PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
May 27, 2020

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, May 27, 2020.

ATTENTION

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

MEETING CALLED TO ORDER AT 5:30 PM.

1.ROLL CALL

2.MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes from May 13, 2020.
PC Minutes 05.13.2020_Pending Approval

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.WORK SESSION

5.A. Recreation Advisory Board Parks Preservation Urban Park Zone Discussion
Public Input will be taken via e-comments
RAB Parks Preservation Planning Commission Staff Report
Exhibit A- UPZ DRAFT
Exhibit B- Local Parks Preservation Master Plan Draft Document- 4.2020 Draft
Exhibit C - UPZ Map

5.B. Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study.

Public Input will be taken via e-comments
PL-20-04475.
PEG Base Area Development Work Session Staff Report
Exhibit A: Zoning Review Memorandum
Exhibit B: 1997 Conditions of Planning Commission Approval
Exhibit C: 1997 Conditions of City Council Approval
Exhibit D: 1998 Development Agreement
Exhibit E: 1998 Park City Mountain Resort Area Master Plan Study
Exhibit F: CUP Parcel A Marriott
Exhibit G: 2007 PCMR Annexation Agreement
Exhibit H: 2015 Mountain Upgrade Plan Amendments and CUP
Exhibit I: First Amendment to DA
Exhibit J: Applican'ts Submittal Letters
Exhibit K: PCMR 2020 Submittal
Exhibit L: Public Input

6.REGULAR AGENDA

6.A. 84 Daly Avenue – Steep Slope Conditional Use Permit – The Applicant Proposes to Construct a Single-Family Dwelling on a Lot Containing 3,858 square feet with a Building Footprint in Excess of 200 square feet Projecting Over an Existing Slope of 30% or greater. Continued from May 13, 2020. PL-20-04480.
(A) Public Hearing (B) Possible Action
84 Daly Avenue - Steep Slope CUP Staff Report
Exhibit A: Existing Conditions Survey
Exhibit B: Proposed Plans
Exhibit C: Visual Analysis/ Streetscape
Exhibit D: Current Site Photographs

6.B. Addendum to Technical Report #6 Historic Preservation Plan of the Amended and Restated Development Agreement for Flagstaff Mountain (2007)
Staff Report
Exhibit A: SWCA 2019 Historic Preservation Plan Update
Exhibit B: 2001 Technical Report #6
Exhibit C: Executed Memorandum of Agreement

6.C. 5000 Royal Street - Subdivision - Consideration of a 15-Lot Subdivision Located in the Deer Valley Master Planned Development. PL-19-04374.
(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on June 25, 2020
Royal Street Subdivision Staff Report
Exhibit A: Deer Valley Resort Twelfth Amended and Restated MPD
Exhibit B: Notice of Planning Commission Action December 17, 1987
Exhibit C: Approved 34 Unit Subdivision 1982
Exhibit D: Planning Department Staff Report December 11, 1987
Exhibit E: Neighborhood Lot Size Analysis

Exhibit F: Applicant's Project Intent
Exhibit G: Huntsman Estates Proposed Subdivision Plat
Exhibit H: Record of Survey and Existing Conditions
Exhibit I: Ownership Map
Exhibit J: Aerial Photograph
Exhibit K: Additional Site Photographs
Exhibit L: February 12, 2020 PC Minutes
Exhibit M: LOD Exhibit
Exhibit N: Forest Assessment
Exhibit O: Applicant's Subdivision Lots and SQFT
Exhibit P: Visual Analysis

7.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION Chair Person. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

***Parking validations will be provided for meeting attendees that park in the China Bridge parking structure.**

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
MAY 13, 2020

COMMISSIONERS IN ATTENDANCE:

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

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

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The Planning Commission meeting was conducted virtually via Zoom.

The public was able to submit eComments during the meeting.

ROLL CALL

Chair Phillips called the meeting to order at 5:33 p.m. and noted that all Commissioners were present except Commissioner Suesser, who was excused.

APPROVAL OF MINUTES

April 22, 2020

Planning Director Erickson referred to page 2, fourth paragraph, first sentence, and noted that the name of the IT person who had set up the meeting is **Scott** Robertson; not Sky Robinson as stated in the Minutes.

MOTION: Commissioner Thimm moved to APPROVE the Minutes of April 22, 2020 as amended. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

PUBLIC COMMUNICATIONS
No comments were submitted on items not on the agenda.

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Director Erickson reported that the next meeting on May 27th will have a full agenda. The Staff was working through details on the PCMR pre-application request and would like to bring that application to the Planning Commission on May 27th. Director Erickson

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recognized that it might be premature, but the applicant wanted to hear from the Planning Commissioner earlier rather than later.

Director Erickson stated that he had asked to postpone the Sustainability Land Use Codes to the June meeting as the Staff works through issues on what they call the "Stretch Code". It is a new concept that provides incentives to developers for additional environmental and energy restrictions to get to net zero. Director Erickson remarked that they were trying to figure out how to make it enforceable and who it would be enforced on. Once the developer is gone, the responsibility is on the building owner.

Director Erickson anticipated holding virtual Planning Commission meetings through June. The Planning Commission meetings are back on the normal schedule of the second and fourth Wednesday of the month.

Regarding the Stretch Code concept, Commissioner Thimm suggested that it not only be enforceable but also verifiable. He noted that the concept is no good unless it is fully tested and vetted. Director Erickson agreed. He explained how the Stretch Code works. An energy compliance document must be produced every year and delivered to the municipality. The Planning Department and the Sustainability Department are trying to determine whether or not this is valid.

Commissioner Thimm remarked that if the developer or the property owner is getting incentives, it is important to make sure that the reason for those incentives remain in place. Director Erickson pointed out that this item was not on the agenda for discussion. However, there is a range of incentives and, the Sustainability Department is only asking for an expedited approval process. They do not understand additional density, height, or parking reductions; whether or not they are on top of an affordable housing request, and the Staff was working through all those issues before coming to the Planning Commission.

Chair Phillips asked for an update on the wall at the top of King Road. He drove by the property a week ago and it looked like they were preparing to put stone on it. Director Erickson noted that the applicant withdrew the application for the wall higher than 6-feet; and, therefore, it was not regulated. The applicant moved forward with the wall under the building permit and the subdivision. Director Erickson reported that the City Engineer had approved the changes to the geometry.

Commissioner Sletten assumed the geometry included the wall where the road was turning. He asked if all that comes into play and not just the wall height. Director Erickson stated that information on additional turning movement was submitted during

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the CUP process showing that it was easier for fire apparatus to make the turn with the wall in the new location. That was the geometry that the City Engineer approved.

Commissioner Hall commented on an email from a resident regarding a ridgeline. Director Erickson provided an update on 955 Saddleview Way. He noted that it was not schedule on the agenda and the Commissioners could not have a discussion. Director Erickson stated that the Planning Department was providing information to the City Manager and the City Attorney. A visual simulation was conducted before the house was approved, in accordance with the Finnegan's Bluff approval. They were looking at that visual simulation. Surveyors were sent to check the height of the building consistent with what was approved. They are now requesting additional simulation and sections cut from the viewpoints required in the Finnegan's Bluff approval. Several of the Staff were working on the situation and it will come back to the Planning Commission at some point. Director Erickson stated that the Building Department has had conversations with the contractor. The contractor will continue to work on the building, but not in the cupola third floor until the Staff review is complete.

CONTINUATIONS - (Public Hearing and Continue to Date Specified)

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

Director Erickson reported that the Staff was requesting a continuation to May 27, 2020 while they obtain additional information on steep slopes and excavation on the lot.

Director Erickson explained that this application is a full conditional use permit because the lot is larger than a standard 25' x 75' lot. If the lot was 25' x 75', this Steep Slope CUP would be handled administratively.

Chair Phillips clarified that it was coming to the Planning Commission because of the lot size and not due to the excess footprint. Director Erickson answered.

Chair Phillips opened the public hearing. No comments were submitted. Chair Phillips closed the public hearing.

MOTION: Commissioner Kenworthy moved to CONTINUE 84 Daly Avenue Steep Slope Conditional Use Permit to May 27, 2020. Commissioner Hall seconded the motion.

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VOTE: The motion passed unanimously.

6. WORK SESSION

6A. Work Session – Staff compiled the Planning Commission's Goals and Priorities for 2020 Land Management Code Amendments and will Present a Schedule for the Commission's Review.

Planner Rebecca Ward reported that the Planning Staff had compiled a list of proposed work sessions and LMC Amendments for the coming year, based on the input from the Planning Commission at the February 26th Work Session. The Staff had also scheduled two Planning Commission discussions for July 8th and September 23rd to respond to their request for quarterly discussions on the LMC. The scheduled topics and dates were outlined in the Staff report.

Planner Ward presented a slide of the top five priorities, which included affordable housing, sustainability, connectivity, general plat amendments specific to Bonanza Park, and transfer of development rights. The Staff also added to the schedule a work session on Lot combinations in the Historic District, as well as a Land Management Code Amendment to cap nightly rentals in the HRL zone, based on their input on March 11th.

Planner Ward noted that Exhibit A outlines the proposed schedule. She asked if the Planning Commission had further comments, if the Staff left anything off the list, or whether the Commissioners wanted to re-prioritize any items for the coming year.

Director Erickson remarked that Planner Ward had just summarized a lengthy and complete Staff report. He asked the Commissioners to recognize the need for a good, solid policy analysis on each of these items.

Chair Phillips thought the schedule looked good. He hoped they would be able to work through the schedule for the remainder of the year.

Chair Phillips commented on the ADU portion and suggested a discussion regarding tiny homes. He was interested in knowing whether the Code addressed anything that would apply to tiny homes. Director Erickson replied that nothing in the Code precludes tiny homes. However, there are technical details such as needing to be on a foundation. Currently, they were working through the issues such as whether an accessory development unit needs to have a separate water and sewer connection, or whether it can come through the meter and the current sewer.

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Commissioner Thimm stated that in looking through his notes, one of the points for affordable housing was additional discussion on the potential for setback adjustments. He also recalled talking about affordable housing targets in relationship to the AMI, and whether or not varying amounts of deeper targeted affordable housing might have some sort of sliding scale in terms of the benefits.

Planner Ward stated that those items would be included in the Housing Resolution discussion and she would make a note to bring them forward.

Commissioner Sletten thought the discussion on affordable housing would be ongoing and would require more than one work session. He believed it was one of the most critical elements on the schedule and asked if it was possible to move it up on the list in anticipation of additional work sessions.

Planner Ward stated that the City has a consultant who was researching accessory dwelling units and Phase 2 increased height and decreased parking amendments. The initial work sessions were scheduled based on that research. She would follow up with additional work sessions.

Commissioner Van Dine did not have additional comments at this time. She thought the schedule looked good. Commissioner Van Dine agreed with Commissioner Sletten about having additional time for ongoing discussions. Her main concern was timing to make sure the schedule moves forward. Commissioner Van Dine thought they should either be flexible with the schedule or schedule extra time at the end if it becomes necessary to move an item back to accommodate something that might require additional time.

Chair Phillips thought it was good that the schedule was aggressive. The key will be to stick to those dates for the initial work sessions, and schedule follow-up work sessions as an additional item on the agenda.

Commissioner Kenworthy agreed that Affordable Housing was a number one priority and that they should schedule multiple work sessions for those discussions. Within those discussions, Commission Kenworthy assumed they would address removing the height restriction, parking, and why the public/private aspect failed. He asked if all three of those issue would be included for the work sessions.

Director Erickson thought Commissioner Kenworthy was overstating the case about removing the height restriction. The first question to be answered is where additional height can be resolved without impacting the neighborhoods. Director Erickson stated that there is not good scientific evidence that height affects affordable housing. He

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noted that the Planning Department has a list of priorities. They need to make a distinction between international seasonal workers versus non-international seasonal workers versus 80% of AMI with families versus 120% AMI with families when determining how to do the analysis. Director Erickson commented on the difficulties of that conversation. For example, if someone is allowed an additional story, they will be able to make it work because going above a certain height results in looking at elevators and exiting, and the construction techniques change. Director Erickson emphasized that additional height is not as simple as it sounds.

Commissioner Kenworthy remarked that setbacks would give additional density to the developers. He stated that for many years a goal has been to get public/private working in the City; however, they never got over that hump. Director Erickson replied that the hump was not due to the regulatory process at this point. He was waiting to see what happens with Prospector Lot G, because the owner is a long-term apartment developer and does not intend to flip the project. If the developer is successful, they can build on that model. Director Erickson stated that in the outset, it is easier to build a high-end house and walk away with a significant profit than it is to build affordable housing. He noted that Mountain Lands Housing Trust has been very successful in delivering projects, but they are also very good at understanding federal funding models.

Director Erickson reported that the Planning Department hired a consultant to provide information on the various types of markets the City is trying to serve to help identify the constraints. Commissioner Kenworthy stated that he would hate to miss the scheduled dates with those recommendations. Director Erickson did not think that would happen, but it is not as easy as it appears. Commissioner Kenworthy thought tax subsidies, height, parking, and any other issues that might come into play should be addressed with the Affordable Housing discussions. He did not think they should look to City Hall to build out of this problem. Director Erickson stated that they would not get built out of the problem because there is a million square feet of retail on Main Street that is not required to deliver housing. Only 10-20% of the resort employees require delivering housing. The City is far down on the requirement to accomplish the goal. Director Erickson offered to provide additional resource information as quickly as possible.

Commissioner Kenworthy noted that TDRs was the fifth priority on the list. He noted that TDRs have never been achieved and he questioned whether or not it should be priority. Director Erickson replied that TDRs was added as a priority because Planner Ward tried to respond to the requests from the Planning Commission. He noted that there are fundamental flaws in the ordinance in that the value of the TDR is established by the buyer and not by the seller. The buy has no assurance as to the value of the TDR until the Planning Director makes the determination on the value of the property it

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is to be transferred to. A second issue is that none of the main locations that require a TDR or are allowed to have a TDR want the additional density. The Staff was making adjustments to make TDRs part of the additional density ability for affordable housing. Director Erickson thought there may be an opening where a TDR could be done to support affordable housing rather than some of the other incentives. The Staff believes there are properties in the Historic District that could be eligible for TDRs, and they would like to see that occur. Director Erickson pointed out that the banking portion of TDRs does not work and that presents a problem.

Commissioner Kenworthy stated that he was in favor of cleaning up the valuations. Director Erickson remarked that instead of incentivizing developers to do pure growth for housing, they would like to be able to use the TDR Code to make it easier to have the density.

Based on the explanations, Commissioner Kenworthy was comfortable leaving TDRs as a priority.

Commissioner Hall referred to the August 12th meeting to discuss private driveways on platted unbuilt rights-of-way. She recalled that the Planning Commission had talked about expanding that discussion to include private use of any City land. She preferred to expand the scope of the discussion. Planner Ward stated that it would follow the City Council work session on encroachments in the right-of-way. She would make a note to expand the discussion.

6B. Work Session – Discussion on Proposed Amendments to Land Management Code Chapter 15-6, Master Planned Developments (MPDs) (1) to Clean Up Remnant Code from Formerly Required Pre-MPDs; (2) to Allow the Planning Director Approval of Minor MPD Modifications and to Outline Substantive MPD Modifications that Trigger Commission Approval; (3) to Require an MPD and Development Agreement Amendment to Increase Density within an MPD; (4) to Clarify the Conversion of Units to Unit Equivalents; and (5) to Remove Support Commercial, Residential, and Resort Accessory Uses.

Planner Ward reviewed the proposed amendments to Chapter 15-6 of the LMC for Master Planned Development. The Staff was proposing five substantive amendments; and this was the first of many work sessions for some of the topics.

Planner Ward stated that the first three amendments were straightforward. It primarily cleans up language from prior amendments; clarifies modifications that trigger amendments to an MPD; and clarifies that when a Master Planned Development is

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approved, that that is the maximum density and any request to increase the density on a specific parcel within the MPD requires an evaluation of the entire MPD.

Planner Ward stated that the fourth and fifth proposed amendments would clarify the conversion of units to unit equivalents; and to either remove or cap exemptions to unit equivalents. The last two amendments would take a lot of time and include public outreach and future work sessions. The Staff was bringing these amendments forward this evening to get initial feedback and input from the Commissioners as they move forward.

Chair Phillips clarified that unless the Planning Commission had issues with the first three amendments, the Staff was prepared to move forward on those; and that the fourth and fifth proposed amendments would require more time and public outreach. He asked Planner Ward to explain the next step in the process for the first three amendments following this work session. Planner Ward stated that based on the discussion this evening, she would draft the Code and bring it back to the Planning Commission in the near future.

Planner Ward stated that the next work session to continue the discussion on amendments four and five will tentatively be scheduled for July 22nd. Director Erickson stated that the Planning Department reached out to the Resorts and they were trying to figure out the relationship between the proposed amendments and the Development Agreements. The Planning Commission will see commentary from Planner Ward as to whether this is forward looking, backward looking, or both as they move forward. Director Erickson reported that the Planning Department received comments from Deer Valley Resort on these amendments.

Planner Ward stated that the Staff had done some very basic clean-up changes as shown in the attached redlines, for consistency and updates to clarify the Code. The first proposed amendment was a clean-up amendment. She explained that a few years ago the pre-application requirement for MPDs was removed from the Code; however, some provisions still have the pre-application language. The Staff verified that the pre-application conference with Staff is optional; and clarified the requirements so MPD applicants can schedule a work session with the Planning Commission before bringing their final project forward.

Planner Ward reported that the second amendment is to clarify modifications that trigger full MPD amendments. These include changes in square footage or use that trigger more parking, changes that generate greater traffic, a reduction to open space, a request to modify one of the Planning Commission's conditions of approval, and also to clarify Planning Director authority to approve minor modifications that comply with the

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MPD approval and the LMC, and that any Planning Director approval would be appealable to the Planning Commission.

Planner Ward stated that the third amendment is to clarify that the MPD approval is the maximum density and any request to increase the base zoning will require an amendment. She noted that when individual properties within an MPD forward, this amendment will ensure that the full conditions of approval for the MPD are retained over time. This started in the early 1980s LMC that required a document outlining the MPD approval be recorded with the County because MPD zoning might be more or less restrictive for individual persons than the underlying zone. This amendment would ensure that as they move forward with approvals that are part of an MPD that it will comply with the initial approval.

Commissioner Sletten referred to the 5% regarding square footage in the second amendment. He asked how 5% is measured with respect to traffic, etc. He wanted to know it it requires a traffic study or whether it is subjective based on what the applicant submits. Planner Ward replied that it would be based on a traffic study. Director Erickson stated that it is based on traffic and parking, and whether the building needs to be modified. Commissioner Sletten thought parking was quantifiable; but the traffic study would have some variances.

Chair Phillips asked if they were considering any changes regarding back of house. Planner Ward replied that back of house would be discussed under Amendment 5.

Commissioner Sletten referred to 15-6-2(b) and asked why it was less than 20,000 square feet or 10 UEs versus more than, so they could allow ten units or ten lots. He asked how the Staff determined a 9.9 lots subdivision. Commissioner Sletten noted that it is easier to do in UEs than it is in square footage. Planner Ward stated that Commissioner Sletten made a good point and she would look into it. However, 15-6-2 is written such that Section A is where the MPD is required and Section B is where the MPD is allowed. Planner Ward explained that under Section A the square footage would trigger an MPD. She offered to work through the language to see if it could be better clarified. Commissioner Sletten thought it would be easier to quantify as “more than” rather than “less than”.

Commissioner Kenworthy thought it appeared that 15-6-3 was being eliminated. Planner Ward replied that he was correct. She noted that 15-6-3A is duplicated in 15-6-5A. The 15-6-3 header is specific to Uses and, therefore, the Staff eliminated the density discussion. However, that language is still included in the Code under 15-6-5A. Commissioner Kenworthy asked if they changed the language or just removed

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duplicated language. Planner Ward replied that they only removed duplicated language. The language was not changed.

