

Planning Commission Staff Report



Subject: Park City Heights MPD
Author: Kirsten A Whetstone
Date: March 23, 2011
Project # PL-10-01028
Type of Item: Administrative – Master Planned Development

Summary Recommendations

Staff recommends the Planning Commission conduct a public hearing, consider any input, discuss and provide input on 1) discussion items highlighted in the report and 2) draft findings of fact, conclusions of law, and conditions of approval. Staff recommends the Commission continue the item to April 27, 2011, to allow staff and applicant time to address any remaining issues and return with proposed final findings of fact, conclusions of law, and conditions of approval.

Topic

Applicant: The Boyer Company and Park City Municipal Corporation
Location: Richardson Flat Road, west of US 40 and south of the Rail Trail
Zoning: Community Transition (CT)
Adjacent Land Uses: US 40 corridor; municipal open space; single family residential and associated open space; vacant parcel to the north zoned County- RR; vacant parcel to the south zoned County- MR; Park City Medical Center (IHC) and the Park City Ice Arena/Quinn's Fields Complex northwest of the intersection.
Reason for Review: Applications for Master Planned Developments require Planning Commission review

Proposal

The proposed Park City Heights MPD application is a request for a residential development consisting of 239 units on 239 acres of land in the CT zoning district. The MPD includes (Exhibit A):

- 160 market rate units in a mix of cottage units on smaller lots (approximately 6,000 to 8,600 sf) and single family detached units on approximately 8,000 sf to 27,000 sf lots (two upper lots are approximately 44,000 and 48,000 sf).
- 28 deed restricted townhouse units (44.78 affordable unit equivalents) (AUE) - required IHC affordable units configured as seven four-plexes.
- 16 deed restricted units (32 AUE) - required CT zone affordable configured as a mix of single family detached to townhouse units.
- 35 additional non-required deed restricted units in a mix of unit types.
- All units (including all deed restricted units) constructed to LEED for Homes Silver rating at a minimum with each unit achieving a minimum combined 10

points minimum for water efficiency/conservation with Third Party inspection required prior to certificate of occupancy.

- 171.5 acres of dedicated open space (large tracts of contiguous natural open space that does not include open space area around the units) (71.75%).
- 5 acres additional dedicated open space on Round Valley Drive adjacent to US 40 south of the Park City Medical Center (in exchange for 28 IHC deed restricted townhouse units transferred to PC Heights neighborhood).
- A dedicated 3.55 acre (155,000 sf) public City Park with field, tot lot, shade structure, paths, natural area, and other amenities to be designed and constructed by the developer and maintained by the City.
- A dedicated 15,000 sf (approx.) community gardens area within the PC Heights neighborhood.
- 3 to 4 miles of soft surface trails within and around the property and additional mile or so of 8' wide hard surfaced sidewalks and paths along the streets.
- Trail connections to the Rail Trail and Quinn's trail, including trail on the north side of Richardson Flat Road from the 248 underpass to the Rail Trail and trail on the south side of the Road from the project to the Rail Trail. Trail connection to the south property line for future connections to the Jordanelle area. Trail easement on north side of Richardson Flat Road from Rail Trail to east property line.
- Transit bus shelters along Richardson's Flat road (City bus service expected to be extended to Park City Heights and the Park and Ride).
- Cross walk across Richardson's Flat road.
- A 2,500 sf community center/club house area to be constructed by the developer with dedicated future support commercial. Two parcels for future daycare center and/or support commercial.
- Water infrastructure improvements that enhance the City's overall water system and provide redundancy as required by the Water Agreement. Water shares were dedicated to the City as part of a pre-annexation agreement.
- Transportation improvements to the Richardson's Flat/248 intersection including lane improvements and installation of a traffic signal to provide intersection safety (controlled left turn) as required to put the Park and Ride facility and Park City Heights on the City bus route, as required by the Annexation Agreement.
- Wildlife enhancements.
- Design Guidelines approved as part of this MPD apply to all lots, with the exception of the 2 upper lots proposed to be subject to the CCRs for the Oaks at Deer Valley subdivision, or equivalent.
- No sound barrier walls or structures along US 40 within the MPD.
- Widened the overhead power line easement to sixty feet (60').

Background

On May 27, 2010, the Park City Council voted to adopt an ordinance approving the Park City Heights Annexation, including the Park City Heights Annexation Agreement and associated Water Agreement (Exhibit B). The Council also voted to approve Community Transition (CT) zoning for the entire 286 acres.

On June 17, 2010, the applicant submitted a pre-MPD application for a residential development on 239 acres of the Annexation area. The Planning Commission reviewed the pre-MPD application at two (2) meetings (July 14 and August 11, 2010) and found the pre-MPD application to be in initial compliance with applicable elements of the Park City General Plan.

On June 30, 2010 the City received a complete application for the Park City Heights MPD. A list of the MPD application documents is included as Exhibit C.

On September 22nd, October 13th, November 10th, and December 8th, 2010 and on February 9th, February 23rd, March 9th and March 23rd, 2011, the Planning Commission conducted work sessions and/or public hearings on the MPD (Exhibit D).

A summary of the discussion items is as follows:

- September 22nd, 2010 (work session)
 - Background and review of annexation agreement and pre-MPD findings from the Commission.
 - MPD process (flow chart from annexation to building permit).
 - Binder provided to the Commission with planning documents (annexation agreement, water agreement, CT zone, MPD criteria, task force recommendations, Quinn's planning principles, pre-MPD staff reports and minutes).
 - Revised site plan – incorporated Commission comments from the pre-MPD.
- October 13th, 2010 (work session and public hearing)
 - Traffic Study and update provided (traffic engineer answered questions regarding proposed mitigation, including signalized intersection at SR 248 – consistent with requirements of the annexation agreement) (Exhibit I).
 - Trails and pedestrian circulation (importance of a separated trail connection to the Quinn's area underpass and importance of connections to Jordanelle area).
 - Site plan elements- street system layout and connectivity of the neighborhood, entrance area and landscaping, park and amenities, mix of unit types, location of IHC units within phase I, support commercial options, visual analysis, sensitive lands, and buffering from US 40.
 - Compliance with and an overview of the CT zone requirements.
 - Affordable housing requirements and concept of mixing the deed restricted units within the neighborhood.
 - Overview of the utility plan
 - Public input regarding connections to Rail Trail, safety of Rail Trail crossing, size of trails to accommodate snow grooming equipment, and constraints due to wetlands along Rail Trail.
- November 10th, 2010 (public hearing and discussion)
 - Revised site plan (revised street layouts of phase 2, better integration of unit types, enhanced buffer along US 40, fewer cul-de-sacs, more connectivity, area within clubhouse for future support commercial uses

- and/or child care facilities, community garden area, enhanced public park, and bus shelter).
- Design guidelines and landscaping concepts were presented and discussed. Creativity in design to mitigate windy character of the area as well as solar access/easement considerations to take advantage of solar and wind energy resources.
- Revised trail plan showing connections to south, north, east and west. Trails separated from Richardson Flat Road.
- Access, emergency response, alley way configuration, public works issues, snow storage, and other issues were discussed. Applicant agreed to meet with City and service providers to work out details.
- Public input regarding no through roads from PC Heights to the Oaks in Deer Valley and the configuration of streets and alley ways of phase 1.
- December 8th, 2010 (work session and public hearing)
 - Design guideline concepts.
 - Photo study of architectural ideas for the different housing types.
 - No public input provided.
- February 9th, 2011 (work session and public hearing)
 - Revised site plan (revised streets more inline with existing topography, eliminated spine street and replaced it with a 60' wide pedestrian corridor/greenway, increased power line easement to 60' and brought all but 3 lots on west side of easement lower and towards the center of the project, snow storage areas shown, trails studied and modified for grades and access, and further integration of deed restricted units).
 - Physical and computer models of the project.
 - Draft design guidelines, including landscaping elements (importance of roof forms, solar design, best practices in planning and design, energy efficiency, address heated driveways, fencing, skylights, lighting, LEED requirements, and construction waste recycling).
 - Perspectives of the three housing concepts (park townhouses, cottage homes, and homestead homes/lots), including typical street sections with sidewalks/trails.
 - Public input regarding adding a dog park to bring the community together.
- February 23rd, 2011 (discussion and public hearing)
 - Preliminary plat and utility plans.
 - Additional visual analysis from various vantage points (248 at the intersection with Richardson Flat Road and at the intersection with Round Valley Way).
 - Setbacks demonstrated from SR 248 and US 40 and comparison to other projects in the area.
 - Perspectives of the housing types and street cross sections (design guidelines to incorporate specific massing and design criteria for some of the more visible edges- such as the units at the western end of the three short hammerhead streets and the buildings closest to Richardson Flat Road).

- Landscaping and perimeter plantings to buffer and soften the edges of the development. Additional landscaping information to be added to the design guidelines and also address noxious weeds.
- Wildlife study needs to be revised to address criteria in the LMC, including recommendations for mitigation of impacts and wildlife enhancements.
- Additional street cross sections requested to review cut and fill, slope disturbance, and other visual impacts of the proposed street design.
- Information on proposed phasing was requested.
- No public input provided.
- March 9th, 2011 (work session)
 - Street cross section study (cut and fill, slope disturbance, visual impacts). Roadway design objectives, constraints, revisions from previous site plan. Explore opportunities to lower the SW most cul-de-sac, work with adjacent property owner, transfer density to PC Heights, etc. Important to understand how much area outside of the roadway will be disturbed.
 - Design the roads and have details for review at time of final plats.
 - Re-vegetation need to specify material and methods.
 - Show a design for the integrating of trails, cul-de-sacs, driveways, streets, area of disturbance, re-vegetation, and materials proposed.
 - Revised wildlife study.
 - Explore area at other times of the year for other species.
 - What mitigations or enhancements can be done successfully for wildlife in the area? Need recommendations from the Wildlife study in form of conditions for the MPD.
 - Requested Fire Protection Report to understand hazards and impacts on fire ratings, etc.
 - Public input regarding large cranes observed on the site.

The information reviewed at these meetings is supplemental to the information included in the Park City Heights binder and exhibits to previous staff reports. See Exhibit C for a complete list of all submittal documents that make up the Park City Heights MPD application.

Analysis

Staff reviewed the application and provides the following analysis and recommendations regarding compliance with the General Plan and Land Management Code (Chapter 2.23- CT zoning requirements and Chapter 6- Master Planned Development criteria):

General Plan Discussion

The specific elements of the General Plan that apply to this project are included in the following analysis. The General Plan establishes goals designed to address foreseeable problems and express community aspirations. The following key goals are applicable:

Community Direction

- Preserve the mountain resort and historic character of Park City.

- Future development should complement the existing historic and resort qualities of our mountain community.
- New development should be modest in scale and utilize historic building and natural building materials. New structures should blend in with the landscape.
- Preserve environmental quality, open spaces, and outdoor recreational opportunities.
 - Preserve an attractive, healthy environment with clean air and natural landscapes. To preserve the natural views of the mountains and meadows, new development should be focused in less visible areas.
 - Retain maximum possible amount of natural vegetation, screen structures, and preserve natural quality of the landscape.
- Maintain high quality of public services and facilities.
 - Community should continue to provide excellence in public services and community facilities to meet the needs and desires of residents and visitors.
- Maintain the unique identity and character of an historic resort community.

Community Character Element

The project is located within the Highway 40/248 SW planning area,

Applicable “Developing Areas Actions” include:

- Limit the size of new homes in relation to their lots.
- Promote the use of such building materials as wood siding, rock accents, earth tones, and metal roofs that have historic precedents in a mountain community context.
- Vary setbacks to avoid giving neighborhoods a suburban feeling.
- Minimize parking expanses between the street and the front facades of buildings. Require landscaped entries that connect with streets to provide easy, safe pedestrian access.
- Minimize architectural styles and signage that are clearly not in keeping with the mountain resort (and historic) character of the community.
- Provide trails and access to year round trails that connect with adjacent areas and to public trail systems.
- Require adequate, well-engineered streets that minimize the impact on the environment by avoiding excessive grading and cutting of hillsides.
- On development near City entries, enact special controls regarding setbacks, landscaping, building mass, and character.

Land Use Element

The General Plan’s Land Use Plan identifies the subject site as a possible low density residential receiving zone.

- The General Plan discusses the following elements for development: architectural character, controlling lighting and size, requiring well-engineered streets, maintain pedestrian linkages from neighborhoods to commercial areas minimize expanses of parking, enhance landscape buffers at street edge and at entrances, etc.

- Community Design policies encourage comprehensive, efficient developments that consider overall impacts on surrounding properties.

Open Space Element

The Open Space element seeks to support a community preference for retaining the openness unique to Park City and avoiding the planning and development pitfalls that can result from urban sprawl. This element also incorporates visual preferences of residents regarding the value of a variety of types of open spaces, including the openness of entry corridors.

- Demand special attention to the entryway areas, including Highways 40, 224, and 248 with site planning parameters that create open space corridors.
- Prohibit development of highly visible hillsides and ridge lines as viewed from Highway 40 and 248.
- Residential development in this area shall be clustered and surrounded by open space.

Environment Element

- This element focuses on policies and actions that protect and enhance the environment, aesthetics, and unique natural resources of the community.
- Encourage comprehensive, efficient developments that consider the overall impact on surrounding properties. Phasing plans for such projects will be necessary to avoid the premature expansion of utilities and other public facilities.
- Approve development only when adequate public services and facilities are available, or will be available when needed to serve the project.
- Wildlife habitat and migration routes should be considered in developments.
- A balance must be maintained between development, recreational activities and the natural environment. It is important to work cooperatively with State and Federal government agencies to resolve issues.

Land Management Code- CT Zone

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

- (A) Encourage low-Density public, quasi-public, and/or institutional Uses relating to community open space, recreation, sports training and Development, tourism, and community health;
- (B) Encourage low Density Development designed in a manner so as to cluster Uses in the least visually sensitive Areas and maximizes open space;
- (C) Enhance and expand public open space and recreation Uses Compatible with the adjacent public deed-restricted open space;
- (D) Prohibit highway service commercial, regional-commercial, and limit residential land Uses;
- (E) Require Building and Site design solutions that minimize the visual impacts of parking and parking lot lighting from the entry corridor and adjacent neighborhoods and land Uses;
- (F) Preserve and enhance environmentally Sensitive Lands such as wetlands, Steep Slopes, ridgelines, wooded Areas, and Stream Corridors;

- (G) Preserve Park City’s scenic entry corridor by providing significant open space and landscape buffers between Development and the highway corridor;
- (H) Encourage transit-oriented Development and Uses;
- (I) Promote significant linkages to the broader community open space and trail network;
- (J) Encourage the Development of high quality public places such as parks, trails, and recreation facilities;
- (K) Encourage Development which preserves the natural setting to the greatest extent possible; and
- (L) Minimize curb cuts, driveways, and Access points to the highway.
- (M) Encourage sustainability, conservation, and renewable energy.

Staff finds the proposed MPD is consistent with the General Plan elements and purpose statements of the CT zone.

- The MPD is a low density, mixed housing type, residential development that integrates deed restricted units (of mixed type) and market units (also of mixed types) in the site plan.
- The MPD provides affordable housing in excess (35 units) of the required units.
- The units are clustered on 28% of the total site preserving the remaining 171 acres as open space.
- The development is located on the least environmentally sensitive areas of the 239 acre site.
- A significant buffer area of open space is provided between the development and the SR 248 entry corridor maintaining an open and scenic entry corridor.
- A landscaped buffer and grade difference along the east perimeter provide a buffers from the US 40 corridor.
- Bus shelters, project location on a future bus route, trail connections to the community trails system via the Rail Trail and a site plan that encourages pedestrian connectivity within the development encourages alternative modes of transportation and promotes linkages to community open space and trails.
- A dedicated public park and connections to the park from community and neighborhood trails provide recreation opportunities for the neighborhood and benefits the community.
- The MPD and associated Design Guidelines, encourage sustainability, conservation and renewable energy.

Staff reviewed the application for compliance with the Community Transition (CT) zone and summarizes the following findings:

| | LMC Requirement | Proposed |
|---------------------------|------------------------|--|
| Property/Lot Size | No minimum lot size | 239 acres total, various lot sizes (1,787 sf to 48,400 sf) <u>Complies.</u> |
| Building Footprint | No maximum footprint | Footprint restricted by setbacks for park and cottage |

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|--------------------------|---|--|
| | | units. Footprint and or LOD limits shall be identified on final plat for homestead lots consistent with the Design Guidelines. <u>Complies.</u> |
| Uses | Residential uses allowed within an MPD in the CT zone. Support uses, such as City Parks, trails, neighborhood clubhouse/meeting space, bus shelters, etc. are allowed in the CT Zone as part of an MPD. | A mix of residential units, single family lots, cottage homes, townhouses. Deed restricted and market units integrated per the site plan approved with the MPD. Support uses include a City Park and community gardens; neighborhood clubhouse/meeting area, support commercial, bus shelters, and other neighborhood amenities. <u>Complies.</u> |
| Density | CT District Base Density is 1 unit per 20 acres MPD within CT zone allows PC to approve a Density of up to 1 unit per acre, excluding required affordable housing units. | Density of 1 unit per acre (239 units) as approved with the PC Heights Annexation Agreement. Excluding the required affordable units the density is 0.81 du/acre. <u>Complies.</u> |
| All Yard setbacks | 25', <u>minimum</u> around perimeter of MPD. Within MPD setbacks may be reduced by the Planning Commission per LMC Section 15-6-5 (C). 200' Frontage Protection Zone no-build Setback required. | 25' or greater around the perimeter (25' to 690'+). Setbacks within the MPD for lots will be identified on the final plats in compliance with the Uniform Building code and consistent with the Design Guidelines for the different units/lot types. Setbacks are greater than 200' from all Frontage Protection zone boundaries. <u>Complies.</u> |
| Height | 28 feet above existing grade, with 5' exception for pitched roof elements. The Planning Commission may allow | No height exceptions are requested. <u>Complies.</u> |

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|-------------------|---|--|
| | additional building height for MPDs per LMC Section 15-6-5 (F). | |
| Parking | Two (2) spaces per dwelling unit for single family lots, cottage style dwelling units, and multi-family dwelling units greater than 1,000 sf. One (1) space per 650 sf unit and 1.5 spaces per unit greater than 650 sf but less than 1,000 sf unit. | Two (2) garage spaces per dwelling unit (for single family, cottage style, and townhouse units) are proposed. <u>Complies.</u> |
| Open Space | MPDs within the CT zone require a minimum of 70% open space for residential density of one unit per acre. | Approximately 171.5 acres of open space (71.75%) is proposed. Final plats will identify and dedicate all open space areas and proposed uses within open spaces. <u>Complies.</u> |

Phasing

The applicants propose to develop the property in 2 primary phases.

Phase 1:

- Approximately 90 units located closest to Richardson Flat Road, within the first looped road, consistent with the Annexation Agreement and Water Agreement.
- Trail connections to the Rail Trail, trails and sidewalks.
- City park and neighborhood amenities in the lower area of the development.
- Approximately 28 IHC deed restricted townhouses.
- Approximately 40 market rate cottage units.
- A portion of the PCMC deed restricted units.

Staff recommends a condition of approval that the park and trails be completed within 3 years of the date of issuance of the first building permit, or as otherwise directed by the City Council. This phase may be further phased.

Phase II (may be further phased):

- Remaining cottage units
- Homestead lots
- PC Heights required deed restricted units
- Remaining PCMC deed restricted units.

The Development Agreement will finalize the phasing. Final subdivision plats for the phases will have to be submitted to the City for review by the Planning Commission and City Council before they are recorded and prior to issuance of building permits for these units. Final plats will need to be substantially consistent with the approved MPD.

Master Planned Development Criteria

In accordance with Section 15-6-5 of the Land Management Code, all Master Planned Developments shall contain the following minimum requirements.

(A) **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.*

Complies. The Annexation Agreement set the density for the Park City Heights at 239 units based on the CT zone and Site Suitability Analysis conducted at the time of annexation. The MPD does not exceed the maximum density in the zone. Density is located in the most appropriate locations on the site.

(B) **MAXIMUM ALLOWED BUILDING FOOTPRINT FOR MASTER PLANNED DEVELOPMENTS WITHIN THE HR-1 DISTRICT. (Not applicable- not in the HR-1 zone)**

(C) **SETBACKS.** *The minimum Setback around the exterior boundary of an MPD shall be twenty five feet (25') for Parcels greater than one (1) acre in size.*

Complies. For all structures, the MPD meets and exceeds the minimum Setbacks of 25' around the exterior boundary.

(D) **OPEN SPACE.** *All Master Planned Developments shall contain a minimum of sixty percent (60%) open space.*

Complies. The MPD includes 171.5 acres of dedicated open space contiguous to large tracts of adjacent natural open space (71.75%). This open space does not include open space area around the units.

(E) **OFF-STREET PARKING.**

(1) *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.*

Complies. All off-street parking within the MPD is provided in accordance with requirements of the Code. All parking is located within garages.

(F) **BUILDING HEIGHT.** *The height requirements of the Zoning Districts in which an MPD is located shall apply except that the Planning Commission may consider an increase in height based upon a Site specific analysis and determination.*

Complies. No height exceptions are proposed with the Master Planned Development.

*(G) **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. The following shall be addressed in the Site planning for an MPD:*

(1) Units should be clustered on the most developable and least visually sensitive portions of the Site with common open space separating the clusters. The open space corridors should be designed so that existing Significant Vegetation can be maintained on the Site.

Complies. The lots are clustered on the most developable and least visually sensitive portions of the Site. Common open space is used to separate groups of units and provide open space corridors around and through the site. The MPD is designed to maintain Significant Vegetation to the greatest extent possible.

(2) Projects shall be designed to minimize Grading and the need for large retaining Structures.

Complies. The proposed plan does not include or require large retaining structures. The natural grade in the developable area is not steep (less than 30%). Low retaining structures (in steps of 4' to 6') are recommended in areas to minimize cut and fill slopes for roads and driveways, minimize disturbance of existing vegetation, and mitigate visual impacts of these areas. Final road design will be provided to the Planning Commission for review with the final subdivision plats.

(3) Roads, utility lines, and Buildings should be designed to work with the Existing Grade. Cuts and fills should be minimized.

Complies. Roads and utility lines are proposed to work with the existing grades to the greatest extent possible, as indicated on the preliminary plat. Areas of permanent cut and fill are recommended to utilize low retaining walls to minimize cut and fill slopes, disturbance of existing vegetation, and to mitigate visual impacts. The Park City Heights Design Guidelines include language requiring houses to be designed to work with the existing Grades to the greatest extent possible and to minimize cut and fills by stepping foundation with the slope. Final plats shall be reviewed by the City for compliance with this requirement.

(4) Existing trails should be incorporated into the open space elements of the project and should be maintained in their existing location whenever possible. Trail easements for existing trails may be required. Construction of new trails will be required consistent with the Park City Trails Master Plan.

Complies. All trails proposed with the MPD are incorporated into open space elements and in some areas are maintained and improved in their existing locations. Trail easements will be platted on the final recorded subdivision plats. The MPD includes 1) a paved connector trail separated from Richardson Flat Road, from the project to the Rail Trail on the south side of Richardson Flat Road, 2) a paved connector trail separated from Richardson Flat Road, from the SR 248 underpass to the Rail Trail on the north

side of Richardson Flat Road, and several miles of paved and hard surfaced trails throughout the development. All trails will be constructed consistent with the Park City Trails Master Plan.

(5) Adequate internal vehicular and pedestrian/bicycle circulation should be provided. Pedestrian/ bicycle circulations shall be separated from vehicular circulation and may serve to provide residents the opportunity to travel safely from an individual unit to another unit and to the boundaries of the Property or public trail system. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.

Complies. Paved and soft surface trails, paths, and sidewalks are provided throughout the MPD. Trail connections separated from Richardson Flat Road connecting the project to the Rail Trail are part of the MPD.

(6) The Site plan shall include adequate Areas for snow removal and snow storage. The landscape plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. The assumption is that snow should be able to be stored on Site and not removed to an Off-Site location.

Complies. There are sufficient areas adjacent to the streets, driveways, and parking areas to store snow.

(7) It is important to plan for refuse storage and collection and recycling facilities. The Site plan shall include adequate Areas for dumpsters and recycling containers. These facilities shall be Screened or enclosed. Pedestrian Access shall be provided to the refuse/recycling facilities from within the MPD for the convenience of residents and guests.

Complies. All trash and recycling is individual containers placed at the curb by the residents. No dumpsters or common trash/recycling facilities are proposed. Park style trash receptacles will be installed at the City Park.

(8) The Site planning for an MPD should include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.

Complies. A bus shelter is proposed within the MPD located at the entry to the project on the south side of Richardson Flat Road.

(9) Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas.

Complies. No commercial service and delivery are anticipated. A loading/unloading area for the clubhouse area is provided along with parking for the public park.

*(H) **LANDSCAPE AND STREETScape.** To the extent possible, existing Significant Vegetation shall be maintained on Site and protected during construction. 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. Lighting must meet the requirements of the LMC Chapter 15-5, Architectural Review.

Complies. The Park City Heights Design Guidelines specify the maximum area allowed for lawn or turf is limited to fifty percent (50%) of the total Area allowed to be disturbed and not covered by Buildings and other hard surfaces. Drought tolerant species and species native to the area are stipulated in the Guidelines. Native rock and boulders are stipulated. Lighting is proposed to comply with requirements of LMC Chapter 15-5, Architectural Review and is further spelled out in the Guidelines. A landscape plan, including all exterior lighting and a limit of disturbance plan are required to be submitted with all building plans.

*(I) **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, as described in LMC Section 15-2.21.*

Complies. A Sensitive Lands Analysis was conducted by the applicant and provided at the time of the Annexation. The applicant provided a steep slope analysis, identified sensitive ridgelines, provided a wetlands delineation and wildlife study, presented a visual analysis and models of the site, and demonstrated that the MPD as conditioned conforms to the Sensitive Lands Provisions of the LMC. The visual analysis demonstrates that while the units are visible they are not visually obtrusive and the mountain back drop further diminishes visual impacts (see Exhibits F, G, and H).

*(J) **EMPLOYEE/AFFORDABLE HOUSING.** MPD Applications shall include a housing mitigation plan which must address employee Affordable Housing as required by the adopted housing resolution in effect at the time of Application.*

Complies. The Annexation Agreement includes requirements for affordable housing mitigation. Staff recommends a condition of approval that a final Affordable Housing Plan, consistent with the Annexation Agreement, be approved by the Park City Housing Authority, prior to issuance of any building permits for the MPD. Staff also recommends as a condition precedent to receiving a certificate of occupancy for any market rate unit that the City shall be provided with proof of compliance with the approved Affordable Housing Plan.

*(K) **CHILD CARE.** A Site designated and planned for a Child Care Center may be required for all new single and multi-family housing projects if the Planning Commission determines that the project will create additional demands for Child Care.*

Complies. The MPD provides two sites that are suitable for development of a Child Care Center at the entrance to the project. These include Parcel I (10,224 sf) or Parcel J (16,331 sf) as shown on the preliminary subdivision plat as future development parcels.

Department Review

The project has been reviewed by the Planning, Building, Engineering, Sustainability, Public Works, Recreation, and Legal departments as well as by local and state utility providers (Snyderville Basin Water Reclamation District, Questar, Rocky Mountain

Power, Fire District, Park City School District, Qwest, and Comcast). Issues raised during the review process have been adequately addressed and/or mitigated by revisions to the plans or by conditions of approval.

Public Notice

The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record as required by the Land Management Code.

Alternatives

- The Planning Commission may approve the Park City Heights MPD as conditioned and/or amended; or
- The Planning Commission may deny Park City Heights MPD and direct staff to make findings of fact to support this decision; or
- The Planning Commission may continue the discussion and request additional information on specific items.

Significant Impacts

Fiscal impacts outlined in the Fiscal Impact Analysis, reviewed by the Planning Commission and City Council at the time of annexation, conclude that the proposed MPD does not create negative fiscal impacts on the City. Environmental impacts are discussed in the Sensitive Lands Compliance section above. As conditioned the MPD mitigates potential environmental impacts.

Consequences of not taking the Suggested Recommendation

The property would remain within the Park City Municipal Boundary, zoned Community Transition, and subject to the Park City Annexation Agreement.

Future Process

Approval of the MPD application by the Planning Commission constitutes Final Action that may be appealed following the procedures found in LMC 1-18. Approval of the final subdivision plat, including phasing and associated utility plans, is required for the project to move forward. Subdivision plats require final action by the City Council (Exhibit E).

Recommendations

Staff recommends the Planning Commission conduct a public hearing, consider any input, discuss and provide input on 1) discussion items highlighted in the report and 2) draft findings of fact, conclusions of law, and conditions of approval. Staff recommends the Commission continue the item to April 27, 2011 to allow staff and applicants time to address any remaining issues and return with final findings of fact, conclusions of law, and conditions of approval.

DRAFT Findings of Fact

1. The MPD includes the items:

- a. 160 market rate units in a mix of cottage units on smaller lots (approximately 6,000 to 8,600 sf) and single family detached units on approximately 8,000 sf to 27,000 sf lots (two upper lots are approximately 44,000 and 48,000 sf).
- b. 28 deed restricted townhouse units (44.78 affordable unit equivalents) (AUE) - required IHC affordable units configured as seven four-plexes.
- c. c.16 deed restricted units (32 AUE) - required CT zone affordable configured as a mix of single family detached, cottage homes, and townhouse units.
- d. 35 additional non-required deed restricted units in a mix of unit types.
- e. All units (including all deed restricted units) constructed to LEED for Homes Silver rating at a minimum with each unit achieving a minimum combined 10 points for water efficiency/conservation with Third Party inspection required prior to certificate of occupancy.
- f. 171.5 acres of dedicated open space (large tracts of contiguous natural open space that does not include open space area around the units) (71.75%).
- g. 5 acres additional dedicated open space on Round Valley Drive adjacent to US 40 south of the Park City Medical Center (in exchange for 28 IHC deed restricted townhouse units transferred to PC Heights neighborhood).
- h. A dedicated 3.55 acre (155,000 sf) public City Park with field, tot lot, shade structure, paths, natural area, and other amenities to be designed and constructed by the developer and maintained by the City.
- i. A dedicated 15,000 sf (approx.) community gardens area within the PC Heights neighborhood.
- j. 3 to 4 miles of soft surface trails within and around the property and additional mile or so of hard surfaced sidewalks and paths along the streets.
- k. Trail connections to the Rail Trail and Quinn's trail, including trail on the north side of Richardson Flat Road from the 248 underpass to the Rail Trail and trail on the south side of the Road from the project to the Rail Trail. Trail connection to the south property line for future connections to the Jordanelle area. Trail easement on north side of Richardson Flat Road from Rail Trail to east property line.
- l. Transit bus shelters along Richardson Flat road (City bus service expected to be extended to Park City Heights and the Park and Ride).
- m. Cross walk across Richardson Flat road.
- n. A 2,500 sf community center/club house area to be constructed by the developer with dedicated future support commercial or possible daycare center tenant spaces (Parcels I and J as shown on the preliminary plat).
- o. Water infrastructure improvements that enhance the City's overall water system and provide redundancy as required by the Water Agreement. Water shares were dedicated to the City as part of a pre-annexation agreement.
- p. Transportation improvements to the Richardson Flat/248 intersection including lane improvements and installation of a traffic signal to provide intersection safety (controlled left turn) as required to put the Park and Ride facility and Park City Heights on the City bus route, as required by the Annexation Agreement.

- q. Wildlife enhancements as identified in the Biological Resources Overview prepared by Logan, Simpson Design, Inc. amended March 17, 2011.
 - r. Design Guidelines approved as part of this MPD apply to all lots, with the exception of the 2 upper lots proposed to be subject to the CCRs for the Oaks at Deer Valley, or equivalent.
 - s. No sound barrier walls or structures along US 40 within the MPD.
2. The Park City Heights MPD is subject to the Park City Heights Annexation Agreement approved by the City Council on May 27, 2010. The Annexation Agreement sets forth terms and conditions of annexation, zoning, affordable housing, land use, density, transportation and traffic, phasing, trails, fire prevention, road and road design, utilities and water, fiscal impact analysis, snow removal, fees, and sustainable development requirements for the 239 acre Park City Heights MPD. The MPD as conditioned is in compliance with the requirements of the Annexation Agreement.
 3. The Park City Heights Annexation Agreement includes a Water Agreement as an integral component. The Water Agreement sets forth terms and conditions related to water facilities, restrictions regarding water, and phasing of development as it relates to completion of water infrastructure. The MPD as conditioned is in compliance with the Water Agreement.
 4. On June 17, 2010, the applicants submitted a pre-MPD application based on the annexation approval and agreement. The Planning Commission reviewed the pre-MPD application at two (2) meetings (July 14 and August 11, 2010) and found the application to be in initial compliance with applicable elements of the Park City General Plan.
 5. On June 30, 2010, the applicants submitted a revised MPD application.
 6. The property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record as required by the Land Management Code.
 7. Public hearings on the MPD were held on October 13th, November 10th, and December 8th, 2010 and on February 9th, February 23rd, March 9th and March 23rd, 2011.
 8. The property is located within the Community Transition (CT) zone. The MPD is in compliance with all applicable requirements of the CT zone.
 9. Access to the site is from Richardson Flat Road, a public road previously known as Old Dump Road. Access is also proposed to the currently unimproved US 40 frontage road (UDOT) along the east property line. No roads are provided through the Park City Heights MPD to the Oaks, Royal Oaks, or any other neighborhood within the Deer Valley MPD, consistent with the Annexation Agreement.
 10. Utilities are available in the area, however extension of utilities or utility upgrades to the development site are required. A final utility plan will be submitted with the final subdivision plats to be reviewed by the Interdepartmental and Utility Service providers Development Review Team. City Staff will provide utility coordination meetings to ensure that utilities are provided in the most efficient, logical manner and that comply with best practices, including consideration of aesthetics in the location of above ground utility boxes. Location of utility boxes shall be shown on the final utility plans.

