TIFFANIE NORTHRUP-ROBINSON
PLANNER II

STAFF REPORT

To:	**Snyderville Basin Planning Commission**
From:	**Tiffanie Northrup-Robinson, County Planner**
Date of Report:	**February 1, 2012**
Date of Meeting:	**Wednesday, February 8, 2012**
Type of Item:	**Village at Kimball Junction Specially Planned Area Rezone and Development Agreement – Work Session**

Executive Summary

The authorized representative, Bret Wahlen from Great Basin Engineering, is requesting a rezone to Specially Planned Area ("SPA") designation and Development Agreement ("DA") for nine lots within the existing Village at Kimball Junction Subdivision. The proposed uses include retail, office, restaurant services, a financial institution, fuel center and a fast food restaurant **(Exhibit A).**

Three work sessions, a public hearing and meeting for further discussion and recommendation have been held regarding this SPA rezone application and DA with the Snyderville Basin Planning Commission ('SBPC"). On January 10, 2012 the SBPC forwarded a positive recommendation to the Summit County Council ("SCC") with a vote 5 to 1. Staff has attached the draft January minutes for your review **(Exhibit B).**

The purpose of this work session is for the SCC to discuss and comment on compliance with the Mandatory Development Criteria and Incentive Density Criteria for developments within a Town Center and give feedback to Staff and the applicant prior to hearing the item at a public hearing, currently scheduled February 15, 2012.

A. Project Description

- Project Name: Village at Kimball Junction SPA and DA
- Owner(s):Lot 4A - Fred Barth, Penrad Properties **(Del Taco)**
  Lot 1-A,B,C,D,E,F - O'Brien Kiernan Investment Co **(OBK)**
  Lot 2 and 2B - Smith's Food and Drug Centers, Inc. (**Smith's)**
  Lot 2A - Well's Fargo Bank representing the John Jarman Est. **(Jarmen)**
- Applicant(s): Paul Hitzelberger, **Del Taco**
  Ross Varner, **OBK**

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Steve Sorensen, **Smith's**
Todd Fuller, **Jarmen**

- Authorized Rep: Bret Whalen, Great Basin Engineering
- Location: Kimball Junction
- Zone District: TC (Town Center)
- Adjacent Uses: Commercial Retail/Office/Hotel/Residential
- Existing Uses: Commercial Retail/Restaurant

B. <u>Community Review</u>

This item is scheduled as a work session only at this time. A public hearing will be held at a later date.

C. <u>Background</u>

Section 10-2-12 of the Code states, *"The purpose of the Town Center (TC) designation is to allow, at the discretion of Summit County, flexibility of land use, densities, site layout, and project design. Summit County may only use the Specially Planned Area (SPA) process to consider development within identified Town and Resort Center Zone Districts. This SPA process shall be used only when it is clearly demonstrated that, in doing so, substantial benefits will be derived by the residents of the Snyderville Basin by the application of the process. The burden rests upon the applicant to demonstrate that the project proposed for consideration under the SPA process is in the best interest of the general health, safety and welfare of Snyderville Basin Residents.*

The purpose of a Town Center is to provide an economically and socially viable area that reflects the mountain character of its surroundings, promotes a sense of place and community identity supporting the residents of the Snyderville Basin, separate from, but complimentary to, Park City. The Town Center is the appropriate location in the Basin for general retail uses, such as grocery stores, and for full service restaurants."

The existing Village at Kimball Junction subdivision was recorded in 1992. The plat consisted of seven (7) lots and five (5) common area parcels. Lot 1 consists of multiple tenants within the old K-Mart building (retail, restaurant), Lot 2 is the existing Smith's, Lot 3 is owned by Chase Bank, Lot 4 is the Kimball Retail Center (retail and restaurant uses), Lot 5 is the Kimball Junction Properties Condominiums (retail, restaurant/bar, post office and general office use), Lot 6 is the Holiday Inn Express, and Lot 7 and Common Areas A and B are now part of the Redstone development.

Over the course of the past year and a half the proposed Village at Kimball Junction has been reviewed at three separate work sessions, a public hearing held on November 29, 2011 and a final recommendation from the SBPC was made on January 10, 2012. The density, uses, orientation and general infill concepts of the

project have been discussed at length. The SBPC indicated that they felt the application was consistent the Specially Planned Area criteria as outline in the development code and general plan within the Town Center zone and the requested density was acceptable.

The current application includes the following properties and proposed uses:

Village at Kimball Junction SPA					
VKJ-1-A-B	OBK	0.778	acres	7,774	Retail/office
VKJ-1-C	OBK	0.0498	acres	4,000	Retail/office
VKJ-1-E	OBK	0.657	acres	6,750	Retail/office
VKJ-D	OBK	1.09	acres	34	Workforce units
VKJ-1-F	OBK	0.556	acres	4,250	Retail//office/restaurant
VKJ-2	Smith's	7.84	acres	11,508	Expansion
VKJ-2-B	Smith's	0.47	acres	3,718	Fuel center
VKJ-2-A	Jarmen	1.2	acres	5,000	Financial Institution
VKJ-4-A	Del Taco	1.32	acres	2,890	Drive thru restaurant
VKJ-4-A	Del Taco	0	acres	5,000	Retail/office
		12.8708	**acres**	**50,890** **34**	**Square feet** **WFU (19.87 WUE)**

D. <u>General Plan Compliance</u>

D. <u>*Kimball Junction Planning Area and Policies*</u>

D. This development is in the Kimball Junction Neighborhood Planning Area according
D. to the current General Plan, and is zoned Town Center. The goal of this planning
D. area as stated in the General Plan; "*There shall be an economically and socially viable*
D. *area at Kimball Junction that reflects the mountain character of its surroundings,*
D. *promotes a sense of place and community identity supporting the residents of the*
D. *Snyderville Basin, separate from but complimentary to Park City.*"
D.
D. Staff has attached the Kimball Junction Neighborhood Planning Area provisions
D. from the General Plan for your review **(Exhibit C).** The General Plan encourages
D. expedited approval of infill projects to enhance the economic viability within the
D. Kimball Junction Neighborhood. The Town Center should be the focal point for
D. living, working, shopping, entertainment, and social interaction. As you can see on
D. the infill concept plan, it promotes development along Uinta Boulevard to help
D. strengthen the Town Center. Additionally it encourages shared parking, strong
D. pedestrian connections and improvements to the traffic patterns. Specifically it
D. states that within the Kimball Junction neighborhood there should be an
D. appropriate mix of retail and restaurant use and structures should be of a
D. pedestrian scale. Other objectives include enhancing the streetscape, street
D. lighting, transportation improvements and pedestrian connectivity.
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D.

The applicants have taken into consideration these land use planning principles to achieve a mix of uses and create a more pedestrian friendly environment within the existing Town Center.

E. Development Code Compliance

Base density in the Town Center Zone District is 1unit/40 acres on Sensitive Lands and 1 unit/20 acres on Developable lands. The application exceeds base density and additional density must be based on compliance with the Incentive Community Benefit Criteria as outlined in Section 10-2-12 of the Code. The total acreage within this development application is approximately 19.82 acres. On that exists approximately 153,601 square feet of retail use. Below is a breakdown of approximate units per acre utilizing the 1,600 square foot unit equivalent. Although we have not adopted a unit equivalent formula, this number has been utilized on numerous applications to set a basis for SPA review.

Project		acreage	commercial s.f.	commercial UE*	Total UE	UE/acre	Total s.f.
VKJ	existing	19.82	153,601	96.000625	96.00063	4.843624	153,601
VKJ SPA	proposed	19.82	50,890	31.80625	31.80625	1.604755	50,890
		TOTAL	**204,491**	**127.806875**	**127.8069**	**6.448379**	**204,491**
*based on 1,600 square feet							

The Mandatory Land Use Planning Principles in the Town Center are:

- **Dedication and Preservation of Viewshed/Environmental Features**
- **Consistency with the Desired Neighborhood Character**
- **Community and Neighborhood Recreation Facilities**

The amount of additional density will be based on compliance with the following criteria:

- **Environmental Enhancements**
- **Restricted Affordable Housing**
- **Contribution to Community Trails and Parks**
- **Exceeds Open Space Requirements for Project**
- **Tax Base and Economic Enhancements**
- **Compatibility with Town, Resort, Village Design**

F. Issues/Analysis

The substantial items of concern throughout the review process with the SBPC were:

1. Workforce Housing allocation and location
2. Traffic Mitigation
3. Pedestrian connectivity and recreation facilities

4. Highway 224 Visibility
5. Snow Storage
6. Service Provider Input

Workforce Housing (WFH)
The applicant is working with Scott Loomis, Director of Mountainlands Community Housing Trust (MCHT), which is currently the County's designee for handling the technical and maintenance aspects of future workforce housing **(Exhibit D).** The applicant intends to provide workforce housing per the criteria in 10-5-6 and meeting the commercial alternative as outlined in 10-5-7(4). The applicant has proposed developing the SPA in two (2) phases; however the WFH construction ready pad would be conveyed to MCHT prior to the issuance of the first certificate of occupancy for Phase 1 of the development.

At the public hearing held November 29, 2011 concern was expressed about the visual impact of the WFH structure. The SPBC recommended the applicants meet with Reid Brinton representing Cottonwood Partners, the adjacent property owner in the New Park development to discuss the location of the WFH project**.** Mr. Brinton along with a representative from GSBS Architects, worked with the applicants to look several options reorienting the WFH on the detention site and consider the visual impacts as viewed from the Cottonwood building just east of this parcel. **Exhibit E** depicts the four possible locations discussed between the parties for the WFH site. Mr. Brinton has represented that they prefer option 3 as it is the least visible location as viewed from the Cottonwood Building (**Exhibit F). Exhibit G** prepared by GSBS Architects illustrates the view from the Cottonwood building if the WFH is located as proposed on the site plan **(Exhibit H)**. As you can see, by flipping the orientation of the structure as requested by the SBPC, the structure is almost not visible as viewed from Cottonwood.

After re-orienting the building as the SBPC had suggested at the public hearing, a condition of the recommendation given January 10, 2012 by the SBPC was to consider one other alternate location for the WFH to give some visual relief to the Holiday Inn Express and create a green space on either side of the WFH building. The applicant has considered the request and has indicated that if the building is located as option 5, the triangle detention areas would be greatly less efficient and they would not be able to achieve volumes that we previously had designed and which are necessary to meet the requirements for storm water **(Exhibit I)**.

The applicants have continued to work with the Engineer's office regarding the detention area not only to confirm that it can be constructed to acceptable capacity, but also to create a useable green space for the WFH component. Additional, Mr. Wilkerson has indicated that the Option 3 configuration for the Workforce Housing site is ideal as illustrated based on existing constraints of the site. As proposed the detention basin

would also serve as open recreation/green space for the WFH residents and surrounding uses.

Traffic Mitigation

A primary concern for development in this area has been the existing traffic congestion and poor pedestrian circulation in this area. It was essential to address how the additional density would affect the current traffic pattern. The applicant has provided a traffic impact analysis that has been reviewed extensively by Kent Wilkerson from the County Engineers office**.** Several areas will fall below acceptable Level of Service (LOS) standards even without the project. The project will accelerate below standard conditions; however the applicants are providing mitigations beyond its impacts. **(Full traffic report available upon request).** The proposed expansion would only account for approximately 9% of the impact to the major intersections. The applicants have agreed to work in conjunction with the County to help implement roundabouts at the North and South ends of Uintah Way near Wendy's and Redstone respectively. Mr. Wilkerson notes in his memorandums, the construction of these roundabouts are currently part of the Snyderville Basin Transportation Master Plan (SB-TMP). Not only would the improvements be a community benefit for the project, but a benefit that would extend to the regional area as well.

The applicants, County Engineering and the Public Works Director have been working diligently to find a funding mechanism that would work for all parties involved to ensure that the two roundabouts could be constructed in a timely manner so that the levels of service could be maintained at an acceptable level. The details have been outline in both the proposed Development Agreement and Mr. Wilkerson's memorandum **(Exhibit J)**. As written, it is anticipated that with appropriate funding the North roundabout at the Ute/Uintah Way is anticipated to be completed by 2012 and the South roundabout at the Newpark Boulevard/Uintah Way would be completed in 2013.

The County has also involved the adjacent landowners outside the project area (Wendy's, Kimball Plaza, Silver Mountain Building, and Redstone.) Securing the needed right-of-way is currently in process.

Fully inclusive costs for both roundabouts are anticipated to be around $1,500,000 for the mitigations. In order to ensure funding for the roundabouts, the applicants have committed to paying all the Transportation Impact Fees for Phase 1 of the new development prior to the issuance of the first building permit. Phase 2 would be required to pay the impact fees prior to a building permit being issued within that phase or prior to the construction of the Newpark roundabout, whichever comes first. The County has also received approval for $600,000 from the Council of Governments (COG) from the Corridor Preservation Fund that would be used to purchase right of way from all parties from within and outside of the development in 2012 and 2013. All property

owners within the development have committed to turn the funds from the ROW acquisition back to the County to utilize for the construction of the roundabouts. The remaining balance as projected is $240,000. Staff recommended a 41% Developer - 59% County split on the remaining funds needed as additional community benefit, however, this was not implemented by the applicants.

Medians are proposed from SR-224 east for approximately 300' on both Ute and Newpark Boulevards. The roundabouts will also help provide better area circulation that would otherwise be restricted due to the medians. No left turn will be allowed out of the main entrance to Redstone nor the proposed Del Taco. Traffic will turn right and then do a u-turn with the roundabout.

Additionally, Mr. Wilkerson has reviewed the development agreement, subdivision plat and construction drawings that were provided by the applicant, as well as interim submittals and other supporting documents. Mr. Wilkerson had indicated that with the traffic mitigations and supporting elements of the development agreement, the subdivision plat and construction drawings can all meet the requirements and standards of the County. Significant enhancements occur to this otherwise poor pedestrian circulation area. Other improvements to meet the transportation objectives of the General Plan include joint use of parking areas and a transit stop adjacent to Smith's.

Pedestrian Connectivity/Recreation Facilities

The applicants have been working closely with Kevin Callahan from Summit County Public Works **(Exhibit K)** and Kent Wilkerson from Summit County Engineering department regarding traffic and connectivity concerns. The Kimball Junction Walkability Study in 2008 identified some critical connectivity that needed to happen in this area **(Exhibit L).** The applicant has utilized this study to complete many of the necessary connections within this neighborhood **(Exhibit M).** The connectivity and walkability within the area is a major improvement and meets or exceeds the goals and objectives of the Kimball Junction Walkability Study.

Senta Beyer from the Snyderville Basin Special Recreation District has also been in contact with the applicant throughout the review process to address the connectivity and recreation component of the plan. Although the SBSRD does not have any trails on the Trails Master Plan in this area, they have expressed support of the additional connectivity that will be provided as it is critical to creating a more pedestrian friendly center.

The SBPC conditioned their recommendation that the applicant work with the SBSRD to ensure that the trails are properly designed and make the proper connections. Ms. Beyer met with the applicant on January 19, 2012 to discuss the proposed design and has submitted her recommendations and support for the proposal **(Exhibit N).**

The applicants are also proposing several green space/pocket parks throughout the development to accommodate walkers and bicyclist alike. The addition of bike racks throughout the development and the bicycle "fix-it" area has enhanced the area as a trailhead location.

Highway 224 Visibility

The general plan suggests that minimum development should occur within the highway corridor to preserve the viewsheds as you enter the Kimball Junction neighborhood. The SBPC has been concerned about the visibility of the proposed Del Taco located on the corner of Ute Boulevard and Highway 224. At the request of the SBPC the applicants looked at relocating the Del Taco further east and realigning Sagewood Drive. The applicants considered two other options, but it appears that neither option would allow for appropriate circulation and queuing distances necessary. County Engineer Kent Wilkerson concurs with the applicant's analysis of the adjusted potential sites. The applicants did modify the architecture as requested by the SBPC to lower the height of the roof line most visible from Highway 224 **(Exhibit O)**.