The Commissioners had no further comments or questions on the first three amendments.

Planner Ward reiterated that Amendments 4 and 5 would require several discussions as they work through the amendments. She stated that one issue in the MPD Code is the way density is established. The Code states that an MPD shall not exceed the maximum density in the zone, except as otherwise allowed in the Section. The Section outlines Planning Commission discretion to increase the density by 10% if an applicant meets one of these three criteria; 1) donating open space to the City or other entity that will conserve the open space; 2) providing more than 30% of UEs as affordable housing or; 3) preserving more than 80% of the project as open space. Planner Ward stated that the intent is to clarify a challenge when they determine the maximum density for each zone. Currently, there are three different ways of determining the density in the Code. One is a volume-based determination that ends up with an envelope based on the lot size, setback, height restrictions, and in some zones a building pad amendment. Some zones are based on a Floor Area Ratio and others that are units per acre.

Planner Ward stated that the challenge is specific with the volume-based method. The Staff is trying to find a consistent way to come up with a method of one unit equals this unit equivalent for those zones. The Staff was still working through the details and coming up with the result if they went to a base Floor Area Ratio versus a unit per acre for MPDs that based in the volume-based zones. The intent this evening was to bring this to the Commissioners' attention.

Director Erickson stated that with the exception of one or two MPDs, all the MPDs involve some type of density transfer from larger areas. For example, the zoning density was transferred off of Park City Mountain Resort to the base area. Therefore, the base area density is far greater than what the zone would allow. The same occurred on the Town Lift, in Deer Valley, and in Empire Pass. Director Erickson explained that when the annexation was done between PCMR and Empire Pass, County allowed density was transferred between the two ski areas. Director Erickson pointed out that the "not to exceed the base density zone" still needed to be cleaned up. The Staff was working on it and it is not a simple problem. Planner Ward stated that the Staff would continue to work on it and bring it to the Planning Commission in a future work session.

Commissioner Thimm understood that the challenge was determining the maximum density; and the three choices were volume-based, FAR, or units per acre. He asked if

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the thinking is that at some point there will be a recommendation to choose one of those three as the way to establish the density in the zone. Planner Ward stated that under the current Land Management Code, those are the three determinations for density. When they do an MPD in a zone that has a Floor Area Ratio or a unit per acre determination, it can be straightforward to convert that to a unit equivalent under the MPD Code. The challenge is with the volume based. Planner Ward stated that volume based density would remain in the base density, but for a specific MPD in those zones, they would look to establish something similar to either a Floor Area Ratio or unit per acre specific to the MPD process within those volume-based Codes.

Director Erickson remarked that the MPD also requires clustering. For example, a zone may allow three units per acre, but when they cluster all the units that are stripped off the density, the result is 40 units per acre. Director Erickson stated that the UE is designed to limit the size of units based on the number of units approved. Commissioner Thimm appreciated the explanation. He was wanted to know whether the Staff was only honing in on one trigger, but he understood that was not the case.

Commissioner Sletten stated that he was struggling with this issue as well. When they are working with a particular developer and have height and setback restrictions to the extent that the applicant requests additional density, he thought there might be good reason to allow a height increase. Commissioner Sletten thought this comes into play when they try to forego another Treasure Hill experience, where an approval for 400,000 square feet of volume turns into a million square foot application. He believed the answer was a combination of all those things, because if they over restrict these projects, they cannot be successful. A building needs to have common areas, access and other necessities. Commissioner Sletten anticipated a complex set of discussions in order to wrap their heads around how to allow for all those things and still have a project that is manageable.

Director Erickson clarified that the Staff was not restricting the ability inside an MPD to request additional height at this point. In the case of the base of PCMR or Deer Valley Resort, the height is approved by the Planning Commission given good site design and all other aspects of the MPD process. Director Erickson stated that the issue is trying to define what the UE is and how to grow it, especially in the General Commercial Zone. He noted that arts and culture live in the General Commercial Zone, and there is no way to figure out how unit equivalents are allowed for an MPD in that zone. Director Erickson stated that all the open space behind PC Market came in under an MPD that allowed the grocery store to be built. He thought Planner Ward had done a nice job in managing IHC Hospital because they had a unit equivalent calculation that was manageable. Director Erickson emphasized that they were not taking away the ability to have additional height.

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Commissioner Kenworthy asked about process. Planner Ward stated that Amendments 4 and 5 will require several work sessions to make sure all the issues are addressed. If the Planning Commission is comfortable with moving Amendments 1-3 forward, the Staff would bring back the redlines for their consideration. Commissioner Kenworthy understood that if an application comes in before the City Council adopts the new amendments, that application would be subject to the existing Code. Planner Ward replied that he was correct.

Chair Phillips asked about public outreach on Amendments 4 and 5. Planner Ward replied that they had already begun the public outreach and would continue to do so.

Planner Ward stated that Amendment 5 were the unit equivalents exemptions. The purpose of the unit equivalents allows a lot of flexibility and mixed uses in site specific designs within the MPDs. In the Code, there is a section that exempts certain uses from unit equivalents. Planner Ward noted that when there were MPDs in the 1980s and 1990s, the LMC had caps on these exemptions. For example, support commercial facilities were capped to a total of 10% of the total gross square area of a project. Each individual facility was capped at 2,000 square feet. There were restrictions on signage. It could only be viewed on site. It could not be viewed on public rights-of way. The commercial facilities could not be oriented to adjacent public streets or off-site areas. Planner Ward remarked that the support commercial exemption from UEs started out with some fairly defined boundaries.

Planner Ward reported that the LMC was substantially rewritten in the 2000s and some of the caps and boundaries on the exemptions from UEs were removed. The 10% cap on support commercial was removed. The 2,000 square foot cap for facilities was removed. There was also an addition of residential accessories and resort accessories that were exempt.

Planner Ward commented on the challenges with some of these exemptions. Some of the uses that are originally designated for onsite patrons, over time might be open to the public. There are a few instances where that has been proposed or has already occurred; and because it was originally exempt from UEs, no parking was provided to support opening the use to the public. It might also impact open space or other conditions of approval.

Planner Ward stated that the second challenge relates to MPD density, where the Code allows the Planning Commission to grant a 10% increase if the applicant meets certain criteria. Planner Ward stated that when UEs are exempt, it might create density or building volume that exceeds that increase. She noted that certain exempted unit

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equivalents do not trigger affordable housing obligations, which are based on residential unit equivalents for residential developments.

Planner Ward stated that the third challenge is that the goal of the MPD is to strengthen the resort character and to encourage opportunities for economic diversification and development; and also to protect residential uses in neighborhoods from the impacts of MPDs. There needs to be a positive contribution to the community and the goals need to be balanced.

Planner Ward stated that the Staff sees the proposed amendments as being forward looking for approvals for new Master Planned Developments. They could potentially remove or cap some of these exemptions or reinstate some of the original limits that were in the Code in the 1980s and 1980s. In terms of backward looking, for existing MPDs and amended MPDs they want to make sure they clearly define what is exempt from these unit equivalents.

Planner Ward clarified some provisions in the Code. For example, the MPD Code addresses support commercial within residential MPDs and places a 5% cap on total square area for these types of support commercial. However, in the definition of Support Commercial Use, the cap can apply to the entire development. She stated that because the 10% is being removed, the Staff would like to look into some type of boundary for that support commercial use.

Planner Ward noted that the MPD Code does not explicitly state that resort support commercial is exempt from unit equivalents. However, in the definition section, resort support commercial has been treated as support commercial and has been exempt from unit equivalents. Planner Ward stated that support commercial use is limited to onsite patrons of the development. The resort support commercial opens that up to include visitors.

Director Erickson clarified that many of the definitions live inside the Development Agreements and not inside the Code, and each resort has slightly different definitions for these uses. He stated that not only is the Code the controlling document, but the Development Agreement is the agreement between the City and the Resort. Director Erickson remarked that clauses inside of the Development Agreements require things to be brought up to Code, and clauses that ignore what is being exempted. Director Erickson used Treasure Hill as an example of a project that was using the 5% resort support, as well as an additional 5% for the conference center space, and that contributed to the million square feet.

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Commissioner Kenworthy asked Planner Ward where she was referencing the 10% for the support use. Planner Ward replied that it was in the 1980/1990 Code. It is no longer in the Code. Chair Phillips understood that it was the same time the original Treasure Development Agreement was written. Director Erickson replied that it was generally within that time frame. It was also the same time they went through the 5th and 6t Agreement on Park City Mountain Resort. The PCMR Development Agreement is dated 1997.

Planner Ward commented on residential accessories that are exempt. She stated that this could result in density beyond the base zoning density, without contribution of open space or affordable housing units. It can also go beyond a 10% increase in density. If that is the desired outcome, they need to make sure it is reflected in the Code. Planner Ward noted that the residential accessory uses are listed in the Code to include things that support a hotel or a nightly rental condominium.

Planner Ward stated that resort accessories uses may not be problematic. They include information booths, lost and found, ticket sales, circulation and hallways for public locker and restroom, and employee facilities.

Planner Ward remarked that as they look forward to support commercial and potential amendments, the Staff would like feedback on whether there should be a cap for support commercial, similar to what was in the 1980s and1990s Code, and whether they should go back in and specify some of the restrictions that were originally placed on support commercial. They would also need to clarify some of the definitions of these support commercial uses that are exempt.

Chair Phillips assumed that the contradictions between the Development Agreement and the Code were a result of the LMC changing over time. He asked if they go back to the earlier Codes and determine an amount to cap the support commercial based on the gross floor area, whether they would have the discretion to allow something different than the Code in a specific development agreement or MPD. He wanted to know if the cap would be the absolute maximum because it is in the Code.

Director Erickson replied that the Development Agreement controls. For example, if they were working in the Historic District, the Historic District Guidelines would be a guide on what to do, but it would not supersede the underlying zoning. Director Erickson stated that the MPD process is designed to be negotiated and allows varying from the underlying zones in order to accommodate some other action. The Development Agreement becomes a contract between the City and the Developer. Director Erickson pointed out that in an MPD they move density and address traffic, transit, parking reductions, height, and setbacks. Those issues are not controllable

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within the zone. They are only controllable inside the MPD. That is the reason why the Development Agreement controls.

Director Erickson stated that support commercial activities is not the problem as much as the fact that they change to public uses in the future, which creates parking and sign issues, and no affordable housing.

City Attorney Harrington clarified that it was still a case by case determination because different agreements have different provisions. Some clearly include future Code changes and specific references. Mr. Harrington did not want to completely preclude the Planning Commission's opportunity to look at different options as they may reflect existing development agreement language because some of the changes may be able to be incorporated into certain provisions. In addition, there are standards that may trigger a backward-looking affirmative change. Mr. Harrington stated that some of those agreements also have what is called a "Reservation of Legislative Authority Provision" in them. There are instances where they reserve judgement on a particular issue with regard to a particular development agreement at hand.

Commissioner Thimm commented on the unit equivalents and the notion of looking back at what was once in place in the 1980s in terms of the 10% and making support commercial more inwardly focused. He assumed that was put in place because of the intensity of use. For example, if 100 people are in a building using the facilities that are dedicated to only them, the use would be less intense than having those 100 people and an additional 50 people coming to use the facilities. Commissioner Thimm stated that if that was the original intent, it was a good intent. He was not opposed to returning to those restrictions, but whether or not 10% is the correct number is debatable. He could support at least 10%. He thought the 2,000 square foot per UE made sense in terms of size, use, and whether or not they can draw from off-site.

Commissioner Thimm thought the list of residential accessory uses had a lot to do with the efficiency of design. He stated that normally when working with these types of projects, they look for efficiency of approximately 80% in terms of usable space versus hallways, back areas, corridors, etc. Commissioner Thimm suggested allowing something in the range of 25% for residential accessory uses.

Commissioner Thimm thought there was some redundancy in looking at residential accessory versus resort accessory. Circulation to hallways was mentioned in both, and he thought it only needed to be mentioned in one or the other. Commissioner Thimm thought they should try to eliminate some of the redundancy. Commissioner Thimm thought the service accessory made sense. Once again, it allows for the residents or patrons to use the facilities onsite. Regarding any additions of square footage or uses

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that support the residential, Commissioner Thimm suggested that if there is additional intensity in terms of staffing or employees that come to the site as a result of the square footage exemptions, both should be taken into account in terms of the intensity and the impacts it causes to both traffic and parking.

Commissioner Kenworthy referred to page 76 of the Staff report and noted that line 682, off-street parking, was crossed out. He asked how if they were completely deleting all of those guidelines. Planner Ward explained that Off-Street Parking in 15-6-7 is under the Master Planned Affordable Housing Development section, and in that section the Code states that all other MPD sections apply. The off-street parking was removed because all the parking requirements would apply to the affordable housing development. The exact language is given in 15-6-5(e), which is line 400 of the proposed Code. Planner Ward emphasized that there was no change to the parking, but it would only be shown in the Code once instead of being duplicated.

Director Erickson summarized that the definitions need to be cleaned up on some of the items shown on the slides this evening, and that will help the City negotiate with the resorts. They also need to make sure they are in compliance with the development agreements. Director Erickson stated that one of the things being considered is if a use shifts from an accessory use to being open to the public, at a minimum, it would trigger an affordable housing requirement, even if there were no unit equivalents available to make that transition. He noted that there may not be unit equivalents that transition to a public use, but it would trigger some type of action for employee housing.

Director Erickson noted that the Planning Department has a proposal from one project that is trying to use resort support commercial to develop a restaurant. The restaurant will be open to the public without the use of unit equivalents, which does not trigger any of the affordable housing requirements. Parking can be multiple use. If the restaurant is busy during the day, parking might be an issue. If the restaurant is open at night and someone else uses the parking during the day, that would not be an issue. Director Erickson stated that as they move through the amendments, the intent is to do a bottom up approach starting from saying no to what they can say yes to.

Commissioner Thimm clarified that the point he was making in his earlier comment was if the City has a parking requirement for patrons, but additional parking is needed for employees and staff, or if there is additional traffic and trip generation resulting from the staffing, that should be taken into account. Director Erickson agreed.

Commissioner Kenworthy was having a difficult time understanding how they can balance all the proposed changes. Director Erickson pointed out that this was only a work session. He anticipated three months of work before they come back to the

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Planning Commission. Planner Ward stated that the plan is to come back on July 22nd and several times after that. This would be an ongoing discussion. Commissioner Kenworthy appreciated the workload and the work the Staff has done.

In looking at the redlines, Commissioner Kenworthy noted that support commercial and residential accessory uses were blocked out. Planner Ward replied that for the initial MPD amendments it would remain in the Code. She plans on discussing those further at the July work session. Commissioner Kenworthy stated that he was looking at line 772 through 776 and it was all blocked out. Planner Ward stated that those changes and any amendments to Section 15-6-8 of the Code will be determined at a later date. The Staff was not proposing any changes or redlines this evening. Commissioner Kenworthy clarified that no one was proposing to eliminate or make changes within f, g, or c at this time. Planner Ward replied that he was correct.

Commissioner Sletten thought they needed to look further at capping on a per use basis. He stated that things are changing a lot right now and ski areas such as a ski locker area for a hotel might require more square footage because of the social distancing requirements that will be part of life for a very long time. At the same time, the fitness facilities might diminish in size and exercise equipment distributed elsewhere. Commissioner Sletten wanted to make sure they were not getting too restricted. He suggested looking at the overall percentage, but at the same time be careful about restricting a square footage cap on any particular use. Director Erickson thought Commission Sletten made a good point. He noted that the Staff was trying not to make changes inside existing structures. If someone wants to remodel and the uses do not change, that would not be a concern.

Commissioner Kenworthy agreed with Commissioner Sletten. Hard caps are difficult and it would be better if they could find a way to balance it without a hard cap.

Commissioner Thimm thought it should remain enforceable. Recalling many late night discussions during Treasure Hill, he emphasized the importance of having a proper definition that is enforceable. Chair Phillips concurred.

Commissioner Kenworthy agreed with being enforceable. He referred to nightly rental and believed the Planning Commission did a fabulous job by doing territories instead of caps. The result was a 46.4 balance number on nightly rentals throughout town. He suggested that doing that type of approach keeps the project balanced as opposed to a set cap.

Planner Ward presented her last slide. She stated that when MPDs were first placed in the Code in the 1980s they were processed as a conditional use permit. Currently,

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there is a section in the MPD Code that outlines the zoning districts where MPDs are allowed, where they are required, and where they are optional. As the LMC was amended, the use tables were not updated with the zoning outlined in the MPD Code. Therefore, in some zone an MPD is a conditional use, and due to changes in State law on the way conditional use permits are approved, it may be time to separate the MPD approval process from the conditional use permit process. It would give the Planning Commission the flexibility and the discretion through the MPD Code on these projects. Planner Ward stated that if they were to separate the MPD process from the CUP process, they would go through the CUP Code and look at the criteria that is not currently considered in the MPD Code, to make sure those criteria are still addressed in the MPD approval.

Planner Ward requested initial approval on whether all MPDs should be processed as a conditional use permit, or whether there was support to begin looking at potentially separating the two review processes.

Commissioner Thimm asked what it would be if it was not a CUP. Planner Ward replied that it would be an approval process for the underlying allowed uses. Commissioner Thimm asked if it would still be an action by the Planning Commission. Planner Ward answered yes.

Director Erickson stated that nothing would change in a global sense, but the MPD would become a process unto itself. They would not see the duplicative review process between the MPD criteria and the CUP criteria. Director Erickson noted that the MPD is not in the State Land Use Law. Park City invented the MPD inside its Code. The CUP is in State Land Use Law. Tiering the MPD to a conditional use allows the City to be better aligned with State Law; however, if the State Legislature takes away conditional use permits and makes it an allowed use, they need to be prepared to put the MPD somewhere else in the zone.

City Attorney Harrington believed that originally the City Council and Planning Commission used special exception permits and variations of what are now called Master Planned Development approvals. Those had phases, and subsequent phases came through in a process defined by the Code as small-scale master planned developments. At some point the City decided to do away with the small scale MPD section, and when that was done, they substituted conditional use permit criteria for the small-scale subsequent phase review. Mr. Harrington did not believe there was any desire to make Master Planned Development, which by definition, had criteria that was more legislative because they also created a legislative overlay zone for MPDs, to duplicate that with lesser conditional use criteria. Mr. Harrington stated that it became a stop gap substitution when CUPs were still fairly discretionary. He thought Planner

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Ward was correct in recommending this change. Now that the law regarding conditional use permits is really to codify stronger and stronger towards administrative non-discretionary decisions, it does not make sense to use it as a vehicle where there is some overlap lingering in the Code, nor where there are phased approvals. Mr. Harrington remarked that the Planning Commission needs to address what level of review they want for those subsequent phased reviews where they approved a broad Master Planned Development, such as in an annexation. They want it to come back to the Planning Commission and not be purely administrative, but they also do not want it to go through a complete MPD redo. He thought Planner Ward was right in taking the first step to eliminate the overlaps that currently exist, because there is no reason for Master Planned Developments to be listed as a conditional use in the Code.

Commissioners Thimm, Phillips, Sletten and Kenworthy supported the change. Director Erickson stated that he, Mr. Harrington, and Planner Ward would have a hard conversation about how the MPD lives in the zone. The MPD section states that MPDs are required in certain zones and they may be required in other zones. They will need to work through it a little before coming back to the Planning Commission.

City Attorney Harrington stated that Master Planned Developments are an approval process or a performance zoning approval in and of themselves. They are not a use. Master Planned Developments do not belong in a use table.

Chair Phillips understood there would be ongoing discussions, but he liked the direction this was going and how the Staff was approaching it by first defining and then determining how to control it. He looked forward to future discussions.

