly Exit Rate	782	333	43	88	259	700	40	491	93	623	466	464
Input Volume	778	340	44	97	294	824	43	509	88	638	467	447
% of Volume	100	98	97	91	88	85	92	96	106	98	100	104

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	75.3
Denied Del/Veh (s)	59.5
Total Delay (hr)	102.9
Total Del/Veh (s)	82.1
Vehicles Entered	4407
Vehicles Exited	4382
Hourly Exit Rate	4382
Input Volume	4570
% of Volume	96

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.1
Total Del/Veh (s)	20.7	17.4	20.4	8.0	10.2	4.1	5.8	4.8	3.6	8.0	9.2	4.4
Vehicles Entered	97	14	7	4	5	3	14	184	6	3	127	61
Vehicles Exited	96	14	7	4	5	3	14	182	6	4	127	61
Hourly Exit Rate	384	56	28	16	20	12	56	728	24	16	508	244
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	97	88	93	107	105	92	114	99	114	84	97	104

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.4
Total Del/Veh (s)	9.5
Vehicles Entered	525
Vehicles Exited	523
Hourly Exit Rate	2092
Input Volume	2119
% of Volume	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.5	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	28.3	28.6	23.5	9.2	10.8	4.2	5.3	4.4	4.5	12.2	10.0	4.4
Vehicles Entered	100	19	8	3	4	4	12	184	6	4	128	58
Vehicles Exited	100	19	7	3	4	4	13	185	6	4	126	58
Hourly Exit Rate	400	76	28	12	16	16	52	740	24	16	504	232
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	101	119	93	80	84	123	106	101	114	84	96	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.8
Total Del/Veh (s)	11.7
Vehicles Entered	530
Vehicles Exited	529
Hourly Exit Rate	2116
Input Volume	2119
% of Volume	100

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	5.6	0.0	0.1	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	24.7	23.7	28.0	7.2	6.8	3.0	5.9	4.0	3.0	11.2	11.0	4.5
Vehicles Entered	102	16	8	3	6	3	12	181	5	4	126	61
Vehicles Exited	101	16	8	3	5	3	12	182	4	5	127	61
Hourly Exit Rate	404	64	32	12	20	12	48	728	16	20	508	244
Input Volume	407	64	31	15	19	13	50	753	21	19	540	241
% of Volume	99	100	103	80	105	92	96	97	76	105	94	101

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.6
Total Del/Veh (s)	10.9
Vehicles Entered	527
Vehicles Exited	527
Hourly Exit Rate	2108
Input Volume	2173
% of Volume	97

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.2	5.6	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	26.0	25.7	22.9	5.4	9.1	3.0	5.4	4.2	4.0	12.8	10.5	4.5
Vehicles Entered	96	16	8	3	6	4	13	181	6	4	126	60
Vehicles Exited	96	16	7	3	6	4	13	180	6	4	126	60
Hourly Exit Rate	384	64	28	12	24	16	52	720	24	16	504	240
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	97	100	93	80	126	123	106	98	114	84	96	103

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.6
Total Del/Veh (s)	10.9
Vehicles Entered	523
Vehicles Exited	521
Hourly Exit Rate	2084
Input Volume	2119
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	2.9	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	2.9	0.5	0.2	0.0	0.1	0.0	0.1	0.9	0.0	0.1	1.5	0.3
Total Del/Veh (s)	25.8	25.0	24.6	8.1	9.5	3.3	5.7	4.4	3.8	11.8	10.4	4.5
Vehicles Entered	395	65	30	12	20	15	52	730	23	16	507	240
Vehicles Exited	394	65	30	12	20	14	52	729	23	16	507	240
Hourly Exit Rate	394	65	30	12	20	14	52	729	23	16	507	240
Input Volume	399	64	30	15	19	13	49	738	21	19	530	236
% of Volume	99	102	99	80	105	108	106	99	110	84	96	102

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	6.5
Total Del/Veh (s)	11.0
Vehicles Entered	2105
Vehicles Exited	2102
Hourly Exit Rate	2102
Input Volume	2132
% of Volume	99

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.3	0.2
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.3	0.4
Total Del/Veh (s)	1.6	0.4	2.5	0.5	14.0	8.6	6.1
Vehicles Entered	5	3	76	4	5	113	206
Vehicles Exited	5	3	76	4	5	113	206
Hourly Exit Rate	20	12	304	16	20	452	824
Input Volume	20	13	289	13	19	470	824
% of Volume	100	92	105	123	105	96	100

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.6	1.9	1.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.7	0.7
Total Del/Veh (s)	1.9	0.3	2.3	0.6	17.6	18.5	12.2
Vehicles Entered	4	3	71	3	4	124	209
Vehicles Exited	4	4	71	3	4	123	209
Hourly Exit Rate	16	16	284	12	16	492	836
Input Volume	20	13	289	13	19	470	824
% of Volume	80	123	98	92	84	105	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.3	7.8	4.5
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.6	0.7
Total Del/Veh (s)	1.6	0.5	2.5	0.6	16.3	17.4	11.3
Vehicles Entered	4	5	74	4	5	121	213
Vehicles Exited	4	4	74	4	5	122	213
Hourly Exit Rate	16	16	296	16	20	488	852
Input Volume	20	13	297	13	19	483	845
% of Volume	80	123	100	123	105	101	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.9	2.0	1.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.6	0.7
Total Del/Veh (s)	1.5	0.5	2.3	0.6	17.1	18.8	11.7
Vehicles Entered	6	4	76	3	5	113	207
Vehicles Exited	6	4	76	3	5	113	207
Hourly Exit Rate	24	16	304	12	20	452	828
Input Volume	20	13	289	13	19	470	824
% of Volume	120	123	105	92	105	96	100

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.0	3.1	1.8
Total Delay (hr)	0.0	0.0	0.2	0.0	0.1	2.2	2.5
Total Del/Veh (s)	1.6	0.5	2.4	0.6	17.1	16.4	10.5
Vehicles Entered	19	15	297	14	18	470	833
Vehicles Exited	20	15	297	14	18	471	835
Hourly Exit Rate	20	15	297	14	18	471	835
Input Volume	20	13	291	13	19	473	829
% of Volume	100	115	102	108	95	100	101

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.5	0.5	3.9	1.8
Vehicles Entered	1	2	6	6	15
Vehicles Exited	1	2	6	6	15
Hourly Exit Rate	4	8	24	24	60
Input Volume	6	8	25	25	64
% of Volume	67	100	96	96	94

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.2	0.5	3.7	1.6
Vehicles Entered	2	2	6	6	16
Vehicles Exited	2	2	6	6	16
Hourly Exit Rate	8	8	24	24	64
Input Volume	6	8	25	25	64
% of Volume	133	100	96	96	100

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.4	3.8	1.9
Vehicles Entered	1	2	7	8	18
Vehicles Exited	1	2	7	8	18
Hourly Exit Rate	4	8	28	32	72
Input Volume	6	7	26	26	65
% of Volume	67	114	108	123	111

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.5	4.0	2.1
Vehicles Entered	2	2	6	8	18
Vehicles Exited	1	2	6	8	17
Hourly Exit Rate	4	8	24	32	68
Input Volume	6	8	25	25	64
% of Volume	67	100	96	128	106

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.5	0.5	3.8	1.9
Vehicles Entered	5	8	24	27	64
Vehicles Exited	5	8	24	27	64
Hourly Exit Rate	5	8	24	27	64
Input Volume	6	8	25	25	64
% of Volume	83	103	95	107	100

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.4	0.0	0.0	0.0		0.0	0.3
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	6.7	2.3	3.2	2.6	13.5		4.5	2.8
Vehicles Entered	15	199	73	60	2	0	1	350
Vehicles Exited	15	199	73	61	2	0	1	351
Hourly Exit Rate	60	796	292	244	8	0	4	1404
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	97	101	95	101	133	0	67	100

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.7	1.7	3.1	2.5	27.4		4.7	2.5
Vehicles Entered	14	197	73	58	2	0	1	345
Vehicles Exited	14	197	72	58	2	0	1	344
Hourly Exit Rate	56	788	288	232	8	0	4	1376
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	90	100	94	96	133	0	67	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	6.7	2.1	3.2	2.5	42.2		4.3	2.7
Vehicles Entered	16	195	74	60	1	0	2	348
Vehicles Exited	16	194	74	59	1	0	2	346
Hourly Exit Rate	64	776	296	236	4	0	8	1384
Input Volume	63	806	313	248	6	1	6	1443
% of Volume	102	96	95	95	67	0	133	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.0	1.7	3.0	2.4	40.0		5.4	2.5
Vehicles Entered	13	194	72	56	2	0	2	339
Vehicles Exited	13	195	72	56	2	0	2	340
Hourly Exit Rate	52	780	288	224	8	0	8	1360
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	84	99	94	93	133	0	133	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.1	0.4	0.3	0.2	0.1	0.0	0.0	1.0
Total Del/Veh (s)	6.3	2.0	3.1	2.5	34.0	0.9	4.8	2.6
Vehicles Entered	58	785	292	233	6	1	6	1381
Vehicles Exited	58	785	292	234	6	1	6	1382
Hourly Exit Rate	58	785	292	234	6	1	6	1382
Input Volume	62	790	308	243	6	1	6	1416
% of Volume	93	99	95	96	100	100	100	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	10.6	7.1	0.7	0.4	0.4	8.3	0.2	10.0	7.7	3.9
Vehicles Entered	11	15	65	8	3	3	33	36	7	181
Vehicles Exited	11	15	65	8	3	3	34	35	6	180
Hourly Exit Rate	44	60	260	32	12	12	136	140	24	720
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	90	97	98	128	92	92	101	108	96	100

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	10.8	6.5	0.7	0.4	0.3	12.1	0.2	8.7	6.9	3.9
Vehicles Entered	11	16	61	8	4	3	31	32	9	175
Vehicles Exited	12	16	61	8	4	3	30	32	9	175
Hourly Exit Rate	48	64	244	32	16	12	120	128	36	700
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	98	103	92	128	123	92	90	98	144	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	11.0	6.8	0.7	0.3	0.2	10.5	0.2	8.2	5.7	3.6
Vehicles Entered	12	16	65	7	3	3	35	34	7	182
Vehicles Exited	12	16	64	7	3	3	35	34	7	181
Hourly Exit Rate	48	64	256	28	12	12	140	136	28	724
Input Volume	50	63	273	26	13	13	137	134	26	735
% of Volume	96	102	94	108	92	92	102	101	108	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	8.6	7.1	0.6	0.3	0.2	9.2	0.2	9.1	8.8	3.8
Vehicles Entered	12	15	60	6	3	4	34	34	8	176
Vehicles Exited	12	15	61	6	3	4	34	34	8	177
Hourly Exit Rate	48	60	244	24	12	16	136	136	32	708
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	98	97	92	96	92	123	101	105	128	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.8
Total Del/Veh (s)	10.5	6.9	0.7	0.4	0.3	9.9	0.2	9.3	7.5	3.8
Vehicles Entered	46	61	251	29	13	13	133	135	31	712
Vehicles Exited	46	61	251	29	13	13	134	135	31	713
Hourly Exit Rate	46	61	251	29	13	13	134	135	31	713
Input Volume	49	62	268	25	13	13	135	131	25	722
% of Volume	93	98	94	115	100	100	99	103	123	99

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	1.7	1.2	9.1	2.6	23.6	11.7	3.3
Vehicles Entered	160	28	8	68	10	14	288
Vehicles Exited	160	27	8	69	9	14	287
Hourly Exit Rate	640	108	32	276	36	56	1148
Input Volume	632	105	37	287	46	55	1162
% of Volume	101	103	86	96	78	102	99

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	1.5	1.1	9.3	1.6	27.3	17.6	3.7
Vehicles Entered	158	26	9	67	13	15	288
Vehicles Exited	158	27	9	67	13	15	289
Hourly Exit Rate	632	108	36	268	52	60	1156
Input Volume	632	105	37	287	46	55	1162
% of Volume	100	103	97	93	113	109	99

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	1.6	1.1	8.0	1.5	26.4	15.3	3.3
Vehicles Entered	159	31	10	68	12	13	293
Vehicles Exited	159	31	10	68	12	13	293
Hourly Exit Rate	636	124	40	272	48	52	1172
Input Volume	649	108	38	295	47	56	1193
% of Volume	98	115	105	92	102	93	98

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	1.5	1.2	7.3	1.9	22.1	10.1	3.0
Vehicles Entered	153	28	9	68	12	13	283
Vehicles Exited	154	28	8	69	12	13	284
Hourly Exit Rate	616	112	32	276	48	52	1136
Input Volume	632	105	37	287	46	55	1162
% of Volume	97	107	86	96	104	95	98

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	0.3	0.0	0.1	0.1	0.3	0.2	1.1
Total Del/Veh (s)	1.6	1.2	8.7	1.9	25.5	13.8	3.4
Vehicles Entered	630	113	36	272	46	54	1151
Vehicles Exited	631	113	36	272	46	55	1153
Hourly Exit Rate	631	113	36	272	46	55	1153
Input Volume	636	106	37	289	46	55	1170
% of Volume	99	107	97	94	99	100	99

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.7
Total Del/Veh (s)	13.3	11.3	2.6	0.6	0.8	0.6	8.7
Vehicles Entered	161	6	4	17	42	36	266
Vehicles Exited	160	6	4	17	42	36	265
Hourly Exit Rate	640	24	16	68	168	144	1060
Input Volume	635	25	13	68	178	155	1074
% of Volume	101	96	123	100	94	93	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	1.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	12.3	10.5	2.5	0.3	0.7	0.7	8.0
Vehicles Entered	161	5	4	17	44	36	267
Vehicles Exited	161	6	4	16	44	36	267
Hourly Exit Rate	644	24	16	64	176	144	1068
Input Volume	635	25	13	68	178	155	1074
% of Volume	101	96	123	94	99	93	99

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	13.0	11.7	2.7	0.4	0.8	0.7	8.3
Vehicles Entered	158	7	2	22	42	38	269
Vehicles Exited	157	7	2	22	42	38	268
Hourly Exit Rate	628	28	8	88	168	152	1072
Input Volume	652	26	13	69	183	159	1102
% of Volume	96	108	62	128	92	96	97

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	12.4	10.8	2.8	0.5	0.8	0.7	8.0
Vehicles Entered	155	7	3	16	41	39	261
Vehicles Exited	157	7	3	16	41	40	264
Hourly Exit Rate	628	28	12	64	164	160	1056
Input Volume	635	25	13	68	178	155	1074
% of Volume	99	112	92	94	92	103	98

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	2.3	0.1	0.0	0.0	0.0	0.0	2.5
Total Del/Veh (s)	13.0	11.1	2.8	0.5	0.8	0.7	8.4
Vehicles Entered	635	26	13	71	170	148	1063
Vehicles Exited	635	26	13	71	169	149	1063
Hourly Exit Rate	635	26	13	71	169	149	1063
Input Volume	639	25	13	68	179	156	1081
% of Volume	99	103	100	104	94	96	98

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.2	0.0	0.1	0.1
Total Delay (hr)	0.1	0.0	0.1	0.4	0.1	0.7
Total Del/Veh (s)	5.5		8.7	13.8	12.0	10.9
Vehicles Entered	39	0	60	109	18	226
Vehicles Exited	39	0	60	107	18	224
Hourly Exit Rate	156	0	240	428	72	896
Input Volume	167	1	225	433	79	905
% of Volume	93	0	107	99	91	99

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.3	0.1	0.0	0.1
Total Delay (hr)	0.1	0.0	0.1	0.4	0.1	0.7
Total Del/Veh (s)	5.5		7.6	13.8	13.6	10.8
Vehicles Entered	40	0	59	104	20	223
Vehicles Exited	39	0	58	108	19	224
Hourly Exit Rate	156	0	232	432	76	896
Input Volume	167	1	225	433	79	905
% of Volume	93	0	103	100	96	99

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.3	0.4	0.5	0.3
Total Delay (hr)	0.1	0.0	0.2	0.5	0.1	0.8
Total Del/Veh (s)	5.2		8.7	16.8	16.0	12.5
Vehicles Entered	39	0	61	107	20	227
Vehicles Exited	39	0	61	104	20	224
Hourly Exit Rate	156	0	244	416	80	896
Input Volume	171	1	232	445	82	931
% of Volume	91	0	105	93	98	96

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.4	0.2	0.3
Total Delay (hr)	0.1	0.0	0.1	0.5	0.1	0.8
Total Del/Veh (s)	5.6	0.3	9.0	15.6	17.3	12.1
Vehicles Entered	42	1	55	104	19	221
Vehicles Exited	42	1	56	107	20	226
Hourly Exit Rate	168	4	224	428	80	904
Input Volume	167	1	225	433	79	905
% of Volume	101	400	100	99	101	100

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.2	0.2
Total Delay (hr)	0.2	0.0	0.6	1.8	0.3	3.0
Total Del/Veh (s)	5.5	0.2	8.8	15.5	15.2	11.9
Vehicles Entered	160	2	235	424	78	899
Vehicles Exited	160	2	234	425	77	898
Hourly Exit Rate	160	2	234	425	77	898
Input Volume	168	1	227	436	80	912
% of Volume	95	200	103	97	97	99

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	3.9	12.3	24.6	35.2	76.0
Denied Del/Veh (s)	11.8	36.7	68.6	98.4	57.6
Total Delay (hr)	27.9	31.0	31.8	32.0	122.8
Total Del/Veh (s)	76.2	83.7	84.0	85.1	92.7
Vehicles Entered	1153	1135	1172	1135	4593
Vehicles Exited	1120	1141	1150	1156	4568
Hourly Exit Rate	4480	4564	4600	4624	4568
Input Volume	17258	17258	17719	17258	17373
% of Volume	26	26	26	27	26

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	405	417	396	303	896	931	183	539	332	304	381	512
Average Queue (ft)	311	323	260	144	742	798	65	407	278	221	259	288
95th Queue (ft)	475	484	440	395	1194	1183	207	697	393	312	356	504
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	3	2	1		28	49		7				
Queuing Penalty (veh)	11	8	3		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					42			49	31	0	4	22
Queuing Penalty (veh)					40			187	91	1	13	98

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	98
95th Queue (ft)	330
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	405	420	367	307	960	974	237	519	339	319	446	503
Average Queue (ft)	324	338	241	181	949	956	97	426	284	230	287	295
95th Queue (ft)	446	456	392	453	980	977	307	731	410	322	469	590
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		49	82		6			0	0
Queuing Penalty (veh)	2	1	1		0	0		0			0	0
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					44			52	40	0	5	20
Queuing Penalty (veh)					42			201	117	1	17	90

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	240
Average Queue (ft)	115
95th Queue (ft)	354
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	406	420	374	222	972	975	238	606	347	357	393	500
Average Queue (ft)	306	317	237	133	954	956	81	517	326	240	280	298
95th Queue (ft)	419	431	404	367	970	975	256	782	394	376	414	503
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		53	83		11				
Queuing Penalty (veh)	1	1	0		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					33			67	54	2	8	22
Queuing Penalty (veh)					32			264	165	5	25	101

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	SB
Directions Served	R
Maximum Queue (ft)	270
Average Queue (ft)	115
95th Queue (ft)	355
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	408	418	404	350	970	969	226	612	343	327	383	518
Average Queue (ft)	308	324	257	159	954	954	77	489	311	228	273	318
95th Queue (ft)	434	443	406	414	971	968	249	787	401	332	385	518
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		50	85		18				
Queuing Penalty (veh)	1	2	0		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					38			62	49	1	5	23
Queuing Penalty (veh)					36			238	146	2	15	104

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	128
95th Queue (ft)	372
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	456	476	454	399	982	986	312	639	350	395	506	659
Average Queue (ft)	312	325	249	154	900	916	80	460	300	230	275	300
95th Queue (ft)	445	455	412	409	1172	1139	257	759	407	337	411	533
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	1	1	0		45	75		11			0	0
Queuing Penalty (veh)	4	3	1		0	0		0			0	0
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					39			58	44	1	6	22
Queuing Penalty (veh)					38			222	130	2	18	98

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	114
95th Queue (ft)	353
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	208	44	62	70	201	34
Average Queue (ft)	135	22	39	29	97	5
95th Queue (ft)	233	51	73	85	218	28
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	3				0	
Queuing Penalty (veh)	17				0	
Storage Bay Dist (ft)			100			
Storage Blk Time (%)			1	1		
Queuing Penalty (veh)			2	5		

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	217	48	79	83	220	12
Average Queue (ft)	168	23	40	32	98	2
95th Queue (ft)	276	54	81	85	226	15
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	10				0	
Queuing Penalty (veh)	47				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			1	3		

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	212	42	56	55	204	40
Average Queue (ft)	152	23	36	25	106	8
95th Queue (ft)	262	51	63	60	222	41
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	8					
Queuing Penalty (veh)	38					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	224	45	66	72	197	22
Average Queue (ft)	152	21	40	29	92	4
95th Queue (ft)	270	52	70	71	197	25
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	9					
Queuing Penalty (veh)	42					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			1	1		

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	232	54	86	99	302	52
Average Queue (ft)	152	22	39	28	98	5
95th Queue (ft)	262	52	72	77	216	28
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	7				0	
Queuing Penalty (veh)	36				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			1	2		

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	6	50	145
Average Queue (ft)	0	14	83
95th Queue (ft)	6	48	164
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	8	42	196
Average Queue (ft)	2	12	133
95th Queue (ft)	16	45	307
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	11	49	172
Average Queue (ft)	2	14	121
95th Queue (ft)	12	49	294
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	14	39	185
Average Queue (ft)	2	12	124
95th Queue (ft)	14	41	306
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	20	63	236
Average Queue (ft)	2	13	116
95th Queue (ft)	13	46	276
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	18
95th Queue (ft)	47
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	18
95th Queue (ft)	43
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	19
95th Queue (ft)	44
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	46
Average Queue (ft)	17
95th Queue (ft)	44
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	146	38	26
Average Queue (ft)	74	7	8
95th Queue (ft)	170	66	29
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	135	12	33
Average Queue (ft)	60	3	11
95th Queue (ft)	153	18	36
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	160	15	31
Average Queue (ft)	69	3	10
95th Queue (ft)	162	15	34
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	4		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	142	13	40
Average Queue (ft)	59	2	14
95th Queue (ft)	156	14	44
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	182	47	45
Average Queue (ft)	66	4	11
95th Queue (ft)	161	35	36
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	60	102
Average Queue (ft)	38	50
95th Queue (ft)	66	89
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	63	11	94
Average Queue (ft)	43	2	50
95th Queue (ft)	70	11	97
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	62	7	87
Average Queue (ft)	38	1	48
95th Queue (ft)	67	8	88
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	67	2	93
Average Queue (ft)	38	0	53
95th Queue (ft)	69	5	98
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	82	13	112
Average Queue (ft)	39	1	50
95th Queue (ft)	68	7	93
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	37	110	75
Average Queue (ft)	6	44	43
95th Queue (ft)	40	125	76
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		2	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	25	90	103
Average Queue (ft)	5	36	55
95th Queue (ft)	33	93	101
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	30	84	88
Average Queue (ft)	3	33	50
95th Queue (ft)	23	88	105
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	24	89	75
Average Queue (ft)	4	34	43
95th Queue (ft)	30	99	78
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	71	136	121
Average Queue (ft)	5	37	48
95th Queue (ft)	32	103	92
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	152	23
Average Queue (ft)	130	5
95th Queue (ft)	189	27
Link Distance (ft)	154	523
Upstream Blk Time (%)	5	
Queuing Penalty (veh)	32	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	159	17	2
Average Queue (ft)	126	4	0
95th Queue (ft)	176	20	5
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	21		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	161	19	4
Average Queue (ft)	129	3	1
95th Queue (ft)	183	17	6
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	5		
Queuing Penalty (veh)	34		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	161	26	2
Average Queue (ft)	122	6	0
95th Queue (ft)	182	29	0
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	4		
Queuing Penalty (veh)	28		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	166	37	6
Average Queue (ft)	127	4	0
95th Queue (ft)	183	24	4
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	4		
Queuing Penalty (veh)	29		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	69	115	196
Average Queue (ft)	42	67	113
95th Queue (ft)	70	121	195
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	66	98	194
Average Queue (ft)	43	63	116
95th Queue (ft)	69	107	223
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	62	123	244
Average Queue (ft)	42	67	126
95th Queue (ft)	67	114	269
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	71	112	215
Average Queue (ft)	43	60	123
95th Queue (ft)	67	108	254
Link Distance (ft)	154	550	487
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	91	153	306
Average Queue (ft)	43	64	120
95th Queue (ft)	68	113	238
Link Distance (ft)	154	550	487
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 513
Network wide Queuing Penalty, Interval #2: 545
Network wide Queuing Penalty, Interval #3: 671
Network wide Queuing Penalty, Interval #4: 621
Network wide Queuing Penalty, All Intervals: 588

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	101	98	97	100.6	F
	T	509	512	101	124.2	F
	R	88	81	92	109.7	F
	Subtotal	698	691	99	119.2	F
SB	L	638	642	101	61.3	E
	T	439	442	101	50.2	D
	R	629	636	101	7.9	A
	Subtotal	1,706	1,720	101	38.7	D
EB	L	938	893	95	78.5	E
	T	410	398	97	41.4	D
	R	57	59	104	35.9	D
	Subtotal	1,405	1,350	96	65.7	E
WB	L	97	66	68	336.3	F
	T	394	285	72	382.9	F
	R	824	621	75	169.6	F
	Subtotal	1,315	972	74	243.5	F
Total		5,124	4,733	92	103.0	F

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	57	95	4.5	A
	T	1,103	1,062	96	3.0	A
	R	54	55	102	2.0	A
	Subtotal	1,217	1,174	96	3.0	A
SB	L	19	17	88	5.1	A
	T	24	19	81	2.2	A
	R	1,081	984	91	5.1	A
	Subtotal	1,124	1,020	91	5.0	A
EB	L	277	269	97	4.0	A
	T	20	19	95	3.6	A
	Subtotal	297	288	97	4.0	A
WB	T	19	18	94	5.1	A
	R	13	16	121	2.6	A
	Subtotal	32	34	106	3.9	A
Total		2,670	2,516	94	3.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	296	289	97	9.8	A
	R	16	18	111	8.1	A
	Subtotal	312	307	98	9.7	A
WB	L	1,012	928	92	3.9	A
	T	149	133	89	4.8	A
	Subtotal	1,161	1,061	91	4.0	A
Total		1,474	1,368	93	5.3	A

Intersection: NW E Access/Three Kings Dr & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	229	226	99	4.0	A
	Subtotal	229	226	99	4.0	A
SB	L	25	25	99	4.9	A
	Subtotal	25	25	100	4.9	A
EB	T	7	7	100	0.3	A
	Subtotal	7	7	100	0.3	A
WB	L	56	49	88	1.3	A
	T	7	7	97	0.1	A
	R	25	22	87	0.1	A
	Subtotal	88	78	89	0.9	A
Total		350	336	96	3.3	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	901	867	96	0.3	A
	Subtotal	901	867	96	0.3	A
NE	L	325	316	97	13.5	B
	Subtotal	325	316	97	13.5	B
Total		1,226	1,183	97	3.8	A

Intersection: Lowell Ave & Lodge Access & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	247	234	95	1.9	A
	T	727	674	93	0.9	A
	R	49	46	94	0.5	A
	Subtotal	1,023	954	93	1.1	A
EB	L	38	40	106	17.8	C
	R	74	74	100	9.7	A
	Subtotal	112	114	102	12.5	B
Total		1,135	1,068	94	2.3	A

HALES ENGINEERING

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	830	799	96	0.5	A
	R	147	143	97	0.4	A
	Subtotal	977	942	96	0.5	A
SW	R	70	67	95	5.9	A
	Subtotal	70	67	96	5.9	A
Total		1,048	1,009	96	0.9	A

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	81	83	102	11.5	B
	Subtotal	81	83	102	11.5	B
EB	L	724	684	95	0.3	A
	T	1	1	100	0.3	A
	R	117	113	97	0.2	A
	Subtotal	842	798	95	0.3	A
Total		923	881	95	1.4	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	227	228	100	8.6	A
	Subtotal	227	228	100	8.6	A
SB	L	552	510	92	0.9	A
	T	250	238	95	1.4	A
	Subtotal	802	748	93	1.1	A
Total		1,029	976	95	2.8	A

Intersection: NE E Access & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	51	51	100	9.3	A
	Subtotal	51	51	100	9.3	A
EB	T	262	257	98	2.5	A
	Subtotal	262	257	98	2.5	A
WB	L	60	54	90	1.9	A
	T	88	78	89	0.6	A
	Subtotal	148	132	89	1.1	A
Total		460	440	96	2.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: C-E Loading & Lowell Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	T	999	919	92	0.8	A
	R	30	27	91	0.6	A
	Subtotal	1,029	946	92	0.8	A
NE	R	30	32	108	4.9	A
	Subtotal	30	32	107	4.9	A
Total		1,059	978	92	1.0	A

Intersection: Lowell Ave & West D Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	21	18	85	1.2	A
	T	1,008	934	93	0.2	A
	Subtotal	1,029	952	93	0.2	A
SW	L	11	12	107	12.7	B
	Subtotal	11	12	109	12.7	B
Total		1,040	964	93	0.4	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Lowell Ave & C Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	R	150	147	98	7.9	A
	Subtotal	150	147	98	7.9	A
SE	T	873	806	92	0.4	A
	R	145	138	95	0.2	A
	Subtotal	1,018	944	93	0.4	A
Total		1,168	1,091	93	1.4	A

Intersection: Empire Ave & East D Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	1.6	A
	T	1,214	1,172	97	2.6	A
	Subtotal	1,224	1,182	97	2.6	A
EB	L	14	14	98	33.6	D
	Subtotal	14	14	100	33.6	D
Total		1,239	1,196	97	2.9	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Shadow Ridge Rd & North B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	R	102	101	99	8.7	A
	Subtotal	102	101	99	8.7	A
NE	T	224	216	97	1.6	A
	R	62	60	97	0.2	A
	Subtotal	286	276	97	1.3	A
Total		388	377	97	3.3	A

Intersection: Manor Way & South B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	134	130	97	11.9	B
	Subtotal	134	130	97	11.9	B
EB	L	72	71	98	0.8	A
	T	707	668	94	0.4	A
	Subtotal	779	739	95	0.4	A
Total		914	869	95	2.2	A

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: Future (2040) Plus Project
Time Period: Saturday PM Peak Hour **Project #:** UT19-1481

Intersection: Empire Ave & East B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	35	95	1.6	A
	T	768	733	95	0.5	A
	Subtotal	805	768	95	0.6	A
EB	L	209	209	100	13.2	B
	Subtotal	209	209	100	13.2	B
Total		1,014	977	96	3.3	A

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	1.7	3.6	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	59.9	62.1	62.7	2.8	0.8	3.0	1.3	1.4	2.6
Total Delay (hr)	4.4	1.0	0.1	1.4	7.6	9.2	0.6	3.9	0.5	2.6	1.7	0.4
Total Del/Veh (s)	64.9	35.1	29.6	210.6	257.1	158.6	85.0	99.9	86.0	54.7	49.0	8.3
Vehicles Entered	220	97	16	18	80	170	24	129	20	156	114	153
Vehicles Exited	218	96	15	18	72	166	24	124	20	158	112	155
Hourly Exit Rate	872	384	60	72	288	664	96	496	80	632	448	620
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	95	95	107	76	74	82	97	99	93	101	104	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	5.9
Denied Del/Veh (s)	17.0
Total Delay (hr)	33.4
Total Del/Veh (s)	89.6
Vehicles Entered	1197
Vehicles Exited	1178
Hourly Exit Rate	4712
Input Volume	5034
% of Volume	94

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.6	7.6	15.9	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.0	236.5	239.0	239.9	3.0	0.9	2.8	1.3	1.5	2.7
Total Delay (hr)	4.2	1.1	0.1	1.7	8.6	7.7	0.7	4.3	0.6	2.7	1.6	0.3
Total Del/Veh (s)	62.5	38.3	32.3	278.6	286.9	142.8	88.9	106.5	93.7	56.5	47.5	7.5
Vehicles Entered	220	99	14	16	73	152	25	128	21	161	111	156
Vehicles Exited	221	98	14	15	70	155	26	128	19	156	111	155
Hourly Exit Rate	884	392	56	60	280	620	104	512	76	624	444	620
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	96	97	100	63	72	77	105	102	88	100	103	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	25.4
Denied Del/Veh (s)	69.6
Total Delay (hr)	33.8
Total Del/Veh (s)	90.8
Vehicles Entered	1176
Vehicles Exited	1168
Hourly Exit Rate	4672
Input Volume	5034
% of Volume	93

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	3.3	13.9	28.3	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.1	0.0	355.5	353.3	352.5	3.0	0.8	2.8	1.3	1.5	2.7
Total Delay (hr)	5.6	1.2	0.2	1.7	9.4	7.4	0.7	4.7	0.7	3.1	1.5	0.4
Total Del/Veh (s)	76.7	40.3	36.7	263.2	303.2	141.0	96.0	113.4	102.5	58.3	47.0	7.6
Vehicles Entered	240	102	14	16	74	150	25	131	21	172	109	164
Vehicles Exited	226	101	15	14	71	158	24	130	22	169	111	165
Hourly Exit Rate	904	404	60	56	284	632	96	520	88	676	444	660
Input Volume	987	432	60	102	415	867	106	536	93	672	462	662
% of Volume	92	94	100	55	68	73	91	97	95	101	96	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	45.8
Denied Del/Veh (s)	114.4
Total Delay (hr)	36.6
Total Del/Veh (s)	94.8
Vehicles Entered	1218
Vehicles Exited	1206
Hourly Exit Rate	4824
Input Volume	5394
% of Volume	89

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	4.7	20.5	43.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	0.2	0.0	434.4	452.5	451.9	3.0	0.9	2.8	1.2	1.3	2.6
Total Delay (hr)	6.6	1.3	0.2	2.0	9.2	6.4	0.7	4.7	0.6	2.7	1.4	0.3
Total Del/Veh (s)	91.4	42.0	41.0	286.5	297.9	131.6	90.8	116.7	100.2	54.9	45.1	7.0
Vehicles Entered	224	100	15	17	70	142	25	127	19	155	106	158
Vehicles Exited	228	102	14	17	71	141	24	129	20	160	106	158
Hourly Exit Rate	912	408	56	68	284	564	96	516	80	640	424	632
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	99	101	100	72	73	70	97	103	93	102	98	102

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	68.6
Denied Del/Veh (s)	167.4
Total Delay (hr)	36.1
Total Del/Veh (s)	96.7
Vehicles Entered	1158
Vehicles Exited	1170
Hourly Exit Rate	4680
Input Volume	5034
% of Volume	93

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	10.0	43.7	90.8	0.1	0.1	0.1	0.2	0.2	0.5
Denied Del/Veh (s)	0.3	0.1	0.0	403.4	403.2	401.0	3.0	0.8	2.9	1.3	1.4	2.6
Total Delay (hr)	20.8	4.6	0.6	6.8	34.9	30.7	2.8	17.7	2.4	11.1	6.2	1.4
Total Del/Veh (s)	80.7	41.4	36.5	334.3	387.4	169.4	97.2	120.6	106.2	60.7	49.9	7.8
Vehicles Entered	904	398	58	67	297	614	99	516	81	643	440	631
Vehicles Exited	894	397	58	64	284	619	98	510	81	643	440	632
Hourly Exit Rate	894	397	58	64	284	619	98	510	81	643	440	632
Input Volume	938	410	57	97	394	824	101	509	88	638	439	629
% of Volume	95	97	102	66	72	75	97	100	92	101	100	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	145.7
Denied Del/Veh (s)	103.5
Total Delay (hr)	140.0
Total Del/Veh (s)	103.0
Vehicles Entered	4748
Vehicles Exited	4720
Hourly Exit Rate	4720
Input Volume	5124
% of Volume	92

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.6
Total Del/Veh (s)	3.7	3.5	3.0	2.3	3.9	2.5	1.7	6.0	1.8	4.9	3.6
Vehicles Entered	67	6	4	4	14	259	14	4	5	241	618
Vehicles Exited	66	6	4	4	14	259	14	4	5	242	618
Hourly Exit Rate	264	24	16	16	56	1036	56	16	20	968	2472
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	97	120	84	123	95	96	106	84	87	91	94

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.6
Total Del/Veh (s)	3.6	2.9	4.0	2.8	3.5	2.5	1.8	4.8	2.0	5.0	3.6
Vehicles Entered	66	5	5	4	14	260	12	5	5	242	618
Vehicles Exited	67	5	5	4	14	259	12	5	5	241	617
Hourly Exit Rate	268	20	20	16	56	1036	48	20	20	964	2468
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	99	100	105	123	95	96	91	105	87	91	94

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.7
Total Del/Veh (s)	4.1	3.5	7.8	2.9	5.2	3.3	2.0	5.2	2.0	5.0	4.1
Vehicles Entered	72	6	4	4	12	278	16	4	5	251	652
Vehicles Exited	72	6	4	4	12	277	16	4	5	252	652
Hourly Exit Rate	288	24	16	16	48	1108	64	16	20	1008	2608
Input Volume	292	20	20	14	63	1161	57	20	25	1138	2810
% of Volume	99	120	80	114	76	95	112	80	80	89	93

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3	0.8
Total Del/Veh (s)	5.2	3.3	6.8	3.4	6.6	4.2	3.4	5.3	2.7	5.0	4.7
Vehicles Entered	66	4	5	4	16	265	12	4	4	244	624
Vehicles Exited	66	4	4	4	16	266	12	4	4	244	624
Hourly Exit Rate	264	16	16	16	64	1064	48	16	16	976	2496
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	97	80	84	123	108	98	91	84	70	92	95

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.1	0.9	0.0	0.0	0.0	1.4	2.8
Total Del/Veh (s)	4.2	3.5	5.4	2.9	4.9	3.1	2.2	5.3	2.2	5.0	4.0
Vehicles Entered	271	20	18	16	56	1061	54	17	19	977	2509
Vehicles Exited	270	20	18	16	55	1061	54	17	19	979	2509
Hourly Exit Rate	270	20	18	16	55	1061	54	17	19	979	2509
Input Volume	277	20	19	13	60	1103	54	19	24	1081	2670
% of Volume	97	100	94	121	92	96	100	88	81	91	94

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	9.0	7.5	3.9	5.1	5.2
Vehicles Entered	72	5	228	32	337
Vehicles Exited	72	5	229	33	339
Hourly Exit Rate	288	20	916	132	1356
Input Volume	291	16	994	147	1448
% of Volume	99	125	92	90	94

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.2	0.0	0.5
Total Del/Veh (s)	8.9	6.6	3.5	4.1	4.8
Vehicles Entered	71	5	225	35	336
Vehicles Exited	71	6	223	35	335
Hourly Exit Rate	284	24	892	140	1340
Input Volume	291	16	994	147	1448
% of Volume	98	150	90	95	93

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	9.8	10.3	3.9	4.4	5.3
Vehicles Entered	79	4	235	33	351
Vehicles Exited	78	4	236	33	351
Hourly Exit Rate	312	16	944	132	1404
Input Volume	313	17	1065	156	1551
% of Volume	100	94	89	85	91

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	10.9	7.0	4.0	4.7	5.5
Vehicles Entered	70	4	234	30	338
Vehicles Exited	70	4	235	30	339
Hourly Exit Rate	280	16	940	120	1356
Input Volume	291	16	994	147	1448
% of Volume	96	100	95	82	94

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.0	1.0	0.2	2.0
Total Del/Veh (s)	9.8	8.1	3.9	4.6	5.3
Vehicles Entered	291	18	922	131	1362
Vehicles Exited	290	18	923	131	1362
Hourly Exit Rate	290	18	923	131	1362
Input Volume	296	16	1012	149	1474
% of Volume	98	111	91	88	92

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.3	0.1	0.0	3.8	4.5	3.1
Vehicles Entered	2	12	1	7	58	5	85
Vehicles Exited	2	12	1	7	58	6	86
Hourly Exit Rate	8	48	4	28	232	24	344
Input Volume	7	55	7	25	225	25	344
% of Volume	114	87	57	112	103	96	100

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.8	1.4	0.0	0.1	4.0	4.4	3.3
Vehicles Entered	2	13	1	5	55	6	82
Vehicles Exited	2	13	1	5	55	6	82
Hourly Exit Rate	8	52	4	20	220	24	328
Input Volume	7	55	7	25	225	25	344
% of Volume	114	95	57	80	98	96	95

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.3	0.2	0.1	3.9	4.8	3.2
Vehicles Entered	1	11	3	6	62	7	90
Vehicles Exited	1	12	3	6	61	7	90
Hourly Exit Rate	4	48	12	24	244	28	360
Input Volume	7	59	8	26	241	26	367
% of Volume	57	81	150	92	101	108	98

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.2	0.1	0.0	4.1	5.5	3.3
Vehicles Entered	2	12	2	5	50	6	77
Vehicles Exited	2	12	2	5	50	6	77
Hourly Exit Rate	8	48	8	20	200	24	308
Input Volume	7	55	7	25	225	25	344
% of Volume	114	87	114	80	89	96	90

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	0.3	1.3	0.1	0.1	4.0	5.0	3.3
Vehicles Entered	7	48	7	22	224	24	332
Vehicles Exited	7	48	7	22	224	24	332
Hourly Exit Rate	7	48	7	22	224	24	332
Input Volume	7	56	7	25	229	25	350
% of Volume	100	86	97	87	98	95	95

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	12.6	3.5
Vehicles Entered	212	76	288
Vehicles Exited	213	76	289
Hourly Exit Rate	852	304	1156
Input Volume	885	319	1204
% of Volume	96	95	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	11.9	3.5
Vehicles Entered	207	79	286
Vehicles Exited	208	80	288
Hourly Exit Rate	832	320	1152
Input Volume	885	319	1204
% of Volume	94	100	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.4
Total Del/Veh (s)	0.3	14.9	4.1
Vehicles Entered	230	81	311
Vehicles Exited	229	80	309
Hourly Exit Rate	916	320	1236
Input Volume	949	342	1291
% of Volume	97	94	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	14.1	4.0
Vehicles Entered	218	77	295
Vehicles Exited	218	78	296
Hourly Exit Rate	872	312	1184
Input Volume	885	319	1204
% of Volume	99	98	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	1.2	1.3
Total Del/Veh (s)	0.3	13.6	3.8
Vehicles Entered	867	313	1180
Vehicles Exited	867	314	1181
Hourly Exit Rate	867	314	1181
Input Volume	901	325	1226
% of Volume	96	97	96

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	20.2	12.1	2.0	0.8	0.4	2.6
Vehicles Entered	10	18	58	166	11	263
Vehicles Exited	9	18	58	166	11	262
Hourly Exit Rate	36	72	232	664	44	1048
Input Volume	37	73	243	714	48	1115
% of Volume	97	99	95	93	92	94

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	16.0	9.4	1.9	0.8	0.6	2.3
Vehicles Entered	10	18	58	161	11	258
Vehicles Exited	11	18	58	161	11	259
Hourly Exit Rate	44	72	232	644	44	1036
Input Volume	37	73	243	714	48	1115
% of Volume	119	99	95	90	92	93

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	17.6	9.2	1.8	0.9	0.6	2.3
Vehicles Entered	9	21	60	172	13	275
Vehicles Exited	9	20	59	171	13	272
Hourly Exit Rate	36	80	236	684	52	1088
Input Volume	40	78	260	765	52	1195
% of Volume	90	103	91	89	100	91

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	15.1	8.8	1.8	0.9	0.6	2.2
Vehicles Entered	11	18	58	170	10	267
Vehicles Exited	11	17	58	171	10	267
Hourly Exit Rate	44	68	232	684	40	1068
Input Volume	37	73	243	714	48	1115
% of Volume	119	93	95	96	83	96

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.1	0.2	0.0	0.7
Total Del/Veh (s)	17.6	10.0	1.9	0.9	0.5	2.3
Vehicles Entered	40	74	233	669	45	1061
Vehicles Exited	40	74	233	670	45	1062
Hourly Exit Rate	40	74	233	670	45	1062
Input Volume	38	74	247	727	49	1135
% of Volume	106	100	94	92	92	94

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.5	6.3	0.9
Vehicles Entered	197	37	16	250
Vehicles Exited	196	37	16	249
Hourly Exit Rate	784	148	64	996
Input Volume	816	144	69	1029
% of Volume	96	103	93	97

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.4	5.4	0.8
Vehicles Entered	191	33	16	240
Vehicles Exited	191	33	16	240
Hourly Exit Rate	764	132	64	960
Input Volume	816	144	69	1029
% of Volume	94	92	93	93

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.6	0.4	5.6	0.9
Vehicles Entered	211	39	18	268
Vehicles Exited	211	39	18	268
Hourly Exit Rate	844	156	72	1072
Input Volume	874	155	74	1103
% of Volume	97	101	97	97

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.4	6.3	0.9
Vehicles Entered	201	35	17	253
Vehicles Exited	201	35	17	253
Hourly Exit Rate	804	140	68	1012
Input Volume	816	144	69	1029
% of Volume	99	97	99	98

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.1	0.2
Total Del/Veh (s)	0.5	0.4	6.0	0.9
Vehicles Entered	800	143	68	1011
Vehicles Exited	800	143	67	1010
Hourly Exit Rate	800	143	67	1010
Input Volume	830	147	70	1048
% of Volume	96	97	95	96

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.2	11.5	1.5
Vehicles Entered	168	0	26	21	215
Vehicles Exited	168	0	25	21	214
Hourly Exit Rate	672	0	100	84	856
Input Volume	711	1	115	80	907
% of Volume	95	0	87	105	94

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.2	10.8	1.4
Vehicles Entered	162	0	26	21	209
Vehicles Exited	162	0	26	21	209
Hourly Exit Rate	648	0	104	84	836
Input Volume	711	1	115	80	907
% of Volume	91	0	90	105	92

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.4		0.2	12.0	1.4
Vehicles Entered	182	0	30	20	232
Vehicles Exited	182	0	30	20	232
Hourly Exit Rate	728	0	120	80	928
Input Volume	762	1	123	85	971
% of Volume	96	0	98	94	96

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.3	11.5	1.4
Vehicles Entered	171	0	30	21	222
Vehicles Exited	172	0	30	21	223
Hourly Exit Rate	688	0	120	84	892
Input Volume	711	1	115	80	907
% of Volume	97	0	104	105	98

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.3	0.3
Total Del/Veh (s)	0.3	0.3	0.2	11.9	1.4
Vehicles Entered	684	1	112	83	880
Vehicles Exited	684	1	111	82	878
Hourly Exit Rate	684	1	111	82	878
Input Volume	724	1	117	81	923
% of Volume	95	100	95	101	95

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	7.3	0.8	1.4	2.4
Vehicles Entered	54	127	57	238
Vehicles Exited	54	128	57	239
Hourly Exit Rate	216	512	228	956
Input Volume	223	542	246	1011
% of Volume	97	94	93	95

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	8.1	0.8	1.3	2.6
Vehicles Entered	54	122	58	234
Vehicles Exited	54	121	58	233
Hourly Exit Rate	216	484	232	932
Input Volume	223	542	246	1011
% of Volume	97	89	94	92

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	9.2	0.9	1.5	3.1
Vehicles Entered	63	131	61	255
Vehicles Exited	63	131	60	254
Hourly Exit Rate	252	524	240	1016
Input Volume	239	581	262	1082
% of Volume	105	90	92	94

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	8.4	0.9	1.5	2.8
Vehicles Entered	56	129	59	244
Vehicles Exited	56	131	60	247
Hourly Exit Rate	224	524	240	988
Input Volume	223	542	246	1011
% of Volume	100	97	98	98

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.5	0.1	0.1	0.8
Total Del/Veh (s)	8.5	0.9	1.4	2.8
Vehicles Entered	226	509	235	970
Vehicles Exited	227	510	235	972
Hourly Exit Rate	227	510	235	972
Input Volume	227	552	250	1029
% of Volume	100	92	94	94

10: NE E Access & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.0	1.9	0.7	7.7	2.4
Vehicles Entered	65	12	20	12	109
Vehicles Exited	65	12	20	12	109
Hourly Exit Rate	260	48	80	48	436
Input Volume	257	59	86	50	452
% of Volume	101	81	93	96	96

10: NE E Access & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.3	1.7	0.6	9.7	2.8
Vehicles Entered	63	15	18	13	109
Vehicles Exited	63	15	19	13	110
Hourly Exit Rate	252	60	76	52	440
Input Volume	257	59	86	50	452
% of Volume	98	102	88	104	97

10: NE E Access & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.6	1.9	0.6	12.1	3.3
Vehicles Entered	69	13	20	14	116
Vehicles Exited	69	13	20	13	115
Hourly Exit Rate	276	52	80	52	460
Input Volume	275	63	93	54	485
% of Volume	100	83	86	96	95

10: NE E Access & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.2	2.0	0.6	8.7	3.4
Vehicles Entered	58	12	18	14	102
Vehicles Exited	58	12	18	15	103
Hourly Exit Rate	232	48	72	60	412
Input Volume	257	59	86	50	452
% of Volume	90	81	84	120	91

10: NE E Access & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	0.0	0.1	0.4
Total Del/Veh (s)	2.5	1.9	0.6	9.6	3.0
Vehicles Entered	256	53	76	54	439
Vehicles Exited	256	53	76	53	438
Hourly Exit Rate	256	53	76	53	438
Input Volume	262	60	88	51	460
% of Volume	98	88	87	104	95

12: C-E Loading & Lowell Ave Performance by movement Interval #1 4:30

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.5	3.2	0.9
Vehicles Entered	227	7	8	242
Vehicles Exited	227	8	8	243
Hourly Exit Rate	908	32	32	972
Input Volume	982	29	29	1040
% of Volume	92	110	110	93

12: C-E Loading & Lowell Ave Performance by movement Interval #2 4:45

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.6	6.5	0.9
Vehicles Entered	221	7	8	236
Vehicles Exited	221	7	8	236
Hourly Exit Rate	884	28	32	944
Input Volume	982	29	29	1040
% of Volume	90	97	110	91

12: C-E Loading & Lowell Ave Performance by movement Interval #3 5:00

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.9	0.6	4.1	1.0
Vehicles Entered	233	7	9	249
Vehicles Exited	233	7	8	248
Hourly Exit Rate	932	28	32	992
Input Volume	1051	32	32	1115
% of Volume	89	88	100	89

12: C-E Loading & Lowell Ave Performance by movement Interval #4 5:15

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.6	3.7	0.9
Vehicles Entered	233	6	8	247
Vehicles Exited	233	6	8	247
Hourly Exit Rate	932	24	32	988
Input Volume	982	29	29	1040
% of Volume	95	83	110	95

12: C-E Loading & Lowell Ave Performance by movement Entire Run

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	0.0	0.3
Total Del/Veh (s)	0.8	0.6	4.4	0.9
Vehicles Entered	915	27	33	975
Vehicles Exited	914	27	32	973
Hourly Exit Rate	914	27	32	973
Input Volume	999	30	30	1059
% of Volume	91	91	108	92

13: Lowell Ave & West D Access Performance by movement Interval #1 4:30

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.2	14.8	0.4
Vehicles Entered	4	231	3	238
Vehicles Exited	4	231	3	238
Hourly Exit Rate	16	924	12	952
Input Volume	21	990	11	1022
% of Volume	76	93	109	93

13: Lowell Ave & West D Access Performance by movement Interval #2 4:45

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	0.3	11.4	0.4
Vehicles Entered	4	225	2	231
Vehicles Exited	4	225	2	231
Hourly Exit Rate	16	900	8	924
Input Volume	21	990	11	1022
% of Volume	76	91	73	90

13: Lowell Ave & West D Access Performance by movement Interval #3 5:00

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.2	13.6	0.5
Vehicles Entered	5	236	4	245
Vehicles Exited	4	236	3	243
Hourly Exit Rate	16	944	12	972
Input Volume	22	1061	12	1095
% of Volume	73	89	100	89

13: Lowell Ave & West D Access Performance by movement Interval #4 5:15

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.3	16.6	0.5
Vehicles Entered	4	237	2	243
Vehicles Exited	4	238	3	245
Hourly Exit Rate	16	952	12	980
Input Volume	21	990	11	1022
% of Volume	76	96	109	96

13: Lowell Ave & West D Access Performance by movement Entire Run

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.2	0.2	14.3	0.4
Vehicles Entered	18	929	12	959
Vehicles Exited	18	930	12	960
Hourly Exit Rate	18	930	12	960
Input Volume	21	1008	11	1040
% of Volume	85	92	107	92

14: Lowell Ave & C Access Performance by movement Interval #1 4:30

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.6	0.3	0.1	1.3
Vehicles Entered	34	201	32	267
Vehicles Exited	35	201	32	268
Hourly Exit Rate	140	804	128	1072
Input Volume	147	858	142	1147
% of Volume	95	94	90	93

14: Lowell Ave & C Access Performance by movement Interval #2 4:45

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.9	0.4	0.2	1.3
Vehicles Entered	38	192	36	266
Vehicles Exited	38	192	36	266
Hourly Exit Rate	152	768	144	1064
Input Volume	147	858	142	1147
% of Volume	103	90	101	93

14: Lowell Ave & C Access Performance by movement Interval #3 5:00

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.1	0.3	0.2	1.3
Vehicles Entered	37	207	33	277
Vehicles Exited	37	207	33	277
Hourly Exit Rate	148	828	132	1108
Input Volume	158	919	153	1230
% of Volume	94	90	86	90

14: Lowell Ave & C Access Performance by movement Interval #4 5:15

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.4	0.4	0.2	1.5
Vehicles Entered	36	203	37	276
Vehicles Exited	36	202	37	275
Hourly Exit Rate	144	808	148	1100
Input Volume	147	858	142	1147
% of Volume	98	94	104	96

14: Lowell Ave & C Access Performance by movement Entire Run

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.4
Total Del/Veh (s)	7.8	0.4	0.2	1.3
Vehicles Entered	146	802	138	1086
Vehicles Exited	146	802	137	1085
Hourly Exit Rate	146	802	137	1085
Input Volume	150	873	145	1168
% of Volume	97	92	95	93

15: Empire Ave & East D Access Performance by movement Interval #1 4:30

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	27.5	2.2	1.4	1.8
Vehicles Entered	4	2	286	292
Vehicles Exited	4	2	285	291
Hourly Exit Rate	16	8	1140	1164
Input Volume	14	10	1193	1217
% of Volume	114	80	96	96

15: Empire Ave & East D Access Performance by movement Interval #2 4:45

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	23.6	1.8	1.5	1.7
Vehicles Entered	3	2	284	289
Vehicles Exited	3	2	286	291
Hourly Exit Rate	12	8	1144	1164
Input Volume	14	10	1193	1217
% of Volume	86	80	96	96

15: Empire Ave & East D Access Performance by movement Interval #3 5:00

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.3	0.3
Total Del/Veh (s)	55.4	1.8	3.2	3.9
Vehicles Entered	4	2	306	312
Vehicles Exited	4	2	304	310
Hourly Exit Rate	16	8	1216	1240
Input Volume	15	11	1278	1304
% of Volume	107	73	95	95

15: Empire Ave & East D Access Performance by movement Interval #4 5:15

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.5	0.6
Total Del/Veh (s)	70.1	3.2	6.5	7.1
Vehicles Entered	3	3	293	299
Vehicles Exited	3	3	293	299
Hourly Exit Rate	12	12	1172	1196
Input Volume	14	10	1193	1217
% of Volume	86	120	98	98

15: Empire Ave & East D Access Performance by movement Entire Run

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	1.0	1.2
Total Del/Veh (s)	43.8	2.1	3.2	3.7
Vehicles Entered	14	10	1169	1193
Vehicles Exited	14	10	1169	1193
Hourly Exit Rate	14	10	1169	1193
Input Volume	14	10	1214	1239
% of Volume	98	98	96	96

16: Shadow Ridge Rd & North B Access Performance by movement Interval #1 4:30

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.0	1.9	0.3	3.0
Vehicles Entered	24	53	14	91
Vehicles Exited	24	53	15	92
Hourly Exit Rate	96	212	60	368
Input Volume	100	220	61	381
% of Volume	96	96	98	97

16: Shadow Ridge Rd & North B Access Performance by movement Interval #2 4:45

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.8	0.8	0.2	2.0
Vehicles Entered	24	55	14	93
Vehicles Exited	24	56	14	94
Hourly Exit Rate	96	224	56	376
Input Volume	100	220	61	381
% of Volume	96	102	92	99

16: Shadow Ridge Rd & North B Access Performance by movement Interval #3 5:00

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	10.0	2.0	0.2	4.2
Vehicles Entered	28	53	15	96
Vehicles Exited	28	53	14	95
Hourly Exit Rate	112	212	56	380
Input Volume	107	235	65	407
% of Volume	105	90	86	93

16: Shadow Ridge Rd & North B Access Performance by movement Interval #4 5:15

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.4	1.5	0.2	2.6
Vehicles Entered	24	53	16	93
Vehicles Exited	24	53	16	93
Hourly Exit Rate	96	212	64	372
Input Volume	100	220	61	381
% of Volume	96	96	105	98

16: Shadow Ridge Rd & North B Access Performance by movement Entire Run

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.3
Total Del/Veh (s)	7.5	1.6	0.2	2.9
Vehicles Entered	100	215	59	374
Vehicles Exited	100	215	59	374
Hourly Exit Rate	100	215	59	374
Input Volume	102	224	62	388
% of Volume	98	96	95	97

17: Manor Way & South B Access Performance by movement Interval #1 4:30

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	11.1	2.0
Vehicles Entered	18	164	30	212
Vehicles Exited	18	164	30	212
Hourly Exit Rate	72	656	120	848
Input Volume	71	695	132	898
% of Volume	101	94	91	94

17: Manor Way & South B Access Performance by movement Interval #2 4:45

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	8.7	1.7
Vehicles Entered	17	158	30	205
Vehicles Exited	17	158	30	205
Hourly Exit Rate	68	632	120	820
Input Volume	71	695	132	898
% of Volume	96	91	91	91

17: Manor Way & South B Access Performance by movement Interval #3 5:00

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.2
Total Del/Veh (s)	0.9	0.5	14.0	2.6
Vehicles Entered	18	175	36	229
Vehicles Exited	18	175	36	229
Hourly Exit Rate	72	700	144	916
Input Volume	76	744	141	961
% of Volume	95	94	102	95

17: Manor Way & South B Access Performance by movement Interval #4 5:15

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.4	11.6	2.2
Vehicles Entered	18	168	34	220
Vehicles Exited	18	168	34	220
Hourly Exit Rate	72	672	136	880
Input Volume	71	695	132	898
% of Volume	101	97	103	98

17: Manor Way & South B Access Performance by movement Entire Run

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.1	0.4	0.5
Total Del/Veh (s)	0.8	0.4	11.5	2.1
Vehicles Entered	72	666	130	868
Vehicles Exited	72	666	130	868
Hourly Exit Rate	72	666	130	868
Input Volume	72	707	134	914
% of Volume	100	94	97	95

18: Empire Ave & East B Access Performance by movement Interval #1 4:30

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.3	1.6	0.5	3.1
Vehicles Entered	52	8	182	242
Vehicles Exited	52	8	182	242
Hourly Exit Rate	208	32	728	968
Input Volume	205	36	755	996
% of Volume	101	89	96	97

18: Empire Ave & East B Access Performance by movement Interval #2 4:45

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.3	1.5	0.5	3.0
Vehicles Entered	49	8	175	232
Vehicles Exited	49	8	175	232
Hourly Exit Rate	196	32	700	928
Input Volume	205	36	755	996
% of Volume	96	89	93	93

18: Empire Ave & East B Access Performance by movement Interval #3 5:00

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.3
Total Del/Veh (s)	14.5	1.6	0.5	3.7
Vehicles Entered	58	10	192	260
Vehicles Exited	58	10	191	259
Hourly Exit Rate	232	40	764	1036
Input Volume	220	39	808	1067
% of Volume	105	103	95	97

18: Empire Ave & East B Access Performance by movement Interval #4 5:15

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.5	1.7	0.5	3.0
Vehicles Entered	51	8	184	243
Vehicles Exited	51	8	185	244
Hourly Exit Rate	204	32	740	976
Input Volume	205	36	755	996
% of Volume	100	89	98	98

18: Empire Ave & East B Access Performance by movement Entire Run

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.0	0.1
Total Delay (hr)	0.8	0.0	0.1	0.9
Total Del/Veh (s)	13.2	1.6	0.5	3.3
Vehicles Entered	210	34	733	977
Vehicles Exited	210	34	733	977
Hourly Exit Rate	210	34	733	977
Input Volume	209	37	768	1014
% of Volume	101	93	95	96

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	5.9	25.4	45.8	68.6	145.8
Denied Del/Veh (s)	16.6	68.2	110.9	164.2	100.8
Total Delay (hr)	36.9	37.2	40.8	40.4	155.3
Total Del/Veh (s)	91.3	92.2	97.2	99.7	109.3
Vehicles Entered	1227	1204	1264	1187	4891
Vehicles Exited	1210	1199	1240	1202	4861
Hourly Exit Rate	4840	4796	4960	4808	4861
Input Volume	26958	26958	28881	26958	27439
% of Volume	18	18	17	18	18

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	466	474	425	274	1168	1166	286	532	326	339	446	618
Average Queue (ft)	376	385	290	180	1113	1126	123	417	275	252	302	340
95th Queue (ft)	538	545	485	364	1329	1283	274	841	384	353	476	607
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	1	1	0		49	62						0
Queuing Penalty (veh)	6	6	1		0	0						0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				0	84		1	47	37	1	7	8
Queuing Penalty (veh)				0	79		5	205	128	3	23	49

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	225
Average Queue (ft)	45
95th Queue (ft)	267
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	466	493	435	274	1168	1182	307	654	339	360	426	497
Average Queue (ft)	372	388	288	160	1157	1161	187	459	295	254	308	305
95th Queue (ft)	500	513	476	352	1187	1179	393	784	416	369	432	513
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	1	1	0		71	79						
Queuing Penalty (veh)	3	3	1		0	0						
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)					83		0	55	46	1	9	7
Queuing Penalty (veh)					79		0	239	161	4	28	40

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	270
Average Queue (ft)	58
95th Queue (ft)	306
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	562	565	530	274	1175	1175	303	633	348	366	482	471
Average Queue (ft)	435	451	369	157	1160	1161	151	489	315	274	331	297
95th Queue (ft)	617	616	609	349	1173	1177	332	839	402	383	512	500
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	8	7	1		76	72					0	0
Queuing Penalty (veh)	37	34	6		0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	85		1	60	56	2	13	5
Queuing Penalty (veh)				3	87		5	281	208	7	44	34

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	SB
Directions Served	R
Maximum Queue (ft)	224
Average Queue (ft)	38
95th Queue (ft)	245
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	554	562	498	274	1170	1179	292	644	328	353	412	447
Average Queue (ft)	487	490	398	185	1158	1160	145	506	294	255	298	290
95th Queue (ft)	663	657	635	370	1170	1175	327	1004	398	359	413	472
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	16	16	2		74	72						
Queuing Penalty (veh)	71	72	9		0	0						
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	85		0	53	46	1	8	4
Queuing Penalty (veh)				2	81		2	230	161	3	25	24

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	SB
Directions Served	R
Maximum Queue (ft)	97
Average Queue (ft)	20
95th Queue (ft)	169
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	591	590	537	275	1185	1187	349	819	350	417	599	728
Average Queue (ft)	417	428	336	170	1147	1152	152	468	295	259	310	308
95th Queue (ft)	598	600	567	360	1261	1236	337	876	403	367	462	528
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	6	6	1		68	71					0	0
Queuing Penalty (veh)	29	29	4		0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				0	84		1	54	46	1	9	6
Queuing Penalty (veh)				1	81		3	239	164	4	30	37

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	449
Average Queue (ft)	40
95th Queue (ft)	251
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	53	28	61	45	51	38
Average Queue (ft)	31	9	39	11	14	4
95th Queue (ft)	54	31	72	42	48	31
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			1	0		
Queuing Penalty (veh)			9	1		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	46	30	60	50	55	13
Average Queue (ft)	31	12	39	14	15	1
95th Queue (ft)	52	38	66	46	57	11
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			1	0		
Queuing Penalty (veh)			6	1		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	64	32	70	52	39	24
Average Queue (ft)	33	13	50	17	9	4
95th Queue (ft)	66	41	79	51	36	30
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			6	2		
Queuing Penalty (veh)			41	13		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	81	30	71	57	37	24
Average Queue (ft)	40	14	52	27	12	5
95th Queue (ft)	94	39	81	73	39	31
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			11	6		
Queuing Penalty (veh)			69	35		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	84	40	73	64	71	64
Average Queue (ft)	34	12	45	17	12	3
95th Queue (ft)	70	38	76	55	46	27
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			5	2		
Queuing Penalty (veh)			31	12		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	77	118	143
Average Queue (ft)	62	55	65
95th Queue (ft)	89	124	146
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	10		0
Queuing Penalty (veh)	30		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	77	109	126
Average Queue (ft)	63	47	45
95th Queue (ft)	88	106	125
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	9		0
Queuing Penalty (veh)	29		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	79	126	147
Average Queue (ft)	67	57	65
95th Queue (ft)	91	112	144
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	13	0	0
Queuing Penalty (veh)	43	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	80	112	137
Average Queue (ft)	65	53	63
95th Queue (ft)	92	120	151
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	14	0	0
Queuing Penalty (veh)	43	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	82	154	178
Average Queue (ft)	64	53	59
95th Queue (ft)	90	116	143
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	12	0	0
Queuing Penalty (veh)	36	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #1

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	77	37
Average Queue (ft)	1	52	16
95th Queue (ft)	9	82	44
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	3	6	81	32
Average Queue (ft)	0	0	52	16
95th Queue (ft)	6	6	84	41
Link Distance (ft)	310	70	159	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #3

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	79	39
Average Queue (ft)	53	18
95th Queue (ft)	81	45
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #4

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	3	79	37
Average Queue (ft)	0	53	16
95th Queue (ft)	6	88	43
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	3	15	110	51
Average Queue (ft)	0	0	53	17
95th Queue (ft)	3	6	84	43
Link Distance (ft)	310	70	159	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NE
Directions Served	L
Maximum Queue (ft)	113
Average Queue (ft)	80
95th Queue (ft)	125
Link Distance (ft)	104
Upstream Blk Time (%)	5
Queuing Penalty (veh)	17
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NE
Directions Served	L
Maximum Queue (ft)	117
Average Queue (ft)	83
95th Queue (ft)	126
Link Distance (ft)	104
Upstream Blk Time (%)	4
Queuing Penalty (veh)	14
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NE
Directions Served	L
Maximum Queue (ft)	118
Average Queue (ft)	94
95th Queue (ft)	130
Link Distance (ft)	104
Upstream Blk Time (%)	8
Queuing Penalty (veh)	27
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NE
Directions Served	L
Maximum Queue (ft)	119
Average Queue (ft)	86
95th Queue (ft)	130
Link Distance (ft)	104
Upstream Blk Time (%)	6
Queuing Penalty (veh)	20
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NE
Directions Served	L
Maximum Queue (ft)	120
Average Queue (ft)	86
95th Queue (ft)	129
Link Distance (ft)	104
Upstream Blk Time (%)	6
Queuing Penalty (veh)	19
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #1

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	98	37	2
Average Queue (ft)	50	7	0
95th Queue (ft)	105	36	4
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #2

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	85	26
Average Queue (ft)	47	4
95th Queue (ft)	87	24
Link Distance (ft)	218	213
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #3

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	89	11	3
Average Queue (ft)	50	2	0
95th Queue (ft)	97	14	6
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #4

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	70	30
Average Queue (ft)	47	8
95th Queue (ft)	77	30
Link Distance (ft)	218	213
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	122	51	5
Average Queue (ft)	49	5	0
95th Queue (ft)	92	27	3
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	52
Average Queue (ft)	0	30
95th Queue (ft)	5	58
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	SW
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	27
95th Queue (ft)	51
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	NB	SW
Directions Served	T	TR	R
Maximum Queue (ft)	4	5	44
Average Queue (ft)	1	1	29
95th Queue (ft)	9	8	49
Link Distance (ft)	77	77	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	SW
Directions Served	R
Maximum Queue (ft)	53
Average Queue (ft)	29
95th Queue (ft)	55
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	NB	SW
Directions Served	T	TR	R
Maximum Queue (ft)	4	8	66
Average Queue (ft)	0	0	29
95th Queue (ft)	5	5	53
Link Distance (ft)	77	77	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	4	70
Average Queue (ft)	1	42
95th Queue (ft)	6	74
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	10	71
Average Queue (ft)	2	41
95th Queue (ft)	12	75
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	5	63
Average Queue (ft)	1	36
95th Queue (ft)	7	68
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	EB	NB
Directions Served	L	LR	T
Maximum Queue (ft)	2	8	70
Average Queue (ft)	0	1	44
95th Queue (ft)	4	11	73
Link Distance (ft)	19	19	517
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	EB	NB
Directions Served	L	LR	T
Maximum Queue (ft)	2	22	86
Average Queue (ft)	0	1	41
95th Queue (ft)	2	9	73
Link Distance (ft)	19	19	517
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	89	12
Average Queue (ft)	57	2
95th Queue (ft)	89	12
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	111	4
Average Queue (ft)	65	1
95th Queue (ft)	127	9
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	116	14
Average Queue (ft)	71	2
95th Queue (ft)	117	14
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	NB	SB	SB
Directions Served	R	L	LT
Maximum Queue (ft)	110	2	10
Average Queue (ft)	67	0	2
95th Queue (ft)	114	4	13
Link Distance (ft)	541	494	494
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	NB	SB	SB
Directions Served	R	L	LT
Maximum Queue (ft)	138	2	22
Average Queue (ft)	65	0	2
95th Queue (ft)	114	2	12
Link Distance (ft)	541	494	494
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	58	31	50
Average Queue (ft)	19	11	26
95th Queue (ft)	62	37	55
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	3	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	67	38	47
Average Queue (ft)	22	13	28
95th Queue (ft)	67	41	54
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	5	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	66	28	62
Average Queue (ft)	29	9	31
95th Queue (ft)	77	32	61
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	7		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	65	28	62
Average Queue (ft)	28	9	30
95th Queue (ft)	78	31	59
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	76	41	74
Average Queue (ft)	24	10	29
95th Queue (ft)	72	35	57
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	6	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C-E Loading & Lowell Ave, Interval #1

Movement	NE
Directions Served	R
Maximum Queue (ft)	41
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	140
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: C-E Loading & Lowell Ave, Interval #2

Movement	SE	NE
Directions Served	T	R
Maximum Queue (ft)	2	41
Average Queue (ft)	0	20
95th Queue (ft)	5	48
Link Distance (ft)	203	140
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: C-E Loading & Lowell Ave, Interval #3

Movement	SE	NE
Directions Served	T	R
Maximum Queue (ft)	2	40
Average Queue (ft)	0	20
95th Queue (ft)	5	47
Link Distance (ft)	203	140
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: C-E Loading & Lowell Ave, Interval #4

Movement	NE
Directions Served	R
Maximum Queue (ft)	42
Average Queue (ft)	22
95th Queue (ft)	49
Link Distance (ft)	140
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: C-E Loading & Lowell Ave, All Intervals

Movement	SE	SE	NE
Directions Served	T	T	R
Maximum Queue (ft)	2	2	55
Average Queue (ft)	0	0	21
95th Queue (ft)	3	2	48
Link Distance (ft)	203	203	140
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Lowell Ave & West D Access, Interval #1

Movement	SE	SW
Directions Served	T	L
Maximum Queue (ft)	2	29
Average Queue (ft)	0	11
95th Queue (ft)	5	36
Link Distance (ft)	58	125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & West D Access, Interval #2

Movement	SE	SW
Directions Served	T	L
Maximum Queue (ft)	4	27
Average Queue (ft)	0	8
95th Queue (ft)	7	31
Link Distance (ft)	58	125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & West D Access, Interval #3

Movement	SW
Directions Served	L
Maximum Queue (ft)	36
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	125
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Lowell Ave & West D Access, Interval #4

Movement	SE	SE	SW
Directions Served	T	T	L
Maximum Queue (ft)	2	2	34
Average Queue (ft)	0	0	10
95th Queue (ft)	5	4	34
Link Distance (ft)	58	58	125
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Lowell Ave & West D Access, All Intervals

Movement	SE	SE	SW
Directions Served	T	T	L
Maximum Queue (ft)	5	4	39
Average Queue (ft)	0	0	11
95th Queue (ft)	4	4	35
Link Distance (ft)	58	58	125
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #1

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	79	2	10
Average Queue (ft)	41	0	1
95th Queue (ft)	78	4	11
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #2

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	75	2	3
Average Queue (ft)	42	0	0
95th Queue (ft)	74	4	7
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #3

Movement	EB	SE
Directions Served	R	TR
Maximum Queue (ft)	68	6
Average Queue (ft)	45	1
95th Queue (ft)	78	10
Link Distance (ft)	129	32
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Lowell Ave & C Access, Interval #4

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	90	2	2
Average Queue (ft)	47	0	0
95th Queue (ft)	87	5	4
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, All Intervals

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	102	4	17
Average Queue (ft)	44	0	1
95th Queue (ft)	79	4	8
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #1

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	30	25	37
Average Queue (ft)	13	5	7
95th Queue (ft)	38	25	39
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #2

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	30	28	36
Average Queue (ft)	11	6	8
95th Queue (ft)	34	33	39
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #3

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	41	97	103
Average Queue (ft)	18	27	32
95th Queue (ft)	50	120	140
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #4

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	43	142	176
Average Queue (ft)	14	54	61
95th Queue (ft)	45	203	221
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, All Intervals

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	48	159	197
Average Queue (ft)	14	23	27
95th Queue (ft)	42	118	132
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #1

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	52	40
Average Queue (ft)	31	9
95th Queue (ft)	60	48
Link Distance (ft)	151	112
Upstream Blk Time (%)		1
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #2

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	50	30
Average Queue (ft)	33	5
95th Queue (ft)	59	30
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #3

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	76	50
Average Queue (ft)	40	11
95th Queue (ft)	81	52
Link Distance (ft)	151	112
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #4

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	53	44
Average Queue (ft)	28	10
95th Queue (ft)	52	45
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, All Intervals

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	87	77
Average Queue (ft)	33	8
95th Queue (ft)	65	45
Link Distance (ft)	151	112
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #1

Movement	SB
Directions Served	L
Maximum Queue (ft)	99
Average Queue (ft)	49
95th Queue (ft)	94
Link Distance (ft)	171
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Manor Way & South B Access, Interval #2

Movement	SB
Directions Served	L
Maximum Queue (ft)	67
Average Queue (ft)	44
95th Queue (ft)	71
Link Distance (ft)	171
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Manor Way & South B Access, Interval #3

Movement	EB	SB
Directions Served	T	L
Maximum Queue (ft)	8	99
Average Queue (ft)	1	61
95th Queue (ft)	16	106
Link Distance (ft)	77	171
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #4

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	6	86
Average Queue (ft)	1	50
95th Queue (ft)	9	87
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, All Intervals

Movement	EB	EB	SB
Directions Served	LT	T	L
Maximum Queue (ft)	6	8	114
Average Queue (ft)	0	0	51
95th Queue (ft)	4	8	92
Link Distance (ft)	77	77	171
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & East B Access, Interval #1

Movement	EB
Directions Served	L
Maximum Queue (ft)	111
Average Queue (ft)	66
95th Queue (ft)	116
Link Distance (ft)	141
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #2

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	105	3
Average Queue (ft)	67	0
95th Queue (ft)	114	6
Link Distance (ft)	141	197
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & East B Access, Interval #3

Movement	EB
Directions Served	L
Maximum Queue (ft)	134
Average Queue (ft)	78
95th Queue (ft)	137
Link Distance (ft)	141
Upstream Blk Time (%)	2
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #4

Movement	EB
Directions Served	L
Maximum Queue (ft)	107
Average Queue (ft)	68
95th Queue (ft)	113
Link Distance (ft)	141
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, All Intervals

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	148	3
Average Queue (ft)	70	0
95th Queue (ft)	121	3
Link Distance (ft)	141	197
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 568
Network wide Queuing Penalty, Interval #2: 614
Network wide Queuing Penalty, Interval #3: 876
Network wide Queuing Penalty, Interval #4: 855
Network wide Queuing Penalty, All Intervals: 728

APPENDIX B

Site Plan

Parcel B – Village

(18) Two Bedroom Employee Units
(20) Two Bedroom Affordable Residential Units
(24) Parcel -A Employee Housing Beds
(55) Condo Units
(760) Day Skier Parking Stalls
(73) Condos/Housing Parking Stalls

Parcel C – Hotel

(249) Hotel Keys
10,000-20,000SF Meeting Space
31,500SF Retail including Skier Services
(250) Garage Parking Stalls

Parcel D – Condo Building

(35) Condo Units
9,600SF Retail Space
(100) Garage Parking Stalls

Parcel E – Condo Building

(39) Condo Units
7,800 sqft Ski Club
2,600 Medical Clinic & 700 sqft Ski Patrol
3,500 Resort Loading & Storage
10,000SF Retail Space
(153) Condo/Ski Club Garage Parking Stalls
(440) Day Skier Garage Parking Stalls



0' 100' 200' 400'

APPENDIX C

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Existing (2019) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

Project #: UT19-1481

Intersection	NB						NE	SB							SE	S W	EB						WB				
	L	LR	LT	LTR	T	TR	LR	L	LR	LT	R	T	TR	TR>	LR>	LR	<LR	L	LR	LT	R	TR	L	LR	LTR	R	T
Empire Ave & 14th St	--	--	--	--	--	4	--	--	--	25	--	--	--	--	--	63	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	13	--	--	--	--	--	--	--	--	--	2	--	--	--	--	--	97	--	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	--	79	--	--	--	--	--	24	--	--	--	--	--	--	--	--	--	116	101	--	--	--	58	--	--
Lowell Ave & Manor Way	--	--	--	--	--	65	--	--	--	76	--	--	--	--	--	--	--	--	--	--	--	--	--	52	--	--	--
Lowell Ave & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	--	9	72	--	46	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	78	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	16	54	--	--	--	5
Park Ave & Empire Ave/Deer Valley Dr	57	--	--	--	163	116	--	280	--	--	1,212	1,234	--	--	--	--	--	131	--	--	--	138	105	--	--	96	258
Shadow Ridge Rd & Empire Ave	--	--	99	--	--	--	12	--	--	--	--	--	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Silver King Dr & Three Kings Dr	--	--	--	--	--	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Existing (2019) Background

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

Project #: UT19-1481

Intersection	NB						NE	SB						SE	S W	EB						WB				
	L	LR	LT	LTR	T	TR	LR	L	LR	LT	R	T	TR	LR>	LR	<LR	L	LR	LT	R	TR	L	LR	LTR	R	T
Empire Ave & 14th St	--	--	--	--	--	14	--	--	--	74	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	12	--	--	--	--	--	--	--	--	--	2	--	--	--	--	141	--	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	--	82	--	--	--	--	--	77	--	--	--	--	--	--	--	--	129	347	--	--	--	54	--	--
Lowell Ave & Manor Way	--	--	--	--	--	75	--	--	--	131	--	--	--	--	--	--	--	--	--	--	--	--	64	--	--	--
Lowell Ave & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	--	71	--	58	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	515	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	33	26	--	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	84	--	--	--	302	273	--	500	--	--	133	522	--	--	--	--	301	--	--	--	283	205	--	--	365	368
Shadow Ridge Rd & Empire Ave	--	--	114	--	--	--	29	--	--	--	--	--	7	--	--	--	--	--	--	--	--	--	--	--	--	--
Silver King Dr & Three Kings Dr	--	--	--	--	--	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Intersection	NB					NE	SB							SE	S W	EB					WB				
	L	LR	LT	T	TR	LR	L	LR	LT	R	T	TR	TR>	LR>	LR	<LR	L	LR	LTR	TR	L	LR	LTR	R	T
Empire Ave & 14th St	--	--	--	--	15	--	--	--	69	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	152	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	135	--	77	--	--	--	196	25	--	--	--	--	--	--	--	--	194	--	--	--	45	--	--
Lowell Ave & Manor Way	--	--	--	--	84	--	--	--	145	--	--	--	--	--	--	--	--	--	--	--	--	64	--	--	--
Lowell Ave & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	4	76	--	62	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	114	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	36	--	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	142	--	--	411	332	--	559	--	--	437	892	--	--	--	--	--	393	--	--	358	293	--	--	514	529
Shadow Ridge Rd & Empire Ave	--	--	110	--	--	28	--	--	--	--	--	13	--	--	--	--	--	--	--	--	--	--	--	--	--
Silver King Dr & Three Kings Dr	--	--	--	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

Intersection	NB							NE		N W	SB							S W	EB					WB					
	L	LR	LT	LTR	R	T	TR	L	T	R	L	LR	LT	LTR	R	T	TR	R	L	LR	LT	R	TR	L	LT	LTR	R	T	TR
Empire Ave & 14th St	--	--	--	--	--	--	4	--	--	--	--	--	--	--	--	--	--	49	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & East B Access	--	--	10	--	--	8	--	--	--	--	--	--	--	--	--	--	--	--	104	--	--	--	--	--	--	--	--	--	--
Empire Ave & East D Access	--	--	18	--	--	31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	--	--	--	60	--	--	--	--	--	--	--	--	--	--	--	--	9	--	--	5	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	61	--	--	--	31	--	--	--	--	35	--	--	--	--	--	--	--	--	56	--	--	--	--	--	--	--	30
Lowell Ave & Lodge Access & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	10	--	--	--	3	--	--	65	--	--	--	--	--	--	--	--	--
Lowell Ave & Manor Way	--	--	--	--	90	--	--	--	--	--	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	80	83	65	--	--	--	--
Manor Way & South B Access	--	--	--	--	--	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	5	--	--	--	--	--	--	--	--
NE E Access & Silver King Dr	--	51	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--	32	--	--	--	--
NW E Access/Three Kings Dr & Silver King Dr	--	--	--	74	--	--	--	--	--	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	4	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	165	--	--	--	--	389	323	--	--	--	575	--	--	--	839	1,156	--	--	447	--	--	--	363	318	--	--	747	728	--
Shadow Ridge Rd & Empire Ave	--	--	--	--	--	--	--	82	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Shadow Ridge Rd & North B Access	--	--	--	--	--	--	--	--	3	47	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Future (2040) Background

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

Project #: UT19-1481

Intersection	NB					NE	SB								SE	S W	EB					WB				
	L	LR	LT	T	TR	LR	L	LR	LT	R	T	TR	TR>	LR>	LR	<LR	L	LR	LTR	TR	L	LR	LTR	R	T	
Empire Ave & 14th St	--	--	--	--	32	--	--	--	103	--	--	--	--	--	92	--	--	--	--	--	--	--	--	--	--	
Empire Ave & Manor Way	--	--	24	--	--	--	--	--	--	--	--	4	--	--	--	--	--	183	--	--	--	--	--	--	--	
Empire Ave & Silver King Dr	--	--	72	--	77	--	--	--	216	28	--	--	--	--	--	--	--	--	262	--	--	--	52	--	--	
Lowell Ave & Manor Way	--	--	--	--	113	--	--	--	238	--	--	--	--	--	--	--	--	--	--	--	--	68	--	--	--	
Lowell Ave & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	7	93	--	--	68	--	--	--	--	--	--	--	--	--	
Lowell Ave & Silver King Dr	--	276	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	13	46	--	--	--	--	
Park Ave & Empire Ave/Deer Valley Dr	257	--	--	759	407	--	374	--	--	353	533	--	--	--	--	--	450	--	--	412	409	--	--	1,139	1,172	
Shadow Ridge Rd & Empire Ave	--	--	161	--	--	36	--	--	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--	
Silver King Dr & Three Kings Dr	--	--	--	--	--	--	--	44	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	

Intersection	NB							NE			N W	SB							SE		SW		EB							WB						
	L	LR	LT	LTR	R	T	TR	L	R	T	R	L	LR	LT	LTR	R	T	TR	T	TR	L	R	L	LR	LT	LTR	R	T	TR	L	LT	LTR	R	T	TR	
C-E Loading & Lowell Ave	--	--	--	--	--	--	--	--	49	--	--	--	--	--	--	--	--	--	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & 14th St	--	--	--	--	--	5	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & East B Access	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	121	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & East D Access	--	--	96	--	--	110	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	--	--	--	72	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2	9	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	75	--	--	--	51	--	--	--	--	--	42	--	--	24	--	--	--	--	--	--	--	--	63	--	--	--	--	--	--	--	--	37	--	--
Lowell Ave & C Access	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4	9	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	
Lowell Ave & Lodge Access & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	--	27	--	--	--	2	--	--	--	--	--	91	--	--	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Manor Way	--	--	--	--	115	--	--	--	--	--	--	--	2	--	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	90	115	147	--	--	--	--	
Lowell Ave & West D Access	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4	--	34	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Manor Way & South B Access	--	--	--	--	--	--	--	--	--	--	--	--	93	--	--	--	--	--	--	--	--	--	--	--	4	--	--	8	--	--	--	--	--	--	--	--
NE E Access & Silver King Dr	--	57	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	72	--	35	--	--	--	--	--
NW E Access/Three Kings Dr & Silver King Dr	--	--	--	83	--	--	--	--	--	--	--	--	--	--	44	--	--	--	--	--	--	--	--	--	--	3	--	--	--	--	--	5	--	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	348	--	--	--	--	887	403	--	--	--	--	419	--	--	--	262	534	--	--	--	--	--	591	--	--	--	--	--	555	356	--	--	1,238	1,267	--	--
Shadow Ridge Rd & Empire Ave	--	--	--	--	--	--	--	129	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Shadow Ridge Rd & North B Access	--	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



OWNER
PEG DEVELOPMENT
180 NORTH UNIVERSITY AVENUE, SUITE 200
PROVO, UT 84601

ARCHITECT
HKS INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER
ANDERSON WAHLEN & ASSOCIATES
2010 N REDWOOD ROAD
SALT LAKE CITY, UT 84116

LANDSCAPE ARCHITECT
MSB + A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UT 84101

TRANSPORTATION ENGINEER
HALES ENGINEERING
1220 N 500TH W, SUITE 202
LEHI, UT 84043

SHEET INDEX

ARCHITECTURAL	
A0.00	COVER SHEET
A0.01	PROJECT INFORMATION
SURVEY	
S1.0	TOPOGRAPHIC / BOUNDARY SURVEY
S1.1	TOPOGRAPHIC / BOUNDARY SURVEY
S1.2	TOPOGRAPHIC / BOUNDARY SURVEY
S1.3	TOPOGRAPHIC / BOUNDARY SURVEY
CIVIL	
C2.0	OVERALL GRADING PLAN
C2.1	GRADING PLAN
C2.2	GRADING PLAN
C2.3	GRADING PLAN
C3.0	OVERALL UTILITY PLAN
C3.1	UTILITY PLAN
C3.2	UTILITY PLAN
C3.3	UTILITY PLAN
LANDSCAPE	
LS.01	LANDSCAPE SITE PLAN
LS.02	LANDSCAPE SITE PLAN PARCEL B
LS.03	LANDSCAPE SITE PLAN PARCEL C
LS.04	LANDSCAPE SITE PLAN PARCEL D AND E
ARCHITECTURAL	
A1.00	ARCHITECTURAL SITE PLAN
A5.01	CROSS CANYON VIEW

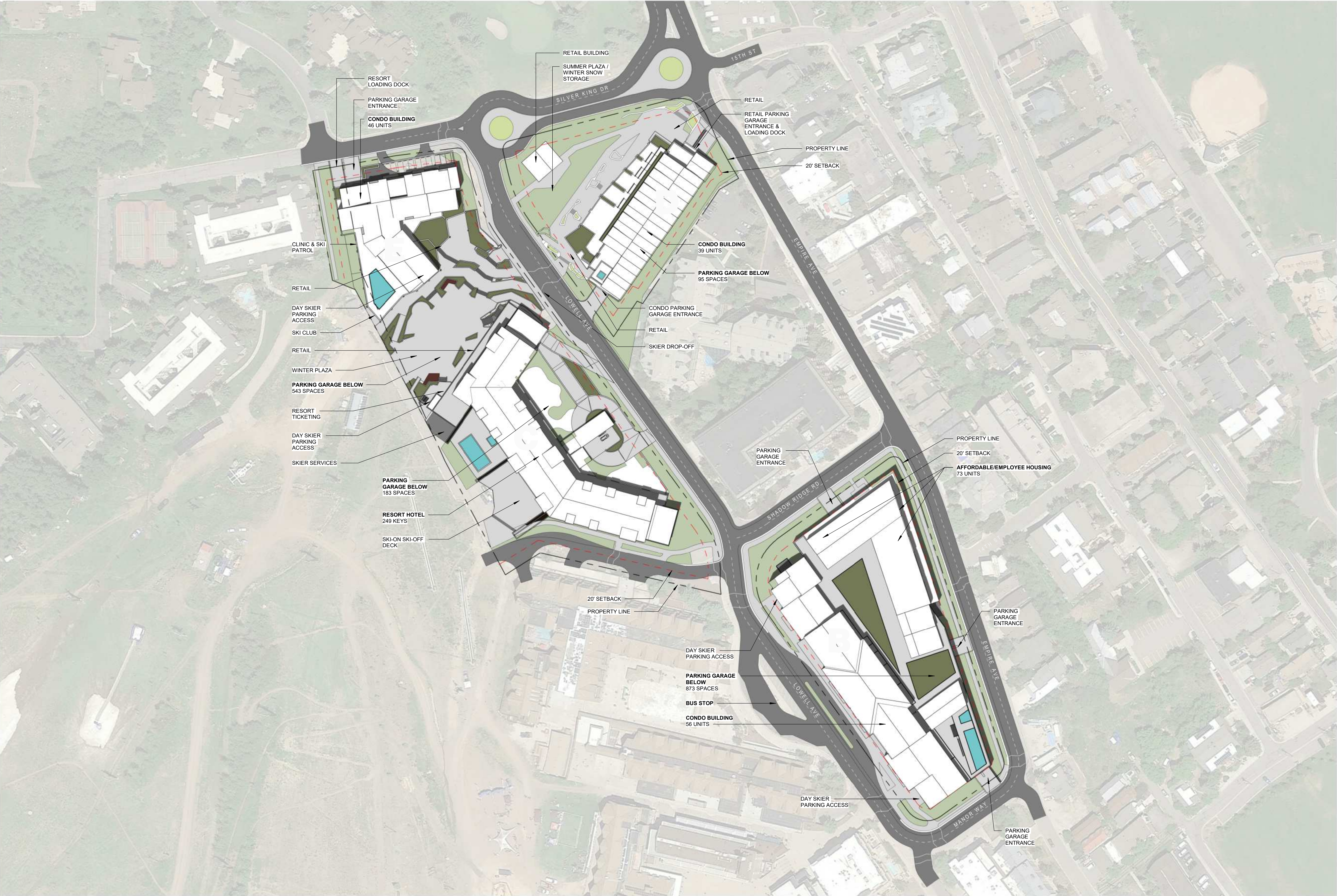
COVER SHEET

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

A0.00 02/11/2020 22328.001





PARCEL SUMMARY:

PARCEL B - VILLAGE

EXISTING CONDITION
SURFACE PARKING LOT WITH 388 SPACES

PRIMARY PROGRAM
DAY SKIER PARKING
AFFORDABLE HOUSING
EMPLOYEE HOUSING
CONDOMINIUMS
SMALL SCALE RETAIL

SETBACKS
20' MIN FROM PROPERTY LINE

TOTAL PROVIDED PARKING
873

UNIT SUMMARY
AFFORDABLE HOUSING: 22 UNITS
EMPLOYEE HOUSING: 51 UNITS
CONDOS: 56 UNITS

PARCEL C - HOTEL

EXISTING CONDITION
SURFACE PARKING LOT WITH 584 SPACES

PRIMARY PROGRAM
HOTEL
CONVENTION/MEETING SPACE
RETAIL
SKIER SERVICES AND TICKETING

SETBACKS
20' MIN FROM PROPERTY LINE AT NEIGHBORING PROPERTIES
0 SETBACK AT MOUNTAIN AND PARCEL E

TOTAL PROVIDED PARKING
183

UNIT SUMMARY
SUITES: 249 KEYS

PARCEL D - CONDOMINIUMS

EXISTING CONDITION
SURFACE PARKING LOT WITH 214 SPACES

PRIMARY PROGRAM
CONDOMINIUMS
RETAIL
OPEN PLAZA (WINTER SNOW STORAGE)

SETBACKS
20' MIN FROM PROPERTY LINE

TOTAL PROVIDED PARKING
95

UNIT SUMMARY
CONDOS: 39 UNITS

PARCEL E - CONDOMINIUMS & CLUB

EXISTING CONDITION
SURFACE PARKING LOT MERGED WITH PARCEL C

PRIMARY PROGRAM
DAY SKIER PARKING
SKI CLUB
CONDOMINIUMS
RESORT SUPPORT (LOADING DOCK, CLINIC, SKI PATROL)
RETAIL
OPEN PLAZA

SETBACKS
20' MIN FROM PROPERTY LINE AT NEIGHBORING PROPERTIES
0 SETBACK AT MOUNTAIN AND PARCEL C

TOTAL PROVIDED PARKING
543

UNIT SUMMARY
CONDOS: 46 UNITS

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROJECT INFORMATION

0 40 80 FT

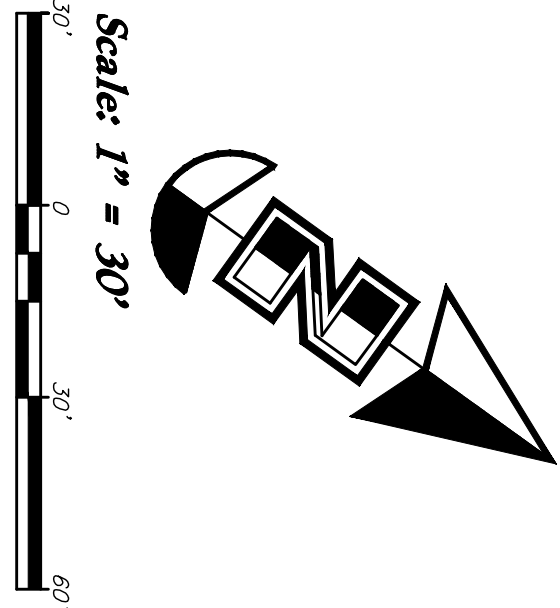
A0.01 02/11/2020 22328.001



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See Sheet S1.2
Building C



Legend	
Existing Utility Marker	—
Existing Sewer Main	—
Existing Catch Basin	—
Existing Manhole	—
Existing Fire Hydrant	—
Existing Water Valve	—
Existing Overhead Power Line	—
Existing Water	—
Existing Secondary Water	—
Existing Sewer	—
Existing Storm Drain	—
Existing Power	—
Existing Telephone	—
Existing Street Light	—
Existing Telephone Box	—
Existing Power Meter	—
Existing Electrical Box	—
Existing Gas Cabinet	—
Existing Gas Meter	—
Existing Water Control Box	—
Existing Power Pole w/ Guy	—
Existing Power Pole w/ Guy	—

REV	DATE	DESCRIPTION

Designed by: Name	
Drawn by: Name	
Client Name:	
Project Name:	
19-096-TBS	



ANDERSON WAHLEN & ASSOCIATES

2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 — AWAengineering.net

Topographical Boundary Survey

PEG Park City Mountain Resort

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

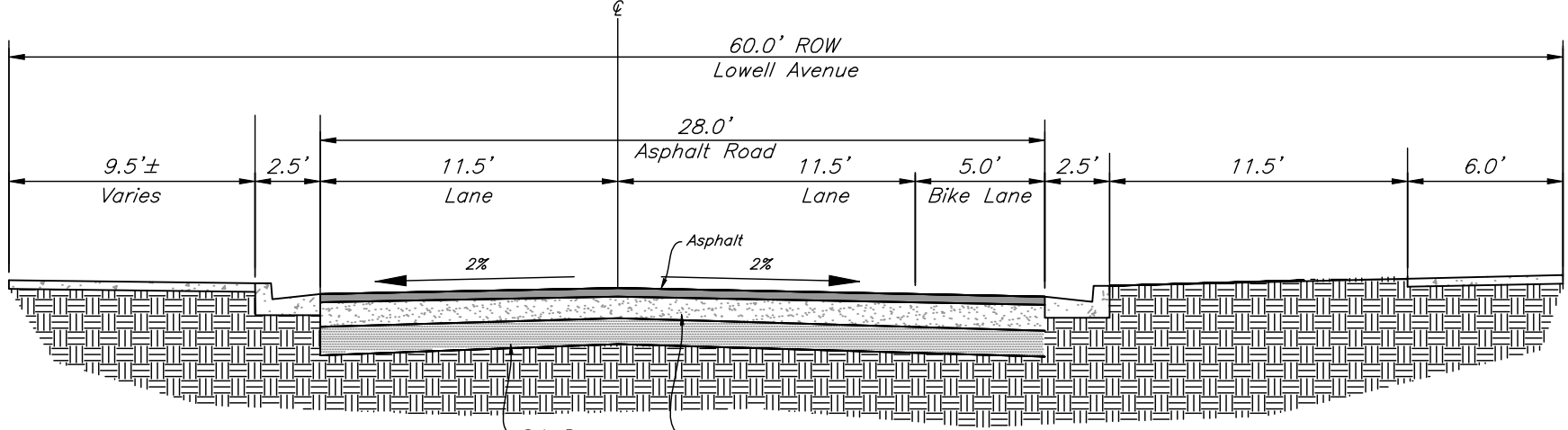
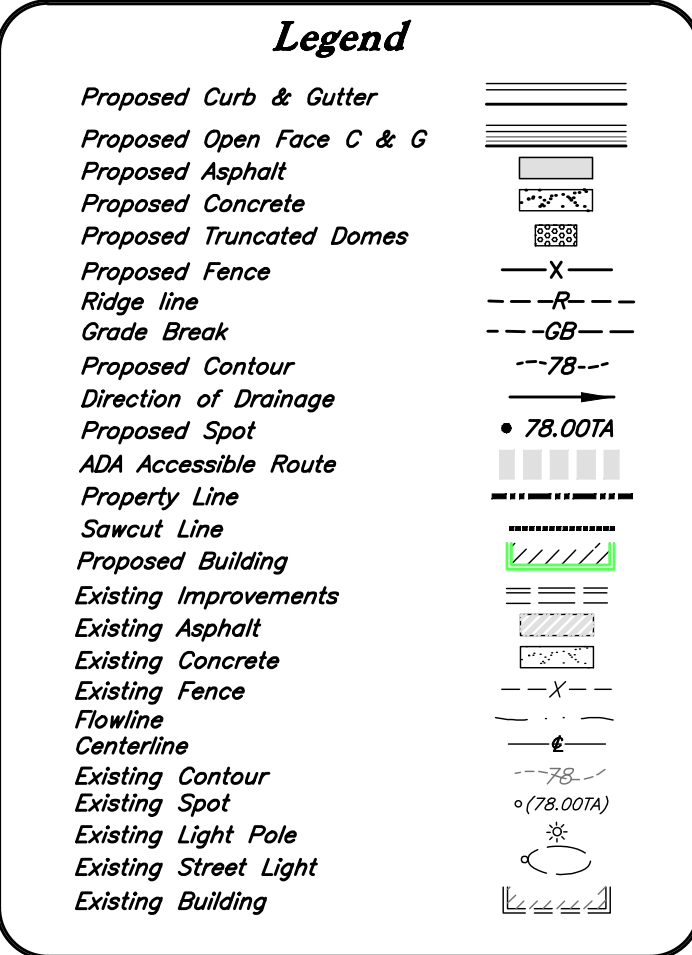


PROFESSIONAL ENGINEER
UTAH
01/31/2020
LAWRENCE
LAWRENCE

SHEET NO.