Snow Storage, Removal and Maintenance

Along with the snow storage areas depicted on the final site plan, the applicants have placed a note on the subdivision plat, included language in the DA and also in the amended CC&R's that requires each individual property owner to maintain their sidewalks at all times **(Exhibit P).** Parking lot snow storage may only be temporary and then must be removed to the open space or detention areas. Staff is comfortable that these measures will allow the County to enforce the snow removal if it were to become an issue.

Service Providers

Staff has received comments from service providers regarding the propose SPA **(Exhibit Q).** Many of them are will-serve letters, including:

· Rocky Mountain Power
· Snyderville Basin Water Reclamation District
· Summit Water Distribution
· Park City Fire District

These providers have informed Staff that the will-serve letters are preliminary and conceptual, stating that the utilities are able to provide service upon compliance with more stringent requirements for final approval. Some of these requirements may include Line Extension Agreements, installing larger pipes to increase capacity, providing cost estimates and needs analysis, and finalizing detailed plans.

F. <u>Recommendation</u>

Staff recommends that the SCC discuss the Village at Kimball Junction SPA Rezone and

DA proposal and provide input or additional feedback on the development compliance with the Town Center Neighborhood and SPA requirements. Please specify any specific modifications or recommendations that the Council would like to see addressed prior to the public hearing on February 15, 2012.

Attachment(s):
Exhibit A – Proposed Plat/Site Plan
Exhibit B – Draft Meeting Minutes, January 10, 2012
Exhibit C – Kimball Junction Neighborhood Plan
Exhibit D – Memorandum Scott Loomis, Mountain Land Housing Trust
Exhibit E – Optional locations for workforce housing
Exhibit F – Letter from Reid Brinton, Cottonwood Partners
Exhibit G – Visual analysis from Cottonwood buildings
Exhibit H – Workforce Housing Site Plan
Exhibit I – 5th optional location
Exhibit J – Kent Wilkerson Memorandums
Exhibit K – Kevin Callahan Memorandum
Exhibit L – Walkability Plan
Exhibit M – Sidewalk/Trail plan
Exhibit N – Senta Beyer, SBSRD
Exhibit O – Del Taco Elevation
Exhibit P – Snow Storage
Exhibit Q – Service Provider Comments
Exhibit R – Draft Development Agreement

Village Kimball Junction

Scale : 1" = 40'

Ute Boulevard

Approximate Location Existing Fire Hydrant

Existing Bus Stop

SR - 224

Uintah Way

Highland Drive

Newpark Boulevard

Retail Pad E
6,750 sq. ft.

VKJ-E

Affordable Housing
9,906 sq. ft.
(Footprint)

Existing Retail
26,000 sq. ft.

Del Taco

Future Retail

Smith's

Expanded Smith's Store
66,066 sq. ft.
footprint

Ex. Retail Shops

Retail Pad F
4,250 sq. ft.

Lot 1F

Lot 1C

Existing Retail
103,129 sq. ft.

Retail Pad C
4,000 sq. ft.

Chase Bank

Financial Institution
5,000 sq. ft.

Retail Pad B
4,137 sq. ft.

Retail Pad A
3,637 sq. ft.

REV	DATE	DESCRIPTION

Designed by: ---
Drafted by: ---
Client Name:

SMC72LS-OV

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
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Salt Lake City, Utah 84116
Salt Lake City (801)321-8529 Ogden (801)394-7288 Fax (801)321-9051

Overall Landscape Plan

The Village at Kimball Junction
Summit County, Utah

21 Nov, 2011

SHEET NO.
LS

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In this application, there are two distinct styles of development with two different pods delineated, and the documented materials show this as two projects that happen to be connected with a road that no one wants. He believed density should be calculated based on the acreage on either side of the delineation line, which appears to be the center line of the saddle.

Commissioner Taylor amended the motion to add the following language to the end of Item 3 in the preamble, "It is our belief that the CORE was intended to be infill and that this project should be divided into two projects, with each project site being calculated independently." Commissioner Klingenstein accepted the amendment, and Commission Franklin accepted the amendment in his second.

The motion as amended passed by a vote of 5 to 1, with Commissioners Franklin, Klingenstein, Taylor, Velarde, and Washington voting in favor of the motion and Commissioner Salem voting against the motion.

Chair Salem commented that he feels this was likely the right approach, but it reflects too strong an endorsement for him. There are too many statements in the motion that imply his acceptance, and he struggles with that.

3. **Discussion and possible recommendation regarding Village at Kimball Junction Specially Planned Area (SPA) Rezone and Development Agreement** – ***Tiffanie Northrup-Robinson, County Planner***

County Planner Tiffanie Northrup-Robinson recalled that three work sessions and a public hearing have been held on this item. She provided a brief history of the Village at Kimball Junction and the mandatory land use principles associated with a SPA application. She explained that the applicant is requesting an additional 51,000 square feet of development, and with the expansion, the density would be about 1.6 units per acre. She recalled that the Planning Commission requested more information about three primary areas of concern at the last meeting. One was the workforce housing location, and the Planning Commission requested that the applicant consider reorienting the building so it would be less visible from the Cottonwood I Building. They also expressed concern about the visibility of the Del Taco building from Highway 224 and suggested the possibility of locating it differently on the site and making some architectural changes. The third item of concern was further exploration of recreation facilities. She reviewed the options for reorienting the workforce housing and explained that it was agreed that Option 3 as shown in the staff report would be the best option. The applicant looked at relocating the Del Taco building, but both the applicant and the County Engineer felt the alternate location would not be best due to circulation patterns, stacking, getting larger vehicles in and out, and causing interference and backing onto Ute Boulevard and Sagewood Drive. Therefore, the applicant continues to propose the original location. They removed a portion of the architecture as requested by the Planning Commission to reduce the height, and Planner Northrup-Robinson provided the

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revised elevations. With regard to recreational amenities, she indicated the surrounding trails and how a portion of the site would serve as a sort of trailhead. The applicants have proposed a green space across from the proposed bank as a bike fix-it area and bike racks within the development. Staff recommended that the Planning Commission consider the additional information and make a positive recommendation to the Summit County Council with the conditions outlined in the staff report.

Bret Wahlen, representing the applicant, recalled that there was a question about the detention basin/park and explained that there would be no high water crossing the park area unless there is a significant event. He anticipated that might occur two or three times a year for a maximum of three to five hours maximum, and the area would be fenced off and gated. He proposed a dog park as an appropriate use for the park area, which would be a reasonable use under the circumstances and would provide some benefits. He also indicated the location of the proposed trailhead and explained that it could become a gathering place with all the elements in that area.

Commissioner Velarde thanked the applicant for meeting with Cottonwood Partners and reaching an agreement. She recalled that she asked for bike trails and accommodation for bikers, and she believed the applicant had done a wonderful job of addressing that.

Commissioner Taylor commended the applicant on the thought process that went into the Del Taco location. He believed if it were mandated, the applicant would find a way to keep the building on the east side of the parcel. He stated that his understanding of the SPA process was to get contiguous land owners together, theoretically erase lot lines, and then master plan the resultant property to the highest and best use, and he expressed disappointment that this application does not seem to cross interior property lines. He believed the fuel center was in absolutely the worst location. He was not pleased with the Del Taco location and commented that, if this were one property with no property lines, things would not be placed where they are proposed. He liked the opportunity to explore a different location for the housing component across the highway, and he would almost make that a condition of approval, along with reclaiming the existing detention pond into a usable park and maybe putting the trailhead there. He found it offensive and disrespectful to move the affordable housing component out of Cottonwood's way and obliterate the view from Holiday Inn Express, especially since Cottonwood just received approval of a twin building with a 9-foot height exception that will affect the Newpark townhomes. He expressed appreciation that the tower on the drive-through side of the Del Taco was lowered, but he asked that it not be painted red and that it match the rest of the building. He stated that the pedestrian access still appears to be just a bunch of sidewalks aligned along roadsides and does not provide a meaningful experience. He believed fencing the detention area was a bad idea, because it would be impossible for the apartment complex to push their snow.

Commissioner Washington asked why the trail runs down the sidewalk in front of Black Diamond-Starbucks-Wingnutz. Mr. Wahlen replied that the sidewalk currently exists in that location. Commissioner Washington stated that seems to be a strange alignment. He

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suggested that they defer to the Recreation District to see what they think might be helpful.

Commissioner Klingenstein expressed concern that there might be logistical problems associated with the alternate location for the affordable housing. Planner Northrup-Robinson reported that she and County Planner Jennifer Strader looked into the other location, which is part of the original Spring Creek commercial development that was part of the Spring Creek SPA and development agreement. That development agreement has expired, and there are some entitlements for an office building on the site, but there is no way under the current Code to get additional residential density on the site. Commissioner Klingenstein stated that he wanted something more than just an asphalt area for the residents of the residential portion of the project and confirmed with the applicant that the fenced-in dog park area would be available at all times to the residents. He asked how snow storage would be handled in the residential area. Mr. Wahlen replied that they have not looked at it in detail, but he believed they could put a gate on the end of the parking lot to allow for snow to be plowed into the dead end area at the east end and into the detention area. Commissioner Klingenstein asked if the detention area would be used as emergency storage for snow. Mr. Wahlen explained that it would only be considered as a last resort. The pocket park and the rear of the Smith's store would be secondary snow storage areas. They would only use the detention area when the other areas are exceeded. They are also looking at an area behind Smith's to obscure the salt bins. Commissioner Klingenstein asked if the detention area would be a temporary snow storage area until it could be trucked off site, stating the he did not believe people who live there would want to look at a mountain of dirty, ugly snow. He asked if the County has looked at traffic impacts caused by the additional density in this project.

Kent Wilkerson with the County Engineer's Office explained that he has reviewed the applicant's traffic reports, and they comply with the County's ordinance relative to traffic capacity in the immediate area. He noted that the methodology used to develop those capacities varies, and he will discuss that in more detail at the next Planning Commission meeting. He stated that the County will work very carefully with UDOT to look more diligently at alternatives. He cannot go backward to the previous impact analysis for this area, but they will look more intently at traffic as a whole and will update the Snyderville Basin Transportation Master Plan to include a 2040 analysis consistent with UDOT. He stated that he would be back frequently to a work session with the Planning Commission on that.

Commissioner Klingenstein stated that he understands a CNG pump at the fuel center is not feasible due to market conditions. Mr. Wahlen explained that Questar was willing to approve a CNG facility, but they need a 40'x70' space, which is roughly the size of the fuel center location. They have had to downsize the fuel program from what they would have preferred due to logistics and area, and that does not allow for a CNG facility. Commissioner Klingenstein stated that he has used the Smith's fuel center in Heber, and it is a free-for-all. This is a bad location, and he asked why Smith's could not use a Costco model where everyone comes in from the same direction so they can manage the

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traffic flow. Mr. Wahlen replied that the Kroger model is two way. Vehicles are fueled either on the driver's side or the passenger side, and when traffic goes one way they have to limit the capacity of dispensers or have a hose that stretches across the vehicle. Kroger does not use that model Kroger due to issues related to the hose going across the vehicle. Commissioner Klingenstein expressed concern about creating a free-for-all in an area that already has traffic flow issues, especially at peak times.

Chair Salem commended the applicants on achieving what is close to a miracle in bringing all the parties together on this application. He also expressed appreciation for the applicant's responsiveness to the feedback they have received throughout the process. Taking into account the limitations and imperfections associated with the site, he generally agreed with the layout. He questioned whether a dog park would be the highest and best use for the detention area. He stated that, if relocating the residential element is not feasible, he would like to remove that from consideration. Planner Northrup-Robinson explained that there are no density entitlements on the parcel, and the Code currently does not have a process they can go through. Chair Salem asked for input about what to do with the affordable housing and the dog park/detention basin and other issues the Commissioners would like to have addressed.

Commissioner Velarde stated that people cannot ride bikes where people are walking, and there is no reason to have a bike fix-it area if people cannot ride their bikes there. Commissioner Washington indicated the areas in the development and the surrounding area that are bikeable and stated that he believed the bike fix-it park would work, because it is a good trail connection. Chair Salem suggested that the applicant work with the Recreation District and get validation from them on the fix-it park design.

Commissioner Franklin commented that grass will not work well if they put a dog park in the detention basin. He did not believe this was a suitable location for a dog park unless they put in gravel instead of grass. Chair Salem confirmed with Commissioner Franklin that he would prefer a concept of a neighborhood park for the affordable housing. Mr. Wahlen explained that the challenge with a detention basin is public safety if there is an event, and that is why it would be fenced off. They wanted to be sure it is fenced and gated so small children would not be in the area during a water event. Chair Salem asked if it could be fenced and still accommodate someone from the affordable housing who might want to have a small barbecue. Mr. Wahlen replied that it could, and they could probably provide a gate code for the residents. Chair Salem stated that he would prefer to see this as a park used by the residents. Commissioner Klingenstein stated that he understands the liability concerns, yet he has seen detention areas used as recreation areas in parks in many places. He believed it may be incumbent on the applicant to make this work so they could move forward.

Commissioner Taylor felt it would be nice if the park could relate to the building and not be across the parking lot. He was also concerned about sliding the building in front of Holiday Inn Express without them having any input. Commissioner Klingenstein noted that this has not been done in hiding. There has been public noticing, radio discussion,

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and all the other avenues of learning about this. He believed it was incumbent on Holiday Inn Express to pay attention to what is going on around them. Commissioner Taylor stated that is not an excuse for bad planning, and he believed it was unconscionable to allow this to happen. Commissioner Klingenstein verified with Planner Northrup-Robinson that Holiday Inn was given notice. Commissioner Taylor suggested that the applicant rotate the housing so it is approximately perpendicular to the back of Molly Blooms, which would also make it perpendicular to Cottonwood and minimize the length of the building that is in their way while opening up a view corridor for Holiday Inn Express. The green space could be between the housing structure and the Holiday Inn Express and could be shared by both residential occupancies. Mr. Wahlen noted that he is trying to generate the necessary volumes and detention requirements, and he did not believe he could get the necessary volume if he were to split the parcel in half. Commissioner Taylor suggested that the applicant lay out an option five as he suggested, let the volume dictate how much area is left open, and put the parking in what is left. Mr. Wahlen discussed some of the challenges with the layout Commissioner Taylor proposed and stated that Option 3 works well and that everyone seems to be happy with it. Commissioner Washington commented that most of the blinds are drawn in the Holiday Inn Express windows, and he did not believe the rooms are sold as view rooms, and that may be why they did not provide any comments. Chair Salem agreed with Commissioner Taylor that they have an obligation minimize the impact on all neighbors, whether they show up or not, and he would like to see if there are options that would mitigate that impact. Reid Brinton with Cottonwood Partners stated that he spoke to the manager of Holiday Inn Express before the public hearing and showed him the location of the proposed building, and he has not heard from him since. Commissioner Velarde stated that they need to do their best to protect people, but they also have a responsibility to show up. She asked if they could include a condition that the applicant would get something in writing from Holiday Inn Express indicating that they are aware of the proposal and do not object to it. Commissioner Taylor asked the applicant to try a fifth option to see if it works. Chair Salem suggested that they include a condition that Staff should work with the applicant to see if they can achieve that.