Commissioner Kenworthy asked if Planner Ward could show through different colors which redlined items were being removed because of duplication. Planner Ward liked that idea.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

7.A. <u>Land Management Code Amendment – Amending LMC Section 15-10-5 to Allow the Board of Adjustment Alternate to Count Towards Establishing a Quorum</u>. (Application PL-20-04459)

Planner Ward stated that the proposed amendment to the Land Management Code would allow the Alternate Board of Adjustment member to count towards a quorum. She explained that because the Board of Adjustment does not have regularly

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scheduled meetings, it can be difficult to find enough members available to form a quorum to consider land use appeals and variances.

Planner Ward stated that the LMC requires at least three Board of Adjustment members to form a quorum; however, the Code exempts the non-voting alternate from counting towards the quorum. She had reached out to the Board of Adjustment regarding this amendment. Allowing the alternate to count towards a quorum will help the Board of Adjustment as they schedule these appeals and variances moving forward.

The Staff recommended that the Planning Commission open the public hearing and consider forwarding a positive recommendation to the City Council for consideration on June 25, 2020.

Chair Phillips asked if there were currently five members on the Board of Adjustment. Planner Ward replied that the Mayor appoints five members to the Board and there is one non-voting alternate. Chair Phillips wanted to know how the non-voting alternate functions. Planner Ward explained that the non-voting alternate can attend the meeting, and if there is a quorum of voting members, the non-voting alternate can vote. However, if there is not a quorum of three voting Board members, the non-voting alternate member cannot vote because they do not count towards the quorum.

Chair Phillips understood that the proposed amendment would allow the alternate to be the third person to make a quorum. Planner Ward replied that he was correct. Chair Phillips asked if the alternate member regularly attends the meetings. Planner Ward answered yes.

Commissioner Sletten stated that he served on the Board of Adjustment in the past. He strongly favored this amendment based on his own experience on the Board. He thought it was a great change. Commissioners Kenworthy and Hall agreed.

Chair Phillips opened the public hearing.

No comments were submitted.

Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to forward a positive recommendation to the City Council for the proposed amendment to allow the Board of Adjustment Alternate to Count Towards a Quorum for their consideration on June 25, 2020. Commissioner Hall seconded the motion.

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VOTE: The motion passed unanimously.

7.B. <u>1121 Norfolk Avenue – Plat Amendment – The 1121 Norfolk Avenue Plat Amendment Proposes to Combine Lot6 and Lot 7 of Block 17 of Snyder's Addition into one Lot of Record.</u>

Planner Laura Kuhrmeyer reviewed the application for a plat amendment for 1121 Norfolk Avenue. Currently, there is a single-family dwelling straddling the property line between the two historic 25' x 75' lots. The applicant was proposing to remove the interior property line to combine the two lots into one.

The Staff recommended that the Planning Commission conduct a public hearing and forward a positive recommendation to the City Council for the requested plat amendment.

Chair Phillips opened the public hearing.

No comments were submitted.

Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to forward a POSITIVE recommendation to the City Council for the 1121 Norfolk Avenue Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance. Commissioner Sletten seconded the motion.

VOTE: The motion passed unanimously.

<u>Findings of Fact – 1121 Norfolk Avenue</u>

1. The subject property is located at 1121 Norfolk Avenue.
2. The Site is within the Historic Residential (HR-1) District.
3. The Site is currently improved with a Single Family Dwelling.
4. The Plat Amendment application is a request to combine Lot 6 and Lot 7 of Block 18` of Snyder's Addition into one (1) Lot of Record.
5. The proposed Lot consists of 3,750 square feet and meets the minimum Lot Size for a Single Family Dwelling (1,875 square feet) and for a Duplex (3,750 square feet) which requires a Conditional Use permit.
6. The proposed Lot size is consistent with neighboring properties, as a number of Lots along Norfolk have already been combined into double-wide Lots of 3,750

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square feet.
7. The proposed Lot measures fifty feet (50') wide and seventy-five feet (75') deep and meets the minimum Lot Width of twenty-five feet (25').
8. The minimum required Front and Rear Setbacks for the proposed Lot would be 10 feet.
9. The minimum required Side Setback for the proposed Lot would be five feet (5').
10. There are existing retaining walls that encroach across property lines on the north, south and west sides of the Site. These shall be removed or an Encroachment Agreement recorded prior to the recordation of the Plat.
11. The proposed Lot Size is compatible with existing lots in the neighborhood and in the overall Historic District.
12. The maximum building footprint for a Lot this size is 1,519 square feet.
13. The maximum Building Height for this zone is twenty seven feet (27') from Existing Grade. The survey submitted shows the existing Structure at 28.68 feet from Existing Grade.
14. There are existing encroachments on Site that may require an Encroachment Agreement or removal.
15. Staff finds Good Cause for this Plat Amendment as it will combine two smaller lots into one larger lot potentially allowing for a Single-Family Dwelling (or Duplex with a Conditional Use permit) that does not straddle (is not built across) lot lines. The proposed new lot is consistent with the surrounding HR-1 neighborhood and meets the Lot and Site requirements for the zone. Furthermore, encroachment agreements or the removal of encroachments will resolve existing nonconformities. Finally, it is a Condition of Approval that a Public Snow Storage Easement will be recorded with the Plat.
16. All findings within the Analysis section and the recitals above are incorporated herein as findings of fact.

Conclusions of Law – 1121 Norfolk Avenue

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

Conditions of Approval – 1121 Norfolk Avenue

1. The City Planner, City Attorney, and City Engineer will review and approve the final

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form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant shall record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. The plat shall note that fire sprinklers are required for all new or renovation construction on this lot, to be approved by the Chief Building Official.
4. A ten foot (10') public snow storage easement along Norfolk Avenue shall be noted on the Plat.
5. The property is not located within the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore it is not regulated by the City for mine related impacts. However, if the property owner does encounter mine waste or mine waste impacted soils they must handle the material in accordance to State and Federal law.
6. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.

7.C. 802 Empire Avenue – Subdivision – The Applicant is Requesting to Combine Multiple Parcels into a New Tow (2) Lot Subdivision. (Application PL-18-03949)

7.D. 802 Empire Avenue – Conditional Use Permit – The Applicant is Requesting to Construct a Shared Driveway Over the Platted Unbuilt City Right-of-Way. (Application PL-19-04113)

These items were discussed simultaneously. Each item had its own public hearing and action.

Planner Alexandra Ananth noted that the applicant, Tom Peek, with Old Town Lands LLC, the project architect, John DeGray, and Martina Nelson from Park City Surveying, were also participating online. Corey Legge, the Public Improvements Engineer, was also online to answer questions.

Planner Ananth reported that this item came before the Planning Commission on February 12th. The applicant was requesting to combine 7 small vacant parcels into a new two-lot subdivision. The applicant was simultaneously seeking a conditional use permit to locate a shared driveway over the platted unbuilt Empire Avenue right-of-way. Planner Ananth stated that these seven parcels steeply slope down from Empire Avenue to Crescent Tram. The lots have frontage on both streets.

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Planner Ananth presented a slide showing the seven existing parcels and noted that none of the parcels are large enough to be built on individually. None of the parcels meet the Old Town minimum lot size requirement of 1,875 square feet.

Planner Ananth reported that during the Planning Commission meeting in February, the Commissioners asked the Staff to provide better visuals showing where this site sits in Old Town. Based on that request, The Staff provided a zoomed out aerial view with 802 Empire in the middle at the bend between Crescent Tram to the right and Empire Avenue just to the left. The Old Town lift goes over the Treasure Hill parcel just south of the property. Planner Ananth presented a slide with a zoomed in view with the combined 802 parcels outlined in green. The Treasure property immediately south of the subject property was outlined in blue. To the right of that were four parcels outlined in purple that are also owned by Old Town Lands off Crescent Road and bisected by a City easement for the Crescent Tram path. Planner Ananth stated that the easement separates Old Town Land's two projects and it crosses over on the 732 parcels, as well as crossing over the Treasure parcel. However, it does not intersect the 802 Empire property.

Planner Ananth stated that another question raised at the last Planning Commission meeting was clarification on how the frontage is being measured. She explained that because these lots have frontage on both streets, the frontage was being measured off of Crescent Tram, even though the City was recommending that vehicular access come from Empire Avenue due to Crescent Tram being narrow and steep.

Planner Ananth stated that a question was raised at the last meeting regarding vegetation on the site. She presented a photo showing the existing vegetation. She indicated a significant spruce tree on the lot line, as well as other trees on the site. Planner Ananth noted that these lots are in the Historic District and would require an HDDR application. If existing vegetation is proposed to be removed, a landscape plan and a tree replacement plan will be reviewed through the HDDR process.

Planner Ananth commented on the questions regarding the steepness of the driveways and whether these lots conform to City standards of 15-3-3. She noted that the applicant had revised the driveway slopes very slightly. The Engineering Department had re-reviewed the revised plan; and based on the difficulties of access of Crescent, the Engineering Department was approving a slope greater than 2% within the transition area. Planner Ananth remarked that the findings of fact and conditions of approval attached to the Staff report cite recommended findings and conditions from the Engineering Department for this project.

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Planner Ananth stated that the two lots the applicant was proposing met all lot and site requirements of the LMC. Any buildings developed on those lots will need to comply with setbacks, building height, and allowable footprint.

Planner Ananth reported that a neighborhood was done as discussed in February, and the lots are fairly consistent with other lots developed in the area. If the lot were to remain a single lot, it could support a single-family dwelling or a duplex, and would be one of the larger lots in the neighborhood. As proposed, Lot 1 and Lot 2 are consistent with the neighborhood median lot size.

Planner Ananth stated that a number of questions were raised about a potential staircase in the neighborhood. She had spoken with the Trails and Open Space Coordinator regarding this project and found that the City has prioritized a future 6th Street Stairs as the number one priority. These staircases are expensive to build and cost approximately $200,000 for each lot. Planner Ananth reported that after the 6th Street staircase, another staircase is identified on 9th Street. There are no current plans to build the 9th street stairs, but it would most likely be the next priority. Planner Ananth remarked that an 8th Street staircase, which would be the closest to this property, would be third in line. Planner Ananth stated that even though the future 6th Street stairs were prioritized and money was going to be allocated in next years budget, due to changes in the economy, that allocation has been pulled out and the City is not moving forward with the 6th Street stairs. Therefore, the potential 8th Street staircase is pushed further into the future.

Planner Ananth presented a slide showing that there could be a staircase that links from the pedestrian path of Crescent Tram on City-owned Treasure property, up through and probably cross the driveway that an abutter already has an easement for on to the property, through to Empire Avenue or a trail that exists on Treasure. She emphasized that there is plenty of room on this parcel for a staircase on City property without any need to encroach on the applicant's property at 802 Empire.

Chair Phillips had visited the site and he appreciated that the applicant had staked out the site. He understood the reason for combining the seven parcels and he thought the analysis this evening was helpful in showing that without the subdivision the one lot would be oversized.

Chair Phillips stated that during his site visit, he noticed that the unique shape of the property. He thought the property line placement between the two lots was as good as they could do because of the shape. Chair Phillips was concerned how putting the driveway at the top and that being the front of the houses would impact the streetscape of Crescent, having that be the back of the houses. Chair Phillips believed the houses

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would be most visible from Crescent. He assumed the streetscape on the Crescent side would be addressed in the HDDR process.

Chair Phillips understood the Engineering Department's reasoning for wanting the access to come from above because it is not ideal to come up Crescent. However, this is Old Town and there are many unique roads and accesses. Chair Phillips stated that in his opinion, the northerly lot is much wider and the house above it has their driveway going into the garages. It felt to him like that should be the front of the house. He suggested having the access to one house off the flatter portion of Crescent where the road is straight. The other lot could be accessed from the top, which would eliminate the shared driveway. Chair Phillips reiterated that his biggest concern was impacting the streetscape on Crescent.

Tom Peek, the applicant, pointed out that access from the top was not their idea. He noted that former City Engineer, Matt Cassel, made that suggestion and thought it could be done fairly easy. They finally warmed up to the idea because they saw the downhill side as an exciting opportunity to have a building that instead of looking like the back of a home it looks like the front of a home with no garage.

Jonathan DeGray, the project architect, agreed with Chair Phillips that his concerns about the streetscape would be addressed in the HDDR process. Mr. DeGray thought it was likely that they would end up with a main entrance to the home off of Crescent because that is how the Staff will want to see the streetscape developed to maintain the character of Crescent. Mr. DeGray anticipated a more pedestrian oriented entrance to the homes with the garage entrance relegated to the rear.

Chair Phillips understood that the Engineering Department made this recommendation and he trusted the applicant and Mr. DeGray because they know this property. However, he felt that because the former City Engineer made that decision, they continued down that path, which is why the applicant was trying to come in from above. Chair Phillips asked if the applicant had any interest in doing one driveway from below and one from above, or whether they were too far into the design process. Chair Phillips pointed out that there are many aspects and Engineering only looks at one portion. He asked Mr. Peek if the proposed plan was their preference.

Mr. Peek felt that they did get funneled into it because the original idea was to come from below. He noted that the two homes to the north all have driveways that are set back reasonably from Crescent Tramway. However, in most cases people have said they have trouble walking on the road because it is slippery and the snowbanks build up. There have been discussions about putting a sidewalk on the uphill side of the

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street or other measures. Mr. Peek deferred to Jonathan DeGray as to whether the option suggested by Chair Phillips was possible.

Mr. DeGray thought it would be possible to put the north driveway off Crescent and the south driveway up above. He stated that they followed the recommendation of the Engineering Department with support from the Planning Staff on where to place the driveways, but he felt certain he could make the other option work as well. Mr. DeGray thought it was doable and the projects would be successful. He also thought the issue of having the main entrance on Crescent was important to both of the homes. Mr. DeGray did not believe having a garage off Crescent was a deal breaker either way. He thought having a garage off the back would make these homes special and the access would be easier. The street presence on Crescent would be in context with the other homes. Mr. DeGray thought this was a more desirable option. Having the garage in the back has more pros.

Commissioner Sletten stated that he had visited the site and walked around the property with Tom Peek. In looking at the surrounding properties, he personally thought that having a pedestrian access from Crescent Tram and the vehicular access up above, he thought the new option would make the building look more compatible with the Old Town character.

Commissioner Kenworthy stated that he also visited the site and met with Tom Peek. Commissioner Kenworthy asked for the elevation difference from the existing pads on Crescent to the driveway on Empire. Martina Nelson offered to look for the numbers. Commissioner Kenworthy clarified that he was looking for the distance from the top of the roof to the pad.

Mr. DeGray clarified that there are exemptions in the Code for single car garages and entries on downhill lots that allow exceeding the 27' height limit. He was unsure whether that was the case in this situation.

Commissioner Kenworthy understood that Crescent has its issue. It is narrow and people back out across the street because they do not have garages. It is a very difficult situation. Commissioner Kenworthy stated that Chair Phillips had mentioned all the things he was thinking about in his conversation with Tom Peek. Commissioner Kenworthy thought one of the homes should come from Crescent. He liked the idea of the pedestrian entrance below. He personally would like to have a master bedroom on top with a great view instead of having a garage at the top floor.

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Chair Phillips stated that one of his question was whether this would then lead to the exception for the height requirement for garages. It was an issue that needed to be considered.

Mr. DeGray stated that the driveway exhibit shows that the adjacent grade to the end of the driveways is basically Elevation 70. They were saying the driveway elevation is 8. It is a 27' height limit and at least the westerly edge of the garage would be in compliance with the height.

City Attorney Harrington understood from their comments that some of the Commissioners had site visits and contact outside of this public meeting. Anyone who had a discussion with Tom Peek onsite needs to disclose it on the record and include the substance of the conversation at the site visit. Mr. Harrington stated that typically the Staff tries to organize site visits.

Commissioner Kenworthy stated that he received an email that he thought was sent to all the Commissioners. From reading the email he thought it was appropriate to visit the site. Commissioner Kenworthy disclosed that he met with Tom Peek and Commissioner Sletten was also there when he arrived. Mr. Peek had staked the property and the conversation was very general. Mr. Kenworthy clarified that he never mentioned anything he was talking about this evening because he did not believe it was appropriate. This was the first time Mr. Peek was hearing his questions.

Commissioner Sletten echoed Commissioner Kenworthy. He disclosed that the only pertinent discussion he had with Mr. Peek was being down on Crescent Tram looking up and wondering what the impact would be in terms of the entryway. Commissioner Sletten thought all the Commissioners were invited to visit the site and he assumed it was acceptable. Commissioner Sletten clarified that he was there a short time before John Kenworthy arrived. Nothing substantive was discussed.

Martina Nelson, the Surveyor, stated that she received an email from the Planning Staff asking if she could stake the lot boundaries to make it easier to visualize on the ground. She did stake the property and hoped it was easy for everyone to visualize the overall boundary and the slice where they propose to subdivide the lots.

Mr. Peek stated that he had sent out the invitation a couple weeks ago, and Planner Ananth suggested that he remind everyone on Friday once they received the packet. Mr. Peek stated that it was so well staked that he thought it would be helpful if the Commissioners could stop by to see it. He was there just in case someone wanted him to walk them around the property.

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Chair Phillips stated that he visited the site late at night and no one else was there.

Commissioner Thimm noted that this was the third meeting on this application and the Planning Commission has had considerable discussion on the project. He had relative to the driveway, but his questions were answered by reading the letter from the City Engineer. Commissioner Thimm did not have a strong opinion as to whether the driveway comes in from Crescent or Empire. However, he thinks the houses will need to be four-sided houses, and the architecture will need to address frontage. Commissioner Thimm thought that would be heavily addressed through the HDDR process.

Commissioner Sletten referred to a comment that came in as public comment from the attorney representing a resident. With respect to the landing of the potential future staircase, the attorney included a copy of the easements and the court order. Throughout the letter the term that struck him was non-exclusive easement. Commissioner Sletten understood that the easement is over City-owned property through the open space. He asked Mr. Harrington to explain how that works and who has the right to use.

City Attorney Harrington stated that he did not have a concrete proposal to evaluate, and the analysis and recommendation came from the City Engineer on something that has not been fully proposed at this time. In terms of the stairway, Mr. Harrington advised the Planning Commission to exercise caution. He suggested that they soften condition of approval #7 by adding “if necessary”. He thought the condition as written reads as though it was pre-approved by the Planning Commission and mandated. Mr. Harrington believed the language was strong in the sense of requiring the use of that property, since that encroachment will likely require further action by the City Council and in conjunction with a specific approval of a proposal. Mr. Harrington remarked that the Engineering Department provided a recommendation for that turning radius; however, he anticipated further analysis on that to determine whether there is a different solution. He did not want to preclude a different solution if something else comes forward. Mr. Harrington stated that a partial driveway encroachment easement going over an existing driveway easement did not cause him much concern. However, he would modify the condition #7 as he previously suggested. The Commissioners agreed to make the adjustment to the conditions of approval as suggested.

Chair Phillips asked if these buildings would need to come in for a Steep Slope CUP. Planner Ananth replied that the analysis had not yet been done because the house is not designed, and she did not know exactly where it would sit on the lot. However, from looking at the lot, she was fairly certain that it would require Steep Slope CUPs. It

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would at least be Administrative, and she was unsure whether it would come to the Planning Commission.

Martina Nelson responded to Commissioner Kenworthy's earlier request. She had done a very rough calculation looking at the contour map, and from the center of the graveled parking area at the top of Empire down to a contour as the crow flies on Crescent, she estimated a 22 to 24 feet difference in elevation.

Commissioner Kenworthy was concerned about making that footage work with a garage with a roof. Mr. DeGray thought it appeared to work. In looking at the elevation and the contour at the end of the driveways, it is 17' feet above the driveway. The grade does not fall away that fast and from what he could see, there is ample room to have a single car garage structure given the height restriction of 27'.

Commissioner Thimm stated that based on that explanation, he asked if the applicant would be open to a condition that would eliminate the use of the exception in the building height.