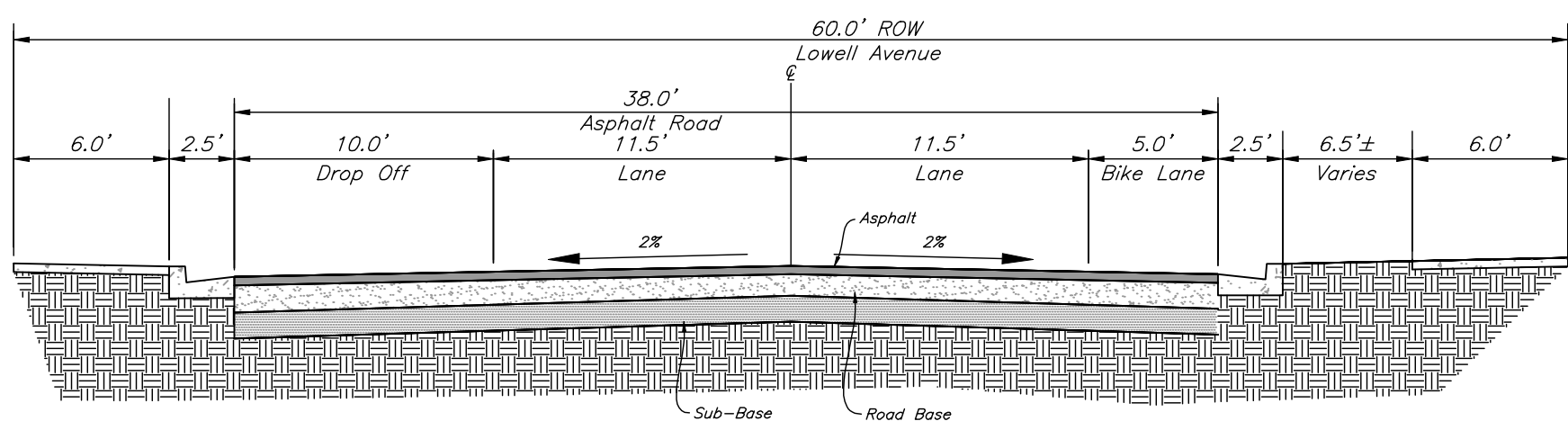
S1.3

02/07/2020



60' ROW Lowell Avenue Section - South

Not to Scale



60' ROW Lowell Avenue Section - North

Not to Scale

PROPOSED OVERALL GRADING PLAN

0' 30' 60' FT

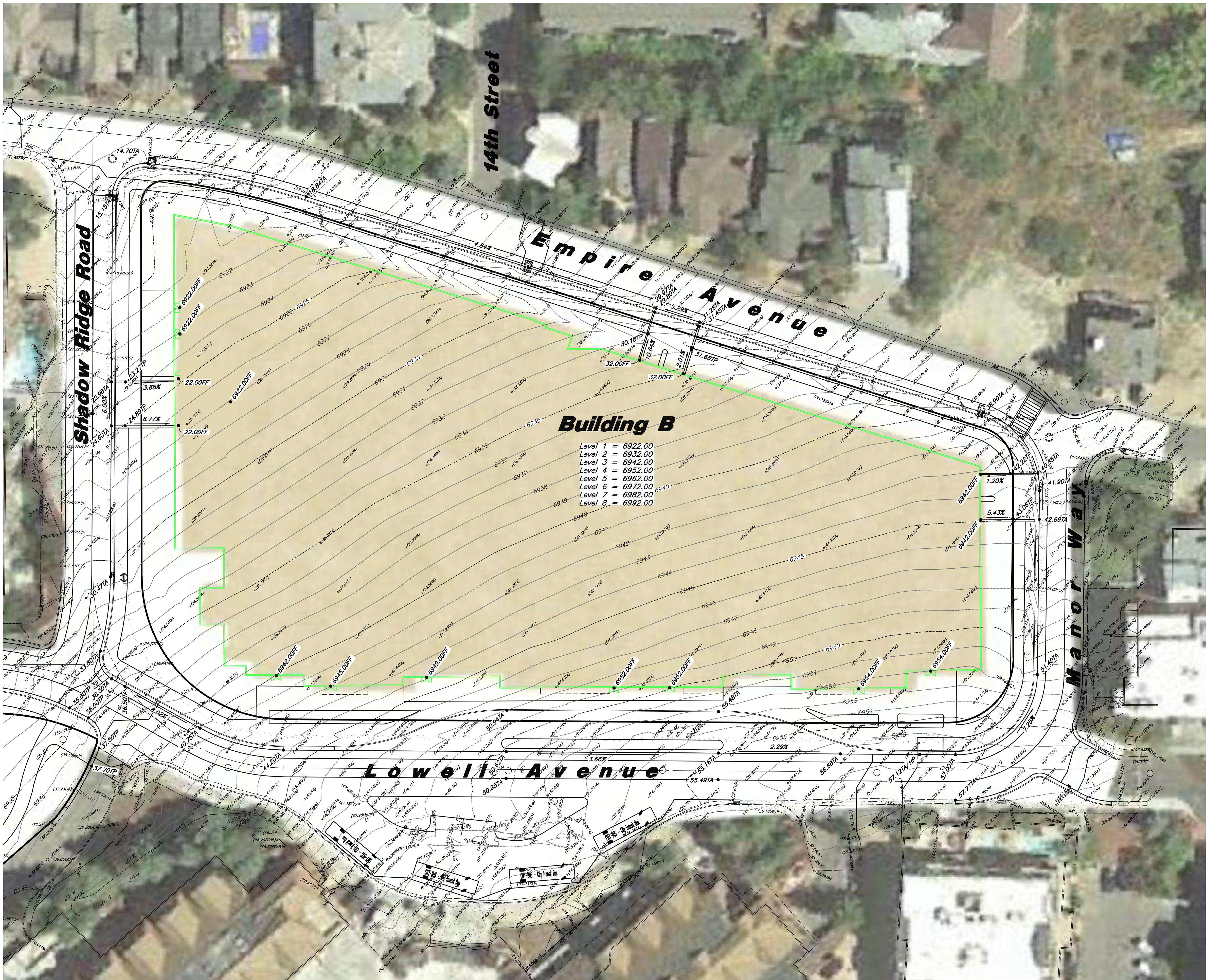
C2.0

02/11/2020

22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



Legend	
Proposed Curb & Gutter	
Proposed Open Face C & G	
Proposed Asphalt	
Proposed Concrete	
Proposed Truncated Domes	
Proposed Fence	
Ridge line	
Grade Break	
Proposed Contour	
Direction of Drainage	
Proposed Spot	
ADA Accessible Route	
Property Line	
Sawcut Line	
Proposed Building	
Existing Improvements	
Existing Asphalt	
Existing Concrete	
Existing Fence	
Flowline	
Centerline	
Existing Contour	
Existing Spot	
Existing Light Pole	
Existing Street Light	
Existing Building	

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED GRADING PLAN

0' 15' 30' FT
C2.1 02/11/2020 22328.001

Building C

Level P2 =	6911.00
Level P1 =	6911.00
Level 1 =	6924.00
Level 2 =	6934.00
Level 3 =	6944.00
Level 4 =	6954.00
Level 5 =	6964.00

LOADING DOCK

Shadow Ridge Road

Lowell Avenue

Legend

<i>Proposed Curb & Gutter</i>	
<i>Proposed Open Face C & G</i>	
<i>Proposed Asphalt</i>	
<i>Proposed Concrete</i>	
<i>Proposed Truncated Domes</i>	
<i>Proposed Fence</i>	
<i>Ridge line</i>	
<i>Grade Break</i>	
<i>Proposed Contour</i>	
<i>Direction of Drainage</i>	
<i>Proposed Spot</i>	
<i>ADA Accessible Route</i>	
<i>Property Line</i>	
<i>Sawcut Line</i>	
<i>Proposed Building</i>	
<i>Existing Improvements</i>	
<i>Existing Asphalt</i>	
<i>Existing Concrete</i>	
<i>Existing Fence</i>	
<i>Flowline</i>	
<i>Centerline</i>	
<i>Existing Contour</i>	
<i>Existing Spot</i>	
<i>Existing Light Pole</i>	
<i>Existing Street Light</i>	
<i>Existing Building</i>	

0 15 30 FT

C2.2 02/11/2020 22328.001

MASTER PLAN STUDY

HKS
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Legend

- Proposed Curb & Gutter
- Proposed Open Face C & G
- Proposed Asphalt
- Proposed Concrete
- Proposed Truncated Domes
- Proposed Fence
- Ridge line
- Grade Break
- Proposed Contour
- Direction of Drainage
- Proposed Spot
- ADA Accessible Route
- Property Line
- Sawcut Line
- Proposed Building
- Existing Improvements
- Existing Asphalt
- Existing Concrete
- Existing Fence
- Flowline
- Centerline
- Existing Contour
- Existing Spot
- Existing Light Pole
- Existing Street Light
- Existing Building

See Sheet C2.2
Building C

PARK CITY BASE AREA LOT REDEVELOPMENT

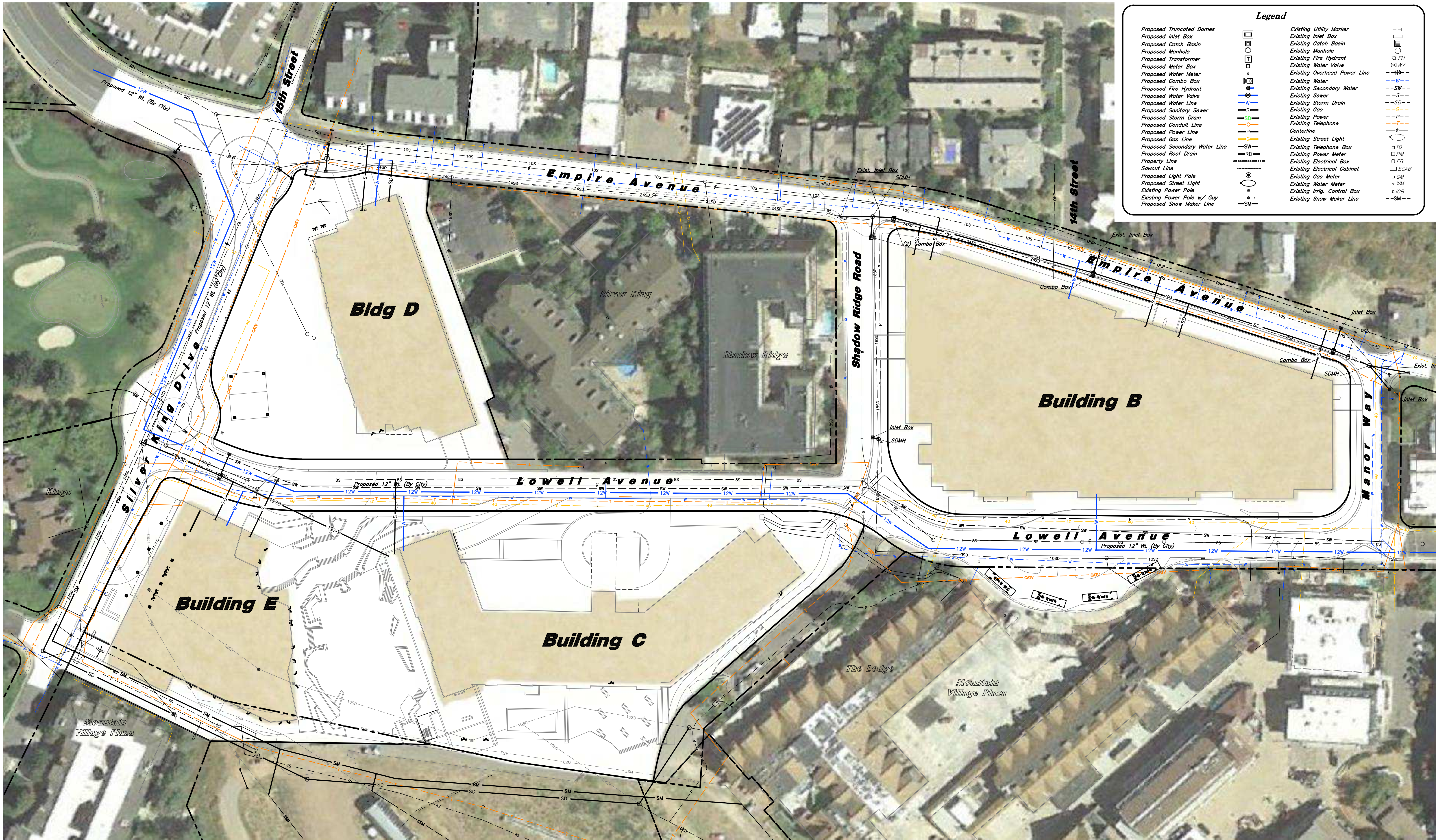
MASTER PLAN STUDY

PROPOSED GRADING PLAN

0 15 30 FT
C2.3 02/11/2020 22328.001

ANA
ANDERSON WAHLEN & ASSOCIATES

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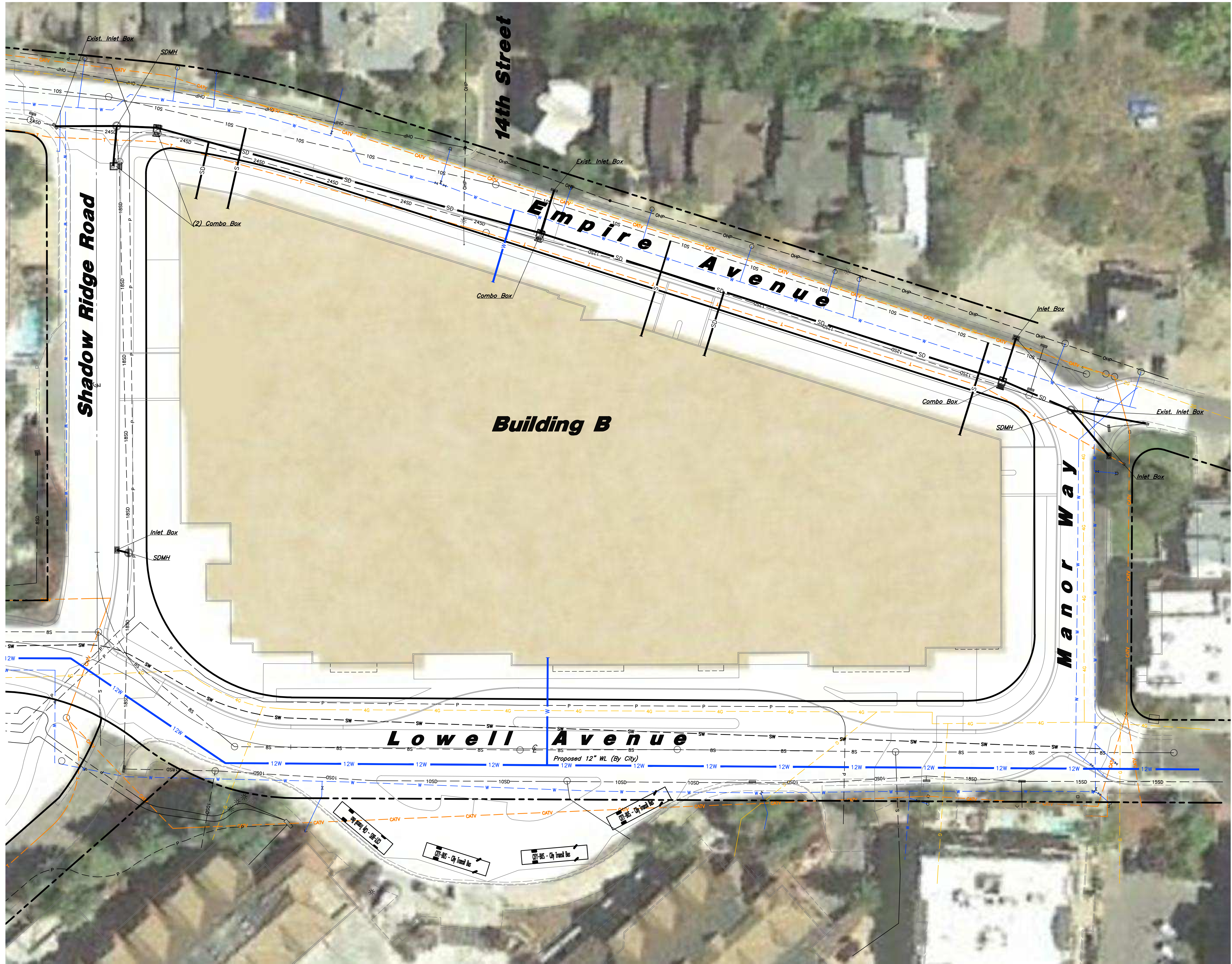


PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED OVERALL UTILITY PLAN

0' 30' 60' FT
C3.0 02/11/2020 22328.001



Legend			
Proposed Truncated Domes		Existing Utility Marker	
Proposed Inlet Box		Existing Inlet Box	
Proposed Catch Basin		Existing Catch Basin	
Proposed Manhole		Existing Manhole	
Proposed Transformer		Existing Fire Hydrant	
Proposed Meter Box		Existing Water Valve	
Proposed Water Meter		Existing Overhead Power Line	
Proposed Combo Box		Existing Water	
Proposed Fire Hydrant		Existing Secondary Water	
Proposed Water Valve		Existing Sewer	
Proposed Water Line		Existing Storm Drain	
Proposed Sanitary Sewer		Existing Gas	
Proposed Storm Drain		Existing Power	
Proposed Conduit Line		Existing Telephone	
Proposed Power Line		Centerline	
Proposed Gas Line		Existing Street Light	
Proposed Secondary Water Line		Existing Telephone Box	
Proposed Roof Drain		Existing Power Meter	
Property Line		Existing Electrical Box	
Sawcut Line		Existing Electrical Cabinet	
Proposed Light Pole		Existing Gas Meter	
Proposed Street Light		Existing Water Meter	
Existing Power Pole		Existing Irrig. Control Box	
Existing Power Pole w/ Guy		Existing Snow Maker Line	
Proposed Snow Maker Line			

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED UTILITY PLAN

0 15 30 FT

C3.1

02/11/2020 22328.001

Building E
See Sheet C3.3

PARK CITY BASE AREA LOT REDEVELOPMENT

Legend

Proposed Truncated Domes		Existing Utility Marker	
Proposed Inlet Box		Existing Inlet Box	
Proposed Catch Basin		Existing Catch Basin	
Proposed Manhole		Existing Manhole	
Proposed Transformer		Existing Fire Hydrant	
Proposed Meter Box		Existing Water Valve	
Proposed Water Meter		Existing Overhead Power Line	
Proposed Combo Box		Existing Water	
Proposed Fire Hydrant		Existing Secondary Water	
Proposed Water Valve		Existing Sewer	
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Proposed Conduit Line		Existing Telephone	
Proposed Power Line		Centerline	
Proposed Gas Line		Existing Street Light	
Proposed Secondary Water Line		Existing Telephone Box	
Proposed Roof Drain		Existing Power Meter	
Property Line		Existing Electrical Box	
Sawcut Line		Existing Electrical Cabinet	
Proposed Light Pole		Existing Gas Meter	
Proposed Street Light		Existing Water Meter	
Proposed Power Pole		Existing Irrig. Control Box	
Existing Power Pole w/ Guy		Existing Snow Maker Line	
Proposed Snow Maker Line			

PROPOSED UTILITY PLAN

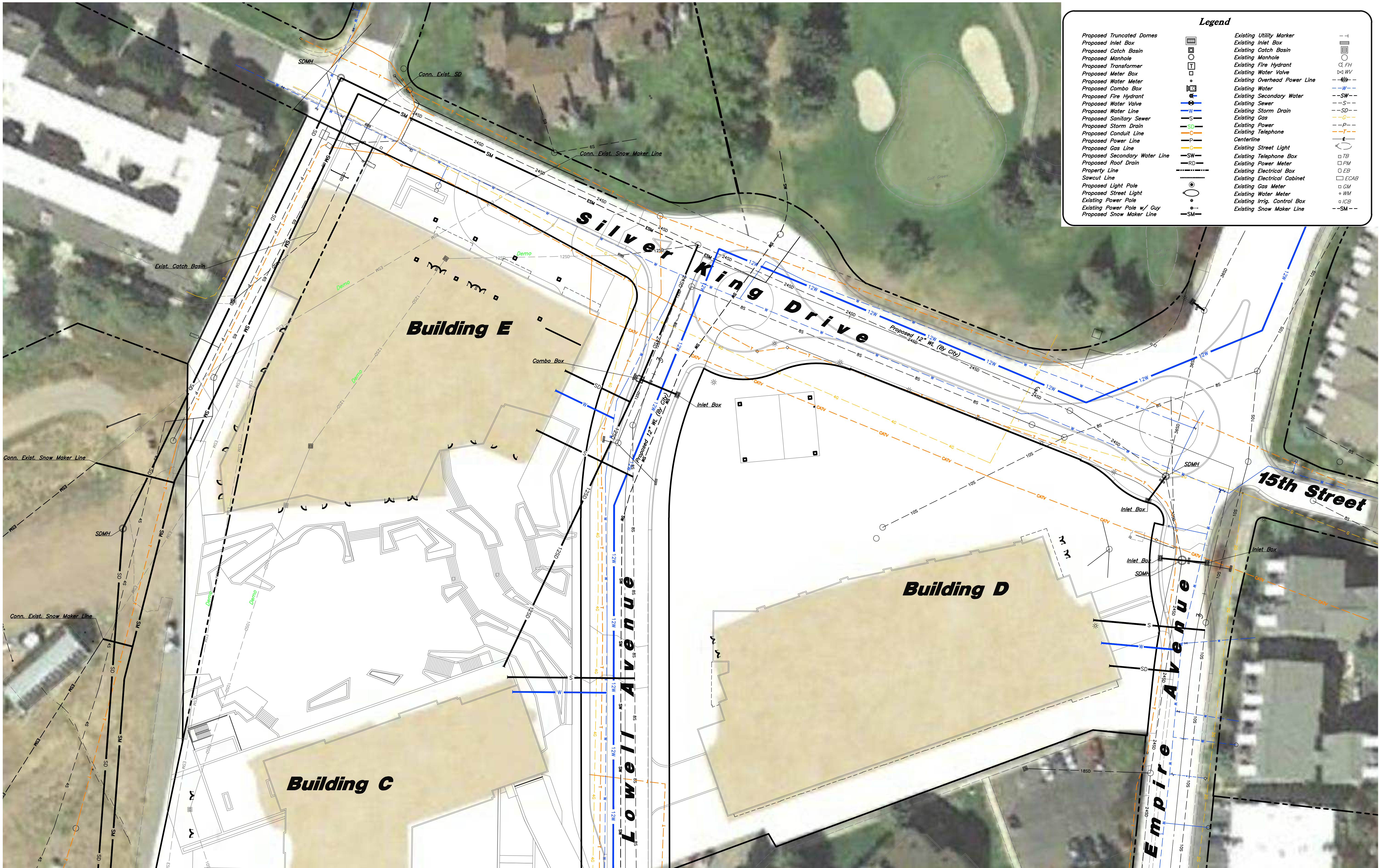
0 15 30 FT

C3.2

02/11/2020 22328.001



HKS
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See Sheet C3.2
Building C

PROPOSED UTILITY PLAN

0 15 30 FT
C3.3 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

LANDSCAPE SITE PLAN

0 40 80FT

LS.01

02/11/2020 22328.001



LANDSCAPE SITE PLAN - PARCEL B

0 20 40 FT

LS.02

02/11/2020

22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



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LANDSCAPE SITE PLAN - PARCEL C

0 20 40FT
LS.03

02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY



PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

LANDSCAPE SITE PLAN - PARCEL D+E

0 20 40FT

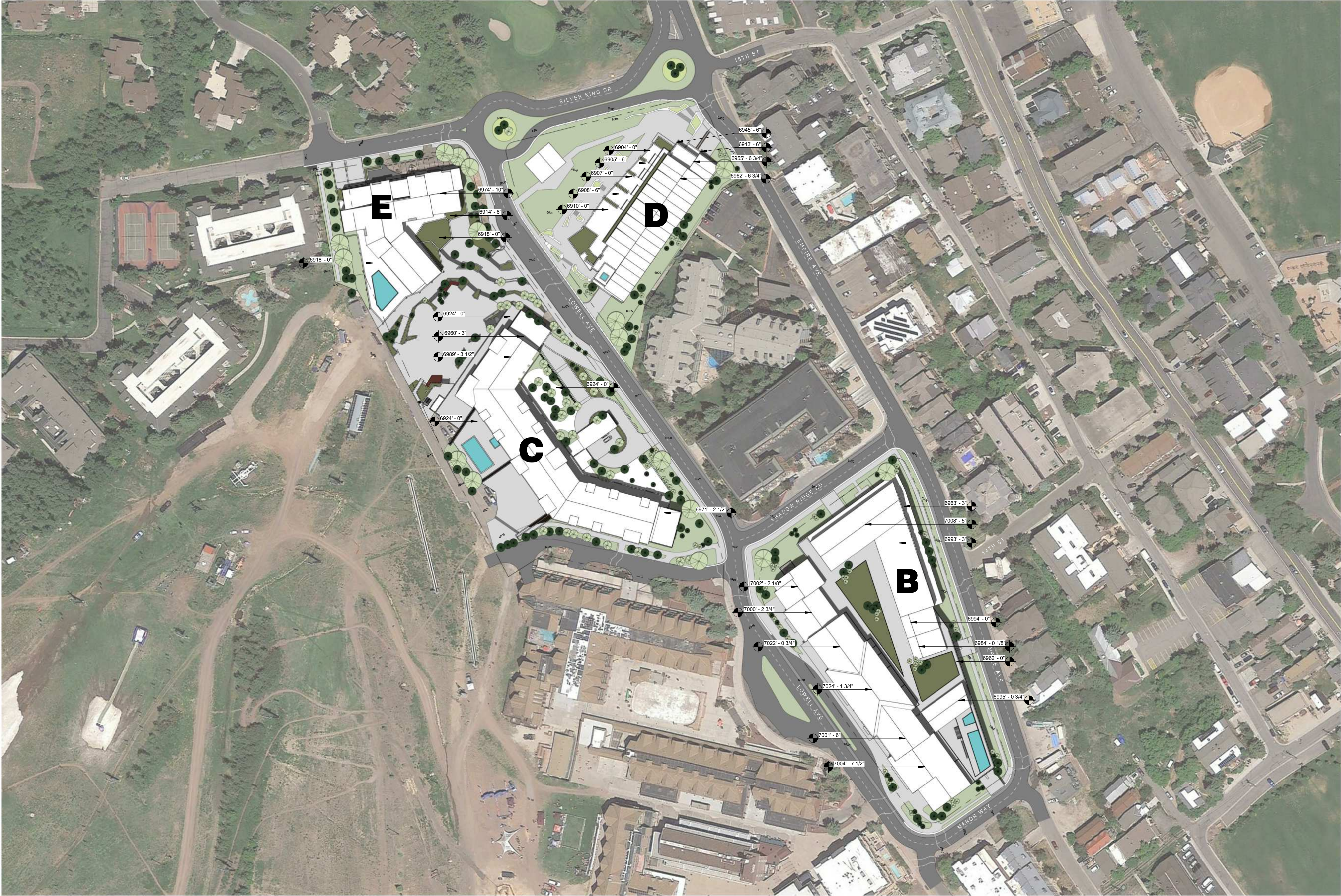
LS.04

02/11/2020

22328.001



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OPEN SPACE:

NOTE: PER EXHIBIT A OF THE DEVELOPMENT AGREEMENT, AN 11.40 ACRE PARCEL OF THE MOUNTAIN WAS RESERVED FOR OPEN SPACE AND WAS TO BE COUNTED AS PART OF THE OVERALL OPEN SPACE FOR THE DEVELOPMENT. THIS PARCEL IS INCLUDED IN THE OPEN SPACE CALCULATIONS BELOW. OPEN SPACE ON EACH PARCEL WAS DETERMINED BY LINC 15-15-1 DEFINITION FOR LANDSCAPE, OPEN SPACE AND INCLUDES RECREATION AMENITIES AND LANDSCAPE AND HARDCAPED PLAZAS BUILT OVER PARKING GARAGES AND OTHER SPACES.

PARCEL B - VILLAGE

BUILT AREA: 59,235 SF
OPEN SPACE: 78,257 SF

PARCEL C - HOTEL

BUILT AREA: 55,456 SF
OPEN SPACE: 79,406 SF

PARCEL D - CONDOMINIUMS

BUILT AREA: 38,451 SF
OPEN SPACE: 49,837 SF

PARCEL E - CONDOMINIUMS & CLUB

BUILT AREA: 37,394 SF
OPEN SPACE: 54,888 SF

EXHIBIT A PARCEL

OPEN SPACE: 496,584 SF

TOTAL MASTER PLANNED DEVELOPMENT

TOTAL BUILT AREA: 190,536 SF
TOTAL OPEN SPACE: 759,072 SF
TOTAL SF: 949,598 SF

% OPEN: 79.9%

ARCHITECTURAL SITE PLAN

0' 40' 80' FT



A1.00 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY





CROSS CANYON VIEW

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

A5.01 02/11/2020 22328.001



Alexandra Ananth

From: Nancy Lazenby <nhlazenby@hotmail.com>
Sent: Friday, June 5, 2020 9:37 AM
To: planning; Jessica Nelson
Cc: Alexandra Ananth
Subject: Comment for June 10th Planning Commission Meeting

Good Morning;

I'd like to add to the comments for the next Planning Commission Meeting on June 10th.

During the last Planning Commission meeting on May 27th, Alexandra Ananth did a great job of outlining and listing the reasons the Planning Department felt PEG should do a new MPD rather than amend the existing 1998 Development Plan's MPD.

Alex listed several significant changes that PEG was proposing and felt those changes were so significant that they warranted a new plan rather than amending the existing one. I would like to add an additional change to the comprehensive list that Alex put together.

If I missed it I apologize, but I did not see on Alex's list PEG's new proposed one-way traffic on Silver King Dr., Manor Way, Lowell Ave, or Empire Ave. 

Having one-way traffic around the resort and through the streets of Old Town is a significant change to the plan that will have a tremendous effect of the community and the local citizens. I'm asking that the Commission consider this also when deciding on whether an amended or new MPD is required.

Thank you.

Meeting	Agenda Item	Name	Comment	Submitted At
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05-20-2020 08:35 am

Planning Commission	3) PUBLIC COMMUNICATIONS	Michael Kaplan		
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How will the project interact with the existing or future ski lifts?

05-27-2020 07:21 pm

Planning Commission	5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475.	Sid Embree
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Will comments submitted to the developer via 'baseareaproject@gmail.com' at the request of PEG during the open house in March at the Hyatt be shared with the public or should community members submit their comments directly to the Planning Department?

05-27-2020 06:27 pm

Planning Commission	5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475.	Sid Embree
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Will comments submitted to the developer via 'baseareaproject@gmail.com' at the request of PEG during the open house in March at the Hyatt be shared with the public or should community members submit their comments directly to the Planning Department?

05-27-2020 06:27 pm

Planning Commission	5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master	
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Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. William Titler

The pedestrian flow is critical for this project, right now people can walk anywhere with buildings in place the sidewalks and pedestrian walkways should be wider than normal because of the number of people and equipment that needs to flow through the area. The setbacks in place originally would allow for this but it does not seem the tighter setbacks proposed will in the current proposal.

05-27-2020 05:46 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. Steven Nielson

5.b. Parking lots - how will lower mountain access be protected for people walking from Three Kings Drive and Silver King Drive?

05-27-2020 05:45 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. Ried Schott

The Planning Commission Staff Report mentions the PEG Development Proposal has several major modifications compared to the 1998 PCMR Concept Master Plan. The PEG proposal has narrower setbacks, taller and more dense buildings (up to 7 stories), less pedestrian and trail connectivity, 600 fewer underground parking stalls, fewer view corridors and traffic / transportation issues. Therefore, in my view, PEG should not amend the Development Agreement, but submit a new MPD, as recommended by staff.

05-27-2020 05:15 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. Randall Kirsch

We own several condos in The Lodge at Mountain Village. We just spent over \$1million (collectively) on the plaza by the Ice Rink. It appears that PEG would like all of the parking foot traffic on "B" to access the ski mountain by going over the Ice Rink Plaza. There needs to be a cost sharing agreement for future improvements and maintenance on the Plaza – I do not see that in the plan. I oppose the plan without some type of Agreement in place.

05-27-2020 05:13 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. Randall Kirsch

We own several condos in The Lodge - none of the drawings show how our views will be affected from the additional height and reduced setbacks requested. Until we can see the impact on our views, we oppose such variance request. If the effect is minimal, we will not oppose it.

05-27-2020 04:40 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475.

Deborah Rentfrow

The plans do not reflect the personality of Old Town; tall metropolitan structures built for a city do not belong. Just as residents are held to standards to keep the history of the area alive, so should PEG. Locals and tourists alike love this town because of its small town feel/charm and views from most anywhere in the community. The existing plans will take away from both. In addition, the traffic suggestions without any dedicated pedestrian crossings (bridges or otherwise) is unreasonable.

05-27-2020 04:26 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. Sherie Harding

Three Kings Condominiums (#11, 12, 13, 14) on Silver King Drive face the tallest buildings of the PEG proposed development. We oppose this. Building heights should follow the slope of the parking lot, down to the north. The current plan shows taller (tallest) buildings to the north. A giant wall along Silver King Drive is undesirable, it blocks views, and blocks sun.

05-27-2020 02:18 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. Ruska Djerki

I sent my comments/ questions via email to Alexandra Ananth

05-27-2020 12:46 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. Nancy Lazenby

Is the original 1998 Plan still valid? There were several requirements spelled out in that plan that needed to be completed prior to 2003. Were they done?

05-23-2020 12:05 pm

Planning Commission 6.C) 5000 Royal Street - Subdivision - Consideration of a 15-Lot Subdivision
Located in the Deer Valley Master Planned Development. PL-19-04374. (A) Public Hearing (B) Possible
Recommendation for City Council's Consideration on June 25, 2020 Sean Kelleher

Given the cost of moving these trails and keeping them available to all users, the trails reconfiguration should be done now. The trails in question are the only direct access from Rossie Hill to various uphill locations, and as a Rossie Hill, full-time resident, we use these trails all the time. \$25k is inconsequential to the developer, do the trails now!

05-27-2020 09:13 pm

Planning Commission 6.C) 5000 Royal Street - Subdivision - Consideration of a 15-Lot Subdivision
Located in the Deer Valley Master Planned Development. PL-19-04374. (A) Public Hearing (B) Possible
Recommendation for City Council's Consideration on June 25, 2020 Lisa Paul

I am the HOA President for Powder Pointe. This is too dense for the area. Less units and less retail. Need to fix traffic problem before development. Need to have a height restriction. Not higher than silver king. Developer to pay for pedestrian crossing light, like on park avenue. They should help pay for police to monitor the streets like was done during Sundance, because of the parking issues this will create. There needs to be more open space .

Alexandra Ananth

From: LSchmida <lschmida@gmail.com>
Sent: Sunday, May 31, 2020 11:43 AM
To: Alexandra Ananth
Cc: lschmida@gmail.com
Subject: PEG Project Concerns

We were able to attend the one project presentation back in March.

My Major concerns are:

The Proposed Buildings are way to tall for the site, limit them to 3 or 4 stories
The Building density is too great, Please require more green space
The Architecture of the Buildings does not blend with Park Cities or our mountain heritage
Traffic and Parking will of course be a problem but hopefully P C can regulate it

Thank you,

Patti & Larry Schmida

Sent from Mail for Windows 10

Alexandra Ananth

From: Nancy Lazenby <nhlazenby@hotmail.com>
Sent: Thursday, May 28, 2020 1:55 PM
To: Alexandra Ananth; Jessica Nelson
Cc: ruzica djerki; Deborah Hickey; der0813@aol.com; Bruce Erickson
Subject: Questions/comments from last nights Planning Commission Meeting

Hello Alex;

Thank you for leading the agenda for the PCMR Parking Lot last night. You did a great job of highlighting many important points hopefully the Planning Commission and PEG Developers heard you.

I had some difficulties during the meeting last night with a few things and wanted to bring them to your attention. If I should be forwarding some or all of this questions on to someone else for their response please let me know.

My hope is to have clarity on them soon so they don't happen again at the next meeting.

During the meeting last night I tried to post comments/questions on the eComments site. It does not allow a person to make more than one comment for the meeting and since I had already asked a question earlier in the week I could not post any other comments. This could clearly be a problem going forward. In an effort to get around this and post a comment I logged in under my husbands name and his email address during the meeting but unfortunately I still could not make a comment during the meeting. Are you hearing this from anyone else?

In an effort to get my questions into the meeting, I copied my questions/comments and emailed them directly to you during the meeting but unfortunately at the end of the meeting they weren't read during the community comments section of the meeting. Only a handful of comments were read during this time. I know one of my neighbors had emailed you several comments/questions for the meeting and they weren't read either. It was my understanding if we emailed you our questions and comments they would be included in the meeting. What do you suggest going forward so communication can happen during the meeting?

Please help me understand the process so going forward we can get our comments heard.

In the email below are the questions I sent you during the meeting but here they are again in a more legible format:

1. PEG has said they have been having Zoom meetings with the community over the past few weeks. Who was invited or how was it advertised for those who would have liked to attend?
2. The visual for Building B is an aerial view so it appears that the open space in the middle of the building looks like its ground level. That is not the case, it is actually on top of the four story parking structure. It is not ground level. These pictures are very deceiving.
3. Creating one-way traffic solves some of the resort traffic problems but it creates other issues and problems for the locals and community. That's not a solution if it solves their problem but creates problems for others.
4. How many total parking stalls will be available in this plan?
5. FYI, it was very difficult/impossible to read any of the copy on the slides presented.

6. PEG has not addressed the height issues of these buildings. In the 1998 Plan all the parking was underground so the height of the buildings were significantly lower than the current proposed plan.
7. In the 1998 Plan there were overhead walkways for pedestrians and underground parking. PEG is saying it's difficult to do or impossible to do both of those items now yet it was doable in 1998. How is it not possible now?

Thank you for addressing these comments and questions.

Finally, the comments were read at the end of the meeting but no one on the Planning Commission or the Planning Dept. addressed or commented on them. What is the procedure for this? When will they be addressed? Will we have an opportunity to have a discussion about them?

Thank you again for all you are doing for the community to make sure this project is a success for everyone including Vail, the Developer, and the community.

Sincerely,
Nancy Lazenby

From: Nancy Lazenby
Sent: Wednesday, May 27, 2020 6:27 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Subject: questions for today meeting.

I have several comments/questions. 1. PEG has said they have been having Zoom meetings with the community over the past few weeks. Who was invited or how was it advertised for those who would have liked to attend? 2. The visual for Building B is an aerial view so it appears that the open space in the middle of the building looks like its ground level. That is not the case, it is actually on top of the four story parking structure. It is not ground level. These pictures are very deceiving. 3. Creating one-way traffic solves some of the resort traffic problems but it creates other issues and problems for the locals and community. That's not a solution if it solves their problem but creates problems for others. 4. How many total parking stalls will be available in this plan? 6. FYI, it was very difficult/impossible to read any of the copy on the slides presented. 7. PEG has not addressed the height issues of these buildings. In the 1998 Plan all the parking was underground so the height of the buildings were significantly lower than the current proposed plan. 8. In the 1998 Plan there were overhead walkways for pedestrians and underground parking. PEG is saying it's difficult to do or impossible to do both of those items now yet it was doable in 1998. How is it not possible now? Thank you for addressing these comments and questions.

Alexandra Ananth

From: Matt Dias
Sent: Thursday, May 28, 2020 9:17 AM
To: Bruce Erickson; Alexandra Ananth
Cc: David Everitt; Mark Harrington; Michelle Kellogg
Subject: FW: Park City Mountain Resort Base Parking Lots

BE/AA - FYI

From: Michelle Kellogg
Sent: Thursday, May 28, 2020 8:29 AM
To: Matt Dias
Subject: FW: Park City Mountain Resort Base Parking Lots

Please see below

Michelle Kellogg, MMC
Park City Recorder
445 Marsac Avenue
Park City, UT 84060
(435)615-5007

From: Bill Titler [<mailto:minnetonka@gmail.com>]
Sent: Wednesday, May 27, 2020 7:26 PM
To: Michelle Kellogg
Subject: Park City Mountain Resort Base Parking Lots

There does not seem to be any accounting for the very large number of shuttles that use a section of the parking today for a very busy drop off zone. The plan seems to have less drop off than is currently in play today but they say people will need to shuttle or uber more.

Bill Titler

- What type of "way finding", lodging, parking and commercial signage, starting intersection of Silver King and Empire is being required? It is important that the upper plaza lodging and commercial be included.
- Is there a separate area being designed for delivery trucks to short term park and not obstruct traffic flow. As you are aware, they typically park at the Transit Center Island and unload.
- A bridge or underground tunnel be constructed to allow pedestrian access from the parking structure in Lot B, across Lowell Avenue to the Transit Center area. This will help prevent traffic build up on Lowell and provide a higher level of safety for the skier and guests. Peg showed me the sidewalks they plan to install coming out of the new Lot B garage. I feel this will accomplish the goal of free flow of pedestrian traffic to all plazas. Any type of bridge would have to be located where my commercial would be negatively impacted.
- Need to ensure that sidewalks exists throughout the project, allowing pedestrians to walk from Silver King Drive, to the upper plazas. This will allow for more of a village atmosphere and cut down on pedestrian / vehicle interaction.
- There needs to be a sidewalk from the intersection of Lowell Ave and Shadow Ride Drive, to The Lodge, North side, metal stairs and to and from the Vail parking structure. This easement road will now be in the shadows 24-7. Where is snow removal going to be stacked, especially if a road is expanded to accommodate the NAC. Is PEG going to be providing snow removal off this road?
- All sidewalks should be heated to reduce salting and maintenance in addition to adding a higher level of safety. This will also reduce the need for snow storage.
- Need to retain the oversized vehicle parking on the right side of the access road, on the North side of The Lodge, as this where vehicles that cannot fit in the underground Lodge parking, oversized transportation vans and any construction dumpsters park.
- The area lacks restaurants more than any other need. I would hope that a larger portion of the commercial is being designed for food services. Food and beverage services will help keep the day skier, at the base area and off the roads during peak times. The area already has to many skier related commercial tenants.

I am concerned about the one-way being considered on Lowell. This will cause multiple issues with the commercial, lodging and transportation companies, who come and go throughout the day. We all need to be able to make a left turn onto Lowell from the Shadow Ridge Drive intersection, even if it is only during certain designated times such as after 4 p.m. and during the Spring, Summer and Fall. PEG is proposing aligning Shadow Ridge Drive with the current entrance to the underground parking and The Lodge parking. In addition they will make Shadow Ridge Drive a two way street to allow for Lodge and skiers to exit in more efficient manner.

- How is access to the potential new NAC building going to impact the Lodge? The Lodge has concerns about the access road, view corridors being blocked and access to our ski locker room and other access points. The building will block the sun light to the Lodge West side and creates more issues with ice and snow. We would expect that the NAC be responsible for the care and maintenance of these Lodge areas.

FYI, I had a call with Reid Schott of Marsac Mill Manor and I would like the Commission to know that I am opposed to any reduction in skier parking in the new Lot B garage. Maybe there is a offsite location that employees of the base area can park. I think we both agreed that a village sidewalk system that connects from the North end to the South end is very important.

Please confirm that you are in receipt of this email and feel free to contact me with any questions.

Sincerely
Trent Davis
Cell: 435-731-0115

Alexandra Ananth

From: Trent Davis <tdavis@compass-management.com>
Sent: Tuesday, May 26, 2020 2:53 PM
To: Trent Davis; Alexandra Ananth
Subject: RE: PEG Development

Hi Alexandra;

Sorry for the late revisions. After my meeting on Friday with PEG, they have satisfied some of the concerns I had. For areas that are no longer of concern if they end up as explained to me, I highlighted in yellow. My additional comments are in blue.

Thank you
Trent Davis

From: Trent Davis <tdavis@compass-management.com>
Sent: Wednesday, May 20, 2020 2:16 PM
To: Alexandra.ananth@parkcity.org
Cc: Trent Davis <tdavis@compass-management.com>
Subject: PEG Development

Hi Alexandra;

I am the President of the two partnership that own about 46K square feet of commercial at the base area. I am also the HOA manager of the Lodge and Loft. We appreciate your help in addressing the following at the meeting on the 27th with PEG Development and the Planning Commission.

A couple of topics I would like addressed with the Planning Commission:

- A handicapped ramp should be built to the ice rink plaza. Currently handicapped access is minimal to the entire base area. The Lodge *may* be willing to donate the land at the Transit Center for this to happen.
- The Transit Center Island needs to be reconfigured to allow for parallel parking, like the airport, and eliminate the stair if possible. PEG already has plans on making parallel parking for about three to four vehicles. Who maintains this in the future as I would assume the City will maintain in the future? This should have snow melt put in.

I was told the city is opposed to snow melt systems. Certainly snow melt products, snow removal damage and noise pollution, create more damage to the environment than snow melt systems.

- The Transit Center sidewalk should have snow melt put in. Additional waiting areas with enclosures need to be installed. Who maintains in the future? Will the city help maintain and provide snow removal?

O- 435-649-1842

tdavis@compass-management.com

Admin@compass-management.com

Compass-Management.Com

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Alexandra Ananth

From: ruzica djerki <ruskadjerki@gmail.com>
Sent: Monday, May 25, 2020 1:34 PM
To: Jessica Nelson; mishelle.kellogg@parkcity.org; Alexandra Ananth; baseareaproject@gmail.com
Cc: Glidefar; Nancy Lazenby; ruzica djerki
Subject: Fwd: Input / Comments

Dear all,

I apologize for sending this email to all of you but I wanted to be sure my comments end up in the right hands. You can see that I sent my comments/questions to the baseareaproject email but unfortunately never received confirmation that it was received. I hope between the Planning Commission and the City Council this ends up in the right place.

I couldn't register for Meeting on 27th - parkcity.granicusideas link was giving me an option to submit my ideas but not to register for this meeting. I hope you can help me with this and send me a Zoom meeting invitation.

Concerning my comments below: I am not expecting to hear many answers on this coming meeting but I certainly hope they will be considered somewhere in the process.

Thank you very much!
Warm regards
Ruska Djerki
1382 Empire Ave.
650-303-7741

----- Forwarded message -----

From: ruzica djerki <ruskadjerki@gmail.com>
Date: Wed, Mar 11, 2020 at 1:49 PM
Subject: Re: Input / Comments
To: <baseareaproject@gmail.com>
Cc: Nancy Lazenby <nhlazenby@hotmail.com>, Glidefar <glidefar16@yahoo.com>

I forgot in my previous email to mention two very important points:

- Pedestrian crossing and traffic: Your proposal is to stay with the crossing on the same level as it is now. This seems to be a problem more than a solution. I just watched a young family with two small kids crossing the road and I can not imagine how will this work with the expected increased traffic.

- Long term vision: Your project is huge and will have a significant impact not only on our close-by community but on the Park City Old Town and Park City area in general. Is your vision in the alignment with the long-term town planning?

Thank you again for the opportunity to discuss this important project for all of us.

Warm regards

Ruska

On Tue, Mar 10, 2020 at 6:51 PM ruzica djerki <ruskadjerki@gmail.com> wrote:

Dear Baseareaproject team,

It was great meeting some of you yesterday. Having the opportunity to discuss this project with you in more details is highly appreciated.

Before I continue to my questions and suggestions, I would like to let you know where I am coming from. I have visited and lived in number of different ski resorts throughout US and Europe. Uniqueness of Park City with its history and inviting old town is the most charming and I am hoping it will keep that feel in the future. My hope is that further development of our resort continues to have that feeling of inviting village and not of densely packed condo units with primary goal to have the maximum number of overnights.

Below are some questions and suggestions that I have.

The general appeal of your proposal

- Area B is the big and high block structure in the middle of the resort with no "interaction" to the rest of the resort or the old town. Also, it doesn't look right to have 7 stories high building in the middle of the resort with lower buildings around it - It just sticks out.
- The old section of the resort with ticket boots and access to the main lifts will have no extended village or open space (plaza) that is interesting and inviting

General questions:

- Are the rules about building heights and allowed unit "density" the newest ones? Which are these?
- Is the green area between area D and golf course still open for discussion? Open view corridor is really nice but is this view that will be admired for a few seconds from the car really higher value for this project and our community than some other assets?
- What is officially required for affordable housing? How is that calculated?

- Is employee housing required to be on a walking distance from the workplace?
- Was an option to have employees housing further away considered? Having it further built will allow easy expansions and significantly lower traffic as these people can be provided with direct and frequent busses. As far as I have seen some other resorts do have such solutions.

Further questions / suggestions:

- Could a small section of lot B area be connected to the old resort making more open village-like space that nicely transitions to the old town?
- The lowest area of the resort, area D and the green one next to it, is a great spot for the parking garage because 1) higher number of levels will not stick out like in the middle of the resort and 2) traffic will automatically be less congested in the rest of the resort
- Which area is considered a better location: B (closer to the ticket offices and the main lifts, being in the "heart" of the resort) or C (better view but access to only baby lifts)? My choice is certainly area B, but I wonder how decisions are made when it comes to the location of hotels, condos, affordable housing, and employee housing. Any clarification for that?
- Could areas be rearranged? For example Most of condos and retail services around the plaza in area B; Affordable housing and free parking in area D (and maybe green area); employee housing further away
- Traffic: In the one-way- circular "solution" entering houses on Empire Ave will be possible with extreme hardship.

Is traffic analysis for number of vehicles and flow of traffic available for different options like:

- 1) existing traffic
- 2) your proposal (circular one way)
- 3) Two-way Empire Avenue and the rest of the circle one way
- 4) case if free parking lot spaces are located on the lower corner of the resort (area D and/or green area)
- 5) seasonal and year-round traffic

I would like to know how you plan to answer and address the things I mentioned here. Unfortunately, I will not be able to join you for the next F2F discussion, but I know that my neighbor Nancy will be there and hopefully, she can get the answers for us all, the closest community to the resort.

Please do not hesitate to contact me if any of my questions/suggestions are not clear.

Thank you very much for giving me the opportunity to ask these questions.

Looking forward to the productive discussion in the future.

Warm regards

Ruska

Alexandra Ananth

From: Teri Whitney <teri@snowflowerparkcity.com>
Sent: Tuesday, May 19, 2020 11:37 AM
To: Alexandra Ananth
Subject: PEG application for May 27th Council meeting

Alexandra,

I realize there may be many meetings with public hearing regarding this development in the future. Just to get some of the concerns on the table as the Council reviews it:

1. PEG – the development group has been extremely open and has communicated with adjacent homeowner's/associations over the past year or so. We've given quite a bit of input to them directly and so far it's been a very good relationship.
2. TRAFFIC flow seems to be the biggest concern. We are not 100% convinced the proposal as planned will work. More studies will be necessary to ensure there are little to no bottle neck areas. The Uber/Lyft drop off is a great idea however, we feel it's MUCH too small for the amount of cars it could potentially encounter. If you look at Deer Valley's drop off, there are nearly 4 long lanes and on a given holiday, they are ALL packed.
3. We have some significant concerns about the egress into Parcel E. Most feel that this parcel will need at least 2 entrance/exits as the current area will not be adequate for the amount of traffic it will have.
4. PEG has also proposed a "delivery" entrance in the same location. The owner's of Snow Flower are extremely concerned about noise, hours of traffic as well as the location. All feel it should be moved to the South or East side of the Parcel if possible.
5. As of this writing, the location of the much needed Helipad was not designated yet. All are interested to know where that will go.

Thank you in advance Alexandra, I am sure we'll be attending as many of the public hearings as possible.

Teri

Teri Whitney
General Manager

Snow Flower Homeowner's Association
PO Box 448|401 Silver King Dr
Park City, UT 84060

Phone: 435-649-6400
Email: teri@snowflowerparkcity.com

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677

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Planning Commission Staff Report

Subject: Kings Crown Workforce Housing
Application: PL-18-04014
Author: Rebecca Ward
Date: June 10, 2020
Type of Item: Condominium Plat Amendment



Application Withdrawn

The Applicant has withdrawn this Application. No Public Hearing is required.

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: 1064 Park Avenue Condominiums
Author: Laura Kuhrmeyer, Planner I
Project Number: PL-20-04499
Date: June 10, 2020
Type of Item: Administrative – Condominium Plat

Summary Recommendations

Staff recommends the Planning Commission review and hold a public hearing for the 1064 Park Avenue Condominiums. This item was on the [April 22, 2020 Planning Commission Agenda](#) and the Planning Commission discussed some concerns and directed Staff to add a Condition of Approval (see [April 22, 2020 minutes](#)). Staff has determined that the item can move forward to City Council without another Planning Commission review. A public hearing must be opened because the item was legally noticed for a public hearing, but no action is required.

Description

Applicant: SKIHOME LLC
Represented by – Alliance Engineering, Inc. – Marshall King
Location: SSH-A
Zoning District: Historic Residential Medium Density (HRM)
Adjacent Land Uses: Residential
Reason for Review: Condominium Plats require Planning Commission review and City Council review and action

Summary Recommendations

Staff recommends the Planning Commission review and hold a public hearing for the 1064 Park Avenue Condominiums. This item was on the [April 22, 2020 Planning Commission Agenda](#) and the Planning Commission discussed some concerns and directed Staff to add a Condition of Approval (see [April 22, 2020 minutes](#)). Staff has determined that the item can move forward to City Council without another Planning Commission review. A public hearing must be opened because the item was legally noticed for a public hearing, but no action is required.

Planning Commission Agenda Item Report

Meeting Date: June 10, 2020

Submitted by: Caitlyn Barhorst

Submitting Department: Planning

Item Type: Staff Report

Agenda Section:

Subject:

1162 Woodside Avenue - Plat Amendment - The Applicant Proposes to Combine Lot 17 and the North ½ of Lot 18 of Block 5 of Snyder's Addition Into One (1) Lot of Record. PL-20-04522. (A) Public Hearing (B) Possible Recommendation for City Council's Consideration on June 18, 2020.

Suggested Action:

Attachments:

[1162 Woodside Ave Plat Amendment Staff Report](#)

[Exhibit A: Draft Ordinance](#)

[Exhibit B: Existing Conditions Survey](#)

[Exhibit C: Proposed Plat](#)

Planning Commission Staff Report



Subject: 1162 Woodside Avenue Plat Amendment
Application: PL-20-04522
Author: Caitlyn Barhorst
Date: June 10, 2020
Type of Item: Administrative

Summary Recommendations

Staff recommends the Planning Commission review the Plat Amendment located at 1162 Woodside Avenue, hold a public hearing, and consider forwarding a positive recommendation to City Council on June 18, 2020 for the 1162 Woodside Avenue Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.

Description

Applicant: Tucker Perkins, represented by Andrew Foster of Park City Design Build
Location: 1162 Woodside 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

HDDR Historic District Design Review
HPB Historic Preservation Board
HSI Historic Sites Inventory
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 May 8, 2020, the Planning Department received a complete Plat Amendment application. The applicant is proposing to combine Lot 17 and the North ½ of Lot 18 of Block 5 of Snyder's Addition into one (1) Lot of Record.

Background

The property located at 1162 Woodside Avenue is designated as Landmark on the Park City Historic Sites Inventory (HSI) (see [Historic Site Form](#)). The subject property is located in the Historic Residential (HR-1) Zoning District.

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.

The applicant is proposing to combine Lot 17 and the North ½ of Lot 18 of Block 5 of Snyder's Addition into one (1) Lot of Record. The property located at 1162 Woodside Avenue is designated as Landmark on the Park City Historic Sites Inventory (HSI) (see [Historic Site Form](#)).

(I) Staff recommends the Commission approve the 1162 Woodside Plat Amendment because it complies 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 2,813 square feet.
Minimum Lot Width – 25 feet	Lot Width of 37.5 feet.
Lot Depth	75 feet
Maximum Building Footprint – 1,201 square feet	Any development will comply.
Minimum Front Setback – 10 feet	Any development will comply.
Minimum Rear Setback – 10 feet	Any development will comply.
Minimum Side Setback – 3 feet	Any development will comply.
Minimum Corner Lot Side Setback – 5 feet	Any development will comply.
Maximum Building Height – 27 feet	Any development will comply.

- a. Encroachment Analysis. The encroachment identified in red is the existing Historic Structure that encroaches into the 12th Street Right-of-Way. Condition of Approval (COA) #4 addresses this encroachment. The encroachment identified in yellow is the neighboring structure that encroaches onto 1162 Woodside Avenue; COA #5 addresses this encroachment.

Figure 1: Property survey with encroachments highlighted:



- b. The proposed Lot complies with the HR-1 Zoning District Requirements. The proposed plat amendment will resolve the existing legal non-compliance because the Historic Structure currently straddles the common lot line between Lot 17 and the northern ½ of Lot 18. Per [LMC § 15-2.2-4](#) Existing Historic Structures: *Historic Structures that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Complying Structures.*

(II) Staff recommends the Commission approve the 1162 Woodside Plat Amendment because it complies with [LMC § 15-7.1-6](#) Final Subdivision Plat.

(III) Staff recommends the Commission approve the 1162 Woodside 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 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 Woodside 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](#).

(

The Development Review Committee did not identify any concerns with the proposed Plat Amendment.

Staff recommends the Commission approve this project because the proposed Plat Amendment meets the LMC requirements as analyzed above.

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, and posted notice to the property on May 27, 2020. Staff mailed courtesy notice to property owners within 300 feet on May 27, 2020. The *Park Record* published notice May 27, 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 approve the 1162 Woodside Plat Amendment;
- The Planning Commission may deny the 1162 Woodside Plat Amendment; or
- The Planning Commission may request additional information and continue the discussion to June 24, 2020.

Exhibits

Exhibit A: Draft Ordinance

Exhibit B: Existing Conditions Survey

Exhibit C: Proposed Plat

Ordinance No. 2020-XX

AN ORDINANCE APPROVING THE 1162 WOODSIDE PLAT AMENDMENT LOCATED AT 1162 WOODSIDE AVENUE, PARK CITY, UTAH.

WHEREAS, the owner of the properties located at 1162 Woodside Avenue has petitioned the City Council for approval of the Subdivision Plat; and

WHEREAS, on May 27, 2020, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on May 27, 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 June 10, 2020 to receive input on the Subdivision Plat; and

WHEREAS, the Planning Commission, on June 10, 2020, forwarded a positive recommendation to the City Council; and,

WHEREAS, on June 18, 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 1162 Woodside Plat Amendment, located at 1162 Woodside Avenue.

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

SECTION 1. APPROVAL. The 1162 Woodside 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

Background:

1. On May 8, 2020, the Planning Department received a complete Plat Amendment application.
2. The applicant is proposing to combine Lot 17 and the North ½ of Lot 18 of Block 5 of Snyder's Addition into one (1) Lot of Record.
3. The property is located at 1162 Woodside Avenue.
4. The property is designated as Landmark on the Park City Historic Sites Inventory.

Zoning District:

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

Public Notice Requirements:

6. Staff published notice on the City's website and the Utah Public Notice website, and

posted notice to the property on May 27, 2020. Staff mailed courtesy notice to property owners within 300 feet on May 27, 2020. The *Park Record* published notice on May 27, 2020.

Lot and Site Requirements

7. 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 2,813 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 1,201 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. Any development will comply.
 - g. The Minimum Side Setback is 3 feet. Any development will comply.
 - h. The Minimum Corner Lot Side Setback is 5 feet. Any development will comply.
 - i. The Maximum Building Height is 27 feet. Any development will comply.
8. The proposed Lot complies with the HR-1 Zoning District Requirements. The proposed plat amendment will resolve the existing legal non-compliance because the Historic Structure currently straddles the common lot line between Lot 17 and the northern ½ of Lot 18. Per LMC § 15-2.2-4 Existing Historic Structures: *Historic Structures that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Complying Structures.*

Subdivision Requirements:

9. The proposal complies with LMC § 15-7.1-6.
10. The proposal complies with LMC § 15-7.3-1(A-E) Conformance to Applicable Rules and Regulations.
11. The proposal complies with LMC § 15-7.3-2(A-N) General Subdivision Requirements.
12. The proposal complies with LMC § 15-7.3-3(A-K) General Lot Design Requirements.
13. 15-7.3-4 (A-I) Road Requirements and Design. The proposal does not create any new Roads nor alter any existing Roads.
14. 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. 15-7.3-6 (A-B) Water Facilities. The proposal does not extend nor create a new water-supply system.
16. 15-7.3-7 (A-B) Sewer Facilities. The proposal does not create any new sanitary sewer facilities.
17. 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.
18. 15-7.3-9 (A-B) Utilities. Any future construction on this site proposed will connect into existing utilities in Woodside Avenue. The Development Review Committee reviewed the proposal and did not identify any utility connection issues.
19. 15-7.3-10 (A-B) Public Uses. Not required. The proposal does not consist of a Major

or Minor Subdivision.

20. The proposal complies with 15-7.3-11 (A) Preservation of Natural Features and Amenities
21. 15-7.3-12 (A-B) Nonresidential Subdivisions does not apply.
22. The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application.
23. Staff did not receive any public input at the time this report was published.

Conclusions of Law

1. The 1162 Woodside Plat Amendment complies with the Land Management Code requirements pursuant to LMC § 15-2.2-3 Historic Residential (HR-1) District.
2. The 1162 Woodside Plat Amendment complies with the Land Management Code requirements pursuant to LMC § 15-7.1-3(B) Plat Amendment.
3. The 1162 Woodside Plat Amendment complies with the Land Management Code requirements pursuant to LMC § 15-7.1-6 Final Subdivision Plat.
4. The 1162 Woodside Plat Amendment complies with the Land Management Code requirements pursuant to LMC § 15-7.3 Requirements for Improvements, Reservations, and Design.

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. The applicant shall record an encroachment agreement for the existing historic structure located within 12th street right-of-way.
5. The encroachment of the neighboring property at 1158 Woodside Avenue shall be resolved with an encroachment agreement between the two properties prior to recordation of this plat.
6. A ten foot (10') public snow storage easement on both 12th Street and Woodside Avenue shall be noted on the Plat.
7. The property is not located within the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore it is not regulated by the City for mine related impacts. However, if the property owner does encounter mine waste or mine waste impacted soils they must handle the material in accordance to State and Federal law.
8. 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 18th day of June, 2020.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

Date

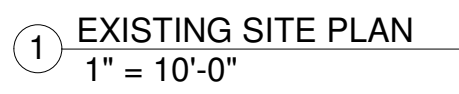
ATTEST:

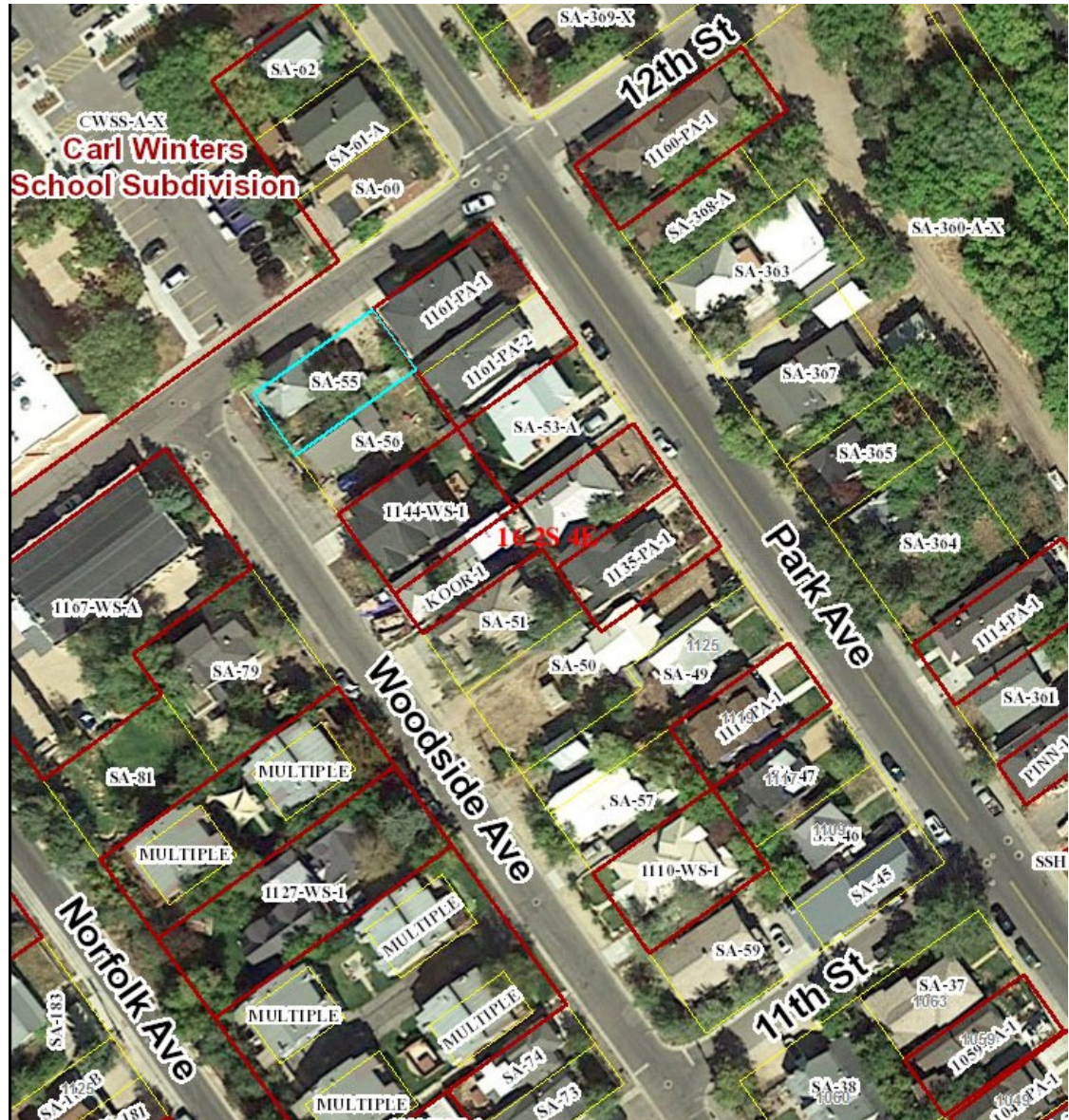
City Recorder

APPROVED AS TO FORM:

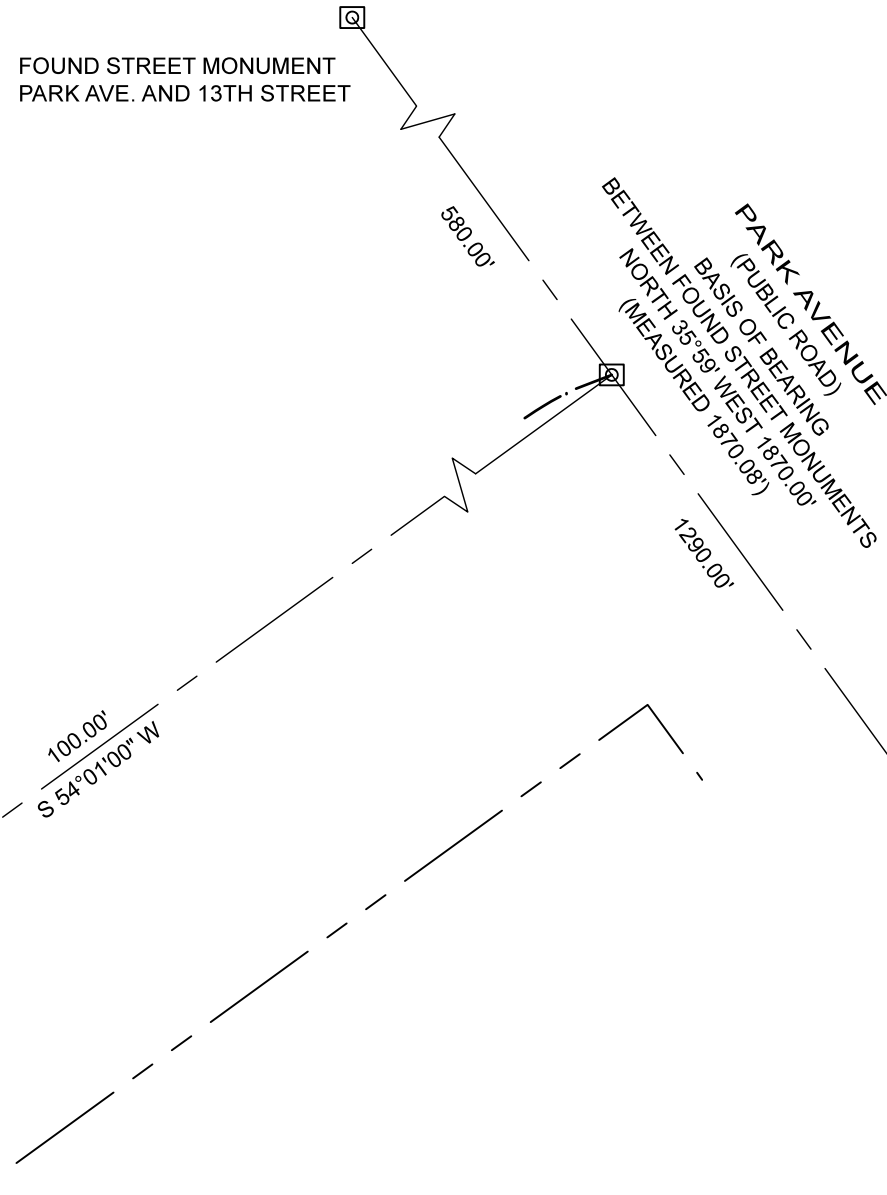
Mark Harrington, City Attorney

Attachment 1 – Proposed Plat and Existing Conditions Survey

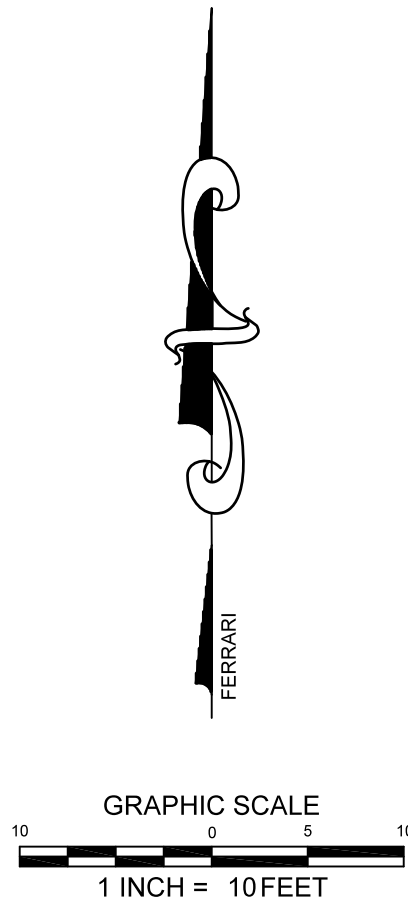




VICINITY AND ZONING MAP
NOT TO SCALE



1162 WOODSIDE PLAT AMENDMENT
AMENDMENT TO A PORTION OF BLOCK 5
SNYDERS ADDITION TO PARK CITY
LOCATED IN THE NORTHWEST QUARTER OF SECTION 6
TOWNSHIP 2S RANGE 4E
SALT LAKE BASE AND MERIDIAN



CONSENT TO RECORD

STATE OF _____
COUNTY OF _____

THE UNDERSIGNED LIEN HOLDER HEREBY CONSENTS TO THE RECORDATION OF THIS PLAT.

BY _____
AUTHORIZED OFFICIAL

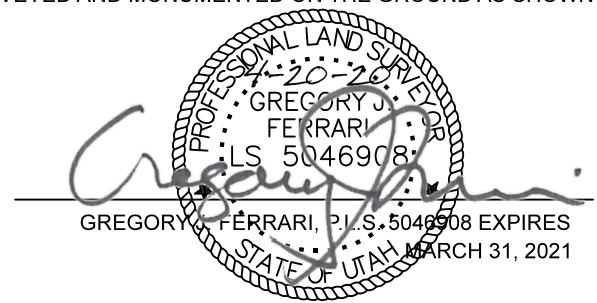
THE FOREGOING CONSENT TO RECORD WAS ACKNOWLEDGED BEFORE ME
THIS _____ DAY OF _____, 2020 BY: _____

MY COMMISSION EXPIRES _____ NOTARY PUBLIC

RESIDING IN _____

SURVEYOR'S STATEMENT

I GREGORY J. FERRARI, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NO. 5046908, AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DESCRIBED HEREON AND HAVE AMENDED SUBDIVISION PLAT, TOGETHER WITH EASEMENTS, HEREAFTER TO BE KNOWN AS 1162 WOODSIDE PLAT AMENDMENT AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND MONUMENTED ON THE GROUND AS SHOWN ON THIS PLAT.



LEGAL DESCRIPTION:

LOT 1:
LOT 17 AND THE NORTH 1/2 OF LOT 18, BLOCK 5, SNYDERS ADDITION TO PARK CITY SURVEY, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD AT THE SUMMIT COUNTY RECORDERS OFFICE.
MORE PARTICULARLY DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF LOT 17, BLOCK 5, SNYDERS ADDITION TO PARK CITY THENCE SOUTH 35°59'00" EAST 37.50 FEET; THENCE SOUTH 54°01'00" WEST 75.00 FEET; THENCE NORTH 35°59'00" WEST 37.50 FEET; THENCE NORTH 54°01'00" EAST 75.00 FEET TO THE POINT OF BEGINNING.

NOTES:

- MODIFIED 13-D SPRINKLERS WILL BE REQUIRED FOR NEW CONSTRUCTION AS REQUIRED BY THE CHIEF BUILDING OFFICIAL AT THE TIME OF REVIEW OF THE BUILDING PERMIT SUBMITTAL.
- THIS PLAT AMENDMENT IS SUBJECT TO THE CONDITIONS OF APPROVAL OF ORDINANCE 2020-_____.

LEGEND:

— — — — —	PROPERTY LINE	○ 5/8" REBAR & CAP LS3559005
— — — — —	ADJOINING PROPERTY LINE	● 5/8" REBAR & CAP LS5046908
— — — — —	CENTER LINE	
— — — — —	LOT LINE	
- - - - -	SNOW STORAGE EASEMENT	

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED ARE THE OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND AND HAVE CAUSED THIS PLAT AMENDMENT TO BE PREPARED TO BE HEREAFTER KNOWN AS THE 1162 WOODSIDE PLAT AMENDMENT
DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL ROADS AND OTHER AREAS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. THE UNDERSIGNED ALSO HEREBY CONVEY ANY OTHER EASEMENTS AS SHOWN ON THIS PLAT TO THE PARTIES INDICATED AND FOR THE PURPOSES SHOWN HEREON.
IN WITNESS WHEREOF THE UNDERSIGNED SET HIS HAND THIS _____ DAY OF _____, 2020.

AL PERKINS

DONNA PERKINS

TUCKER PERKINS

ACKNOWLEDGMENT

STATE OF _____)
COUNTY OF _____) SS
ON THIS _____ DAY OF _____, 2020, AL PERKINS
PERSONALLY APPEARED BEFORE ME, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE, AND WHO BE ME DULY SWORN/AFFIRMED, THAT HE/SHE ACKNOWLEDGED TO ME THAT HE/SHE EXECUTED THE 1162 WOODSIDE AVENUE PLAT AMENDMENT.
MY COMMISSION EXPIRES _____ NOTARY PUBLIC
RESIDING IN _____

ACKNOWLEDGMENT

STATE OF _____)
COUNTY OF _____) SS
ON THIS _____ DAY OF _____, 2020, DONNA PERKINS
PERSONALLY APPEARED BEFORE ME, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE, AND WHO BE ME DULY SWORN/AFFIRMED, THAT HE/SHE ACKNOWLEDGED TO ME THAT HE/SHE EXECUTED THE 1162 WOODSIDE AVENUE PLAT AMENDMENT.
MY COMMISSION EXPIRES _____ NOTARY PUBLIC
RESIDING IN _____

ACKNOWLEDGMENT

STATE OF _____)
COUNTY OF _____) SS
ON THIS _____ DAY OF _____, 2020, TUCKER PERKINS
PERSONALLY APPEARED BEFORE ME, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE, AND WHO BE ME DULY SWORN/AFFIRMED, THAT HE/SHE ACKNOWLEDGED TO ME THAT HE/SHE EXECUTED THE 1162 WOODSIDE AVENUE PLAT AMENDMENT.
MY COMMISSION EXPIRES _____ NOTARY PUBLIC
RESIDING IN _____

FERRARI SURVEYING, LLC

435. 640 . 0412

P.O.BOX 683001

PARK CITY, UT 84068

	PARK CITY MUNICIPAL CORPORATION PASSED THIS 30TH DAY OF JANUARY, 2020 A.D. BY _____ MAYOR, ANDY BEERMAN	PUBLIC SAFETY ANSWERING POINT APPROVAL APPROVED _____ THIS ____ DAY OF _____, 2020 A.D. BY _____ SUMMIT COUNTY GIS COORDINATOR	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS ____ DAY OF _____, 2020 A.D. BY _____ SNYDERVILLE BASIN RECLAMATION DISTRICT	PLANNING COMMISSION APPROVED BY THE LAND USE AUTHORITY THIS ____ DAY OF _____, 2020 A.D. BY _____ PARK CITY PLANNING COMMISSION	CITY ENGINEER 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 _____ CITY ATTORNEY, MARK HARRINGTON	CERTIFICATE OF ATTEST I CERTIFY THIS PLAT MAP WAS APPROVED BY THE LAND USE AUTHORITY THIS ____ DAY OF _____, 2020 A.D. BY _____ CITY RECORDER, MICHELLE KELLOGG	RECORDED STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____ ENTRY NO. _____ FEE _____ COUNTY RECORDER _____
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Planning Commission Staff Report



Application: PL-20-04486
Subject: Wildland Urban Interface (WUI) Municipal Code and Land Management Code (LMC) Amendments
Authors: Liz Jackson, Planner
Dave Thacker, Chief Building Official
Date: June 10, 2020
Type of Item: Legislative

Summary Recommendation

Staff requests that the Planning Commission review the proposed amendments to Municipal Code Sections 11-21-1, 11-21-2, 11-21-3; Section 14-1-5; and Land Management Code (Municipal Code Title 15) Sections 15-2.21-3, 15-5-1, 15-5-5(N), 15-6-6, 15-8-2, 15-15-1, and 15-15-2; open a public hearing, and consider forwarding a positive recommendation for City Council's consideration on July 9, 2020.

Description

Applicant: Park City Municipal Corporation
Location: Park City – Citywide
Proposal: Revisions to the Municipal Code including the adoption of the 2006 Utah Land Management Code (LMC) Amendments require Planning Commission review and City Council review and action, per LMC [§ 15-1-7](#).
Reason for Review:

Acronyms

CWPP	Community Wildfire Protection Plan
DNR	Department of Natural Resources
LMC	Land Management Code
PCFD	Park City Fire District
UWRAP	Utah Wildfire Risk Assessment Portal
WUI	Wildland Urban Interface

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

Executive Summary

The Building and Planning Departments propose revisions to the Municipal Code including the adoption of the 2006 Utah WUI Code, as amended; implementing WUI standards; and adding Firewise designations to the [§ 14-1-5](#) plant list; revisions to the Land Management Code defining Defensible Space and Firewise Landscapes/Landscaping; and implementing WUI standards for the Sensitive Lands Overlay, Annexations, and Master Planned Developments.

Background

Park City is a community considered to be a WUI, as defined by the 2006 WUI Code – currently adopted by the State of Utah. This not only attracts residents and visitors to a lush, mountainous landscape, but has the potential to be disastrous if a wildfire were to occur. Staff has been working to update the Municipal and Land Management Code to reflect best practices of other communities with regards to home-hardening and vegetation management. This is an effort to create a comprehensive program which will include education and regulatory guidance, to assist community members in understanding their role in preparing for and possibly preventing a potential wildfire. Park City has been fortunate in that there has not been a recent wildfire that has devastated our community. With each passing year, we witness other communities that are heavily impacted by wildfire and staff finds that it is a necessity to adopt WUI standards as soon as possible, in order to have a basis of resources, WUI development and maintenance standards, and a Firewise program that community members can reference in order to prepare their own properties should a wildfire occur. See Exhibit C for proposed Firewise program details. Park City's goal to become the "Best Resort Town in America" would be impossible should a wildfire spread through the

priceless Historic Districts and/or economically impactful ski resorts, but above all, Park City's resident and visitor safety needs to be prioritized in this process.

In 2016, City Council adopted [Ordinance 2016-31](#), adopting the 2006 Utah WUI Code. This was soon after repealed as it was deemed too restrictive by not allowing City staff to determine if WUI requirements were necessary on specific properties; staff needed more time to educate the community on WUI details; and the Ordinance did not address the Historic Districts unique buildings, layout, and vegetation. In that repeal, Council directed staff to present an amended WUI Ordinance. Staff has since been focusing on a new Ordinance, including attending training to better understand structure ignition potential.

Please also see City Emergency Manager Mike McComb's update to City Council on August 15, 2019, regarding the 2019 Wildfire Season, and the community outreach efforts taking place, as this report is in conjunction with that (report linked [here](#)). This report gives a comprehensive timeline of current City efforts regarding WUI, as related to the timeline in the Analysis section below. Said timeline describes specific events regarding WUI since 2016, relating to the Municipal and Land Management Codes. See two timelines within Analysis section for a past timeline of WUI Ordinances and milestones the City has been pursuing.

City staff has been, and will continue, working toward the items listed below, as directed by City Council within [Ordinance 2016-46](#).

- 1) Educating community members about WUI and how to better prepare their properties for a wildfire.
- 2) Draft Code Amendments that are better specified to Park City's unique built environment, specifically in the Historic Districts, and grant select City staff the authority to differ from the WUI Code if deemed appropriate.

Staff has worked with HOAs that have reached out to Park City Municipal Corporation and has found that in order to actually benefit community members Park City needs tangible Code in place. Community members are looking for answers to what can be done on their property, but without the standards adopted for WUI, staff can only offer guidance based on industry standards. Staff has determined that adopting Code to create standards, and putting in place an educational program moving forward, will be the most effective method for WUI and Park City.

It is the goal of staff to continue to work collaboratively with the PCFD Fire Marshal and Summit County Emergency Management Team to align Park City Municipal and Land Management Codes with the Summit County's WUI Code, while taking into consideration that there are differences between the City's and County's built environments. It is yet to be determined where in the Summit County Code their Ordinance will reside. Although Summit County has yet to adopt a WUI Code, staff finds it necessary to act now and implement WUI standards in order to allow community members to prepare for a possible fire. Staff will continue to keep up to date on Summit County's Code to maintain alignment with their regulations.

Analysis

Through staff's research of nationwide best practices and training from industry experts, it has been determined that a holistic approach to preparing for a potential catastrophic wildfire will be most successful if not only the City and County are aligned in implementation, but community members as well. The City's goal is to provide education and allowances within the Municipal and Land Management Codes, for community members to prepare their properties and neighborhoods for a potential wildfire.

Communities and entities that staff has researched include:
Boulder, Colorado
Orange County, California
California Department of Forestry and Fire Protection (Cal Fire)
Ashland, Oregon
Prescott, Arizona
Truckee, California
Sonoma County, California
Utah State University

Firewise USA

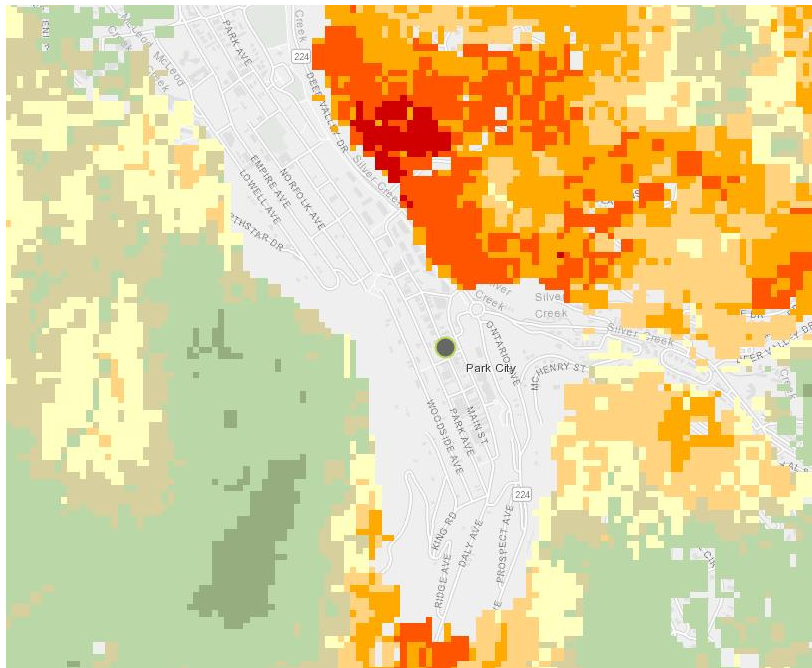
Staff discovered through the training received, that the concept of Home Hardening is key to lessening impacts of a wildfire. This will be defined through the Code Amendments as a Firewise technique that “Addresses the most vulnerable components of your house with techniques and materials that increase the resistance to heat, flames and embers that accompany most wildfires.” Although the City will act as a reference point and regulator for community members, the goal of the Firewise program and Code Amendments will be to enable property owners to layout and maintain their own property up to City standards to ensure their own safety, as well as the safety of their neighborhoods. This includes, but is not limited to, vegetation maintenance, building structures to abide by requirements of the proposed WUI standards, and maintaining a clean property clear of debris that may act as fuel for a fire.

Staff has determined that WUI standards are necessary, along with a Firewise informational program, to assist community members in preparing for a potential wildfire. See Exhibit C for potential City initiated milestones to be considered for inclusion within Park City’s Firewise program. See Exhibit B for a timeline of the history of the WUI Code, as well as a projected timeline. Staff finds that regulation, although necessary to maintain consistency throughout the community, will be complemented by inclusion of community members in our efforts. A Firewise program with educational materials and resources will not only help the community members to better understand the methods and importance of preparing properties for a wildfire, but lessen the need for City Code Enforcement resources and allow for consistent regulation from the City.

The need for the WUI Code amendments is paramount not only to City staff and industry professionals, but the community at large. As other communities have faced the repercussions of wildfire, Park City has the opportunity to act as a leader in a custom WUI Code and program, specific to the City’s needs. Park City has been fortunate to have not experienced a large-scale fire in the recent past, but it is possibility that one could occur any year. Leadership Park City is a group formed of community members interested in community leadership (see Leadership Park City webpage [here](#) for information about the group), and each year they choose a project to work on that can benefit the community. This past year, the choice was wildfire outreach to Park City locals. This group’s project work was not only timely, but an indication that this is of the utmost importance to Park City’s community members.

2016 Code vs. Proposed Amendments

[Ordinance 2016-31](#) adopted the 2006 Utah WUI Code in its entirety. The proposed Code Amendments have been drafted to fit Park City’s needs to determine circumstances where the 2006 Utah WUI Code may be inappropriate or inapplicable. This includes adopting the 2006 Utah WUI Code, as amended. The proposed amendments also give the Chief Building Official, Planning Director, and Fire Marshal (or a Fire Code Official) the option to determine if a Site can be deemed eligible for modification to, or may deviate from, WUI and house hardening requirements. This is predominantly intended for the Historic Districts of Park City, as WUI requirements and the Historic District Design Guidelines (see LMC [§ 15-13](#)) do not consistently align on structure and landscaping materials. Staff finds that not only does a balance between WUI safety and the integrity of the Historic Districts will need to be maintained, but that the Historic Districts have less of a threat of wildfire compared to other neighborhoods within Park City. For example, per the [Utah Department of Natural Resources \(DNR\) Wildfire Risk Assessment Portal \(UWRAP\)](#), the Historic Districts may be considered an Urban area and not classified as at risk for a wildfire. This is not to assume that a fire is not possible in the Historic Districts, but that it would be more of an urban structure-to-structure fire, as opposed to a wildfire. A wildfire could also have immense impacts on the Historic District, should a travelling ember from a fire land on a Structure in the Historic Districts. Staff would like to consider evaluating the Historic Districts’ Sites on a case-by-case basis to not only determine proximity to open space (i.e. Sites that may have wildfire risk potential due to being close to vegetated open space, as opposed to being surrounded by built structures), but also Site conditions and Structure materials. See image below of the UWRAP Map (linked above, image confirmed on June 1, 2020) zoomed in on the Historic Districts. The surrounding threat level in the Area surrounding the Historic Districts is “Very Very Low” (dark green) to “Extreme” (dark red). This indicates that although the risk in certain locations may be low, there is a great potential for a wildfire in close proximity, which could be disastrous for these Districts.



The allowances in the Code for City staff to determine if specific Sites may be deemed eligible for modification or deviation from WUI Code restrictions are intended to not only take into account that although Park City is a WUI area, not all properties may require the same regulations. This is also pertaining to Sites outside of the Historic Districts, as certain Subdivisions have past requirements that vegetation outside of platted Limits of Disturbance remain undisturbed. As properties become overgrown, they may present hazardous conditions to Structures. This is determined by numerous factors based on Site-specific conditions. This may include slope of the property, vegetation type, Structure materials, etc. The proposed additions in Municipal Code § 11-21-1(D) (See Exhibit A Attachment A) are to allow for the Fire Code Official and Planning Director to make Site-specific determinations, based on the factors laid out in the proposed amendments in §11-21-1 through 11-21-7, that allow for maintenance of vegetation outside of the platted Limits of Disturbance on private properties.

Proposed Amendments and Implementation

Municipal Code and LMC Section	Topic (as shown in topic list Below this table)
§ 11-21-1 The 2006 Utah Wildland-Urban Interface Code	Administration, Enforcement, Definitions, Home Hardening, Vegetation Management, Maintenance/Acceptance of Existing Plans, Inspections,
§ 11-21-2 Land Subject to Utah Wildland-Urban Interface Code	Administration
§ 11-21-3 Violations	Administration and Enforcement
§ 14-1-5 Regulations For Planting Trees and Landscaping in the City's Right-of-Way	Plant List
§ 15-2-21-3 Sensitive Lands Overlay Zone – Ordinance Provisions	Applicability to Sensitive Lands Overlay Zone
§ 15-5-1 Policy and Purpose	Landscaping Plans
§ 15-5-5(N) Landscaping	Landscaping Plans
§ 15-6-6 Required Findings and Conclusions of Law	Applicability to Master Planned Developments
§ 15-8-2 General Requirements	Applicability to Annexations
§ 15-15-1 Definitions	Definitions
§ 15-15-2 List of Defined Terms	Definitions

Proposed Municipal and Land Management Code Amendments information by topic:

Administration – Provide clarity between the Building Code and Fire Code, when WUI Code applies to Properties, when modifications and/or exceptions may be granted and by which City officials.

Enforcement – Proposed Municipal Code Sections § 11-21-1(C) and (E) provides authority to the Fire Code Official to determine circumstances that require modification or exemptions to the WUI Code. The WUI Code will be emphasized for any new Development Activity on properties within the Sensitive Lands Overlay, Annexation properties, and Master Planned Developments. Staff will emphasize education for property owners and community members (HOAs, individual property owners, etc.) that have existing, developed properties, as opposed to regulating these properties retroactively according to the new WUI Code. Code Enforcement will be complaint-based, at this time. It is possible that in the future a staff member or members dedicated to WUI Inspections will be proposed. Select examples of code enforcement and applicability to specific project are listed below.

- An existing Subdivision with a built Single Family Dwelling that has Plat restrictions limiting any development activity outside of a platted Limits of Disturbance boundary. In this instance, the Fire Marshal (or Fire Code Official) and Planning Director can grant the allowance for the homeowner to implement vegetation health management methods that are in accordance with the WUI standards outlined in Exhibit A. The property owner may work with the Fire Marshal and Planning Director to determine what is appropriate for said Site, based on location, Lot size, visual impact to the neighborhood, and similar criteria within the proposed WUI Code amendments.
- A Site located within one of the Historic Districts. Generally, Historic District Sites will be exempt from WUI requirements, as these Districts are not considered a WUI Area, but an urban Area.
- A new Subdivision applies to go through the Planning Process for a Subdivision Plat and/or those Sites apply for Building Permits (i.e. Development Activity). Depending on location, per the Fire Marshal's (or Fire Code Official) review and the UWRAP map stated in this report, the Subdivision (overall and per Site) will need to abide by WUI standards for any new Development Activity.

Definitions – Provide clarity and consistency between the Municipal and Land Management Codes, and industry standards. Staff is considering an update to the LMC WILDFIRE/WILDLAND INTERFACE ZONE definition, as it only pertains to Sensitive Areas Overlay Zone, but as that Zone is essentially the same as what is depicted on the WUI overlay Zone map, staff has found that definition change isn't a necessity at this time.

Home Hardening – Provide specific practices to reduce the threat of structure ignition during a fire brand or ember storm.

Vegetation Management – Include identification of ignition zones, and prescribed vegetation and fuel modification techniques to reduce the threat of wild fire.

Maintenance/Acceptance of Existing Plans – Depict who is responsible for maintaining a property's vegetation and Structures, and what aspects of the Structure need to be maintained.

Inspections – Staff is proposing to maintain the existing 2006 Utah WUI Code standard of conducting and inspection for all work for which a permit is required. In conjunction with our educational outreach efforts; an ongoing inspection program will be developed by stakeholders and staff which may include self-assessment conducted by HOA, property management companies, or homeowners.

Plant List – Update to the plant list that exists in Municipal Code Section 14-1-5 to be a reference for staff and community members as plant materials that may be used in a Firewise landscape plan. Utah State University has assisted staff in determining which plants are Firewise.

Landscaping Plans – The Land Management Code will now include reference to Firewise Landscapes/Landscaping, in reference to the standards in Municipal Code Chapter 11-21 standards. It

will now also emphasize that although maintaining Significant Vegetation is still a priority, as opposed to clear cutting a Lot of its Vegetation, the Planning Director and Fire Code Official may now make determinations in scenarios where maintaining Significant Vegetation and/or replacing Significant Vegetation isn't feasible due to potential wildfire hazards.

Applicability to Sensitive Land Overlay Zone, Master Planned Developments, Annexations – Put in place regulations for each of these types of developments, regarding WUI standards of Municipal Code Title 11-21 and connecting said standards to the Land Management Code.

See Exhibit A for proposed Code Amendments.

Staff also requests that the Planning Commission discuss CWPPs and if these plans should be submitted to the City by landowners over a certain acreage, as a requirement or simply as a part of the educational outreach program (i.e. a suggestion, but not a requirement). It has been brought to staff's attention that requiring 5-10 year WUI management plans for properties that cover large portions of Park City would be beneficial in the fact that maintaining these properties could likely have the biggest impact on whether Park City can effectively mitigate a wildfire or not. Summit County lists an example CWPP on their website, linked [here](#). At this time, staff would suggest the plans as a part of the educational outreach program (Exhibit C) only, but staff recognizes these plans may play a key role in fire mitigation for the community at large.

Process

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

Department Review

The Building, Engineering, Legal, Trails & Open Space, Sustainability, Public Works, Emergency Management, and Planning Departments have reviewed this report.

Notice

Notice was posted for this meeting on May 27, 2020, the Park Record published the notice on May 27, 2020, and Affected Entities were mailed notice on May 27, 2020, per requirements of LMC [§ 15-1-21](#).

Public Input

No public input was received by the time of this report.

Recommendation

Staff requests that the Planning Commission review the proposed amendments to Municipal Code Sections 11-21-1, 11-21-2, 11-21-3; Section 14-1-5; and Land Management Code (Municipal Code Title 15) Sections 15-2.21-3, 15-5-1, 15-5-5(N), 15-6-6, 15-8-2, 15-15-1, and 15-15-2; open a public hearing, and consider forwarding a positive recommendation for City Council's consideration on July 9, 2020.

Exhibits

Exhibit A – Draft Ordinance

Exhibit B – WUI Timeline

Exhibit C – Proposed Firewise Program Details

AN ORDINANCE AMENDING TITLES 11, 14 AND 15 OF THE MUNICIPAL CODE OF PARK CITY, UTAH, SPECIFICALLY SECTIONS 11-21-1, THE 2006 UTAH WILDLAND-URBAN INTERFACE CODE 11-21-2, LAND SUBJECT TO UTAH WILDLAND-URBAN INTERFACE CODE, 11-21-3 VIOLATIONS, 14-1-5 REGULATIONS FOR PLANTING TREES AND LANDSCAPING IN THE CITY'S RIGHT-OF-WAY, AND LAND MANAGEMENT CODE SECTIONS 15-2.21-3 SENSITIVE LAND OVERLAY ZONE, 15-5-1 ARCHITECTURAL REVIEW POLICY AND PURPOSE, 15-5-5 ARCHITECTURAL DESIGN GUIDELINES, 15-6-6 MASTER PLANNED DEVELOPMENT REQUIRED FINDINGS AND CONCLUSIONS OF LAW, 15-8-2 ANNEXATION GENERAL REQUIREMENTS, 15-15-1 DEFINITIONS, AND 15-15-2 LIST OF DEFINED TERMS

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

WHEREAS, Park City is considered to be within a Wildland-Urban Interface area; and

WHEREAS, the City is proposing Municipal and Land Management Code amendments to reduce wildfire risk within the City; and

WHEREAS, Municipal Code Chapter 11-21 is reserved for Wildland-Urban Interface regulations for Park City; and

WHEREAS, Municipal Code Title 14 implements standards of trees and landscaping within Park City; and

WHEREAS, the Land Management Code is codified as Title 15 of the Municipal Code and implements the goals, objectives, and policies of the Park City General Plan to maintain the quality of life and experiences for its residents and visitors and to preserve the community's unique character and values; and

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

WHEREAS, the proposed Municipal Code and Land Management Code amendments implement wildfire preparation standards, allow property owners to maintain the landscaping on their property to reflect said standards, and to maintain the aesthetic experience of Park City; and

WHEREAS, these Municipal Code and Land Management Code amendments were reviewed for consistency with the Park City General Plan; and

WHEREAS, the City Council finds that the proposed changes to the Municipal Code and Land Management Code are necessary to update existing Zoning regulations to align with industry Firewise standards;

WHEREAS, the City adopts the 2006 Wildland-Urban Interface Code, as amended in Attachment A; and

WHEREAS, the Planning Commission duly noticed and conducted a public hearing at the regularly scheduled meeting on June 10, 2020 and forwarded a _____ recommendation to City Council; and

WHEREAS, the City Council duly noticed and conducted a public hearing at the regularly scheduled meeting on July 9, 2020.

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

SECTION 1. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY- TITLE 11 – Municipal Code Section 11-21-1 The 2006 Utah Wildland-Urban Interface Code. The recitals above are incorporated herein as findings of fact. Section 11-21-1 of the Municipal Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 2. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY- TITLE 11 – Municipal Code Section 11-21-2 Land Subject to Utah Wildland-Urban Interface Code. The recitals above are incorporated herein as findings of fact. Section 11-21-2 of the Municipal Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 3. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY- TITLE 11 – Municipal Code Section 11-21-3 Violations. The recitals above are incorporated herein as findings of fact. Section 11-21-3 of the Municipal Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 4. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY- TITLE 14 – Municipal Code Section 14-1-5 Regulations For Planting Trees And Landscaping In The City's Right-of-Way. The recitals above are incorporated herein as findings of fact. Section 14-1-5 of the Municipal Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 5. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY - TITLE 15 – Land Management Code Chapter 15-2.21-3 Sensitive Lands Overlay Zone – Ordinance Provisions. The recitals above are incorporated herein as findings of fact. Chapter 15-2.21-3 of the Land Management Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 6. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY - TITLE 15 – Land Management Code Chapter 15-5-1 Architectural Review Policy and Purpose. The recitals above are incorporated herein as findings of fact. Chapter 15-5-1 of the Land Management Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 7. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY - TITLE 15 – Land Management Code Chapter 15-5-5 Architectural Design Guidelines.

The recitals above are incorporated herein as findings of fact. Chapter 15-5-5 of the Land Management Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 8. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY - TITLE 15 – Land Management Code Chapter 15-6-6 Master Planned Development Required Findings and Conclusions of Law. The recitals above are incorporated herein as findings of fact. Chapter 15-6-6 of the Land Management Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 9. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY - TITLE 15 – Land Management Code Chapter 15-8-2 Annexation General Requirements. The recitals above are incorporated herein as findings of fact. Chapter 15-8-2 of the Land Management Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 10. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY - TITLE 15 – Land Management Code Chapter 15-15-1 Definitions. The recitals above are incorporated herein as findings of fact. Chapter 15-15-1 of the Land Management Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 11. APPROVAL OF AMENDMENTS TO THE MUNICIPAL CODE OF PARK CITY - TITLE 15 – Land Management Code Chapter 15-15-2 List of Defined Terms. The recitals above are incorporated herein as findings of fact. Chapter 15-15-2 of the Land Management Code of Park City is hereby amended as redlined in Exhibit A.

SECTION 12. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED this ____ day of _____, 2020

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, Mayor

Attest:

City Recorder

Approved as to form:

Mark Harrington, City Attorney

Attachment A –

Amending the Municipal Code of Park City Chapter 11-21, *Utah Wildland-Urban Interface Code*; Section 14-1-5, *Regulations For Planting Trees And Landscaping In The City's Right-of-Way*; and Land Management Code Sections 15-2.21-3, *Sensitive Lands Overlay Zone*, 15-5-1, *Architectural Review Policy And Purpose*, 15-5-5(N), *Landscaping*, 15-6-6, *Master Planned Development Required Findings And Conclusions of Law*, 15-8-2, *Annexation General Requirements*, 15-15-1, *Definitions*, and 15-15-2, *List of Defined Terms*

Section 1. Municipal Code of Park City § 11-21-1 is amended to read:

11-21-1 The 2006 Utah Wildland-Urban Interface Code

The 2006 Utah Wildland-Urban Interface Code, as adopted by the State of Utah and published by the International Code Council is hereby adopted along with its Appendix A and Appendix B with the following amendments:

A. Section 101.1.1 is added and shall read as follows:

101.1.1 Applies to remodels over \$50,000, and all New Construction and Additions.

B. Section 101.2.1 is added and shall read as follows:

101.2.1 Purpose. The purpose of this Chapter is to supplement current building and fire codes to assist in providing requirements to reduce the risk of losing a structure in a wildfire due to exposure to firebrands, ground or surface fires, crown fires and other associated hazards.

C. Section 101.4 Exceptions shall be added and should read as follows:

Exceptions.

1. Any building, structure, landscape, streetscape or site may be exempted from this Chapter if, a structure is listed on or officially

determined eligible for the Register of Historic Places or is located within a Historic District and it is determined by the Planning Director, and approved by the Fire Code Official, that the exemption of said structure/property or resource will not create an additional fire hazard in the immediate vicinity of the structure/property or resource.

2. For existing subdivisions with restrictions outside the Limits of Disturbance and existing vegetation areas, the Planning Director and Fire Code Official shall have the authority to define and grant vegetation management with these areas.

D. Section 101.4.1 is added and shall read as follows:

101.4.1 Applicability. This Chapter shall apply to all new and existing structures within the boundaries of Park City Municipal. Exceptions to this Chapter may be granted by the Fire Code Official on a case by case basis.

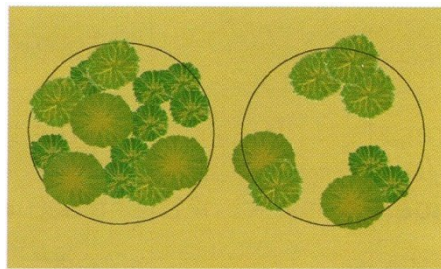
E. Section 103.1 shall be modified and shall read as follows:

103.1 Practical Difficulties. Where there are practical difficulties involved in carrying out the provision of this Chapter, the Fire Code Official is authorized to grant modifications for individual cases upon application in writing by the owner or an owner's authorized agent. The Fire Code Official shall first find that a unique circumstance makes enforcement of this Chapter technically infeasible, the vegetation or home-hardening modification is in conformance with the intent and purpose of this Chapter, and the modification does not reduce fire protection requirements to any

degree of structural integrity. The details of any action granting modifications shall be recorded by the Park City Municipal Community Development Department.

F. Section 202, the following definitions are added:

CLUMPING OR CLUSTERING. The process of creating islands or grouping of trees or brush within open-space. Clumping or clustering can reduce fire spread and improve vegetation health.



Clumping

DEFENSIBLE SPACE. An area either natural or man-made, where material capable of allowing a fire to spread unchecked has been treated, cleared, or modified to slow the rate and intensity of an advancing wildfire and to create an area for fire suppression operations to occur.

FUEL MODIFICATION. A method of modifying fuel load by reducing the amount of non-fire resistive vegetation or alternating the type of vegetation to reduce the fuel load. To be considered a fuel modification for purposes of this Chapter, continuous maintenance of the clearance is required.

HISTORIC DISTRICT. Park City's Historic Districts are often referred to collectively as "Old Town" or "The Historic District" because they are associated with the earliest development of the City and retain the

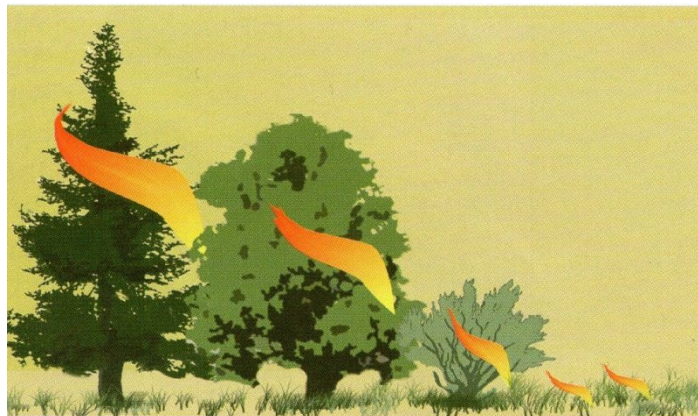
greatest concentration of Park City's historic resources. The Historic District has been legally established within the Land Management Code.

See 15-2.1 through 15-2.6 of the Land Management Code.

HOME HARDENING. Addresses the most vulnerable components of a Dwelling Unit with techniques and materials that increase the resistance to heat, flames and embers that accompany most wildfires.

HOME IGNITION ZONE (HIZ). Includes the structure and the space immediately surrounding the structure. The zone includes the Immediate Zone: zero (0) to five (5) feet around the house; Intermediate Zone five (5) to thirty (30) feet; and the Extended Zone: thirty (30) to one hundred (100) feet.

LADDER FUELS. Alive or dead vegetation that allows a fire to climb up from the landscape floor into the tree canopy. These include tall grasses, shrubs and tree branches.



Ladder fuels

LIMITS OF DISTURBANCE (LOD). A boundary within which construction, material storage, grading, landscaping and related activities shall occur.

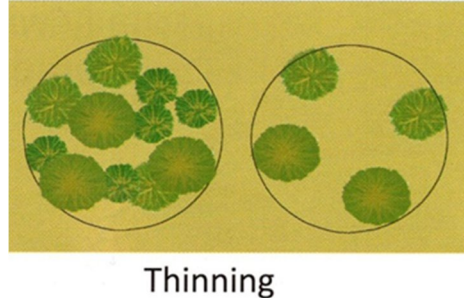
Note: Within Limits of Disturbance that include the Immediate and Intermediate Zones, whichever is greater, Wildland Fuel Mitigation may be implemented. Permits may be required for Landscaping and Grading in accordance with existing Building and Planning Department Codes and Policies. Outside the Limits of Disturbance Wildland Fuel Mitigation may be implemented as "Maintenance". Maintenance of vegetation may be allowed within the Intermediate Zone up to 30 horizontal feet measured perpendicular to the structure. Maintenance is defined as removing limbs from trees and shrubs up to 6 feet in height, but not destruction of the tree or bush. Maintenance includes trimming grass to a height not more than 4 inches. Within the Extended Zone Wildland Fuel Mitigation shall be in accordance to Section 603.5.2.3.

LOT LINES. A line of record bounding a lot that divides one lot from another lot or from public right-of-way or Private Street or any other public space. Any ignition zone will end at an existing lot line.

MAINTENANCE. Removing limbs from trees and shrubs up to 6 feet in height, but not destruction of the tree or bush. Maintenance includes trimming grass to a height not more than 4 inches.

RESERVE OPEN SPACE. Maintenance, as described above, shall be allowed in this area.

THINNING. The process of removing selected trees and leaving others. This separation reduces the probability of fire spreading laterally from one tree to another.



G. Sections 505 and 506 of the 2006 Utah Wildland-Urban Interface Code are deleted;

H. Section 603.4 is added and should read as follows:

603.4 Home Hardening.

603.4.1 Purpose. The purpose of home hardening is to prevent a fire from ember storms during a wildland fire or other fire emergency.

603.4.2 Applicability. Items one (1) through four (4), in section C, are required for all structures. Items five (5) through nine (9), of the same section, are required for new buildings and remodels.

603.4.3 Requirements

1. Roofs shall be kept free of pine needles, leaf litter, and all other debris.

2. Rain Gutters shall be kept clear and clean of all debris.

3. Areas under decks or roof overhangs shall not be used for storage of any combustible materials.

- 141 4. Areas under decks shall be kept clean of all dead or dry
142 vegetation, and debris.
- 143 5. Vents shall be covered by metal screens with no larger than 1/8
144 inch mesh.
- 145 6. Eaves shall be boxed and / or made from non-combustible
146 materials.
- 147 7. Fence components within the Immediate Ignition Zone must be
148 made of non-combustible materials and / or the structure must be
149 non-combustible at the connection point.
- 150 8. Windows shall be made of double or triple pane or tempered
151 glass.
- 152 9. Roofs shall be covered with a Class A roof covering.
- 153 10. Wood shingle or wood shake roofing materials are prohibited.
- 154 I. Section 603.5, is added and shall read as follows:
- 155 603.5 Home Ignition Zone.
- 156 603.5.1 Purpose. All structures must meet the following wildfire
157 preparation requirements in regards to vegetation:
- 158 603.5.2 Ignition Zones. Areas around the structure shall be
159 classified as Immediate (0-5 feet from the structure), Intermediate
160 (5 to 30 feet from the structure), and Extended (30 to 100* feet from
161 the structure).
- 162 603.5.2.1 Immediate Ignition Zone. The Immediate Ignition
163 Zone shall extend from zero (0) to five (5) feet from the

structure, any overhang, or deck attached to the structure and shall meet the following requirements:

1. All dead and dying vegetation must be removed from within five (5) feet of the structure.
2. All vegetation must be on the approved list (Refer to Municipal Code Section 14-1-5).
3. All trees must be trimmed so as to be no closer than 10 feet from an active wood burning chimney. Distance from natural gas direct vent shall follow manufacture recommendations.

603.5.2.2 Intermediate Ignition Zone. The Intermediate Ignition Zone shall extend from the edge of the Immediate Ignition Zone to a distance not to exceed 30 feet, which may include an area outside the established LOD and shall meet the following requirements:

1. All vegetation in this zone must be on the approved list. See Municipal Code Section 14-1-5 (Also see 2006 Utah Wildland Urban Interface Code Appendix B).
2. All dead and dying vegetation shall be removed.
3. Grasses must be kept to a maximum of 4 inches in height above the ground.

185 4. Vegetation under trees shall be removed so as to
186 preclude the laddering effect of a ground fire from spreading
187 into the tree crown.

188 5. Trees taller than 10 feet and less than 15 feet must have
189 all branches removed from within four (4) feet of the ground
190 as measured from the highest point of the ground below the
191 canopy of the tree.

192 6. Trees greater than 15 feet must have all branches
193 removed from within six (6) feet of the ground as measured
194 from the highest point of the ground below the canopy of the
195 tree.

196 7. Trees and shrubs must be clustered with the canopies of
197 the clusters being no closer than 18 feet to the next closest
198 cluster

199 8. No single tree cluster shall exceed five (5) trees or cover
200 more than 15% of the Intermediate Ignition Zone, whichever
201 is lesser.

202 Exception: Structures meeting all of the requirements
203 labeled in sub-section C items 1 through 4 and at least 3 of
204 the items labeled 5 through 9 listed in Section 603.4.3 are
205 not required to meet items 5 though 8 above.

206 Notwithstanding any exception, all landscaping in the

Intermediate Ignition Zone must be such that a ground fire is not likely to spread into the tree canopy.

603.5.2.3 Extended Ignition Zone. The Extended Ignition Zone shall extend from the edge of the Intermediate Ignition Zone to a distance not to exceed 100 feet, which may include an area outside of the established LOD, and shall meet the following requirements:

1. All dead and dying vegetation must be removed.
2. Small conifers growing between trees may be removed in the context of clumping, clustering, and thinning, in accordance with Section 603.4.
3. Trees greater than 15 feet tall must have all branches removed from within 6 feet of the ground as measured from the highest point of the ground below the canopy of the tree.
4. Trees and shrubs must be clustered with the canopies of the clusters being no closer than 12 feet to the next closest cluster
5. No single tree cluster shall exceed 5 trees or cover more than 25% of the Intermediate Ignition Zone, whichever is lesser.
6. Exception Structures meeting all of the items listed in Section 603.4 are not required to meet items 3 through 5 above. Notwithstanding any exception, all landscaping in

230 the Extended Ignition Zone must be such that a ground fire
231 is not likely to spread into the tree canopy.

232 603.5.2.4. Slopes. All required distances may be increased up
233 to 100% based on the slope and topography of the property.
234 Determination of required distances shall be made by the Fire
235 Code Official.

236 J. Section 604 is modified and shall read as follows: Maintenance/acceptance of
237 existing plans.

238 604.1 Provisions. Intent is to modify the fuel load in areas adjacent to
239 structures to reduce the threat of wildfires.

240 604.2 Fuel modification. Fuel modification distances shall not be less than
241 30 feet or to the lot line whichever is less. These measurements shall be
242 measured from the horizontal plane from the perimeter or projection of the
243 structure. The allowed distance may be increased by the Fire Code
244 Official because of the site-specific analysis based upon local conditions.

245 604.3 Responsible party. Persons owning, leasing, controlling, operating
246 or maintaining buildings or structures requiring vegetation management
247 are responsible for maintaining, modifying or removing non-fire resistive
248 vegetation on the property.

249 604.4 Maintenance. Non-fire resistive vegetation or growth shall be kept
250 clear of building or structures, May include Clumping, Clustering, pruning,
251 and thinning, in accordance with Section 603.4.

- 252 1. Tree crowns extending to within 10 feet of any structure shall be
253 pruned to maintain a minimum horizontal clearance of 10 feet.
254 Tree crowns within the ignition zone shall be pruned to remove
255 limbs located less than 6 feet about the ground surface adjacent to
256 the trees.
- 257 2. Chimney Clearance Portions of tree crowns that extend to within
258 10 feet of the outlet of a chimney shall be pruned to maintain a
259 minimum horizontal clearance of 10 feet.
- 260 3. Deadwood and litter shall be regularly removed from trees.

261 Section 2. Municipal Code of Park City § 11-21-2 is amended to read:

262 **11-21-2 Land Subject to Utah Wildland-Urban Interface Code**

263 All the lands within the city limits of Park City designated by the Utah Division of
264 Forestry, Fire and State Lands as Wildland-Urban Interface.

265 Section 3. Municipal Code of Park City § 11-21-3 is amended to read:

266 **11-21-3 Violations**

267 Violations of this Chapter shall be enforced pursuant to Land Management Code
268 Chapter 15-14.

269 Section 4. Municipal Code of Park City § 14-1-5 is amended to read:

270 **14-1-5 Regulations For Planting Trees and Landscaping in the City's Right-of-Way**

271 [...]

