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to the extent of the changes, it might be best to continue the public hearing and allow the public to make comment again.

Commissioner Franklin made a motion to re-open the public hearing and continue this item to a later date. The motion was seconded by Commissioner Washington and passed unanimously, 7 to 0.

4. Approval of minutes: August 9, 2011, and August 23, 2011

Commissioner Velarde made a motion to approve the minutes of the August 9, 2011, Snyderville Basin Planning Commission meeting as written. The motion was seconded by Commissioner Washington and passed unanimously, 6 to 0. Commissioner Salem abstained from the vote, as he did not attend the August 9 meeting.

Commissioner Salem made a motion to approve the minutes of the August 23, 2011, Snyderville Basin Planning Commission meeting as written. The motion was seconded by Commissioner Taylor and passed unanimously, 7 to 0.

WORK SESSION

1. Utah Olympic Park Specially Planned Area (SPA) Rezone – Adryan Slaght, Principal Planner

Principal Planner Adryan Slaght presented the staff report and recalled that the Planning Commission previously discussed this in January 2010, with a site visit in February 2010. He recalled that the Olympic Park was built through the State of Utah, and as a result, no zoning or development permits were required. The applicants are seeking to rezone the property to Resort Center and to establish a SPA. A CUP was granted by the Planning Commission in 2010 for expansion of the youth hill. The site contains approximately 400 acres, and approximately 113

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acres are developable. 82% of the site would remain open space, and 17 acres would be included in the development envelope. Approximately 40,000 square feet of development exists on the site, and the applicant proposes a total of 297,000 square feet, including 167,000 for sport and athlete support services and 128,000 for residential space. He noted that Summit County owns a 3-acre parcel within this application, and the County has provided a letter of agreement stating their intent that this land be used by the Olympic Park. Planner Slaght reported that the applicant will hold an open house with the surrounding neighborhoods on November 9. The applicant has provided will serve letters from service providers, and Staff has met with the service providers, who have provided additional comments. He reviewed the criteria for a SPA application as outlined in the staff report. He noted that the property involved spans three neighborhood planning areas and seems to fit more in the West Mountain or Kimball Junction neighborhood planning areas. He reviewed a map of the site and indicated where the development parcels would be located. Staff recommended that the Planning Commission provide feedback to the applicant and Staff and specifically address how the applicant meets the requirements for development at greater than base density.

Colin Hilton with the Utah Athletic Foundation explained that they have made a few adjustments to the site plan since January 2010 when they presented the initial sketch plan. He noted that this facility has a unique history and an ambitious future of sustaining this Olympic Legacy venue, which is an important winter sport asset in the community. He explained that efforts at this venue are different from what has been done in other past Olympic communities to sustain what was built to host the Olympics. This facility was built before the Olympic Games were awarded to Utah with State funding, which has been repaid. Although the State might not have followed the local zoning ordinances, it is his intent to do the right thing going forward and look at added development not in a piecemeal fashion but in a way that makes sense. He wants to do this in harmony with the neighbors and will hold public open houses as well as Planning Commission meetings. He explained that most of the expansion will continue to be clustered around existing development in the day lodge area. He explained that this facility was built for elite Olympic athlete training and competition, but it is his goal to be sure the Olympic venues are more a part of the community and have a broader, wider use for all ages and abilities and greater youth and

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community use. Therefore, they have adapted the venues to provide facilities and training areas geared toward grooming youth in the sport and recreation programs and to use the venues for public and community uses. He described the current uses at the Olympic Park and explained that they would like to add other elements, such as athlete housing, other athlete support services, and sports medicine services for both athlete and community uses. He explained that they lease space for the winter school, which is an alternative high school program, and would like to provide buildings appropriate for that use. The U.S. Olympic Committee views this area as a winter sports capital hub where athletes train, and they have services they want to bring to augment what the Olympic Park is doing. He stated that it will be an impediment to attract athletes to the area if they do not have housing, and they would like to propose both athlete and workforce housing at the Olympic Park. Mr. Hilton explained that he needs more activity at the facility to keep the Olympic Park operating in perpetuity, and he wants to follow the local zoning ordinances in order to do this correctly. He explained that they need added revenue so they do not have to keep relying on their endowment, which will run out by 2030 if they do not do something to generate revenues. His goal is to achieve a break-even situation in running the park over the next 20 to 30 years.

Eric Langvardt with Langvardt Design reviewed the master plan and development areas as they relate to the activity zones within the Olympic Park. He explained that they have clustered the uses to complement existing uses, circulation, and access. He noted that they would expand the drop-off area and parking and indicated the improved access to uses at the Olympic Park. Mr. Langvardt and Mr. Hilton discussed trail access and trail connections that would be incorporated in the SPA.

Commissioner Klingenstein stated that he would like to better understand the athlete housing proposed in phases 5 and 6. Mr. Langvardt explained that they are looking at development areas focused at the top of the hills on both sides of an existing turnaround and parking area that meets cul-de-sac requirements. They are within secured access points, and they are contemplating what those uses would be. It would not be fully available to the public because of security issues.

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Craig Elliott with the Elliott Work Group gave a visual presentation showing the proposed massing. He explained that they want to create a cohesive design that ties the existing structures together.

Commissioner Klingenstein asked who owns the real estate. Mr. Hilton replied that the Utah Athletic Foundation owns it. The only State of Utah involvement would be if the Utah Athletic Foundation were to go out of existence, the State would become the landowner, and the State also appoints the board of directors. One thing they do not want is for the State to take over the Olympic Park. Commissioner Klingenstein agreed that he would like to see a successful project and not see the State involved. He commented that the fiscal impact analysis did not address some issues he is concerned about. He noted that there seems to be a lot of cost to the County, yet the County would get no revenues whatsoever from the Olympic Park. Mr. Hilton explained that the Utah Athletic Foundation is tax exempt, but some of the buildings would have for-profit services and would be taxed. They also pay sales tax on their concessions, and he offered to expand upon the indirect benefits in one of the future presentations. Commissioner Klingenstein commented that the visual impact analysis seems to be headed in the right direction. He expressed concern about ridgeline encroachment and suggested that the applicant look at how to reduce or eliminate encroachment on the ridgeline. Mr. Hilton explained that the underlying deed restrictions prohibit them from building on the ridge and toward Sun Peak. Mr. Elliott explained that there are solutions to the ridgeline situation, and he would take a look at that. Commissioner Klingenstein noted that he did not see a reference to lighting in the architectural guidelines. Mr. Elliott replied that they did not address it, because they believed the County standards would be a level they would expect to see. Commissioner Klingenstein asked for clarification of the residential use. Mr. Elliott explained that there is an immediate need for the athlete housing and a need for workforce housing to supplement the local on-site workforce. Other elements of the development could affect the type of housing they may need, but they have defined the use as housing. Commissioner Klingenstein encouraged the developer to do whatever they could to discourage private automobile use by athletes and others.

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Commissioner Franklin referred to building heights and noted that a lot of glass seems to be proposed in the architecture. He asked if the applicant could look at reducing building heights so they would have less impact on the view corridor. Mr. Elliott explained that in the last meeting with the Planning Commission they were asked to make the buildings a little more visible to represent and identify what is there. Commissioner Washington recalled that he had commented that this development would not be seen from Kimball Junction. It would look like a bunch of little bumps on the hillside, which is not like development next to the highway. He thought the impacts would be minimal.

Commissioner Salem stated that he is very supportive of this and what he considers to be a great community resort. He would like a clear delineation of the public benefits so they can evaluate them. He stated that he very much likes the architecture and that he likes glass. He agreed that it is sufficiently tucked in that it would not be a problem.

Commissioner Taylor asked what the possibilities would be without the rezone. Mr. Langvardt replied that they would go back to the current deed restrictions, and it would have to be done in a piecemeal fashion. He explained that the developer's goal was to bring the whole project forward at once and master plan it so the Commissioners could see their vision and establish a plan for moving forward. Commissioner Taylor asked why they should rezone if the developer can build this anyway. Mr. Hilton explained that it was his desire to show what would be happening in the next 20 years and develop under guiding principles, and Staff suggested that this would be the best process. Mr. Langvardt explained that, without a SPA rezone, they would have to come back to the Planning Commission every time they want to develop a building or add anything to the site. Commissioner Taylor stated that he has not heard that the applicant needs a rezone in order to develop any specific uses, locations, or heights and asked if they could build this project without a rezone today. Ms. Brackin explained that the applicant's deed restriction allows certain uses, but it does not usurp or bypass current County zoning. According to the deed restriction, the applicant might be allowed to have a 4-story height, but the County does not allow that, so they would be limited to 33 feet under the current Code. Without a rezone and development agreement, they would be limited to current uses, locations, or heights.

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Commissioner Washington noted that under the current Mountain Remote and Hillside Stewardship zoning, the applicant would not be able to build anything, and a rezone would be required for them to be able to do anything.

Steve Brown with Millcreek Consulting explained that a critical element the applicant faces is attracting development partners, and they could otherwise not create enough flexibility with the land to provide an investment opportunity that would be attractive to development partners. The master plan and rezone would allow them to create a critical mass that represents long-term viability and meaningful exit strategies for the development partners.

Commissioner Taylor stated that, in order to support the rezone, he would have to see buildings out of the viewshed. He disagreed that they would not be seen and stated that, when people get off the Kimball Junction exit and drive toward Park City, the connectivity between the person in the car and the mountain should be continuous. He felt that seeing development at the top of this hill would go against everything he believes. He also requested that the applicant study mitigation of the winter nighttime light reflection on the hillside. He believed the community wants to look at a dark hillside, not lights reflecting off the snow.

Commissioner Velarde stated that she likes what she has seen and encouraged the applicant to provide a better rendering of the athletic housing. She particularly liked the idea of dormitory-style housing. She suggested that the applicant consider adding higher education as a public benefit so athletes could pursue a degree while training. Mr. Hilton explained that they already have a relationship with the University of Utah to provide a lecture series. Commissioner Velarde explained that there no way for people in Park City to get a college degree, and she believed that could be accomplished by the applicant if they have the physical space to provide that public benefit.

Commissioner Washington commented that he believes it is important to the survival of the community to have this sports resort center, and just the economic benefits would be huge. He believed they are totally blowing the celebration of their Olympic legacy right now. To him, the

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advantage of having a SPA is long-range planning, and the applicant should not have to come back every few years to ask to build something else and beat it around. The best way would be to do it now and adopt architectural guidelines, which is the way to plan. He did not believe any ridgeline defined in the Code is encroached upon with this plan. The ridgelines are defined on a map, and this project does not touch them. He felt the impacts of this development would be nothing but positive and stated that any visual impacts from Kimball Junction would be insignificant.

Chair Hooker stated that one of her favorite things in the winter is to look up and see the lights at the Olympic Park, and that is when she feels the Olympic legacy. She agreed that a SPA would allow for cohesive, long-term planning that addresses the needs of the local community, the State, and the national and international community. She noted that they ship off their athletes to other Olympic sites that did not preserve their legacy well, and she would like to make this first class and something to be proud of. With regard to public benefit, this facility is packed with local students, and there is a need to expand, because there are students who would like to be part of this program who cannot do it now. She was comfortable with giving the developer flexibility of uses because of the integrity displayed by the Utah Athletic Foundation. They play not only by the letter of the law but also by the spirit of the law and are going out of their way to include community input in the process. They have demonstrated that they know what the community needs, from the people to the economics.

Commissioner Klingenstein noted that the ski lift was not included in the applicant's information, which was a surprise to him. He asked the applicant to be consistent in providing information, especially since there are new Planning Commissioners.

Mr. Hilton agreed that he had not include much about transportation in the presentation, but they have been running a shuttle to the bus system for several years and have tried to let the transit operators know that they eventually want to run a transit spur to the Olympic Park with increased activity at the Park.

County Engineer



Derrick A. Radke, P.E.

MEMORANDUM

Date: December 8, 2011

To: Adryan Slaght, County Planner

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

Executive Summary:

The Utah Olympic Park traffic report as revised suspends or stops construction at year 2015 unless SR-224 traffic capacity is increased. The long range growth and projections of the report need to be revisited or rejected.

This is a second review of the proposed Utah Olympic Park (UOP) Specially Planned area proposal. Several of the elements of the first review of traffic were incidental and have been addressed by Fehr and Peers, UOP's traffic engineer. There remains a major difference of opinion on traffic capacity needed at the SR-224 intersections. County intersections (the two roundabouts) are within County standards. The project report is not consistent with findings of the Snyderville Basin Transportation Master Plan (SB-TMP). The difference of opinion is in assumed traffic growth rates primarily on SR-224. That part of the report needs revisited or rejected, but the remainder of the UOP report illustrates compliance with County Level of Service (LOS) Standards, up to year 2015 if SR-224 is not expanded in capacity.

Back ground:

In 2005-2006, Fehr and Peers assisted Summit County in production of the Western Snyderville Basin Transportation Master Plan. At that time, they recommended a "Ute Flyover" of SR-224. This basically eliminated the ability to get onto SR-224 by taking a right out of the Richins Building and getting onto SR-224. Access would be around the block to Olympic Park and Newpark Blvd. Other business accesses would also be eliminated. A primary concern was stacking of traffic from Ute backing onto the travel lanes of I-80 East bound (from Salt Lake).

In 2007 the remainder of the Basin was added to the plan using the same improvements for the subject area. Fehr and Peers also assisted in a minor role in that modification of the SB-TMP. One modification at that time, the "Ute Flyover" was proposed to become a "Ute off-grade intersection". This would preserve access and more importantly – not add to the pressures of the Newpark/Olympic Park intersection with SR-224. With the off-grade intersection, significantly more area capacity is added and less out of direction travel required. Other recommendations of the SB-TMP remained the same. The two other key improvements recommended for the Kimball Junction area to improve traffic capacity and circulation are: 1) widening of SR-224 to 3 lanes each way, and 2) a Powderwood Drive second access to the Junction.

In 2009, Fehr and Peers completed a traffic study for the Boyer Company on the Research Park and relooked at the intersections. They found that not even the "Ute Flyover" was needed to

meet LOS standards. Staff did a post approval - high level review of the Research Park traffic study and had concerns with the findings. These concerns have been previously expressed to Fehr and Peers.

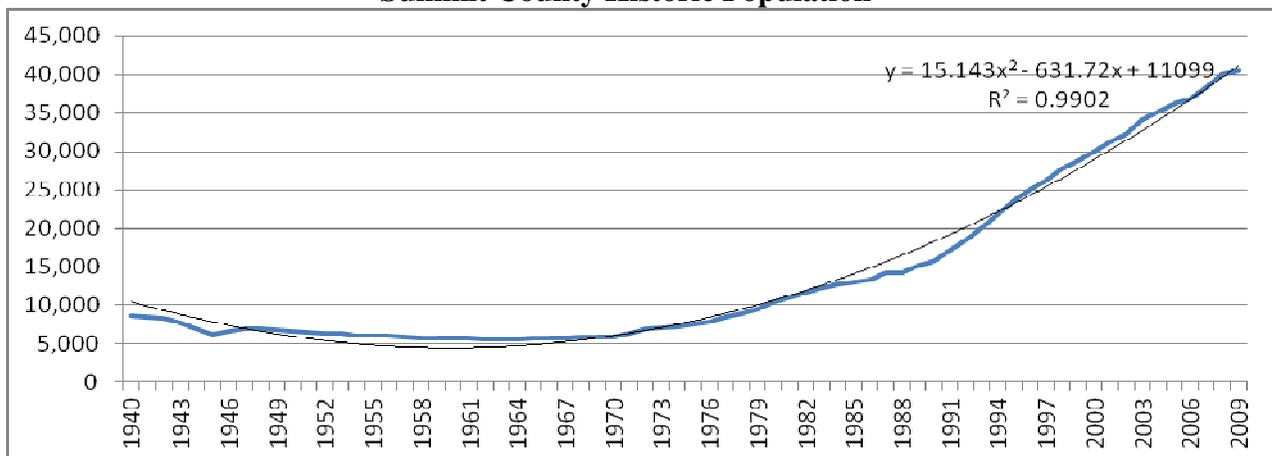
Summit County has been developing a Travel Demand Model (TDM) since before 2009. It has been highly functional, but can yet use some tune-ups as most TDM's do on an on-going basis. It projects total growth and the respective travel / traffic demand. Used primarily in the draft Eastern Summit County Transportation Master Plan, it is a County wide model and includes the Snyderville Basin as well as Park City. This model does not look solely backwards to predict traffic. An intensive work session may be helpful on the singular point of TDM's. A factor is used to do final calibration to relate back to existing conditions and final calibration. In summary, it is set to:

1. Analyze existing conditions.
2. Analyze entitled conditions.
3. Analyze build-out of projected zoning.

Please note, these are not necessarily year specific. However, long range planning typically calls for a 2040 planning year and is consistent with UDOT and other area plans. The Fehr and Peers report is consistent with the SB-TMP in a 2030 analysis. TDM forward projections indicate that increase in building units or population will be around 3.4% growth annually base on a 2040 year.