Commissioner Klingenstein expressed concern about a mountain of snow being built on the detention area that would impact the people who live in the residential building. He suggested a condition that the applicant could use that area for emergency overflow for a few days after a major snow event and then remove it to another site. Mr. Wahlen explained that, once the snow is in the detention area, there is not a way to get it out. He reiterated that they would only store snow in the detention area as a last resort once other snow storage areas are filled up. He suggested that they limit snow storage in the detention area to events that meet a certain standard of severity. Ms. Brackin suggested that they include a height limitation so that snow loaded into the detention pond would not exceed the lip of the pond. Mr. Wilkerson commented that the detention pond is actually an ideal location for snow storage, and the fence would preclude it from being the preferred location. The area is eight feet deep, and they would have to have an incredible amount of snow before there would be a mountain of snow there. It would rapidly go below where it would have a visual impact on the affordable housing units.

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Commissioner Taylor commented that the elevated element on the drive-in side of the Del Taco building could easily be identified as a drive-through without the red color. He did not want to attract any more attention to the building from the highway than necessary. Mr. Wahlen explained that Del Taco uses the towers for utility storage, and the colors are a company branding. Paul Hitzelberger, representing Del Taco, explained that when they did the architecture, they liked the accent of the green, which tied in with the meadow look and the grasses in the landscape. They removed the green roof based on input at the last meeting. The red is all over the County and is not unique to this building, and they would prefer to keep the color since they deleted the shed roof and brought the building profile down by 2'9". Commissioner Taylor clarified that he is not asking the applicant to get rid of the green shed roof but is asking to get rid of the red element that comes up through the green shed roof. The red color could remain on all the other elements of the building and just maintain the same color as on the main part of the building on the one tower element that is seen from Highway 224. He explained that he is trying to create a perception of width from the entry corridor and would like that façade to disappear as much as possible. Commissioner Velarde stated that she understands Commissioner Taylor's concerns, but she also understands that nothing else would brand this as a Del Taco from Highway 224.

Commissioner Klingenstein made a motion to forward a positive recommendation to the Summit County Council for the proposed Village at Kimball Junction SPA rezone and development agreement with the following findings of fact, conclusions of law, and conditions of approval:

<u>Findings of Fact</u>:

1. **There are substantial tangible benefits to be derived by the general public of the Snyderville Basin that significantly outweigh those that would otherwise be derived if development occurred under the provisions of the existing zone district. With the agreement between the applicants and the County to advance the installation of the roundabout anticipated as part of the Snyderville Basin Transportation Master Plan, this seems to be the most substantial community benefit. Also, the inclnsion of the improved connectivity, pocket parks, streetscape, bus stop, and improved lighting will benefit the project as well as the surrounding community.**
2. **There are unique circumstances above the normal limitations an allowances of the existing zone that justify the use of a SPA. The only process for development within the Town Center is through the approval of infill projects within the Town Center and the Kimball Junction Neighborhood.**
3. **The development proposed in the SPA furthers the goals and objectives and policies of the Snyderville Basin General Plan, land use maps, and the applicable Sections of this Title, and the program for resort and mountain development established in Chapter 1 of this Title. The applicants have taken into consideration the economic**

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development objectives, neighborhood character objectives, function and scale, recreation amenities, transportation objectives, and general infill provisions anticipated in the Kimball Junction Neighborhood.

4. **A SPA designation must be implemented through a development agreement (SPA plan) as described in this Title. The applicants, along with Summit County, have been working to compile a complete Development Agreement that addresses all the mandatory requirements, phasing, and community benefits. The Development Agreement will continue to be reviewed to ensure that the proposed community benefits obligations survive and to add language to articulate each party's responsibilities.**
5. **Approving a SPA designation will not adversely affect the public health, safety, and general welfare. It does not appear that by approving the SPA and Development Agreement, the public health, safety, and welfare will be adversely affected.**

Conclusions of Law:

1. **Approving the SPA meets and supports the goals, objectives, and policies of the Snyderville Basin General Plan.**
2. **Approving the SPA complies with the requirements of the Snyderville Basin Development Code.**
3. **The workforce housing element of the project supports the goals of the Snyderville Basin Moderate Income Housing Needs Assessment adopted December 13, 2006.**

Conditions of Approval:

1. **The applicant shall continue to work with Staff and the Summit County Attorney's Office to finalize verbiage of the Development Agreement to ensure that all entitlements, phasing, and survival of community benefits are clearly articulated prior to approval by the Summit County Council (Exhibit J).**
2. **A copy of the new CC&Rs for the subdivision shall be reviewed by Summit County to address cross easements, parking lot maintenance, and the like prior to recordation of the Village at Kimball Junction subdivision plat.**
3. **Prior to final approval by the Summit County Council, funding shall be verified to ensure that the north roundabout can be installed in 2012 and that the south roundabout shall be constructed in 2013. This must include approval of funds by the Council of Governments for right-of-way acquisition.**
4. **No building permits shall be issued until all transportation impact fees have been paid to the County as outlined by and agreed upon by all parties. Summit County shall not be held responsible to construct the roundabouts if all fees are not paid by the individual parties.**
5. **The comprehensive sign plan must be reviewed by Staff and shall be included as an exhibit to the Development Agreement prior to final approval from the Summit County Council.**

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6. **A Low Impact Permit shall be submitted and approved for each development site prior to issuance of any building permits. This shall be submitted in Final Site Plan format to verify the project is meeting all necessary approval standards as outlined in the Development Agreement and Chapter 4 of the Development Code. Each project will be required to provide detailed site plans, including but not limited to building elevations, parking layout, lighting, landscaping and pedestrian improvements, snow storage, recycling facilities, and lighting plans.**
7. **All service provider conditions must be met.**
8. **The detention pond shall be designed so it can function for a majority of the year as an area of recreation, as opposed to a dog park.**
9. **The applicant shall consider an Option 5 for review by the Community Development Director seeking to equally share or minimize the impact between the Holiday Inn Express and the Cottonwood I Building as suggested in the Planning Commission discussion.**
10. **Staff will work with the applicant and the Snyderville Basin Special Recreation District to ensure that the trails are properly designed and make the proper connections.**

The motion was seconded by Commissioner Washington.

Commissioner Taylor noted that page 7 of the proposed development agreement talks about bus shelters, enhanced landscaping, and private trails and asked whether they apply to this application. He asked how long the vesting would be good for. He suggested clarification of section 10.5 regarding the five-year extension, that 7.1.3 be looked at, and that the community benefits in 7.3 be triggered either if Smith's expands their building or installs the fuel center. Ms. Brackin asked when the community benefits should be due for this project. Historically, community benefits have been required up front, regardless of whether the applicant develops. This development agreement is drafted so that Smith's only has to provide the community benefits if they choose to develop. Mr. Wahlen explained that a challenge they have with multiple parties is that, if one party will not follow through on the community benefits up front, it would kill the project. They have worked through this the best they can and think it is good for the County and for the developers. Requiring benefits up front would be a problem for the applicant, and he believed the chance of success and providing community benefits would be served best by allowing some flexibility. Commissioner Taylor clarified that he was referring specifically to Smith's, not to the project as a whole, and he believed Smith's should provide their community benefit at the time of building expansion or when the fuel center is installed, not when both are done. The Smith's representative agreed to that stipulation.

Commissioner Taylor amended the motion to include in Condition 1 the change in wording in Section 7.3 of the draft development agreement to state that Smith's will provide the community benefits if it elects to expand its

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building or construct a fuel center and any other edits to the draft development agreement as discussed. Commissioner Klingenstein accepted the amendment to the motion, and Commissioner Washington accepted the amendment in his second. The motion passed by a vote of 5 to 1, with Commissioners Franklin, Klingenstein, Salem, Velarde, and Washington voting in favor of the motion and Commissioner Taylor voting against the motion.

Commissioner Taylor commented that he does not believe this application meets the intent of the SPA designation as he understands it. He is not opposed to the development, but he did not believe the tangible community benefits are justified by this proposal, and he did not believe the erasure of interior property lines to best plan the parcel in its entirety is appropriate, and that is why he voted against the SPA zoning change.

4. **Approval of minute: October 25, 2011; November 15, 2011; and December 13, 2011**

Commissioner Klingenstein corrected page 1 of the October 25 minutes to state Planning Commissioners, not Council Members.

Commissioner Velarde made a motion to approve the minutes of the October 25, 2011, Snyderville Basin Planning Commission meeting as corrected. The motion was seconded by Commissioner Franklin and passed unanimously, 6 to 0.

Commissioner Velarde made a motion to approve the minutes of the November 15, 2011, Snyderville Basin Planning Commission meeting as written. The motion was seconded by Commissioner Klingenstein and passed unanimously, 6 to 0.

Commissioner Klingenstein made corrections to pages 20 and 21 of the December 13 minutes.

Commissioner Velarde made a motion to approve the minutes of the December 13, 2011, Snyderville Basin Planning Commission meeting as corrected. The motion was seconded by Commissioner Franklin and passed unanimously, 6 to 0.

COMMISSION COMMENTS

Commissioner Taylor proposed that they consider introducing a senior housing component to the affordable housing element. Commissioner Washington also requested that they think about including transitional housing, such as the battered women's shelter. Community Development Director Don Sargent explained that Staff is considering that in Code amendments that will be presented at the next Planning Commission meeting.

Chapter 13 Neighborhood Plans

A number of Neighborhood Planning Areas have been identified in the Snyderville Basin. They are shown on the following map. Land Use Maps have been developed to help guide development in each area. While they are intended to show the area within which specific development patterns may occur, they may be reviewed and refined through time and as development applications are considered.

KIMBALL JUNCTION NEIGHBORHOOD PLANNING AREA

Planning Area Goal:

There shall be an economically and socially viable area at Kimball Junction that reflects the mountain character of its surroundings, promotes a sense of place and community identity supporting the residents of the Snyderville Basin, separate from but complimentary to Park City.

Economic Development Objectives

A. Commercial development in the Kimball Junction neighborhood planning area shall support the needs primarily of the residents of, and secondarily of visitors to the Snyderville Basin.

B. Development in Kimball Junction neighborhood planning area should compliment the Park City resort experience and provide another means of attracting tourist and destination shoppers to the area.

C. Local business and groups should work to carry out activities, programs, and other matters, which foster a sense of history, local community.

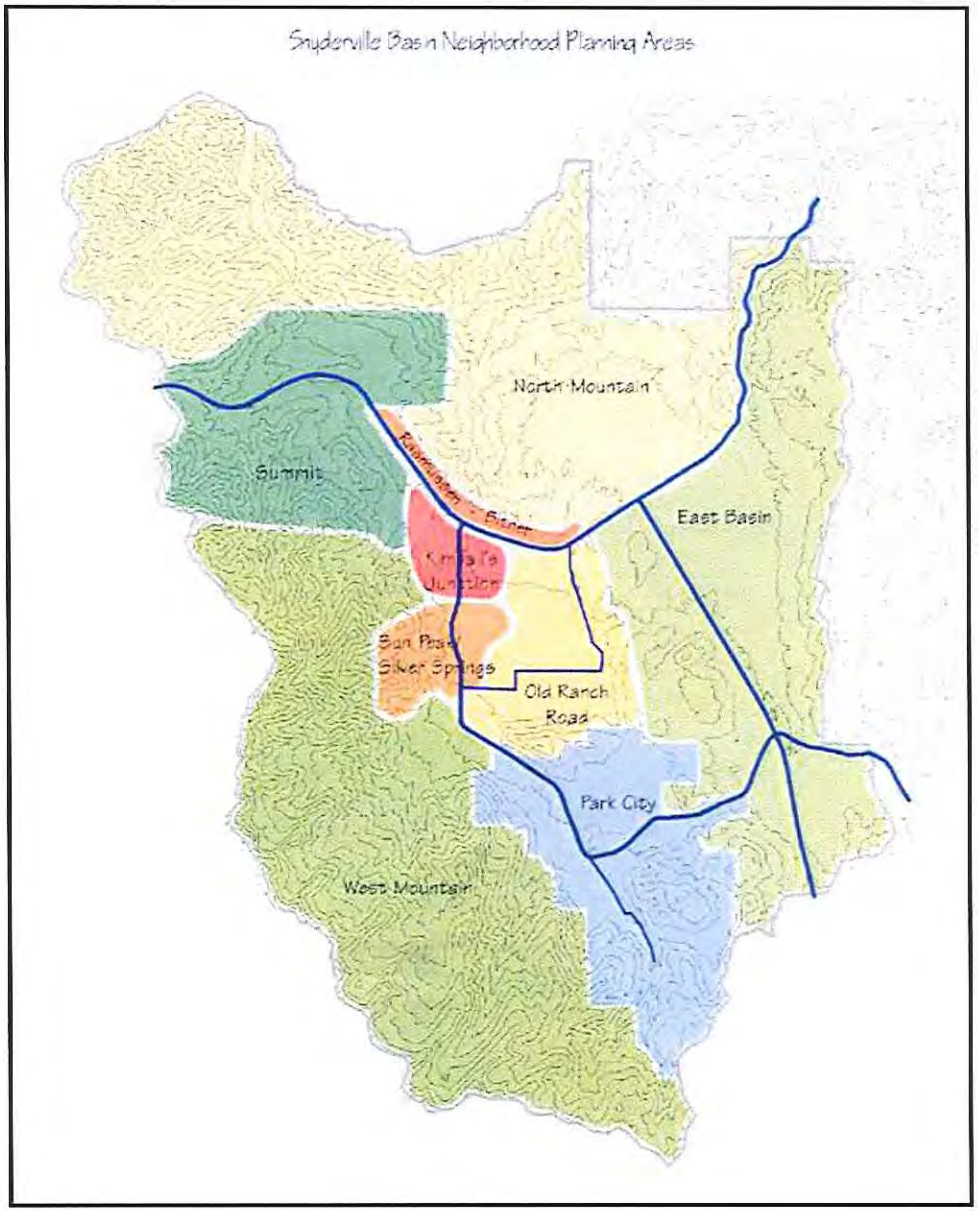
Neighborhood Character Objectives

It is important to describe 1) the amount and type of commercial development and related building size that is appropriate for this area; 2) the land use relationship and attributes that are crucial to produce a quality living environment; and 3) the type of amenities and services that are required to meet the needs of the residents. Development shall promote a place where residents can feel a part of and have pride in their hometown. To achieve a traditional town character, development within this neighborhood shall adhere to the following prescribed principles.

Function and Scale

A. First and foremost, development must produce a sustainable, quality human habitat, or environment. Appropriate living, working, shopping, recreation, entertainment and dining, social interaction and gathering areas, and proper aesthetics shall be provided.

B. There shall be a viable Town Center that includes traditional neighborhoods at the heart of this planning area, which shall be the focal point for these activities. Because this neighborhood planning area is bifurcated by Highway 224, appropriate connectivity including an underpass or overpass between Village Centers shall be required.



C. Careful attention shall be given to the type of land uses that are permitted to occur in the Town Center. The appropriate mix of uses, including those that attract people on a regular basis, shall be provided. Uses such as restaurants and retail uses are appropriate.

D. The zoning and permitted use list related to this neighborhood must be evaluated and changed to ensure that this Town Center shall be the focal point for living, working, shopping, entertainment, and social interaction within the planning area.

E. Development in this neighborhood shall ensure that there is a mix of residential types, in various ranges of affordability, with related support amenities. Affordable housing shall be required in the Town Center. However, concentrations of affordable housing in all large building or complex of buildings is not appropriate.

F. Building scale within the areas designated as the Town Center shall be consistent with a pedestrian scale.

G. Large scale retail commercial buildings generally are not appropriate for a mountain environment and do not promote the desired traditional mountain-town character. When a large-scale commercial building is considered, it must conform to the policies in Chapter 11 and Policy 12.3 of this Plan.

H. Development shall incorporate appropriate uses and designs that promote a sense of hospitality and arrival because it serves as the gateway to the Park City and Summit County resort communities, the Utah Olympic Park, and the Wasatch Mountains.