<u>Coniferous Trees</u>	<u>Deciduous Trees</u>
Austrian Pine	Amur Maple*
Blue Spruce	Autumn Blaze Maple

Bosnian Red Cone Pine	Bigtooth Maple*
Bristlecone Pine	Bolleana Poplar
Douglasfir	Burr Oak*
Engelmann Spruce	Canada Red Chokecherry*
Limber Pine	Columnar Swedish Aspen*
Norway Spruce	Common Hackberry*
Pinyon Pine	Common Pear Tree
Ponderosa Pine	Crabapple*
Rocky Mountain Juniper	Downy Serviceberry*
Scotch Pine	Emerald Queen Norway Maple
Single-needled Pine	Gambel Oak; Scrub Oak
Sub Alpine Fir	Japanese Tree Lilac*
Utah Juniper	Juneberry
Vanderwolf Pine	Kentucky Coffeetree*
Western White Pine	Lacebark Elm
White Fir	Lindon Trees*
	Manchurian Ash
	Marshall Seedless Ash
	May Day Tree*
	Narrowleaf Cottonwood*
	Patmore Green Ash
	Quaking Aspen*
	Rocky Mountain Maple*

	Saskatoon Serviceberry or Juneberry* Sensation Boxelder* Sycamore Maple* Tatarian Maple* Thornless Hawthorn* Turkish Filbert* Western Catalpa*
<u>Shrubs</u>	
Adam's Needle* Alpine Current* Antelope Bitterbrush* Apache Plume Ash Leaf False Spirea* Austrian Copper Rose Beauty Bush* Big Basin Sage Bigelow's Sage Black Chokeberry* Black Sage Blue Mist Spirea* Boulder Thimbleberry* Bridal Wreath Spirea*	Leatherleaf Viburnum* Lewis' Mockorange* Littleleaf Mockorange* Meideland Rose Mentor Barberry, Red Leaf Barberry, Rose Glow Barberry* Mountain Lover* Mountain Mahogany* Mountain Snowberry* New Mexico Locust* Ninebark* Oakbrush Sumac, Skunkbrush Oregon Grape* Peking Cotoneaster* Purple Sand Cherry*

Bumald Spirea*	Pygmy Pea Shrub*
Butterfly Bush	Red Chokeberry*
Chenault Coralberry*	Redleaf Rose
Chokecherry*	Rock Spray Spiraea*
Cliff Jamesia*	Rose Daphne
Cliff Rose*	Rubber Rabbitbrush
Clove Currant*	Rugosa Rose
Common Lilac (many cultivars) *	Sand Sage
Common Snowberry*	Saskatoon Serviceberry*
Compact Oregon Grape*	Sea Buckthorn*
Cranberry Cotoneaster*	Shrubby Cinquefoil*
Crimson Pygmy Barberry*	Siberian Pea Shrub*
Curl-leaf Mountain Mahogany*	Silver Buffaloberry*
Dense Yew*	Silver Sage*
Diabolo Ninebark*	Smoke Tree
Dwarf Korean Lilac*	Smooth Sumac
Dwarf Mountain Mahogany*	Spreading Cotoneaster*
Dwarf Mugo Pine	Squaw Currant
Dwarf Smooth Sumac	Staghorn Sumac
Dwarf Winged Euonymous*	Tallhedge Buckthorn*
Elderberry*	Thinleaf Alder*
Fernbush	Utah Serviceberry*
Flowering Almond*	Wayfaring Tree*

Forsythia*	Western Sand Cherry*
Fringed Sage	Winged Euonymous*
Golden Currant	Winterfat
Greenleaf Manzanita*	Wolfberry
Harison's Yellow Rose	Woods Rose*
Harriman's Yucca*	
Honeysuckle Species*	
Indian Currant Coralberry*	
<u>Perennials</u>	
Barrenwort	Orange Coneflower*
Bearded Iris; German Iris*	Oriental Poppy
Bergenia, Saxifrage*	Ozark Coneflower*
Black Eyed Susan*	Pale Evening Primrose*
Blanket Flower*	Palmer Penstemon*
Bloody Cranesbill*	Partridge Feather
Blue Flax; Lewis' Flax*	Pasque Flower*
Blue Mint Bush	Pearly Everlasting
Bluebells-of-Scotland	Persian Rockcress
Bronze Evening Primrose*	Pine-leaf Penstemon*
Butterfly Milkweed*	Pine-leafed Garden Pink
Candytuft*	Plume-flowered Salvia*
Catmint	Poppy Mallow; Prairie Winecup*
Chocolate flower*	Prairie Coneflower, Mexican Hat*

Common Thrift	Prairie Purple Coneflower*
Coral Bells*	Prairie Skullcap
Creeping Germander	Pussytoes
Creeping Phlox*	Pussytoes; Pink Pussytoes; Rosy
Dalmatian Bellflower	Red Hot Poker*
Daylily*	Rock Soapwort
Desert Four O'Clock	Rockrose
Desert Penstemon*	Rocky Mountain Columbine*
Dotted Gayfeather	Rocky Mountain Penstemon*
Eaton's Beardtongue	Rose Campion
Endress Cranesbill*	Russian Sage
English Lavender (many cultivars available including Munstead, Hidcote, Nana, and Jean Davis)	Sand Penstemon*
False Indigo	Scarlet Bugler
Fernleaf Yarrow	Serbian Yarrow
French Lavender	Showy Goldeneye
Garden Pinks	Showy Milkweed
Garden Salvia	Showy Stonecrop*
Gaura, Whirling Butterflies	Shrubby Sandwort
Gayfeather	Siberian Iris*
Germander Sage	Siskiyou Pink Mexican Primrose*
Globemallow*	Sticky Geranium*

Golden Columbine*	Sulfur Flower
Greek Yarrow	Sweet Iris*
Green Santolina*	Texas Mist Flower
Hens And Chicks*	Threadleaf Coreopsis
Hollyhocks	Tufted Beardtongue
Hummingbird Flower	Tufted Evening Primrose
Hummingbird Trumpet	Utah Lady finger; Utah Milkvetch
Keys Of Heaven, Jupiter's Beard, Red*	Valerian*
Kitchen Sage	Wall Germander
Lady's Mantle*	Wasatch Beardtongue
Lavender Cotton	Western Columbine*
Leadplant*	Western Coneflower*
Leather Leaf Powder Puff	Whipple's Penstemon*
Licorice Hyssop*	Wild Hyssop
Lilyleaf Ladybells	Wormwood
Mat Penstemon*	Yarrow
Missouri Evening Primrose*	Yellow Corydalis
Mount Atlas Daisy*	Yellow Stork's bill
Mountain Gold Alyssum	
<u>Annuals</u>	
Ageratum; Flossflower	Garden Zinnia Geranium
Annual Chrysanthemums; Marguerites	Globe Amaranth

Annual Coreopsis*	Gloriosa Daisy*
Bachelor's Buttons*	Icelandic Poppy*
Bells-of-Ireland	Klondike Cosmos
Blue Marguerite	Larkspur; Annual Delphinium*
Calendula; Pot Marigold	Lobelia*
California Poppy*	Love-in-a-mist
Canterbury Bells	Love-lies-bleeding
Carnation; China Pinks	Marigolds*
China Aster	Nasturtium*
Cleome; Spiderflower	Painted Tongue; Velvet flower
Coleus*	Pansy; Viola*
Cosmos*	Salvia; Flowering Sage*
Creeping Zinnia*	Snapdragon*
Dusty Miller*	Statice
Flanders Poppy*	Strawflower
Flowering Kale and Cabbage*	Sunflower
Flowering Tobacco	Sweet Alyssum*
Forget-me-not*	Sweet Pea*
Garden Petunia*	Sweet William*
Garden Verbena*	
<u>Turfgrasses and Ornamental Grasses</u>	
Alkali Sacaton	Maidenhair Grass
Arizona Fescue	Mountain Muhly

Blue Avena Grass; Blue Oat Grass	Muhly Grass
Blue Fescue	Muttongrass
Blue Grama*	Needlegrass
Deergrass	Overdam Reedgrass
Feather Reed Grass	Pine Dropseed; Hairy Dropseed
Foerster Reedgrass	Prairie Junegrass
Fountain Grass	Sideoats Grama*
Galleta Grass; Curly Grass;	Spike Dropseed
James' Grass	Spike Muhly
Great Basin Rye*	Switch Grass
Indian Rice Grass*	Tall Wheatgrass
Indiangrass	
Little Bluestem*	
<u>Groundcovers</u>	
Ajuga, Bugleweed	Lily-Of-The-Valley*
Autumn Amber Sumac	Mount Atlas Daisy
Blue Woolly Speedwell	Mountain Gold Alyssum*
Chenault Coralberry	Purple-leaf Winter Creeper
Clematis*	Pussy Toes; Pink Pussy Toes
Common Juniper	Rockspray Cotoneaster*
Creeping Juniper	Snow In Summer*
Creeping Oregon Grape*	Stonecrop*
Creeping Thyme	Sweet Woodruff*

Dead Nettle	Thyme-leaf Speedwell
Gray Creeping Germander	Trumpet Vine
Gro-low Sumac	Turkish Speedwell
Halls Honeysuckle	Virginia Creeper, Boston Ivy
Japanese Honeysuckle*	Wild Strawberry
Kinnikinnick	Woolly Thyme
Lamb's Ear	

*Classified as Firewise plants. All plant locations, quantities, and maintenance must abide with Chapter 11-21, Utah Wildland-Urban Interface Code.

Section 5. Land Management Code § 15-2.21-3 is amended to read:

15-2.21-3 Sensitive Lands Overlay Zone - Ordinance Provisions

A. **SENSITIVE LANDS ANALYSIS**. Any Applicant for Development must produce a Sensitive Lands Analysis performed by a Qualified Professional(s) that identifies and delineates all the following features and conditions:

1. **SLOPE/TOPOGRAPHIC MAP**. A Slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must highlight Areas of high geologic hazard, Areas subject to land sliding, and all significant Steep Slopes in the following categories:

- a. Greater than fifteen percent (15%), but less than or equal to thirty percent (30%);
- b. Greater than thirty percent (30%) but less than or equal to forty percent (40%); and

- 288 c. Very Steep Slopes, greater than forty percent (40%).
- 289 2. **RIDGE LINE AREAS.** A map depicting all Crests of Hills and Ridge Line
- 290 Areas.
- 291 3. **VEGETATIVE COVER.** A detailed map of vegetative cover, depicting the
- 292 following:
- 293 a. Deciduous trees;
- 294 b. Coniferous trees;
- 295 c. Gamble oak or high shrub; and
- 296 d. Sage, grassland, and agricultural crops.
- 297 The Planning Department may require a more detailed tree/ vegetation
- 298 survey if the Site has unusual or Significant Vegetation, stands of trees, or
- 299 woodlands.
- 300 4. **DESIGNATED ENTRY CORRIDORS AND VANTAGE POINTS.**
- 301 Designated entry corridors and Vantage Points present within or adjacent
- 302 to the Site, including Utah Highway 248 east of Wyatt Earp Way and Utah
- 303 Highway 224 north of Holiday Ranch Loop Road and Payday Drive as
- 304 identified by Staff.
- 305 Typical Vantage Points are:
- 306 a. Osguthorpe/McPolin Barn
- 307 b. Treasure Mountain Middle School
- 308 c. Intersection of Main Street and Heber Avenue
- 309 d. Park City Ski Area Base
- 310 e. Snow Park Lodge

- f. Park City Golf Course Clubhouse
 - g. Park Meadows Golf Course Clubhouse
 - h. Utah Highway 248 at the turn-out one quarter mile west from U.S.
Highway 40
 - i. Highway 224, 2 miles south of the intersection with Kilby Road
5. **WETLANDS.** A map delineating all Wetlands established by using the 1987 *Federal Manual for Identifying and Delineating Jurisdictional Wetlands*, as amended. (See Section 15-2.21-6).
6. **STREAM CORRIDORS, CANALS, AND IRRIGATION DITCHES.** A map delineating all stream corridors, canals, and irrigation ditches, defined by the Ordinary High-Water Mark.
7. **WILDLIFE HABITAT AREAS.** A map depicting all wildlife habitat Areas, as defined by a Wildlife Habitat Report shall be provided by the applicant. The Wildlife Habitat Report shall be prepared by a professional, qualified in the Areas of ecology, wildlife biology, or other relevant disciplines and describe the following:
- a. The ecological and wildlife Use characterization of the Property explaining the species of wildlife using the Areas, the times or seasons the Area is used by those species, and the value, e.g. meaning feeding, watering, cover, nesting, roosting, or perching, that the Area provides for such wildlife species;
 - b. The existence of critical wildlife movement corridors;

- c. The existence of special habitat features, including Key nesting Sites, feeding Areas, calving or production Areas, Use Areas for migrant song birds and grassland birds, fox and coyote dens, deer and elk winter concentration Areas as identified by the Utah Division of Wildlife, and Areas of high terrestrial or aquatic insect diversity.
- d. Areas inhabited by or frequently utilized by any species identified by state or Federal agencies as Threatened or Endangered.
- e. The general ecological functions provided by the Site and its features;
- f. Potential impacts on these existing wildlife species that would result from the proposed movement.

B. **ADDITIONAL INFORMATION AND STUDY REQUIREMENTS**. The Planning Department may require the Applicant to submit the following information, as applicable:

1. **VISUAL ASSESSMENT**. A visual assessment of the Property from Vantage Points designated by the Planning Department, depicting conditions before and after the proposed Development, including the proposed location, size, design, landscaping, and other visual features of the project.
2. **SOIL INVESTIGATION REPORT**. A soil investigation report, including but not limited to shrink-swell potential water table elevation, general soil classification and suitability for Development, erosion potential, hazardous

material analysis, and potential frost action. The soils report shall indicate whether the property is 1) within the Prospector Soils Ordinance area and 2) within a Point Source water protection zone.

3. **GEOTECHNICAL REPORT.** A geotechnical report which must include the location of major geographic and geologic features, the depth of bedrock, structural features, folds, fractures, etc., and potential land slide and other high-hazard Areas such as mine shafts and avalanche paths.

4. **ADDITIONAL SLOPE INFORMATION.** If the size of the proposed Development and visual sensitivity of the Site dictate, the Planning Department may require the Applicant to submit a Slope/topographic map depicting contours at an interval of two feet (2').

5. **FIRE PROTECTION REPORT.** A fire protection report that identifies potential Wildland Urban Interface areas. Analysis must include fire hazards, mitigation measures, access for fire protection equipment, existing and proposed fire flow capability and compliance with the International Wildland Urban Interface Code, ~~and~~ the Summit County Wildfire Plan, and the Municipal Code Chapter 11-21, Utah Wildland-Urban Interface Code.

6. **HYDROLOGICAL REPORT.** A hydrological report, including information on groundwater levels, drainage channels and systems, and base elevations in flood plains.

C. **SENSITIVE LANDS DETERMINATION.** The Planning Department shall review the information presented in the Sensitive Lands Analysis, as described in

Section 15-2.21-3(A) and Section 15-2.21-3(B), and provide a recommendation to the Planning Commission ~~[determinating]~~ determining and delineating all Sensitive Lands on the parcel, including Steep Slope Areas, Ridge Lines Areas, Entry Corridors, Wetlands, Stream Corridors, Irrigation Ditches, Wildland and Wildfire Interface Areas, and Critical Wildlife Movement Corridors and Habitat Areas.

1. **DENSITY TRANSFER.** Whenever land within the Sensitive Area Overlay Zone is subject to more than one (1) Density Transfer provision, the more restrictive provision shall apply.

Section 6. Land Management Code § 15-5-1 is amended to read:

Land Management Code Section 15-5-1 Policy and Purpose

[...]

It is recognized that the topography, atmospheric conditions and resort nature of Park City are unique and valuable to the community. The enjoyment of a starry night is an experience the community desires to preserve. The City of Park City, through the provisions herein contained, promotes the reduction of light pollution that interferes with enjoyment of the night sky.

It is also the intent of this section to encourage and implement water conservation practices for landscaping, as it is in the public's interest to conserve water resources and promote Water Wise Landscaping. Park City is in a mountainous, semi-desert environment where much of the precipitation occurs as snow during the winter months and the highest demand for water occurs during the summer months. The largest single water demand is for irrigation of landscaping. The use of Water Wise Landscaping will

402 protect the health, safety, and welfare of the community from impacts of water
403 shortages likely to occur during cycles of drought. Water Wise Landscaping is a concept
404 of landscaping with plants that use little or no supplemental irrigation and are typically
405 native to the region. The concept also requires water conserving irrigation practices,
406 such as drip irrigation, Hydrozoning, and effective mulching with plant based
407 mulches. Where applicable in Wildland-Urban Interface areas as demonstrated by the
408 latest Utah State Department of Natural Resources Wildfire Risk Assessment Portal
409 Map, Firewise Landscaping techniques shall be in accordance with Municipal Code
410 Chapter 11-21.

411 Section 7. Land Management Code § 15-5-5(N) is amended to read:

412 **Land Management Code Section 15-5-5(N) Landscaping**

413 [...]

414 To the extent possible, existing Significant Vegetation shall be maintained on Site and
415 protected during construction. When approved to be removed, based on a Site Specific
416 plan, Conditional Use, Master Planned Development, or Historic District Design Review
417 approval, the Significant Vegetation shall be replaced with equivalent landscaping in
418 type and size. The Forestry Manager or Planning Director may grant exceptions to this if
419 upon their review it is found that equivalent replacement is impossible or would be
420 detrimental to the site's existing and/or proposed vegetation. Multiple trees equivalent in
421 caliper to the size of the removed Significant Vegetation may be considered instead of
422 replacement in kind and size. Where landscaping does occur, it should consist primarily
423 of native and drought tolerant species, drip irrigation, and all plantings shall be
424 adequately mulched. Significant Vegetation preservation and/or replacement shall be

prioritized, but where applicable, Firewise Landscaping and/or Defensible Space
landscaping plans for Property within the Wildland-Urban Interface area that include
Significant Vegetation removal shall be in accordance with Municipal Code Chapter 11-
21.

Section 8. Land Management Code § 15-6-6 is amended to read:

15-6-6 Required Findings And Conclusions Of Law

The Planning Commission must make the following findings in order to approve a Master Planned Development. In some cases, conditions of approval will be attached to the approval to ensure compliance with these findings.

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;

- 447 G. The MPD, as conditioned, provides amenities to the community so that there is
448 no net loss of community amenities;
- 449 H. The MPD, as conditioned, is consistent with the employee Affordable Housing
450 requirements as adopted by the City Council at the time the Application was filed.
- 451 I. The MPD, as conditioned, meets the Sensitive Lands requirements of the Land
452 Management Code, including compliance with Municipal Code Chapter 11-21,
453 Utah Wildland-Urban Interface Code for MPDs with land in the Wildland-Urban
454 Interface area. The project has been designed to place Development on the most
455 developable land and least visually obtrusive portions of the Site;
- 456 J. The MPD, as conditioned, promotes the Use of non-vehicular forms of
457 transportation through design and by providing trail connections; and
- 458 K. The MPD has been noticed and public hearing held in accordance with this
459 Code.
- 460 L. The MPD, as conditioned, incorporates best planning practices for sustainable
461 development, including water conservation measures and energy efficient design
462 and construction, per the Residential and Commercial Energy and Green
463 Building program and codes adopted by the Park City Building Department in
464 effect at the time of the Application.
- 465 M. The MPD, as conditioned, addresses and mitigates Physical Mine Hazards
466 according to accepted City regulations and policies.
- 467 N. The MPD, as conditioned, addresses and mitigates Historic Mine Waste and
468 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.

Section 9. Land Management Code § 15-8-2 is amended to read:

15-8-2 General Requirements

The following specific requirements are hereby established for annexation to Park City:

- A. Property under consideration of annexation must be considered a logical extension of the City boundaries.
- B. Annexation of Property to the City must be consistent with the intent and purpose of this Chapter and the Park City General Plan.
- C. Every annexation shall include the greatest amount of Property possible that is a contiguous Area and that is contiguous to the City's municipal boundaries.
- D. Piecemeal annexation of individual small Properties shall be discouraged if larger contiguous Parcels are available for annexation within a reasonable timeframe in order to avoid repetitious annexations.
- E. Islands of county jurisdiction shall not be left or created as a result of the annexation and peninsulas and irregular boundaries shall be avoided.
- F. In addition to services provided by existing districts, such as sewer, fire protection, and public schools, the following urban level services, consistent with those normally provided in the rest of the incorporated boundaries will be provided to annexed Areas:
 - 1. Police protection;

2. Snow removal on Public Streets, subject to standard City snow removal policies;
 3. Street maintenance on existing Streets, provided that such Streets have been constructed or reconstructed to City Street standards or are acceptable to the City Engineer and City Council;
 4. Planning, zoning, and Code enforcement;
 5. Availability of municipal-sponsored parks and recreational activities and cultural events and facilities;
 6. Water services as the Area is developed. Existing water treatment and storage facilities may currently be inadequate to provide services to the annexed Area. Developers of the annexed Area are required to pay for the cost of improvements related to the extension of and connection with the City lines and systems as well as participate in additional improvements such as storage capacity and distribution as necessary for safe, reliable, and efficient water flows.
- G. If feasible and practical, water and sewer lines shall be extended to the Area proposed for annexation. Expenses associated with such extension shall be the responsibility of the Applicant(s). The City shall determine timing and capacity of extending water and sewer to the proposed annexation Area.
- H. Before considering requests for annexation, the City shall carefully analyze the impacts of annexation of an Area, taking into consideration whether the Area will create negative impacts on the City and considering whether the City can economically provide services to the annexed Area. Community issues such as

location and adequacy of schools and community facilities, traffic, fire protection, particularly in Wildfire/Wildland Interface Zones [as outlined in Municipal Code Chapter 11-21](#), usable open space and recreation Areas, protection of Sensitive Lands, conservation of natural resources, protection of view corridors, protection and preservation of Historic resources, Affordable Housing, balance of housing types and ownership, adequate water and sewer capacity to serve the future needs of the proposed annexation Area shall also be considered.

I. Situations may exist where it is in the public interest to preserve certain lands from Development where there exist Geologic Hazards, excessive Slopes, flood plains or where the need for preservation of community open space and/or agricultural lands is consistent with the General Plan. In such circumstances, annexations may occur as a means of retaining those lands in a natural state.

J. The City shall consider annexation of unincorporated Areas of Summit County and Wasatch County that are within the annexation expansion Area as defined by Exhibit A.

K. In general, the City does not favor annexation of territory, that should be located within another municipality, nor does it favor the annexation of unincorporated territory solely for the purpose of acquiring municipal revenues, or for diminishing the capacity of another municipality to annex.

L. Annexations that expand the resort and/or tourist economy, provide second home or rental residential Properties, preserve environmentally Sensitive Lands, and provide significant public open space and/or community facilities are preferred.

537 Section 10. Land Management Code § 15-15-1 is amended to read:

538 **15-15-1 Definitions**

539 DEFENSIBLE SPACE. An area either natural or man-made, where material capable of
540 allowing a fire to spread unchecked has been treated, cleared, or modified to slow the
541 rate and intensity of an advancing wildfire and to create an area for fire suppression
542 operations to occur. See Municipal Code Chapter 11-21, Utah Wildland-Urban Interface
543 Code for further City requirements.

544 [...]

545 FIREWISE LANDSCAPES/LANDSCAPING. Landscaping and related materials
546 designed to align with requirements of Municipal Code Chapter 11-21, Utah Wildland-
547 Urban Interface Code.

548 Section 11. Land Management Code § 15-15-2 is amended to read:

549 **15-15-2 List of Defined Terms**

550 **-D-**

551 Deck

552 Deli or Delicatessen

553 Defensible Space

554 Demolish or Demolition

555 Density

556 Design Guideline

557 Detached

558 Developable Land

559 Developer

560 Development

561 Development Agreement

562 Development Approval Application

563 Development Credit

564 Development Credit Certificate

565 Development Right

566 Disabled Care

567 Dissimilar Location

568 Dwelling, Duplex

569 Dwelling, Triplex

570 Dwelling, Multi-Unit

571 Dwelling, Single Family

572 Dwelling Unit

573 [. . .]

574 **-F-**

575 Facade, Building

576 Façade, Front

577 Facade Easement

578 Facade Shift

579 Fence

580 Filtered Light Fixture

581 Final Action

582 Final Plat

583 [Firewise Landscapes/Landscaping](#)

584 First Story

585 Flood Plain Area

586 Floor Area, Gross Commercial

587 Floor Area, Gross Residential

588 Floor Area, Net Leasable

589 Floor Area Ratio (FAR)

590 Food Truck

591 Food Truck Location

592 Foot Candle

593 Foot Candle, Average (afc)

594 Foot Candle, Horizontal (hfc)

595 Foot Candle, Vertical (vfc)

596 Frontage

597 Fully Shielded

598

599 [...]

EXHIBIT B

Table 1: Past WUI Timeline

<u>Meeting Date</u>	<u>Summary</u>	<u>Links</u>
June 30, 2016	City adopts Ordinance 2016-31 regarding WUI.	Staff Report (beginning on page 356) and Minutes (beginning on page 11)
September 22, 2016	City repeals Ordinance 2016-31 through Ordinance 2016-46 .	Staff Report (beginning on page 48) and Minutes (beginning on page 14)
Fall 2016 – Spring 2019	City Staff, particularly the Trails and Open Space Staff, continued to work the Defensible Space Program – which began in 2014, after a study session with City Council. This program focuses on vegetation management on City Open Space within 100 feet of private homes. This program emphasizes that the homeowners are responsible for their private Property and the City will provide the maintenance up to 100 feet from the structure on City owned Open Space. An annual budget of \$20,000 is allocated for this fuel mitigation program. Prioritization for this fuel mitigation program is based upon the Utah Department of Natural Resources Wildfire Risk Analysis Portal (UWRAP) threat assessment. To date, work has been focused Aerie / Masonic Hill, Hidden Meadows / Solamere, along with some work around the Park Meadows area.	
March 2019	Park City Fire District (PCFD) and Park City Municipal staff begin to work together on public outreach and Code Amendments regarding Wildland Urban Interface. The goal of this collaboration is to align Park City's Codes with Summit County's where feasible. Also at this time, the Leadership Park City Class 25 commences work on outreach materials regarding WUI.	
April – October 2019	City and PCFD staff work with City and County Homeowners Associations (HOAs) to discuss WUI and their neighborhoods. PCFD hosted three HOA meetings (April 4, May 23, October 23) to educate the public on potential efforts to amend City and County Codes and receive their feedback, which City staff attended. These meetings were also intended to begin and continue the conversation of potential aspects of City and County responsibility versus property owner responsibility. City staff has continued to meet with HOAs since this time to discuss best Firewise industry practices.	
May 7, 2019	City staff attend a multi-day training through the National Fire Protection Agency (NFPA) to better understand structure ignition potential from wildfire.	
May 15, 2019	City Staff hold a public panel discussion regarding wildfires within WUI areas.	
September 12, 2019	City Staff bring forward a Staff Communication to the City Council with a projected WUI timeline and proposed Municipal Code and Land Management Code included.	Staff Communication Report, September 12, 2019

	There were no questions from Council or any public comment regarding the Staff Communication.	Meeting Packet (beginning on page 76) , Minutes (beginning on page 6)
December 2019 – May 2020	Park City Municipal staff and representatives meet to discuss outreach strategies and overall WUI Code amendment plausibility regarding enforcement and implementation of a Firewise program, internally and with PCFD and Utah Division of Forestry, Fire, and State Lands.	
June 3, 2020	City representatives meet with Homeowners Associations, community members, and industry professionals of Park City to discuss the proposed Amendments.	

Table 2: Projected Firewise Program Timeline

<u>Meeting Date</u>	<u>Summary</u>	<u>Links</u>
July 2020 – March 2022	Staff will continue efforts to meet with Park City HOAs to educate them on Municipal and LMC Amendments, while simultaneously working with Summit County on any updates to both entities' Codes in order to maintain consistency. Staff will also coordinate education efforts with Summit County and the Utah Division of Forestry, Fire, and State Lands, and utilize available resources from this entity.	
July 2020	Complete Municipal and Land Management Code Amendments.	
Summer 2020	Update Park City webpage to list City, State, and National resources for community members to educate themselves on how to design and maintain a Firewise property; creation of a document (or multiple documents) that is specific to Park City on how to become Firewise and harden homes; and hosting educational events. Staff would like to highlight the work that Leadership Park City Class 25 conducted for their community outreach efforts on the City website, as well.	
July 2020 – March 2022	Staff will work with community members, on a group or individual basis, to educate community members about Firewise topics. See updated Firewise program laid out below in Proposed Firewise Program section.	

EXHIBIT C

Proposed Firewise Program

Outreach –

- Website update to include resource and information (City, State, and Federal);
- Social media outreach, including topics and tips for HOA's and property owners, to become Firewise;
- Informational mailers and hand-outs available at applicable City Departments. Staff is intending to utilize existing budgets for contracting design work of a new one-pager or post card with Firewise tips and techniques.
- In-person, on-site community education and educational events. This may be year-round and emphasized during the Firewise Awareness Month in May. Fire Awareness Month was passed as a Resolution for Summit County, which Park City Municipal would like to replicate beginning in May 2021.
- Informative wrap on Fire Marshal's truck. This can be updated seasonally with information regarding the City's upcoming events or tips for Firewise practices.
- Work with Park City K-12 schools to educate Park City's youth to be active participants in working toward Firewise homes.
- Follow up after working with select areas, neighborhoods, or select Properties and promote any precedence of success through social media, printed publications, and/or Park City website.

Education –

- Provide educational opportunities for community members, such as how-to workshops and on-site, personal evaluations to inform property owners best practices for Firewise properties. Staff is proposing that these may be in conjunction with PCFD and Utah Division of Forestry, Fire, and State Lands. This will also be an opportunity to train Property owners and HOA representatives on self-evaluations and how to conduct them.
- Park City Municipal Corporation public projects will act as an example, when in applicable WUI areas and applicable projects.
- Emphasize to the community that the City is a resource, but property owners are going to play a large part on maintaining and updating properties to comply with WUI Code standards. Park City, PCFD, and Utah Division of Forestry, Fire, and State Lands will be informing community members about Community Wildfire Protection Plans (CWPP) and emphasizing the need for not only property owners to create these, but also create a larger CWPP for their neighborhoods and Subdivisions.
- Work with HOAs, ski resorts, building and design professionals (i.e. developers, contractors, architects, landscape architects, Utah Builders Association, etc.) to receive feedback on the proposed amendments after they have been implemented. Ideally, this would be done up to March of 2022, starting after amendment adoption, in order to not only gather input on the permitting process for WUI standards, but also feedback on property maintenance.
- Work with the Park City Public Utilities Department to educate members of the public to utilize less outdoor water (for example, to water landscaping) in times of water shortage.
- PCFD and Park City are researching a possible "train the trainer" workshop, based on NFPA workshop shown in Past WUI Timeline, on Structural Ignition. Another possible workshop would be regarding tree health, hosted by a certified arborist. PCFD currently has a YouTube Channel, linked [here](#), with educational resources regarding WUI.
- Staff has been discussing a resolution to designate the month of May "Fire Awareness month." This was brought to staff by PCFD, and staff would like to align with them on this effort, in order to partner on outreach and ensure that both City and Summit County community members are given the opportunity to participate. This is not only an appropriate month to focus on fire awareness as it is before the dry summer seasons, but it also aligns with National Historic Preservation Month. Staff finds this designation equally appropriate as Firewise practices will assist in preserving Structures, both Historic and non-historic throughout Park City.
- PCFD is offering Wildland Structure Inspections through their website, linked [here](#).

Incentives –

Staff intends to promote Firewise USA resources for HOAs and property owners. NFPA lists resources for Firewise USA communities on [nfpa.org](https://www.nfpa.org)¹. Staff will encourage community members and/or Subdivisions to become Firewise USA Sites. See requirements of achieving Firewise status through the National Fire Protection Association's [website](#). Staff will also research State and Federal grant opportunities to potentially put together a Park City specific incentive program, if feasible.

Staff will bring forward outreach materials to update the City Council in the late summer or early fall of 2020, as well as any community feedback about the proposed Municipal and LMC amendments.

¹ NFPA Firewise USA Program Benefits, <https://www.nfpa.org/Public-Education/Fire-causes-and-risks/Wildfire/Firewise-USA/Become-a-Firewise-USA-site/Program-benefits>

Planning Commission Staff Report



Subject: IHC MPD Amended Development Agreement
Application: PL-19-04204
Author: Rebecca Ward
Date: June 10, 2020
Type of Item: Ratification of an Amended Development Agreement

Summary Recommendations

Staff recommends the Commission (1) review and ratify the amended Development Agreement for the Intermountain Healthcare Master Planned Development and (2) consider amending Master Planned Development Condition of Approval 11 regarding the Housing Mitigation Plan.

Description

Applicant: Park City Hospital, represented by Lori Weston
Location: 900 Round Valley Drive
Zoning District: Community Transition
Adjacent Land Uses: Park City Quinn's Recreation Complex, Peace House, Summit County Health Department and People's Health Clinic, United States Ski and Snowboard Association Training Facility, Physicians Holdings Medical Offices, gas regulating station, open space
Reason for Review: The amended IHC MPD Development Agreement requires approval by the City Attorney, ratification by the Planning Commission, and signatures of the Mayor and Applicant prior to recordation with Summit County

Acronyms

IHC MPD Intermountain Healthcare Master Planned Development
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 October 9, 2019, the Planning Commission approved the third amended Intermountain Healthcare Master Planned Development (IHC MPD) to construct a 20,000-square-foot ambulatory surgery center on Lot 6 and to add 28,000 square feet of Support Medical Offices to the hospital on Lot 1. The Planning Commission approval requires an amended Development Agreement.

Background

- The Park City Medical Campus was annexed into the City in 2006 (Annexation Plat, Summit County Recorder Entry No. 802746).

- In 2007, the City Council approved an Annexation Agreement establishing development parameters and the Community Transition Zoning District for the Medical Campus (Summit County Recorder Entry No. 802747).
- On May 23, 2007, the Planning Commission approved the IHC MPD to construct a 300,000-square-foot hospital on Lot 1 and 150,000 square feet of Support Medical Offices on Lots 1, 7, and 10 (Attachment 2).
- On October 8, 2014, the Planning Commission approved the first IHC MPD amendment and transferred 50,000 square feet of Support Medical Office from Lot 6 to the hospital on Lot 1, and 50,000 square feet of Support Medical Office from Lot 8 to the hospital on Lot 1 (Attachment 3).
- On January 13, 2016, the Planning Commission approved the second IHC MPD amendment to (1) subdivide Lot 8 into Lot 8 and Lot 12, (2) to locate Peace House on Lot 8, and (3) to make administrative adjustments to the IHC MPD conditions of approval (Attachment 4).
- On December 22, 2017, the Developer and the City entered into the first Development Agreement (Summit County Recorder Entry No. 01086017).
- On October 9, 2019, the Planning Commission approved the third IHC MPD amendment and increased the Medical Campus density to the Community Transition Zoning District base density. The Commission approved 20,000 square feet for an ambulatory surgery center on Lot 6 and 28,000 square feet for support medical use on Lot 1 (Attachment 5).

Analysis

Land Management Code (LMC) [§ 15-6-4\(G\)](#) requires that approved Master Planned Developments (MPD) be memorialized in a Development Agreement, approved by the City Attorney, ratified by the Planning Commission, signed by the Mayor and the Applicant, and recorded with the Summit County Recorder.

The Development Agreement must contain ten items shown in the left column of the table below. LMC [§ 15-6-4\(G\)](#). The right column identifies where these requirements are met in the proposed amended IHC MPD Development Agreement and Exhibits:

Development Agreement Requirement	Amended IHC MPD Development Agreement
(1) Legal Description	Attachment 1
(2) Zoning parameters, and findings, conclusions, and conditions of approval	Recitals C through K Attachments 2 through 5

(3) Express reservation of future legislative power and zoning authority of the City	¶ 3.2
(4) Approved site, architectural, landscape, grading, trails and open space, and other plans approved by the Commission	The Applicant must submit these at the time of Conditional Use Permit
(5) Description of all developer exactions or agreed upon public dedications	Article 2
(6) Agreement developer will pay all specified impact fees	Article 2
(7) Form of ownership and phasing plan	¶ 6.2 Attachment 6
(8) List of Physical Mine Hazards on property	Attachment 12
(9) Map and inventory of Historic Structures on property	No known historic structures on the Medical Campus
(10) Language that allows for minor administrative modifications without revision of the agreement	¶ 5.7

The Development Agreement must be submitted to the City within six months of the date the Planning Commission approved the amended MPD. The IHC MPD was approved on October 9, 2019. Since that date, the Applicant has been working with the City to update the Water Service Agreement and Housing Mitigation Plan, attachments to the Development Agreement.

Amended Water Service Agreement

The third amended IHC MPD Condition of Approval 4 required the Applicant to work with the Public Utilities Director and City Attorney to amend the Water Services Agreement to establish peak water demand for existing and increased density. On May 14, 2020, the City Council approved the amended Water Services Agreement ([Staff Report](#)). A draft of the approved Agreement is included as Attachment 7. A final executed Agreement will be included as Attachment 7 when the Development Agreement is recorded.

Housing Mitigation Plan

As part of the third amended IHC MPD approval, the Applicant incurred an obligation to provide 20.42 Affordable Unit Equivalents. The Applicant has been working with the Affordable Housing Team to fulfill this obligation. On February 27, 2020, the Housing Authority approved an amended Housing Mitigation Plan that satisfied 4.5 Affordable Unit Equivalents of the required 20.42 ([Staff Report](#), [Minutes](#), p. 13). The Applicant has an outstanding obligation to fulfill 15.92 Affordable Unit Equivalents (The IHC Housing

Mitigation Plans are included as Attachments 8 through 11).

Section 13 of [Housing Resolution 03-2017](#) requires an Applicant to submit a Housing Mitigation Plan to be reviewed by the Planning Commission as part of the Master Planned Development review and approval process. LMC [§ 15-6-6\(H\)](#) requires the Commission to find that the IHC MPD approval “is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.” However, the amended IHC MPD only approved Density and Use for two lots on the Medical Campus and requires further Commission review for each phase of development through the Conditional Use Permit review and approval.

The third amended IHC MPD Condition of Approval 11 requires the Applicant to work with the Affordable Housing Team to amend the Housing Mitigation Plan prior to submitting an application for a Conditional Use Permit. This requirement provides an opportunity for the Commission to review the Housing Mitigation Plan prior to approving the Conditional Use Permit.

However, the Applicant proposes to construct the ambulatory surgery center on Lot 6 sooner than originally anticipated and requests that the Commission amend Condition of Approval 11 to allow the Applicant time to finalize the Housing Mitigation Plan while moving forward with a Conditional Use Permit application for the surgery center.

The Applicant requests that Condition of Approval 11 be amended as follows:

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~~ obtaining a Certificate of Occupancy, the Applicant shall amend the Housing Mitigation Plan, as approved by the City, to satisfy this additional obligation, pursuant to the requested density for the phase of construction for each Conditional Use Permit.

The Affordable Housing Team is not in support of this amendment and requests that the Applicant submit a proposed amended Housing Mitigation Plan prior to applying for a Conditional Use Permit. Extending the Housing Mitigation Plan to allow the Applicant to move forward with the Conditional Use Permit process will mean that the Commission may not have an opportunity to review the amended Housing Mitigation Plan prior to Conditional Use Permit approval.

Department Review

The Housing, Planning, Engineering, and Legal Departments reviewed this Development Agreement.

Notice

Staff published notice on the City’s website and the Utah Public Notice website, and posted notice to the property on May 27, 2020. The *Park Record* published notice on May 27, 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 ratify the amended IHC MPD Development Agreement;
- The Planning Commission may deny the amended IHC MPD Development Agreement; or
- The Planning Commission may request additional information and continue the discussion to a later date.

Exhibits

Exhibit A: Amended and Restated Development Agreement for the IHC MPD

Attachment 1: Legal Description

Attachment 2: May 23, 2007 Final Action Letter

Attachment 3: October 8, 2014 Final Action Letter

Attachment 4: January 13, 2016 Final Action Letter

Attachment 5: October 9, 2019 Final Action Letter

Attachment 6: Phasing Plan

Attachment 7: 2020 Water Agreement

Attachment 8: June 4, 2015 Housing Mitigation Plan

Attachment 9: February 2, 2017 Housing Mitigation Plan

Attachment 10: April 18, 2019 Housing Mitigation Plan

Attachment 11: February 27, 2020 Housing Mitigation Plan

Attachment 12: Physical Mine Hazards Letter

Attachment 13: Quinn's Junction Area Study Principles

WHEN RECORDED, MAIL TO:
City Recorder
Park City Municipal Corporation
PO Box 1480
Park City, Utah 84060

**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 COUNTY, UTAH**

THIS AMENDED AND RESTATED DEVELOPMENT AGREEMENT
("Agreement") is entered into as of this ____ day of _____, 2020, by and between
IHC Health Services, Inc. ("**Developer**") as the owner and developer of certain real
property located in Park City, Summit County, Utah, on which Developer proposes the
development of a project known as the Intermountain Healthcare Master Planned
Development ("**IHC MPD**"), including other property owners identified below, and Park
City Municipal Corporation, a municipality and political subdivision of the State of Utah
(the "**City**"), by and through its City Council.

RECITALS

A. WHEREAS, Developer is the owner of Lots 1, 2, 6, 8, 10, 11, and 12 of the
SECOND, THIRD, AND FOURTH AMENDED INTERMOUNTAIN HEALTHCARE PARK
CITY MEDICAL CAMPUS/USSA HEADQUARTERS AND TRAINING FACILITY
SUBDIVISION PLATS located on Round Valley Drive in Park City, Summit County,
Utah, as described in the Legal Description, which is attached hereto as **Attachment 1**,
and incorporated herein by this reference (the "**Property**"), on which it has obtained
approval for the development known as the IHC MPD, as amended. Lot 3 is owned by
Center of Excellence Properties, LLC and is the location of the USSA Headquarters and
Training Center Master Planned Development. Lot 4 is owned by the Park City Fire
Service District. Lots 5 and 13 are owned by Park City Municipal Corporation. Lot 7 was
originally owned by the Developer and is part of this MPD and its amendments. Lot 7 is
now owned by Physicians Holdings, LLC. Lot 9 is owned by Questar Gas Company.

B. WHEREAS, on November 3, 2004, Intermountain Healthcare, the United States
Ski and Snowboard Association, and Burbs, LLC, petitioned to annex 157 vacant acres
in the northwest quadrant of the Quinn's Junction Intersection (HWY 40 and SR 248)
from unincorporated Summit County into the City to construct a Medical Campus. On
December 7, 2006, the City Council of Park City approved the annexation plat (Summit
County Recorder Entry No. 802746).

C. WHEREAS, on January 11, 2007, the City Council of Park City approved an Annexation Agreement that established the Community Transition Zoning District and development parameters for the Medical Campus (Summit County Recorder Entry No. 802747). The Annexation Agreement set forth terms and conditions under which the City would annex the Property into the corporate limits of the City and extend municipal services to the Property.

D. WHEREAS, the Property is subject to the Second (Summit County Recorder Entry No. 859976), Third (Summit County Recorder Entry No. 1067219), and Fourth (Summit County Recorder Entry No. 1107497) Amended *Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Subdivision* plats.

E. WHEREAS, on May 23, 2007, the Planning Commission of Park City approved the IHC MPD to construct a 300,000-square-foot Intermountain Healthcare Hospital (180 Unit Equivalents) on Lot 1. The Planning Commission also approved 150,000-square-feet of Support Medical Office space (150 Unit Equivalents) for Lots 1, 7, and 10. The City agreed that up to 50,000 square feet of the total Support Medical Office area could be developed within, and in addition to, the 300,000-square-foot hospital Medical Office area on Lot 1. The City agreed that up to 50,000 square feet could be utilized for public/quasi-public and other institutional uses reasonably related to the Support Medical Office Space on Lot 1.

F. WHEREAS, on October 8, 2014, the Planning Commission of Park City approved the first IHC MPD amendment and transferred 50,000 square feet of Support Medical Office from Lot 6 to Lot 1 and 50,000 square feet of Support Medical Office from Lot 8 to Lot 1.

G. WHEREAS, on February 2, 2016, the Planning Commission of Park City approved the second IHC MPD amendment to (1) subdivide Lot 8 into Lot 8 and Lot 12; (2) to locate Peace House on Lot 8; and (3) to make administrative adjustments to the IHC MPD conditions of approval.

H. WHEREAS, on December 22, 2017, Developer and the City entered into 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. 01086017).

I. WHEREAS, on November 29, 2018, the City Council of Park City approved the Fourth Amended *Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility*, subdividing Lot 4 into a 2.5-acre Lot 4 and a 2.5-acre Lot 13 (Summit County Recorder Entry No. 1108497).

J. WHEREAS, on October 9, 2019, the Planning Commission of Park City approved the third IHC MPD amendment and increased the Medical Campus density to the Community Transition Zoning District base density. The Planning Commission approved

an additional 56,000 square feet (56 Unit Equivalents), but determined that 8,000 square feet (8 Unit Equivalents) were undevelopable to fulfill a Housing Authority obligation. The Commission approved a total of 48,000 square feet (48 Unit Equivalents) for Medical Campus development and designated 20,000 square feet for an ambulatory surgery center on Lot 6 and 28,000 square feet for support medical use on Lot 1.

K. WHEREAS, on December 11, 2019, the Planning Commission of Park City approved a Conditional Use Permit for the Park City Fire Service District to construct a one-story, 7,983-square-foot fire station on Lot 4 of the Park City Medical Campus.

L. WHEREAS, Park City requires Development Agreements under the requirements of the Park City Land Management Code § 15-6-4(G) for all Master Planned Developments and amended Master Planned Developments.

M. WHEREAS, Developer is willing to design and develop the Project in a manner that is in harmony with and intended to promote the long-range policies, goals, and objectives of the Park City General Plan, and to address other issues as more fully set forth below.

N. WHEREAS, Developer and the City desire to amend and restate the original Agreement in connection with the October 9, 2019 Planning Commission approval for a 20,000-square-foot ambulatory surgery center on Lot 6 and a 28,000-square-foot support medical use on Lot 1.

O. WHEREAS, Park City, acting pursuant to its authority under Utah Code § 10-9a-101 *et seq.*, and in furtherance of its land use policies, goals, objectives, ordinances, resolutions, and regulations has made certain determinations with respect to the IHC MPD, as amended, and in the exercise of its legislative discretion has elected to approve this restated and amended Development Agreement.

NOW, THEREFORE, in consideration of the mutual covenants, conditions, and considerations as more fully set forth below, Developer and the City hereby agree as follows:

1. Property

The Property is located on Round Valley Drive west of Highway 40, north of State Road 248, and east of the Round Valley Open Space area in the Quinn's Junction neighborhood of Park City, as described in the Park City General Plan. The Property is located in the Community Transition Zoning District.

This Agreement applies to the following lots designated on the *Subdivision Plat (Second Amended) for the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility*, as amended:

- Lot 1 (IHPCMC-1-2AM)
- Lot 2 (IHPCMC-2-2AM)
- Lot 4 (IMPCMC-4-4AM-X)

- Lot 5 (IHPCMC-5-2AM-X)
- Lot 6 (IHPCMC-6-2AM)
- Lot 7 (IHPCMC-7-2AM)
- Lot 8 (IHPCMC-8-3AM)
- Lot 9 (IHPCMC-9-2AM)
- Lot 10 (IHPCMC-10-2AM)
- Lot 11 (IHPCMC-11-2AM)
- Lot 12 (IHPCMC-12-3AM)
- Lot 13 (IMPCMC-13-4AM-X)

The IHC MPD originally included an Intermountain Healthcare Hospital of 300,000 square feet (180 Unit Equivalents) located on Lot 1 and Support Medical Office space of 150,000 square feet (150 Unit Equivalents) located on lots 1, 7, and 10.

The City approved the Peace House facility location on Lot 8 with no assigned density. IHC dedicated Lot 2 as open space. Lot 4, deeded to the City and originally identified for 28 deed restricted affordable housing units, has no assigned density. The deed restricted housing units were transferred to the Park City Heights MPD.

During the Planning Commission's pre-MPD application review on August 26, 2015, and MPD amendment review on January 13, 2016, the issue of whether a Park City Fire District Fire Station, or other public safety building, was an appropriate use on Lot 4 was discussed. It was generally supported as an appropriate use in both the MPD and the Community Transition Zoning District. On December 11, 2019, the Planning Commission approved a Conditional Use Permit to the Park City Fire Service District to construct a one-story, 7,983-square-foot fire station on Lot 4.

Lot 5 is dedicated to the City for future recreation uses. Support medical office uses previously approved for Lots 6 and 8 were transferred to Lot 1. Lot 9 contains a small Questar gas regulating facility; Lot 11 is a one-acre lot surrounding Lot 9. Lot 12 is a separate lot created by subdividing Lot 8 and has no assigned density or uses. Lot 3 is not part of the IHC MPD and is owned by Center of Excellence Properties, LLC and is the location of the USSA Headquarters and Training Center Master Planned Development.

On October 9, 2019, the Planning Commission approved a total of 48,000 square feet (48 Unit Equivalents) for Medical Campus development and designated 20,000 square feet for an ambulatory surgery center on Lot 6 and 28,000 square feet for support medical use on Lot 1.

2. Project Conditions, Exactions, and Agreed Dedications

2.1 The Annexation Agreement (Summit County Recorder Entry No. 802747), this Agreement, the May 23, 2007 Final Action Letter, attached hereto as **Attachment 2**, the October 8, 2014 Final Action Letter, attached hereto as **Attachment 3**, the January 13, 2016 Final Action Letter, attached hereto as **Attachment 4**, and the October 9, 2019 Final Action Letter, attached hereto as **Attachment 5**, are incorporated

herein as the Project, outline the Conditions of Approval, subject to changes detailed herein.

2.2 Developer and its successors agree to pay the then current impact fees imposed and as uniformly established by the Municipal Code of Park City at the time of permit application, whether or not state statutes regarding such fees are amended in the future.

2.3 Developer and any successors agree that the following are required to be entered into and approved by Park City prior to issuance of a Building Permit: (a) a construction mitigation plan, (b) utility and grading plans, (c) a storm water plan, (d) flood plain and wetland delineation studies, and (e) a water efficient landscape and irrigation plan showing snow storage areas.

2.4 Developer is responsible for compliance with all local, state, and federal regulations regarding any contaminated soils as well as streams and wetlands. Developer is responsible for receiving Army Corps of Engineer Permits required for any disturbance of streams and wetlands.

2.5 Developer Exactions and agreed upon public dedications are outlined in the Annexation Agreement and approved IHC MPD, as amended.

2.6 The following Developer obligations from the Annexation Agreement and IHC MPD are outstanding:

a. Silver Summit Frontage Road Easement subject to Finding #19 of the Annexation Agreement. A 50' wide public street and Right of Way was irrevocably dedicated to the public on the *Subdivision Plat (Second Amended) for the Intermountain Healthcare Park City Medical Campus USSA Headquarters and Training Facility* (Summit County Recorder Entry No. 859976).

b. Parking Study – Upon submission of next application for construction on Lot 1 of the Medical Campus by Intermountain Healthcare.

c. Enhanced Transit Stop – IHC will upgrade the transit stop as part of the next application for construction on Lot 1 of the Medical Campus by Intermountain Healthcare. The transit stop enhancement shall be approved by the Transportation Planning Manager prior to submitting an application for a Conditional Use Permit.

3. **Vested Rights and Reserved Legislative Powers**

3.1 Vested Rights. Subject to the provisions of this Agreement, Developer shall have the right to develop and construct the IHC MPD in accordance with the uses, densities, intensities, and general configuration of development approved by this Agreement, subject to compliance with other applicable ordinances and regulations of Park City.

3.2 Reserved Legislative Powers. Developer acknowledges that the City is restricted in its authority to limit its police power by contract and that the limitations,

reservations, and exceptions set forth herein are intended to reserve to the City all of its police power that cannot be so limited. Notwithstanding the retained power of the City to enact such legislation under the police powers, such legislation shall only be applied to modify the existing land use and zoning regulations which are applicable to the Project under the terms of this 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 IHC MPD and terms and conditions of this Agreement applicable to the IHC MPD shall be of general application to all development activity in the City; and, unless the City declares an emergency, Developer shall be entitled to the required notice and an opportunity to be heard with respect to the proposed change and its applicability to the Project under the compelling, countervailing public interest exception to the vested rights doctrine.

4. **Successors and Assigns**

4.1 **Binding Effect.** This Agreement shall be binding on the successors and assigns of Developer in the ownership or development of any portion of the Project.

4.2 **Assignment.** Neither this Agreement nor any of the provisions, terms, or conditions hereof can be assigned to any other party, individual, or entity without assigning the rights as well as the responsibilities under this Agreement and without the prior written consent of the City, which consent shall not be unreasonably withheld. Any such request for assignment may be made by letter addressed to the City and the prior written consent of the City may also be evidenced by letter from the City to Developer or its successors or assigns. This restriction on assignment is not intended to prohibit or impede the sale of parcels of fully or partially improved or unimproved land by Developer prior to construction of buildings or improvements on the parcels, with Developer retaining all rights and responsibilities under this Agreement.

5. **General Terms and Conditions**

5.1 **Term of Agreement.** Construction as defined by the International Building Code did commence within two (2) years of the date of the approval of the original IHC MPD. After construction commences, the IHC MPD and this Agreement shall continue in full force and effect until all obligations hereto have been satisfied. The MPD approval for the Project shall remain valid so long as construction is proceeding in accordance with the approved Phasing Plan as set forth here **Attachment 6.**

5.2 **Agreement to Run with the Land.** This Development Agreement shall be recorded against the Property, as described herein, and shall be deemed to run with the land and shall be binding on all successors and assigns of Developer in the ownership or development of any portion of the Property.

5.3 **No Joint Venture, Partnership, or Third Party Rights.** This Development Agreement does not create any joint venture, partnership, undertaking, or business arrangement between the parties hereto, nor does this Agreement create any rights or benefits to third parties.

5.4 Integration. This Development Agreement, with Attachments incorporated herein, contains the entire Agreement with respect to the subject matter hereof and integrates all prior conversations, discussions, or understandings of whatever kind or nature and may only be modified by a subsequent writing duly executed by the parties hereto.

5.5 Severability. If any part or provision of this 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 Agreement except that specific provision determined to be unconstitutional, invalid, or unenforceable. If any condition, covenant, or other provision of this Agreement shall be deemed invalid due to its scope or breadth, such provision shall be deemed valid to the extent of the scope or breadth permitted by law.

5.6 Attorney Fees. If this Agreement or any of the Attachments hereto are breached, the party at fault agrees to pay the attorney fees and all costs of enforcement of the non-breaching party.

5.7 Minor Administrative Modification. Minor Administrative modification may occur to this IHC MPD approval without necessity of revision of this Agreement.

6. Phasing

6.1 Project Phasing. The Project has been and will continue to be developed in multiple phases as outlined on the approved amended Phasing Plan attached hereto as **Attachment 6**. Construction of the ambulatory surgery center on Lot 6 and the support medical office addition on Lot 1 shall require a Conditional Use Permit.

6.2 Form of Ownership Anticipated for the Project. The IHC MPD will consist of hospital and medical office uses, the Peace House, Summit County Health Department and People's Health Clinic, future City recreational uses, a Park City Fire Service District Fire Station, open space, and other related improvements. Developer anticipates that the Lots and Parcels of the IHC MPD will be owned and/or leased by Developer, or its assigns. Developer dedicated Lot 5 to the City for future recreational uses. Any proposal to convert the IHC MPD into condominiums for private ownership, fractional ownership, and common ownership of land and common facilities requires additional approvals and shall be in compliance with state code and local ordinances.

7. Water

Developer acknowledges that water development fees were calculated by the City in the same manner and in the same comparative amount as with other developments within the municipal boundaries and that impact fees so collected will not be refunded to Developer or to individual building permit applicants developing within the Project. Additional requirements regarding water are memorialized in the Annexation Agreement, as recorded with Summit County on January 23, 2007 (Entry No. 00802747).

The October 9, 2019 Final Action Letter Condition of Approval 4 required the Developer to work with the City to establish the peak water demand for the existing and increased density and to 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.

On May 14, 2020, the City Council approved an updated Water Agreement, attached hereto as **Attachment 7**.

8. **Affordable Housing**

Developer is subject to affordable housing obligations as described in the Annexation Agreement and in the following Housing Mitigation Plans approved by the Park City Housing Authority:

- June 4, 2015, attached hereto as **Attachment 8**
- February 2, 2017, attached hereto as **Attachment 9**
- April 18, 2019, attached hereto as **Attachment 10**
- February 27, 2020, attached hereto as **Attachment 11**

Developer incurred an obligation to provide 20.42 Affordable Unit Equivalents as part of the October 9, 2019 IHC MPD approval. Developer satisfied 4.5 Affordable Unit Equivalents of the 20.42 in the February 27, 2020 Housing Mitigation Plan. Developer shall work with the Housing Department to fulfill the outstanding obligation of 15.92 Affordable Unit Equivalents, as outlined in the October 9, 2019 Final Action Letter Conditions of Approval.

9. **Physical Mine Hazards**

There are no known Physical Mine Hazards on the property as determined through exercise of reasonable due diligence by the Owner as attached hereto, **Attachment 12**.

10. **Historic Structures**

There are no known Historic Structures on the Property, according to the City's Historic Sites Inventory.

11. **Quinn's Junction Area Study**

The City hereby confirms that the Property is located within the Quinn's Junction Area Study and the IHC MPD, as amended, is consistent with the findings and conclusions of the Study, attached hereto as **Attachment 13**.

12. **Ratification of Development Agreement**

The Planning Commission ratified this Agreement on June 10, 2020.

13. **Notices**

All notices, requests, demands, and other communications hereunder shall be in writing and shall be given (i) by Federal Express, UPS, or other established express delivery service which maintains delivery records, (ii) by hand delivery, or (iii) by certified or registered mail, postage, prepaid, return receipt requested, to the parties at the following addresses, or at such other address as the parties may designate by written notice in the above manner:

To Developers

IHC Health Services, Inc. Utah
35 South State Street, 23rd Floor
Salt Lake City, Utah 84111
Attn: Corporate Real Estate Director

To Park City

Park City Municipal Corporation
445 Marsac Avenue
PO Box 1480
Park City, Utah 84060
Attn: City Attorney

Such communication may also be given by facsimile and/or email transmission, provided any such communication is concurrently given by one of the above methods. Notices shall be deemed effective upon receipt, or upon attempted delivery thereof if delivery is refused by the intended recipient or if delivery is impossible because the intended recipient has failed to provide a reasonable means for accomplishing delivery.

14. **List of Attachments**

Attachment 1 – Legal Description
Attachment 2 – May 23, 2007 Final Action Letter
Attachment 3 – October 8, 2014 Final Action Letter
Attachment 4 – January 13, 2016 Final Action Letter
Attachment 5 – October 9, 2019 Final Action Letter
Attachment 6 – Phasing Plan
Attachment 7 – 2020 Water Agreement
Attachment 8 – June 4, 2015 Housing Mitigation Plan
Attachment 9 – February 2, 2017 Housing Mitigation Plan
Attachment 10 – April 18, 2019 Housing Mitigation Plan
Attachment 11 – February 27, 2020 Housing Mitigation Plan
Attachment 12 – Physical Mine Hazards Letter
Attachment 13 – Quinn's Junction Area Study Principles

IN WITNESS WHEREOF, this Development Agreement has been executed by the Developer by persons duly authorized to execute the same and by the City of Park City, acting by and through its City Council as of the _____ day of _____, 2020.

[Signature Pages Follow]

**PARK CITY MUNICIPAL CORPORATION
OWNER OF LOTS 5 & 13**

By: _____

Andy Beerman, Mayor

ATTEST:

By: _____

Michelle Kellogg, City Recorder

APPROVED AS TO FORM: _____

Mark D. Harrington, City Attorney

ACKNOWLEDGEMENT

STATE OF UTAH)
):ss.
COUNTY OF SUMMIT)

On the ____ day of _____, 2020, personally appeared before me Andy Beerman, who being by me duly sworn did say that he is the Mayor of Park City Municipal Corporation, a Utah municipal corporation, and that the within and foregoing instrument was signed on behalf of such entity.

NOTARY PUBLIC

Residing at: _____

My Commission Expires:

**DEVELOPER and
OWNER OF LOTS 1, 2, 6, 8, 10, 11, & 12**

By: _____

Title: _____

IHC Health Services, Inc. Utah
36 South State Street, 23rd Floor
Salt Lake City, Utah 84111

ACKNOWLEDGMENT

STATE OF UTAH)
):ss.
COUNTY OF)

On this ____ day of _____, 20____, _____
(name of document signer) personally appeared before me , whose identity is
personally known to me or proven on the basis of satisfactory evidence, and who by me
duly sworn/affirmed, did say that he/she is the _____ (Title or Office) of
IHC Health Services, Inc., a Utah corporation, and that said document was signed by
him/her on behalf of said corporation by authority of its Bylaws, or Resolution of its
Board of Directors, and he/she acknowledged to me that he/she executed the
_____ Amended and Restated Development Agreement.

NOTARY PUBLIC

Residing at: _____

My Commission Expires:

**PHYSICIANS HOLDINGS, LLC
OWNER OF LOT 7**

By: _____

Title: _____

Physicians Holdings, LLC
2984 Estates Drive
Park City, Utah 84060

ACKNOWLEDGMENT

STATE OF UTAH)
):ss.
COUNTY OF SUMMIT)

On this ____ day of _____, 20____, _____
(name of document signer) personally appeared before me , whose identity is
personally known to me or proven on the basis of satisfactory evidence, and who by me
duly sworn/affirmed, did say that he/she is the _____ (Title or Office) of
Physicians Holdings, a Utah limited liability company, and that said document was
signed by him/her on behalf of said limited liability company by authority of its Operating
Agreement or Resolution of its Members, and he/she acknowledged to me that he/she
executed the _____ Amended and Restated Development
Agreement.

NOTARY PUBLIC

Residing at: _____

My Commission Expires:

**PARK CITY FIRE SERVICE DISTRICT
OWNER OF LOT 4**

By: _____

ACKNOWLEDGMENT

STATE OF UTAH)
):ss.
COUNTY OF SUMMIT)

On this ____ day of _____, 20____, _____
(name of document signer) personally appeared before me , whose identity is
personally known to me or proven on the basis of satisfactory evidence, and who by me
duly sworn/affirmed, that he/she acknowledged to me that he/she executed the
_____ Amended and Restated Development
Agreement.

NOTARY PUBLIC

Residing at: _____

My Commission Expires:

Questar
OWNER OF LOT 9

By: _____

ACKNOWLEDGMENT

STATE OF UTAH)
):ss.
COUNTY OF SUMMIT)

On this ____ day of _____, 20____, _____
(name of document signer) personally appeared before me , whose identity is
personally known to me or proven on the basis of satisfactory evidence, and who by me
duly sworn/affirmed, that he/she acknowledged to me that he/she executed the
_____ Amended and Restated Development
Agreement.

NOTARY PUBLIC

Residing at: _____

My Commission Expires:



April 28, 2017

**Revised Description for Intermountain Healthcare Park City Medical
Campus/ USSA Headquarters and Training Facility.**

A part of the West Half of Section 35, Township 1 South, Range 4 East,
Salt Lake Base and Meridian, U.S. Survey, Park City, Summit County, Utah

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 $0^{\circ}13'24''$ East 2681.55 feet to the West $1/4$ corner of said Section and
North $0^{\circ}15'27''$ East 2312.19 feet; thence Northwesterly along the arc of a
23,178.31 foot radius curve to the right a distance of 362.82 feet (Central Angle
equals $0^{\circ}53'49''$ and Long Chord bears North $25^{\circ}04'53''$ West 362.82 feet) to the
North line of Section 34, Township 1 South, Range 4 East, Salt Lake Base and
Meridian; thence South $89^{\circ}39'00''$ East 110.37 feet along said North line to the
Westerly right of way line known as Utah Department of Transportation
Project No. 19 (U.S. Highway 40); thence Southeasterly 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 $0^{\circ}15'45''$ and Long Chord bears South $24^{\circ}52'48''$ East
105.70 feet) to the West line of said section 35; thence South $0^{\circ}15'27''$ West
139.75 feet along said West line to the Westerly right of way line of said U.S.
Highway 40; thence seven (7) courses along said Westerly right of way line as
follows: (1) Southeasterly along the arc of a 23,138.31 foot radius curve to the
left a distance of 2055.02 feet (Central Angle equals $5^{\circ}05'19''$ and Long Chord
bears South $27^{\circ}52'06''$ East 2054.35 feet); (2) South $30^{\circ}24'46''$ East 2322.73
feet; (3) South $26^{\circ}34'46''$ East 70.94 feet; (4) Southeasterly along the arc of a
1025.92 foot radius curve to the right a distance of 328.80 feet (Central Angle
equals $18^{\circ}21'46''$ and Long Chord bears South $17^{\circ}23'53''$ East 327.39 feet); (5)
South $0^{\circ}10'40''$ West 547.99 feet; (6) South $11^{\circ}42'02''$ East 93.76 feet; and (7)
South $45^{\circ}02'39''$ West 361.61 feet to the South line of said Section 35; thence
North $89^{\circ}52'38''$ West 637.56 feet; thence North $0^{\circ}06'18''$ East 275.97 feet;
thence North $9^{\circ}38'40''$ West 300.10 feet; thence North $77^{\circ}16'12''$ West 260.51
feet; thence South $30^{\circ}14'06''$ West 224.55 feet; thence South $9^{\circ}38'40''$ East
440.73 feet to said South line of Section 35; thence North $89^{\circ}52'38''$ West
1067.77 feet along said South line to the point of beginning.

Contains: 152.243 Acres



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
------------------------	--------------

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



PLANNING DEPARTMENT

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.

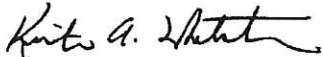
8. Exterior building materials and colors and final design details must be in substantial compliance with the elevations, color and material details exhibits and photos reviewed by the Planning Commission on October 8, 2014, match and/or complement the existing building, and shall be approved by staff 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,



Kirsten Whetstone
Senior Planner



February 2, 2016

Morgan Busch
36 South State Street, 8th Floor
Salt Lake City, UT 84111

NOTICE OF PLANNING COMMISSION ACTION

<u>Application #</u>	PL-15-02999
<u>Address</u>	700 and 900 Round Valley Drive
<u>Description</u>	Second Amended IHC Master Planned Development Application for the following amendments:

1. Affordable Housing and locating Peace House on Lot 8.
2. Subdivision of Lot 8 into two lots.
3. Administrative adjustments to conditions of approval from First Amended IHC Master Planned Development of October 8, 2014. Requirement of a Development Agreement to memorialize MPD Amendments.

Date of Action January 13, 2016

On January 13, 2016, the Park City Planning Commission called a meeting to order, a quorum was established, a public hearing was held, and the Planning Commission discussed and approved your application based on the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. On November 10, 2015, the City received a complete application for an MPD Amendment for the Intermountain Healthcare Master Planned Development (IHC MPD).
2. The proposed MPD Amendment includes the following items:
 - Allow the Peace House facility to be located on Lot 8 of the IHC/USSA subdivision plat to fulfill a portion of the remaining affordable housing obligation for the IHC MPD. A Conditional Use Permit (CUP) is required prior to building permit issuance. A CUP application was submitted for concurrent review with the MPD Amendment application.
 - Allow Lot 8 to be subdivided into two lots with the eastern 3.6 acres proposed to be leased to the Peace House as Lot 8 and the western 6.334 acres to become a new Lot 12 retained by the Intermountain Healthcare with no density assigned to it. A plat amendment application is required and has not yet been submitted.
 - Add 50 Unit Equivalents (UE) of density as 50,000 square feet of support medical offices/clinics to the overall IHC MPD to be located on Lot 1. **(Note- this item**

was continued for further analysis and discussion with Staff recommendation to bring it back to the Planning Commission later in 2016.)

- Make administrative corrections to conditions #16 and #17 of the October 8, 2014, approval of the First Amended IHC MPD.
 - Include a condition of approval requiring recordation of a Development Agreement to cover all items of the original MPD as well as the First and Second Amendments.
3. The IHC MPD was approved by the Planning Commission on May 23, 2007.
 4. A First Amended IHC MPD was approved by the Planning Commission on October 8, 2014, transferring assigned medical support density from Lots 6 and 8 to Lot 1, along with other amendments related to Phase 2 of the Medical Center construction.
 5. The IHC MPD consists of Lots 1, 2, 4, 5, 6, 7, 8, 9, 10, and 11 of the Second Amended Intermountain Healthcare Park City Medical Campus / USSA Headquarters and Training Facility Subdivision (IHC/USSA Subdivision) approved and recorded at Summit County on November 25, 2008.
 6. The property is generally located on Round Valley Drive west of US 40 and east of Round Valley in the Quinn's Junction neighborhood of Park City.
 7. The approved IHC MPD includes an Intermountain Healthcare Hospital of 300,000 square feet (180 Unit Equivalents) located on Lot 1 and Support Medical Office space of 150,000 square feet (150 Unit Equivalents) located on Lots 1, 7, and 10.
 8. Lot 2 of the IHC/USSA Subdivision plat is dedicated as open space.
 9. Lot 3 is not part of the IHC MPD and is the location of the USSA Headquarters and Training Center MPD.
 10. Lot 4 was the original location of 28 affordable, deed restricted townhouse units incorporated into the Park City Heights neighborhood during the Park City Heights MPD approval. Lot 4 currently has no designated density and is an open space lot.
 11. Lot 5 was dedicated and transferred to the City for future recreation uses.
 12. The density initially designated for Lot 6 was transferred to Lot 1 with the First Amendment to the MPD.
 13. Lot 7 contains the 25,000 sf medical support office density and is also known as Physician Holdings or MOB (Medical Office Building).
 14. The density initially designated for Lot 8 was transferred to Lot 1 with the First Amendment to the MPD.
 15. Lot 9 contains a small Questar gas regulating facility.
 16. Lot 10 is the location of the Summit County Health Department and People's Health Clinic utilizing 25,000 sf of support medical office density. Summit County has a ground lease from IHC on this lot.
 17. Lot 11 is the one acre lot around Lot 9, owned by IHC and not designated as to use or density.
 18. This MPD amendment is being processed concurrent with a Conditional Use Permit application submitted for the Peace House proposed to be located on the eastern portion of Lot 8 with a ground lease to the property from IHC.
 19. The Peace House includes approximately 25,964 sf of emergency shelter and transitional housing, 8,622 square feet of shelter and housing support uses related to the Peace House mission, 2,096 square feet of circulation and back of house uses (mechanical, storage, etc.), and 4,096 square feet. The proposed building also includes a 4,096 square foot parking structure for a gross building size of

- approximately 41,000 square feet.
20. On June 4, 2015 the Park City Housing Authority approved an amended Housing Mitigation Plan outlining the affordable housing strategy for the IHC MPD and approved the Peace House as part of that strategy.
 21. The June 4, 2015 Housing Authority approval included a condition of approval that future density increases for the IHC Medical Campus at Park City Medical Center will be reduced by 10 AUEs or 8,000 square feet to address the issue that a portion of the Peace House facility is provided as satisfaction of an affordable housing obligation for the Tanger Outlet expansion through the Summit County approvals.
 22. The June 4, 2015 Housing Authority approval also included a condition that if the Peace House ceases operation of their program on Lot 8 prior to 50 years from the date of signing the amended Housing Mitigation Plan agreement, IHC will owe the City 12.5 AUEs.
 23. The Park City Housing Authority is the decision making body responsible for approving any amendments to the IHC MPD Affordable Housing Mitigation Plan and for determining the number of AUEs the Peace House facility will count for. A final Housing Mitigation Plan will be reviewed by the Park City Housing Authority based on uses, residential units, and square footages of the final approved Peace House CUP.
 24. The IHC MPD 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.
 25. A plat amendment application is required to be submitted for review by the Planning Commission with final action by the City Council in order to subdivide Lot 8.
 26. An Annexation Agreement for this property was recorded on January 23, 2007.
 27. The Annexation Agreement is currently 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 IHC/USSA subdivision plat, such as roads, utilities, and trails.
 28. The property is located in the Community Transition (CT) Zone.
 29. The maximum Building Height in the CT Zone is 28 feet (33 feet with a pitched roof). The IHC MPD provided height exceptions for the Park City Medical Center on Lot 1. The remaining lots are subject to the CT Zone Height. No changes to MPD approved heights are proposed.
 30. The proposed Peace House building on Lot 8 complies with the maximum Building Height of the CT Zone.
 31. The setbacks within the CT Zone are twenty five feet (25') in the front, rear, and sides. The proposed Peace House building complies with these setback requirements.
 32. There is no minimum lot size in the CT Zone.
 33. The base density in the CT Zone is 1 unit per 20 acres. Maximum density allowed in the CT Zone for non-residential projects is 3 units per acre provided that all Density bonus requirements set forth in LMC Section 15-2.23 A are met and the additional standards are incorporated into the Master Planned Development. This MPD Amendment does not change the allocated density within the IHC MPD.
 34. Eighty percent (80%) open space is required for approved density and this MPD Amendment does not change the total open space within the MPD. With construction of the Peace House facility the open space for the entire annexation

area will be at approximately 85%.

35. Trails and linkages to trails as shown on the approved IHC MPD comply with the City's Master Trail Plan. No changes to the trails or linkages are proposed with this MPD Amendment.
36. A pre-MPD application for these MPD Amendments was submitted on September 14, 2014 and reviewed by the Planning Commission on April 8th, August 26th, October 28th, and Nov 11th, 2015. The Planning Commission conducted public hearings on these dates and made findings that the proposed MPD Amendments initially comply with the intent of the Park City General Plan and general purposes of the Community Transition (CT) Zoning District.
37. Green Building requirements are part of the Annexation Agreement and continue to apply to the Peace House CUP.
38. Administrative corrections to conditions #16 and #17, of the October 8, 2014 approval of the First Amended IHC MPD, are included as part of these MPD amendments.
39. Condition #16 was left over from the original MPD approval and states that prior to issuance of a building permit for future phases the applicant and Staff shall verify that all items agreed to by the applicant (as listed in Finding of Fact #21 of the original approval), as mitigation for the loss of the use of the planned ball field at the Park City Recreation Complex, have been completed. The applicant and Staff verified that these items have been satisfied and this Condition is not necessary and should not be included in the language of the Development Agreement.
40. Condition #17 states that the applicant shall conduct and present to the Planning Commission a parking study of the Medical Center site as part of the October 8th Amendments. The Commission discussed the timing of the study and determined that the study was not needed with the Second Phase of construction but should be included with any applications for future construction of the Medical Center.
41. A condition of approval requiring recordation of a Development Agreement to cover items of the original MPD as well as the First and Second Amendments is included as part of this amended MPD.
42. 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 applicable conditions of approval of the IHC/USSA Annexation Agreement shall apply to this MPD amendment.
2. All applicable conditions of approval of the Intermountain Healthcare Park City Medical Campus/USSA Headquarters and Training Facility Second Amended subdivision plat shall apply.
3. Construction of the Peace House facility on Lot 8 shall be subject to an approved Conditional Use Permit, as well as to all applicable conditions of approval of the MPD, as amended, the Annexation Agreement, and the Subdivision plat.
4. A Development Agreement specifically for the IHC Master Planned Development, as amended, shall be ratified by the Planning Commission within 6 months of final action on the MPD Amendment application.
5. The Development 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, included the approved amendments.
6. 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.
7. All construction within the IHC MPD is subject to the plat notes and 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, as well as conditions of approval of the IHC MPD, as amended, including amendments to Conditions #16 and #17 of the October 8, 2014 MPD Amendment approval, as described in #8 below.
8. Conditions #16 and #17 of the October 8, 2014 approval of the First Amended IHC MPD shall be amended, and reflected in the development agreement, as follows:
 - a) Condition #16 shall be deleted.
 - b) Condition #17 shall be amended to state the following: The applicant shall submit a parking study as part of an application for the next Medical Center expansion. The

study shall include qualified transportation professionals recommendations addressing the potential impact of reduced parking ratios in future phases and a comprehensive program to increase utilization of underutilized parking areas; along with impacts to street intersections out to and including SR-248.

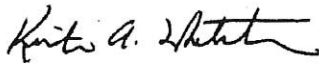
9. In order to create a separate lot of record for the Peace House, a plat amendment application would be required to be submitted to the City.

In addition, during the pre-MPD application discussions with the Planning Commission the issue of whether a Park City Fire District Fire Station was an appropriate use within the MPD was discussed. It was supported to be an appropriate use, with the issue of location and density allocation to be determined during future discussions of the request for 50 UE of additional density for the IHC-MPD.

In addition to the above conditions of approval, staff notes that all conditions of approval of the May 23, 2007 IHC-MPD approval, as well as all conditions of approval of the October 8, 2014, First Amended IHC-MPD approval, shall continue to apply as applicable.

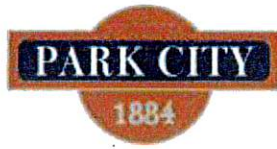
If you have questions regarding your project or the action taken please don't hesitate to contact me at (435) 615-5066 or kirsten@parkcity.org. I will review the Planning Commission schedule and identify a meeting in early spring to continue discussions regarding additional density requested by IHC.

Sincerely,



Kirsten Whetstone, MS, AICP
Senior Planner

Park City Planning Department
PO Box 1480
Park City, UT 84060



October 11, 2019

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

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:

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 amend the Housing Mitigation Plan, as approved by the City, to satisfy this additional obligation, pursuant to 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

**INTERMOUNTAIN HEALTH CARE
MEDICAL CAMPUS
AMENDED PHASING PLAN**

MAY 2020

Overall Plan Intermountain Healthcare’s plans for the medical campus are to link the development of facilities to the demand for medical and hospital services as the population of Park City and Summit County grows over time. Therefore, the medical campus will be developed in phases.

The initial phase started construction in 2007.
Parts of the 1st addition were built between 2009 and 2014.
The 2nd addition was built between 2014 and 2015.

In November 2019, the Park City Planning Commission approved additional density for the campus, therefore, the remainder of the phasing plan needs to be updated to reflect all the approved density. The proposed future phases include:

The 3rd addition for an ambulatory surgery center is proposed for 2020.
The 4th addition for a hospital expansion is planned between 2022 and 2030.
The 5th addition for medical support space is planned between 2022 and 2030.
The 6th addition for the full build out of the hospital is anticipated to be completed after 2030.

Completed Phases - Initial Development

<i>Hospital –</i>	122,000 square foot building (13,000 square feet shelled)
<i>Medical Offices -</i>	18,000 square feet in hospital building
<i>Medical Support -</i>	One 24,424 square foot building (For community benefit)
<i>Parking -</i>	327 surface parking spaces on Lot 1 92 structured parking spaces on Lot 1 73 surface parking spaces on Lot 9

Completed Phases - 1st Addition

<i>Hospital –</i>	Complete 13,000 square feet of shelled space
<i>Medical Offices -</i>	None
<i>Medical Support -</i>	One 24,730 square foot building for medical offices owned by physicians
<i>Parking -</i>	103 surface parking spaces on Lot 7

Completed Phases - 2nd Addition

<i>Hospital –</i>	1,000 square foot addition to existing building
<i>Medical Offices -</i>	82,000 square feet addition to existing building
<i>Medical Support -</i>	None
<i>Parking -</i>	59 new surface parking spaces to be built behind the new building and screened by new building and new berm on Lot 1 233 new surface parking added in front of hospital, minimal visual impact from entry corridor on Lot 1

Currently Built

<i>Hospital –</i>	136,458 square foot building
<i>Medical Offices -</i>	100,000 square feet attached to the hospital
<i>Medical Support -</i>	One 24,424 square foot building (Summit County Public Health and People’s Health Building) One 24,730 square foot building for medical offices (Physicians Holdings Building)
<i>Parking -</i>	560 surface parking spaces at hospital on Lot 1 59 surface parking spaces behind the north medical office building and screened by that building and the berm on Lot 1 92 structured parking spaces at hospital on Lot 1 711 total spaces on Lot 1 176 spaces for medical support on campus on Lots 7 and 9

Future Phases – 3rd Addition

<i>Timing -</i>	2020 and 2021
<i>Hospital –</i>	None
<i>Medical Offices -</i>	None
<i>Medical Support -</i>	14,600 square foot ambulatory surgery center to be built on Lot 6 (using additional density approved in 2019)
<i>Parking -</i>	75 new surface parking spaces on Lot 6 (Recommended by Fehr and Peers 2018 Parking Study)

Future Phases – 4th Addition

<i>Timing -</i>	The best estimates by the hospital are that the next hospital additions will be built between 2022 and 2030.
<i>Hospital –</i>	Up to 65,000 square feet to be added in one or two additions to existing building
<i>Medical Offices -</i>	None

<i>Medical Support -</i>	None
<i>Parking -</i>	98 stall new parking structure to be built behind the hospital (Recommended by Fehr and Peers 2018 Parking Study) As part of Condition of Approval 13 of the Oct 2019 MPD approval, Intermountain will submit a Transportation Management Plan which will address (1) an employee vanpool, (2) an end-of-trip bike facility, and (3) an employee transportation coordinator.

Future Phases – 5th Addition

<i>Timing -</i>	Between 2022 and 2030
<i>Hospital –</i>	None
<i>Medical Offices -</i>	None

<i>Medical Support -</i>	28,000 square foot medical support space on Lot 1, probably for physician offices (using additional density approved in 2019)
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<i>Parking -</i>	Parking spaces on Lot 1 included in phase 4, along with the Transportation Management Plan.
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Future Phases – Full Build Out

<i>Timing -</i>	The best estimates by the hospital are that the hospital additions for full build out will be built after 2030.
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<i>Hospital –</i>	98,000 or total remaining hospital density square feet to be added in one or more additions to existing building or a new separate hospital building on Lot 1
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<i>Medical Offices -</i>	None
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<i>Medical Support -</i>	None
<i>Parking -</i>	Additional parking would be provided in a parking structure. Number to be determined by parking study at the time project is proposed.

2020 Amendment to the 2008 Water Service Agreement

This 2020 Amendment to 2008 Water Service Agreement is made and entered into on the _____ day of _____, 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 FORTY 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 ____ day of _____, 2020.

Attest:

Michelle Kellogg, City Recorder

Dated this ____ day of _____, 2020.

Approved as to form:

Thomas A. Daley, Sr., Deputy City Attorney

Dated this ____ day of _____, 2020.

IHC HEALTH SERVICES, INC.

Clay Ashdown, VP of Finance Strategy,
Growth, and Development

Dated this ____ day of _____, 2020.

ACKNOWLEDGED AND CONSENTED TO by:

UNITED STATES SKI AND SNOWBOARD ASSOCIATION,
a Utah nonprofit organization

By: _____

Print Name: _____

Its: _____

Dated this ____ day of _____, 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

**Approval for Affordable Housing Mitigation Plan at
The Medical Campus at Park City Medical Center**

**FINDINGS OF FACT, CONCLUSIONS OF LAW AND CONDITIONS OF APPROVAL
FOR AN AMENDED AFFORDABLE HOUSING MITIGATION PLAN FOR THE
MEDICAL CAMPUS AT PARK CITY MEDICAL CENTER**

WHEREAS, the owners of the Medical Campus at Park City Medical Center located on Round Valley Drive have a total housing obligation of 90.47 AUEs established within the Annexation Agreement recorded January 23, 2007;

WHEREAS, 44.78 AUEs are fulfilled through development of 28 townhomes within the Park City Heights development and 22.37 AUEs are deferred or transferred through land deals, a total of 23.32 AUEs remain to be fulfilled; and

WHEREAS, the owner submitted a proposed updated housing mitigation plan on May 13, 2015 requesting that a land lease with Peace House be considered as fulfillment of 12.5 AUEs;

NOW, THEREFORE, the Housing Authority of Park City, Utah hereby approves 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 original Annexation Agreement was recorded January 23, 2007.
2. The Housing Authority approved an overall housing obligation equal to 90.47 AUEs in accordance with Housing Resolution 17-99.
3. Construction of 28 affordable townhomes within the Park City Heights development will fulfill 44.78 AUEs.
4. Deferral of units resulting from the construction of the USSA facility equals 10.47 AUEs.
5. Transfer of development rights for one 25,000 square foot medical support building to Summit County for the Health Department and People's Health Clinic equals 5.83 AUEs.
6. Transfer of development rights for one 25,000 square foot medical support building to Physicians Holdings, LLC equals 5.83 AUEs.
7. To date, a balance of 23.32 AUEs remains to be fulfilled.
8. The Owner proposes to lease land to the Peace House for a campus that includes a minimum of the following: 12 transitional housing units totaling to 9,600 square feet or more, 7,200 square feet or more of shelter space, and one employee apartment of a minimum of 800 square feet.

9. The Peace House campus equals a total of 22.5 AUEs of which 10 are in fulfillment of a Summit County housing obligation and therefore removed from the calculation resulting in 12.5 AUEs to count towards the balance remaining in the Owner's housing obligation.
10. The provision of shelter and transitional housing is not offered as an option for fulfillment in Housing Resolution 17-99.
11. The Owner's lease agreement with Peace House is a slight deviation from the current requirements for terms of affordability however they meet the terms required in Housing Resolution 17-99.
12. Lot 8 on which the Peace House campus will be constructed retains no density.

Conclusions of Law:

1. IHC's updated Housing Mitigation Plan requests several exceptions to Housing Resolution 17-99.
2. The Owner will fulfill 12.5 AUEs with this Approval.
3. The Owner will have a balance of 11.82 AUEs still to be fulfilled following the completion of this plan.

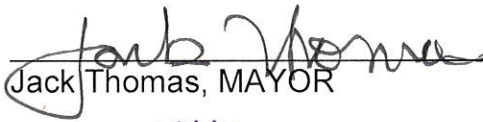
Conditions of Approval:

1. Future density increases for the IHC Medical Campus at Park City Medical Center will be reduced by 10 AUEs or 8,000 square feet.
2. If Peace House ceases operation of their program on Lot 8 prior to 50 years from the date of signing this agreement, IHC will owe the City 12.5 AUEs.

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

PASSED AND ADOPTED this 4 day of June 2015.

PARK CITY MUNICIPAL CORPORATION



Jack Thomas, MAYOR

Attest:



Marci Heil, City Recorder

Approved as to Form:



Mark Harrington, City Attorney



FIRST AMENDED AFFORDABLE HOUSING MITIGATION PLAN FOR THE MEDICAL CAMPUS AT PARK CITY MEDICAL CENTER FINDINGS OF FACT, CONCLUSIONS OF LAW AND CONDITIONS OF APPROVAL

WHEREAS, the owners of the Medical Campus at Park City Medical Center located on Round Valley Drive have a total housing obligation of 90.47 AUEs established within the Annexation Agreement recorded January 23, 2007;

WHEREAS, 44.78 AUEs are fulfilled through development of 28 townhomes within the Park City Heights development and 22.37 AUEs are deferred or transferred through land deals, and 12.5 AUEs are fulfilled in exchange for a land lease with Peace House providing land for a new, expanded facility, and a balance of 10.82 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 original Annexation Agreement was recorded January 23, 2007.
2. The housing obligation is subject to the requirements of Housing Resolution 17-99.
3. The Housing Authority approved an overall housing obligation equal to 90.47 AUEs.
4. A Housing Mitigation Plan was approved on June 4, 2015 by the Housing Authority. Other than as amended herein, its findings of fact, conclusions of law and conditions of approval continue to apply.
5. The June 4, 2015 Housing Mitigation Plan has a typo in Line 3 of the Conclusions of Law stating that 11.82 AUEs remain to be fulfilled. It should read 10.82 AUEs.
6. Deferral of units resulting from the construction of the USSA facility equals 10.71 AUEs. The June 4, 2015 Housing Mitigation Plan finding of fact 4 stated 10.47 which is a typo.
7. Construction of 28 affordable townhomes within the Park City Heights development will fulfill 44.78 AUEs.
8. Transfer of development rights for one 25,000 square foot medical support building to Summit County for the Health Department and People's Health Clinic equals 5.83 AUEs.
9. Transfer of development rights for one 25,000 square foot medical support building to Physicians Holdings, LLC equals 5.83 AUEs.
10. Fulfillment of 12.5 AUEs were approved in exchange for a land lease to the Peace House for a campus that includes a minimum of the following: 12 transitional housing units totaling to 10,000 square feet, 7,200 square feet of

shelter space, and one employee apartment of a minimum of 800 square feet. The document signed for the June 4, 2015 approval stated 9,600 SF for the transitional housing space which is a typo. This typo does not affect the overall AUEs calculated for the project.

11. The Peace House campus equals a total of 22.5 AUEs of which 10 are in fulfillment of a Summit County housing obligation and therefore removed from the calculation resulting in 12.5 AUEs.
12. Lot 8 on which the Peace House campus will be constructed has no density due to its community benefit.
13. If IHC amends the MPD and has additional density assigned to the overall project, the density associated with the Summit County housing obligation (10 AUEs equaling 8,000 SF) shall be counted against any future density allocated to the overall project under the MPD. It is density being used for an outside entity's housing obligation.
14. The Owner submitted a proposed 1st Amendment to the Housing Mitigation Plan that would fulfill an additional 4 AUEs in exchange for a donation of \$816,000 to Peace House for the increased square footage incorporated into updated site plans for the new facility.
15. While the updated site plan added 8,057 SF, the Housing Authority only approved 5,599 square feet to be credited as AUEs. A chart is included below to illustrate the agreement.

Peace Housing New Facility Square Footage	Original 2015	Accepted by 1 st Amended
Transitional & Shelter units (2nd Floor)	17,200	21,300
Employee Units (2nd Floor)	800	2,080
Residential support (1st Floor)		
Laundry	N/A	219
Closet & Storage	N/A	-
Pantry & Storage	N/A	-
Total applicable AUE Square footage	18,000	23,599
divided by 800 - per AUE	22.50	29.50
Less county obligation	-10	-10
Less DV MPD AUEs	N/A	-3
Less IHC July 2015 approval	N/A	-12.5
AUE Credit	12.50	4.00

16. The existing Peace House shelter, which has been sold and will no longer fulfill housing obligations once the new facility opens, was built in fulfillment of three (3) AUEs of the housing obligation resulting from Deer Valley's MPD as amended (ELEVENTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT signed on March 23, 2011, page 5). Those three (3)

- Deer Valley AUEs will be fulfilled by the new Peace House facility and those three (3) AUEs will be removed from the calculation credited for the facility.
17. The donation amount of \$816,000 is equal to the following: August 2016 increase to the in-lieu fee of \$229,500 divided by 900 SF (current AUE) which equals \$255 per SF then multiplied by 800 SF (the definition of an AUE in Housing Resolution 17-99 which is the governing document for the Owner's housing obligations): $\$255 \times 800 \text{ SF} = \$204,000 \text{ per AUE} \times 4 = \$816,000$).

Conclusions of Law:

1. The Owner currently has 10.82 AUEs outstanding
2. The Owner will fulfill 4 AUEs with this Approval of an in lieu fee payment of \$816,000 to Peace House.
3. The Owner will have a balance of 6.82 AUEs still to be fulfilled following the completion of this plan.

Conditions of Approval:

1. If IHC amends the MPD and has additional density assigned to the overall project, the density associated with the Summit County housing obligation (10 AUEs equaling 8,000 SF) shall be counted against any future density allocated to the overall project under the MPD.
2. If Peace House ceases operation of their program on Lot 8 prior to 50 years from the date of signing this agreement, the Owner will owe the City 16.5 AUEs.
3. The Peace House must build the space consistent with the table in finding of fact 15 above.

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

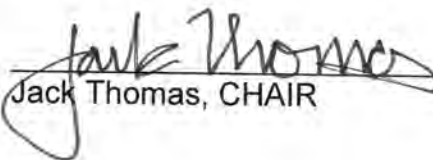
PASSED AND ADOPTED this 2nd day of February 2017.

PARK CITY HOUSING AUTHORITY

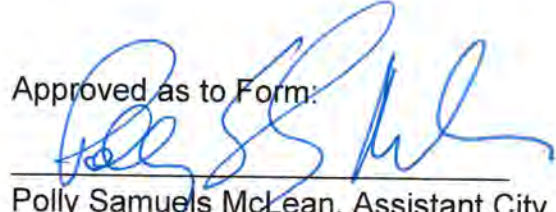


Attest:


Michelle Kellogg, City Recorder


Jack Thomas, CHAIR

Approved as to Form:


Polly Samuels McLean, Assistant City Attorney



Community Development

July 26, 2019

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 April 18, 2019 to accept the recordation of deed restrictions on existing rental units in fulfillment of the housing obligation balances from the IHC/USSA/Burbidge Annexation Agreement recorded on January 23, 2007 as follows:

NOTICE OF HOUSING AUTHORITY ACTION

Description:	Updated/Amended Affordable Housing Mitigation Plan
Project Title:	IHC/USSA/Burbidge Annexation Agreement
Date of Action:	April 18, 2019

Summary of Housing Authority Action

On April 18, 2019, Park City Housing Authority approved an amended Housing Mitigation Plan for the housing obligations resulting from the IHC/USSA/Burbidge Annexation Agreement recorded on January 23, 2007. In fulfillment of 6.82 AUEs in housing obligation, the Housing Authority approved recordation of Deed Restrictions on nine (9) units at 1440 Empire Avenue: 1B, 1D, 2B, 2C, 2D, 3A, 3B, 3C & 3D totaling to 5,484SF or 6.86 AUEs.

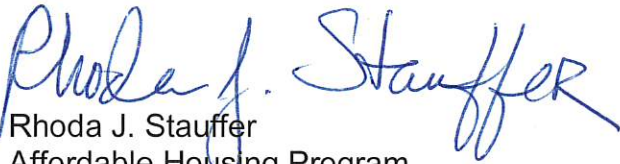
1. The balance of 11.816 AUEs still owed are the combination of housing obligations owed by: IHC owing 6.82 AUEs (5,456 SF); and Physicians Holdings owing 4.996 AUEs (3,996.8 SF). Approval is subject to the recordation of deed restrictions in a form approved by the City Attorney against existing rental units owned by Valley of Love LLC at both 1440 Empire and Rail Central Building #3 (second floor) 1790 Bonanza Drive Lot A. What follows is the Action letter for IHC.
2. IHC currently has 6.82 AUEs outstanding (5,456 SF).
3. IHC will fulfill 6.86 AUEs by placing deed restrictions on nine (9) units at 1440 Empire Avenue, owned by Valley of Love LLC: Unit numbers 1B, 1D, 2B, 2C, 2D, 3A, 3B, 3C & 3D totaling to 5,484 SF.

Conditions of Approval:

1. Inspection must be completed on all the 1440 Empire Avenue units to ensure they meet the minimum standard conditions included as Attachment 3.
2. Deed Restrictions in a form approved by the City Attorney's office shall be recorded against nine (9) units at 1440 Empire Avenue with initial maximum rent per 2-bedroom unit set at \$1,202.49 in July of 2019 to be adjusted annually in April.

If you have any questions about this action letter, please contact me. I can be reached at 435-615-5152 or via email at rhoda.stauffer@parkcity.org.

Sincerely,


Rhoda J. Stauffer
Affordable Housing Program

Attachments:

1. IHC 1st Amended Housing Mitigation Plan approved February 2, 2017
2. IHC/Physicians Holdings Proposal for 2nd Amended Housing Mitigation Plan dated January 2019.
3. Minimum Standard for condition of units.

**FIRST AMENDED AFFORDABLE HOUSING MITIGATION PLAN FOR THE MEDICAL
CAMPUS AT PARK CITY MEDICAL CENTER FINDINGS OF FACT, CONCLUSIONS
OF LAW AND CONDITIONS OF APPROVAL**

WHEREAS, the owners of the Medical Campus at Park City Medical Center located on Round Valley Drive have a total housing obligation of 90.47 AUEs established within the Annexation Agreement recorded January 23, 2007;

WHEREAS, 44.78 AUEs are fulfilled through development of 28 townhomes within the Park City Heights development and 22.37 AUEs are deferred or transferred through land deals, and 12.5 AUEs are fulfilled in exchange for a land lease with Peace House providing land for a new, expanded facility, and a balance of 10.82 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:

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Findings of Fact:

1. The original Annexation Agreement was recorded January 23, 2007.
2. The housing obligation is subject to the requirements of Housing Resolution 17-99.
3. The Housing Authority approved an overall housing obligation equal to 90.47 AUEs.
4. A Housing Mitigation Plan was approved on June 4, 2015 by the Housing Authority. Other than as amended herein, its findings of fact, conclusions of law and conditions of approval continue to apply.
5. The June 4, 2015 Housing Mitigation Plan has a typo in Line 3 of the Conclusions of Law stating that 11.82 AUEs remain to be fulfilled. It should read 10.82 AUEs.
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7. Construction of 28 affordable townhomes within the Park City Heights development will fulfill 44.78 AUEs.
8. Transfer of development rights for one 25,000 square foot medical support building to Summit County for the Health Department and People's Health Clinic equals 5.83 AUEs.
9. Transfer of development rights for one 25,000 square foot medical support building to Physicians Holdings, LLC equals 5.83 AUEs.
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shelter space, and one employee apartment of a minimum of 800 square feet. The document signed for the June 4, 2015 approval stated 9,600 SF for the transitional housing space which is a typo. This typo does not affect the overall AUEs calculated for the project.

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12. Lot 8 on which the Peace House campus will be constructed has no density due to its community benefit.
13. If IHC amends the MPD and has additional density assigned to the overall project, the density associated with the Summit County housing obligation (10 AUEs equaling 8,000 SF) shall be counted against any future density allocated to the overall project under the MPD. It is density being used for an outside entity's housing obligation.
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15. While the updated site plan added 8,057 SF, the Housing Authority only approved 5,599 square feet to be credited as AUEs. A chart is included below to illustrate the agreement.

Peace Housing New Facility Square Footage	Original 2015	Accepted by 1 st Amended
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Residential support (1st Floor)		
Laundry	N/A	219
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Total applicable AUE Square footage	18,000	23,599
divided by 800 - per AUE	22.50	29.50
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2. The Owner will fulfill 4 AUEs with this Approval of an in lieu fee payment of \$816,000 to Peace House.
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3. The Peace House must build the space consistent with the table in finding of fact 15 above.

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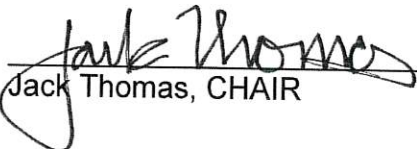
PASSED AND ADOPTED this 2nd day of February 2017.

PARK CITY HOUSING AUTHORITY

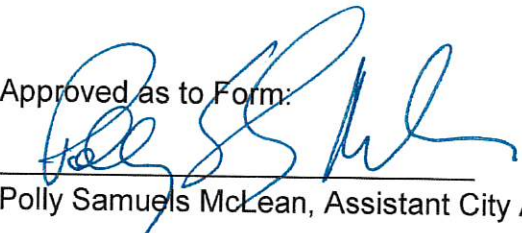


Attest:


Michelle Kellogg, City Recorder


Jack Thomas, CHAIR

Approved as to Form:


Polly Samuels McLean, Assistant City Attorney

**PARK CITY MEDICAL CENTER
MEDICAL CAMPUS
PHYSICIAN HOLDING LLC**

**HOUSING MITIGATION PLAN
PARK CITY HOUSING AUTHORITY**

JANUARY 2019

Background

The annexation agreement between Park City and Intermountain Healthcare included the elements of affordable housing that needed to be provided as part of the development of the annexation area. 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.

There were 10.47 affordable housing units associated with the USSA facility. These units were deferred.

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. During 2011, Physician Holding LLC developed an employee/affordable housing plan which was reviewed by staff. The staff review recommended that the Physician Holding affordable housing obligation, based on their actual development was 4.996 units.

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.

In June 2016, the Housing Authority approved Intermountain Healthcare's housing mitigation plan which included approval of 12.5 units associated with Peace House, in recognition of the value of the ground lease that Intermountain signed with Peace House to provide the site for a new Peace House facility.

In February 2017, the Housing Authority approved the 1st amendment to Intermountain Healthcare's housing mitigation plan which approved an additional 4.0 units associated with Peace House, in exchange for a payment of \$816,000 by Intermountain to Peace House.

Intermountain has an obligation of 6.82 units of affordable housing remaining. This obligation is for the hospital density in the full build out phase of the approved MPD. Intermountain current estimates that this phase will be built between 2025 and 2035.

Intermountain also has a request with the Planning Commission for consideration of additional medical support density on the hospital campus. Any additional density, if approved, would generate additional affordable housing obligations for Intermountain.

Housing Mitigation Plan for Remaining Intermountain Obligation and Physician Holding LLC Obligation

Physician Holding LLC and Intermountain Healthcare have reached an agreement with Mark Fischer, Valley of Love, LLC and 1790 Bonanza, LLC to acquire the affordable housing units associated with the 1440 Empire Ave and the second floor of Rail Central building #3. If approved by the Housing Authority, Mark Fischer and the associated entities have agreed to Deed Restrict the relevant buildings so that they would become permanent affordable housing units within Park City.

As you may know, these buildings were designed by the Elliott Workgroup to be affordable housing units associated with the Bonanza Park development. Mr. Fischer no longer needs to hold these housing units since the City has purchased that property and acknowledged that he can separately attempt to sell these affordable housing units.

This proposal would permit the applicants to fulfill our affordable housing obligations with PCMC by working with Mr. Fischer and his associated entities.

Available Square Footage

1440 Empire	7,755
Rail Central	5,384
Total Available	13,139

Applicants' Obligations

	Required AUEs	Sq Ft Multiplier	Necessary Sq Ft
Physician Holdings	4.996	800	3,997
Intermountain	6.82	800	5,456
Available for Future	4.095	900	3,686
Total Square Feet			13,139

Requests for Housing Authority Approval

Physician Holding LLC and Intermountain Healthcare request that the Park City Housing Authority approve:

1. That the 1440 Empire and Rail Central Buildings be designated as affordable housing units.
2. That the existing Physician Holdings LLC obligation of 4.996 units will be fulfilled.
3. That the remaining Intermountain obligation from the annexation agreement and MPD approvals of 6.82 units will be fulfilled.
4. That if additional medical support density is approved by Park City, then 4.095 AUEs in these buildings will apply against the new affordable housing obligation that Intermountain will have due to the additional density.

Benefits of this Proposal

Physician Holdings LLC and Intermountain believe this proposal has several features that benefits all parties.

1. Existing buildings will become deed restricted, creating permanent affordable housing with Park City.
2. This proposal creates real additional units.
3. No current residents would be displaced by this proposal.
4. This proposal creates a precedent of an applicant (Intermountain) working with the city to provide real affordable housing units, in conjunction with a request to the city for approval of additional development rights.



MINIMUM STANDARDS FOR DEED RESTRICTED UNITS

- Clean Unit
- Carpets steam-cleaned two or three days prior to transfer
- All scratches, holes, burned marks repaired in hardwood floors, linoleum, tile, counter tops, etc. other than normal wear and tear.
- No broken or foggy windows
- All screens in windows (if screens were originally provided)
- All doors will be in working order with no holes
- All locks on doors will work
- All keys will be provided; e.g., door, mail box, garage
- All mechanical systems shall be in working order
- Walls clean and repainted as needed
- Other than normal wear and tear on carpet; if carpet has holes, stains, etc., the carpet and padding shall be replaced
- No leaks from plumbing fixtures
- Any safety hazard remedied
- Satisfaction of radon issue if found at time of inspection
- All light fixtures shall be in working order
- All appliances are in good working order and good condition

DEFINITIONS:

Clean Unit: All rooms will be cleaned as stated below:

Kitchen:

- Range – Inner and outer surfaces cleaned.
- Range hood and Exhaust Fan
- Refrigerator and Freezer – Inner and outer surfaces of refrigerator and freezer will be clean. Freezer will be defrosted.
- Cabinets and Countertops – Exterior and interior surfaces of cabinets and drawers will be clean. Door and drawer handles, if provided, shall be clean and in place.
- Sink and Garbage Disposal – Sink and plumbing fixtures will be clean. Garbage disposal must be in working order.
- Dishwasher – Must be in working order and inner and outer surfaces shall be clean.

Blinds, Windows, Screens:

- Mini-blinds, Venetian Blinds, Vertical Blinds, and Pull Shades – Will be clean.
- Windows – All window surfaces, inside and outside of the window glass, shall be clean.
- Screens – Screens will be clean and in place with no holes or tears.

Closets: Closets, including floors, walls, hanger rod, shelves and doors, shall be clean.

Light Fixtures: Light fixtures will be clean and shall have functioning bulbs/florescent tubes.

Bathrooms:

- Bathtub, Shower Walls, Sinks – Bathtubs, shower walls and sinks shall be clean.
- Toilet and Water Closet – Water closets, toilet bowls and toilet seats will be clean. If the toilet seat is broken or peeling, the seat shall be replaced.
- Tile – All tile and grout will be clean.
- Mirrors and Medicine Cabinets – Mirrors and medicine cabinets shall be cleaned inside and out.
- Shelves and/or Other Cabinetry – All other shelving or cabinetry shall be cleaned inside and out.

Walls, Ceilings, Painted Doors and Baseboards: Painted surfaces must be cleaned with care to ensure the surface is clean without damaging the paint.

Floors: Floor cleaning includes sweeping and mopping and could include stripping, waxing and buffing.

Interior Storage/Utility Rooms: Storage/utility rooms shall be cleaned. Properly cleaned storage/utility rooms will be free from odors, removable stains, grease marks or accumulations.

Washer/Dryer: Must be in working order and inner and outer surfaces shall be clean

Safety Hazard: Any item that provides a safety hazard shall be fixed. This would include, but is not limited to, exposed electrical wiring, satisfaction of any radon issue found, ventilation for gas hot water system, etc.

Walls clean and freshly painted if needed: All holes shall be patched; all posters, pictures, etc., shall be removed from all walls; all nails, tacks, tape, etc., shall be removed from all walls; and all walls shall be clean. If paint has been damaged, repainting must occur. If wallpaper has been placed on the wall and in good condition, the wallpaper can remain; if the wallpaper is peeling off, the wallpaper must be removed and walls painted.

Windows: If a window is broken, including the locking mechanism, the window shall be replaced. If the window has a fog residue in the inside, it shall be replaced.



March 10, 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 February 27, 2020 to accept the recordation of deed restrictions on existing rental units 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>	February 27, 2020

Summary of Housing Authority Action

On February 27, 2020, Park City Housing Authority approved a 4th 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 4.5 AUEs of the housing obligation, the Housing Authority approved recordation of Deed Restrictions on 14 SRO units at Rail Central Building #3 and one three-bedroom unit at Claim Jumper Condominiums.

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 will 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 will fulfill 1.53 AUEs by placing a deed restriction on Claim Jumper Condominium unit #364-U.

Conditions of Approval:

1. Inspection must be completed on all units to ensure they meet the minimum standard conditions included as Attachment 2.
2. Deed Restrictions in a form approved by the City Attorney's office shall be recorded against 14 SRO units at Rail Central Building #3 with initial maximum rent set at \$649 if utilities are paid separately by the lease holder, or \$724 if utilities are included with rent and to be adjusted annually in April.
3. A Deed Restriction in a form approved by the City Attorney's office shall be recorded against one three-bedroom unit at Claim Jumper Condominiums with initial maximum rent set at \$1,235 if utilities are paid separately by the lease holder, or \$1,310 if utilities are included with rent and to be adjusted annually in April.
4. Prior to submitting a Conditional Use Permit, the Applicant shall amend the Housing Mitigation Plan, as approved by the City, to satisfy the remaining obligation of 15.92 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 4th Amended Housing Mitigation Plan dated December 2019.
2. Minimum Standard for condition of units.

CONFIRMED AND ADOPTED this 27th DAY OF February, 2020.

PARK CITY HOUSING AUTHORITY

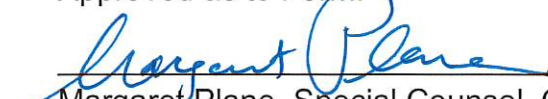

Andy Berman, CHAIR

Attest:


Michelle Kellogg, City Recorder



Approved as to Form:


Margaret Plane, Special Counsel, City Attorney's Office

**PARK CITY MEDICAL CENTER
MEDICAL CAMPUS
HOUSING MITIGATION PLAN – 4th AMENDMENT
PARK CITY HOUSING AUTHORITY
DECEMBER 2019**

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.

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.

Housing Mitigation Plan for New Intermountain Affordable Housing Obligation

There are 14 units in the Rail Central which were not approved earlier this year to be deed restricted, since Intermountain did not have an existing affordable housing obligation at that time. These 14 units have 2,676.375 square feet. At 900 square feet per AHU, these units would satisfy 2.97 AUEs.

Dr. Bill Pidwell owns 1800 Homestake, LLC. This LLC owns a unit in the Claimjumper Condominiums (Unit 364-U). Intermountain would like to contract with 1800 Homestake LLC to have this unit deed restricted, similar to the 1440 Empire and Rail Central. This unit has 1,373 feet, which would satisfy 1.53 AUEs.

Intermountain will continue to work with community partners and Park City's Community Development Department to identify other affordable housing projects to fulfill the other 15.92 units.

Requests for Housing Authority Approval

Intermountain Healthcare requests that the Park City Housing Authority approve:

1. That the remaining 14 Rail Central units be deed restricted and designated as fulfilling 2.97 affordable housing units for Intermountain.
2. That Unit 364-U of the Claimjumper Condominiums be deed restricted and designated as fulfilling 1.53 affordable housing units for Intermountain.

Benefits of this Proposal

Intermountain believes this proposal has several features that benefit both Park City and Intermountain.

1. Existing buildings will become deed restricted, creating permanent affordable housing with Park City.
2. This proposal creates real additional units.
3. No current residents would be displaced by this proposal.
4. The benefit for Intermountain is that Intermountain could begin working on projects to use some of the additional density approved by the Planning Commission earlier this year.