The Governor's Office of Planning and Budget (GOPB) also projects a significant growth for Summit County and supports an aggressive growth rate of 4.35%, more than doubling the population by 2040. A longer historic review may be helpful. Population has exponentially increased since the 1960's. The upward trend is concurrent with interstate construction and Wasatch Front metropolitan area population access as illustrated:

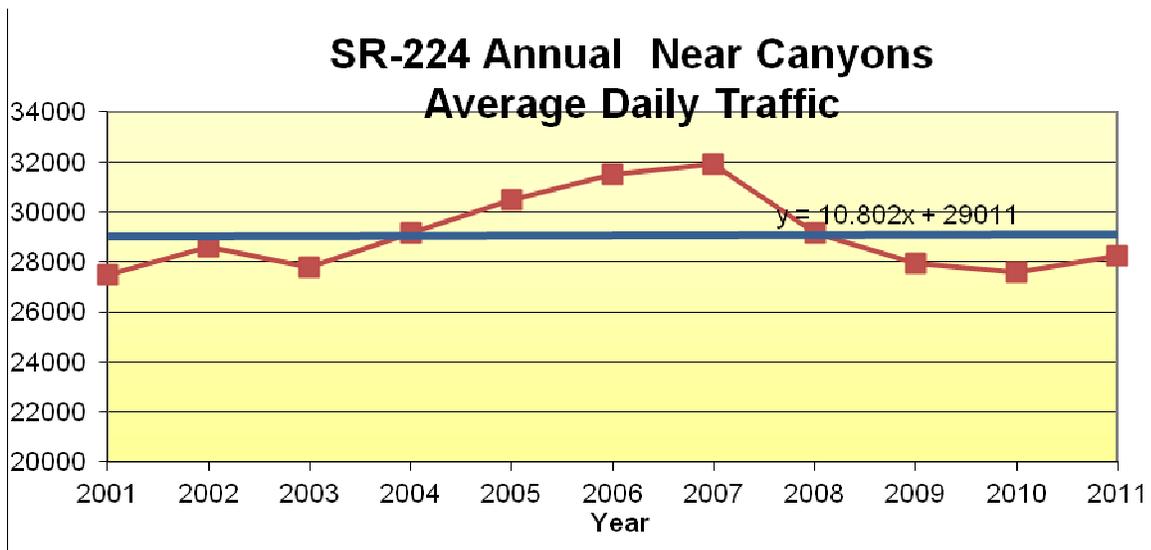
Summit County Historic Population



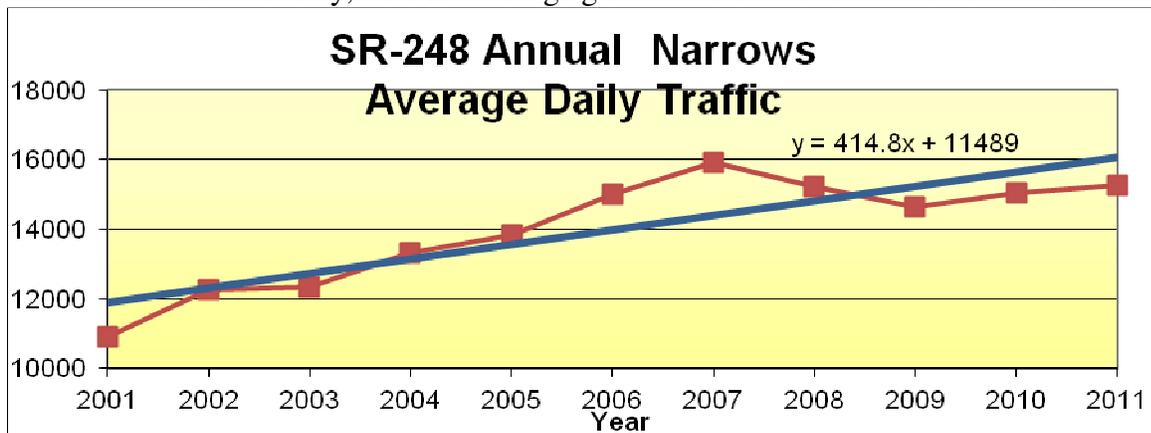
Traffic counts:

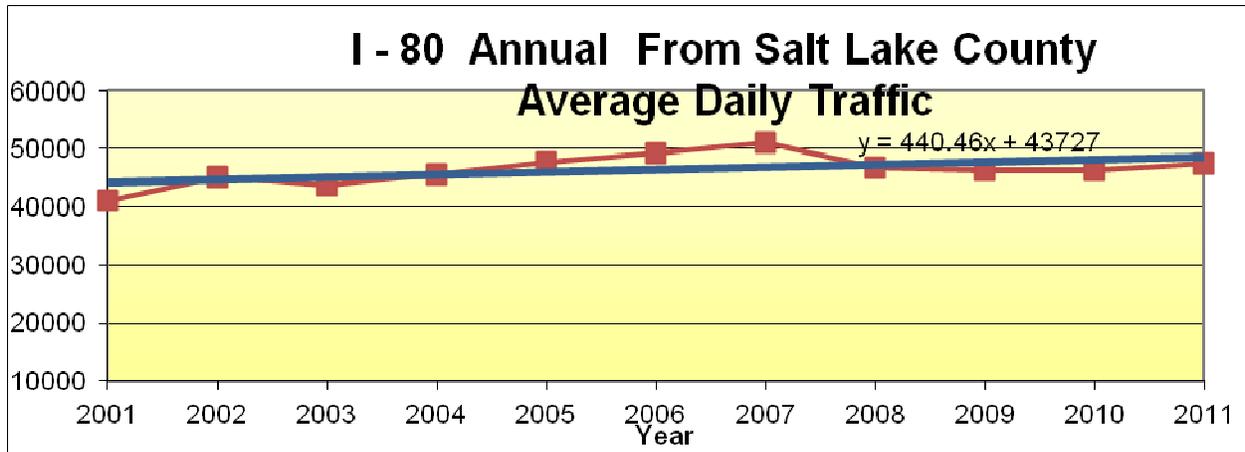
Looking backwards is the basis of Fehr and Peers' assumption of 1.0% annual traffic growth. A 0.5% growth rate is added for the Research Park for a total of 1.5%. This single assumption is the basis of the difference of opinion of the report and the SB-TMP. A larger picture of the Basin traffic is needed.

Growth ranges on SR-224 looking back only to 2001 have ranged from positive 4.76% in 2004 to a negative 9.54% in 2008. Currently, it is near the historic 2002 levels with a negative 0.08% trend. Thus with the UOP report, any positive trend appears fairly conservative on the single system observation.



Also worth note is traffic on the other major corridor SR-248. It is approaching historic highs. With the adverse economy, a 3.38% average growth has been sustained on SR-248.





Similarly, traffic on I-80 toward Salt Lake over a 10 year period has increased at 1.0% with a range of -9.17 to 4.25%.

Analysis:

Fehr and Peers (pg 8) states that “traffic counts have been adjusted for an average day of the year.” The report then states the requirement to adjust to the 100th highest hour per the SB-TMP. Then the report states the range is in between the 20 and 30th highest hour and that “no adjustments were made to the traffic volumes.”

In the appendices – the roundabout traffic counts are adjusted downward by 4% based on traffic counts conducted June 22, 2011 counts. By down loading a year’s worth of hourly data from the UDOT web site for the key count station 605 near the Canyons, counts for the subject June 22, should have been adjusted upwards. The June 22 counts from the UDOT traffic counter shows 2,349 – the 100th highest hour is 2,890 or up by 23%.

Also from the appendices, the older counts are likely conservative. The March count date was adjusted upward by 108% and 103% for time of day and time of year. These are also from a 2004 count. More detail is recommended, based on traffic redistribution from the new extension of Landmark Drive. This may provide additional 2015 capacity as reanalyzed.

Whereas Fehr and Peers has projected a 1.5% annual increase, the conclusion is that the long range intersection of Ute and SR-224 will perform within state and county specified Level of Service D as required. The only improvement needed at Ute would be the increase of the left turn queue length and the addition of a second left turn lane. Based on my analysis, a population/traffic growth rate of 3.4% annual growth and the timeline of analysis need to be extended to 2040.– If these assumptions are used, the analyzed intersections fail. In simple terms, a factor is generated to project increases in traffic for the 29 years (2011-2040) estimated to build-out.

1.0%	$(1 + 0.010)^{29} = 1.33$	or a	33%	long range increase in traffic
1.5%	$(1 + 0.015)^{29} = 1.54$		54%	used
2.0%	$(1 + 0.020)^{29} = 1.77$		77%	low
2.5%	$(1 + 0.025)^{29} = 2.04$		104%	<u>recommended</u>
3.0%	$(1 + 0.025)^{29} = 2.35$		135%	possible
3.5%	$(1 + 0.035)^{29} = 2.71$		171%	improbable.

The Travel Demand Model removes, for the most part, the most subject element of the equation - time. Further, it distributes the traffic across the network. Areas of high growth see a greater increase and vice versa. The projections are mostly based on actual built units. The growth ratios vary from street segment to segment system wide. The range on SR-224 in the subject area is 1.79 to 2.18 or 2.03% to 2.74%. County roads also have a factor of 1.77 or 2%. The travel demand model distributes traffic across the network, therefore a 1% growth in traffic does not necessarily mean a 1% growth in traffic at the subject location.

Future transit efficiencies are not built-in currently nor is the subject UOP project, therefore the lowest growth rate I would anticipate on SR-224 is 2.0% with a possible high of 3.0%. Note: if a 2030 (19 years vs. 29 years) time line to build-out is used the growth rate steepens to between 3 and 3.8%. A 2.5% SR-224 annual growth rate is recommended with a 2% growth rate on County roads.

Finally, no calculation of exceedence of existing system capacity is provided in the Fehr & Peers report for the when LOS fails and the project construction should be suspended. Simply the report states that by 2015, SR-224 needs to be expanded with or without the project, which appears to be correct based on Fehr and Peers data. The State Long Range plan is being reviewed specific to Kimball's Junction. Currently they recommend a fly-over from SR-224 to I-80. An additional work session is recommended on this singular point along with an update to the SB-TMP taking into account UDOT's revised plan. A 2012 revision of the SB-TMP is recommended.

Summary:

It would be a significant relief if Summit County could accept that, with the long range projection, the intersection of SR-224 and Ute Boulevard did not need a major traffic capacity increase. The SB-TMP, State Long Range Transportation Master Plan, GOPB, and other reports do not reflect the findings of Fehr and Peers. Some other report findings are suspect based on the above. But based on my review and understanding of the area, County LOS standards are maintained with a reasonable safety factor on County streets as illustrated in the report.

Further: according to the report and the lack of specific LOS calculation – the project construction should be suspended in the year 2015 if SR-224 is not expanded to 3 lanes each direction.

Conclusion:

The findings of the Fehr & Peers report are inconsistent with the findings of the SB-TMP. The opposing views of Fehr and Peers are welcome, but need to be reconciled based on a probability range at minimum. The Planning Commission and Council may:

1. Require the applicant to return to the report and provide the appropriate range of growth on SR-224. Failure of the intersection would likely be acknowledged along with the needed implementation of the SB-TMP.
- or -
2. Bisect the report with a finding of insufficient details for long range considerations.

As reported, suspension of the project at 2015 without additional capacity will be needed unless the growth rate projections of Staff and Fehr and Peers can be reconciled.

Recommendations (options):

1. Have the applicant revisit the report and run a sensitivity analysis between 2 and 3% growth. More specifically address the lack of capacity and suspension of the project if SR-224 is not expanded.

-or-

2. Approve the project with a clear understanding that only phase 1 is approved and further that by 2015 the project must stop if SR-224 is not expanded.

Finally: the Summit County 2011 Annual Report is in process and illustrates a significant redistribution of traffic on the network. The older traffic counts of the report would ideally be updated.

CC: Preston Stinger, Fehr & Peers
Colin Hilton, UOP
Kevin Callahan, Public Works Director

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Adryan Slaght

From: Luke Bodensteiner
Sent: Tuesday, December 20, 2011 5:50 AM
To: Adryan Slaght
Subject: Utah Olympic Park Development Plan

Dear Mr. Slaght,

I applaud you for considering the proposed Master Plan for the Utah Olympic Park and SPA re-zoning.

As you are aware, the Utah Olympic Park not only trains scores of local Olympians by providing unique and world-class facilities, it also introduces and develops thousands of local youth in winter sport and lifetime fitness. Thanks to the programs offered by Utah Olympic Park, many of these youth will continue on to achieve their dreams and win Olympic medals, and hundreds more will carry on a life-long passion for sport and health.

To provide these programs, Utah Olympic Park must develop annual funding sources beyond those provided by its endowment. As vice chairman of the Utah Olympic Legacy Foundation, and executive vice president of the USSA, I am proud of the plan submitted by Utah Olympic Park to enable further development of the Park by providing not only new revenue-generating uses of the Park, but also development that will enhance the mission of Utah Olympic Park, namely athlete lodging, sports science and sports medicine, and athlete-focused education.

I strongly endorse the plan submitted by Colin Hilton and the Utah Olympic Park.

Sincerely,
Luke Bodensteiner

Luke Bodensteiner
Executive Vice President, Athletics
United States Ski and Snowboard Association
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Exhibit EE

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1. **The SBPC shall review Section 10-8-2: Sign Regulations, one (1) year from the date of the adoption of the ordinance that amends the sign code. The purpose of the review is for Staff to provide an update as to what elements of the sign code appear to be working in the best interest of the community and what elements of the sign code appear to warrant consideration for further amendments.**

The motion was seconded by Commissioner Klingenstein.

Commissioner Taylor amended the motion to specifically ask the Summit County Council to consider the issue related to multiple signs that he had addressed. Commissioner Washington did not accept the amendment to the motion.

The motion passed by a vote of 4 to 1, with Commissioners Franklin, Klingenstein, Velarde, and Washington voting in favor of the motion, and Commissioner Taylor voting against the motion.

Commissioner Klingenstein asked if anything would preclude Commission Taylor from putting together a letter with ideas to address his concern. Ms. Brackin confirmed that he could do that, and he could attend the County Council meeting when they consider the amendments.

3. **Public hearing and possible recommendation regarding a rezone to Resort Center, creation of a Specially Planned Area (SPA), and Development Agreement for the Utah Olympic Park, vicinity of 3419 Olympic Parkway; Utah Athletic Foundation, applicant – Adryan Slaght, Principal Planner**

Principal Planner Adryan Slaght presented the staff report and distributed copies of an e-mail he had received in support of the SPA rezone. He reviewed the proposed SPA rezone application, provided an overview of the Olympic Park development, and

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summarized the background of Planning Commission review of the proposal. He noted that approximately 113 acres of the park are developable, approximately 333 acres (82%) would be open space, and 71 acres would be within the development envelope. There is 40,000 square feet of existing development on the site, and the proposal includes up to 167,000 square feet of athlete support services and 128,000 square feet of residential space. The applicants are working with the Snyderville Basin Special Recreation District to locate trail linkages and trailheads. Planner Slaght noted that Summit County and Park City own a 3-acre parcel adjacent to the Olympic Park, and a letter of agreement regarding that parcel is included in the packet. He discussed the process for a SPA rezone review and recommendation and summarized questions that came up regarding this proposal which the applicant will address. The applicant held a community open house and received positive feedback from the surrounding neighbors. Planner Slaght noted that the Summit County traffic engineer has expressed concerns about some assumptions made by the applicant's traffic engineer. Potential issues for discussion include density, visibility, and the traffic analysis. He reviewed the Code criteria for approval of a SPA rezone. Staff recommended that the Planning Commission hold a public hearing and either continue this item to a later date to allow additional discussion or vote to forward a positive recommendation to the Summit County Council.

Colin Hilton, representing the applicant, explained that the State built the Olympic Park with a vision to create a facility that would showcase support of winter Olympic sport. When the Olympics came to Utah, the original investment in the park was repaid to the State, and the Legacy Foundation wants to be sure the Olympic Park remains viable for the long term. They believe that adding activities and revenue-generating opportunities is the answer to finding long-term sustainability without having to rely only on earnings from an endowment that will not sustain them beyond 2030. The goal is to break even in operations and add activities that are complementary to what is offered by an Olympic training site. Since 2002 they have added public activities to help cover the cost of operating the venue and services to serve athletes training at the Olympic Park and the

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general community. He reviewed the types of facilities and uses proposed for the Olympic Park.