11. The MPD includes 1) a paved connector trail on the south side of and separated from Richardson Flat Road, from the project to the Rail Trail, 2) a paved connector trail on the north side of and separated from Richardson Flat Road, from the SR 248 underpass to the Rail Trail, 3) a trail connection from trails within the project to the south property boundary line, 4) a trail easement along the north side of and separated from Richardson Flat Road from the Rail Trail to the east property boundary line, and 5) several miles of paved and soft surfaced trails throughout the development. All trails will be constructed consistent with the Park City Trails Master Plan.
12. The MPD includes a dedicated public park to be constructed by the developer according to the City's parks plan, or as otherwise directed by the City Council.
13. Parking within the MPD is proposed at two spaces per unit within private garages. Additional surface parking is provided for guests, the community gardens/park area, and the neighborhood club house/meeting area.
14. The proposed MPD density of 1 unit per acre complies with the density allowed by the CT zone. (239 units on 239 acres) The net density is 0.82 units per acre (195 units on 239 acres), excluding the 44 required deed restricted housing units. The density is consistent with the Annexation Agreement.
15. The LMC requires a Sensitive Lands Analysis for all Master Planned Development applications. The MPD application included a Sensitive Lands Analysis.
16. A portion of property is located within the designated SR 248 Entry Corridor. This area is identified in the MPD as dedicated open space and all required entry corridor setbacks are complied with.
17. The property contains SLO designated steep slopes, ridgelines and wetland areas. These areas are identified in the MPD as dedicated open space areas and all required wetland and stream setbacks are complied with.
18. A wildlife study was conducted and a report (December 2010) was prepared by Logan Simpson Design, Inc. A revised report was prepared on March 2, 2011. The wildlife study addresses requirements of the Land Management Code and provides recommendation for mitigation of wildlife conflicts and wildlife enhancement.
19. The site plan complies with the minimum MPD required 25' setback around the perimeter of the property. Setbacks range from 25' to 690' (and greater to the south property line).
20. The locations of the proposed units are consistent with the MPD site planning and Sensitive Lands Overlay criteria.
21. The property is visible from the designated LMC Vantage point along State Road 248 and a visual analysis was conducted by the applicant from this Vantage point. Additional visual analysis was provided from the intersection of Richardson Flat Road and SR 248.
22. Design Guidelines for the Park City Heights MPD address site planning, architecture and design, sustainability and best practices, landscaping and water conservation, and other requirements of the Annexation Agreement.
23. A traffic study was conducted and a report was prepared by Hales Engineering in 2007 and updated in 2008. This study was utilized during the annexation process in the determination of density and requirements for traffic and transportation related impact mitigations. An updated traffic volume and trip generation report was

provided by Hales Engineering on September 27, 2010. The updated report concludes that the reduced density of the current MPD and the slight increase in background traffic volumes from those utilized in the 2007/2008 studies indicate that the TIS does not need to be updated for the MPD and that the recommendations for transportation and traffic mitigation as required by the Annexation Agreement are still valid.

24. Construction traffic is required to be addressed in the Construction Mitigation Plan.
25. A Geotechnical Study for the Park City Heights Development was provided by Gordon, Spilker Huber Geotechnical Consultants, Inc. (June 9, 2006). Expansive clay soils were encountered across the site in the upper two and one-half to nine and one-half feet. Shallow bedrock was found within portions of the site. Special construction methods, removal of these unsuitable soils, and other mitigations are spelled out in the Study.
26. A Fire Protection Report (March 2011) identifies potential Wildland urban interface areas within the MPD. Prior to issuance of building permits the Building Department will review plans for compliance with recommendations of the Fire Protection Report. The fire protection component of the plan shall ensure that Park City's ISO rating is not negatively affected by construction of the building.
27. Affordable housing obligations of the MPD are consistent with the affordable housing described by the Park City Heights Annexation Agreement and as required by the CT zone. The MPD provides up to an additional 35 deed restricted housing units over the 28 deed restricted townhouse units (44.78 affordable unit equivalents (AUE) required by the IHC MPD and the 16 deed restricted units (32 AUE) required by the CT zone for the 160 market rate units. These affordable units are configured as a mix of single family detached, duplexes, cottage units, and attached townhouse units. An additional 35 non-required deed restricted units in a mix of unit types are proposed as part of this MPD.
28. No building height exceptions have been requested and all buildings will comply with the height limitations of the CT zone.
29. Lots have been positioned to minimize visual impacts on adjacent structures. Potential problems on neighboring properties caused by shadows, loss of solar access, and loss of air circulation, have been mitigated to the extent possible as further described in the Park City Heights Design Guidelines.
30. Utilities must be extended to the site to sustain the anticipated uses. Thirty (30') foot wide non-exclusive utility easements are generally necessary for long term maintenance and shall be dedicated on the final subdivision plats. Off-site improvements are necessary to serve the site with utilities.
31. Off-site improvements will create traffic delays and potential detours, short term access and private driveway blockage, increased transit time, parking inconveniences, and other impacts on the adjacent neighborhoods and to the community in general.
32. A Construction Mitigation Plan (CMP) is necessary to identify impacts and propose reasonable mitigation of these impacts on the site, neighborhood, and community due to construction of this project. The CMP shall include information about specific construction phasing, traffic, parking, service and delivery, stock-piling of materials and staging of work, work hours, noise control, temporary lighting, trash

- management and recycling, mud and dust control, construction signs, temporary road and/or trail closures, limits of disturbance fencing, protection of existing vegetation, erosion control and storm water management.
33. Final road designs will be provided to the Planning Commission for review with the final subdivision plats. To minimize visual impacts and to minimize disturbance of existing vegetation due to large areas of cut and fill slopes, low retaining structures (in steps of 4' to 6') are recommended. These low retaining structures may be stepped to minimize their height. Design of these retaining structures is included in the PC Heights Design Guidelines to ensure consistency of design, materials, and colors throughout the development.
 34. A storm water run-off and drainage plan is necessary to ensure compliance with Park City's Storm Water Management Plan and storm water Best Management Practices for storm water during construction and post construction with special considerations to protect the wetlands delineated on and adjacent to the site.
 35. A financial guarantee for all landscaping and public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner in a timely manner. This financial guarantee is required prior to building permit issuance, with the exception of restoration permits for the historic structures, as determined by the City.
 36. Parcels I and J are identified on the preliminary subdivision plat as potential future support commercial and/or child care center or similar uses pad sites. These parcels are currently used as a temporary, dirt parking lot.
 37. A master sign plan is required for Planning Department review and approval and all individual signs require a sign permit prior to installation.
 38. Sound mitigation may be desired by owners of units along US 40. Conditions of approval prohibit sound barrier walls within the MPD. Sound mitigation may be provided with landscaping, berming, smart housing design and insulation, and sound barriers constructed as part of the dwelling units.
 39. Section 15-6-4 (G) of the LMC states that once the Planning Commission has approved an MPD, the approval shall be put in the form of a Development Agreement.
 40. The applicant stipulates to the conditions of approval.
 41. The discussion in the Analysis section is incorporated herein.

Conclusions of Law

1. The MPD, as conditioned, complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Chapter 6- Master Planned Developments Section 15-6-5.
2. The MPD, as conditioned, is compatible with surrounding structures in use, scale, mass, and circulation.
3. The MPD, as conditioned, is consistent with the Park City General Plan.
4. The MPD, as conditioned, is consistent with the Park City Heights Annexation Agreement.
5. The MPD, as conditioned, strengthens and enhances the resort character of Park City.

6. The MPD, as conditioned, is Compatible in use, scale and mass with adjacent properties, and promotes neighborhood Compatibility.
7. The MPD provides amenities to the community so that there is no net loss of community amenities.
8. The MPD is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.
9. The MPD has been designed to place Development on the most Developable Land and preserves significant features and vegetation to the extent possible.
10. The MPD promotes the Use of non-vehicular forms of transportation through design and by providing trail connections to existing community trails, a walkable interconnected site plan, a city park and neighborhood amenities, and a bus shelter and cross walk.
11. The MPD has been noticed and public hearings held in accordance with the LMC.

DRAFT Conditions of Approval

1. All standard project conditions shall apply (Exhibit A).
2. A final subdivision plat for each phase, or sub phase, of development shall be submitted for review by the Planning Commission and City Council prior to issuance of building permits. The plats shall be consistent with the LMC, preliminary plat and the PC Heights site plan and documents reviewed and approved by the Planning Commission during the MPD approval.
3. A limit of disturbance area (LOD), maximum building footprint and/or house size limitation and a setback requirement table for the lots shall be included on the final plats consistent with the Park City Heights Design Guidelines.
4. A note shall be added to the final plats stating that a landscape plan shall be submitted for City review and approval for each lot, prior to building permit issuance for that lot.
5. A note shall be added to the final plats stating that all units (including all deed restricted units) shall be constructed to comply with the Park City Heights Design Guidelines and shall comply, at a minimum, with the LEED for Homes Silver rating (or equivalent) and each unit shall achieve a minimum combined 10 points for water efficiency/conservation. Third Party inspection is required to confirm compliance prior to certificate of occupancy for each unit.
6. A final landscaping and irrigation plan for all common areas shall be submitted with the final plats for each phase. Landscaping materials and irrigation shall comply with the requirements of the Annexation Agreement, including the Water Agreement, and the Park City Heights Design Guidelines.
7. All exterior building materials, colors and final design details must be in substantial compliance with the final Park City Heights Design Guidelines and shall be approved by staff prior to building permit issuance. Materials shall not be reflective and colors shall be warm, earth tones that blend with the natural colors of the area.
8. All exterior lighting, including any street and/or path lighting shall be subdued in nature and shall conform to the LMC Sections 15-5-5-(l) and 15-3-3(c) and the Park City Heights Design Guidelines.
9. All exterior lighting, with the exception of bollard lighting at the park shall be privately maintained.

10. A Construction Mitigation Plan (CMP) shall be submitted and approved by the City for compliance with the Municipal Code, as a condition precedent to issuance of any grading or building permits. The CMP shall address construction phasing, staging, storage of materials, circulation and traffic, parking, service and delivery, re-vegetation of disturbed areas, temporary signs and construction lighting, hours of operation, dust and mud control, storm water management, and other items as may be required by the Building Department. The immediate neighborhood and community at large shall be provided notice at least 24 hours in advance of construction work impacting private driveways, street closures, and interruption of utility service.
11. The CMP shall address disposal and treatment of all excavated materials. The capping of exposed soils within the City's Soils Ordinance Boundary is subject to all applicable regulations and requirements of the Park City Soils Ordinance Title 11, Chapter 15- Park City Landscaping and Maintenance of Soil Cover. A detailed limit of disturbance plan shall be submitted as part of the CMP.
12. A storm water run-off and drainage plan shall be submitted with the building plans and approved prior to issuance of any building permits. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm water Best Management Practices. Post development drainage shall not exceed pre-development drainage conditions and special consideration shall be made to protect the wetlands delineated on and adjacent to the site.
13. Maintenance of sidewalks, trails, lighting, and landscaping within the rights of way and common areas, with the exception of the city park, shall be provided by the HOA, unless otherwise agreed upon by the City Council. Language regarding ownership and maintenance of the open space and common areas shall be included and/or dedicated on the final subdivision plat.
14. A financial guarantee, in a form and amount acceptable to the City and in conformance with the LMC Subdivision Regulations, for the value of all public improvements, pedestrian amenities and trails, sidewalks, bus stop amenities, landscaping (including landscaping to re-vegetate and re-landscape areas disturbed by construction related to the MPD) to be completed according to the final approved plans shall be provided to the City prior to building permit issuance for new construction within each phase of construction. All public improvements shall be completed according to City standards and accepted by the City Council prior to release of this guarantee.
15. The City Engineer shall review and approve all associated utility, public improvements, grading and drainage plans for compliance with the LMC and City standards as a condition precedent to final subdivision plat recordation.
16. Final utility plans, consistent with preliminary utility plans reviewed by the Planning Commission during the MPD review, shall be submitted with the final subdivision plats. Utility plans shall be reviewed by the Interdepartmental staff members and the utility service providers as the Development Review Team.
17. City Staff will provide utility coordination meetings to ensure that utilities are provided in the most efficient, logical manner that comply with best practices, including consideration of aesthetics in the location of above ground utility boxes.

Above ground utility boxes must be shown on the final utility plans and shall be screened to minimize visual impacts.

18. The Snyderville Basin Water Reclamation District's review and approval of the utility plans and final subdivision plats, for conformance with the District's standards for review, is a condition precedent to plat recordation and building permit issuance.
19. All construction, including grading and trails, within the Park City Soils Ordinance area shall comply with restrictions and requirements of the Park City Soils Ordinance (Municipal Code Title 11, Chapter 15).
20. All construction, including streets, utilities, and structures shall comply with recommendations of the June 9, 2006, Geotechnical Study for the Park City Heights Development provided by Gordon, Spilker Huber Geotechnical Consultants, Inc. Special construction methods, removal of unsuitable soils, and other mitigation measures are recommended in the Study. Additional soils studies and geotechnical reports may be required by the Building Department prior to issuance of building permits for streets, utility installation, and structures.
21. 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.
22. A fire protection plan shall be submitted for review by the Building Department for each building permit. The fire protection plan shall include any required fire sprinkler systems and landscaping restrictions within Wildland interface zones. The fire protection component of the plan shall ensure that Park City's ISO rating is not negatively affected by construction of the building.
23. Fire protection plans for building permits shall comply with recommendations of the Fire Protection Report (March 2011).
24. A limit of disturbance area shall be identified during the building permit review and construction fencing will be required to mitigate construction impacts. Silt fencing is required during construction in areas where run-off and construction may impact adjacent wetlands and water ways.
25. Trail easements for all proposed trails in the MPD shall be platted on the final recorded subdivision plats. All trails shall be constructed consistent with the Park City Trails Master Plan.
26. The public park, trails within the first phase, trail connections to the Rail Trail on both the north and south sides of Richardson Flat road, as described in the findings, the entrance and perimeter landscaping and other neighborhood amenities associated with the first phase, shall be completed within 3 years of the date of issuance of the first building permit, or as otherwise directed by the City Council or as stated in the Final Development Agreement. In subsequent phases, trails, amenities, landscaping, and wildlife corridor enhancements shall be completed prior to issuance of 50% of the certificates of occupancy for the units in that phase, or as otherwise stated in the Development Agreement.
27. An Affordable Housing Plan, consistent with the Park City Heights Annexation Agreement shall be approved by the Park City Housing Authority prior to issuance of any building permits for units within the MPD.
28. As a condition precedent to receiving a certificate of occupancy for any market rate unit the City shall be provided with proof of compliance with the approved Affordable Housing Plan.

29. A master sign plan for the neighborhood shall be submitted, reviewed for compliance with the Park City Sign Code, and approved by the City, as a condition precedent to issuance of any individual sign permits.
30. No sound barrier walls or structures along US 40 are permitted within the MPD. Sound mitigation shall be provided with landscaping, berming, smart housing design and insulation, and sound barriers constructed as part of the dwelling units.
31. Approval of this Master Planned Development is subject to LMC Chapter 6- Master Planned Developments and shall expire two years from the date of execution of the Development Agreement unless Construction, as defined by the Uniform Building Code, has commenced on the project.
32. Section 15-6-4 (G) of the LMC states that once the Planning Commission has approved an MPD, the approval shall be put in the form of a Development Agreement. The Development Agreement must be submitted for ratification by the Planning Commission within 6 months of this approval. The Development Agreement shall be signed by the Mayor on behalf of the City Council and recorded with the Summit County Recorder.
33. The Park City Soils Boundary shall be identified on the final plats (if applicable).
34. Timing of completion of all required items and public benefits shall be further described and stated in the Development Agreement.
35. All conditions, requirements, and stipulations of the Park City Heights Annexation Agreement and Water Agreement continue to apply to this MPD.
36. No through roads may be provided through the Park City Heights MPD to the Deer Valley MPD subdivisions.
37. A re-vegetation plan for Parcels I and J shall be submitted with the final road and utility plans. Re-vegetation of these parcels shall be completed prior to issuance of the first certificate of occupancy for the Park City Heights MPD.
38. Noxious weeds shall be managed per the Summit County noxious weeds ordinances during construction and in perpetuity by including regulations in the CMP, Design Guidelines, and CCRs.

Exhibits

Exhibit A- Park City Heights MPD plans, perspectives, plat, setbacks, visual analysis, affordable housing integration, snow storage, trails, vegetation and wetlands.

Exhibit B- Annexation Agreement and water agreement (previously provided)

Exhibit C- List of documents completing the PC Heights MPD submittal

Exhibit D- Minutes (separate pdf available online)

Exhibit E- Process Flow Chart

Exhibit F- Wildlife recommendations

Exhibit G- Fire Protection Report (under separate cover)

Exhibit H- Gordon Spilker Huber Geotechnical Report

Exhibit I- Interplan technical Memo - update of transportation



PARK CITY HEIGHTS

NEIGHBORHOOD MASTER PLAN

FEBRUARY 9, 2010



PARK CITY HEIGHTS

PARK HOMES PERSPECTIVE

FEBRUARY 9, 2010



PARK CITY HEIGHTS

COTTAGE HOMES PERSPECTIVE

FEBRUARY 9, 2010



PARK CITY HEIGHTS

HOMESTEADS PERSPECTIVE

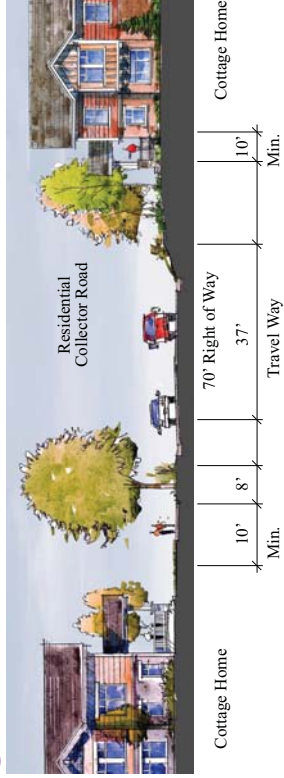
A Park Homes Section



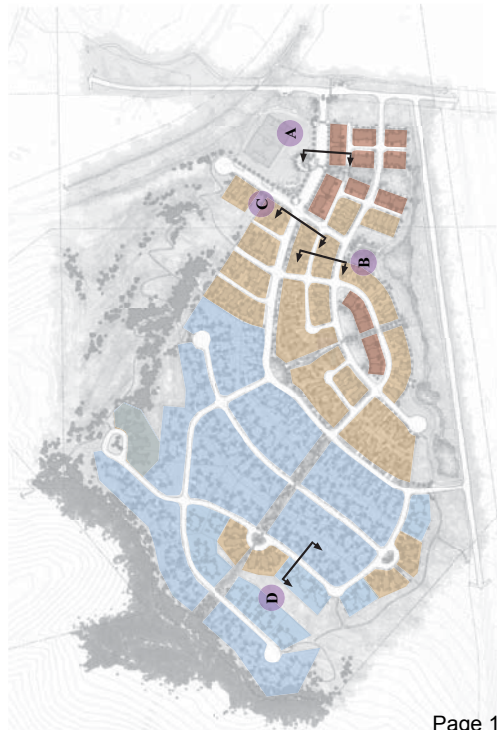
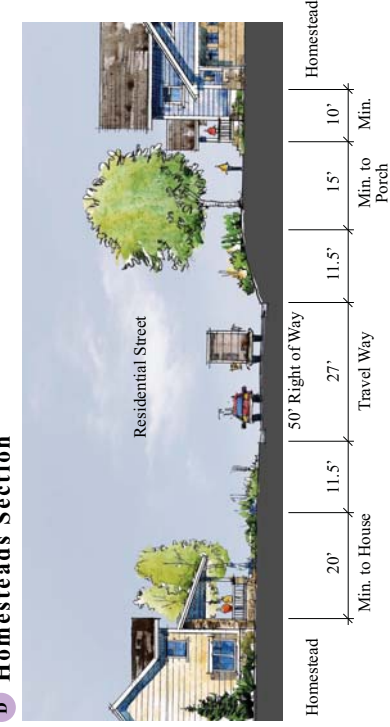
B Cottage Homes Section



C Cottage Homes Section



D Homesteads Section

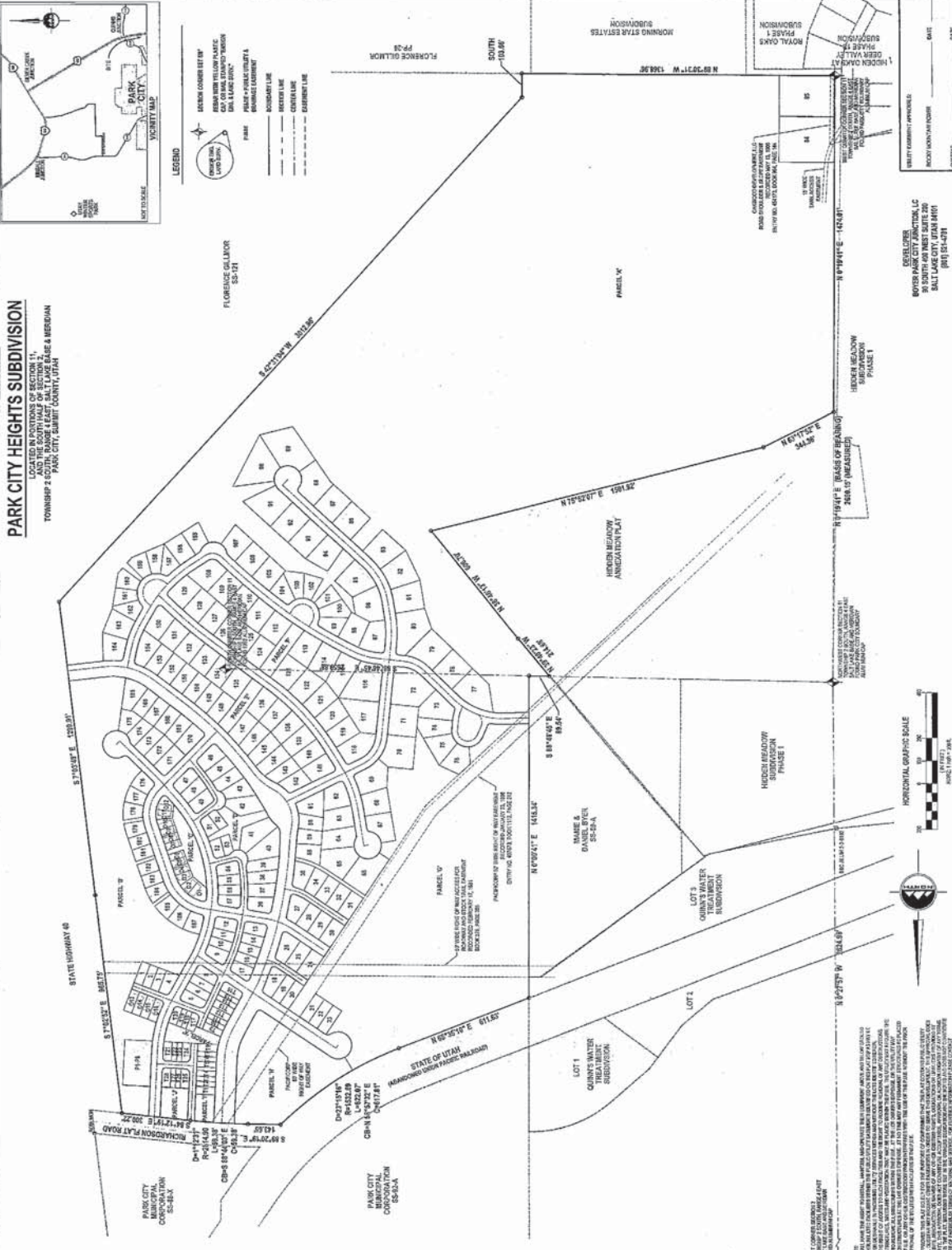


PARK CITY HEIGHTS

STREET SECTIONS

PARK CITY HEIGHTS SUBDIVISION

LOCATED IN PORTIONS OF SECTION 14,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASIN & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



SURVEYOR'S CERTIFICATE
I, the undersigned, being a duly licensed and sworn Surveyor of the State of Utah, do hereby certify that the foregoing is a true and correct copy of the original survey as shown to me by the person claiming to be the owner of the same, and that the same is in accordance with the laws of the State of Utah, and that the same is in accordance with the laws of the State of Utah, and that the same is in accordance with the laws of the State of Utah.

PLANNING COMMISSION
The Planning Commission of the City of Park City, Utah, has reviewed the above described subdivision and has approved the same for filing with the County Clerk of Summit County, Utah, for recording.

OWNER'S DECLARATION
I, the undersigned, being the owner of the above described land, do hereby declare that the above described subdivision is in accordance with the laws of the State of Utah, and that the same is in accordance with the laws of the State of Utah, and that the same is in accordance with the laws of the State of Utah.

DEVELOPER'S DECLARATION
I, the undersigned, being the developer of the above described subdivision, do hereby declare that the above described subdivision is in accordance with the laws of the State of Utah, and that the same is in accordance with the laws of the State of Utah, and that the same is in accordance with the laws of the State of Utah.

PLANNING COMMISSION APPROVAL
The Planning Commission of the City of Park City, Utah, has reviewed the above described subdivision and has approved the same for filing with the County Clerk of Summit County, Utah, for recording.

CITY ATTORNEY APPROVAL
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PLANNING COMMISSION APPROVAL
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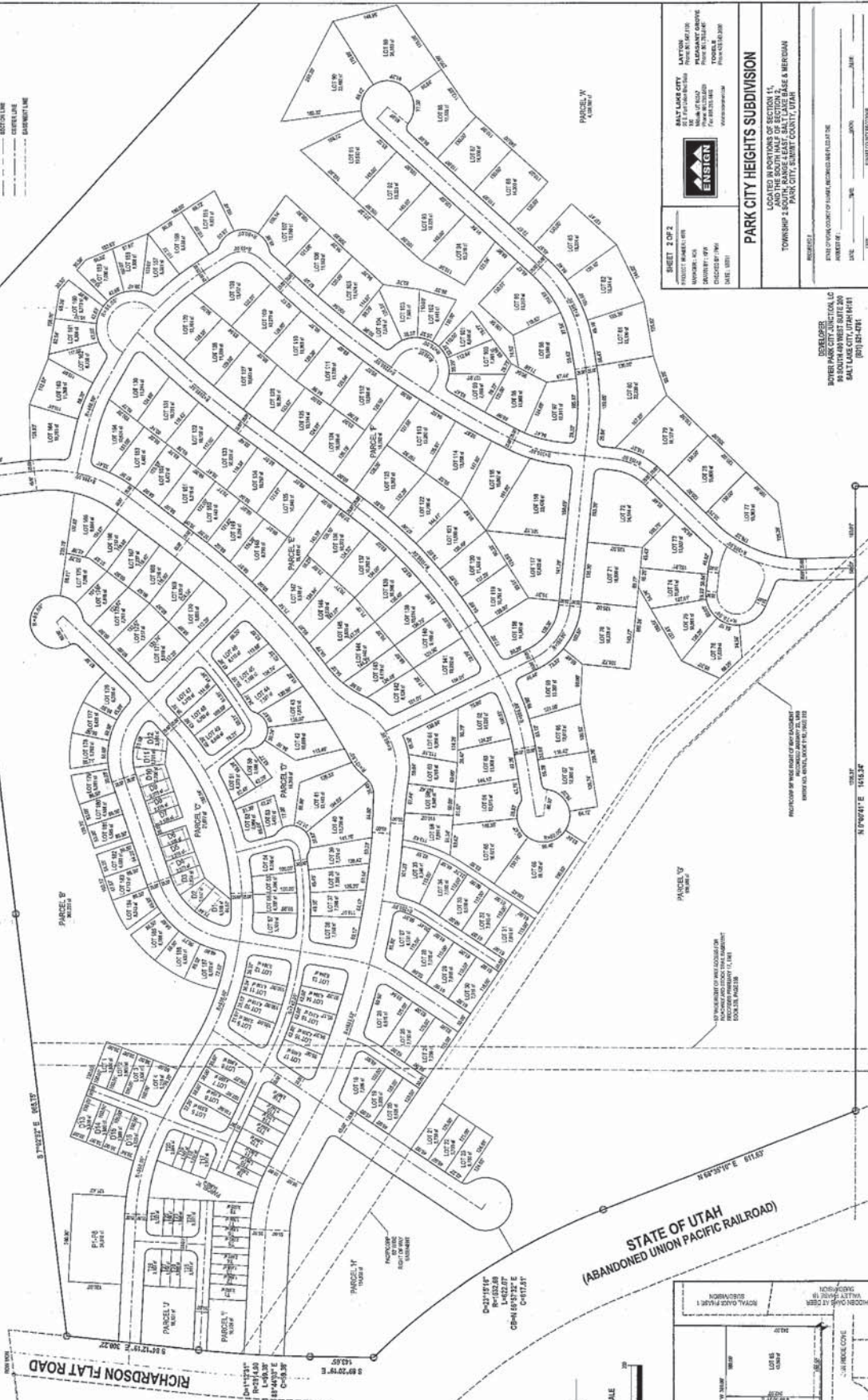
CITY ATTORNEY APPROVAL
The City Attorney of the City of Park City, Utah, has reviewed the above described subdivision and has approved the same for filing with the County Clerk of Summit County, Utah, for recording.