**MINIMUM STANDARDS FOR
SELLER TO RECEIVE MAXIMUM RESALE PRICE**

- Clean Unit
- Carpets steam-cleaned two or three days prior to closing
- All scratches, holes, burned marks repaired in hardwood floors, linoleum, tile, counter tops, etc. other than normal wear and tear.
- No broken or foggy windows
- All screens in windows (if screens were originally provided)
- All doors will be in working order with no holes
- All locks on doors will work
- All keys will be provided; e.g., door, mail box, garage
- All mechanical systems shall be in working order
- Walls paint ready
- Other than normal wear and tear on carpet; if carpet has holes, stains, etc., the carpet and padding shall be replaced or escrow funds at current market value per square foot for a comparable product shall be held at the time of closing to be used by the new Qualified Buyer
- No leaks from plumbing fixtures
- Any safety hazard remedied prior to closing
- Satisfaction of radon issue if found at time of inspection
- All light fixtures shall be in working order
- All appliances that existed in the original Unit remain and are in good working order and good condition

DEFINITIONS:

Clean Unit; All rooms will be cleaned as stated below;

Kitchen:

- Range - Inner and outer services will be cleaned.
- Range hood and Exhaust Fan
- Refrigerator and Freezer - Inner and outer surfaces of refrigerator and freezer will be clean. Freezer will be defrosted.
- Cabinets and Countertops - Exterior and interior surfaces of cabinets and drawers will be clean. Door and drawer handles, if provided, shall be clean and in place.
- Sink and Garbage Disposal - Sink and plumbing fixtures will be clean. Garbage disposal must be in working order.
- Dishwasher - Must be in working order and inner and outer surfaces shall be clean.

Blinds, Windows, Screens:

- Mini-blinds, Venetian Blinds, Vertical Blinds, and Pull Shades - Will be clean.

- Windows - All window surfaces, inside and outside of the window glass, shall be clean.
- Screens - Screens will be clean and in place with no holes or tears.
- If a window is broken, including the locking mechanism, the window shall be replaced. If the window has a fog residue in the inside, it shall be replaced.

Closets:

- Closets, including floors, walls, hanger rod, shelves and doors, shall be clean.

Light Fixtures:

- Light fixtures will be clean and shall have functioning bulbs/florescent tubes.

Bathrooms:

- Bathtub, Shower Walls, Sinks - Bathtubs, shower walls and sinks shall be clean.
- Toilet and Water Closet - Water closets, toilet bowls and toilet seats will be clean. If the toilet seat is broken or peeling, the seat shall be replaced.
- Tile - All tile and grout will be clean.
- Mirrors and Medicine Cabinets - Mirrors and medicine cabinets shall be cleaned inside and out.
- Shelves and/or Other Cabinetry - All other shelving or cabinetry shall be cleaned inside and out.

Walls, Ceilings, Painted Doors and Baseboards:

- Painted surfaces must be cleaned with care to ensure the surface is clean without damaging the paint.

Floors:

- Floor cleaning includes sweeping and mopping and could include stripping, waxing and buffing. Types of floor surfaces include bamboo and marmoleum.

Interior Storage/Utility Rooms:

- Storage/utility rooms shall be cleaned. Properly cleaned storage/utility rooms will be free from odors, removable stains, grease marks or accumulations.
- Washer/Dryer- Must be in working order and inner and outer surfaces shall be clean

Safety Hazard:

- Any item that provides a safety hazard shall be fixed. This would include, but is not limited to, exposed electrical wiring, satisfaction of any radon issue found, ventilation for gas hot water system, etc.

Walls Paint-Ready:

- All holes shall be patched; all posters, pictures, etc., shall be removed from all walls; all nails, tacks, tape, etc., shall be removed from all walls; and all walls shall be clean and ready for the new buyer to paint. If wallpaper has been placed on the wall and in good condition, the wallpaper can remain; if the wallpaper is peeling off, the wallpaper must be removed.



22 February 2017

Kirsten Whetstone
Park City Planning Department
445 Marsac Avenue
Park City, UT 84060

Dear Kirsten;

Intermountain Healthcare had a mining hazards audit performed by IHI for the hospital site. This audit found no mine hazards (mine tunnels, adits, mines, shafts, etc.) on the site. This report was submitted to Jim Blankenau, Environmental Regulatory Program Manager, in October 2012.

Sincerely,

A handwritten signature in cursive script that reads "Morgan David Busch".

Morgan Busch
Senior Strategic Planning Consultant

Quinn's Junction
Joint Planning Commission Development Principles

I. Development Densities and Land Uses

- Initial project analysis should commence with a review of property's base density, wetlands, slopes, wildlife areas, flood plain, etc.).
- Consider Sensitive Land Overlay density bonuses as incentive for project densities and development locations.
- Density should result in significant public benefits that promote Park City's resort, recreation, tourism and resort-based, second home economy.
- Highway service commercial and regional/big-box retail commercial are strongly discouraged in/along the Highway 40/SR 248 corridor.
- Institutional and/or Quasi Public Institutional uses relating to community open space, recreation, health and tourism may be considered in the Highway 40/SR 248 corridor. Limited neighborhood commercial uses may be considered in the Silver Summit area east of Highway 40.
- An expansion of the existing light industrial/incubator service commercial uses along the east side of Highway 40 should be considered. Said expansion should be clustered to the greatest degree possible to minimize sprawl.

II. Development Patterns

- Cluster in already identified receiving areas and around exiting development with consistent uses.
- Public open space and recreation is the predominant land use in the study area. Clustered development should be designed to preserve and enhance access and use of said areas.
- Apply Sensitive Land Overlay standards for development design.
- Preserve a substantial open space corridor through study area.
- Developments should be transit-oriented and linked to broader community open space and trail network.

Planning Commission Staff Report



Subject: Alpine Retreat @ Park City Condominium Plat
Application: PL-19-04386
Author: Rebecca Ward
Date: June 10, 2020
Type of Item: Administrative – Condominium Plat Amendment

Summary Recommendations

Staff recommends the Commission review the proposed Alpine Retreat @ Park City Condominium Plat amendment, hold a public hearing, and consider forwarding a positive recommendation for City Council's consideration on July 9, 2020, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft ordinance.

Description

Applicant: Loren Pierce
Location: 1274 Park Avenue
Zoning District: Historic Residential – Medium Density
Adjacent Land Uses: Single-Family Dwellings, Multi-Family Dwellings, Park City Skateboard Park
Reason for Review: Condominium Plat Amendments require Planning Commission review and recommendation 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 December 2, 2019, the Applicant submitted a complete Condominium Plat Amendment application. The application was scheduled for the Commission's consideration on January 8, 2020, but the matter was continued to a date uncertain in order to address Homeowner Association concerns.

The Applicant proposes to add a single-car garage with access via Sullivan Road and an upper wet bar, sitting area, bathroom, closet, and sleeping area to 1274 Park Avenue, a 1,791-square-foot Significant Structure on the City's Historic Sites Inventory. 1274 Park Avenue is Unit 1 of the Alpine Retreat @ Park City Condominium Project, a six-unit condominium. A condominium plat amendment is required to accommodate the proposed conversion from common space to Unit 1 private space (Exhibit B).

To address concerns of the Homeowner Association (see Exhibit F: Public Input), the Applicant amended the proposed addition so that the structure aligns with the front door of Unit 5, the neighboring unit.

Background

On April 26, 2001, the City Council passed [Ordinance No. 01-12](#), approving the Alpine Retreat @ Park City, a condominium plat with six units, including two Significant Historic Structures, 1266 and 1274 Park Avenue (Summit County Recorder Entry [591068](#); Exhibit A).

On August 22, 2017, the Alpine Retreat Homeowners Association approved expansion of 1274 Park Avenue, Unit 1, converting 636 square feet of common area to Unit 1 private area for a future garage, driveway, and hot tub (Exhibit C).

On March 6, 2020, the Alpine Retreat Homeowners Association approved a modification to the expansion of 1274 Park Avenue, Unit 1, including a ground floor 336-square-foot garage and 150-square-foot entry foyer/mudroom/laundry area, and 521 square feet of upper level space that includes a wet bar, sitting area, bathroom, closet, and sleeping area (Exhibit D).

Analysis

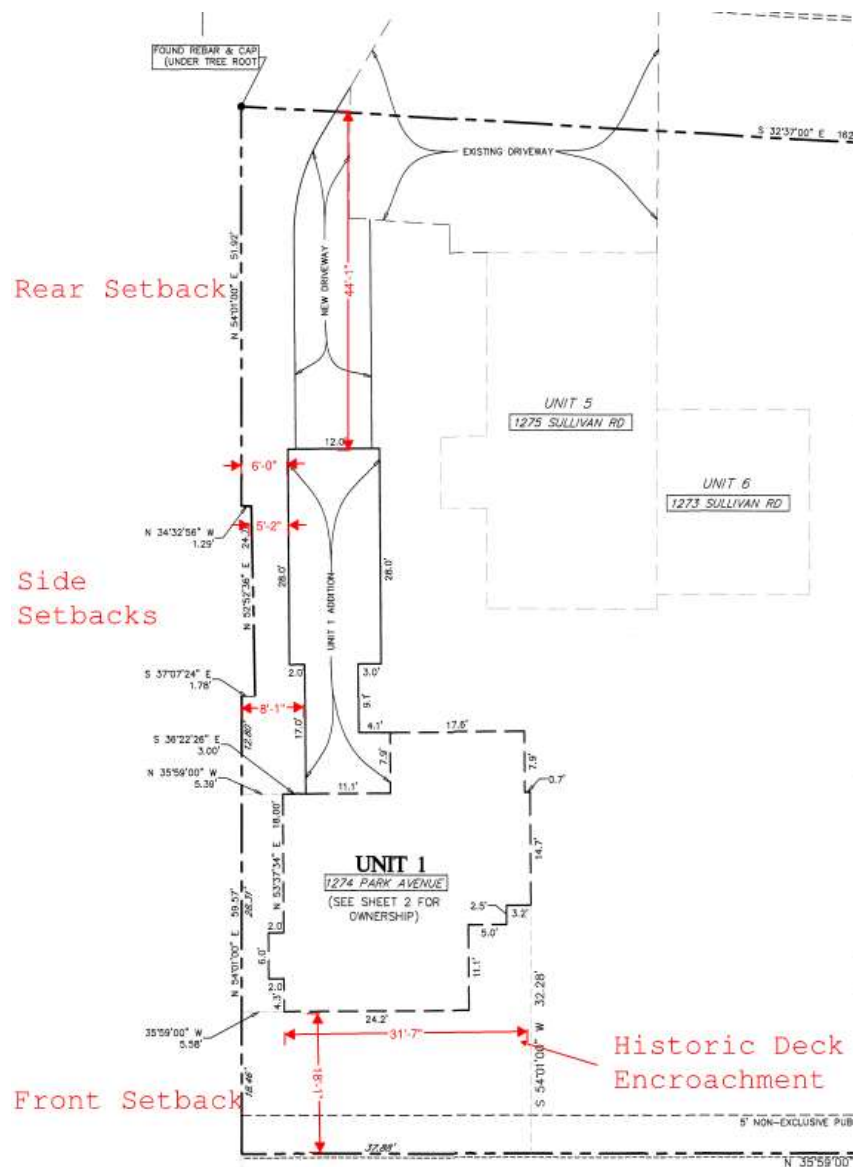
The Planning Commission reviews and recommends condominium plat approval to City Council. LMC [§ 15-12-15\(B\)\(9\)](#). Condominium plats must be approved in accordance with LMC Chapter 15-7, *Subdivisions*. LMC [§ 15-7.1-3\(C\)](#).

(I) Staff recommends the Commission approve the condominium plat amendment because the proposal complies with the HRM Zoning District Requirements outlined in LMC § 15-2.4-4, *Lot and Site Requirements* and LMC § 15-2.4-7, *Building Height*.

1274 Park Avenue is located in the Historic Residential - Medium Density (HRM) District. The purpose of the HRM District is outlined in LMC [§ 15-2.4-1](#). A Single Family Dwelling is an Allowed Use in the HRM District. LMC [§ 15-2.4-2\(A\)](#).

Lot and Site Requirements LMC § 15-2.4-4	Analysis of Proposal
Front Setback – 15 feet	The Front Setback for the existing Significant Historic Structure is approximately 18 feet and includes a deck that encroaches into the Setback. While a deck is allowed as an exception in the Front Setback if it projects no more than 3 feet into the Setback, it must not be more than 10 feet wide. The existing historic deck is approximately 31 feet wide, spanning the width of the front Façade. However, Historic Structures that do not comply with Setbacks are valid Non-Complying Structures. All additions to the Historic Structure must meet Setback requirements and the current proposal does, outlined below. LMC § 15-2.4-6 .

Rear Setback – 10 feet	As shown in the image from the proposed amended plat below, approximately 44 feet
Side Setback – 5 feet	As shown in the image from the proposed amended plat below, the side Setbacks for the proposed addition are approximately 5 feet at the narrowest and 8 feet at the widest
Site plans and Building design must resolve snow release issues to the satisfaction of the Chief Building Official	This requirement is reflected in Condition of Approval 3. LMC § 15-2.4-4(I)

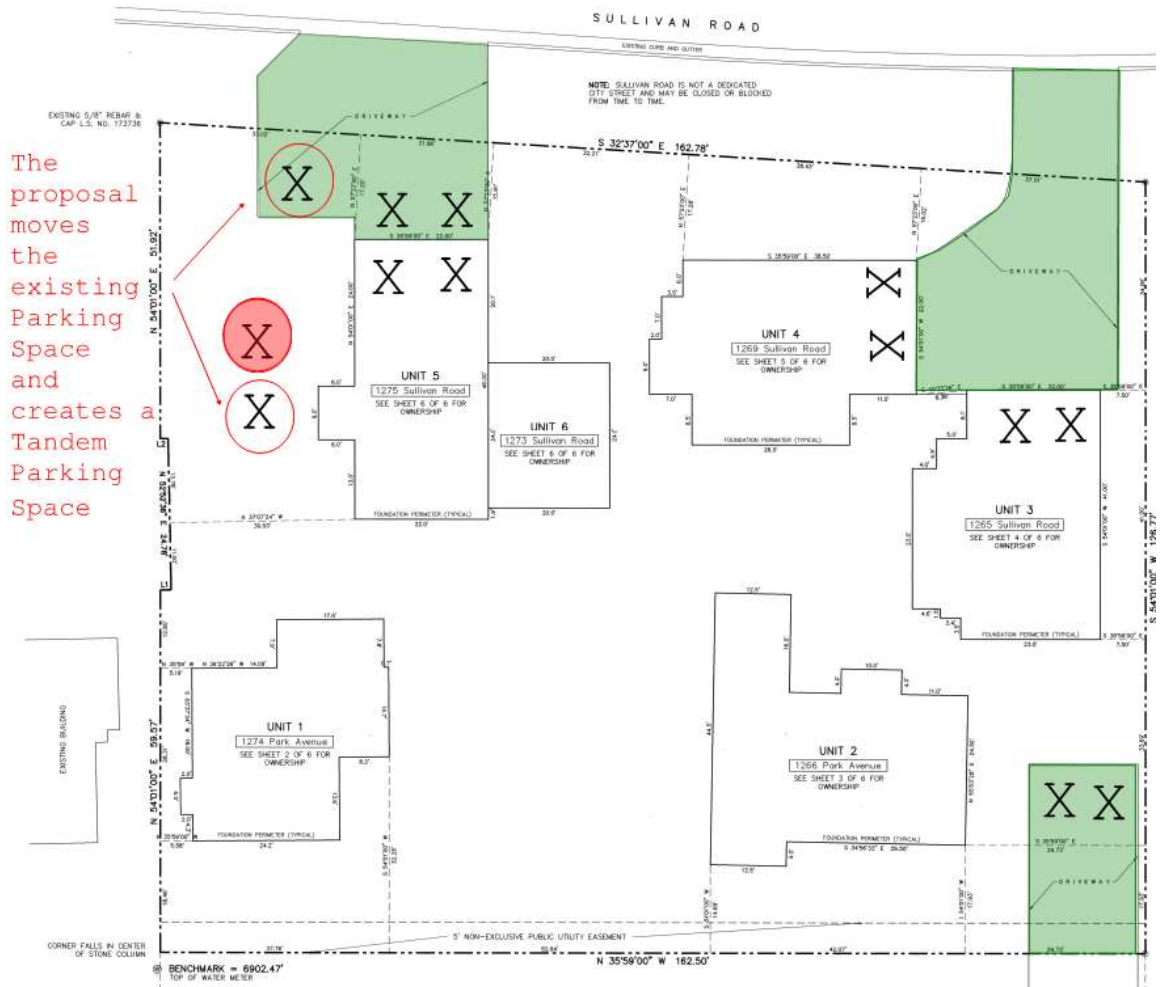


Height Requirements LMC § 15-2.4-7	Analysis of Proposal
Height – 27 feet from Existing Grade	As shown in the East Elevation image below, the proposed addition is 25 feet 6 inches from Existing Grade



(II) Staff recommends the Commission approve the condominium plat amendment because the proposal complies with LMC § 15-3-6, *Parking Ratio Requirements*, LMC § 15-2.4-8, *Parking Regulations*, LMC § 15-3-3, *Driveway Standards*, and LMC § 15-3-4, *Specific Driveway Standards For Single Family Residences*.

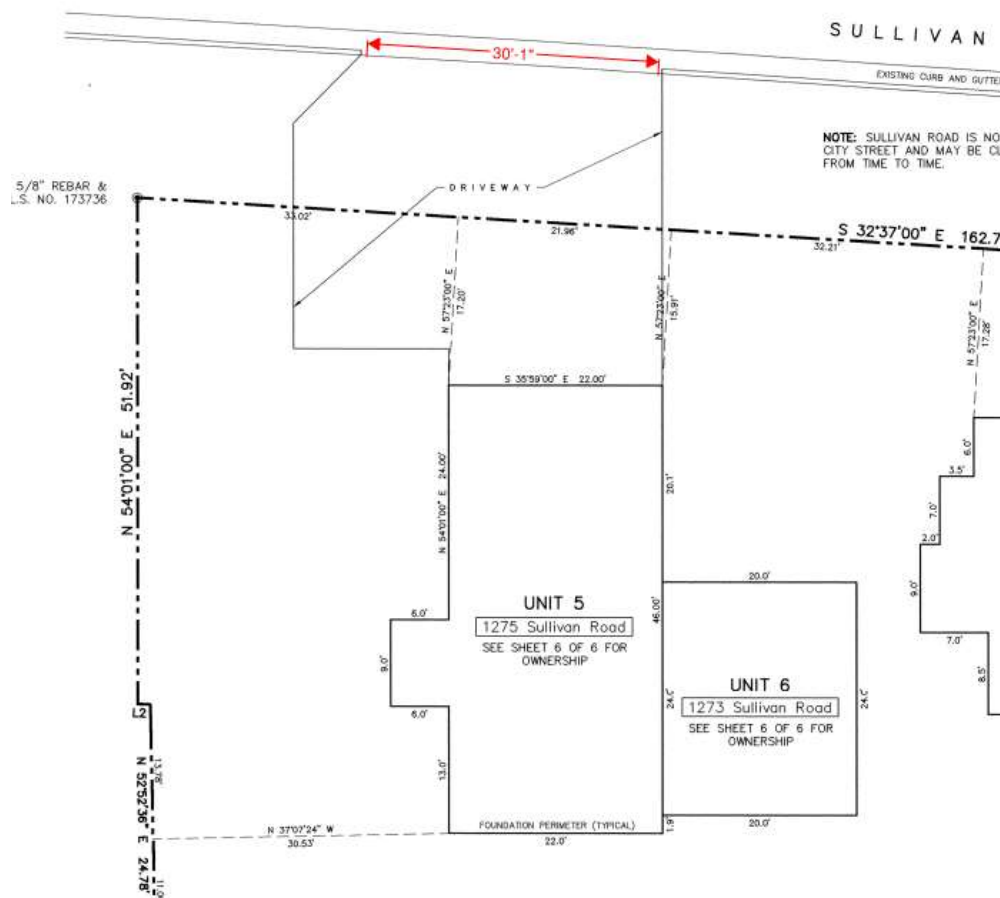
Parking Ratio Requirements LMC § 15-3-6	Analysis of Proposal
Two Parking Spaces are required for each Single Family Dwelling	There are six Single Family Dwellings on site, requiring a total of 12 Parking Spaces. Two of the Single Family Dwellings are Historic Structures. A Historic Structure that does not comply with Off-Street parking is a valid Non-Complying Structure, unless an addition to the Historic Structure creates a Lockout Unit or Accessory Apartment. LMC § 15-2.4-6. As a result, only 8 total Parking Spaces are required for the condominium. The condominium currently provides a total of 9 Parking Spaces, with 2 tandem Parking Spaces—which are allowed in the HRM—for a total of 11 (see image below). LMC § 15-2.4-8(A). The current Parking Space for 1274 Park Avenue is along the existing driveway for Units 5 and 6. The proposal relocates the Parking Space to the garage and creates a new Tandem Parking Space on the 1274 Park Avenue driveway. Approval of this project will bring the condominium parking into compliance with Off-Street Parking requirements totaling 12 Parking Spaces without any exceptions for the two Historic Structures. Condition of Approval 4 requires a plat note to prohibit the addition to 1274 from creating a Lockout Unit or Accessory Apartment because such Lockout Unit or Accessory Apartment would require an additional Parking Space.



Parking Regulations LMC § 15-2.4-8	Analysis of Proposal
Common driveways are allowed to provide Access to Parking in the rear of the Main Building if both Properties are deed restricted to allow for the perpetual Use of the shared drive	The proposed shared driveway is currently platted as common area and the plat amendment will retain the common area driveway.

Driveway Standards LMC § 15-3-3(H)	Analysis of Proposal
Minimum Width – 10 feet Maximum Width – 27 feet	The new driveway will be 12 feet in width. In 2001, the condominium plat was approved in excess of the 27-foot curb cut width at 30 feet. The City Engineer has discretion to make modifications to driveway widths. LMC § 15-3-3(H). The City Engineer approved the 30-foot curb cut width and Condition of Approval 5 requires that the curb cut be no wider than 30 feet.

The image below is taken from the recorded plat, as approved in 2001, and shows the driveway curb cut at 30 feet. (Summit County Recorder Entry No. 591068):



Driveway Standards for Single-Family Residences LMC § 15-3-4(A)	Analysis of Proposal
Single car garages must have a minimum interior dimension of 11 feet wide and 20 feet deep	The garage interior is 11 feet wide and 28 feet deep

(III) Staff recommends a Condition of Approval requiring a Conditional Use Permit to alter access from Sullivan Road to conform with LMC § 15-2.4-9.

Sullivan Road is not a platted public road. Rather, it is City property that allows vehicle access. As a result, the LMC requires a Conditional Use Permit that outlines specific criteria regarding utilities, site planning, pedestrian and landscaping improvements, and parking mitigation.

Sullivan Road Access LMC § 15-2.4-9	Analysis of Proposal
To make an additional curb cut, or to pave or improve existing access on Sullivan Road, requires a Conditional Use Permit prior to obtaining a building permit.	This requirement is reflected in Condition of Approval 6.

(IV) Staff recommends Conditions of Approval regarding compliance with LMC Chapter 15-11, *Historic Preservation*, LMC Chapter 15-5, *Architectural Review*, and the 1274 Park Avenue Façade Easement.

Historic Preservation LMC Chapter 15-11	Analysis of Proposal
The Design Guidelines for Park City's Historic Districts and Historic	1274 Park Avenue is a Significant Historic Structure in the Historic District. As a result, the Applicant is required to complete a Historic

Sites address additions to existing Structures	District Design Review prior to applying for a Building Permit. Condition of Approval 7.
Architectural Review LMC Chapter 15-5	1274 Park Avenue is also subject to the requirements of Architectural Review. Condition of Approval 7.

Façade Easement	Analysis of Proposal
On June 24, 1999, the owners of 1274 Park Avenue entered into the <i>Grant of Preservation Easement: 1274 Park Avenue</i> with Park City Municipal, recorded on August 16, 1999 (Summit County Recorder Entry 546937 ; Exhibit E). The easement outlines requirements to maintain the front and side Façades.	Any future construction to 1274 Park Avenue must preserve and restore the front and side Façades of 1274 Park Avenue as outlined in the Façade easement. Condition of Approval 8.

(V) The Development Review Committee reviewed this application and did not identify any issues.

In the December 17, 2019 Development Review Committee meeting, the City Engineer reviewed the proposed plat amendment and will work with the applicant at the time of Conditional Use Permit, pursuant to the requirements of LMC [§ 15-2.4-9](#), *Sullivan Road Access*.

Good Cause

The LMC defines Good Cause as *providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.* LMC [§ 15-15-1](#).

Staff finds good cause for the Alpine Retreat @ Park City Condominium Plat Amendment because approval of this plat amendment will add an additional Tandem Parking Space to the site, bringing the total Parking Spaces to 12, as required by the LMC without any exceptions for the two Historic Structures. Additionally, the Applicant

must secure a Conditional Use Permit to alter Sullivan Road access to ensure that the additional access on Sullivan Road does not have any unmitigated impact on neighboring properties or City property.

Process

The approval of this condominium plat amendment by the City Council constitutes Final Action that may be appealed pursuant to LMC [§ 15-1-18](#).

Department Review

A condominium plat amendment must be reviewed by the Planning, Engineering, and Building Departments, as well as the City Attorney, prior to recommendation to the Planning Commission. LMC [§ 15-4-12](#).

The proposed plat amendment was reviewed by the Building Department as part of the Development Review Committee on December 17, 2019. The Planning, Engineering, and Legal Departments reviewed this application.

The City Engineer, City Attorney, City Recorder, City Council, and Mayor must review the final approved condominium plat before recordation. LMC [§ 15-12-15\(B\)\(9\)](#).

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on May 27, 2020. Staff mailed courtesy notice to property owners within 300 feet on May 27, 2020. The *Park Record* published notice on May 27, 2020. LMC [§ 15-1-21](#).

Public Input

Attached as Exhibit F

Alternatives

- The Planning Commission may forward a positive recommendation for City Council's consideration on July 9, 2020;
- The Planning Commission may forward a negative recommendation for City Council's consideration on July 9, 2020, and direct staff to make findings for this decision; or
- The Planning Commission may request additional information and continue the discussion to a later date.

Exhibits

Attachment 1 – Draft Ordinance

Exhibit A: Alpine Retreat @ Park City Condominium Plat

Exhibit B: Proposed Alpine Retreat @ Park City Unit 1, Amended Condominium Plat

Exhibit C: August 22, 2017 Alpine Retreat Homeowners Association approval

Exhibit D: March 6, 2020 Alpine Retreat Homeowners Association approval

Exhibit E: Grant of Preservation Easement – 1274 Park Avenue

Exhibit F: Public Input

Ordinance No. 2000-XX

**AN ORDINANCE APPROVING THE ALPINE RETREAT @ PARK CITY UNIT 1,
AMENDED CONDOMINIUM PLAT, LOCATED AT
1274 PARK AVENUE, PARK CITY, UTAH**

WHEREAS, the owners of the property located at 1274 Park Avenue petitioned the City Council for approval of the Alpine Retreat @ Park City Unit 1, Amended Condominium Plat; and

WHEREAS, on May 27, 2020, notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on May 27, 2020, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on May 27, 2020, courtesy notice was mailed to property owners within 300 feet of the Alpine Retreat @ Park City Condominiums; and

WHEREAS, on June 10, 2020, the Planning Commission reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, on June 10, 2020, the Planning Commission forwarded a **X** recommendation for City Council's consideration on July 9, 2020; and

WHEREAS, on July 9, 2020, the City Council reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, the condominium plat is consistent with the Park City Land Management Code, including § 15-4-12, § 15-7.1-3(C), § 15-12-15(B)(9), and Chapters 15-2.4 and 15-3.

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

SECTION 1. APPROVAL. The Alpine Retreat @ Park City Unit 1, Amended Condominium Plat is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. On April 26, 2001, the City Council passed Ordinance No. 01-12, approving the Alpine Retreat @ Park City, a condominium plat with six units, including two Significant Historic Structures, 1266 and 1274 Park Avenue (Summit County Recorder Entry 591068).
2. 1274 Park Avenue, a 1,791-square-foot Significant Historic Structure, is Unit 1 of the Alpine Retreat @ Park City Condominium Project.

3. On August 22, 2017, the Alpine Retreat Homeowners Association approved expansion of 1274 Park Avenue (Unit 1) to include 636 square feet of common area for a future garage, driveway, and private hot tub area.
4. The Applicant submitted a complete Condominium Plat Amendment application to the Planning Department on December 4, 2019.
5. The plat amendment was originally scheduled for the Commission's review on January 16, 2020. However, the matter was continued to a date uncertain to address Homeowner Association concerns.
6. On March 6, 2020, the Alpine Retreat Homeowners Association approved a modification to the expansion of 1274 Park Avenue, Unit 1, including a ground floor 336-square-foot garage and 150-square-foot entry foyer/mudroom/laundry area, and 521 square feet of upper level space that includes a wet bar, sitting area, bathroom, closet, and sleeping area.
7. The Alpine Retreat @ Park City Condominium Plat memorializes private, common, and limited common area for six Units.
8. 1274 Park Avenue is located in the Historic Residential – Medium Density Zoning District.
9. The purpose of the HRM District is outlined in Land Management Code § 15-2.4-1.
10. The proposed plat amendment complies with HRM Setback requirements.
11. The Front Setback in the HRM District is 15 feet. The Front Setback for the existing Significant Historic Structure is approximately 18 feet and includes a deck that encroaches into the Setback. While a deck is allowed as an exception in the Front Setback if it projects no more than 3 feet into the Setback, it must not be more than 10 feet wide. The existing historic deck is approximately 31 feet wide, spanning the width of the front Façade. However, Historic Structures that do not comply with Setbacks are valid Non-Complying Structures. All additions to the Historic Structure must meet Setback requirements. There are no additions proposed in the Front Setback.
12. The Rear Setback in the HRM District is 10 feet. The proposed addition exceeds this requirement with a Rear Setback of 44 feet.
13. The Side Setback in the HRM District is 5 feet. The proposed addition meets Side Setback requirements and is 5 feet at the narrowest and 8 feet at the widest.
14. Site plans and Building design must resolve snow release issues to the satisfaction of the Chief Building Official.
15. The proposed plat amendment complies with Building Height Restrictions.
16. Maximum Building Height in the HRM District is 27 feet from Existing Grade. The proposed addition is 25 feet 6 inches from Existing Grade.
17. Single-Family Dwellings require two Off-Street parking spaces. There are six Single Family Dwellings in the condominium, requiring a total of 12 Parking Spaces. Two of the Single Family Dwellings are Historic Structures. A Historic Structure that does not comply with Off-Street parking is a valid Non-Complying Structure, unless an addition to the Historic Structure creates a Lockout Unit or Accessory Apartment. As a result, only 8 total Parking Spaces are required for the condominium.

18. The condominium currently provides a total of 9 Parking Spaces, with 2 tandem Parking Spaces—which are allowed in the HRM—for a total of 11.
19. The current Parking Space for 1274 Park Avenue is along the existing driveway for Units 5 and 6. The proposal relocates the Parking Space to the garage and creates a new Tandem Parking Space on the 1274 Park Avenue driveway.
20. Approval of this project will bring the condominium into compliance with Off-Street Parking requirements with a total of 12 on-site Parking Spaces without any exceptions for the two Historic Structures.
21. Condition of Approval 4 prohibits the addition to 1274 from creating a Lockout Unit or Accessory Apartment because such Lockout Unit or Accessory Apartment would require an additional Parking Space.
22. The proposed plat amendment complies with Off-Street Parking requirements so long as the studio unit constructed above the garage is not used as a Lockout Unit or Accessory Apartment.
23. Common driveways are allowed to provide Access to Parking in the rear of the Main Building if both Properties are deed restricted to allow for the perpetual Use of the shared drive. The proposed shared driveway for Unit 1 and Units 5 and 6 is currently platted as common area. The plat amendment will retain the common area driveway.
24. Driveways for shared Single Family Dwellings must have a minimum width of 10 feet. The proposed driveway is 12 feet in width.
25. Driveway curb-cut for shared Single Family Dwellings must not exceed 27 feet in width. The 2001 plat approval exceeded this width and was approved at 30 feet. The City Engineer has discretion for curb-cut widths and approved retention of the 30-foot curb cut.
26. Single car garages must have a minimum interior dimension of 11 feet in width and 20 feet in depth for a Single-Family Dwelling. The proposed garage is 11 feet wide and 28 feet deep.
27. The driveway for Units 1, 5, and 6 is accessed via Sullivan Road. Altering access from Sullivan Road triggers LMC § 15-2.4-9 and a Conditional Use Permit is required to ensure compliance with the LMC prior to applying for a Building Permit.
28. 1274 Park Avenue is a Significant Historic Structure in the Historic District.
29. The Applicant is required to complete a Historic District Design Review prior to applying for a Building Permit.
30. Additions to the Significant Historic Structure shall comply with the Design Guidelines for Historic Districts and Historic Sites, Historic Preservation LMC Chapter 15-11, and Architectural Review LMC Chapter 15-5.
31. On June 24, 1999, the owners of 1274 Park Avenue entered into the *Grant of Preservation Easement: 1274 Park Avenue* with Park City Municipal. The easement was recorded on August 16, 1999 (Summit County Recorder Entry 546937).
32. The easement outlines requirements to maintain the front and side Façades of 1274 Park Avenue and any future construction to 1274 Park Avenue must preserve and restore the front and side Façades of 1274 Park Avenue as outlined in the easement.

Conclusions of Law

1. There is good cause for the Alpine Retreat @ Park City Condominium Plat Amendment because the plat amendment will increase on-site parking by one Parking Space, bringing the total Parking Spaces for the property to the 12 required by code without exceptions for the two Historic Structures. Also, altering access via Sullivan Road will require a Conditional Use Permit to ensure there are no unmitigated impacts to neighboring properties or to City property.
2. The proposed plat amendment complies with the LMC, including § 15-4-12, § 15-7.1-3(C), § 15-12-15(B)(9), and Chapters 15-2.4 and 15-3, and applicable State law regarding Condominium Plats.
3. Neither the public nor any person will be materially injured by the proposed Condominium Plat Amendment.
4. Approval of the Condominium 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 with the County within one year from the date of City Council approval. If recordation has not occurred within one year, this approval of the plat is void, unless a request for an extension is made in writing prior to the expiration date and the City Council grants an extension.
3. Site plans and Building design must resolve snow release issues to the satisfaction of the Chief Building Official.
4. A Plat Note shall state that the addition to 1274 Park Avenue shall not be used as a Lockout Unit or Accessory Apartment.
5. The Sullivan Road curb cut shall be no wider than 30 feet.
6. LMC § 15-2.4-9 requires a Conditional Use Permit to alter access on Sullivan Road and must be obtained prior to applying for a Building Permit.
7. 1274 Park Avenue is a Significant Historic Structure in the Historic District and is subject to a Historic District Design Review and Architectural Review prior to applying for a Building Permit.
8. Any future development shall comply with the *Grant of Preservation Easement: 1274 Park Avenue*, recorded on August 16, 1999 (Summit County Recorder Entry 546937).

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

PASSED AND ADOPTED this 9th Day of July, 2020.

PARK CITY MUNICIPAL CORPORATION

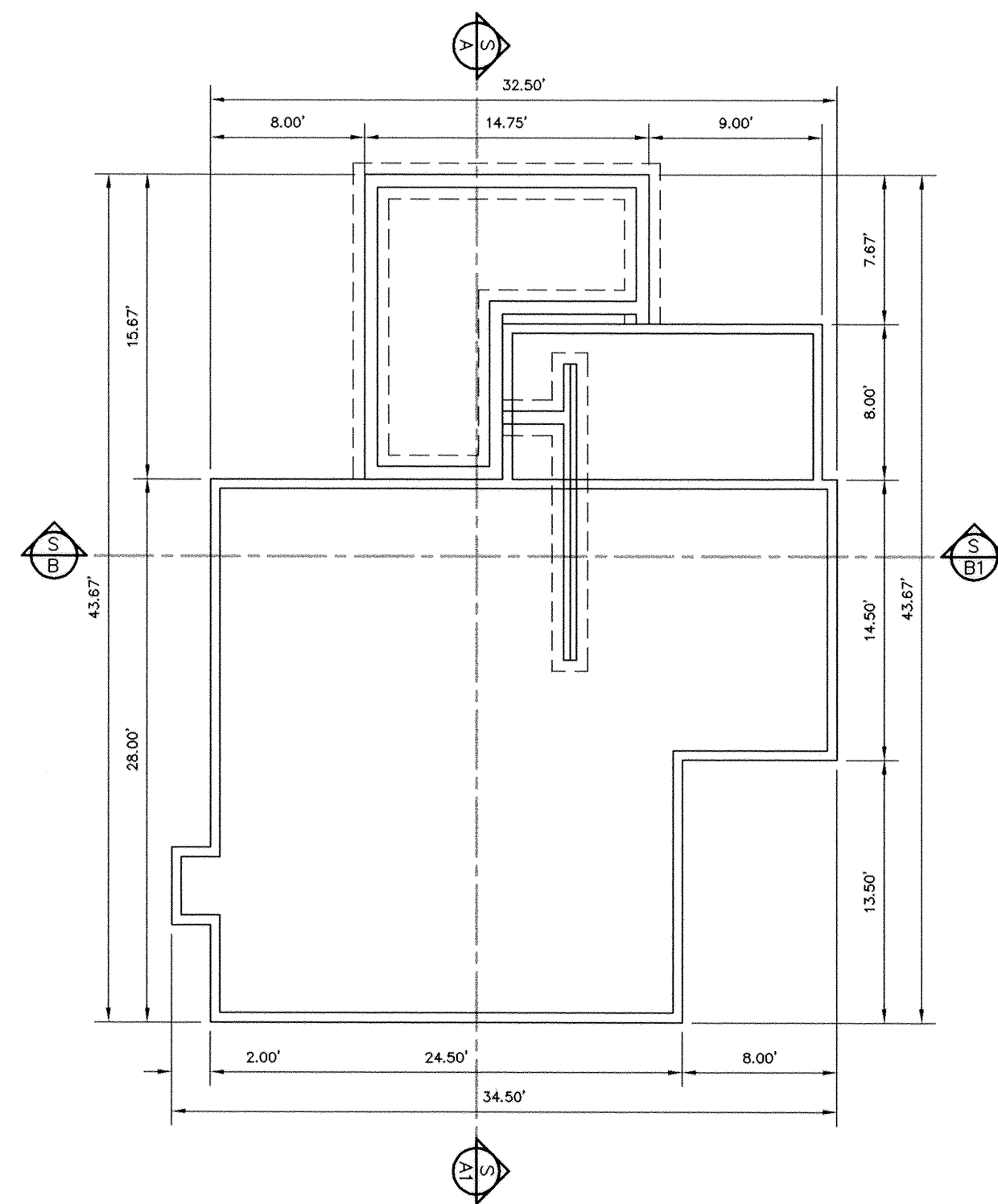
Andy Beerman, MAYOR

ATTEST:

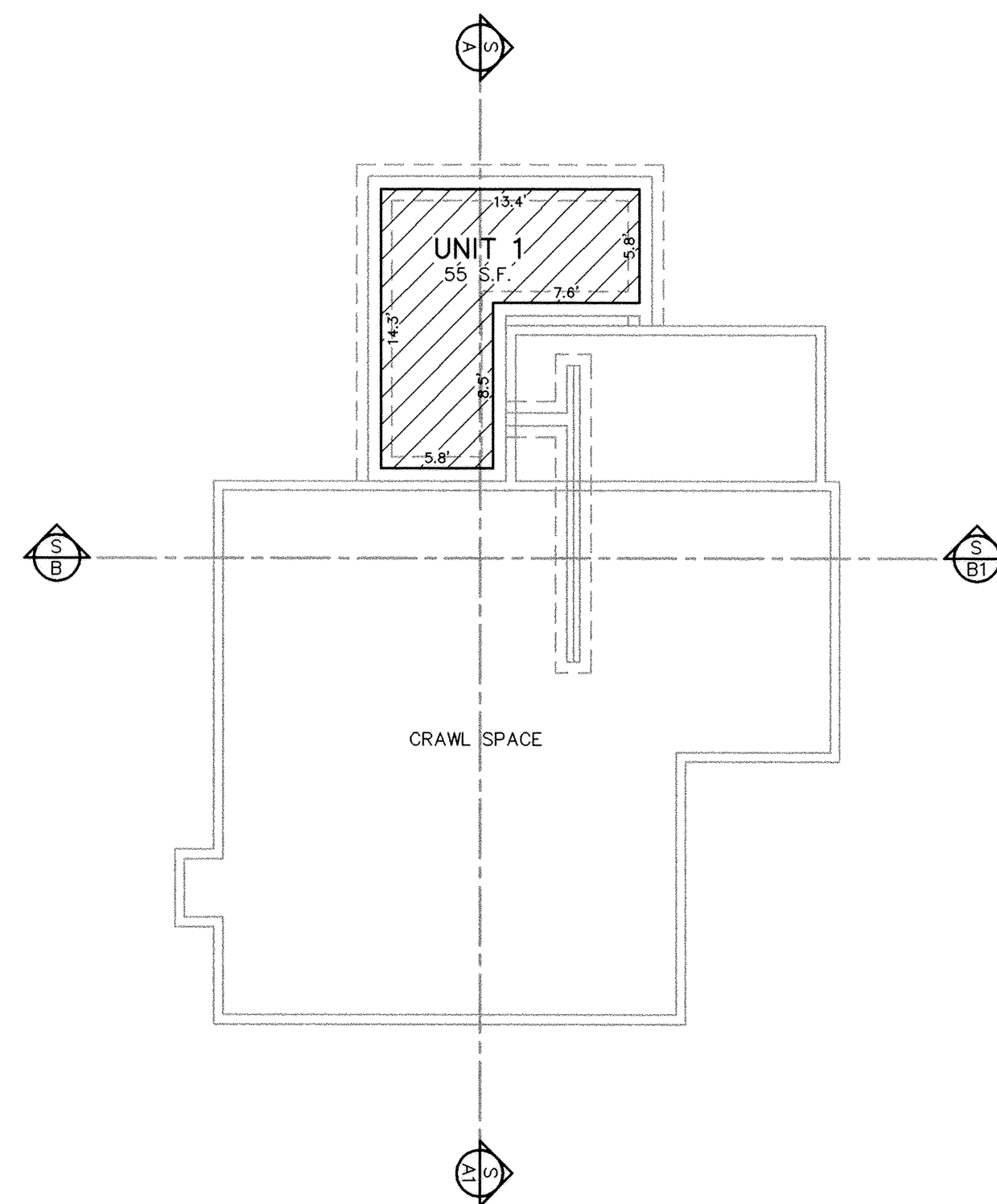
City Recorder

APPROVED AS TO FORM:

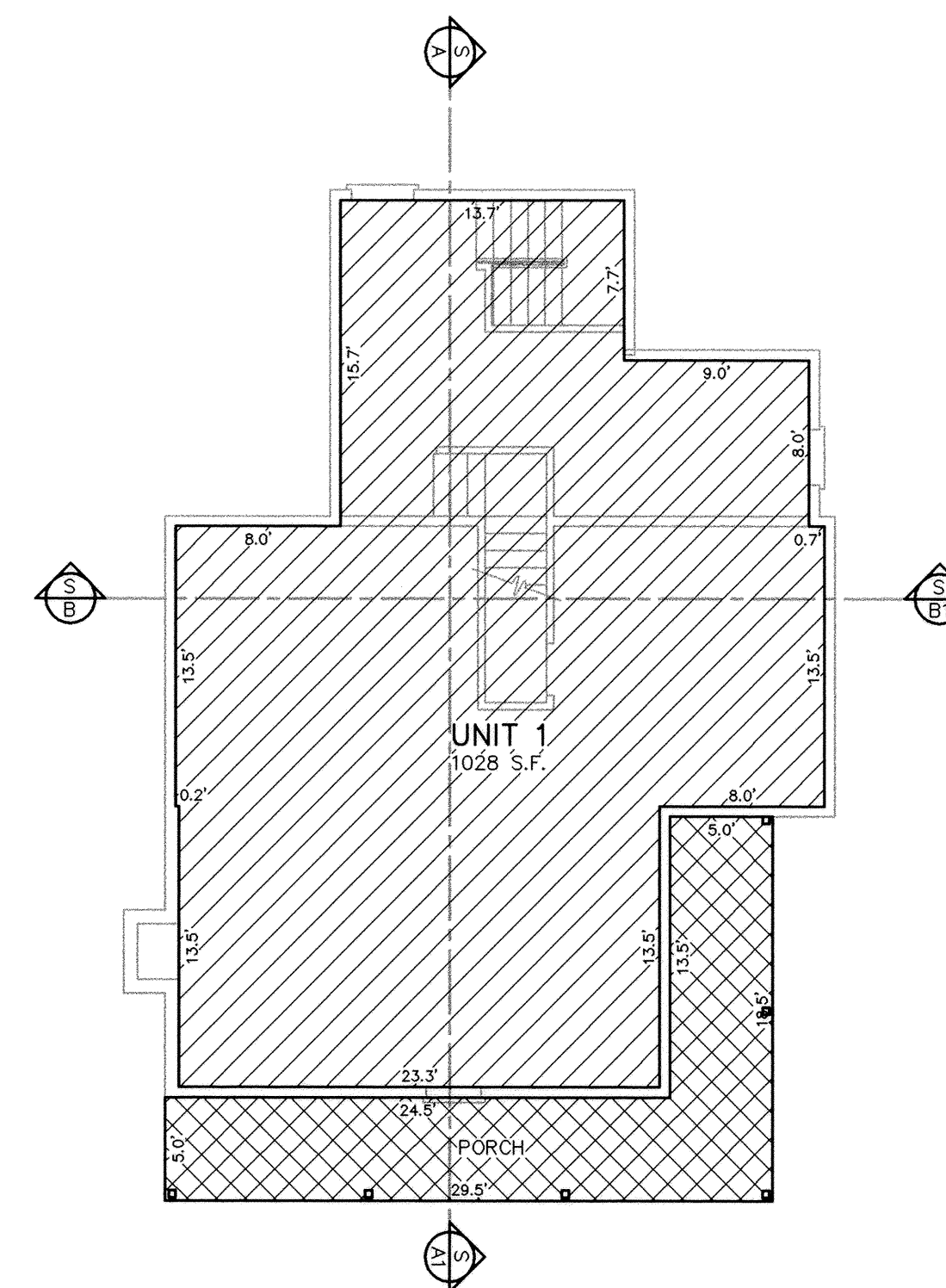
Mark Harrington, City Attorney



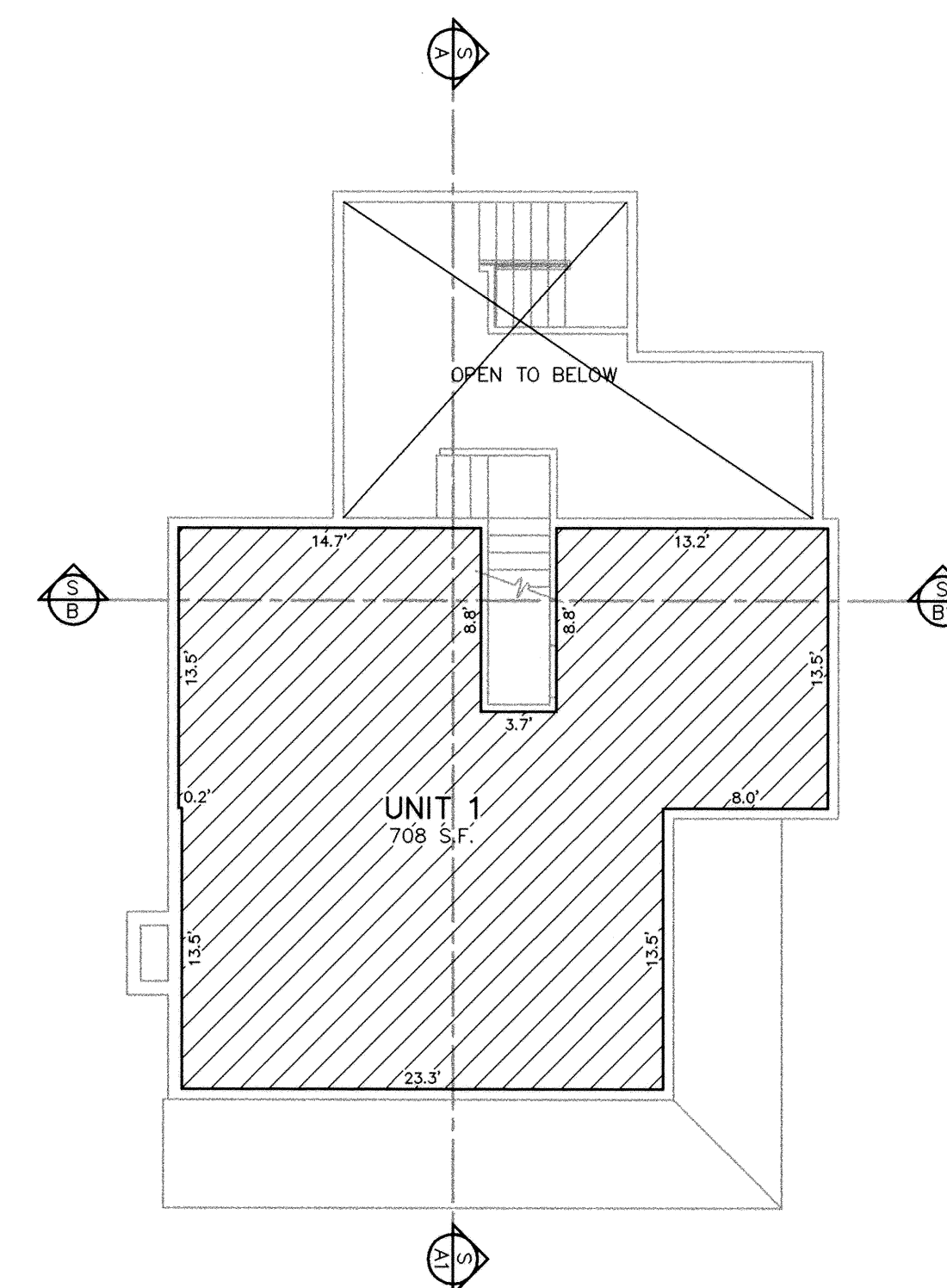
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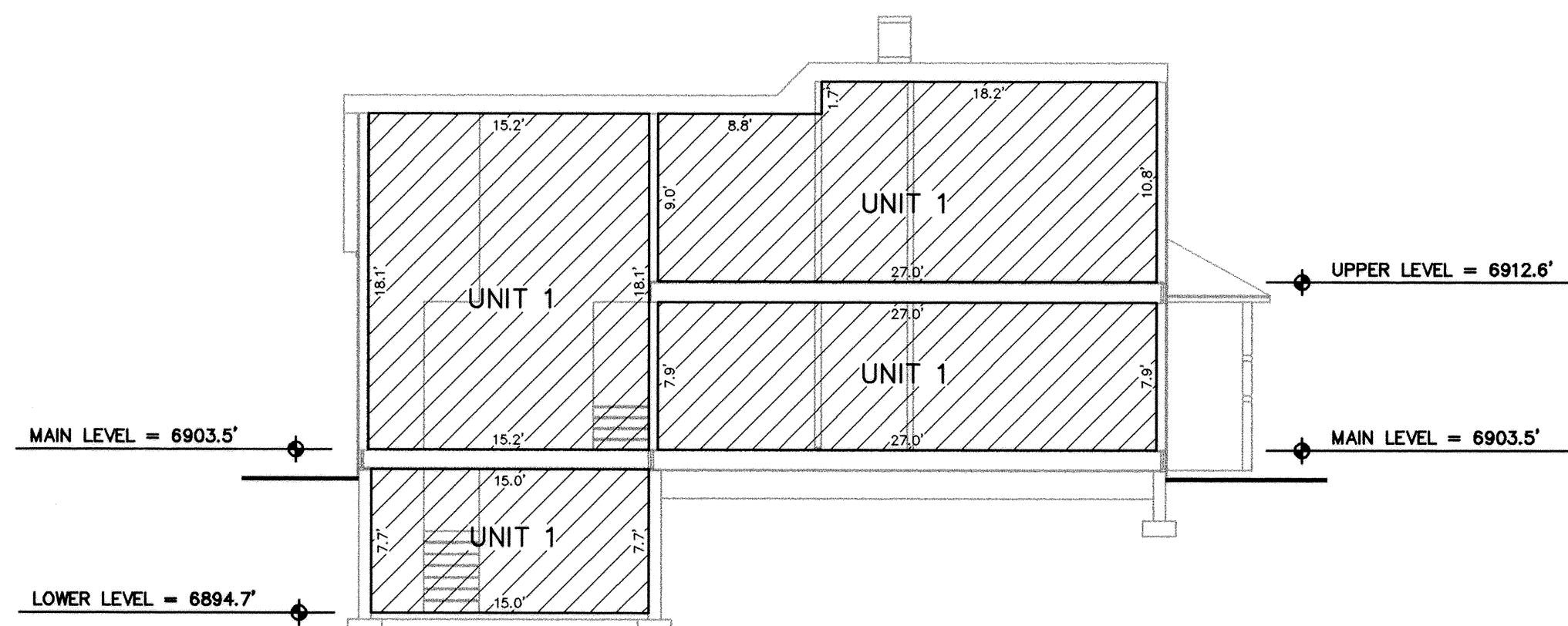
LOWER LEVEL



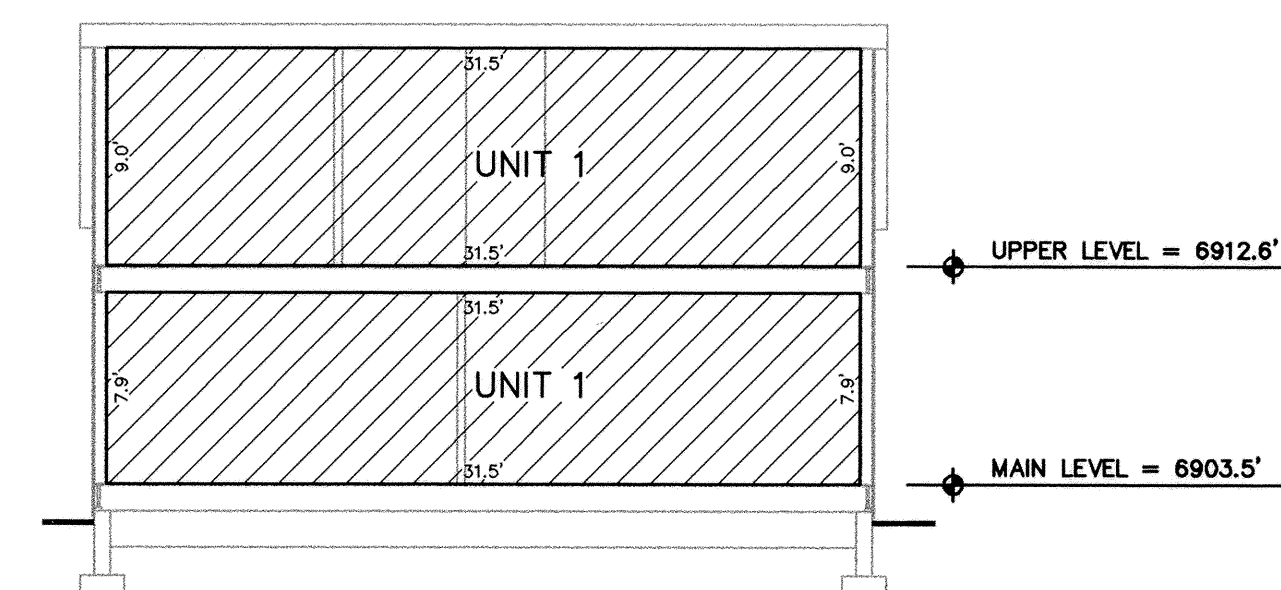
MAIN LEVEL



UPPER LEVEL



SECTION "A"



SECTION "B"

- COMMON OWNERSHIP
PRIVATE OWNERSHIP
LIMITED COMMON OWNERSHIP

LEGEND

S.F. REPRESENTS SQUARE FEET.
F.P. REPRESENTS FIREPLACE

NOTES:

- PLANS AND DIMENSIONS SHOWN ON THIS PLAT WERE COMPILED FROM ARCHITECTURAL DRAWINGS PREPARED BY LLOYD DESIGN GROUP ARCHITECTS.
- INTERIOR DIMENSIONS SHOWN ARE TO FINISHED SURFACES.
- ALL UNIT EXTERIOR WALLS ARE 0.5 FEET THICK, ALL GARAGE LEVEL WALLS ARE .67 FEET THICK.
- ALL STRUCTURAL ELEMENTS ARE DESIGNATED AS COMMON AREAS.
- REFER TO DECLARATION OF CONDOMINIUM FOR COMPLETE DESCRIPTION OF OWNERSHIP.
- BENCHMARK: SEE SHEET 1 OF 6 FOR LOCATION AND ELEVATION.
- ALL FLOOR ELEVATIONS ARE ABOVE SEA LEVEL.
- UNLESS OTHERWISE INDICATED, ALL BUILDING TIES TO PROPERTY LINE ARE PERPENDICULAR.
- 0000 INDICATES STREET ADDRESS.
- ALPINE RETREAT @ PARK CITY IS SERVICED BY A PRIVATE COMMON SEWER LATERAL. THE ALPINE RETREAT OWNER'S ASSOCIATION IS SOLELY RESPONSIBLE FOR THAT LATERAL.
- UNITS 1 AND 2 HAVE INDIVIDUAL SEWER LATERALS, UNITS 3, 4, 5, AND 6 ARE SERVICED BY ONE COMMON SEWER LATERAL.
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UNIT 1



UNIT SQUARE FOOTAGE TABLE

UNIT NUMBER	1	2	3	4	5	6
UPPER LEVEL	708	0	852	847	852	0
MAIN LEVEL	1028	1229	1093	1093	993	441
LOWER LEVEL	55	498	0	0	0	0
TOTAL	1791	1727	1945	1940	1845	441

RECORD OF SURVEY MAP
**ALPINE RETREAT
@ PARK CITY**

A UTAH CONDOMINIUM PROJECT
LOCATED IN THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH
Recorded concurrently herewith is the Declaration of Condominium of Alpine Retreat @ Park City.

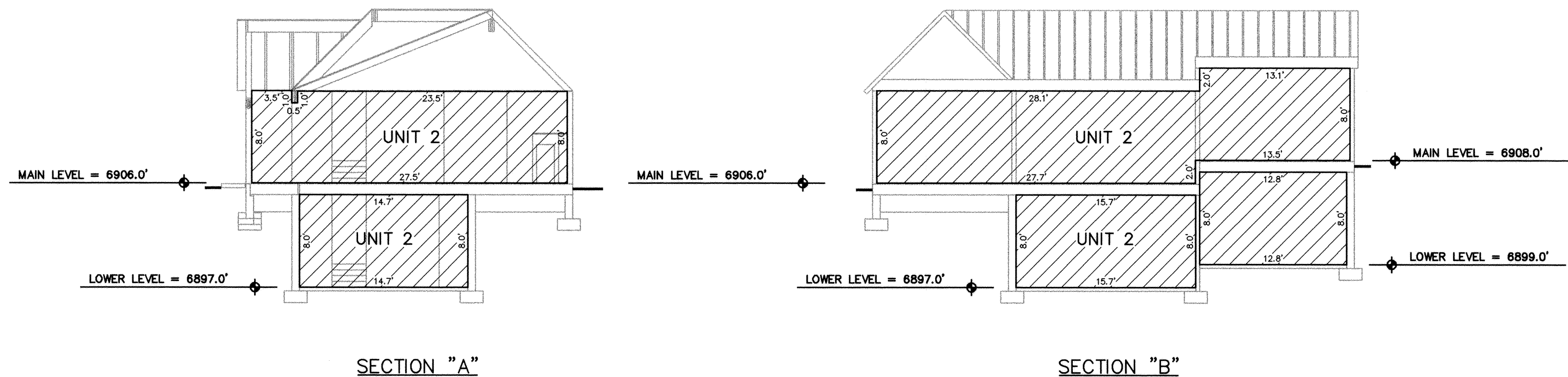
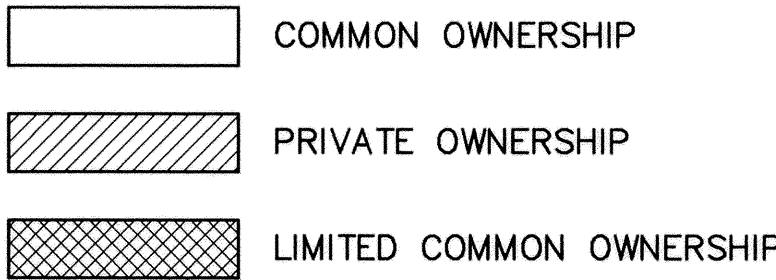
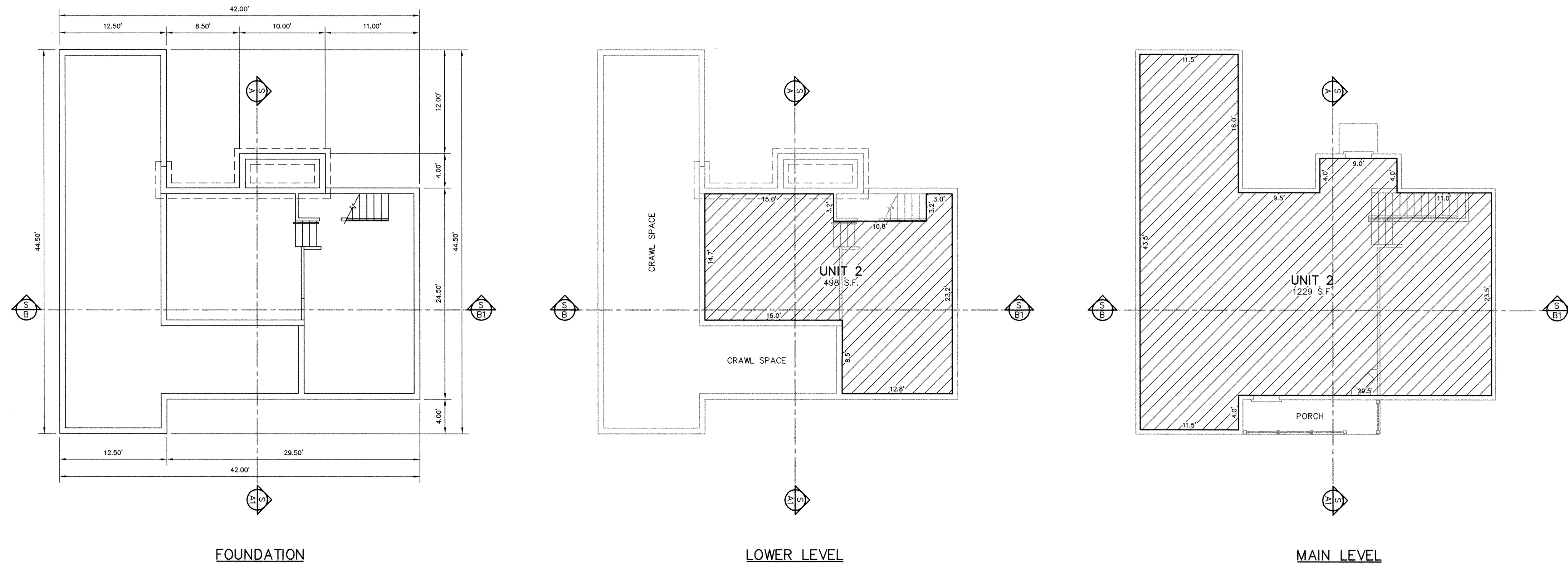
SHEET 2 OF 6

591068

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF ASSOCIATED Title
DATE 6/12/2001 TIME 15:54 BOOK PAGE
FEE \$186.00 RECORDER

JOB NO. 8-2-00 FILE: \BOYLE\D\BOYLEP2

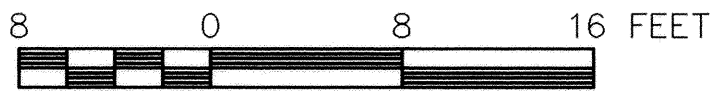


LEGEND

S.F. REPRESENTS SQUARE FEET.

F.P. REPRESENTS FIREPLACE

- NOTES:
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RECORD OF SURVEY MAP

ALPINE RETREAT @ PARK CITY

A UTAH CONDOMINIUM PROJECT

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

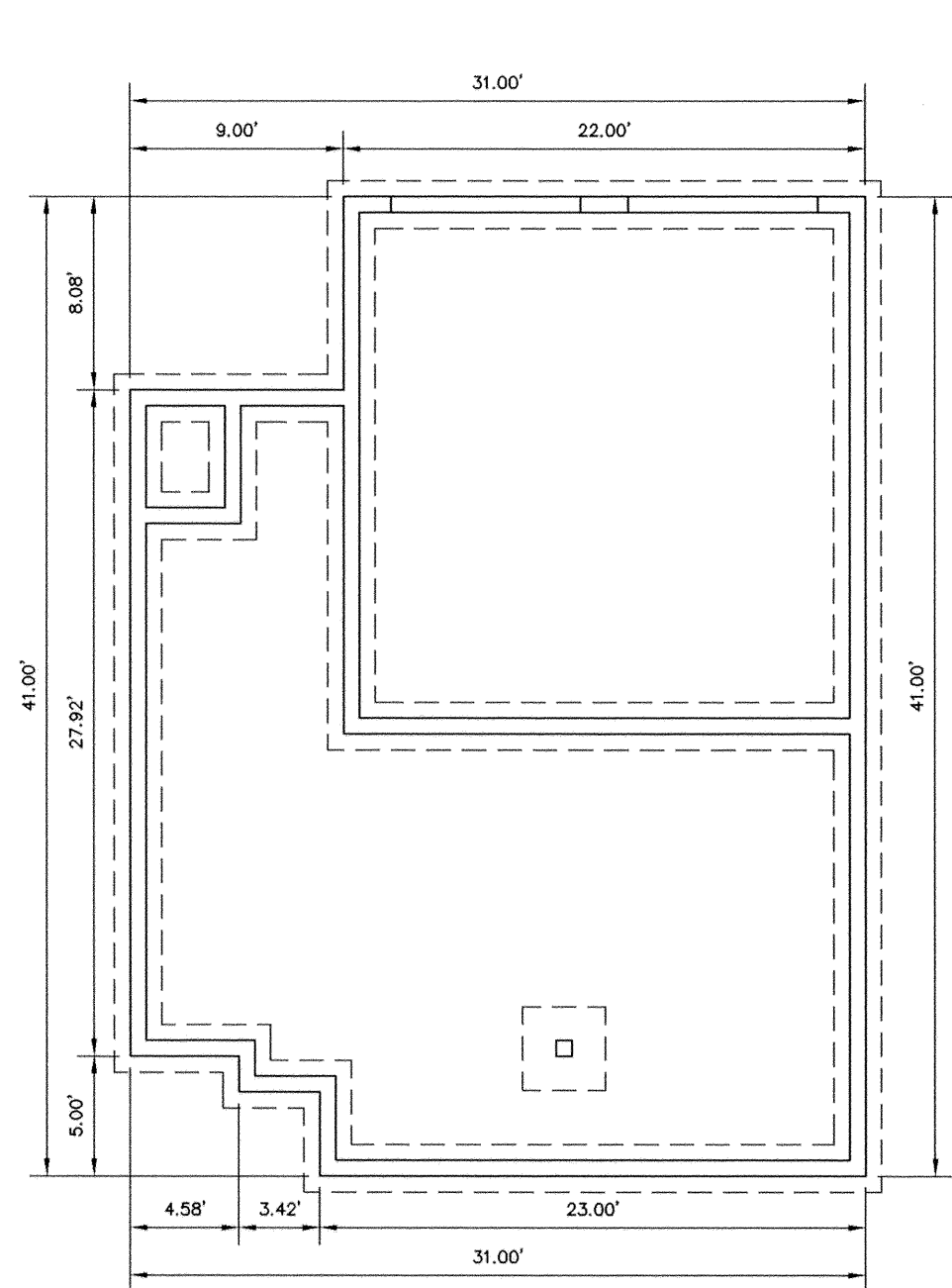
Recorded concurrently herewith is the Declaration of Condominium of Alpine Retreat @ Park City.

SHEET 3 OF 6

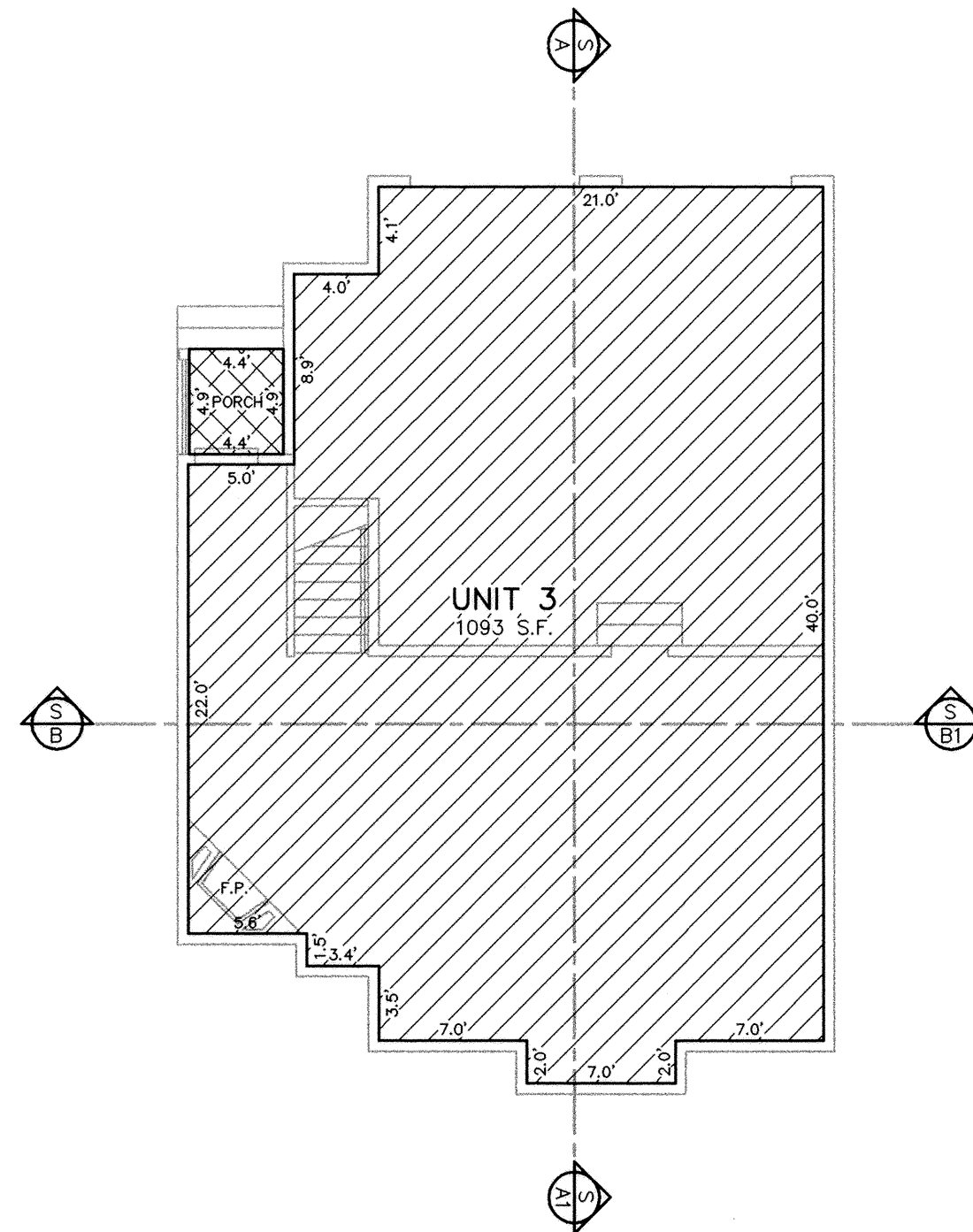
#591068 RECORDED

STATE OF UTAH, COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF ASSOCIATED TITLE
DATE 6/12/2001 TIME 15:54 BOOK PAGE
FEE \$186.00 RECORDER Alan Jensen

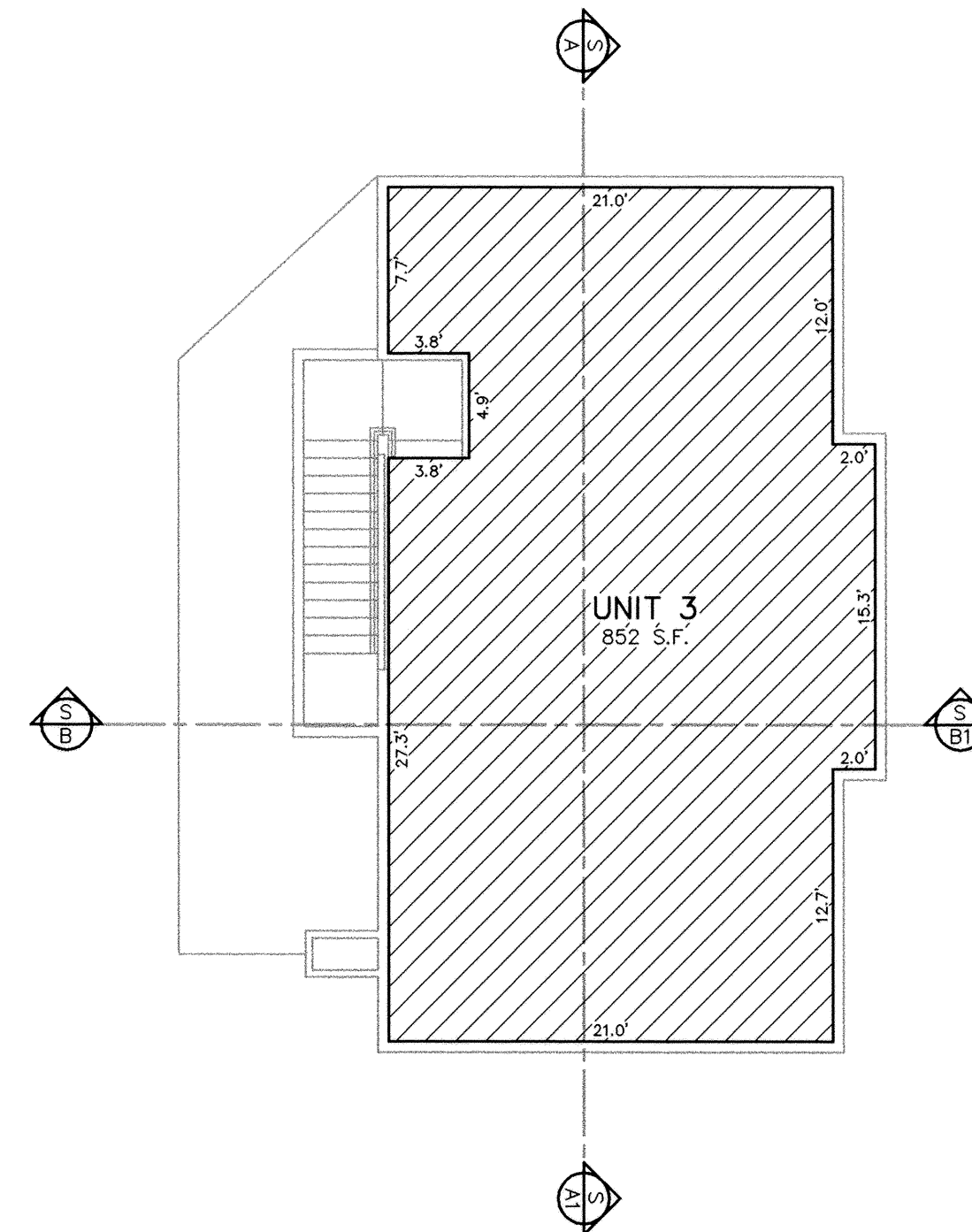
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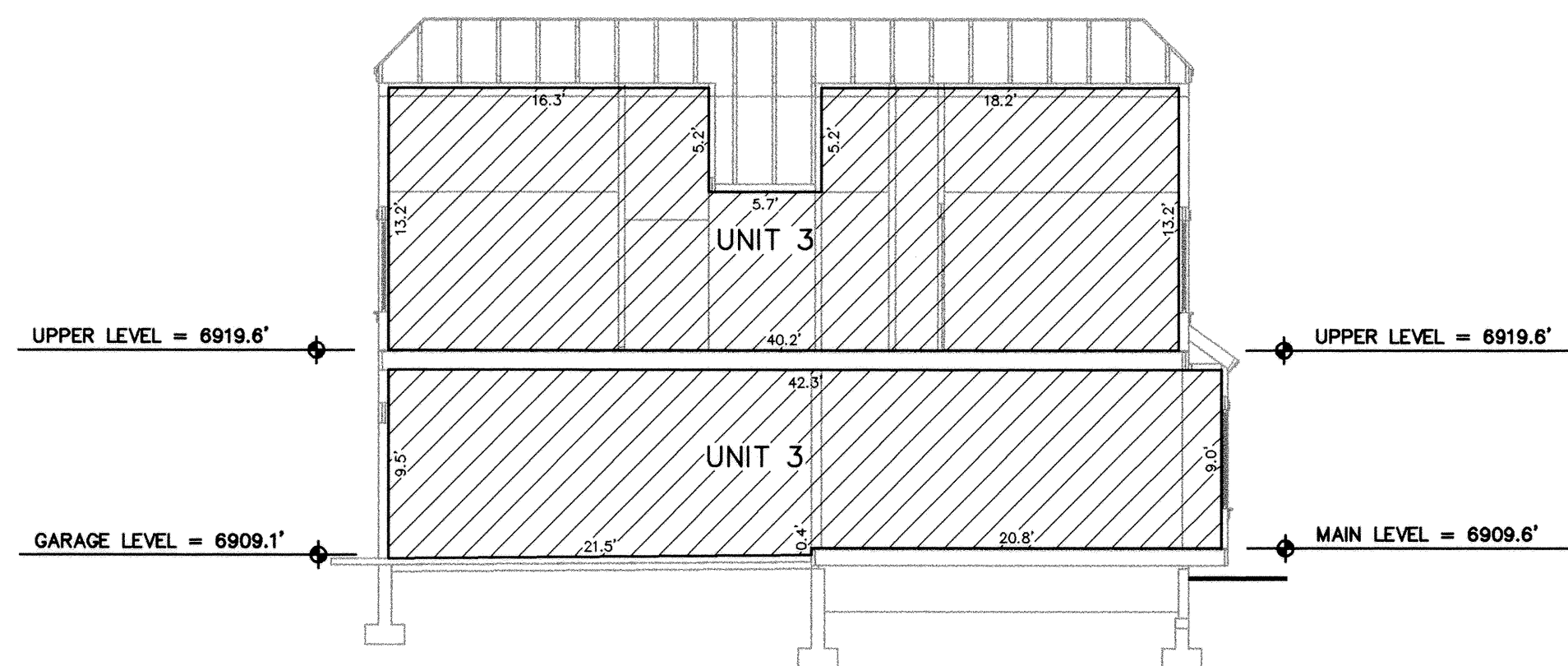
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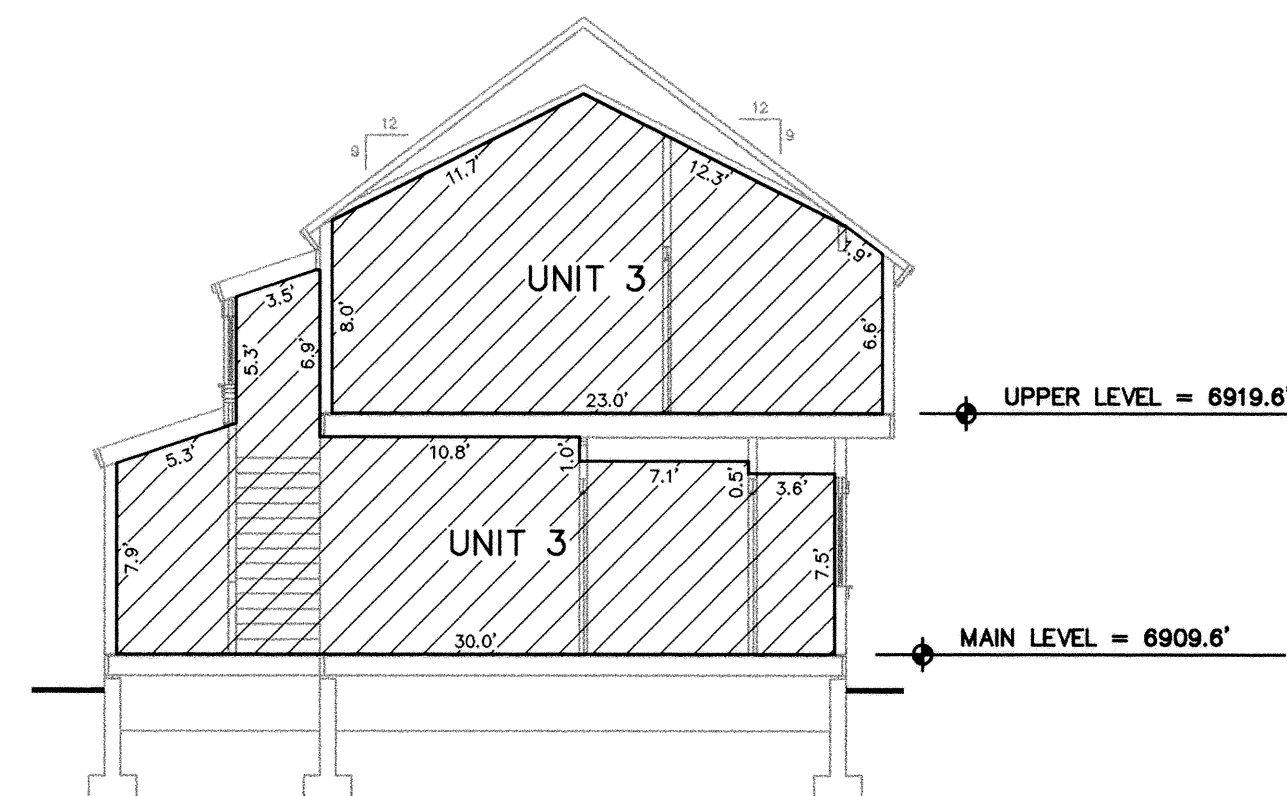
MAIN LEVEL



UPPER LEVEL



SECTION "A"



SECTION "B"

- COMMON OWNERSHIP
PRIVATE OWNERSHIP
LIMITED COMMON OWNERSHIP

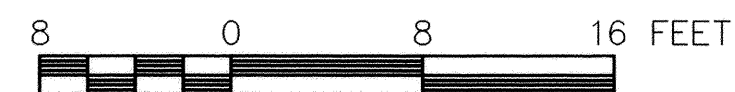
LEGEND

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UNIT 3



UNIT SQUARE FOOTAGE TABLE

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LOWER LEVEL	55	498	0	0	0	0
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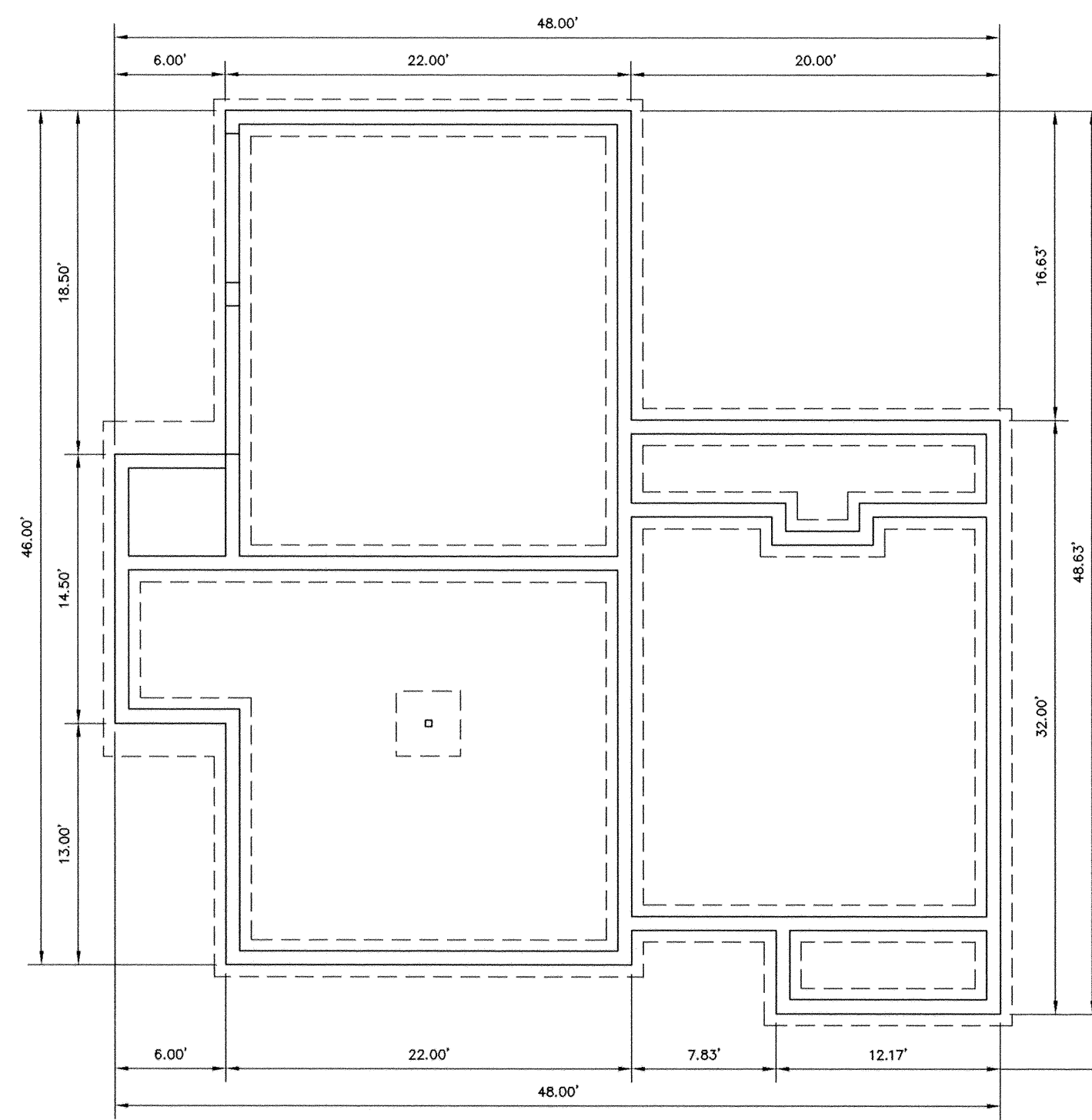
RECORD OF SURVEY MAP
ALPINE RETREAT
@ PARK CITY

A UTAH CONDOMINIUM PROJECT
LOCATED IN THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN, PARK CITY, SUMMIT COUNTY, UTAH
Recorded concurrently herewith is the Declaration of Condominium of Alpine Retreat @ Park City.

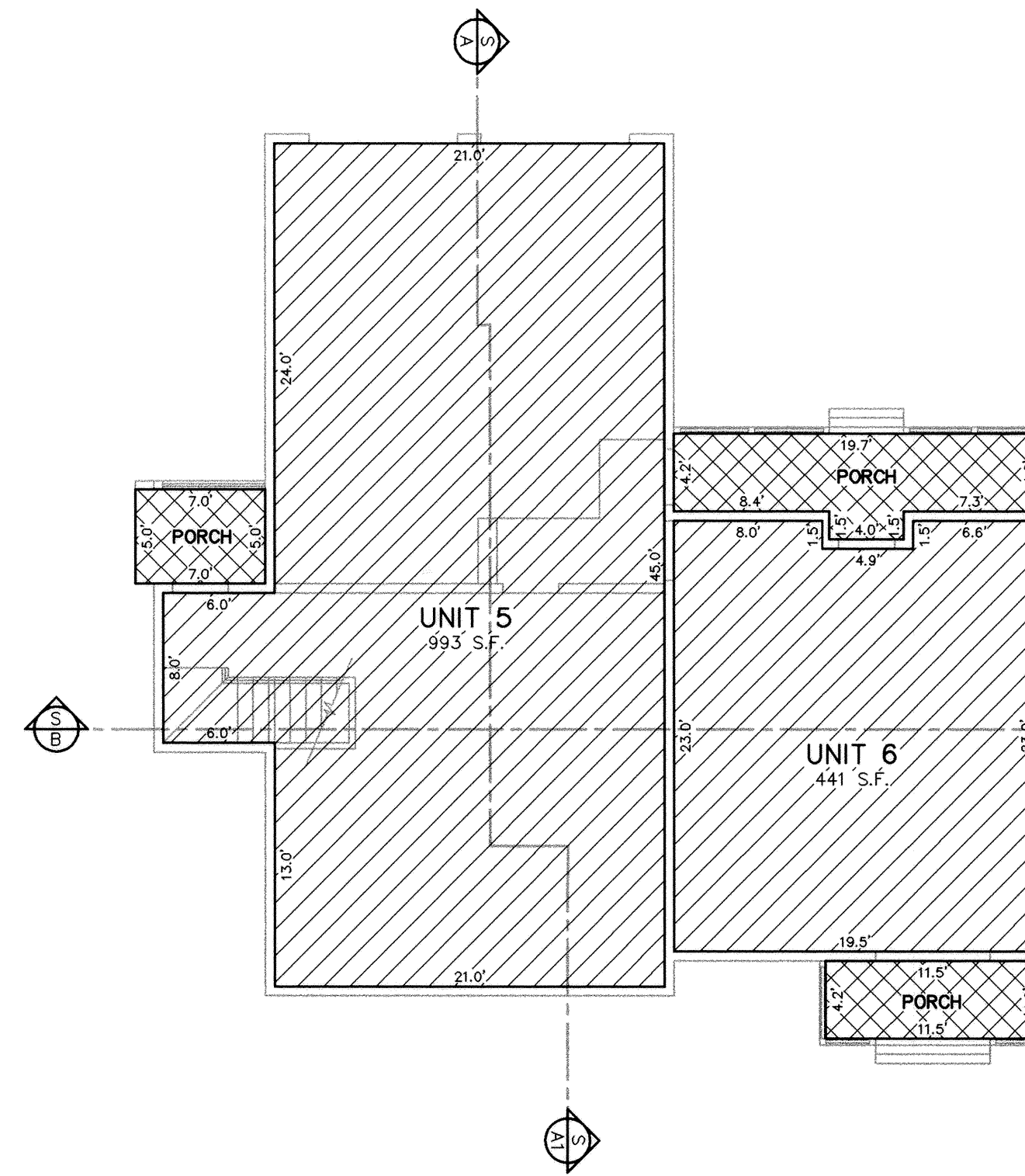
SHEET 4 OF 6

591068
RECORDED
STATE OF UTAH, COUNTY OF SUMMIT AND FILED
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\$186.00 FEE
Alpine Retreat
RECORDED

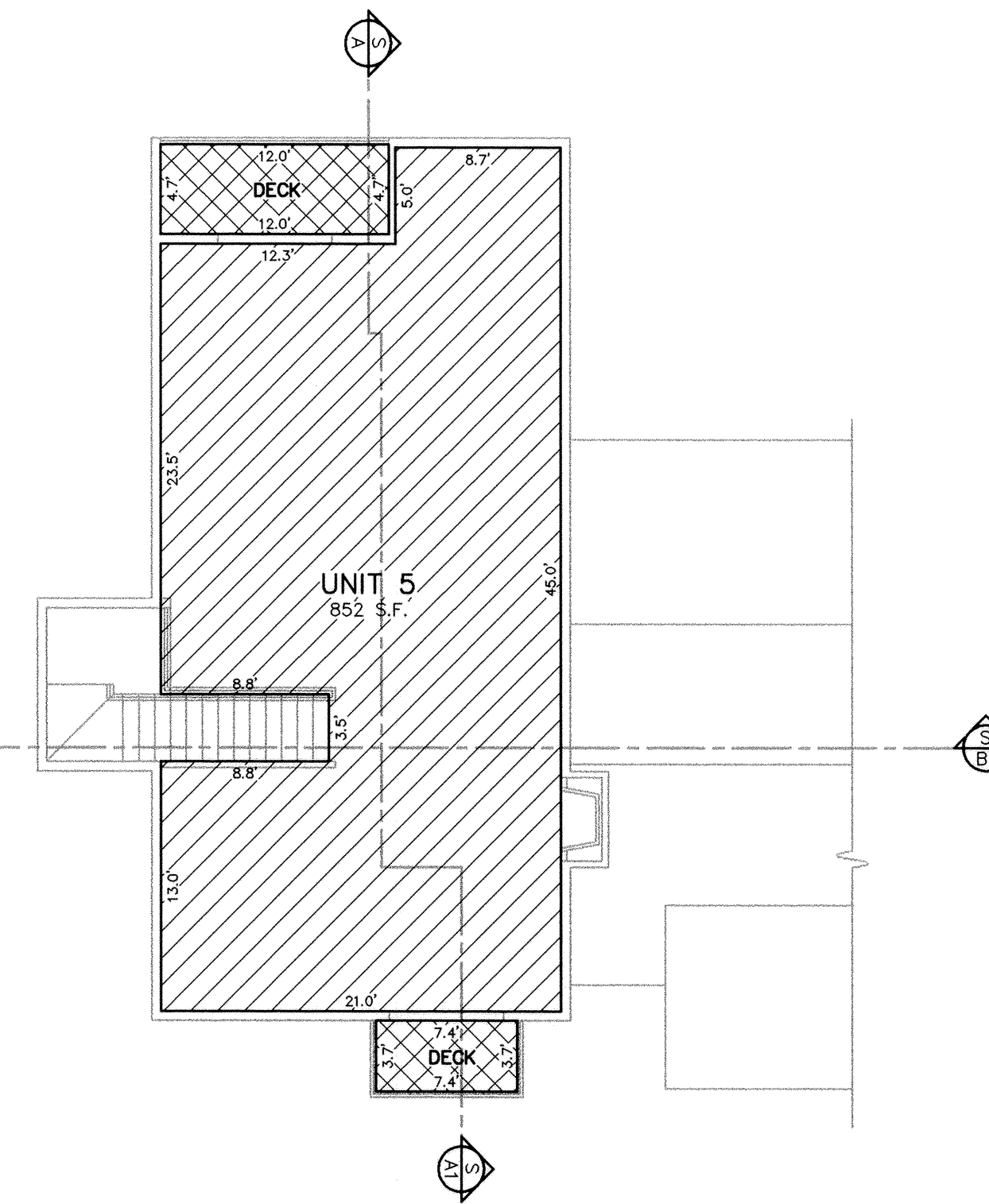
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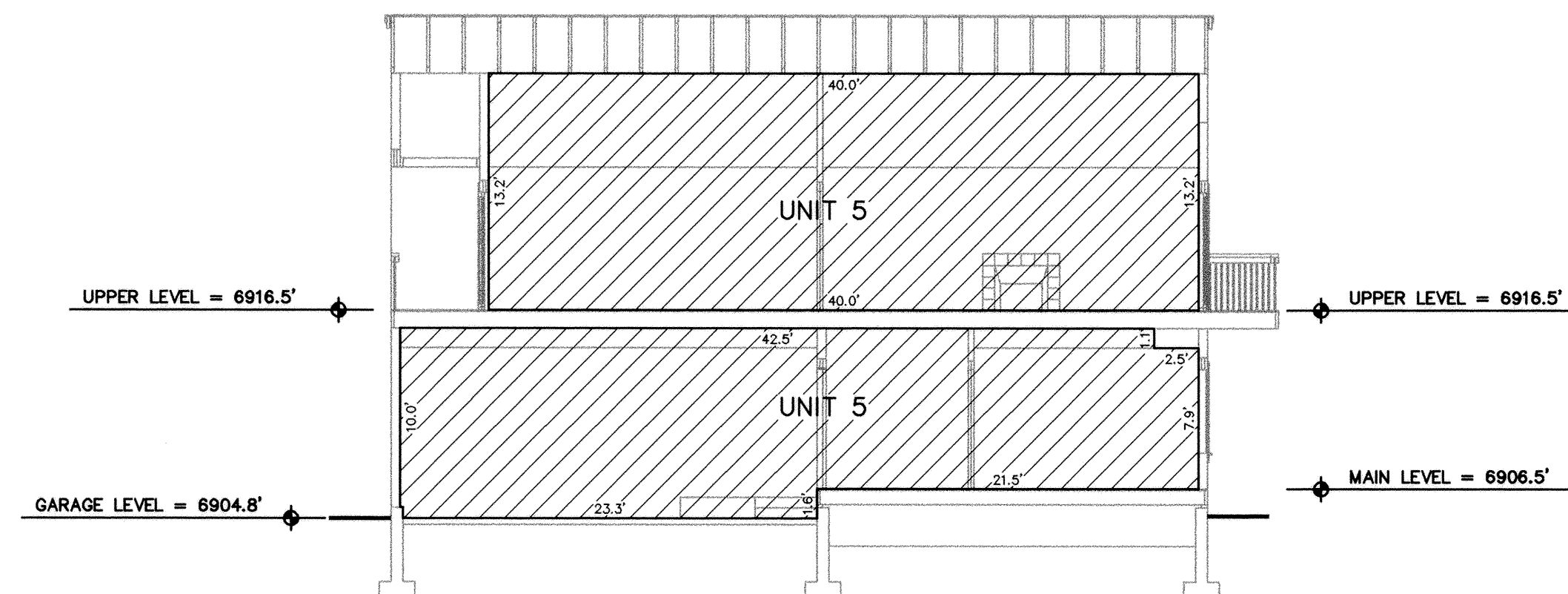
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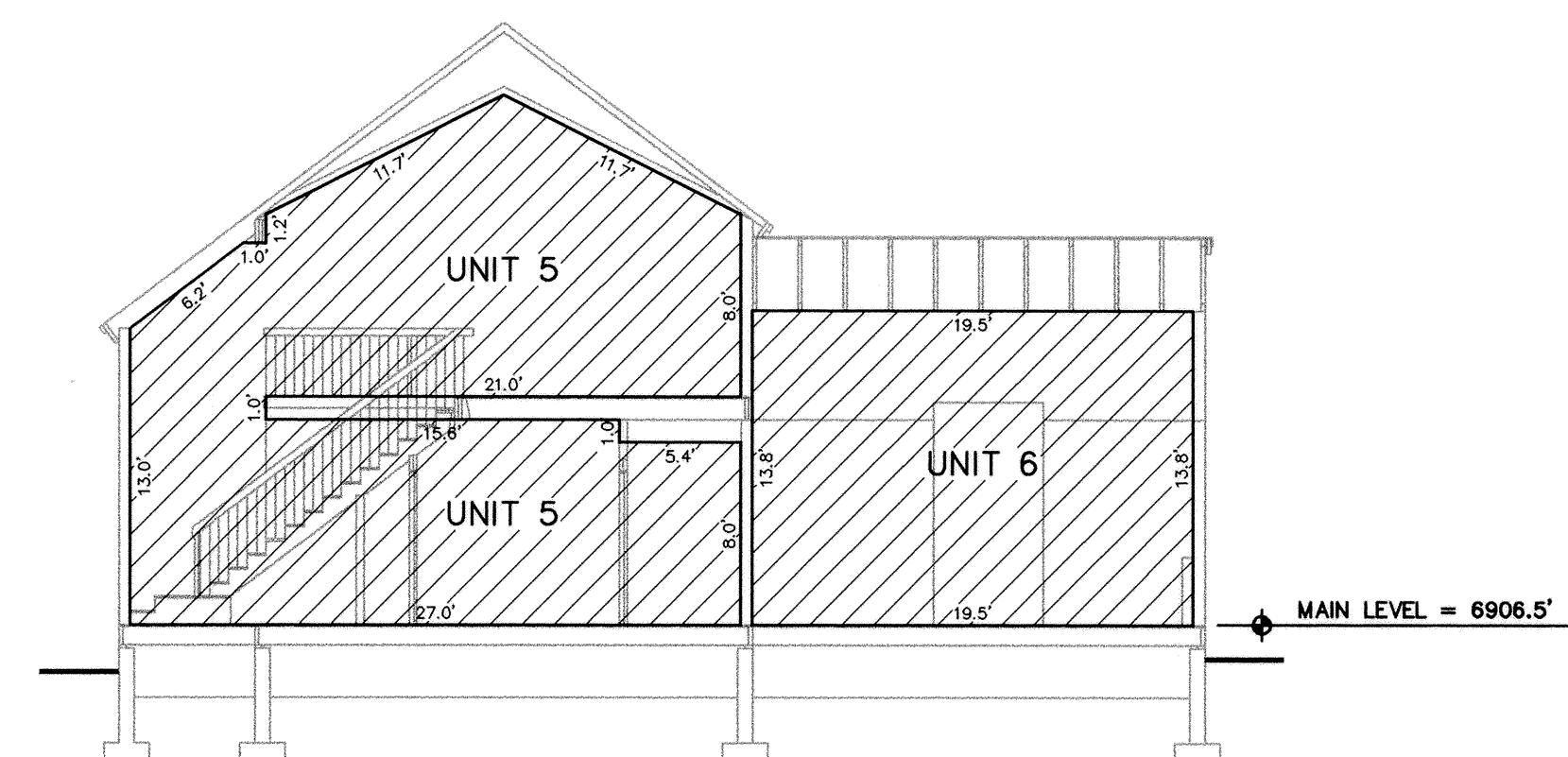
MAIN LEVEL



UPPER LEVEL



SECTION "A"



SECTION "B"

- COMMON OWNERSHIP
PRIVATE OWNERSHIP
LIMITED COMMON OWNERSHIP

LEGEND

S.F. REPRESENTS SQUARE FEET.
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UNITS 5 & 6



UNIT SQUARE FOOTAGE TABLE

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RECORD OF SURVEY MAP
**ALPINE RETREAT
@ PARK CITY**

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Recorded concurrently herewith is the Declaration of Condominium of Alpine Retreat @ Park City.

SHEET 6 OF 6

#591068
RECORDED
STATE OF UTAH, COUNTY OF SUMMIT AND FILED
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\$186.00 FEE
Alan Spangis RECORDER

JOB NO. 8-2-00 FILE: \BOYLE\D\BOYLEP6

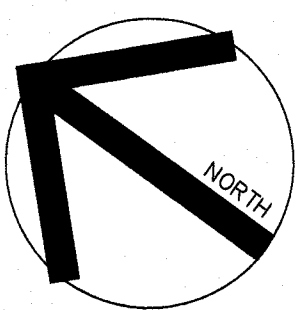
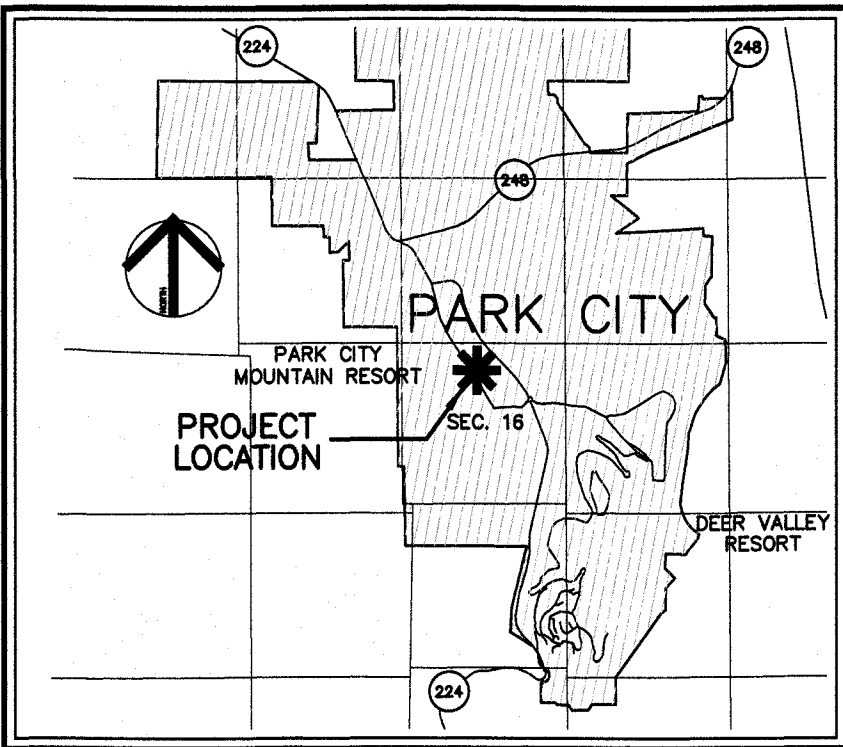
LOT LINE ADJUSTMENT PLAT
ALPINE RETREAT @ PARK CITY UNIT 1, AMENDED

— A UTAH CONDOMINIUM PROJECT —
LOCATED WITHIN THE NORTHWEST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

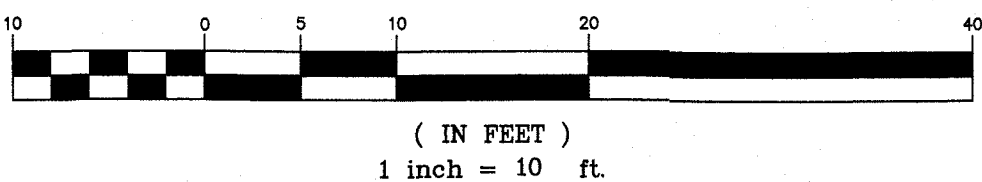
SULLIVAN DRIVE
(EXISTING ASPHALT ROADWAY)

VICINITY MAP

N.T.S.



GRAPHIC SCALE



HATCHING LEGEND

- COMMON AREA
- LIMITED COMMON AREA
- PRIVATE AREA

LEGAL DESCRIPTION

UNIT 1, CONTAINED WITHIN THE ALPINE RETREAT @ PARK CITY, A UTAH CONDOMINIUM PROJECT, AS THE SAME IS IDENTIFIED IN THE RECORD OF SURVEY MAP RECORDED JUNE 12, 2001 AS ENTRY NO. 591068 (AS SAID RECORD OF SURVEY MAP MAY HAVE HERETOFORE BEEN AMENDED OR SUPPLEMENTED) AND IN THE DECLARATION OF CONDOMINIUM RECORDED JUNE 12, 2001 AS ENTRY NO. 591069 IN BOOK 1376 AT PAGE 780 (AS SAID DECLARATION MAY HAVE HERETOFORE BEEN AMENDED OR SUPPLEMENTED), RECORDS OF SUMMIT COUNTY, UTAH.

TOGETHER WITH THE APPURTENANT UNDIVIDED INTEREST IN SAID PROJECT'S COMMON AREAS AS ESTABLISHED IN SAID DECLARATION AND ALLOWING FOR PERIODIC ALTERATION BOTH IN THE MAGNITUDE OF SAID UNDIVIDED INTEREST AND IN THE COMPOSITION OF THE COMMON AREAS AND FACILITIES TO WHICH SAID INTEREST RELATES.

NOTES

- LOCATED WITHIN: ALPINE RETREAT @ PARK CITY.
- THIS PLAT REPRESENTS AN AMENDMENT OF UNIT 1 AND LOT "COMMON AREA" OF "ALPINE RETREAT @ PARK CITY" ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, RECORDATION NUMBER 591068.
- THIS PLAT CONVERTS COMMON AREA TO PRIVATE AREA IN UNIT 1, AS SHOWN HEREON.
- ADDITIONAL UNITS AND EASEMENTS ARE SHOWN HEREON FOR REFERENCE ONLY, FOR INFORMATION ON ANY EASEMENT OR LOT OTHER THAN UNIT 1, PLEASE SEE THE OFFICIAL PLAT "ALPINE RETREAT @ PARK CITY" ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER, RECORDATION NUMBER 591068.
- ALL BEARINGS AND DISTANCES SHOWN ARE THE EQUIVALENT OF RECORD, UNLESS NOTED OTHERWISE.
- ALL CONDITIONS OF APPROVAL OF ALPINE RETREAT @ PARK CITY, A UTAH CONDOMINIUM SHALL CONTINUE TO APPLY.
- THIS LOT LINE ADJUSTMENT IS SUBJECT TO THE FINAL ACTION BY THE PLANNING DEPARTMENT DATED _____.