Eric Langvardt reviewed the plans for the proposed SPA development. Commissioner Klingenstein asked Mr. Langvardt to provide the rationale for the location of the various buildings in the proposed SPA development. Mr. Langvardt indicated the access to the site and existing buildings at the Olympic Park. He explained that the main focus of the development is in the campus core and building upon that core to create a walkable and pedestrian friendly base area. He indicated the location of the athlete housing and explained that the location was selected because of security issues and the ability to use a secondary gated access to the property. He noted that the buildings are smaller as they move to the edge of the development, which provides more flexibility to tuck them into the terrain. He indicated how the buildings would be developed around existing event spaces. He explained that they are trying to anticipate what will happen in 30 to 50 years in sport in addition to the uses in the campus, so they propose three mid-mountain parcels and will allocate 43,000 square feet to potential mid-mountain activities, such as residential units for athletes who want to live and train at high altitudes. Those parcels are surrounded by a majority of the open space, and the plan shows the potential for a lift or lifts to serve a potential recreational open space expansion area, but they are not yet certain what that might entail.

Commissioner Klingenstein asked if the applicant is asking for approval of a ski lift in the application. Mr. Langvardt replied that they are not necessarily requesting a ski lift, but since the area provides ideal recreational training terrain, they would like flexibility to be able to use it. Commissioner Klingenstein asked if that would be processed as a Low Impact Permit (LIP) under the SPA. Planner Slaght explained that, if an anticipated ski lift is included in the development agreement, it would be handled as a LIP. If there is no reference to the lift in the development agreement, it would be processed as a Conditional Use Permit.

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Mr. Langvardt explained that, using a unit equivalent similar to Newpark and Redstone, the applicant calculated the total number of units at 184.7, for a density of .458 unit per acre, not counting the existing structures. Including the existing square footage, density would be .524 unit per acre. He discussed the walkability of the site and reviewed how the application meets the required development matrix criteria.

Commissioner Franklin asked if the applicant has buy-in from the transit district to provide transportation to the Olympic Park. Mr. Hilton replied that they have been tracking users and sharing that data with the transit district so they can see a record of usage. They hope doing that will warrant a bus line connection as soon as there is enough volume, and the transit district is interested in doing that.

Mr. Langvardt reviewed the incentive criteria in the matrix and how the proposal meets those criteria. He noted that almost 23% of the total project would be dedicated to restricted affordable housing, and they would provide both full-time and seasonal units. A primary benefit would be a trail connection to the potential Hi-Ute Ranch trail. They would also provide maintenance for the new cross-country trails and a trail connection from the Olympic Park loop trail to the new cross-country trails. The proposed project would preserve 82% open space in large, contiguous areas. They are also encouraging utilization of the open space for recreational uses as encouraged in the General Plan. He reviewed the economic benefits and the unique public facilities requirements of the project. He noted that they are not proposing TDRs, which would be required if they were proposing more than 5 units per acre, but this project does not fall into that range.

Craig Elliott, architect for the project, presented the concept for the architectural character of the proposed project. He explained that they propose a cohesive architectural design that people would enjoy which would blend the two styles of the existing buildings. He presented a video simulation of the proposed project approaching from Highway 224 and traveling through the project. He noted that they have included vegetation in this presentation, which was not included in the last presentation.

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Mr. Hilton noted that they invited the community and the Sun Peak, Bear Hollow, and upper Pinebrook HOAs to an open house on November 9. About 50 people attended, and they received many positive comments. They have maintained good rapport with the HOAs, and they have provided some good feedback.

Commissioner Klingenstein asked if the athlete housing component could be located anywhere else on the site. Mr. Elliott explained that part of the issue is the relationship to the track and security issues. Mr. Hilton explained that his concerns were to keep people away from cliffs and slippery bobsled tracks. The housing is out of the core athlete training areas, more on the periphery of the Olympic Park, and is as close to services in Kimball Junction as possible to make it easy for residents living in lodging and housing to access services and have a separate entrance.

Vice Chair Franklin opened the public hearing.

Craig Eroh, speaking individually and on behalf of CAGE, stated that he supports the mission of the Olympic Park and finds this mix of development to be more favorable than the hotel proposed years ago. He applauded the efforts of the Olympic Park to work with the neighbors and citizens of the Snyderville Basin and stated that he hoped this expansion would help insure the continuance of this world-class facility. He expressed appreciation for the Olympic Park's outreach to the youth of the community and believed it is a valuable amenity. He liked the sports medicine complex and the potential conference business that could bring to the community. He believed this type of expansion is congruent with the resort economy. On behalf of CAGE, he noted that they have not taken a position on this proposed development. They made suggestions related to deterioration of air quality and recommended that the applicant do whatever they can to minimize the use of cars in this project. They suggested that the applicant consider electric or CNG shared-use vehicles or shared-use bicycles, particularly for the athlete housing, and that the number of parking spaces be carefully examined. They encouraged

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planning to keep the building profiles and heights in harmony with the surrounding landscape, as well as any proposed ski lifts, and low reflective glass of high e-value. They would also like to see the applicant use energy-efficient green building principles *and to* do anything they can to decrease light pollution. They have questions related to whether office space, winter school, and sports medicine would be leased or sold, how the units would be credited toward the County's goal of meeting pent-up demand for affordable workforce housing, and whether the units can be restricted for employee use. CAGE encouraged the Planning Commission to continue to act as an independent and autonomous board that interprets the Development Code and General Plan and looks out for the rights of landowners and the citizens of the Snyderville Basin.

Dave Nicholls stated that he is a resident of Park City, a board member of the United States Bobsled and Skeleton Federation, Director of the Paralympic Bobsled Program in Park City, and an athlete who participates in the Olympic Park activities. On behalf of the Bobsled and Skeleton Federation and many athletes, they applaud the efforts of the Utah Olympic Park and Utah Athletic Foundation and this community forum that is taking an in-depth look at a very important development that will benefit the community and athletes of all levels. He commented that athletes have to drive about two hours from Albany to Lake Placid, which is the only other bobsled training facility in the country. This type of facility with athlete housing would increase the overall sustainability of the Olympic Park, and many athletes like being able to fly in and train at an elite facility. As a program director, he has had to turn away people from Australia, New Zealand, and Great Britain for upcoming events because they do not have the funds to participate and pay for expensive hotel lodging. He supports what the Olympic Park is doing, and the Bobsled and Skeleton Federation supports it. It appears to be well organized and planned out, and he believed they should do anything they can to enhance the sustainability of this project. He commented that this is an iconic asset in the community, and athletes do not have to drive miles and miles to come use the facilities. He could see many benefits to helping the community and athletes participate in what otherwise could exclude them.

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Vice Chair Franklin closed the public hearing.

Commissioner Taylor agreed that this is a unique and iconic facility and stated that he fully supports it. He expressed concern about workforce housing and stated that he was not certain of the technicalities for qualifying workforce housing in a SPA application, but he did not believe athlete support housing is workforce housing. He believed the hillside viewshed that the Kimball Junction neighborhood would sacrifice is a paramount consideration, and he could not support the amount of building that would be visible from Kimball Junction. He would like to see it located elsewhere or further mitigated.

Commissioner Washington stated that he would like to hear the traffic discussion and results of the traffic study to minimize the disturbance at Kimball Junction. It was his understanding that the Olympic Park has a substantial number of employees who are housed in the Snyderville Basin, and this would address that to some extent, which would be a contribution to the pent-up demand, but he did not believe athlete housing fits the definition of workforce housing. Looking at the proposal overall and its contribution to the community, some areas appear to be very strong while others appear to be somewhat weak. He believed the environmental contribution is minimal, but community trails and community benefits are substantial. He hoped they would find it comes out to be a benefit overall. He did not find the visibility of the resort from Highway 224 at Kimball Junction to be offensive, and it is part of what they are as a community. They are not just mountains any more, they are a resort community, and he can live with that. He believed some visibility is good to let people who come in know that it is there.

Commissioner Velarde commented that the major community benefit is giving the community yet another branding. Currently the branding is three ski resorts, and they will now have a complementary branding as an elite athlete training center. She wanted to better understand the applicant's plans for a business model. Mr. Hilton explained that the Olympic Park will be the master developer and engage partners who will fund the construction of the buildings and facilities. The Athletic Foundation is restricted from

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using its endowment to finance future development buildings, so they will partner with others and use a land lease to provide revenues to the Olympic Park. Commissioner Velarde asked if the development agreement would control what is built so they get what they see when it is approved. Mr. Hilton explained that they would be able to control the types of entities they would partner with and how the development is done through the development agreement, and they will choose their partners very carefully. Mr. Elliott explained that the design guidelines in the SPA must be met, and the development agreement would require that the design guidelines are met. Commissioner Velarde asked how the applicant envisions the workforce housing would work. Mr. Hilton stated that he has always maintained that athlete housing is a form of affordable housing, and they would like athlete housing and employee workforce housing in the housing element. They would use their sport and guest services to facilitate check-in, management of keys, and use of the athlete housing units. How that is managed may depend on where the money comes from to pay for the athlete housing units. They want to keep the housing portion inexpensive to allow athletes and employees to have a more accessible and obtainable housing option.

Commissioner Klingenstein requested clarification of the workforce housing issue and stated that, in his mind, workforce housing is not athlete housing. He applauds what the Olympic Park is doing, but he needs clarification of workforce housing as a community benefit. He believed they need a better understanding of the details of how it would work in order to meet the requirements of the SPA.

Commissioner Franklin agreed with Commissioner Klingenstein and stated that workforce housing and traffic are his main concerns. He noted that the County traffic engineer has indicated that the intersection is likely to fail in 2015, but the applicant's traffic engineer claims it will not fail until 2030.

Commissioner Klingenstein verified with Planner Slaght that 10-2-12 is the rezone, 10-3-11 is the SPA designation, and he asked when 10-3-16 would be triggered. Planner

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Slaght replied that 10-3-16 has been triggered. Commissioner Klingenstein stated that he has not seen a detailed construction mitigation management plan, subdivision plat, detailed lighting plan, or sign plan. This is the second time the ski lift has been shown, but he cannot find it in any of his information. He wanted to be sure he has the same information Staff has and is seeing a lack of information. He referred to the questions from the last meeting and noted that many have not yet been answered or addressed. Some of the information was presented at the meeting this evening, but he wanted to see it before the meeting, so he could think about it ahead of time and not have to do an analysis at the meeting. He stated that he would not vote tonight in support of this SPA application, because more work needs to be done to address the questions that were asked a month ago. Mr. Hilton stated that they submitted documents in great detail and asked how they could make that available for the Planning Commissioners to see the work that has gone into addressing their questions. Commissioner Klingenstein stated that, if there is a complete application, he would like to see it. Planner Slaght explained that everything Staff has received has been submitted to the Planning Commissioners either on CD or in the staff report. Mr. Langvardt commented that a detailed lighting plan is a 50% construction document, and the applicant is trying to show where lighting would be located and how high it would be, which is included in the documentation. He explained that they have not done detailed work on a number of items, because they don't know whether the Planning Commission might reject their proposal. Normally with SPA rezones, a book of exhibits is prepared that provides greater detail, and each item has been addressed in the same way he has seen them addressed in previous SPA applications. Community Development Director Don Sargent explained that the Planning Commission has not asked for that level of detail on previous SPA applications until they get to the development agreement stage where the details are provided and reviewed. Commissioner Klingenstein maintained that, if it says in the Code they should do it, they need to follow it. He believed they need to do some work on the Code and commented that there should be consistency and equity. Deputy County Attorney Jami Brackin explained that this language is a remnant from when the County did SPAs all the time. The process was that the applicant would provide a sketch plan, then a preliminary

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plan, with a recommendation to the County Commissioners. They would vote on the preliminary plan, which would come back to the Planning Commission for the final site plan and SPA development agreement with the book of exhibits. That would go back to the Board of County Commissioners for adoption of the SPA and Development Agreement. This application does not have the interim approval from the legislative body, and they anticipate it will still have to go through the final approval process. The question is whether the Planning Commission wants to see it back or make a preliminary recommendation and let the County Council take it from there.

Kent Wilkerson with the County Engineer's Office explained that the report prepared by Fehr & Peers indicates that there will be more traffic than he believes there will be by 2015. By 2030, the County believes there will be more traffic than Fehr & Peers believes there will be. The first phase of the SPA could be easily justified, but they need to be more careful with future phases if the State does not significantly expand the capacity of Highway 224. He noted that growth on Highway 248 has been increasing by about 3% over the last 10 years, and Highway 224 has been flat or had a slight decline over the last 10 years. The applicant has adjusted the 2004 Highway 224 counts upward and adjusted the 2011 reports slightly downward. Their analysis on the 2004 report is a little higher than it needs to be, but the 2011 counts are a little lower than they should be. Mr. Wilkerson explained that the Snyderville Basin Transportation Master Plan calls for an off-grade intersection on Highway 224, which would prevent traffic from backing onto I-80 as it comes out of Salt Lake. If the growth rate is 1% as projected by Fehr & Peers, that would probably not be needed. But based on the traffic demand model, growth history, and entitlements in the County, he projects annual growth at 2.5%, and they will need substantially more capacity at the Kimball Junction intersection. If this project is added to the existing network, it would not violate County Level of Service (LOS) standards for traffic for the first few years.

Commissioner Washington asked why they did not hear about this when they discussed the traffic impacts of the Village at Kimball Junction. Mr. Wilkerson explained that he

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brought up traffic issues, and every time a project comes in, he adds that project before adding the next one. The Village at Kimball Junction will add about 279 new peak hour trips, and this project at buildout would add 323 trips. Traffic was not addressed more specifically for the Village at Kimball Junction because their traffic report was more consistent with what he understood the traffic would be. Commissioner Washington commented that there are many variables in the transportation master plan and a lot of history, but they have no way to forecast the future from the past. He believed they should focus on how to control the speed of development to be sure there is adequate traffic capacity. If not, they need to slow down and try to get UDOT to make the needed improvements on Highway 224. He did not believe there was any way to know what the growth rate would be. Mr. Wilkerson explained the elements included in the traffic demand model and stated that he is comfortable with a 2.5% growth rate.

Preston Stinger with Fehr & Peers stated that they generally agree with Mr. Wilkerson and that the impact of this development on Highway 224 is minimal, with an increase in traffic volumes of less than 5% at Highway 224 and Olympic Parkway. The difference between a 1% growth rate and 2.5% growth rate is about 300 cars in 2030. On any given day there is a variable of 15% on Highway 224 depending on the month or day of the week. It was assumed that Phase I would be built out in 2015 and would add 105 trips. He reviewed the additional graphs and information included in the staff report. He reviewed a sensitivity analysis which they had just prepared showing the 2.5% growth rate with and without the proposed SPA, which shows that Olympic Parkway and 224 would remain at a LOS D. A LOS D and above is acceptable according to County standards.

Commissioner Klingenstein stated that he is wrestling with the cumulative impact and whether that was taken into consideration. He did not believe this development should be held responsible for the cumulative impacts, and he would like them to come up with a consensus position on traffic. He asked if there is a detailed transportation mitigation plan to cut down on road trips into and out of the Olympic Park. He asked about the

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ability to come up with strategies to expedite transportation solutions and to ask the applicant to make a commitment to that. Mr. Wilkerson explained that would be an element of the development agreement. The applicant proposed a 5% reduction in traffic, and the only way to guarantee that would be through the development agreement. The goal of the Transportation Master Plan is a 5% mode share, and this would be the only place they would have a written guarantee that the applicant would achieve that. Currently, they are getting mode shares of between 1% and 2%.

Commissioner Washington asked what assumptions were made in the applicant's study regarding the Boyer project buildout. Mr. Wilkerson explained that this review has primarily been what Fehr & Peers has assumed, and he understood that they showed the research park as being built out at 2030. They used a 2% growth rate on County roads, which is a reasonable acceleration. Mr. Stinger explained that they added .5% growth on County roads plus the research park traffic on top of that. Commissioner Washington noted that traffic from both projects will go into the same two junctions, and the impact of the research park would be much more significant than the Olympic Park. He asked how buildout of the research park development was addressed, considering that the two projects will probably be built concurrently. Mr. Wilkerson replied that it was considered. Commissioner Washington asked if it is addressed in such a way that it would benefit the Olympic Park or hurt them. He expressed concern that whoever gets there first gets the best seats, and as the theater fills up, they get the less desirable seats. He did not want to put the Olympic Park project in a position of coming in late when they may actually be coming in the middle because of the small amount they are building. He asked if long-range impacts are accounted for in the impact fees. Mr. Wilkerson explained that his assumption as a traffic engineer is that, once a development agreement is signed, the project is entitled, and they need to be in the pool and able to serve. The research park is in that entitled part of the traffic demand model. The transportation master plan reflects the vision and zoning and the ability to reasonably serve it. There is a list of improvements in the transportation master plan that need to be built to accommodate future growth. The transportation impact fee is based on that list of

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projects and is proportionate to the impact a particular development would have, and that fee goes into the pool of money for the projects. With regard to the research park, they agreed to provide the right-of-way from the Wal-Mart roundabout to the Olympic Park roundabout and have received credit for that. Ms. Brackin explained that there is a six-year limit on impact fees, and the County must spend the money within that time, so impact fees do not encompass everything in the future. They have to re-do the master plan and impact fees for the next six years.