PARK CITY HEIGHTS SUBDIVISION
 LOCATED IN PORTIONS OF SECTION 14,
 TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASIN & MERRIDIAN
 PARK CITY, SUMMIT COUNTY, UTAH

UNIT/LOT COUNT
 6 STACKED PLATS
 40 DUPLEXES
 28 TOWNHOMES
 127 SINGLE-FAMILY



STATE HIGHWAY 40
 STATE OF UTAH
 ABANDONED UNION PACIFIC RAILROAD



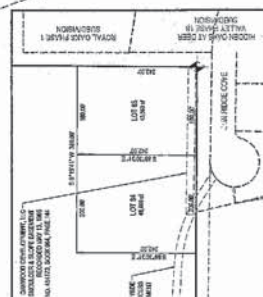
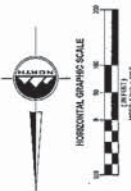
ENSIGN

SHEET 2 OF 2
 PROJECT: PARK CITY HEIGHTS
 DRAWING NO.: 1001-1002
 SHEET NO.: 1001-1002-01
 CHECKED BY: JPH
 DATE: 10/11/07

PARK CITY HEIGHTS SUBDIVISION
 LOCATED IN PORTIONS OF SECTION 14,
 TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASIN & MERRIDIAN
 PARK CITY, SUMMIT COUNTY, UTAH

REVISIONS:
 DATE: _____ BY: _____
 DATE: _____ BY: _____

DEVELOPER:
 SOUTHERN PARK CITY UTILITY, LLC
 1000 WEST 1000 SOUTH
 PARK CITY, UTAH 84301
 (801) 851-8241





SALT LAKE CITY
 90 E. Fort Union Blvd
 Suite 100
 Salt Lake City, UT 84102
 Phone: 801.255.2529
 Fax: 801.255.5449

LAYTON
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PLEASANT GROVE
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PARK CITY HEIGHTS
PARK CITY, UTAH



OVERALL GRADING PLAN

| NO. | DATE | DESCRIPTION |
|-----|----------|-------------------|
| 1 | 02/11/11 | ISSUED FOR PERMIT |
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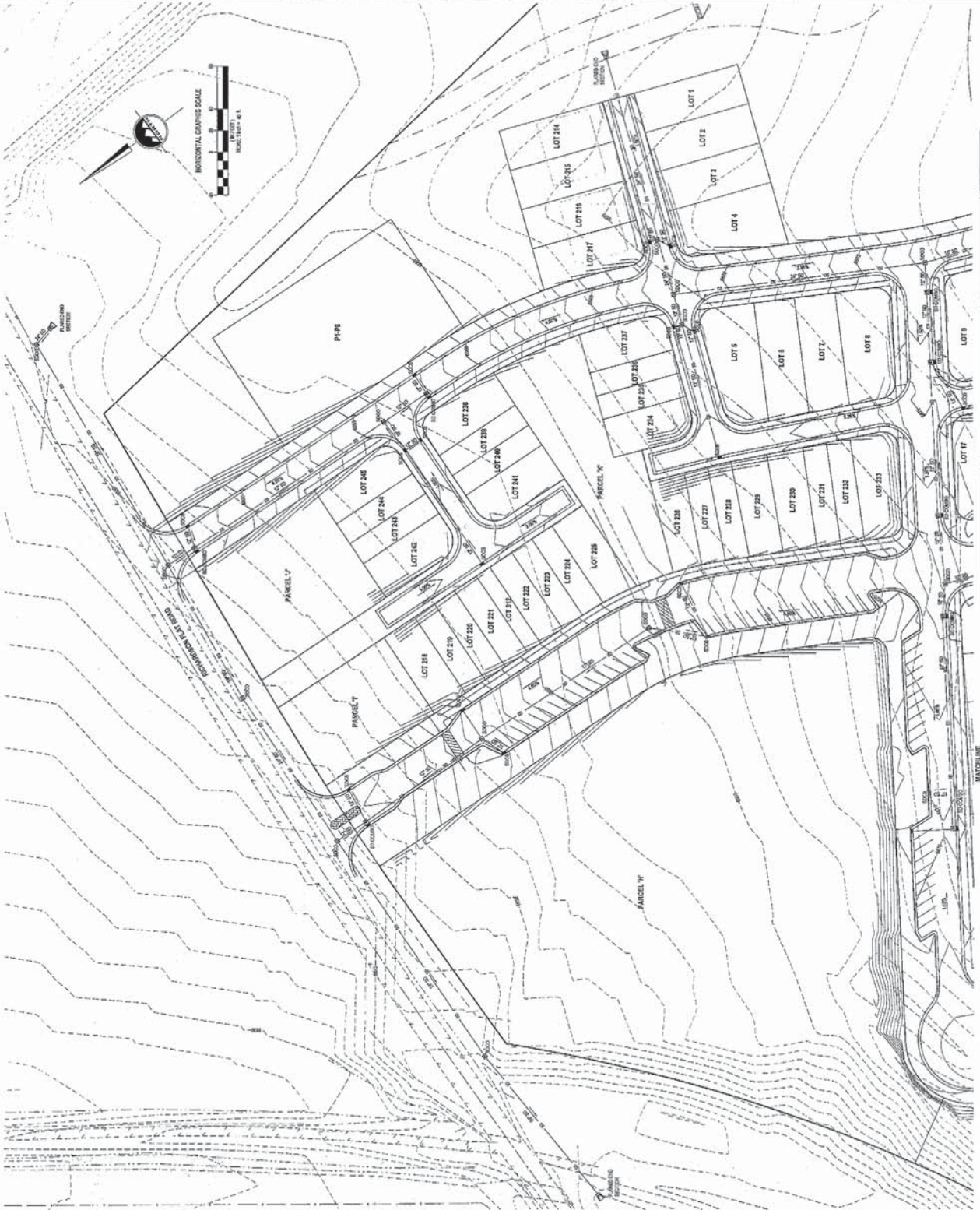
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GRADING AND DRAINAGE PLAN

C-21



BENCHMARK
NORTH: 125.0000 FEET TO CENTER OF BENCHMARK
EAST: 125.0000 FEET TO CENTER OF BENCHMARK
ELEVATION: 5400.00

NO CONSTRUCTION

LEGEND

- PROPOSED FINAL ELEVATION (DASHED LINE)
- PROPOSED FINAL ELEVATION (SOLID LINE)
- PROPOSED FINAL ELEVATION (DOTTED LINE)
- PROPOSED FINAL ELEVATION (DASH-DOT LINE)
- PROPOSED FINAL ELEVATION (LONG-DASHED LINE)
- PROPOSED FINAL ELEVATION (SHORT-DASHED LINE)
- PROPOSED FINAL ELEVATION (WAVY LINE)
- PROPOSED FINAL ELEVATION (DIAGONAL LINE)
- PROPOSED FINAL ELEVATION (HORIZONTAL LINE)
- PROPOSED FINAL ELEVATION (VERTICAL LINE)
- PROPOSED FINAL ELEVATION (CROSS-HATCH)
- PROPOSED FINAL ELEVATION (STIPPLED)
- PROPOSED FINAL ELEVATION (HATCHED)
- PROPOSED FINAL ELEVATION (DOTTED)
- PROPOSED FINAL ELEVATION (DASH-DOT-DOT)
- PROPOSED FINAL ELEVATION (LONG-SHORT-DASH)
- PROPOSED FINAL ELEVATION (SHORT-LONG-DASH)
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- PROPOSED FINAL ELEVATION (SHORT-LONG-DOT-DOT-DOT-DOT-DOT-DOT)

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 STATE OF UTAH
 PROFESSIONAL ENGINEER
 LICENSE NO. 38843

PARK CITY HEIGHTS

PARK CITY, UTAH



UTILITY PLAN

DATE: 03/11/11
 DRAWN BY: TOWELS
 CHECKED BY: TOWELS
 SCALE: AS SHOWN

C 3.1



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COMMIT TO EXTERMINATE
 (Symbol: A circle with a diagonal slash over a house icon)

N

©2010 Google

Eye alt. 10086 ft

HWY 40

40

Richardson Flat Rd

PARK CITY HEIGHTS

1735'

1365'

350'

350'

425'

425'

©2011 Google

40°40'16.56" N 111°27'47.42" W elev 6692 ft

248
Barns Blvd



View 1

Exit ground-level view



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Image State of Utah
Image USDA Farm Service Agency

Imagery Date: 6/17/2010 1993

Eye alt 6704 ft



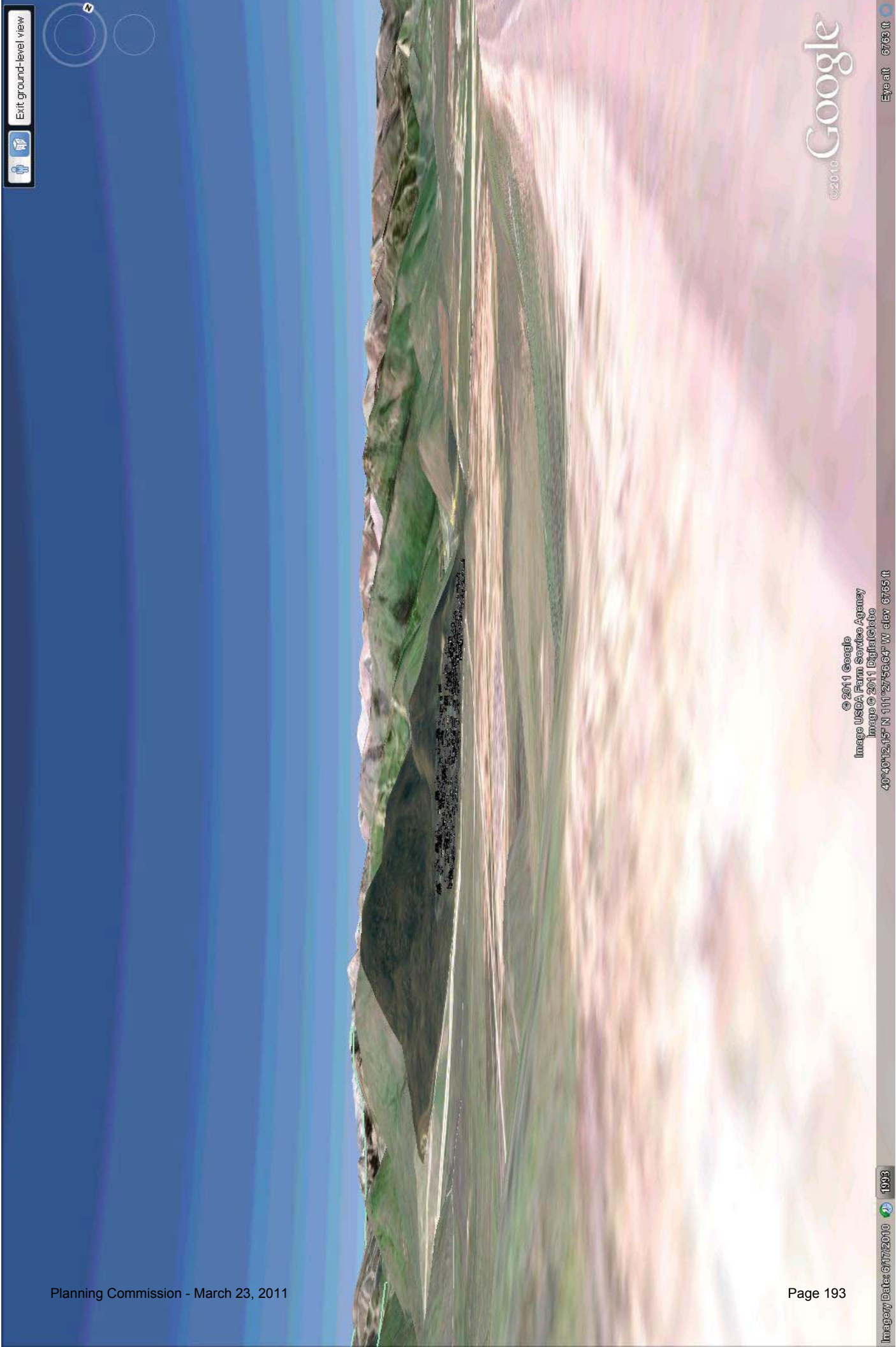
Planning Commission - March 23, 2011



View 2



Exit ground-level view



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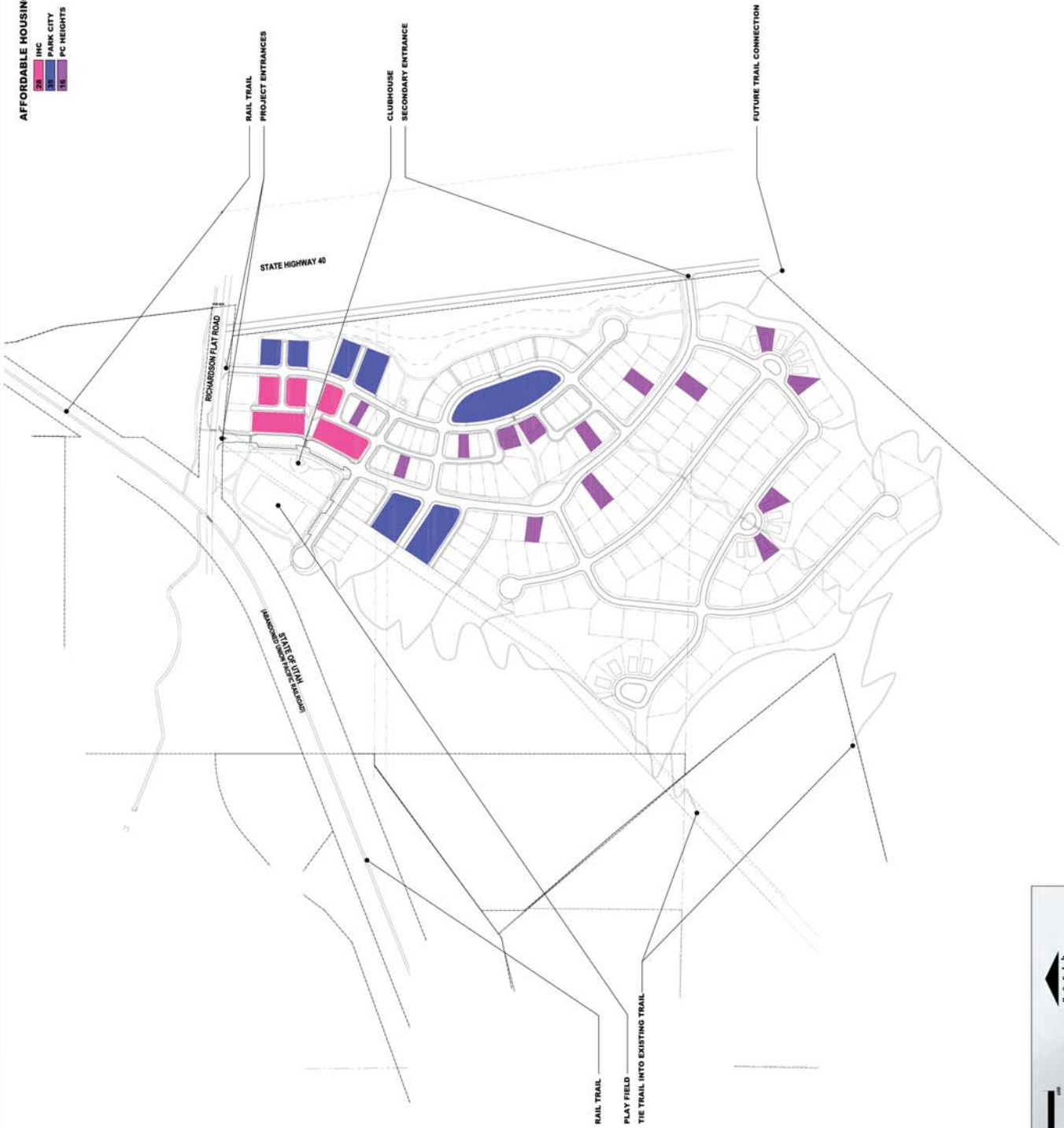
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Image USDA Farm Service Agency
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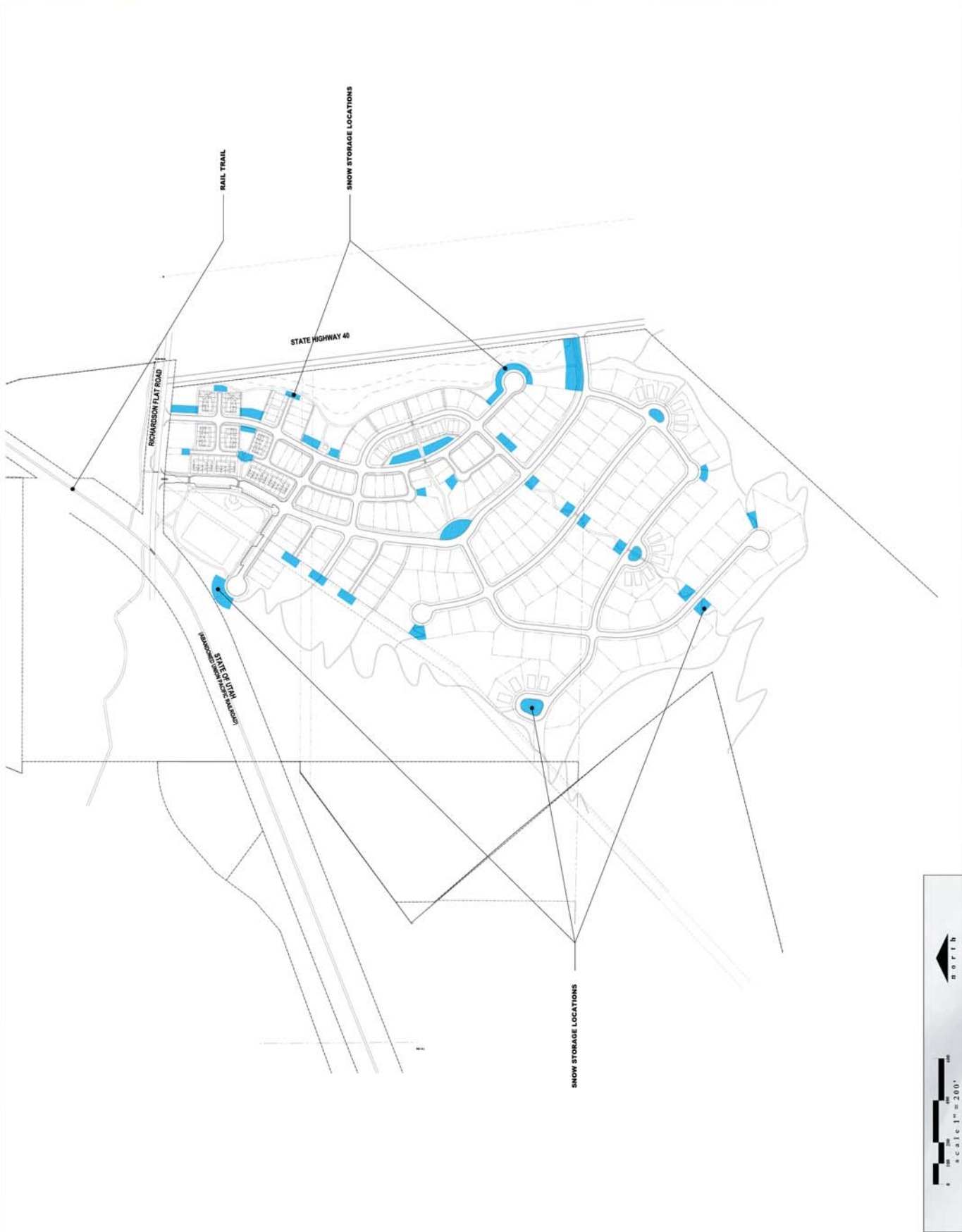
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Imagery Date: 6/17/2010 1993

Eye alt 6763 ft

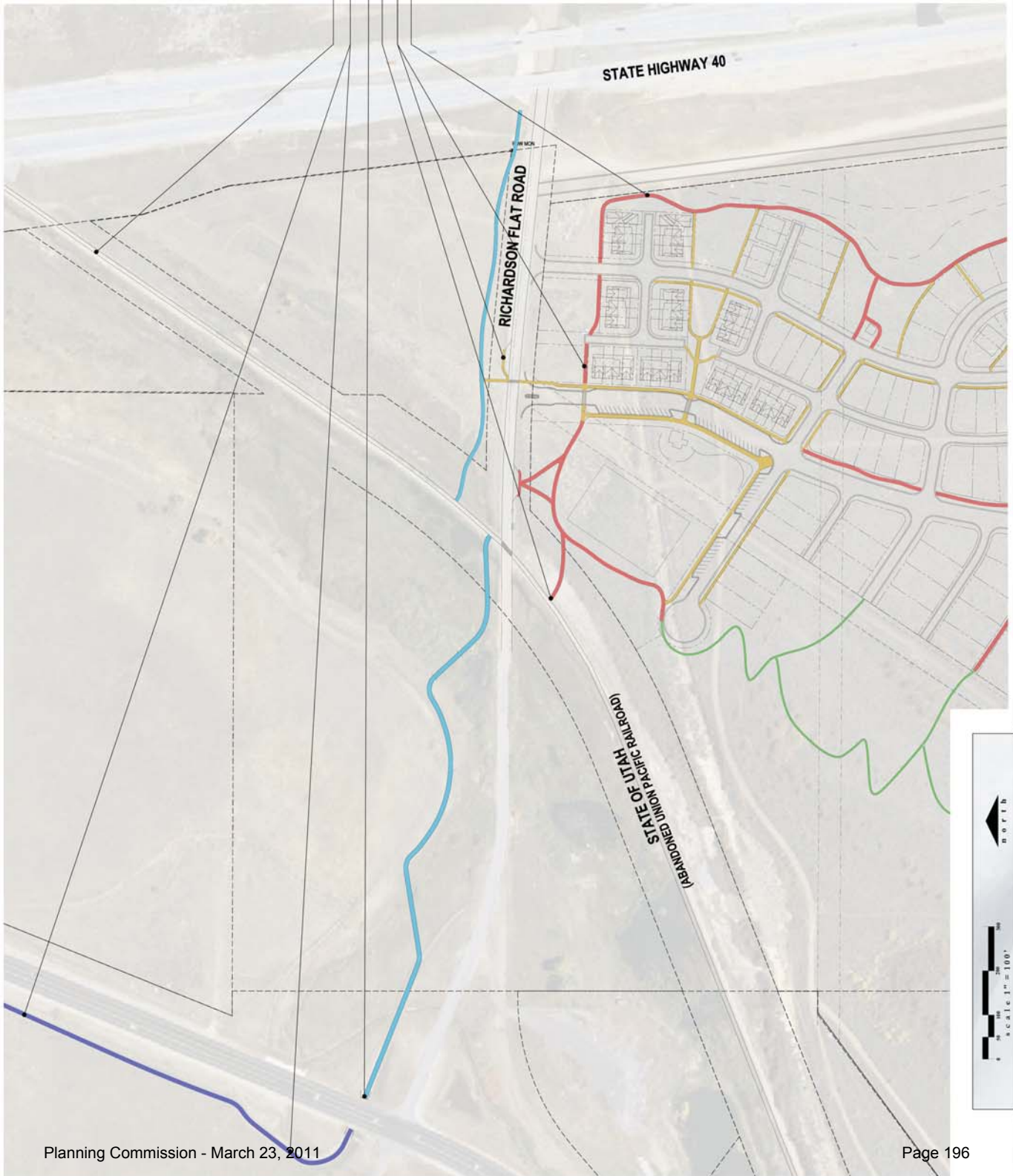
AFFORDABLE HOUSING LEGEND





- TRAIL LEGEND**
- 8' ASPHALT TRAIL
 - 5' SIDEWALK
 - 4' SOFT TRAIL
 - FUTURE CONNECTION

- RAIL TRAIL
- EXISTING PAVED TRAIL TO CITY FIELDS COMPLEX TUNNEL
- CONNECT TO RAIL TRAIL
- BUS STOPS
- NEW 8' PAVED TRAIL ALONG FRONTAGE WITH CONNECTION TO RAIL TRAIL



TRAIL LEGEND

- 8' ASPHALT TRAIL
- 5'-9" SIDEWALK
- 4' SOFT TRAIL
- FUTURE CONNECTION

PUBLIC COMMUNITY TRAILS
NEW 8' PAVED TRAIL ALONG FRONTAGE
WITH CONNECTION TO RAIL TRAIL

FUTURE TRAIL CONNECTION
TIE INTO EXISTING TRAIL CONNECTION
FUTURE TRAIL CONNECTION





Park City Heights Master Planned Development Submittal Documents

1. Site Plan (revised January 14, 2011)
2. Preliminary plat, utility plan, roadway grading/cross sections (January 2011)
3. Annexation Agreement and related support documents (annexation file)
4. Water Agreement (annexation file)
5. Preliminary housing breakdown (on site plan) and phasing plan
6. Design Guidelines (includes landscape plan, noxious weeds, re-vegetation, sustainability, water conservation, architectural design, screening for utility installations, and lighting)
7. Traffic Impact Study and update (June 2007 and 2008) and Traffic Volume Trip Generation update (Sept 2010) (annexation file)
8. Wildlife Study December 2010 and updates (March 2011)
9. Wetlands delineation prepared by Granite Environmental, Inc (August 31, 2004) (annexation file)
9. Cul-de-sac cross section study (March 2011)
10. Visual Analysis
11. Physical model
12. Computer model
13. Trail plan
14. Snow storage plan
15. Sensitive lands analysis (slopes, ridgelines, wetlands, wildlife maps)
16. Soils and geotechnical study (annexation file)
17. Stantec Hydrology report (annexation file)
17. Open Space plan
18. Existing conditions and ownership map
19. ALTA/ACSM Land Title survey
20. Perspectives
21. Park City Heights Task Force findings and recommendations
22. Fiscal Impacts Analysis prepared by Lodestar West, Inc (June 12, 2007) (annexation file)
23. Fire protection report (March 2011)

**PARK CITY PLANNING COMMISSION
WORK SESSION NOTES
SEPTEMBER 22, 2010**

PRESENT: Chair Charlie Wintzer, Brooke Hontz, Richard Luskin, Dick Peek, Adam Strachan, Thomas Eddington, Kayla Sintz, Kirsten Whetstone, Polly Samuels McLean,

Site Visit to 200 Ridge Avenue

The Planning Commission held a site visit at 200 Ridge Avenue prior to the work session.

WORK SESSION ITEMS

**200 Ridge Avenue, Ridge Overlook - Plat Amendment
(Application #PL-10-00977)**

Planner Kayla Sintz reported that on July 14th the Planning Commission requested a site visit to 200 Ridge Avenue after the applicant, Jason Gyllenskog, provided an overview of the current proposal for six lots, and background information on a previously approved plan for three lots that had expired. On July 14th the Planning Commission also requested additional information, including overlay maps, that would show topography, aerials, and possible build-out of adjacent areas near 200 Ridge Avenue. The map was available at the site visit and it was also included in the Staff report. Planner Sintz requested input from the Planning Commission on whether they would like to see additional information on the map, since future build-out would impact the infrastructure and capacity of existing Ridge Avenue.

The Staff report outlined issues for discussion during the work session. The Staff requested input on the proposed number of lots and the proposed lot configuration, the capacity of Ridge Avenue for additional development, and additional studies or analysis needed by the Planning Commission.

Planner Sintz referred to the upper Ridge area and noted that those are platted lots in the HRL zone. The lots are 25' x 75' lots. The HRL Zone requires 50' x 75' or a 3,750 square foot minimum lot size. The lots as currently platted could not move forward because the property is now in the HRL zone, which is why the applicant is required to go through the plat amendment process.

Chair Wintzer wanted to know how many lots are buildable as currently platted. Planner Sintz explained that none of the lots are buildable without a plat amendment because they are all 25' x 75' lots.

Commissioner Hontz read from item (a) of the HRL zone purpose statement, "The purpose of the HRL zone is to reduce density that is deemed accessible only by sub-standard streets, so that these streets are not impacted beyond their reasonable carrying capacity." Planner Hontz remarked that Ridge Avenue is a perfect example of a substandard street and it is part of the quaintness and uniqueness that remains in Park City. In her opinion, it did not make sense to widen and improve Ridge Avenue. She pointed out that Ridge Avenue was not placed where it was platted. It is a prescriptive use and easement across the road and it should not be supporting density.

Commissioner Hontz felt the six lot proposal was going in the wrong direction from the previously

approved three lot proposal, primarily due to the impacts created by three additional homes. She believed the HRL purpose statement supported her concern. Commissioner Hontz referenced a letter from Steve Deckert that was provided at the July 14th meeting and referred to a number of comments by Mr. Deckert that she thought were helpful.

Commissioner Hontz appreciated the map the Staff had prepared because it helps them look at this project in the overall scale of what could occur in the area. She suggested that Mr. Gyllenskog could benefit from that information and think about surrounding projects that would occur at the same time, and do something that makes sense on a larger scale. She believed it would benefit everyone to have that communication now and work together before anything is approved.

Commissioner Hontz stated that in the three lots approval that expired, wider lots and less density created an opportunity to articulate the ends of the units downward. This accommodates for street parking pull outs between the structures to eliminate a street of garages on Ridge Avenue. Commissioner Hontz stated that six lots and access to Ridge Avenue creates significant safety impacts.

Commissioner Hontz remarked that the structures on six lots would not be much smaller than the structures on three lots. She believed there would be large homes with either application. However, the traffic impacts are substantially different between three lots and six lots. She pointed out that the setbacks from six lots would create a wall of massing because the setbacks would be smaller. Setbacks on three lots would lessen that visual appearance. Commissioner Hontz stated that as she walked down platted Anchor, it seemed reasonable to build on the flat spaces where there are remnants of old structures. However, the way to arrive there is off of Ridge Avenue and she struggles with that aspect. She was not convinced that taking access and having a long driveway off of Ridge is a good idea, although it is potentially the most buildable and least visible place to locate structures. Commissioner Hontz suggested that there might be a different solution, particularly if something could be worked out with King Ridge Estates to the north, for an access point on that side.

Commissioner Peek concurred with Commissioner Hontz. He requested an analysis to see if homes could be constructed within the three level limits on the proposed lots.

Commissioner Strachan thought the site visit was helpful. During the July meeting he thought the lots in that area were unbuildable due to the steepness. However, after the site visit he changed his opinion and believed that some units could be built. Commissioner Strachan was unsure if six lots would fit and he was interested in seeing the analysis Commissioner Peek had requested. He stated that six lots would require too much excavation and would create significant impacts to the neighbors below. He was leaning towards a three lot proposal similar to what was previously approved. Commissioner Strachan preferred to see the lots clustered on vacated Anchor as much as possible rather than cutting into the hillside. Unless they could find a way to utilize the flat space on Anchor and minimize the excavation, he believed it would be difficult to meet purpose statements A and F of the HRL zone. He noted that Commissioner Hontz had read statement (a). Statement (f), is to "Establish development review criteria for new developments which mitigates impacts on mass, scale and environment". The amount of excavation required for six structures would impact the environment.

Chair Wintzer remarked that at one time a project was proposed with a road going all the way down the back. The Planning Commission rejected that plan because it was too great of an impact on the downhill neighbors to have a driveway in their backyard. Chair Wintzer agreed with the concept that putting houses on the flatter areas would be more buildable and create less impacts. However, the question is whether that could be done without putting a road in the backyards of existing residents. Chair Wintzer felt that six lots in general would generate too much traffic for a substandard road. It would require six cuts and that would be six less places to push snow. He favored the three lot plan, but with limits on size and footprint of the homes.

Commissioner Luskin echoed the comments of his fellow Commissioners. Currently, snow can be pushed off the steep side, however, if that corridor is blocked with houses, that would limit snow storage. Commissioner Luskin stated that he is familiar with the road because he rides his bike up there. He could not see that road being passable two-way in the winter. He preferred less density and orienting that density to minimize the impacts. Commissioner Luskin agreed that building on the flatter parts of Anchor Avenue is more appealing, but it also creates access issues. Commissioner Luskin asked if the excavation would require rock removal. He was told that it would, but that is typical for most excavation in Park City.

Planner Sintz summarized the direction. The Planning Commission preferred less density, primarily three lots. They were concerned about the capacity of Ridge Avenue and felt that six lots created too much impact for the road.

Jason Gyllenskog, representing the applicant, stated that he had included a cross section in his last submittal. He had a full-size scale of the cross section available this evening. Mr. Gyllenskog remarked that vacated Anchor is extremely steep. The flat area was an area of historic homes and Anchor was actually a walking path, not a street. He noted that the proposed houses would primarily be built in the flat area. He pointed out that there would be 30 feet from the back end of the lots on the downhill side before the houses even start into that flat area, and it would not encroach into the steep hill. There would be 15 foot setbacks from the existing road, which he believes is adequate snow storage.

In terms of building three levels, Mr. Gyllenskog presented a diagram showing three levels built in. The potential challenge for design professionals would be to get the steep pitch of 12/12 or 10/12 for the roof of the garage element. Mr. Gyllenskog stated that when the three lot plan was approved, the LMC was different and four levels were allowed. The house sizes proposed at that time were significantly larger. He anticipated negotiating reduced footprints and a total of three levels. Mr. Gyllenskog remarked that the excavation would not be dramatic into the hillside because it is set back.

Planner Sintz proposed that the Staff work with Mr. Gyllenskog and provide clear direction on what could be built on a proposed lot size based on the new ordinance. The Staff could provide that information at a future meeting. Mr. Gyllenskog stated that he would be prepared to address their concerns at the next meeting.

Park City Heights - Master Planned Development Overview and Discussion (Application #PL-10-01014)

Planner Kirsten Whetstone reported that the Park City Heights Annexation was approved by the City Council on May 27, 2010 for 286 acres zoned CT, Community Transition. A pre-MPD meeting was held on August 11th, 2010 at which time the Planning Commission found initial compliance with the General Plan.

Planner Whetstone stated that the Master Plan Development proposes 239 residential dwellings on 239 acres. She presented slides of the zoning map, comparisons with other developments, and orientation of the Park City Heights projects with surrounding properties and highways. Planner Whetstone reviewed a color coded map showing the open spaces areas in green, city-owned properties in blue, the city limits and the annexation boundary in red.

Planner Whetstone remarked that the concept plan was reviewed in July and again in August. The minutes of those meetings were included in the Park City Heights binders provided to the Planning Commission by Staff. She referred to the bubble diagrams and previous comments for overlapping the bubbles. Planner Whetstone noted that the City Council had reviewed the concept plan as a co-owner.

Planner Whetstone reviewed the legend, noting that the pink was a combination of the Park City Heights affordable housing units and affordable obligations from Talisker. The 28 IHC units, which equate to 48 affordable housing unit equivalents, is an obligation from the IHC project that have not been constructed. Planner Whetstone remarked that the blue legend identified the 16 affordable housing units that would result if the 160 market rate units are approved.

Planner Whetstone noted that the entry had been revised and a garden feature was added.

Planner Whetstone explained that the Land Management Code requires a work session prior to public hearings. During the public hearing meeting, the Planning Commission would look for compliance with the MPD Sections of the Land Management Code, which includes compliance with the General Plan and the requirements of the zone. The MPD documents would be finalized following the public hearing and discussions. Following that process, the Development Agreement would be formally ratified by the Planning Commission.

Planner Whetstone reported that the Master Plan Development Review, Section 15-6-6, of the LMC, as well as the CT zone, are important to the review process. The Staff report outlined detailed items for the Planning Commission to consider in their review, such as density, setbacks, open space, off street parking, building height, site planning, landscape and streetscapes, sensitive lands, affordable housing and child care.

Planner Whetstone reviewed a timeline as outlined in the Staff report. The Planning Commission would discuss this MPD during the work session this evening. Public hearings would be scheduled in October, November and December. The October discussion would focus on transportation and traffic, trails, utilities, site plan overview, and environmental compliance. In November the issues for discussion would be neighborhood character, architectural design, recreation and amenities, and

sustainable elements, including water. Another work session and public hearing would be held in December to ratify the draft development agreement. Final action would be requested in January 2011.

Planner Whetstone noted that the Planning Commission must also make findings A through H outlined in Section 15-6-6 of the LMC.

The objective of this work session was to allow the applicant the opportunity to respond to concerns raised at previous meetings, and for the Planning Commission to discuss the issues and provide direction. No action would be taken.

Commissioner Strachan read from LMC Section 15-6-6(J), "The MPD as conditioned meets the sensitive land requirements of the Land Management Code." He asked if that was only for MPD's that have parcels of land in SLO Districts. Planner Whetstone answered yes. Commissioner Strachan pointed out that 15-6-6(I) talks about sensitive lands compliance, but only in the SLO zones. He felt that (J) was more expansive and his interpretation of (J) was that all MPD's must meet the sensitive land requirements of the Land Management Code. Planner Whetstone remarked that the CT zone has its own review of the SLO.