Recreation and Amenities

A. Within this neighborhood planning area, developers shall be required to provide neighborhood recreation and social amenities.

B. A number of smaller parks and plazas shall be provided as public gathering places to comply with Town Center design principles.

C. Community park facilities that are consistent with the Recreation and Trails Master Plan are appropriate at Kimball Junction.

D. The Swaner Memorial Park is located on the east side Highway 224. While the property is flat, a substantial portion of the meadow is wetland. This area is designated meadow view shed, to encourage development in less visually sensitive areas along its periphery. The park is highly visible and environmentally sensitive open space, permit the restoration of the natural environment, and allow trails, passive recreation and environmental interpretation activities.

Physical Design and Aesthetics

A. A quality built environment must be created that is consistent with and sensitive to the surrounding mountain environment by:

1. Preserving from development all key open spaces, meadows, and mountain slopes that are highly visible. The view sheds that are shown on the appropriate neighborhood map shall be maintained in their open and natural character to the extent possible.

2. Enhancing the human scale with designs that hug the ground rather than dominate the site is appropriate.

3. Using infrastructure design to ensure

that building scale is compatible with the surrounding mountain environment, while providing adequate levels of service and public safety.

B. Architecture and other design elements shall:

1. appear as if it evolved over time.

2. Promote an aesthetic character that is fitting to the mountain environment by using a palette of building and landscape materials and forms, lighting, signage, and other streetscape features that are generally compatible with the surrounding mountain environment.

3. Promote architectural elements and forms that tie the neighborhoods together in a visually pleasing way.

C. Appropriate gateway designs shall be established at key entry points to Kimball Junction. Appropriate designs shall include open space, vegetation enhancements, direction and welcome signs.

D. All new development must include the improvements identified in the Highway 224 Corridor Enhancement Plan.

E. The streetscape within Kimball Junction shall be one of welcome and hospitality.

F. A hospitality /information center is an appropriate element at Kimball Junction. Summit County will consider density incentives for a property owner/ developer that contributes land or a facility for such use.

G. The Utah Olympic Park Road, near Highway 224, may require modification now that the 2002 Olympic games are through. The final landscape design shall be given special streetscape design treatment.

H. Public street lighting, including lights along roads and at intersections, in Village Centers on both sides of Highway 224, shall have a similar decorative design. These lights should be a high pressure, color corrected sodium type. Prior to more development in this area, a standard design shall be selected. In the future, as development occurs, each project shall be required to install public area lighting that complies with the desired lighting style.

Environmental Objectives

A. Development must preserve, to the extent possible, the natural landform, vegetation, scenic quality, and ecological balance that exist in this neighborhood planning area.

B. All man-made elements shall be integrated into the natural environment with a sense of quality, permanence, and sensitivity.

C. All man-made elements shall recognize the unique environmental character that exists on either side of Highway 224. Development on the east side shall respect the meadow environment, while development on the west side shall reflect the foothill and mountain

environments. The majority of landscape materials included in a development design shall reflect plant materials that are indigenous to these environments.

Transportation Objectives

A. The road system should connect the Town Center with the Utah Olympic Park. This should serve as the primary access to the facility.

B. Creative solutions shall be used for parking and transporting shoppers between commercial projects in the Kimball Junction area. Solutions should help minimize traffic congestion.

C. Solutions including but not limited to on-street parking, structured parking, and joint use of parking facilities must be considered in any development proposal.

D. As the area grows, consideration shall be given to transit service between the Town Center, Park City, The Canyons Resort, and other appropriate destinations. Terminal areas shall be reserved in a central location in each Village Center to ensure that adequate service can be provided.

E. All transportation corridors, including Highway 224 and local streets, shall be designed to integrate aesthetically, and in scale, with all private portions of the developed area, including residential and commercial neighborhoods. These corridors shall include pedestrian connections that link residential neighborhoods, service areas, and commercial core areas.

F. The number of property access points (curb-cuts) on Highway 224 shall be restricted.

G. Along with additional development in Kimball Junction, the road pattern must be altered to improve circulation.

Kimball Junction Land Use Plan

This map shall serve as a guide for future land use decisions in this neighborhood planning area. While types and mix of land uses in each area may differ, they must relate to one another and be linked with appropriate connections. Most importantly, when viewed together they should promote a traditional mountain town character.

Highway Enhancement Corridor, View shed Areas, and Buffers

Particular attention must be given to the Highway 224 corridor. This corridor is the entryway to the Snyderville Basin, Kimball Junction, and Park City. It is critical that the "view from the road", experienced by most people, be one of quality, interest, and sensitivity to the mountain environment. It is equally important that the roadway be able to operate in a safe and efficient manner. For these reasons, certain land use and design principles shall be adhered to in the Highway Enhancement Corridor.

A. The amount of commercial development within the Highway Enhancement Corridor shall be minimized by requiring that each adjacent property owner comply with setbacks and open space characteristics

identified on the Land Use Map.

B. As opportunities permit, the County should work with the Utah Department of Transportation to minimize the visual impact of large expansions of roadway asphalt while ensuring adequate traffic flows and safety. Center landscaped medians and other aesthetic improvements should be provided on Highway 224 between the Interstate 80 ramps and Ute Boulevard.

C. Summit County, working with the Utah Department of Transportation, should adopt a landscape enhancement and management master plan for the Highway 224 corridor. Summit County will consider density incentives for developers that contribute toward the implementation of the enhancement plan. Further, Summit County should continue to work with UDOT to gain agreements regarding the placement of raised barrier curbs, landscaping along the road edge, and divided median strips within Kimball Junction to provide additional enhancement in this area.

D. Redevelopment and infill will be promoted in the vicinity of the Smiths, K-Mart, and Wal-Mart in accordance with redevelopment concepts illustrated here and set forth in Chapter 11 of this Plan. Summit County will expedite this infill development, the principle issues being design compatibility and availability of parking. The intent shall not be to require more parking; but rather, ensure that parking will be available from the existing supply, with expansion only if necessary.

OLD RANCH ROAD NEIGHBORHOOD PLANNING AREA

Planning Area Goal:

Protect the rural and agricultural way of life, the mountain-ranching feeling, and the unique natural and scenic resources of the neighborhood, and ensure that the neighborhood remains a good place to raise a family and a place where people and animals live in harmony.

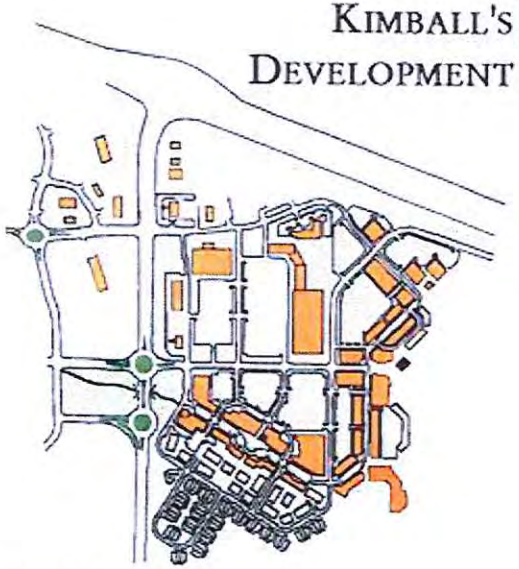
Neighborhood Character Objectives

The character of Old Ranch Road, together with the unique natural features, i.e., wetlands, waterways, agricultural meadows and hillsides, wildlife, historic structures and equestrian areas, are the aspects that must be preserved and enhanced. The infrastructure, particularly Old Ranch Road, is a physical manifestation of the rural spirit of this area and its past. These features form the common ground shared by neighborhood residents. Development in the Old Ranch Road Neighborhood Planning Area shall comply with the following principles.

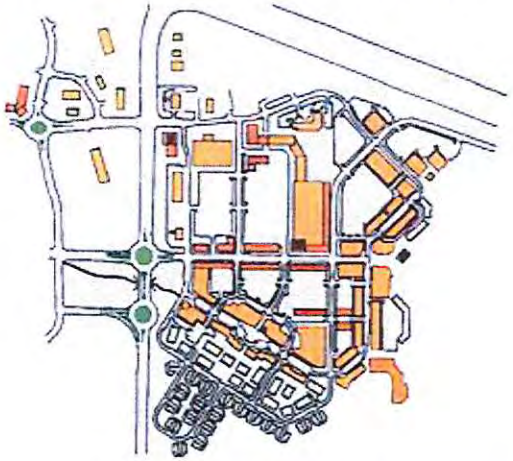
Function and Scale

A. All new development shall comply with appropriate rural road and site planning standards.

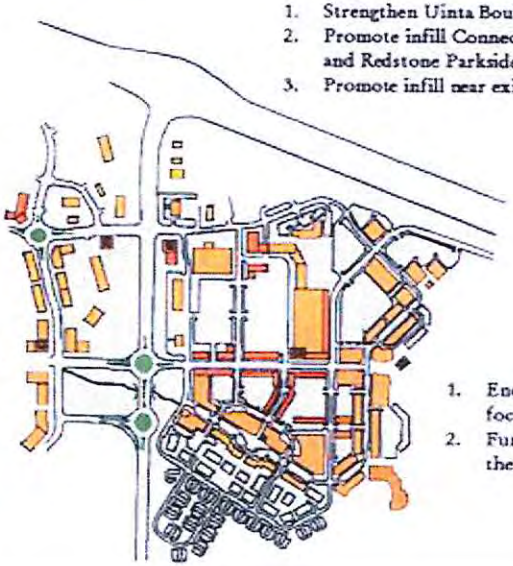
Kimball's Junction Long-term Development and Infill Concept Plan



1. Existing Village Center at Redstone, with Redstone Parkside.
2. Enhanced road network.
3. Create centrally located transit hub.
4. Begin to create "central park" linking the east and west side Village Centers.



1. Strengthen Uinta Boulevard by promoting infill.
2. Promote infill Connections Between Redstone and Redstone Parkside to improve pedestrianism.
3. Promote infill near existing strip centers.



1. Create commercial streetscape, linking center and core area blocks in westside Village Center.
2. Give careful scrutiny to further retail commercial beyond this point in the west side Village Center.
3. Further mixed use office and residential is appropriate.
4. Substantial pedestrian underpass to be created to link east and west side Village Centers.

1. Encourpredominate retail commercial focus on eastage in east side Village Center.
2. Further commercial development may require the construction of additional parking in structures.

Tiffanie Robinson

From: Scott Loomis <scott@housinghelp.org>
Sent: Wednesday, November 09, 2011 4:44 PM
To: Tiffanie Robinson; Kimber Gabryszak
Cc: Don Sargent; Jami Brackin
Subject: The Village at Kimball Junction

Tiffanie and Kimber,

I just met again with the representatives of the developer about the affordable housing component of The Village at Kimball Junction. As I previously mentioned, to meet the requirement that the affordable component start at the same time as the commercial development, the developer's preference is to deed the property to MCHT subject to our approval. We have spent a lot of time going over several possibilities and subject to your input here is the plan:

1). MCHT will accept a deed to the property that will be at an acceptable grade with all utilities to the lot line. Access and cross parking easements will be recorded as well. The property will not be subject to the common area fees of the rest of the development.

2). The developer will provide sufficient funds to pay all impact, recreation and special service fees.

3). MCHT will approve the site plan, elevation and floor plans to confirm that 34 units representing 17 studios and 17 one-bedroom units. This should satisfy the 19.82 WUE requirement.

4. The design will be a larger footprint, three story. If you agree with this approach, the site plan, elevation and floor plan will be presented at the November 29th planning commission meeting.

Let me know if this approach is acceptable to you or if you would suggest anything else. If acceptable, the re-design will start Monday so it will be available for the staff report. I will prepapre a leter to the planning commission for the staff report.

Thanks,
Scott

Village at Kimball Junction

EWU - Affordable Housing Summary

		EWU Required
	Del Taco (VKJ 4-A)	2.09
	Del Taco (Future Retail)	1.83
	MACU / Jarman	2.06
	Smith's (VKJ 2)	4.22
	Smith's Fuel Center	1.26
	OBK Retail Pad A	1.33
	OBK Retail Pad B	1.52
	OBK Retail Pad C	1.47
	OBK Retail Pad F	1.56
	OBK Pad E	2.48
	Total	19.82
	Studio Apartments (17 / 2.25)	7.55
	1 Bedroom Apartments (17 / 1.38)	12.32
	EWU Provided	19.87

EWU Calculations for Village at Kimball Junction

Del Taco

6.5 FTEs x 2890 sf / 1000 = 18.79 employees x 0.20 Ob rate = 3.76 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 2.09 WUE obligation.

Future Retail

3.3 FTEs x 5000 sf / 1000 = 16.5 employees x 0.20 Ob rate = 3.30 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 1.83 WUE obligation.

MACU / Jarman

3.7 FTEs x 5000 sf / 1000 = 18.5 employees x 0.20 Ob rate = 3.70 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 2.06 WUE obligation.

Smith's Expansion

3.3 FTEs x 11,500 sf / 1000 = 37.95 employees x 0.20 Ob rate = 7.59 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 4.22 WUE obligation.

Smith's Fuel Center (Canopy)

3.3 FTEs x 3418 sf / 1000 = 11.28 employees x 0.20 Ob rate = 2.26 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 1.26 WUE obligation.

OBK Retail Pad A

3.3 FTEs x 3637 sf / 1000 = 12.00 employees x 0.20 Ob rate = 2.40 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 1.33 WUE obligation.

OBK Retail Pad B

3.3 FTEs x 4137 sf / 1000 = 13.65 employees x 0.20 Ob rate = 2.73 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 1.52 WUE obligation.

OBK Retail Pad C

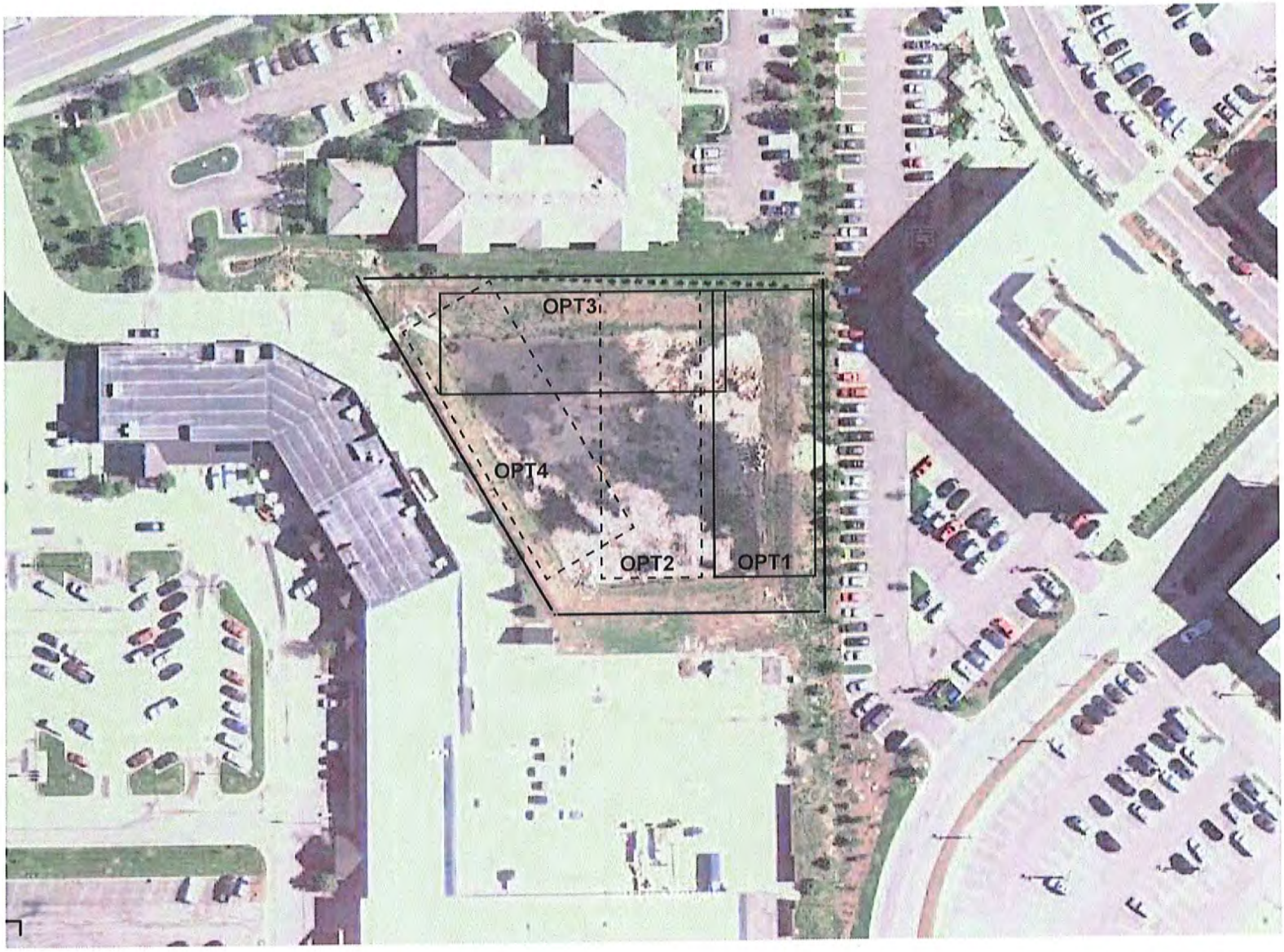
3.3 FTEs x 4000 sf / 1000 = 13.20 employees x 0.20 Ob rate = 2.64 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 1.47 WUE obligation.