Commissioner Klingenstein asked about the process when the application comes back to the Planning Commission from the County Council. He asked if the Council places a condition on the approval that, if the applicant cannot address the details required by the Planning Commission, they would not get the development agreement. Ms. Brackin explained that, if that is the direction the Planning Commission wants to go, their recommendation should be to forward a positive recommendation preliminarily, and before final approval, it would come back to the Planning Commission for the final details. Final approval would not be given until those details are addressed and the SPA, development agreement, and book of exhibits is finalized. Then it would go back to the County Council for final approval.

Commissioner Klingenstein made a motion to continue the Utah Olympic Park proposed rezone to Resort Center and creation of a Specially Planned Area with specific attention given to transportation and traffic and the list of questions shown on page 3 of 6 in the staff report dated December 15, 2011. The motion was seconded by Commissioner Taylor.

Commissioner Velarde asked if Commissioner Klingenstein had concerns about the definition of workforce housing. Commissioner Klingenstein replied that he does not understand the workforce housing and how it meets the current workforce housing requirements. He believed it would be helpful to have more detail on how it would function. Commissioner Velarde asked how the application got this far without a clear

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definition of workforce housing. Ms. Brackin stated that the portion that would be used for employee housing would clearly meet the workforce housing requirements. The question is whether the athlete housing is workforce housing or more like hotel lodging, and she has not looked at that component from a legal perspective.

Steve Brown, development consultant representing the applicant, stated that their understanding, which they would clarify with Staff, is that their obligation is to satisfy the affordable housing component based on their approved densities, and they intend to do that. The unit type is a calculation of Area Median Income (AMI), and they would propose a certain number of units. Inside that mix would be the affordable housing component obligation that would be satisfied by the combination of employee, workforce, athlete, and market housing. What they would have to satisfy would be the affordable housing obligation that is quantifiable with the Code. Mr. Elliott explained that is defined in the Code as a financial calculation, how they are used, and what they are used for. He offered to bring additional information to clarify how that works and stated that they intend to follow the Code requirements. Mr. Brown explained that affordable housing is an important component for the community, and it has to be combined with market rate units to allow them to attract the types of development partners they are looking for. If they were to be approved with the condition that the development would stop in 2015 or at some critical component until Highway 224 is approved for three lanes of travel both directions, that would destroy their ability to attract a development partner, and he did not believe the Boyer project has that kind of condition. He asked that they avoid the kinds of conditions that would be fatal to their ability as a not-for-profit to attract the kind of unique financial partner they need.

Commissioner Klingenstein stated that he would like to at least see a conceptual statement of how they think it may function to meet the intent of the Code so the Planning Commission has an idea of what they are approving when they vote on it. When it comes back for details, they would all know what they understood when they voted on it.

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Commissioner Washington commented that the original SPA affordable housing requirement preceded the current workforce Code requirements. The workforce housing discussed in the SPA section of the Code is different from the workforce housing in today's Code. The current Code requirement is 20% affordable housing for all new development, and he believed the applicant would have to meet the 20% with no flexibility. To get the bonus for the SPA, they would need to come up with an additional affordable housing component, and he believed they could be more flexible on that and consider whether it addresses an unmet need in the community for less expensive housing. He believed they could give credit for something other than pure affordable housing for that part of the SPA application.

Commissioner Taylor stated that he supports the concept, but he would have a hard time believing that the proposed workforce housing is a community benefit, because the Code says that all qualified renters of workforce units would be determined by the Utah Olympic Park. He sees that as invited guest housing, not workforce housing. If a fireman, teacher, or nurse wanted to live there, there would be an obstacle. He did not have a problem with the concept, but he did not want it defined as a benefit provided by the SPA, when it really is not. He wanted to be sure the benefit exists properly and then address athlete housing however the applicant wants to. He stated that he would like clarification of how the Kimball Junction neighborhood hillside viewshed would be preserved. To him, the ski lift would compromise the open space and leave a scar, which needs to be addressed. He questioned whether the clustered resort village land plan is an open community asset if it will be gated and secured. He requested that the applicant properly address those issues.

Commissioner Taylor amended the motion to include the request that the applicant address the affordable housing component, clarify how the Kimball Junction neighborhood hillside viewshed would be preserved, address the ski lift as it would compromise the open space, and address the gating and securing of the clustered

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resort village land plan as a community asset. Commissioner Klingenstein accepted the amendment to the motion. The amended motion passed unanimously, 5 to 0.

COMMISSION COMMENTS

Commissioner Klingenstein asked for a short explanation of the traffic demand model. He stated that he would like a clear understanding of how Staff determines whether an application is complete and vested. He also requested that Staff provide a prioritization of workload, explaining that he believed the General Plan and Development Code changes are extremely important, as well as the affordable housing needs assessment. He would like the ability to better track what has been built, what is approved, what the future demand is, and what pent-up demand has not been addressed and stated that he would not want to keep approving affordable housing that never gets built. Director Sargent explained that they plan to provide an overview of ongoing efforts in January. Ms. Brackin explained that they generally consider the final site plan application to be the vesting for a project, with a few exceptions. She stated that Summit County is considered the most restrictive in terms of when they vest, and they vest as late in the process as possible.

Commissioner Velarde requested a work session on traffic, particularly as it relates to the two intersections that would be affected by the SPA proposal.

Commissioner Washington suggested that they re-phrase the public input item on the agenda. He believed it was inappropriate for someone to speak against an application that is in process after the public hearing has been closed. He suggested that the agenda be re-worded to state public input for items not on the agenda or currently under consideration by the Planning Commission.

Commissioner Taylor agreed with limiting comment to exclude items that are under consideration and stated that he would like to put a time limit on the public input. Even if someone talks about something appropriate, they should not get the floor for the entire evening.

Adryan Slaght

From: Doug Evans [doug@mtregional.org]
Sent: Wednesday, January 04, 2012 2:58 PM
To: Adryan Slaght
Cc: sadams@pcfd.org; Brian Davenport; Andy Armstrong; Chris Braun
Subject: Re: Utah Olympic Park Follow Up
Attachments: OlyPark2011-1.pdf

Adryan,

Attached is a letter we sent to the Olympic Park last August. While it is difficult for us to ascertain at this early stage in a multi-phased project exactly what improvements are needed until some engineering calculations and plans are submitted, we believe that phase one can proceed if we concurrently look at the demands required for all future phases including phase one as the project proceeds.

Thank You.

Doug Evans

On Wed, Dec 28, 2011 at 3:01 PM, Adryan Slaght <aslaght@summitcounty.org> wrote:

Scott & Doug,

From what I understand, any potential issues associated with the Olympic park expansion have been resolved from your expansion. Could you confirm that the Utah Olympic Park has addressed your questions regarding (1) the amount of water required for ammonia protection/possible needs for pump upgrades in Bear Hollow Village, and (2) the ability to meet fire flow with the increased square footage (as well as possible need for a second line to defend fires 2-ways). Let me know if you have any questions.

Thanks,

Adryan

Adryan Slaght, AICP

Principal Planner

Summit County Community Development Department

PO Box 128

60 N Main St

Coalville, UT 84017

Exhibit GG

Adryan Slaght

From: Scott Adams [SAdams@pcfd.org]
Sent: Tuesday, January 17, 2012 4:52 PM
To: Steve Brown; Colin Hilton
Cc: Adryan Slaght; Eric Langvardt; Craig Elliott
Subject: RE: UOP follow up
Attachments: UOP Water System Model.pdf

1. **Whether Mountain Regional's question regarding adequate water has been answered:** When the PCFSD originally reviewed the Ammonia system, we spent considerable time reviewing the ammonia diffusion systems. The ammonia diffusion system is designed to diffuse 1 gallon of water for each pound of ammonia that will be released from the largest tank, through the relief device connected to the exterior discharge pipe, into the holding / parking area. Our fire crews train periodically with the UOP Staff on this procedure. To date, the PCFSD is not aware of any changes in the water system for this area that would hamper this emergency operation.
2. **Whether the fire flow question has been addressed with the fire district:** We met with Michael Demkowicz, PE, of Alliance Engineering, to discuss and verify that the required fire flow of 2,500 GPM is provided at a residual pressure (operating) of 20 p.s.i. for the Utah Olympic Par. Mr. Demkowicz prepared an analysis, dated July 12, 2011, that demonstrated that the fire flow is met. (See attached UOP Water System Model)
3. **Whether the gate at the top of the park retains clear access on both sides throughout the winter:** It is the PCFSD understanding, and we have verified that the UOP staff maintains access during winter conditions for not only the top gate, but all gates throughout the park. UOP has been very successful throughout the years in ensuring that clear access is maintained and provided on both sides of the emergency / secondary access gate throughout the winter season.
4. **Whether the gate is a designed crash gate, do emergency responders have keys:** This gate is not designed as a crash gate. The gate is designed to be opened by either the UOP staff or PCFSD in the event of an emergency that would require this gate to be used as a secondary exit from the UOP. This gate would also be used in the event of an emergency for a secondary exit for the Bear Hollow area. The PCFSD works each year with the UOP staff, as part of our pre-planning and inspections to verify that the correct keys are in the key box. PCFSD will also continue to work with the UOP staff with their emergency planning, on when to open this gate, should emergency conditions require this action.

Please let me know if any additional information or clarification is needed.

Scott W. Adams
Assistant Fire Chief
District Fire Marshal
Park City Fire Service District
Office: (435) 940-2532
Direct: (435) 940-2503

Exhibit HH



MEMORANDUM

Date: January 18, 2012
To: Kent S. Wilkerson, PE, Summit County
From: Preston Stinger and Brady Hale, Fehr & Peers

Subject: Utah Olympic Park Traffic Study Addendum

UT11-900

INTRODUCTION AND SUMMARY

This is an addendum to the November 29, 2011 Utah Olympic Park Traffic Impact Study (TIS). This addendum summarizes the additional requested traffic analysis performed for the Utah Olympic Park development in Park City, Utah.

The purpose of this study is to determine the traffic impacts of the Utah Olympic Park development using a future growth rate of 2% as opposed to a 1% growth rate that was originally used in the Utah Olympic Park TIS.

The following assumptions were used in this analysis based on the January 3, 2012 meeting with Kent Wilkerson, the Summit County Traffic Engineer.

- Adjust the intersections at Ute Blvd / SR-224 and Olympic Pkwy / SR-224 to represent the 100th highest hour.
- Provide a future growth rate of 2% on SR-224 and 0.5% on all other streets, and apply the Park City Tech Center traffic (applying the Park City Tech Center traffic to SR-224 results in an approximate total growth rate of 2.5% on SR-224).
- During the future 2015 analysis keep four travel lanes on SR-224.

The following is a summary of the findings and recommendations of this traffic analysis:

2015 AND 2030 LOS RESULTS

For the year 2015 the proposed Utah Olympic Park development adds 1.0 second of delay to the intersection of Ute Boulevard / SR-224 and 5.2 seconds of delay at the intersection of Olympic Parkway / SR-224. The results show that the Utah Olympic Park has negligible impact (less than six seconds of delay) to the study intersections. SR-224 exceeds the LOS D threshold during the year 2015 with or without the proposed development and will need improvements to meet a LOS D regardless of the project.

For the year 2030 the proposed Utah Olympic Park development adds 6.5 seconds of delay at the intersection of Olympic Parkway / SR-224. The results show that the Utah Olympic Park has negligible impact (less than seven seconds of delay) to the study intersections, during the year 2030. Based on the expected growth of the area and the additional traffic from the Park City Tech Center development, the widening of SR-224 from I-80 to Bear Hollow Drive was determined to be needed to meet a LOS D regardless of the proposed Utah Olympic Park development.

This study shows that the additional traffic generated by the proposed Utah Olympic Park would not noticeably impact traffic conditions within the study area in either the year 2015 or 2030.

TRAFFIC VOLUMES

L2 Data Collection recorded PM peak period traffic counts for Fehr & Peers at the Ute Boulevard / Landmark Drive and Olympic Parkway / Landmark Drive roundabouts from 4:00 PM to 6:00 PM on Thursday, June 23, 2011.

For the intersections at Ute Boulevard / SR-224 and Olympic Parkway / SR-224, Fehr & Peers used 2004 PM peak hour traffic volumes previously used for the Park City Tech Center development. Traffic on Utah Highways (TOUH) showed a negative 3% annual growth on SR-224 from 2008 – 2010. Fehr & Peers adjusted and balanced the 2008 volumes based on the 2011 counts that L2 Data Collection collected at Ute Boulevard / Landmark Drive and Olympic Parkway / Landmark Drive.

The balanced traffic counts were then adjusted at Ute Boulevard / SR-224 and Olympic Parkway / SR-224 to represent volumes for the 100th highest hour. According to UDOT’s 2010 Automatic Traffic Recorder (ATR) data on SR-224, the 100th highest hour results in a total intersection volume of 2,785 vehicles. This resulted in further reducing the southbound through movement at Ute Boulevard / SR-224 and Olympic Parkway / 224 by 82 vehicles and the northbound through movement at the two intersections by 127 vehicles.

The following table compares the total intersection volumes to the November 29, 2011 report with the adjustment of the 100th highest hour and a growth rate of 2% on SR-224.

Table 1 Intersection Volume Comparison										
Intersection	Existing		2015		2015 Project		2030		2030 Project	
	Before	After	Before	After	Before	After	Before	After	Before	After
Ute Blvd / SR-224	4,056	3,847	4,408	4,293	4,450	4,335	5,095	5,390	5,227	5,472
Olympic Pkwy / SR-224	3,618	3,409	4,052	3,942	4,138	4,028	4,928	5,193	5,186	5,451

Source: Fehr & Peers, January 2012

As shown in Table 1, with the adjustment of the 100th highest hour and a 2% future growth rate, the study intersections at Ute Boulevard / SR-224 and Olympic Parkway / SR-224 decrease during the Existing, 2015, and 2015 plus project conditions. However, the 2030 and 2030 plus project conditions show an increase to the total intersection volumes, compared to the November 29, 2011 report – this is due to the higher growth rate that was applied.

ANALYSIS METHODOLOGY & LEVEL OF SERVICE STANDARDS

Refer to the November 29, 2011 report for a description of the analysis methodology and LOS standards.

2015 BACKGROUND CONDITIONS

For the 2015 Background conditions, Fehr & Peers evaluated the traffic impacts of the Olympic Park development on the study intersections, in the year 2015, from the assumptions previously stated in the Introduction. This analysis provides a baseline condition for the year 2015, which can be used to determine project impacts in the future.

2015 PLANNED IMPROVEMENTS

No planned improvements from the Snyderville Basin Master Transportation Plan (SBMTP) were assumed during the 2015 background conditions.

LEVEL OF SERVICE ANALYSIS

The results of this analysis are reported in Table 2 at the end of this memorandum (see Appendix for a detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed development. The signal timing for the Ute Boulevard / SR-224 and Olympic Parkway / SR-224 intersections were adjusted and optimized to accommodate the forecasted future volumes. The results show that the two study intersections do not operate at or better than the LOS D threshold without the planned improvements listed in the SBMTP.

2015 PLUS PROJECT CONDITIONS

For the 2015 Plus Project conditions, Fehr & Peers evaluated the traffic impacts of the Olympic Park development on the study intersections from the assumptions previously stated in the Introduction, with the addition of the project traffic. Similar to the November 29, 2011 report, the projected 2015 background traffic volumes were combined with those generated by Phase 1 of the proposed project. Intersection LOS analyses were then performed and compared to the results of the projected 2015 background traffic volumes. This comparison shows the impact, if any, of the proposed project in the future.

LEVEL OF SERVICE ANALYSIS

The signal timing for the Ute Boulevard / SR-224 and Olympic Parkway / SR-224 intersections were adjusted and optimized to accommodate the forecasted future volumes with the proposed project volumes. The 2015 Plus Project results are shown in Table 2 at the end of this memorandum (see Appendix for a detailed LOS report).

As shown in Table 2, the addition of the proposed project only adds 1.0 second of delay to the Ute Boulevard / SR-224 intersection and 5.2 seconds of delay to the Olympic Parkway / SR-224 intersection.