Assistant City Attorney, Polly Samuels McLean, understood that Commissioner Strachan was asking if the sensitive lands in (J) has to be part of the SLO, or if it just refers to sensitive lands in general. She noted that Sensitive Lands in 16-6-6(J) is capitalized. The definition of sensitive land reads, "Land designated as such by a sensitive lands analysis and as reflected on the official zoning map." Ms. McLean interpreted that to mean that the capitalized Sensitive Lands refers to the sensitive lands overlay.

Patrick Moffatt, representing the applicant, stated that they tried to incorporate the comments from the last meeting into their MPD proposal. Most of the issues related to the master plan layout and the land uses and he requested feedback from the Planning Commission to see if they were headed in the right direction.

Mr. Moffatt reported that their main focus in making revisions was integration of both market rate and affordable units. They also addressed integration between this project and Park City in general. He indicated a proposed park that could be used by the Park City population and the residents of Park City Heights. It can be the interface to make this project part of Park City and a fabric of the community.

Spencer White, representing the applicant, presented a slide of the master plan from the last meeting as a starting point to identify the revisions. Mr. White stated that for this meeting they focused on the entry area into the project and how to better integrate the affordable units with market rates units.

Mr. White reviewed the revised plan and stated that they looked at the entrance as a fresh approach. At the last meeting they talked about a sense of arrival and creating a neighborhood feel at the entrance. To accomplish that, they propose to put a park at the entrance. Coming into the project you will see a clubhouse with some type of commercial component. Mr. White stated that

the park will have a grassy play area, community gardens, a splash pad, tot lots and a sitting area with stones to sit on. The intent is to make a connection between this park and the park in Prospector. A roundabout was added for traffic circulation.

Mr. White reviewed the mix of units identified by color. The bright green units were the IHC affordable units. Those will be a townhouse product with attached garages. The pink units were Park City Municipal Corp. affordable units, in both single family detached and some type of attached units. The orange color represented smaller market rate units. They worked with integrating product mix as well as affordable units. The market rate units would be smaller than cottages units and would mix well with the affordable units. Mr. White pointed out that the market rate units could be in the same price point as some of those affordable units. Chair Wintzer asked about the size of the units. Mr. White believed they were in the range of 1800 to 2500 square feet. He explained that the intent was to have the fronts face into green space and connect the units with sidewalks. Mr. White stated that visitor parking could be accommodated in the 50 foot power line corridor.

Mr. White remarked that the blue units shown on the slide were the CT zone affordable units that would meet the requirement of the CT zone. Those units were integrated throughout the project. Mr. White stated that because the purpose was to create a sense of neighborhood community at the entrance, it was important not to move the affordable units too far into the project. The applicants assumed that many of the larger homes would be second homes and may not be occupied as frequently as the cottages or other market rate units. Therefore, the density was concentrated towards the entrance.

Mr. White presented a rough sketch to show how they had incorporated the thoughts and ideas previously expressed by the Planning Commission, with the applicants' ideas for the project and unit mix. He had erred on the side of sketching units larger than they would probably be built. He assumed the footprints would be eliminated and/or buildings eliminated altogether. Mr. White stated that they were just beginning to focus on the size and types of units. The next phase would focus on a more specific site plan.

Mr. White recalled a previous consideration for a transit stop into the project. As an alternative, the drawings showed a transit stop on both sides of Old Dump Road close to the clubhouse. As the bus comes out from Park City going to the park and ride lot, it could drop people off and pick them up on the way back into town. A mail kiosk would be located by the clubhouse. Mr. White emphasized that they are trying to create a community gathering area with well-used and welcomed amenities.

Mr. White addressed Commissioner Strachan's comments regarding the SLO. He noted that the entire proposal, including roads, is outside of any sensitive lands. Commissioner Strachan asked how they determined which lands were sensitive. Mr. White replied that it goes back to the LMC, which identifies wetlands, flood plains, slopes over 30%, ridge lines and other issues outlined in the sensitive lands overlay section. Commissioner Strachan asked if the applicants or the Staff had made that determination. Mr. White stated and the applicants, the Staff and the Task Force were involved in making that determination.

Chair Wintzer assumed the green buildings would be duplexes and triplexes. Mr. White answered yes. Chair Wintzer asked for the size of the proposed play field. He was told that it would be close to the size of a soccer field. Mr. White explained that the smaller units would not have much yard space and the intent for the field was to provide a place where people can play. Chair Wintzer agreed with the concept. Chair Wintzer asked if the "living room" area in the park would be a landscape feature where people could sit to relax. Mr. White replied that this was correct. He stated that it would be similar to the area behind Red Butte gardens where sitting on the stones is similar to sitting on a sofa. As the trails connection come down, it would provide a place where people can sit outside.

Chair Wintzer asked about the splash park. Mr. White stated that it would be a small outdoor fountain with the same idea as the larger fountain at Gateway or other malls. Chair Wintzer was not opposed, but he questioned the logic in Park City's climate. Mr. White stated that it could be used for ice skating in the winter. Chair Wintzer clarified that the tot park would be a normal playground.

Commissioner Luskin asked if Mr. White was serious when he mentioned ice skating. Mr. White explained that the east side of the entrance road is the low spot of the project where they will probably be doing storm detention. He noted that Willow Creek Park in the Basin has a small ice rink. The Snyderville Basin Recreation District has a small Zamboni and the rink is heavily used. As a preliminary idea, they may consider ice skating at Park City Heights for a winter activity. Commissioner Luskin favored the idea.

Chair Wintzer asked Mr. White to explain the community garden concept. Mr. White replied that it would be raised boxes where people could sign up for a specific area and maintain it as their garden through the summer months. Mr. Moffatt pointed out that the garden would be open to the community at large and not just residents of Park City Heights.

Commissioner Luskin recalled a previous discussion about possible commercial space. Mr. White replied that the only space for commercial would be in the clubhouse itself. He sees the clubhouse as a gathering spot, with the possibility of an attached commercial component. He suggested that the commercial may only be open in the summer months, such as an ice-cream shop. The developer could build the commercial space and then lease it for the summer at no charge. The space could also be used as office space. Mr. White commented on a number of local developments that tried a commercial component and failed. Commissioner Luskin envisioned something more like a mini-mart. Mr. Moffatt stated that Boyer Company does a lot of retail and in their experience, 239 units is not enough to entice an operator to that location.

Chair Wintzer asked if they expected people to drive into town to purchase a quart of milk. Mr. White stated that typically people will stop on their way home to buy items such as milk. In those types of developments, people rarely run to the store for a simple item. They will first ask their neighbors. In their experience, mini-marts do not function economically.

Chair Wintzer wanted to know the size of the smallest affordable housing unit. Mr. White stated that it would depend on the type of unit. Chair Wintzer assumed the units in the project could range from 1,000 square feet and go up to 6,000 square feet for the houses at the top. Mr. White replied that this was correct. There would be a significant range in both affordable and market units. Chair

Wintzer believed that the smaller units could use all the amenities.

Mr. White explained the reason for going to an alley-loaded product. He pointed out that the first visible garage would be on the units that were not color-coded on the slide. Some of those units would have shared driveways with side entrance garages. You would go a significant distance after the entering the project before you would see be a garage. He believed that responded to Commissioner Peek's concern about having "a garage in your face". Chair Wintzer stated that it was two issues. One was the "garage in your face" and the other was the issue of forcing all activity to the back side of the house if the garage fronts a busy road. Putting the garages in the alley allows people to sit on their front porch and interact with their neighbors. Chair Wintzer believed this was a much better plan than what was originally proposed.

Chair Wintzer liked how they had removed the units off of the Dump Road. He expected the Dump Road would eventually become busier as a back road into Park City. Chair Wintzer referred to the green and orange units and wanted to know who would own the pale green grass. Mr. White stated that it would be a combination of community property and lot property. Mr. Moffatt remarked that the majority of the space would be a common area for maintenance purposes. Each house would have a small patch for private ownership. Chair Wintzer preferred more common space to insure that the area is maintained.

Commissioner Peek asked if the multi-family affordable units would have primarily surface parking. Mr. White believed that IHC plans on having garages for their units. Phyllis Robinson noted that the City is also looking at garages for the City's affordable units. Commissioner Peek wanted to know if the public had expressed any concern for living adjacent to high voltage power lines. Mr. White was unsure. Mr. Moffatt stated that Boyer Company has another project in the valley where there are both steel poles and wooden poles. There has been no resistance to the brown wooden poles in terms of marketing and sales. However, the lines from steel towers do impact the values. Planner Whetstone offered to research that question with the Power Company. Mr. White clarified that market units, as well as affordable units, were located in close proximity to the power corridor.

Chair Wintzer referred to the blue units on the slide and assumed they were approximately the same size as the units next to them. Mr. White answered yes, and clarified that there would be no visible indication as to which units are affordable. Chair Wintzer remarked that all the affordable units back up against Highway 40 and he preferred to see them interspersed a little more. Mr. White was willing to re-arrange the mix of units.

Commissioner Luskin complimented the applicants on a good plan; however, he was not convinced that the development carries out the resort character of Park City. He believes that a priority for the Planning Commission is to preserve the character and resort aspect of Park City. He asked Mr. White for his viewpoint on how this ties in and if it could be improved.

Mr. White acknowledged his own confusion because everyone has their own idea of what "resort" means. It is unclear if it is Old Town, Park Meadows, Silver Star, or affordable housing. In his personal opinion, it is a combination of all of them. Commissioner Luskin suggested that it may be defined architecturally. Mr. White agreed that architecture is a large part of it, primarily in terms of materials and colors. Chair Wintzer believed that another major component is how people interact

within a neighborhood.

Commissioner Peek was not willing to give up on the neighborhood commercial aspect at this point. Mr. White clarified that the applicants were trying not giving up on some type of commercial that may work; however, from their experience, commercial in other projects have failed. Commissioner Peek suggested that connectivity to the tunnel and over to the sports complex may create activity for the commercial.

Commissioner Peek recalled his comment from the last meeting regarding the suburban feel of the project and how it did not comply with the General Plan. He felt they were still seeing the same arrangement. Chair Wintzer pointed out that most of the effort was concentrated on the lower park of the project. Mr. White believed this was an issue that caused confusion between resort, suburban and urban. He asked if they were thinking of a smaller replication of Old Town. Chair Wintzer believed that people see Old Town as the character of Park City. He understood that they could not repeat Old Town in this area, but he suggested something similar, as opposed to an apartment complex in Salt Lake. If possible, he would prefer something that looks and feels less like a subdivision.

Commissioner Strachan noted that one of the findings the Planning Commission must make is that it promotes the use of non-vehicular forms of transportation. He did not think the trails connection into the rail trail was enough to make that finding. Commissioner Strachan felt the applicants should re-assess the use of roads and try to minimize them as much as possible. Trails and sidewalks should be interwoven throughout the entire development to give people an incentive to walk rather than drive. Mr. White pointed out that they have not yet reached that level. He tried to show as many trails as possible and there would be sidewalks in front of the houses.

Commissioner Strachan questioned how they could integrate the entry area with the rest of the project community without adding some type of commercial. Mr. White clarified that the developer did not intend to make money from the commercial component and they would try everything possible to make it work. Planner Whetstone pointed out that the successful mini-marts in Jeremy Ranch and other communities are inside a gas station.

Planner Whetstone noted that the previous plan had proposed more trails. However, the Staff had recommended more open space in the center to create an open area where the trails could connect people to the transit area and bike racks at the entrance. Chair Wintzer recommended that the Staff and the applicant contact the Recreation Department for their input on types of commercial that may meet their needs. He agreed with Commissioner Peek that they should continue to pursue the commercial at this point.

Commissioner Strachan asked whether anyone knew if clubhouses work in other communities such as Overlook and Daybreak. Commissioner Wintzer stated that Sun Peak has a clubhouse that works. He has personally attended functions where private individuals have reserved the clubhouse for parties or other functions. Mr. White clarified that Park City Heights would definitely have a clubhouse. The issue is whether or not it would have a commercial component.

Phyllis Robinson recalled conversations about possible live/work space such as a small commercial with residential above it. For example, an artisan baker could link the commercial with the

residential.

Commissioner Hontz asked if the Planning Commission would be seeing an affordable housing needs assessment. Ms. Robinson stated that the Eccles Business School had prepared that assessment and it would be presented to the Planning Commission on October 13th.

Commissioner Luskin stated that a continuous wrap around subdivision eliminates access to the trails. He suggested that they provide access points to trails where people could exit the fort of homes.

Director Eddington summarized the direction from the Planning Commission. He believed there was general consensus that the applicant was heading in the right direction with the newly proposed design. The Planning Commission would like the applicant to continue exploring neighborhood commercial development and explore a better mix and integration of market and affordable units. The Planning Commission favors the green space towards Richardson Flats Road because it creates a good entry feature. As the applicants look at the overall design, the Planning Commission would like them to consider something more compact or less suburban. They encouraged the applicant to focus on non-vehicular opportunities and to integrate that into all the neighborhoods in an effort to bring the second market for estate homes into the more dense neighborhoods. The Planning Commission would like the applicant to provide access points to trails and green space. They would like the Staff and the applicant to provide additional information on the sensitive lands and the power lines.

**PARK CITY PLANNING COMMISSION
WORK SESSION NOTES
OCTOBER 13, 2010**

PRESENT: Chair Charlie Wintzer, Brooke Hontz, Dick Peek, Mick Savage, Adam Strachan, Kirsten Whetstone, Francisco Astorga, Brooks Robinson, Roger Evans

Work Session Items

Building Department Informational update of unfinished/abandoned construction

Roger Evans, the Interim Building Official, remarked on the number of requests for extensions of building permits. He distributed a copy of the commentary in the Building Code that talks about time limitations on applications, validity of permits, and expirations. He noted that the State of Utah, under the Uniform Building Standards Act adopts the Codes and the Codes have associated time frames.

Mr. Evans stated that when he first started looking at the matter, he noticed that Park City Municipal Code, under Building and Building Regulations, has a definition of start-up construction. He assumed that was in the Municipal Code to clarify what constitutes the start of construction and when the 180 days begins. Mr. Evans noted that often developers believe that if they mark the limits of disturbance area and excavate, that constitutes starting construction. However, the Municipal Code describes specific activity defined as the start of construction.

Mr. Evans stated that in the last 60 days he asked all the inspectors to make a list of the projects that have stopped due to lack of money or the ability to obtain financing. He noted that a group of people have applied for permits but never requested that the permits be issued within that 180 day period. In the past, the Building Department has granted an extension if the extension request was submitted in writing. Mr. Evans remarked that he and the inspectors are currently working on compiling that list and he could update the Planning Commission at their next meeting.

Mr. Evans stated that he made a special request for an Eden Permit System, which tracks all the permits that have been issued in Park City, but have not had an inspection within the last 180 days. He would then compare that list with the files in the Building Department. He anticipated that he would be ready to provide an accurate list to the Planning Commission in the near future. His intent is to hold applicants to very specific dates. When an extension is requested, the Building Department requires that shoring must be in place and footings and foundations must be poured by a specific date before the extension is granted.

Mr. Evans encouraged the Commissioners to email him with questions or concerns they may have on specific projects. He needs everyone in the community to help with the process. Mr. Evans noted that he provides a monthly building inspection report on the radio. He commented on the difference between six months of 2010 compared with the same six months of 2009. He believed the numbers were gradually starting to increase for the building industry in Park City. Once he runs the projects on the Eden System, he would be able to compare the 180 days time frame with the "ugly list", where people call and inquire on a specific address.

Chair Wintzer stated that he originally raised the issue of unfinished projects and other

Commissioners shared his concern. He commented on a particular project on Main Street that is in its third winter of a temporary sidewalk. Two adjacent businesses have suffered for two years and there is no process to push the project to completion. Chair Wintzer suggested that the City find a way to limit the impact to adjacent property owners. If the developer runs out of money, there should be some mechanism that allows them to finish the facade.

Mr. Evans agreed. He stated that on private properties, the City collects 75 cents per square foot. For public ways, he is currently pushing for a guaranteed bond to guarantee that the construction area would be put back in place. He explained that the project on Main Street went into receivership and just sat there. The contractor came back and did interior work in an effort to completely enclose the building. Mr. Evans noted that there are several properties with similar situations in Park City that need to be pushed. Once he receives a complete list, he would like to take the most high profile projects through an abatement process.

Chair Wintzer clarified that the Planning Commission was not interested in policing unfinished projects. However, in the future, he would like to find a way to force people on Main Street and in other important areas to at least enclose the building and finish the facade to minimize impacts to the neighbors.

Commissioner Savage asked if someone could write down a statement of the objectives they hope to achieve from the process. Once a list is compiled it would be helpful to understand the state of repair or disrepair of a project, as well as a reasonable expectation of outcomes and time frames as a mechanism for monitoring. Mr. Evans replied that the Planning Commission should have that information prior to their next meeting.

Park City Heights - Master Planned Development (Application #PL-10-01028)

Chair Wintzer announced that the Planning Commission would take public comment on the Park City Heights MPD during the regular meeting.

Planner Whetstone reported that the applicants had provided an overview of the project during the work session on September 22. The Planning Commission expressed concerns related to traffic and trails and the applicants offered to come back with an update on the traffic study. Planner Whetstone noted that the Staff report contained the first part of the 2007 Hales Engineering traffic impact study for Park City Heights in June 2007. The Staff report also included a letter updating that study based on the reduced density, revised site plan, and improvements that have been made since 2007.

Planner Whetstone stated that the applicant had also provided a trails and pedestrian circulation and connectivity plan, as well as revisions to the site plan based on direction at the last meeting.

Planner Whetstone reviewed the application for a master planned development for 160 market rate units and approximately 79 deed restricted work force housing units, for a total of 239 units on 249 acres. The project also includes 28 deed restricted housing for the IHC project. In addition, the market rate units carry an affordable housing obligation. There are also 35 additional City-sponsored units related in part to the Talisker obligation at Empire Pass that has not been satisfied

through actual units. Planner Whetstone noted that the Planning Commission had requested a greater integration of market and affordable units.

The project is located at the intersection of SR248 and US40, south of Richardson Flat and the Rail Trail.

Spencer White, representing the applicant, introduced Cordell Braley with Hales Engineering. Mr. Braley was present to explain the traffic study and answer any questions. Mr. White assumed the primary concern was traffic on SR248. He noted that the original traffic analysis that was prepared in 2007 was based off of 303 units and a worst case scenario that all 303 units would be year-round residences. The revised Park City Heights project proposes a maximum of 239 units, which includes all market and affordable units.

Mr. Spencer pointed out that the 28 affordable units from IHC would add traffic on SR248, regardless of where they are built.

Planner Whetstone noted that Brooks Robinson, the traffic representative from the City Transportation Department, was also present to answer questions.

Mr. Braley with Hales Engineering, provided a brief background of the original traffic study and the updates to the study. He noted that the study was originally conducted in 2006, before he was employed by Hales Engineering. He joined the company shortly after and has been involved in all the revision processes. He is also familiar with the area.

Mr. Braley explained that they looked at traffic volumes in 2006 and 2007, when the original study was done. They also looked at data collected by UDOT to see what has happened from that time to present day. He noted that the market statewide and nationwide have affected the number of trips on most roads. They have seen stagnation of growth on most UDOT roads in terms of traffic.

Mr. Braley remarked that they looked at data specific to the area of Park City that was studied in 2006 to see if that had been affected. They found that growth has occurred approximately 1% per year, which is close to flat over a few years period. Over several years it would be considered an increase in traffic. Mr. Braley stated that they also looked at the new land use, which decreased from 303 units to 239 units. That reduction effectively reduced the overall trips in and out of the development. They concluded that the mitigation measures and improvements recommended during the original study would still hold today, because traffic on SR248 has not significantly changed and the development project has decreased in size and intensity.

Commissioner Savage asked if the 1% growth takes into consideration a time frame associated with the peaks. Mr. Braley replied that it is based on annual average daily traffic. They add up all the traffic over 365 days and divide that number by 365 to reach the projected number. He pointed out that the number is the equivalent of what they would see half way between the shoulder season and a peak season. Commissioner Savage did not believe that was the most relevant number. Mr. Braley agreed, however, if they compare the same number in 2006 to the equivalent number in 2009, the determination is that traffic has stayed the same over the three year period with only 1% growth per year. It was possible that the peaks have fluctuated from year to year, but overall the traffic appears to have stayed the same. Commissioner Savage stated that based on his own

experiences at Quinn's Junction over the last few years, he believes there is significantly more early morning and late afternoon traffic now than in years past. He would be interested in knowing if that was just intuition or quantitatively the case. Mr. Braley replied that they only have the data to go off of and it shows that the traffic is approximately the same.

Commissioner Hontz questioned portions of the data. She noted that page 47 of the report references the 2006 traffic report and the fact that the counts were collected in August. She asked if the traffic counts were done with the cord you drive over of if they were counted by a live person. Mr. Braley replied that they were a.m. and p.m. peak counts and they are counted by a live person.

Commissioner Hontz clarified that the counts were only done in August. Mr. Braley replied that this was correct. Commissioner Hontz pointed out that August is not when Park City has its peak loads of tourists and school is not in session. She was unsure if August accurately reflected the times during the year when they would have problems. Commissioner Hontz referred to the 2009 ADT data from UDOT and asked if that study was done by running cars over a cord. Mr. Braley replied that it done by tube count and the count is averaged over a year period.

Commissioner Hontz stated that she has worked with other traffic engineers and she does not consider those studies apples to apples. She has been told by other traffic engineers that people who physically count cars do a much better job than the tubes. Commissioner Hontz remarked that the 2006 study was a good analysis of the data available, but it was not what she wanted to know. She wanted to know the apples to apples data. She preferred to have a study done when residents and visitors experience the worst traffic. Commissioner Hontz suggested a traffic count at a different time of year.

Mr. Braley believed Commissioner Hontz had raised valid points. He pointed out that they determined the growth rate by looking at the 2006 UDOT ADT numbers, which is an apples to apples comparison. It would be unfair to compare an August peak count with a daily count, and that would only be done as a last resort. Mr. Braley agreed that in a city like Park City and similar resort areas, it is difficult to define the design period. One school of thought is to study Presidents Day weekend in February. Others feel that summer is a higher traffic period because more people are out of school and traveling. There is also an argument for doing something in the middle to avoid over-designing the roads. He assumed Park City would rather have periods of congestion rather than wider boulevard type streets. Mr. Braley was open to suggestions in the event a re-study would occur.

Commissioner Hontz appreciated Mr. Braley's clarification because she had mis-interpreted the report as she read it.

Mr. White asked Brooks Robinson if the City had done recent studies with regard to numbers in that area. Brooks Robinson reported that currently InterPlan is working on the transportation master plan. More important than what might come from Park City Heights, is development outside of Park City in Wasatch and Summit Counties. The traffic patterns that occur now will only increase. The City is looking at ways to reduce the number of single occupancy cars and how to best manage it from a traffic and transit component. The philosophy for the City is not to increase road width. He used the example of creating a shopping mall with parking to accommodate the day after Thanksgiving crowds. The better scenario is to live with a little congestion at certain times and to look at acceptable levels of service in intersections and roadways. There is also the question of

whether congestion adds to the vibrancy of the town or just creates annoyance.

Chair Wintzer asked if Park City has a level of service standard. Mr. Robinson replied that currently there is not a standard level. He stated that A, B, and C levels for both intersections and roads are acceptable. When they begin getting to D level, a few less cars make it through the light and the wait time is longer. Mr. Robinson noted that the standards are based on average wait time in number of seconds. On roadways the levels are based on the amount of congestions and proximity to cars in front, behind and beside you. Levels E and F result in increased wait time at intersections.

Mr. Robinson stated that in resort or commuter towns, it is not uncommon to have Level of Service F for roads or intersections on specific days. The question is whether that is acceptable for 12-15 days a year, if the remainder of the year averages a Level C. Mechanisms for peak days or hours, such as police manpower or signalized methods, can make traffic flow a little better, but the Level of Service is still lower due to the number of cars and people.

Chair Wintzer remarked that a traffic study will say that any street works, however, the City has the responsibility to identify an acceptable Level of Service as a standard to adhere to. Chair Wintzer agreed that the streets should not be designed to accommodate three or four peak days a year. His question was whether or not the City was trying to achieve a specific level of service. He recognized that this was a larger issue beyond Park City Heights, but the City Council and the Planning Commission should look at ways to address this issue. Mr. Robinson stated that parts of that issue are being considered in the Transportation Master Plan process and modeling.

Chair Wintzer believed that the amount of traffic at the intersection of SR248 and US40 would not be affected by the subdivision. It will affect the tourists who come to ski and the workers. For that reason, level of service is not an immediate problem. However, in terms of long term planning, it would be helpful to have a model adopted by the City that is a standard for Park City. Mr. Robinson pointed out that as the surrounding areas builds out, that particular intersection becomes a smaller percentage of the total on that road. Chair Wintzer remarked that a target goal would help the City determine alternative transportation options to achieve that goal. Mr. Robinson stated that a concept plan includes the Park and Ride further down the road. The City will be providing bus service in the future to integrate with the Park City Heights project, the Park and Ride, the Hospital and the Recreation Fields on the other side of the highway, as a way to reduce traffic. They are also looking at methods for moving the buses through traffic at a quicker and easier pace to increase the desirability for using the transit system.

Mr. Robinson noted that the Transportation Master Plan would be presented to the Planning Commission and the City Council with the next few months.

Chair Wintzer remarked that the Dump Road has now turned into an entrance to Park City and it is much busier than in the past. He asked if the traffic study had considered that change in traffic. Mr. Braley did not believe that was considered with the original study because it was not seen as a problem at that time. Since then, Hales Engineering has done other work in that are for other clients and the Dump Road was considered in those studies based on the concern of increased cut-through traffic. Mr. Braley stated that he compared the Park City Heights traffic study with ones

done more recently, and the result did not change the Level of Service. He believed this was a valid concern and designing the development correctly could help mitigate the issues. Chair Wintzer clarified that he did not want to stop the cut-through on the road, but he wanted to make sure they accounted for the increased traffic at the intersection. He noted that it also affects the Rail Trail at the crossing.

Planner Whetstone asked if the more recent traffic study considered traffic from the Park and Ride. Mr. Braley answered yes. Planner Whetstone suggested that Hales Engineering provide a summary of the improvements to that intersection that were recommended during the annexation process. That would help give an idea of whether those mitigations are still valid. Mr. Braley replied that the update conducted this year concluded that the recommendations are still valid because the traffic volumes have not changed significantly and the land use was reduced. Mr. Braley referred to comments regarding the Transportation Master Plan. He noted that the master plans are updated every few years and new developments and new planning issues are taken into account when those updates occur. He felt it was possible that at the end of the Transportation Master Plan process, the volumes may be different from what was shown in the original traffic study. At that point, they may need to re-look at the future long-term improvements.

Mr. Braley reviewed the recommendations on page 41 of the Staff report from the 2006 Traffic Study. He noted that the traffic study referred to the Old Dump road as Landfill Road. The traffic study found that the intersection would meet the warrants for traffic signalization with the Park City Heights project. A study conducted in 2005 or 2006 by Horrocks Engineers recommended a signal at that intersection. Hales Engineering agreed that overall a signal would be beneficial because signals along the corridor would slow traffic and improve traffic flow. Mr. Braley stated that Hales Engineering added recommendations for turn pocket lanes coming out of the Dump Road. He referred to UDOT guidelines for acceleration and deceleration lanes. The language talks about having a southbound lane coming into the project from US40, a northbound right-turn pocket, and a westbound to northbound right turn acceleration lane. Mr. Braley believed the acceleration lane would not be necessary with a signal. UDOT would require the acceleration lane without a signal.

Mr. Braley pointed out that the observations projected to 2020 were the same recommendations. Signalizing would improve the flow of traffic in the corridor, but without the project, that would not be as critical. For 2020, there was some discussion about one signal versus two signals. At the time of the original traffic report, Mr. Braley did not believe the signal going to the IHC property was installed. Mr. White recalled that the light was not installed but it was counted in the traffic study. He clarified that the recommendation for 2020 would be to add an additional signal at the intersection going in to IHC.

Commissioner Savage understood that the recommendation was for a signal. Mr. Robinson explained that the City has contracted with JB Engineering to do the design work for that intersection, using the recommendations from the Hales study regarding turns lanes, lights, distances, etc. The improvements should begin next year. When the signal itself will go in depends on build out of the Park City Heights project. Commissioner Savage asked Planner Whetstone to point out the existing signal. He thought it appeared that the two signals would be close in proximity. Chair Wintzer remarked that the existing signal is further down from where it looks on the map. Mr. Robinson stated that the initial turn that came into the sports complex off of US40 was too close by UDOT standards, and the intersection needed to be moved down for the light. He agreed

that the lights for IHC, the Sports Complex and the Dump Road are minimum distances for UDOT standards.

Chair Wintzer recalled that years earlier UDOT had agreed to put a signal at the Sports Park or the Dump Road and another signal at the Park Bonanza area. At that time, UDOT thought those would be sufficient signals for the entire road. He asked if they still had that same thought. Mr. Robinson explained that the City had entered into an agreement with UDOT on the Corridor Preservation Plan, and he believed one other signal may be installed somewhere in the Park Bonanza area. Chair Wintzer pointed out that the school has the greatest impact on traffic because it all stops in that area. He believed that would be somewhat improved with the tunnel.

Planner Whetstone pointed out that in the Park City Heights binder that were provided to all the Commissioners, the annexation agreement specifically outlines recommended traffic mitigation based on build out. Mr. White remarked that the traffic update supports the same recommendations from the 2007 study, due to the reduced number of units. He reiterated that in 2007, the study was based on the scenario that the units would be primary year-round residences.

Commissioner Peek asked about que lengths at the lights and how it would affect commuters on the Rail Trail and buses. Commissioner Hontz stated that when she read the traffic study she inferred that the study had not compared apples to apples. She was comfortable with the finding after hearing Mr. Braley's clarification. However, she suggested that they conduct a count at a different time of year. Commissioner Hontz thought the Planning Commission should provide feedback as to what they would like to see on that specific issue. Planner Whetstone remarked that they may already have that information. Mr. Robinson would see what dates and information the City could provide.

Mr. Braley understood that the bottleneck was occurring over by the school to the west. Looking at the intersections going into Park City Heights in a vacuum, there would not appear to be a problem.

To address the problem, they would need to study traffic all the way to the school. He pointed out that those issues are not related to this project. It is a result of traffic occurring in the west that backs up near the project. Commissioner Peek remarked that it also affects the que length of the light heading westbound and turning left on to SR248. Mr. Robinson stated that the City can computerize the numbers and adjust the signals accordingly as the area builds out.

Chair Wintzer reiterated his belief that the school, and not this project, creates the traffic problem. The bigger picture is the City standards and at what point they determine that a level of service is unacceptable, and what they need to do to make it acceptable.

Commissioner Peek remarked that trail connectivity is important because with 239 homes a fair number of children will be going to the sports fields, the Rail Trail, school, etc. Mr. White stated that having the Rail Trail paved to the project is a benefit. The transit stop hits the tipping point when transit starts running on a regular basis to Park City Heights and the Park and Ride Lot. As part of the project, they also plan on improving the Rail Trail as it crosses the Old Dump Road. Mr. White noted that the applicants looked at all the factors in an effort to mitigate the traffic. Commissioner Peek remarked that they also need to consider the other direction for the trail users to reach the Sports Complex. In his opinion, the connectivity does not appear to be adequate in the current plan. Commissioner Peek requested additional information on peak counts and que line lengths.

Commissioner Strachan asked about the current level of service on SR248. Mr. Robinson replied that it depends on the time of day and time of year. On average, it is probably a Level B or C, and a Level F at peak times. Commissioner Strachan asked if the levels of services are standardized throughout the industry. Mr. Braley stated that the standards that defines each level of service are the same nationwide. The acceptable level is determined by individual cities and situations.

Mr. White reviewed the revised site plan. On September 22nd, the Planning Commission requested a more grid-like pattern in placing the homes and combining connectivity with that layout. He had color coded the units for easy reference and identification. Purple were the Park City Municipal Corporation affordable housing units, bright green were the IHC affordable units, blue was the CT zone affordable units, and the salmon color were the market rate units. Mr. White explained how they tried to maintain a consistent mix of housing units and housing types, both affordable and market. He noted that the single-family detached units would be alley loaded and all would face into green space connected with sidewalks and trails. The intent is to create a community where people get to know their neighbors and their homes are accessible to the amenities at the entrance.

Mr. White presented a slide showing the connectivity with regards to sidewalks and trails. Sidewalks were only proposed on one side of the road to reduce the amount of impervious surface and as a cost-cutting benefit for the developer. Soft surface trails were identified in orange. To address Commissioner Peek's concern regarding access to the Sports Complex, Mr. White showed the current access from the Sports Complex to Old Dump Road. Part of the proposal has always been to improve the trail along Old Dump Road from the tunnel down to the Rail Trail on the north side of Old Dump Road. It would be an improved Rail Trail crossing across Old Dump Road. The improvements would include surfacing and possible signals. Coming from Park City Heights, there would be paved access from the clubhouse to the Rail Trail and from the Rail Trail in to the City. Mr. White indicated sidewalks all the way around the detached homes. The power line corridor will have a major trail that connects to Hidden Meadows. He presented a slide showing various trails connections proposed. They have spoken with the Snyderville Basin Recreation District about having an asphalt trail along the frontage road that would eventually connect to the Deer Valley gondola. From that point there would be access under Highway 40 to Jordanelle.