NOTES FROM ORIGINAL PLAT

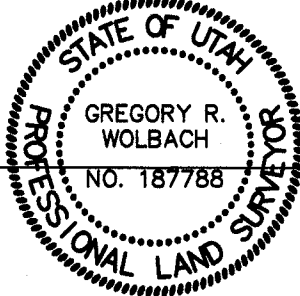
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- PRIOR TO INDIVIDUAL SALE OF UNITS 3, 4, 5, AND 6 ALL UTILITY REQUIREMENTS OF ALL UTILITY PROVIDERS SHALL BE MET AT THE EXPENSE OF THE ALPINE RETREAT HOMEOWNER'S ASSOCIATION.

SURVEYORS CERTIFICATE

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

I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE PERFORMED A SURVEY OF "UNIT 1" AND LOT "COMMON AREA", AS SHOWN AND DESCRIBED HEREON, AND HAVE MADE A LOT LINE ADJUSTMENT PLAT, HEREAFTER TO BE KNOWN AS "ALPINE RETREAT @ PARK CITY UNIT 1, AMENDED", AND THAT THE SAME HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND.

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



GREGORY R. WOLBACH

DATE:

OWNERS DEDICATION AND CONSENT TO RECORD - H.O.A.

KNOW ALL MEN BY THESE PRESENT THAT THE ALPINE RETREAT HOMEOWNERS ASSOCIATION, INC., A UTAH NON-PROFIT CORPORATION (THE "ASSOCIATION"), THE AUTHORIZED REPRESENTATIVE OF ALL OF THE UNIT OWNERS HOLDING AT LEAST A TWO-THIRDS OWNERSHIP INTEREST IN THE COMMON AREA AND FACILITIES OF THE PROJECT PURSUANT TO THE DECLARATION OF COVENANTS AND RESTRICTIONS OF ALPINE RETREAT @ PARK CITY, UTAH CONDOMINIUM PROJECT, CERTIFIES THAT IT HAS CAUSED THIS SURVEY TO BE MADE AND THIS LOT LINE ADJUSTMENT PLAT PREPARED. THE ASSOCIATION, ON BEHALF OF ALL OF THE UNIT OWNERS, DOES HEREBY CONSENT TO THE RECDATION OF THIS LOT LINE ADJUSTMENT PLAT, HEREAFTER TO BE KNOWN AS "ALPINE RETREAT @ PARK CITY UNIT 1 AMENDED".

THE ALPINE RETREAT HOMEOWNERS ASSOCIATION, INC.
A UTAH NON-PROFIT CORPORATION

BY: LOREN PIERCE, PRESIDENT

ACKNOWLEDGMENT

STATE OF _____) LOREN PIERCE, PRESIDENT
COUNTY OF _____) THE ALPINE RETREAT HOMEOWNERS ASSOCIATION, INC.
A UTAH NON-PROFIT CORPORATION

ON THE _____ DAY OF _____, 20____, PERSONALLY APPEARED BEFORE ME _____, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME (OR PROVEN ON the basis of satisfactory evidence), AND WHO BY ME DULY SWORN/AFFIRMED, DID SAY THAT HE IS PRESIDENT OF THE ALPINE RETREAT HOMEOWNERS ASSOCIATION, INC., AND THAT SAID DOCUMENT WAS SIGNED BY HIM ON BEHALF OF SAID CORPORATION BY AUTHORITY OF ITS BYLAWS (OR RESOLUTION OF ITS BOARD OF DIRECTORS), AND SAID _____ ACKNOWLEDGED TO ME THAT SAID CORPORATION EXECUTED THE SAME.

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

OWNERS DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENT THAT I, THE UNDERSIGNED OWNER OF THE HEREON DESCRIBED TRACT OF LAND, TO BE HEREAFTER KNOWN AS "ALPINE RETREAT @ PARK CITY UNIT 1, AMENDED", CERTIFY THAT I HAVE CAUSED THIS SURVEY TO BE MADE AND THIS LOT LINE ADJUSTMENT PLAT TO BE PREPARED. I DO HEREBY CONSENT TO THE RECDATION OF THIS LOT LINE ADJUSTMENT PLAT.

SILVER SHAFT, LLC, A UTAH LIMITED LIABILITY COMPANY. BY: LOREN PIERCE, MANAGER

ACKNOWLEDGMENT

STATE OF UTAH) ss.
COUNTY OF SUMMIT)
ON THIS _____ DAY OF _____, 20____, PERSONALLY APPEARED BEFORE ME, LOREN PIERCE, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME (OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE) AND WHO BY ME DULY SWORN/AFFIRMED, DID SAY THAT HE/SHE IS THE MANAGER OF SILVER SHAFT, LLC, A UTAH LIMITED LIABILITY COMPANY AND THAT SAID DOCUMENT WAS SIGNED BY HIM/HER ON BEHALF OF SAID LIMITED LIABILITY COMPANY BY AUTHORITY OF ITS BYLAWS, OR (RESOLUTION OF ITS BOARD OF DIRECTORS), AND SAID LOREN PIERCE ACKNOWLEDGED TO ME THAT SAID LIMITED LIABILITY COMPANY EXECUTED THE SAME.

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

SIGNING IN A REPRESENTATIVE CAPACITY: AN AUTHORIZED OFFICER, AGENT, PARTNER, TRUSTEE, MEMBER OR OTHER REPRESENTATIVE MAY SIGN ON BEHALF OF THEIR REPRESENTATIVE BUSINESS, BE IT A CORPORATION, PARTNERSHIP, TRUST, LIMITED LIABILITY COMPANY OR OTHER ENTITY PROVIDING THEY HAVE BEEN GIVEN AUTHORITY TO SIGN IN THEIR REPRESENTATIVE CAPACITY.

THE NOTARY MUST REQUIRE THE SIGNER TO PRESENT SATISFACTORY DOCUMENTARY EVIDENCE AND ADMINISTER AN OATH OR AFFIRMATION.

SHEET 1 OF 1
PLOT DATE: APRIL 27, 2020
DRAWING: ALPINE-R05.dwg
© 2020 Evergreen Engineering, Inc.

Evergreen Engineering, Inc.

Civil Engineering • Land Surveying • Land Planning
P.O. Box 2861 • Park City • Utah • 84060
Phone: 801.557.5482
E-mail: amoran@evergreen-eng.com



PUBLIC SAFETY ANSWERING POINT APPROVAL

APPROVED THIS _____ DAY OF _____ A.D. 20____

JEFF WARD,
GIS COORDINATOR/ADDRESSING AUTHORITY

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____ A.D. 20____

BY: _____
SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN CONFORMANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____ A.D. 20____

PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS _____ DAY OF _____ A.D. 20____

CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS PLAT MAP WAS APPROVED BY THE LAND USE AUTHORITY THIS _____ DAY OF _____ A.D. 20____

CITY RECORDER

GOVERNING BODY APPROVAL AND ACCEPTANCE

APPROVED THIS _____ DAY OF _____ A.D. 20____ ON BEHALF OF THE PARK CITY COUNCIL PER THE PAK CITY LAND MANAGEMENT CODE

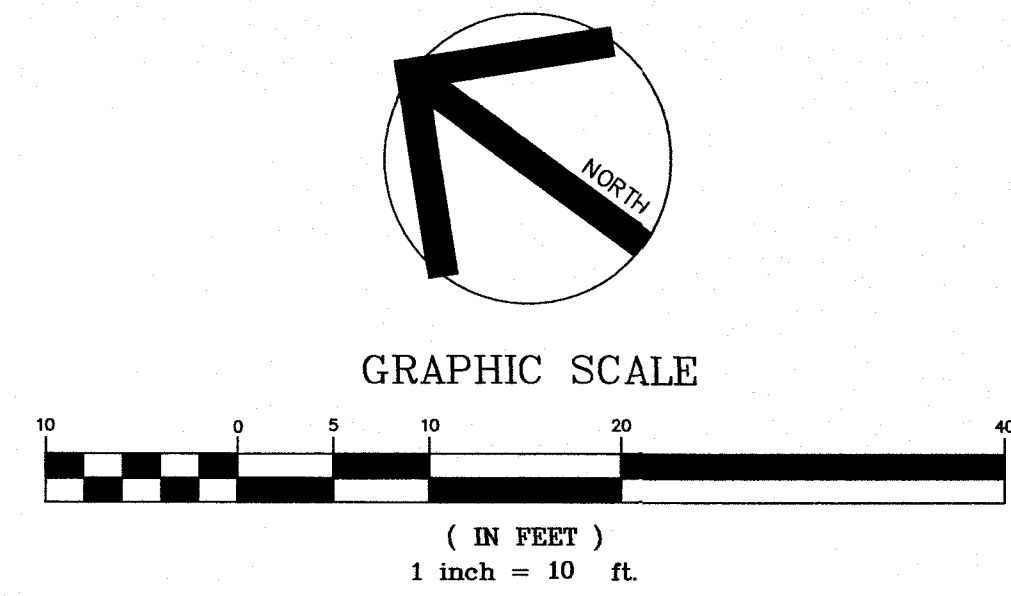
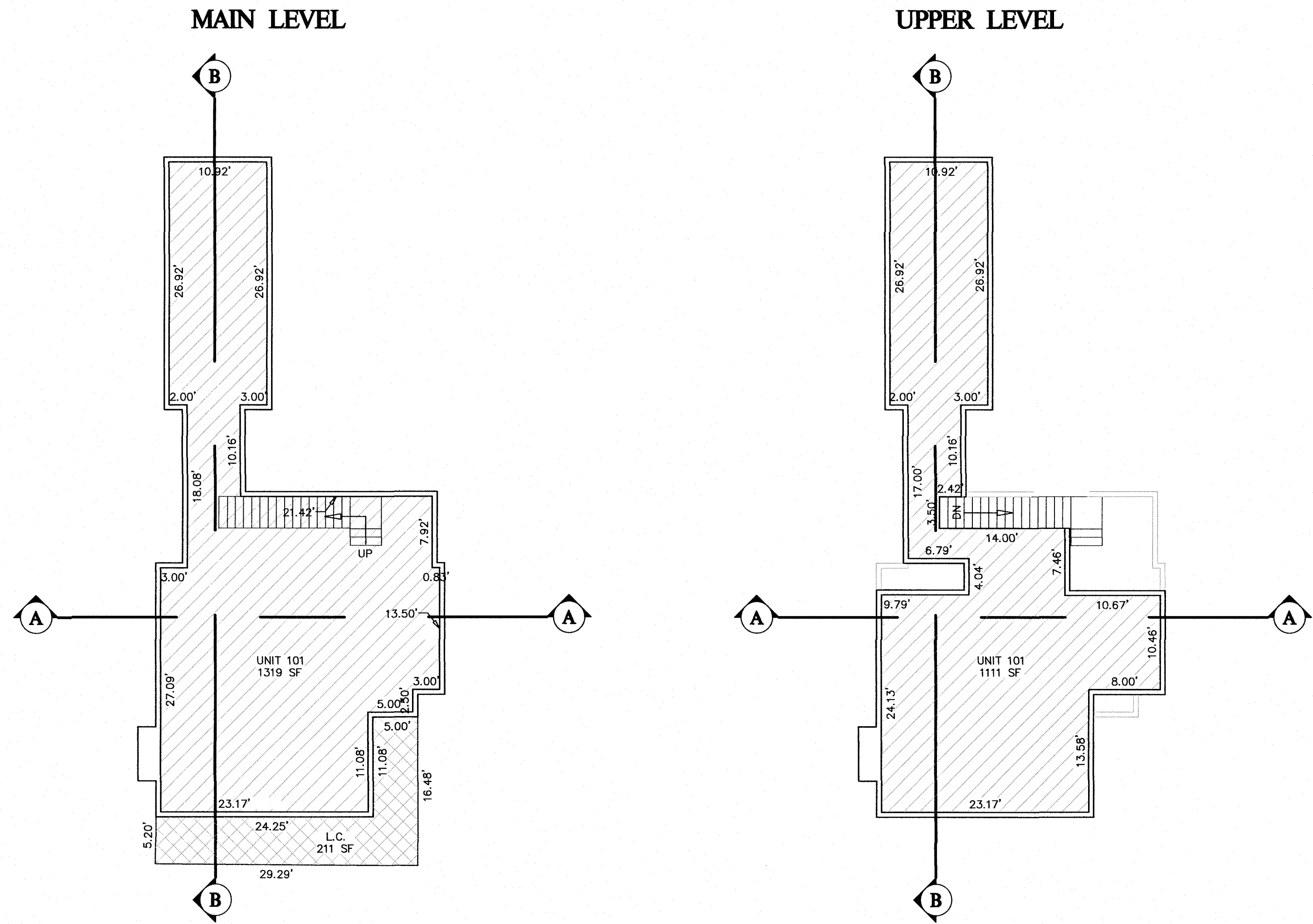
BY: THE PARK CITY PLANNING DIRECTOR
THE LAND USE AUTHORITY

RECORDED

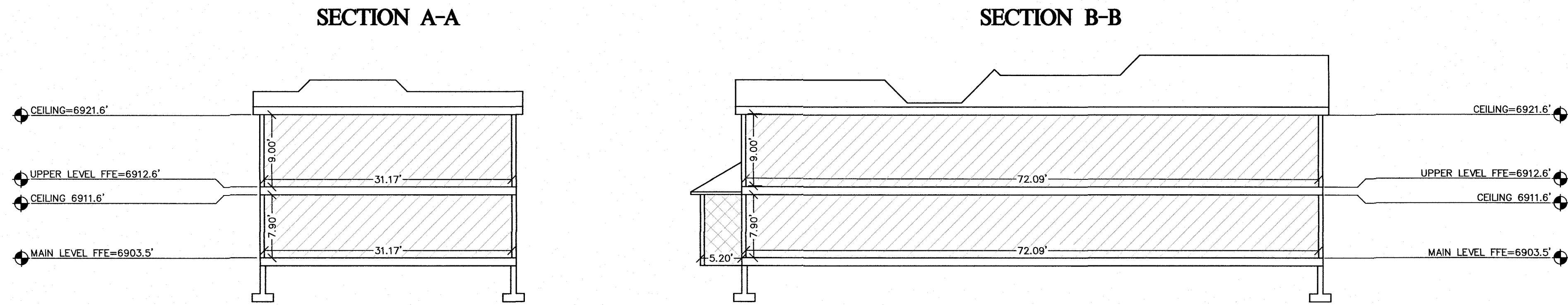
ENTRY NO. _____
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF: _____
DATE: _____ TIME: _____ BK: _____ PG: _____

FEE _____ COUNTY RECORDER

FLOOR PLANS



BUILDING SECTIONS



HATCHING LEGEND

[Hatched Box]	COMMON AREA
[Cross-hatched Box]	LIMITED COMMON AREA
[Diagonal-hatched Box]	PRIVATE AREA

NO. _____ RECORDED

DATE _____

STATE OF _____

CITY OF _____

RECORDED AT THE REQUEST OF _____

FEES _____ CITY RECORDER

Evergreen Engineering, Inc.
Civil Engineering • Land Surveying • Land Planning
P.O. Box 2861 • Park City • Utah • 84060
Phone: 801-557-5482
E-mail: amr@evergreen-eng.com

REVISIONS	DATE	BY	COMMENTS

DESIGNED BY:
SUMMIT DESIGN
DRAWN BY:
ADM
CHECKED BY:
ADM

ALPINE RETREAT © PARK CITY
UNIT 1, AMENDED
FLOOR PLANS & BUILDING SECTIONS

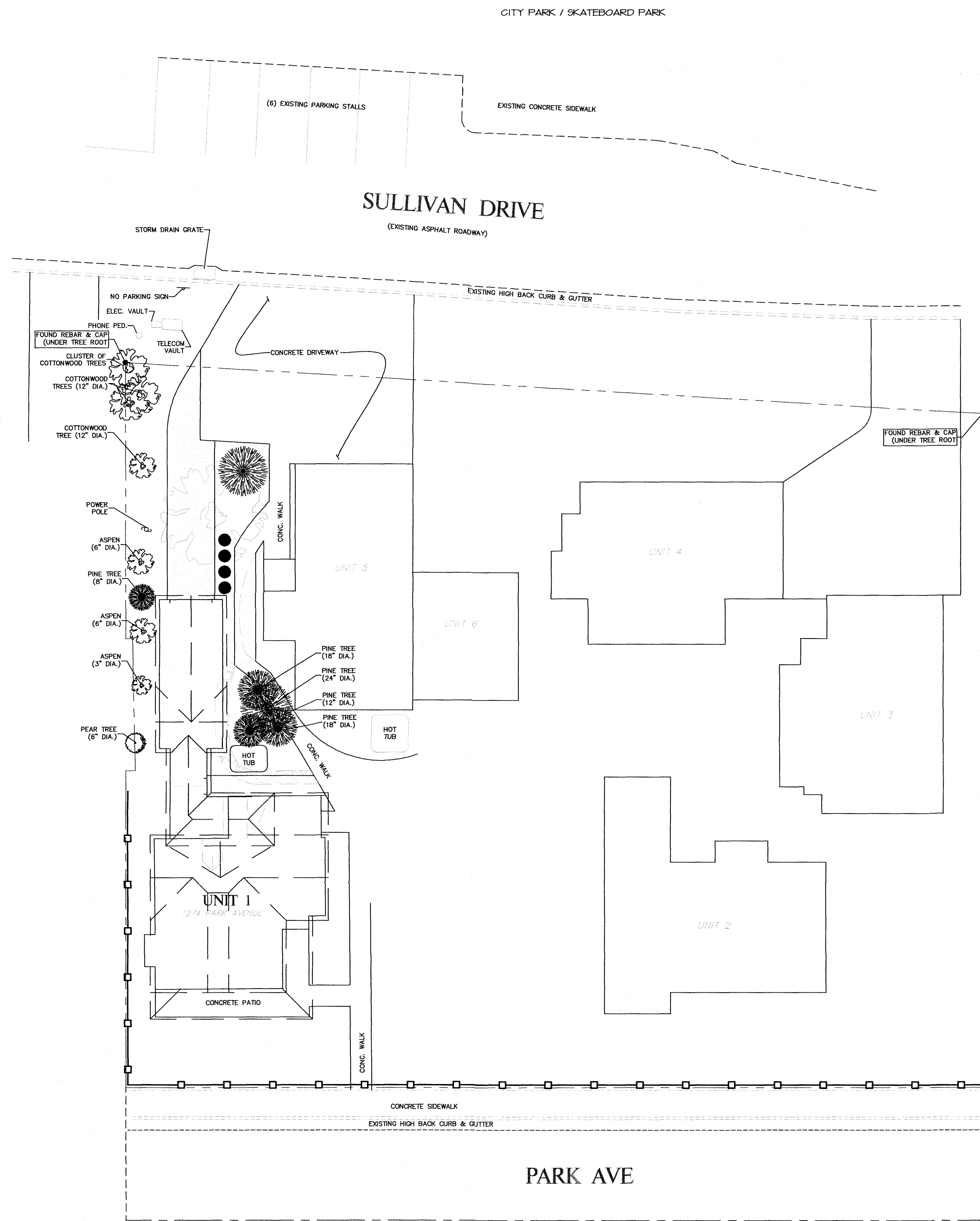
OWNED BY:
ALPINE-ROS

DESIGNED BY:
SUMMIT DESIGN

JOB NO. 1917

PLOT DATE: APRIL 27, 2020

SHEET 2 OF 2



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GARAGE & STUDIO ADDITION FOR
LOREN PIERCE
ALPINE PROPERTIES

1214 PARK AVENUE, UNIT 1
PARK CITY, UTAH

summitdesign
architecture

p.o. box 681302 park city, utah 84068
435.649.2055

SITE PLAN

APR 23 '20

1

2

3

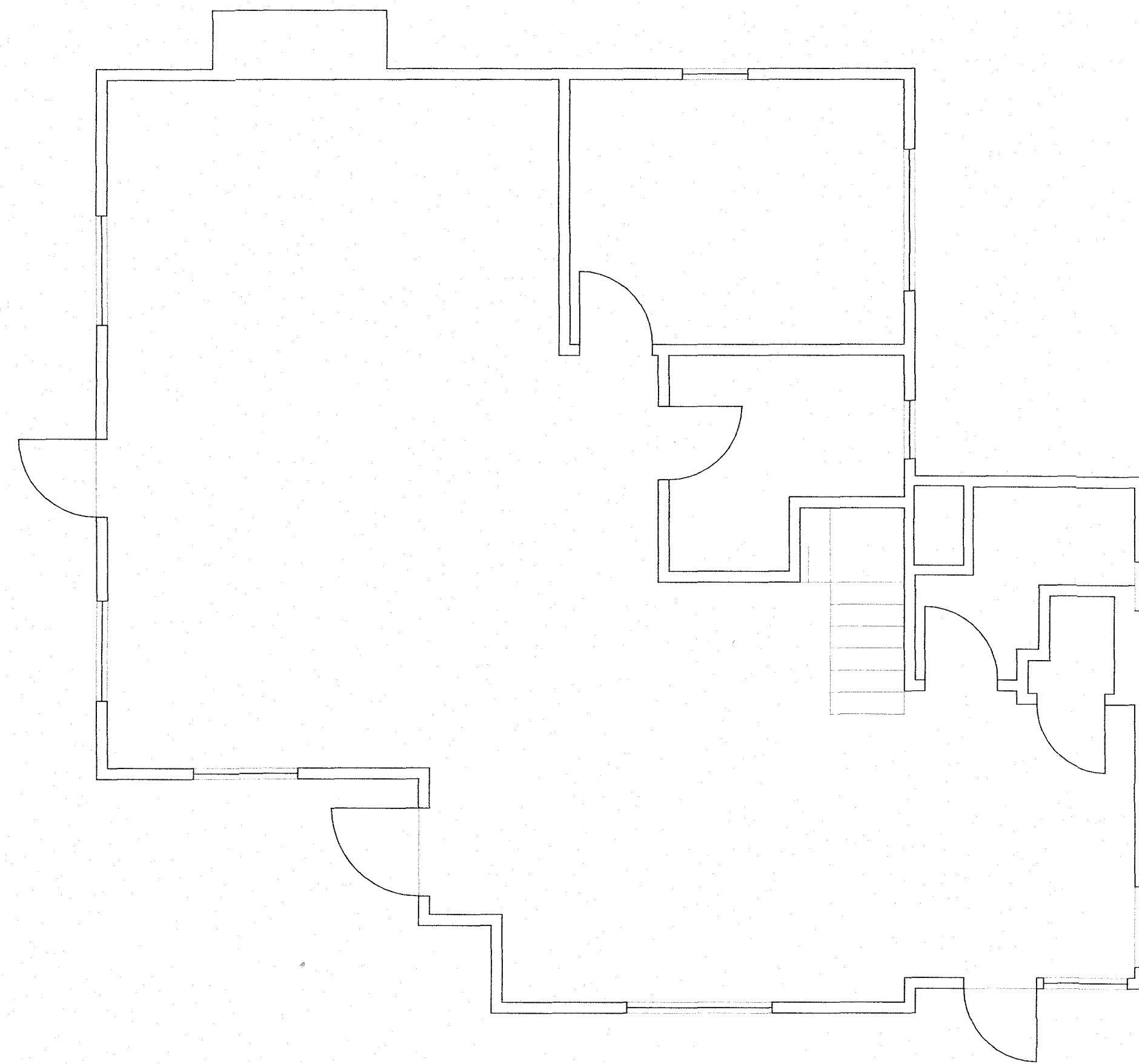
4

5

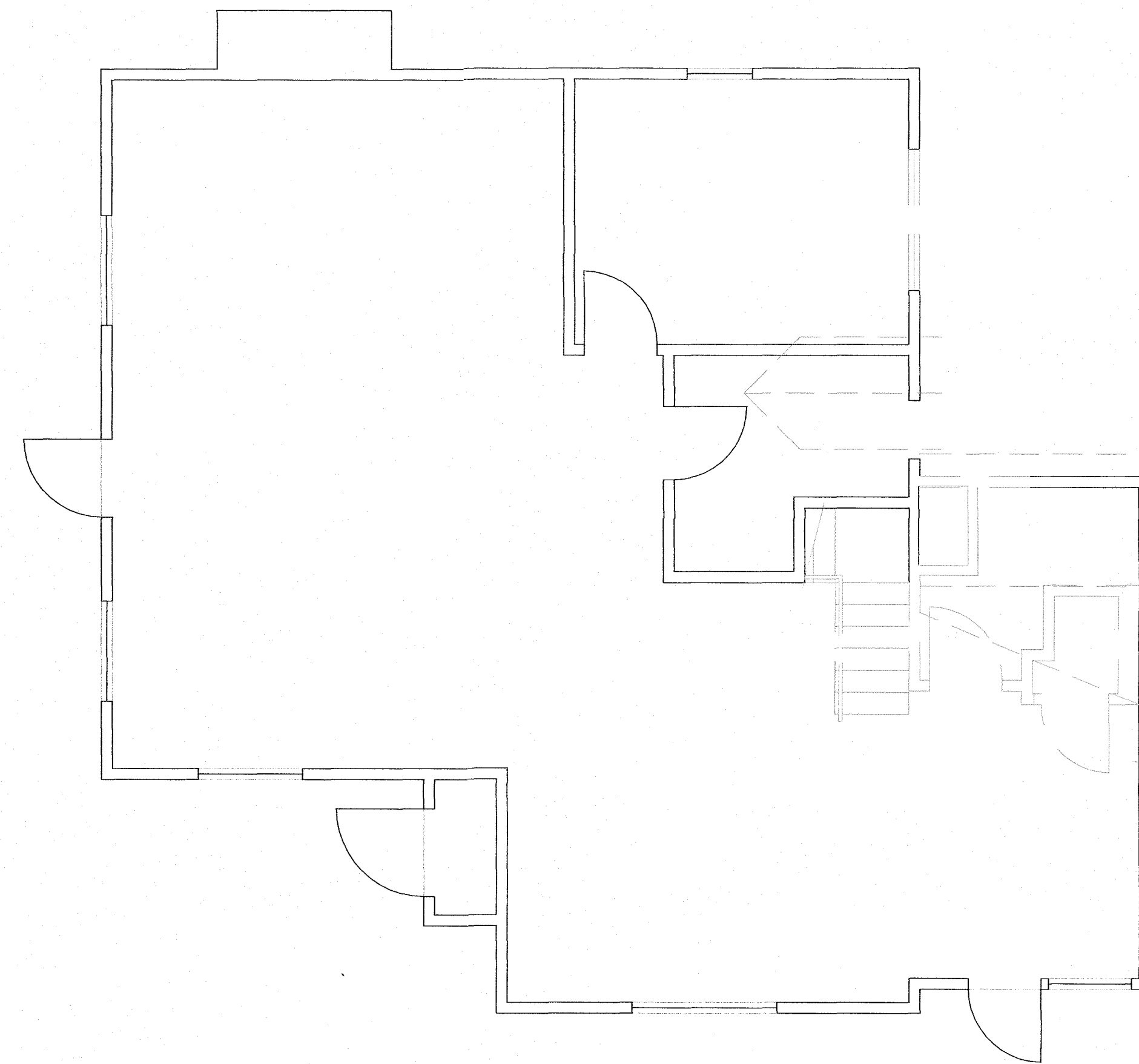
6

SCALE AS NOTED

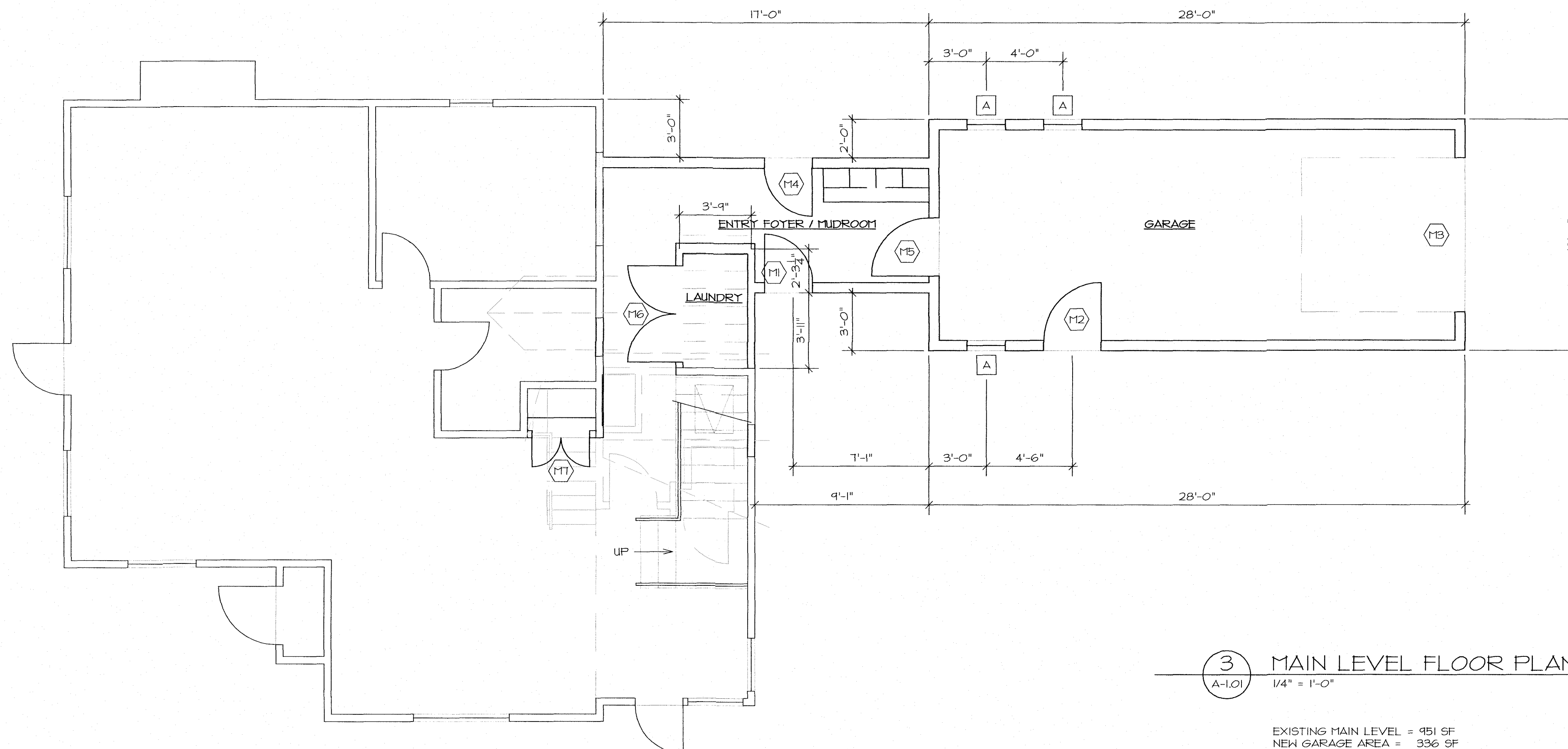
SHEET
SD-1.01



1 MAIN LEVEL EXISTING PLAN
A-1.01 1/4" = 1'-0"



2 MAIN LEVEL DEMOLITION PLAN
A-1.01 1/4" = 1'-0"



3 MAIN LEVEL FLOOR PLAN - PROPOSED
A-1.01 1/4" = 1'-0"

EXISTING MAIN LEVEL = 951 SF
NEW GARAGE AREA = 336 SF
NEW MAIN LEVEL = 150 SF

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GARAGE & STUDIO ADDITION FOR
LOREN PIERCE
ALPINE PROPERTIES

1274 PARK AVENUE, UNIT 1
PARK CITY, UTAH

summitdesign
architecture

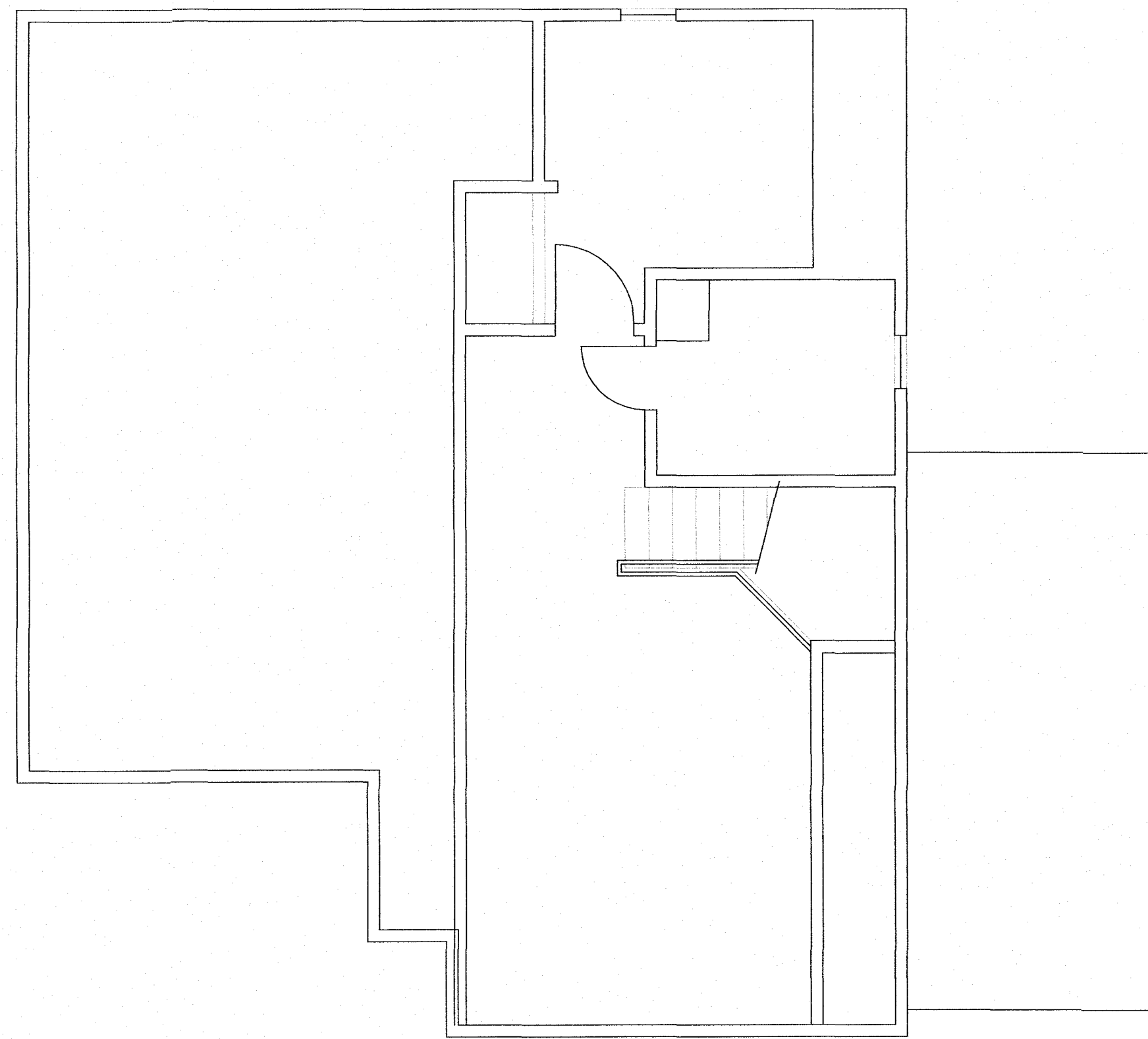
p.o. box 681302 park city, utah 84068
435.649.2055

MAIN LEVEL FLOOR PLANS

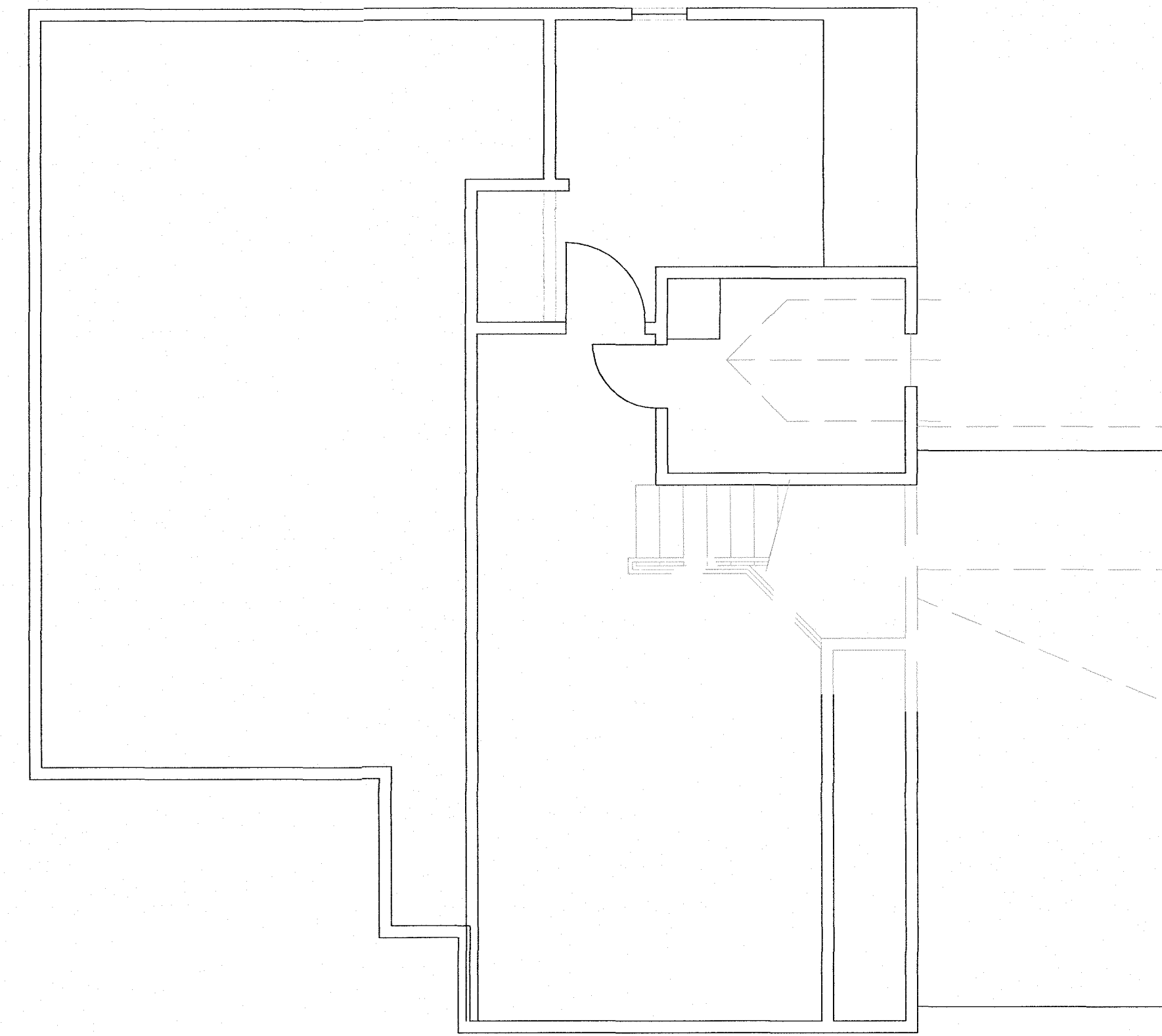
APR 23 '20
SCALE AS NOTED

SHEET

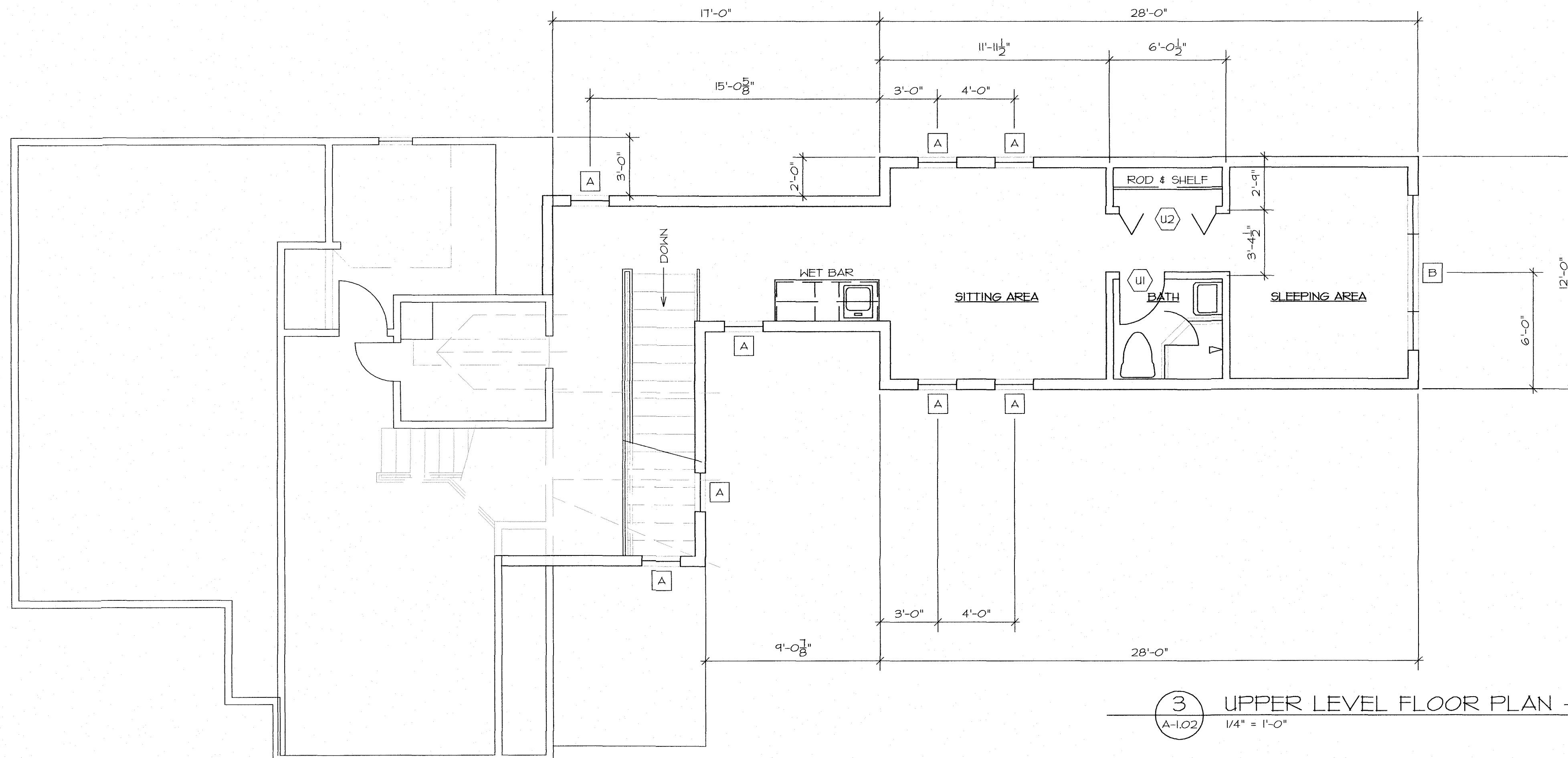
A-1.01



1 UPPER LEVEL EXISTING PLAN
A-1.02 1/4" = 1'-0"



2 UPPER LEVEL DEMOLITION PLAN
A-1.02 1/4" = 1'-0"



3 UPPER LEVEL FLOOR PLAN - PROPOSED
A-1.02 1/4" = 1'-0"

EXISTING MAIN LEVEL = 718 SF
NEW UPPER LEVEL = 521 SF

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GARAGE & STUDIO ADDITION FOR
LOREN PIERCE
ALPINE PROPERTIES

1274 PARK AVENUE, UNIT 1
PARK CITY, UTAH

summitdesign
architecture

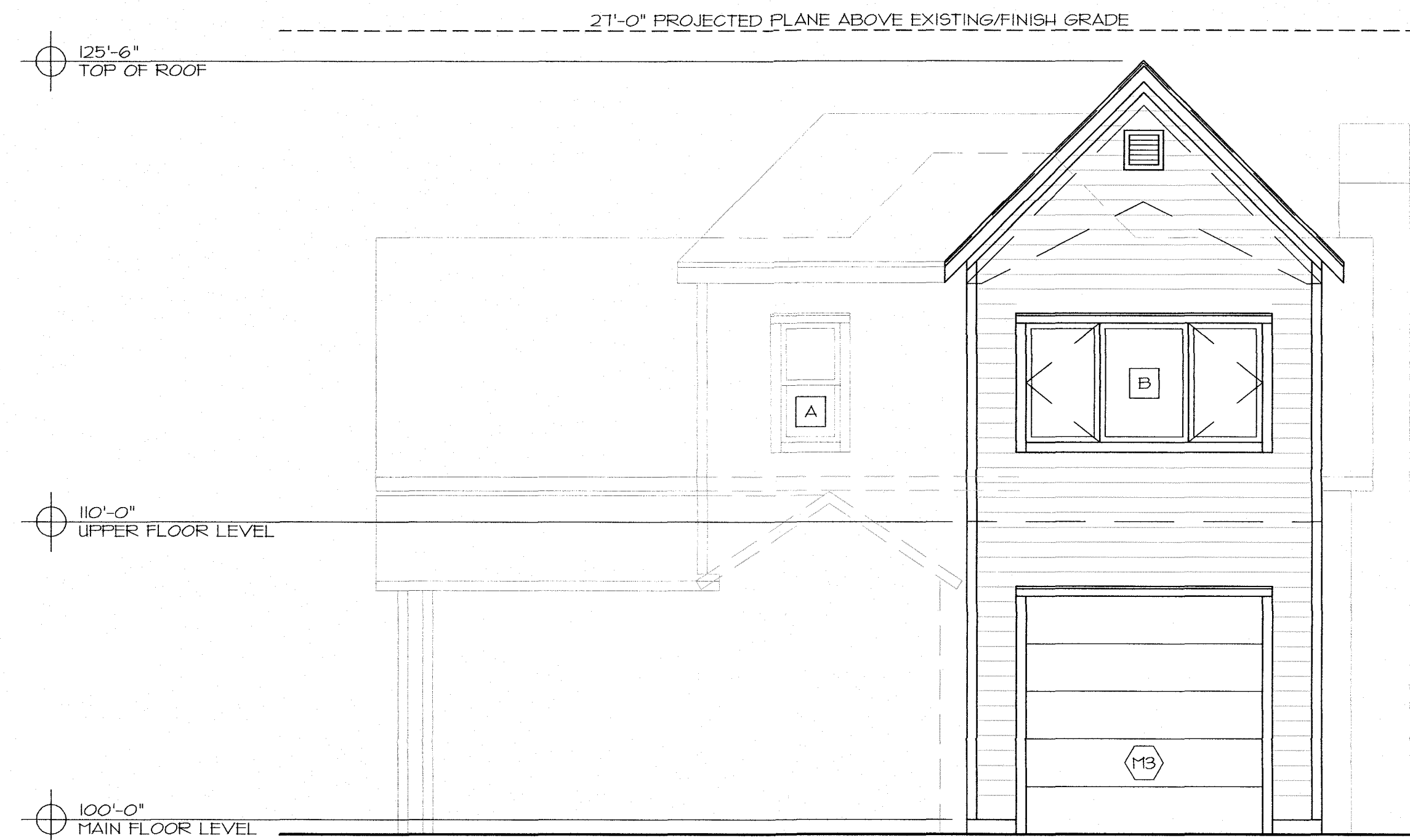
p.o. box 681302 park city, utah 84068
435.649.2055

UPPER LEVEL FLOOR PLANS

APR 23 '20									
SCALE AS NOTED									

SHEET

A-1.02



1 FRONT (EAST) ELEVATION
A-2.01
1/4" = 1'-0"



2 RIGHT (NORTH) ELEVATION
A-2.01
1/4" = 1'-0"

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GARAGE & STUDIO ADDITION FOR
LOREN PIERCE
ALPINE PROPERTIES

1214 PARK AVENUE, UNIT 1
PARK CITY, UTAH

summitdesign
architecture

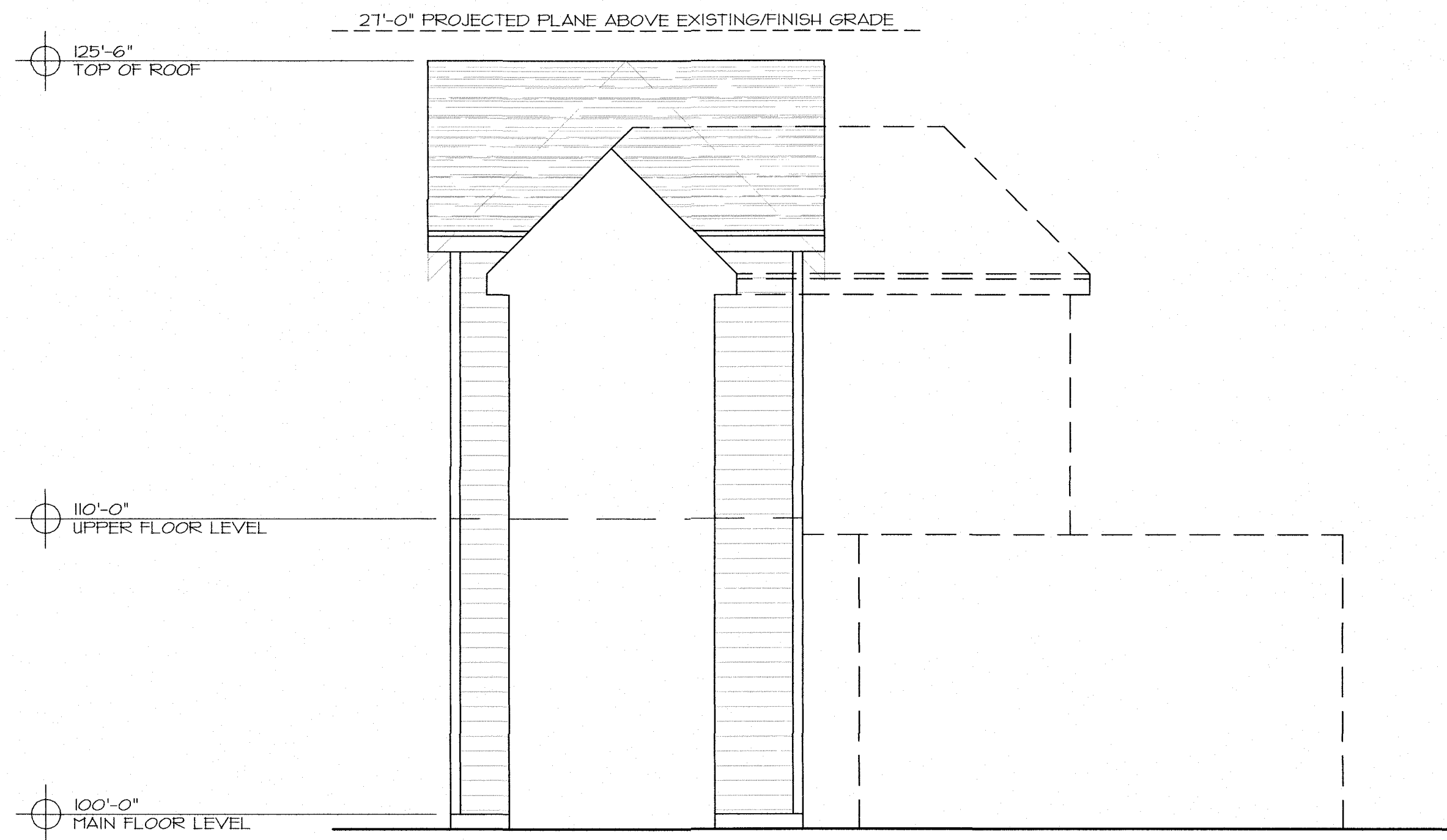
p.o. box 681302 park city, utah 84068
435.649.2055

EXTERIOR ELEVATIONS

APR 23 '20
SCALE AS NOTED

SHEET

A-2.01



3 REAR (WEST) ELEVATION
A-2.02 1/4" = 1'-0"



4 LEFT (SOUTH) ELEVATION
A-2.02 1/4" = 1'-0"

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GARAGE & STUDIO ADDITION FOR
LOREN PIERCE
ALPINE PROPERTIES

1274 PARK AVENUE, UNIT 1
PARK CITY, UTAH

summitdesign
architecture

p.o. box 681302 park city, utah 84068
435.644.2055

EXTERIOR ELEVATIONS

APR 23 '20
SCALE AS NOTED

SHEET

A-2.02

Alpine Retreat Homeowners Association

Board of Trustees – Special Meeting

Minutes

August 22, 2017

1:00 pm

I. Welcome and Call to Order by Declarant/President

a. New Business

i. Item 1: Future Expansion approval vote:

1274 Park Avenue (Unit 1)

1266 Park Avenue (Unit 2)

1265 Sullivan Road (unit 3),

1275 Sullivan Road (Unit 5/6)

Approval for Site Expansion plan (attached)

a. 1274 Park Avenue (Unit 1) expansion

includes: approximately 636 square feet into current common area for future garage construction and private hot tub area (as noted on attached drawing). Also includes future driveway and tree removal from common area.

RECEIVED

DEC 02 2019

PARK CITY
PLANNING DEPT.

- b. 1266 Park Avenue (Unit 2) expansion includes addition of new private outdoor spa into current common area (as noted on site plan map)
- c. 1265 Sullivan Road (Unit 3) expansion includes new private outdoor spa area into current common area (as noted on site plan map)
- d. 1275 Sullivan Road (Unit 5/6) expansion includes: permission to add an additional 1800 square feet in the future to existing unit without increasing unit footprint into common area.
 - i. Any increase in the square footage of a unit at Alpine Retreat will cause a re-calculation of common area expenses based on the new percentage of square footage occupied by that particular unit.

Affirmative vote for expansion plan provided by Loren Pierce, Declarant/President of the Board of Trustees and Owner of units 1, 2, 3, 4, and 6, representing 80.5% of the percentage interest of Alpine Retreat. Affirmative vote also provided by Ashley and Braden Hopkins – owners of unit 4.

RECEIVED

DEC 02 2019

PARK CITY
PLANNING DEPT

Alpine Retreat Homeowners Association

Board of Trustees – Special Meeting

Minutes

August 22, 2017

1:00 pm

I. Welcome and Call to Order by Declarant/President

a. New Business

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1274 Park Avenue (Unit 1)

1266 Park Avenue (Unit 2)

1265 Sullivan Road (unit 3),

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RECEIVED

DEC 02 2019

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 - i. Any increase in the square footage of a unit at Alpine Retreat will cause a re-calculation of common area expenses based on the new percentage of square footage occupied by that particular unit.

Affirmative vote for expansion plan provided by Loren Pierce, Declarant/President of the Board of Trustees and Owner of units 1, 2, 3, 4, and 6, representing 80.5% of the percentage interest of Alpine Retreat. Affirmative vote also provided by Ashley and Braden Hopkins – owners of unit 4.

RECEIVED

DEC 02 2019

PARK CITY
PLANNING DEPT.

ii. Item 2: Common Area Spa removal vote – Private
Spa Clarification

1. The two existing common area Spa's will be removed providing each owner the responsibility/expense for their own private spa (should they choose to have one)

Affirmative vote for Common Area Spa Removal provided by Loren Pierce, Declarant/President of the Board of Trustees and Owner of units 1, 2, 3, 4, and 6, representing 80.5% of the percentage interest of Alpine Retreat. Affirmative vote also provided by Ashley and Braden Hopkins – owners of unit 4.

Meeting Minutes submitted by Alpine Retreat HOA Manager
Jason Schnaitter
Executive General Manager
Wyndham Vacation Rentals – Park City

RECEIVED
DEC 02 2019
PARK CITY
PLANNING DEPT.



Alpine Retreat Homeowners Association

March 6th - Meeting Minutes – 1274 Site Expansion Modification approval

Regarding the 1274 Sullivan road site expansion plan and votes from homeowners.

We received affirmative votes from Lisa Plane, Lisa Mittnacht, Ashley and Braden Hopkins, and Loren Pierce.

Michael Montgomery did not submit a vote

4 affirmative responses and one non-vote received.

The modification is approved from the HOA and the Site Expansion plan for 1274

Jason Schnaitter
Vacasa Park City – Alpine Retreat HOA Manager
435-731-0019

GRANT OF PRESERVATION EASEMENT

1274 Park Avenue

This Preservation Easement is granted this 24 day of JUNE, 1999, by and between GARY D. and SUE F. BOYLE and EDNA E. FISHER ("Grantors"), and PARK CITY MUNICIPAL CORPORATION, ("Grantee").

WITNESSETH:

Grantors are the owners in fee simple of certain real property in Summit County, in the State of Utah, which property is commonly known as 1274 Park Avenue, said property including an historically important structure and associated yard area, located within the Boyle Property Replat of a portion of Block 57 of the Snyder's Addition to the Park City Survey, all of which is more particularly described as follows:

All of Lots 14, 15, 16, 17, 18, 19, 26, 27, 28, 29, 30 and 31 and the south half
of Lots 20 and 25, Block 57 of the Snyder's Addition to the
Park City Plat, on file and of record at the Summit County Recorder's Office.

WHEREAS, the Grantee is organized as a governmental unit under the laws of the State of Utah and is a qualifying recipient of qualified conservation contributions under Sections 170(b), (f), and (h) of the Internal Revenue Code of 1986 as amended (hereinafter the "Code");

WHEREAS, the Grantee is authorized to accept preservation and conservation easements to protect property significant in Utah history and culture under the provisions of Section 57-18 of the Utah Land Conservation Easement Act (hereinafter the "Act");

WHEREAS, the Grantor is owner in fee simple of certain real property in Summit County, Utah, which property is hereinafter referred to as a portion of the Boyle Property Replat, (hereinafter "the Premises"), said Premises including a structure commonly known as 1274 Park Avenue (hereinafter "the Building"), and is more particularly described below;

WHEREAS, the Building is located in the vicinity of structures which are listed on the National Registry of Historic Places (July 12, 1984 thematic nomination);

WHEREAS, the Grantee recognizes the historical, cultural, and aesthetic value and significance of the Building, and has the purpose of conserving and preserving the aforesaid value and significance of the Building;

WHEREAS, the grant of a preservation and conservation easement by Grantor to Grantee on the real property referred to herein will assist in preserving and maintaining the Building and its architectural, historical, and cultural features;

00546937 BK01283 Pg00630-00648

ALAN SPRIGGS, SUMMIT CO RECORDER
1999 AUG 19 16:10 PM FEE \$.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

WHEREAS, the grant of a preservation and conservation easement by Grantor to Grantee on the Building will assist in preserving and maintaining the aforesaid value and significance of the Building;

WHEREAS, to that end, Grantor grants to Grantee, and Grantee desires to accept, a preservation and conservation easement on the Premises pursuant to the Utah Land Conservation Easement Act;

NOW, THEREFORE, in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, receipt of which is hereby acknowledged, Grantor does hereby irrevocably grant and convey unto the Grantee a preservation and conservation easement in gross in perpetuity (which easement is more particularly described below and is hereinafter "the Easement") in and to that certain real property and the exterior surfaces of the Building located thereon, owned by the Grantor, and more particularly described as:

the front and side Facades (18" deep) of the Building, with modifications approved by the Historic District Commission and stated in the records of the September 14, 1998 meeting, and attached herein (see Exhibits A, B, and C).

The Easement, to be of the nature and character hereinafter further expressed, shall constitute a binding servitude upon said Premises of the Grantor, and to that end Grantor covenants on behalf of itself, its successors, and assigns, with Grantee, its successors, and assigns, such covenants being deemed to run as a binding servitude, in perpetuity, with the land, to do upon the Premises each of the following covenants and stipulations, which contribute to the public purpose in that they aid significantly in the preservation of the Building and surrounding land area, and which help maintain and assure the present and future historic integrity of the Building:

In furtherance of the intent of the parties to this instrument, Grantor covenants and agrees on behalf of himself, his successors and assignees that obligations and restrictions attach to the Premises as follows:

1. "Facade" shall mean the exterior surfaces of the improvements located on the property, including, without limitation, the exterior walls and roofs or the improvements, which are visible from the public street adjacent to the Premises. The photographs incorporated in Exhibit "A" hereto depict the condition and appearance of the Facade as of the effective date of this instrument.
2. Without the express written permission of the Grantee signed by a duly authorized representative thereof no construction, demolition, alteration, remodeling, addition or extension shall be undertaken on the Premises which would affect the Facade or otherwise alter the appearance of the Premises, or would adversely affect the structural soundness of the Premises. Renovation, remodeling, and alterations as approved by the Historic District Commission on September 14, 1998 are allowed once a building permit has been obtained. Grantee hereby consents to the renovation

of the Premises as depicted in Exhibit B. The reconstruction, repair, maintenance, repainting or refinishing of presently existing parts or elements of the Facade, to which damage due to casualty loss, deterioration or wear and tear has occurred, will be permitted without prior approval of Grantee, provided that such reconstruction, repair, maintenance, repainting or refinishing is performed in a manner which will not alter the appearance of the Premises from that set forth in Exhibit A hereto, as modified by Exhibit B. In all events, Grantor, in painting the Facade, agrees to obtain the prior written consent of Grantee.

3. Grantor agrees to, at all times, maintain the Premises in a good and sound state of repair, subject only to the provision of Paragraph 4 hereof.

4. If the Premises, or any part thereof, is damaged or destroyed as a result of natural casualty or fire, where such is not caused by the negligence of either Grantor or Grantee, their agents, representatives or employees, Grantor may elect to reconstruct or restore the Premises to the condition depicted in Exhibits A and B, if such repair or reconstruction can be accomplished within the limits of available insurance proceeds and any additional funds which Grantee might elect to advance as a loan to Grantor at terms to be determined at the time. In the event repair or reconstruction cannot be accomplished within the limits of available insurance proceeds and funds advanced by Grantee, Grantor grants to Grantee the right to select and remove from the Facade salvageable architectural fragments without charge. In the event the Premises are damaged by casualty loss to an extent that the parties mutually decide that repair or reconstruction of the Premises is impracticable, the Grantee may permit the erection of a new structure with a Facade that duplicates or replicates the Facade depicted in Exhibits A and B hereto. Grantor and Grantee agree that the Easement created and covenants contained herein shall survive complete or partial destruction of the improvements located on the Premises. The interest in real property created hereby may, however, be reconveyed to Grantor at the sole discretion of Grantee.

5. No utility transmission lines, except those required for the existing or improved improvements and uses on the Premises may be erected on the Premises.

6. No dumping of ashes, sawdust, bark, trash, rubbish or any other unsightly or offensive materials which are viewable from public roads or streets shall be permitted on the Premises.

7. Grantor agrees that representatives of Grantee shall be permitted, at all reasonable times to inspect the Premises. Inspections will normally take place from the adjacent public street. If evidence of deterioration is present, Grantor agrees that representatives of Grantee shall be permitted to enter and inspect the interior of the improvements on the Premises to insure maintenance of structural soundness. Inspection of the interior will be at a time mutually agreed upon by Grantor and Grantee, and Grantor covenants not to unreasonably withhold his consent in determining a date and time for such inspection.

8. No violation or breach of any covenant contained in this Preservation Easement and

no action to enforce the same, shall defeat, render invalid or impair the lien of any mortgage, or deed of trust taken in good faith and for value and perfected by recording prior to the time of recording of an instrument giving notice of such violation or breach, or the title or interest of the holder thereof or the title acquired by any purchaser upon foreclosure of any such mortgage or deed of trust.

9. In the event of a violation by Grantor of any covenant herein, the Grantee may, thirty (30) days after written notice to Grantor, institute actions to require the restoration of the Premises to their condition as depicted in Exhibits A and B hereto. Grantee shall also have available all legal and equitable remedies to enforce Grantor obligations hereunder.

In the event of a violation by Grantor deemed by the Grantee to be an emergency which endangers the condition or appearance of the Facade, Grantee may immediately proceed to seek injunctive relief, with best efforts to provide notice to Grantor.

10. Grantor agrees that a reference to this instrument and its restrictions will be inserted by Grantor in any subsequent deed, sales or purchase contract, financing instrument, or other legal instrument by which Grantor is divested of either the fee simple title or equitable title to a possessory ownership interest in the Premises, or any part thereof. Said reference shall be as follows: "The Facade of the property conveyed herein is subject to a Preservation Easement which restricts the ability of any owner or other possessor of the Premises to alter its appearance or historic character, except as approved by the Park City Historic District Commission and stated in the record of the September 14, 1998 meeting and attached as Exhibit B. This easement is recorded on Page _____, Book _____, in the records of the Summit County Recorder, State of Utah." This instrument may be recorded by any party in the land records of Summit County Utah.

11. In the event that the Grantee shall, at any time in the future, become the fee simple owner of the Premises, Grantee for itself, its successors and assigns, covenants and agrees, in the event of subsequent conveyances of the Premises to another, create a new easement containing the same restrictions and provisions as are contained herein, and either retain such easement in itself or convey such easement to a local or national non-profit organization whose purposes, inter alia, are to promote historic preservation.

12. Grantor agrees to allow the maintenance of a plaque on the street Facade of the Premises giving notice of this Grant of Preservation Easement.

13. Grantor shall be prohibited from subsequently transferring this Preservation Easement, whether or not for consideration, unless the Grantee, as a condition of the subsequent transfer requires that the conservation purposes, which the grant is originally intended to advance, continue to be carried out.

14. If Grantor subsequently desires to avail himself of benefits offered under Section 170 of the Internal Revenue Code, and if those benefits are not available without reformation of the Grant

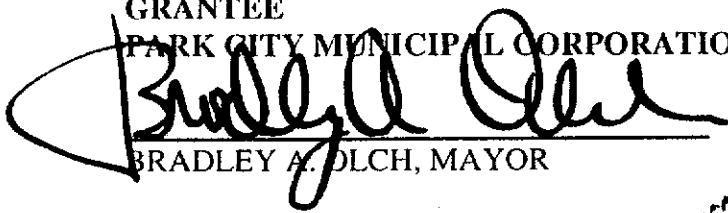
then this Grant shall be reformed to be consistent with IRS regulations, as applied to Grantor, and the parties hereto shall execute any and all writings necessary to effectuate the intent of this paragraph.

15. This Preservation Easement may be amended at any time solely by the Grantor and Grantee or their successors or assigns.

16. Each and every covenant and restriction imposed and agreed to as aforesaid shall not only apply to and be binding upon Grantor but also upon Grantor's successors and assigns, and all other successors in interest to Grantor, and shall continue as a servitude running in perpetuity with the land and shall survive any termination of Grantor's or Grantee's existence. All rights reserved herein to Grantee shall run for the benefit of, and may be exercised by, its successors or assigns, or by its designee duly authorized in a deed of appointment executed by its duly authorized officer.

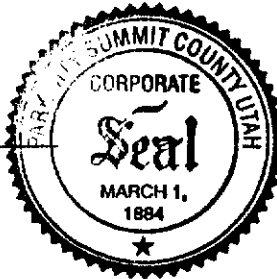
IN WITNESS WHEREOF, Grantors have executed and delivered, and said Grantee has caused same to be accepted and signed this 21 day of JUNE, 1999.

GRANTEE
PARK CITY MUNICIPAL CORPORATION

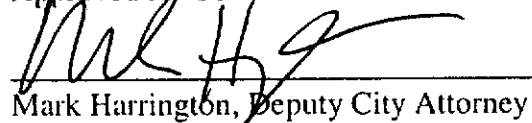

BRADLEY A. OLCH, MAYOR

Attest:


Janet M. Scott, City Recorder



Approved As To Form:


Mark Harrington, Deputy City Attorney

GRANTOR:


Gary D. Boyle

STATE OF UTAH)
 :SS
COUNTY OF SUMMIT)

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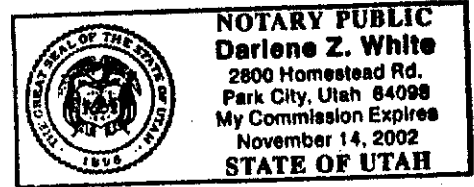
Historic Preservation Easement - Page 5 of 6

On this 24 day of June, 1999, personally appeared before me Dary D. Boyle personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is signed on the preceding Agreement, and acknowledged to me that he/she signed it voluntarily for its stated purpose.

Darlene Z. White
NOTARY PUBLIC

GRANTOR:

Sue F. Boyle
Sue F. Boyle



STATE OF UTAH)
:SS

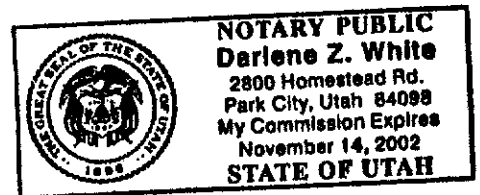
COUNTY OF SUMMIT)

On this 24 day of June, 1999, personally appeared before me Sue F. Boyle personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is signed on the preceding Agreement, and acknowledged to me that he/she signed it voluntarily for its stated purpose.

Darlene Z. White
NOTARY PUBLIC

GRANTOR:

Edna E. Fisher
Edna E. Fisher



STATE OF UTAH)
:SS

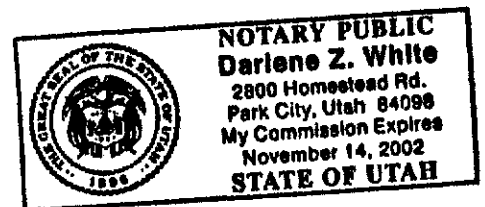
COUNTY OF SUMMIT)

On this 24 day of June, 1999, personally appeared before me Edna E. Fisher personally known to me or proved to me on the basis of satisfactory evidence to be the person whose name is signed on the preceding Agreement, and acknowledged to me that he/she signed it voluntarily for its stated purpose.

Darlene Z. White
NOTARY PUBLIC

00546937 Bk01283 Pg00635

Historic Preservation Easement - Page 6 of 6



SCHEDULE OF EXHIBITS

- A. Photographs
- B. Approved plans of proposed additions to Protected Property
- C. Verification Affidavit

00546937 Bx01283 Pg00636

EXHIBIT A



1274 PARK AVENUE - SOUTH ELEVATION



1274 PARK AVENUE - WEST ELEVATION

00546937 Bk01283 Pg00637

EXHIBIT B

00546937 Bk01283 Pg00638



COPY

September 15, 1998

Department of Community Development
Engineering • Building Inspection • Planning

Gary & Sue Boyle
3778 W. Blacksmith Road
Park City, UT 84098

NOTICE OF HISTORIC DISTRICT COMMISSION ACTION

Project Address: 1274 Park Avenue

Project Description: Design review for modifications to existing historic house

Date of Meeting: September 14, 1998

Action Taken By Historic District Commission: Approved in accordance with the Findings of Fact and Conclusions of Law as outlined in the staff report; and Conditions of Approval as written below:

Conditions of Approval:

1. Receipt and approval of a Construction Mitigation Plan (CMP) by the Community Development Department is a condition precedent to the issuance of any building permit. Contact Tricia Parish in the Building Department at 615-5114 for further information.
2. The final building plans and construction details shall reflect substantial compliance with the drawings as submitted and reviewed by the HDC on September 14, 1998.
3. All exterior lighting shall be reviewed and approved prior to full Planning Department approval for issuance of building permits.
4. Window trim widths shall be at least 3 ½ inches in width, and shall be approved by Staff prior to full Planning Department approval for issuance of building permits. Replacement windows shall be wood, metal-clad, double-hung, one-over-one windows having a proportional ratio of 2:1.
5. The porch shall retain the existing turned wooden posts, and consist of a wooden deck, wood jigsaw porch brackets, and wood hand railing having simple detailing. All porch elements shall be approved by the Planning Department prior to the issuance of final building permits.
6. The front door shall be a transomed, wood, half-light door with a decorative screen door in front of it. The rear and side doors shall also be wood, half-light doors. All door designs shall be approved by the Planning Department prior to the issuance of final building permits.

00546937 Bk01283 Pg00639

Park City Municipal Corporation • 445 Marsac Avenue • P.O. Box 1480 • Park City, UT 84060-1480
Community Development (435) 615-5055 • Engineering (435) 615-5055 • Building (435) 615-5100
Planning (435) 615-5060 • FAX (435) 615-4906

Sue & Gary Boyle
September 15, 1998
page 2

7. Remove existing metal siding. Repair covered original wood siding and return missing trim elements (ex: corner boards, fascia boards, etc) as determined by CDD.
8. The existing chain link fence surrounding the property shall be replaced by a paint grade wood picket fence to be approved by the Planning Department prior to the issuance of final building permits.
9. The roofing material and overall building colors shall be approved by the Planning Department prior to the issuance of final building permits.
10. All standard conditions of approval shall apply.
11. This approval shall expire if construction has not commenced prior to September 14, 1999.

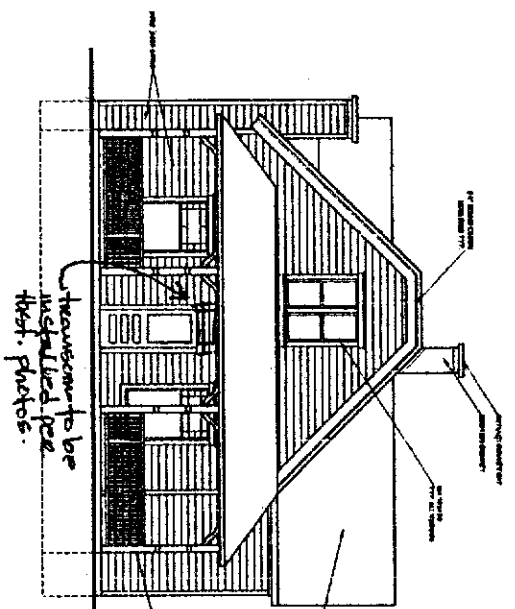
Any person who submitted written comment on a proposal, the owner of any property within three hundred (300) feet of the boundary of the subject site, or the owner of the subject property may appeal to the City Council any action pertaining to the approval or denial. The petition must be filed in writing with the City Recorder within ten (10) calendar days of a Historic District Commission decision.

Sincerely,

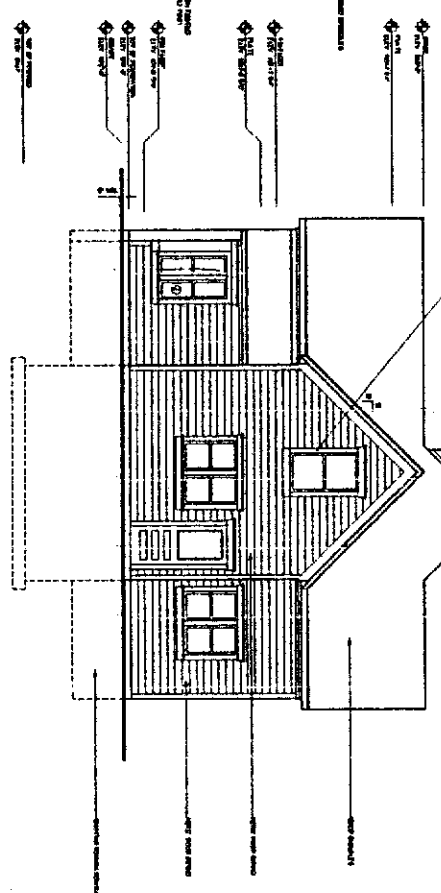


Derek C. Satchell
Preservation Planner

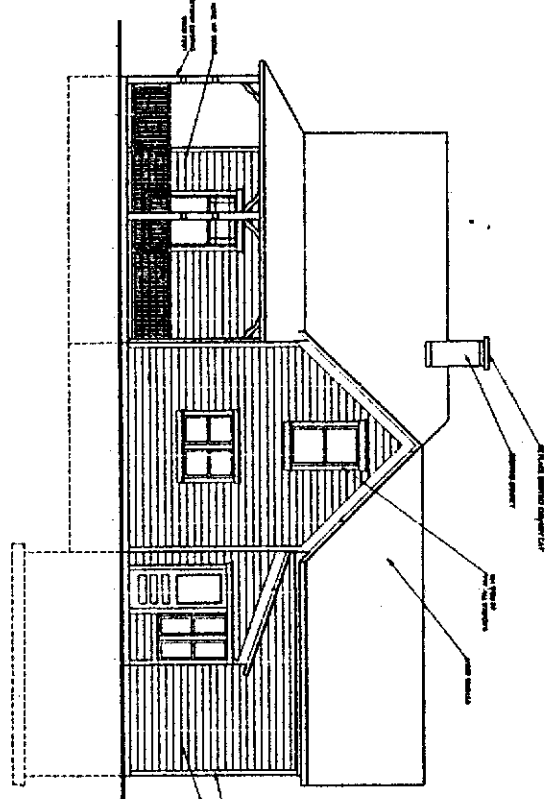
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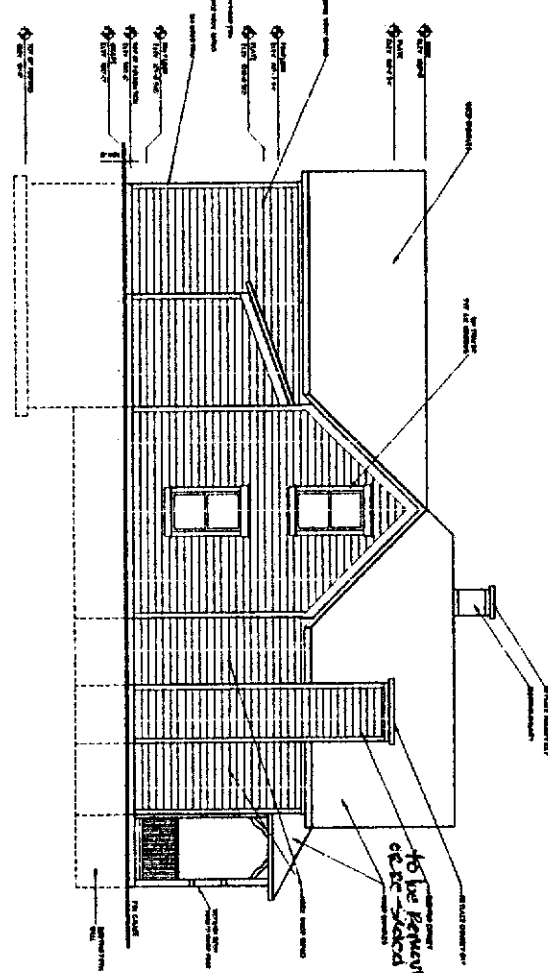
WEST ELEVATION
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EAST ELEVATION
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SOUTH ELEVATION
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NORTH ELEVATION
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RECEIVED
JUL 29 1999
PARK CITY
PLANNING DEPT.

FIELD VERIFY ALL
DIMENSIONS & CONDITIONS

SHEET NO.
A2.1

Remodels and New Structures for:
BOYLE CONDOS #1
1266-1274 Park Avenue
Park City, Utah

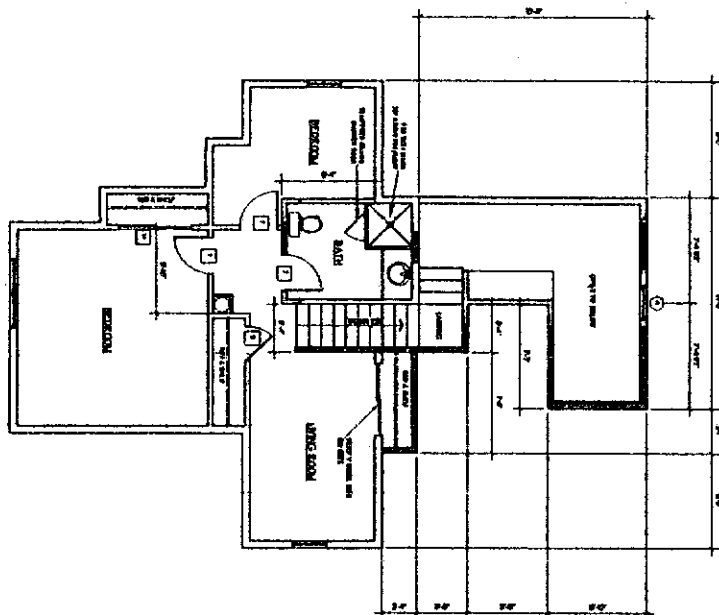
1274
PARK
AVE.

DATE
JUL 26 1999

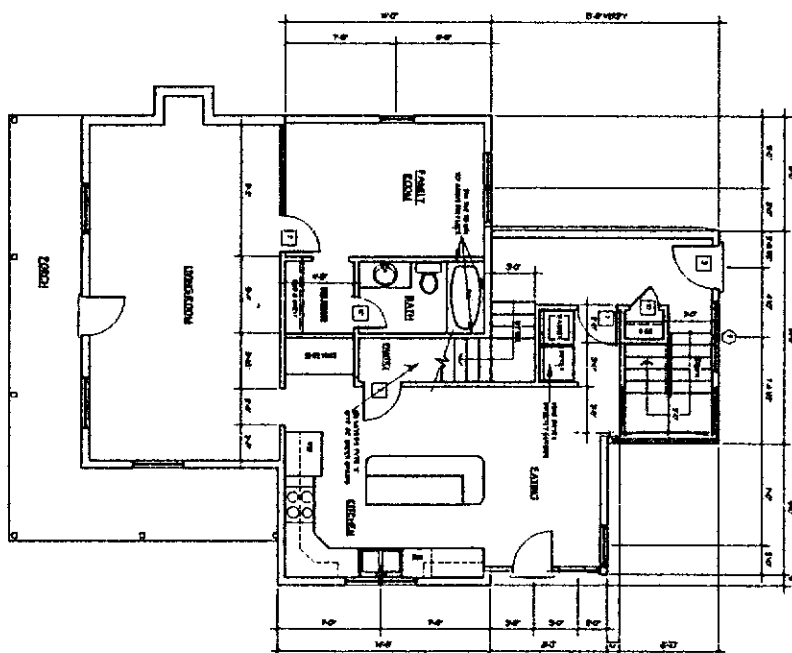


LLOYD DESIGN GROUP
ARCHITECTS
511 EAST BROADWAY
(801) 328-3245

AIA
PLANNERS
SALT LAKE CITY, UT
PAX (801) 328-3246



UPPER FLOOR PLAN
SCALE 1/8" = 1'-0"

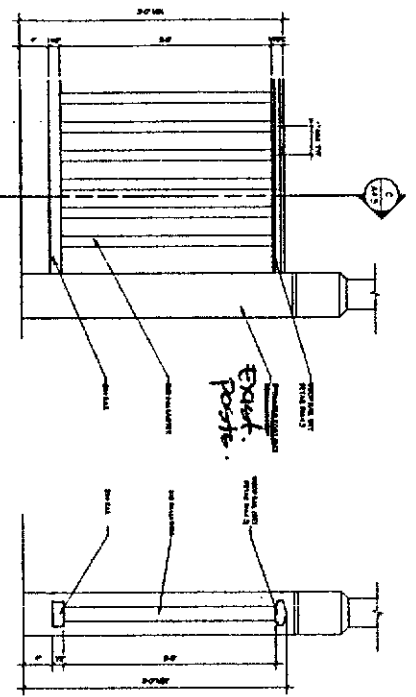


MAIN FLOOR PLAN
SCALE 1/8" = 1'-0"

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JUL 29 1999
PARK CITY
PLANNING DEPT.

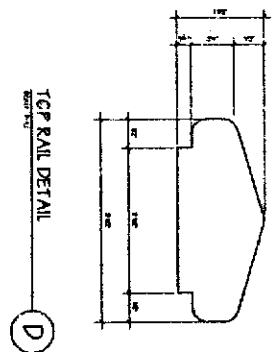
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SHEET NO. A1.1	Remodels and New Structures for: BOYLE CONDOS #1 1266-1274 Park Avenue Park City, Utah	DATE MAY 20, 1999	 LLOYD DESIGN GROUP ARCHITECTS 511 EAST BROADWAY (801) 328-3245	AIA PLANNERS SALT LAKE CITY, UT PAR (801) 328-3246

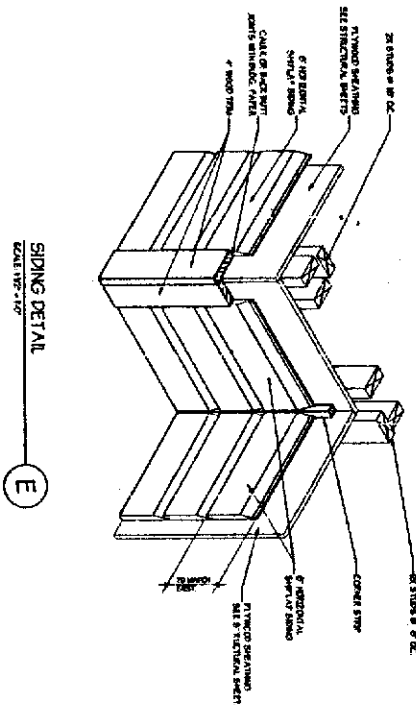


TYPICAL GUARDRAIL
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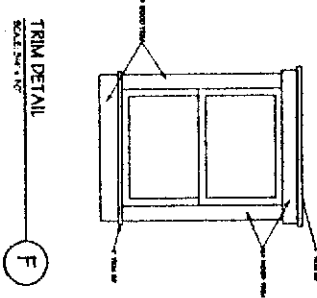
TYPICAL GUARDRAIL
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TCP RAIL DETAIL
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SIDING DETAIL
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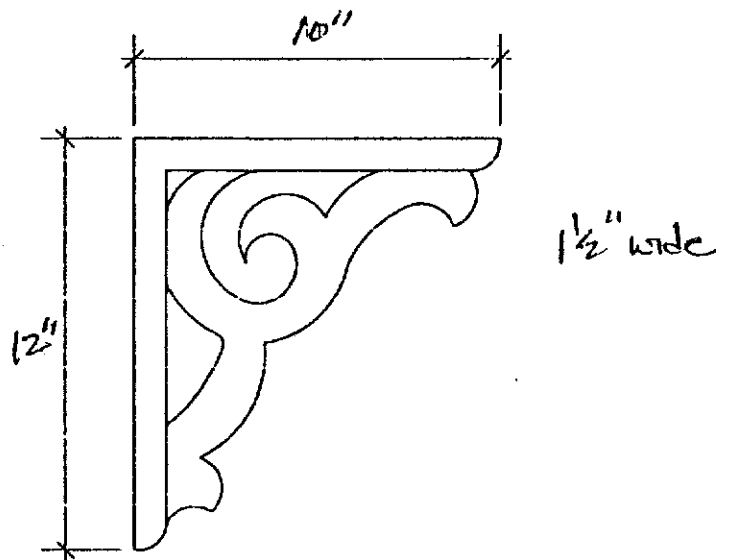
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PLANNING DEPT.

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REVISIONS <table border="1"> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>											Remodels and New Structures for: BOYLE CONDOS 1266-1274 Park Avenue Park City, Utah	DATE MAY 21, 2006	LLOYD DESIGN GROUP ARCHITECTS 511 EAST BROADWAY SALT LAKE CITY, UT 84111 TEL: 328-3245	AIA PLANNERS SALT LAKE CITY, UT FAX: (801) 328-3246
SHEET NO. A4.3	RECEIVED JUL 29 1999 PARK CITY PLANNING DEPT.													

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JUL 29 1999
PARK CITY
PLANNING DEPT.



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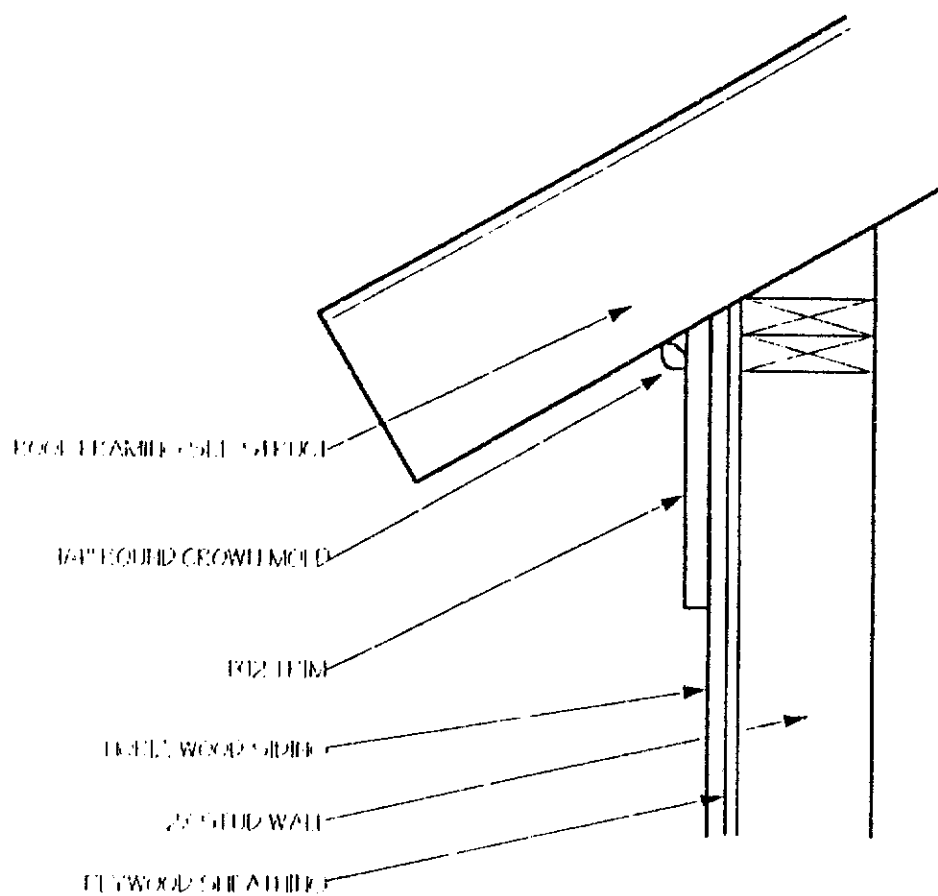
POST BRACKET

SCALE: 1/2" = 1'-0"

For 1274 Park Ave only.

J

RECEIVED
JUL 29 1999
PARK CITY
PLANNING DEPT.



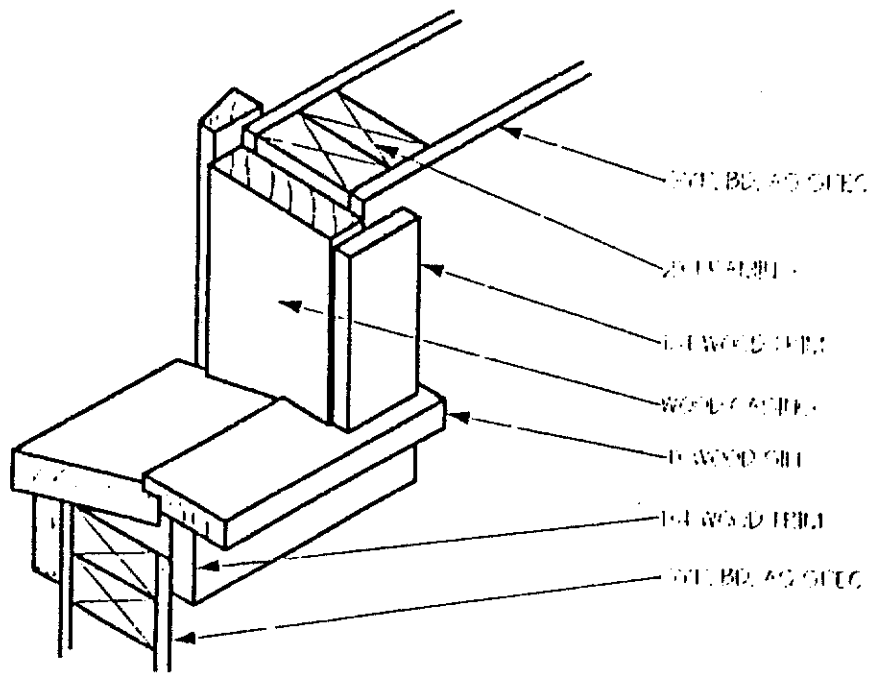
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TRIM DETAIL

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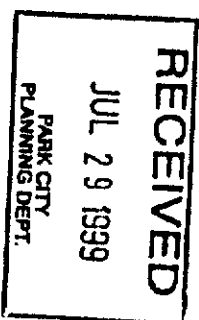


EXHIBIT C

Easement Monitoring Inspection Form/Affidavit

Park City Municipal Corporation

P.O. Box 1480 Park City, Utah 84060

EASEMENT INSPECTION FORM

BUILDING/SITE: Lot 1 of the Boyle Property Replat, 1274 Park Avenue, Park City, Utah

ADDRESS: 1274 Park Avenue, Park City, Utah

CURRENT OWNER: Gary D. and Sue F. Boyle and Edna E. Fisher

ADDRESS: 3778 Blacksmith Road, Park City, UT 84098

PHONE: 435-649-7552

INSPECTION DATE: May 7, 1999

PROTECTED FEATURES OR RESTRICTIONS:

Facade easement for existing east (front), north and south building elevations, including but not limited to the following features:

- Overall existing two-story frame, front-gabled residential dwelling with wrap-around porch, with the modifications as approved by the Historic District Commission on September 14, 1998 (See Exhibit B);

West (Front) Facade

- Original bead-board front porch ceiling;
- Existing painted wood turned porch posts (4 total);
- Half-light front door (having two panels below), with transom above;
- Four (4) large fixed picture windows (having stained glass transoms above) at the first floor level;
- Existing exterior wall cornice, soffit, fascia and roof eaves; and
- All original building material and/or features which may be present, but are visually obscured by the existing non-historic aluminum siding.

North facade-

- All original building material and/or features which may be present, but are visually obscured by the existing non-historic aluminum siding.

South facade-

- Original bead-board front porch ceiling;
- Existing painted wood turned porch posts (1 total);
- One (1) large fixed picture window (having stained glass transoms above) at the

00546937 Bk01283 Pg00647

EXHIBIT C

Sample Easement Monitoring Inspection Form/Affidavit

Page 2

first floor level;

- Existing exterior wall cornice, soffit, fascia and roof eaves; and
- All original building material and/or features which may be present, but are visually obscured by the existing non-historic aluminum siding.

General Condition and Potential Problem Areas

Fair condition overall. Potential problem areas consists of the following:

- Replace and repair portions of crown molding, frieze, boxed soffit, and eave where necessary;
- Rebuild front porch with wood decking, porch posts, jig-saw porch brackets, bead-board porch ceiling, etc;
- Remove non-original aluminum siding. Repair and caulk original drop-lap wood siding which may exist beyond;
- Repair and/or replace in-kind existing original wood corner boards;
- Remove all metal exterior storm windows;
- Replace all non-original windows with wood double-hung, one-over-one sashes. All new window locations and sizes on the side elevations of the house (which is not part of the September 14, 1998 HDC approval) shall be reviewed and approved by the Historic District Commission prior to any installations.
- Repair existing original half-light, wood paneled front door and single-light transom;
- Repair all existing original wood window and door casing and trim; and
- Repair existing brick chimney located at the center of the main roof ridge line;

INSPECTION:

Did Inspector meet with the property owner or his representative during the inspection visit? Yes

If yes, name of owner or representative: Sue Boyle

Inspected by: Kirsten A. Whetstone, City Planner and Derek Satchell, Preservation Planner

Affiliation: Park City Municipal Corporation

Date: May 10, 1999

00546937 Bk01283 Pg00648

From: [Michael Montgomery](#)
To: [Rebecca Ward](#)
Subject: Re: 1274 Park Avenue Plat Amendment Inquiry
Date: Tuesday, January 07, 2020 11:51:54 AM

Greetings Rebecca Ward,

As owner and full time residence of 1266 Park Avenue, Alpine Retreat, I would like to voice the following concerns.

1. Maintaining access to City Park from our common area.
2. Parking density
3. Loss of existing green space.

Thanks for considering these issues and keeping me informed.

Sincerely,

Michael Montgomery

From: [Lisa Mittnacht](#)
To: [Rebecca Ward](#)
Cc: [Lisa Mittnacht](#)
Subject: 1274 Park Avenue Plat Amendment Inquiry
Date: Wednesday, January 08, 2020 11:58:44 AM

Rebecca: Thank you so much for all the information you sent me regarding the building add on of a garage and second floor studio apartment for the above property. You have been very helpful and really went out of your way to assist me in gaining information regarding the above. I very much enjoyed our conversations.

As the owner of 1275 Sullivan Road - adjacent to the above proposed build - I would like to voice the following concerns:

1. I very much want to keep the existing 100 plus year old trees which are both aesthetically pleasing and provide privacy from the neighbors. The green space was one of the reasons I purchased 1275 Sullivan Road. I would like to request that the builder keeps the roof line as low as possible so that only the lower limbs of the trees need to be cut down. No amount of planting could ever replace a 100 year old plus tree (with a fabulous huge bird nest in it).
2. Maintaining access to City Park from our common area.
3. Could some green space be placed between my driveway at 1275 Sullivan Road and the 1274 proposed driveway from Sullivan Road to avoid paved density.
4. Please send all correspondence regarding the above to Lisa Mittnacht, [REDACTED], [REDACTED] - as I do not maintain a mailbox at 1275 Sullivan Road in Park City. You can also email me at [REDACTED]. For any immediate questions you can always call me at [REDACTED].

Thanking you in advance, Lisa Mittnacht (owner of 1275 Sullivan Road)

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: 802 Empire Avenue Subdivision
Author: Alexandra Ananth - Senior Planner
Application: PL-18-03949
Date: June 10, 2020
Type of Item: Administrative – Subdivision

Summary Recommendations

Staff recommends that the Planning Commission continue the Public Hearing for the applicant's request to create a two-lot (2) Subdivision from multiple small parcels of land, and consider forwarding a positive recommendation for City Council's consideration on July 9, 2020, based on the draft Ordinance, Findings of Fact, Conclusions of Law, and Conditions of Approval. This hearing is a continuation of the Public Hearing opened on January 8, 2020, continued to the February 12, 2020 hearing, continued again to the May 13, 2020 hearing, and continued again to the June 10, 2020 hearing.

Description

Applicant: Old Town Lands, LLC, represented by Jonathan DeGray, Architect
Location: 802 Empire Avenue
Existing Zoning: Historic Residential (HR-1) District
Adjacent Land Uses: Residential
Reason for Review: Subdivisions require Planning Commission Review and City Council action

Proposal

This application proposes to combine multiple small vacant parcels in order to create two (2) developable lots in the HR-1 zone, both with access off of Empire Avenue. The applicant has a simultaneous application for a Conditional Use Permit (CUP) to locate a shared driveway over the City's Platted Unbuilt Empire Avenue Right-of-Way in order to provide access to the proposed Lots. Due to existing steep grades, limited sight lines, proximity of existing curb cuts on Crescent Tram and its narrow street width, the City has encouraged the applicant to seek vehicular access from Empire Avenue rather than Crescent Tram, and is supportive of the CUP application. If the Subdivision and CUP are approved the applicant will need to seek a Steep Slope Administrative CUP and submit Historic District Design Review (HDDR) applications as development progresses on these lots.

At the May 13, 2020, Public Hearing (Exhibit A: Planning Commission Minutes, beginning on page 23) the Planning Commission and City Attorney had four (4)

requests, all of which are addressed on pages 13-14 of this Staff Report and/or as Exhibits:

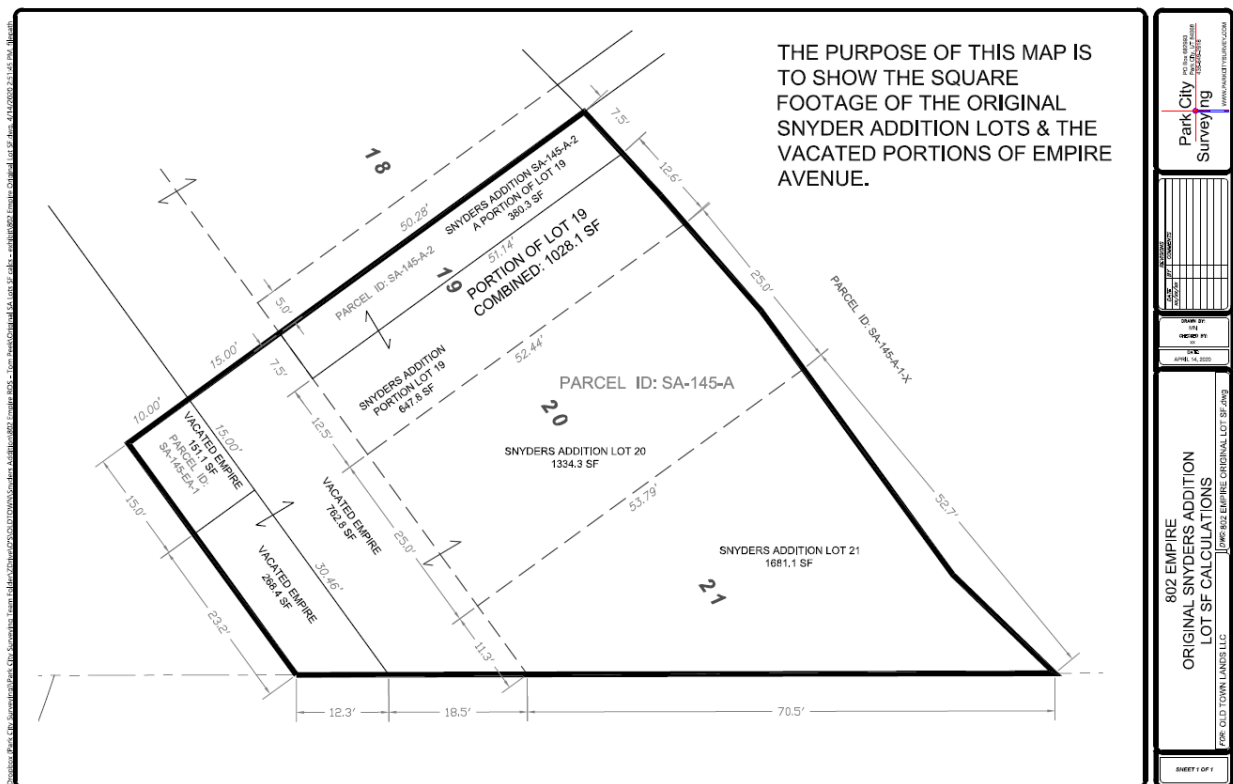
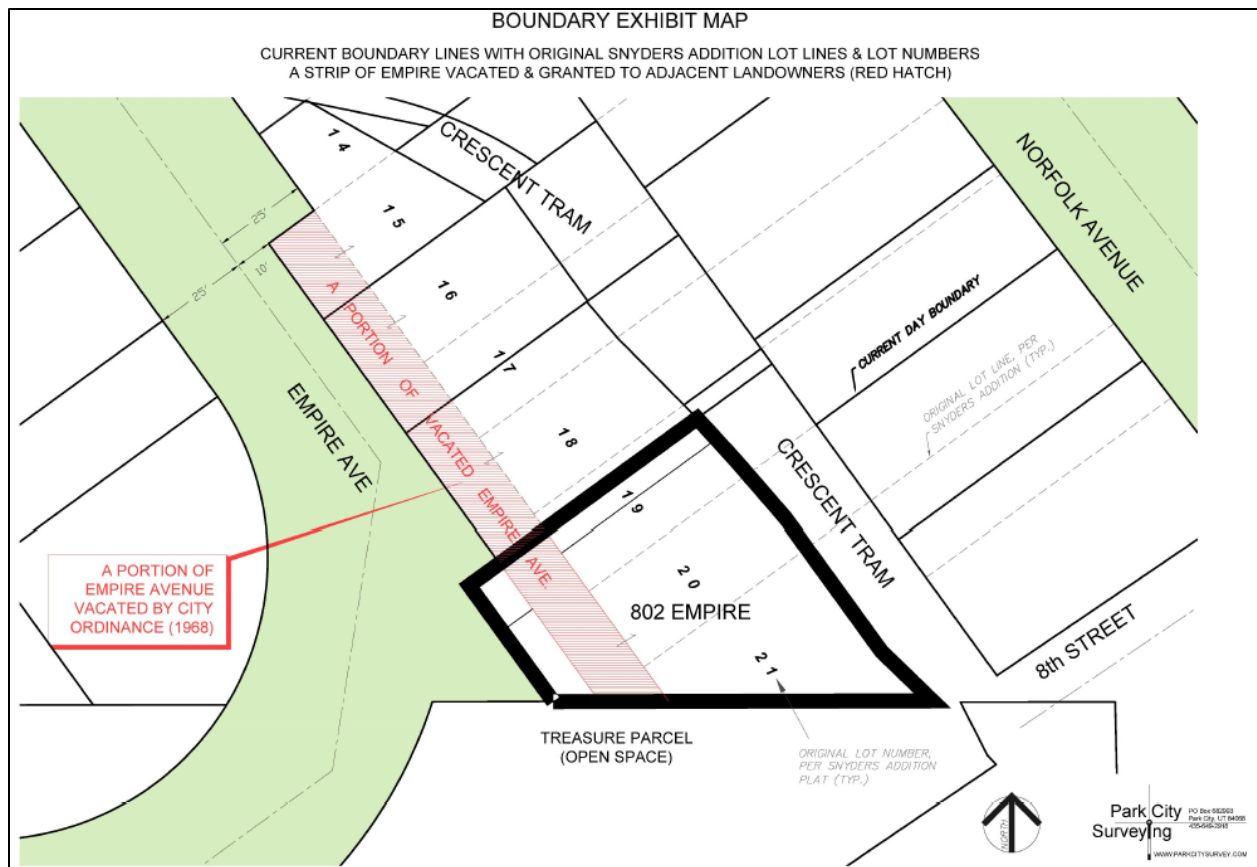
1. An updated Driveway Exhibit with a turning template showing how cars would exit the site and the amount of encroachment required on PCMC Parcel PC-364-A-X, so that cars do not have to back out onto the street; **Provided in this Staff Report as Exhibit F.**
2. A visual that shows what potential houses might look like and if height exemptions would be required; **Provided in this Staff Report as Exhibit I**
3. Clarification on if this application will preclude a potential future pedestrian connection between Empire Avenue and the Crescent Tram pedestrian pathway; **Provided in this Staff Report page 14**
4. The addition of "If necessary" to recommended COA #7; **Provided in this Staff Report page 18**

Background

The site consists of seven (7) separate parcels located between Empire Avenue and Crescent Tram which the applicant is proposing to combine and then subdivide into two developable lots. These parcels include two portions of Lot 19, all of Lot 20, all of Lot 21, and three parcels of vacated Empire Avenue as shown in Figure 2 on the next page.

Parcel ID	Parcel	Lot Size (SF)
SA-145-A-2	Portion of Lot 19	380.3
	Portion of Lot 19	647.8
SA-145-A	Lot 20	1,334.3
	Lot 21	1,681.1
	Vacated Empire	762.8
SA-145-EA-1	Vacated Empire	151.1
	Vacated Empire	268.4
Total		5,225.8

All seven (7) parcels are currently vacant of any structures although there used to be a house on Lot 20 that may have also encroached onto Lot 19. ***Individually none of these parcels are large enough to meet the Minimum Lot Area of 1,875 square feet, and thus none of these parcels are developable on their own. Combined, these parcels meet the Lot and Site Requirements (Lot Size and Lot Width) to create two developable (2) lots in the HR-1 zone.***



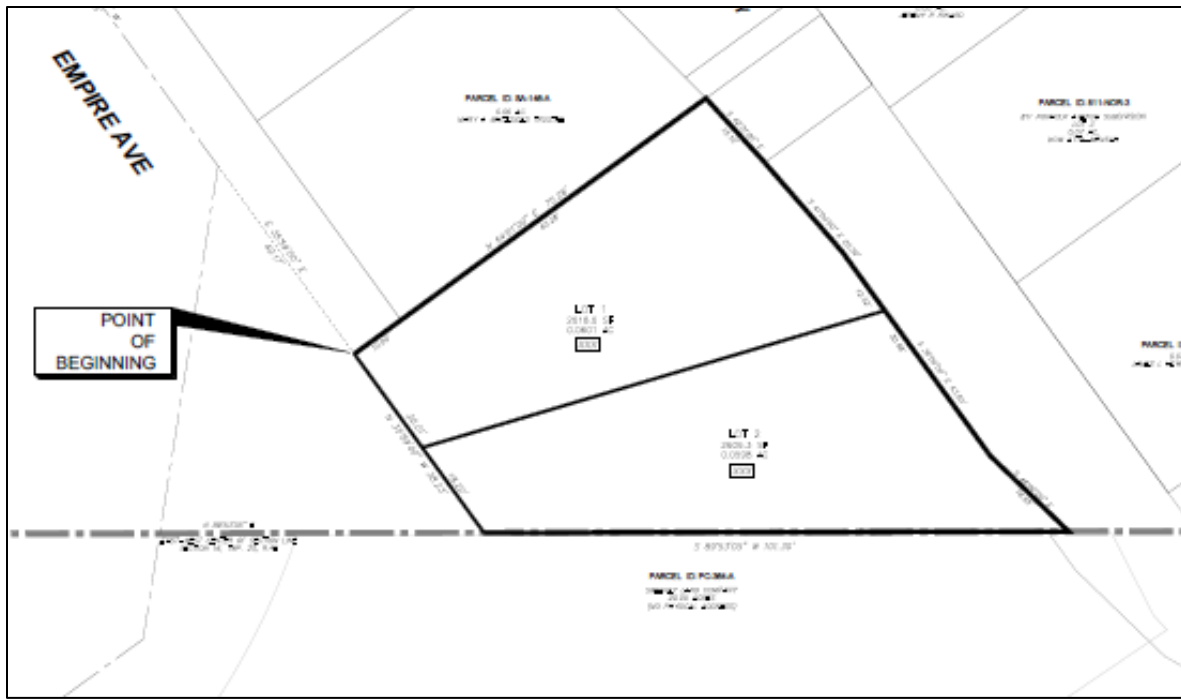


Figure 3: Proposed 2-Lot Subdivision

Over the years there were a number of conveyances in the immediate area that affected these lots. In 1968 the City vacated a portion of Empire Avenue to the adjacent property owners. This is shown as the red area in Figure 4 below.