OBK Retail Pad F

3.3 FTEs x 4250 sf / 1000 = 14.03 employees x 0.20 Ob rate = 2.81 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 1.56 WUE obligation.

OBK Retail Pad E

3.3 FTEs x 6750 sf / 1000 = 22.28 employees x 0.20 Ob rate = 4.46 employees to mitigate / 1.5 workers per household / 1.2 jobs per employee = 2.48 WUE obligation.



GSBS ARCHITECTS

December 14, 2011

COTTONWOOD

Tiffanie Northrup-Robinson
County Planner
Summit County Planning
P.O. Box 128
60 North Main St
Coalville, UT 84017

Re: Village at Kimball Junction, SPA
Parcel D-Common Area/Detention Basin

Dear Tiffanie:

I'm writing on behalf of the owner and manager of Newpark One, which is the Class A office building in the Newpark development located directly east of Parcel D in the Village at Kimball Junction ("VKJ") development. Parcel D is the proposed site of a 32-unit Affordable Housing ("AH") complex that is required by Summit County, in order for VKJ to increase the density on their existing site.

Cottonwood Partners' representative, Thomas Bennett, Esq., Ballard Spahr LLP, presented our concerns regarding the development of the AH on Parcel D at the Planning Commission's public hearing on November 29, 2011. This letter is a follow-up to that meeting.

Cottonwood Partners met with VKJ's owner representatives, Ross Varner and Bret Wahlen to discuss numerous alternatives. Cottonwood Partners maintains its opposition to placing the AH on Parcel D in the current site plan which was presented to the planning commission on November 29, 2011 and would recommend the following alternatives, in order of preference:

1. Move the AH off-site.
    a. Cottonwood Partners has suggested a alternate site, which it owns, located at 6618 N. Creekside Lane, Park City, Utah (See Exhibit 1A & 1B showing the location of the site)
        i. 0.97 acres located in the Spring Creek Commercial Plaza Subdivision.
        ii. The site is one tenth of a mile from a bus route on Bittner Road and has access to VKJ through the trail/road under the freeway. In addition, the site is located in a residential/service retail neighborhood versus a commercial/office use area.
        iii. Low cost to prepare the lot for development
            1. Utilities stubbed into lot
            2. Flat parcel with very little elevation change.
    b. Cottonwood Partners requests that the Commission allow time for us to work with VKJ to see if the Spring Creek site can be entitled to allow AH to be developed.

2. Reconfigure the location of the AH building on Parcel D of VKJ and modify the roof to lower the overall height of the structure.
    a. The current site plan of the building obstructs all of Newpark One's view of the Utah Olympic Park ("UOP"), as well as, most of the west mountain range. In

SUMMIT COUNTY
COMMUNITY DEVELOPMENT
DEC 14 2011
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addition, Cottonwood also feels that 1) the building doesn't fit in the proposed location, 2) there are too many structures in the area, including the back end of a retail center, 3) there is already AH to the north of Newpark One and 4) the access is less than desirable;

i. As presented in the public hearing Newpark One was built, marketed and leased based largely on the view of the UOP and the west mountains. We understood that the detention basin would remain and be designated as "common area". Our tenants signed leases based on the location of our building. Thus, we believe that the placing the AH on Parcel D will reduce the value of Newpark One.

ii. With the points in 2.a. being said, if the AH is approved by the County to be built on Parcel D, we recommend the following:

1. Place the backside of the building, as close as possible and parallel to Holiday Inn's south property line and pushed as close to the detention basin's west property line as possible. Cottonwood commissioned a sight study by GSBS and believes that this orientation provides the least amount of view impairment for our building. (See Exhibit B for the site plan provided by Bret Wahlen)
2. To additionally lower its overall height, we recommend that a flat roof be used on the building.
3. Newpark One has the opportunity to provide input regarding the exterior elevation of the AH building. We obviously want something that fits in the area and is pleasant to look at.
4. The drainage system from the AH property to Newpark One be upgraded to take the water flow underground and reduce the chance of flooding.

In summary, if the VKJ SPA is approved, we recommend that the Commission allow Cottonwood Partners and VKJ to continue discussions/negotiations to develop the AH on the Spring Creek Commercial Plaza Subdivision parcel.

Thank you for your help and consideration.

Sincerely,

Reid Brinton
Vice President
Cottonwood Partners
CP Newpark One

Attachments

CC: John L. West
Jeff Gochnour
Thomas Bennett
Ross Varner
Bret Wahlen

REAL ESTATE INVESTMENT, DEVELOPMENT & MANAGEMENT

2855 East Cottonwood Parkway Suite 560 Salt Lake City, Utah 84121
Tel: 801 365 6200 Fax: 801 365 6201 www.cottonwoodpartners.com

Exhibit 1A

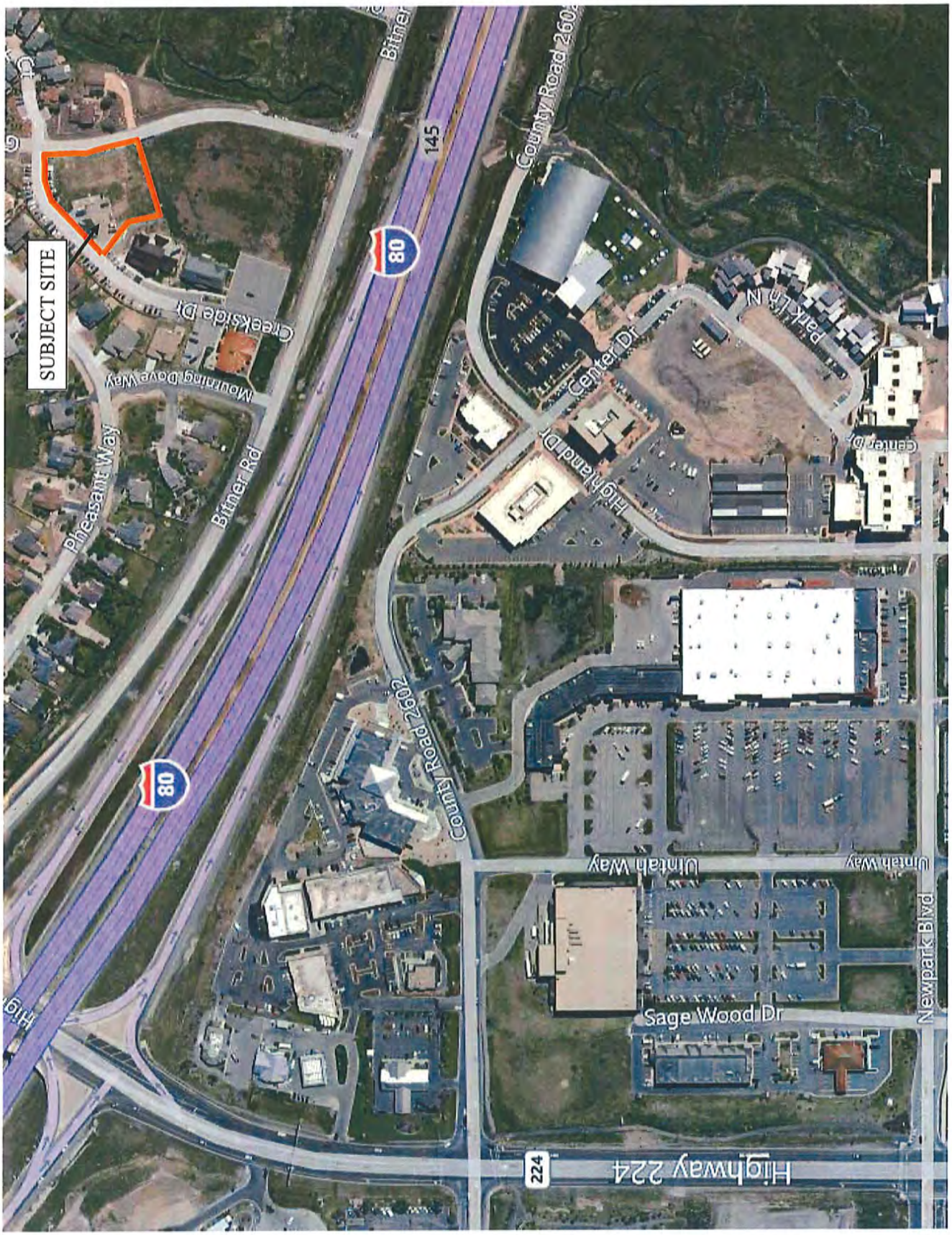

SUBJECT SITE
Pheasant Way
Mourning Dove Way
Creekside Dr
Bitner Rd
Bitner
80
145
County Road 2602
Highland Dr
Center Dr
Park Ln N
Center Dr
Uintah Way
Uintah Way
Newpark Blvd
Sage Wood Dr
Highway 224
224