Mr. White pointed out that the larger green units are four-plexes with garages. The fronts of those units would face out to the open space. For the attached units shown in purple, the parking is along the back so the units would face into the project. Chair Wintzer asked for the size of those units. Mr. White replied that the units are eight-plexes and the square footage has not been decided. They are a stacked unit product with garages.

Commissioner Savage asked if Park City Municipal specifies the configuration of those particular units and IHC specifies the configuration of their units. Mr. White replied that IHC has their own unit type that they would like to have built. Ivory Builders would construct the units for IHC. The City units are a completely different product.

Commissioner Savage asked if the process for individuals to acquire those units is controlled by IHC and/or the City. Phyllis Robinson, representing the City, explained that the deed restrictions on the units for IHC would give first priority to employees of IHC. Any available units that are not purchased by IHC employees would go into the traditional City process, which includes length of tenure in town, being a City employee, a first time home buyer, income qualifications, etc.

Commissioner Savage asked about the PCMC units or the CT zone units. Ms. Robinson replied that the deed restriction used by the City apply to all affordable units in terms of priority. Commissioner Savage clarified that being a City employee would not have any advantage for purchasing an affordable unit labeled PCMC. Ms. Robinson replied that this was correct in terms of the CT zone units. When the Snow Creek Cottages were constructed, the City set aside two units for City employees because there was a direct City contribution into that project. Whether or not that would be the case with this project still needs to be decided by the City Council. She clarified that the Park City Heights units were not being designed as City employee workforce housing. Commissioner Savage wanted to know what distinguishes a PCMC affordable unit from a CT zone affordable unit. Ms. Robinson replied that the CT zone units are developed within the MPD and the PCMC units will be developed by the City.

Commissioner Savage asked if the specifications for the CT zone units would be determined by Boyer Company. Ms. Robinson explained that the CT zone units would also be determined by the City Council acting as the Housing Authority. The applicant would still need to present an affordable housing plan to the City Council sitting as the Housing Authority. Commissioner Savage asked if Ms. Robinson expected a differentiation between the PCMC and the CT zone affordable units in terms of design or quality of construction. Ms. Robinson stated that the only difference is that the footprints of the CT zone units appear to be larger than the PCMC units. She would come back at a future work session with the design guidelines that would apply to all the units.

Commissioner Strachan asked about the mechanics of the sale from one bonafide purchaser to another for the affordable units. Ms. Robinson explained that Park City Municipal retains the right of first refusal for all units that are put up for sale. This assures that the City is always notified of a unit that is being proposed for sale. Commissioner Strachan asked if the seller would ever get equity. Ms. Robinson stated that the current existing units have a 3% equity cap per year based on the purchase price of the unit, not the equity investment of the unit. If a house was purchased for \$100,000 it could be sold the next year for \$103,000. Commissioner Peek noted that it is based on equity growth. If someone owns their home for 20 or 30 years, they would have a hundred percent equity at a 3% growth cap per year. Ms. Robinson replied that this was correct.

Planner Whetstone asked if a draft affordable housing plan would be available in the near future. Ms. Robinson remarked that the presentation before the Planning Commission on October 27th would be a more global discussion of the City Housing Resolution and the affordable housing element of the LMC, as well as a market demand analysis. She would come back with an affordable discussion specific to the Park City Heights project as they begin to discuss design guidelines and architectural criteria.

Chair Wintzer clarified that the market rate units and the affordable units were the same size. Mr. White replied that this was correct. Chair Wintzer understood that the affordable units shown in purple could be intermixed with the market rate units. Mr. White clarified that the placement of the color coded units was more for the purpose of keeping track of the unit count. He stated that the intention is to mix the affordable and market rate units and to also mix the affordable units ranging from the four-plexes to stacked flats, to single family detached. There is also a range in size for the market rate units to achieve different price points within the market rate units. The project proposes a wide variety of unit types and unit styles.

Ms. Robinson explained that the way they ultimately decide to intersperse the units will depend on infrastructure more than timing.

Mr. White presented a utilities plan showing power lines, sewer lines, etc. Chair Wintzer preferred to address the utility issues later in the design process.

Commissioner Peek was still uncomfortable with the connectivity issue. He asked if the improved trail proposed north of the Dump Road would be separate from the wide shoulder. Mr. White remarked that there are issues with wetlands and narrow road right-of-way widths. State Parks is the adjacent property owner. Mr. White explained that the trail is within the road right-of-way and it is not separated from the travel lanes. The asphalt would extend to include its own painted lines for the trail itself, but it would be part of all the asphalt surface in that location. Commissioner Peek noted that the existing trail going to the tunnel that pops out at the road, appears to be the UDOT parcel. The adjacent parcel to that is Park City Municipal designated open space. The next is the State Parks and Recreation property. He assumed an easement by those groups would create a safe connective Rail Trail from this project to the sports fields. Chair Wintzer agreed with Commissioner Peek on the importance of separating the trails from the roads if possible.

Commissioner Strachan stated that a separation would be a determinative issue in his opinion. It is important to have safe access for children walking or biking to the sports fields. In his opinion, if safe access cannot be achieved, it could be a deal breaker. Commissioner Strachan suggested that this might be an opportunity for ingenuity. Tunnels are a preferred method in Park City, but this may be a good time to consider a bridge.

Mr. White pointed out that the trails are completely separated from the road on the south side. Commissioner Peek asked if the existing berm adjacent to the parcel next to the Old Dump Road would be removed. Mr. White replied that the berm would be removed in order to separate the trail from the road.

Planner Whetstone clarified that there was consensus by the Planning Commission to explore separation from the road to the trails.

The Planning Commission held further comments until after the public hearing scheduled for the regular meeting.

The work session was adjourned.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
October 13, 2010

COMMISSIONERS IN ATTENDANCE:

Chair Charlie Wintzer, Brooke Hontz, Dick Peek, Mick Savage, Adam Strachan

EX OFFICIO:

Kirsten Whetstone, Planner; Francisco Astorga, Planner; Polly Samuels McLean, Assistant City Attorney

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REGULAR MEETING - 6:00 p.m.

I. ROLL CALL

Chair Wintzer called the meeting to order at 7:00 p.m. and noted that all Commissioners were present except Commissioners Pettit and Luskin, who were excused.

II. APPROVAL OF MINUTES - September 22, 2010

MOTION: Commissioner Strachan moved to ADOPT the Work Session Notes of September 22, 2010. Commissioner Hontz seconded the motion.

VOTE: The motion passed unanimously by those who attended that meeting. Commissioner Savage abstained since he had not attended.

MOTION: Commissioner Strachan moved to ADOPT the Minutes of September 22, 2010. Commissioner Hontz seconded the motion.

VOTE: The motion passed unanimously by those who attended that meeting. Commissioner Savage abstained since he had not attended.

II. PUBLIC COMMUNICATIONS

There was no comment.

III. STAFF & COMMISSIONER COMMUNICATIONS/DISCLOSURES

Commissioner Peek disclosed that his brother is involved in trails and he had mentioned that the Planning Commission would be discussing trails this evening. His was in attendance to hear the discussion.

Chair Wintzer disclosed that he owns the property adjacent to the Yard on Kearns Boulevard. He did not believe it presented a conflict or would affect his decision.

CONTINUATION(S) AND PUBLIC HEARING.

Park City Heights - Master Planned Development
(Application #PL-10-01028)

The Planning Commission discussed traffic, trails, and the revised site plan during the work session.

Chair Wintzer opened the public hearing.

Charlie Sturgis, the Executive Director for Mountain Trails, commented on the issue related to the Old Dump Road. He would like the name to remain because it has been there for 25 to 30 years and changing the name would not change the specifications of the road. It is still the Old Dump Road. Mr. Sturgis stated that the Rail Trail, which crosses the Old Dump Road has significantly increased in use over the years. Access to the sports park and the skating rink is significant. Increased trail use, combined with increased traffic on the Dump Road, has created a dangerous situation at the intersection and he is amazed that a significant accident has not occurred. He believed the Park City Heights project was a good time to look for outside of the box solutions, and to improve the Old Dump Road to the acceptable level it should be to accommodate additional traffic from US40, from the development and expected vehicle/pedestrian traffic from this transportation/recreation corridor. Mr. Sturgis remarked that this is one of the wimpiest pedestrian/vehicular intersections in town and it has never been considered in any part of the Walkability Plan. He suggested that they consider ways to improve this road for pedestrians and vehicle traffic to make it safer.

Mr. Sturgis pointed out that there are significant drainage issues where the Rail Trail crosses the Old Dump Road and grade changes would possibly create additional problems. He thought it was important to be aware of those issues from the State Parks' point of view. Mr. Sturgis explained that Mountain Trails manages the Rail Trail for State Parks. During the winter there are issues with the ability to run a snow cat in that area. They currently run a snow cat through the tunnel underneath the SR248 area. Any plans for the Dump Road/Rail Trail intersection should be wide enough to easily accommodate snow equipment.

Chair Wintzer encouraged Mr. Sturgis to stay involved in the process. Spencer White, representing the applicant, offered to meet with Mr. Sturgis to address the issues he raised.

Mark Fischer felt it was important to study the transportation corridor from the Park and Ride lots up the Rail Trail into Bonanza Park in anticipation of possible improvements and transit 20 to 30 years into the future.

Chair Wintzer closed the public hearing.

Commissioner Strachan agreed with Chair Wintzer's earlier comment regarding the bike path. He thought Mr. Sturgis made a good point about room for snow cats. That area is becoming increasingly popular for cross country skiing and he would like to see that continue. Mr. White recalled that the minimum standard is 8 foot paved. Commissioner Strachan stated that the

route parallel to US40 to the Deer Valley gondola should be installed because it is an important connection.

In terms of the site plan, Commissioner Strachan wanted to know why the four-plexes and eight-plexes were clustered at the entrance and not interspersed around the entire project. Mr. White explained that a number of issues played into that decision, including walkable proximity to the transit stop and utility issues. Depending on the type of unit, they tried to look at mass with regards to single family detached units in an effort to achieve a grid pattern that emphasizes something you would see in Old Town. Mr. White stated that interspersing attached units with single family detached units throws off the balance of the design concept. He has conducted studies with the attached units on the interior, but they somehow gravitate to the outside of the project and act as a buffer for going from single family units to attached units.

Phyllis Robinson, representing the City, asked if Commissioner Strachan was referring to the placement of the units within this phase or within the project as a whole. Commissioner Strachan replied that it was the project as a whole. Ms. Robinson remarked that it was a phasing issue. The City wants to make sure that the green units, which represent the units associated with the Burbs IHC annexation, are built in Park City Heights and not across the street in front of the USAA. She pointed out that the lower piece is Phase One of the project. If those units are moved elsewhere in the project, it could potentially be several years before they are built. Ms. Robinson noted that timing is an issue because currently there is a deferred application to build those units on the five acre parcel across the street.

Commissioner Savage asked for clarification on why those units should not be built across the street. Ms. Robinson explained that when the City went through the annexation process for the Burbs annexation, the preference was not to have the units built on site. The land had already been donated to the City for that project and the City Council asked the Burbs and IHC if they would be willing to wait and see if there was an alternative location. At that point the planning process was beginning for Park City Heights and they were able to look at moving those units to that project. The applicant for the IHC units is getting restless and wants to move forward to complete the project. They submitted an application for an MPD to construct the units on that site and the period of time has gone beyond the time they agreed to wait. Ms. Robinson remarked that the units would create a better community in the Park City Heights project, as opposed to having a few units isolated across the road. Commissioner Savage understood that the property on the other side would never be developed. Ms. Robinson replied that the property is in City ownership and would be converted to open space.

Commissioner Strachan understood that those are realities they need to deal with, but he did not believe it was a good answer to the philosophy of interspersing the housing. He believes a better philosophy for development is to mix affordable housing throughout the entire development, since that is how good communities thrive. Commissioner Strachan was fearful of creating something similar to the Prospector Apartments next to the Rail Trail that are clustered, individualized and separate from the rest of the suburban neighborhood of Prospector. In his opinion, that is not a good community and it presents a problem. When he looks at this plan, he thinks of Prospector and the Prospector Apartments.

Mr. White explained that they are trying to reach a critical mass at the entrance area where there is more activity. People would be able to sit on their porches and communicate with their neighbors, and have easy access to the clubhouse and amenities. At this point, they are unsure whether the units further up into the project would be primary residences or second homes. Mr. White reiterated that their focus was the critical mass at the entrance and it had nothing to do with separating larger homes from affordable units. That was the reason for bringing market rate units into the mix of affordable units.

Commissioner Strachan remarked that the reasons for creating mass at the entry were valid; however, he still questioned whether it was correct.

Chair Wintzer like the revised plan. He thought it was better to have the affordable units and the market rate units off the main road. Chair Wintzer agreed with Commissioner Strachan's concern, and he understood the reasons explained by Mr. White. However, he would like to see the units mixed so all the eight-plexes and four-plexes are not clustered into one spot and separated from the other homes. Chair Wintzer suggested moving the green units further off the road. Mr. White pointed out that there is a natural berm that would screen the units from the road. Chair Wintzer preferred to push some of the four-plexes up the hill if possible. He agreed with idea of creating mass around the parks and the entrance.

Chair Wintzer recalled from the plan proposed years earlier, that there was a mix of duplexes with affordable on one side and market rate on the other. He like the idea of tightly intermixing the units to avoid any type of distinction between market rate and affordable. Mr. White replied that the same goal could be easily accomplished with architecture. Chair Wintzer believed the plan had come a long way in terms of creating a neighborhood community.

Commissioner Hontz concurred with Commissioners Peek and Strachan regarding the trails and connectivity. She also concurred with Chair Wintzer on the site plan. Commissioner Hontz stated that she was still struggling with the design and requested that the Staff Google some earth maps to show a birds eye comparison with other developments. She suggested the New Park/Redstone area and Bear Hollow. She offered to email the Staff with names of subdivisions and small communities outside of Jackson and White Fish. Commissioner Hontz understood the reasons for creating energy at the entrance, but she was not completely comfortable with the design. She agreed that this plan was better than the first or the second iterations that were presented and she particularly liked the second entrance.

Commissioner Hontz was still concerned about traffic. She was using the traffic study to come up with numbers, recognizing that it was not an accurate method. However, she believed this project would generate significant additional traffic to that portion of SR248. Commissioner Hontz appreciated receiving the 2009 Traffic on Utah Highways, because that one page had important data and you could calculate the ADT numbers on particular roads. When she ran the numbers for Park City Heights, the project would add approximately 20% to the current ADT. Commissioner Hontz remarked that background traffic volumes are good and it helps to understand the current and to project forward. However, she wanted to know how this project relates to the road and the added traffic. She appreciated how the current design reduces the number of vehicles, but she needed to understand it better.

Mr. Braley explained that currently the ADT on SR248 in that area is approximately 9,000-10,000. The trip generation for this development, as currently planned for primary occupancy, is approximately 2,000 new trips per day at full buildout, assuming that it is 100% primary homes. Twenty years from now it could be 20,000 plus, so that percent would be smaller. Mr. Braley pointed out that not all the trips would be to Park City. In addition, the numbers assume that nobody rides bikes. Hopefully the trails and transit system would reduce those numbers. Mr. Braley stated that some of the traffic would be going between Park City Heights and IHC. He did not believe the number was as bad as the 20% calculated.

Commissioner Savage felt an important aspect was tying the project into the large scale Transportation Master Plan so they can see where the real problems would occur. He commented on the berm that runs along the side of Highway 40 and curb appeal. In his opinion, the curb appeal from SR248 or the front of the complex, is all the houses that are tucked down on the inside like a fortress. He suggested that if the units were tucked further back into the berm and interspersed to taper up, it would make the appearance from the road more attractive. Mr. White pointed out that there is not much of a berm and the highway is elevated as it goes over Old Dump Road. Looking down from US40 at that point, you would be looking down on the rooftops. It then shifts as you go further up the frontage road as the highway starts to go further down. Commissioner Savage clarified that his comment was to find a way to tuck the larger buildings into the berm, even if they are moved down a little ways, and to taper other units to avoid the appearance of a wall of large buildings.

Commissioner Savage liked the clubhouse, but noticed that it was quite small. Mr. White replied that the clubhouse is 2,000 square feet. Based on other projects, smaller clubhouses are used more often than larger clubhouses.

Planner Whetstone noted that the Planning Commission should be seeing visuals very soon, and that would help them visualize the project from different perspectives. The visuals have not been provided because the site plan is still evolving.

Since it is apparent that construction would continue for several years before the project is completed, Commissioner Savage suggested that they plant large trees at the entrance early in the process to distract from the construction activity and to make this a community friendly development project.

Commissioner Peek concurred with the comments of his fellow Commissioners. He asked if a sound study was done for that area and whether the sound from US40 exceeds the standards, whereby future residents could petition for a sound wall. Commissioner Peek agreed with interspersing the affordable units up the hill, however, he was concerned that it would raise the houses into the amphitheater of sound projected from US40. For that reason, it could be a benefit to be under the berm. Commissioner Peek felt it was important to work towards connectivity with the Mayflower Trail, which is the Deer Valley gondola.

Commissioner Savage asked if the Mayflower Trail connection would require a joint meeting with Wasatch County. Planner Whetstone stated that she would look at the Wasatch County Trails Plan to see how far north they have come with the trails. Commissioner Peek echoed

Chair Wintzer regarding the safety of the Rail Trail/Dump Road Intersection.

Commissioner Peek clarified that even though the focus has been on the first phase site plan, his comments regarding the subdivision still hold for the upper area. Nothing has changed other than bringing the units down the hill to make it more dense. Commissioner Peek liked the improvements to the lower first phase, but thought there was still a situation with the subdivision parade of driveways. Planner Whetstone asked if there was consensus among the Planning Commission on Commissioner Peek's comment regarding the rest of the subdivision. Commissioners Hontz and Strachan concurred with Commissioner Peek. Planner Whetstone noted that they tried to make it more connected, but it takes up the open space and eliminates the trails. Chair Wintzer suggested that the applicants show the Planning Commission what they tried to do and why it would not work.

Mr. White stated that once an engineer is hired, they can begin to look at retaining walls and grades of roads. He noted that the layout is based on the topography. None of the roads are over 10% and they tried to minimize cuts, fills, and retaining walls. Commissioner Peek assumed that is why so many subdivisions are planned as they are. However, the General Plan discourages subdivision-like development in Park City.

MOTION: Commissioner Peek moved to CONTINUE the Park City Heights MPD to November 10, 2010. Commissioner Strachan seconded the motion.

VOTE: The motion passed unanimously.

CONSENT AGENDA

1. 2700 Deer Valley Drive - Amendment to Record of Survey
(Application #PL-10-01042)

Chair Wintzer opened the public hearing. There was no comment. Chair Wintzer closed the public hearing.

2. 1251 Kearns Blvd. - The Yard Subdivision
(Application #PL-10-01058)

Chair Wintzer remarked that the discrepancies in the survey is that they were all interior parcels. It did not affect any of the outside property lines.

Chair Wintzer opened the public hearing. There was no comment. Chair Wintzer closed the public hearing.

MOTION: Commissioner Strachan moved to APPROVE the Consent Agenda. Commissioner Hontz seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact - 2700 Deer Valley Drive - Amendment to Record of Survey

1. The property is located at 2700 Deer Valley Drive East.
2. The property is subject to the Deer Valley Resort Tenth Amended and Restated Large Scale Master Planned Development.
3. The Courchevel Condominium record of survey plat was approved by the City Council on December 27, 1984 and recorded at Summit County on December 31, 1984.
4. The Courchevel Condominium record of survey plat recorded 40 residential condominium units of 759 square feet each with 60 parking spaces in a shared underground garage.
5. November of 1989, an amended record of survey plat was approved and recorded increasing the number of residential condominium units to forty-on (41) (Exhibits B and C).
6. Two of the three (3) approved Courchevel buildings (Buildings B and C) were constructed beginning in 1984 and completed in 1988. Building A was not constructed. Currently there are 27 condominium units and 29 parking spaces. Each existing condominium unit contains 759 square feet for a total of 20,493 sf and a developed unit equivalent of 10.25 UE.
7. The Deer Valley Resort MPD assigned 20.5 Ues for the Courchevel parcel, under the unit equivalent formula. The MPD was amended in 2001 to transfer 7 Ues as 14,000 sf to the Silver Baron condominium project, adjacent to the north, leaving 13.5 Ues for the Courchevel property. Of the 13.5 Ues, 10.25 are currently developed and 3.25 UE remain. There are not sufficient Ues remaining to construct Building A as shown on the plat.
8. On May 10, 2010, Courchevel Condominium owner's association voted to approve construction of additional floor area and the transfer of common space to private space for units B301 and B303. The only exterior changes proposed are the addition of windows on the north side of Building B.
9. On September 3, 2010, the City received a completed application for a condominium record of survey plat amendment requesting conversion to private area, of 608 square feet of common attic area above each of Units B301 and B303 (1,216 sf total). These units are located on the third floor of Building B.
10. The total proposed increase in residential floor area is 1,216 sf equating to a 0.61 UE increase to 10.86 UE total. This increase is allowed under the existing Deer Valley Resort, Tenth Amended and Restated Large Scale MPD (Deer Valley MPD). If the increase in residential floor area is approved, 2.64 UE remain undeveloped.

11. Twenty-nine parking spaces exist in the parking structure. No additional parking is proposed. The expanded units comply with the current LMC requirement of 2 spaces for each of the amended units. The other units of 759 sf are existing non-conforming regarding parking.
12. There is undeveloped land on the property available for construction of additional off-street parking; however lack of parking for this property has not been an issue in the past. The property is located at the base area for Deer Valley Resort and on the Park City bus route. Given the relatively smaller unit size the existing parking situation is adequate.
13. The LMC allows the Planning Commission to reduce parking requirements within Master Planned Developments per Section 15-3-7 provided the base requirements is at least 8 parking spaces.

Conclusions of Law - 2700 Deer Valley Drive

1. There is good cause for this record of survey.
2. The record of survey is consistent with the Park City Land Management Code and applicable State law regarding condominium plats.
3. As conditioned, the record of survey plat is consistent with the Deer Valley Resort MPD, 10th amended and restated.
4. Neither the public nor any person will be materially injured by the proposed record of survey.
5. Approval of the record of survey, subject to the conditions state below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval - 2700 Deer Valley Drive

1. The City Attorney and City Engineer will review and approve the final form and content of the record of survey for compliance with State law, the Land Management Code, and the conditions of approval, including the removal of Building A, prior to recordation of the plat.
2. The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval and the plat will be void.
3. All construction requires a Building Permit and approvals from the Building and Planning Departments.

4. Any future construction of units requires parking to be provided according to the Land Management Code requirements in effect at the time of the building permit.

Findings of Fact - 1251 Kearns Boulevard - Subdivision

1. The site is located at 1251 & 1225 Kearns Boulevard.
2. The site is located within the General Commercial District with the Frontage Protection Zone Overlay.
3. The overall site contains 200,276 square feet (4.6 acres).
4. The site consists of eight (8) separate metes and bounds parcels.
5. Some of these parcels overlap, have gaps, or do not close.
6. Any future development will have to comply with the development standards of the current zoning district.
7. The subdivision will create one lot of record.

Conclusions of Law - 1251 Kearns Boulevard - Subdivision

1. There is good cause for this subdivision as the site contains eight (8) separate metes and bounds parcels which overlap, have gaps, or do not close.
2. The subdivision will eliminate the overlaps, gaps, or errors in the descriptions and unify the eight (8) parcels into one (1) lot of record.
3. The subdivision is consistent with the Park City Land Management Code and applicable state law regarding subdivisions.
4. Neither the public nor any person will be materially injured by the proposed plat amendment.
5. Approval of the subdivision, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval - 1251 Kearns Blvd. - Subdivision

1. The City Attorney and City Engineer will review and approve the final form and content of the subdivision for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will submit the subdivision plat for recordation at the County within one year from the date of City Council approval. If recordation has not occurred within one

year's time, this approval for the plat will be void.

REGULAR AGENDA - DISCUSSION, PUBLIC HEARING, AND POSSIBLE ACTION

3. 1251 Kearns Boulevard, The Yard - Extension of Conditional Use Permit
(Application #PL-08-00481)

Planner Francisco Astorga reviewed the application to extend the Conditional Use Permit for the Yard located at 1251 Kearns Boulevard. Last year the Planning Commission granted a conditional use permit for an indoor entertainment facility and a commercial parking lot. A condition of that approval required a one-year review for extension of the conditional use permit.

Planner Astorga noted that the CUP was approved in July 2009. Staff workload was the reason this review was not scheduled until October.

The Staff recommended that the Planning Commission grant the extension as requested based on the findings of fact, conclusions of law and conditions of approval.

Chair Wintzer asked about the length of this extension. Planner Astorga replied that a conditional use permit runs with the land and typically there is not a time frame. However, this CUP had a one year approval and the Planning Commission has the discretion to specify another review period if they choose.

Commissioner Peek recalled that a condition of the original approval required a review by the Planning Commission if three complaints were received from residents. Planner Astorga replied that the condition would still apply with the extension. He noted that in the last fifteen months they only received one complaint from an event that took place in 2009. That event was not approved as part of this indoor entertainment facility. There was an outdoor component that was approved through Special Events.

Chair Wintzer clarified that under the conditional use permit, any outdoor activity would go through the Special Events process. Planner Astorga replied that this was correct. The CUP is specifically for indoor uses.

Chair Wintzer opened the public hearing.

Mary Cook, representing the Homestake Condominiums, stated that generally the neighbors have a good relationship with the Yard. She remarked that the City only received one complaint from the Summer 'Ween event, because that was the only written complaint. She believed other comments were made. Ms. Cook was concerned that like any other situation, boundaries get overstepped. She preferred that it be a year-to-year conditional use permit until decisions are made about the Bonanza Park Development area. Ms. Cook remarked that once things begin working, the limits of noise and traffic can get stretched to higher levels. She believed that a one year, year to year approval would help keep the neighborhood livable for the residents.

Chair Wintzer closed the public hearing.

Commissioner Savage believed there has been responsible behavior as it relates to the conditional approval and that the three complaints rule would work effectively.

MOTION: Commissioner Savage moved to APPROVE the extension of the conditional use permit for an Indoor Entertainment Facility and Commercial Parking lot at 1251 Kearns Boulevard, the Yard, based on the Findings of Fact, Conclusions of Law and Conditions of Approval as found in the Staff report, with the understanding that three complaints would cause the CUP to come back to the Planning Commission for review.

Commissioner Hontz asked if one person could make three complaints on the same event. Planner Astorga stated that they could. However, if that were to occur, the Planning Commission would have the purview to decide if that was appropriate.

Commissioner Hontz seconded the motion.

VOTE: The motion passed unanimously.

Chair Wintzer thanked the applicant, Mark Fischer, for his contribution to the community through events at the Yard. He noted that a number of free events occur at the facility that people never hear about. It has been a great community asset.

Findings of Fact - 1251 Kearns Blvd, - CUP Extension

1. The property is located at 1251 Kearns Boulevard.
2. The zoning is General Commercial (GC) within the Frontage Protection Overlay Zone (FPZ).
3. The site is approximately 4.57 acres.
4. The site is bounded by Kearns Blvd. (Highway 248), Homestead Road, and Woodbine Way.
5. The site has existing sewer, electrical, and water capacity.
6. The parking area has enough room to handle 329 parking spaces.
7. An Indoor Entertainment Facility with the square footage of 14,110 will require seventy-two (72) parking spaces (5 parking spaces per 1,000 sq. ft.).
8. The medical office uses seven (7) parking spaces mandated by the LMC towards the front of the building.
9. The existing buildings on site will not be changed with this application.

10. The site does not contain any usable open space.
11. The property owner has worked in the past with the Building Department regarding compliance with the Soils Ordinance. Currently the paved areas are in compliance with such ordinance.
12. The site has a legal non-conforming sign within the Frontage Protection Zone which has recently been updated.
13. The site has not changed since it was a lumber yard. The existing buildings on site will not be changed with this application.
14. The applicant does not expect any issues that might affect people other than what is currently found in a commercial area. The site will need to comply with the Park City Noise Ordinance.
15. The site plans (Exhibit A) shows the drop-off, loading, and (screened) dumpster areas located east of the building. The access to these areas is through the front, off Kearns Blvd.
16. The loading/unloading of the event equipment will take place prior to the actual events making the area free and clear when pedestrians are utilizing the same area for circulation.
17. The ownership is a limited liability company and has no unusual affects on taxing entities.
18. It is on relatively flat land and requires no slope retention and the buildings are pre-existing (no new buildings or remodeling on the outside on the buildings.)
19. The applicant requests to use temporary restroom facilities similar to that which is used for special events to meet this requirement depending on the events going on at the Yard.
20. Conditions of approval have been met by the applicant.

Conclusions of Law - 1251 Kearns Blvd, - CUP Extension

1. The application complies with all requirements of the LMC;
2. The uses will be compatible with surrounding structures in use, scale, mass and circulation;
3. The uses are consistent with the Park City General Plan, as amended; and

4. The effects of any differences in uses or scale have been mitigated through careful planning.

Conditions of Approval - 1251 Kearns Blvd. - CUP Extension

1. The internal layout of the parking plan shall be compliant with the applicable codes. The driving lanes shall be twenty-four (24') minimum.
2. The parking lot may be accessed via the entrance on Homestake Road, while the pedestrian circulation system may be located at the entrance to the site directly off Kearns Blvd. As noted on the site plan (Exhibit A).
3. All uses must comply with the Park City Noise Ordinance.
4. The detailed submittal must be submitted to the Park City Planning Department at least two (2) weeks (ten business days) before any event for review and approval by the Chief Building Official and the Planning Department. The detailed submittal includes without limitation, a traffic mitigation plan that includes consideration of safety concerns for access to parking off of Homestake Road.
5. All exterior lights must conform to park City lighting regulations for height, type, wattage and shielding.
6. Permanent use of the property must conform to requirements for landscaping, snow storage, lighting and screening.
7. This CUP does not include any events programmed for the site that goes through the City Special Events licensing or Master Festival Special Event permitting or master festival license process, i.e. outdoor events, etc.
8. If the City receives more than three complaints from residents, the CUP would come back to the Planning Commission for modifications to the CUP.

The Park City Planning Commission meeting adjourned at 7:55 p.m.

Approved by Planning Commission _____

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
November 10, 2010

COMMISSIONERS IN ATTENDANCE:

Chair Charlie Wintzer, Brooke Hontz, Dick Peek, Julia Pettit, Mick Savage, Adam Strachan

EX OFFICIO:

Planning Director, Thomas Eddington; Kirsten Whetstone, Planner; Kayla Sintz, Planner; Phyllis Robinson; Polly Samuels McLean, Assistant City Attorney

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REGULAR MEETING - 6:30 p.m.

I. ROLL CALL

Chair Wintzer called the meeting to order at 6:50 p.m. and noted that all Commissioners were present except Commissioner Luskin, who was excused.

II ADOPTION OF MINUTES

October 13, 2010

MOTION: Commissioner Hontz moved to APPROVE the minutes of October 13, 2010 as written. Commissioner Strachan seconded the motion.

VOTE: The motion passed unanimously by all who had attended. Commissioner Pettit abstained since she was absent from that meeting.

October 27, 2010

MOTION: Commissioner Hontz moved to APPROVE the minutes of October 27, 2010 as written. Commissioner Pettit seconded the motion.

VOTE: The motion passed unanimously by all who had attended. Commissioners Strachan and Savage abstained since they were absent from that meeting.

III. PUBLIC COMMENT

There was no comment.

IV. STAFF & COMMISSIONERS' COMMUNICATIONS/DISCLOSURES

2. Park City Heights - Master Planned Development (Application #PL-10-01028)

Planner Kirsten Whetstone recommended that the Planning Commission conduct a public hearing and discuss the revised site plan and overall mix of housing types. The applicant was also looking for direction on design guidelines for the neighborhood. The applicant was also prepared to present an update on the trails.

Planner Whetstone remarked that the proposed MPD consists of 239 residential dwelling units consisting of a mix of affordable or deed restricted units and market rate units. The Planning Commission has previously reviewed this MPD at several meetings. The objective for this meeting was to focus on the revisions to Phase 1, which is the northern area closest to Richardson Flat Road, trails and trail connections, design guidelines for the neighborhood, and review and discussion of the MPD criteria contained in the Staff report.

Spencer White, representing the applicant, presented the revised site plan and reviewed the changes since the last meeting. He noted that the previous meetings focused on Phase 1. This evening they were interested in discussing details for the entire site. Mr. White stated that at some point they would like to put the concept plan into Auto CAD for additional detail. The revisions to the site plan were based on comments from the Planning Commission and the direction that the applicant and the Commissioners hoped to achieve. Most of the concepts of the Phase 1 element were incorporated into the entire site. Mr. White pointed out that they were looking at incremental growth outward from the core, a real sense of community, varying widths and sizes, and streets that link together.

Mr. White recalled that previously the Commissioners expressed a desire to see a grid pattern. That grid pattern was done throughout the project, keeping in mind that there are topography issues. He showed how they stepped up the hill, trying to keep the grid pattern intact but still working with the topography. All the roads are 8% or less, which should avoid major issues for large retaining walls. Mr. White noted that Commissioner Luskin had requested that they address the edge along Highway 40. In response to his concern, they designed a meandering detention basin. As the water drains down to the low spots, the retention basin can be dug out and moved up to create berming with landscaping to form a meandering edge for the development as well as the detention basin.