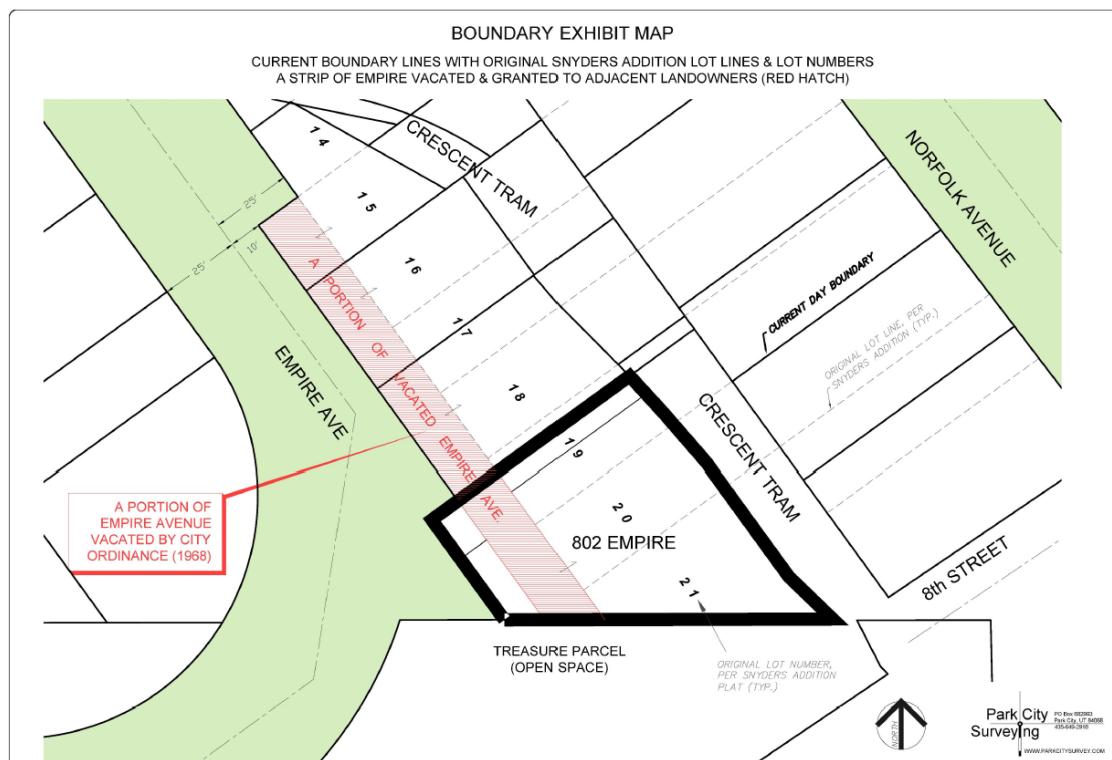


Figure 4: Portion of Empire Avenue Vacated to Adjacent Property

A problem originated in 1991 when a number of surveys used an incorrect Point of Beginnings which shifted some deeds 15 feet to the south *in error*.

Tom Peek bought the parcels in 2016 and hired Park City Surveying to provide quit claim deed solutions to resolve these issues. Park City Surveying worked with the City's Planning Department and City Attorney's Office on these corrective quit claim deeds which were approved by the City and recorded with the County to document this process. This included A) the applicant quit claiming land to the City that is in the Crescent Tram right-of-way, B) the City quit claiming land to the applicant which was intended to be owned by the applicant, and C) the applicant quit claiming land to the City that was not intended to be owned by him. These title issues were all a result of old surveying errors including scrivener's errors in the legal descriptions.

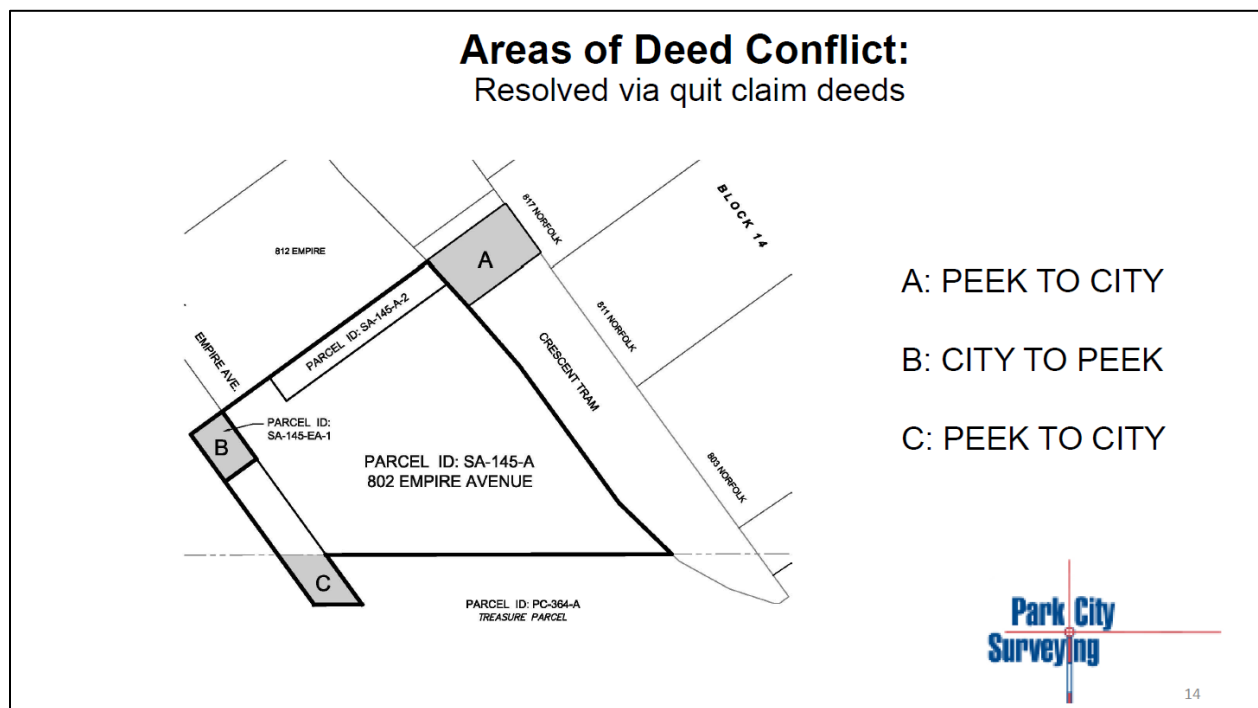


Figure 5: Quit Claim Deed Exhibit

The following figures show the larger neighborhood as well as the proximate Crescent Tram parcels also owned by Old Town Lands. These two potential developments are separated by the City owned Treasure Parcel and the City's Crescent Tram pedestrian path easement shown in yellow in Figure 7 below.

Figure 6: Neighborhood Area Map showing 802 Empire

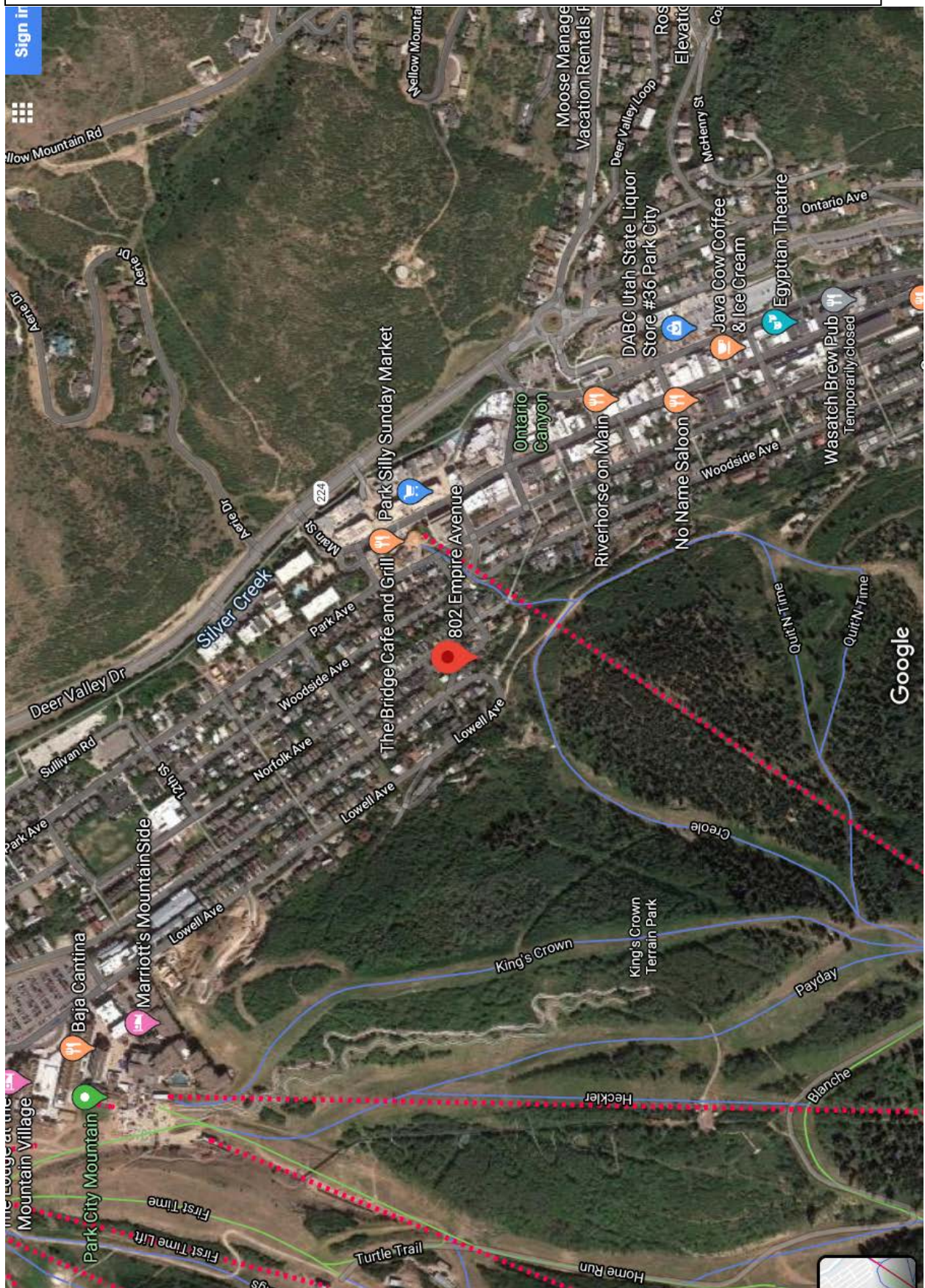
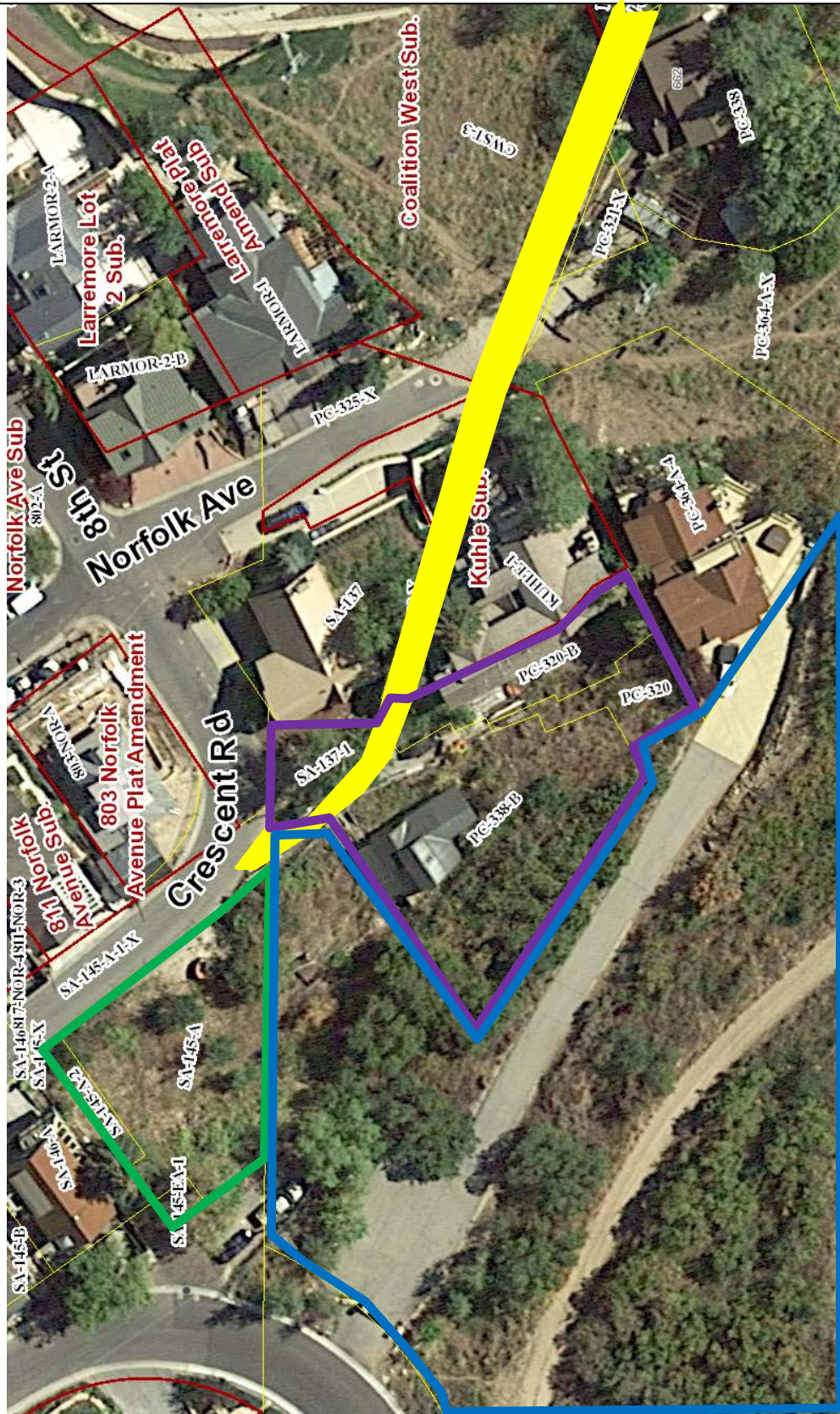


Figure 7: 802 Empire outlined in green; Other properties owned by Old Town Lands outlined in purple; City owned Treasure property outlined in blue; Approximate location of Crescent Tram pedestrian path shown in yellow



The properties outlined in purple above, show the Crescent Tram parcels also owned by the applicant, Old Town Lands, which they eventually intend to seek to redevelop. This includes the house at 732 Crescent Tram and three adjacent parcels (see Table below). This is not an active application as there are a number of deed conflicts that need to be resolved first and therefore the below square footage may be adjusted.

Parcel ID	Property Description	Lot Size (Acres)	Lot Size (SF)
PC-338-B	732 Crescent Tram	0.15	6,534
PC-320	Vacant	0.03	1,306
PC-320-B	Vacant	0.03	1,306
PC-320-B	Vacant	0.05	2,178
Total			11,324

Purpose

The proposed Subdivision contains lots that are located in the Historic Residential District (HR-1). The purpose of the HR-1 District is to:

- A. preserve present land Uses and character of the Historic residential Areas of Park City,
- B. encourage the preservation of Historic Structures,
- C. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods,
- D. encourage single family Development on combinations of 25' x 75' Historic Lots,
- E. define Development parameters that are consistent with the General Plan policies for the Historic core, and
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.

Analysis

The applicant is proposing to create a two-lot (2) subdivision from seven (7) existing smaller parcels, none of which are individually large enough to meet the Minimum Lot Size in the HR-1 zone for a Single Family Dwelling.

The proposed lots are considered “through-lots” (a lot having frontage on two streets that is not a corner lot) with frontage on both Crescent Tram and Empire Avenue. In accordance with LMC Section [15-2.2-3\(B\)](#) “The minimum width of a Lot is twenty five feet (25') measured fifteen feet (15') back from the Front Lot Line. In the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director.” Due to the narrow width of the two proposed lots off of Empire Avenue (Lot 2 in particular which is less than 25 feet), the Planning Director made a determination that Frontage can be measured on Crescent Tram in order to meet the

Minimum Lot Width (Exhibit C) even though vehicular access will be conditioned from Empire Avenue only.

Allowed Uses in the HR-1 District include Single Family Dwellings. Duplex Dwellings and Nightly Rentals of Lockout Units require a Conditional Use permit.

The table below lists the Lot and Site Requirements for the HR-1 Zone for the proposed subdivision (Lot 1 & 2) as well as if the parcels were combined to make only one lot (*not proposed*):

Zone Allowance:	HR-1 Requirements	Proposed		All 7 Lots Combined
		Lot 1	Lot 2	
<i>Minimum Lot Size</i>	<i>1,875 SF</i>	<i>2,617 SF</i>	<i>2,607 SF</i>	<i>5225.8 SF</i>
<i>Lot Width as Measured from Crescent Tram</i>	<i>25 Feet</i>	<i>48.1 Feet</i>	<i>49.9 Feet</i>	<i>98 Feet</i>
<i>Lot Width as Measured from Empire Avenue</i>	<i>25 Feet</i>	<i>25.25 Feet</i>	<i>23.75 Feet</i>	<i>49 Feet</i>
<i>Setbacks</i>				
<i>Min. Front /Rear Setback Crescent Tram</i>	<i>Min. 12 ft./Total 25 ft.</i>	<i>Must Comply</i>	<i>Must Comply</i>	<i>Must Comply</i>
<i>Min. Front Setback Empire Avenue</i>	<i>Min. 12 ft./Total 25 ft.</i>			
<i>Min. Side Setback</i>	<i>3 ft./Total 6 ft.</i>			
<i>Building Height</i>	<i>27 ft. from existing grade</i>	<i>Must Comply</i>	<i>Must comply</i>	<i>Must Comply</i>
<i>Building Footprint</i>		<i>1,129 SF</i>	<i>1,125 SF</i>	<i>1948 SF</i>

The proposed lots meet the minimum Lot and Site Requirements for a Single Family Dwelling (each) but do not have sufficient land for a Duplex as proposed. If the lots were combined as one large lot the applicant would meet the Minimum Lot Size for a Duplex (which requires a Conditional Use permit).

As stated earlier due to existing steep grades, limited sight lines and narrow street width, the City has encouraged the applicant to seek vehicular access from Empire Avenue (not Crescent Tram) which requires a CUP to locate a shared driveway over the City's Platted Unbuilt Right-of-Way. It is expected that the applicant will also need to seek a Steep Slope Administrative CUP as development of these lots moves forward. Finally, the applicant will need to submit Historic District Design Review (HDDR) applications for the proposed houses to the Planning Department for review for compliance with the Design Guidelines for Historic Districts and Historic Sites.



Figure 8: Area Applicant Is Seeking A CUP For In Order To Access Proposed Lots 1 And 2.

Figure 8 above shows the trapezoid area the applicant is seeking a CUP for in order to access proposed Lots 1 and 2. This area is platted unbuilt City right-of way (Empire Avenue) and has served as informal parking for at least the past 30 years. Built Empire Avenue is just west of this area.

A Memorandum from the Engineering Division is attached as Exhibit B and specifically discusses how the application complies with LMC Section 15-3-3, General Parking Area and Driveway Standards. Based on the difficulties of access off of Crescent Street the Engineering Department is approving a slope greater than 2% within the transition area noted in LMC Section 15-3-3 General Parking Area And Driveway Standards. Findings and Conditions from the Engineering Memorandum have been incorporated in to the Findings (11-16) and Conditions (5-9) section of the Draft Ordinance.

Neighborhood Lot Size

As stated earlier, both proposed lots meet the minimum Lot and Site Requirements for a Single Family Dwelling. Surrounding Lot Sizes range from 1,307 square feet to 6,970

square feet with the Average Lot Size being 3,790 square feet, and a Median of 2,831 square feet. Lot 1 is proposed as 2,617 square feet and Lot 2 is proposed as 2,607 square feet. While the proposed Lot Sizes are less than the surrounding average lot size, they are well within the range of surrounding lot sizes in the neighborhood and meet the minimum lot size of 1,875 square feet for the Historic Residential District (Exhibit E – Neighborhood Lot Sizes). If the parcels were combined into one lot the new lot would be one of the larger lots in the neighborhood.

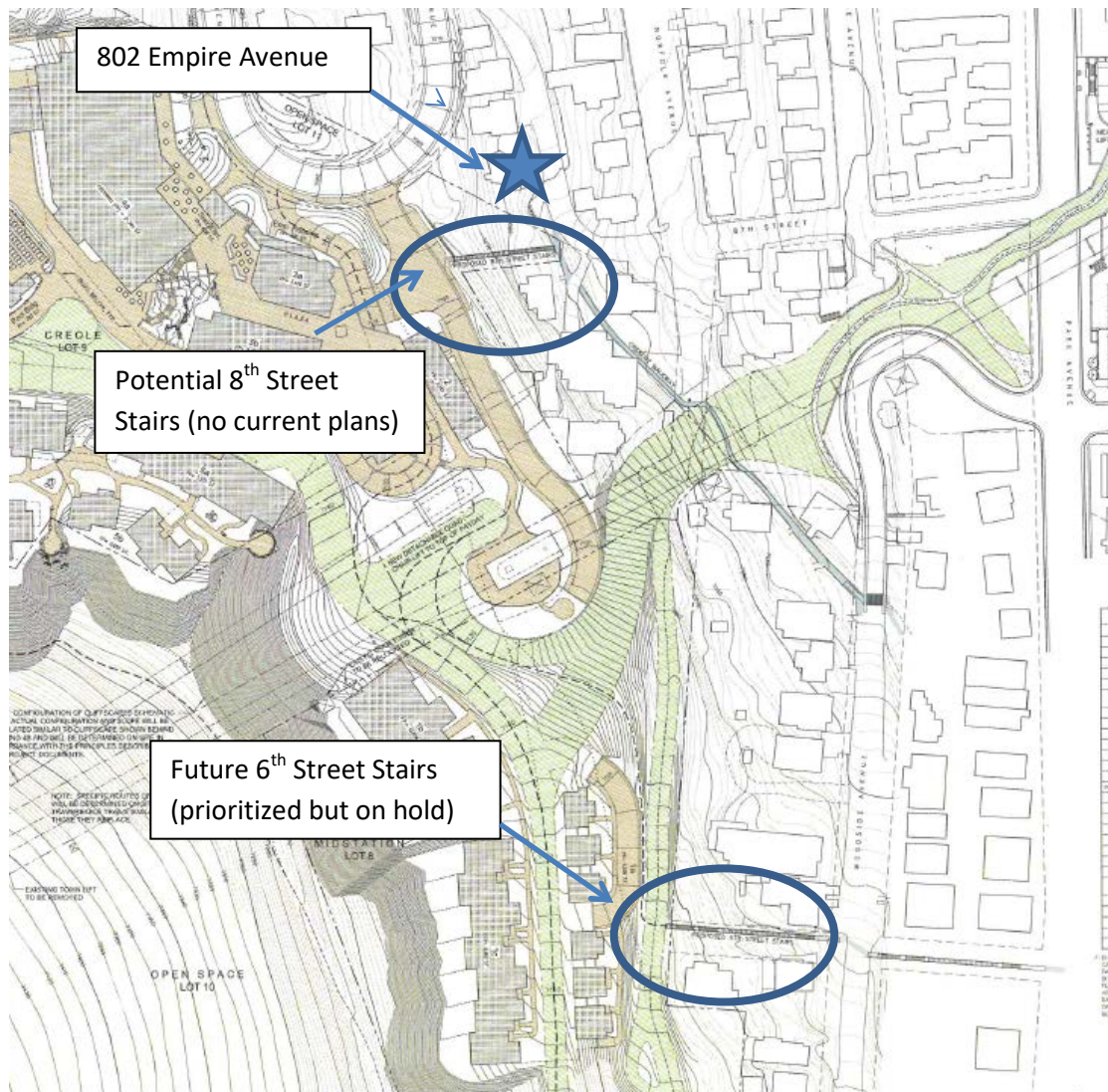
The lots as proposed are in keeping with surrounding lot sizes and will encourage the development of Single Family Dwellings that are compatible in scale with the surrounding Historic residential neighborhood. The proposed lots meet the Purpose of the HR-1 District listed above.

Potential Staircases

At the January 8, 2020 Public Hearing the question of how this proposed subdivision might impact the development of future pedestrian access stairs from Crescent Tram to Empire Avenue was raised. Since the City finalized the purchase of the Treasure Hill Open Space property in April 2019, the Sixth Street Stairs were identified as an east/west pedestrian facility and remain a recommended improvement by the Trails and Open Space Department. Funding for this improvement is included in the upcoming Budget process and this is the prioritized old town stair alignment at the present time with 9th Street being the second priority before an Empire – Crescent Tram link. It is estimated that one block of stairs costs approximately \$200,000 to design and construct.

The proposed subdivision does not preclude a future alignment or improvement in some form on the City's land from Crescent Tram to Empire Avenue, however no plans for this are currently in the works.

A sketch of what could be known as the Eighth Street Stairs is included below. This was taken from the Treasure Hill Development Application Submittal. The applicant has agreed to a Condition that they will not oppose, and will work with the City, if it is determined that a staircase or other form of public access connecting Empire Avenue to Crescent Tram, adjacent to the subject property, is determined to be appropriate at some point in the future.



An aerial version is approximated below.



Significant Vegetation

Significant Vegetation includes all large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, all groves of small trees, and all clumps of oak or maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.

As was noted at the February 12, 2020 hearing, the HDDR application which will be required for each lot as development progresses, requires a landscape plan which will need to show how loss of existing vegetation will be mitigated. It does appear that there is one spruce tree on the site which is likely to be determined Significant, and will require mitigation if removed, although this has not been determined yet.

Updates since the May 13, 2020, Public Hearing

The applicant's architect submitted an updated Driveway Plan with a turning template overlaid onto the plan (Exhibit F). This revised plan shows an encroachment onto the City owned Treasure parcel to the south, PC-364-A-X, though the proposed encroachment is 66.5 feet less than the current encroachment which has existed on the site for decades. Condition of Approval #7 notes that if necessary, an encroachment agreement will be required prior to building permit issuance, and it does look like this will be necessary based on the applicant's preliminary design and in order for vehicles to not back out onto the street, which is forbidden by proposed Condition of Approval #6. The Driveway Plan Ex-A has been revised to coordinate with the Turning Radius Exhibit. No retaining walls are required for the new shared driveway and the existing utility pole does not require relocation under the applicant's Driveway Plan. The Engineering Department has reviewed the updated Driveway Plan and confirmed in an

email to Planning Department staff that the revised plan works for the swept path analysis for a vehicle to pull out in a forward position.

The applicant's architect also submitted a Garage and Driveway Exhibit for both lots showing that a potential house can meet the 27 foot Zone Height limitation on both lots and should not require any exemptions from the height limitation (Exhibit I). It is important to note that this Exhibit was submitted for illustration purposes only and that the house designs, roof slope and configuration will be determined through the HDDR process. It was noted at the May 13, 2020 public hearing that the HDDR process will not look favorably on a height exception request and will require an alternatives analysis before entertaining any exceptions.

At the May 13, 2020 public hearing the Planning Commission considered the ability to access one or both of the lots from Crescent Road, which is an option if the CUP is not approved. After considering this option it was agreed that the Commission concurred with the City Engineer's recommendation that from a public safety standpoint access from Empire Avenue is more beneficial for public navigation of the immediate area, even if it required an encroachment agreement over a limited amount of square footage of the adjacent Treasure Open Space parcel, so that cars do not back out onto Empire Avenue.

At the May 13, 2020 hearing, it was noted in a letter from the abutting property's attorney, that 808 Empire has a non-exclusive easement, executed in 1990, for a driveway, associated retaining walls, cuts and fills, drainage features, and lighting, as well as the right to repair, replace and maintain a driveway to access their property (Exhibit J). It is the City's position that the proposed shared driveway encroachment, which is less square feet than the existing gravel encroachment which has existed for many years and prior to the Grant of Easement, does not cause unnecessary injury or damage to or interfere unreasonably with the easement holder's use and enjoyment of their driveway easement.

The same letter requested the resolution of where a pedestrian path would be located should it be constructed in the future. The applicant and the abutting property owner are discussing this issue but at the current time the Planning Department does not believe this needs to hold up the proposed subdivision or CUP as the City has no current plans or allocated funding for this pathway.

The Planning Department wants to clarify that the proposed subdivision does not preclude a future pedestrian connection on the City's property just south of the proposed subdivision from Empire Avenue to the Crescent Tram pedestrian path. However, as noted above, the City has prioritized the 6th street stairs and there are no plans or funding at the current time for a pedestrian connection in this location.

Recommended Finding of Fact #19 and Conditions of Approval #9 and 10 address this issue.

Good Cause

Planning Staff finds that there is Good Cause to grant the requested two-lot (2) Subdivision to create two legal lots of record. The proposed Lots meet the Lot and Site Requirements of the Historic Residential District and development patterns of the surrounding neighborhood. Both Lots will have Frontage on Crescent Tram continuing the rhythm of the existing streetscape but will have vehicular access from Empire Avenue as requested by the Engineering Division. This will in turn encourage development of contextually compatible structures that contribute to the character and scale of the Historic residential Area and meet the purpose of the HR-1 District.

Process

The Planning Commission may recommend approving, denying, or modifying the two-lot (2) Subdivision with a final determination by City Council. The City Council determination constitutes Final Action that may be appealed following the procedures in LMC § 15-1-18.

Department Review

This project has gone through interdepartmental review and the applicant has been encouraged to access the lots from Empire Avenue, for which they will need a CUP. A Memorandum from the Engineering Division is attached as Exhibit B and specifically discusses how the application complies with LMC Section 15-3-3, General Parking Area and Driveway Standards.

Notice

On December 18, 2019, the property was posted and courtesy notice was mailed. Legal notice was also published in the Park Record on December 21, 2019 according to requirements of the Land Management Code. The project was re-noticed on January 29, 2020 and notice was re-published in the Park Record on January 29, 2020. The project was re-noticed again on April 29, 2020.

Public Input

Public Comment received via email is attached to this Staff Report (Exhibit F). In addition, the Minutes from the January and February Public Hearing contain additional public comments.

Alternatives

- The Planning Commission may forward a positive recommendation to City Council to approve the 802 Empire Avenue Subdivision; or
- The Planning Commission may forward a negative recommendation to City Council for the 802 Empire Avenue Subdivision and direct staff to make findings for this decision; or
- The Planning Commission may continue the discussion on the 802 Empire

Avenue Subdivision to a date certain and provide input to staff and the Applicant on any additional information they require in order to make a recommendation.

Significant Impacts

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

Consequences of not taking the Planning Department's Recommendation

The site will remain seven (7) undevelopable parcels.

Summary Recommendations

Staff recommends that the Planning Commission hold a Public Hearing on the 802 Empire Avenue Subdivision, consider public input, and forward a positive recommendation for City Council's consideration based on the draft Ordinance, Findings of Fact, Conclusions of Law, and Conditions of Approval.

Exhibits

Draft Ordinance and Proposed Subdivision

- Exhibit A: Planning Commission Minutes May 13, 2020
- Exhibit B: Engineering Memorandum
- Exhibit C: Planning Director Determination on Frontage
- Exhibit D: Park City Surveying Information
- Exhibit E: Record of Survey and Topographic Map
- Exhibit F: Updated Driveway Exhibit with Turning Template
- Exhibit G: Neighborhood Lot Sizes
- Exhibit H: Public Comments Received
- Exhibit I: Garage and Driveway Exhibit
- Exhibit J: Letter from Abutter's Attorney Dated May 13, 2020

**AN ORDINANCE APPROVING THE 802 EMPIRE AVENUE SUBDIVISION,
PARK CITY, UTAH.**

WHEREAS, the owner of the property located at 802 Empire Avenue petitioned the City Council for approval of the two-lot 802 Empire Avenue Subdivision; and

WHEREAS, on December 18, 2019, the property was posted and notice was mailed according to the requirements of the Land Management Code; and

WHEREAS, legal notice was published in the Park Record on December 21, 2019, according to requirements of the Land Management Code; and

WHEREAS, on January 29, 2020, the property was re-posted, notice was mailed and legal notice was re-published in the Park Record, according to requirements of the Land Management Code; and

WHEREAS, on April 29, 2020, the property was re-posted, notice was mailed and legal notice was re-published in the Park Record, according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission opened a Public Hearing on January 8, 2020, to receive input on the 802 Empire Avenue Subdivision and continued the Public Hearing on February 12, 2020, and continued the Public Hearing again on May 13, 2020; and

WHEREAS, the Planning Commission forwarded a _____ recommendation to City Council; and

WHEREAS, on June 11, 2020, City Council held a Public Hearing to receive input on the Subdivision Plat; and

WHEREAS there is good cause and it is in the best interest of Park City Utah, to approve the Subdivision Plat.

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

SECTION 1. APPROVAL. The Subdivision 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 subject property is located at 802 Empire Avenue.
2. The subject property is located within the Historic Residential (HR-1) Zoning District.
3. On December 17, 2019, the Subdivision Plat application was deemed complete.
4. The two-lot (2) Subdivision is made up of seven (7) parcels including portions of Lot 19, all of Lot 20, and all of Lot 21, none of which are large enough to be developed on their own.
5. All seven (7) parcels are vacant of structures.
6. The applicant has worked with the City to complete and record Quit Claim Deeds and resolve a number of surveying errors.
7. The lots are considered “through-lots” with Frontage on both Crescent Tram and Empire Avenue.
8. Due to the Unusual Lot Configuration the Planning Director determined that Frontage can be measured on Crescent Tram in order to meet the Minimum Lot Width even though vehicular access will be restricted to Empire Avenue.
9. Both new lots meet the minimum Lot and Site Requirements for Single Family Dwellings.
10. Due to existing steep grades, limited sight lines, proximity of existing curb cuts on Crescent Tram and its narrow street width, the applicant has been encouraged by the City to access the lots from Empire Avenue and has submitted a simultaneous request for a Conditional Use Permit (CUP) to locate a shared driveway over the City’s Platted Unbuilt Right-of-Way in order to provide vehicular access to the two lots from Empire Avenue and not Crescent Tram.
11. Existing gravel areas on both the north and south side of the shared concrete driveway are noted to be removed.
12. The proposal allows for adequate snow storage.
13. The intersection of the shared driveway and Empire Avenue is roughly perpendicular which is an improvement compared to the existing conditions.
14. The proposed driveway width of 15 feet complies with the minimum requirement specified in LMC Section 15-3-3 (H).
15. The proposed driveway is spaced approximately 33 feet from the nearest existing driveway and approximately 122 feet from the intersection of Empire and Crescent Tram.
16. The maximum slope of the driveway is shown to be 12%.
17. Based on the facts listed above and the challenges of access from Crescent Tram, the Engineering Division approves a slope greater than 2% within the transition area noted in LMC Section 15-3-3, General Parking Area and Driveway Standards.
18. It is expected that the applicant will also need to seek a Steep Slope Administrative CUP and submit Historic District Design Review applications for the proposed houses as development progresses.
19. The Subdivision does not preclude the creation of a future pedestrian connection on PCMC Parcel PC-364-A-X, immediately south of the subject property, connecting Empire Avenue to the Crescent Tram pedestrian pathway.

Conclusions of Law:

1. There is Good Cause for the Subdivision which created two developable lots in keeping with development patterns in the surrounding neighborhood.

2. The Subdivision is consistent with the 2014 Park City General Plan and the Park City Land Management Code including Sections 15-7.1-3(C) and 15-12-15(B)(4) and (9) and applicable State Law regarding Subdivision Plats.
3. Neither the public nor any person will be materially injured by the proposed Subdivision.
4. Approval of the Subdivision 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 Subdivision Plat for compliance with State Law, the Land Management Code, and the Conditions of Approval, prior to recordation of the Plat.
2. The applicant will record the Plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the Plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. A Plat Note shall indicate that both lots shall have vehicular access from Empire Avenue only.
4. The City Engineer shall review and approve all grading, utility installation and public improvements prior to building permit issuance.
5. The grade of the proposed shared drive shall not exceed 10% within the platted unbuilt right of way.
6. Backing out of the shared drive shall be forbidden. A swept path analysis showing a vehicle turn-around from both lots shall be provided to the City Engineer for review prior to building permit issuance.
7. If necessary, a separate encroachment agreement for the portion of shared drive encroaching on PCMC Parcel PC-364-A-X will be required prior to building permit issuance.
8. No parking or obstacles shall be permitted within the portion of shared driveway located within the platted unbuilt right of way.
9. Neither the shared driveway nor the future houses shall prohibit pedestrian access of a future 8th Street public pathway, located just south of the 802 Empire Avenue Subdivision, connecting Empire Avenue to the Crescent Tram pedestrian pathway.
10. The applicant or his assignees will not oppose, and will work with the City, if it is determined that a staircase or other form of public access connecting Crescent Tram to Empire Avenue, adjacent to the subject property, is determined to be appropriate at some point in the future. The applicant agrees to include an offer of dedication for the connection if requested by the City Engineer on the applicable future application.
11. No building permit may be issued until City Council approval of an Encroachment Agreement for the driveway located within the Public Right-of-Way.
12. If at some point in the future Empire Avenue is re-aligned, the applicant will be responsible for the removal of all portions of the driveway within the ROW at their sole expense and in an expeditious manner (within 90 days of written notice).

13. Prior to the issuance of a building permit, a Construction Mitigation Plan that includes consideration of how construction related parking will be managed shall be submitted to the Building, Engineering and Planning Departments for review and approval.

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

PASSED AND ADOPTED this _____, 2020.

PARK CITY MUNICIPAL CORPORATION

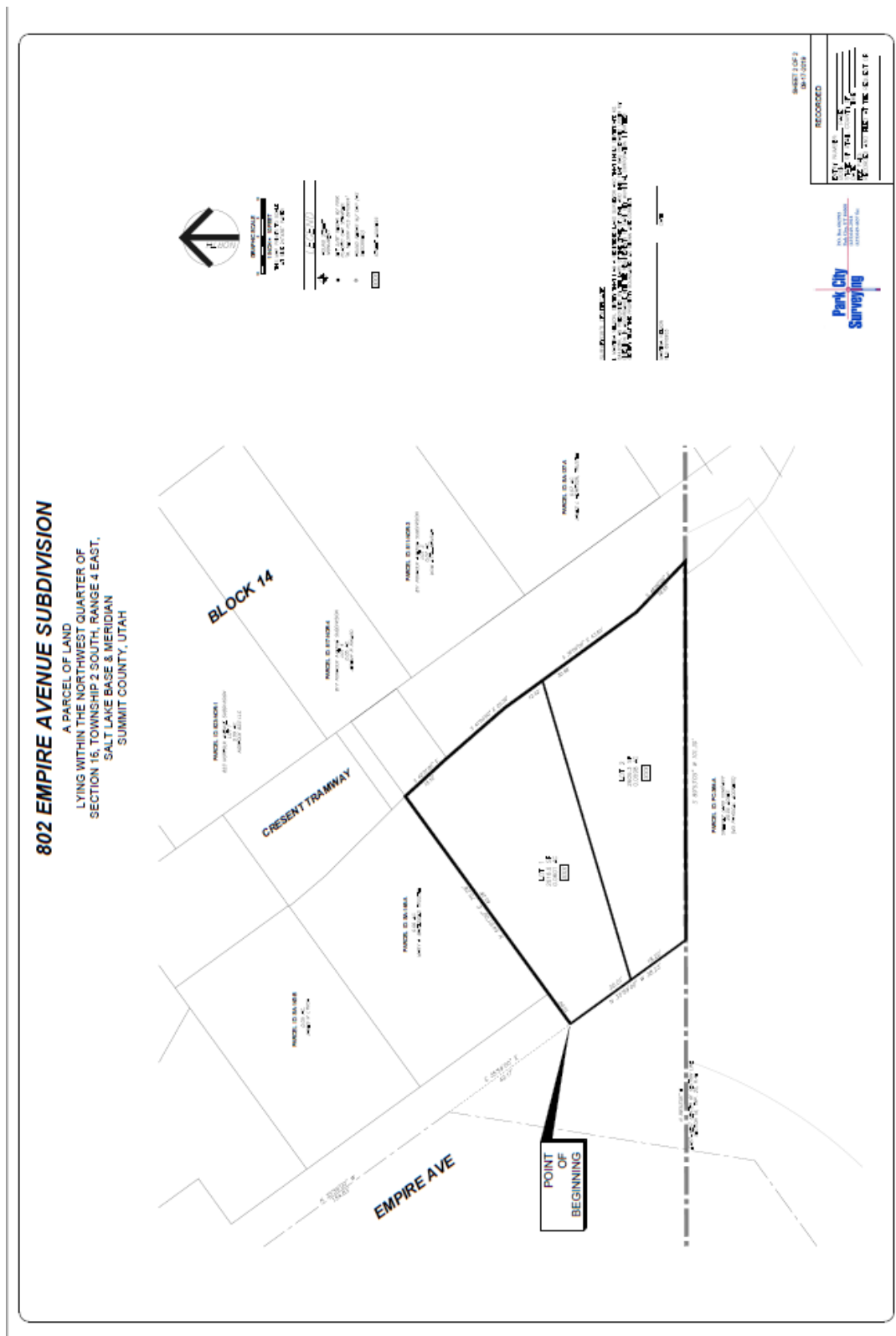
Andy Beerman, MAYOR

ATTEST:

City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney



PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MAY 13, 2020

COMMISSIONERS IN ATTENDANCE:

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

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

The Planning Commission meeting was conducted virtually via Zoom.

The public was able to submit eComments during the meeting.

ROLL CALL

Chair Phillips called the meeting to order at 5:33 p.m. and noted that all Commissioners were present except Commissioner Suesser, who was excused.

APPROVAL OF MINUTES

April 22, 2020

Planning Director Erickson referred to page 2, fourth paragraph, first sentence, and noted that the name of the IT person who had set up the meeting is **Scott** Robertson; not Sky Robinson as stated in the Minutes.

MOTION: Commissioner Thimm moved to APPROVE the Minutes of April 22, 2020 as amended. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

PUBLIC COMMUNICATIONS

No comments were submitted on items not on the agenda.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Director Erickson reported that the next meeting on May 27th will have a full agenda. The Staff was working through details on the PCMR pre-application request and would like to bring that application to the Planning Commission on May 27th. Director Erickson

recognized that it might be premature, but the applicant wanted to hear from the Planning Commissioner earlier rather than later.

Director Erickson stated that he had asked to postpone the Sustainability Land Use Codes to the June meeting as the Staff works through issues on what they call the "Stretch Code". It is a new concept that provides incentives to developers for additional environmental and energy restrictions to get to net zero. Director Erickson remarked that they were trying to figure out how to make it enforceable and who it would be enforced on. Once the developer is gone, the responsibility is on the building owner.

Director Erickson anticipated holding virtual Planning Commission meetings through June. The Planning Commission meetings are back on the normal schedule of the second and fourth Wednesday of the month.

Regarding the Stretch Code concept, Commissioner Thimm suggested that it not only be enforceable but also verifiable. He noted that the concept is no good unless it is fully tested and vetted. Director Erickson agreed. He explained how the Stretch Code works. An energy compliance document must be produced every year and delivered to the municipality. The Planning Department and the Sustainability Department are trying to determine whether or not this is valid.

Commissioner Thimm remarked that if the developer or the property owner is getting incentives, it is important to make sure that the reason for those incentives remain in place. Director Erickson pointed out that this item was not on the agenda for discussion. However, there is a range of incentives and, the Sustainability Department is only asking for an expedited approval process. They do not understand additional density, height, or parking reductions; whether or not they are on top of an affordable housing request, and the Staff was working through all those issues before coming to the Planning Commission.

Chair Phillips asked for an update on the wall at the top of King Road. He drove by the property a week ago and it looked like they were preparing to put stone on it. Director Erickson noted that the applicant withdrew the application for the wall higher than 6-feet; and, therefore, it was not regulated. The applicant moved forward with the wall under the building permit and the subdivision. Director Erickson reported that the City Engineer had approved the changes to the geometry.

Commissioner Sletten assumed the geometry included the wall where the road was turning. He asked if all that comes into play and not just the wall height. Director Erickson stated that information on additional turning movement was submitted during

the CUP process showing that it was easier for fire apparatus to make the turn with the wall in the new location. That was the geometry that the City Engineer approved.

Commissioner Hall commented on an email from a resident regarding a ridgeline. Director Erickson provided an update on 955 Saddlevue Way. He noted that it was not scheduled on the agenda and the Commissioners could not have a discussion. Director Erickson stated that the Planning Department was providing information to the City Manager and the City Attorney. A visual simulation was conducted before the house was approved, in accordance with the Finnegan's Bluff approval. They were looking at that visual simulation. Surveyors were sent to check the height of the building consistent with what was approved. They are now requesting additional simulation and sections cut from the viewpoints required in the Finnegan's Bluff approval. Several of the Staff were working on the situation and it will come back to the Planning Commission at some point. Director Erickson stated that the Building Department has had conversations with the contractor. The contractor will continue to work on the building, but not in the cupola third floor until the Staff review is complete.

CONTINUATIONS - (Public Hearing and Continue to Date Specified)

- 5.A. 84 Daly Avenue – Steep Slope Conditional Use Permit – The Applicant Proposes to Construct a Single-family Dwelling on a Lot Containing 3,858 square feet with a Building Footprint in Excess of 200 square feet Projecting Over an Existing Slope of 30% or greater. (Application PL-20-04480)

Director Erickson reported that the Staff was requesting a continuation to May 27, 2020 while they obtain additional information on steep slopes and excavation on the lot.

Director Erickson explained that this application is a full conditional use permit because the lot is larger than a standard 25' x 75' lot. If the lot was 25' x 75', this Steep Slope CUP would be handled administratively.

Chair Phillips clarified that it was coming to the Planning Commission because of the lot size and not due to the excess footprint. Director Erickson answered.

Chair Phillips opened the public hearing. No comments were submitted. Chair Phillips closed the public hearing.

MOTION: Commissioner Kenworthy moved to CONTINUE 84 Daly Avenue Steep Slope Conditional Use Permit to May 27, 2020. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

6. WORK SESSION

6A. Work Session – Staff compiled the Planning Commission’s Goals and Priorities for 2020 Land Management Code Amendments and will Present a Schedule for the Commission’s Review.

Planner Rebecca Ward reported that the Planning Staff had compiled a list of proposed work sessions and LMC Amendments for the coming year, based on the input from the Planning Commission at the February 26th Work Session. The Staff had also scheduled two Planning Commission discussions for July 8th and September 23rd to respond to their request for quarterly discussions on the LMC. The scheduled topics and dates were outlined in the Staff report.

Planner Ward presented a slide of the top five priorities, which included affordable housing, sustainability, connectivity, general plat amendments specific to Bonanza Park, and transfer of development rights. The Staff also added to the schedule a work session on Lot combinations in the Historic District, as well as a Land Management Code Amendment to cap nightly rentals in the HRL zone, based on their input on March 11th.

Planner Ward noted that Exhibit A outlines the proposed schedule. She asked if the Planning Commission had further comments, if the Staff left anything off the list, or whether the Commissioners wanted to re-prioritize any items for the coming year.

Director Erickson remarked that Planner Ward had just summarized a lengthy and complete Staff report. He asked the Commissioners to recognize the need for a good, solid policy analysis on each of these items.

Chair Phillips thought the schedule looked good. He hoped they would be able to work through the schedule for the remainder of the year.

Chair Phillips commented on the ADU portion and suggested a discussion regarding tiny homes. He was interested in knowing whether the Code addressed anything that would apply to tiny homes. Director Erickson replied that nothing in the Code precludes tiny homes. However, there are technical details such as needing to be on a foundation. Currently, they were working through the issues such as whether an accessory development unit needs to have a separate water and sewer connection, or whether it can come through the meter and the current sewer.

Commissioner Thimm stated that in looking through his notes, one of the points for affordable housing was additional discussion on the potential for setback adjustments. He also recalled talking about affordable housing targets in relationship to the AMI, and whether or not varying amounts of deeper targeted affordable housing might have some sort of sliding scale in terms of the benefits.

Planner Ward stated that those items would be included in the Housing Resolution discussion and she would make a note to bring them forward.

Commissioner Sletten thought the discussion on affordable housing would be ongoing and would require more than one work session. He believed it was one of the most critical elements on the schedule and asked if it was possible to move it up on the list in anticipation of additional work sessions.

Planner Ward stated that the City has a consultant who was researching accessory dwelling units and Phase 2 increased height and decreased parking amendments. The initial work sessions were scheduled based on that research. She would follow up with additional work sessions.

Commissioner Van Dine did not have additional comments at this time. She thought the schedule looked good. Commissioner Van Dine agreed with Commissioner Sletten about having additional time for ongoing discussions. Her main concern was timing to make sure the schedule moves forward. Commissioner Van Dine thought they should either be flexible with the schedule or schedule extra time at the end if it becomes necessary to move an item back to accommodate something that might require additional time.

Chair Phillips thought it was good that the schedule was aggressive. The key will be to stick to those dates for the initial work sessions, and schedule follow-up work sessions as an additional item on the agenda.

Commissioner Kenworthy agreed that Affordable Housing was a number one priority and that they should schedule multiple work sessions for those discussions. Within those discussions, Commissioner Kenworthy assumed they would address removing the height restriction, parking, and why the public/private aspect failed. He asked if all three of those issues would be included for the work sessions.

Director Erickson thought Commissioner Kenworthy was overstating the case about removing the height restriction. The first question to be answered is where additional height can be resolved without impacting the neighborhoods. Director Erickson stated that there is not good scientific evidence that height affects affordable housing. He

noted that the Planning Department has a list of priorities. They need to make a distinction between international seasonal workers versus non-international seasonal workers versus 80% of AMI with families versus 120% AMI with families when determining how to do the analysis. Director Erickson commented on the difficulties of that conversation. For example, if someone is allowed an additional story, they will be able to make it work because going above a certain height results in looking at elevators and exiting, and the construction techniques change. Director Erickson emphasized that additional height is not as simple as it sounds.

Commissioner Kenworthy remarked that setbacks would give additional density to the developers. He stated that for many years a goal has been to get public/private working in the City; however, they never got over that hump. Director Erickson replied that the hump was not due to the regulatory process at this point. He was waiting to see what happens with Prospector Lot G, because the owner is a long-term apartment developer and does not intend to flip the project. If the developer is successful, they can build on that model. Director Erickson stated that in the outset, it is easier to build a high-end house and walk away with a significant profit than it is to build affordable housing. He noted that Mountain Lands Housing Trust has been very successful in delivering projects, but they are also very good at understanding federal funding models.

Director Erickson reported that the Planning Department hired a consultant to provide information on the various types of markets the City is trying to serve to help identify the constraints. Commissioner Kenworthy stated that he would hate to miss the scheduled dates with those recommendations. Director Erickson did not think that would happen, but it is not as easy as it appears. Commissioner Kenworthy thought tax subsidies, height, parking, and any other issues that might come into play should be addressed with the Affordable Housing discussions. He did not think they should look to City Hall to build out of this problem. Director Erickson stated that they would not get built out of the problem because there is a million square feet of retail on Main Street that is not required to deliver housing. Only 10-20% of the resort employees require delivering housing. The City is far down on the requirement to accomplish the goal. Director Erickson offered to provide additional resource information as quickly as possible.

Commissioner Kenworthy noted that TDRs was the fifth priority on the list. He noted that TDRs have never been achieved and he questioned whether or not it should be priority. Director Erickson replied that TDRs was added as a priority because Planner Ward tried to respond to the requests from the Planning Commission. He noted that there are fundamental flaws in the ordinance in that the value of the TDR is established by the buyer and not by the seller. The buy has no assurance as to the value of the TDR until the Planning Director makes the determination on the value of the property it

is to be transferred to. A second issue is that none of the main locations that require a TDR or are allowed to have a TDR want the additional density. The Staff was making adjustments to make TDRs part of the additional density ability for affordable housing. Director Erickson thought there may be an opening where a TDR could be done to support affordable housing rather than some of the other incentives. The Staff believes there are properties in the Historic District that could be eligible for TDRs, and they would like to see that occur. Director Erickson pointed out that the banking portion of TDRs does not work and that presents a problem.

Commissioner Kenworthy stated that he was in favor of cleaning up the valuations. Director Erickson remarked that instead of incentivizing developers to do pure growth for housing, they would like to be able to use the TDR Code to make it easier to have the density.

Based on the explanations, Commissioner Kenworthy was comfortable leaving TDRs as a priority.

Commissioner Hall referred to the August 12th meeting to discuss private driveways on platted unbuilt rights-of-way. She recalled that the Planning Commission had talked about expanding that discussion to include private use of any City land. She preferred to expand the scope of the discussion. Planner Ward stated that it would follow the City Council work session on encroachments in the right-of-way. She would make a note to expand the discussion.

- 6B. Work Session – Discussion on Proposed Amendments to Land Management Code Chapter 15-6, Master Planned Developments (MPDs) (1) to Clean Up Remnant Code from Formerly Required Pre-MPDs; (2) to Allow the Planning Director Approval of Minor MPD Modifications and to Outline Substantive MPD Modifications that Trigger Commission Approval; (3) to Require an MPD and Development Agreement Amendment to Increase Density within an MPD; (4) to Clarify the Conversion of Units to Unit Equivalents; and (5) to Remove Support Commercial, Residential, and Resort Accessory Uses.

Planner Ward reviewed the proposed amendments to Chapter 15-6 of the LMC for Master Planned Development. The Staff was proposing five substantive amendments; and this was the first of many work sessions for some of the topics.

Planner Ward stated that the first three amendments were straightforward. It primarily cleans up language from prior amendments; clarifies modifications that trigger amendments to an MPD; and clarifies that when a Master Planned Development is

approved, that that is the maximum density and any request to increase the density on a specific parcel within the MPD requires an evaluation of the entire MPD.

Planner Ward stated that the fourth and fifth proposed amendments would clarify the conversion of units to unit equivalents; and to either remove or cap exemptions to unit equivalents. The last two amendments would take a lot of time and include public outreach and future work sessions. The Staff was bringing these amendments forward this evening to get initial feedback and input from the Commissioners as they move forward.

Chair Phillips clarified that unless the Planning Commission had issues with the first three amendments, the Staff was prepared to move forward on those; and that the fourth and fifth proposed amendments would require more time and public outreach. He asked Planner Ward to explain the next step in the process for the first three amendments following this work session. Planner Ward stated that based on the discussion this evening, she would draft the Code and bring it back to the Planning Commission in the near future.

Planner Ward stated that the next work session to continue the discussion on amendments four and five will tentatively be scheduled for July 22nd. Director Erickson stated that the Planning Department reached out to the Resorts and they were trying to figure out the relationship between the proposed amendments and the Development Agreements. The Planning Commission will see commentary from Planner Ward as to whether this is forward looking, backward looking, or both as they move forward. Director Erickson reported that the Planning Department received comments from Deer Valley Resort on these amendments.

Planner Ward stated that the Staff had done some very basic clean-up changes as shown in the attached redlines, for consistency and updates to clarify the Code. The first proposed amendment was a clean-up amendment. She explained that a few years ago the pre-application requirement for MPDs was removed from the Code; however, some provisions still have the pre-application language. The Staff verified that the pre-application conference with Staff is optional; and clarified the requirements so MPD applicants can schedule a work session with the Planning Commission before bringing their final project forward.

Planner Ward reported that the second amendment is to clarify modifications that trigger full MPD amendments. These include changes in square footage or use that trigger more parking, changes that generate greater traffic, a reduction to open space, a request to modify one of the Planning Commission's conditions of approval, and also to clarify Planning Director authority to approve minor modifications that comply with the

MPD approval and the LMC, and that any Planning Director approval would be appealable to the Planning Commission.

Planner Ward stated that the third amendment is to clarify that the MPD approval is the maximum density and any request to increase the base zoning will require an amendment. She noted that when individual properties within an MPD forward, this amendment will ensure that the full conditions of approval for the MPD are retained over time. This started in the early 1980s LMC that required a document outlining the MPD approval be recorded with the County because MPD zoning might be more or less restrictive for individual persons than the underlying zone. This amendment would ensure that as they move forward with approvals that are part of an MPD that it will comply with the initial approval.

Commissioner Sletten referred to the 5% regarding square footage in the second amendment. He asked how 5% is measured with respect to traffic, etc. He wanted to know if it requires a traffic study or whether it is subjective based on what the applicant submits. Planner Ward replied that it would be based on a traffic study. Director Erickson stated that it is based on traffic and parking, and whether the building needs to be modified. Commissioner Sletten thought parking was quantifiable; but the traffic study would have some variances.

Chair Phillips asked if they were considering any changes regarding back of house. Planner Ward replied that back of house would be discussed under Amendment 5.

Commissioner Sletten referred to 15-6-2(b) and asked why it was less than 20,000 square feet or 10 UEs versus more than, so they could allow ten units or ten lots. He asked how the Staff determined a 9.9 lots subdivision. Commissioner Sletten noted that it is easier to do in UEs than it is in square footage. Planner Ward stated that Commissioner Sletten made a good point and she would look into it. However, 15-6-2 is written such that Section A is where the MPD is required and Section B is where the MPD is allowed. Planner Ward explained that under Section A the square footage would trigger an MPD. She offered to work through the language to see if it could be better clarified. Commissioner Sletten thought it would be easier to quantify as "more than" rather than "less than".

Commissioner Kenworthy thought it appeared that 15-6-3 was being eliminated. Planner Ward replied that he was correct. She noted that 15-6-3A is duplicated in 15-6-5A. The 15-6-3 header is specific to Uses and, therefore, the Staff eliminated the density discussion. However, that language is still included in the Code under 15-6-5A. Commissioner Kenworthy asked if they changed the language or just removed

duplicated language. Planner Ward replied that they only removed duplicated language. The language was not changed.

The Commissioners had no further comments or questions on the first three amendments.

Planner Ward reiterated that Amendments 4 and 5 would require several discussions as they work through the amendments. She stated that one issue in the MPD Code is the way density is established. The Code states that an MPD shall not exceed the maximum density in the zone, except as otherwise allowed in the Section. The Section outlines Planning Commission discretion to increase the density by 10% if an applicant meets one of these three criteria; 1) donating open space to the City or other entity that will conserve the open space; 2) providing more than 30% of UEs as affordable housing or; 3) preserving more than 80% of the project as open space. Planner Ward stated that the intent is to clarify a challenge when they determine the maximum density for each zone. Currently, there are three different ways of determining the density in the Code. One is a volume-based determination that ends up with an envelope based on the lot size, setback, height restrictions, and in some zones a building pad amendment. Some zones are based on a Floor Area Ratio and others that are units per acre.

Planner Ward stated that the challenge is specific with the volume-based method. The Staff is trying to find a consistent way to come up with a method of one unit equals this unit equivalent for those zones. The Staff was still working through the details and coming up with the result if they went to a base Floor Area Ratio versus a unit per acre for MPDs that based in the volume-based zones. The intent this evening was to bring this to the Commissioners' attention.

Director Erickson stated that with the exception of one or two MPDs, all the MPDs involve some type of density transfer from larger areas. For example, the zoning density was transferred off of Park City Mountain Resort to the base area. Therefore, the base area density is far greater than what the zone would allow. The same occurred on the Town Lift, in Deer Valley, and in Empire Pass. Director Erickson explained that when the annexation was done between PCMR and Empire Pass, County allowed density was transferred between the two ski areas. Director Erickson pointed out that the "not to exceed the base density zone" still needed to be cleaned up. The Staff was working on it and it is not a simple problem. Planner Ward stated that the Staff would continue to work on it and bring it to the Planning Commission in a future work session.

Commissioner Thimm understood that the challenge was determining the maximum density; and the three choices were volume-based, FAR, or units per acre. He asked if

the thinking is that at some point there will be a recommendation to choose one of those three as the way to establish the density in the zone. Planner Ward stated that under the current Land Management Code, those are the three determinations for density. When they do an MPD in a zone that has a Floor Area Ratio or a unit per acre determination, it can be straightforward to convert that to a unit equivalent under the MPD Code. The challenge is with the volume based. Planner Ward stated that volume based density would remain in the base density, but for a specific MPD in those zones, they would look to establish something similar to either a Floor Area Ratio or unit per acre specific to the MPD process within those volume-based Codes.

Director Erickson remarked that the MPD also requires clustering. For example, a zone may allow three units per acre, but when they cluster all the units that are stripped off the density, the result is 40 units per acre. Director Erickson stated that the UE is designed to limit the size of units based on the number of units approved. Commissioner Thimm appreciated the explanation. He was wanted to know whether the Staff was only honing in on one trigger, but he understood that was not the case.

Commissioner Sletten stated that he was struggling with this issue as well. When they are working with a particular developer and have height and setback restrictions to the extent that the applicant requests additional density, he thought there might be good reason to allow a height increase. Commissioner Sletten thought this comes into play when they try to forego another Treasure Hill experience, where an approval for 400,000 square feet of volume turns into a million square foot application. He believed the answer was a combination of all those things, because if they over restrict these projects, they cannot be successful. A building needs to have common areas, access and other necessities. Commissioner Sletten anticipated a complex set of discussions in order to wrap their heads around how to allow for all those things and still have a project that is manageable.

Director Erickson clarified that the Staff was not restricting the ability inside an MPD to request additional height at this point. In the case of the base of PCMR or Deer Valley Resort, the height is approved by the Planning Commission given good site design and all other aspects of the MPD process. Director Erickson stated that the issue is trying to define what the UE is and how to grow it, especially in the General Commercial Zone. He noted that arts and culture live in the General Commercial Zone, and there is no way to figure out how unit equivalents are allowed for an MPD in that zone. Director Erickson stated that all the open space behind PC Market came in under an MPD that allowed the grocery store to be built. He thought Planner Ward had done a nice job in managing IHC Hospital because they had a unit equivalent calculation that was manageable. Director Erickson emphasized that they were not taking away the ability to have additional height.

Commissioner Kenworthy asked about process. Planner Ward stated that Amendments 4 and 5 will require several work sessions to make sure all the issues are addressed. If the Planning Commission is comfortable with moving Amendments 1-3 forward, the Staff would bring back the redlines for their consideration. Commissioner Kenworthy understood that if an application comes in before the City Council adopts the new amendments, that application would be subject to the existing Code. Planner Ward replied that he was correct.

Chair Phillips asked about public outreach on Amendments 4 and 5. Planner Ward replied that they had already begun the public outreach and would continue to do so.

Planner Ward stated that Amendment 5 were the unit equivalents exemptions. The purpose of the unit equivalents allows a lot of flexibility and mixed uses in site specific designs within the MPDs. In the Code, there is a section that exempts certain uses from unit equivalents. Planner Ward noted that when there were MPDs in the 1980s and 1990s, the LMC had caps on these exemptions. For example, support commercial facilities were capped to a total of 10% of the total gross square area of a project. Each individual facility was capped at 2,000 square feet. There were restrictions on signage. It could only be viewed on site. It could not be viewed on public rights-of way. The commercial facilities could not be oriented to adjacent public streets or off-site areas. Planner Ward remarked that the support commercial exemption from UEs started out with some fairly defined boundaries.

Planner Ward reported that the LMC was substantially rewritten in the 2000s and some of the caps and boundaries on the exemptions from UEs were removed. The 10% cap on support commercial was removed. The 2,000 square foot cap for facilities was removed. There was also an addition of residential accessories and resort accessories that were exempt.

Planner Ward commented on the challenges with some of these exemptions. Some of the uses that are originally designated for onsite patrons, over time might be open to the public. There are a few instances where that has been proposed or has already occurred; and because it was originally exempt from UEs, no parking was provided to support opening the use to the public. It might also impact open space or other conditions of approval.

Planner Ward stated that the second challenge relates to MPD density, where the Code allows the Planning Commission to grant a 10% increase if the applicant meets certain criteria. Planner Ward stated that when UEs are exempt, it might create density or building volume that exceeds that increase. She noted that certain exempted unit

equivalents do not trigger affordable housing obligations, which are based on residential unit equivalents for residential developments.

Planner Ward stated that the third challenge is that the goal of the MPD is to strengthen the resort character and to encourage opportunities for economic diversification and development; and also to protect residential uses in neighborhoods from the impacts of MPDs. There needs to be a positive contribution to the community and the goals need to be balanced.

Planner Ward stated that the Staff sees the proposed amendments as being forward looking for approvals for new Master Planned Developments. They could potentially remove or cap some of these exemptions or reinstate some of the original limits that were in the Code in the 1980s and 1980s. In terms of backward looking, for existing MPDs and amended MPDs they want to make sure they clearly define what is exempt from these unit equivalents.

Planner Ward clarified some provisions in the Code. For example, the MPD Code addresses support commercial within residential MPDs and places a 5% cap on total square area for these types of support commercial. However, in the definition of Support Commercial Use, the cap can apply to the entire development. She stated that because the 10% is being removed, the Staff would like to look into some type of boundary for that support commercial use.

Planner Ward noted that the MPD Code does not explicitly state that resort support commercial is exempt from unit equivalents. However, in the definition section, resort support commercial has been treated as support commercial and has been exempt from unit equivalents. Planner Ward stated that support commercial use is limited to onsite patrons of the development. The resort support commercial opens that up to include visitors.

Director Erickson clarified that many of the definitions live inside the Development Agreements and not inside the Code, and each resort has slightly different definitions for these uses. He stated that not only is the Code the controlling document, but the Development Agreement is the agreement between the City and the Resort. Director Erickson remarked that clauses inside of the Development Agreements require things to be brought up to Code, and clauses that ignore what is being exempted. Director Erickson used Treasure Hill as an example of a project that was using the 5% resort support, as well as an additional 5% for the conference center space, and that contributed to the million square feet.

Commissioner Kenworthy asked Planner Ward where she was referencing the 10% for the support use. Planner Ward replied that it was in the 1980/1990 Code. It is no longer in the Code. Chair Phillips understood that it was the same time the original Treasure Development Agreement was written. Director Erickson replied that it was generally within that time frame. It was also the same time they went through the 5th and 6th Agreement on Park City Mountain Resort. The PCMR Development Agreement is dated 1997.

Planner Ward commented on residential accessories that are exempt. She stated that this could result in density beyond the base zoning density, without contribution of open space or affordable housing units. It can also go beyond a 10% increase in density. If that is the desired outcome, they need to make sure it is reflected in the Code. Planner Ward noted that the residential accessory uses are listed in the Code to include things that support a hotel or a nightly rental condominium.

Planner Ward stated that resort accessories uses may not be problematic. They include information booths, lost and found, ticket sales, circulation and hallways for public locker and restroom, and employee facilities.

Planner Ward remarked that as they look forward to support commercial and potential amendments, the Staff would like feedback on whether there should be a cap for support commercial, similar to what was in the 1980s and 1990s Code, and whether they should go back in and specify some of the restrictions that were originally placed on support commercial. They would also need to clarify some of the definitions of these support commercial uses that are exempt.

Chair Phillips assumed that the contradictions between the Development Agreement and the Code were a result of the LMC changing over time. He asked if they go back to the earlier Codes and determine an amount to cap the support commercial based on the gross floor area, whether they would have the discretion to allow something different than the Code in a specific development agreement or MPD. He wanted to know if the cap would be the absolute maximum because it is in the Code.

Director Erickson replied that the Development Agreement controls. For example, if they were working in the Historic District, the Historic District Guidelines would be a guide on what to do, but it would not supersede the underlying zoning. Director Erickson stated that the MPD process is designed to be negotiated and allows varying from the underlying zones in order to accommodate some other action. The Development Agreement becomes a contract between the City and the Developer. Director Erickson pointed out that in an MPD they move density and address traffic, transit, parking reductions, height, and setbacks. Those issues are not controllable

within the zone. They are only controllable inside the MPD. That is the reason why the Development Agreement controls.

Director Erickson stated that support commercial activities is not the problem as much as the fact that they change to public uses in the future, which creates parking and sign issues, and no affordable housing.

City Attorney Harrington clarified that it was still a case by case determination because different agreements have different provisions. Some clearly include future Code changes and specific references. Mr. Harrington did not want to completely preclude the Planning Commission's opportunity to look at different options as they may reflect existing development agreement language because some of the changes may be able to be incorporated into certain provisions. In addition, there are standards that may trigger a backward-looking affirmative change. Mr. Harrington stated that some of those agreements also have what is called a "Reservation of Legislative Authority Provision" in them. There are instances where they reserve judgement on a particular issue with regard to a particular development agreement at hand.

Commissioner Thimm commented on the unit equivalents and the notion of looking back at what was once in place in the 1980s in terms of the 10% and making support commercial more inwardly focused. He assumed that was put in place because of the intensity of use. For example, if 100 people are in a building using the facilities that are dedicated to only them, the use would be less intense than having those 100 people and an additional 50 people coming to use the facilities. Commissioner Thimm stated that if that was the original intent, it was a good intent. He was not opposed to returning to those restrictions, but whether or not 10% is the correct number is debatable. He could support at least 10%. He thought the 2,000 square foot per UE made sense in terms of size, use, and whether or not they can draw from off-site.

Commissioner Thimm thought the list of residential accessory uses had a lot to do with the efficiency of design. He stated that normally when working with these types of projects, they look for efficiency of approximately 80% in terms of usable space versus hallways, back areas, corridors, etc. Commissioner Thimm suggested allowing something in the range of 25% for residential accessory uses.

Commissioner Thimm thought there was some redundancy in looking at residential accessory versus resort accessory. Circulation to hallways was mentioned in both, and he thought it only needed to be mentioned in one or the other. Commissioner Thimm thought they should try to eliminate some of the redundancy. Commissioner Thimm thought the service accessory made sense. Once again, it allows for the residents or patrons to use the facilities onsite. Regarding any additions of square footage or uses

that support the residential, Commissioner Thimm suggested that if there is additional intensity in terms of staffing or employees that come to the site as a result of the square footage exemptions, both should be taken into account in terms of the intensity and the impacts it causes to both traffic and parking.

Commissioner Kenworthy referred to page 76 of the Staff report and noted that line 682, off-street parking, was crossed out. He asked how if they were completely deleting all of those guidelines. Planner Ward explained that Off-Street Parking in 15-6-7 is under the Master Planned Affordable Housing Development section, and in that section the Code states that all other MPD sections apply. The off-street parking was removed because all the parking requirements would apply to the affordable housing development. The exact language is given in 15-6-5(e), which is line 400 of the proposed Code. Planner Ward emphasized that there was no change to the parking, but it would only be shown in the Code once instead of being duplicated.

Director Erickson summarized that the definitions need to be cleaned up on some of the items shown on the slides this evening, and that will help the City negotiate with the resorts. They also need to make sure they are in compliance with the development agreements. Director Erickson stated that one of the things being considered is if a use shifts from an accessory use to being open to the public, at a minimum, it would trigger an affordable housing requirement, even if there were no unit equivalents available to make that transition. He noted that there may not be unit equivalents that transition to a public use, but it would trigger some type of action for employee housing.

Director Erickson noted that the Planning Department has a proposal from one project that is trying to use resort support commercial to develop a restaurant. The restaurant will be open to the public without the use of unit equivalents, which does not trigger any of the affordable housing requirements. Parking can be multiple use. If the restaurant is busy during the day, parking might be an issue. If the restaurant is open at night and someone else uses the parking during the day, that would not be an issue. Director Erickson stated that as they move through the amendments, the intent is to do a bottom up approach starting from saying no to what they can say yes to.

Commissioner Thimm clarified that the point he was making in his earlier comment was if the City has a parking requirement for patrons, but additional parking is needed for employees and staff, or if there is additional traffic and trip generation resulting from the staffing, that should be taken into account. Director Erickson agreed.

Commissioner Kenworthy was having a difficult time understanding how they can balance all the proposed changes. Director Erickson pointed out that this was only a work session. He anticipated three months of work before they come back to the

Planning Commission. Planner Ward stated that the plan is to come back on July 22nd and several times after that. This would be an ongoing discussion. Commissioner Kenworthy appreciated the workload and the work the Staff has done.

In looking at the redlines, Commissioner Kenworthy noted that support commercial and residential accessory uses were blocked out. Planner Ward replied that for the initial MPD amendments it would remain in the Code. She plans on discussing those further at the July work session. Commissioner Kenworthy stated that he was looking at line 772 through 776 and it was all blocked out. Planner Ward stated that those changes and any amendments to Section 15-6-8 of the Code will be determined at a later date. The Staff was not proposing any changes or redlines this evening. Commissioner Kenworthy clarified that no one was proposing to eliminate or make changes within f, g, or c at this time. Planner Ward replied that he was correct.

Commissioner Sletten thought they needed to look further at capping on a per use basis. He stated that things are changing a lot right now and ski areas such as a ski locker area for a hotel might require more square footage because of the social distancing requirements that will be part of life for a very long time. At the same time, the fitness facilities might diminish in size and exercise equipment distributed elsewhere. Commissioner Sletten wanted to make sure they were not getting too restricted. He suggested looking at the overall percentage, but at the same time be careful about restricting a square footage cap on any particular use. Director Erickson thought Commissioner Sletten made a good point. He noted that the Staff was trying not to make changes inside existing structures. If someone wants to remodel and the uses do not change, that would not be a concern.

Commissioner Kenworthy agreed with Commissioner Sletten. Hard caps are difficult and it would be better if they could find a way to balance it without a hard cap.

Commissioner Thimm thought it should remain enforceable. Recalling many late night discussions during Treasure Hill, he emphasized the importance of having a proper definition that is enforceable. Chair Phillips concurred.

Commissioner Kenworthy agreed with being enforceable. He referred to nightly rental and believed the Planning Commission did a fabulous job by doing territories instead of caps. The result was a 46.4 balance number on nightly rentals throughout town. He suggested that doing that type of approach keeps the project balanced as opposed to a set cap.

Planner Ward presented her last slide. She stated that when MPDs were first placed in the Code in the 1980s they were processed as a conditional use permit. Currently,

there is a section in the MPD Code that outlines the zoning districts where MPDs are allowed, where they are required, and where they are optional. As the LMC was amended, the use tables were not updated with the zoning outlined in the MPD Code. Therefore, in some zone an MPD is a conditional use, and due to changes in State law on the way conditional use permits are approved, it may be time to separate the MPD approval process from the conditional use permit process. It would give the Planning Commission the flexibility and the discretion through the MPD Code on these projects. Planner Ward stated that if they were to separate the MPD process from the CUP process, they would go through the CUP Code and look at the criteria that is not currently considered in the MPD Code, to make sure those criteria are still addressed in the MPD approval.

Planner Ward requested initial approval on whether all MPDs should be processed as a conditional use permit, or whether there was support to begin looking at potentially separating the two review processes.

Commissioner Thimm asked what it would be if it was not a CUP. Planner Ward replied that it would be an approval process for the underlying allowed uses. Commissioner Thimm asked if it would still be an action by the Planning Commission. Planner Ward answered yes.

Director Erickson stated that nothing would change in a global sense, but the MPD would become a process unto itself. They would not see the duplicative review process between the MPD criteria and the CUP criteria. Director Erickson noted that the MPD is not in the State Land Use Law. Park City invented the MPD inside its Code. The CUP is in State Land Use Law. Tiering the MPD to a conditional use allows the City to be better aligned with State Law; however, if the State Legislature takes away conditional use permits and makes it an allowed use, they need to be prepared to put the MPD somewhere else in the zone.

City Attorney Harrington believed that originally the City Council and Planning Commission used special exception permits and variations of what are now called Master Planned Development approvals. Those had phases, and subsequent phases came through in a process defined by the Code as small-scale master planned developments. At some point the City decided to do away with the small scale MPD section, and when that was done, they substituted conditional use permit criteria for the small-scale subsequent phase review. Mr. Harrington did not believe there was any desire to make Master Planned Development, which by definition, had criteria that was more legislative because they also created a legislative overlay zone for MPDs, to duplicate that with lesser conditional use criteria. Mr. Harrington stated that it became a stop gap substitution when CUPs were still fairly discretionary. He thought Planner

Ward was correct in recommending this change. Now that the law regarding conditional use permits is really to codify stronger and stronger towards administrative non-discretionary decisions, it does not make sense to use it as a vehicle where there is some overlap lingering in the Code, nor where there are phased approvals. Mr. Harrington remarked that the Planning Commission needs to address what level of review they want for those subsequent phased reviews where they approved a broad Master Planned Development, such as in an annexation. They want it to come back to the Planning Commission and not be purely administrative, but they also do not want it to go through a complete MPD redo. He thought Planner Ward was right in taking the first step to eliminate the overlaps that currently exist, because there is no reason for Master Planned Developments to be listed as a conditional use in the Code.

Commissioners Thimm, Phillips, Sletten and Kenworthy supported the change. Director Erickson stated that he, Mr. Harrington, and Planner Ward would have a hard conversation about how the MPD lives in the zone. The MPD section states that MPDs are required in certain zones and they may be required in other zones. They will need to work through it a little before coming back to the Planning Commission.

City Attorney Harrington stated that Master Planned Developments are an approval process or a performance zoning approval in and of themselves. They are not a use. Master Planned Developments do not belong in a use table.

Chair Phillips understood there would be ongoing discussions, but he liked the direction this was going and how the Staff was approaching it by first defining and then determining how to control it. He looked forward to future discussions.

Commissioner Kenworthy asked if Planner Ward could show through different colors which redlined items were being removed because of duplication. Planner Ward liked that idea.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

7.A. Land Management Code Amendment – Amending LMC Section 15-10-5 to Allow the Board of Adjustment Alternate to Count Towards Establishing a Quorum. (Application PL-20-04459)

Planner Ward stated that the proposed amendment to the Land Management Code would allow the Alternate Board of Adjustment member to count towards a quorum. She explained that because the Board of Adjustment does not have regularly

scheduled meetings, it can be difficult to find enough members available to form a quorum to consider land use appeals and variances.

Planner Ward stated that the LMC requires at least three Board of Adjustment members to form a quorum; however, the Code exempts the non-voting alternate from counting towards the quorum. She had reached out to the Board of Adjustment regarding this amendment. Allowing the alternate to count towards a quorum will help the Board of Adjustment as they schedule these appeals and variances moving forward.

The Staff recommended that the Planning Commission open the public hearing and consider forwarding a positive recommendation to the City Council for consideration on June 25, 2020.

Chair Phillips asked if there were currently five members on the Board of Adjustment. Planner Ward replied that the Mayor appoints five members to the Board and there is one non-voting alternate. Chair Phillips wanted to know how the non-voting alternate functions. Planner Ward explained that the non-voting alternate can attend the meeting, and if there is a quorum of voting members, the non-voting alternate can vote. However, if there is not a quorum of three voting Board members, the non-voting alternate member cannot vote because they do not count towards the quorum.

Chair Phillips understood that the proposed amendment would allow the alternate to be the third person to make a quorum. Planner Ward replied that he was correct. Chair Phillips asked if the alternate member regularly attends the meetings. Planner Ward answered yes.

Commissioner Sletten stated that he served on the Board of Adjustment in the past. He strongly favored this amendment based on his own experience on the Board. He thought it was a great change. Commissioners Kenworthy and Hall agreed.

Chair Phillips opened the public hearing.

No comments were submitted.

Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to forward a positive recommendation to the City Council for the proposed amendment to allow the Board of Adjustment Alternate to Count Towards a Quorum for their consideration on June 25, 2020. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

7.B. 1121 Norfolk Avenue – Plat Amendment – The 1121 Norfolk Avenue Plat Amendment Proposes to Combine Lot6 and Lot 7 of Block 17 of Snyder's Addition into one Lot of Record.

Planner Laura Kuhrmeyer reviewed the application for a plat amendment for 1121 Norfolk Avenue. Currently, there is a single-family dwelling straddling the property line between the two historic 25' x 75' lots. The applicant was proposing to remove the interior property line to combine the two lots into one.

The Staff recommended that the Planning Commission conduct a public hearing and forward a positive recommendation to the City Council for the requested plat amendment.

Chair Phillips opened the public hearing.

No comments were submitted.

Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to forward a POSITIVE recommendation to the City Council for the 1121 Norfolk Avenue Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance. Commissioner Sletten seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – 1121 Norfolk Avenue

1. The subject property is located at 1121 Norfolk Avenue.
2. The Site is within the Historic Residential (HR-1) District.
3. The Site is currently improved with a Single Family Dwelling.
4. The Plat Amendment application is a request to combine Lot 6 and Lot 7 of Block 18' of Snyder's Addition into one (1) Lot of Record.
5. The proposed Lot consists of 3,750 square feet and meets the minimum Lot Size for a Single Family Dwelling (1,875 square feet) and for a Duplex (3,750 square feet) which requires a Conditional Use permit.
6. The proposed Lot size is consistent with neighboring properties, as a number of Lots along Norfolk have already been combined into double-wide Lots of 3,750

square feet.

7. The proposed Lot measures fifty feet (50') wide and seventy-five feet (75') deep and meets the minimum Lot Width of twenty-five feet (25').

8. The minimum required Front and Rear Setbacks for the proposed Lot would be 10 feet.

9. The minimum required Side Setback for the proposed Lot would be five feet (5').

10. There are existing retaining walls that encroach across property lines on the north, south and west sides of the Site. These shall be removed or an Encroachment Agreement recorded prior to the recordation of the Plat.

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

12. The maximum building footprint for a Lot this size is 1,519 square feet.

13. The maximum Building Height for this zone is twenty seven feet (27') from Existing Grade. The survey submitted shows the existing Structure at 28.68 feet from Existing Grade.

14. There are existing encroachments on Site that may require an Encroachment Agreement or removal.

15. Staff finds Good Cause for this Plat Amendment as it will combine two smaller lots into one larger lot potentially allowing for a Single-Family Dwelling (or Duplex with a Conditional Use permit) that does not straddle (is not built across) lot lines. The proposed new lot is consistent with the surrounding HR-1 neighborhood and meets the Lot and Site requirements for the zone. Furthermore, encroachment agreements or the removal of encroachments will resolve existing nonconformities. Finally, it is a Condition of Approval that a Public Snow Storage Easement will be recorded with the Plat.

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

Conclusions of Law – 1121 Norfolk Avenue

1. There is good cause for this Plat Amendment.

2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Plat Amendments.

3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.

4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval – 1121 Norfolk Avenue

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 along Norfolk 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.C. 802 Empire Avenue – Subdivision – The Applicant is Requesting to Combine Multiple Parcels into a New Two (2) Lot Subdivision.
(Application PL-18-03949)

7.D. 802 Empire Avenue – Conditional Use Permit – The Applicant is Requesting to Construct a Shared Driveway Over the Platted Unbuilt City Right-of-Way.
(Application PL-19-04113)

These items were discussed simultaneously. Each item had its own public hearing and action.

Planner Alexandra Ananth noted that the applicant, Tom Peek, with Old Town Lands LLC, the project architect, John DeGray, and Martina Nelson from Park City Surveying, were also participating online. Corey Legge, the Public Improvements Engineer, was also online to answer questions.

Planner Ananth reported that this item came before the Planning Commission on February 12th. The applicant was requesting to combine 7 small vacant parcels into a new two-lot subdivision. The applicant was simultaneously seeking a conditional use permit to locate a shared driveway over the platted unbuilt Empire Avenue right-of-way. Planner Ananth stated that these seven parcels steeply slope down from Empire Avenue to Crescent Tram. The lots have frontage on both streets.

Planner Ananth presented a slide showing the seven existing parcels and noted that none of the parcels are large enough to be built on individually. None of the parcels meet the Old Town minimum lot size requirement of 1,875 square feet.

Planner Ananth reported that during the Planning Commission meeting in February, the Commissioners asked the Staff to provide better visuals showing where this site sits in Old Town. Based on that request, The Staff provided a zoomed out aerial view with 802 Empire in the middle at the bend between Crescent Tram to the right and Empire Avenue just to the left. The Old Town lift goes over the Treasure Hill parcel just south of the property. Planner Ananth presented a slide with a zoomed in view with the combined 802 parcels outlined in green. The Treasure property immediately south of the subject property was outlined in blue. To the right of that were four parcels outlined in purple that are also owned by Old Town Lands off Crescent Road and bisected by a City easement for the Crescent Tram path. Planner Ananth stated that the easement separates Old Town Land's two projects and it crosses over on the 732 parcels, as well as crossing over the Treasure parcel. However, it does not intersect the 802 Empire property.

Planner Ananth stated that another question raised at the last Planning Commission meeting was clarification on how the frontage is being measured. She explained that because these lots have frontage on both streets, the frontage was being measured off of Crescent Tram, even though the City was recommending that vehicular access come from Empire Avenue due to Crescent Tram being narrow and steep.

Planner Ananth stated that a question was raised at the last meeting regarding vegetation on the site. She presented a photo showing the existing vegetation. She indicated a significant spruce tree on the lot line, as well as other trees on the site. Planner Ananth noted that these lots are in the Historic District and would require an HDDR application. If existing vegetation is proposed to be removed, a landscape plan and a tree replacement plan will be reviewed through the HDDR process.

Planner Ananth commented on the questions regarding the steepness of the driveways and whether these lots conform to City standards of 15-3-3. She noted that the applicant had revised the driveway slopes very slightly. The Engineering Department had re-reviewed the revised plan; and based on the difficulties of access of Crescent, the Engineering Department was approving a slope greater than 2% within the transition area. Planner Ananth remarked that the findings of fact and conditions of approval attached to the Staff report cite recommended findings and conditions from the Engineering Department for this project.

Planner Ananth stated that the two lots the applicant was proposing met all lot and site requirements of the LMC. Any buildings developed on those lots will need to comply with setbacks, building height, and allowable footprint.

Planner Ananth reported that a neighborhood was done as discussed in February, and the lots are fairly consistent with other lots developed in the area. If the lot were to remain a single lot, it could support a single-family dwelling or a duplex, and would be one of the larger lots in the neighborhood. As proposed, Lot 1 and Lot 2 are consistent with the neighborhood median lot size.

Planner Ananth stated that a number of questions were raised about a potential staircase in the neighborhood. She had spoken with the Trails and Open Space Coordinator regarding this project and found that the City has prioritized a future 6th Street Stairs as the number one priority. These staircases are expensive to build and cost approximately \$200,000 for each lot. Planner Ananth reported that after the 6th Street staircase, another staircase is identified on 9th Street. There are no current plans to build the 9th street stairs, but it would most likely be the next priority. Planner Ananth remarked that an 8th Street staircase, which would be the closest to this property, would be third in line. Planner Ananth stated that even though the future 6th Street stairs were prioritized and money was going to be allocated in next years budget, due to changes in the economy, that allocation has been pulled out and the City is not moving forward with the 6th Street stairs. Therefore, the potential 8th Street staircase is pushed further into the future.

Planner Ananth presented a slide showing that there could be a staircase that links from the pedestrian path of Crescent Tram on City-owned Treasure property, up through and probably cross the driveway that an abutter already has an easement for on to the property, through to Empire Avenue or a trail that exists on Treasure. She emphasized that there is plenty of room on this parcel for a staircase on City property without any need to encroach on the applicant's property at 802 Empire.

Chair Phillips had visited the site and he appreciated that the applicant had staked out the site. He understood the reason for combining the seven parcels and he thought the analysis this evening was helpful in showing that without the subdivision the one lot would be oversized.

Chair Phillips stated that during his site visit, he noticed that the unique shape of the property. He thought the property line placement between the two lots was as good as they could do because of the shape. Chair Phillips was concerned how putting the driveway at the top and that being the front of the houses would impact the streetscape of Crescent, having that be the back of the houses. Chair Phillips believed the houses

would be most visible from Crescent. He assumed the streetscape on the Crescent side would be addressed in the HDDR process.

Chair Phillips understood the Engineering Department's reasoning for wanting the access to come from above because it is not ideal to come up Crescent. However, this is Old Town and there are many unique roads and accesses. Chair Phillips stated that in his opinion, the northerly lot is much wider and the house above it has their driveway going into the garages. It felt to him like that should be the front of the house. He suggested having the access to one house off the flatter portion of Crescent where the road is straight. The other lot could be accessed from the top, which would eliminate the shared driveway. Chair Phillips reiterated that his biggest concern was impacting the streetscape on Crescent.

Tom Peek, the applicant, pointed out that access from the top was not their idea. He noted that former City Engineer, Matt Cassel, made that suggestion and thought it could be done fairly easy. They finally warmed up to the idea because they saw the downhill side as an exciting opportunity to have a building that instead of looking like the back of a home it looks like the front of a home with no garage.

Jonathan DeGray, the project architect, agreed with Chair Phillips that his concerns about the streetscape would be addressed in the HDDR process. Mr. DeGray thought it was likely that they would end up with a main entrance to the home off of Crescent because that is how the Staff will want to see the streetscape developed to maintain the character of Crescent. Mr. DeGray anticipated a more pedestrian oriented entrance to the homes with the garage entrance relegated to the rear.

Chair Phillips understood that the Engineering Department made this recommendation and he trusted the applicant and Mr. DeGray because they know this property. However, he felt that because the former City Engineer made that decision, they continued down that path, which is why the applicant was trying to come in from above. Chair Phillips asked if the applicant had any interest in doing one driveway from below and one from above, or whether they were too far into the design process. Chair Phillips pointed out that there are many aspects and Engineering only looks at one portion. He asked Mr. Peek if the proposed plan was their preference.

Mr. Peek felt that they did get funneled into it because the original idea was to come from below. He noted that the two homes to the north all have driveways that are set back reasonably from Crescent Tramway. However, in most cases people have said they have trouble walking on the road because it is slippery and the snowbanks build up. There have been discussions about putting a sidewalk on the uphill side of the

street or other measures. Mr. Peek deferred to Jonathan DeGray as to whether the option suggested by Chair Phillips was possible.

Mr. DeGray thought it would be possible to put the north driveway off Crescent and the south driveway up above. He stated that they followed the recommendation of the Engineering Department with support from the Planning Staff on where to place the driveways, but he felt certain he could make the other option work as well. Mr. DeGray thought it was doable and the projects would be successful. He also thought the issue of having the main entrance on Crescent was important to both of the homes. Mr. DeGray did not believe having a garage off Crescent was a deal breaker either way. He thought having a garage off the back would make these homes special and the access would be easier. The street presence on Crescent would be in context with the other homes. Mr. DeGray thought this was a more desirable option. Having the garage in the back has more pros.

Commissioner Sletten stated that he had visited the site and walked around the property with Tom Peek. In looking at the surrounding properties, he personally thought that having a pedestrian access from Crescent Tram and the vehicular access up above, he thought the new option would make the building look more compatible with the Old Town character.

Commissioner Kenworthy stated that he also visited the site and met with Tom Peek. Commissioner Kenworthy asked for the elevation difference from the existing pads on Crescent to the driveway on Empire. Martina Nelson offered to look for the numbers. Commissioner Kenworthy clarified that he was looking for the distance from the top of the roof to the pad.

Mr. DeGray clarified that there are exemptions in the Code for single car garages and entries on downhill lots that allow exceeding the 27' height limit. He was unsure whether that was the case in this situation.

Commissioner Kenworthy understood that Crescent has its issue. It is narrow and people back out across the street because they do not have garages. It is a very difficult situation. Commissioner Kenworthy stated that Chair Phillips had mentioned all the things he was thinking about in his conversation with Tom Peek. Commissioner Kenworthy thought one of the homes should come from Crescent. He liked the idea of the pedestrian entrance below. He personally would like to have a master bedroom on top with a great view instead of having a garage at the top floor.

Chair Phillips stated that one of his questions was whether this would then lead to the exception for the height requirement for garages. It was an issue that needed to be considered.

Mr. DeGray stated that the driveway exhibit shows that the adjacent grade to the end of the driveways is basically Elevation 70. They were saying the driveway elevation is 8. It is a 27' height limit and at least the westerly edge of the garage would be in compliance with the height.

City Attorney Harrington understood from their comments that some of the Commissioners had site visits and contact outside of this public meeting. Anyone who had a discussion with Tom Peek onsite needs to disclose it on the record and include the substance of the conversation at the site visit. Mr. Harrington stated that typically the Staff tries to organize site visits.

Commissioner Kenworthy stated that he received an email that he thought was sent to all the Commissioners. From reading the email he thought it was appropriate to visit the site. Commissioner Kenworthy disclosed that he met with Tom Peek and Commissioner Sletten was also there when he arrived. Mr. Peek had staked the property and the conversation was very general. Mr. Kenworthy clarified that he never mentioned anything he was talking about this evening because he did not believe it was appropriate. This was the first time Mr. Peek was hearing his questions.

Commissioner Sletten echoed Commissioner Kenworthy. He disclosed that the only pertinent discussion he had with Mr. Peek was being down on Crescent Tram looking up and wondering what the impact would be in terms of the entryway. Commissioner Sletten thought all the Commissioners were invited to visit the site and he assumed it was acceptable. Commissioner Sletten clarified that he was there a short time before John Kenworthy arrived. Nothing substantive was discussed.

Martina Nelson, the Surveyor, stated that she received an email from the Planning Staff asking if she could stake the lot boundaries to make it easier to visualize on the ground. She did stake the property and hoped it was easy for everyone to visualize the overall boundary and the slice where they propose to subdivide the lots.

Mr. Peek stated that he had sent out the invitation a couple weeks ago, and Planner Ananth suggested that he remind everyone on Friday once they received the packet. Mr. Peek stated that it was so well staked that he thought it would be helpful if the Commissioners could stop by to see it. He was there just in case someone wanted him to walk them around the property.

Chair Phillips stated that he visited the site late at night and no one else was there.

Commissioner Thimm noted that this was the third meeting on this application and the Planning Commission has had considerable discussion on the project. He had questions relative to the driveway, but his questions were answered by reading the letter from the City Engineer. Commissioner Thimm did not have a strong opinion as to whether the driveway comes in from Crescent or Empire. However, he thinks the houses will need to be four-sided houses, and the architecture will need to address frontage. Commissioner Thimm thought that would be heavily addressed through the HDDR process.

Commissioner Sletten referred to a comment that came in as public comment from the attorney representing a resident. With respect to the landing of the potential future staircase, the attorney included a copy of the easements and the court order. Throughout the letter the term that struck him was non-exclusive easement. Commissioner Sletten understood that the easement is over City-owned property through the open space. He asked Mr. Harrington to explain how that works and who has the right to use.

City Attorney Harrington stated that he did not have a concrete proposal to evaluate, and the analysis and recommendation came from the City Engineer on something that has not been fully proposed at this time. In terms of the stairway, Mr. Harrington advised the Planning Commission to exercise caution. He suggested that they soften condition of approval #7 by adding "if necessary". He thought the condition as written reads as though it was pre-approved by the Planning Commission and mandated. Mr. Harrington believed the language was strong in the sense of requiring the use of that property, since that encroachment will likely require further action by the City Council and in conjunction with a specific approval of a proposal. Mr. Harrington remarked that the Engineering Department provided a recommendation for that turning radius; however, he anticipated further analysis on that to determine whether there is a different solution. He did not want to preclude a different solution if something else comes forward. Mr. Harrington stated that a partial driveway encroachment easement going over an existing driveway easement did not cause him much concern. However, he would modify the condition #7 as he previously suggested. The Commissioners agreed to make the adjustment to the conditions of approval as suggested.

Chair Phillips asked if these buildings would need to come in for a Steep Slope CUP. Planner Ananth replied that the analysis had not yet been done because the house is not designed, and she did not know exactly where it would sit on the lot. However, from looking at the lot, she was fairly certain that it would require Steep Slope CUPs. It

would at least be Administrative, and she was unsure whether it would come to the Planning Commission.

Martina Nelson responded to Commissioner Kenworthy's earlier request. She had done a very rough calculation looking at the contour map, and from the center of the graveled parking area at the top of Empire down to a contour as the crow flies on Crescent, she estimated a 22 to 24 feet difference in elevation.

Commissioner Kenworthy was concerned about making that footage work with a garage with a roof. Mr. DeGray thought it appeared to work. In looking at the elevation and the contour at the end of the driveways, it is 17' feet above the driveway. The grade does not fall away that fast and from what he could see, there is ample room to have a single car garage structure given the height restriction of 27'.

Commissioner Thimm stated that based on that explanation, he asked if the applicant would be open to a condition that would eliminate the use of the exception in the building height.

Chair Phillips stated that his biggest concern at this point was anticipating the need for an exception to the building height with it being a garage. He was not in favor of forcing this application into the exception allowed by Code when there was another option.

Commissioner Thimm understood from Mr. DeGray's comments that he could make it work without the exception. Mr. DeGray replied that just looking at it quickly, he thought it could be done; however, he was not willing to commit to that without actually coming up with a design that was reviewed in a design review team meeting. Mr. DeGray did not think they should eliminate the exception option this early in the process.

Mr. Peek noted that they had not begun working on the design because Mr. DeGray suggested that they wait to get the initial approval. They have talked about the driveway and elevations of the driveway and where there could be some modifications.

Mr. Peek remarked that the intention is not to push for taller buildings. They were dealing with access and the driveways at the top because they were funneled into that approach by the City Engineer. Mr. Peek pointed out that they have done 17 projects in Old Town and all have stayed within the limits.

Chair Phillips thought the unique shape of the lot could possibly push this into a height exception. If that is the case, it was important to have this discussion ahead of time. He preferred to wait until they have a design to know whether or not it is necessary.

Planner Ananth did not believe the HDDR process would look favorably on a height exception and would encourage alternative analysis before considering the exception.

Chair Phillips clarified that nothing was forcing the applicant to come from above, but it was still an option if through the design process they conclude that it is still the better solution. Mr. Peek stated that Matt Cassel made it clear in his initial discussions and recommendation that he would strongly resist accessing off of Crescent Tram. At that time, they did not think they had a choice.

Corey Legge, Public Improvements Engineer, stated that before Matt Cassel left the City, they walked the site together and Mr. Cassel outlined his concerns with access from Crescent Tram. Mr. Legge noted that since then he has reported that prior comments were provided to the applicant to encourage access to come off of the unplatted driveway located above on Empire Avenue. Mr. Legge stated that once the new City Engineer, John Robertson, was hired, he walked the project with Mr. Robertson before this Planning Commission meeting to get his thoughts and understanding of the site. Mr. Robertson supported the idea of the driveway coming from above for the same reasons Mr. Legge had outlined in his engineering memo. He remarked that looking at the site, it is difficult for motorists to maneuver along Crescent Tram given the existing structures that abut right onto the roadway. That worsens during the winter period as snow storage further encroaches into the travel lanes and Crescent Tram becomes a slippery slope. Mr. Legge stated that Engineering looks at the site holistically and from a public safety standpoint. They focused on the general public navigation of that corridor, which is why they made the recommendation to access from above as a shared driveway on Empire. Mr. Legge clarified that the access off Empire Avenue is only supported on a condition that vehicles are able to pull out of Empire Avenue and not back out of the existing lots. In looking at Lot 1 versus Lot 2 and which lot could face off Crescent Tram, he recommended that if it is Lot 2 and the access would still come off Empire, that the driveway be extended to allow a motorist to pull on to Empire Avenue rather than backing out.

Commissioner Hall asked whether the Staff wanted to address any of the public comments related to community concerns about the access and future staircase. Planner Ananth read through some of the comments that were submitted. She noted that Cheryl Shoshnick was requesting that the Planning Commission ask that the property owner participate financially in the construction of a staircase. Commissioner Hall asked if that has ever been discussed, since the applicant is getting the benefit of using part of City-owned land. Planner Ananth replied that it has been done before so there is a precedent; however, not necessarily in exchange for using City land. She explained that they would need to show a clear and proportionate nexus between a condition that requires a financial contribution to a staircase. Commissioner Hall

understood that in this case they would say that the area traditionally use now will become a be a private driveway which is the exchange for financially contributing to a pathway.

Mr. Peek stated that currently no one uses that access because it does not go to an access point. The driveway goes into the tail of the Treasure project. Above that is where the driveway goes into the adjoining property on Empire. That has been blocked off for so many years that no one uses that area. Mr. Peek had read Ms. Shoshnick's letter. He thought she was most concerned about getting a set of stairs up 9th Street. There was also verbiage about participating in the cost. Mr. Peek was unsure when or if these stairs would ever be built. He is a proponent of stairs and he would like to see them go in. Stairs would be a positive benefit for these properties and other properties in that part of the community. Mr. Peek commented on other ways to get up the hill.

Planner Ananth referred to public comment received from Mary Whiteside who supported the right-of-way for access to these two properties from Empire Avenue.

Director Erickson recommended that the Planning Commission open the public hearing before further discussing public comment.

Chair Phillips opened the public hearing.

Jessica Nelson reported that she received one e-Comment that came in during the meeting from Nick Frost, who was representing Rick Kienzle. Mr. Frost had emailed a comment earlier in the day and he had additional comments to add. Jessica Nelson read Mr. Frost's comments into the record. His email noted that in addition to the proposed driveway encroaching onto the Treasure Hill open space, the proposed encroachment also encroaches onto Mr. Kienzle's Driveway Easement and violates the Court Order governing the Driveway Easement. Secondly, Mr. Kienzle is concerned about the City's proposed location of the public stairs as depicted in the Staff report.

Mr. Frost understood that the Planning Commission was not making a determination on the stairs this evening, however, in his email he pointed out several factors the Commissioner's should be aware of before making a final determination on Mr. Peek's project as it relates to the location of the stairs. Specifically, the current location of the stairs, which terminates onto Mr. Kienzle's driveway is a direct violation of the Court Order and therefore is illegal. He suggested that instead of locating the public stairs onto the Driveway Easement, it was more viable to locate the public stairs to the south of the proposed project with a termination point onto the proposed location of driveway for the proposed projects, as recommended in Corey Legge's memorandum. Mr. Frost urged the Planning Commission to discuss this at a cursory level before any final determination is made on the current proposal. The concern is that approval of the

project may foreclose on the City's ability to utilize Peek's property if that becomes necessary.

Jessica Nelson noted that under the line Position on the eComment, Mr. Frost had put opposed.

This was the only public comment that was received during the meeting. Public comment that came in prior to the Staff report being distributed was included in the Staff report and became part of the record.

Six new public comment emails were received earlier today from Cheryl Shoshnick, Mary Whitesides, Scott Dubois, representing Rick Kienzle, Peg Bodel, Frederique Bouty, and Don Nibouar, and those were forwarded to the Planning Commission. Those emails, as well as the eComment this evening, were also entered into the record.

Chair Phillips closed the public hearing.

Chair Phillips asked Planner Ananth to address the comments from Mr. Frost, and to also pull up the aerial view showing the line where the potential stairs would be located. Planner Ananth thought Mr. Frost was describing his driveway easement and saying that the shared driveway illegally encroaches. Planner Ananth pointed out that through her research she determined that the gravel driveway has been there since the 1950s. It has not been improved and it is often used to help the neighborhood with construction impacts from other projects and parking. She believed this proposal would clean up that use in that it would be a shared driveway, and no parking would be allowed on that platted unbuilt right-of-way.

Commissioner Kenworthy was having a hard time visualizing the garage and how the driveway turns around and comes out of Empire without backing onto the road. He was concerned that extending the driveway easement into the Treasure space would be more problematic.

Planner Ananth pulled up the slide showing the proposed driveway. Planner Ananth stated that currently the plan was not showing any encroachment. It actually states, "the existing gravel parking area to be removed". Planner Ananth remarked that the Engineering Department has suggested that it may be beneficial to continue that existing encroachment. She had not done a turning radius analysis. Chair Phillips stated that under the current proposal the existing gravel will be removed and the plan they were seeing this evening is what would occur. He thought the proposal would actually improve what exists now. Planner Ananth stated that it was her position as well.

Commissioner Kenworthy questioned how the car in Lot 2 faces forward and comes out of Empire. He asked if they would be required to extend what was shown on the map.

Director Erickson referred to the Engineering Report and noted that Mr. Legge was requiring a turning analysis. The purpose of the encroachment onto public lands is to make sure there is no opportunity to back out onto the road. Both cars must have turning radiuses that work.

Commissioner Kenworthy agreed, because that was one of the reasons for taking the access off Crescent. He suggested that if Lot 2 has the ability to front on Crescent, it would potentially take care of that issue.

Director Erickson pointed out that there is no opportunity to have a front facing driveway on the Crescent side. In addition, Crescent is between 6-8 feet narrower than Empire, and Empire was reconstructed with curb and gutter. There are also encroaching garages on the downhill side of Crescent. Director Erickson stated that while this was not the most ideal solution, it was the least damaging way of handling the problem. Planner Ananth believed that backing out of Lot 2 on to Empire was at least as complicated as making a three-point turn to face forward exiting on to Empire.

Mr. Legge stated that given the proposed driveway and the existing berm, as well as the retaining that would need to be installed for the shared driveway, he would not support backing out of Lot 2. A motorist would not be able to see any northbound traffic on Empire as it travels around the horseshoe bend. As stated in the Engineering memo, the Engineering Department supports the shared driveway off of Empire Avenue provided that vehicles are not able to back out, and it is deemed that vehicles must pull out on to Empire Avenue. Based on review of the site plan, Mr. Legge thought it appeared that the southerly property line is extended through the right-of-way. In that case, a vehicle would not be able to perform that turning movement out of Lot 2 as shown. The drive would need to encompass the existing gravel area, which would require an encroachment agreement on the Treasure Hill parcel.

Chair Phillips stated that from what he was hearing, the proposed plan that they were being asked to forward to the City Council would need to be changed in order to satisfy the Engineering Department. He was unsure how they should address this issue. The Planning Commission could verbally discuss it and provide direction to the Staff, but the applicant would also need to update the plan so when it goes to the City Council, the Council has the accurate plan to consider approving.

Planner Ananth pointed out that the engineering memo only came out last Thursday and the applicant did not have sufficient time to respond or create a new plan. However, she thought they could address the issue with a finding stating that if it is determined necessary because of turning radius issues, the Planning Commission has approved a small encroachment onto the Treasure property as suggested in the engineering memo. Chair Phillips thought it needed to be addressed verbally with an amendment or some direction to the Staff before it goes to the City Council. Chair Phillips noted that the gravel has existed there for a long time and it is somewhat of a grandfathered use. He was unsure whether there was more to the page that was cut off on the screen, but he would like to see how far the existing gravel extends. Planner Ananth stated that she zoomed in on the slide to make it as legible as possible and some part may have been cut off. She remarked that the gravel extends quite a ways, but it would not need to extend as far as it does not.

Chair Phillips stated that without actually being able to see it, he assumed the future three-point turnaround would not extend out as far as the gravel that exists now. He believed it would be an improvement on the existing use by shortening the length of the gravel area and only using what is necessary. Chair Phillips thought he could be comfortable with it as long as it does not extend further than what already exists. If it did extend further, he would need to relook at it.

Director Erickson noted that there was another drawing in the CUP application that showed the extent of the gravel. Director Erickson understood from the comments that the Planning Commission was not comfortable moving forward without seeing a complete proposal on the CUP. Chair Phillips clarified that he was comfortable moving forward as long as the Commissioners verbalize what they feel comfortable with. Chair Phillips remarked that his point was that the Planning Commission would be forwarding a recommendation on something they could not actually see. He emphasized that he was comfortable with the page being adjusted with enough room for a turnaround, because it is in the best interest of public safety to pull out forward. The caveat is that it would not encroach more than the existing grandfathered use.