Exhibit 1B

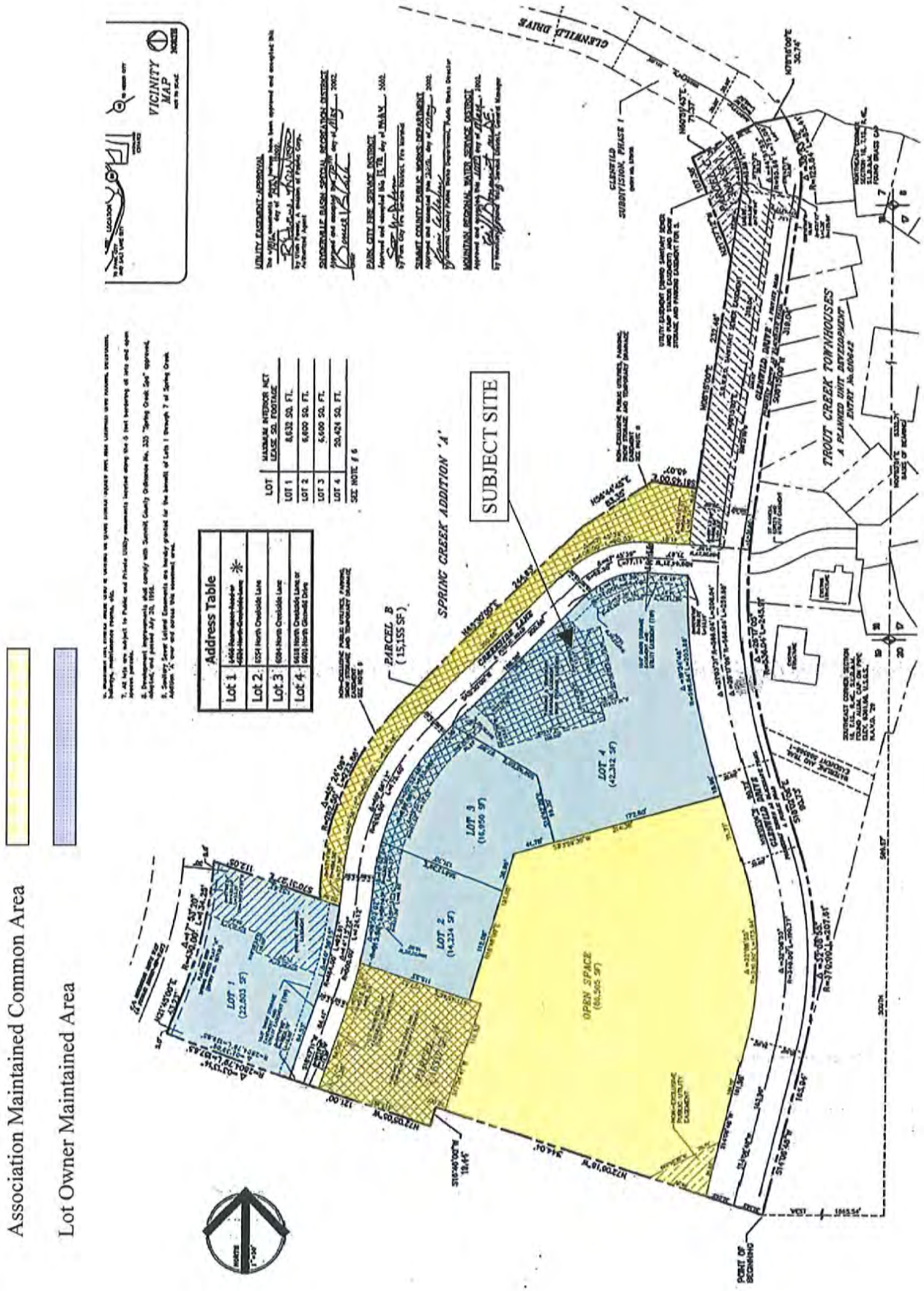
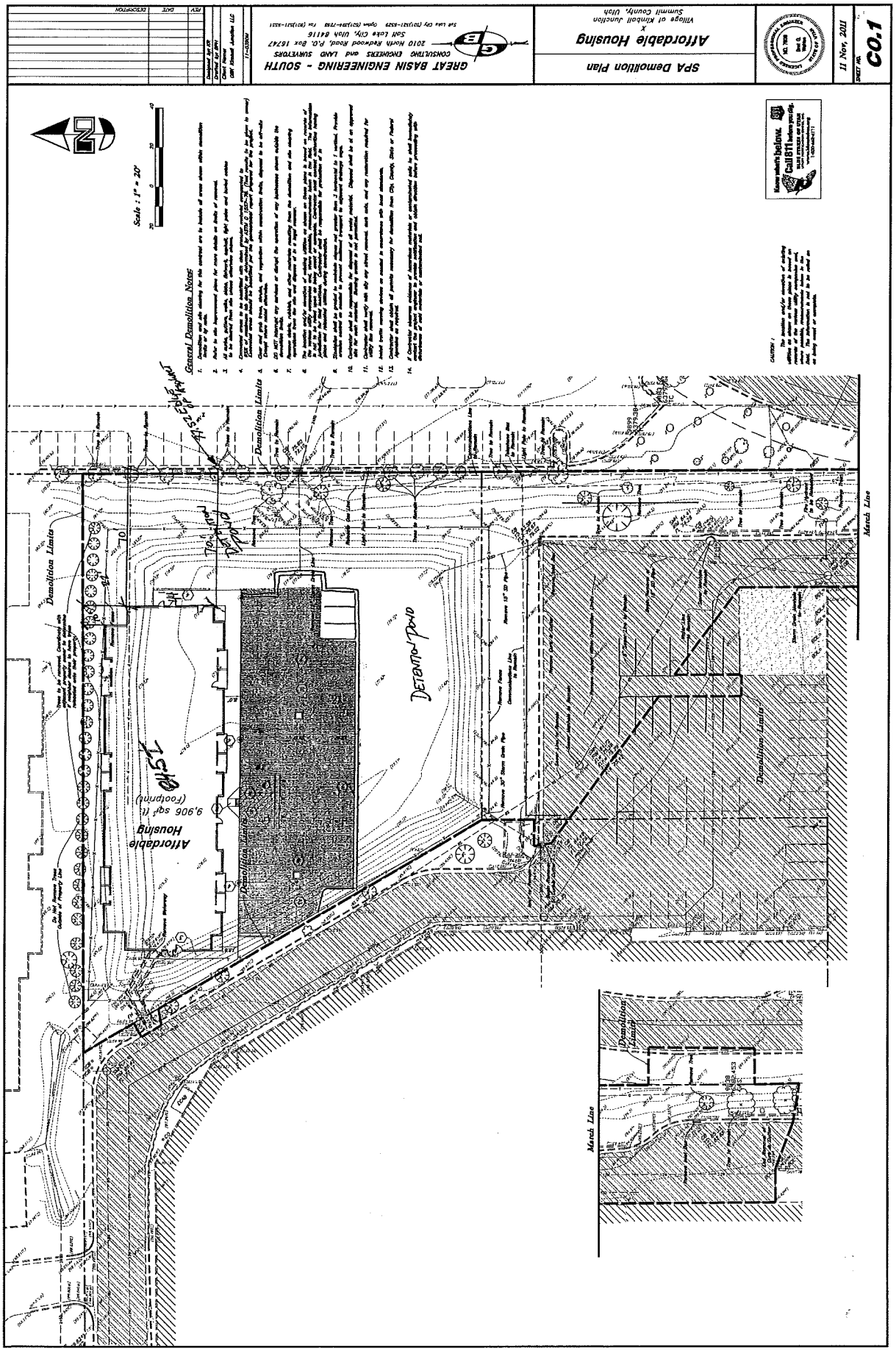
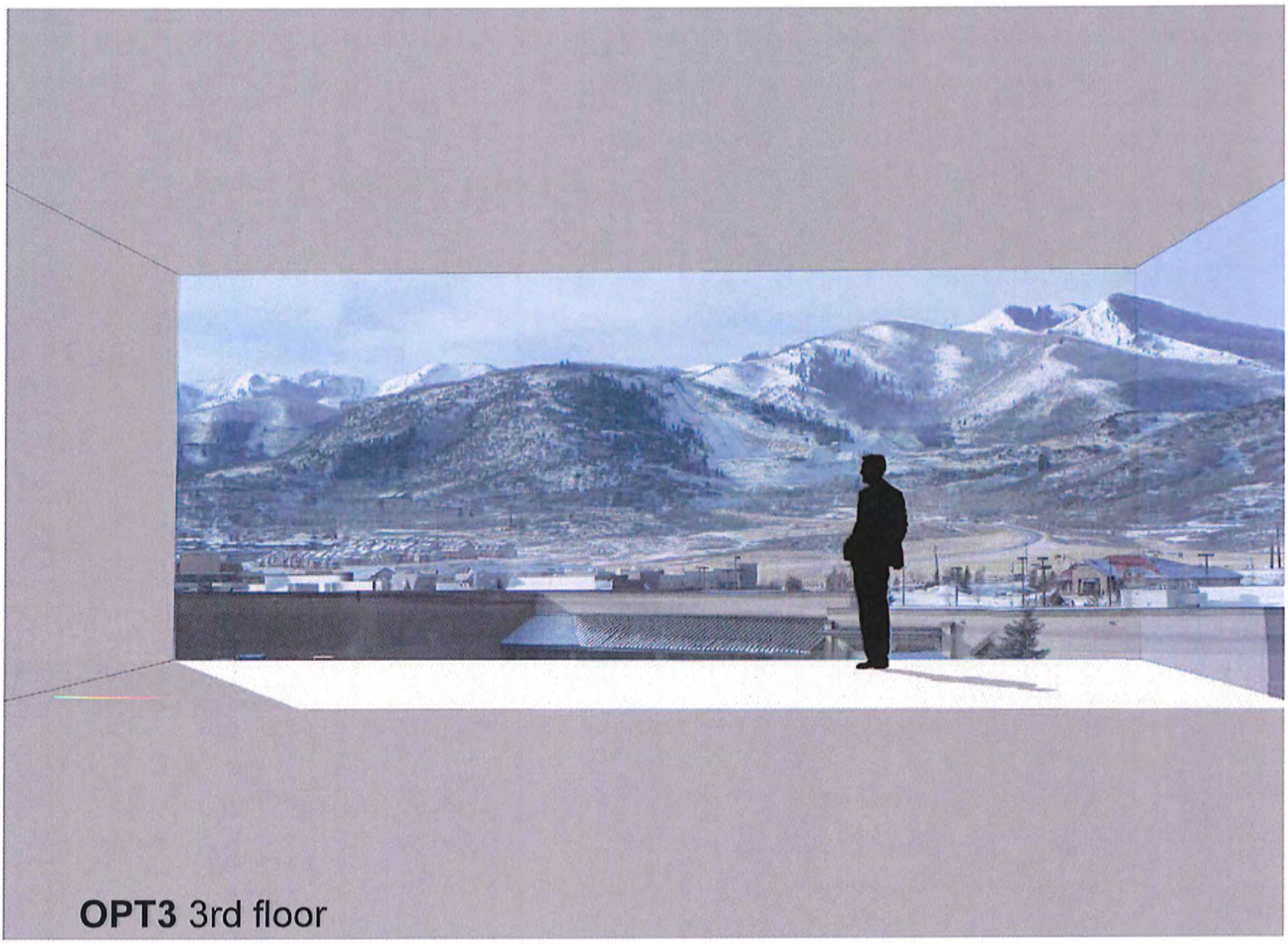


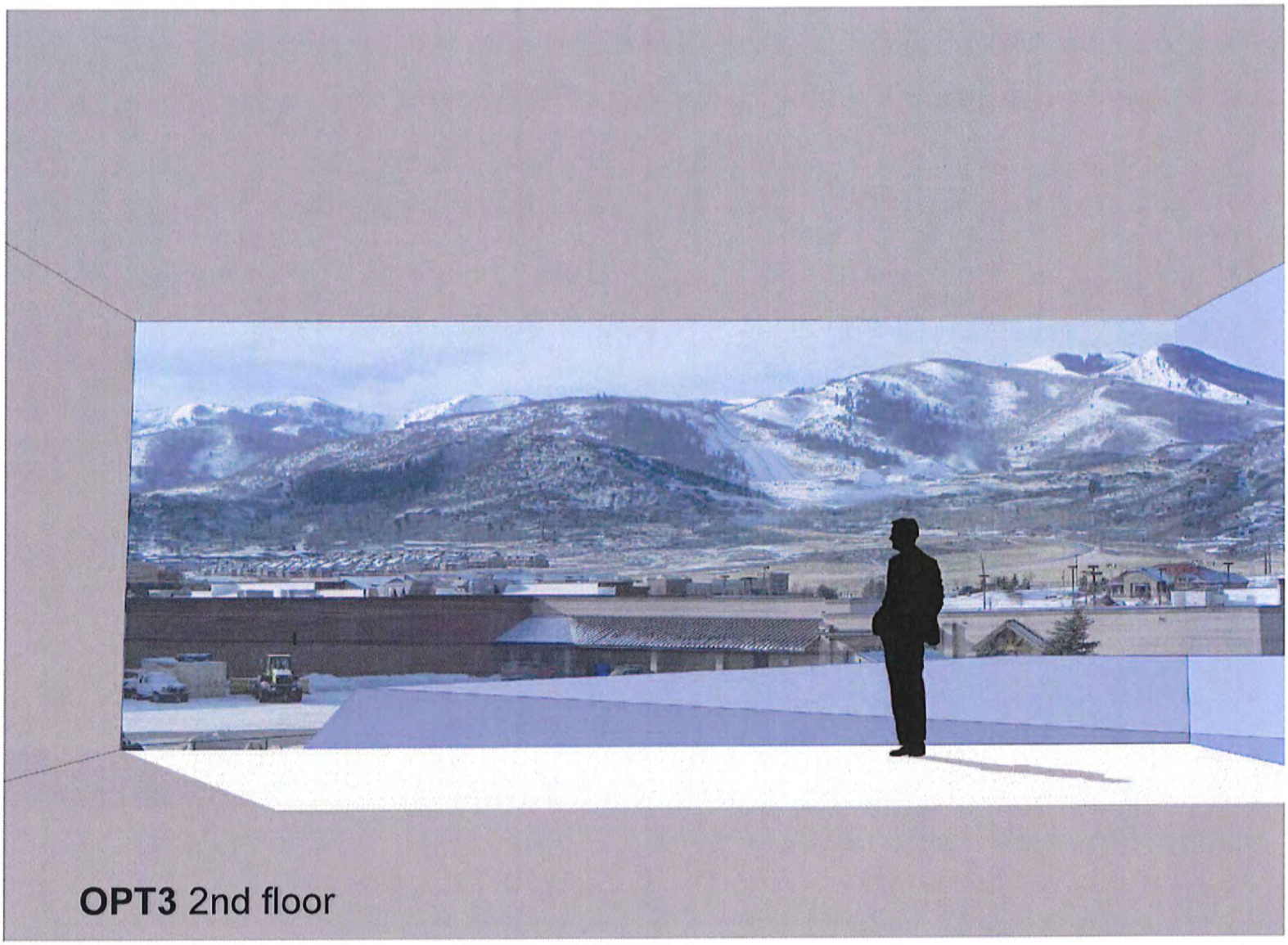
EXHIBIT F4

Exhibit 2

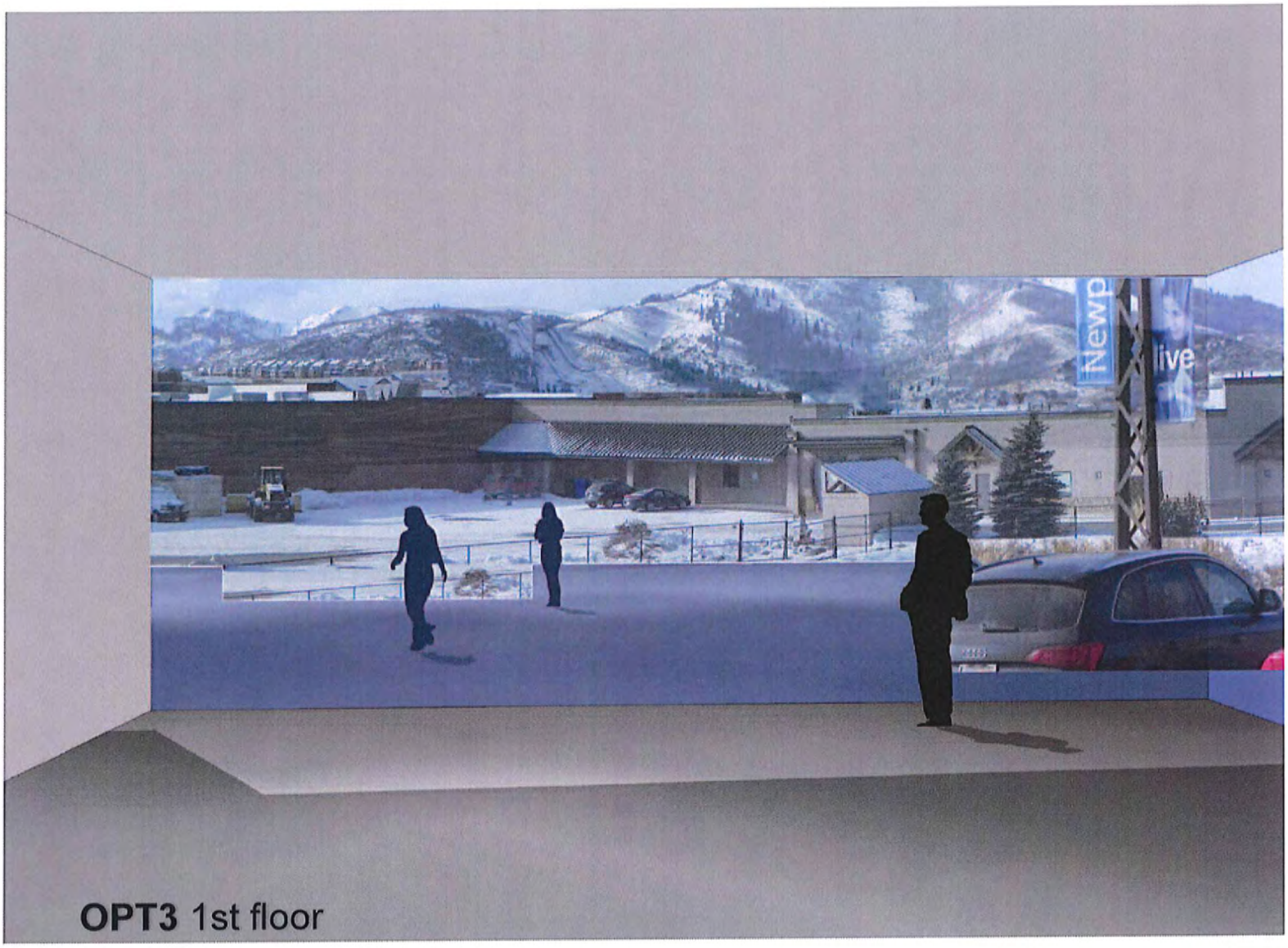

SPA Demolition Plan
Affordable Housing
Village at Kimball Junction
Summit County, Utah
GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 15747
Salt Lake City, Utah 84116
11 Nov, 2011
C0.1
Call 811 before you dig.
Scale : 1" = 20'
General Demolition Notes:
Demolition Limits
Affordable Housing
9,906 sqf ft
(Footprint)
Demolition Plan
March Line