Mr. White stated that in an effort to address a previous comment regarding noise, the development was moved off the highway corridor as much as possible. He remarked that throughout the entire project they tried to locate homes along green space. From the community park area a central trail corridor was created through the project with neighborhood greens such as native grasses and wildflowers. The landscaping would require minimal maintenance and water usage. Mr. White pointed out that the feel was more like open space rather than a manicured neighborhood green.

Mr. White reviewed the trail linkages. A project loop trail goes all the way around the project with trail connections to multiple trails. There was also trail access from the streets to the trail loop around the project. Mr. White noted that the applicants met with Matt Twombly and Heinrich Deters at the site and walked the project. One concern was the trail linkage to the existing pedestrian trail under Highway 248. The objective was to put the trail as far from Old Dump Road as possible. The engineer hired by Boyer Company and Park City has already

started looking at that connection. There are also wetlands in that area where it connects to the Rail Trail and those issues will be addressed.

Mr. White remarked that on the south side of Old Dump Road, the previous plan showed the trail parallel to Old Dump Road. The revised plan pulls the trails away from Old Dump Road and brings it into the project. It is closer to the play area and has a good connection to the Rail Trail. That continues along the outside of the project and eventually goes down along the frontage road.

Mr. White stated that other items addressed included maintaining a sense of openness and de-emphasizing the impact of the automobile on the residential environment. Garages were moved to the rear with a large number of alley-loaded or skinny-street loaded residents. Front porches face the central trail corridor and the streets. This was also done with some of the multi-family units. Mr. White remarked that they tried to emphasize the community space by having social events. A small amphitheater was added for possible Friday night movies, etc. The tot lot/splash pad remained from the last version and the open space around the play field was enhanced. Mr. White referred to the entrance of the project and noted that they tried to pull some of the multi-family housing closer to the street to create a street edge building with porches fronting the street. Instead of providing a separate parking area for the clubhouse, they would use on-street parking on the main street and parallel parking on the multi-family side. There would still be a community garden, but it was moved away from the community park and would be placed in a different location.

Mr. White pointed out the different product types designed throughout the project and how they would be interspersed. The cluster concept enables residents to live near each other in a small village-like community. Mr. White presented photos of homes as a starting point for dialogue with the Commissioners.

Ron Moffat with the Boyer Company stated that Jonathan DeGray and Eric Lingbard would be creating the design guidelines and landscaping for the project. Both were in attendance this evening to hear comments and direction from the Planning Commission.

Chair Wintzer opened the public hearing.

Brooks Robinson, representing Public Works, expressed concerns with the design related to snow plowing, water runoff and snow storage. He noted that a number of units on the plans that are accessed from alleys presents a problem in terms of emergency response. Mr. Robinson remarked that increasing the amount of hard surface by having additional alleys also increases the amount of runoff. Simple streets and cul-de-sacs with a driveway would provide parking for the residents and guests.

Chair Wintzer assumed all the roads and alleys would be public roads maintained by the City. Mr. White answered yes. He noted that they intend to speak with all the service providers, including Public Works, once the plans are more detailed. They received a list of items from the service providers that have been considered throughout the plan.

Commissioner Savage wanted to know the difference between an alley and a street. Mr. White replied that for purposes of this discussion the difference is road width. Some municipalities allow a narrower width; however, that discussion has not been started with Public Works. In addition to width, access is an issue, particularly with regard to emergency vehicles.

Chair Wintzer closed the public hearing.

Commissioner Hontz felt the revised site plan indicated that the applicants heard their comments at the last meeting. She believed the trails and trails connectivity, circulation to avoid the feel of a drive-thru subdivision, resort character and other revisions were much better with the new plan. Commissioner Hontz remarked that the revised master plan respects the topography much better for both the layout of the units and the trails, as well as the utility corridor. She thought the mix of units and the integration were significantly better with the new plan. Commissioner Hontz believed the project was heading in the right direction.

Commissioner Hontz pulled up Daybreak, Redstone, and Park Meadows on Google Earth as examples of what she considers to be good and bad design. She explained why Daybreak and Park Meadows were examples of good design and Redstone was an example of bad design.

Mr. White was pleased that Commissioner Hontz had raised the topography issue. He noted that the Phase 1 area is relatively flat and there is more topo than what one would realize. He believed the revised plan takes into account more of the topography issues.

Commissioner Pettit agreed that the revised plan was a better design and more consistent with the feedback from the Planning Commission. She noted that there was no reference to potential support commercial and she highly encouraged the applicant to create a place for it. As the project builds out there may be opportunities to incorporate support commercial into the project. Mr. White replied that support commercial was discussed at a previous meeting when Commissioner Pettit was absent. They have had experience with other projects where support commercial did not work, but they are planning to provide enough space in the clubhouse area that could accommodate some type of commercial. Mr. White noted that the clubhouse would be small and the amount of commercial space has not been determined. He noted that Park City Municipal Corp. has not determined their units at this point and they are still talking about live/work spaces.

Commissioner Pettit asked if the problem with support commercial that has not worked in larger projects was due to the costs associated with renting the space. Mr. Moffat replied that it was mainly because they were not high marketing goods. With a limited number of people coming in, it is difficult to get enough volume to justify the cost. Commissioner Pettit remarked that this area is isolated from ready access to a convenience store or a suburban type environment. Adding the recreational component would also draw people outside of the project. In her opinion support commercial is an important element and she did not want to assume it would not work based on other situations or examples. Commissioner Pettit wanted to make sure that support commercial continues to be considered as part of the plan.

Commissioner Pettit thanked the applicant for including the community garden concept. She believes it is a fantastic amenity for a community. She also suggested that they change the name "neighborhood green" to "neighborhood open space" to avoid the perception of lawns and high water consumption. Commissioner Pettit was pleased with the concept of native grasses. Mr. White remarked that landscape guidelines would be part of the design guidelines. He recalled previous discussions about transition zones where people can have small turf areas around their homes before moving into native grasses and plants. They would update the Planning Commission on landscape details at a later meeting.

Commissioner Pettit stated that snow storage would be critical for snow removal during the winter. She believed that snow removal in Old Town would be easier if there was adequate snow storage. Commissioner Pettit felt this project provided an opportunity to have narrow streets and alleyways with adequate snow storage. She encouraged the applicants to keep the narrow streets as proposed, but try to solve snow removal problems with adequate snow storage. She pointed out that narrow streets should meet the requirements for emergency vehicles and access.

Chair Wintzer clarified that all the roads would be 8% or less in grade. Mr. White answered yes, noting that a small percentage of the roads were 8%. Chair Wintzer asked about the dirt road shown at the bottom of the site plan. Mr. White replied that it was an existing road that would be improved up to the entrance to the project. Chair Wintzer liked the new design, however, he believed there was more square footage of asphalt than in previous designs. He pointed out that in some places there are roads on two sides of the house. Mr. White stated that the square footage was approximately the same as previous designs. Once he puts everything into the CAD, he should know the exact lengths of road, etc. Chair Wintzer was cautious about designing a subdivision off of engineering and preferred a project that balances efficiency with personality.

Chair Wintzer referred to a node of houses on the plan and he encouraged the applicant to repeat that node in another location because it creates a neighborhood within a neighborhood. Chair Wintzer thanked the applicants for listening to their comments and direction.

Commissioner Peek appreciated all the revisions and believed it vastly improved the concept. He concurred with Commissioner Pettit regarding support commercial. Commissioner Peek suggested that they stagger driveways down the alleys to create an opportunity for snow removal. He recommended that they look for shared driveway opportunities on the Estate lots. Commissioner Peek commented on the possibility of creating permanent easements with a landscaping restriction where snow could be pushed directly across from a driveway. He favored the detached tunnel trail and believed it was better to make that connection to the Rail Trail and ease the crossing to the Rail Trail. Commissioner Peek suggested locating the clubhouse commercial in that area to draw business from the sports fields.

Mr. White indicated a trail connection on the north side of Old Dump Road that goes all the way to Highway 40. That connection would eventually go to the Park and Ride lot and the City wanted to maintain a trail corridor through there. At this point the trail would not be built but the applicants would provide a trail easement along there.

Commissioner Savage asked if the Park and Ride lot is accessed off of Old Dump Road. Mr. White answered yes. He stated that they have also proposed a bus stop along Old Dump Road. The transit will go out to the Park and Ride lot, turn around and come back. Commissioner Savage asked about changing the name of the road. Brooks Robinson remarked that with the improvements and the Park and Ride, the County was calling it Richardson Flats Road. The City is using that name with the intersection improvements currently being designed.

Commissioner Savage noted that the Park and Ride facility is in close proximity to the project and the buses come by the project on their way into Park City. He believed there was an opportunity to create a significant child care center with an associated convenience store that could service the development and possibly families outside of the development. Mr. Moffat

was willing to provide land for a day care use. Mr. White noted that a day care had been discussed in the past.

Commissioner Peek referred to the architectural examples at the top of the concept plan. He stated that generally garages are subservient to the architecture of the structure, with the exception of the Old Miners Lodge Cottage House. Commissioner Peek favored varied architecture and hidden garages.

Commissioner Strachan felt the revised plan was a step in the right direction. He still thought the multi-family housing should be interspersed throughout the entire site plan. He concurred with his fellow Commissioners regarding the support commercial. Without the commercial the project would be an island to itself. If people have to drive whenever they need something, it defeats the objective they are trying to reach.

Commissioner Strachan stated that the trail adjacent to the Dump Road was great on the concept plan, but he was unsure if it was feasible. If they are able to do the trail as proposed, it would alleviate the concerns he raised at the last meeting. In terms of the architectural examples shown, he was not convinced they were to that point. Commissioner Strachan thought the site plan needed more fine tuning before they could start talking about the architecture of the structures. He noted that there were no examples of the multi-family housing. Mr. White remarked that the pictures furthest to the right were the IHC units. The structures are four two-story units. Commissioner Strachan stated that the picture of the IHC units reinforced his opinion that the multi-family houses could be interspersed throughout the entire site. Planner Whetstone pointed out that the multi-family houses have a larger footprint and would require significant excavation in some areas. Mr. White stated that another issue is trying to keep the IHC units close and on board for the first phase. He noted that IHC is beyond the time frame for building and they are anxious to have their units built. Mr. White offered to look at interspersing as many of the units as possible. Chair Wintzer remarked that the IHC units have very little outside space and did not belong on the hill. He believed the very dense units would fit better around the park where people would have a place to recreate and use the amenities.

Planner Whetstone stated that the concept for the affordable or deed restricted housing was in different phases and the units could transfer from one phase to another. Mr. White remarked that the market units would definitely be mixed with the affordable units and there would be very little difference architecturally. The IHC units would be the first affordable units to be completed.

Commissioner Strachan acknowledged that the applicants had done their best with what they had to work with. Ideally he would like something different but accepted the fact that it could not be done. Mr. White stated that they would continue to look at interspersing as much as possible.

Chair Wintzer supported the idea of having a day care with a commercial component to service the project.

Chair Wintzer called for comments on the architecture. Commissioner Peek reiterated his previous comment about the garages being subservient. He thought it was too soon to comment on the specifics of the architecture. Mr. White remarked that the intent is to incorporate historic details from Old Town Park City into the architecture. Chair Wintzer preferred to have more porches because porches help create a neighborhood. He personally did not want a

reproduction of Old Town because it would look out of place in that area. Chair Wintzer was not opposed to incorporating some historic into the project if it can relate to the type of project being proposed.

Mr. White remarked that during the pre-MPD application, many of the Commissioners made comments about making the project look more like the resort center and core of Park City. Chair Wintzer stated that he was one who made that comment; however, he was talking about the grid system in Park City rather than architectural design. Commissioner Peek used the condos on Deer Valley Drive as an example where the architecture is not the most pleasing, but parking is behind the structure and people congregate on their front porches. Commissioner Pettit thought Commission Peek had described the experience that occurs in the Harvard/Yale area in Salt Lake. It is more historic in terms of many garages being on the side and the back and accessed by alleyways. The elements are at street level and people can walk the neighborhoods and feel a sense of connection. She had the same experience walking through the historic parts of Cresta Butte and Telluride.

Commissioner Hontz liked the idea of more porches and enhancing the size of the porches to make them more usable. However, she was concerned about the location being too windy to make the porches usable. Commissioner Hontz commented on Dutch Fields development in Midway that she finds offensive. Even though the houses have great design elements it is not authentic. She suggested that if the applicants could use that same concept with more authenticity, it would be the right balance. Commissioner Hontz concurred with the comments of her fellow Commissioners regarding architecture and garages.

Commissioner Savage suggested that if the applicant wanted serious input related to architectural styles, they should provide a more creative presentation of alternative formats. It would help the Planning Commission see what the applicant would propose in terms of architecture.

Planner Whetstone noted that the Staff had questions regarding setbacks as outlined in the Staff report. She pointed out that the Planning Commission has the ability to reduce setbacks within an MPD. Chair Wintzer asked for clarification on some of the houses shown in yellow and asked if there would be common area between the houses. Mr. White replied that all the houses shown in yellow would be lots. He felt the next step would be the CAD level so the Commissioners would have a better idea of the lots and setbacks. He noted that with the design guidelines, they will break down the mix of housing types and identify heights, setbacks, details, colors, etc. Planner Whetstone stated that the information would be helpful for the Staff when determining compliance with the Master Plan.

Planner Whetstone remarked that another issue was height. The Planning Commission has the ability to increase heights, however, she understood that all heights would be within the requirements. Mr. White did not anticipate any height concerns and offered to take a second look. Planner Whetstone commented on a list of site planning issues that would be addressed in future meetings.

Commissioner Savage pointed out that the development has Park City in its name and it is partially owned by Park City. It is a big initiative that compliments Park City's objectives and ideals as it relates to affordable housing, and it should be something the City can be proud of and people can be excited about. Commissioner Savage remarked that because Park City is a

co-applicant, they need to be part of the solution and not part of the problem, which may require creativity with the CT zone.

Commissioner Peek addressed the concern regarding wind and suggested that creativity in the design may help mitigate that concern.

Commissioner Pettit requested that the applicants consider whether the current site plan would help facilitate solar installation on roof tops. With respect to the design guidelines and the CC&R's, she asked that they think about solar access and easement issues to allow the community the opportunity to take full advantage of renewable energy resources. She suggested that wind may be another option.

MOTION: Commissioner Strachan moved to CONTINUE Park City Heights discussion to December 8th. Commissioner Pettit seconded the motion.

VOTE: The motion passed unanimously.

The Park City Planning Commission meeting adjourned at 9:15 p.m.

Approved by Planning Commission _____

**PARK CITY PLANNING COMMISSION
WORK SESSION NOTES
DECEMBER 8, 2010**

PRESENT: Chair Charlie Wintzer, Brooke Hontz, Richard Luskin, Dick Peek, Julia Pettit, Mick Savage, Adam Strachan, Thomas Eddington, Kirsten Whetstone, Kayla Sintz, Polly Samuels McLean

Work Session Items

Park City Heights - Master Planned Development

Planner Kirsten Whetstone noted that the Staff report contained the concept plan for Park City Heights that was discussed at the last meeting. She stated that the plan proposes three types of homes: The Park Homes, which are multi-family; the Cottage Homes, which are a mix of market rate and deed restricted housing; and Homestead Homes, which are single family. She reviewed the architectural patterns for the three different housing types identified in the Staff report.

Spencer White, representing the applicant, stated that since the last meeting they continued meeting with Park City Public Works and other service providers with regard to typical street section standards, snow storage, sidewalks, and other issues. They also met with the Snyderville Basin Sewer District and discussed tying into their existing sewer main. They hired a wildlife study experts to update the wildlife study. Next Tuesday they have meetings scheduled with Rocky Mountain Power and Questar Gas, as well as another meeting with Public Works. Mr. White noted that the project is becoming more refined as they move forward to address any concerns and issues raised by the providers.

Mr. White explained how they tried to respond to questions and concerns raised at the last meeting. He noted that Commissioner Hontz had definite comments about what she did or did not like in other master planned communities in Summit County and the Salt Lake Valley. Based on her comments, they looked at Bear Hollow, Daybreak and the Harvard/Yale neighborhood in Salt Lake to see what elements they should or should not incorporate into their project. Mr. White commented on the large variety of style in the Harvard/Yale neighborhood. The similar elements are roof shapes, window patterns, porches, setbacks, garages, and other things that provide a positive neighborhood feel. Many of those elements were incorporated into the design guidelines for Park City Heights.

Eric Langvardt, representing the applicant, stated that one of the elements they tried to achieve was the intent to break the homes into three separate product types that they could generalize architecturally. They tried to create diversity within and between each of the product types through similarities that tie them together.

Mr. Langvardt reviewed the architectural patterns for the Park Homes, which are multi-family homes. He noted that each one was located on green space such as a City park, trail corridor, or a small pocket park. The characteristics of these buildings were driven by the size and the massing and possible repetition of the units. A key component is the "mining meets modern". Mr. Langvardt clarified that the product presented was not exactly what was being proposed. The sheet provided in the Staff report showed various elements of these products and what they may prefer as they move forward.

Mr. Langvardt recalled from the last meeting that the majority of the Commissioners talked about de-emphasizing the garage. In the Park product, each home is accessed from a covered garage, carport or rear parking. That de-emphasizes the garage and at the same time puts the emphasis on the front porches. Mr. Langvardt noted that every front door orients to a street or public open space. With the massing of these buildings, varied wall planes is important, particularly in this portion of the development. The design was a mountain contemporary look. Mr. Langvardt pointed out that not trying to be a resort mountain was an important direction. Part of that is to get away from basic earthtone colors and instead use colorful earthtones. He commented on the importance of balance to keep from being too colorful.

Mr. Langvardt pointed out that the roof lines on the buildings would be low sloping or possibly flat roofs with deeper overhangs to reduce the mass of the larger buildings. The materials being considered are wood, hardy board siding, possibly stone and stucco accents, and colorful earthtone colors.

Mr. White requested feedback from the Planning Commission on the design, materials, and colors proposed. He clarified that this was only part of the process for beginning the design guidelines. These were precedent images and the detail would be taken from the images. Mr. White noted that the design guideline pattern book would come back to the Planning Commission. He asked the Planning Commission to comment on anything they found distasteful or that would not fit within Park City or the CT zone.

Mr. Langvardt reviewed the Cottage homes and noted that this was the core of the development. He commented on the colors and explained that this was an opportunity to incorporate a little of historic Park City. The roof lines have a steeper pitch, creating interesting second floor or story-and-a-half elements. He stated that the front porch and the secondary garage elements in this scenario were very important. The majority of the cottage homes, with the exception of the 12 units within the Homestead area, are currently proposed to be served by an alley or the local road. The orientation of the front door to the street, both architecturally and from a site planning standpoint, is of utmost importance. Mr. Langvardt noted that the architecture has a Victorian feel with simple forms and porches to create a more complex shape. The homes are a story-and-a-half to two stories. The materials include classic elements of the hardy board siding and possibly board and batten shingle siding. There would be limited use of stone. Stucco is not being proposed for these structures.

Mr. White pointed out that there is no variation in the setbacks of those buildings as they go down the street. All the buildings are two-story. They are looking at varying from single story to story-and-a-half to two-story and how that would work on a block face. They are also looking at varying the front setbacks and adding the roof elements over the front porches.

Mr. Langvardt reviewed the Homestead structures. He noted that they were the most diverse primarily because they had more flexibility to work with and because of the varied terrain. Mr. Langvardt stated that many of the elements from the first two product types were integrated into these homes. Because of the flexibility, there was more opportunity for side loaded garages, garages that are built into the hillside with a porch over the top, and to take advantage of the terrain

in varied ways. He pointed out that the Homestead units have more emphasis on the mountain contemporary.

Mr. White stated that solar panels would be allowed in all three lot types and that would be evident in the design guidelines.

Chair Wintzer referred to all three areas and asked about development ownership. As an example, would one developer be doing all the Park Homes. Mr. White explained that the lot type does not separate the affordable from the market. The affordable units would be more interspersed with the market rate units. He was unsure about the builders, but assumed that multiple builders would be building one type. However, with the established the design guidelines, it would not have that look or feel of one builder if that were the case.

Commissioner Savage wanted to know the underlying concept that would integrate the zones together, and how much variety there would be in the design guidelines from one area of development to another area of development. He understood the objective for diversity, but he cautioned against having the diversity look too inconsistent. Mr. Langvardt replied that roof lines, materials, colors, massing, garages, front porches and front doors are consistent elements, with some variation between the product types.

Commissioner Savage asked if the idea was to establish a set of design guidelines and a plat map, and then sell individual properties to individual developers. Mr. White replied that this was correct. He asked if each individual square in the Park Home plats could be sold to a separate builder. Mr. White replied that the Park Homes consist of IHC affordable units and the Park City affordable attached units. He believed those would not be built by one builder. Mr. White explained that the design guidelines would be established so every builder would have specific parameters to follow.

Chair Wintzer expressed his preference for a mixture of homes. When several buildings are the same, the mass appears to be larger. He personally likes flat roofs because they work better in Park City's climate and they have less mass. He referred to a picture above the units with flat roofs and discouraged the applicants from going in that direction. Chair Wintzer did not believe they could successfully re-create Old Town in that area. The project needs its own identity and that identity could be a hundred different homes that blend together.

Commissioner Peek concurred. He remarked that mixing flat roofs is a great design option. He referred to the modern design shown in the Cottage homes and asked if windows that large could actually work in terms of energy conservation. Mr. White replied that this was one issue to consider with the design, as well as affordability. He stated that another part of the process is to set up a design review committee to enforce the design guidelines. Most of the issues would be worked out through that process.

Commissioner Peek indicated a repetition of driveways in a series of the Cottage homes. He noted that four examples of cottage homes were houses with garages, resulting in six homes at the end of the street with visible garages. He asked about the setbacks in the Cottage homes area and whether there would be snow shed issues. Commissioner Peek was concerned about repetitive design in the Cottage homes. He suggested that the applicants prepare a model showing the

roads, trails, the cuts and fills, and the massing of the elements, we well as the views from the identified vantage points. Chair Wintzer concurred that an actual model would be helpful. He clarified that it should be a physical model rather than a computerized visual.

Commissioner Peek noted that each example showed hardy board siding. He was resistant to that particular product because it is sold as maintenance free. He indicated a number of examples in town where people treat it as maintenance free, but the appearance over time shows that its not. Commissioner Peek suggested that they integrate other materials.

Mr. White asked if stucco was an issue. Chair Wintzer was not opposed to stucco as an accent material for this project. However, he did not want to see stucco mazes.

Commissioner Strachan thought the Park homes should be so unique that they stand out and make people want to live there. In his opinion, that is what an affordable housing project should be. Commissioner Strachan pointed out the picture he believed was the most unique. In contrast, he indicated the picture that would make people look for the nearest strip mall. Regarding the Cottage and Homestead homes, Commissioner Strachan felt it was important to accentuate the front porches. He did not favor drive-in garages and second story porches. People living in this project need to feel like they are invited into the Homestead area the same as they are to the Park homes and Cottage areas. He did not think garages and huge homes were inviting. Commissioner Strachan agreed with the importance of seeing a model.

Commissioner Hontz stated that her opinion was slightly different than her fellow Commissioners. She thought the tan and brown example in the Cottage homes looked like stucco and that the design went too far in using stucco. That example, as well as another sample in the Park homes, were considerably modern in design and she did not believe it integrated well with other the styles shown. Commissioner Hontz remarked that materials matter and a modern design can work with real wood, wood timber, natural rock, etc. Regarding the roof forms, Commissioner Hontz liked the flatter roofs and deeper porches, particular on the examples that appear to use natural materials. She believed the example showing two visible garages was going in the wrong direction, particularly based on their preference for subordinate garages.

Commissioner Hontz referred to the brown, white and tan brick example shown in the Park homes. She was not convinced that brick was an appropriate material for that area. However, she favored some of the elements shown on the multi-family units. She suggested that the design might work if they add a deeper entryway and porches. Commissioner Hontz did not like white and gray as the main color scheme for the homes in that area. She encouraged a more colorful pallet with white and gray as accent colors. Commissioner Hontz concurred with Commissioner Peek regarding hardy board. She reiterated her opposition to the example shown in the Park homes as "not resort mountain timber" because the roof lines, the massing and the materials were all wrong.

Mr. Langvardt pointed out that in many of the example they only tried to find elements that could be positive or negative.

Commissioner Luskin felt this was a real challenge. He remarked that Park City has a very unique character, but he is always disappointed coming in from Kimball Junction because it takes a long

time before you see the uniqueness. He still thinks it is difficult to get a real feel for Old Town. Commissioner Luskin believes the Park City Heights land is an important piece of property, and the first and most important step is to create a first impression. He noted that Commissioner Wintzer spoke about creating an identity, but he was unsure how that could be done. In his opinion, the identity needs to be something that is consistent or feeds into Old Town. Commissioner Luskin stressed the importance of creating the impression that people are going into a mining community. He thought the biggest challenge would be the Park homes because they are closest to the junction and typically have the least identity. Commissioner Luskin did not favor mountain contemporary design. In looking at the modern contemporary examples provided, he thought they looked like "Frank Lloyd Wright." Commissioner Luskin noted that the applicants had provided a number of examples, but now they need to take it to the next level and begin with the idea of what they are trying to create. If they are trying to create an identity, the components need to work individually and together. Commissioner Luskin pointed out that part of Park City's unique character is that it does not have a cookie cutter look. A key element for this project is substantial variation. Commissioner Luskin stated that the developer has a particular responsibility with this project because the property is highly visible.

Mr. Langvardt remarked that designing the project is half architectural style and the other half is about the site. He felt the challenge was building the units differently. Because the subdivision is being built in a shorter time period they need to control it in a way that makes it look like 25 different people built 25 different homes.

Commissioner Pettit remarked that her comments were more aligned with the specifics pointed out by Commissioner Hontz in terms of materials, colors, roof lines and elements that need to live beyond the current time. She felt they were on the right track with the garages, porches and window elements.

Chair Wintzer suggested that they look at variation in the buildings. He felt it was appropriate to look at flat roofs as they go higher up on the site to minimize the scale of the buildings. Chair Wintzer stated that the Planning Commission needs to begin talking about the size and footprints of these homes. He thought the model would be helpful in that discussion. Chair Wintzer suggested that the applicant review the Deer Valley Design Guidelines. He was not interested in copying those guidelines, but he thought the format was good. In order to look at this project in a larger scale, Chair Wintzer requested streetscapes where they could look at an entire block of buildings. He also wanted an idea of how often one design would be repeated. Chair Wintzer pointed out that landscaping needs to be included in the design guidelines. Mr. White remarked that landscaping and sustainability would have sections in the design guidelines.

Chair Wintzer referred to the example of six homes in a row and expressed his preference to see that repeated. It is important to integrate the community as much as possible and he liked that idea to create separate neighborhoods. Chair Wintzer applauded the applicants for their efforts in listening to the Planning Commission and responding with good ideas.

The Work Session was adjourned.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
DECEMBER 8, 2010

COMMISSIONERS IN ATTENDANCE:

Chair Charlie Wintzer, Brooke Hontz, Richard Luskin, Dick Peek, Julia Pettit, Mick Savage, Adam Strachan

EX OFFICIO:

Planning Director, Thomas Eddington; Kayla Sintz, Planner; Katie Cattan, Planner; Polly Samuels McLean, Assistant City Attorney

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REGULAR MEETING

I. ROLL CALL

Chair Wintzer called the meeting to order at 6:30 p.m. and noted that all Commissioners were present.

II. ADOPTION OF MINUTES OF NOVEMBER 10, 2010

Commissioner Strachan clarified for the record, a date discrepancy between the minutes and the agenda. The minutes were correctly dated November 10, 2010. The agenda incorrectly showed the date as November 11, 2010. Commissioner Pettit noted that the cover sheets for the work session notes and the minutes also said November 11th. She suggested that the date be corrected if the cover sheets become part of the public record.

MOTION: Commissioner Strachan moved to APPROVE the minutes of November 10, 2010. Commissioner Savage seconded the motion.

VOTE: The motion passed unanimously.

III. PUBLIC COMMUNICATIONS

CONTINUATION(S) AND PUBLIC HEARING

3. Park City Heights - Master Planned Development
(Application PL-10-01028)

Chair Wintzer opened the public hearing. There was no comment. Chair Wintzer closed the public hearing.

MOTION: Commissioner Pettit moved to CONTINUE the Park City Heights - Master Planned to January 12, 2010. Commissioner Peek seconded the motion.

**PARK CITY PLANNING COMMISSION
WORK SESSION NOTES
FEBRUARY 9, 2011**

PRESENT: Chair Charlie Wintzer, Brooke Hontz, Richard Luskin, Dick Peek, Julia Pettit, Mick Savage, Adam Strachan, Thomas Eddington, Kirsten Whetstone, Kayla Sintz, Katie Cattan, Polly Samuels McLean, Matt Cassel, Phyllis Robinson

Commissioner Strachan arrived late.

Work Session Items

**Park City Heights - Master Planned Development
(Application #PL-10-01028)**

Spencer White, representing the applicant, noted that at the last meeting the Planning Commission request a physical model. That model had been prepared and was presented this evening. In addition, graphic presentation boards were available showing perspectives and sections within the project. Mr. White noted that the master plan had also been updated.

Mr. White presented the master plan from the last meeting to show as a comparison to the revised master plan. He noted that one area that was changed was the loop road at the bottom of the project. It was elongated to run more with the contours. It was a utility issue where they could get the sewer to gravity feed and flow. It allowed for more homes along the open space edge that would provide a buffer with Highway 40.

Mr. White stated that additional areas that changed from the last concept plan were the homes on the other side of the power corridor. He indicated an area where the roadways was eliminated due to grade changes and he tried to enhance that area as a trail corridor. They left the 60 foot right-of-way, which allows them to meander the trail through there and provide a great connection. For anyone who lives mid-block, it is an easy walk to the trail corridor and then links them back down to the community center.

Mr. White reported that they met with Rocky Mountain Power and increased the utility corridor through the project. It was a 50 foot corridor that was increased to a 60 foot corridor, which provides more cushion from the adjacent homes. It also provides potential for future growth in the trail corridor.

Commissioner Luskin asked if the power lines would be underground. Mr. White replied that the lines would be underground within the project. An existing overhead power line within the power corridor would not be buried.

Mr. White stated that the current master plan concept was what they have shown as the preliminary plats. Lots were adjusted and homes, trails and sidewalks were located accurately. This plan is how the project would be developed and what they can do with grades, etc.

Chair Wintzer asked if the engineering had been done on the entire site and they were ready to move forward. Mr. White answered yes. He explained that the last concept plan was engineered and cleaned-up. Using that information, they updated the concept plan to reflect those changes.

Mr. White reviewed the affordable housing plan. The bright pink color indicated the 28 IHC units. The blue color represented the 35 Park City affordable units, which comprises a mix of attached and detached units. The purple color represented the Park City Heights internal affordable housing units. He explained how the affordable units were mixed in with the market rate units.

Mr. White noted that an extensive study was done for snow storage and they met with Park City a number of times. In addition to the snow storage easements on the sides of the road and within the right-of-way, he identified additional snow storage areas where snow could be pile and/or picked up and placed in those areas.

Mr. White briefly reviewed the trail legend. The dark blue color represented the existing trail that goes to the sports complex and the tunnel that goes under SR248. The light blue color identified the future connection. He stated that they are currently working with the City to improve that connection from the tunnel down to the Rail Trail. This would require a bridging of wetland areas and other issues. Mr. White stated that they would provide easements where possible and they are trying to find available funding.

Commissioner Savage questioned why they would not bring the trail over closer to the road to avoid additional bridging over the wetlands. Mr. White replied that most people do not want the trail next to the road. Planner Whetstone pointed out that there is a large ditch next to the road with running water. Mr. White remarked that they were still looking at all the options. The applicant agreed to design the entire trails system to see how it works, and then look at the cost to implement. If it turns out that the best location is next to the road, they would put it there. Mr. White recalled that a concern throughout the process was that the Richardson Flat Road is a busier road and it would be better to take the trails off of that road for safety reasons.

Mr. White reviewed three different trail/sidewalk scenarios within the Park City Heights project. He then reviewed a number of perspectives of the project showing the Park Homes, the Cottage Homes and community gardens, and the Homestead Homes. He noted that the perspectives were created through Google Earth.

The Commissioners left the dias to look at the model.

Mr. White stated that throughout the process they have talked about a commercial component with the project. In going through the engineering process, they added two small parcels. One was on the west side and the other on the east side. One parcel was 10,000 square feet and the other was 16,000 square feet. The intent was to add those two parcels to provide the potential for a future commercial component. Commissioner Savage wanted to know who would own the property and

how it would be sold or entitled. Mr. White replied that it would be owned by Park City and the Boyer Company as the co-owners of Park City Heights. If or when those parcels are developed, it would go through the City process and the issues could be addressed at that time.

Mr. White presented a virtual tour through the project that correlated with the physical model.

Commissioner Luskin recalled from previous comments that the idea was to create a visual impression similar to Old Town. However, the first visual entering the project are the larger attached units. He thought it would have been better to have the cottage units in the front on the perimeter as the first visual impression.