Chair Phillips stated that his biggest concern at this point was anticipating the need for an exception to the building height with it being a garage. He was not in favor of forcing this application into the exception allowed by Code when there was another option.

Commissioner Thimm understood from Mr. DeGray's comments that he could make it work without the exception. Mr. DeGray replied that just looking at it quickly, he thought it could be done; however, he was not willing to commit to that without actually coming up with a design that was reviewed in a design review team meeting. Mr. DeGray did not think they should eliminate the exception option this early in the process.

Mr. Peek noted that they had not begun working on the design because Mr. DeGray suggested that they wait to get the initial approval. They have talked about the driveway and elevations of the driveway and where there could be some modifications. Mr. Peek remarked that the intention is not to push for taller buildings. They were dealing with access and the driveways at the top because they were funneled into that approach by the City Engineer. Mr. Peek pointed out that they have done 17 projects in Old Town and all have stayed within the limits.

Chair Phillips thought the unique shape of the lot could possibly push this into a height exception. If that is the case, it was important to have this discussion ahead of time. He preferred to wait until they have a design to know whether or not it is necessary.

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Planner Ananth did not believe the HDDR process would look favorably on a height exception and would encourage alternative analysis before considering the exception.

Chair Phillips clarified that nothing was forcing the applicant to come from above, but it was still an option if through the design process they conclude that it is still the better solution. Mr. Peek stated that Matt Cassel made it clear in his initial discussions and recommendation that he would strongly resist accessing off of Crescent Tram. At that time, they did not think they had a choice.

Corey Legge, Public Improvements Engineer, stated that before Matt Cassel left the City, they walked the site together and Mr. Cassel outlined his concerns with access from Crescent Tram. Mr. Legge noted that since then he has reported that prior comments were provided to the applicant to encourage access to come off of the unplatted driveway located above on Empire Avenue. Mr. Legge stated that once the new City Engineer, John Robertson, was hired, he walked the project with Mr. Robertson before this Planning Commission meeting to get his thoughts and understanding of the site. Mr. Robertson supported the idea of the driveway coming from above for the same reasons Mr. Legge had outlined in his engineering memo. He remarked that looking at the site, it is difficult for motorists to maneuver along Crescent Tram given the existing structures that abut right onto the roadway. That worsens during the winter period as snow storage further encroaches into the travel lanes and Crescent Tram becomes a slippery slope. Mr. Legge stated that Engineering looks at the site holistically and from a public safety standpoint. They focused on the general public navigation of that corridor, which is why they made the recommendation to access from above as a shared driveway on Empire Mr. Legge clarified that the access off Empire Avenue is only supported on a condition that vehicles are able to pull out of Empire Avenue and not back out of the existing lots. In looking at Lot 1 versus Lot 2 and which lot could face off Crescent Tram, he recommended that if it is Lot 2 and the access would still come off Empire, that the driveway be extended to allow a motorist to pull on to Empire Avenue rather than backing out.

Commissioner Hall asked whether the Staff wanted to address any of the public comments related to community concerns about the access and future staircase. Planner Ananth read through some of the comments that were submitted. She noted that Cheryl Shoshnick was requesting that the Planning Commission ask that the property owner participate financially in the construction of a staircase. Commissioner Hall asked if that has ever been discussed, since the applicant is getting the benefit of using part of City-owned land. Planner Ananth replied that it has been done before so there is a precedent; however, not necessarily in exchange for using City land. She explained that they would need to show a clear and proportionate nexus between a condition that requires a financial contribution to a staircase. Commissioner Hall

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understood that in this case they would say that the area traditionally use now will become a be a private driveway which is the exchange for financially contributing to a pathway.

Mr. Peek stated that currently no one uses that access because it does not go to an access point. The driveway goes into the tail of the Treasure project. Above that is where the driveway goes into the adjoining property on Empire. That has been blocked off for so many years that no one uses that area. Mr. Peek had read Ms. Shoshnick's letter. He thought she was most concerned about getting a set of stairs up 9th Street. There was also verbiage about participating in the cost. Mr. Peek was unsure when or if these stairs would ever be built. He is a proponent of stairs and he would like to see them go in. Stairs would be a positive benefit for these properties and other properties in that part of the community. Mr. Peek commented on other ways to get up the hill.

Planner Ananth referred to public comment received from Mary Whiteside who supported the right-of-way for access to these two properties from Empire Avenue.

Director Erickson recommended that the Planning Commission open the public hearing before further discussing public comment.

Chair Phillips opened the public hearing.

Jessica Nelson reported that she received one e-Comment that came in during the meeting from Nick Frost, who was representing Rick Kienzle. Mr. Frost had emailed a comment earlier in the day and he had additional comments to add. Jessica Nelson read Mr. Frost's comments into the record. His email noted that in addition to the proposed driveway encroaching onto the Treasure Hill open space, the proposed encroachment also encroaches onto Mr. Kienzle's Driveway Easement and violates the Court Order governing the Driveway Easement. Secondly, Mr. Kienzle is concerned about the City's proposed location of the public stairs as depicted in the Staff report. Mr. Frost understood that the Planning Commission was not making a determination on the stairs this evening, however, in his email he pointed out several factors the Commissioner's should be aware of before making a final determination on Mr. Peek's project as it relates to the location of the stairs. Specifically, the current location of the stairs, which terminates onto Mr. Kienzle's driveway is a direct violation of the Court Order and therefore is illegal. He suggested that instead of locating the public stairs onto the Driveway Easement, it was more viable to locate the public stairs to the south of the proposed project with a termination point onto the proposed location of driveway for the proposed projects, as recommended in Corey Legge's memorandum. Mr. Frost urged the Planning Commission to discuss this at a cursory level before any final determination is made on the current proposal. The concern is that approval of the

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project may foreclose on the City's ability to utilize Peek's property if that becomes necessary.

Jessica Nelson noted that under the line Position on the eComment, Mr. Frost had put opposed.

This was the only public comment that was received during the meeting. Public comment that came in prior to the Staff report being distributed was included in the Staff report and became part of the record.

Six new public comment emails were received earlier today from Cheryl Shoshnick, Mary Whitesides, Scott Dubois, representing Rick Kienzle, Peg Bodel, Frederique Bouty, and Don Nibouar, and those were forwarded to the Planning Commission. Those emails, as well as the eComment this evening, were also entered into the record.

Chair Phillips closed the public hearing.

Chair Phillips asked Planner Ananth to address the comments from Mr. Frost, and to also pull up the aerial view showing the line where the potential stairs would be located. Planner Ananth thought Mr. Frost was describing his driveway easement and saying that the shared driveway illegally encroaches. Planner Ananth pointed out that through her research she determined that the gravel driveway has been there since the 1950s. It has not been improved and it is often used to help the neighborhood with construction impacts from other projects and parking. She believed this proposal would clean up that use in that it would be a shared driveway, and no parking would be allowed on that platted unbuilt right-of-way.

Commissioner Kenworthy was having a hard time visualizing the garage and how the driveway turns around and comes out of Empire without backing onto the road. He was concerned that extending the driveway easement into the Treasure space would be more problematic.

Planner Ananth pulled up the slide showing the proposed driveway. Planner Ananth stated that currently the plan was not showing any encroachment. It actually states, "the existing gravel parking area to be removed". Planner Ananth remarked that the Engineering Department has suggested that it may be beneficial to continue that existing encroachment. She had not done a turning radius analysis. Chair Phillips stated that under the current proposal the existing gravel will be removed and the plan they were seeing this evening is what would occur. He thought the proposal would actually improve what exists now. Planner Ananth stated that it was her position as well.

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Commissioner Kenworthy questioned how the car in Lot 2 faces forward and comes out of Empire. He asked if they would be required to extend what was shown on the map.

Director Erickson referred to the Engineering Report and noted that Mr. Legge was requiring a turning analysis. The purpose of the encroachment onto public lands is to make sure there is no opportunity to back out onto the road. Both cars must have turning radiuses that work.

Commissioner Kenworthy agreed, because that was one of the reasons for taking the access off Crescent. He suggested that if Lot 2 has the ability to front on Crescent, it would potentially take care of that issue.

Director Erickson pointed out that there is no opportunity to have a front facing driveway on the Crescent side. In addition, Crescent is between 6-8 feet narrower than Empire, and Empire was reconstructed with curb and gutter. There are also encroaching garages on the downhill side of Crescent. Director Erickson stated that while this was not the most ideal solution, it was the least damaging way of handling the problem. Planner Ananth believed that backing out of Lot 2 on to Empire was at least as complicated as making a three-point turn to face forward exiting on to Empire.

Mr. Legge stated that given the proposed driveway and the existing berm, as well as the retaining that would need to be installed for the shared driveway, he would not support backing out of Lot 2. A motorist would not be able to see any northbound traffic on Empire as it travels around the horseshoe bend. As stated in the Engineering memo, the Engineering Department supports the shared driveway off of Empire Avenue provided that vehicles are not able to back out, and it is deemed that vehicles must pull out on to Empire Avenue. Based on review of the site plan, Mr. Legge thought it appeared that the southerly property line is extended through the right-of-way. In that case, a vehicle would not be able to perform that turning movement out of Lot 2 as shown. The drive would need to encompass the existing gravel area, which would require an encroachment agreement on the Treasure Hill parcel.

Chair Phillips stated that from what he was hearing, the proposed plan that they were being asked to forward to the City Council would need to be changed in order to satisfy the Engineering Department. He was unsure how they should address this issue. The Planning Commission could verbally discuss it and provide direction to the Staff, but the applicant would also need to update the plan so when it goes to the City Council, the Council has the accurate plan to consider approving.

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Planner Ananth pointed out that the engineering memo only came out last Thursday and the applicant did not have sufficient time to respond or create a new plan. However, she thought they could address the issue with a finding stating that if it is determined necessary because of turning radius issues, the Planning Commission has approved a small encroachment onto the Treasure property as suggested in the engineering memo. Chair Phillips thought it needed to be addressed verbally with an amendment or some direction to the Staff before it goes to the City Council. Chair Phillips noted that the gravel has existed there for a long time and it is somewhat of a grandfathered use. He was unsure whether there was more to the page that was cut off on the screen, but he would like to see how far the existing gravel extends. Planner Ananth stated that she zoomed in on the slide to make it as legible as possible and some part may have been cut off. She remarked that the gravel extends quite a ways, but it would not need to extend as far as it does not.

Chair Phillips stated that without actually being able to see it, he assumed the future three-point turnaround would not extend out as far as the gravel that exists now. He believed it would be an improvement on the existing use by shortening the length of the gravel area and only using what is necessary. Chair Phillips thought he could be comfortable with it as long as it does not extend further than what already exists. If it did extend further, he would need to relook at it.

Director Erickson noted that there was another drawing in the CUP application that showed the extent of the gravel. Director Erickson understood from the comments that the Planning Commission was not comfortable moving forward without seeing a complete proposal on the CUP. Chair Phillips clarified that he was comfortable moving forward as long as the Commissioners verbalize what they feel comfortable with. Chair Phillips remarked that his point was that the Planning Commission would be forwarding a recommendation on something they could not actually see. He emphasized that he was comfortable with the page being adjusted with enough room for a turnaround, because it is in the best interest of public safety to pull out forward. The caveat is that it would not encroach more than the existing grandfathered use.

Commissioner Kenworthy preferred to see the modification rather than rush a recommendation. The issue is not whether anyone is allowed to back out because no one should be backing out. Going back to an earlier statement, he thought it was important to know the height from the existing pad to the proposed shared driveway on top. Commissioner Kenworthy wanted to have all the specifics before moving forward. He noted that many major parts were changing and the City was giving some concessions; and they were also considering problems that are more major on Crescent to accomplish this. He wanted to make that since the City is giving these

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concessions that everything is well-defined and works out for the best for the community.

Director Erickson looked up the height exception in the LMC for the HR-1 zone and found that it is actually a Planning Commission action. He read from Section 15-2-2.5, Item 4 – Garage on Downhill Lot, "The Planning Commission may allow….." Commissioner Kenworthy asked for the maximum it could be extended. Director Erickson replied that it could be extended to 35' in order to accommodate a tandem garage, but not a single-car garage. From his reading of the Code, he did not think there was an exception for a single-car garage.

Director Erickson asked what the other Commissioners thought about the CUP action and making sure the subdivision action that is forwarded to the City Council illustrates what is coming in the CUP. He noted that the subdivision, the encroachment agreement, and the use of public right-of-way will be City Council actions.

Chair Phillips agreed with Commissioner Kenworthy about not rushing a recommendation this evening.

Martina Nelson informed the Planning Commission that the distance from the south lot line of the proposed plat amendment to south of the gravel was 19'.

Director Erickson noted that the subdivision documents were reflecting the driveways that the Commissioners were not comfortable with until they could see the final plan.

Commissioner Thimm suggested continuing both the Subdivision and the CUP. However, he asked if Chair Phillips would consider taking a straw poll to find out if the Commissioners understand the turning radius, if they were ready to take positive action on the merits of the rest of the proposal for both initiatives. Chair Phillips asked if Commissioner Thimm was suggesting that they set this one issue aside and move forward on the rest. Commissioner Thimm clarified that his preference was not to separate the issue, but this has been before the Planning Commission three times and he was hesitant to ask the applicant to come back a fourth time. If the Commissioners had any other issues with the proposal, he would like the applicant to hear those now rather than later. Chair Phillips agreed.

Chair Phillips thought they should also take into consideration the fact that the engineering letter did not come in until last Thursday, and it was unforeseen by the applicant. Commissioner Thimm stated that the driveway turning radius was the only issue he had at this point.

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Commissioner Kenworthy stated that in addition to the turning radius, he also wanted to see the height. He did not want a driveway 25' above the existing pad because that would create another issue; especially if Director Erickson is correct and there is no exception. He needed to feel comfortable about those issues before moving ahead with a vote.

Chair Phillips stated that since the complete driveway was a primary factor, and he also agreed that the height should be analyzed, he called for a straw poll.

Mr. Peek thought Exhibit B under the conditional use permit, which is the 802 Empire driveway plan, would answer their question. Planner Ananth did not believed it answered their question because the Exhibit does not show what it will look like.

After hearing input from the other Commissioners, Commissioner Thimm wanted to see the height addressed as well.

Commissioner Hall echoed Commissioners Thimm and Kenworthy regarding the follow-up issues. She understood that the 8th Street staircase was not a high priority for the near future, but she thought it would be bad for the community if it was limited. Commissioner Hall wanted to make sure that is addressed when they look at the CUP and the terms and conditions to make sure this proposal will not interfere with a future staircase.

Commissioner Van Dine had nothing additional to add. She agreed with the Commissioners Thimm and Kenworthy on seeing what the driveways will look like and the turning radius, as well as the height.

Commissioner Thimm noted that the Planning Commission would need an updated Exhibit because currently it says that the gravel driveway will be removed.

Commissioner Sletten concurred with his fellow Commissioners. He thought the driveway issue could be easily resolved with a condition of approval, but he was not opposed to waiting until the two issues were addressed.

Planner Ananth suggested continuing the subdivision and the CUP to June 10th. Mr. Peek thought they could have everything ready by June 10th.

Mr. Peek appreciated the comment from Commissioner Thimm about this being their third meeting. Each time there are new issues and he was anxious to move on from here. He was willing to accept additional conditions if that is required to move ahead.

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Director Erickson stated that most of the time in the application process was trying to sort out how to do the subdivision, which is the front yard, and how the access works. The last time this was continued was due to the driveway issue and not meeting the multi-family driveway standards of 20'. They needed to get an official determination from the engineer. Director Erickson thought it was best to continue to June 10th and give Planner Ananth the opportunity to meet with Jonathan DeGray to resolve these issues.

MOTION: Commissioner Thimm moved to CONTINUE the 802 Empire Avenue subdivision to June 10, 2020. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed unanimously.

Chair Phillips opened the public hearing on the conditional use permit.

All the public comments that were submitted and entered into the record on the Subdivision were also entered into the record for the CUP.

No additional comments were submitted during this meeting.

Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to CONTINUE the conditional use permit for the construction of a shared driveway over a platted unbuilt City street at 802 Empire Avenue to June 10, 2020. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

The Planning Commission Meeting adjourned at 8:50 p.m.

Approved by Planning Commission: _____

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Planning Commission Work Session

Subject:	**Recreation Advisory Board Parks Preservation**
Authors:	**Tate Shaw, Assistant Recreation Director** **Alexandra Ananth, Senior Planner**
Department:	**Recreation and Planning**
Date:	**May 27, 2020**
Type of Item:	**Administrative - Work Session for Consideration of Proposed New Urban Park Zoning District**

Summary Recommendation
Through the development of a Local Parks Preservation Master Plan, staff and the Recreation Advisory Board (RAB) recommend an amendment to the Land Management Code and a new Urban Park Zone (UPZ) to regulate and replace appropriate locations that currently have Recreation Open Space (ROS) and other zoning regulations. Staff is seeking feedback at this time.

Background
March 2017: During RAB Visioning with City Council, Council asked RAB to form a sub-committee to research protective measures that could be used to protect park spaces short of a third party conservation easement. This was due to the recent protective easement that was placed on the Library Field.

June 2018: During RAB Visioning with City Council, the Park Preservation Sub-Committee recommended additional protections of local park space through the development of a Local Parks Preservation Master Plan. The five locations recommended are Rotary Park, Creekside Park, Prospector Park, City Park and the Municipal Golf Course. With Council support, the Sub-Committee developed a draft using two of the five spaces as a test.

March 2019: As deemed important and referenced in the City's General Plan and Municipal Code, *local recreation and open spaces are crucial to the vitality, character and sense of community Park City provides.* The RAB Sub-Committee presented to City Council the Local Parks Preservation Master Plan.
The Local Parks Preservation Master Plan includes the following Voter Referendum language:

> *No sale, change of ownership or change in the 'recreation and open space' zoning of current Recreation Open Space Districts pertaining to the City-owned properties included in this Local Parks Preservation Plan, or changes in the intent of this Plan to protect park spaces shall be undertaken without an affirmative vote of four out of five City Council Members.*
> *This vote must further be affirmed by 60% of the voters in a locally scheduled special election within 180 days of the Council's decision.*
> *Nothing in this provision shall affect bonds currently secured by the property or preclude or hinder the City using this property as security or collateral for future bonding, as long as the basic intent of maintaining recreation and open space is upheld.*

This recommendation has historic precedence as it was applied during the preservation efforts of McPolin Farm in the 1995 Entryway Corridor Master Plan. This also follows Goal #9 of the City's General Plan by *providing unparalleled parks and recreation opportunities for residents and visitors.*

City Council was supportive of the efforts made to develop the master plan, but recommended to work closer with the Planning Department to 'clean up' the Recreation Open Space (ROS) zoning as it pertains to the development of the Local Parks Preservation Master Plan.

Since March 2019, Recreation staff and the RAB Sub-Committee worked closely with the Planning Department to review zoning districts and recommend the best solution to protect unwanted development of parks would be to create a new planning zone. The new "Urban Park Zone" (UPZ) is a blend of ROS and Protected Open Space (POS) zones.

January 2020: City Council was supportive of the effort to draft the "Urban Park Zone" (UPZ) and move it through the approval process with Planning Commission.

Analysis

- Development of a new zoning district will reinforce the importance of the City's General Plan and Municipal Code, *local recreation and open spaces are crucial to the vitality, character and sense of community Park City provides.*
- A new Urban Park Zone would encompass specific requirements, providing more clarity for the development and implementation of the Local Parks Preservation Master Plan.
- The purpose of the Local Parks Preservation Plan is to reinforce the current Land Management Code with additional measures and means to preserve these spaces.
- If Planning Commission determines the new zone is not warranted, the current Recreation Open Space (ROS) zoning requirements would be the primary protective measure. The current ROS zoning may not have the clarity and restrictions necessary to regulate uses and or any future changes in the 'recreation and open space' character.