Commissioner Kenworthy preferred to see the modification rather than rush a recommendation. The issue is not whether anyone is allowed to back out because no one should be backing out. Going back to an earlier statement, he thought it was important to know the height from the existing pad to the proposed shared driveway on top. Commissioner Kenworthy wanted to have all the specifics before moving forward. He noted that many major parts were changing and the City was giving some concessions; and they were also considering problems that are more major on Crescent to accomplish this. He wanted to make that since the City is giving these

concessions that everything is well-defined and works out for the best for the community.

Director Erickson looked up the height exception in the LMC for the HR-1 zone and found that it is actually a Planning Commission action. He read from Section 15-2-2.5, Item 4 – Garage on Downhill Lot, “The Planning Commission may allow.....” Commissioner Kenworthy asked for the maximum it could be extended. Director Erickson replied that it could be extended to 35’ in order to accommodate a tandem garage, but not a single-car garage. From his reading of the Code, he did not think there was an exception for a single-car garage.

Director Erickson asked what the other Commissioners thought about the CUP action and making sure the subdivision action that is forwarded to the City Council illustrates what is coming in the CUP. He noted that the subdivision, the encroachment agreement, and the use of public right-of-way will be City Council actions.

Chair Phillips agreed with Commissioner Kenworthy about not rushing a recommendation this evening.

Martina Nelson informed the Planning Commission that the distance from the south lot line of the proposed plat amendment to south of the gravel was 19’.

Director Erickson noted that the subdivision documents were reflecting the driveways that the Commissioners were not comfortable with until they could see the final plan.

Commissioner Thimm suggested continuing both the Subdivision and the CUP. However, he asked if Chair Phillips would consider taking a straw poll to find out if the Commissioners understand the turning radius, if they were ready to take positive action on the merits of the rest of the proposal for both initiatives. Chair Phillips asked if Commissioner Thimm was suggesting that they set this one issue aside and move forward on the rest. Commissioner Thimm clarified that his preference was not to separate the issue, but this has been before the Planning Commission three times and he was hesitant to ask the applicant to come back a fourth time. If the Commissioners had any other issues with the proposal, he would like the applicant to hear those now rather than later. Chair Phillips agreed.

Chair Phillips thought they should also take into consideration the fact that the engineering letter did not come in until last Thursday, and it was unforeseen by the applicant. Commissioner Thimm stated that the driveway turning radius was the only issue he had at this point.

Commissioner Kenworthy stated that in addition to the turning radius, he also wanted to see the height. He did not want a driveway 25' above the existing pad because that would create another issue; especially if Director Erickson is correct and there is no exception. He needed to feel comfortable about those issues before moving ahead with a vote.

Chair Phillips stated that since the complete driveway was a primary factor, and he also agreed that the height should be analyzed, he called for a straw poll.

Mr. Peek thought Exhibit B under the conditional use permit, which is the 802 Empire driveway plan, would answer their question. Planner Ananth did not believe it answered their question because the Exhibit does not show what it will look like.

After hearing input from the other Commissioners, Commissioner Thimm wanted to see the height addressed as well.

Commissioner Hall echoed Commissioners Thimm and Kenworthy regarding the follow-up issues. She understood that the 8th Street staircase was not a high priority for the near future, but she thought it would be bad for the community if it was limited. Commissioner Hall wanted to make sure that is addressed when they look at the CUP and the terms and conditions to make sure this proposal will not interfere with a future staircase.

Commissioner Van Dine had nothing additional to add. She agreed with the Commissioners Thimm and Kenworthy on seeing what the driveways will look like and the turning radius, as well as the height.

Commissioner Thimm noted that the Planning Commission would need an updated Exhibit because currently it says that the gravel driveway will be removed.

Commissioner Sletten concurred with his fellow Commissioners. He thought the driveway issue could be easily resolved with a condition of approval, but he was not opposed to waiting until the two issues were addressed.

Planner Ananth suggested continuing the subdivision and the CUP to June 10th. Mr. Peek thought they could have everything ready by June 10th.

Mr. Peek appreciated the comment from Commissioner Thimm about this being their third meeting. Each time there are new issues and he was anxious to move on from here. He was willing to accept additional conditions if that is required to move ahead.

Director Erickson stated that most of the time in the application process was trying to sort out how to do the subdivision, which is the front yard, and how the access works. The last time this was continued was due to the driveway issue and not meeting the multi-family driveway standards of 20'. They needed to get an official determination from the engineer. Director Erickson thought it was best to continue to June 10th and give Planner Ananth the opportunity to meet with Jonathan DeGray to resolve these issues.

MOTION: Commissioner Thimm moved to CONTINUE the 802 Empire Avenue subdivision to June 10, 2020. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed unanimously.

Chair Phillips opened the public hearing on the conditional use permit.

All the public comments that were submitted and entered into the record on the Subdivision were also entered into the record for the CUP.

No additional comments were submitted during this meeting.

Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to CONTINUE the conditional use permit for the construction of a shared driveway over a platted unbuilt City street at 802 Empire Avenue to June 10, 2020. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

The Planning Commission Meeting adjourned at 8:50 p.m.

Approved by Planning Commission: _____



MEMORANDUM

To: Alexandra Ananth, Senior Planner

From: Corey Legge, EIT, ENV-SP, Public Improvements Engineer

CC: John Robertson, PE, City Engineer

Date: May 5th, 2020

Re: 802 Empire Avenue Drive Entrance

The Engineering Department has reviewed the driveway exhibit for Lots 1 and 2 of the 802 Empire Avenue Subdivision dated February 12th, 2020. The exhibit proposes a shared driveway to encroach within Empire Avenue platted unbuilt right-of-way which requires a Conditional Use Permit (CUP). Alternatively, if a CUP is not approved each lot of the 802 Empire Avenue Subdivision may be accessed from Crescent Road.

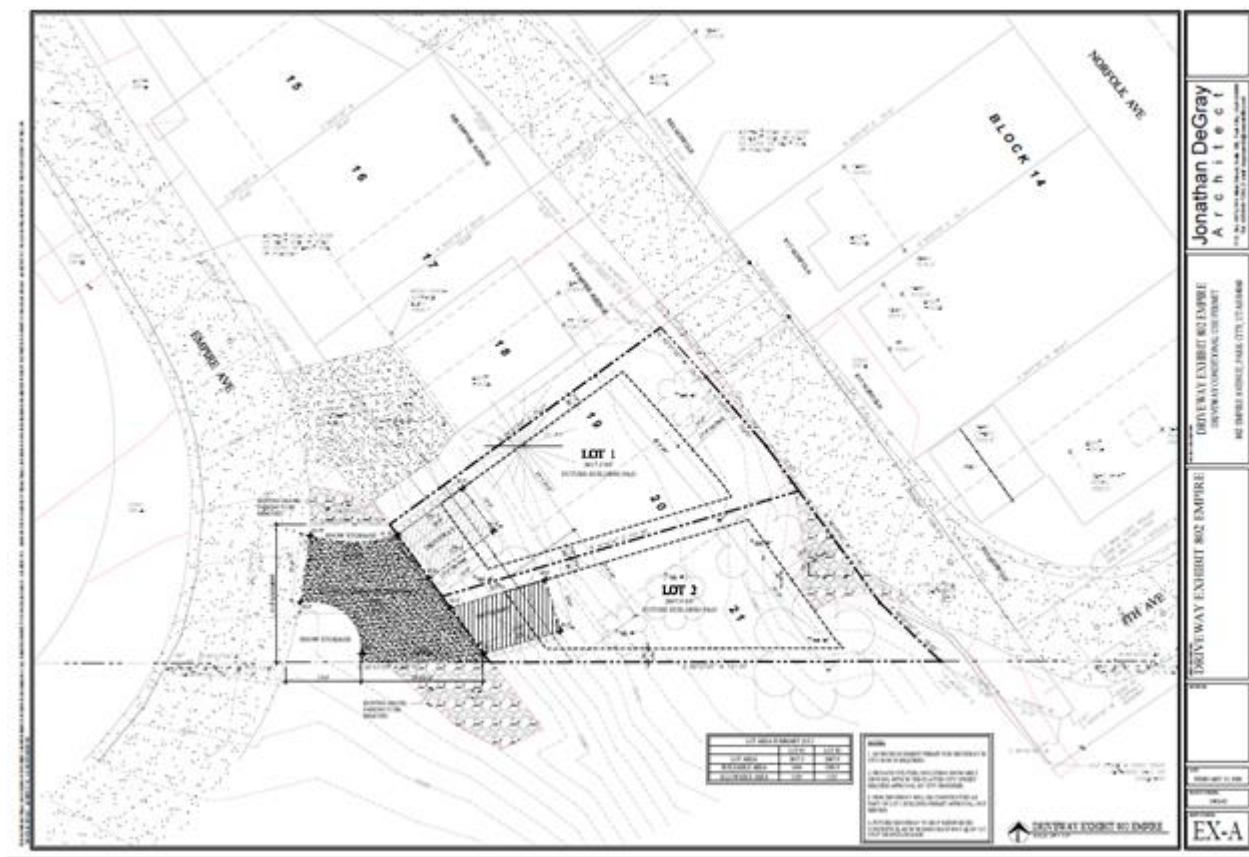


Figure 1: Proposed Driveway from Empire Avenue over Platted-Unbuilt Empire Avenue to Lot 1 and Lot 2

Existing Conditions

Crescent Road, located directly east of the proposed 802 Empire Avenue Subdivision, is a two-way street that serves as the primary southerly access to Empire Avenue and Lowell Avenue. The road slopes from Empire Avenue to 8th Street at a nine percent (9%) to seventeen (17%) grade. The road pavement width was measured to be eighteen feet (18'). The alignment of Crescent Road as it traverses the steep hillside includes two horizontal curves. Existing structures abut the roadway directly, limiting a motorist's sight distance when navigating each horizontal curve. Due to the steep grade, narrow width, and limited sight distance, unrestricted two-way traffic is not easily accommodated. Vehicles traveling downhill generally yield to vehicles travelling uphill.

On the west side of Crescent Road there are 3 existing driveways and one public trail access. There is one existing parallel off-street parking spot on the east side of the street. Due to the cross slope drainage, a high back curb and gutter is necessary on the eastern edge of the street. Unlike rolled curb and gutter, the surface width of a high back curb and gutter is not included when calculating the travel lane width.

Pertinent to the general area of the proposed shared driveway, Empire Avenue holds an eight percent (8%) grade around the horseshoe bend connecting to Lowell Avenue. The cross section features eleven foot (11') travel lanes and a two and a half foot (2.5') rolled curb and gutter on each side of the street resulting in a corridor width of twenty seven feet (27'). There is an existing gravel parking area directly at the location of the proposed shared drive. This entrance is southeast of Empire Avenue at the approximate point of horizontal curve. The gravel parking area, shown in figure 2, predates the oldest Google Earth satellite imagery from 1993.



Figure 2: Existing gravel parking area pictured from Empire Avenue

The existing gravel parking area slopes away from Empire Avenue at a measured ten and a half percent (10.5%) grade. The angle between the bend of Empire Avenue and the alignment of the gravel parking area is quite skew. A large berm exists on the western side of the existing gravel parking area. A motorist would find it difficult to back out of the existing gravel parking area due to the intersection angle coupled with the obstructed sight line.

Analysis

Comments provided from the development review committee encouraged the applicant to seek vehicular access to both Lots 1 and 2 of the 802 Empire Avenue Subdivision from Empire Avenue rather than Crescent Road.

[LMC 15-3-3 General Parking Area and Driveway Standards](#) requires drives serving more than one Single-Family Dwelling shall provide a minimum twenty foot (20') transition Area at no greater than two percent (2%) Slope beginning at the back of the curb, or as otherwise approved by the City Engineer, in anticipation of future Street improvements. The same section of the Land Management Code requires driveways to not exceed fourteen percent (14%) slope.

Considering the following findings:

1. Existing gravel areas on both the north and south side of the shared concrete driveway are noted to be removed.
2. The proposal allows for adequate snow storage.
3. The intersection of the shared driveway and Empire Avenue is roughly normal which is an improvement compared to the existing conditions.
4. The proposed driveway width of fifteen feet (15') complies with the minimum requirement specified in [LMC 15-3-3 \(H\)](#).
5. The proposed driveway is spaced approximately thirty three feet (33') from the nearest existing driveway and approximately one hundred twenty two feet (122') from the intersection of Empire Avenue and Crescent Road.
6. The maximum slope of the drive is shown to be twelve percent (12%).

Based on the facts listed above, and the noted difficulties from an alternative access off Crescent Road outlined in the existing conditions section of this memorandum, the Engineering Department approves a slope greater than two percent (2%) within the transition area noted in the [LMC 15-3-3 General Parking Area and Driveway Standards](#).

Conclusions/Recommendations

The Engineering Department is supportive of a shared driveway within the platted unbuilt right-of-way to access Lots 1 and 2 of the 802 Empire Avenue Subdivision. However, at this stage of review the Engineering Department has the following comments:

1. The grade of the proposed shared drive shall not exceed ten percent (10%) within the platted unbuilt right-of-way.
2. Backing out of the shared drive shall be forbidden. A swept path analysis showing a vehicle turn-around from both Lots 1 and 2 shall be provided to the City Engineer for review prior to building permit issuance.
 - a. Note, the current driveway exhibit does not reasonably support this turning movement for Lot 2. In order for a motorist to turn around, it is likely the existing power pole, shown in Figure 2, will need to be relocated. In addition, the proposed shared driveway will likely need to be extended further south. This will result in a separate encroachment agreement for the portion of shared drive encroaching on PCMC owned parcel PC-364-A-X.
3. An encroachment permit for the shared driveway is required prior to building permit issuance.
4. No parking shall be permitted within the portion of shared driveway located within the platted unbuilt right-of-way.
5. The shared driveway shall not prohibit pedestrian access of a future 8th street public stairway, located just south of the proposed 802 Empire Avenue Subdivision, connecting the Crescent Tramway trail to Empire Avenue.



December 10, 2019

Tom Peak
Old Town Lands, LLC
PO Box 4167
Park City, UT 84060

NOTICE OF PLANNING DIRECTOR DETERMINATION:

Project Address:	802 Empire Avenue
Project Description:	Planning Director Determination for Unusual Lot Configuration
Project Number(s):	PL-18-03949 – 802 Empire Avenue Subdivision
Date of Action:	December 10, 2019

ACTION TAKEN BY PLANNING DIRECTOR:

In accordance with the Land Management Code Section 15-4-17, Setback Requirements for Unusual Lot Configurations, the Planning Director has made a determination for the two proposed thru-lots located at 802 Empire Avenue that both lots have two Front Setbacks, one on Crescent Tram and one on Empire Avenue, and that Lot Frontage can be measured along Crescent Tram in order to achieve the 25 ft. minimum Lot Width requirement.

If you have any questions regarding this determination, please don't hesitate to contact the Planning Department at 435-615-5060.

Sincerely,

Bruce Erickson, AICP
Planning Director

CC: Alexandra Ananth, Senior Planner

802 Empire Avenue

From Snyders Additional
Original Lots 19-20-21 to
the Current Day Boundary

04-24-2020



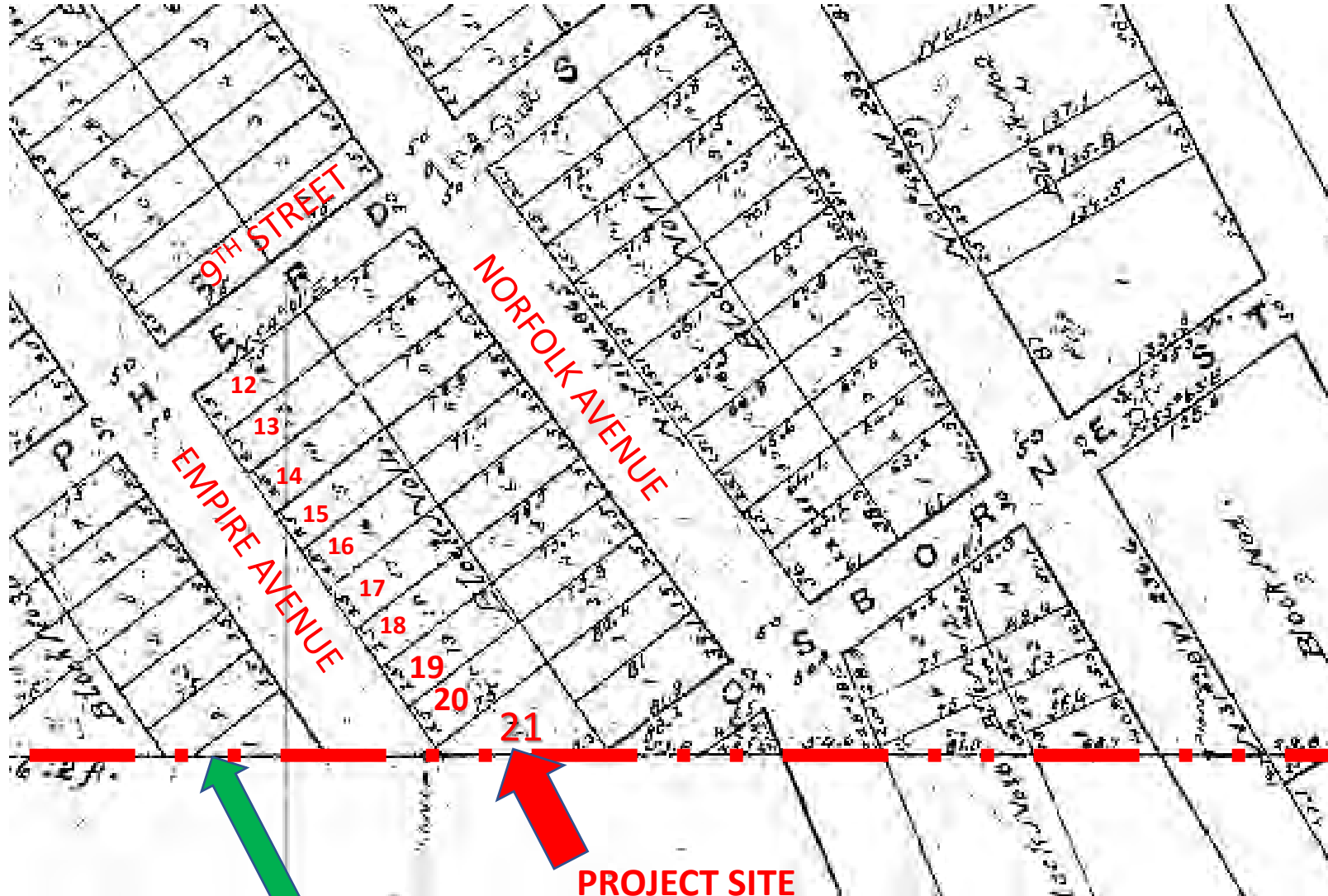
940

[illegible]



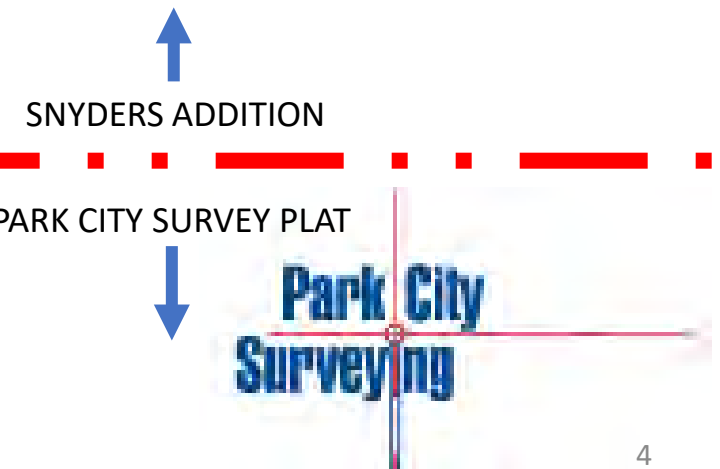
Snyders Addition Plat





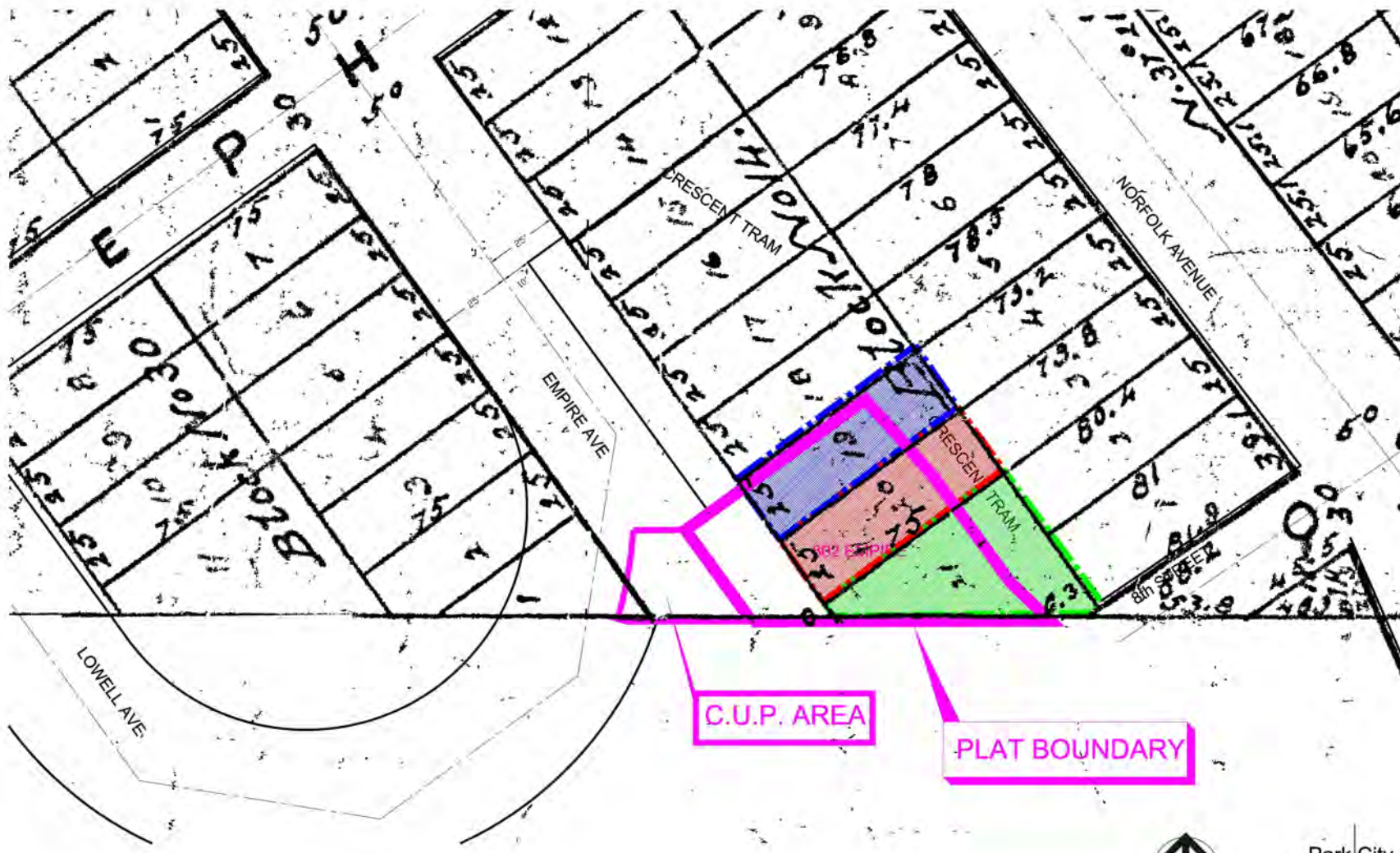
Snyders Addition Plat

Area of 802
Empire Avenue



BOUNDARY EXHIBIT MAP

SNYDERS ADDITION TO PARK CITY SUBDIVISION: ORIGINAL PLATTED LOTS



Snyders Addition Plat

Hatch Legend

Blue = lot 19

Red = lot 20

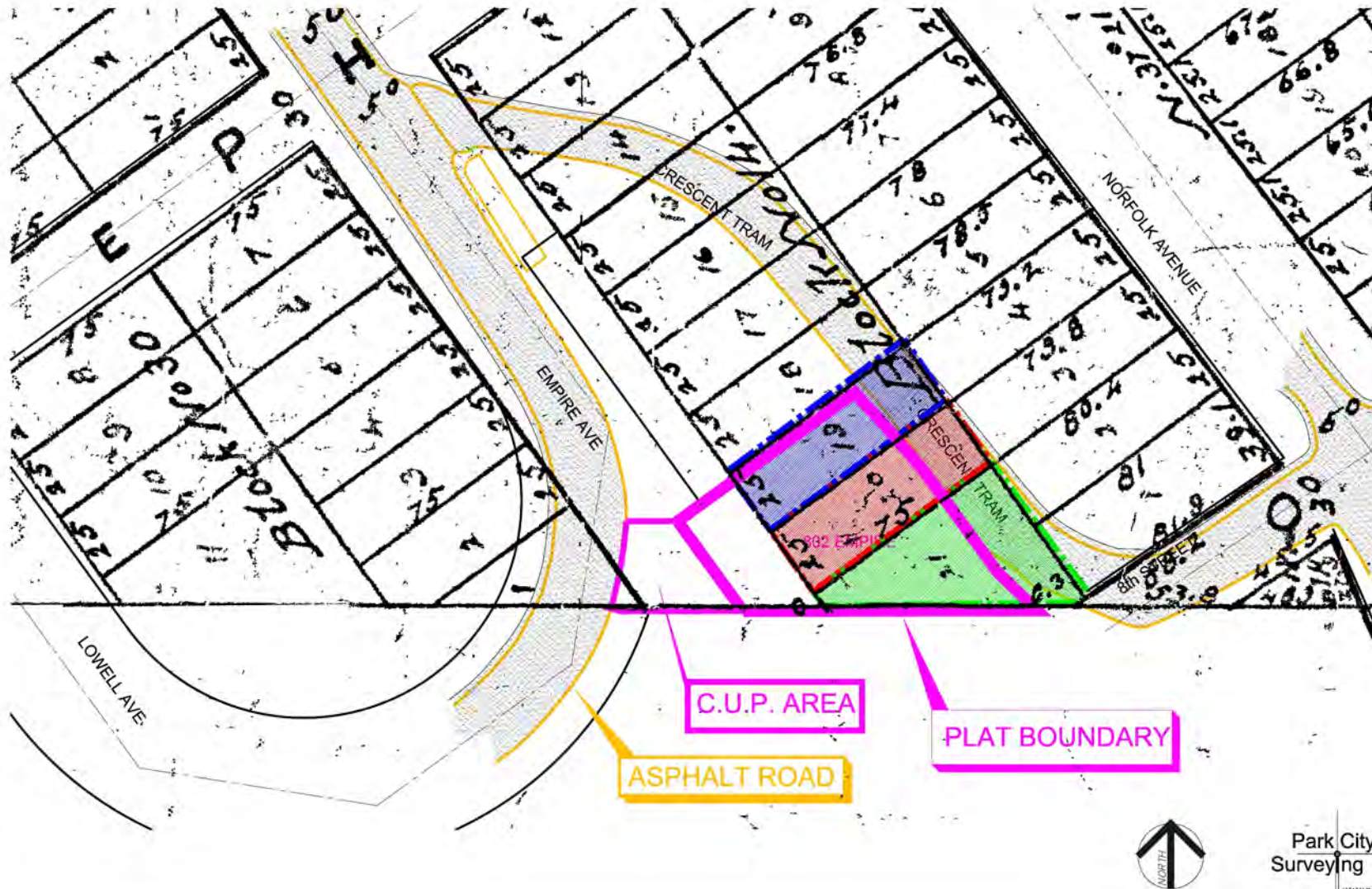
Green = lot 21

Purple linework = Plat
Boundary & CUP
driveway area



BOUNDARY EXHIBIT MAP

SNYDERS ADDITION TO PARK CITY SUBDIVISION: ORIGINAL PLATTED LOTS



Sniders Addition Plat

Hatch Legend

Blue = lot 19

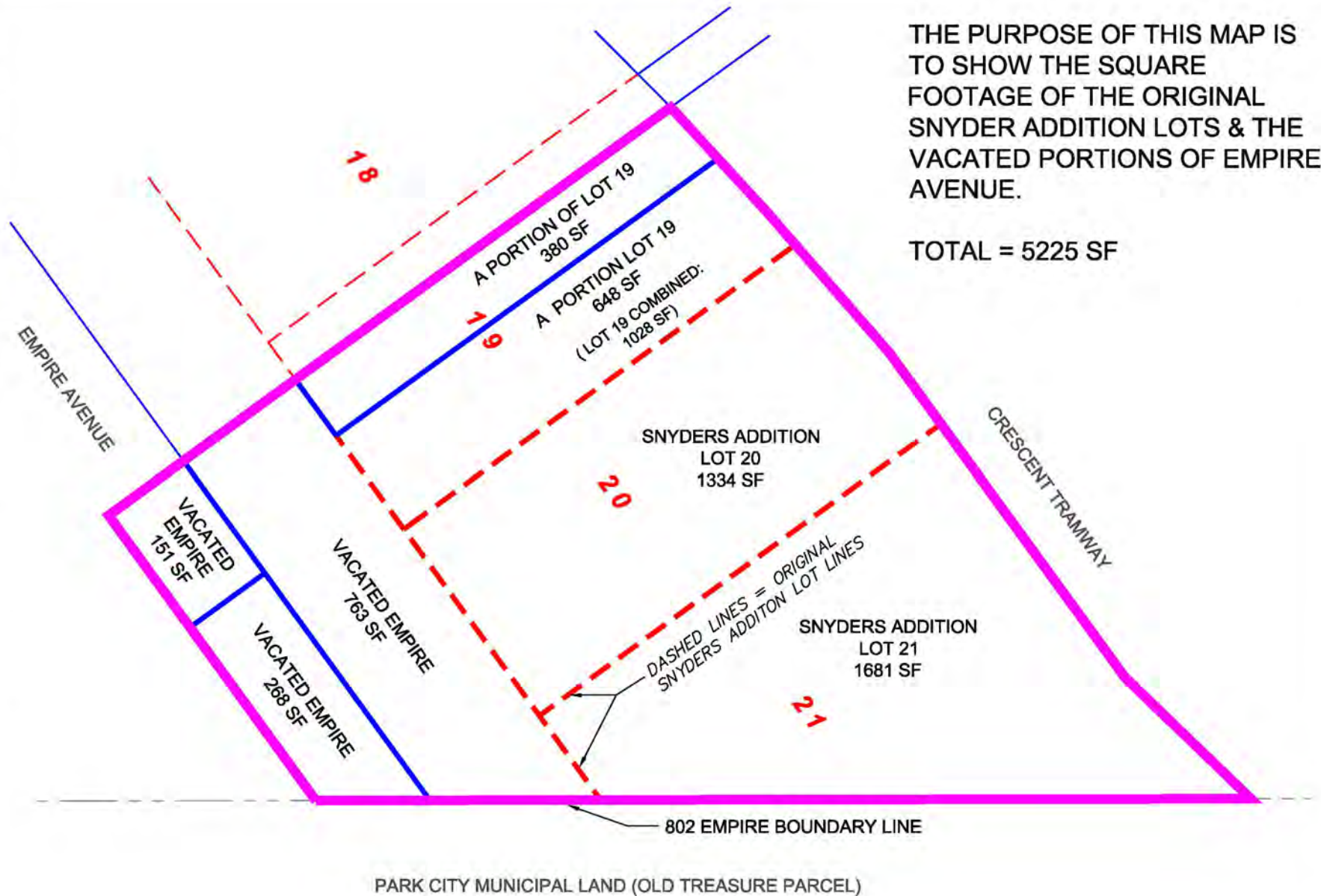
Red = lot 20

Green = lot 21

Purple linework = Plat
Boundary & CUP
driveway area

Orange linework = existing
asphalt (built) roadway





Park City Surveying

PO Box 60208
Salt Lake City, UT 84160-0208
313-448-2918
WWW.PARKCITYSURVEY.COM

DATE	BY	COMMENTS
04/14/2020	LM	

DATE: APRIL 14, 2020

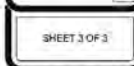
802 EMPIRE ORIGINAL SNYDERS ADDITION LOT SF CALCULATIONS

FOR: OLD TOWN LANDS LLC

SHEET 1 OF 1

Minimum Lot Size is now 1875 square feet (for a SF home)

LMC 15-2.2-3

[illegible]

A PARCEL OF LAND LYING WITHIN THE NORTHEAST QUARTER
OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

SEE RECORDED SURVEY S-9976, RECORDED 12/06/2019. THIS RECORD OF SURVEY ILLUSTRATES THE VARIOUS DEED CONFLICT AREAS THAT WERE IN PALCE WHEN THIS PROJECT ORIGINATED IN 2017. THE PURPOSE OF THIS SURVEY MAP IS TO SHOW THE BOUNDARY AS RESOLVED SINCE THE QUIT CLAIM DEEDS HAVE BEEN RECORDED ON 06/07/2019. THESE RECORDED DEEDS HAVE RESULTED IN RESOLVING & REMOVING THE THREE AREAS THAT PREVIOUSLY HAD OWNERSHIP CONFLICT.

IN ADDITION TO RECORD OF SURVEY S-9976, SEE ALSO THE THREE QUIT CLAIM DEEDS OF RECORD:
ENTRY 1112274, RECORDED 06/07/2019
ENTRY 1112275, RECORDED 06/07/2019
ENTRY 1112276, RECORDED 06/07/2019

OTHER DEEDS IN CHAIN OF TITLE, OR RELATED TO THIS PROPERTY INCLUDE:

1046663, RECORDED 07/28/1982, SWEENEY LAND COMPANY LLC TO OLD TOWN LANDS LLC

1066777, RECORDED 10/28/2016, EC 166451 CRESCENT TRAIL WAY LLC TO OLD TOWN LANDS LLC

1075462, RECORDED 01/23/2018, FET SCHREYER, TRUSTEE OF THE FAY M. SCHREYER TRUST TO PARK CITY MUNICIPAL CORPORATION TO PARK CITY MUNICIPAL CORPORATION

1037581, RECORDED 01/23/2018, FAY M. SCHREYER, TRUSTEE OF THE FAY M. SCHREYER TRUST DATED 01/23/1982 TO PARK CITY MUNICIPAL CORPORATION TO PARK CITY MUNICIPAL CORPORATION

1012496, RECORDED 02/10/2015, DOROTHY FAY SCHREYER (A.K.A. FAY M. SCHREYER) TO FAY M. SCHREYER REVOCABLE TRUST, DATED NOVEMBER 19, 1999

34573, RECORDED 07/08/1981, DOROTHY FAY SCHREYER TO PARK CITY MUNICIPAL CORPORATION (A PORTION OF THE CRESCENT TRAIL)

34573, RECORDED 07/08/1981, PARK CITY MUNICIPAL CORPORATION TO DOROTHY FAY SCHREYER, (A STRIP OF LAND)

THE BASIS OF BEARING FOR THIS SURVEY IS THE "SNYDERS ADDITION TO PARK CITY SURVEY" AND IS SHOWN HEREON. ALL BEARING AND DISTANCES SHOWN HEREON ARE THE EQUIVALENT OF RECORD, UNLESS NOTED.

ELEVATION DATUM USED: ELEVATIONS ARE BASED ON AN N.G.S. VERTICAL MONUMENT "CHISELED SQUARE", WITH AN NAVD 80 ELEVATION OF 6563.44'. THIS VERTICAL BENCHMARK IS ALSO KNOWN AS PID L00236. IT IS ADJACENT TO THE RAIL TRAIL BEHIND GENEVA ROCK AND THE PARK CITY BUSINESS CENTER SUBDIVISION, NEAR QUINN'S JUNCTION PARK CITY.

SEE SNYDDER'S ADDITION TO PARK CITY SURVEY PLAT FOR ANY EASEMENTS, SETBACK REQUIREMENTS, BUILDING ENVELOPES AND BUILDING LOT RESTRICTIONS. OTHER RESTRICTIONS MAY ALSO APPLY.

THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCRoACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS SHOWN HEREON.

EVIDENCE FOR THIS SURVEY WAS TAKEN FROM RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL FOUND EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

PARCEL 1
DEED ENTRY 1037562, RECORDED 01/25/2016
SOUTHERLY 1/2 OF LOT 19, ALL OF LOTS 20 AND 21, AND THE NORTH 1/2 OF LOT 22, BLOCK 14, SNYDER'S
ADDITION TO PARK CITY

ALSO A STRIP OF LAND TEN FEET IN WIDTH LYING IN EMPIRE AVENUE AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT SOUTH 35°59'00" E21 20.00 FEET AND SOUTH 54°10'00" E21 15.00 FEET FROM THE NORTHWEST CORNER OF LOT 19, BLOCK 14, SNYDER'S ADDITION TO THE PARK CITY SURVEY AND RUNNING THENCE SOUTH 35°59'00" E21 46.19 FEET; THENCE SOUTH 89°32'50" E21 12.33 FEET; THENCE NORTH 35° 59'00" E21 38.96 FEET; THENCE NORTH 54°10'00" E21 10.00 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPT THE FOLLOWING DESCRIBED TRACT OF LAND:

BEGINNING AT A POINT SOUTH 35°09'00" EAST 20.00 FEET FROM THE NORTHEAST CORNER OF LOT 19, BLOCK 14, SNYDER'S ADDITION TO PARK CITY SURVEY AND RUNNING THENCE SOUTH 35°09'00" EAST 109.010 FEET; THENCE SOUTH 54°01'00" WEST 2.97 FEET; THENCE SOUTH 89°52'30" WEST 1.31 FEET; THENCE NORTH 72°00'00" WEST 2.00 FEET; THENCE NORTH 61°55'00" WEST 14.56 FEET; THENCE NORTH 48°00'00" WEST 21.54 FEET; THENCE NORTH 36°00'00" WEST 43.50 FEET; THENCE NORTH 41°00'00" WEST 20.50 FEET; THENCE NORTH 54°01'00" EAST 23.00 FEET, TO THE POINT OF BEGINNING.

DEED ENTRY 1037562, RECORDED 01/25/2016
THE SOUTHERLY 7.5 FEET OF THE NORTHERLY 12.5 FEET OF LOT 19, BLOCK 14, SNYDER'S ADDITION TO PARK CITY,
ACCORDING TO THE PLAT THEREOF AS RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

DEED ENTRY 1112274, RECORDED 06/07/2019
BEGINNING AT A POINT SOUTH 35°59'00" EAST 195.00 FEET FROM THE SURVEY MONUMENT AT THE INTERSECTION
OF NINTH STREET AND EMPIRE AVENUE, SNOYDERS ADDITION TO PARK QTY, AND RUNNING THENCE NORTH 54°01'00"
EAST 10.00 FEET; THENCE SOUTH 35°59'00" EAST 15.00 FEET; THENCE SOUTH 54°01'00" WEST 10.00 FEET; THENCE
NORTH 35°59'00" WEST 15.00 FEET TO THE POINT OF BEGINNING.

CONTAINS 0.0034 ACRES, 150 SQUARE FEET

AS SURVEYED DESCRIPTION

A PARCEL OF LAND LYING IN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN & BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT SOUTH 35°59'00" EAST 195.00 FEET FROM THE SURVEY MONUMENT AT THE INTERSECTION OF NINTH STREET AND EMPIRE AVENUE, BASIS OF BEARINGS BEING NORTH 35°59' 00" WEST A DISTANCE OF 860.00 FEET BETWEEN STREET MONUMENTS FOUND AT THE INTERSECTION OF EMPIRE AVENUE WITH NINTH STREET AND EMPIRE AVENUE WITH ELEVENTH STREET, IN SNYDERS ADDITION TO PARK CITY, SAID POINT BEING THE TRUE POINT OF BEGINNING.

RUNNING THENCE NORTH 54°01'00" EAST 75.28 FEET; THENCE SOUTH 42°31'00" EAST 15.10 FEET; THENCE SOUTH 41°07'00" EAST 20.50 FEET; THENCE SOUTH 36°00'00" EAST 43.50 FEET; THENCE SOUTH 46°00'00" EAST 18.95 FEET TO A POINT ON THE EAST-WEST CENTER OF SECTION LINE OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE ALONG SAID EAST-WEST CENTER OF SECTION LINE SOUTH 89°33'05" WEST 101.30 FEET; THENCE NORTH 33°59'00" WEST 38.23 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 0.120 ACRES OR 5225 SQUARE FEET

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, HOLDING LICENSE NO. 8910903. I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREIN DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.



PROF. 2/1/20
No. 8910903
MARTINA NELSON

MARTINA NELSON 02.06.2020

P.L.S. 8910903

FILE NO. S00100
02/18/2020 11:17:43 AM B: 0002 P

Survey 1 of 3
SARATOGA COUNTY RECORDER
FEE \$ 60.00 BY OLD TOWN LANDS LLC

5-

FILE NO. S0010010
02/10/2020 11:17:43 AM D: 0002 P: 1470

Survey 1 of 3
SUNSHINE COUNTY RECORDER
FEE \$ 60.00 BY OLD TOWN LANDS LLC

5-100

5-10010

RECORD OF SURVEY & TOPOGRAPHIC MAP
802 EMPIRE AVENUE
PARK CITY, UTAH

FOR: OLD TOWN LANDS, LLC

SHEET 1 OF 3

9

A PARCEL OF LAND LYING WITHIN THE NORTHEAST QUARTER
OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH



TOPOGRAPHIC NOTES:

THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARY LINES OF THE SUBJECT PROPERTY & TO OBTAIN GROUND ELEVATIONS FOR A CONTOUR MAP PRIOR TO DEVELOPMENT BY THE OWNER.

SURVEY FIELD WORK COMPLETED: 07-07-2017 & 09-15-2018

ELEVATION DATUM USED: ELEVATIONS ARE BASED ON AN N.G.S. VERTICAL MONUMENT "CHISELED SQUARE", ALSO KNOWN AS PD 100236, WITH AN NAD83 ORTHOMETRIC ELEVATION OF 6963.44'

UTILITIES NOTE:

ANY VISIBLE UTILITIES OR IMPROVEMENTS ARE SHOWN HEREON. HOWEVER IT IS POSSIBLE THAT SOME NATURAL FEATURES, UTILITIES AND IMPROVEMENTS MAY HAVE BEEN OBTAINED.

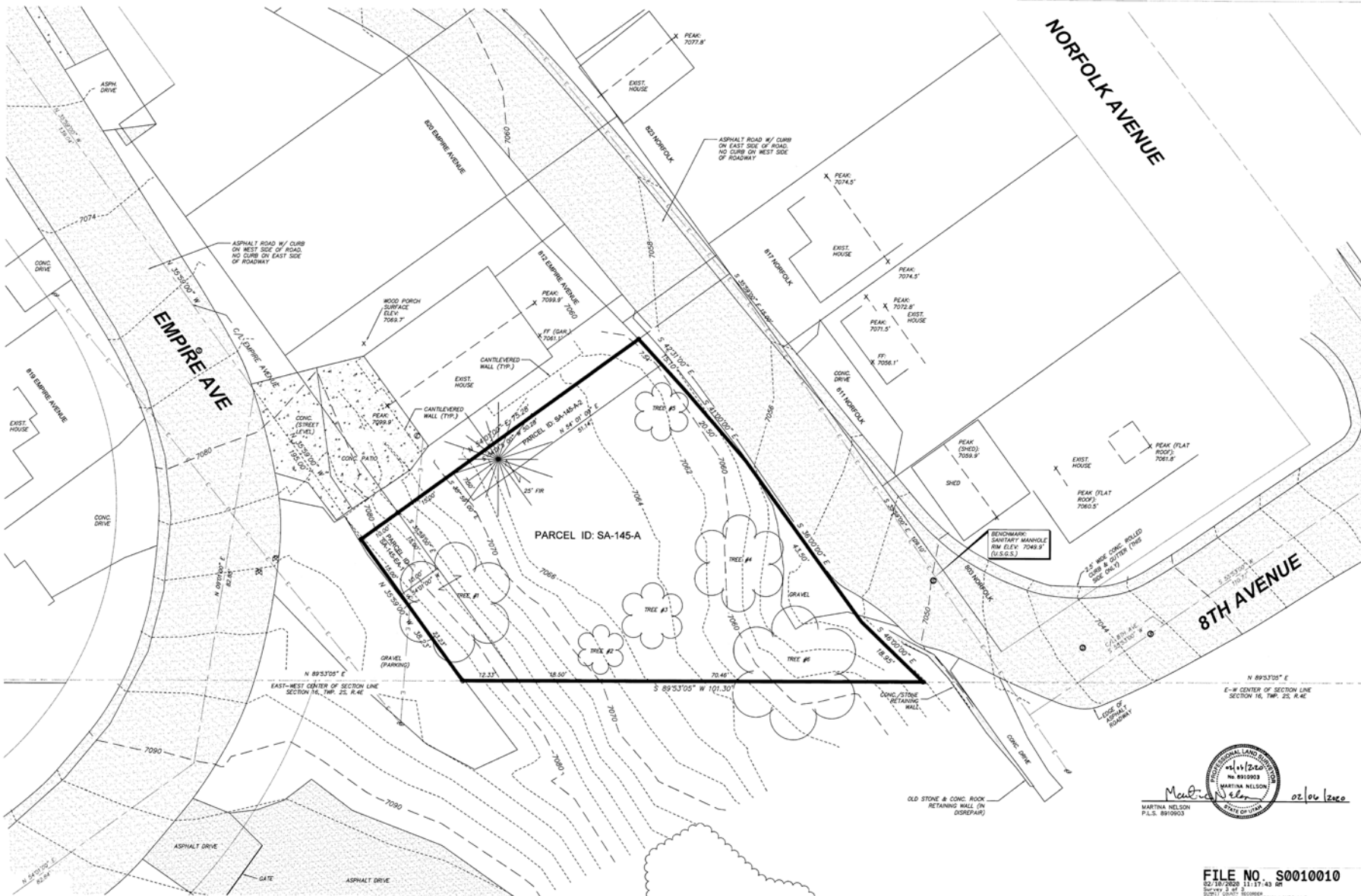


GRAPHIC SCALE
1 INCH = 10 FEET
THIS MAP PRINTS TO SCALE
AT SIZE 24"x36" PAPER

RECORD OF SURVEY & TOPOGRAPHIC MAP

A PARCEL OF LAND LYING WITHIN THE NORTHEAST QUARTER
OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

LEGEND	
FOUND STREET MONUMENT	TREE DIAMETER ANNOTATED TO EDGE OF DRUPLINE
SET 5/8" REBAR W/ PINK PLASTIC CAP STAMPED "NELSON P.L.S. 8910903"	5' CONIFEROUS TREE
FOUND REBAR W/ CAP (AS DESCRIBED)	5' DECIDUOUS TREE
WATER VALVE	TREE LINE
SANITARY SEWER MANHOLE	OVERHEAD ELEC. & UTILITY LINES
STORM DRAIN MANHOLE	
ELECTRIC METER	



RECORD OF SURVEY & TOPOGRAPHIC MAP
802 EMPIRE AVENUE
PARK CITY, UTAH

SHEET 3 OF 3

Park City
Surveying

DATE	BY	COMMENTS
02/06/2020	MM/KR/SC	

SURVEYED BY:
MM/KR/SC
DRAWN BY:
MM
DATE:
FEBRUARY 06, 2020

FOR: OLD TOWN LANDS, LLC
DWG: 802 EMPIRE ROS-TOPOV2.dwg

PROFESSIONAL LAND SURVEYOR
No. 8910903
MARTINA NELSON
02/06/2020

FILE NO. S0010010
02/10/2020 11:37:43 AM
SUMMIT COUNTY, UTAH
P.L.S. 8910903

How the 802 Empire Plat Amendment and Driveway Conditional Use Permit (C.U.P.) fit together



Martina Nelson <martina@pcsurveying.com>

802 Empire Avenue | PL-19-04113

Francisco Astorga <fastorga@parkcity.org>

Tue, Jun 11, 2019 at 8:05 AM

To: "Tom Peek (tpeek@bhhsutah.com)" <tpeek@bhhsutah.com>, "Jon DeGray (degrayarch@qwestoffice.net)" <degrayarch@qwestoffice.net>

Cc: "Martina Nelson (martina@pcsurveying.com)" <martina@pcsurveying.com>, Corey Legge <corey.legge@parkcity.org>

Tom and Jon,

Your submitted Conditional Use Permit (CUP) application at 802 Empire Avenue for proposed lot 1 (for a private driveway within platted un-built city street) was deemed complete back in February. We have been unable to move forward with this application due to the following:

1. We have been waiting for the 802 Empire Avenue Plat Amendment to be completed as the three (3) way property swaps have not yet been recorded and the complete survey submitted to the City. We are aware that these deeds were indeed submitted to the City and are awaiting recordation and submittal of the survey reflecting the ownership.
2. Staff highly supports this application to access the site via Empire Avenue, and not through Crescent Tram. Once the Plat Amendment is ready to go staff will recommend that both proposed lots be accessed off Empire Avenue, not just proposed lot 1 as the submitted CUP application is only for proposed lot 1. In order to move forward we recommend updating this application to reflect access for both lots (proposed lot 1 and proposed lot 2) to be accessed off Empire Avenue, not Crescent Tram. The site plan provided in February with the specified access was only for proposed lot 1.

I will let you know who will be taking over this application later today.

Sincerely,

Francisco Astorga, AICP | Senior Planner

Planning Department | Park City Municipal Corporation

(e) fastorga@parkcity.org | (p) 435.615.5064 | (f) 435.658.8940

445 Marsac Avenue | PO Box 1480

Park City, UT 84060-1480



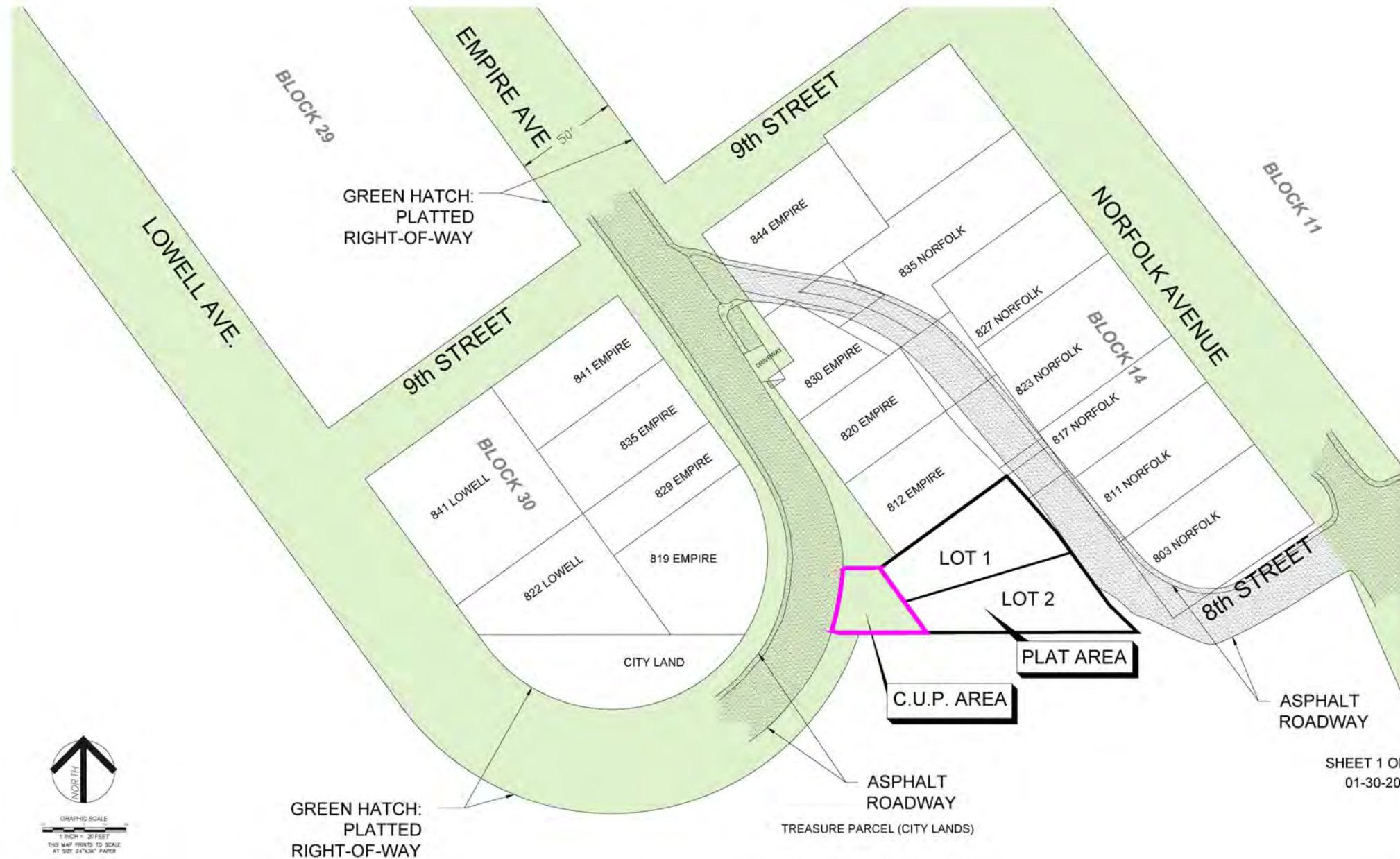
2. Staff highly supports this application to access the site via Empire Avenue, and not through Crescent Tram. Once the Plat Amendment is ready to go staff will recommend that both proposed lots be accessed off Empire Avenue, not just proposed lot 1 as the submitted CUP application is only for proposed lot 1. In order to move forward we recommend updating this application to reflect access for both lots (proposed lot 1 and proposed lot 2) to be accessed off Empire Avenue, not Crescent Tram. The site plan provided in February with the specified access was only for proposed lot 1.



BOUNDARY EXHIBIT MAP
802 EMPIRE AVENUE: PLAT BOUNDARY



802 EMPIRE AVENUE CONDITIONAL USE PERMIT FOR DRIVEWAY EXHIBIT MAP

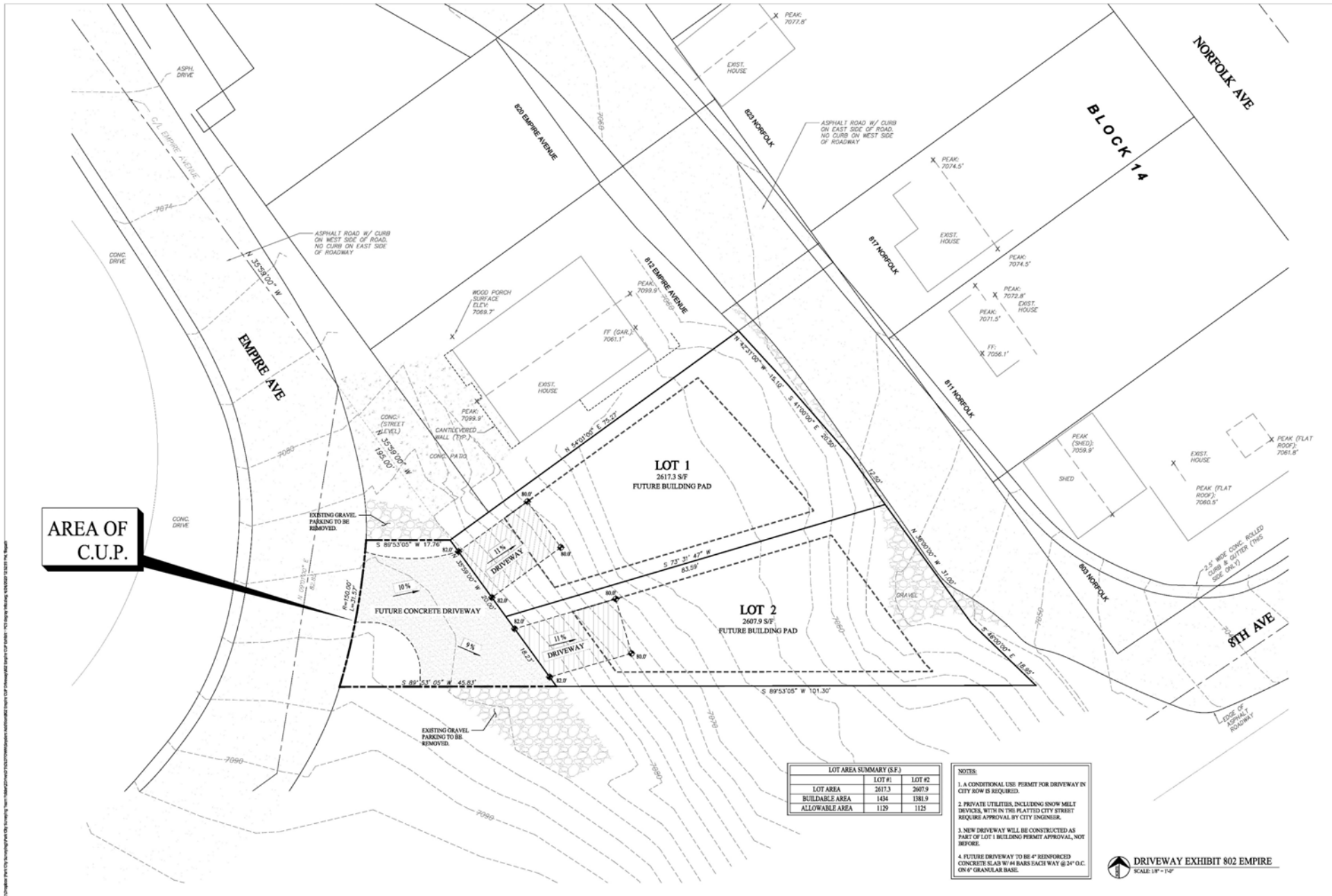


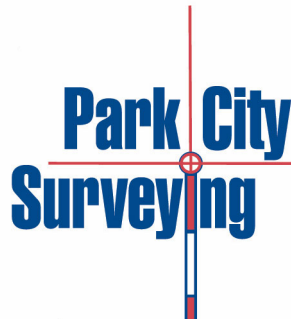
SHEET 1 OF 1
01-30-2020

802 EMPIRE AVENUE CONDITIONAL USE PERMIT FOR DRIVEWAY EXHIBIT MAP



Conceptual Site Plan





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

To: Park City Planning Staff
From: Park City Surveying (Martina Nelson, P.L.S., Owner)
04-18-2020

Re: 802 Empire Avenue Plat Amendment

This application for a Subdivision is to combine 7 very small parcels into a new 2-Lot Subdivision.

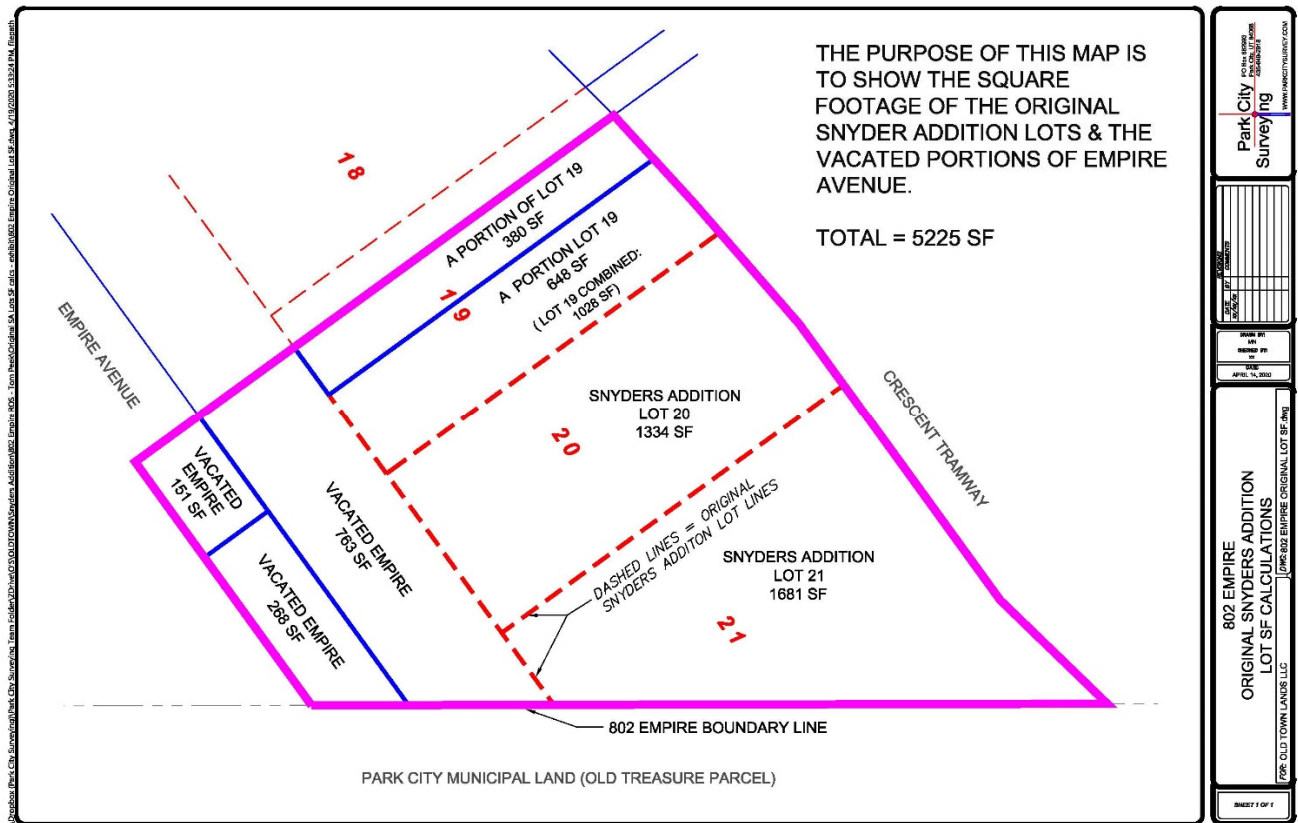
There is also a CUP Application for a small triangular shaped access to the subdivision. This access point is at the request of City Planning & City Legal on 06-11-2019.

Good Cause reasons for approving this Plat Amendment Application:

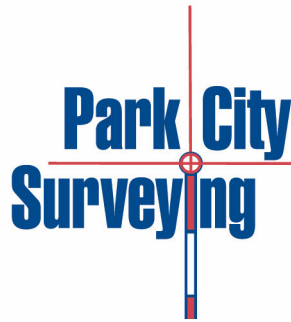
1. All of the current individual parcels are less than the minimum 1875 SF (square feet) (Exhibit A attached)
2. These transfers were prior to the current HR-1 Municipal Code mandating that a developable lot be 1875 SF or larger. (Exhibit B attached)
3. The various parcels were created via individual deed transfers of land over a long period of time. The various parcels bear little resemblance to the original Snyders Addition to Park City Subdivision Plat. (Exhibit C & D attached)
4. The creation of this 2-lot subdivision is similar in nature to some other Old Town Subdivisions that have been created from similar parcels/conditions. (Exhibit E)
5. At city request, access should be via a C.U.P. off of a portion of Vacated Empire Avenue. This concerns ACCESS to 802 Empire. (Exhibit F. Email attached)
6. The creation of this new 2-Lot subdivision will not materially harm any of the adjacent landowners. It will not infringe on any of their current access or developmental rights as adjacent landowners.

Exhibit A

Current Individual Parcel Acreage as of 04/19/2020



Total all parcels combined = 5225 SF



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

Exhibit B

Park City Municipal Code Zoning District HR-1

Minimum Lot and Site Requirements Title 15, Chapter 2.2-3

- A. LOT SIZE. The minimum Lot Area is 1,875 square feet for a Single Family Dwelling and 3,750 square feet for a Duplex. For properties platted as lots within the historic Park City Survey and originally platted as 25 foot wide 75 foot deep with a lot size of 1,875 square feet, the Planning Director may make a determination that the minimum Lot Size may be reduced up to 20 square feet if subsequent surveys find that the final lot dimensions are less than 25 feet by 75 feet. The Footprint shall be reduced in accordance with the Lot Size and no variation to setbacks will be allowed.
- B. LOT WIDTH.
The minimum width of a Lot is twenty five feet (25'), measured fifteen feet (15') back from the Front Lot Line. In the case of unusual Lot configurations, Lot width measurements shall be determined by the Planning Director.

**Original Snyders Addition to Park City Subdivision Plat, recorded in 1912.
The Crescent Tramway was built in 1884.**



E:\Dropbox (Park City Surveying)\Park City Surveying Team Folder\ZDrive\O'S\OLDTOWN\Snyders Addition\802 Empire Plat Amendment - Tom Peek\ APPLICATION Packet to City Planning\802 Empire - Plat application letter.docx

Exhibit D

Snyders Additions Lots with Current 802 Empire Boundary

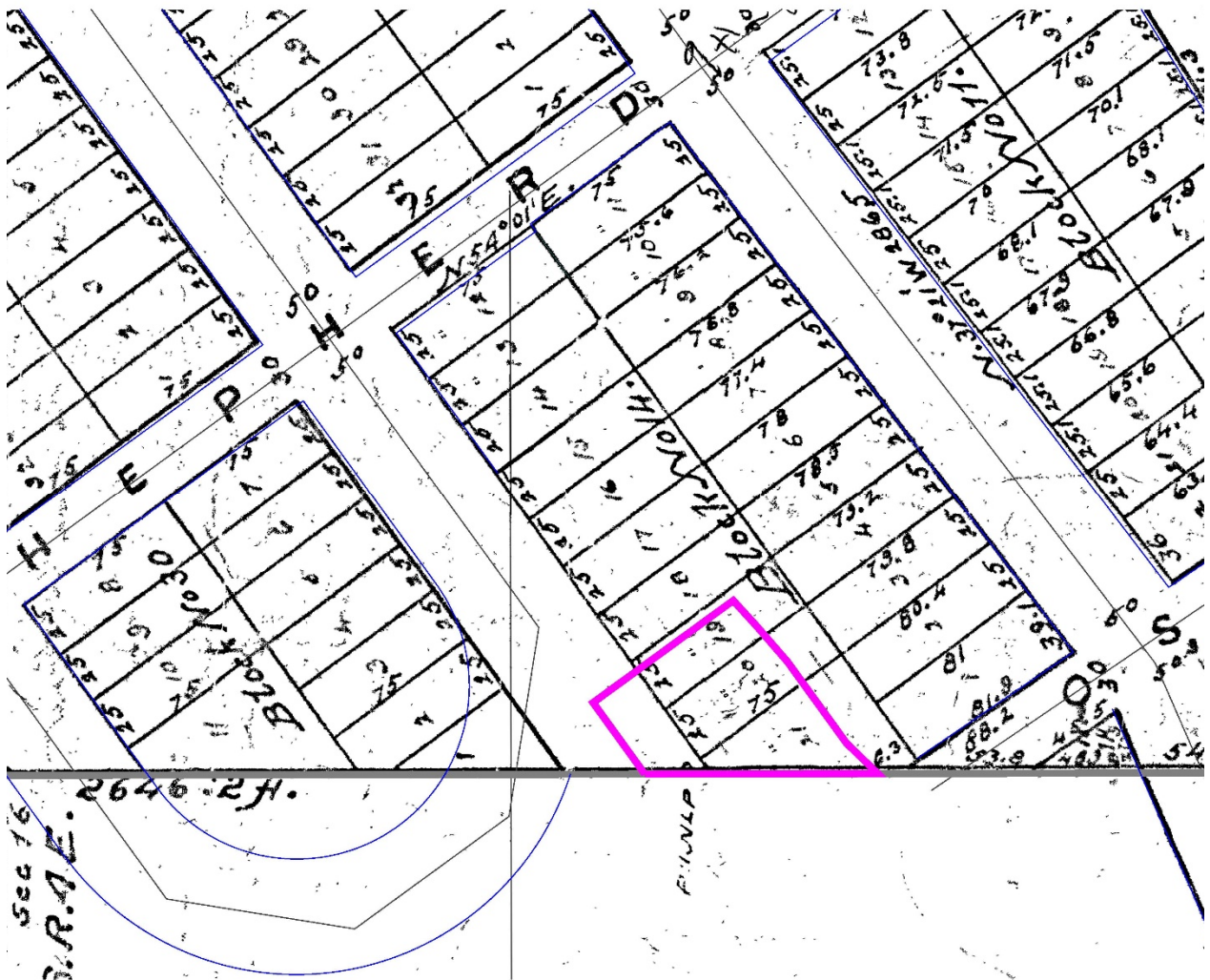


Exhibit E

Other Plat Amendments with unusual parcel shapes/configurations:

222 SANDRIDGE AVENUE PLAT AMENDMENT

A COMBINATION OF PORTIONS OF LOTS 19, 20 & 21 IN BLOCK 72, PARK CITY SURVEY

TOWNSHIP 2 NORTH, RANGE 4 EAST, SECTION 14, T4S, R4E, S14

APPROVALS:

- CITY ENGINEER: [Signature]
- CITY PLANNING COMMISSION: [Signature]
- PLANNING COMMISSION: [Signature]
- APPROVAL AS TO FORM: [Signature]
- COURT APPROVAL AND ACCEPTANCE: [Signature]
- CERTIFICATE OF APPROVAL: [Signature]

ANCHOR DEVELOPMENT AMENDED PLAT

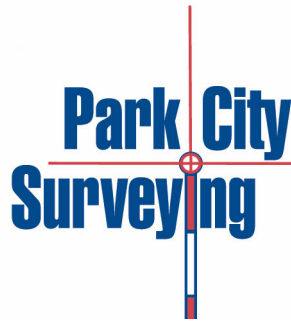
MILLSITE RESERVATION SUBDIVISION NO. 1

AMENDING LOTS 19, 20 & 21 IN BLOCK 72, PARK CITY SURVEY

TOWNSHIP 2 NORTH, RANGE 4 EAST, SECTION 14, T4S, R4E, S14

APPROVALS:

- CITY ENGINEER: [Signature]
- CITY PLANNING COMMISSION: [Signature]
- PLANNING COMMISSION: [Signature]
- APPROVAL AS TO FORM: [Signature]
- COURT APPROVAL AND ACCEPTANCE: [Signature]
- CERTIFICATE OF APPROVAL: [Signature]



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

Exhibit F

Email from City Planning staff re access from Empire rather than Crescent Tram.
(Highlighting is mine, Park City Surveying. Mn)



Martina Nelson <martina@pcsurveying.com>

802 Empire Avenue | PL-19-04113

Francisco Astorga <fastorga@parkcity.org> Tue, Jun 11, 2019 at 8:05 AM
To: "Tom Peek (tpeek@bhhsutah.com)" <tpeek@bhhsutah.com>, "Jon DeGray (degrayarch@qwestoffice.net)" <degrayarch@qwestoffice.net>
Cc: "Martina Nelson (martina@pcsurveying.com)" <martina@pcsurveying.com>, Corey Legge <corey.legge@parkcity.org>

Tom and Jon,

Your submitted Conditional Use Permit (CUP) application at 802 Empire Avenue for proposed lot 1 (for a private driveway within platted un-built city street) was deemed complete back in February. We have been unable to move forward with this application due to the following:

1. We have been waiting for the 802 Empire Avenue Plat Amendment to be completed as the three (3) way property swaps have not yet been recorded and the complete survey submitted to the City. We are aware that these deeds were indeed submitted to the City and are awaiting recordation and submittal of the survey reflecting the ownership.
2. Staff highly supports this application to access the site via Empire Avenue, and not through Crescent Tram. Once the Plat Amendment is ready to go staff will recommend that both proposed lots be accessed off Empire Avenue, not just proposed lot 1 as the submitted CUP application is only for proposed lot 1. In order to move forward we recommend updating this application to reflect access for both lots (proposed lot 1 and proposed lot 2) to be accessed off Empire Avenue, not Crescent Tram. The site plan provided in February with the specified access was only for proposed lot 1.

I will let you know who will be taking over this application later today.

Sincerely,

Francisco Astorga, AICP | Senior Planner

Planning Department | Park City Municipal Corporation

(e) fastorga@parkcity.org | (p) 435.615.5064 | (f) 435.658.8940

445 Marsac Avenue | PO Box 1480

Park City, UT 84060-1480

RECORD OF SURVEY & TOPOGRAPHIC MAP

A PARCEL OF LAND LYING WITHIN
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

NARRATIVE:

THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARY LINES OF THE SUBJECT PROPERTY & TO OBTAIN GROUND ELEVATIONS FOR A CONTOUR MAP PRIOR TO DEVELOPMENT BY THE OWNER.

EXISTING SURVEY MONUMENTS IN ROADWAYS WERE USED TO RE-ESTABLISH THE PROPERTY CORNERS.

THE BASIS OF BEARING IS THE "SNYDERS ADDITION TO PARK CITY SURVEY" AND IS SHOWN HEREON. ALL BEARING AND DISTANCES SHOWN HEREON ARE THE EQUIVALENT OF RECORD, UNLESS NOTED.

SURVEY WORK WAS COMPLETED 01-16-2018.
VARIOUS REVISED TITLE COMMITMENT REPORTS WERE RECEIVED IN THE PROGRESS OF THIS MAP.

ELEVATION DATUM USED: ELEVATIONS ARE BASED ON AN N.G.S. VERTICAL MONUMENT "CHISELED SQUARE", WITH AN NAVD 88 ELEVATION OF 6563.44'. THIS VERTICAL BENCHMARK IS ALSO KNOWN AS PID L00236. IT IS ADJACENT TO THE RAIL TRAIL BEHIND GENEVA ROCK AND THE PARK CITY BUSINESS CENTER SUBDIVISION, NEAR QUINN'S JUNCTION, PARK CITY.

SEE SNYDERS ADDITION TO PARK CITY SURVEY PLAT FOR ANY EASEMENTS, SETBACK REQUIREMENTS, BUILDING ENVELOPES AND BUILDING LOT RESTRICTIONS. OTHER RESTRICTIONS MAY ALSO APPLY.

THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS SHOWN HEREON.

EVIDENCE FOR THIS SURVEY WAS TAKEN FROM RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL FOUND EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

NOTES REGARDING THE OVERALL OLD TOWN SURVEY BEARINGS SYSTEMS:

1. THE TWO ORIGINAL MAJOR SUBDIVISION PLATS IN THE OLD TOWN AREA OF PARK CITY ARE "AMENDED PARK CITY SURVEY" AND "SNYDERS ADDITION TO PARK CITY". AS NOTED ON THE PARK CITY SURVEY MONUMENT CONTROL MAP, RECORDED NOVEMBER 02, 1982, AS ENTRY 197765, IN THE SUMMIT COUNTY RECORDERS OFFICE.
2. A BEARING DISCREPANCY EXISTS ALONG THE EAST-WEST QUARTER SECTION LINE OF SECTION 16, T2S, R4E, SALT LAKE BASE & MERIDIAN. THIS LINE IS COMMON TO THE SOUTHERN BOUNDARY OF SNYDERS ADDITION TO PARK CITY & THE NORTHERN BOUNDARY OF AMENDED PLAT OF PARK CITY.
3. THE BEARING CONSISTENT WITH SNYDERS ADDITION MONUMENTS AND BLOCKS IS N 89°53'05" E.
4. THE BEARING CONSISTENT WITH AMENDED PLAT OF PARK CITY MONUMENTS AND BLOCKS IS N 89°56'30" E.
5. THIS IS A DIFFERENCE OF 00°03'25".
6. THE BEARINGS SHOWN ON THIS SURVEY ARE CONSISTENT WITH SNYDERS ADDITION TO PARK CITY, AS ALSO SHOWN ON SHEET 2 OF 3 OF SAID BUSH & GUDGELL MONUMENT CONTROL MAP, ENTRY NUMBER 197765.

SEE "PARK CITY, UTAH MONUMENT CONTROL MAP", PREPARED BY BUSH & GUDGELL, RECORDED 11-02-1982, ENTRY 197765 IN THE SUMMIT COUNTY RECORDER'S OFFICE. BE AWARE THAT THERE ARE TWO SEPARATE BUSH & GUDGELL MONUMENT CONTROL MAPS.

ENTRY 197765, RECORDED 11-02-1982 (A 3 SHEET SURVEY)
AND
ENTRY 199887, RECORDED 12-30-1982 (AMENDMENT OF SHEET 3 OF 3 OF ENTRY 197765)

SEE ALSO "AMENDED PARK CITY SURVEY", RECORDED 11-25-1911.
SEE ALSO "SNYDERS ADDITION TO PARK CITY SURVEY", RECORDED 02-15-1912.

ALL REFERENCES TO MAPS & PLATS OF RECORD ARE IN THE OFFICE OF THE SUMMIT COUNTY, UTAH RECORDER.

TITLE COMMITMENT NUMBER 26721, EFFECTIVE DATE JANUARY 23, 2019 AT 8:00 A.M.
4TH AMENDMENT
COALITION TITLE, PARK CITY, UTAH

ITEM 9
INTENTIONALLY DELETED

ITEM 10
INTENTIONALLY DELETED

ITEM 11
(AFFECTS PARCEL 1)
THE RESERVATION AS CONTAINED IN THAT SPECIAL WARRANTY DEED FROM UNITED PARK CITY MINES COMPANY, A DELAWARE CORPORATION, GRANTOR, TO A. T. PATTERSON, GRANTEE, RECORDED NOVEMBER 27, 1967, AS ENTRY NO. 106180, IN BOOK M13, AT PAGE 612, SUMMIT COUNTY RECORDER'S OFFICE, AS FOLLOWS:

"EXPRESSLY EXCEPTING AND RESERVING, HOWEVER, UNTO GRANTOR, ITS SUCCESSORS AND ASSIGNS, ALL OIL, GAS AND OTHER MINERALS, METALLIFEROUS AND NON-METALLIFEROUS OF EVERY KIND AND DESCRIPTION WHATEVER UNDERLYING THE SURFACE OF THE ABOVE DESCRIBED PREMISES."

NOT PLOTTED: BLANKET EASEMENT.

ITEM 12
(AFFECTS PARCEL 2)
THE RESERVATION AS CONTAINED IN THAT QUITCLAIM DEED FROM UNITED PARK CITY MINES COMPANY, A DELAWARE CORPORATION, GRANTOR, TO A. T. PATTERSON, GRANTEE, RECORDED NOVEMBER 27, 1967, AS ENTRY NO. 106181, IN BOOK M13, AT PAGE 614, SUMMIT COUNTY RECORDER'S OFFICE, AS FOLLOWS:

"EXPRESSLY EXCEPTING AND RESERVING, HOWEVER, UNTO GRANTOR, ITS SUCCESSORS AND ASSIGNS, ALL OIL, GAS AND OTHER MINERALS, METALLIFEROUS AND NON-METALLIFEROUS OF EVERY KIND AND DESCRIPTION WHATEVER UNDERLYING THE SURFACE OF THE ABOVE DESCRIBED PREMISES."

NOT PLOTTED. LOCATION: N. HALF OF LOT 19, BLOCK 14, SNYDERS ADDITION.

ITEM 13
(AFFECTS PARCEL 1)
AN ORDINANCE RELATING TO VACATING A PORTION OF EMPIRE AVENUE IN PARK CITY, UTAH, AS RECORDED MARCH 7, 1968, AS ENTRY NO. 106740, IN BOOK M15, AT PAGE 295, SUMMIT COUNTY RECORDER'S OFFICE.

PLOTTED & SHOWN HEREON.

ITEM 14
SAID PROPERTY IS LOCATED WITHIN THE PARK CITY NEIGHBORHOOD DEVELOPMENT PLAN AS SET FORTH IN ORDINANCE 82-3, RECORDED FEBRUARY 16, 1982, AS ENTRY NO. 188603, IN BOOK 212, AT PAGE 148, AND REDEVELOPMENT AREA AS DISCLOSED ON PLAT RECORDED APRIL 15, 1983, AS ENTRY NO. 204659, SUMMIT COUNTY RECORDER'S OFFICE.

AMENDMENT TO PARK CITY NEIGHBORHOOD DEVELOPMENT PLAN, RECORDED NOVEMBER 2, 1990, AS ENTRY NO. 332260, IN BOOK 585, AT PAGE 147, SUMMIT COUNTY RECORDER'S OFFICE.

ITEM 15
SAID PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE SNYDERVILLE BASIN WATER RECLAMATION DISTRICT AND IS SUBJECT TO CHARGES AND ASSESSMENTS LEVIED THEREUNDER.

ITEM 16
SAID PROPERTY IS LOCATED WITHIN THE BOUNDARIES OF THE SUMMIT COUNTY LEVY, PARK CITY SCHOOL DISTRICT, WEBER BASIN WATER CONSERVANCY DISTRICT, PARK CITY PARK CITY FIRE SERVICE DISTRICT, PARK CITY FIRE PROTECTION DISTRICT, PARK CITY WATER SERVICE DISTRICT, AND IS SUBJECT TO CHARGES AND ASSESSMENTS LEVIED THEREUNDER.

ITEM 17
ALL MATTERS CONTAINED IN THAT CERTAIN RECORD OF SURVEY, DATED MARCH 28, 2018, BY PARK CITY SURVEYING, FOR 802 EMPIRE AVENUE, PARK CITY UTAH. COUNTY RECORDER'S OFFICE.

LEGAL DESCRIPTION

PER TITLE COMMITMENT FILE NUMBER 26721,
EFFECTIVE DATE APRIL 16, 2018 AT 8:00 A.M.

PARCEL 1
SOUTHERLY 1/2 OF LOT 19, ALL OF LOTS 20 AND 21, AND THE NORTH 1/2 OF LOT 22, BLOCK 14, SNYDER'S ADDITION TO PARK CITY

ALSO THE EASTERLY 15 FEET OF VACATED EMPIRE AVENUE ADJACENT TO SAID LOTS;

ALSO A STRIP OF LAND TEN FEET IN WIDTH LYING IN EMPIRE AVENUE AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A POINT SOUTH 35°59'00" EAST 20.00 FEET AND SOUTH 54°01'00" WEST 15.00 FEET FROM THE NORTHWEST CORNER OF LOT 19, BLOCK 14, SNYDER'S ADDITION TO THE PARK CITY SURVEY AND RUNNING THENCE SOUTH 35°59'00" EAST 46.19 FEET; THENCE SOUTH 89°52'50" WEST 12.33 FEET; THENCE NORTH 35°59'00" WEST 38.96 FEET; THENCE NORTH 54°01'00" EAST 10.00 FEET TO THE POINT OF BEGINNING.

LESS AND EXCEPTING THE FOLLOWING DESCRIBED TRACT OF LAND;

BEGINNING AT A POINT SOUTH 35°59'00" EAST 20.00 FEET FROM THE NORTHEAST CORNER OF LOT 19, BLOCK 14, SNYDER'S ADDITION TO PARK CITY SURVEY AND RUNNING THENCE SOUTH 35°59'00" EAST 109.10 FEET; THENCE SOUTH 54°01'00" WEST 2.97 FEET; THENCE SOUTH 89°52'50" WEST 1.31 FEET; THENCE NORTH 72°00'00" WEST 12.10 FEET; THENCE NORTH 61°06'50" WEST 14.86 FEET; THENCE NORTH 46°00'00" WEST 21.50 FEET; THENCE NORTH 36°00'00" WEST 43.50 FEET; THENCE NORTH 41°00'00" WEST 20.50 FEET; THENCE NORTH 54°01'00" EAST 23.00 FEET, TO THE POINT OF BEGINNING.

PARCEL 2
THE SOUTHERLY 7.5 FEET OF THE NORTHERLY 12.5 FEET OF LOT 19, BLOCK 14, SNYDER'S ADDITION TO PARK CITY, ACCORDING TO THE PLAT THEREOF AS RECORDED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

AS SURVEYED DESCRIPTION

A PARCEL OF LAND LYING IN SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE & MERIDIAN & BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

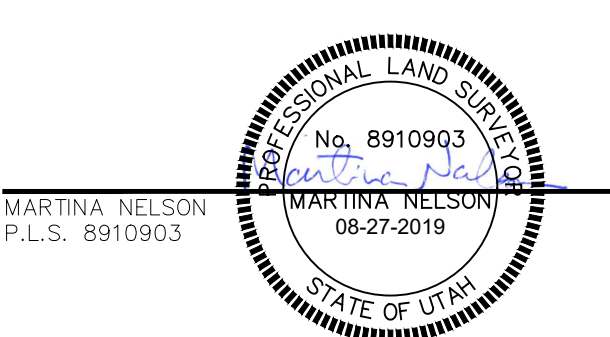
COMMENCING AT A POINT SOUTH 35°59'00" EAST 195.00 FEET FROM THE SURVEY MONUMENT AT THE INTERSECTION OF NINTH STREET AND EMPIRE AVENUE, BASIS OF BEARINGS BEING NORTH 35°59'00" WEST A DISTANCE OF 860.00 FEET BETWEEN STREET MONUMENTS FOUND AT THE INTERSECTION OF EMPIRE AVENUE WITH NINTH STREET AND EMPIRE AVENUE WITH ELEVENTH STREET, IN SNYDERS ADDITION TO PARK CITY, SAID POINT BEING THE TRUE POINT OF BEGINNING.

RUNNING THENCE NORTH 54°01'00" EAST 75.28 FEET; THENCE SOUTH 42°31'00" EAST 15.10 FEET; THENCE SOUTH 41°00'00" EAST 20.50 FEET; THENCE SOUTH 36°00'00" EAST 43.50 FEET; THENCE SOUTH 46°00'00" EAST 18.95 FEET TO A POINT ON THE EAST-WEST QUARTER SECTION LINE OF SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN; THENCE ALONG SAID EAST-WEST QUARTER SECTION LINE SOUTH 89°53'05" WEST 101.30 FEET; THENCE NORTH 35°59'00" WEST 38.23 FEET TO THE TRUE POINT OF BEGINNING.

CONTAINS 0.120 ACRES OR 5225 SQUARE FEET

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, HOLDING LICENSE NO. 8910903. I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.



RECORD OF SURVEY & TOPOGRAPHIC MAP
802 EMPIRE AVENUE
PARK CITY, UTAH

FOR: TOM PEEK

DWG: 802 EMPIRE ROS-TOPO.dwg

SURVEYED BY:
MM/KR/SC

DRAWN BY:
MN

DATE:
AUGUST 27, 2019

REVISIONS

DATE BY COMMENTS

xx/xx/xxxx

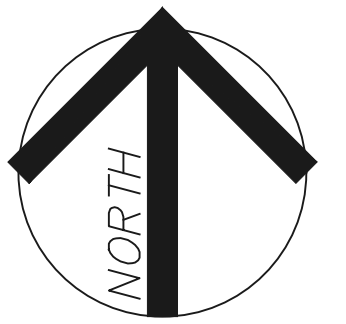
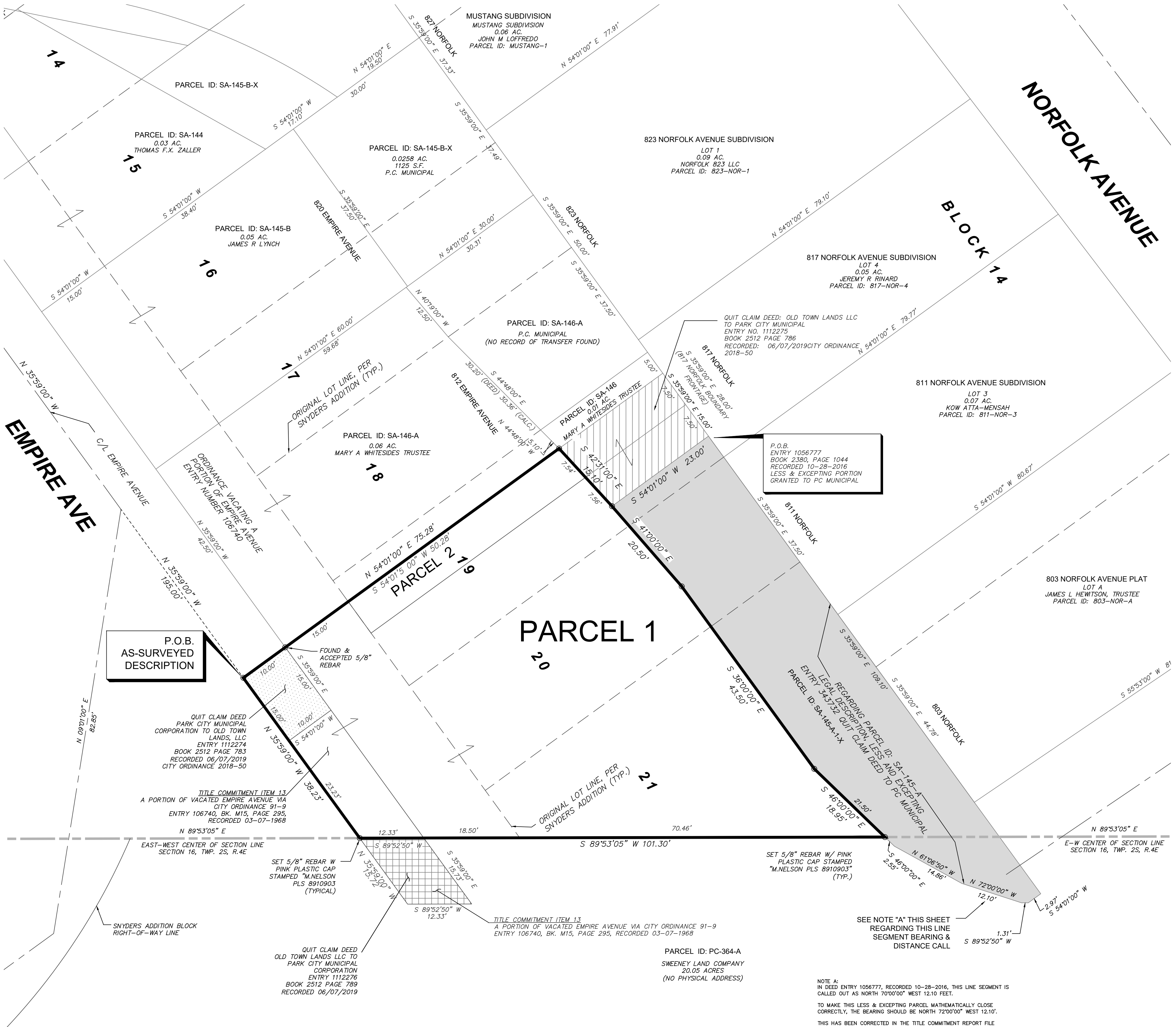
PO Box 682983
Park City, UT 84088
435-649-2818

Park City
Surveying

WWW.PARKCITYSURVEY.COM

RECORD OF SURVEY & TOPOGRAPHIC MAP

A PARCEL OF LAND LYING WITHIN
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH



GRAPHIC SCALE
1 INCH = 10 FEET
THIS MAP PRINTS TO SCALE
AT SIZE 24"X36" PAPER

LEGEND

- SET 5/8" REBAR W/ PINK PLASTIC CAP STAMPED: "M.NELSON PLS 8910903"
- ⊙ FOUND REBAR (AS DESCRIBED)

LAND OWNERSHIP

- QUIT-CLAIMED TO PC MUNICIPAL - USING THE "LESS AND EXCEPTING" DEED METHOD. CURRENT DEED ENTRY 1056777. BOOK 2380 PAGE 1044. RECORDED 12-28-2016
- QUIT-CLAIM DEED OLD TOWN LANDS LLC TO TO PC MUNICIPAL
- QUIT-CLAIM DEED PC MUNICIPAL OLD TOWN LANDS LLC
- QUIT CLAIM DEED OLD TOWN LANDS LLC TO PC MUNICIPAL

NOTE 'A'

NOTES REGARDING TITLE COMMITMENT ITEM 10 AND THE "LESS AND EXCEPTING..." PORTION OF THE PARCEL 1 LEGAL DESCRIPTION:

THE DEED CONFLICT AREA PERTAINING TO TITLE COMMITMENT ITEM 10 AND THE PORTION OF THE "LESS AND EXCEPTING..." PARCEL QUIT CLAIMED TO PC MUNICIPAL THAT EXTENDS SOUTH OF THE CENTER QUARTER SECTION LINE AS SHOWN ON THIS SURVEY BOTH APPEAR TO BE THE RESULT OF ERRORS IN THE DISTANCE CALLS FROM THE CORNERS OF LOT 19 TO THE POINTS OF BEGINNING OF THE TWO PARCELS. IN OTHER WORDS, EITHER THE POINT OF COMMENCEMENT IS INCORRECT, OR THE DISTANCE CALLS FROM THE POINT OF COMMENCEMENT ARE INCORRECT.)

ENTRY 1012496, A QUIT CLAIM DEED, RECORDED FEBRUARY 10, 2015, DESCRIBES THE POINT OF BEGINNING AS BEING:

"SOUTH 35°59'00" EAST 20.00 FEET" AND "SOUTH 54°01'00" WEST 15.00 FEET" FROM THE NORTHWEST CORNER OF LOT 19..."

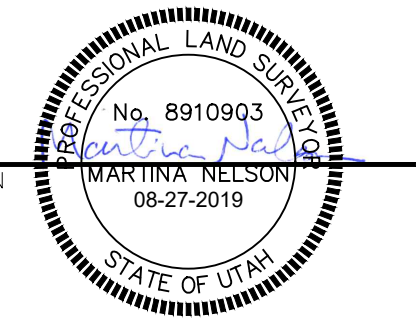
THE DISTANCE OF 20.00 FEET APPEARS TO BE IN ERROR. USING A DISTANCE OF 5.00 FEET POSITIONS THE 10 FOOT WIDE PARCEL AT A LOCATION THAT FITS TO THE CENTER QUARTER SECTION LINE AND NEIGHBORING SWEENEY PARCEL. THIS APPEARS TO BE THE INTENT OF THE QUIT CLAIM DEED.

SIMILARLY, THE QUIT CLAIM DEED TO PC MUNICIPAL, RECORDED JULY 8, 1991, ENTRY NO. 343732, DESCRIBING THE "LESS AND EXCEPTING..." PARCEL, DESCRIBES THE POINT OF BEGINNING AS BEING:

"SOUTH 35° 59'00" 20.00 FEET FROM THE NORTHEAST CORNER OF LOT 19..."

THE DISTANCE OF 20.00 FEET IN THIS DESCRIPTION ALSO SEEMS TO BE IN ERROR.

USING A DISTANCE OF 5.00 FEET POSITIONS THIS PARCEL AT A LOCATION THAT FITS TO THE CENTER QUARTER SECTION LINE AT THE SOUTHERLY END AND ELIMINATES THE 15 FEET IN THE CRESCENT TRAM ROADWAY SHOWN ON THIS SURVEY AS BEING PORTIONS OF PARCELS 1 AND 2 OF 802 EMPIRE AT THE NORTHERLY END. THIS ALSO APPEARS TO BE THE INTENT OF THE QUIT CLAIM DEED.



NOTE 'A': IN DEED ENTRY 1056777, RECORDED 10-28-2016, THIS LINE SEGMENT IS CALLED OUT AS NORTH 72°00'00" WEST 12.10 FEET.

TO MAKE THIS LESS & EXCEPTING PARCEL MATHEMATICALLY CLOSE CORRECTLY, THE BEARING SHOULD BE NORTH 72°00'00" WEST 12.10'.

THIS HAS BEEN CORRECTED IN THE TITLE COMMITMENT REPORT FILE NUMBER 26721, EFFECTIVE DATE APRIL 16, 2018 AT 8:00 A.M.

RECORD OF SURVEY & TOPOGRAPHIC MAP
802 EMPIRE AVENUE
PARK CITY, UTAH

FOR: TOM PEEK

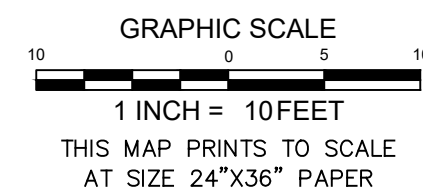
REVISIONS		DATE	BY	COMMENTS
		xx/xx/xxxx		

SURVEYED BY:
MM/KR/SC
DRAWN BY:
MN
DATE:
AUGUST 27, 2019

DWG: 802 EMPIRE ROS-TOPO.dwg

Park City
Surveying
PO Box 682983
Park City, UT 84088
435-649-2818
WWW.PARKCITYSURVEY.COM

ANY VISIBLE UTILITIES OR IMPROVEMENTS ARE SHOWN HEREON, HOWEVER IT IS POSSIBLE THAT SOME NATURAL FEATURES, UTILITIES AND IMPROVEMENTS MAY HAVE BEEN OBSCURED.



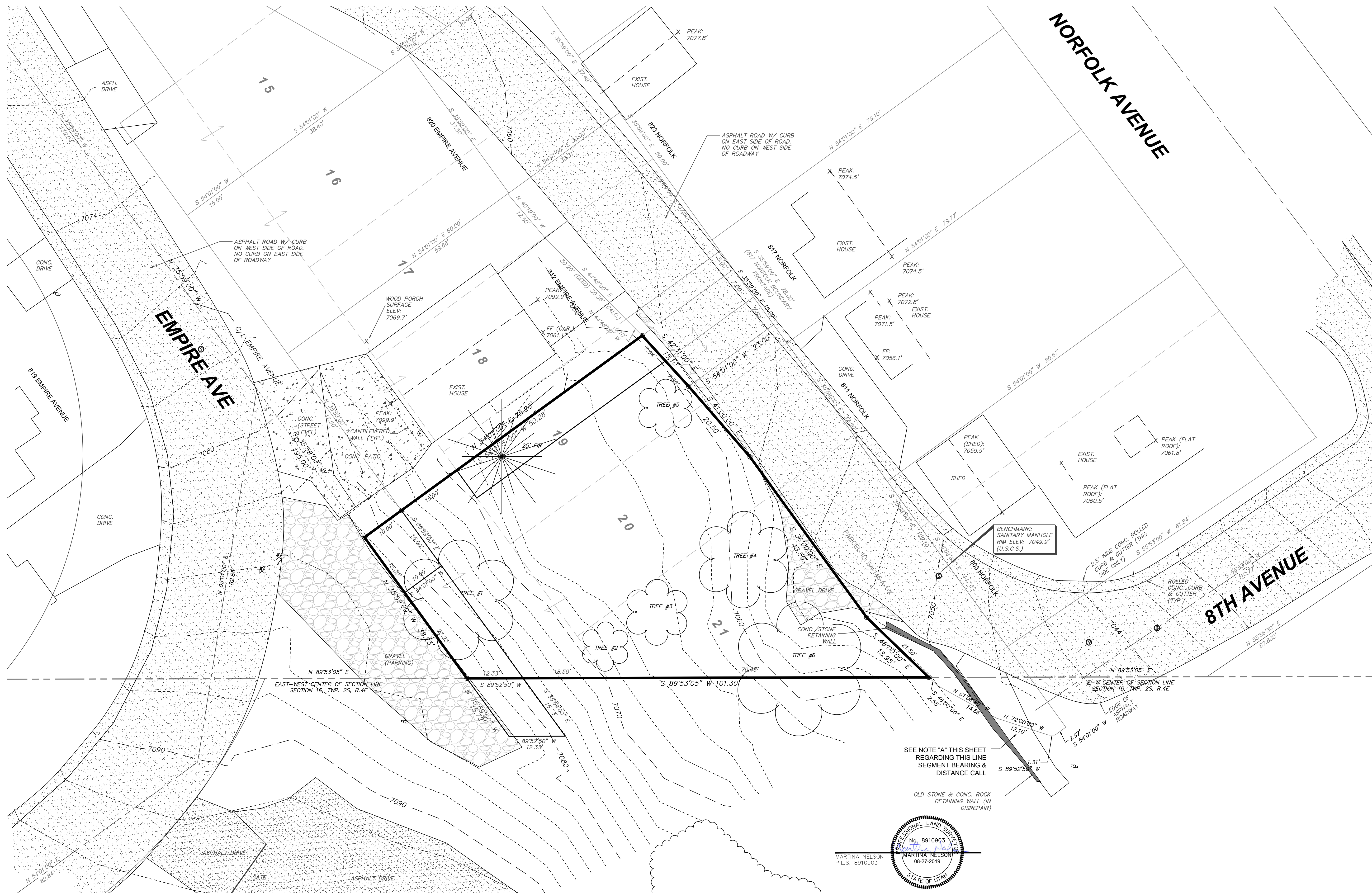
A PARCEL OF LAND LYING WITHIN
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

	FOUND STREET MONUMENT
	SET 5/8" REBAR W/ PINK PLASTIC CAP STAMPED: "M.NELSON PLS 8910903"
	FOUND REBAR W/ CAP (AS DESCRIBED)
	WATER VALVE
	SANITARY SEWER MANHOLE
	STORM DRAIN MANHOLE
	ELECTRIC METER

5' CONIFEROUS TREE

5' DECIDUOUS TREE

TREE LINE



RECORD OF SURVEY & TOPOGRAPHIC MAP
802 EMPIRE AVENUE
PARK CITY, UTAH

FOR: TOM PEEK

DWG: 802 EMPIRE ROS-TOPO.dwg

SURVEYED BY:
MM/KR/SC
DRAWN BY:
MN

DATE:
AUGUST 27, 2019

[illegible]

Park City
Surveying

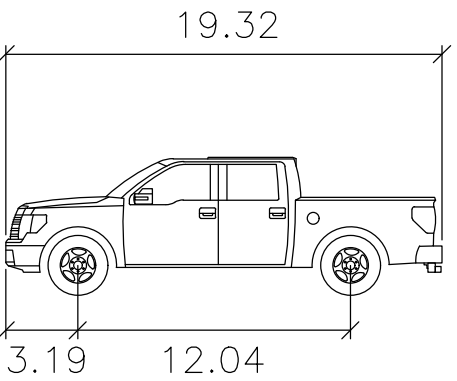
PO Box 682993
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435-649-2918

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2967

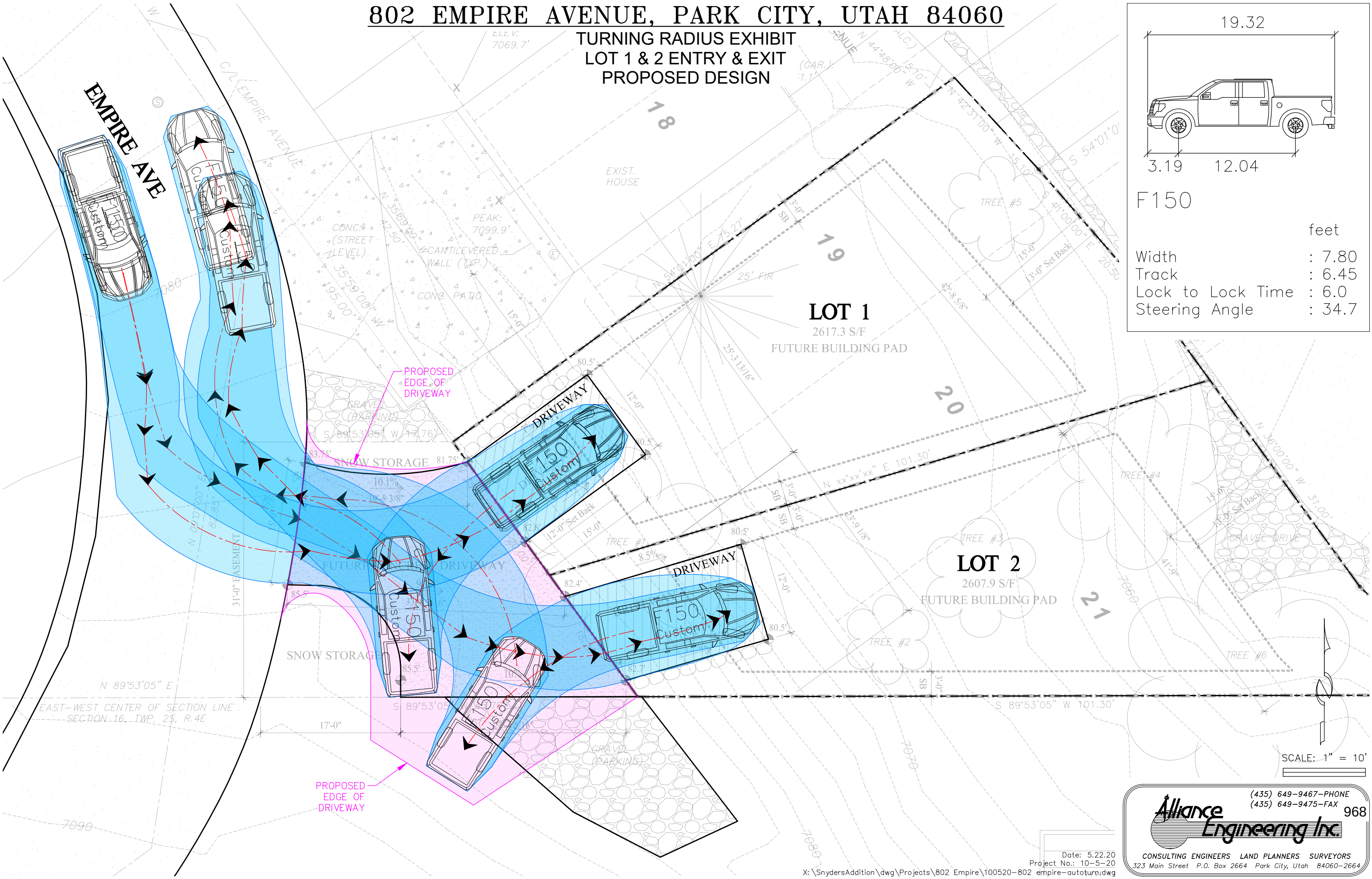
802 EMPIRE AVENUE, PARK CITY, UTAH 84060

TURNING RADIUS EXHIBIT
LOT 1 & 2 ENTRY & EXIT
PROPOSED DESIGN



F150

	feet
Width	: 7.80
Track	: 6.45
Lock to Lock Time	: 6.0
Steering Angle	: 34.7



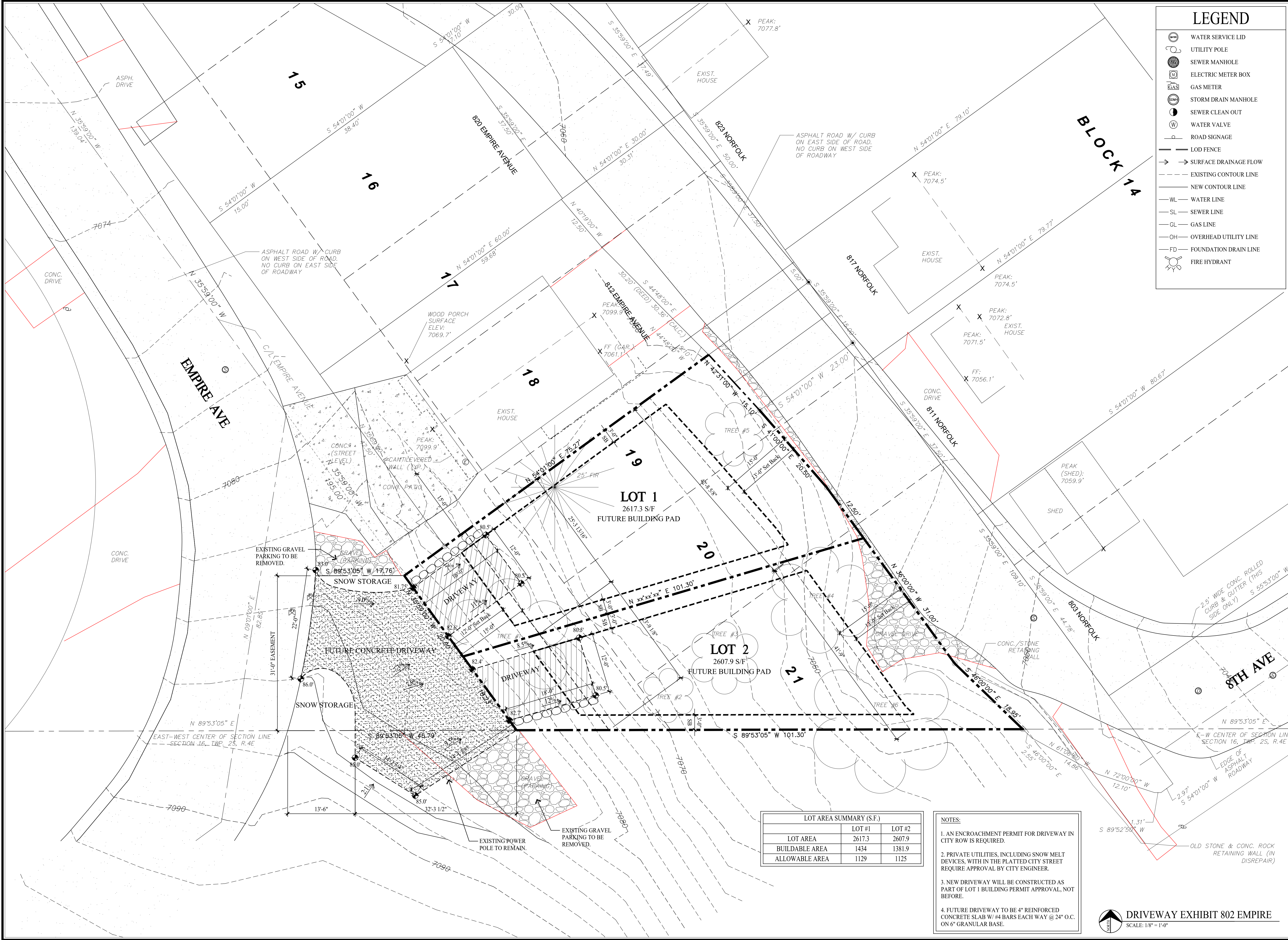
SCALE: 1" = 10'

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

968

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

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF JONATHAN DEGRAY - ARCHITECT P.C. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF JONATHAN DEGRAY - ARCHITECT P.C. VIOLATORS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.
JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED



Jonathan DeGray
A r c h i t e c t

P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-648-7263, E-mail: degrayarch@westoffice.net

DRIVEWAY EXHIBIT 802 EMPIRE
DRIVEWAY CONDITIONAL USE PERMIT

802 EMPIRE AVENUE, PARK CITY, UTAH 84060

DRIVEWAY EXHIBIT 802 EMPIRE

REVISIONS:

DATE: MAY 28, 2020

PROJECT NUMBER: 1902-02

SHEET NUMBER: EX-A 969



LOT AREA
LOT AREA
BUILDABLE AREA
ALLOWABLE AREA

Existing and proposed encroachment comparison

Neighborhood Lot Size Analysis

<u>Address</u>	<u>Lot Size</u>			
830 Empire	0.03	1,307		
829 Empire	0.04	1,742		
820 Empire	0.05	2,178		
817 Norfolk	0.05	2,178		
812 Empire	0.06	2,614		
827 Norfolk	0.06	2,614		
841 Empire	0.06	2,614		
835 Empire	0.06	2,614		
844 Norfolk	0.07	3,049		
803 Norfolk	0.08	3,485		
822 Lowell	0.08	3,485		
823 Norfolk	0.09	3,920		
819 Empire	0.09	3,920		
835 Norfolk	0.1	4,356		
811 Norfolk	0.11	4,792		
729 Norfolk	0.12	5,227		
841 Lowell	0.13	5,663		
713 Norfolk	0.15	6,534		
732 Crescent Tram	0.15	6,534		
808 Empire	0.16	6,970		
Average Lot Size	0.087	3,790	Median	2,831
802 Empire Existing	0.12	5,227		
		<u>Lot 1</u>	<u>Lot 2</u>	
802 Empire Proposed	0.06	2,617	2607	

Alexandra Ananth

From: Frederique Bouty <frederique@astie.com>
Sent: Tuesday, May 19, 2020 11:29 AM
To: Alexandra Ananth
Subject: 802 Empire - quick question

Hi,

Pursuant to the planning meeting dated May 13, where on the city web site can I find ALL public comments entered for the 802 related applications please, including what you read during the meeting?