2030 BACKGROUND CONDITIONS

For the 2030 Background conditions, Fehr & Peers evaluated the traffic impacts of the Olympic Park development on the study intersections, in the year 2030, from the assumptions previously stated in the Introduction. This analysis provides a baseline condition for the year 2030, which can be used to

determine project impacts in the future. The results show that the two study intersections do not operate at or better than the LOS D threshold with the planned improvements listed in the SBMTP.

2030 PLANNED IMPROVEMENTS

The 2030 Background conditions scenario assumed the listed planned improvements as described in the 2009 SBMTP:

- SR-224 widening, Bear Hollow Drive to Canyons Resort Drive
 - *SR-224 should have a six-lane cross section; it is also assumed that with the widening of SR-224, additional southbound and northbound left-turn lanes (dual left-turn lanes) will be constructed at Ute Blvd/SR-224, per the Landmark Drive Construction design files*

2030 RECOMMENDED IMPROVEMENTS

The 2030 Background conditions scenario assumed the previously recommended improvement from the November 29, 2011 study:

Olympic Parkway / SR-224

- Provide an additional eastbound left-turn lane, resulting in dual eastbound left-turn lanes

LEVEL OF SERVICE ANALYSIS

The 2030 Plus Project results are shown in Table 2 at the end of this memorandum (see Appendix for a detailed LOS report). The signal timing for the Ute Boulevard / SR-224 and Olympic Parkway / SR-224 intersections were adjusted and optimized to accommodate the forecasted future volumes and geometric characteristics of the 2030 Background conditions. The results of this analysis are reported in Table 2 at the end of this memorandum (see Appendix for the detailed LOS reports).

As shown in Table 2, all study intersections operate at acceptable LOS except for the Ute Boulevard / SR-224 and the Olympic Parkway / SR-224 intersections.

2030 PLUS PROJECT CONDITIONS

For the 2030 Plus Project conditions, Fehr & Peers evaluated the traffic impacts of the Olympic Park development on the study intersections from the assumptions previously stated in the Introduction, with the addition of the project traffic. Similar to the November 29, 2011 report, the projected 2030 Background traffic volumes were combined with those generated by the proposed project. Intersection LOS analyses were then performed and compared to the results of the 2030 Background results. This comparison shows the impact of the proposed project, if any, in the year 2030.

LEVEL OF SERVICE ANALYSIS

The signal timing for the Ute Boulevard / SR-224 and Olympic Parkway / SR-224 intersections were adjusted and optimized to accommodate the traffic volumes and geometric characteristics of the 2030 Plus Project conditions. The 2030 Plus Project results are shown in Table 2 at the end of this memorandum (see Appendix for a detailed LOS report).

As shown in Table 2, the addition of the proposed project only adds 6.5 seconds of delay to the Olympic Parkway / SR-224 intersection during the year 2030. Although these results assume an

expanded SR-224, they effectively illustrate the negligible impacts the development will have on SR-224.

CONCLUSIONS

For the year 2015 the proposed Utah Olympic Park development adds 1.0 second of delay to the intersection of Ute Boulevard / SR-224 and 5.2 seconds of delay at the intersection of Olympic Parkway / SR-224. The results show that the Utah Olympic Park has negligible impact (less than six seconds of delay) to the study intersections. SR-224 exceeds capacity during the year 2015 with or without the proposed development and will need improvements regardless of the project.

For the year 2030 the proposed Utah Olympic Park development adds 6.5 seconds of delay at the intersection of Olympic Parkway / SR-224. The results show that the Utah Olympic Park has negligible impact (less than seven seconds of delay) to the study intersections, during the year 2030. Based on the expected growth of the area and the additional traffic from the Park City Tech Center development, the widening of SR-224 from I-80 to Bear Hollow Drive was determined to be needed to meet an LOS D, regardless of the proposed Utah Olympic Park development.

This study shows that the additional traffic generated by the proposed Utah Olympic Park would not noticeably impact traffic conditions within the study area.

Table 1 PM Peak Hour Level of Service Utah Olympic Park, Park City, UT						
Intersection			2015 Background	2015 Plus Project	2030 Background	2030 Plus Project
ID	Location	Control	LOS & Delay Sec / Veh ¹			
1	Ute Blvd / SR-224	Signal	E 66.7	E 67.7	E 62.2	E 61.2
2	Olympic Pkwy / SR-224	Signal	F 94.9	F 100.1	E 65.2	E 71.7

1. Overall intersection LOS and average delay (seconds/vehicle) for the signalized intersections.

Source: Fehr & Peers, January 2012

Appendix

Detailed Level of Service Reports

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Utah Olympic Park TIS
2015 Background Conditions
PM Peak Hour

Intersection 1

SR-224/Ute Blvd.

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	300	263	87.6%	99.2	8.1	F
	Through	1413	1246	88.2%	92.5	2.2	F
	Right Turn	95	78	82.1%	77.7	12.6	E
	Subtotal	1808	1587	87.8%	92.9	2.4	F
SB	Left Turn	260	258	99.3%	139.2	57.8	F
	Through	931	933	100.2%	46.2	6.3	D
	Right Turn	215	212	98.4%	24.6	3.3	C
	Subtotal	1406	1403	99.8%	60.1	14.7	E
EB	Left Turn	292	294	100.5%	62.1	6.5	E
	Through	131	133	101.8%	36.1	3.1	D
	Right Turn	250	246	98.6%	14.3	2.1	B
	Subtotal	673	673	100.0%	39.4	2.5	D
WB	Left Turn	85	80	94.1%	51.5	3.1	D
	Through	101	99	97.5%	43.2	4.2	D
	Right Turn	220	223	101.5%	18.6	4.1	B
	Subtotal	406	402	99.0%	31.2	3.3	C
Total		4293	4064	94.7%	66.7	5.6	E

Intersection 2

SR-224/Olympic Parkway

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	190	167	87.7%	156.7	12.0	F
	Through	1435	1201	83.7%	183.1	11.0	F
	Right Turn	235	202	85.9%	164.7	14.4	F
	Subtotal	1860	1570	84.4%	178.0	11.1	F
SB	Left Turn	65	65	100.2%	26.8	3.2	C
	Through	1025	1024	99.9%	13.2	0.8	B
	Right Turn	176	177	100.3%	7.3	0.6	A
	Subtotal	1266	1266	100.0%	13.1	0.6	B
EB	Left Turn	198	201	101.3%	124.3	60.2	F
	Through	56	63	113.2%	53.8	23.8	D
	Right Turn	193	192	99.4%	28.5	18.6	C
	Subtotal	447	456	102.0%	74.3	37.1	E
WB	Left Turn	145	146	100.3%	55.1	5.2	E
	Through	49	46	94.5%	50.8	3.9	D
	Right Turn	175	174	99.4%	42.0	3.3	D
	Subtotal	369	366	99.1%	48.3	2.7	D
Total		3942	3657	92.8%	94.9	5.2	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Utah Olympic Park TIS
2015 Plus Project Conditions
PM Peak Hour

Intersection 1

SR-224/Ute Blvd.

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	300	265	88.4%	70.9	7.3	E
	Through	1431	1264	88.3%	69.7	2.5	E
	Right Turn	95	77	81.2%	48.5	3.7	D
	Subtotal	1826	1606	88.0%	68.9	2.5	E
SB	Left Turn	260	254	97.5%	133.1	57.0	F
	Through	947	928	98.0%	45.1	7.3	D
	Right Turn	218	223	102.2%	24.1	6.3	C
	Subtotal	1425	1404	98.5%	58.0	15.8	E
EB	Left Turn	297	238	80.0%	238.0	28.4	F
	Through	131	114	86.7%	39.4	4.7	D
	Right Turn	250	227	90.6%	17.1	1.8	B
	Subtotal	678	578	85.2%	112.7	14.5	F
WB	Left Turn	85	87	102.7%	54.7	5.5	D
	Through	101	96	95.0%	36.2	3.4	D
	Right Turn	220	220	99.8%	25.4	2.3	C
	Subtotal	406	403	99.2%	34.3	2.2	C
Total		4335	3991	92.1%	67.7	4.7	E

Intersection 2

SR-224/Olympic Parkway

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	210	178	84.9%	172.8	43.2	F
	Through	1435	1230	85.7%	181.1	15.1	F
	Right Turn	235	195	82.8%	159.9	16.4	F
	Subtotal	1880	1603	85.3%	177.4	14.9	F
SB	Left Turn	65	61	93.2%	27.4	3.1	C
	Through	1025	1003	97.8%	31.7	5.2	C
	Right Turn	192	188	97.7%	25.1	20.9	C
	Subtotal	1282	1251	97.6%	30.4	7.1	C
EB	Left Turn	216	215	99.6%	122.6	70.6	F
	Through	61	73	119.3%	48.9	23.5	D
	Right Turn	216	208	96.4%	26.3	27.0	C
	Subtotal	493	496	100.6%	71.6	45.0	E
WB	Left Turn	145	145	100.2%	46.9	7.0	D
	Through	53	53	100.2%	52.5	8.8	D
	Right Turn	175	171	97.5%	33.2	2.1	C
	Subtotal	373	369	98.9%	41.6	3.7	D
Total		4028	3719	92.3%	100.1	8.4	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Utah Olympic Park TIS
2015 Plus Project Conditions
PM Peak Hour

Intersection 5

Olympic Parkway/Access 1

Unsignalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	23	19	83.5%	4.1	1.3	A
	Through	70	71	101.6%	2.3	0.9	A
	Right Turn						
	Subtotal	93	90	97.1%	2.7	0.8	A
SB	Left Turn						
	Through	145	146	101.0%	0.7	0.2	A
	Right Turn						
	Subtotal	145	146	101.0%	0.7	0.2	A
EB	Left Turn						
	Through						
	Right Turn	12	12	97.5%	3.1	0.8	A
	Subtotal	12	12	97.5%	3.1	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		250	248	99.4%	1.6	0.3	A

Intersection 6

Olympic Parkway/Access 2

Unsignalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	100	105	104.5%	1.0	0.3	A
	Right Turn						
	Subtotal	100	105	104.5%	1.0	0.3	A
SB	Left Turn	25	27	108.4%	2.8	0.7	A
	Through	45	42	93.6%	1.3	0.6	A
	Right Turn						
	Subtotal	70	69	98.9%	1.9	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	45	41	92.0%	3.0	0.2	A
	Subtotal	45	41	92.0%	3.0	0.2	A
Total		215	215	100.0%	1.7	0.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Utah Olympic Park TIS
2030 Background Conditions
PM Peak Hour

Intersection 1

SR-224/Ute Blvd.

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	325	306	94.2%	215.4	62.2	F
	Through	1929	1868	96.8%	60.2	10.2	E
	Right Turn	100	108	107.9%	43.5	9.0	D
	Subtotal	2354	2282	96.9%	80.3	14.4	F
SB	Left Turn	300	298	99.2%	116.3	30.5	F
	Through	1268	1291	101.8%	43.5	3.0	D
	Right Turn	252	261	103.7%	26.9	3.3	C
	Subtotal	1820	1850	101.6%	52.9	5.0	D
EB	Left Turn	344	334	97.2%	66.2	9.3	E
	Through	147	161	109.8%	39.1	1.9	D
	Right Turn	270	271	100.4%	16.2	1.1	B
	Subtotal	761	767	100.7%	42.9	4.7	D
WB	Left Turn	95	102	107.2%	56.3	5.6	E
	Through	110	105	95.3%	50.1	7.6	D
	Right Turn	250	260	104.0%	34.5	4.4	C
	Subtotal	455	467	102.6%	42.7	4.6	D
Total		5390	5365	99.5%	62.2	7.6	E

Intersection 2

SR-224/Olympic Parkway

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	295	294	99.6%	84.1	28.7	F
	Through	1890	1886	99.8%	65.9	34.3	E
	Right Turn	260	258	99.0%	58.9	33.1	E
	Subtotal	2445	2437	99.7%	67.4	33.4	E
SB	Left Turn	70	69	98.0%	32.9	2.7	C
	Through	1345	1382	102.8%	21.2	1.4	C
	Right Turn	218	217	99.4%	11.3	1.1	B
	Subtotal	1633	1668	102.1%	20.4	1.3	C
EB	Left Turn	279	244	87.5%	347.0	65.0	F
	Through	72	89	124.0%	101.6	30.7	F
	Right Turn	353	304	86.0%	76.4	21.9	E
	Subtotal	704	637	90.5%	184.0	41.1	F
WB	Left Turn	165	159	96.1%	65.4	8.2	E
	Through	61	57	93.4%	56.0	5.8	E
	Right Turn	185	177	95.6%	40.4	6.6	D
	Subtotal	411	392	95.5%	52.9	4.5	D
Total		5193	5134	98.9%	65.2	17.1	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Utah Olympic Park TIS
2030 Plus Project Conditions
PM Peak Hour

Intersection 1

SR-224/Ute Blvd.

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	325	301	92.6%	222.8	68.7	F
	Through	1993	1860	93.3%	51.2	6.4	D
	Right Turn	100	92	92.1%	32.0	5.8	C
	Subtotal	2418	2253	93.2%	73.5	13.0	E
SB	Left Turn	285	273	95.7%	157.1	84.2	F
	Through	1304	1299	99.6%	42.8	2.8	D
	Right Turn	251	255	101.4%	25.7	2.4	C
	Subtotal	1840	1826	99.3%	57.7	14.4	E
EB	Left Turn	349	337	96.4%	69.8	13.6	E
	Through	149	155	104.3%	39.4	3.1	D
	Right Turn	270	272	100.7%	16.3	1.4	B
	Subtotal	768	764	99.5%	44.6	6.4	D
WB	Left Turn	95	95	100.1%	57.1	5.2	E
	Through	111	114	102.3%	50.8	5.5	D
	Right Turn	240	245	102.1%	35.2	6.3	D
	Subtotal	446	454	101.7%	43.7	5.0	D
Total		5472	5298	96.8%	61.2	9.6	E

Intersection 2

SR-224/Olympic Parkway

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	340	330	97.1%	94.0	24.2	F
	Through	1890	1841	97.4%	70.2	27.6	E
	Right Turn	260	252	96.8%	59.2	25.0	E
	Subtotal	2490	2423	97.3%	72.3	26.5	E
SB	Left Turn	70	71	101.3%	32.1	3.7	C
	Through	1345	1345	100.0%	40.5	2.5	D
	Right Turn	254	256	100.9%	22.8	2.8	C
	Subtotal	1669	1673	100.2%	37.4	2.6	D
EB	Left Turn	343	255	74.3%	337.5	48.4	F
	Through	91	95	104.8%	91.9	15.2	F
	Right Turn	437	349	79.9%	64.1	11.8	E
	Subtotal	871	700	80.3%	167.9	25.8	F
WB	Left Turn	165	160	97.0%	60.6	3.4	E
	Through	71	77	108.2%	52.2	4.5	D
	Right Turn	185	192	103.7%	39.3	4.4	D
	Subtotal	421	429	101.9%	49.7	2.9	D
Total		5451	5224	95.8%	71.7	12.4	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Utah Olympic Park TIS
2030 Plus Project Conditions
PM Peak Hour

Intersection 5

Olympic Parkway/Access 1

Unsignalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn	23	24	104.3%	6.6	1.6	A
	Through	145	145	100.2%	4.2	0.7	A
	Right Turn						
	Subtotal	168	169	100.8%	4.5	0.6	A
SB	Left Turn						
	Through	308	316	102.4%	1.0	0.1	A
	Right Turn						
	Subtotal	308	316	102.4%	1.0	0.1	A
EB	Left Turn						
	Through						
	Right Turn	12	11	90.8%	3.5	0.7	A
	Subtotal	12	11	90.8%	3.5	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		488	496	101.6%	2.2	0.3	A

Intersection 6

Olympic Parkway/Access 2

Unsignalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	263	266	101.2%	1.0	0.1	A
	Right Turn						
	Subtotal	263	266	101.2%	1.0	0.1	A
SB	Left Turn	25	22	86.0%	4.1	0.9	A
	Through	120	122	101.4%	2.3	0.7	A
	Right Turn						
	Subtotal	145	143	98.8%	2.6	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	45	48	107.3%	3.7	0.4	A
	Subtotal	45	48	107.3%	3.7	0.4	A
Total		453	458	101.0%	1.8	0.3	A

Intersection 7

Access 3/Olympic Parkway

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	119	118	99.4%	3.1	0.3	A
	Subtotal	119	118	99.4%	3.1	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	144	149	103.8%	1.2	0.2	A
	Right Turn						
	Subtotal	144	149	103.8%	1.2	0.2	A
WB	Left Turn	50	50	99.0%	3.4	0.5	A
	Through	70	72	102.3%	2.0	0.4	A
	Right Turn						
	Subtotal	120	121	100.9%	2.6	0.4	A
Total		383	389	101.5%	2.2	0.2	A