Mr. White noted that some of the cottage units front the park. He noted that in several earlier meetings they provided significant details on the attached units. Besides the fact that they are affordable units, one reason for putting the attached units at the entrance was to create density at the entrance and around the amenities. Another reason was to create a street scene with the attached units at the entrance of the project. Commissioner Luskin recalled those previous conversations, but he thought the basic premise was to create a similar impression as Old Town. Seeing the multi-dwelling units gives the same impression as coming in from Kimball Junction, which he personally finds offensive. Commissioner Luskin stated that the plan show was not how he pictured it in his mind from prior discussions.

Mr. White pointed out that besides the reasons he stated, the terrain is flatter at the entrance, which makes it the best location for the attached units. That location is also closest to the trail corridors and the bus stop.

Chair Wintzer recalled going through the process and spending a considerable amount of time talking about the location of the attached unit. He thought they had decided that the entrance was the best location for those units because it was easier for kids and families to access the recreation facility. Commissioner Luskin stated that he was aware of the conversation because he had used the analogy of driving into Yosemite through the tunnel. For that reason, he was looking for the first impression coming into Park City.

Commissioner Peek referred to the principle view points that were designated at the beginning and thought it would be interesting to see the model from those view points. He believed the initial impression would come from those view points.

Commissioner Pettit remarked that the impression coming in from the SR248 Corridor is consistent with what exists all along SR248 with the affordable housing projects on either side of the road. Commissioner Luskin remarked that his goal was not to replicate the view along SR248.

Mr. White stated that the design guidelines were another topic for discussion. The concept of the attached homes is to them mimic the cottage homes in terms of colors and materials.

Commissioner Peek stated that the model and the views from the designated view points shows the importance of the roof forms and how they would affect the overall project. In looking at the model from down low, it is basically a scene of roof forms. He believed the roof forms mixed together

would be the main view of this project from US40 and SR248.

Eric Langvardt, representing the applicant, remarked that the key for both the plan and the design guidelines is the emphasis on the front doors. He noted that front doors face US40 and SR248 so the view from the road does not look at garages or back doors. He pointed out that roof forms are an important element in the design guidelines. In addition, the guidelines stated that no more than three similar massings can be placed together, which requires the roof forms to be broken up.

Commissioner Pettit commented on the use of solar and making sure that the guidelines reflect what is yet to come with solar. She wanted to make sure they were not limiting the ability and flexibility to incorporate those types of products once they become available and affordable. Commissioner Pettit referred to page 83 of the Staff report, page 47 of the design guidelines, and expressed confusion over the concept with respect to ground mounted. She noted that in some cases roof mounted solar is not an option or ground mounted may be a better option. In addition, Commissioner Pettit was concerned about limiting the use of solar on rooftops to flush mounted, given the fact that a lot of tracking systems are being developed to take advantage of solar. Commissioner Pettit understood that the applicant was trying to create guidelines from an aesthetic standpoint, but she did not think it was being consistent with best practices in terms of being proactive and thinking ahead.

Commissioner Hontz thought the trail corridor appeared to be used in the snow storage diagram. It may work but it would limit the months that the trail corridor could be used and the trail would be unusable in the winter. Commissioner Hontz preferred to see clearer language in the exterior section of the guidelines to better clarify what is and is not allowed. She did not believe that pure white and light gray were good main house colors in Park City. Commissioner Hontz concurred with Commissioner Pettit regarding the solar. She would like to see the entire sustainability section beefed up with more explanation and details. Regarding the density, Commissioner Hontz thought the homes could be placed closer together in some areas to create more usable space, or in some cases add more units. She provided examples with the Cottage homes to clarify her comment. Commissioner Hontz concurred with Commissioner Peek regarding the roof forms, and she suggested that the applicants make sure the design guidelines help achieve a mix in roof forms.

Commissioner Luskin complimented the applicants for listening to the concerns and working with the Commissioners to design this project. If it ends up looking like the renderings, they have all succeeded. Commissioner Luskin stated that he was always hesitant about building a project this large in Quinn's Junction and resistant from the beginning. His heart pounds when he is around Old Town Park City because the rest of the city looks like the rest of America. That was the basis for his original comment about the multi-dwelling units. In his opinion, the multi-dwelling units should be in the center of the project and the cottage units on the periphery so the view is from the cottage home perspective. Aside from that, he appreciated what the applicants have done and their willingness to cooperate.

Commissioner Savage echoed Commission Luskin regarding the idea of putting the cottage homes on the periphery and placing the higher density units on the inside. He believed it would improve the aesthetics. However, he believed the applicants have come a long way and he commended them on the work they have done.

Commissioner Pettit asked if heated driveways were prohibited in the design guidelines. Mr. White was unsure if heated driveways had been addressed. Commissioner Pettit noted that heated driveways could be allowed if they were heated through solar power. In her opinion, it is a big issue that needs to be addressed from a sustainability perspective.

Mr. White did not think heated driveways would be an issue based on the price points they are anticipating, as well as the cost of installing a heated driveway. He offered to look into the matter as a sustainability component.

Planner Whetstone explained that the design guidelines would be a guide for development, but anything required would be a condition of approval of the master plan and the plat. Director Eddington stated that the Planning Staff is working with other City Departments to make sure the guidelines are reviewed by Staff and all the ideas are incorporated.

Commissioner Peek agreed with Commissioners Luskin and Savage regarding the placement of the multi-family units. He would like to see that from the view corridors. The entry experience of the tourists would be from US40 and SR248 and he wanted to know how the massing works.

Director Eddington noted the Staff received comments on the guidelines with regard to repetition. He believed that addressing those comments would answer some of the questions related to style, color, materials, fenestration and articulation. He would work with the applicants to address those concerns.

Chair Wintzer noted that page 5 of the guidelines refers to a basement as defined by the Building Code. He suggested that the language in the guidelines be more specific because the Building Code could change. Chair Wintzer pointed out that a periodic phrase in the guidelines is, "strongly advised". He recommended that they remove that phrase and specify what they want to avoid problems with interpretation. Chair Wintzer commented on the reference to skylights. In some cases skylights can be big and obnoxious at night and he thought that section should be better defined. Chair Wintzer thought Park City Heights was a good place to prohibit wood burning fireplaces. Mr. White pointed out that wood burning fireplaces were addressed in the guidelines. Chair Wintzer referred to language in the guidelines that talks about 6 foot high fences to screen a pool or to contain pets. He thought the idea would be to have open fences that could be seen through rather than a six foot solid fence. The pictures represented open fences but it was not reflected in the language.

Chair Wintzer was impressed with the presentation and the model. He encouraged the Commissioners to continue asking for this information. He thanked the applicants for their efforts and encouraged the Planning Commission to push for this type of information on other projects.

Mr. White commented on the amount of work involved to bring this presentation to the Planning Commission. The goal is to move forward to an approval. He asked when they could expect to have all the comments back from the City so they can respond and come back for the next meeting. Planner Whetstone assumed the comments would be available the end of next week.

Commissioner Peek commented on various places in the guidelines where the language was inconsistent. He wanted to know who would be on the design review committee. Mr. White replied

that it would be determined at a future date. He assumed it would be three to five members chosen by the owners. Commissioner Peek indicated language stating that shared driveways are allowed. He suggested that shared driveways should be discouraged or limited in width. Commissioner Peek asked if the photos could be captioned to indicate what example the picture was showing. Commissioner Peek asked if LEEDS would be the standard during the build out of this project. Mr. White answered yes. He noted that a previous rendition of the annexation agreement had Build Green Utah 100 points or Silver Leeds standard. The Build Green is basically defunct and in order to be clear, they strictly using the LEED Silver rating on all homes. He clarified that LEEDs or an equivalent was specified as part of the annexation agreement. Commissioner Peek noted that the guidelines emphasize the desirability of maintaining an east/west access to the roof lines. He wanted to know what percentage of homes have that orientation. Regarding architectural sustainability and construction waste recycling, Commissioner Peek thought they should specify a time in the course of development that the developer must provide a construction waste recycling facility to centralize the recycling for a period of time. Commissioner Peek requested a high resolution PDF of the plat with topo overlay for the next meeting.

Planner Whetstone suggested that the Planning Commission continue this item to February 23rd for a public hearing and further discussion. If no further information is needed at that time, it could be continued to March 9th for possible action. The motion for a continuation would be made during the regular meeting.

The work session was adjourned.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
FEBRUARY 23, 2011

COMMISSIONERS IN ATTENDANCE:

Chair Charlie Wintzer, Brooke Hontz, Richard Luskin, Dick Peek, Julia Pettit, Mick Savage, Adam Strachan

EX OFFICIO:

Planning Director, Thomas Eddington; Kirsten Whetstone, Planner; Katie Cattan, Planner; Polly Samuels McLean, Assistant City Attorney

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REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

Chair Wintzer called the meeting to order at 5:55 p.m. and noted that all Commissioners were present.

4. Park City Heights - Master Planned Development
(Application #PL-10-01028)

Planner Whetstone reported that the Planning Commission has been reviewing this item for the past several months. At the last meeting the public hearing was continued to this meeting. The main objective this evening was to open the public hearing on the project plan and model that was available in the Planning Department. Following the public hearing, the Staff requested additional questions or comments from the Planning Commission regarding the proposed master planned development. Planner Whetstone noted that on February 9th the Planning Commission reviewed the model, as well as the design guidelines. She outlined the documents and plans provided in the Staff report. A comprehensive Staff analysis would be prepared for the meeting on March 9, 2011.

Spencer White, representing the applicant, stated that this evening he was handed comments from the Planning Staff regarding the design guidelines. They would combine those comments with comments the Planning Commission made at the last meeting to make the requested changes. He anticipated having the revised guidelines back to the Staff within the next few days.

Mr. White recalled that the issues raised at the last meeting were the additional visuals from the four perspectives, which were included in the Staff report. Setback distances was another issue that was addressed. Mr. White stated that the intent was to show the existing setbacks off of Highways 248, 224, I-80 and Highway 40. He reviewed the setbacks as outlined in the packet. Mr. White remarked that the reason for showing the setback distances was to help with perspective. The closest building, which is the cottage homes product, is 1,365 feet at the

intersection of Highway 248 and Richardson Flat Road. The closest distance for the attached units is 1,735 lineal feet. Mr. White stated that the reason for showing the setback distances was to show comparisons to help the Planning Commission understand the distances. He thought some of the structures may appear closer in the visuals, particularly in the Google Earth images. Mr. White remarked that the distance to the attached affordable units off of Highway 40 is 350 feet. The distance to the single family detached and cottage homes is 425 feet. He explained how they tried to buffer the homes from those distances and those roads.

Mr. White explained that the reason for placing the density in the proposed locations was based off of sensitive lands. The density is out of flood plain, wetlands, and off of slopes greater than 30%.

Mr. White requested additional comments from the Planing Commission and the public. He had previously submitted plat maps to the Staff, and the Planning Commission had been provided with those maps. Mr. White hoped to address all the issues for a final vote on March 9th.

Commissioner Pettit requested to see slides of some of the views that were included in the Staff report. Mr. White had the slides available and noted that they were the visual assessments that were done when the application was submitted in June. The first view was a photo from the intersection at 248 and the old intersection that used to go into the National Ability Center. He presented a before and after view, noting that it was a slightly different master plan that what is currently proposed. Mr. White presented a new view with the new plan. View 1 was from the new intersection going into the IHC hospital. View 2 was from the intersection of Highway 248 and Old Dump Road. He pointed out that it was the highest cul-de-sac and only the tops of the roofs of the two houses at the end of the cul-de-sac were visible. Commissioner Peek pointed out a discrepancy between the visuals shown and the Google view. He believed what they were seeing was the upper house on the second cul-de-sac down to the north. Mr. White explained that the distance needed to be taken from the pivot point of where the photo was taken. He and Commissioner Peek discussed the view.

Mr. Spencer clarified the issue being discussed for the public. He explained what they were looking at from the intersection of Highway 248 and Old Dump Road. Going up the ridge they were looking at the buildings he previously described, which were four rows of cottage homes. He indicated the lower cul-de-sac with two homes on the end, and the upper cul-de-sac with the home that he believed had the visible roof top. He noted that Commissioner Peek was correct in his perspective because there was another home on the upper right. Mr. White stated that the roof he spoke about earlier was the upper home on the first cul-de-sac. He then pointed out the homes on the upper, furthestmost cul-de-sac, which is the uppermost development area. Mr. White stated that the Staff had expressed concerned about those homes, and he had told them that the homes do not skylight at any point. There is always something behind them as viewed from Highway 248. Those homes do not break into the blue.

In response to a question about the hillside, Mr. White replied that the hillside is part of the project. The hillside with the road cut is owned by the Byers and they own approximately 12 acres of land that was part of the annexation. He clarified that the Byer's land is part of the annexation, but not part of the master planned development.

Chair Wintzer opened the public hearing.

There was no comment.

Chair Wintzer closed the public hearing.

Commissioner Hontz referred to view 2 that was included on page 123 of the Staff report. She noted that it was a view from Highway 40 looking towards the project and asked if that reflected the current plan. Mr. White answered no and explained that it was the visual massing that was done as part of the June 10 packet. Mr. White showed that same image with the current Google earth, taken from the edge of the road on Highway 40. It was the same view as view 2.

Commissioner Hontz believed that comparing that view with the view on page 123 showed how the project was evolving in massing and breaking up forms. However, she thought they needed to pay particular attention to the design guidelines in terms of what those units look like. Commissioner Hontz remarked that the project was going in the right direction, but she still did not like it. She believed that the project could look better as long as the design guidelines are clear. She thought they could solve the problems with design.

Mr. White clarified that the views were solely to show visual massing and not for detail. They do not reflect the design guidelines. Commissioner Hontz felt that went to her point of what would occur without clear design guidelines. Massing matters and she like this view the least in terms of how the massing appears to hulk on the edge of the property. Commissioner Hontz reiterated that those issues could be resolved in the design guidelines.

Commissioner Peek referred to the view from the intersection of Highway 248 and Old Dump Road, looking at the cottage homes stacked along the ridge. He pointed out the plat for Lots 20, 24, 30 and 31 and asked if those were the four cottage homes that stack up the ridge. Mr. White answered yes. Commissioner Peek suggested adding variation to those four homes as part of making the entry statement. Planner Whetstone remarked that those four structures could be specifically addressed in the design guidelines.

Commissioner Savage asked about landscape plans, particularly large trees to break up the massing. Mr. White stated that the intention is more towards sustainability and water issues. A primary issue is the amount of available water and trying to limit water use, especially in individual yards. Mr. White noted that the design guidelines established landscape requirements that do not require lawn and vegetation maintenance. The landscaping will be drought tolerant plants and trees. There will be trees along the trails and through the project, however, at this point, the guidelines do not identify specific standards or details. Planner Whetstone noted that the design guidelines address large scrubs that would get larger over time. It was important that the guidelines address some of the landscaping along the perimeter, particularly at the view corridors.

Commissioner Savage understood environmental sensitivity and water conservation. However, he thought many of the concerns regarding visual impacts could be significantly buffered by rows of aspens or other trees. Mr. White remarked that computer modeling provides the topography, but it does not give the existing vegetation. There is a significant amount of existing scrub brush that is 6' to 8' tall in the summer. He was amenable to possibly looking at landscaping along the view corridors.

Commissioner Peek commented on the Cottage Homes and Park Homes perspective and asked if the landscaping in the drawings reflected the landscape list. Mr. White answered yes. They gave the designer a list of plants and landscaping that would be allowed in the design guidelines and those were included in the perspective.

Commissioner Pettit asked if there would be a noxious weed management plan, given the amount of open space in the area and the continuing problem in the County with noxious weeds. She wanted to know who would be responsible for weed control. Mr. White replied that it is the developer's responsibility and this developer does a good job of regulating noxious weeds.

Commissioner Hontz asked for the purpose of the biological resources overview. Mr. White replied that it was a requirement of the master planned development process and application. In addition, the developer wanted to make sure they took proper steps to mitigate any habitat impacts. Commissioner Hontz asked if the Planning Department had previously seen the biological study and she was told they had. Commissioner Hontz noted that the recommendations speak to noxious weeds and she understood the State and County law requirements. However, she did not believe the laws go far enough, and specifically not for this project. She read Recommendation #2 on page 159 of the Staff report, "Noxious weeds in the project area could be treated to prevent their spread into adjacent areas". Commissioner Hontz needed to see a specific noxious weed plan for this project that goes further than the recommendation. She read the first recommendation, "Any future project area developments could minimize impacts to riparian areas and wetland in the project area". She wanted to know how, where, and the benefits. Mr. White clarified that there are wetlands in the project boundary but not in the areas being developed.

Chair Wintzer noted that wetlands may be disturbed when they put in the path away from the road, but that would be addressed in that particular permitting process.

Commissioner Hontz questioned how the biological resource report could have been part of previous project reviews when it was recorded December 10, 2010. Mr. White understood that her initial question was whether the Planning Staff had seen the report prior to this meeting. He reiterated that the Staff has had this report for quite a while.

Commissioner Hontz asked if this was the first time the Planning Commission had seen the biological research report. Mr. White answered yes. Commissioner Hontz clarified that other than the Planning Commission, the only ones who had seen this report was the Planning Staff. Planner Whetstone replied that this was correct. Commissioner Hontz pointed out that this was the first opportunity the Planning Commission had to express an opinion that the report is not sufficient enough for what they want to see as a wildlife biological survey. Mr. White stated that the wildlife study was turned in well before the February 9th meeting. He had assumed that the biological report had been included in the February 9th packet.

Commissioner Peek stated that the original wildlife study was part of the notebook the Commissioners received. Mr. White remarked that it was the original wildlife study submitted with the June application. The biological resource was a more recent study that was submitted to the Planning Staff shortly after the December meeting.

Commissioner Hontz stated that her issue was not with the timing, but rather the fact that this was their opportunity to tell the applicant that the report is insufficient. She has dealt with a number of wildlife habitat and related reports, and she did not believe this was sufficient in any way, particularly the recommendations. It did not meet the baseline standards that she would expect from a biological resource. Commissioner Hontz commented on areas where the wildlife habitats were enhanced with development, and she believed the same could occur with Park City Heights.

Commissioner Strachan pointed out that the indicated conclusions were missing from the report.

Commissioner Savage asked if the Planning Staff was equally qualified to review this type of report within the context of completeness and substance. He noted that the Staff had included the report for the Planning Commission to review and he wanted to know if the Staff supported it. Planner Whetstone replied that the Staff would prepare a complete analysis for the next meeting. They also ask others with that expertise to review it and provide input. Commissioner Hontz stated that as an example, the wildlife study for Flagstaff was excellent. Park City Heights is a smaller project and would not need the same level of study as Flagstaff, but there is a standard and the biological resource study does not meet that standard.

Chair Wintzer requested that the Staff review the biological study in-depth and provide the Planning Commission with recommendations. He agreed with Commissioner Savage that the Planning Commission is not qualified to assess the study and it is important to have it reviewed by someone who is qualified. Commissioner Strachan suggested that Mr. White have the biological review experts from the Utah Department of Natural Resources look at the study.

Mr. White expressed a willingness to address all their concerns. He understood that Commissioner Hontz was looking for recommendations that address responsible mitigation if issues are found, and how that mitigation would occur. Commissioner Hontz answered yes. In addition, she felt it was a great opportunity for a wildlife biologist to suggest how the wetland areas could be enhanced for wildlife and ways to make this a positive development. In order to meet the standards, the study needs to go beyond a report that just says whether or not there are threatened species on the site.

Commissioner Savage suggested that the Staff and the applicant communicate with Commissioner Hontz and draw from her knowledge and experience.

Planner Whetstone reiterated that the Staff would provide a full analysis on all the elements for the next meeting. Mr. White referred to the comments regarding noxious weeds and noted that it is part of the bond that is put in place when development begins. Money for the bond will not be released until those issues have been resolved. Commissioner Hontz understood the process, but she was concerned about responsibility and maintenance once the project is completed. She felt that needed to be clearly addressed and defined in some type of agreement.

Chair Wintzer asked Mr. White to bring up the slide of the site plan with contours. He requested some type of cut and fill analysis on all three of the cul-de-sacs, because he never anticipated the cuts and fills that were showing. Commissioner Peek stated that he had zoomed in on the cul-de-sac that was closest to the power line easement and counted a 36 foot cut. Chair Wintzer wanted to see a section through each one with a plan for retaining and re-vegetating. He also wanted to see what the cuts would look like from various vantage points. Commissioner Peek wanted to know the nature of the cuts based on the preliminary geo-tech.

The Commissioners and Mr. White discussed phasing for the project. Director Eddington stated that if development starts at the lower level and moves up, he wanted to know how they would handle a potential buyer who wanted something higher up before they reach that phase, and whether the developer would be required to provide the necessary transportation. Mr. White replied that a \$300,000 lot in place of \$2 million worth of infrastructure would not be enough incentive to move to the next phase. It might be considered if a buyer wanted to develop

several lots.

Planner Whetstone summarized the discussion and requests. 1) The guidelines should address the views in terms of massing, specifically views 1 and 2; 2) Landscaping concerns need to be addressed in the design guidelines; 3) A noxious weed management plan for both construction and completion of the development; 4) Better recommendations for the wildlife study was requested. The Staff would review the study and seek input; 5) An analysis of cuts and fills was requested for the cul-de-sacs; 6) Provide additional information on phasing. The Staff and applicant would be prepared to respond to these concerns at the next meeting.

MOTION: Commissioner Pettit moved to CONTINUE Park City Heights MPD to March 9, 2011. Commissioner Strachan seconded the motion.

VOTE: The motion passed unanimously.

The Park City Planning Commission meeting adjourned at 8:00 p.m.

Approved by Planning Commission _____

Review Process

The overall review process was described in greater detail in the August 11, 2010 staff report (see binder/tool kit). A simplified review process flow chart is as follows:

- Annexation and Zoning (PC and CC) (completed May 27, 2010)
▼
- Pre-Master Planned Development meeting (PC) (completed August 11, 2010)
▼
- Master Planned Development and preliminary plat/site plan submittal and review (PC) (initial work session conducted on September 22, 2010, initial public hearing October 13, 2010, subsequent public hearings on ??? and March 23, 2011)
▼
- Final subdivision plat (may be phased) and utility plan (may be phased) submittal and review (PC and CC)
▼
- Conditional Use Permit (CUP) review for certain uses/buildings if required by the MPD and/or CT zoning (PC or Staff)
▼
- Grading and Site work permits (Building, Planning, and Engineering Staff)
▼
- Building permits (Building, Planning, and Engineering Staff)
▼
- Occupancy permits (Building, Planning, and Engineering Staff)

non-riparian meadows with sedges and grasses under 1.5 feet tall (BLM 2006), rather than the tall cattail and willow vegetation present along adjacent the reach of Silver Creek. The nearest available foraging habitat would be agricultural fields, which are outside the project area.

Connections

The proposed development would occur on approximately one-third (70-80 acres) of the developable property. As proposed, the development would be confined to mountain big sagebrush habitat and areas of ruderal vegetation. The project would result in a reduction in low quality wildlife habitat. Undeveloped lands on the developable property are contiguous with conservation easements on adjacent properties, thus provide interconnected habitats for wildlife occurring in the project vicinity. Species that currently occupy open space habitat are not likely to be substantially affected by a reduction in mountain sagebrush habitat. In addition, there are large areas of open space adjacent to undeveloped land within the developable property.

Wildlife conflicts

No wildlife conflicts are expected to occur with future occupants of the proposed development.

7. Recommendations

- Follow-up studies. Two additional site visits will occur by knowledgeable biologists during May/June 2011 to a) validate the observations of the biological report, b) determine if/how data from peak bird and wildlife breeding seasons may influence the findings of the report, and c) verify that the recommendations made in this study are still valid. Special considerations will be made to identify wildlife movement corridors, coyote/fox den sites, and any areas of high native species diversity (plants, animals, and/or insects).
- Animal movement corridors. Five site visits were conducted between December 2010 and March 2011 to ascertain movement corridors for animals. Winter movement corridors were determined by observations of tracks in snow, deer pellet concentrations, discussions with residents, and analysis of animal/vehicle collision rates per highway milepost. The lack of forage and protective cover in the mountain sagebrush community, along with its northeast facing slopes and deeper snows, makes it non-preferred habitat for the movement of animals larger than fox, bobcat, coyotes, and rabbits. Thus, the proposed development would have negligible effect on large animal movement. Mule deer and elk cross the property area on the ridgeline and, when shallower snow depths allow, the steep oak shrublands along the edge of and outside the area of the development. These areas will remain in natural condition. West of the property area are many pathways through oak shrubland to Silver Creek where animals find water. The lane divider on SR 248 and the eight feet high fence

north of the highway discourage movement of animals along that stretch of highway, but it does direct animals to the west and east where the fence is lower or missing. Of the few animals which cross, more animals cross to the west. Due to the degraded condition of habitat, presence of contaminated soils, and potential of animal/vehicle conflicts due to surrounding roads, no actions to encourage the presence of large ungulates (e.g., moose, elk, and deer) should be undertaken. Landscaping plans associated with the development, especially for lots that open to undeveloped lands, will consider the use of plants that are less desirable to wildlife. No additional fences to guide large mammals through the mix of development and open space are recommended. The animals that are present can be expected to readily adapt to the changing urban/open space landscape with most wildlife use focused on the western and southern facing open space slopes away from the proposed development. All development would be limited to the designed footprint in order to assure that wildlife areas remain in suitable condition and that wildlife that enters the area has safe passage around the development, especially following the Silver Creek corridor.

- Site Plan. The development project should be limited to the existing site plan, as shown in Appendix A. That site plan leaves most of the non-sagebrush habitat and cover in place.
- Wetlands. The housing development avoids all wetlands. However, the extension of the rail trail passes through/around wetland areas. Direct impacts to wetlands will be avoided or fully mitigated by assuring the trail does not impede the flow of water or impact the function of the wetland. The trail system provides opportunities to educate the public concerning the importance of wetlands (see Nature Study below).
- Noxious and invasive weed control. The mountain sagebrush community has cheatgrass, an invasive grass which established when the land was grazed by livestock. Controlling established cheatgrass is futile without extensive and repeated treatment with herbicides or prescribed fires. Much of the land with cheatgrass invasion is within the project area, and will ultimately be controlled by land grading. Due to the close proximity of US Highway 40 and SR 248 there is a likelihood for noxious and invasive weeds to colonize sagebrush habitat disturbed by construction activity. Therefore, any noxious weeds which become established on graded land in the project area should be physically removed or herbicide treated to prevent their spread throughout the project area and into adjacent areas.
- Bird nesting. Due to the project area's small size and the minimal availability of habitat for nesting by birds, few avian species are anticipated to occur; however, vegetation clearing and grubbing would still be minimized from April through July to avoid disturbance to nesting birds. No mass grading of open areas would occur during the avian nesting season, though clearing and grubbing

limited to streets and buildable pads could occur during this time period if a detailed search for active bird nests is conducted. If a nest is found it would either be avoided until it is no longer in use, or a licensed bird rehabilitation center would recover the nestlings, meeting compliance requirements of the Migratory Bird Treaty Act. Bluebird nesting boxes could be erected along the oak shrubland edge to attract bluebirds to the development.

- Nature study. Signage that highlights the opportunities for wildlife watching or ecological discovery could be provided, resulting in an enhanced recreational experience for residents using the trail system in the development. This could specifically include identification of major plants, ecological processes, wetland ecology, potential animal species, and insights into seasonal changes to the landscape. The trail system would be an ideal location for placement of bluebird nest boxes.
- Motorized vehicle disturbances in open space. There are five two-tracks unpaved roadways extending from the mountain sagebrush habitat into the oak shrubland. To enhance the value of the shrubland as open space and provide a secluded place for wildlife, it is recommended that the trails be closed to motorized vehicles. One two-track provides access to an adjacent parcel and a utility line. That road should remain maintained and available only for landowner access, with vehicle access beyond the parcel limited for emergency purposes only.
- Silver Creek. The existing riparian areas along Silver Creek have toxic soils, toxic ballast along the rail trail, and a sewage line through the riparian corridor topped with fill soil. The vegetation has been degraded and the wetland hydrology modified due to a road crossing and beaver activity. Both contribute to a long succession of deep pools and mucky soils. Over the course of three site visits in March 2011, no evidence (e.g., animals, tracks, or scat) of the movement of large mammals was observed at Silver Creek between US 40 and a construction company staging area just west of Richardson Flat Road. Additionally, small animal movement between the project area and Silver Creek is impeded by paved roads and the rail trail. No habitat enhancement of Silver Creek is recommended because a) it could attract large mammals and result in an increase in animal/vehicle collisions along Richardson Flat Road and SR.248, and b) due to heavy metal toxicity, the use of the area by large ungulates should be discouraged and preclude its management as a natural area.

8. Coordination

UDWR was consulted for species concerns during the development of this Biological Resources Overview. A letter from the UDWR regarding the project indicated that UDWR has not documented the presence of any special status species within the developable property, although three known or historical special status species occurrences were outside the project vicinity (Appendix C).



**REPORT
GEOTECHNICAL STUDY
PROPOSED PARK CITY HEIGHTS DEVELOPMENT
SOUTHWEST OF THE INTERSECTION OF
US HIGHWAY 40 AND HIGHWAY 248
(KEETLEY JUNCTION)
PARK CITY, SUMMIT COUNTY, UTAH**

Submitted To:

Plumb and Dalton
809 Edgehill Road
Salt Lake City, Utah 84103

Submitted By:

Gordon Spilker Huber Geotechnical Consultants, Inc.
4426 South Century Drive, Suite 100
Salt Lake City, Utah 84123

June 9, 2006

Job No. 0013-007-05

June 9, 2006
Job No. 0013-007-05

Plumb and Dalton
809 Edgehill Road
Salt Lake City, Utah 84103

Attention: Mr. Walter Plumb

Gentlemen:

Re: Report
Geotechnical Study
Proposed Park City Heights Development
Southwest of the Intersection of US Highway 40
and Highway 248 (Keetley Junction)
Park City, Summit County, Utah

1. INTRODUCTION

1.1 GENERAL

This report presents the results of our geotechnical study performed at the site of the proposed Park City Heights Development, which is located southwest of the intersection of US Highway 40 and Highway 248 (Keetley Junction) in Park City, Summit County, Utah. The general location of the site with respect to major topographic features and existing facilities, as of 1999, is presented on Figure 1, Vicinity Map. A more detailed layout of the site showing the proposed locations of lots and roadways, site-specific topography, and existing facilities is presented on Figure 2, Site Plan. The locations of the test pits excavated in conjunction with this study are also presented on Figure 2.

1.2 OBJECTIVES AND SCOPE

The objectives and scope of our study were planned in discussions between Mr. Walter Plumb of Plumb and Dalton, and Mr. Bill Gordon of Gordon Spilker Huber Geotechnical Consultants, Inc. (GSH).

In general, the objectives of this study were to:

1. Define and evaluate the subsurface soil, bedrock, and groundwater conditions across the site.

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2. Provide appropriate foundation, earthwork, and pavement recommendations to be utilized in the design and construction of the proposed development.

In accomplishing these objectives, our scope has included the following:

1. A field program consisting of the excavation, logging, and sampling of 20 test pits.
2. A laboratory testing program.
3. An office program consisting of the correlation of available data, engineering analyses, and the preparation of this summary report.

1.3 AUTHORIZATION

Authorization was provided by returning a signed copy of our Professional Services Agreement No. 05-1118 dated November 22, 2005.

1.4 PROFESSIONAL STATEMENTS

Supporting data upon which our recommendations are based are presented in subsequent sections of this report. Recommendations presented herein are governed by the physical properties of the soils encountered in the exploration test pits, projected groundwater conditions, and the layout and design data discussed in Section 2., Proposed Construction, of this report. If subsurface conditions other than those described in this report are encountered and/or if design and layout changes are implemented, GSH must be informed so that our recommendations can be reviewed and amended, if necessary.

Our professional services have been performed, our findings developed, and our recommendations prepared in accordance with generally accepted engineering principles and practices in this area at this time.

2. PROPOSED CONSTRUCTION

The proposed development will consist of a total of 150 single-family residential structures. The structures will be one- to two-stories above grade. Full-depth and partial-depth basements are desired. Above grade, the structures will be of wood-frame construction with wood, brick, stucco, or stone wall veneer. The estimated vertical structural loads are 1 to 3 kips per lineal foot for continuous wall foundations and 15 to 25 kips for isolated column footings.

Overall site development for roadways and general grading will require a moderate amount of earthwork in the form of cuts and fills. We estimate that maximum site grading cuts and fills will generally be on the order of five to six feet.

Long-term traffic over the roadways will consist of a moderate volume of automobiles and light trucks, and a light volume of medium- and heavy-weight trucks (typical subdivision traffic). Truck traffic will be high during "build out."

3. SITE INVESTIGATIONS

3.1 FIELD PROGRAM

In order to define and evaluate the subsurface soil, bedrock, and groundwater conditions, a total of 20 test pits were explored to depths ranging from 4 to 15 feet below existing grade. The test pits were excavated using a rubber-tired backhoe. Approximate locations of the test pits are presented on Figure 2.

The field portion of our study was under the direct control and continual supervision of an experienced member of our geotechnical staff. During the course of the excavation operations, a continuous log of the subsurface conditions encountered was maintained. In addition, relatively undisturbed and small disturbed samples of the typical soils encountered were obtained for subsequent laboratory testing and examination. The soils were classified in the field based upon visual and textural examination. These classifications have been supplemented by subsequent inspection and testing in our laboratory. Detailed graphical representation of the subsurface conditions encountered is presented on Figures 3A through 3T, Log of Test Pits. Soils were classified in accordance with the nomenclature described on Figure 4, Unified Soil Classification System. Bedrock was classified in accordance with the nomenclature described on Figure 5, Rock Description Terminology.