Department Review

- Planning Department- Bruce Erickson
- Trails and Open Space- Heinrich Deters
- Recreation Department- Ken Fisher

Exhibits

Exhibit A - Urban Park Zone Draft
Exhibit B - Local Parks Preservation Master Plan
Exhibit C - UPZ Map

15-X.X Urban Park Zone -DRAFT

15-X.X-1 Purpose

The purpose of the urban Park Zone (UPZ) District is to:

A. promote the preservation of Historic Buildings, Structures, Sites, or Objects;
B. preserve the vegetation and habitat of natural Areas;
C. provide for careful review of low-intensity recreational Uses and environmentally-sensitive, non-motorized trails;
D. establish and preserve districts for land Uses requiring substantial Areas of Open Space covered with vegetation and is substantially free from Accessory Structures, Streets, and Parking Lots;
E. permit recreational Uses and preserve recreation land;
F. encourage parks, golf courses, trails, and other compatible public or private recreational Uses, and preserve and enhance park amenities;
G. encourage sustainability, conservation, and renewable energy.

15-X.X-2 Uses

Uses in the UPZ District are limited to the following:

A. ALLOWED USES.
    1. Conservation Activity
    2. Food Truck Locations[4]

B. ADMINISTRATIVE CONDITIONAL USES.[1]
    1. Trail and Trailhead Improvement
    2. Outdoor Recreation Equipment
    3. Essential Municipal Public Utility Use, Service, or Structure, less than 600 sq. ft.
    4. Accessory Building, less than 200 sq. ft.
    5. Outdoor Event, Outdoor Music
    6. Temporary Construction Improvement
    7. Anemometer and Anemometer Towers

C. CONDITIONAL USES.
    1. Essential Municipal Public Utility Use, Service, or Structure
    2. Accessory Building, greater than 200 sq. ft. not to exceed 600 sq. ft.
    3. Parking Area
    4. Recreational Outdoor Lighting
    5. Community Gardens
    6. Recreation Facility, Public
    7. Recreational Facility, Commercial
    8. Golf Course
    9. Recreational Sports Field and courts
    10. Skateboard Park

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11. Public and Quasi-Public institution, education, park, plaza, Structure for public assembly, greater than 600 sq. ft. in approved locations
12. Essential municipal public utility Use, facility, service, and structure, greater than 600 sq. ft.
13. Child Care Center
14. Vehicle Control Gates[2]
15. Surface Parking Area with five (5) or more spaces
16. Telecommunications Antenna[3]
17. Fences greater than six feet (6') in height from Final Grade
18. Small Wind Energy Systems

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

15-X.X-3 Related Provisions

- Fences and Walls. LMC § 15-4-2.
- Satellite Receiving Antenna. LMC § 15-4-13.
- Parking. LMC Chapter 15-3.
- Landscaping. Title 14; LMC § 15-3-3(D).
- Lighting. LMC § 15-3-3(C) and § 15-5-5(I).
- Historic Preservation. LMC Chapter 15-11.
- Park City Sign Code. Title 12.
- Architectural Design. LMC Chapter 15-5.
- Snow Storage. LMC § 15-3-3(E).

[1]Subject to an Administrative Conditional Use permit. [2] See LMC § 15-4-19, Review Criteria For Vehicle Control Gates.

[3] Subject to LMC § 15-4-14, Telecommunication Facilities.

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

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Local Parks Preservation Master Plan

ACKNOWLEDGEMENTS

Park City Municipal Corporation

Ken Fisher
Tate Shaw
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Bruce Erickson

Park City Council

Andy Beerman, Mayor
Becca Gerber
Tim Henney
Steve Joyce
Nann Worel
Max Doilney

Park City Recreation Advisory Board

Jane Campbell
Eric Hoffman
Ed Parigian
Cabot Wooley
Sebe Zeisler
Meisha Lawson
Brett Isaacson

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Resolution

Resolution Adopting the Local Parks Preservation Master Plan

RESOLUTION TO ADOPT THE LOCAL PARKS PRESERVATION MASTER PLAN WITH THE INTENT TO LIMIT ZONING CHANGES, THE SALE OF AND OR CHANGES TO FOUR CITY PARKS AND THE PARK CITY MUNICIPAL GOLF COURSE WITHIN THE CITY LIMITS OF PARK CITY, UTAH

WHEREAS, City Park, Rotary Park, Prospector Park, Creekside Park and the Park City Golf Course are critical features of our community, providing open space, active and passive recreational opportunities, and expressing a statement about the character and vitality of Park City, Utah to visitors and residents alike; and

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WHEREAS, because of the importance of park spaces to the community, the City Council authorized the Recreation Advisory Board and City staff to examine uses to determine and implement protective measures that are viable; and

WHEREAS, public hearings were conducted with the Recreation Advisory Board and the City Council to determine support; and

WHEREAS, the City Council approved a resolution stating: Utilizing Park City's Municipal Code and zoning requirements first, any future changes in the 'recreation and open space' character, approved and/or conditional uses of noted parks and/or zoning changes shall be further restricted; now

THEREFORE, the following procedures shall be put in place:

No sale or change in the 'recreation and open space' character or current Recreation Open Space Districts pertaining to the City-owned properties included in this Local Parks Preservation Plan, or changes in the intent of this Plan to protect park spaces shall be undertaken without an affirmative vote of four out of five City Council Members. This vote must further be affirmed by 60% of the voters in a locally scheduled special election within 180 days of the Council's decision. Nothing in this provision shall affect bonds currently secured by the property or preclude or hinder the City using this property as security or collateral for future bonding, as long as the basic intent of maintaining recreation and open space is upheld.

EXECUTIVE SUMMARY

As deemed important and referenced in Park City Municipal's General Plan and Municipal Code, local recreation and open spaces are crucial to the vitality, character and sense of community Park City provides. The primary objective of this Local Parks Preservation Master Plan is to preserve and enhance City Park, Rotary Park, Prospector Park, Creekside Park and the Park City Golf Course.

The goals of the plan are to:

1. Protect, maintain and preserve park spaces for future use.

2. Provide direction for review alongside Joint Use Agreement, General Plan and Land Management Code.

3. Outline the means to preserve these park spaces.

4. Define detail for each location and its current use.

5. Define any/all Municipal Departments, Boards, Commissions or Councils and associated authority.

6. Define the public process, including community engagement, council approval and special election

7. Define who is responsible for 'Speaking for the Land'-
    - Document Review, Amended Clauses, Timelines
    - Land Tasks (ex: inspections, maintenance, utilities, etc.)
    - Allowed uses within ROS Zones
    - Approval process above and beyond ROS Zoning Regulations

8. Define administrative allowances such as:
    - permitted events
    - amenity replacement
    - additional needs (ex: shade)
    - change in trends
    - temporary use for health, life and safety concerns (ex: wildfire staging)

DRAFT

DEFINITIONS AND REFERENCES

Land Tasks- Activity, maintenance or events based on community assessment and asset management.

Examples include:

- Irrigation Installation/Maintenance
- Utilities Installation/Maintenance
- Vegetation Replacement/Restoration
- Structural Repair/Replacement

Administrative Allowances- Activity, amenity and structural uses or changes made that are in line with ROS zoning requirements and the Land Management Code that give City Staff, Boards and Commissions opportunity to allow for temporary or permanent conditional use or change.

Examples include:

- permitted events
- amenity replacement
- additional needs (ex: Shade)
- change in trends
- temporary use for health, life and safety (ex: wildfire staging)

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Zoning Change or Sale Process-

- Five Public Meetings over three month period
- Affirmative vote of four out of five City Council Members
- Voter Referendum as detailed below

Voter Referendum- No sale, change of ownership or change in the 'recreation and open space' zoning or current Recreation Open Space Districts pertaining to the City-owned properties included in this Local Parks Preservation Plan, or changes in the intent of this Plan to protect park spaces shall be undertaken without an affirmative vote of four out of five City Council Members. This vote must further be affirmed by 60% of the voters in a locally scheduled special election within 180 days of the Council's decision. Nothing in this provision shall affect bonds currently secured by the property or preclude or hinder the City using this property as security or collateral for future bonding, as long as the basic intent of maintaining recreation and open space is upheld.

Park City General Plan: http://www.parkcity.org/home/showdocument?id=12388
Goal 9- Parks & Recreation: Park City will continue to provide unparalleled parks and & recreation opportunities for residents and visitors.

Goal 9 Objectives:

-9A Maintain local recreation opportunities with high quality of service, exceptional facilities, and variety of options.

-9B Locate recreation options within close vicinity to existing neighborhoods and transit for accessibility and to decrease vehicle

miles traveled. Grouping facilities within recreational campuses is desired to decrease trips.

Park City General Plan: http://www.parkcity.org/home/showdocument?id=12371
Sense of Community

Strategy: Access to Recreational Facilities

Park City offers its residents and visitors access to a number of recreational parks and facilities.

Parks provide both passive and active recreational opportunities and usually contain a few playing fields, playgrounds or outdoor sport courts. These parks are used primarily by the residents of the neighborhoods in which they are located.

Community parks are used by all members of the community for a variety of different recreational activities. Giving residents access to parks and very basic recreational opportunities is an appropriate and reasonable goal.

DRAFT

Park City Municipal Code: Land Management Code-
https://parkcity.municipalcodeonline.com/book?type=ordinances#name=15-2.7_Recreation_And_Open_Space_(ROS)_District

Definition and Uses in Recreation and Open Space Zoning (ROS)

15-2.7-1 Purpose – finished product with link to online section

The purpose of the Recreation and Open Space (ROS) District is to:

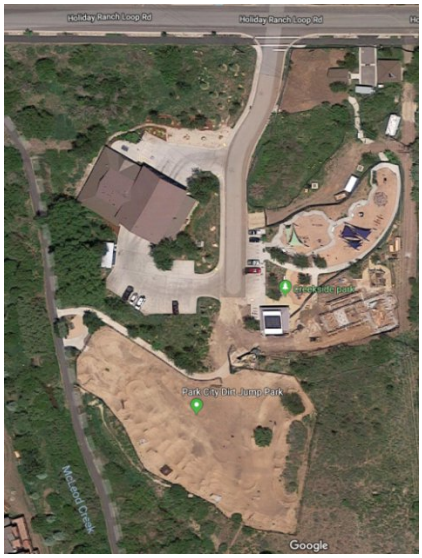
1. establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
2. permit recreational uses and preserve recreational open space land,
3. encourage parks, golf courses, trails and other compatible public or private recreational uses, and
4. preserve and enhance environmentally sensitive lands, such as wetlands, steep slopes, ridge lines, meadows, stream corridors, and forests.
5. encourage sustainability, conservation, and renewable energy.

15-2.7-2 Uses

Uses in the ROS District are limited to the following:

1. **ALLOWED USES**.
    1. Conservation Activity

2. **ADMINISTRATIVE CONDITIONAL USES**[1].
    1. Trail and Trailhead Improvement
    2. Outdoor Recreation Equipment
    3. Essential Municipal Public Utility Use, Service, or Structure, less than 600 sq. ft.
    4. Accessory Building, less than 600 sq. ft.
    5. Ski-related Accessory Building, less than 600 sq. ft.
    6. Parking Area or Structure with four (4) or fewer spaces
    7. Outdoor Event, Outdoor Music
    8. Temporary Construction Improvement
    9. Raising, grazing of horses
    10. Raising, grazing of livestock
    11. Anemometer and Anemometer Towers
3. **CONDITIONAL USES**.
    1. Agriculture
    2. Recreational Outdoor and Trail Lighting
    3. Recreation Facility, Private
    4. Recreation Facility, Public
    5. Recreation Facility, Commercial
    6. Golf Course
    7. Passenger Tramway Station and Ski Base Facility
    8. Ski Tow Rope, Ski Lift, Ski Run and Ski Bridge
    9. Recreational Sports Field
    10. Skating Rink
    11. Skateboard Park
    12. Public and Quasi-Public Institution, Church, and School, Park, Plaza, Structure for Public Assembly, greater than 600 sq. ft.
    13. Essential Municipal Public Utility Use, Facility, Service, and Structure, greater than 600 sq. ft.
    14. Accessory Building, greater than 600 sq. ft.
    15. Ski-Related Accessory Building, greater than 600 sq. ft.
    16. Child Care Center
    17. Commercial Stable, Riding Academy
    18. Vehicle Control Gates[2]
    19. Resort Support, Commercial
    20. Cemetery
    21. Parking Area or Structure with five (5) or more spaces
    22. Telecommunications Antenna[3]
    23. Mines and Mine Exploration
    24. Plant and Nursery stock products and sales
    25. Fences greater than six feet (6') in height from Final Grade.
    26. Small Wind Energy Systems
4. **PROHIBITED USES**. Any use not listed above as an Allowed or Conditional Use is a prohibited use.



CREEKSIDE PARK

Location:

2392 Holiday Ranch Loop. 2.3 Acres

Current Use:

Active neighborhood park with regional amenities adjacent to McLeodCreek Trail.

Hours of Use:

Creekside Park is closed from 2 a.m. to 6 a.m., seven (7) days a week. Dirt Jump Park is open from dawn until dusk.

Amenities:

Restrooms, playground, picnic tables, pavilion, dirt jump bike facility, public AED, onsite parking, benches

Maintenance and Improvements:

Recreation, Building Maintenance, Parks and Water Departments shall maintain the dirt jump park, facilities, playground and additional amenities according to maintenance standards and replacement programs including but not limited to activities, repairs, replacement, restoration and water needs.

Administrative Allowances:

Under the supervision of the Recreation Manager; the Recreation Department Administrative team can approve the following allowances:

-permitted city sponsored events, amenity replacement, additional needs, change in trends, temporary use for health, life and safety concerns.

Scheduling and Coordination:

Dirt Jump Park: Park City Recreation sponsored programs have first priority and are the only entity that is permitted to have exclusive use of the facility. Scheduling will be managed by the Recreation Department.

Playground and Pavilion: These facilities are not available for exclusive use.

Facility Use Guidelines for Events:

Local and out of area user group events are generally not allowed at this venue. The facilities are not generally available for exclusive use with the exception of programs sponsored by Park City Recreation.

Governing Entities:

City Departments: Recreation, Planning, Sustainability, Legal, Building, Parks

Actions: Administrative Allowances, Document Review, Amended Clauses, Timelines, Supportive Document Review, MOU, Joint Use Agreements, etc.

Boards/Commissions: Recreation Advisory Board, COSAC

Actions: Research and Recommendations

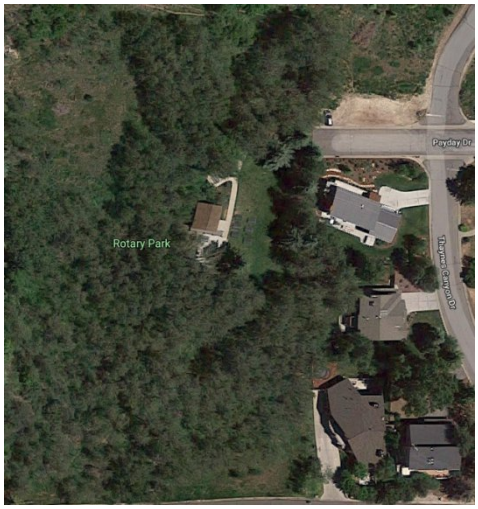
Approvals: Planning Commission and City Council

Actions: Approval and Decision Making Process

Community Engagement:

No decision making or changes in the current use or ROS Zoning will be allowed unless a minimum of five (5) public meetings have been held.

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ROTARY PARK

Location

The end of Payday Drive, 2 Acres

Current Use:

Passive Neighborhood Park off of Payday Drive.

Hours of Use:

Rotary Park is closed from 2 a.m. to 6 a.m., seven (7) days a week.

Amenities:

Restrooms, picnic tables, pavilion, barbeques, serving station, onsite parking.

Maintenance and Improvements:

Recreation, Building Maintenance, Parks and Water Departments shall maintain the park, facilities and additional amenities according to maintenance standards and replacement programs including but not limited to activities, repairs, replacement, restoration and water needs.

Administrative Allowances:

Under the supervision of the Recreation Manager; the Recreation Department Administrative team can approve the following allowances:

-permitted events such as family rentals, weddings, etc.
-amenity replacement
-change in trends
-temporary use for health, life and safety concerns (ex: wildfire staging)

Scheduling and Coordination:

Pavilion: These facilities are available for exclusive use.

Facility Use Guidelines for Events:

Local and out of area user group events are generally allowed at this venue. The facilities are generally available for exclusive use with the exception of programs sponsored by Park City Recreation.

Governing Entities:

City Departments: Recreation, Planning, Sustainability, Legal, Building, Parks

Actions: Administrative Allowances, Document Review, Amended Clauses, Timelines, Supportive Document Review, MOU, Joint Use Agreements, etc.

Boards/Commissions: Recreation Advisory Board, COSAC

Actions: Research and Recommendations

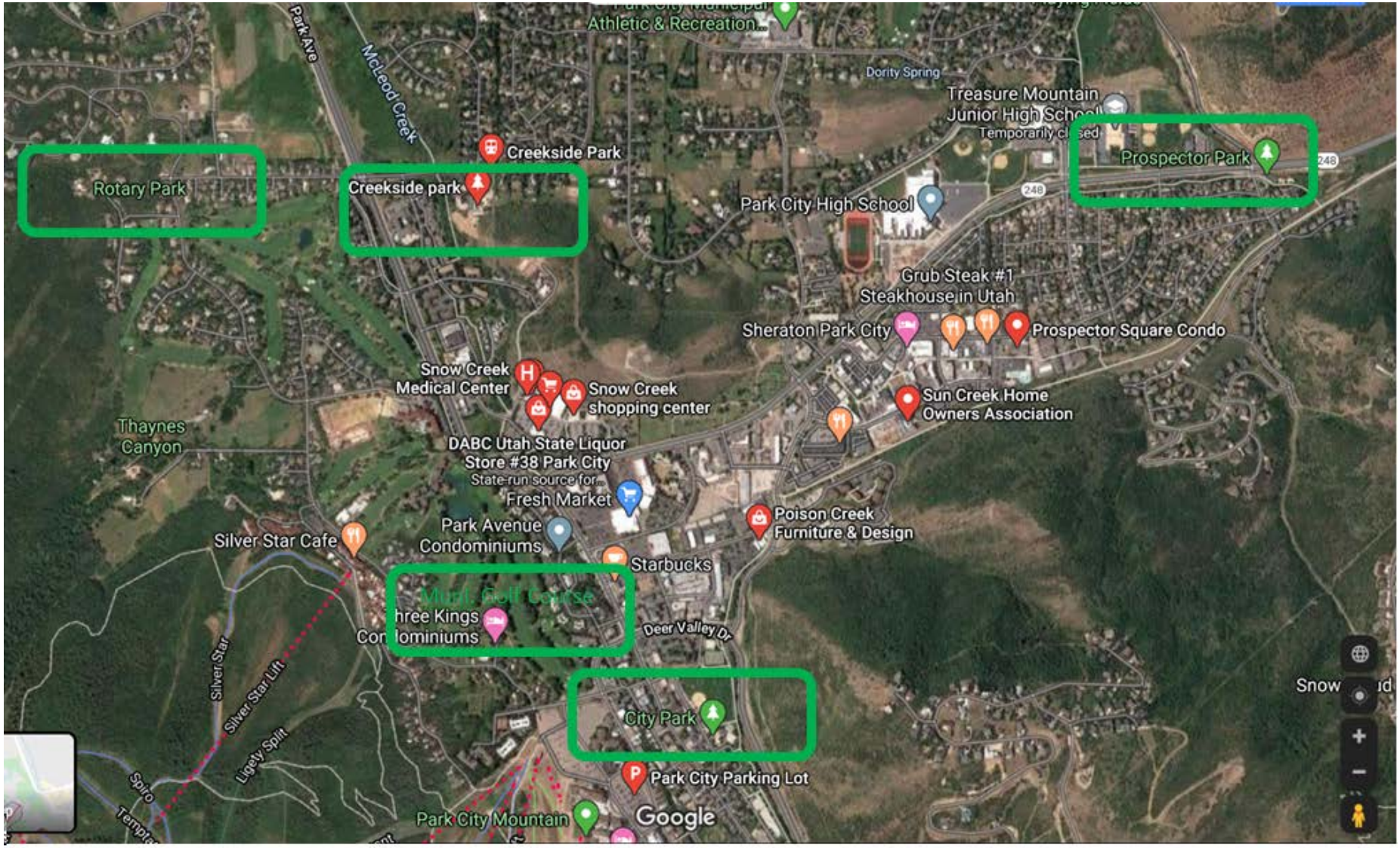
Approvals: Planning Commission and City Council

Actions: Approval and Decision Making Process

Community Engagement:

No decision making or changes in the current use or ROS Zoning will be allowed unless a minimum of five (5) public meetings have been held.