GSBS ARCHITECTS

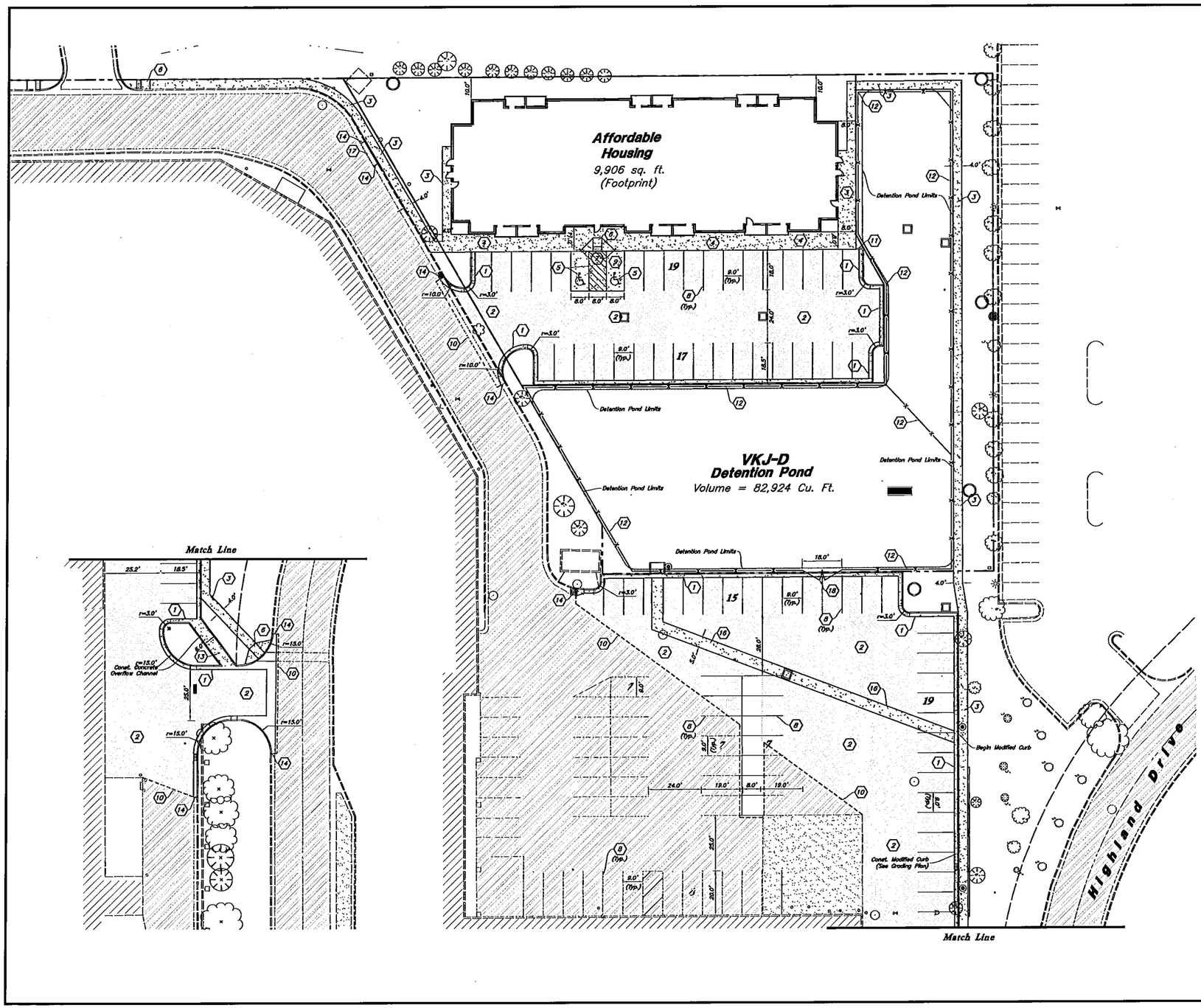


GSBS ARCHITECTS



OPT3 1st floor

GSBS ARCHITECTS



Site Construction Notes

1. Const. 24" Curb & Gutter
2. Const. Asphalt Paving
3. Const. Conc. Sidewalk
4. Const. Thickened Edge Sidewalk
5. Const. ADA Accessible Striping per MUTCD & ICC/ANSI A117.1 (Latest Editions)
6. Const. ADA Accessible Ramp per ICC/ANSI A117.1 (Latest Edition)
7. Const. ADA Accessible Sign per MUTCD & ICC/ANSI A117.1 (Latest Editions)
8. Const. 4" White Paint Stripe (Typ.)
9. Const. Conc. Paving
10. Sawcut; Provide Smooth Clean Edge
11. Const. 6" Raised Curb
12. Const. Chain Link Fence
13. Const. Drainage Channel
14. Connect and Match Existing Grade
15. Const. Stop Sign per MUTCD R1-1
16. Const. 5.0' Concrete Waterway
17. Const. 30" Curb & Gutter
18. Const. Access & Maintenance Gate

General Site Notes:

1. Stalls designated as Accessible will require a painted Accessible symbol and sign. (See Details)
2. Fire lane markings and signs to be installed as directed by the Fire Marshall.
3. Aisle markings, directional arrows and stop bars will be painted at each driveway as shown on the plans.
4. All dimensions are to back of curb unless otherwise noted.
5. Const. curb transition at all points where curb abuts sidewalk, see detail.

REV	DATE	DESCRIPTION

Designed by: KR
Drafted by: LC
Client Name:
DBK Kimball Junction LLC

11-038SP

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)531-8529 Ogden (801)394-7288 Fax (801)531-9551

Site Plan

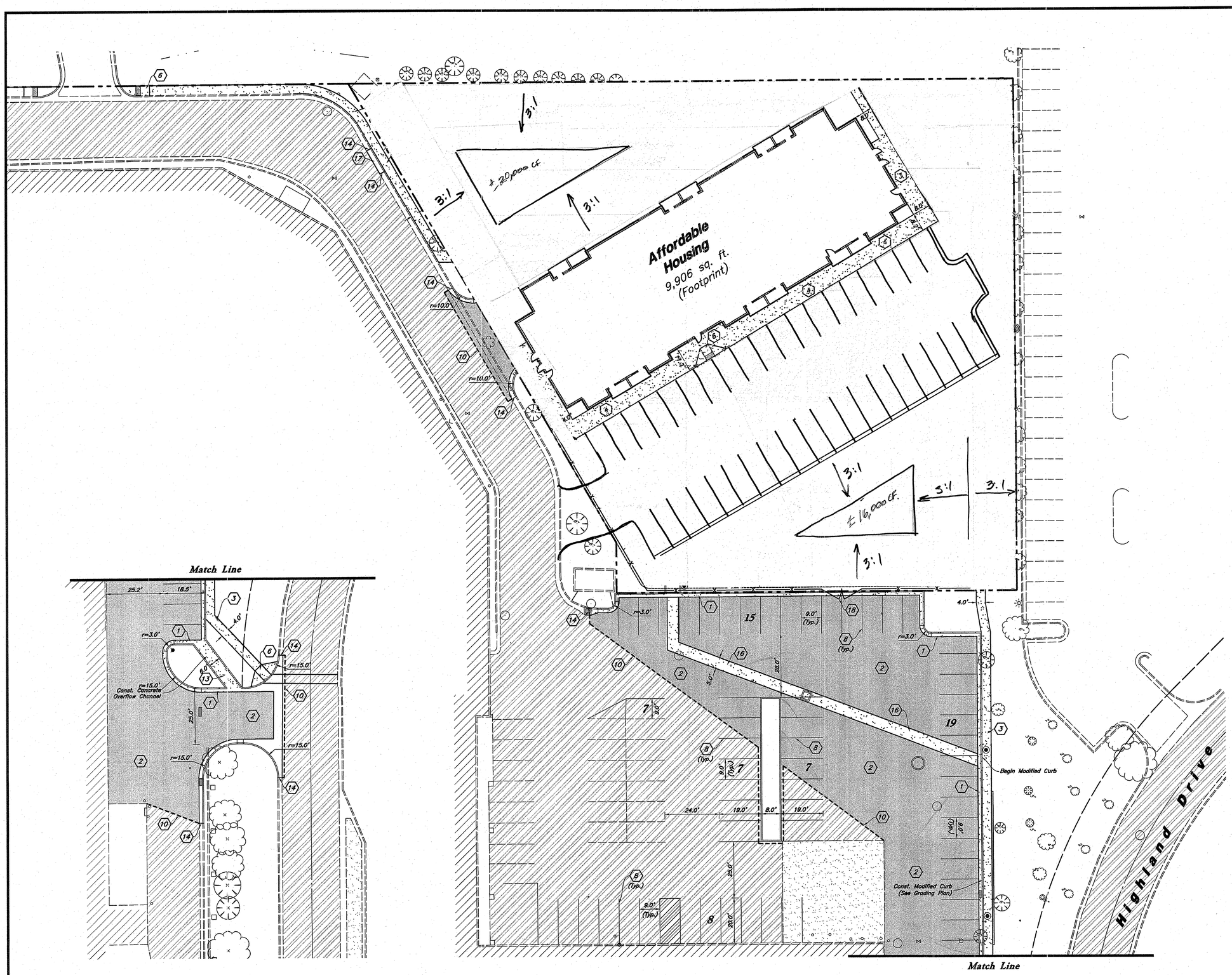
Affordable Housing
Address:
Village at Kimball Junction
Summit County, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7605
Brent G. Wilkins
STATE OF UTAH

9 Dec, 2011

SHEET NO.
C1.1

EXHIBIT H



Scale : 1" = 20'

20 0 20 40

Site Construction Notes

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3. Const. Conc. Sidewalk
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6. Const. ADA Accessible Ramp per ICC/ANSI A117.1 (Latest Edition)
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9. Const. Conc. Paving
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REV.	DATE	DESCRIPTION

Designed by: KR
Drafted by: LC
Client Name:
OBK Kimball Junction LLC

11-038SP

GREAT BASIN ENGINEERING - SOUTH
CONSULTING ENGINEERS and LAND SURVEYORS
2010 North Redwood Road, P.O. Box 16747
Salt Lake City, Utah 84116
Salt Lake City (801)521-8529 Ogden (801)394-7288 Fax (801)521-9551

Site Plan

Affordable Housing

Address
Village at Kimball Junction
Summit County, Utah

LICENSED PROFESSIONAL ENGINEER
NO. 7936
Bret G. Wahlen
STATE OF UTAH

9 Dec, 2011

SHEET NO.
C1.1

W:\11-038S\Dwgs\11-038SP.dwg, 12/9/2011 12:02:15 PM, ahunn,

EXHIBIT I1

GREAT BASIN ENGINEERING - South
2010 North Redwood Road • P.O. Box 16747 • Salt Lake City, Utah 84116
(801) 521-8529 • (801) 394-7288 • Fax (801) 521-9551

CONSULTING ENGINEERS
AND LAND SURVEYORS

January 30, 2012

Summit County Planning Department
Attn Tiffanie Northrup-Robinson
PO Box 128
Coalville, UT 84017

Re: Village at Kimball Junction SPA

Dear Tiffanie,

We are hereby formally submitting our SPA revisions based on the January 10, 2012 Planning Commission's conditions of approval. The Planning Commission identified they would like us to revisit the affordable housing site plan and review and analyze an alternative layout running perpendicular to the shop's building. We have attached a conceptual site plan sketch of this layout and our analysis indicates that it does not meet development standards for the project based for the following reason.

The Proposed layout cannot meet the detention basin requirements for the existing and proposed project. The exhibit for the alternate affordable housing layout identifies that the detention pond is deficient by approximately 44,000 cubic feet of detention. This is due to the inefficiencies of the site plan layout. Therefore, we have not done any further analysis on this site plan.

We have modified the Affordable Housing development per Planning Commission condition #8, by adding a residence gate to the park area and adding snow storage at the east end of the parking lot. We have also provided you with a revised developmental agreement based on our meeting of January 30, 2012. We have attached six (6) disks that include our exhibits for our proposed SPA application. We have corrected the exhibit identifying the recreational component of trails and sidewalks as you requested.

If you have any questions, please contact me.

Sincerely,

Bret G. Wahlen, PE
President

County Engineer Derrick A. Radke, P.E.

MEMORANDUM

Date: September 19, 2011

To: Tiffanie Northrup, County Planner

From: Kent S. Wilkerson, P.E. Engineer II

Re: Village at Kimball Junction – SPA Review 1

This is the first full review of the SPA application and associated documents. Generally the project is acceptable, though many details and considerations are needed as follows:

1. Traffic Report: (generally acceptable, mitigation proposed / required, implement SBTMP)

The County has worked with the applicants in determining Level of Service (LOS) and probable solutions to traffic issues. The County Code requires we maintain an LOS of County Roads 'C' and State Roads of 'D'. The code is a general statement and the project traffic report looks deeper as recommended in the Snyderville Basin Transportation Master Plan (SBTMP), which includes individual turn movements and time of year adjustments.

1.1 Currently: All intersections meet the standards with the exception of individual movements:

- *Uintah Way / Newpark*: North Bound and South Bound Left
- *Ute / SR-224* : East bound left, West through, North Left, South Left
- *Newpark / SR-224*: West left, West through, North through

1.2 Adding the subject project to the current traffic adds the following to the "below standards list" and exacerbates the above.

- *Ute / Uintah Way*: North bound left
- *Ute / SR-224*: Over all intersection

1.3 Projection of the traffic to 2030 creates numerous additional below standard conditions in addition to the above: This analysis assumes SR-224 having been expanded to 3-lanes each way per the SBTMP

- Smiths 4-way stop, Kimball's Plaza / Wendy's west access, SR-224/Newpark

1.4 Solutions proposed:

The project implements and enhances the SBTMP. The primary traffic impact mitigation feature is the addition of two-roundabouts North and South of the project at Ute/Uintah Way and Newpark / Uintah Way. Bill Baranowski, a known roundabout professional, has been retained by the developer and has provided specific reviews of the proposed roundabout (see the end of the

traffic report). No specific construction drawings have been provided and additional details will need to be addressed below.

SBTMP implementation:

- The primary change required in the long range analysis (2030) is conversion of SR-224 to 3 travel lanes each direction. This is required with or without the project and is in UDOT's Long Range Plan. Summit County continues to work with UDOT on the details as we have specific needs in HOV and Transit services currently.
- Ute / Uintah Way (North Roundabout) is specifically listed in the SBTMP.
- Newpark / Uinta Way was considered comparable to a driveway and not specifically listed in the SBTMP.
- In very long range planning (2030) an off grade intersection is listed at Ute / SR-224. This project's traffic study verifies the LOS F at this intersection and the need for the improvement. This need occurs independent of the project, but the project needs to acknowledge its implementation as it has long-range impacts.
- Connectivity, primarily pedestrian sidewalks, is noted as a great need within the subject area by the SBTMP. The SPA provides a significant number of the identified needs.

1.5 Timing of improvements: No coordination of improvements is proposed. However, based on the above, <u>no building permits</u> are recommended unless additional transportation capacity is provided in advance or concurrent with the development of the project.

2 Development Agreement (DA): <u>(rework required)</u>

2.1 Traffic: The agreement begins the structure of a community benefit, but places an immediate burden on the County without a solution to fund the additional traffic. I had discussed this with the applicants and the need of additional capacity. The County does not currently have funds to construct within the projects timeframe. In the draft DA, the Roundabout intersections will need to be improved by the County within two years. The Development Agreement does state land donation, but without a fair allocation of the internal land costs. The SPA applicants could do fair allocation internally. The separated nature of the applicants does not document respective interests. Exhibit 1is one method for initial consideration based on expected traffic impact. In summary:

i. The project expects to produce 261 peak hour trips
ii. The current fee rate is $1,924.38 per peak hour trip
iii. Total fees expected from the project (267 trips x $1,924.38 /trip) = $514,473 ($0.5M)
iv. Roundabout costs = $1,500,000. This does include <u>all</u> land acquisition including land inside the VKJ Plat as illustrated. See attached cost estimates (Exhibit 2).

v. *Subject to appraisal*, land within the VKJ Plat is roughly valued at $239,250.
vi. Estimated cash needed is ($1,500,00 – $239,250) = $1,260,750 ($1.2M)
vii. As written – Summit County would need to fund/front the construction at the $1.2M and in time receive $0.5M in impact fees leaving an end balance of $985,527 ($0.9M). The County cannot be compelled to construct within any time constraint.
viii. The $1.2M and $0.9M is clearly a County funding issue to be ultimately determined by the County Council. This is a probable discussion in executive session with the Council as this is land acquisition. The primary concern is expectation of County restructuring all capital plans to accommodate the required LOS (DA Section 7.6)
ix. My recommendation to the applicants was a Credit / Pioneering Agreement to fund the project. (Reconsider DA Section 4.2). Right-of-way is provide but where is the compelling "community benefit"?
x. Slope easements need to be included in the DA.