Following completion of excavating and logging, each test pit was backfilled. Although an effort was made to compact the backfill with the backhoe, backfill was not placed in uniform lifts and compacted to a specific density. Consequently, settlement of the backfill with time is likely to occur. It is recommended that test pit backfill be removed and recompacted to the requirements of structural fill prior to the construction of improvements over these areas.

Following completion of drilling operations, one and one-quarter-inch diameter slotted PVC pipe was installed in Test Pit TP-1 to a depth of nine and one-half feet in order to provide a means of monitoring the groundwater fluctuations.

3.2 LABORATORY TESTING

3.2.1 General

In order to provide data necessary for our engineering analyses, a laboratory testing program was initiated. The program included moisture and density, Atterberg limits, collapse/swell-consolidation, gradation, and chemical tests. The following paragraphs describe the tests and summarize the test data.

3.2.2 Moisture and Density Tests

To aid in classifying the soils and to help correlate other test data, moisture and density tests were performed on selected undisturbed samples. The results of these tests are presented to the right on the test pit logs, Figures 3A through 3T.

3.2.3 Atterberg Limits Test

To further aid in classifying and in determining the expansive potential of the site soils, an Atterberg limits test was performed on a selected sample. Results of the tests are as follows:

| Test Pit No. | Depth (feet) | Liquid Limit (percent) | Plastic Limit (percent) | Plasticity Index (percent) | Soil Type |
|--------------|--------------|------------------------|-------------------------|----------------------------|-----------|
| TP-1 | 5.5* | 43 | 24 | 19 | CL |
| TP-2 | 2.0 | 51 | 21 | 30 | CH |
| TP-9 | 1.5 | 80 | 13 | 68 | CH |
| TP-12 | 1.5 | 57 | 33 | 24 | MH |
| TP-12 | 10.5* | 46 | 19 | 27 | CL |
| TP-19 | 10.0* | 45 | 19 | 26 | CL |

* Test performed on portion of the GC sample passing the No. 40 sieve.

3.2.4 Collapse/Swell-Consolidation Tests

To provide data necessary for our settlement analyses, collapse/swell-consolidation tests were performed on a representative sample of the fine-grained soils encountered at the site. The collapse/swell portion of the overall test was performed in accordance with the following procedure:

1. The sample is loaded to a specified axial pressure at in-situ moisture content.
2. The resulting axial deflection is measured and recorded.
3. The sample is saturated.
4. The resulting collapse/swell is measured and recorded.

A tabulation of the results of the collapse/swell portion of the tests are presented below:

| Test Pit No. | Depth (feet) | Soil Type | Axial Pressure At time of Saturation (psf) | Swell (+) (percent) | Swell Pressure (psf) |
|--------------|--------------|-----------|--|---------------------|----------------------|
| TP-13 | 1.5 | CL | 1,600 | 4.68 | 3,500 |

The test results indicate that the soils are generally highly over-consolidated and will exhibit expansive characteristics under the anticipated loading conditions. Detailed results of the tests are maintained within our files and can be transmitted to you, at your request.

3.2.5 Gradation Test

Gradation tests were performed to aid in classifying soils. The tests results are tabulated below:

| Sieve Size | Percent Passing | | |
|-----------------------------|-----------------|---------------|---------------|
| | TP-1 @ 5.5' | TP-12 @ 10.5' | TP-19 @ 10.0' |
| 2" | - | - | - |
| 1-½" | 100 | 100 | 100 |
| 1" | - | - | - |
| ¾" | 53.7 | 44.8 | 78.3 |
| ½" | - | - | - |
| ⅜" | 36.7 | 41.0 | 59.4 |
| No. 4 | 28.1 | 38.0 | 47.7 |
| No. 10 | 24.2 | 34.9 | 39.3 |
| No. 20 | - | - | - |
| No. 40 | 21.3 | 30.8 | 32.1 |
| No. 100 | 18.2 | 26.2 | 27.3 |
| No. 200 | 15.8 | 22.6 | 24.5 |
| Soils Classification | GC | GC | GC |

3.2.6 Chemical Tests

To determine if the site soils will react detrimentally with concrete, chemical tests were performed on a representative sample of the silty clay soils encountered in Test Pit TP-6 at a depth of two feet below existing grade. The results of the chemical tests are presented below:

| Test Pit No. | Depth (feet) | pH | Total Water Soluble Sulfate (ppm) |
|--------------|--------------|------|-----------------------------------|
| TP-19 | 2.0 | 7.18 | 36 |

4. SITE CONDITIONS

4.1 SURFACE

The Park City Heights Development is located southwest of the intersection of US Highway 40 and Highway 248 (Keetley Junction) in Park City, Summit County, Utah. The development is irregularly shaped and consists of two parcels. The northern parcel shown on Figure 2 contains 23.6 acres will be used for open space, and was not included in this study. The south parcel contains 98.4 acres that will be used for open space, 150 single-family residential lots, and access roadways.

The planned residential parcel is approximately 2,000-feet by 3,000-feet. The site consists of open areas with grasses and brush covering the majority of the site. Some scattered trees are located across the site. The site is bounded by roadways to the north and east. Undeveloped land and residential structures primarily bounds the site to the south and west.

The site slopes downward to the northeast with an overall elevation change of approximately 200 feet. The slope is approximately 12 horizontal to 1 vertical. Some drainage swales bisect the site. No signs of past or eminent slope instability were noted.

4.2 SUBSURFACE SOIL AND GROUNDWATER

The subsurface sequence generally consists of surficial clays underlain by clayey gravels with some sands and generally occasional cobbles. The clays generally extend to depths ranging from 2.5 to 9.5 feet. These soils contain trace to some sands and gravels and are moderately to highly plastic. These soils exhibit high expansive characteristics. The upper as much as 6 to 12 inches of the soils contain major roots which have been classified as topsoil. The upper 9 to 12 inches are generally loose as the result of normal weathering. Clays below the loose surface zone will exhibit moderate strength and compressibility characteristics.

The surface clays are, in turn, generally underlain by a fairly thick sequence of medium dense to dense clayey gravels with some sand containing occasional cobbles and in areas occasional boulders. These soils generally extend to the maximum depths penetrated and will exhibit high strength and low compressibility characteristics. Tests run on the fine-grained portion of the sands and gravels indicate that these soils are non-expansive.

Bedrock was encountered at some of the test pit locations. The bedrock appears to consist of quartzite and will exhibit relatively high strength and low compressibility characteristics. Excavation refusal was encountered at some of the test pit locations. The test pits were excavated with a rubber-tired backhoe (JCB 214 S) with a 30-inch bucket. Depth to granular soils, and depth to refusal (or near refusal) in bedrock are presented. Depth of refusal or near-refusal is defined as the depth at which the 30-inch bucket was either scrapping on fractured bedrock or progress was significantly slowed due to the presence of large particles of bedrock. The following table summarizes the soil/bedrock conditions encountered:

| Test Pit No. | Depth to Dense Granular Soils (feet) | Depth to Refusal or Near Refusal (feet) |
|--------------|--------------------------------------|---|
| TP-1 | 3.0 | - |
| TP-2 | 4.5 | - |
| TP-3 | 4.0 | - |
| TP-4 | 3.0 | 4.5 |
| TP-5 | - | 9.0 |
| TP-6 | - | 6.0 |
| TP-7 | - | 5.0 |
| TP-8 | - | 4.0 |
| TP-9 | 5.0 | 5.5 |
| TP-10 | 4.5 | 12.0 |
| TP-11 | 2.5 | - |
| TP-12 | 3.5 | - |
| TP-13 | 9.5 | - |
| TP-14 | 6.0 | - |

| Test Pit No. | Depth to Dense Granular Soils (feet) | Depth to Refusal or Near Refusal (feet) |
|--------------|--------------------------------------|---|
| TP-15 | 9.0 | - |
| TP-16 | 3.0 | 6.0 |
| TP-17 | 4.0 | - |
| TP-18 | 5.0 | 6.5 |
| TP-19 | 7.5 | - |
| TP-20 | 4.0 | - |

During and immediately following excavation, groundwater was not encountered to the depths penetrated.

5. DISCUSSIONS AND RECOMMENDATIONS

5.1 SUMMARY OF FINDINGS

The most significant geotechnical aspects of the site are:

1. The expansive clays encountered in the upper two and one-half to nine and one-half feet encountered across the site.
2. Shallow bedrock within portions of the site.

Under no circumstances should the foundations and primary at-grade slabs be established directly upon the expansive soils. In most cases basements will penetrate through these deposits. Where the clays are deeper, they must be over-excavated and replaced with non-expansive structural fills. In garage areas as a minimum the clays beneath the slabs must be removed to a depth of at least three feet and replaced with non-expansive structural fill. Similar procedures are recommended for outside slabs (sidewalks, stairways, driveways, etc.). With partial replacement, some vertical movements could still occur if the clays experience significant moisture variations. We recommend that the unsuitable soils be removed and used as non-structural fill.

The proposed structures may then be supported on conventional spread and continuous wall foundations established on suitable natural soils or bedrock and/or structural fill extending to suitable natural soils or bedrock.

Some excavations for the below grade portions of the structures will be difficult due to the presence of bedrock.

horizontal to one vertical. If clean granular soils are encountered, or if excessive sloughing occurs, the sideslopes must be flattened to one horizontal to one vertical.

To reduce disturbance, we recommend that excavations for footings be accomplished utilizing a backhoe with a smooth-lip bucket.

In bedrock cuts up to 12 feet can be established with slopes no steeper than one-quarter horizontal to one vertical. Loose and raveling bedrock and soils are anticipated from deep steep cuts. Therefore, the face of the deeper-steeper slopes must be protected by anchoring chain-link fencing from the crest to the toe. Field data and past experience in the area indicates excavations into bedrock, 5 to 10 feet, can generally be accomplished using heavy construction equipment or a "stringer." Drilling and blasting could possibly be required for localized deeper areas.

All excavations must be inspected periodically by qualified personnel. If any signs of instability or excessive sloughing are noted, immediate remedial action must be initiated.

5.2.3 Structural Fill

Structural fill is defined as all fill that will ultimately be subjected to structural loadings, such as those imposed by footings, floor slabs, pavements, etc. Structural fill will be required as backfill over foundations and utilities, and as replacement fill beneath some footings and floor slabs. All structural fill must be free of sod, rubbish, topsoil, frozen soil, and other deleterious materials. Structural site grading fill is defined as fill placed over relatively large open areas to raise the overall grade. For structural site grading fill, the maximum particle size should generally not exceed four inches; however, occasional larger particles, not exceeding eight inches in diameter, may be incorporated if placed randomly in a manner such that "honeycombing" does not occur and the desired degree of compaction can be achieved. The maximum particle size within structural fill placed within confined areas should generally be restricted to two inches.

Because of the expansive nature of the fine-grained soils, these soils will need to be removed and stockpiled for subsequent landscaping purposes. Fine-grained soils with a Plasticity Index (PI) less than 18 percent may be used as structural site grading fill. It should be noted that unless moisture control is maintained, utilization of soils with a relatively high fines content as structural fill will be difficult, if not impossible, during wet and cold periods of the year. Only granular soils are recommended as structural fill in confined areas, such as around foundations and within utility trenches. We recommend that all granular structural fill including the on-site soils consist of a well-graded mixture of sands and gravels with at least 20 percent fines (material passing the No. 200 sieve). The purpose of the minimum fines percentage is to provide a fill when compacted that will exhibit low permeability characteristics.

Non-structural site grading fill is defined as all fill material not designated as structural fill or unsuitable material, and may consist of any cohesive or granular soils not containing excessive amounts of degradable material.

5.2.4 Fill Placement and Compaction

All structural fill should be placed in lifts not exceeding eight inches in loose thickness. Beneath buildings, the fill should be compacted to at least 95 percent of the maximum dry density as determined by the AASHTO¹ T-180 (ASTM² D-1557) compaction criteria. If the fill is more than 7 feet thick, the fill must be compacted to at least 97 percent of the above-defined criteria. Structural fills less than 5 feet thick, outside the building areas, and beneath outside flatwork and pavements, should be compacted to at least 90 percent of the above-defined criteria. If over 5 feet thick, they should be compacted to at least 92 percent.

Prior to the placement of structural site grading fill, pavements, floor slabs, or footings, the exposed subgrade should be prepared as discussed in Section 5.2.1, Site Preparation, of this report. In confined areas, subgrade preparation should consist of the removal of all loose or disturbed soils.

Non-structural fill may be placed in lifts not exceeding 12 inches in loose thickness and compacted by passing construction, spreading, or hauling equipment over the surface at least twice.

5.2.5 Utility Trenches

All utility trench backfill material below structurally loaded facilities (flatwork, floor slabs, roads, etc.) should be placed at the same density requirements established for structural fill. If the surface of the backfill becomes disturbed during the course of construction, the backfill should be proofrolled and/or properly compacted prior to the construction of any exterior flatwork over a backfilled trench. Proofrolling may be performed by passing moderately loaded rubber tire-mounted construction equipment uniformly over the surface at least twice. If excessively loose or soft areas are encountered during proofrolling, they should be removed to a maximum depth of two feet below design finish grade and replaced with structural fill.

Most utility companies and City-County governments are now requiring that Type A-1 or A-1a (AASHTO Designation – basically granular soils with limited fines) soils be used as backfill over utilities. Because of the expansive soils, we strongly recommend that the fills used as backfill meet the requirements stated in Section 5.2.3 of this report. These organizations are also requiring that in public roadways the backfill over major utilities be compacted over the full depth of fill to at least 96 percent of the maximum dry density as determined by the AASHTO T-180 (ASTM D-1557) method of compaction. We recommend that as the major utilities continue onto the site that these compaction specifications are followed.

¹ American Association of State Highway and Transportation Officials
² American Society for Testing and Materials

5.3 SPREAD AND CONTINUOUS WALL FOUNDATIONS

5.3.1 Design Data

The proposed structure may be supported upon conventional spread and continuous wall foundations established on suitable non-expansive natural soils and/or structural fill extending to suitable natural soils. For design, the following parameters are provided:

| | |
|---|-------------|
| Minimum Recommended Depth of Embedment for Frost Protection | - 36 inches |
| Minimum Recommended Depth of Embedment for Non-frost Conditions | - 15 inches |
| Recommended Minimum Width for Continuous Wall Footings | - 18 inches |
| Minimum Recommended Width for Isolated Spread Footings | - 24 inches |

Recommended Net Bearing Pressure for Real Load Conditions

| | |
|--|--------------------------------|
| Suitable Natural Soils and/or Structural Fill Extending to These Soils | - 3,000 pounds per square foot |
| Bedrock | - 5,000 pounds per square foot |
| Bearing Pressure Increase for Seismic Loading | |
| Soils | - 50 percent |
| Bedrock | - 100 percent |

No specific minimum depth of embedment will be required for footings established upon massive bedrock; although, the footings must be appropriately “tied” to the underlying bedrock to provide appropriate lateral resistance.

The term “net bearing pressure” refers to the pressure imposed by the portion of the structure located above lowest adjacent final grade. Therefore, the weight of the footing and backfill to lowest adjacent final grade need not be considered. Real loads are defined as the total of all dead plus frequently applied live loads. Total load includes all dead and live loads, including seismic and wind.

5.3.2 Installation

Under no circumstances should the footings be founded on expansive soil, non-engineered fill, loose or disturbed soils, sod, rubbish, construction debris, other deleterious materials, frozen soils, or within ponded water. If unsuitable soils are encountered, they must be completely removed and replaced with structural fill. If the natural soils upon which the footings are to be established become loose or disturbed, they must be removed and replaced with structural fill. If the structural fill upon which the footings are to be established becomes disturbed, it should be recompacted to the requirements of structural fill or be removed and replaced with structural fill.

The width of structural replacement fill, as required below footings, should be extended laterally at least six inches beyond the edges of the footings in all directions for each foot of fill thickness beneath the footings. For example, if the width of the footing is two feet and the thickness of the structural fill beneath the footing is one foot, the width of the structural fill at the base of the footing excavation would be a total of three feet.

5.3.3 Settlements

Maximum settlements of foundations designed and installed in accordance with recommendations presented herein and supporting maximum anticipated loads as discussed in Section 2., Proposed Construction, are anticipated to be on the order of one-quarter to one-half of an inch.

Approximately 60 percent of the quoted settlement should occur during construction.

5.4 ALTERNATE FOUNDATIONS

Under most structures the basement excavations will penetrate through the expansive clays. In some areas, over-excavation beyond the base of the basement excavation will be required to remove the unsuitable clay. If the over-excavation exceeds six to eight feet, alternate systems may be considered. One alternate would consist of helical piers extending to the underlying non-expansive soils. A two-inch void is recommended between the base of the pier cap and grade beams and the underlying expansive soils. Helical piers can also be utilized to support outside columns.

Footings in garage areas must be installed as per the recommendation for the primary building.

5.5 SUBDRAINS

A permanent foundation/chimney subdrain system will be required around the outside of subgrade wall.

The perimeter subdrain pipe should consist of a minimum of four-inch diameter, slotted or perforated pipe with the invert established at least 18 inches below the top of the lowest adjacent

slab. The pipe should be encased in a one-half to one-inch minus clean gap-graded crushed gravel extending two inches below, laterally, and up continuously at least 12 inches above the top of the lowest adjacent slab. The same granular material could be utilized as the chimney drain against the subgrade walls. In all cases, the gravels must be separated from the natural soils or finer-grained backfill with a geotextile, such as Mirafi 140N or equivalent. As an alternate a synthetic drain board, such as Miradrian or equivalent, can be used for the chimney subdrain. The slope of the pipe should be at least 0.25 percent to a suitable point of gravity discharge; such as a sump within or outside the perimeter of the below-grade portion of the structure or by gravity down-gradient. Prior to the installing the gravels, we recommend that the outside walls adjacent to habitable areas be appropriately waterproofed. If the areas are mechanical areas or parking dampproofing should be adequate.

5.6 LATERAL RESISTANCE

Lateral loads imposed upon foundations due to wind or seismic forces may be resisted by the development of passive earth pressures and friction between the base of the footings and the supporting soils. In determining frictional resistance, a coefficient of 0.45 should be utilized. Passive resistance provided by properly placed and compacted granular structural fill above the water table may be considered equivalent to a fluid with a density of 300 pounds per cubic foot. Below the water table, this granular soil should be considered equivalent to a fluid with a density of 150 pounds per cubic foot.

A combination of passive earth resistance and friction may be utilized provided that the friction component of the total is divided by 1.5.

5.7 LATERAL PRESSURES

The lateral pressure parameters as presented within this section assume that the backfill will consist of granular soil placed and compacted in accordance with the recommendations presented herein. The lateral pressures imposed upon subgrade facilities will therefore be basically dependent upon the relative rigidity and movement of the backfilled structure. For active walls, such as retaining walls which can move outward (away from the backfill), granular backfill may be considered equivalent to a fluid with a density of 45 pounds per cubic foot in computing lateral pressures. For more rigid basement walls that are not more than 10 inches thick and 12 feet or less in height, granular backfill may be considered equivalent to a fluid with a density of 55 pounds per cubic foot. For very rigid non-yielding walls, granular backfill should be considered equivalent to a fluid with a density with at least 75 pounds per cubic foot. The above values assume that the surface of the soils slope behind the wall is horizontal and that the granular fill has been placed and lightly compacted, not as a structural fill. If the fill is placed as a structural fill, the values should be increased to 60 pounds per cubic foot, 75 pounds per cubic foot, and 130 pounds per cubic foot, respectively. If the slope behind the wall is two horizontal to one vertical, the values for purely active walls and basement walls should increase to 57 pounds per cubic foot and 67 pounds per cubic foot, respectively.

The above equivalent fluid pressures are for static loading conditions. For seismic loading, a uniform pressure of 100 pounds per square foot should be added. It should be noted that the lateral pressures as quoted assume that the backfill materials will not become saturated. If the backfill becomes saturated, the above values may be decreased by one-half; however, full hydrostatic water pressures will have to be included.

5.8 FLOOR SLABS

Floor slabs are recommended to be established upon properly prepared existing suitable non-expansive soils and/or upon structural fill extending to suitable natural soils. Topsoil, expansive clay, and non-engineered fills are considered suitable. If proper moisture control can be provided and some movement tolerated, at-grade slabs in garage areas can be supported upon three feet of suitable structural fill extending to expansive soils. Settlements of lightly loaded floor slabs not affected by expansive soils should be negligible. Upward movements of possibly one inch could occur if underlying expansive soils were to experience a significant increase in moisture content.

Floor slabs within habitable areas and not underlain by expansive soils should be immediately underlain by a minimum four-inch layer of "free-draining" clean gap-graded gravel. When at-grade slabs are underlain by some deeper expansive soils a four-inch layer of aggregate base should be used.

5.9 PAVEMENTS

The natural fine-grained soils will exhibit poor pavement support characteristics when saturated or nearly saturated. Considering the clay as the design subgrade soils and the projected traffic conditions, the following pavement sections are recommended:

Primary Roadway Areas

(Moderate Volume of Automobiles and Light Trucks
with Occasional Medium and Heavy Trucks)
[50 equivalent 18-kip axle loads per day]*

| | |
|-------------|-----------------------|
| 4.5 inches | Asphalt concrete |
| 6.0 inches | Aggregate base |
| 10.0 inches | Granular subbase** |
| Over | natural clay subgrade |

* This is based upon the "build-out" traffic over a period of three to five years.

** Natural granular soil and/or granular structural fill will satisfy this requirement.

For short cul-de-sac roadways, a thinner section may be applicable.

Asphalt concrete and base course components should meet the requirements and be placed in accordance with the Summit County specifications.

5.10 GEOSEISMIC SETTING

5.10.1 General

Utah municipalities have adopted the International Building Code (IBC) 2003 and International Residential Code for One- to Two-Family Dwellings 2003. The IBC 2003 determines the seismic hazard for a site based upon regional mapping of bedrock accelerations prepared by the United States Geologic Survey (USGS) and the soil site class (formerly soil profile type). The USGS values are presented on maps incorporated into the IBC and are also available based on latitude and longitude coordinates (grid points). In comparison, the former UBC (Uniform Building Code) generally placed the entire Wasatch front into a single seismic zone (Seismic Zone 3).

The structures must be designed in accordance with the procedure presented in Chapter 16 of the IBC 2003 edition.

5.10.2 Faulting

Based on our review of available literature, no active faults pass through or immediately adjacent to the site. The nearest mapped active fault is the Wasatch fault approximately 18 miles to the west (Hacker, 1993).

5.10.3 Liquefaction

Liquefaction is defined as the condition when loose, saturated granular soils lose their support capabilities due to excess pore water pressure buildup that develops during a seismic event. The on-site cohesive soils and granular soils which are not saturated will not liquefy.

5.10.4 Soil Class

For dynamic structural analysis, the Site Class "D" as defined in Table 1615.1.1, Site Class Definition of the IBC 2003, can be utilized.

5.10.5 Ground Motions

The IBC 2003 code is based on 1997 USGS (United State Geologic Survey) mapping, which provides values of short and long period accelerations for the Site Class "B"- "C" boundary for

the 2 percent in 50 year event (2,475 year return period). This Site Class "B"- "C" boundary represents a hypothetical bedrock surface and must be corrected for local soil conditions. The following table summarizes the peak horizontal and short and long period accelerations for a 2 percent in 50-year event and incorporates a soil amplification factor for a Site Class "D" soil profile. Based on the site latitude and longitude (40.6683 north and 11.4638 degrees west, respectively), the values for this site are tabulated below:

| Spectral Acceleration Value, T Seconds | MCE 2% in 50 Yr event (2,475 yr return), % g |
|--|---|
| Peak Horizontal Ground Acceleration | 40.1 |
| 0.2 Seconds, (Short Period Acceleration, S _S) | 100.3 |
| 1.0 Seconds (Long Period Acceleration, S _L) | 52.9 |

MCE – Maximum considered earthquake

The IBC 2003 site accelerations are based on taking the above short and long period accelerations for the Maximum Considered Earthquake Event, and multiplying by two-thirds (2/3).

5.11 CEMENT TYPES

Laboratory tests indicate that the site soils contain negligible amounts of water soluble sulfates. Therefore, all concrete which will be in contact with the site soils may be prepared using Type I or IA cement.

5.12 WATER CONTROL

To reduce the possibility of water infiltration into expansive soils, as a minimum the following are recommended:

1. There should be a minimum 2 percent downward slope maintained away from the building for a distance at least 15 feet.
2. Water discharged from downspouts must be collected and discharged downslope at least 15 feet from the proposed structures.
3. All water-conveying utilities should be checked for leakage prior to backfilling and installed with flexible connections and joints.

4. Sprinkler heads should not be installed around the immediate perimeter of the structures.

5.13 REVIEW

Because of the expansive soils and their potential detrimental affects of proposed structures, pavements, etc., we request the opportunity of reviewing the site grading places and earthwork and pavement specifications prior to initiation of construction. In addition, periodic site observations during initial earthwork are recommended.

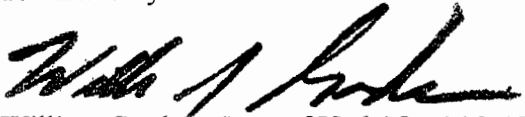
We appreciate the opportunity of providing this service for you. If you have any questions or require additional information, please do not hesitate to contact us.

Respectfully submitted,

GSH Geotechnical Consultants, Inc.

Reviewed by:


Joshua M Whitney, EIT
Staff Engineer


William Gordon, State of Utah No. 146417
Professional Engineer

JMW/WJG:sn

- Encl. Figure 1, Vicinity Map
Figure 2, Site Plan
Figures 3A through 3T, Log of Test Pits
Figure 4, Unified Soil Classification System
Figure 5, Rock Description Terminology

Addressee (6)

InterPlan



7719 South Main Street
Midvale, Utah 84047

TECHNICAL MEMORANDUM

To: Kent Cashel, Park City

From: Matt Riffkin, InterPlan Co.
Rob Eldredge, InterPlan Co.

Date: October 31, 2008

Subject: *Review and update of Park City Heights TIS*

Introduction

The purpose of this memo is to review and provide a brief update of the Park City Heights Traffic Impact Study (TIS) and to identify when recommended traffic mitigation measures are required based upon current development plans for Park City Heights. The Park City Heights Traffic Impact Study (TIS) used industry accepted trip generation procedures and did not assume any trip reductions for internal capture or pass-by trips, etc. Additionally, the vehicle trip distribution appears reasonable based upon existing traffic patterns.

Based upon traffic volumes from the Park City Heights TIS and updated traffic forecasts for the development by phase, it is estimated that:

- The intersection of SR-248 and Old Landfill Road will meet the Warrant 3, Peak Hour Volume with Phase II of the development,
- Turn lanes from SR-248 will be required for Phase I as governed by UDOT's *Administrative Rule 930-6*, and
- A right-turn pocket on Old Landfill Road should be constructed for Phase I as described in the TIS.

Park City Heights Trip Generation

The Park City Height TIS dated June 2007 assumed that Park City Heights will have a total of 317 residential units composed of 207 single family dwelling units and 110 condominiums. However, since then the proposed number of residential units has been reduced. Currently, Phase I of Park City Heights will have 90 unit equivalents and Phase II will have an additional 121 unit equivalents. Based upon these revised numbers trip generation for Park City Heights was recalculated. Table 1 shows the trip generation used for the 2007 TIS and Table 2 presents the revised trip generation for Park City Heights. The number of pm peak hour trips with the

number of currently planned residential units is slightly smaller than what was assumed for the 2007 TIS.

Table 1 – 2007 Traffic Impact Study Trip Generation

| Land Use | Units | Code | Total | Entering | Exiting |
|------------------------|------------|------|------------|------------|-----------|
| Condominium | 110 | 230 | 65 | 44 | 21 |
| Single Family Detached | 207 | 210 | 206 | 130 | 76 |
| Total | 317 | | 271 | 174 | 97 |

Source: Park City Heights Traffic Impact Study, 2007

Table 2 – Revised Trip Generation with Current Number of Planned Units

| Project Phase | Units | Code | Total | Entering | Exiting |
|---------------------------------------|------------|------|------------|------------|-----------|
| Phase I (2009) | 90 | 210 | 97 | 61 | 36 |
| Phase II (November 30, 2010 or later) | 121 | 210 | 127 | 80 | 47 |
| Total | 211 | | 224 | 141 | 83 |

Source: Trip Generation Manual, 7th Edition, 2003

Percent of Traffic on SR-248 from Park City Heights

The revised trip generation was used to estimate the percent of total peak hour traffic on SR-248 by development phase. In 2008, Phase I of Park City Heights would account for 2.3% to 2.9% of total peak hour traffic on SR-248. While both Phase I & II of Park City Heights would account for 5.3% to 6.6% of total peak hour traffic in 2008. In the future, Phase I would be approximately one and half percent of total traffic on SR-248 and Phase I & II would be roughly three and half percent of total peak hour traffic.

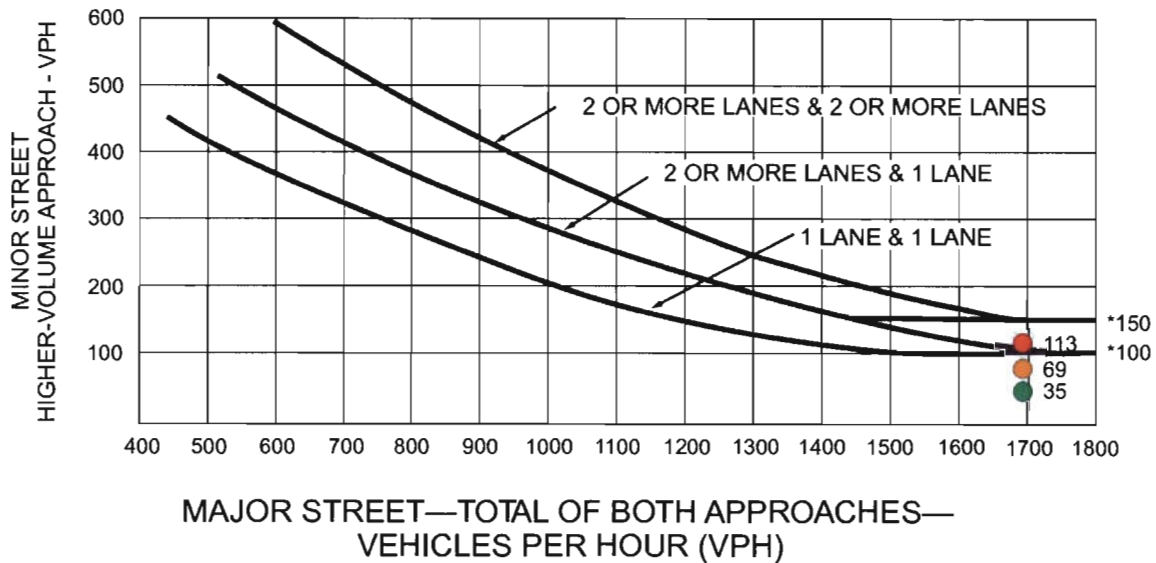
Table 3 – Percent of Traffic on SR-248 from Park City Heights

| | 2008 ¹ | 2008 with IHC/USSA | 2014 ² | 2020 ² |
|-------------------------|-------------------|--------------------|-------------------|-------------------|
| Phase I | 2.9% | 2.3% | 1.6% | 1.4% |
| Phase I & II | 6.6% | 5.3% | 3.7% | 3.3% |

1. 2008 traffic volumes are estimated from 2006 intersection counts at Old Dump Road in Park City Heights TIS and UDOT Automatic Traffic Recorder station 606 data.
2. Future traffic volumes assume the IHC Hospital, Richardson Flat Park and Ride, and Wasatch County developments as estimated in the Park City Heights TIS

Table 4 shows the percentage of traffic growth on SR-248 that is attributable to each planned development or project. Based upon this analysis if every project was completed in 2008 Park City Heights would account for 11% (5% from Phase I and 6% from Phase II) of new traffic growth. In 2014, Park City Heights would account for 9% (4% from Phase I and 5% from Phase II) of traffic growth from 2008. By 2020, Park City Heights would be only 7% (3% from Phase I and 4% from Phase II) of new traffic growth from 2008.

Figure 1 – Warrant 3, Peak Hour Volume



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

- Existing
- Phase I
- Phase II

Source: *Manual on Uniform Traffic Control Devices, US Department of Transportation, 2003*

SR-248 Turn-Lanes

The 2007 Park City Heights TIS recommended that on SR-248:

- A eastbound right-turn pocket should be added (150-feet in 2006 lengthened to 250-feet in 2020), and
- A westbound left-turn pocket should be added (250-feet in 2020).

The use of auxiliary turn lanes on state highways is governed by UDOT’s *Administrative Rule 930-6, Accommodation of Utilities and the Control and Protection of State Highway Rights of Way*. SR-248 is classified as a Category 4 roadway, and as such the intersection of Old Landfill Road requires:

1. a westbound left turn lane, deceleration lane and taper to accommodate more than 10 vehicles per hour making this movement,
2. a eastbound right turn pocket, deceleration lane and taper to accommodate more than 25 vehicles per hour making this movement, and
3. a northbound to eastbound right turn acceleration lane and taper to accommodate more than 50 vehicles per hour on roadways with speed limits greater than 40 mph.



US-248 - Richardson Flats Road Improvements

September 3, 2008