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Park Ave
McLeod Creek
Athletic & Recreation...
Dority Spring
Treasure Mountain
Junior High School
Temporarily closed
Prospector Park
Rotary Park
Creekside Park
Creekside park
Park City High School
248
Grub Steak #1
Steakhouse in Utah
Sheraton Park City
Prospector Square Condo
Snow Creek
Medical Center
Snow Creek
shopping center
Sun Creek Home
Owners Association
Thaynes
Canyon
DABC Utah State Liquor
Store #38 Park City
State-run source for
Fresh Market
Poison Creek
Furniture & Design
Park Avenue
Condominiums
Silver Star Cafe
Starbucks
Muni. Golf Course
hree Kings
lominiums
Deer Valley Dr
Silver Star
Silver Star Lift
Ligety Split
City Park
Park City Parking Lot
Park City Mountain
Google
Snow

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: Park City Mountain Resort Base Area Development
Project #: PL-20-04475
Author: Bruce Erickson – Planning Director
Alexandra Ananth – Senior Planner
Date: May 27, 2020
Type of Item: Work Session – Project Orientation and Discussion of Request to Amend the 1998 Development Agreement

Summary Recommendations

The applicant has submitted an application requesting to amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to replace expired Exhibit D of the DA, the 1998 *PCMR Base Area Master Plan Study Concept Master Plan*, with a new Master Plan, known as the *Park City Base Area Lot Redevelopment Master Plan Study*.

Staff recommends the Planning Commission hold a Work Session to include an orientation and history of the Park City Base Area by the Planning Department followed by an introduction to the proposed project by PEG Development. After the project overview, there will be an opportunity for discussion and questions from the Planning Commission, as well as an opportunity for public input.

Figure 1: Applicant's Perspective of the proposed project



At the Work Session, Planning Department Staff specifically requests that the Planning Commission consider whether the request to amend the 1998 DA is sufficient, or if the proposed new Master Plan Study requires a new MPD. No decision on the question to amend versus seek a new MPD is required at the May 27, 2020, Work Session. The Planning Department requests that the Commission provide staff and the applicant direction whether the Commission would prefer a second Work Session on June 10, 2020, to have another opportunity to review staff and the applicant's information prior to the commencement of public hearings this summer and fall,

or whether the Commission wants a full public hearing primarily limited to the MPD application issue.

Staff has conducted an extensive review and analysis of the PEG Development application and the 1998 DA. We believe the applicant must amend their application to submit a request for a new MPD, rather than just requesting to amend the existing DA. This distinction is important for the following reasons:

- The shifting of density and total square footage to Parcel C is explicitly prohibited per Section 2.1.1 of the 1998 DA;
- Changes to building setbacks and height variations;
- The amount of above grade garage space included in the current application;
- Changes to pedestrian connectivity, plaza/open space and view corridors;
- Changes to the number of provided parking stalls;
- Changes to the Phasing and Traffic Mitigation Plans; and
- The proposed bifurcation of resort operations and base development.

If the Planning Commission agrees with staff's recommendation, the applicant will need to amend their current application to request a new MPD rather than to amend the DA.

If the Planning Commission finds that only an amendment to the existing DA is necessary, staff recommends the Planning Commission consider the following public hearing schedule, grouped by topics, subject to modification as necessary:

Date	Anticipated Agenda
May 27, 2020	Work Session History and Orientation to the Base Area – Planning Dept. Project Overview – PEG Development Discussion of new MPD versus amendment to 1998 DA Opportunity for public input
June 10, 2020	Work Session/Possible Public Hearing Discussion of new MPD versus amendment to 1998 DA Opportunity for public input
July 22, 2020	Public Hearing Architectural, Site and Landscape Design Exceptions to Height and Setback Requirements Affordable Housing Opportunity for public input
August 26, 2020	Public Hearing Transit and Connectivity, Traffic, Parking and Circulation Opportunity for public input
September 23, 2020	Public Hearing Utilities and Project Phasing Plan Sustainability Other topics that come up or remain open Opportunity for public input

October 22, 2020	Public Hearing Final topics/review of any plan revisions Review of Draft Findings of Fact and Conditions of Approval Opportunity for public input Planning Commission Vote

As usual, Staff Reports will be prepared for each meeting and available on the City's website the Friday before the meeting. A more detailed analysis of the Project's compliance with the MPD Requirements will occur once it has been determined if the applicant can amend the existing DA or must request a new MPD***.***

A Zoning Review Memorandum is attached to this Staff Report (Exhibit A). This Memorandum preliminarily outlines significant requirements/conditions of the controlling documents and compares the proposed plans to the DA requirements and Land Management Code (LMC).

This Memorandum is not all inclusive and may be revised as additional review criteria is triggered by Planning Commission review, public comment and as additional project information is submitted by the applicant.



Figure 2: Proposed Site Plan Showing Parcels B-E



Building E



Building D

Building C



Building B

Description

Applicant:	PEG Development c/o Robert Schmidt
Location:	PCMR Base Parking Lots including Parcels SA-402E, SA-402-A-1-A, SA-402-A-2, SA-253-B, SA-253-B-2-A, and SA-253-C
Zoning District:	Recreation Commercial (RC)
Adjacent Land Uses:	Park City Mountain Ski Resort, Resort Support, Hotel, Single Family and Multi-Unit Residential, Open Space
Reason for Review:	DA amendments require Planning Commission review and approval and a finding of compliance with the Park City General Plan and the Land Management Code

Acronyms

Park City Mountain Resort (PCMR)
Park City Mountain (PCM)
Development Agreement (DA)
Master Planned Development (MPD)
Land Management Code (LMC)
Recreation Commercial (RC)
Conditional Use Permits (CUP)
Comfortable Carrying Capacity (CCC)
Return on Community (ROC)

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.

Proposal

On February 13, 2020, PEG Development submitted an application to the City Planning Department to amend the 1998 DA by replacing expired Exhibit D, *the PCMR Base Area Master Plan Study* or *Concept Master Plan*, with a new Master Plan. Additional information was submitted on April 20, 2020, including a "Request for Exceptions to the Zoning Requirements for Height and Setbacks." The Planning Department has requested additional volumetric information for compliance with LMC § 15-5-8 Façade Length and Variations.

Approval of the proposed amendment to the DA or a new MPD will result in either a new or amended DA replacing the 1998 DA. The 1998 DA requires Subdivision and Conditional Use Permits (CUP) for the individual Parcels A-E prior to development. The City Council must approve any variations from the Maximum Height Requirements.

Background

Resort Neighborhood

Park City Mountain Resort was opened in 1963 as *Treasure Mountain*. United Park City Mines, the last mining company in Park City, opened *Treasure Mountain* with funding that included a loan from the Federal Area Redevelopment Agency, meant to help stimulate the town's economy after the collapse of the mining industry. In addition to a gondola, chairlift and 2 J-bars, the mountain contained a "Skiers Subway" that transported skiers 2.5 miles into the mountain through the Spiro Tunnel on a mine train.

Then skiers boarded a mine elevator that lifted them 1,750 feet to the surface of the mountain. There are more than 1,000 miles of mine tunnels beneath the slopes of PCMR and Deer Valley.[1]

The Resort's name was changed to Park City Ski Area in 1966 and it became known as PCMR in 1996. Powder Corporation operated the Resort for many years until 2014, when the Resort sold to Vail Resorts. The Resort now includes summer activities as well as skiing and was the host of the men's and women's giant slalom, men's and women's snowboarding parallel giant slalom, and both men's and women's snowboarding halfpipe events during the 2002 Winter Olympic Games. Vail Resorts combined PCMR with the Canyons Resort via a gondola in 2015 to create the largest lift served ski resort in the US.[2] Vail Resorts rebranded the combined resorts as Park City Mountain (PCM).

The PCM Resort Center neighborhood allows for some of the densest resort-oriented development in Park City and contains a mix of medium- and high-density condominium and hotel buildings, many of which are offered as Nightly Rental units.

Most of the development at the Base was built in the 1980's and 1990's, including the Resort Center Condos (circa 1985), Park City Village Condos (circa 1983), Village Condo Lofts (circa 1982), Marsac Mill Manor & Silver Mill House Condo (circa 1973 and 1976), the Lowell Condominiums (circa 1985), Park City Mountain Village (circa 1999), and Marriott Mountainside Condominiums (circa 2001).

Surrounding neighborhood development ranges from the late 1960's to 2000's and includes Sweetwater Lift Lodge Condominiums (circa 1978), Shadow Ridge Condominiums (circa 1980), Silver King Condominiums (circa 2001), Edelweiss Haus Condominiums (circa 1967), Powder Pointe Condominiums (circa 1986), Snowcrest Condominiums (circa 1980), All Seasons Condominiums (circa 1991), Three Kings Condominiums (circa 1971), Snowflower Condominiums (circa 1978 and 1979), Crescent Ridge Condominiums (circa 1972).

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

Project Site

Existing documents that govern the site include the following:

- The June 25, 1997 Conditions of Planning Commission approval of the PCMR

[1] This information was taken from Wikipedia and HistoricParkCityUtah.com
[2] This information was taken from Wikipedia and HistoricParkCityUtah.com

Large Scale Mater Plan (1997 MPD)
- The August 21, 1997 Conditions of City Council approval
- The April 1, 1998 Conditional Use Permit for the Marriott (Parcel A)
- The 1998 DA including Exhibits A-M ***(of which the applicant is proposing to replace Exhibit D)*** (1998 DA)
- The 2007 Annexation Agreement
- The March 25, 2015 DA Amendments to the Mountain Upgrade Plan and MPD Amendments to add the Upper Mountain Ski Terrain to the MPD
- The First Amendment to the DA, December 2019.

On June 25, 1997, the Planning Commission approved the PCMR Large Scale Master Plan (also known as the 1997 MPD) (Exhibit B). On August 21, 1997, the City Council granted height variations for the specific volumetrics of the *Concept Master Plan* (Exhibit C). These two approvals, along with the *PCMR Base Area Master Plan Study*, resulted in the 1998 DA between Park City Municipal Corporation and Powder Corp for the development of the Park City Mountain Resort Base (also known as the 1998 DA), which was recorded in July 1998 (Exhibit D).

The 1998 DA allows for the developer to develop the base area in accordance with the *1998 PCMR Base Area Master Plan Study*, which is Exhibit D of the 1998 DA. This is the Master Plan Study that the applicant is proposing to replace. The 1998 DA memorializes the Developer's commitment to comply with all conditions of approval and the relationship of the Parties. The DA also states that the "City granted development rights and height variations contained in the *PCMR Concept Master Plan* in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain." In effect, the 1998 DA consolidated resort density to the base area parcels, Parcels A-E, as the clustering of development preserves open space and view corridors and was preferable to spreading density on or up the mountain.

The 1997 MPD and the 1998 DA specifies the Base Area Master Planned Area contains 491.78 Unit Equivalents of permitted density subject to maximum square footages and volumetrics. Unit Equivalents are defined in the DA and differ slightly from the way the current version of the LMC calculates them, particularly for units greater than 2,000 square feet. ***After the Development of Parcel A, there are 353 Unit Equivalents remaining. The current application proposes 301 Unit Equivalents. The applicant should clarify that they are using the 1998 DA Unit Equivalent measurements so that we are comparing apples to apples.***

The 1998 DA states that the Developer intends to develop the 1997 Master Plan Area pursuant to the *Park City Mountain Resort Base Area Master Plan Study*, "which details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, all of which are integral to this plan." (Section 2.1.1 of the DA). The 1998 *Master Plan Study* includes Design Guidelines and detailed Volumetrics on pages 126-148 of the *Master Plan Study*.

Only Parcel A was ultimately developed, when the Planning Commission approved a CUP for Parcel A on April 1, 1998 (Exhibit E). This included approval of the Marriott Mountainside Resort - a 182 unit timeshare project; a skier services building now known as Legacy Lodge; and 193 parking spaces, of which 177 are in an enclosed structure.

After the development of Parcel A, 353 Unit Equivalents remain today. Under the 1998 DA, this equates to a total of 805,700 square feet of entitlements on Parcels B-E.

1998 DA Parcel Square Footage Allowance Table					
Parcel	Gross Resi. Sq. Ft.	Res. Support Comm. & Acc. Use @ 10%	Acc. Use to Resort Operation	Retail/ Comm.	Total ([2])
B	294,000	29,400		([1])	323,519
C	159,000	15,900	18,000	([1])	192,963
D	93,000	9,300		([1])	102,338
E	141,000	14,100	32,000	([1])	187,157
Total	**687,000**	**68,700**	**50,000**		**805,977**

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

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

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

In March 2007, the Annexation Agreement for the United Park City Mines Company Lands at Park City Mountain Resort annexed the additional Park City Mountain Resort ski terrain into Park City Municipal Corporation (Exhibit F). The Annexation Agreement indicates that the next Development Activity Application or amendment under the PCMR MPD must add the PCMR lease land annexed to the PCMR MPD. The 2015 CUP and amended Mountain Upgrade Plan as documented by the 2019 First Amendment fulfills this requirement (Exhibit G).

On March 25, 2015, the MPD, DA, and specifically Exhibit L of the 1998 DA, *The Mountain Upgrade Plan*, were amended, with a new *Updated Mountain Upgrade Plan*, and a CUP was issued for both the Interconnect Gondola (now known as the Quicksilver Gondola which links Park City Mountain and Canyons Resort) and the expansion of the Snow Hut on-mountain restaurant (now known as Miners Camp) (Exhibit H). The applicant also agreed to fulfill the 2007 Annexation Agreement requirement of adding the PCMR lease land annexed into the PCMR MPD, which resulted in the First Amendment to the DA. *There are a few outstanding obligations from the 2015 MPD and DA Amendments that remain to be completed. These are discussed later in this Staff Report.*

In December 2019, the First Amendment to the DA was made, which incorporates the additional 2007 annexed land not included in the DA, now leased by TCFC LeaseCo to the Developer, into the DA and the MPD Area. The First Amendment also states that the approval of the 1998 *PCMR Concept Master Plan* (Exhibit D of the DA) has lapsed but that the 1998 DA remains in full force and effect.

In addition to the above mentioned documents, the "Amended and Restated DA for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel, and Iron Mountain," transferred 80 Unit Equivalents of density off of the Alpine Terrain Exclusion Area boundary to allow for the 192 hotel room Montage Resort and Spa. The Flagstaff DA also contains Historic Preservation obligations such as updating the 2000 Preservation Plan for the additional annexed area. These obligations are detailed later on in this Staff Report.

Analysis

This work session is intended as high level introduction to the project. The purpose of the subsequent Master Planned Development public hearings are to have the applicant present their application proposal and to give the public and Planning Commission an opportunity to evaluate the proposal in accordance with the applicable code criteria outlined in LMC § 15-6-5. It is expected that there will be multiple public hearings organized by topic over the next few months with multiple opportunities for public input.

However, LMC § 15-6-4(I), **MPD MODIFICATIONS**, states that "Changes in a Master Planned Development, which constitute a *change in concept, Density, unit type or configuration* of any portion or phase of the MPD *will justify review of the entire master plan and DA by the Planning Commission*, unless otherwise specified in the DA. If the modifications are determined to be substantive, the project will be required to go through the pre-Application public hearing and determination of compliance as outlined in LMC § 15-6-4(B) herein."

As stated earlier, the applicant is proposing to amend the 1998 Park City Mountain Resort (PCMR) DA (DA) to replace expired Exhibit D of the DA, the 1998 *PCMR Base Area Master Plan Study Concept Master Plan*, with a new Master Plan, known as the *Park City Base Area Lot Redevelopment Master Plan Study*. As the 1998 DA is based on the *PCMR Base Area Master Plan Study*, the Planning Department evaluation is that the proposed amendment and substance of the new Master Plan Study constitutes an MPD Modification and necessitates a new MPD and DA. It is the Planning Department's initial determination that a new Master Plan ***constitutes a change in concept, Density, and configuration*.**

There are a significant number of differences between the 1998 PCMR Concept Master Plan and the current application, ***which constitute a change in concept, Density, and configuration*,** including but not limited to:

1. The shifting of density and total square footage to Parcel C which is explicitly prohibited per Section 2.1.1 of the 1998 DA;

2. Changes to building setbacks and height variations;
3. The amount of above grade garage space;
4. Changes to pedestrian connectivity, plaza/open space and view corridors;
5. Changes to the number of provided parking stalls;
6. Changes to the Phasing and Traffic Mitigation Plans; and
7. The proposed bifurcation of resort operations and base development.

As proposed, Parcel C exceeds the allowed square footage approved in the 1998 Concept Master Plan Study and 1998 DA. Section 2.1.1., of the 1998 DA, states that the square footages, volumetrics and unit equivalents in the PCMR Base Area Concept Master Plan Study are maximums permitted for each development Parcel and that square footage cannot be transferred from one Parcel to another Parcel. The following table compares the allowed and proposed gross square footage for Parcel C.

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

The 1998 Concept Master Plan Study and DA allows for 192,963 square feet of development on Parcel C. The current application calls for 206,857 square feet of development, which exceed the maximum permitted for Parcel C. ***This change constitutes a change in concept, Density, and configuration.***

The current application calls for changes to the location, setbacks and heights of the proposed buildings versus the 1998 Concept Master Plan. The height and setback variations granted in the 1997 MPD and 1998 DA were site specific and tied to the expired Concept Master Plan Study and do not run with the land. Again, the DA notes that the volumetrics in the 1998 Concept Master Plan represent maximums that can be achieved on any given Parcel. The heights of buildings in the 1998 Plan are 78', 75', 60' and 83' respectively. The heights of the buildings in the current application are 86.5', 82', 74', and 85'.

The Planning Department notes that the applicant submitted a letter on April 20, 2020, that requests exceptions to the underlying zoning standards and current MPD standards for setback and building height. ***Specifically, the applicant is requesting that building heights of up to 7 stories be permitted as depicted in the proposed MPD. Under the current LMC, the RC District allows for Building Height up to thirty-five feet (35') from Existing Grade.***

Additionally, the applicant is requesting that a 20-foot perimeter setback be permitted where 25 feet is required. The Planning Commission may reduce perimeter setbacks to the underlying zone required setback if it is necessary to provide desired architectural interest and variation. The underlying RC zoning district allows for a 20-foot perimeter setback, as does the 1997 MPD and 1998 DA. However, because these variations were approved for a specific site plan that the applicant is proposing to change, **these changes constitute a change in concept, Density, and configuration.**

The current application calls for a significant amount of above grade garage space not included in the total square footage calculations in comparison to the 1997 MPD and 1998 DA, increasing the apparent Development Floor Area Ratio or mass of the proposal beyond the total square footage allowance. Parcel B includes 314,457 square feet of exempt square footage, Parcel C calls for 113,285 square feet of exempt square footage, Parcel D calls for 35,590 square feet of exempt square footage, and Parcel E calls for 215,445 square feet of exempt square footage totaling 678,777 square feet of exempt square footage, a significant portion of which appears to be above grade garage structures. While the DA and the LMC do exclude below grade parking from the Total Building Square Footage, above grade parking should be counted. The LMC § 15-2.16-3, Lot and Site Requirements, and 15-2.16-8, Parking Regulations, notes that above grade parking structures count towards the Development Floor Area Ratio, and that Common Parking Structures require a CUP.