2.2 Improvements timing: In addition to the above traffic improvements, pedestrian connectivity (sidewalks) is indicated to be completed in phases, as the parcels are completed. One of the outstanding project benefits is connectivity of the area. As stated in the draft agreement, these may not occur for many years leaving a fragmented / unsustainable pedestrian network. Though some of the walks are supporting individual buildings, others are more core and need to be provided and maintained on a more definite time frame. Section 7 needs to provide a more complete phased implementation plan or direct completion of the connectivity.

2.3 Caution, Section 4.3 provides an escape from the SPA / DA requirements. Certain benefits of the SPA need to be provided upon granting of the zone, such as: connectivity, traffic capacity, etc.

2.4 No Construction Mitigation plan provided (Section 4.5) but may be provided with each building.

2.5 Service provider approval is needed concurrent with the SPA as services are modified with the general project. (Section 4.6)

2.6 Other DA sections from similar agreements should be included in this DA. One example, the County requires a separate Development Improvements Agreement (DIA) with each project phase. This should be acknowledged.

3 Project Plat: (Correct and re-review required)

Graphic Presentation does not match Boundary one point: N 86° 31' 32" E vs N 86°31'52"E – Northwest call along Ute Blvd.

Other revisions:

a. Adjacent plats need to be shown or referenced: Kimball Plaza, Redstone, etc. as they are impacted.
b. Provide a vicinity map.
c. Provide monuments to be set.
d. Book and page of easements need to be provided.
e. Off site work and easements should be referenced. These need to be existing and recorded for the project, such as on Lot 4-A work and on Lot 3-4.
f. Internal easements are needed, such as storm drain from one parcel to next like Lot4-A through lot 2.
g. Label Uinta Way as a private road.
h. Are there other cross access easement considerations?
i. Verify petroleum line easement on the north side
j. Signature Blocks:
    i. Owners dedication may need to be a second sheet based on multiple interests. These need to include consent of mortgagors, lien holders, others.
    ii. Summit Water is a Company – not a District in the signature blocks.
    iii. The County is Council not Commission.
    iv. Public Works 'Director'.
k. Recommend sidewalk maintenance as a plat restriction.
l. Provide a plat note that center medians are to be constructed from SR-224 on both Newpark and Ute Boulevards.
m. Verify proposed public right-of-way locations to be dedicated. Currently proposed dedication is to the rear of the roundabout islands as I recommended.

4 Construction Drawings: (Correct & re-review required)
Many details of the construction drawings need modification – though this is a lengthy list, none appear fatal in design. Also, bonding and cost estimates may be appropriate for items of general interest such as Roundabouts, connectivity, common landscape, sidewalk maintenance, etc.

4.1 General Corrections: Check all sheets

a. City Standards are referenced – should be County Standard or Sewer – Snyderville Basin Water Reclamation District or Water – Summit Distribution Water Co.
b. All service providers need to provide concurrence. Some of the utility relocations are significant.

c. Erosion Control plans are not complete. See site plan requirements check list.
    i. Construction management plans are part of the site plan requirements check list. Need to illustrate staging of improvement as applicable.
    ii. Drawings allow 60 days to stabilize – Ordinance 381A (Summit County STORM WATER POLLUTION PREVENTION AND EROSION CONTROL) provides only 14 days.
d. Petroleum line rear of Smiths is crossed – work per the line operators standards. (note it at each applicable location)
e. Hours of construction are referenced in the drawings – Summit County Noise Ordinance needs to control – unless a variance is granted.
f. Landscape plans are not totalized, this is likely okay for a draft but we need to verify intersection sight distance for the Roundabouts – are restrictions / easements needed?
g. Geotechnical investigation is pending. General specifications are needed currently.

4.2 Detail corrections:

a. Smith Expansion
    i. Should there be a sheet C3.2 – possibly okay?
    ii. ADA ramp needed east end of the mid parking lot crossing.
    iii. C1.1 scales at 38' for nose to nose parking - typically 40' is required.
    iv. NW corner of the financial pad – non-directional ADA ramp
    v. Parking lot islands have hard 90° corners- recommend filets or rounds
    vi. C2.1 near truck dock – ADA ramp needed
    vii. C2.1 new drive –truck dock access is not to current drive standards –as this is a historic delivery area – likely okay N/A
b. Financial Institution
    i. NW corner – orient the ADA ramps to receiving ramp so visually impaired are directed.
    ii. C2.1 – is the grading correct – teller / floor height (97.00) 3' above the car height (+/-94.0)
    iii. C5.1 – silt fence is on the uphill side of the parking lot.
c. Del Taco
    i. 16' retailing wall – is there a side yard setback requirement?
    ii. There is off site work as mentioned generally above. The sewer and storm drain both are accessed via Lot 3-4.
d. Retail Pad A, B, C & F
    i. Check roundabout sight distances – general note above.
    ii. Non-directional ADA ramp southeast of pad C needs to match others.
e. Retail Pad E
    i. Significant offsite improvements – access / approval required. This site includes parking stall reconfiguration, access and landscape.

ii. Utility easements exist along the north west side. Does this affect the block wall and the pergola illustrated?

f. Fuel Center
   i. Non-directional ADA ramp.
   ii. No building set back provided.
   iii. Text conflicts on the grading plan near the fuel tank.
   iv. What are the other state provisions for the Underground Storage Tank?
   v. Provide enhanced SWP3 plan details associated with fuel delivery. See specifics associated with Ordinance 381A.

g. Affordable Housing
   i. The primary concern is housing interaction with truck traffic and the truck dock. This affects the access and the general area circulation and safety. Please justify the design.
   ii. Related to the above, the access to Highland Drive is new. Safety and function relative to the truck dock area is a concern.
   iii. Storm drain overflows to Newpark's landscape and Highland Drive – acknowledgement by Newpark is recommended. It is likely an improvement of existing, which is directly into the Cottonwood 1 building. However, the pond size is modified.
   iv. A geotechnical report is critical for the site. Construction is proposed on 8' of fill.

5 Storm Drain: (<u>additional information required</u>)
It appears that the Storm Drain Report is mostly a review and implementation of the prior report. If the overall hard surface area is reduced via this project, the prior report is acceptable.

- Need to verify historic verses and proposed surface area totals.
- The calculations do not illustrate improvements to the "current standards" See ordinance 381A – no ground water recharge, TSS removal, etc. are provided.
- There are hydrophilic species currently in the current pond. Does this need to be further addressed. Clearly there is some dependency of the manmade pond area.
- We need details of calculations such as: orifice size, construction details, etc.
- Calculations need to be provided for the fuel center oil-water separator in accord with Ordinance 381-A (see page A-18)

6 Other
- <u>Way finding:</u> A discussion with the applicant proposed a common sign plan giving the General area a scene of place similar to: (Newpark, Redstone or Tanger) covering many shops. A common sign plan was not provided.
- <u>Sidewalk Maintenance:</u> this is required currently, but is not enforced. Guarantee of maintenance to a specified standard is needed.

- Cross access: agreement to include construction / modification / site approvals.
- Petroleum Line Crossing: Listed herein mostly as a caution, crossing and working around the petroleum line requires care and approval as appropriate.

7 Community Benefits: (for consideration)

- Walkablity –This project fills in the most unfriendly pedestrian area of the Kimball Junction. Many of the projects were on the long-range plan.
- This project provides a re-analysis and implementation of the SBTMP. Currently we look only to the 2030 planning year but will soon need to look to the 2040 consistent with the Snyderville Basin General Plan and the UDOT Long Range Plan.
- Depending on the structure of roundabout implementation, they could be the greatest community benefit of the project. Currently right-of-way is significant

CC: Bret Wahlen, Great Basin Engineering, Project Engineer
Kevin Callahan, Public Works Director

file (S:\PROJECTS\2010\CD10\VILLAGE AT KIMBALL JUNCTION - SMITHS DEL TACO ETC\SPA REVIEW 1.DOCX)

Possible Cost Allocation Based on Trip Generation – Benefit Table:

Parcel	Project	Added	Units	Estimated trips/unit	Shared Trips	External trips	pass by %	Total system trips			% of total	Proportionate total community benefit **	land value provided - estimate	Needed funding	Proportionate Community benefit - roundabouts only (needed land-fee)
								$ 1,924.38 Impact Fee Rate			$ 1,500,000 Cost of Roundabouts **				
2	Smith Expansion	11508	/1000 SF	10.5	20%	96.67	36%	61.87	*	$ 119,056	23.14%	$ 347,120	$ 118,360	$ 228,760	$ 228,064
2B	Smith Fuel Center	8	Positions	13.38	20%	85.63	56%	37.68		$ 72,507	14.09%	$ 211,402		$ 211,402	$ 138,895
4A	Del Taco	2890	/1000 SF	33.84	20%	78.24	50%	39.12		$ 75,280	14.63%	$ 219,487		$ 219,487	$ 144,207
4A	4a future retail	5000	/1000 SF	3.73	20%	14.92	34%	9.85		$ 18,950	3.68%	$ 55,250		$ 55,250	$ 36,300
1D	Affordable Housing	32	Units	0.62	20%	15.87	0%	15.87		$ 30,544	5.94%	$ 89,054		$ 89,054	$ 58,510
2A	Mtn Am. Credit Un.	5000	/1000 SF	27.41	20%	109.64	47%	58.11		$ 111,824	21.74%	$ 326,035	$ 45,650	$ 280,385	$ 214,211
1A	Retail Pad A	3637	/1000 SF	3.73	20%	10.85	34%	7.16		$ 13,784	2.68%	$ 40,189	$ 22,825	$ 17,364	$ 26,405
1A	Retail Pad B	4137	/1000 SF	3.73	20%	12.34	34%	8.15		$ 15,679	3.05%	$ 45,714	$ 22,825	$ 22,889	$ 30,035
1C	Retail Pad C	4000	/1000 SF	3.73	20%	11.94	34%	7.88		$ 15,160	2.95%	$ 44,200		$ 44,200	$ 29,040
1F	Retail Pad D	4250	/1000 SF	3.73	20%	12.68	34%	8.37		$ 16,107	3.13%	$ 46,963		$ 46,963	$ 30,855
1E	Retail Pad E	6750	/1000 SF	3.73	20%	20.14	34%	13.29		$ 25,582	4.97%	$ 74,588	$ 29,590	$ 44,998	$ 49,005
					totals	468.93		267.34		$ 514,473	100.00%	$ 1,500,000		$ 1,260,750	$ 985,527

* reminder of 50,000 credit retained from prior land purchase

** includes project land - see cost est

balance

9/15/2011

Snyderville Basin Transportation Plan
Phase II - Roundabout Newpark Blvd / Redstone

Check By: KSW

ITEM	Site Cost Adjust.	Quantity	UNIT	Unit Cost	COST	notes
ROADWAY:						
Standard Costs						
5 lane roadway with curb/walk	10%		Lin. Ft.	$ 382	$ -	
3 lane roadway with curb/walk	0%		Lin. Ft.	$ 236	$ -	
2 lane roadway with curb/walk	15%	471.2	Lin. Ft.	$ 213	$ 115,319	roundabout
Median	16%	300	Lin. Ft.	$ 17	$ 6,013	
12' widening on edge	5%	0	Lin. Ft.	$ 62	$ -	
Other Costs						
Large Utilities (itemized)	0%	1	Lump	$ 15,000	$ 15,000	unknown
Traffic Signal / Intersection improvements	0%	1	Lump	$ -	$ -	
Demolition	0%	1	Lump	$ 15,000	$ 15,000	
Extra Earth Work	0%	1	Lump	$ 1,500	$ 1,500	
Drainage	0%	1	Lump	$ 15,000	$ 15,000	
Landscaping, Aesthetics	0%	1	Lump	$ 35,000	$ 35,000	
Signing	0%	1	Lump	$ 5,000	$ 5,000	
Lighting	0%	1	Lump	$ 15,000	$ 15,000	
Environmental Mitigation	0%	1	Lump	$ -	$ -	
Erosion Control	0%	1	Lump	$ 3,000	$ 3,000	
thick overlay		5000	Sq. Ft.	$ 1.76	$ 8,792	area reconstruct
STRUCTURES:						
Retaining Wall	25%	0	Sq. Ft.	$ 29.00	$ -	
	0%				$ -	
Subtotal Roadway					$ 234,624	
Mobilization	0%	7%	%	7%	$ 16,424	
Traffic Control	50%	5%	%	8%	$ 17,597	busy
Preliminary Engineering	0%	10%	%	10%	$ 23,462	
Construction Engineering	0%	8%	%	8%	$ 18,770	
Contingency	0%	15%	%	15%	$ 35,194	
				Total Construction	**$ 346,070**	owner-ac / parking
RIGHT OF WAY:						redstone- 0.16/5
Right of way	5%	0.43	Acre	$ 550,000	$ 249,480	vkj - 0.166/0
Damages/Relocations		1.00	Lump		$ -	
						proposed by own
Contingency	0%	15%	%	15%	$ 37,422	
				Total Right-of-way	**$ 286,902**	

Project Total					$ 632,972	
Inflation		0	Years	4.00%	$ -	was 7 years
				Project Total @ construction	**$ 632,972**	

9/15/2011

Snyderville Basin Transportation Plan
Phase II - Ute / smiths-Wendy's intersection

Check By: KSW

ITEM	Site Cost Adjust.	Quantity	UNIT	Unit Cost	COST	notes
ROADWAY:						
Standard Costs						
structural fill	0%	0	cy	$ 12.27	$ -	
Oil and base	0%	23314	SF	$ 3.53	$ 82,231	
Landscaping sprinkler, REMOVE / SALVAGE	15%		SF	$ 2.00	$ -	see below
Lighting	15%	8	LS	$ 1,200.00	$ 11,040	improve Ute to
Curb and Gutter	5%	2000	Lin. Ft.	$ 17.43	$ 36,603	
6" concrete		10186	sf	$ 4.89	$ 49,810	Newpark
Other Costs						
Large Utilities (itemized)	0%	1	Lump	$ 35,000	$ 35,000	gas line in the are
Traffic Signal / Intersection improvements	0%	1	Lump	$ -	$ -	
Demolition	0%	1	Lump	$ 25,000	$ 25,000	
Extra Earth Work	0%	1	Lump	$ 3,000	$ 3,000	
Drainage	0%	1	Lump	$ 25,000	$ 25,000	
Landscaping, Aesthetics	0%	1	Lump	$ 45,000	$ 45,000	was 65000
Signing	0%	1	Lump	$ 5,000	$ 5,000	
Lighting	0%	1	Lump	$ 15,000	$ 15,000	
Environmental Mitigation	0%	1	Lump	$ -	$ -	
Erosion Control	0%	1	Lump	$ 7,000	$ 7,000	
						area reconstruct
thick overlay		10000	Sq. Ft.	$ 1.76	$ 17,584	
STRUCTURES:						
Retaining Wall	25%	50	Sq. Ft.	$ 29.00	$ 1,813	
	0%				$ -	
Subtotal Roadway					$ 359,080	
Mobilization	0%	7%	%	7%	$ 25,136	busy
Traffic Control	50%	5%	%	8%	$ 26,931	
Preliminary Engineering	0%	10%	%	10%	$ 35,908	
Construction Engineering	0%	8%	%	8%	$ 28,726	
Contingency	0%	15%	%	15%	$ 53,862	
						owner ac / stalls
				Total Construction	**$ 529,643**	Wendy's 0.08/2
RIGHT OF WAY:						Plaza 0.06/1
Right of way	0%	0.47	Acre	$ 550,000	$ 258,500	Silvr Mtn .01 /0
Damages/Relocations		1.00	Lump		$ -	VKJ - .26/0
Contingency	0%	15%	%	15%	$ 38,775	
				Total Right-of-way	**$ 297,275**	

Project Total					$ 826,018	was 7 years
Inflation		1	Years	4.00%	$ 33,077	Lucsner 50.7M
				Project Total @ construction	**$ 859,995**	