Intersection 8

Access 4/Olympic Parkway

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn	5	5	94.0%	2.7	0.6	A
	Subtotal	5	5	94.0%	2.7	0.6	A
SB	Left Turn	24	24	100.4%	3.8	0.3	A
	Through						
	Right Turn						
	Subtotal	24	24	100.4%	3.8	0.3	A
EB	Left Turn						
	Through	115	120	104.1%	0.4	0.1	A
	Right Turn						
	Subtotal	115	120	104.1%	0.4	0.1	A
WB	Left Turn						
	Through	64	65	101.1%	1.0	0.3	A
	Right Turn	5	6	118.0%	0.7	0.8	A
	Subtotal	69	71	102.3%	0.9	0.3	A
Total		213	219	102.9%	1.0	0.1	A

Intersection 9

Olympic Parkway/Access 5

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	113	117	103.3%	1.6	0.3	A
	Right Turn						
	Subtotal	113	117	103.3%	1.6	0.3	A
SB	Left Turn						
	Through	60	60	100.2%	0.7	0.2	A
	Right Turn	4	4	105.0%	0.4	0.5	A
	Subtotal	64	64	100.5%	0.6	0.2	A
EB	Left Turn	2	3	130.0%	3.2	1.2	A
	Through						
	Right Turn						
	Subtotal	2	3	130.0%	3.2	1.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		179	184	102.6%	1.3	0.2	A

Intersection 10

Olympic Parkway/Access 6

Signalized

Direction	Movement	Volume (veh/hr)			Total Delay (sec/veh)		
		Demand	Served	% Served	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	110	113	102.3%	0.2	0.0	A
	Right Turn						
	Subtotal	110	113	102.3%	0.2	0.0	A
SB	Left Turn	5	4	84.0%	2.7	1.5	A
	Through	55	55	100.0%	1.4	0.4	A
	Right Turn						
	Subtotal	60	59	98.7%	1.5	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn	3	4	116.7%	2.6	0.4	A
	Subtotal	3	4	116.7%	2.6	0.4	A
Total		173	175	101.3%	0.7	0.1	A

Detailed Queuing Reports

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Utah Olympic Park TIS
2015 Background Conditions
PM Peak Hour

Intersection 1 Ute Blvd & SR-224

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn								
	Through	740	746	265	771	216	774	240	51
	Right Turn	155	324	365	394	326	419	308	22
SB	Left Turn	400	190	142	307	154	325	126	11
	Through	781	391	136	634	171	687	164	12
	Right Turn	220	215	118	402	177	414	235	6
EB	Left Turn	205	139	10	209	19	221	15	2
	Through	247	68	14	144	34	219	67	1
	Right Turn	80	73	7	120	5	105	0	10
WB	Left Turn	200	44	4	81	11	103	24	0
	Through	226	52	5	99	10	117	23	0
	Right Turn	226	112	14	206	32	260	39	1

Intersection 2 Olympic Parkway & SR-224

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	315	202	26	399	26	340	1	0
	Through	1,667	1427	85	2239	76	1764	14	52
	Right Turn	180	148	22	274	7	205	0	0
SB	Left Turn	300	41	7	86	19	119	37	0
	Through	740	95	10	174	36	240	99	1
	Right Turn	165	27	8	66	25	107	70	0
EB	Left Turn	370	210	38	344	50	327	5	5
	Through	336	100	71	269	168	303	140	5
	Right Turn	336	69	10	139	25	202	38	0
WB	Left Turn	230	108	7	197	15	238	17	1
	Through	1,278	53	11	152	43	255	97	0
	Right Turn	115	93	6	151	5	140	0	10

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Utah Olympic Park TIS
2015 Plus Project Conditions
PM Peak Hour

Intersection 1 Ute Blvd & SR-224

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn								
	Through	740	695	152	873	178	760	146	53
	Right Turn	155	114	204	229	230	240	189	5
SB	Left Turn	400	266	97	423	112	383	90	14
	Through	781	335	82	563	165	625	137	15
	Right Turn	220	143	66	294	67	278	104	2
EB	Left Turn	205	219	13	249	23	230	1	68
	Through	247	248	40	358	32	309	30	55
	Right Turn	80	73	3	121	5	105	0	11
WB	Left Turn	200	40	7	77	13	95	16	0
	Through	225	42	3	88	6	106	17	0
	Right Turn	225	119	11	202	24	236	34	1

Intersection 2 Olympic Parkway & SR-224

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	315	186	12	383	17	340	1	4
	Through	1,667	1467	87	2249	90	1757	16	50
	Right Turn	180	109	17	259	19	205	0	0
SB	Left Turn	300	40	7	85	23	122	73	0
	Through	740	240	37	384	96	460	158	25
	Right Turn	165	89	9	196	17	190	0	3
EB	Left Turn	370	224	49	345	52	324	15	5
	Through	336	116	97	272	188	330	116	5
	Right Turn	336	71	11	144	35	195	60	0
WB	Left Turn	230	97	15	173	24	206	39	0
	Through	1,278	59	14	145	44	218	63	1
	Right Turn	115	86	10	146	14	140	1	6

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length
Intersection 5 A1 & Olympic Park

Utah Olympic Park TIS
2015 Plus Project Conditions
PM Peak Hour
Unsignalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	1,517	3	1	21	7	49	16	0
	Through	1,517	3	1	21	7	49	16	0
	Right Turn								
SB	Left Turn								
	Through								
	Right Turn								
EB	Left Turn								
	Through								
	Right Turn	297	10	3	32	5	33	8	0
WB	Left Turn								
	Through								
	Right Turn								

Intersection 6 A2 & Olympic Park

Unsignalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn								
	Through								
	Right Turn								
SB	Left Turn	635	4	2	25	10	59	25	0
	Through	635	4	2	25	10	59	25	0
	Right Turn								
EB	Left Turn								
	Through								
	Right Turn								
WB	Left Turn								
	Through								
	Right Turn	179	26	3	52	5	66	15	0

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Utah Olympic Park TIS
2030 Background Conditions
PM Peak Hour

Intersection 1 Ute Blvd & SR-224

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	270	277	59	385	135	340	143	31
	Through	734	556	172	835	213	757	181	45
	Right Turn	155	65	35	168	26	187	22	0
SB	Left Turn	400	174	35	250	51	273	50	0
	Through	781	288	50	435	56	481	148	14
	Right Turn	220	135	15	285	14	245	0	0
EB	Left Turn	205	158	16	226	18	218	5	5
	Through	229	107	19	208	47	252	30	3
	Right Turn	80	86	4	125	4	105	0	15
WB	Left Turn	200	53	5	97	15	126	36	0
	Through	189	56	7	113	15	141	32	0
	Right Turn	189	157	13	254	23	261	12	8

Intersection 2 Olympic Parkway & SR-224

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	315	219	27	357	29	339	0	2
	Through	5,398	583	302	1128	729	1312	808	29
	Right Turn	180	115	13	254	12	205	0	0
SB	Left Turn	300	53	8	99	13	112	20	0
	Through	734	136	8	213	31	276	68	6
	Right Turn	165	61	10	136	26	181	28	0
EB	Left Turn	370	280	23	368	28	314	1	30
	Through	320	278	40	492	39	382	13	26
	Right Turn	320	133	15	254	37	302	43	0
WB	Left Turn	230	124	15	216	26	244	20	2
	Through	1,260	75	16	206	63	331	132	1
	Right Turn	115	94	9	155	9	140	0	10

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length

Utah Olympic Park TIS
2030 Plus Project Conditions
PM Peak Hour

Intersection 1 Ute Blvd & SR-224

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	270	274	86	389	157	340	144	31
	Through	734	522	161	860	226	758	181	40
	Right Turn	155	57	39	153	32	186	20	0
SB	Left Turn	400	199	71	299	95	301	78	2
	Through	781	295	82	439	185	512	151	15
	Right Turn	220	142	21	290	23	245	0	0
EB	Left Turn	205	163	15	230	20	220	3	7
	Through	229	108	29	213	61	259	19	5
	Right Turn	80	85	4	126	4	105	0	15
WB	Left Turn	200	52	7	96	19	115	34	0
	Through	189	60	6	115	16	140	27	0
	Right Turn	189	155	16	247	26	260	13	7

Intersection 2 Olympic Parkway & SR-224

Signalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	315	263	28	399	28	340	0	9
	Through	5,398	616	255	1124	508	1380	734	35
	Right Turn	180	115	23	252	26	205	0	0
SB	Left Turn	300	48	3	90	6	104	9	0
	Through	734	245	21	363	58	409	137	34
	Right Turn	165	119	9	216	13	190	0	1
EB	Left Turn	370	293	14	359	25	314	1	33
	Through	320	307	25	496	21	383	10	24
	Right Turn	320	145	27	283	38	344	26	1
WB	Left Turn	230	125	11	213	24	239	25	1
	Through	1,260	100	23	248	56	356	98	3
	Right Turn	115	97	7	158	8	140	0	11

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length
Intersection 5 A1 & Olympic Park

Utah Olympic Park TIS
2030 Plus Project Conditions
PM Peak Hour
Unsignalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn	1,536	8	4	35	15	66	31	0
	Through	1,536	8	4	35	15	66	31	0
	Right Turn								
SB	Left Turn								
	Through								
	Right Turn								
EB	Left Turn								
	Through								
	Right Turn	302	9	3	31	5	35	9	0
WB	Left Turn								
	Through								
	Right Turn								

Intersection 6 A2 & Olympic Park

Unsignalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn								
	Through								
	Right Turn								
SB	Left Turn	635	8	6	40	27	88	68	0
	Through	635	8	6	40	27	88	68	0
	Right Turn								
EB	Left Turn								
	Through								
	Right Turn								
WB	Left Turn								
	Through								
	Right Turn	231	26	3	50	4	58	9	0

SimTraffic Post-Processor
Average Results from 10 Runs
Queue Length
Intersection 7 Olympic Park & A3

Utah Olympic Park TIS
2030 Plus Project Conditions
PM Peak Hour
Unsignalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn								
	Through								
	Right Turn	120	39	3	64	8	74	19	0
SB	Left Turn								
	Through								
	Right Turn								
EB	Left Turn								
	Through								
	Right Turn								
WB	Left Turn	544	8	4	38	12	76	19	0
	Through	544	8	4	38	12	76	19	0
	Right Turn								

Intersection 8 Olympic Park & A4

Unsignalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn								
	Through								
	Right Turn	125	5	2	22	7	32	0	0
SB	Left Turn	147	18	6	43	10	41	14	0
	Through								
	Right Turn								
EB	Left Turn								
	Through								
	Right Turn								
WB	Left Turn								
	Through								
	Right Turn								

SimTraffic Post-Processor
 Average Results from 10 Runs
 Queue Length
 Intersection 9 A5 & Olympic Park

Utah Olympic Park TIS
 2030 Plus Project Conditions
 PM Peak Hour
 Unsignalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn								
	Through								
	Right Turn								
SB	Left Turn								
	Through								
	Right Turn								
EB	Left Turn	180	3	2	16	9	28	10	0
	Through								
	Right Turn								
WB	Left Turn								
	Through								
	Right Turn								

Intersection 10 A6 & Olympic Park

Unsignalized

Direction	Movement	Storage (ft)	Average Queue (ft)		95th Queue (ft)		Maximum Queue (ft)		Block Time %
			Average	Std. Dev.	Average	Std. Dev.	Average	Std. Dev.	
NB	Left Turn								
	Through								
	Right Turn								
SB	Left Turn	799	2	1	18	8	47	26	0
	Through	799	2	1	18	8	47	26	0
	Right Turn								
EB	Left Turn								
	Through								
	Right Turn								
WB	Left Turn								
	Through								
	Right Turn	392	4	2	19	6	32	1	0

Utah Olympic Park SPA Application – Planning Commission Items/Response

January 18, 2012

1. Whether Mountain Regional's question regarding adequate water has been answered

Response from Scott Adams, Assistant Fire Chief:

When the PCFSD originally reviewed the Ammonia system, we spent considerable time reviewing the ammonia diffusion systems. The ammonia diffusion system is designed to diffuse 1 gallon of water for each pound of ammonia that will be released from the largest tank, through the relief device connected to the exterior discharge pipe, into the holding / parking area. Our fire crews train periodically with the UOP Staff on this procedure. To date, the PCFSD is not aware of any changes in the water system for this area that would hamper this emergency operation.

2. Whether the fire flow question has been addressed with the fire district.

Response from Scott Adams, Assistant Fire Chief:

We met with Michael Demkowicz, PE, of Alliance Engineering, to discuss and verify that the required fire flow of 2,500 GPM is provided at a residual pressure (operating) of 20 p.s.i. for the Utah Olympic Par. Mr. Demkowicz prepared an analysis, dated July 12, 2011, that demonstrated that the fire flow is met.

3. Whether the gate at the top of the park retains clear access on both sides throughout the winter

Response from Scott Adams, Assistant Fire Chief:

It is the PCFSD understanding, and we have verified that the UOP staff maintains access during winter conditions for not only the top gate, but all gates throughout the park. UOP has been very successful throughout the years in ensuring that clear access is maintained and provided on both sides of the emergency / secondary access gate throughout the winter season.

4. Whether the gate is a designed crash gate, do emergency responders have keys

Response from Scott Adams, Assistant Fire Chief:

This gate is not designed as a crash gate. The gate is designed to be opened by either the UOP staff or PCFSD in the event of an emergency that would require this gate to be used as a secondary exit from the UOP. This gate would also be used in the event of an emergency for a secondary exit for the Bear Hollow area. The PCFSD works each year with the UOP staff, as part of our pre-planning and inspections to verify that the correct keys are in the key box. PCFSD will also continue to work with the UOP staff with their emergency planning, on when to open this gate, should emergency conditions require this action.

5. The proposed hours/times of lighting usage

Response:

The Utah Olympic Park currently operates winter lighting of the athlete training and competition hours on the following area standards: Jump-side lights are on until 8:00pm and Trackside lights are on until 10:00pm. Maintenance of the Track is currently done at 50% of the light capacity until 11:00pm. During track ice making and jumpside snowmaking operations in early winter, lights occasionally come on throughout the night to allow crews to prepare the areas and adjust the snow guns. Summer operations do not need routine use of the lights given the long days.

6. Has any consideration has been given to light coming through the glass of the buildings.

Response:

There are a number of ways to reduce light emanating from a building. LEED uses two different approaches in its evaluation of light spill from buildings.

Option 1: Design lighting so that the angle of maximum candela from each luminaire intersects opaque surfaces and does not exit out through the windows. This will require a lighting designer for the buildings, but wouldn't be outside of reasonable.

Option 2: Automatically control all non-emergency interior lighting to be turned off during non-business hours. This can be handled in many ways, but the easiest application is to install motion sensors to manage the lighting.

Either of these options or possibly both options could be incorporated and included in the development agreement. The reality is that this will only save money for the operations of the building, because it insures a reduction in power consumption.

7. Has anything been done for the upper development pads to reduce the potential for ridge lining.

Response:

The two buildings located along the West portion of the development parcel were removed which will result in a slightly modified development parcel boundary. A visual study was also presented that showed the view from Highway 224 with the addition of existing vegetation that blocks the remaining structures from view. The development agreement could require a visual analysis at the time of application for permit for this parcel as well.

8. The function of the proposed athlete housing

Response:

Currently the SPA application proposes 74.78 WUE's and consists of roughly 50% dedicated to athlete housing and 50% to employees of the UOP. The projects minimum requirements are for

50.14 WUE's. As proposed any user would have to qualify per Summit County code with a household AMI of <80%. The code does promote dormitory and single room occupancy units within resort centers specifically which would appropriately apply to many athletes housing needs. The code doesn't permit nightly rentals with the minimum rental period identified as 90 days. The UOP would like to set aside a small number of these units for nightly or weekly rental in order to meet the needs of the park for those athletes or guests that are short stay guests. Providing both on-site athlete and employee housing is also the most efficient way to eliminate vehicular trips to and from the park as well.

9. The need to discourage private automobile trips to the park

Response:

Currently, Utah Olympic Park offers a "call-up" shuttle service to Kimball Junction for the hours between 10:45am – 3:45pm daily throughout the year (extended in summer). This is coordinated with the transit service, Park City Visitor Center, and hospitality front line staff throughout the region. We envision adding to the service level with dedicated (not just call-up) shuttle service to meet the rising demand and activity at the Olympic Park. With the new Visitor Center and eventual transit bus exchange / center being built by the Richins building, the shuttle service will be much easier and accessible. As ridership increases, a case will be made to possibly add a bus route up the hill via regular transit service.