A good example of this is Building B. The 1998 Concept Master Plan allows for a building of up to six stories and the allowed building area is 323,519 square feet. Elevations of this parcel show three buildings with a pedestrian staircase between Building 2 and Building 3 and three levels of parking *all below grade*.

The proposed plan for Building B shows two levels of parking below grade and between one and three stories at least partially above grade making a 226,659 square foot building actually much larger. *The Planning Department has requested additional information and calculations from the applicant showing the actual amount of building above grade.* ***These changes constitute a change in concept, Density, and configuration.***

00513070 Bk01166 P



SOUTHWEST ELEVATION (view from Lowell Avenue)

Park City Ski Area

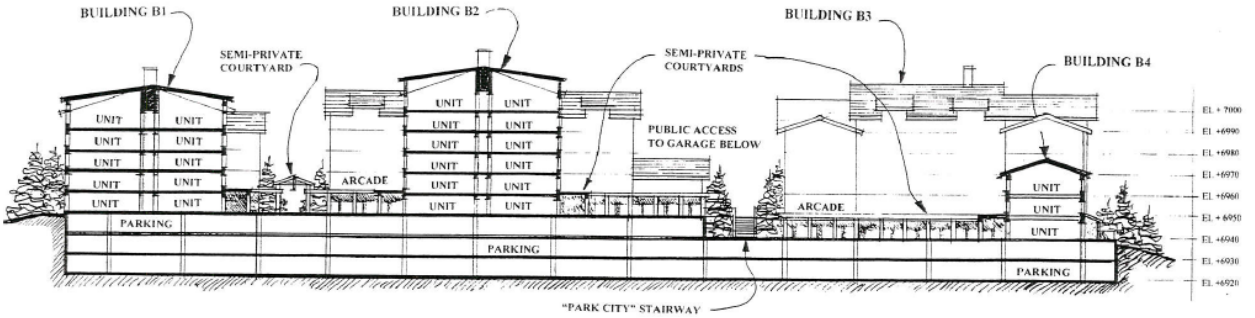
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

Parcel B: ELEVATION STUDY

Figure 4. Elevation of Building B from Lowell Avenue from the 1998 Master Plan Study.

00513070 Bk0116



Park City Ski Area

BSA Architects

PARCEL B: SECTION AA

Figure 5. Section View of Parcel B from the 1998 Master Plan Study. Note that parking is below grade.



Figure 6. View of proposed Parcel B from the northwest corner (Shadow Ridge and Lowell Ave)

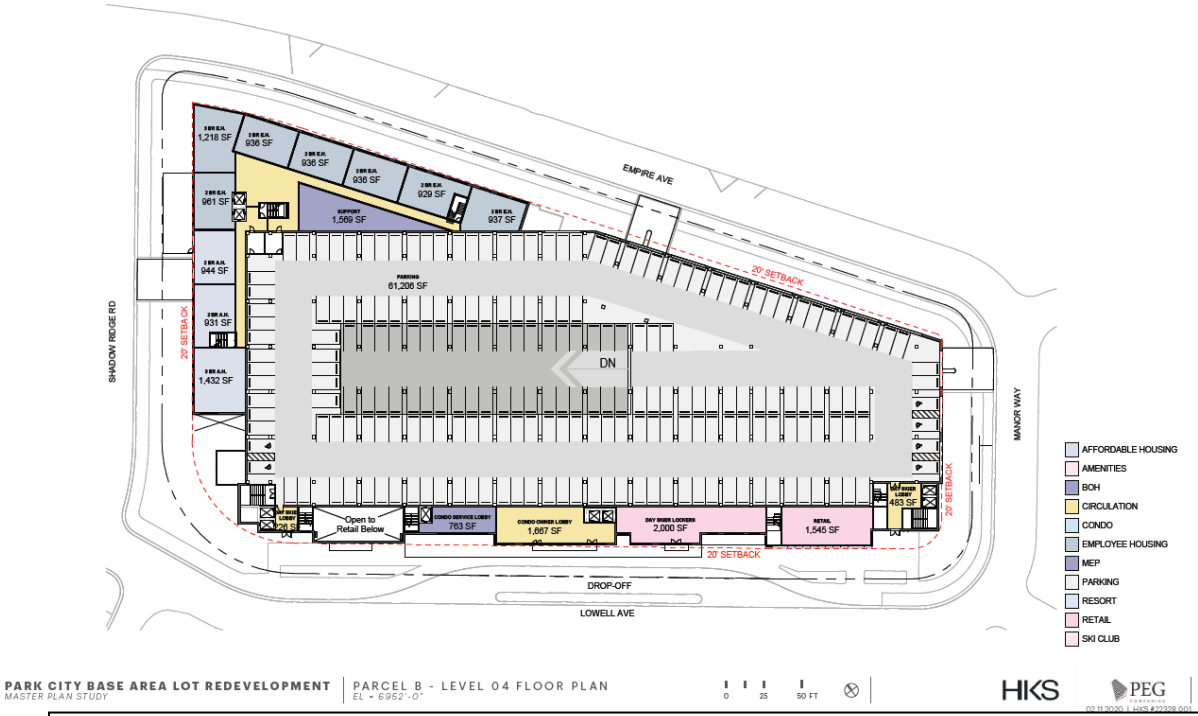


Figure 7. Proposed Level 4 of Parcel B. Note that this floor of the garage is above grade but is not counted in the square footage of the applicant's current submittal.

The 1998 Concept Master Plan took care to preserve an important view corridor and pedestrian connection from 14th Street. This view corridor and pedestrian connection did two important things: it broke up the mass of this large block and structure, and it allowed for improved pedestrian connections to the Resort serving residents who walk to the resort from having to walk around this large block. ***These changes constitute a change in concept, Density, and configuration.***

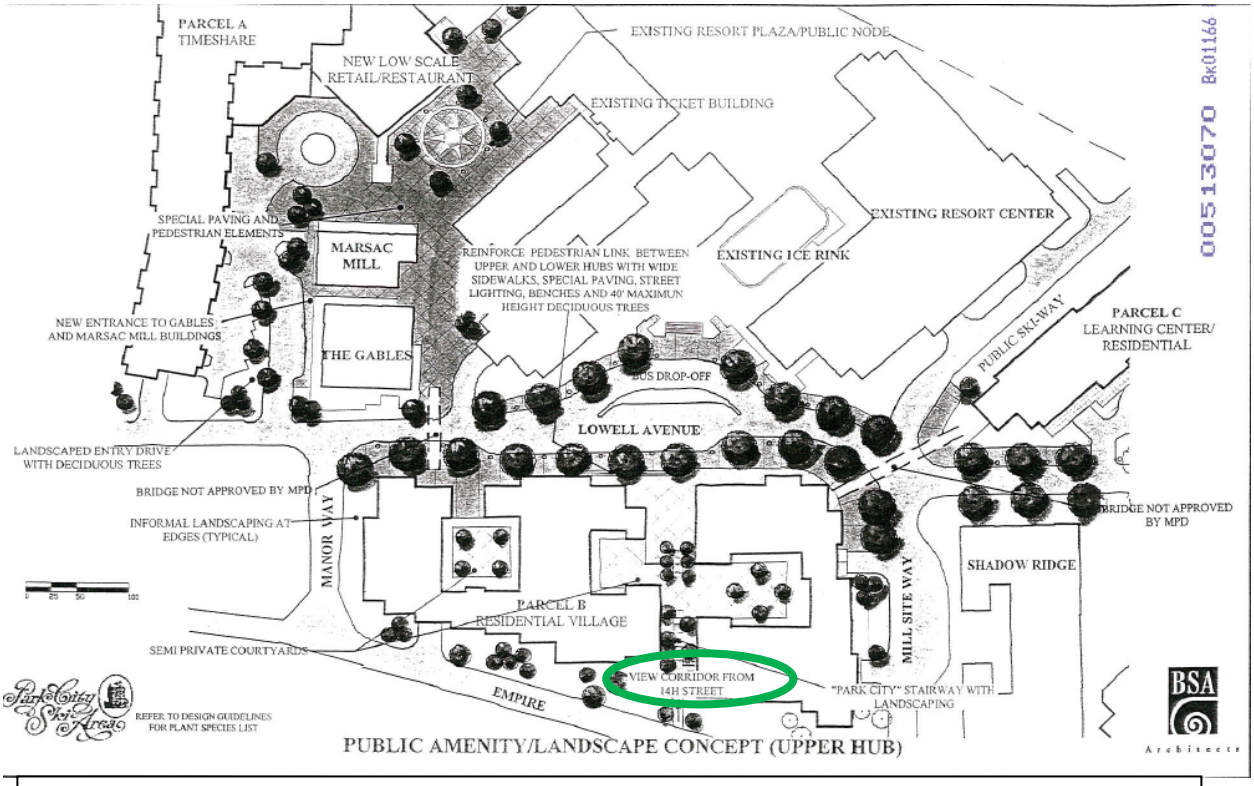


Figure 8. Note the View Corridor and Pedestrian Connection from 14th Street

The proposed number of parking stalls is substantially different than the 1998 Concept Plan. When the MPD was approved in 1997 it contained extensive parking analysis based on the relationships between lodging, parking, and mountain capacity, including the Comfortable Carrying Capacity (CCC, which is a measure of the number of visitors that can be effectively served by the mountain facilities while maintaining a comfortable skiing atmosphere). Finding 13 of the 1997 MPD approval details the parking requirements for the project and notes that "Total skier parking for the ski area is 1700 stalls, of which 1200 exist in the surface parking lots. These 1200 surface stalls will be replaced by *1800 underground stalls <u>for the exclusive use of the Resort</u>*….

Parking for the Resort's Accessory Uses and or Support Commercial to the Resort are included in the 600 additional parking stalls that will be built for the Resort uses…. Resort employees are generally parked off site and will be transported by: local busing to proposed employee housing, the continuation of the Employee parking program on

the Munchkin Lane site, and the Resort's Employee busing program which services Provo, SLC, and the Heber areas."

The current application notes that there are presently 1,186 parking stalls on the surface parking lots and the plan amendment proposes to replace those stalls with 1200 structured stalls on Parcels B and E. Although there is parking on Parcels B-E for the condo and hotel uses (488 stalls, some of which may be shared with the Resort as Managed Parking) *the current application does not discuss the additional 600 parking stalls included under the 1998 Concept Plan or employee shuttles/parking.*

The Planning Department notes that the Resort utilizes a significant amount of parking at the High School on weekends and this is not mentioned in the applicant's Parking and Traffic Study. Additionally, *the Resort does not run an Employee bussing program as mentioned in the 1997 MPD approval*. Any expansion to skier capacity will be greatly limited in the future due to a lack of additional parking. ***These changes constitute a change in concept, Density, and configuration*.**

The applicant will need to replace a number of Exhibits to the 1998 DA. In addition to Exhibit D, a number of the Exhibits will need to be replaced, notably the Exhibit H the Master Phasing and Construction Management Plan, and Exhibits J and K, the Traffic and Parking Mitigation Plans, consistent with the current project as part of the proposed amendment. ***These changes constitute a change in concept*.**

Finally, ***the 1998 DA assumes that the base area developer is the ski operations operator and does not distinguish between the obligations of each respective party.*** The current applicant is effectively proposing a bifurcation of obligations of the DA with this application, which is challenging because the resort operations and base development are inextricably linked. ***These changes constitute a change in concept*.**

For all of the reasons stated above the Planning Department believes that the submitted application is substantively different than the 1997 Large Scale Master Plan and meets the requirements described in LMC § 15-6-4(I), **MPD MODIFICATIONS**, including a change in concept, Density, unit type or configuration of any portion or phase of the MPD and therefore justifies review of the entire master plan and DA by the Planning Commission.

Use of City Property

A new traffic circulation pattern is being proposed through the resort which includes two new roundabouts at the Empire Avenue/Silver King Drive intersection and the Lowell Avenue/Silver King Drive intersection. In order to construct roundabouts as proposed the applicant is proposing to take approximately 4,000 square feet of land from the Park City Golf Course (which will also necessitate the removal of some mature trees) instead of building a smaller development on their own land. ***This also constitutes a change in concept and configuration*.**

The submitted application does not discuss how the applicant intends to acquire this property. Transit and Connectivity, Traffic, Parking and Circulation will be discussed further at a later public hearing and are critical to the success of the private development and the community at large.

Process

Once it has been determined if the applicant may proceed with the proposed Amendment to the DA or if the proposed new *Master Plan Study* requires a new MPD, the Planning Department will recommend a public hearing schedule organized around topics, and further analysis for compliance with LMC § 15-6, Master Planned Developments, will be completed.

The regulatory process and requirements for Master Planned Developments are outlined in LMC § 15-6, Master Planned Developments.

To approve an MPD, the Planning Commission is required to make the Findings outlined in LMC § 15-6-6(A-O).

Appeals of Planning Commission action shall be conducted in accordance with LMC § 15-1-18.

Once the Planning Commission has approved an MPD, the approval is put in the form of a DA. The DA must be ratified by the Planning Commission, signed by the City Council and the Applicant, and recorded with County. Minor administrative modifications are allowed. Construction is required to commence within two (2) years.

After an MPD is approved the developer must subdivide each individual parcel and seek Conditional Use Permits for each respective parcel.

General Plan Review

The PCM Resort Center neighborhood allows for some of the densest resort-oriented development in Park City. The base of the Resort already contains a mix of medium- and high-density condominium and hotel buildings, many of which are offered as Nightly Rental units. The more traditional Park City Old Town neighborhood wraps around the resort area particularly on the southern and eastern edge with multi-family and single family homes. The Kings Crown neighborhood is under construction just south of the Resort base and contains condominiums, townhomes and single family residences.

Resort support commercial uses including ski rental, retail and restaurants are concentrated at the resort base. Many community assets including City Park, the Library and Senior Center are within walking distance of the Resort base.

Page 190 of the *2014 Park City General Plan* notes that the development of the base area provides an opportunity for PCM to rebrand itself by combining the ski experience with the lodging experience and that the future design "…will redefine the character of the base area and influence the entire Resort Center neighborhood."

The majority of the Resort neighborhood is located within the Lower Park Avenue Redevelopment Area (RDA) which includes three neighborhoods: the Resort Center, Old Town and Bonanza Park and Snow Creek. Created in 1990, the RDA contributes to the surrounding area with improvements that include the sound garden, skateboard park, outdoor theatre, Miner's Hospital, and City Park. It has also been the largest funding source for the City's affordable housing programs and Historic Preservation Matching Grants. The RDA plan guides appropriate investments within the area allowing tax increment funding through 2030. This funding allows the City to work with the developer to balance tourism development with community needs.

The *General Plan* notes that there are multiple planning documents that have been created for the area and that a top planning priority should be to bring all the concepts into one guiding document to guide development in a cohesive manner. The Plan notes that the following principles should be considered:

Area Plan Principle 1 – Public/Private Partnership
This principal acknowledges that the costs of replacing surface parking in underground or structured formats has stymied past redevelopment efforts and that RDA funds should focus on promoting redevelopment by stimulating private development within the project area to improve the visitor experience resulting in increased competitiveness of Park City within the resort market.

This Area Plan Principal notes that "Flexibility should be employed regarding the execution of the existing PCMR MPD approval in order to facilitate: 1) public/private partnership opportunities for public transit for visitors and locals, parking and affordable housing; 2) potential relocation/transfer of density; and 3) new uses including emerging recreation and resort visitor experiences."

Area Plan Principle 2 – Improve Circulation at the Resort Center
The five main areas of focus to improve circulation at the Resort Center are 1) Management of load-in, load-out which will likely require having a detailed and multi-faceted Transportation Demand Management Plan as well as the creation of multiple park-and-ride options for visitors and employees; 2) primary entry point improvement at key intersections as well as uninterrupted flow of Public Transit; 3) Public Transit Improvements that support public transportation methods over the private automobile; and 4) Additional East-West connections to complete a more efficient grid with additional options; and 5) Wayfinding and Parking Improvements including signage that directs and facilitates flow and connections for pedestrians and vehicles and consideration of some at grade parking.

Area Plan Principle 3 – Improve Transportation and Connectivity
Create connectivity and transit plans between the bed base and main commercial areas in Park City to improve the visitor experience and increase efficient movement/decrease traffic and parking congestion.

Area Plan Principle 4 – Improve Pedestrian Connectivity
Improvements in pedestrian connectivity, particularly east-west connections to Park Avenue must be facilitated.

Area Plan Principle 5 – Ensure Return on Community (ROC)
The project should demonstrate Park City's commitment to community including historic preservation, sustainability, and workforce/affordable housing.

Area Plan Principle 6 – Decrease Impacts on Surrounding Residential Community
Future Resort Center development should minimize impacts on surrounding neighborhoods including discouraging resort through traffic or overflow parking.

Area Plan Principle 7 – Balanced Decision Making
A prosperous resort will have community benefits and increase Park City's ability to provide public services. A balanced approach should be taken when considering development including but not limited to:

- Use RDA funds to maintain the core values of Park City including small town, natural setting, historic character, and sense of community;
- Balance Return on Investment with Return on Community when prioritizing projects; Mitigate impacts of increased demand on public infrastructure;
- Support year-round events and recreational activity;
- Continue the legacy of one of the greenest resorts in the Nation;
- Maintain the rural character of the transition between the Resort Center and Thaynes Neighborhood;
- Utilize the alpine village aesthetic to create a stronger sense of place and embrace local mining and ski heritage in the sense of scale and design features including conserving views of the mountains; and
- Establish a vision for mountain resort recreational development to be more contemporary, sustainable, vibrant, and embracing of both guests and the community.

As this application progresses the applicant should detail how their plan meets the above Seven (7) principles of the City's General Plan.

Other Department Reviews

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

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

Notice

On May 13, 2020 notice of the Work Session was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and Park Record on May 13, 2020.

Public Input

Public comments received prior to the publication of this Staff Report are attached (Exhibit L). Additional comments received will be forwarded to the Planning Commission and attached to subsequent Staff Reports.

Summary Recommendations

Staff recommends the Planning Commission hold a work session to discuss the proposed amendment to the 1998 Park City Mountain Resort DA to replace expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a new Master Plan. ***Specifically, Staff requests that the Planning Commission consider whether the request to amend the 1998 DA is sufficient, or if the proposed new Master Plan requires a new MPD, as recommended by staff, for the June 10, 2020, meeting. The Planning Commission should provide direction for the form and scope of the June 10 meeting, and identify any additional information the Commission requires from the application or staff for the June meeting.***

Exhibits

Exhibit A – Zoning Review Memorandum
Exhibit B – The June 25, 1997 Conditions of Planning Commission approval of the PCMR Large Scale Mater Plan (1997 MPD)
Exhibit C - The August 21, 1997 Conditions of City Council approval
Exhibit D - The April 1, 1998 Conditional Use Permit for the Marriott (Parcel A)
Exhibit E - The 1998 DA including Exhibits A-M (1998 DA)
Exhibit F - The 2007 Annexation Agreement
Exhibit G - The March 25, 2015 DA Amendments to the Mountain Upgrade Plan and
Exhibit H - MPD Amendments to add the Upper Mountain Ski Terrain to the MPD
Exhibit I - The First Amendment to the DA, December 2019.
Exhibit J - Letters from the Applicant
Exhibit K - Applicant's Submittal
Exhibit L - Public Input Received to Date

Zoning Review Memorandum

Date: May 27, 2020

To: Bruce Erickson, Planning Director

From: Alexandra Ananth, Senior Planner
Laura Kuhrmeyer, Planner

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

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

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

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

Existing documents that govern the site include the following:

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

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

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

Relevant Conditions of the 1998 Development Agreement

A. The 1998 Development Agreement is tied to the *Park City Mountain Resort Base Area Master Plan Study*, Exhibit D of the Development Agreement, and is subject to all conditions of approval described in Exhibits E and F of the Development Agreement, the 1997 Conditions of Planning Commission Approval and the Conditions of City Council approval.