Thank you in advance,

Frederique ASTIE

Begin forwarded message:

From: Frederique Bouty <frederique@astie.com>
Subject: Public input regarding request for a CUP on 802 Empire -
Date: May 13, 2020 at 3:36:35 PM MDT
To: alexandra.ananth@parkcity.org

Please black out my email address from the public files for privacy reasons

Hi,

I am an Old town resident on Woodside Ave.

Once again, city-owned land is being grabbed by private owners at the detriment of all of us, setting precedents for the future.

3 specific comments,

Comment 1. the point called "consequences of not taking actions" is not appropriately documented in the CUP staff report, its response is unacceptable

The response from staff to the item reads "*The applicant would have to seek vehicular access from Crescent Tram which offers less than ideal access.*"

972

REALLY? "Less than ideal access" is NOT a documented analysis of consequences of not taking actions, it is the easy way out of the question in the favor of the developer.

A relevant answer needs to look at alternate solutions, like the feasibility of building underground garages accessed through 8th street / crescent tram with a visual light system to alert drivers of incoming / outgoing cars.

Another way to look at this is to say that given the current state of other driveways off Crescent Tram, we could argue that access to 2 more garages is not going to change the situation, and hence the consequences of not taking action just maintain an acceptable status quo.

Comment 2: Approving this CUP restricts the city options for a future 8th street stairs access

The question of the 8th street staircase is briefly mentioned as being a future priority, probably second after the 6th street staircase. While I personally believe this is a mistake: (Crescent is extremely dangerous to pedestrians, and a staircase would alleviate many risks for tourists in particular who have no idea where to go). the real question is "are we giving away a CUP BEFORE having considered its impact on these future staircase access from both ends at this specific location". This is putting the cart before the horse. Once the CUP is granted, the city will not be able to take it back if a survey finds out there are problems (whatever they could be). The city locks itself out and all of us of the possibility of finding future solutions to access issues.

Comment 3: point 4 of the CUP criteria, "Emergency Vehicle Access", where the staff found no unmitigated impact.

Should prove that there will be no impediments for the Fire Department to access the back of the street in case of a fire. It is very likely that cars will be parked in these driveway constantly, as precedents around Old Town show, preventing access for emergency vehicles in case of fire for the houses near the end of this right of way.

Hence the planning committee should not grant this CUP

Thanks

Frederique ASTIE

Alexandra Ananth

From: Frederique Bouty <frederique@astre.com>
Sent: Thursday, May 14, 2020 11:25 AM
To: Alexandra Ananth
Subject: question re 802 Empire

Hi,

I see that "LAND MANAGEMENT CODE§ 15-3-5, *DRIVEWAY STANDARDS FOR PRIVATE DRIVEWAYS WITHIN PLATTED, UNBUILT CITY STREETS*" that has been repealed on Feb 6, 2020

What is the impact on the 802 Empire driveway application?

Thanks



04-30-2020 06:33 pm

Planning Commission 2.A) Consideration to Approve the Planning Commission Meeting Minutes from April 22, 2020. Douglas Ogilvy

How do we get online to see meeting materials and hear dialogue?

05-13-2020 05:20 pm

Planning Commission 7.C) 802 Empire Ave – Subdivision– The Applicant is Requesting to Combine Multiple Parcels into a New Two (2) Lot Subdivision. PL-18-03949. (A) Public Hearing (B) Possible Recommendation for City Council's Consideration on June 11, 2020. Nick Frost

Hello. Thank you for allowing me to weigh-in on this matter tonight. I represent Rick Kienzle, owner of 808 Empire Avenue, which is located directly to the south of the proposed project. I want to call your attention to the issues raised in the letter I sent you earlier today. Please note that the current proposal requires the driveway off of Empire Avenue to encroach into the Treasure Hill Open Space, as set forth in Corey Legge's May 5, 2020 memorandum. This proposed encroachment also encroaches onto Mr. Kienzle's Driveway Easement and violates the Court Order governing the Driveway Easement. I provided you with a copy of the Driveway Easement as an exhibit to my letter earlier today.

Second, Mr. Kienzle is concerned about the City's proposed location of the public stairs as depicted in the staff report. While Mr. Kienzle fully understands that the Planning Commission is not making a final determination as it relates to the location of the public stairs this evening, there are several factors the Planning Commission should be aware of before making a final determination on Mr. Peek's project as it relates to the location of the stairs. Specifically, the current location of the stairs, which terminates onto Mr. Kienzle's driveway, is a direct violation of the terms of the Court Order and therefore illegal. Instead of locating the public stairs onto the Driveway Easement, it is much more viable to locate the public stairs to the south of the proposed project with a termination point onto the proposed location of driveway for the proposed project, as stated on page 4 of Corey Legge's memorandum. This issue should be discussed and determined, at least at a cursory level, before any final determination is made on the current proposal. The concern is that an approval of the project tonight may foreclose on the City's ability to utilize Peek's property, if that becomes necessary. Please consider these issues before making a determination on the proposal. Thanks, Nick

Alexandra Ananth

From: Don Nibouar <dnibouar@gmail.com>
Sent: Wednesday, May 13, 2020 4:10 PM
To: Alexandra Ananth
Subject: 802 Empire Subdivision and CUP

Alexandra,

We have lived at 912 Empire Avenue for 10 years and wish to express our support for the approval of the proposed 802 Subdivision and CUP for the driveways.

The gravel/dirt area where the driveways are proposed has been an eyesore and not maintained for years. It is a small area but is prone to the accumulation of trash and dog feces, and where occasionally, people even discard construction debris. The plan to put in the driveways would go a long way to resolving this issue and making the area more presentable.

The addition of two single family homes on the proposed lots would also, in my opinion be a positive addition to the neighborhood. They would provide an attractive addition to Crescent Tram, (from which they would probably be most visible) replacing what is now an overgrown vacant lot. With the driveways opening on to Empire Ave, it is unlikely the two houses will make any noticeable impact on traffic in the area.

Over the past couple of years, Tom Peek has been the developer on the restoration and expansion of a historic house directly across the street from ours (911 Empire). Not only was the work done on the house very high quality but the contractors used were always well supervised and respectful of the neighbors needs and their property. (The same cannot be said of some of the other construction that has taken place on the street in the last few years). In speaking with Tom during the construction, about 911 Empire, other houses he had done, and his plans for the 802 Empire Subdivision, it became obvious that he both cares a great deal about Park City and understands what fits well into the town's character

Overall I feel the 802 Subdivision will be an improvement to our neighborhood and that Tom, when undertaking the project, will make sure this is the case.

Regards,

Don Nibouar

Alexandra Ananth

From: Alexandra Ananth
Sent: Wednesday, May 13, 2020 1:25 PM
To: Christin VanDine; Douglas Thimm; John Kenworthy; John Phillips; Laura Suesser; Mark Harrington; Mark Sletten; Planning_Mail; Sarah Hall
Cc: Mark Harrington; Bruce Erickson; MARY MAY
Subject: FW: Comments on 802

Public comments keep coming in!

From: Cheryl Soshnik [<mailto:csoshnik@yahoo.com>]
Sent: Wednesday, May 13, 2020 12:34 PM
To: Alexandra Ananth
Subject: Comments on

Alex

I am an Old Town resident who walks 8th street routinely to access Sweeneys Switchbacks and other trails in the new Treasure open space.

I was forwarded the information that the Planning Commission will be discussing the Crescent Tram extension and access to Treasure.

This is the information I was sent regarding what the Planning Commission plans to recommend:

The property owner must be required to participate in the future pedestrian improvements and extension of the Crescent Tram Trail, installation of 9th Street stairs, designated pedestrian crossing of private driveway, and continued stairs to the Treasure Hill Trailhead located on the South end of Lowell Ave. Owner's must be required to commit monetarily to assure the successful trade of the public rights.

I fully support the above comment. Access from Park Avenue to Treasure is very important, and currently, without a 9th street stairs, the only way to get there now is by hiking straight up the ski runs or walking up unsafe 8th street. Neither is a good option.

I understand you are considering a 6th Street Stairs first, but I must encourage you to install the 9th street stairs as a priority, as access to upper Old Town and the trails is quite heavy now, and it's only a matter of time before somebody gets hit or falls while walking up or down 8th street.

Thank you
Cheryl Soshnik
1007 Woodside Avenue
Park City, UT 84060
435.649.9008

Alexandra Ananth

From: Mary Whitesides <mary@dancindeerdesign.com>
Sent: Wednesday, May 13, 2020 12:19 PM
To: Alexandra Ananth
Subject: Right of Way from Empire Ave

Hi Alex

My name is Mary Whitesides. I live at 812 Empire Ave next to the proposed right of way on upper Empire Ave. I am in favor of the right of way for Tom's two properties to accommodate his driveways and garage entrances. The alternative for those driveways and garages being located off of Crescent Tram would be a nightmare. Traffic can be heavy coming up 8th street, people are speeding up that hill and visibility is very poor right at that curve. My concern is whether or not there will continue to be parking allowed along that entrance at upper Empire? I think that would create a debacle. I'm concerned about the noise and increased traffic. I'm also concerned about the foot traffic having access to the Crescent Tram Trail. How will this be handled?

Mary Whitesides
435 513-0740
812 Empire Ave

Alexandra Ananth

From: P L Bodell <4silverqueens@gmail.com>
Sent: Wednesday, May 13, 2020 11:18 AM
To: Alexandra Ananth
Subject: 802 Empire Subdivision Plat

Dear Alexandra,

Please forward the following request/comments to the Planning Commission for their review and consideration of:

802 Empire Subdivision Plat

In lieu of any approval of any access over the City's right of way on Empire Ave.

The property owner must be required to participate in the future pedestrian improvements and extension of the Crescent Tram Trail, installation of 9th Street stairs, designated pedestrian crossing of private driveway, and continued stairs to the Treasure Hill Trailhead located on the South end of Lowell Ave. Owner's must be required to commit monetarily to assure the successful trade of the public rights.

Thank you for your time and consideration,

Peg Bodell

817 Woodside Avenue

801-651-0541

4silverqueens@gmail.com

Alexandra Ananth

From: Tara <tarajomchugh@gmail.com>
Sent: Thursday, January 16, 2020 9:22 PM
To: Alexandra Ananth
Subject: 802 Empire Avenue Application

Ms. Ananth,

I recently visited my family in Park City and as usual, I had the most wonderful time. Their house is located at 841 Empire Avenue, so we have the good fortune of accessing the Crescent Tram path to reach the slopes. Unfortunately, because the access point is via 8th street, we have to descend a very treacherous curve to reach the Crescent Tram walkway. This can be difficult in any footwear, but it becomes truly dangerous in plastic and unforgiving ski boots. A harrowing slide or skid has become generally expected or feared each time we head for town lift.

Is it possible to connect the Crescent Tram path on the east end of 802 Empire and/or to add stairs? This would also increase access to hiking trails from town.

I also love to take the stairs from 8th street at Park Avenue to Woodside Avenue. I would continue use of the stairs the whole way to Empire Avenue and at times Lowell Avenue, but stair access comes to a halt at Woodside. Stairs connecting Park Avenue through Lowell Avenue and an extension of the Crescent Tram path would greatly enhance pedestrian ease for Lowell, Empire and Norfolk Avenue residents and visitors.

Your care in this matter is greatly appreciated,

Tara McHugh

From: Regis W. McHugh, MD <regiswmchugh@gmail.com>
Sent: Friday, January 03, 2020 7:12 PM
To: Alexandra Ananth
Subject: Dickey entrance/terminus to Crescent Tram path / 802 Empire Avenue application

Dear Alexandra (Ms. Ananth),

We have been fortunate enough to have been at 841 Empire Ave. since 2005. We love using the Crescent Tram path as our primary walkway to Main Street and to the slopes at Town Lift. Even when the surface is dry, the descending portion of Eighth Street approaching Crescent Tram begins to require notice, but add ski boots, skis on your shoulder, snow, ice, and the occasional car — it becomes downright treacherous!

Recently, as a neighbor, we received a notice as to a planned subdivision at 802 Empire Ave. along with a conditional use permit for access over the City's platted unbuilt right of way.

Is it possible for the city to make any approval of the subdivision requests contingent upon obtaining an easement or right of way that allows for a safer travel onto Crescent Tram?

One possibility would be a designated combination walkway/stairway along the downward sloping eastern edge of the 802 property as it approaches Crescent Tram.

Another possibility would be a vertical stairway beginning somewhere near Crescent Tram that headed straight up to Empire Ave (this would be along the southern end of the 802 property). Maybe both would be feasible.

On a slightly separate note, we have been wondering why there has been no stairway built on Ninth Street (the whole way from Park Ave. to Lowell). With the Treasure Hill Preservation this would greatly improve pedestrian access to the trails!

Thanks for your consideration,

We love Park City,

Regis (McHugh)

Sent from my iPhone

Alexandra Ananth

From: Richard KIENZLE <rkienzle@me.com>
Sent: Thursday, January 2, 2020 7:48 PM
To: Alexandra Ananth
Subject: Re: 802 Empire Ave info for Jan 8, Planning Department subdivision application review

Again thank you. I think I misunderstood... I was referring to the portion of parcel 19 you mentioned. I was wondering what happens to the remaining section. Is it the tail you referenced?

Sent from iPhone

> On Jan 2, 2020, at 7:06 PM, Alexandra Ananth <alexandra.ananth@parkcity.org> wrote:
>
> Here is the link to the HR-1 Section of the Code. In some districts you are correct about combining Lots but there is no 150% in the HR-1 District. I think you are thinking of the SF District.
>
> [https://parkcity.municipalcodeonline.com/book?type=ordinances#name=15-2.2_Historic_Residential_\(HR-1\)_District](https://parkcity.municipalcodeonline.com/book?type=ordinances#name=15-2.2_Historic_Residential_(HR-1)_District)
>
> I'm not sure what you mean about the unused land in the second lot? I believe he is using all the land for the development. There is a little tail that was quit claimed to the City and perhaps that is what you are referring to?
>
> I'm not sure what your address is and what type of easement you have but I'm not seeing how his driveway will effect anyone particularly...? Happy to help if you can give me more info.
>
> -----Original Message-----
> From: Richard KIENZLE [<mailto:rkienzle@me.com>]
> Sent: Thursday, January 02, 2020 4:49 PM
> To: Alexandra Ananth
> Subject: Re: 802 Empire Ave info for Jan 8, Planning Department
> subdivision application review
>
> Thanks a ton!
>
> I thought when combining lots you were only afforded 150% of the original buildable Sq footage?
>
> What happens to the remaining unused land in the second lot? Could he attach it to the adjacent lot?
>
> Does the proposed driveway effect my driveway easement in any way?
>
> Sent from iPhone
>
>> On Jan 2, 2020, at 4:45 PM, Alexandra Ananth <alexandra.ananth@parkcity.org> wrote:
>>
>> Good questions. Attached is an Existing Conditions Plan as well as the proposed Driveway Plan.
>>
>> The lot currently consists of a portion of Parcel 19, and all of Parcels 20 and 21.

>>

>> There is no maximum building envelope square footage but based on the lot size the allowed footprint as one 5,224 SF Lot would be 1947 SF, subject to setbacks and height restrictions of the HR-1 District.

>>

>> As separate lots the allowed footprints would be 1,129 and 1,125 respectively, also subject to setbacks and height restriction of the HR-1 District.

>>

>>

>>

>> -----Original Message-----

>> From: Richard KIENZLE [<mailto:rkienzle@me.com>]

>> Sent: Tuesday, December 31, 2019 9:57 AM

>> To: Alexandra Ananth

>> Subject: Re: 802 Empire Ave info for Jan 8, Planning Department

>> subdivision application review

>>

>> Thanks again,

>>

>> Very helpful. Couple quick questions:

>>

>> 1. Can you send existing plot plan?

>> 2. Is it currently one lot or two? I.e. is he proposing making one lot into 2?

>> 3. What is the existing building envelope Sq footage?

>> 4. What would be the combined buildable square footage if the application were approved?

>>

>>

>>

>> Sent from iPhone

>>

>>>> On Dec 30, 2019, at 6:22 PM, Alexandra Ananth <alexandra.ananth@parkcity.org> wrote:

>>>>

>>>> Attached is a plan showing the proposed subdivision. Vehicular access would be from Empire Ave only. I will do my best to send you the Staff Report at the End of the day on Friday. Please let me know if you have any questions and if you have comments or concerns I am happy to pass them along to the Planning Commission anytime between now and next week's meeting.

>>>>

>>>> Best,

>>>>

>>>> Alexandra Ananth

>>>> Sr. Planner

>>>> Park City Planning Department

>>>> 445 Marsac Ave., P.O.Box 1480

>>>> Park City, UT 84060-1480

>>>> Phone: 435-615-5066

>>>>

>>>>

>>>>

>>>> -----Original Message-----

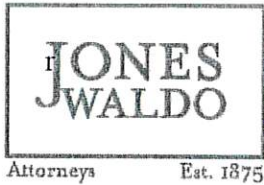
>>>> From: RICHARD KIENZLE [<mailto:rkienzle@me.com>]

>>>> Sent: Monday, December 30, 2019 1:09 PM

>>>> To: Alexandra Ananth

>>>> Subject: 802 Empire Ave info for Jan 8, Planning Department

>>> subdivision application review
>>>
>>> Hi Alex,
>>>
>>> Thanks for taking my call. Thought I would reach out to confirm my email. Thanks again.
>>>
>>> Happy New Year, Rick
>>> <802 Empire Avenue Subdivision.pdf>
>>> <Exhibit C Driveway Exhibit.pdf>
>>
>> <Exhibit B Record of Survey and Topographic Map.pdf> <Exhibit C
>> Driveway Exhibit.pdf>
>



T: 435.200.0085
F: 435.200.0084

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www.joneswaldo.com

May 13, 2020

Park City Planning Commission:

Sarah Hall sarah.hall@parkcity.org

John Kenworthy john.kenworthy@parkcity.org

John Phillips john.phillips@parkcity.org

Mark Sletten mark.sletten@parkcity.org

Laura Suesser laura.suesser@parkcity.org

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Christin Van Dine christin.vandine@parkcity.org

Alexandra Ananth, Senior Planner alexandra.ananth@parkcity.org

Mark Harrington, City Attorney mark@parkcity.org

Re: Public Comment – 802 Empire Avenue Subdivision

Dear: Planning Commissioners:

This law firm represents Rick Kienzle, owner of 808 Empire Avenue (“Kienzle Residence”) which is located to the immediate south of the proposed 802 Empire Avenue Subdivision (the “Project”). We are writing this letter to bring to you attention several relevant and time-sensitive items that are not addressed or otherwise obscured in the staff report and the associated exhibits. It is critical that these items are both understood and addressed at this point in the approval process, as there are both legal limitations and implications as well as logistical consequences to the proposal in its current form.

I. Kienzle Driveway Easement.

By way of background, the Kienzle Parcel is accessed from Empire Avenue by a driveway that traverses property formerly owned by entities associated with the Sweeney family (“Sweeney Parties”). Our client’s right to install and use this driveway and associated improvements is documented in a formal driveway easement servicing the Kienzle Residence (“Driveway Easement”). A exhibit depicting the location of the Driveway Easement is attached as **Exhibit A.** The Driveway Easement has been subject to substantial recent litigation between the Kienzles and the Sweeney family and is subject to a court order setting forth the scope, rights, and duties of the owners (“Court Order”). A copy of the Court Order is attached as **Exhibit B.**

Following the purchase of the Sweeney Parties' property, the City has stepped into the shoes of the Sweeney Parties and it is bound by the Driveway Easement and the Court Order. Notwithstanding the City's current obligations in the Driveway Easement, as set forth in the Driveway Easement itself, as well as the Court Order, the staff report not only fails to identify the existence of the Driveway Easement, but it also ignores the rights and duties of the Driveway Easement. In fact, as further described herein, the staff report depicts proposals which violate the Easement Agreement and Court Order and will inevitably result in further litigation.

II. Shared Driveway Illegally Encroaches.

First, Mr. Peek proposes to access both lots in the Project from Empire Avenue, which will require both CUP approval as well as approval of an encroachment agreement onto Treasure Hill Open Space and the Driveway Easement. Specifically, on May 5, 2020, Corey Legge, City Engineer issued a memorandum to Alexandra Anath, which requires, among other things, that the shared driveway be extended further south into Treasure Hill Open Space, requiring the City to approve yet another agreement for Mr. Peek and which will ultimately allow the hotly contested, and recently purchased Treasure Hill Open Space to be used to service Mr. Peek's new properties.

We question whether the City has the legal right or authority to enter into agreements that allow an individual to use the Open Space for the benefit of and to accommodate development on that land. At the very least, the City should place all tax-paying citizens on formal notice of Mr. Peek's proposed use of the Treasure Hill Open Space prior to making any approval that will have the effect of requiring that space to be privately used.

While use of the Treasure Hill Open Space for service to the Project is sufficiently disturbing and undoubtedly contrary to the taxpayers' intent when agreeing to purchase the Open Space, the required encroachment will also illegally pierce the well-established boundaries of the Driveway Easement. A diagram depicting the encroachment onto the Driveway Easement is attached as **Exhibit C**. Specifically, the encroachment onto the Driveway Easement will violate Mr. Kienzle's use and enjoyment of the same, and by extension, the Court Order, which will result in further litigation.

The good news is that instead of requiring a CUP, an encroachment agreement, further litigation, and the potential ire of the taxpaying citizens, the May 5, 2020 memorandum from Corey Legge provides a viable and acceptable alternative – access from Crescent Tram. In relevant part, the memorandum states:

Alternatively, if a CUP is not approved each lot of the 802 Empire Avenue Subdivision may be accessed from Crescent Road.

In summary, while it may be more convenient for Mr. Peek to access his lots from Empire Avenue, which will also provide him with more space to build larger homes, it is not a requirement and it is not the only avenue – just the most convenient and monetarily beneficial. Mr. Kienzle

respectfully requests that prior to approval of the Project, the Planning Commission evaluate the items set forth above, including the Court Order, before making a final determination, which will make permanent use of the Treasure Hill Open Space and result in further litigation. Mr. Kienzle also encourages the Planning Commission to alternatively explore a requirement that the Peek development be accessed from Crescent Road, to avoid the inevitable negative implications of access from Empire Road.

III. Location of Proposed Public Stairs is Illegal:

Second, as you likely remember, during the January 8, 2020 Planning Commission meeting, the Planning Commission specifically raised the issue of the location of the public stairs and requested that Mr. Peek provide additional information regarding the location of the stairs relative to the Project. In the current staff report, the proposed location of the public stairs, running from Crescent Tram to Empire Avenue, is in direct violation of the Driveway Easement and Court Order. For convenience, a copy of the proposed location of public stairs from the staff report is attached as **Exhibit D**. Specifically, the location terminates directly onto the Driveway Easement, which directly interferes with Mr. Kienzle's right to use and enjoyment of the Driveway Easement as set forth in the Court Order.

Moreover, placement of the public stairs onto the Driveway Easement raises multiple logistical questions, including but certainly not limited to liability, maintenance, safety, lighting, etc., which have not yet been discussed, or likely even contemplated. Putting significant public traffic on Mr. Kienzle's driveway will expose him to premises liability, if someone were injured on his driveway. As discussed in other public comments for the Project, a more viable location for the stairs is immediately to the south of the Project with the end of the stairs terminating onto the Project's Shared Driveway, as contemplated on page 4 in Corey Legge's memorandum. For illustrative purposes, as **Exhibit E**, a diagram is attached depicting the proposed location of the stairs as seen in the staff report and the alternative location immediately adjacent to the Project and terminating onto the Project's Shared Driveway.

And, again, there is a question about the legality of installing permanent cement or metal stairs on designated open space.

While Mr. Kienzle fully recognizes that the intent of today's Planning Commission meeting does not include approval the location of the stairs, it is important that a viable and precise location of the stairs is determined, at least at a more finite level, before any approvals are made. The Project and the location of the stairs should be decided as a whole and deliberately, before decisions are made to approve the Project, which may limit the City's options going forward. Obviously, this will provide the City the opportunity to utilize any aspect of the Project, if necessary, while the Project is still in the planning phases. Once final approval is given, the City will lose the ability to use some or all of the Project for the stairs. In summary, a more precise location of the public stairs should necessarily be determined now, prior to granting any specific approval, which may limit the City's options in the future.

IV. Conclusion.

In conclusion, Mr. Peek's proposal should not be viewed in a piecemeal approach. No approvals should be given until the entire picture is known can be viewed and evaluated. This not only includes the items raised in this letter, but also extends to Mr. Peek's intentions with the other parcel he owns and plans to develop surrounding the Project. At the very least, no approval should be granted until the City takes a deeper look at the Driveway Easement, the Court Order, the location of the public stairs, etc. While the City is required to follow its own code and land use approval processes, it has no obligation to maximize the size of Mr. Peek's development or to benefit him over other citizens. As a result, Mr. Kienzle respectfully requests that these items be evaluated and determined prior to the issuance of any approvals.

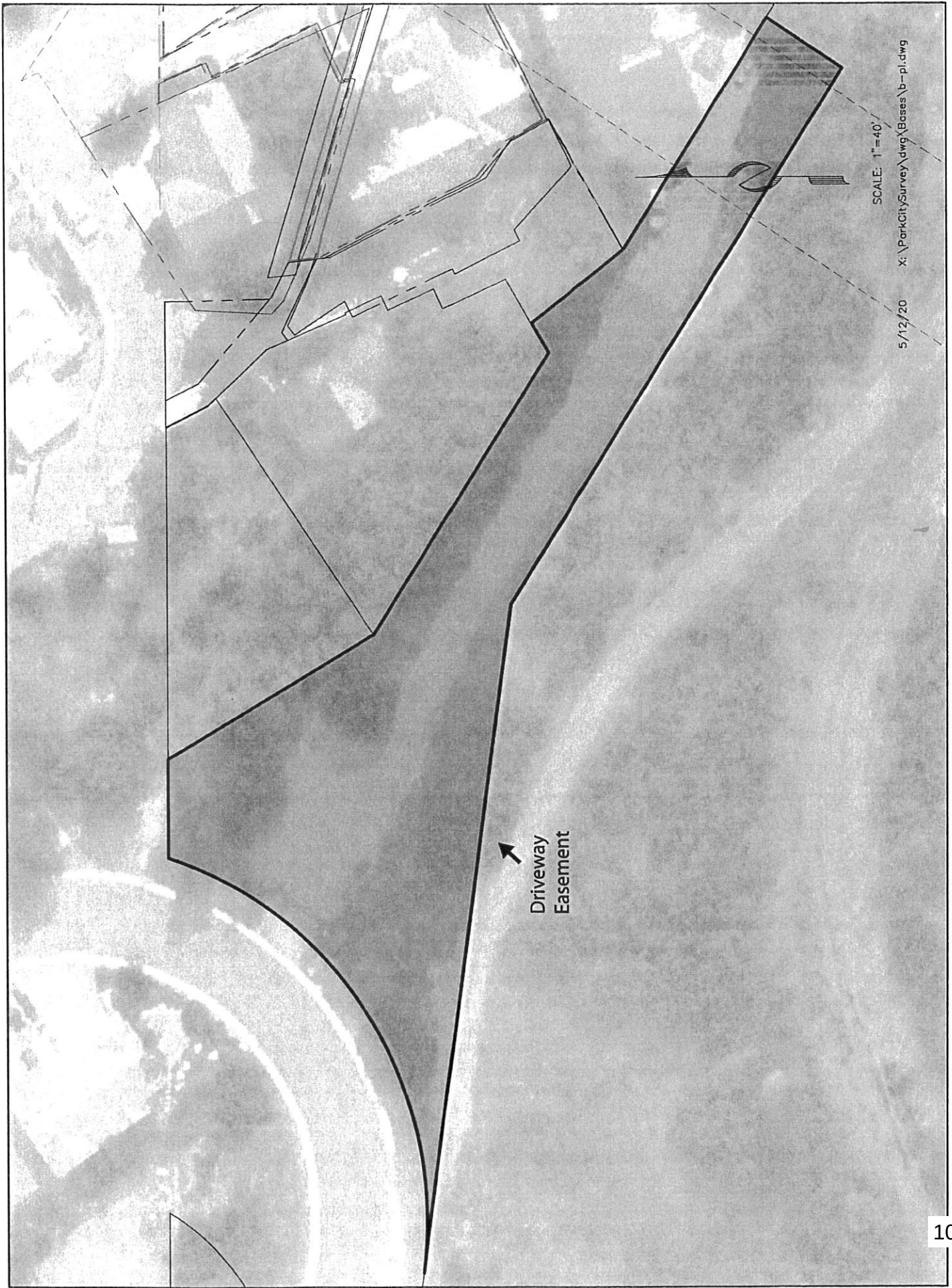
Very truly yours,

JONES, WALDO, HOLBROOK & MCDONOUGH, P.C.



Scott DuBois

Exhibit A



SCALE: 1"=40'

x:\ParkCitySurvey\dwg\Bases\b-pl.dwg

5/12/20

Driveway
Easement

Exhibit B

The Order of the Court is stated below:

Dated: April 04, 2016
04:37:44 PM

/s/ Kara Pettit
District Court Judge



IN THE THIRD JUDICIAL DISTRICT COURT

SUMMIT COUNTY, STATE OF UTAH

SWEENEY LAND COMPANY, a Utah general
partnership,

Plaintiff,

vs.

RICHARD A. KIENZLE, an individual, and
CYNTHIA J. KIENZLE, an individual,

Defendants.

**FINDINGS OF FACT,
CONCLUSIONS OF LAW, ORDER
AND FINAL JUDGMENT**

Case No. 130500442

Judge Kara Pettit

PARK CITY II, LLC, a New York limited
liability company,

Involuntary Plaintiff,

vs.

RICHARD A. KIENZLE, an individual, and
CYNTHIA J. KIENZLE, an individual,

Defendants.

The Complaint of plaintiff Sweeney Land Company, LLC ("Sweeney Land") and involuntary plaintiff Park City II, LLC ("Park City II") and the Counterclaim of defendants Richard A. Kienzle and Cynthia J. Kienzle ("Kienzles") came on regularly for a bench trial on December 7, 8 and 9, 2015. The Honorable Kara Pettit presided. Sweeney Land was represented Paul D. Veasy and David M. Bennion of Parsons Behle & Latimer. Park City II was represented by Victor Copeland of Ballard Spahr LLP. Kienzles were represented by Steven W. Dougherty and John A. Bluth of Anderson & Karrenberg.

Having reviewed and considered the pleadings on file herein, the briefs of the parties, the exhibits presented at trial, the testimony of the witnesses, and good cause appearing, the Court now enters the following:

1003

FINDINGS OF FACT

(Parties)

I.

1. Sweeney Land is a limited liability company owning real property and doing business in Summit County, Utah.
2. Park City II is a limited liability company owning real property and doing business in Summit County, Utah.
3. Defendant Richard A. Kienzle is an individual residing in Park City, Utah and Malvern, Pennsylvania and is one of the owners of real property located at 808 Empire Road, Park City, Utah, also known as the "Sheen Parcel."
4. Defendant Cynthia J. Kienzle is an individual residing in Park City, Utah and Malvern, Pennsylvania and is one of the owners of real property located at 808 Empire Road, Park City, Utah.

(Treasure Hill Development)

I.

1. Sweeney Land and Park City II each own an undivided fifty percent (50%) interest in approximately 64 acres of real property located off of Lowell Avenue, Park City, Utah (the "Sweeney Property").
2. Sweeney Land has owned its interest in the Sweeney Property since 1979 and Park City II has owned its interest in the Sweeney Property since 2006.
3. Since 1986, the Sweeney Property has been part of the Sweeney Properties Master Plan approved by Park City Municipal Corporation for development of a resort complex known as the "Treasure Hill Development." See Exhibits 9-16, 21, 22 and 24.

(Sheen Parcel)

I.

1. Sweeney Land conveyed the Sheen Parcel by Quit Claim Deed to Frederick C. Moore ("Moore") on October 19, 1990, expressly subject to a Ski Run Easement, an Aerial Tramway Right-of-Way, Waterline Easement and "EXPRESSLY SUBJECT TO THE CONDITIONS

OF APPROVAL FOR THE SWEENEY PROPERTIES MASTER PLAN AS SET FORTH IN THE ATTACHED EXHIBIT A." Exhibit A to the Quit Claim Deed states, in part, as follows:

6.3 SHEEN SINGLE FAMILY LOT APPROVAL SUMMARY.

The following in concert with Sheets 8 and 13 defines the specific conditions of approval for the Sheen portion of the Sweeney Properties Master Plan as submitted by MPE Inc. and approved by Park City Municipal Corporation on October 16, 1986 and subsequently amended on October 14, 1987.

* * *

6.3.5 ACCESS. The lot shall be accessed from the north by a 320 foot private driveway originating off the Lowell-Empire switchback and hence via Lowell and Empire Avenues from highways U-224 and U-228.

* * *

6.3.11.5 DRIVEWAY EASEMENT. An easement for a driveway across the eastern edge of the Creole Site shall be required.

The Quit Claim Deed was recorded on October 26, 1990, at 3:29 p.m., as Entry No. 332028, Book 584, Pages 460-65, in the records of the Summit County Recorder. *See* Exhibit 1.

I.

1. On October 19, 1990, under a Grant of Easement, Sweeney Land conveyed to Frederick C.

Moore, his successors and assigns, the following non-exclusive easement ("Driveway Easement"):

a permanent non-exclusive easement to construct, repair, replace and maintain a driveway, associated retaining walls, cuts and fills, drainage features, and lighting, on, across and through the following described parcel of real property, located in Summit County, State of Utah:

DRIVEWAY EASEMENT PARCEL. Beginning at a point on the East-West $\frac{1}{4}$ Section line of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian which is North 89°56'24" East, 244.79 feet, more or less, from the Center of said Section 16 said point also being South 35°55'28" East, 88.58 feet and North 89°56'24" East, 214.54 feet, more or less, from a Park City Monument at the Intersection of Lowell Avenue and 9th Street; and running thence North 89°56'24" East, 32.27 feet; thence South 30°27'31" East, 80.28 feet; thence South 57°40'08" East, 109.20 feet; thence North 60°08'27" East, 11.21 feet; thence South 38°06'27" East, 39.16 feet; thence South 57°40'08" East, 89.35 feet; thence South 33°32'19" West, 30.00 feet; thence North 57°40'08" West, 207.16 feet; thence North 82°22'58" West, 220.49 feet to a point on a 125.00 foot radius curve to the left (radius point bears North 7°37'02" East); thence running easterly along the arc of said curve 174.01 feet (Delta = 79°45'43") to the point of beginning. Containing 0.41 Acres, more or less.

All construction, repair, replacement, and maintenance, activities associated with the above easement shall be carried out in a workmanlike and timely manner and meet all state, local, and city code requirements.

This Easement shall be expressly limited to a driveway serving the appurtenant to the following described parcel of real property, located in Summit County, State of Utah:

SHEEN PARCEL. Beginning at a point which is North 23°38' West, 11.10 feet and South 66°22' West, 30.00 feet from the Southwest Corner of Block 26, Park City Survey, Amended Plat said point also being South 23°38' East, 193.16 feet and South 66°22' West, 5.00 feet from a Park City Monument at the Intersection of Norfolk Avenue and 8th Street; and running thence South 33°32'19" West, 86.58 feet; thence North 57°40'08" West, 94.35 feet; thence North 59°47'16" East, 49.25 feet; thence North 29°10'28" West, 0.71 feet; thence North 63°20'00" East, 20.27 feet; thence North 62°50'00" East, 36.54 feet; thence North 66°22'00" East, 20.00 feet; thence South 23°38' East, 40.92 feet to the point of beginning. Containing 0.157 Acres, more or less.

The Grant of Easement was recorded on October 26, 1990, at 3:29 p.m., as Entry No. 332029, Book 584, Pages 466-67, in the records of the Summit County Recorder. *See* Exhibit 2.

I.

1. By Personal Representative's Deed dated June 8, 2006, Brian K. Malliet and Pamela Guevara obtained ownership of the Sheen Parcel from the Estate of Frederick C. Moore. Exhibit A to the Personal Representative's Deed states, in part, as follows:

Sheen Parcel. Beginning at a point which is North 23°38' West 11.10 feet and South 66°22' West 30.00 feet from the Southwest Corner of Block 26, Park City Survey, Amended Plat said point also being South 23°38' East 193.16 feet and South 66°22' West 5.00 feet from a Park City Monument at the intersection of Norfolk Avenue and 8th Street; and running thence South 33°32'19" West 86.58 feet; thence North 57°40'08" West 94.35 feet thence North 59°47'16" East 49.25 feet thence North 29°10'28" West 0.71 feet; thence North 63°20'00" East 20.27 feet; thence North 62°50'00" East 36.54 feet; thence North 66°22'00" East 20.00 feet; thence South 23°38' East 40.92 feet to the point of beginning.

Together with a non exclusive easement for a driveway as descirbed [sic] and set forth in Easement recorded October 26, 1990 as Entry No. 332029, in Book 584 at Page 466, Summit County Recorder's Office.

The Personal Representative's Deed was recorded on June 8, 2006, as Entry No. 00780236, Book 01796, Pages 00230-232, in the records of the Summit County Recorder. *See* Exhibit 10.

I.

1. By Grant Deed dated December 28, 2007, bkm Park City, LLC obtained ownership of the

the parties' claims in this case. The Court is not considering extrinsic evidence to consider intent.

(Complaint – First Cause of Action – Declaratory Judgment)

I.

1. With an easement, there is a balancing between the rights of the servient and dominant estates. There cannot be unreasonable interference on either side.
2. On the one hand it is to be realized that the owner of the fee title, because of his general ownership, should have the use and enjoyment of his property to the highest degree possible, not inconsistent with the easement. On the other, the owner of the easement should likewise have the right to use and enjoy his easement to the fullest extent possible not inconsistent with the rights of the fee owner. *North Union Canal Company v. Newell*, 550 P.2d 178, 179 (Utah 1976).
3. The holder of an easement is entitled to use the servient estate in a manner that is reasonably necessary for the convenient enjoyment of the servitude. The manner, frequency and intensity of the use may change over time to take advantage of developments and technology and to accommodate normal development of the dominant estate. The holder is not entitled to cause unreasonable damage to the servient estate or interfere unreasonably with its enjoyment. Because there are two parties' interests involved, the right of the easement owner and the right of the land owner are not absolute, irrelative and uncontrolled but are so limited, each by the other, that there may be a due and reasonable enjoyment of both. *Big Cottonwood Tanner Ditch Co. v. Moyle*, 174 P.2d 148, 158 (Utah 1946).
4. The easement holder also enjoys the privilege to do such acts as are necessary to make effective his or her enjoyment of the easement. That is, the easement holder has the right to make incidental uses beyond the express easement and does not exceed the easement's scope if those uses are made in a reasonable manner and they do not cause unnecessary injury to the servient owners. *Conatser v. Johnson*, 2008 UT 48, ¶ 21, 194 P.3d 897.
5. Under the incidental use law with easements, the first thing that the Court needs to consider is

whether the incidental uses are reasonable and necessary for the convenient enjoyment of the servitude.

6. Lights are expressly allowed in the language of the Grant of Easement. *See* Exhibit 2. The fact that the lights happen to be affixed to stone pillars that are also used for a gate does not negate the express provision that lights in and of themselves are allowed. At the time of trial, the lights in their location atop the pillars were not unreasonably interfering with the servient estate's enjoyment of its property nor had they caused unreasonable damage to the servient estate.
7. As constructed at the time of trial, the snowmelt system was a drainage feature expressly allowed in the Grant of Easement. *See* Exhibit 2. At the time of trial, the snowmelt system was not unreasonably interfering with the servient estate's enjoyment of its property nor had it caused unreasonable damage to the servient estate.
8. The gate and parking return area are not expressly provided for in the language of the Grant of Easement. *See* Exhibit 2. The Court's analysis is whether or not they are incidental uses under the Grant of Easement.
9. At the time of trial, the gate was an incidental use under the Grant of Easement and was not causing unreasonable damage to the servient estate and was not causing unreasonable interference with Sweeney Land and Park City II's use of the Sweeney Property. At the time of trial, the gate was reasonably necessary for the convenient enjoyment of the servitude for a driveway so that the public is not using the driveway in an unauthorized way so that it is a safe and effective use of the Driveway Easement by the Kienzles.
10. At the time of trial, the parking return area or turnaround area was a widening of the entrance portion of the driveway, but was within the metes and bounds description for the Driveway Easement Parcel. The dominant owners, the Kienzles, use it right now for turnaround for the use of the driveway. There is no grant of specific parking spaces or turnaround area in the Grant of Easement, so there is no right or entitlement to parking or a turnaround area within the Driveway Easement Parcel. But right now, with the configuration of this widened area for

the parking return area, it is being used in a way that is reasonably necessary for the convenient enjoyment of the Sheen Property. At this time it does not currently unreasonably interfere with Sweeney Land and Park City II's use of the Sweeney Property.

11. However, if the servient estate moves forward with constructing the Treasure Hill

Development as depicted in the development plan presented at trial, the Improvements on the Driveway Easement Parcel, including the stone pillars, the snowmelt system, the gate and the parking or turnaround area will unreasonably interfere with the Sweeney Property and Sweeney Land and Park City II's use of the Sweeney Property, and the Improvements will need to be either removed or relocated. Accordingly, if the Kienzles wish to relocate and use the pillars and gate at the spur or the split (i.e., where the driveway to the Sheen Parcel splits off the driveway to the Treasure Hill Development), then it is the Kienzles' burden and cost to bear that relocation cost. *See Exhibit 22.*

12. If the snowmelt system, the stone pillars and the gate are simply being dug up when Sweeney Land and Park City II excavate with the actual construction of the Treasure Hill Development to build the modified road, then Sweeney Land and Park City II will bear the cost of the excavation and construction, but not the cost of relocating the snowmelt system, the stone pillars and the gate.

13. The Grant of Easement is non-exclusive. It is a "non-exclusive easement to construct, repair, replace and maintain a driveway, associated retaining walls, cuts, fills, drainage features and lighting on, across and through the following described parcel"; all of which is non-exclusive. The Grant of Easement does not grant the dominant estate an exclusive right to locate the driveway. Nor does it grant the dominant estate an exclusive right to construct, repair, replace and maintain a driveway. Sweeney Land and Park City II also have the ability to construct, repair, replace and maintain the driveway so long as it does not unreasonably interfere with the dominant estate's use of their servitude.

14. With respect to Plaintiff's request for a declaration that the dominant estate is prohibited from impeding the Treasure Hill Development, such a request is too broad under the law. However,

the law is that the dominant estate has the right to make incidental uses beyond the express easement, and such does not exceed the easement's scope so long as those uses are "made in a reasonable manner and they do not cause unnecessary injury to the servient owners."

Conatser, 2008 UT 48, ¶ 21.

(Complaint – Second Cause of Action – Quiet Title)

I.

1. Contracts should be construed so as to give effect to the parties' intentions and such intent should be determined, if possible, by examining the written agreement executed by the parties. When agreements are executed substantially, contemporaneously and are clearly interrelated, they must be construed as a whole and harmonized, if possible. *HCA Health Servs. of Utah, Inc. v. St. Mark's Charities*, 846 P.2d 476, 484 (Utah App. 1993). When an agreement between parties is contained in more than one instrument, those instruments must be construed together as though they comprised a single document. *Id.* Multiple writings must be considered together when part of the same contract. *Id.*
2. There is nothing ambiguous in the 1990 Grant of Easement and it must be interpreted in conjunction with the 1990 Quit Claim Deed. The Grant of Easement and Quit Claim Deed were executed by the same people at the same time and recorded at the same time and they refer to each other. *See* Exhibits 1 and 2. The Quit Claim Deed was executed by John Sweeney and then the Grant of Easement executed by John Sweeney as well. The two documents need to be interpreted together.
3. The 1990 Quit Claim Deed expressly refers to and is subject to the grant of an easement for a driveway (Ex. A at 6.3.11.5) and the Court must construe the 1990 Quit Claim Deed and the 1990 Grant of Easement together. There is only one reasonable interpretation when the Court does that, specifically, that the Grant of Easement is a non-exclusive easement to construct, repair, replace and maintain a driveway. That does not mean that there was only one party that could locate the driveway. The parties clearly intended the driveway would serve not only the Sheen Parcel but also the Mid-Station and Creole Sites, as demonstrated by the 1990 Quit

Claim Deed and express records on Exhibit A to Sheet 8 in the Master Plan. *See* Exhibits 1 and 21.

4. The fact that the Sheen Parcel had a non-exclusive easement to construct the driveway does not mean that the Sweeney Property later did not have the ability to reconstruct or modify the driveway. Logically, the house was going first. The driveway would serve the house first until the Treasure Hill Development was constructed.

(Kienzles' Counterclaim for Declaratory Judgment)

I.

1. As to the Kienzles' Counterclaim, the Court denies the declaratory judgment that the owners of the Sweeney Property may not relocate the driveway without the consent of the Kienzles or their successors.
2. The Court does not find any basis in the express language in the 1990 Quit Claim Deed or the 1990 Grant of Easement that would create the Kienzles' alleged right for consent. Sweeney and Park City II may modify or relocate the driveway within the metes and bounds of the Driveway Easement Parcel so long as it does not unreasonably interfere with the Kienzles use of their servitude. *See* Exhibits 1 and 2. *Union Pac. R.R. v. Utah Dep't. of Transp.*, 2013 UT 39, ¶ 27, n. 5-6, 310 P.3d 1024.
3. The law also provides that the driveway may be able to be relocated slightly outside of the Driveway Easement Parcel so long as no significant lessening of the utility occurs, it does not increase the burdens on the dominant estate's use or enjoyment, and does not frustrate the purpose by doing so. *See Restatement Third of Property, Servitudes* § 4.8; *Union Pacific v. UDOT*, 2013 UT 39, ¶ 27, n. 5 and 6; *Wycoff v. Barton*, 646 P.2d 756 (Utah 1982); and *D'Abracci v. Shaw Bastian*, 117 P.3d 1032 (Or. Ct. App. 2005).
4. The law provides: "On the one hand, it is to be realized that the owner of the fee title, because of his general ownership, should have the use and enjoyment of his property to the highest degree possible, not inconsistent with the easement. On the other, the owner of the easement should likewise have the right to use and enjoy his easement to the fullest extent possible not

inconsistent with the rights of the fee owner.” *N. Union Canal Co. v. Newell*, 550 P.2d 178, 179 (Utah 1976).

5. Although the Kienzles obviously have rights regarding providing input and participating in the planning process with Park City as it relates to their property and the driveway easement, the Grant of Easement does not require their consent. However, the Kienzles do have rights and those rights are that they are able to use and enjoy their easement to the fullest extent possible not inconsistent with the rights of the fee owners. Conversely, Sweeney Land and Park City II should have the use and enjoyment of their property to the highest degree possible, not inconsistent with the easement.

II. ORDER AND FINAL JUDGMENT

1. The Court GRANTS in part and DENIES in part, Sweeney Land and Park City II’s first claim for relief for declaratory judgment and second claim for relief for quiet title.
2. Specifically, as to the claim for declaratory judgment in ¶ 23(i)-(iv) of Plaintiff’s Complaint, the Court declares, adjudges and decrees: i) Sweeney Land and Park City II are the fee title owners of the real property subject to the Grant of Easement; ii) Under the Grant of Easement, the Kienzles and any successor owners are entitled solely to a nonexclusive easement to construct, repair, replace and maintain a driveway to the Kienzle Parcel (Sheen Parcel), associated retaining walls, cuts and fills, drainage features, and lighting; iii) The lights and drainage feature (snowmelt system) currently in place are expressly allowed by the Grant of Easement and the gate, pillars and turnaround area are incidental uses. None of these improvements are currently causing unreasonable damage to Sweeney Land and Park City II and are not currently unreasonably interfering with Sweeney Land and Park City II’s use or enjoyment of their property. However, if the servient estate moves forward with constructing the Treasure Hill Development as depicted in the development plan presented at trial, the Improvements on the Driveway Easement Parcel, including the stone pillars, the snowmelt system, the gate and the parking or turnaround area will unreasonably interfere with Sweeney Land and Park City II’s use of the Sweeney Property, and the Improvements will need to be

either removed or relocated. Accordingly, if the Kienzles wish to relocate and use the pillars and gate at the spur or the split (i.e., where the driveway to the Sheen Parcel splits off the driveway to the Treasure Hill Development), then it is the Kienzles' burden and cost to bear that relocation cost. If the snowmelt system, the stone pillars and the gate are simply being dug up when Sweeney Land and Park City II excavate with the actual construction of the Treasure Hill Development to build the modified road, then Sweeney Land and Park City II will bear the cost of the excavation and construction, but not the cost of relocating the snowmelt system, the stone pillars and the gate; and iv) With respect to Plaintiff's request for a declaration that the Kienzles may not now or in the future impede the existing and future Treasure Hill Development, such a request is too broad under the law. However, the Court declares that the law provides the dominant estate has the right to make incidental uses beyond the express easement, so long as those uses are made in a reasonable manner and they do not cause unnecessary injury to the servient owners. The law further provides: "On the one hand, it is to be realized that the owner of the fee title, because of his general ownership, should have the use and enjoyment of his property to the highest degree possible, not inconsistent with the easement. On the other, the owner of the easement should likewise have the right to use and enjoy his easement to the fullest extent possible not inconsistent with the rights of the fee owner." *N. Union Canal Co. v. Newell*, 550 P.2d 178, 179 (Utah 1976).

3. As to Plaintiff's Second Cause of Action for Quiet Title, the Court quiets title to the Sweeney Property in Sweeney Land and Park City II. The Kienzles interest is limited to a "non-exclusive easement to construct, repair, replace and maintain a driveway, associated retaining walls, cuts, fills, drainage features and lighting on, across and through the" Driveway Easement Parcel set forth in the 1990 Grant of Easement. The Grant of Easement does not grant the dominant estate an exclusive right to locate the driveway. Nor does it grant the dominant estate an exclusive right to construct, repair, replace and maintain a driveway. Sweeney Land and Park City II also have the ability to construct, repair, replace and maintain the driveway so long as it does not unreasonably interfere with the dominant estate's use of

their servitude.

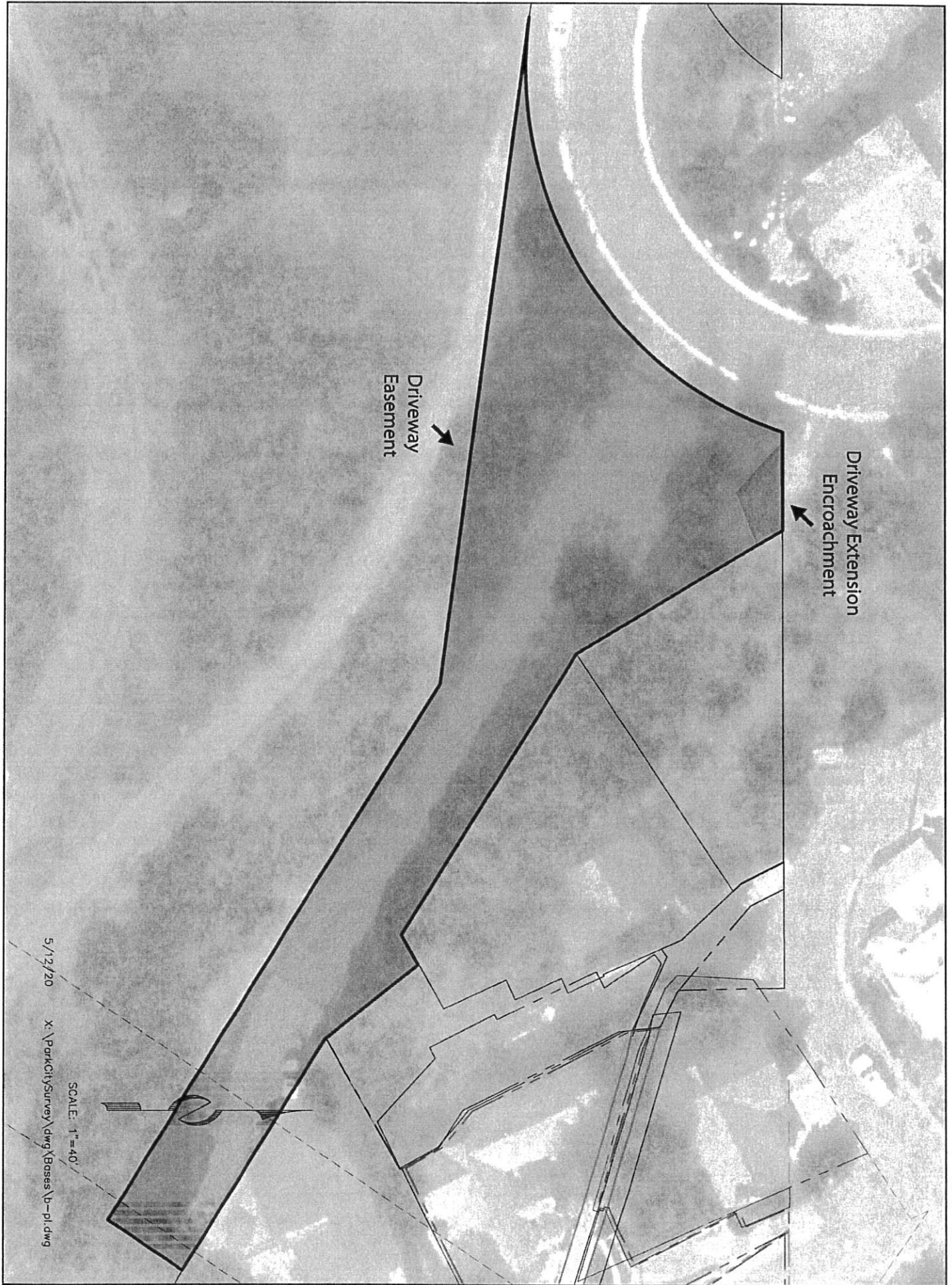
4. The remainder of the relief sought by Plaintiffs is DENIED and dismissed.
5. For the reasons set forth above, the Kienzles' Counterclaim requesting declaratory judgment that the owners of the Sweeney Property may not relocate the Driveway without the consent of the Kienzles or their successors is DENIED and dismissed.
1. The rights and obligations under this Order and Final Judgment are deemed to run with the land, benefit the dominant estate, burden the servient estate, and are binding on the successors and assigns of Sweeney Land, Park City II, and the Kienzles.
2. Each party to pay their own attorneys' fees and costs.

IT IS SO ORDERED.

*****END OF ORDER*****

In accordance with the Utah State District Courts E-filing Standard No. 4, and URCP Rule 10(e), this Order will be entered by the Court's signature at the top of the first page of this Order.

Exhibit C



Driveway Extension
Encroachment

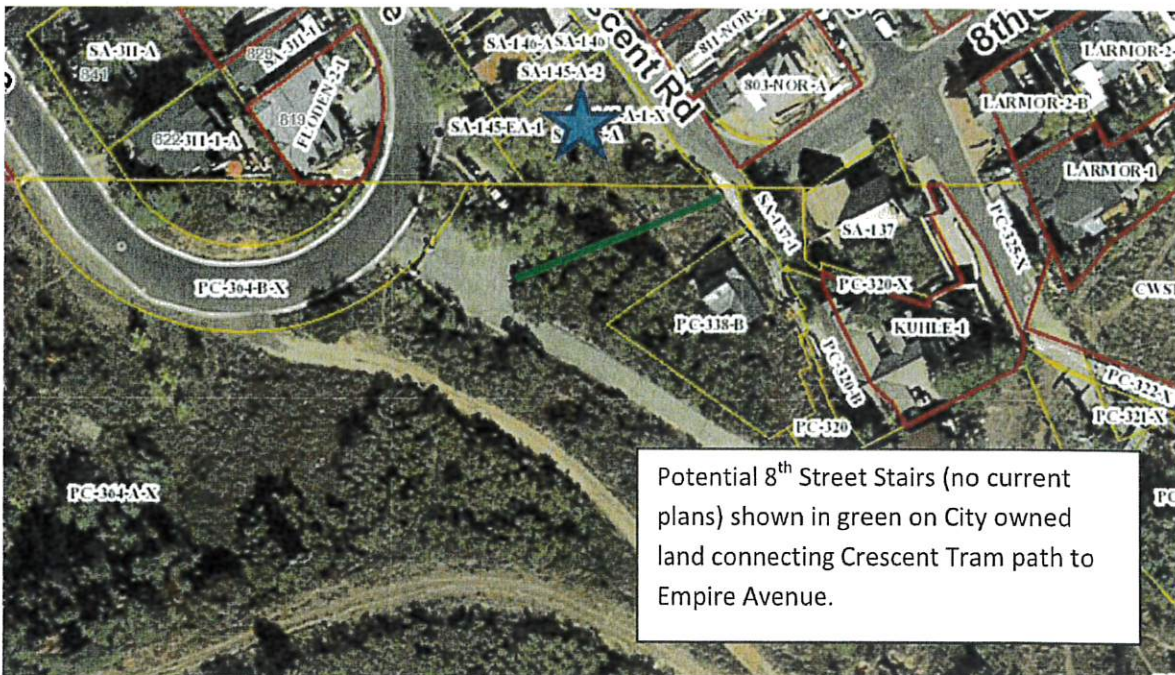
Driveway
Easement

SCALE: 1"=40'

5/12/20

X:\ParkCitySurvey\dwg\Bases\b-p.dwg

Exhibit D



Potential 8th Street Stairs (no current plans) shown in green on City owned land connecting Crescent Tram path to Empire Avenue.

Significant Vegetation

Significant Vegetation includes all large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, all groves of small trees, and all clumps of oak or maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.

As was noted at the February 12, 2020 hearing, the HDDR application which will be required for each lot as development progresses, requires a landscape plan which will need to show how loss of existing vegetation will be mitigated. It does appear that there is one spruce tree on the site which is likely to be determined Significant, and will require mitigation if removed, although this has not been determined yet.

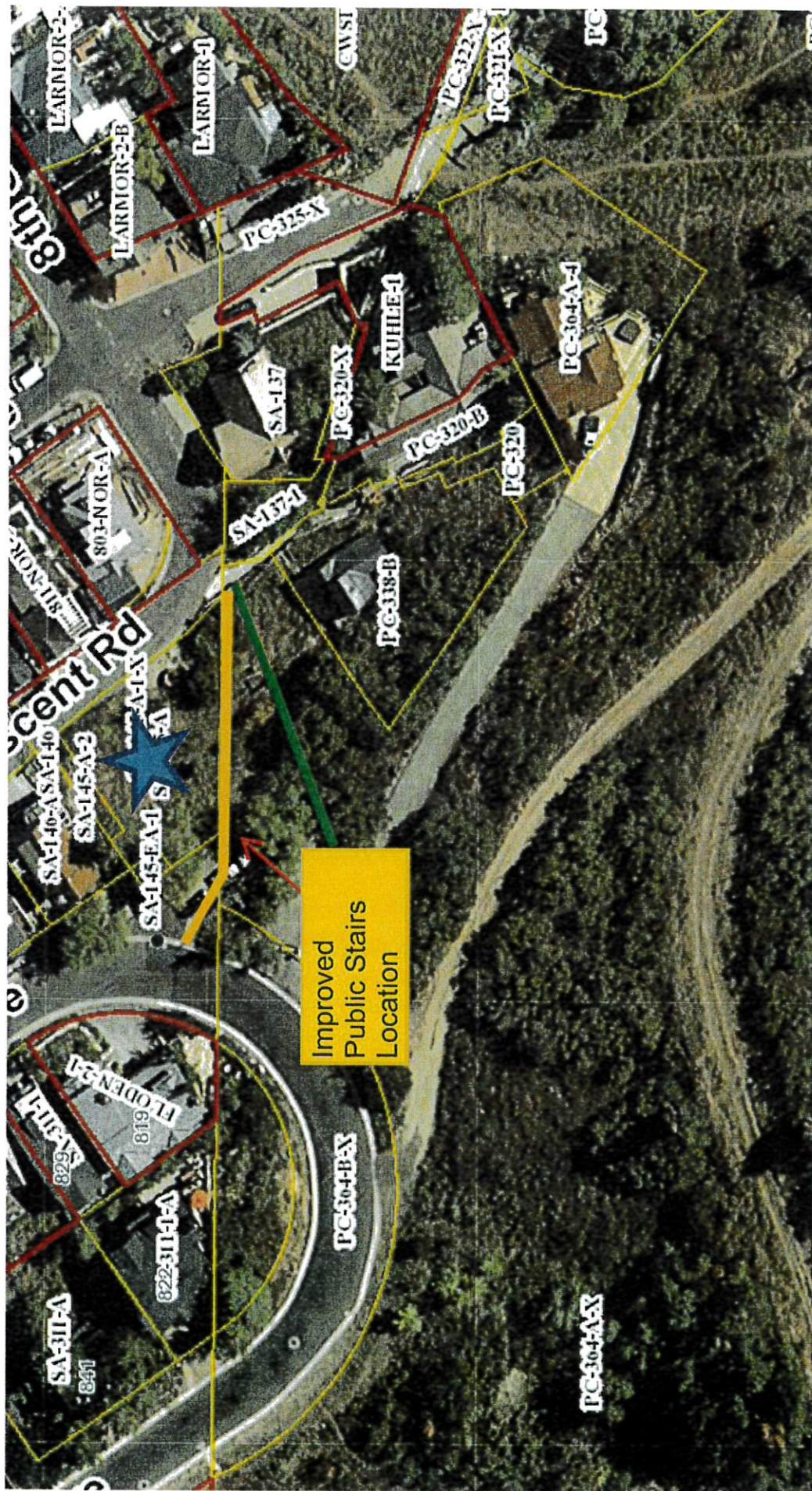
Good Cause

Planning Staff finds that there is Good Cause to grant the requested two-lot (2) Subdivision to create two legal lots of record. The proposed Lots meet the Lot and Site Requirements of the Historic Residential District and development patterns of the surrounding neighborhood. Both Lots will have Frontage on Crescent Tram continuing the rhythm of the existing streetscape but will have vehicular access from Empire Avenue as requested by the Engineering Division. This will in turn encourage development of contextually compatible structures that contribute to the character and scale of the Historic residential Area and meet the purpose of the HR-1 District.

Process

The Planning Commission may recommend approving, denying, or modifying the two-lot (2) Subdivision with a final determination by City Council. The City Council

Exhibit E



Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: 802 Empire Avenue – Construction of a Shared Private Driveway over a Platted, Unbuilt City Street
Project #: PL-19-04113
Author: Alexandra Ananth, Senior Planner
Date: June 10, 2020
Type of Item: Administrative – Conditional Use Permit

Summary Recommendations

Staff recommends that the Planning Commission review the Conditional Use Permit (CUP) for the Construction of a Shared Private Driveway over a Platted, Unbuilt City Street, hold a Public Hearing, and consider approving the request based on the following Findings of Fact, Conclusions of Law, and Conditions of Approval. This hearing is a continuation of the Public Hearing opened on January 8, 2020, continued to the February 12, 2020 Meeting, continued again to the May 13, 2020 Meeting, and continued again to the June 10, 2020 hearing. This project was filed simultaneously with the 802 Empire Avenue Subdivision application, PL-18-03949, and this Staff Report is meant to be read in conjunction with (after) that Staff Report which provides additional project and plan details and analysis. The minutes and public comments received on this project are attached to the Subdivision Staff Report. The applicant submitted a revised Driveway Exhibit (Exhibit A) for this meeting that has been reviewed and approved by the Engineering Department.

Description

Applicant: Tom Peek for Old Town Lands LLC, represented by Jonathan DeGray, Architect
Location: 802 Empire Avenue
Zoning District: Historic Residential District (HR-1)
Adjacent Land Uses: Residential, Open Space
Reason for Review: Conditional Use Permit applications are reviewed and approved by the Planning Commission

Proposal

The applicant is proposing the construction of a Private Shared Driveway over a Platted, Unbuilt City Street. The proposed driveway would access Lots 1 and 2 of the proposed 802 Empire Avenue Subdivision. Due to existing steep grades, limited sight lines, narrow road width and existing curb cuts on Crescent Tram, the City has encouraged the applicant to seek vehicular access to both of these lots from Empire Avenue rather than Crescent Tram, and is thus supportive of this application. In addition to the Subdivision Plat and the CUP for the driveway, the applicant will need to seek a Steep Slope Administrative CUP and submit Historic District Design Review (HDDR) applications as development on these lots moves forward.

The Planning Commission opened a Public Hearing on this item on January 8, 2020, and continued the item to the February 12, 2020 Planning Commission Meeting. The meeting was continued until May 13, 2020, and then again until June 10, 2020.

Figure 1: Proposed Driveway from Empire Avenue over Platted-Unbuilt Empire Avenue to Lot 1 and Lot 2

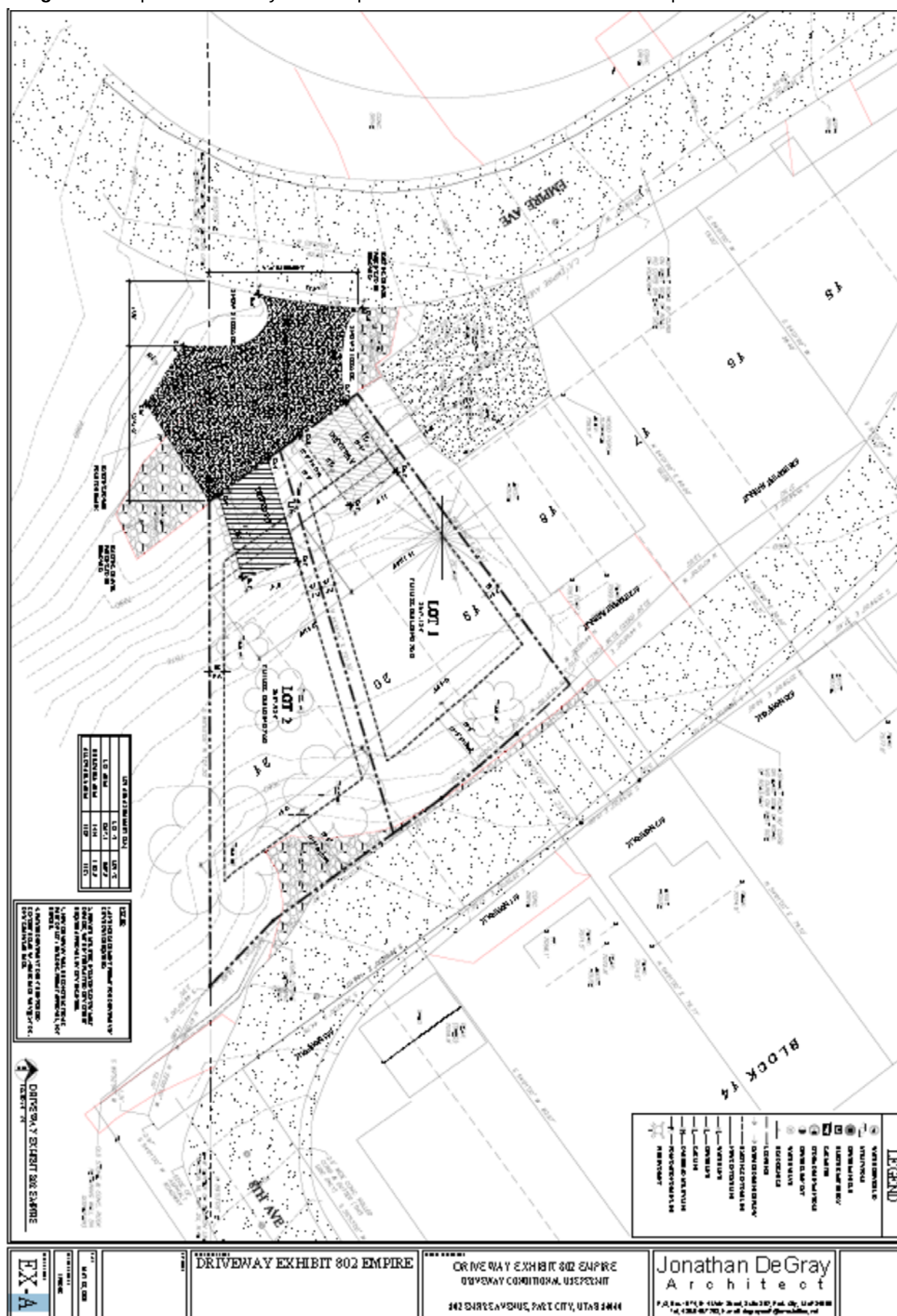




Figure 2: Aerial View of Proposed CUP Area

Background

The proposed 802 Empire Avenue Subdivision consists of seven (7) small parcels, none of which are individually large enough to meet the Minimum Lot and Site Requirements for a developable lot unless combined. The lots are currently vacant of any structures.

Over the years there were a number of conveyances in the immediate area affecting these lots. A problem appears to originate in 1991 when a number of surveys used an incorrect Point of Beginnings which shifted some deeds 15 feet to the south *in error*.

Tom Peek bought the parcels in 2016 and hired Park City Surveying to provide quit claim deed solutions to resolve these issues. Park City Surveying worked with the City's Planning Department and City Attorney's Office on these corrective quite claim deeds which were approved by the City and recorded with the County to document this process. This included A) the applicant quit claiming land to the City that is in the Crescent Tram right-of-way, B) the City quit claiming land to the applicant which was intended to be owned by the applicant, and C) the applicant quit claiming land to the City that was not intended to be owned by him. These title issues were all a result of old surveying errors including scrivener's errors in the legal descriptions. In addition to these errors the City vacated a portion of Empire Avenue to the adjacent property owners in 1968. This is the green area shown in Figure 3.

Analysis

The purpose of the Historic Residential HR-1 District is to:

- A. preserve present land Uses and character of the Historic residential Areas of Park City,
- B. encourage the preservation of Historic Structures,
- C. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods,
- D. encourage single family Development on combinations of 25' x 75' Historic Lots,
- E. define Development parameters that are consistent with the General Plan policies for the Historic core, and
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.

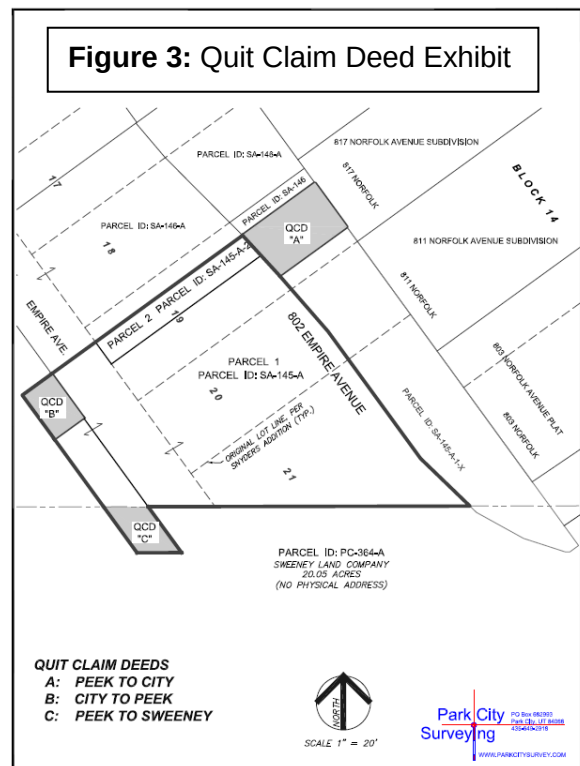
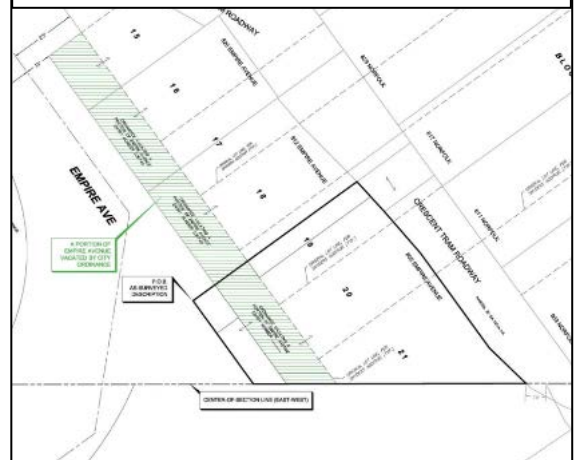


Figure 3: Portion of Empire Avenue Vacated to Adjacent Property Owners



The proposal complies with the above goals as the applicant is proposing to create and access developable infill lots in keeping with the surrounding neighborhood in terms of lot size, and the City is encouraging access to these lots from Empire Avenue rather than Crescent Tram. Current conditions of the Platted Unbuilt Right-of-Way are that the site is not actively maintained by the City and is therefore overgrown and access over the Right-of-Way would result in a visual improvement of the site for the neighborhood. The applicant will need to sign an encroachment agreement provided by the Engineering Department and should the City choose to redevelop the road on the un-built Right-of-Way in the future, the driveway would be removed and access to the lots would be changed to accommodate the Street.

It is a Condition of Approval that no parking will be allowed within the portion of shared driveway located within the platted unbuilt right of way. It will solely be used for shared access to the two proposed lots.

The Conditional Use Permit is subject to the following review criteria in the LMC:

- Per [LMC 15-3-5](#), the proposal is subject to the standards for private driveways within platted, unbuilt city streets.
- Per [LMC 15-1-10\(E\)](#), the proposal is subject to review according to the Conditional Use Permit Criteria.

Staff has included the following sections for Analysis:

- I. [LMC 15-3-5 Driveway Standards for Private Driveways Within Platted, Unbuilt City Streets](#)
- II. [LMC 15-1-10\(E\) Conditional Use Permit Review Criteria](#)

Section I. [LMC 15-3-5 Driveway Standards for Private Driveways Within Platted, Unbuilt City Streets](#)

- A. The driveway shall not exceed ten percent (10%) Slope.

Complies

It is a Condition of Approval that the proposed driveway would have a maximum slope of ten percent (10%) within the platted unbuilt right of way. See Exhibit B Driveway Exhibit.

In addition, Section 15-3-3(A)(5) requires that "Drives serving more than one Single-Family Dwelling shall provide a minimum twenty foot (20') transition Area at no greater than two percent (2%) Slope beginning at the back of the curb, or as otherwise approved by the City Engineer, in anticipation of future Street improvements." The City Engineer has approved the proposed driveway layout and does not anticipate any public safety issues with the driveway as proposed (Exhibit D Engineering Memorandum). Findings and Conditions from the Engineering Memorandum have been incorporated in to the attached recommended Findings (10, 33-37) and Conditions (3-7).

- B. Adequate snow storage Area along the downhill side and/or end of the driveway shall be provided.

Complies

The proposal allows for adequate snow storage at both the downhill (southwest) and uphill (northwest), end of the driveway.

- C. The driveway must be paved with asphalt or concrete.

Complies

The applicant is proposing to construct the driveway out of concrete.

- D. The driveway must not pre-empt any existing physical parking, which may occur in the platted Street. If the platted Street has been improved to provide Public Parking, then any driveway proposal must replace such parking with new Public Parking of equal or better convenience and construction.

Complies

The driveway does not pre-empt any existing physical parking and the platted Street has not been improved to provide Public parking. Parking for the proposed new lots will be on each respective Lot.

- E. The driveway and related improvements such as retaining walls shall be designed and built to minimize present and future conflicts with public utilities and stairs.

Complies

The applicant designed the driveway proposal after discussion with the City Engineer. No retaining walls or improvements other than the concrete driveway are proposed at this time.

The Planning Department notes that the proposed driveway is very close to an existing utility pole and has raised this issue with the applicant who has indicated that there is sufficient turning area to avoid the utility pole.

- F. The driveway construction requires a Conditional Use permit, Section 15-1-10.

In Process

See Section II. below for CUP review and analysis.

- G. An encroachment permit for the driveway is required.

Complies as conditioned

It is a Condition of Approval that no building permit may be issued until City Council approval of an Encroachment Agreement for the driveway located within the Public Right-of-Way.

- H. Private utilities, including snow melt devices, within the platted City Street require approval by the City Engineer.

Complies

The Building Permit will be reviewed by the City Engineer prior to issuance.

Staff finds the proposal has been reviewed by the Engineering Department and has no unmitigated impacts concerning **compliance** with [LMC 15-3-5 Driveway Standards for Private Driveways Within Platted, Unbuilt City Streets](#) as conditioned.

Section II. [LMC 15-1-10\(E\) Review](#)

The Planning Department and/or Planning Commission must review each of the following items when considering whether or not the proposed Conditional Use mitigates impacts of and addresses the following items:

1. Size and location of the site

No Unmitigated Impacts

Proposed Lots 1 and 2 meet the required lot size for the HR-1 District. The Minimum Lot Size for a Single Family Dwelling is 1,875 square feet (0.04 acres). Lot 1 is 2,617 square feet and Lot 2 is 2,608 square feet. Although the Lots are considered “through-lots” with frontage on both Crescent Tram and Empire Avenue the City has encouraged the applicant to seek vehicular access over Empire Avenue in the interest of public safety.

The proposed shared driveway has been designed so that cars do not have to back out in reverse onto Empire Avenue which has caused the proposed driveway to encroach onto the City’s adjacent PC-364-A-X parcel. Planning staff notes that a gravel parking area has encroached into this site for decades and the proposed encroachment is less than the existing encroachment. The Engineering Department has reviewed the proposed driveway plan and encroachment and believes that the driveway as designed is the best solution for public safety as the alternative would be to access the site from Crescent Road which is significantly narrower and steeper.

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

No Unmitigated Impacts

Although the Lots are considered thru-lots with frontage on both Crescent Tram and Empire Avenue the City has encouraged the applicant to seek access over Empire Avenue due to existing grades, sight-lines and road geometrics. Empire Avenue appears to have sufficient capacity to accommodate two additional Single Family Dwellings with a shared driveway.

The applicant submitted a turning radius which has been reviewed and approved by the City Engineer.

3. Utility capacity

No Unmitigated Impacts

The addition of two new lots and the proposed driveway on Empire Avenue will have no impacts on utility capacity.

4. Emergency vehicle access

No Unmitigated Impacts

Empire Avenue offers sufficient access for emergency vehicles and the proposed shared driveway will not impact emergency vehicle access to the surrounding neighborhood or proposed lots.

5. Location and amount of off street parking

No Unmitigated Impacts

Parking for the two lots will be contained on site. No parking or other obstructions will be allowed in the Platted Unbuilt City Right-of-Way. No parking is allowed on the adjacent portions of Empire Avenue or Crescent Street.

6. Internal vehicular and pedestrian circulation system

No Unmitigated Impacts

The applicant has been encouraged by the City to access the proposed lots from Empire Avenue. Other than the shared driveway no changes are proposed for vehicular and pedestrian circulation. Proposed houses will be subject to the City's Historic District Design Review (HDDR) process. The Engineering Department has reviewed the submitted turning template and recommended Findings of Facts and Conditions of approval based on submitted plans.

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

No Unmitigated Impacts

Site Plans including fencing, screening and landscaping will be reviewed during the HDDR process for the proposed two (2) Lots. No retaining walls, fencing, screening or any obstructions will be allowed in the proposed right of way.

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

No Unmitigated Impacts

Although houses have not yet been designed for these lots, the applicant submitted a Garage and Building Height analysis as part of the Subdivision application that shows that houses will not need to seek height exceptions. Should the Subdivision and CUP be approved, any proposed development will be subject to the City's HDDR process as well as the Steep Slopes CUP process and building mass, bulk, orientation, and the location of buildings on the site as well as landscaping will be reviewed at that time.

9. Usable Open Space

No Unmitigated Impacts

Any development on the proposed Lots will be subject to the City's Land Management Code. The proposed shared driveway to be located over the Platted Unbuilt City Right-of-Way will not take away Usable Open Space from the neighborhood. Although the driveway encroaches into the abutting City owned parcel south of the subject property a gravel parking area has existed in this location for many years and will be reduced in size under this proposal. The Planning Department is recommending a Condition of Approval that the applicant restore the gravel parking area on adjacent Parcel PC-364-A-X that is to be removed, with native grass (COA # 6).

10. Signs and lighting

No Unmitigated Impacts

Any development on the proposed Lots will be subject to the City's Land Management Code including signs and lighting.

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

No Unmitigated Impacts

The proposed lot sizes are compatible with the surrounding neighborhood as described further in the Subdivision Staff Report and an HDDR Application will be required to ensure that the physical design and architectural detailing are compatible with the surrounding neighborhood and HR-1 District.

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

No Unmitigated Impacts

No noise or odors are expected beyond what is typical and expected for two Single Family Dwellings.

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

Not applicable

No delivery or service vehicles are expected beyond what is typical and expected for two Single Family Dwellings.

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

Not applicable

It is expected that the proposed lots will be developed with Single Family Dwellings.

15. Within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site

No Unmitigated Impacts

The proposed improvements will be appropriately graded and reviewed thoroughly through the HDDR and Building Permit Review Process.

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

No Unmitigated Impacts

This proposal has been reviewed for consistency with the Goals and Objectives of the Park City General Plan. The General Plan establishes several goals and objectives including, but not limited to:

- Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.
 - o Any proposed development on the Lots will be compatible with the Historic District Design Guidelines and surrounding neighborhood context. These Guidelines guide infill to ensure that infill development is compatible in the neighborhood context.
- Objective 15B: Maintain character, context and scale of local historic districts with compatible infill development and additions.
 - o Any proposed development on the Lots will be compatible with the Historic District Design Guidelines and surrounding neighborhood context.

Staff finds the proposal has no unmitigated impacts concerning [LMC 15-1-10\(E\) Conditional Use Permit Review Criteria](#).

Department Review

This project has gone through an interdepartmental review and was encouraged to seek vehicular access through Empire Avenue rather than Crescent Road due to the existing grade, roadway geometrics, sight lines and existing curb cuts on Crescent Tram. A Memorandum from the Engineering Department is attached.

Notice

On December 18, 2019 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on December 21, 2019 according to requirements of the Land Management Code. The project was re-noticed on January 29, 2020 and again on April 29, 2020 and was continued at the last public hearing on May 13, 2020 to June 10, 2020.

Public Input

Public comments related to this project are attached to the Subdivision Staff Report.

Alternatives

- The Planning Commission may approve the Conditional Use Permit for the Construction of a shared Private Driveway within a Platted, Unbuilt City Street at 802 Empire Avenue, as conditioned or amended; or
- The Planning Commission may deny the Conditional Use Permit for the Construction of a shared Private Driveway within a Platted, Unbuilt City Street at 802 Empire Avenue and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on the Conditional Use Permit for the Construction of a shared Private Driveway within a Platted, Unbuilt City Street at 802 Empire Avenue and request additional information or analysis in order to take action.

Significant Impacts

There are no significant impacts from this application that have not been addressed.

Consequences of not taking action on the Suggested Recommendation

The applicant would have to seek vehicular access from Crescent Road.

Recommendation

Staff recommends that the Planning Commission review the Conditional Use Permit for the Construction of a Private Driveway within a Platted, Unbuilt City Street, hold a Public Hearing to consider public input, and consider approving the requested CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The subject property is located at 802 Empire Avenue in the Historic Residential (HR-1) Zoning District.
2. The site is currently vacant of structures and the applicant has submitted a simultaneous Subdivision Plat to create two developable lots.
3. The applicant is requesting to construct a shared private driveway within the Platted Unbuilt City Right of Way of Empire Avenue.
4. Although these lots are considered "through-lots" the applicant has been encouraged by the City to limit vehicular access to Empire Avenue only due to the road geometrics, sight lines and grade of Crescent Tram.
5. A Historic District Design Review (HDDR) application is required for any development on the proposed Lots.
6. A Steep Slopes Administrative CUP will also be required prior to development.
7. Per LMC 15-3-5, the proposal is subject to the standards for private driveways within platted, unbuilt city streets.
8. Per LMC 15-1-10(E), the proposal is subject to review according to the Conditional Use Permit Criteria.
9. The proposal complies with LMC 15-3-5(A) as the proposed driveway will not exceed ten percent (10%) Slope within the platted unbuilt right of way.
10. The proposal complies with LMC 15-3-5(B) as the proposal allows for adequate snow storage on both sides of the driveway.
11. The proposal complies with LMC 15-3-5(C) as the applicant is proposing to construct the driveway out of concrete.
12. The proposal complies with LMC 15-3-5(D) as the driveway does not pre-empt any existing physical parking and the platted Street has not been improved to provide Public parking. The parking for the proposed two lots will be on site and no parking will be allowed in the proposed shared driveway.
13. The proposal complies with LMC 15-3-5(E) as the applicant designed the driveway proposal after discussion with the City Engineer who has reviewed and approved the proposed plan. No retaining walls are proposed.
14. The proposal complies with LMC 15-3-5(F) as the applicant has been approved for a Conditional Use Permit.
15. The proposal complies with LMC 15-3-5(G) as the applicant will record an encroachment agreement for the driveway prior to issuance of a Building Permit for the proposed driveway.
16. The proposal complies with LMC 15-3-5(H) as plans will be reviewed by the City Engineer prior to issuance of a building permit.
17. There are no unmitigated impacts to LMC 15-1-10(E)(1) size and location of the site.
18. There are no unmitigated impacts to LMC 15-1-10(E)(2) as Empire Avenue has sufficient capacity to accommodate two additional Single Family Dwellings.
19. There are no unmitigated impacts to 15-1-10(E)(3) as all utilities can be available to the site.
20. There are no unmitigated impacts to LMC 15-1-10(E)(4) as Empire Avenue offers sufficient access for emergency vehicles and the proposed driveway does not change this.

21. There are no unmitigated impacts to LMC 15-1-10(E)(5) as per LMC 15-2.2-4, as parking for each lot will be on site and no parking or obstructions will be allowed in the City's platted unbuilt Right-of-Way.
22. There are no unmitigated impacts to MC 15-1-10(E)(6) internal vehicular and pedestrian circulation system. Vehicular access will be from Empire Avenue and the lots are of sufficient size to allow for sufficient pedestrian circulation. The Submitted turning radius analysis shows that cars can exit the site facing forward.
23. There are no unmitigated impacts to LMC 15-1-10(E)(7) as no fencing screening or landscaping will be allowed in the City's Right-of-Way.
24. There are no unmitigated impacts to LMC 15-1-10(E)(8) as any proposed development will be subject to the City's Historic District Design Guidelines and Review Process.
25. There are no unmitigated impacts to LMC 15-1-10(E)(9) usable Open Space as there are no proposed Buildings within the unbuilt Right of Way and the historical encroachment on the adjacent City parcel will be reduced in size and the area where gravel will be removed will be restored with native grass. Any development on the proposed lots will be subject to the City's Land Management Code and HRRD process.
26. There are no unmitigated impacts to LMC 15-1-10(E)(10) signs and lighting as any development on the proposed lots will be subject to the City's Land Management Code including signs and lighting.
27. There are no unmitigated impacts to LMC 15-1-10(E)(11) as the proposed lot sizes are compatible with the surrounding neighborhood and an HDDR Application will be required to ensure that the physical design and architectural detailing are compatible with the surrounding neighborhood and HR-1 District.
28. There are no unmitigated impacts to LMC 15-1-10(E)(12) as no noise or odors are expected beyond what is typical and expected for two Single Family Dwellings
29. There are no unmitigated impacts to LMC 15-1-10(E)(13) as no delivery or service vehicles are expected beyond what is typical and expected for two Single Family Dwellings.
30. There are no unmitigated impacts to LMC 15-1-10(E)(14) as it is expected that the proposed lots will be developed with Single Family Dwellings.
31. There are no unmitigated impacts to LMC 15-1-10(E)(15) as the proposed improvements will be appropriately graded and reviewed thoroughly through the HDDR and Building Permit Review Process.
32. This proposal has been reviewed for consistency with the Goals and Objectives of the Park City General Plan including Objective 15B: Maintain the character, context and scale of local historic districts with compatible infill development. Any proposed development on the Lots will be compatible with the Historic District Design Guidelines and surrounding neighborhood context. These guidelines guide infill development to ensure that development is compatible in the neighborhood context.
33. Existing gravel areas on both the north and south side of the shared concrete driveway are noted to be removed and will be restored with native grass.
34. The intersection of the shared driveway and Empire Avenue is roughly perpendicular to the street which is an improvement compared to existing conditions.
35. The proposed driveway width of 15 feet complies with the minimum requirement

specified in LMC Section 15-3-3 (H).

36. The proposed driveway is spaced approximately 33 feet from the nearest existing driveway and approximately 122 feet from the intersection of Empire and Crescent Tram.
37. The maximum slope of the driveway is shown to be 10% within the platted unbuilt right of way and 12% on the applicant's property.
38. Based on the facts listed above and the challenges of access from Crescent Tram, the Engineering Division approves a slope greater than 2% within the transition area noted in LMC Section 15-3-3, General Parking Area and Driveway Standards.
39. The Findings in the Analysis section of this report are incorporated herein.
40. This project was reviewed simultaneously with the proposed subdivision of 802 Empire Avenue, PL-18-03949, which has its own set of Findings of Fact, Conclusions of Law, and Conditions of Approval.

Conclusions of Law

1. The Conditional Use Permit application complies with all requirements of the LMC and satisfies all Conditional Use Permit review criteria as established by the [LMC 15-1-10](#) and [LMC 15-3-5](#).
2. The Conditional Use Permit, as conditioned, will allow for development that is compatible with surrounding structures in use, scale, mass and circulation; and
3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

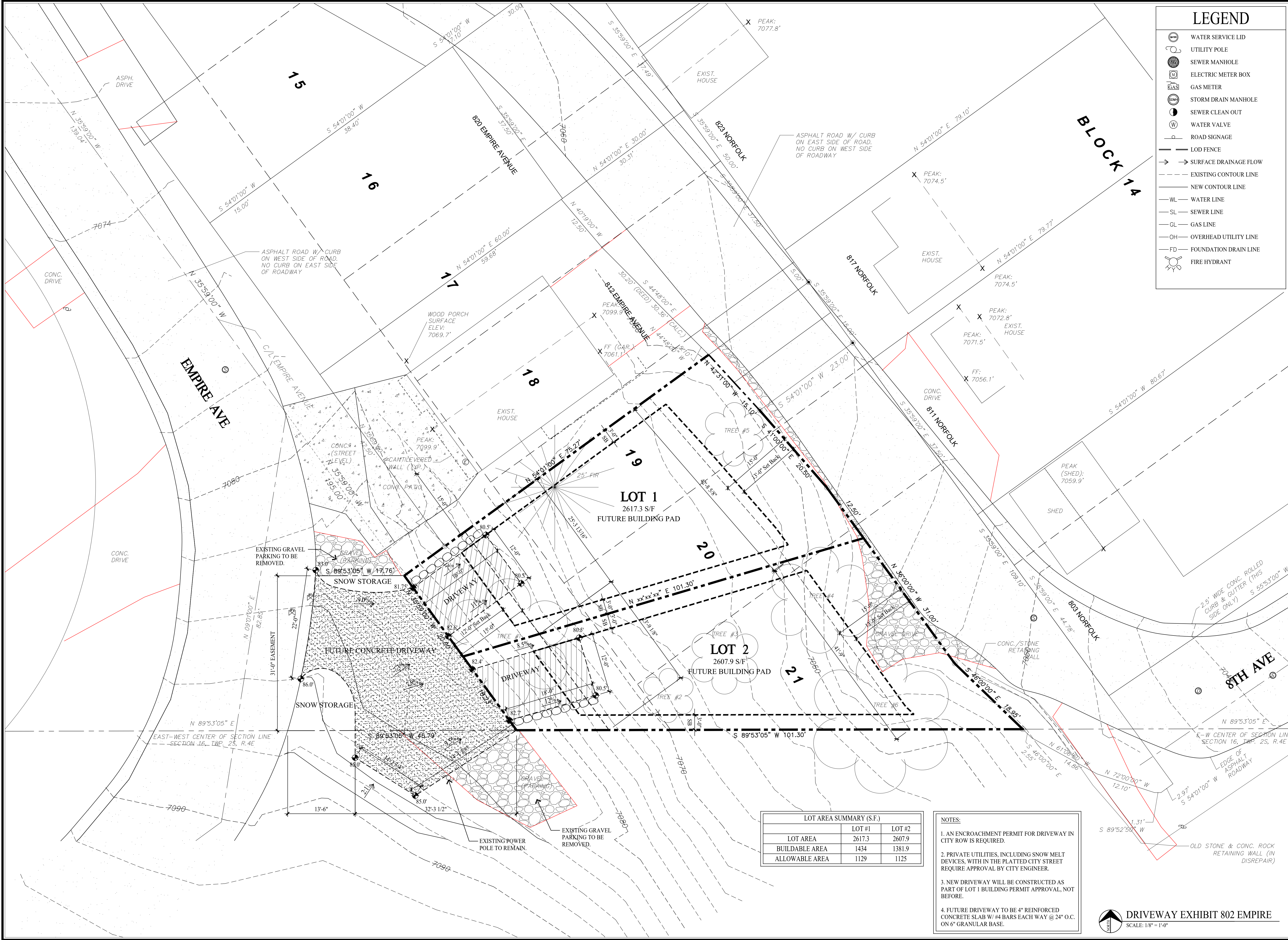
1. All Standard Project Conditions shall apply.
2. The City Engineer shall review and approve all grading, utility installation and public improvements prior to building permit issuance.
3. The grade of the proposed shared drive shall not exceed 10% within the platted unbuilt right of way.
4. Backing out of the shared drive shall be forbidden. A swept path analysis showing a vehicle turn-around from both lots shall be provided to the City Engineer for review prior to building permit issuance.
5. If necessary, a separate encroachment agreement for the portion of shared drive encroaching on PCMC Parcel PC-364-A-X is required prior to building permit issuance.
6. The applicant shall restore the gravel parking area that is proposed to be removed from Parcel PC-364-A-X, with native grass.
7. No parking or obstructions shall be permitted within the portion of shared driveway located within the platted unbuilt right of way.
8. The shared driveway shall not prohibit pedestrian access of a future 8th Street public stairway, located just south of the 802 Empire Avenue Subdivision, connecting the Crescent Tram pedestrian access to Empire Avenue.
9. No building permit may be issued until City Council approval of an Encroachment Agreement for the driveway located within the Public Right-of-Way.
10. If at some point in the future Empire Avenue is re-aligned, the applicant will be responsible for the removal of all portions of the driveway within the ROW at their

- sole expense and in an expeditious manner (within 90 days of written notice).
11. Prior to the issuance of a building permit, a Construction Mitigation Plan that includes consideration of how construction related parking will be managed shall be submitted to the Building, Engineering and Planning Departments for review and approval.

Exhibits

- Exhibit A: Proposed Driveway Exhibit (Revised)
Exhibit B: Engineering Memorandum

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF JONATHAN DEGRAY - ARCHITECT P.C. VIOLATORS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.
JONATHAN DEGRAY - ARCHITECT P.C. ALL RIGHTS RESERVED



LEGEND

WATER SERVICE LID

UTILITY POLE

SEWER MANHOLE

ELECTRIC METER BOX

GAS METER

STORM DRAIN MANHOLE

SEWER CLEAN OUT

WATER VALVE

ROAD SIGNAGE

LOD FENCE

SURFACE DRAINAGE FLOW

EXISTING CONTOUR LINE

NEW CONTOUR LINE

WL - WATER LINE

SL - SEWER LINE

GL - GAS LINE

OH - OVERHEAD UTILITY LINE

FD - FOUNDATION DRAIN LINE

FIRE HYDRANT

LOT AREA SUMMARY (S.F.)		
LOT #1	LOT #1	LOT #2
LOT AREA	2617.3	2607.9
BUILDABLE AREA	1434	1381.9
ALLOWABLE AREA	1129	1125

- NOTES:
1. AN ENCROACHMENT PERMIT FOR DRIVEWAY IN CITY ROW IS REQUIRED.

2. PRIVATE UTILITIES, INCLUDING SNOW MELT DEVICES, WITH IN THE PLATTED CITY STREET REQUIRE APPROVAL BY CITY ENGINEER.

3. NEW DRIVEWAY WILL BE CONSTRUCTED AS PART OF LOT 1 BUILDING PERMIT APPROVAL, NOT BEFORE.

4. FUTURE DRIVEWAY TO BE 4" REINFORCED CONCRETE SLAB W/ #4 BARS EACH WAY @ 24" O.C. ON 6" GRANULAR BASE.

DRIVEWAY EXHIBIT 802 EMPIRE

SCALE: 1/8" = 1'-0"

Jonathan DeGray

Architect

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Tel. 435-648-7263, E-mail: degrayarch@westoffice.net

DRIVEWAY EXHIBIT 802 EMPIRE

DRIVEWAY CONDITIONAL USE PERMIT

802 EMPIRE AVENUE, PARK CITY, UTAH 84060

PROJECT DESCRIPTION:

DRIVEWAY EXHIBIT 802 EMPIRE

REVISIONS:

DATE:

MAY 28, 2020

PROJECT NUMBER:

1902-02

SHEET NUMBER:

EX-A1036



MEMORANDUM

To: Alexandra Ananth, Senior Planner

From: Corey Legge, EIT, ENV-SP, Public Improvements Engineer

CC: John Robertson, PE, City Engineer

Date: May 5th, 2020

Re: 802 Empire Avenue Drive Entrance

The Engineering Department has reviewed the driveway exhibit for Lots 1 and 2 of the 802 Empire Avenue Subdivision dated February 12th, 2020. The exhibit proposes a shared driveway to encroach within Empire Avenue platted unbuilt right-of-way which requires a Conditional Use Permit (CUP). Alternatively, if a CUP is not approved each lot of the 802 Empire Avenue Subdivision may be accessed from Crescent Road.

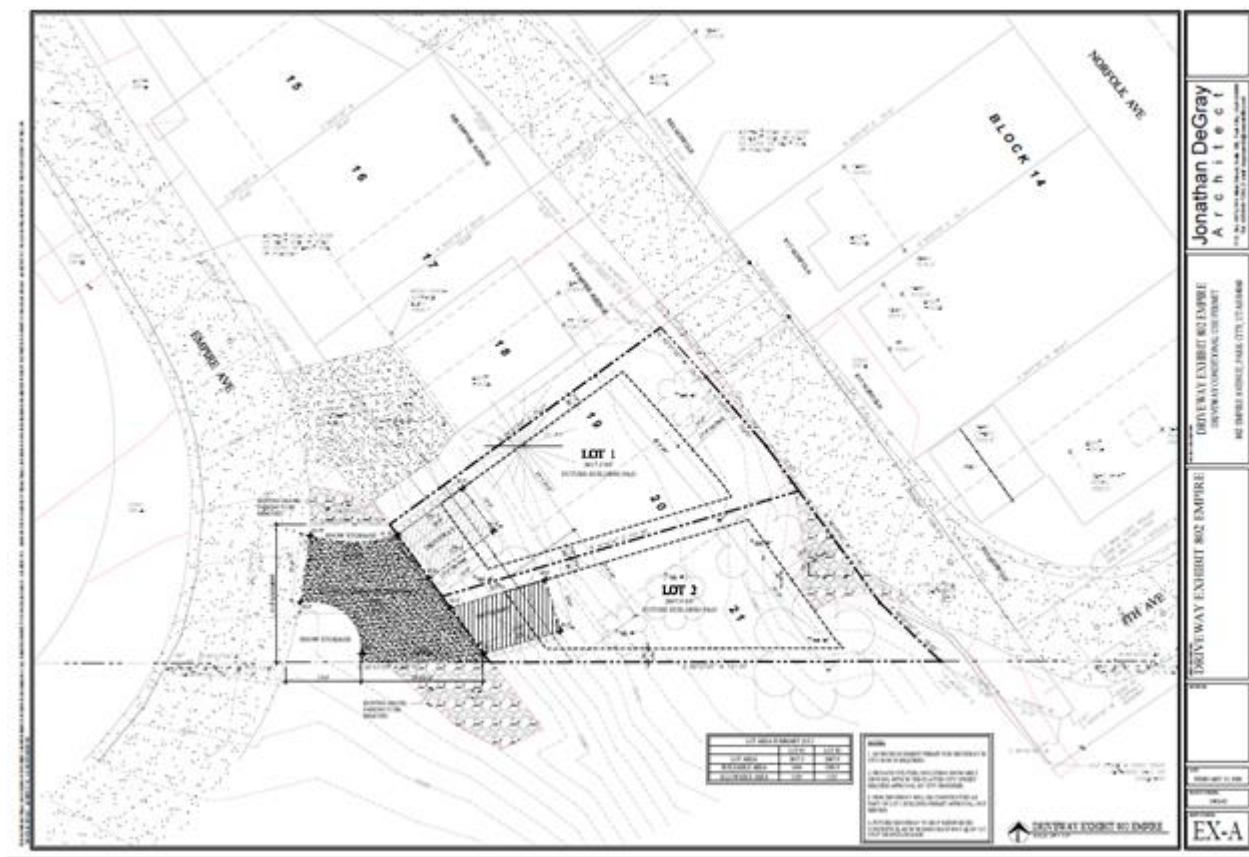


Figure 1: Proposed Driveway from Empire Avenue over Platted-Unbuilt Empire Avenue to Lot 1 and Lot 2

Existing Conditions

Crescent Road, located directly east of the proposed 802 Empire Avenue Subdivision, is a two-way street that serves as the primary southerly access to Empire Avenue and Lowell Avenue. The road slopes from Empire Avenue to 8th Street at a nine percent (9%) to seventeen (17%) grade. The road pavement width was measured to be eighteen feet (18'). The alignment of Crescent Road as it traverses the steep hillside includes two horizontal curves. Existing structures abut the roadway directly, limiting a motorist's sight distance when navigating each horizontal curve. Due to the steep grade, narrow width, and limited sight distance, unrestricted two-way traffic is not easily accommodated. Vehicles traveling downhill generally yield to vehicles travelling uphill.

On the west side of Crescent Road there are 3 existing driveways and one public trail access. There is one existing parallel off-street parking spot on the east side of the street. Due to the cross slope drainage, a high back curb and gutter is necessary on the eastern edge of the street. Unlike rolled curb and gutter, the surface width of a high back curb and gutter is not included when calculating the travel lane width.

Pertinent to the general area of the proposed shared driveway, Empire Avenue holds an eight percent (8%) grade around the horseshoe bend connecting to Lowell Avenue. The cross section features eleven foot (11') travel lanes and a two and a half foot (2.5') rolled curb and gutter on each side of the street resulting in a corridor width of twenty seven feet (27'). There is an existing gravel parking area directly at the location of the proposed shared drive. This entrance is southeast of Empire Avenue at the approximate point of horizontal curve. The gravel parking area, shown in figure 2, predates the oldest Google Earth satellite imagery from 1993.



Figure 2: Existing gravel parking area pictured from Empire Avenue

The existing gravel parking area slopes away from Empire Avenue at a measured ten and a half percent (10.5%) grade. The angle between the bend of Empire Avenue and the alignment of the gravel parking area is quite skew. A large berm exists on the western side of the existing gravel parking area. A motorist would find it difficult to back out of the existing gravel parking area due to the intersection angle coupled with the obstructed sight line.

Analysis

Comments provided from the development review committee encouraged the applicant to seek vehicular access to both Lots 1 and 2 of the 802 Empire Avenue Subdivision from Empire Avenue rather than Crescent Road.

[LMC 15-3-3 General Parking Area and Driveway Standards](#) requires drives serving more than one Single-Family Dwelling shall provide a minimum twenty foot (20') transition Area at no greater than two percent (2%) Slope beginning at the back of the curb, or as otherwise approved by the City Engineer, in anticipation of future Street improvements. The same section of the Land Management Code requires driveways to not exceed fourteen percent (14%) slope.

Considering the following findings:

1. Existing gravel areas on both the north and south side of the shared concrete driveway are noted to be removed.
2. The proposal allows for adequate snow storage.
3. The intersection of the shared driveway and Empire Avenue is roughly normal which is an improvement compared to the existing conditions.
4. The proposed driveway width of fifteen feet (15') complies with the minimum requirement specified in [LMC 15-3-3 \(H\)](#).
5. The proposed driveway is spaced approximately thirty three feet (33') from the nearest existing driveway and approximately one hundred twenty two feet (122') from the intersection of Empire Avenue and Crescent Road.
6. The maximum slope of the drive is shown to be twelve percent (12%).

Based on the facts listed above, and the noted difficulties from an alternative access off Crescent Road outlined in the existing conditions section of this memorandum, the Engineering Department approves a slope greater than two percent (2%) within the transition area noted in the [LMC 15-3-3 General Parking Area and Driveway Standards](#).

Conclusions/Recommendations

The Engineering Department is supportive of a shared driveway within the platted unbuilt right-of-way to access Lots 1 and 2 of the 802 Empire Avenue Subdivision. However, at this stage of review the Engineering Department has the following comments:

1. The grade of the proposed shared drive shall not exceed ten percent (10%) within the platted unbuilt right-of-way.
2. Backing out of the shared drive shall be forbidden. A swept path analysis showing a vehicle turn-around from both Lots 1 and 2 shall be provided to the City Engineer for review prior to building permit issuance.
 - a. Note, the current driveway exhibit does not reasonably support this turning movement for Lot 2. In order for a motorist to turn around, it is likely the existing power pole, shown in Figure 2, will need to be relocated. In addition, the proposed shared driveway will likely need to be extended further south. This will result in a separate encroachment agreement for the portion of shared drive encroaching on PCMC owned parcel PC-364-A-X.
3. An encroachment permit for the shared driveway is required prior to building permit issuance.
4. No parking shall be permitted within the portion of shared driveway located within the platted unbuilt right-of-way.
5. The shared driveway shall not prohibit pedestrian access of a future 8th street public stairway, located just south of the proposed 802 Empire Avenue Subdivision, connecting the Crescent Tramway trail to Empire Avenue.