10. The visibility of the proposed buildings from Kimball Junction

Response:

The proposed Master Plan clusters development within the existing saddle and adjacent to existing park structures. The closest buildings to Highway 224 are 5,170' from the Olympic Parkway and Highway 224 intersection and fall out of the identified Hillside Viewshed as per the Neighborhood Land Use Plan for the area.

11. The need for the proposed community benefits to be clearly delineated

Response:

The Community Benefits for the project were identified on an item by item basis in the last meeting (public hearing) with Planning Commission. Some key highlights for the project include substantial Open Space, Workforce Housing in excess of the minimum requirements by 50%, important Resort/Tourist Economic Enhancements, key Community Trail Access and connections added to the Basin system, and several Unique Public Amenities.

12. The merits of long range planning for the park

Response:

As part of the SPA approval a long range Master Plan creates a synergy within the Park. The Master Plan creates a phased approach that establishes development patterns that work to frame the "fields of play" as well as identifying clear parking, circulation and pedestrian access that enhances the

Campus. This long range Master Plan eliminates the piecemeal pattern of development that could occur. This long range plan also provides the UOP with the tools to provide known revenue generation for the long term viability of the Park by understanding the big picture of the development.

13. The absence of a possible ski lift in the application

Response:

The rendered Overall Master Plan and Campus Master Plan have been included in this planning commission submittal with both showing the potential for lift access to serve the recreation development parcel. This area is intended to provide the expansion possibilities for all recreational and training/competition activities that the park may require as sport and training needs evolve.

14. Transportation impacts

Response:

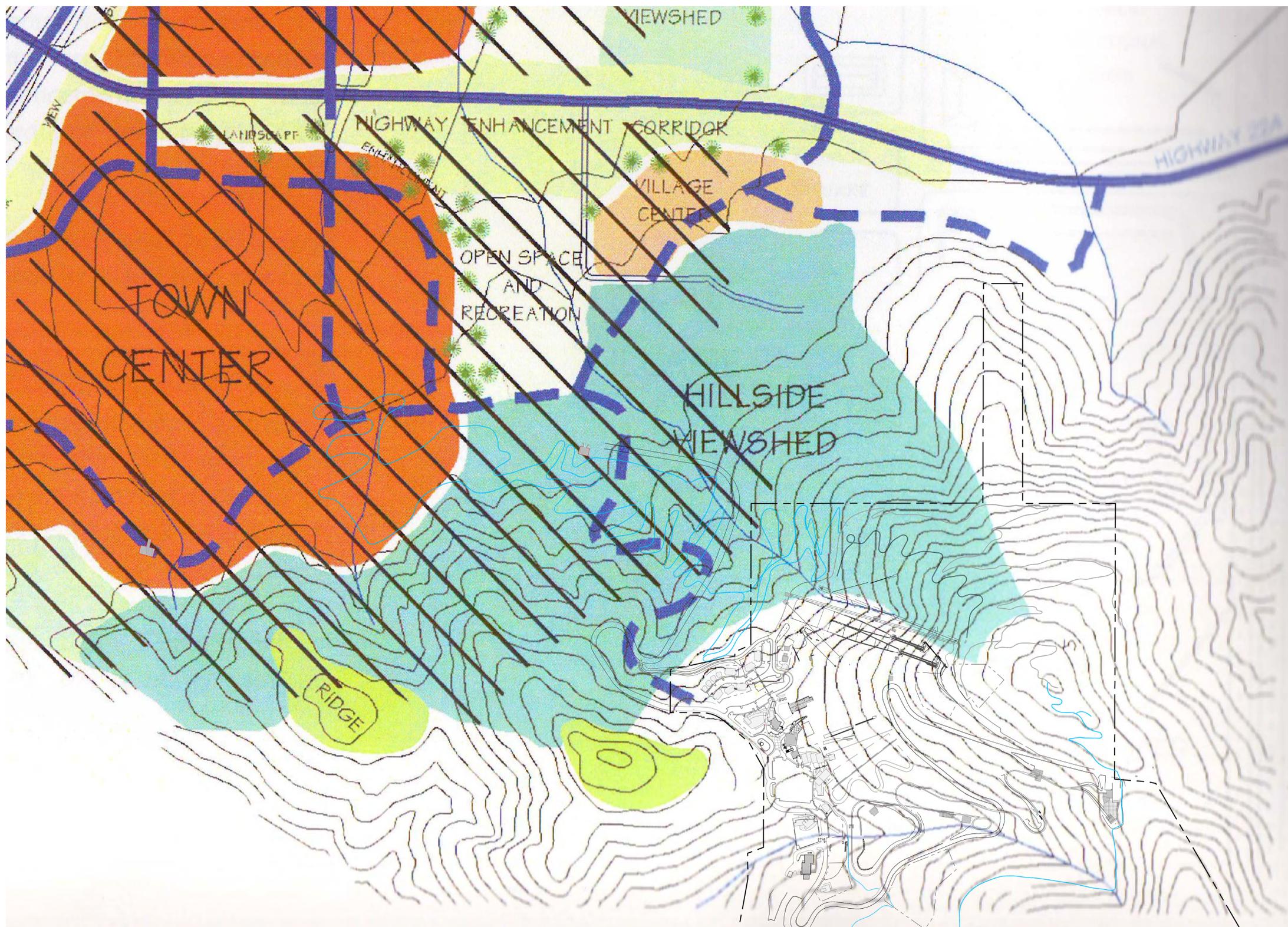
We continue to refine the traffic study responding to planning commission and Kent Wilkerson's requests but we do not want to be conditioned to a higher standard or development limitations than have not been applied to other recent applicants/approvals along Highway 224.

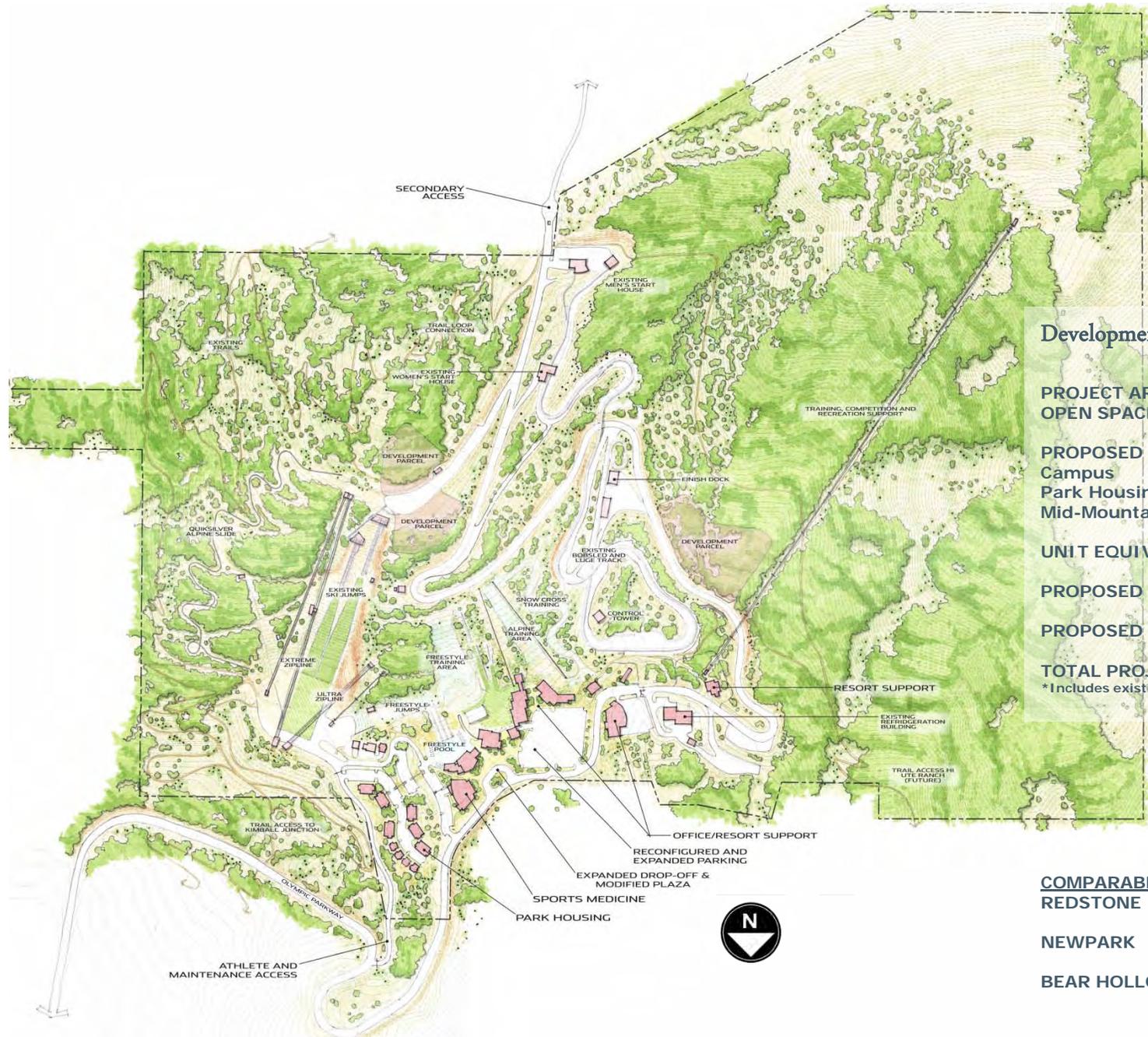
15. The possibilities for development without going through the rezone/SPA process.

Bruce's comment – Adryan – do we need to address this here still or are you addressing in your staff report?

Response:

Without a rezone to a Resort Center SPA the property would likely have to apply for a rezone to Community Commercial (CC) within the Snyderville Basin Development Code. The SPA application allows the development to better Master Plan the entire site to fit the existing "Resort" element and to include unique uses including recreational components such as "Resort" operations and structures that are not allowed in the CC Zone. The SPA also allows for approved uses to be submitted thru the Site Plan process as development occurs and not the Conditional Use or Low Impact Permits required thru the CC process.





Development Data

PROJECT AREA	403 ACRES
OPEN SPACE	330 ACRES (82%)
PROPOSED USES	295,515 SF
Campus	185,285 SF
Park Housing	67,230 SF
Mid-Mountain	43,000 SF
UNIT EQUIV.	(1,600 SF=1 Unit)
PROPOSED UNITS	184.70 UNITS
PROPOSED DENSITY	.458 UNITS/ACRE
TOTAL PROJECT DENSITY*	.524 UNITS/ACRE
*Includes existing Museum, Day Lodge and Offices	

COMPARABLE SPA PROJECTS

REDSTONE	8.63 UNITS/ACRE
NEWPARK	5.16 UNITS/ACRE
BEAR HOLLOW VILLAGE	2.74 UNITS/ACRE

Exhibit LL.1



County Engineer



Derrick A. Radke, P.E.

MEMORANDUM

Date: January 24, 2012
To: Adryan Slaght, County Planner
From: Kent S. Wilkerson, P.E. Engineer II
Re: Utah Olympic Park (UOP) Traffic

Executive Summary:

The Utah Olympic Park traffic report illustrates a lack of capacity. The Commission has the options of:

- 1) Rejecting the entire UOP application based on findings of the Fehr and Peers report.
- 2) **Approval of the SPA subject to specific building by building capacity verification or**
- 3) Delay project approval until SR-224 has been increased in capacity.

Ignoring the findings is not recommended. Several points of the report remain in question and staff will continue to work with them and UDOT as needed.

The addendum to the project's traffic report has been provided. In summary and according to the report, insufficient capacity remains to justify project approval without exacting conditions. Minimal capacity remains today. Prior, non UOP, traffic reports and the respective projects are to be considered background to this report. However based on the UOP's Traffic report, variations in modeling procedures, continued working with UDOT and staff, incremental (building / building) approval may be considered.

County intersections are currently and projected to remain within specified LOS standards. State intersections are currently within the specified standard. But State intersections are projected to soon fall below Level of Service D which is required in the Snyderville Basin Development Code section 10-4-10-K.

"K. Level of Service Standards:

1. No development application may be approved which causes a reduction in the level of service for any road below the adopted level of service as set forth in this Title and the General Plan, as such may be amended from time to time.
2. The operational character that shall be maintained for roadways and intersections in the Snyderville Basin shall be a level of service C for County roads and intersections and a Level of Service D for State roads. "Level of service" is as defined by the transportation research board, highway capacity manual (special report 209, 1985)."

Staff is currently working with UDOT to provide more rigorous modeling to reconcile the Snyderville Basin Transportation Master Plan and the UDOT Long Range Transportation Plan. This should provide implementation plans to provide long range capacity and implementation of the plans.

Exhibit MM.1

The proposed project traffic is a small percentage of the overall demand. However, the Code does not specify percent impact. Is the LOS above the specified standard? I had requested report modifications based on existing and known data. Apparently the Fehr & Peers analysis still shows that the capacity is not present for full project development and further study or capacity is needed in conjunction with the service provider, UDOT.

Alternatives:

The Commission has the options of:

- 1) Rejecting the entire UOP application based on findings of the Fehr and Peers report. Level of service is not consistent with the Snyderville Basin Development Code section 10-4-10-K.
- 2) Approval of the SPA, subject to specific building by building traffic capacity verification,

This allows the project to move forward. Several possibilities are:

1. Incremental intersection improvements. This may include turn lanes or other capacity improvements.
2. Implementation of the SB-TMP in trip reduction or other capacity improvements including connections to Bear Cub Drive.
3. Verification of existing capacity.

Upon completion of or verification of long range capacity, this requirement may be lifted.

or

- 3) Delay project approval until SR-224 has been increased in capacity or capacity is verified.

Recommendations:

Approval subject to capacity verification is recommended. We will continue to work with the State as expeditiously as possible.

CC: Preston Stinger, Fehr & Peers
Robert Miles, UDOT Region 2
John Thomas, UDOT Planning
Colin Hilton, UOP
Kevin Callahan, Public Works Director

file (S:\PROJECTS\2011\CD 11\UOP SPA\SPA TRAFFIC REVIEW 3 - ADDENDUM.DOC)

Exhibit MM.2

DRAFT

that the Planning Commission was sending a recommendation on both the zoning and the project. There were some vague references to the zoning in the recommendation, but he did not believe there was a clear recommendation regarding the zoning. He explained that zoning is the most difficult approval to obtain, and it is meant to be. Referring to the Code requirements for a rezone, he stated that approval of an amendment to a zone district shall not be granted until both the Planning Commission and County Council have reviewed the specific development proposal and determined that it meets specific criteria. He claimed that is not just the County Council's call, but the Planning Commission needs to determine that the criteria have been met for a rezone. He believed that is stronger and more distinctive than just a recommendation and that the Planning Commission should have had a separate and distinct motion determining that the rezone criteria had been met. He commented that the CORE process has been frustrating, and there has been a collective sigh of relief that it has been removed from the Code. He thanked the Planning Commission for their help in achieving that.

Chair Salem closed the public input.

2. **Discussion and possible recommendation regarding a rezone to Resort Center and creation of a Specially Planned Area (SPA) for the Utah Olympic Park, vicinity of 3419 Olympic Parkway, Utah Athletic Foundation, applicant – Adryan Slaght, Principal Planner**

Principal Planner Adryan Slaght presented the staff report and recalled that a public hearing was held on this item on December 20, 2011, at which time the public hearing was closed. He reviewed the background of the proposal as outlined in the staff report. He reviewed the questions raised at the previous Planning Commission meeting and explained that the applicant has responded to those questions in writing, and those responses are in the staff report. He reviewed the proposed square footage and uses in the SPA application. He reported that the applicants held an open house in November 2011, and feedback appeared to be favorable to the development. Staff has also received

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an e-mail in support of the development. Mountain Regional Water has indicated that Phase I of the project can proceed while they look at demands of future phases. Park City Fire District has verified that there is adequate fire flow and that they have access to provide service through the Sun Peak Subdivision. The County Engineer has reviewed the application and traffic analysis and recommended forwarding a negative recommendation on the Rezone and SPA based on traffic impacts, forwarding a positive recommendation with the condition that all buildings be approved on a case-by-case basis to verify adequate capacity on Highway 224, or delaying the approval until Highway 224 has increased in capacity. He recalled that there were questions at the last meeting about whether this application meets the affordable housing requirements, and Staff has determined that it could meet those requirements. The applicant would need to enter into a workforce housing agreement and deed restrict the units, and rental prices would have to be verified through the workforce housing agreement. He explained that nothing in the Code restricts dormitory units or athlete housing, and it would be based strictly on income criteria. The applicant may have some short-term rentals, but they must still meet the workforce housing requirements. Planner Slaght reviewed the SPA application process for this proposal and explained that the applicant is requesting a recommendation to the County Council, which would also hold a public hearing. He noted that this project is located within the Kimball Junction, Sun Peak, and West Mountain neighborhood planning areas, and it is Staff's opinion that it more appropriately meets the goals and objectives of the West Mountain and Kimball Junction planning areas. He presented the site plans and master plan for the project, renderings of the proposed and existing facilities, and photographs of the site. He reviewed the rezone criteria outlined in the Development Code, the purpose of the Resort Zone, and the SPA approval criteria. Staff recommended that the Planning Commission consider the information in the staff report and forward a positive recommendation to the County Council on the proposed rezone and preliminary SPA plan with the findings of fact, conclusions of law, and conditions outlined in the staff report.

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Commissioner Franklin stated that he did not like the location of the workforce housing, but he believed the benefits outweigh the visual impacts. He also did not like the upper building pads and stated that he is opposed to the ski lift, because it would scar up the pristine basin when putting in runs. He asked what kind of training would be done. He noted that the applicant would also have to add infrastructure to make snow and questioned whether they have adequate water resources to do that.

Commissioner Washington agreed that the ski lift should be removed from the plan at this time and addressed at a later time through a permitting process.

Commissioner Taylor stated that he could not think of any benefit that outweighs the impact on the Kimball Junction neighborhood of putting more lights on the hill with the workforce housing. He clarified that his concern was never whether athlete housing would be counted or not counted as workforce housing. In one of the original packets it was indicated that the athlete housing would be at the discretion of the Utah Olympic Park (UOP), and he objected to that discretion. If it is not available to the community, it is not workforce housing and would not help the community. He agreed with prior comments about the ski lift, but that is not as high a priority for him as the workforce housing location.

Commissioner Velarde stated that she would like to see some evidence that the proposed workforce housing location is the only one where it can be placed on the site. She would also like to see a better representation of what it will look like as a finished product, because in her opinion, it is not compatible with the neighborhood.

Chair Salem summarized the points brought up by the Planning Commissioners as being the ski lift, upper building pads, workforce housing location, lighting, whether athlete housing should count toward the workforce housing requirement, and the general design of the workforce housing. Commissioner Taylor clarified that his concern is not whether athlete housing should be counted as workforce housing. His concern is whether the

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workforce housing will be made available to the community at the discretion of the UOP. If the UOP refuses someone who meets all the income requirements because they are reserving a unit for an athlete, that is not a community benefit.

Eric Langvardt, representing the applicant, explained that their objective with the housing is to provide additional housing that exceeds the minimum requirement. Another objective is to provide housing for employees and athletes. He did not believe they had said that it would be closed to anyone outside of those two user groups. From a traffic impact standpoint, it would make more sense to target the housing toward employees and athletes at the site to cut down on trips into and out of the property. He believed that would be addressed in the housing agreement, and the housing would be targeted toward Summit County residents. He explained that there is not another good location for the workforce housing.

Commissioner Washington stated that he believed the applicant had met the base housing requirement, and it seemed reasonable that it would cover the people working on site. It also seemed reasonable to him to provide housing for people who are residents in the area because of the Olympic Park. Seasonal employees who prepare the track and other facilities have been there for 10 years, and they should be accommodated in the community.

Commissioner Franklin concurred and stated that the applicant has met and exceeded the base requirements for affordable housing.

Commissioner Velarde commented that the Planning Commission does not often get an opportunity to use common sense to benefit the community, and this is an opportunity to use common sense. In this case, it is clear that the applicant has met the letter of the law, and the benefit to the community would be so great that it would overcome misgivings she might have about whether it meets the spirit of the law for affordable housing.

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Commissioner Taylor reiterated that he is not concerned about the workforce housing, but it seemed that the first packet he saw said that the UOP would have discretion to determine who would occupy the units, and that is what he objects to. If it is open and available to everyone, first come, first served, he would be fine with that. If anything would prevent someone from living there because it is kept as a hotel room for an athlete, he did not see the community benefit aspect of that. Commissioner Washington commented that he thought this would be similar to Silver Star and Sundance, where a certain number of units were made available to the public, some part-time, some non-Sundance, and Sundance has the right to use a portion of them during the year. He did not believe it would make sense to provide housing at the Olympic Park for people who clean rooms at Deer Valley. Commissioner Taylor asked how they could justify calling it a community benefit if the units are not available to anyone in the community. Commissioner Washington replied that it would benefit the people who work and live in the community who need affordable housing, and they would have to meet all the income requirements.

Colin Hilton with the Utah Olympic Park explained that this region has a history of athletes who have lived in the community for many years. Over time they might not be able to use these facilities and have athletes living in the community to use them if they cannot provide low-cost housing so they can afford to live in this community. He views the community as supporting athletes training in winter Olympic sports, and partners will build the buildings. They need to be targeted for the use of athletes affiliated with the partners who will help build the buildings and are pooling resources to build low-cost housing so they do not have to continue to ask properties in the community to give them breaks, which is what they do now.

Commissioner Velarde stated that she believed this would be a much more appropriate place for teen athletes to stay while training and going to school than an apartment in Park City, and she considered that to be a huge community benefit.

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Chair Salem asked Mr. Hilton to address the community benefits offered with the SPA proposal. Mr. Hilton replied that he has always viewed athlete housing as a form of affordable housing. Other community benefits are detailed in the packet, including trail connectivity, open space, and intended uses. He believed this was different from other SPA requests, because they are not only proposing new community benefits but are also sustaining an existing community benefit in perpetuity.

Chair Salem stated that he empathizes with Commissioner Taylor's concerns, but he believed the affordable housing intent was satisfied with the proposal as it is.

Commissioner Taylor clarified that he does not dispute the need for the housing. If the applicant says they are providing housing for the athletes and that the community benefit is the viability of this location as a training facility, that is a legitimate community benefit. However, if they say they are providing housing for the community, but the community cannot have it because it is only for the use of the Olympic Park, he does not see that as a community benefit.

With regard to the location of the affordable housing, Commissioner Washington stated that, if the applicant could come up with a different location that would reduce the visual impact, he would like to hear about it. If not, he agreed with Commissioner Franklin that the benefits outweigh the visual impacts.

Commissioner Taylor explained that his concerns include lighting, disruption of the hillside, and view of rooftops, all of which affect the viewshed. He acknowledged that there is a delineation of the Hillside Viewshed Zone in the map, but he did not understand why it is drawn the way it is. He believed it should go from ridge to ridge through a saddle, not dip down below the saddle. He believed there would be a huge visual impact to the community.

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Chair Salem asked about alternate locations for the affordable housing. Mr. Hilton replied that there are none based on how the park is operated. Most of the property is 30% or greater slopes, and the existing infrastructure runs through the area where the housing is proposed. They want to keep the residential portion of the project out of the main traffic areas of the bobsled tracks and ski hills. They also view keeping the houses closer to services in Kimball Junction with a separate access road as a smart thing to do. Mr. Langvardt explained that there are many natural constraints, as well as the refrigeration plant safety zone. He explained that the housing will be clustered with existing uses, and there will be lights, but they will not stand out by themselves on the hillside. The closest building will be almost a mile away from the new visitor's center, and the housing will be clustered in an area that is buildable with services. The only alternative would be to look at the other development parcels, but they do not make sense from a security or access standpoint. Mr. Hilton explained that there are also underlying deed restrictions on portions of the property.

Craig Elliott, representing the applicant, explained that the housing is located where there is a tremendous amount of backdrop and below the existing construction. Looking at it from the primary view corridor along the highway, the backdrop is relatively large compared to the buildings, and it is outside the viewshed analysis from the highway. With regard to building design, they are trying to incorporate the existing design aesthetic into the smaller structures and will have the opportunity to go through the design process for each approval. He asked if the Planning Commission would like it to look more residential or more commercial. He noted that these are not big buildings, and each building is significantly smaller than the jump house or day lodge.

Chair Salem asked if Commissioner Taylor could suggest conditions that might mitigate his concerns. Commissioner Taylor suggested that roof slopes be parallel to existing grade, no windows facing Kimball Junction, and good sensitive design understanding the concerns. He did not want to give the developer answers, he just wanted them to understand the issues.

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Commissioner Franklin stated that he did not understand the intent of the lift and, if they intend to provide training, he did not understand what kind of training would occur there. In another 10 or 15 years, the applicant might not be around, and neither would these Planning Commissioners, and he expressed concern about the possibility that they might put lighting on the hillside so the lift could run at night. He asked if the intent is to make this a public recreation area and whether it would compete with the three existing world-class ski areas. He reiterated that he opposes the ski lift.

Commissioner Washington stated that he did not believe they have sufficient time or information to adequately address the ski lift right now.

Commissioner Taylor commented that there appears to be a fairly bare spot on the hillside where the ski lift might fit in. He suggested that they make a site visit to understand it better, but if it mean another scar on an undisturbed hillside, they are already at the saturation point, and he would not want to see another one.

Commissioner Velarde stated that she would like to understand how fundamental the ski lift is to the applicant's plans and whether it is needed to keep the Olympic Park viable.

Mr. Hilton explained that they approached this process looking at a 20- to 30-year master development plan and a conceptual plan of what might be needed in the future. With the expansion of the youth and development level programs, they are bursting at the seams and do not have other ski terrain for freestyle and free skiing, which are the sports that have evolved the most in the last 10 years. He could not predict how those sports would evolve, but currently they are using every bit of the hillside for their programs. They are looking at the area where there is not much vegetation described by Commissioner Taylor as a potential area for growth and their elite, high-performance programs. He emphasized that they do not intend to compete against other resorts in a recreational use of the mountain. In the long run, they may need additional ski terrain for focused athlete

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training programs like the ones they do today and wanted to point out that this would likely be a demand in the future and show where a lift might go. It may not be essential for their viability long term, but he did not want to handcuff his successors by not bringing it up as something that might be needed. An option might be to reserve the right to come back to the Planning Commission with more analysis that meets everyone's concerns. He would agree to a condition of approval requiring more information about the ski lift. Planner Slaght explained that ski lifts in the Resort Center Zone can be approved through a Conditional Use Permit (CUP) and evaluated separately.

Chair Salem stated that he does not mind the impact of the ski lift, because he expects to see that on a Park City mountain. He suggested that they discuss how to move forward, either by addressing the ski lift through a CUP or having a site visit and identifying an area on the mountain that is natural for that use. Commissioner Taylor clarified that he is not concerned just about the lift but also the associated runs. He wanted to understand the full impact of what they are getting into and reserve judgment until after they have seen the whole picture.

Mr. Hilton explained that, as a resident and operator of the facility, it has always been his desire to do this in the most transparent and public way he can, especially since the County was not involved in the original development process. He wants to see it succeed long term and create a vision and master plan. The ski lift is an element of that, and he would be remiss if he did not include it in the long-term plans for the park. He was not certain how to address that in the development agreement process and would have to ask the County how to deal with it. He explained that he does not desire to be a competitor to his three partners in town. The Olympic Park's programs are complementary to what the resorts do, and the resorts want them to have these types of runs and this type of terrain to allow them to do what they are doing. The athletes need a dedicated area in which to train that is not part of the ski resort public areas.

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Planner Slaght explained that the Planning Commission could include a condition that the lift referenced in the overall master plan would be required to go through a CUP process, and that would come back through the final plan and development agreement.

Commissioner Taylor stated that, if it would be a condition of another review and not vested, he would agree with that. Planner Slaght explained that a CUP is an allowed use with conditions, and the applicant must satisfy the conditions to mitigate any impacts. If they cannot meet those conditions, the Planning Commission would not have to approve it. Commissioner Taylor stated that the conditions for him would be to totally understand how the ski lift would be used. If it is used for aerial, freestyle, and mogul skiing, they would need runs with specific contours and designs, which could create a completely different appearance on the hillside. He would want to make sure that they understand what the view would be from Kimball Junction.

Commissioner Velarde commented that the applicant is looking at building the ski lift 15 or 20 years down the road when none of the current Planning Commissioners will be around, and the whole area will be much more developed by then. She liked the idea of a CUP process, because the Planning Commissioners at that time will have a much better idea what those conditions should be.

Commissioner Washington believed it should be part of the SPA. He believed they would have better control over the siting and criteria used to evaluate the siting through the SPA process than they do in a CUP process.

Commissioner Taylor stated that he does not know what the process should be, but the applicant is only showing the ski lift for now. He questioned what other development needs to take place for the lift to work, and in that aspect, this application is incomplete. They could put in a marker that allows them to talk about the lift after the applicant has brought the rest of the data and keep it within the SPA, or they could treat it as a CUP outside the SPA. His concern is that he wants to look at the whole picture at once.

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The applicant explained that they would prefer to keep the lift within the SPA and noted that they are not ready to provide detail about something that will occur years in the future.

Chair Salem asked for input on the upper building pads. Commissioner Velarde stated that, if they are completely hidden by trees as the applicant has stated, she would have no problem with that. Commissioner Taylor agreed that they would be all right if they are not visible, but he did not want to count on trees that could die as the sole line of defense against visibility and would want to better understand the building pads. Commissioner Franklin stated that, if the structures are hidden, he could capitulate on that issue. Commissioner Washington stated that he did not believe they would be visible at all because of the natural terrain. Commissioner Taylor stated that they definitely should not be visible from Highway 224, and he would want to know at what point they would be visible as a vehicle proceeds toward the Olympic Park.

The Commissioners discussed how to craft conditions that would address their concerns about the ski run and upper building pads. Commissioner Velarde asked if it would be possible to include a member of the Planning Commission in the development agreement preparation process. Commissioner Washington did not agree with that idea and explained that he did not want to delegate his ability to give input to a single Planning Commissioner who might have different views than he does. Planner Slaght explained that the process will be to bring the development agreement and final plan back for a work session before the Planning Commission makes its final recommendation. Commissioner Velarde requested that they do that in little bites rather than trying to address the whole development agreement at once. Commissioner Taylor stated that he believed Staff has a good understanding of the Planning Commission's concerns.

Commissioner Velarde made a motion to forward a positive recommendation to the Summit County Council on the proposed rezone and preliminary plan for the SPA for the Utah Olympic Park with the following finds of fact,

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conclusions of law, and conditions of approval contained in the staff report dated January 19, 2012:

Findings of Fact:

SPA approval requires a rezone as outlined in Section 10-7-4 of the Code, and a SPA plan as identified in Section 10-3-3 of the Code.

This application complies with Section 10-7-4 as follows:

- 1. The amendment complies with the goals, objectives, and policies of the General Plan and neighborhood plan.**
- 2. The amendment is compatible with adjacent land uses and will not be overly burdensome.**
- 3. The plan is required to be in accordance with Chapters 3 and 4 of the Code.**
- 4. The amendment does not adversely affect the public health, safety, and general welfare.**

The application complies with 10-3-3 as follows:

- 1. There are substantial tangible benefits in the form of workforce/affordable housing, trail connections, and tax base contributions that significantly outweigh those if the development occurred under the existing zone district.**
- 2. There are unique circumstances that justify the use of the SPA.**
- 3. The development furthers the goals, objectives, and policies of the General Plan and applicable sections of the Code.**
- 4. A SPA designation is to be implemented through a Development Agreement.**
- 5. The SPA designation will not adversely affect the public health, safety, and general welfare.**

Conclusions of Law:

The application meets the criteria of Section 10-7-4 of the Code (Rezone) and Section 10-3-3 (SPA).

Conditions:

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1. **The SPA and Development Agreement are required to be returned to the Snyderville Basin Planning Commission for finalization of the Final SPA Plan and Development Agreement per Section 10-3-11(C)(4) of the Code.**
2. **Approval shall be based on a condition that all buildings be approved on a case-by-case basis pending verification of adequate traffic capacity on Highway 224.**

Commissioner Taylor amended the motion to include the following condition:

3. **The applicant shall make extraordinary efforts to shield the proposed workforce housing from visibility to and from Kimball Junction, possibly including relocation of the building pads but not mandating it.**

Commissioner Velarde accepted the amendment. The motion was seconded by Commissioner Franklin and passed unanimously, 5 to 0.

3. **Approval of minutes: November 29, 2011**

Commissioner Taylor made a motion to approve the minutes of the November 29, 2011, Snyderville Basin Planning Commission meeting with corrections. The motion was seconded by Commissioner Franklin and passed unanimously, 4 to 0, with Commissioner Washington abstaining from the vote, as he did not attend the November 29 meeting.

WORK SESSION (Continued)

1. **Discussion of Snyderville Basin Planning Commission goals and work program prioritization for 2012 – Don Sargent, Community Development Director**