B. The 1998 Development Agreement notes that "the City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain." In effect, the DA transfers base or underlying density from the Exclusion Area or Alpine Terrain to the base area parcels, Parcels A-E, in order to limit future development on the Mountain Open Space/Alpine Terrain area, as the clustering of development preserves open space and view corridors and was preferable to spreading density on or up the mountain.

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

C. Residential Accessory Use, Residential Support Commercial Use, Resort Accessory Use, are defined in the Development Agreement and do not require the use of Unit Equivalents. *This is consistent with the current Land Management Code.*

D. Unit Equivalents are also defined in the 1998 Development Agreement. *The current Land Management Code utilizes the same calculation for Unit Equivalents with the exception of condominiums greater than 2,000 square feet. The applicant should clarify how they have calculated US's for condos greater than 2,000 square feet, utilizing the UE formula in the 1998 Development Agreement or the current Land Management Code.*

E. Section 2 of the Development Agreement lists the Obligations of the Developer including Conditions of Approval such as:

   - The approval incorporated the *PCMR Base Area Master Plan Study*, Exhibit D of the DA, which details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, etc., into the Development Agreement. It notes that Large Scale Master Plan approval is conceptual in nature, that each Parcel is subject to conditional use (Small Scale MPD) review by the Planning Commission, and that site specific proposals must substantially conform to the approved PCMR Concept Master Plan. The square footages, volumetrics and unit equivalents are maximums permitted for each development Parcel. It notes that if the Planning

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

- Final site planning to the satisfaction of the Planning Commission is required for each Small Scale MPD and shall include landscaping, streetscape details and finalization of the design guidelines for the buildings. Lighting standards shall be consistent with the standards in effect at the time of application for building permits. If the architectural design guidelines for Park City become more restrictive in the future the more restrictive guidelines shall apply. Final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.

- Developer has rezoned and partially re-subdivided the 1997 Master Planned Area. Additional re-subdivision will follow.

- Neither the City nor the Developer owns the current Bus Drop Off Area at the Resort Center. The Bus Drop Off Area must be improved, and the Bus Drop Off Easement must be executed, prior to any building permits.

- The Developer has submitted and the City has approved, a detailed phasing plan Exhibit H. *The current applicant will be required to modify Exhibit H.*

- The Developer has formed a Master Owners' Association responsible for recycling, snow removal, landscaping, streetscape and plaza improvements, pedestrian pathways and trails and other public amenities. *The current applicant has stated that no records of the formation of a Master Owners Association have been found.*

- The Developer shall upgrade utilities, as the City Engineer deems reasonably necessary for the development of the Concept Master Plan.

- Concurrent with the review of the Small Scale MPD CUP's for each building the Developer shall satisfy fire protection requirements Exhibit I. *The current applicant will be required to modify Exhibit I.*

- The Developer shall comply with the traffic mitigation plan Exhibit J. *The current applicant will be required to modify Exhibit J.*

- The Developer shall comply with the parking mitigation plan Exhibit K. If the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. *The current applicant will be required to modify Exhibit K and a new parking management plan will be required, as will upgrades to roads and intersections to meet the increased traffic demands of the application.*

- The Developer shall not promote, encourage, nor allow, in the Shadow Lake Lease Area, the Thaynes Mining Reservation Area, or the Development Exclusion Area depicted within Exhibit C, residential development of any kind, nor any

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

- The Developer has chosen to mitigate additional impacts associated with developing the PCMR Concept Master Plan by paying impact fees in lieu of off-site improvements.

- Employee Housing. The 1998 Development Agreement contains a requirement for employee housing and requires the developer to construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003. Employee housing is triggered by the receipt and approval of Conditional Use Permits (Small Scale MPD's of the base area Parcels A-E proportionally).

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

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

F. Section 3 of the Development Agreement, Development of the 1997 Master Planned Area, memorializes that the Developer has a vested right to develop the 1997 Master Planned Area in accordance with the PCMR Concept Master Plan and that the overall project shall not exceed the permitted density of 491.78 Unit Equivalents, excluding support commercial, underground public convention and meeting space. It reiterates that approved square footages are maximums and that square footage will not be allowed to be transferred from one Parcel to another. *After the development of Parcel A only 353 UE's remain.*

G. The 1998 DA lists permitted uses of the Property, the density and intensity of use, the maximum height, bulk and size of proposed structures, provisions for reservation or dedication of land for public purposes and location of public improvements, location of public utilities, etc. It also includes a Parcel Square Footage Allowance Table. It notes that if there are retail/commercial uses other than Support Commercial or Accessory uses they will require a proportionate reduction in the square footage that is allocated for the other uses in this table. Building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space that is located below grade or underground parking as shown in the Concept Master Plan.

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

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

(1) If there are retail/commercial uses other than Support Commercial or Accessory uses they will require a proportionate reduction in the square footage that is allocated for the other uses in this table.
(2) Building square footage does not include Resort Accessory Uses, mechanical maintenance or storage space that may be located below grade or parking as shown in the Concept Master Plan.
(3) Underground public convention and meeting space is allowed in addition to the total Parcel square footage allowance.

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

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

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

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

J. The Development Agreement contains 13 Exhibits including:
    - Exhibit A – Legal Description of 1997 Master Planned Area *(Must be replaced)*
    - Exhibit B – Legal Description of Park City Alpine Terrain *(Must be replaced)*
    - Exhibit C - Depiction of Park City Alpine Terrain, with Development Exclusion Areas
    - Exhibit D – Park City Mountain Resort Area Master Plan Study *(Expired and must be replaced)*
    - Exhibit E – June 25, 1997 Conditions of Planning Commission Approval
    - Exhibit F – August 21, 1997 Conditions of City Council Approval
    - Exhibit G – Bus Drop Off Easement
    - Exhibit H – Phasing Plan *(Must be replaced)*
    - Exhibit I – Fire Protection Requirements *(Must be replaced)*
    - Exhibit J – Traffic Mitigation Plan *(Must be replaced)*
    - Exhibit K – Parking Mitigation Plan *(Must be replaced)*
    - Exhibit L – Mountain Upgrade Plan *(Amended in 2015)*
    - Exhibit M – Viewshed Area Map *(Must be replaced)*

K. One important issue to note is that the 1998 Development Agreement assumes that the base area developer is the ski operations operator and does not distinguish between the obligations of each respective party. *The current application is from a developer that does not control Resort operations and is thus in effect requesting a bifurcation of obligations of the Development Agreement with this application. As the applicant is proposing to bifurcate their development from the mountain operations any mountain upgrades that impact traffic, parking, runoff, and views within Park City will be limited without a corresponding plan to mitigate such issues. Any upgrades made since this approval and not included in the Upgrade Plan must be made known to the City so that impacts can be mitigated.*

L. See also *The 2019 First Amendment to the Development Agreement*, which notes that approval for the PCMR Concept Master Plan component of the Development Agreement has lapsed in accordance with Section 7.9 of the Development Agreement. Therefore Exhibit D, the Park City Mountain Resort Area Master Plan Study and any Site Specific approvals including height variations are no longer valid.

<u>Relevant Findings and Conditions of the June 25, 1997 Conditions of Planning Commission approval</u>

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

2. Finding 12 notes that the Resort provides an employee shuttle from Salt Lake City, Provo, and Heber and that they commit to continue this service. *The applicant has stated that the Resort does not currently run such a shuttle service which decreased the parking demand in 1997.*

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

<u>Relevant Findings and Conditions of the August 21, 1997 Conditions of City Council approval</u>

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

<u>Relevant Findings and Conditions of the April 1, 1998 Conditional Use Permit/Small Scale MPD for Building A</u>

Not Applicable.

<u>2007 Annexation Agreement</u>

1. The 2007 Annexation Agreement annexed 2,800 acres of PCMR property located in unincorporated Summit County into the City limits, amended the City Zoning Map to zone the 2,800 acres to Recreation Open Space (ROS).

2. The applicants volunteered to Deed Restrict all residential and commercial lodging by transferring all potential density to an existing development area within the Flagstaff Mountain annexation area. A Conservation Easement was applied to the annexed lands. (Although not explicitly stated in the Annexation Agreement density was transferred to Pod B-2, Empire Pass, to a project known as the Montage Resort and Spa, which was planned to include 192 hotel rooms and suites, with spa, restaurant and conference facilities, and a residential component that consists of resort condominiums. This transfer totaled 80 Unit Equivalents, as stated in the Pod B2, Empire Pass MPD, approved on March 14, 2007, as well as the Montage Resort Hotel CUP also approved on March 14, 2007).

3. The annexed land was included within the Sensitive Lands Overlay District (SLO).

4. The Annexation notes that "The next Development Activity application or amendment under the PCMR MPD must add the PCMR lease land annexed to the PCMR MPD."

5. The Annexation notes that trail will be available for public use and that "existing and any newly required trails shall be added to the Park City Master Trails and as

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

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

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

1. Findings 33 and 42 note that the Interconnect Gondola has no skier capacity increase associated with it and does not require more parking.

2. Finding 34 notes that no additional parking is required by the Snow Hut on-mountain restaurant expansion.

3. Finding 118 and Condition 3 reiterates the Employee Housing Obligation under Section 2.2 of the Development Agreement and calculates that Parcel A accounted for approximately 334,000 square feet of the total Concept Master Plan's 1,156,787 square feet, or 28.8%. 28.8% of 80 is 23. This equates to housing for 23 PCMR employees that was required after October 1, 2003, as a result of Legacy Lodge/Marriott Parcel A, but has not been completed as of the date of this Memorandum. *Therefore the Developer is in arrears housing for 23 employees.*

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

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

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

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

Since 2015, the following has been completed:

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

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

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

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

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

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

2. Section 2, Amendment to the Development Agreement, notes that the approval of the PCMR Concept Master Plan component of the Development Agreement has lapsed but that the Developer's rights under the Development Agreement are fully vested.

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

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

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

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

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

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

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

A. Setbacks. The minimum Setback around the exterior boundary of an MPD shall be twenty five feet (25') for Parcels greater than two (2) acres in size. The Planning Commission may decrease the required perimeter Setback from twenty five feet (25') for MPD applications greater than two (2) acres to the zone required Setback, twenty feet (20') in the RC zone, if it is determined necessary to provide desired architectural interest and variation. *The applicant is requesting a reduction in the required perimeter Setback from twenty five feet (25') to the zone required Setback of twenty feet (20'). The proposed twenty feet (20') perimeter setbacks are consistent with the setbacks contemplated in the 1997 approval but the Planning Commission will need to be able to support a Finding that the reduced perimeter Setbacks are necessary to provide desired architectural interest and variation.*

B. Open Space. All Master Planned Developments shall contain a minimum of sixty percent (60%) open space as defined in LMC Chapter 15-15 with the exception of the General Commercial (GC) District, Historic Residential Commercial (HRC), Historic Commercial Business (HCB), Historic Residential (HR-1 and HR-2) Zoning Districts, and wherein cases of redevelopment of existing Developments the minimum open space requirement shall be thirty percent (30%).

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

F. Landscape and Street Scape. A complete landscape plan must be submitted with the MPD application. The landscape plan shall comply with all criteria and requirements of LMC Section 15-5-5(M) Landscaping. *A landscape plan is included in the submittal, and will be discussed at a later hearing.*

G. Sensitive Lands Compliance. All MPD Applications containing any Area within the Sensitive Areas Overlay Zone will be required to conduct a Sensitive Lands Analysis and conform to the Sensitive Lands Provisions. *The Base Area site consists of existing surface parking lot(s) and is not within the Sensitive Areas Overlay Zone.*

H. Employee/Affordable Housing. MPD Applications shall include a housing mitigation plan which much address employee Affordable Housing as required by the adopted housing resolution in effect at the time of application. *The applicant has submitted a housing mitigation plan with their application that is being reviewed by the City's Housing Staff for compliance with the City's regulatory requirements.*

I. Child Care. *This project does not propose any child-care uses.*

J. Mine Hazards. *There are no known Physical Mine Hazards on the proposed development site.*

K. Historic Mine Waste Mitigation. The applicant states that *a Phase 1 ESA and a Geotechnical Investigation indicate that there are no hazardous soils on the site*.

L. General Plan Review. *Staff Reports will review the project for compliance with the goals and objectives of the Park City General Plan.*

M. Historic Sites. *There are no Historic Structures or Sites on the proposed development site*.

Additional Determinations

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

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

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

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

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

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

2. Unit Equivalent Calculations are based on the 1998 DA.

3. The total proposed residential space amounts to 379,076 square feet, or 247.74 UEs (excluding affordable units which do not count towards UEs).

4. The total proposed Commercial space amounts to 53,234 square feet, or 59 UEs.

5. The applicant anticipates a multi-year phased construction process with at least 1,200 day skier parking stalls available during all operational ski seasons. The applicant submitted a Master Phasing Plan which proposed that the project be phased over five years with the earliest start date of March 2021, subject to all necessary City approvals.

6. It is assumed that all parking will comply with the City's requirements of LMC 15-3 unless variations are requested in writing by the applicant prior to any MPD approvals.

7. The project shall comply with the Façade Lengths and Variations of LMC Section 15-5-8.

8. The project shall comply with the Lighting Requirements of LMC Section 15-3-3(C).

9. A Master Sign Plan will be required prior to any Sign Permit issuance and will be reviewed for compliance with the Park City Sign Code.

10. Snow Storage shall comply with LMC Section 15-3-3(E).

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

PARK CITY
1884

Department of Community Development
Engineering • Building Inspection • Planning

Exhibit E

September 2, 1997

Doug Clyde
Powdr Corp
P O Box 39
Park City, UT 84060

NOTICE OF PLANNING COMMISSION ACTION

Project Name: Park City Mountain Resort

Project Description: Large Scale Master Plan

Date of Meeting: June 25, 1997

Action Taken By Planning Commission: Approved the Park City Mountain Resort Large Scale Master Plan with the following findings of fact, conclusions of law, and conditions of approval:

Master Planned Development Findings:

1. There are 31.19 acres of Recreation Commercial Zoning at the Park City Mountain Resort Base. The existing development occupies 6.27 acres of that total. There are, therefore, 24.92 acres of property zoned Recreation Commercial (RC) under consideration in this application. The permitted density in the RC zone for Master Planned Developments is 1 unit equivalent for each 2,000 square feet of land area on the site (Section 10.16 of the Park City LMC).

   A portion of the area zoned RC is within the Sensitive Lands Overlay Zone. Based upon the total area of the site, and taking into consideration the Sensitive Area Overlay Zone, the maximum density permitted would be 491.78 Unit Equivalents.

2. The Park City Mountain Resort Large Scale Master Plan includes:
   - demolition and replacement of the Gondola Building with a hotel/timeshare stepping up the hill
   - construction of new buildings on all of the current surface parking lots
   - addition of skier parking in underground structures
   - construction of a new plaza oriented primarily toward the day skier
   - improvement of the existing plaza to better serve skiers staying on site
   - installation of skiing improvements

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Park City Municipal Corporation • 445 Marsac Avenue • P.O. Box 1480 • Park City, UT 84060-1480
Community Development (801) 645-5020 • Engineering 645-5020 • Building 645-5040
Planning 645-5021 • FAX (801) 645-5078

- construction of employee housing
- realignment of Lowell Avenue and modifications to Empire Avenue

The Master Plan consists of 5 parcels which are fully described in a booklet entitled Concept Master Plan dated June 10, 1997. That document is referenced as a part of this approval.

Density
The densities and square footages proposed are as follows:

Parcel Square Footage Allowance Table

Parcel	Gross Residential Sq. Ft.	Residential Support Commercial & Accessory Use @ 10%	Accessory Use to Resort Operation	Retail/ Commercial	Total (2)
A	287000	28700	35000	(1)	350810
B	294000	29400		(1)	323519
C	159000	15900	18000	(1)	192963
D	93000	9300		(1)	102338
E	141000	14100	32000	(1)	187157
Total	974000	97400	85000		1156787

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

(2) Building square footage does not include mechanical or storage space that may be located below grade.

The residential development is intended to occur in the form of condominiums, hotels and timeshares and is intended to serve the visitor.

The square footage numbers that are shown in the Parcel Square Footage Allowance Table are the maximums that can be built within each category. Three separate factors control the size of the individual buildings, and in each case the most restrictive of these factors will

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control the size of the building. The size and configuration of each building is limited by the gross square footage listed in the Parcel Square Footage Table, and the overall building envelope as set out in the Volumetrics, neither of which can be exceeded. In addition the entire project is limited by the total Unit Equivalents that are available within the MPD. The project is entitled to a total of 492 unit equivalents.

Mechanical space, maintenance and storage space that is located underground is not included in the total building square footage and is allowed in addition to the total Parcel Square Footage Allowance. Public Convention and Meeting Space that is likewise underground would be allowed in addition to the total Parcel Square Footage Allowance.

3. The commercial uses proposed in the Park City Mountain Resort MPD are consistent with the RC zone and support the residential bed base and skiing activity. The commercial uses are defined as follows:

RESORT ACCESSORY USES:

The following uses are accessory uses for the Resort's Winter and Summer operations. These uses meet the definition of "Accessory" by being: (1) clearly incidental to, and customarily found in connection with, the principal building or use, and (2) operated and maintained for the benefit or convenience of the owners, occupants, employees, customers or visitors to the principal use or building. Accessory uses do not require the use of Unit Equivalents. Other uses that are not listed here may also qualify as "Accessory".

Information/Lost and Found
Maintenance Facilities
Mountain Patrol
Mountain Administration
Mountain Patrol Medical Facilities
Base Day Lodge and Food Service
Public Lockers
Public Restrooms
Horseback Riding and Stables
Mountain Bike Rental, Repair, and Sales
Ski/Snowboard (etc,) Repair, Rental and Sales
Ski School/Skiwee/ Kinderschule/Day Care
Ticket Sales
Summer Recreation Facilities
Public Convention Facilities

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RESIDENTIAL ACCESSORY USE AND SUPPORT COMMERCIAL:
Residential accessory uses include those facilities that are for the benefit of the building residents and do not require the use of Unit Equivalents. These uses include, but are not limited to the following:

Health Clubs and Fitness Centers
Pools, Saunas and Hot Tubs
Ski Lockers
Lobbies
Meeting Rooms
Storage
Laundry
Employee Facilities

Residential Support Commercial are those commercial uses that are oriented towards the internal circulation of the development, for the purposes of serving the needs of the residents or users of that development and otherwise meet the definition as found in the Land Management Code. Support Commercial does not require the use of Unit Equivalents.

General Commercial and Retail activities that do not qualify as Support Commercial or Accessory use may be desirable. For example, a full service hotel would require a restaurant that would provide food service to patrons outside of the project. General Commercial or Retail will require the use of Unit Equivalents as per the Land Management Code. No square footage has be allocated to this space; consequently, it would have to come out of one of the other categories that make up the total square footage of the building.

4. In conjunction with the planning for the Village Development, a Mountain Upgrade Plan was prepared by Sno.engineering. This mountain upgrade plan calls for the construction and/or replacement of several lifts with detachable lift systems. Plans for the next 6 years result in a mountain configuration of 7 detachable chairs, and 11 fixed grip lifts. Additionally, the First Time beginner lift may also be a detachable. New lifts will include an expansion into McConkey's Bowl, a detachable that services the Bonanza run, and a new transportation lift from the new plaza and drop off area at Building E to a new restaurant site just below the summit. The new transportation lift may be a gondola or a hybrid detachable chair/gondola. If required, cabin storage will be at the top terminal with a minimal terminal at the base. Both Payday and Motherlode will be replaced with detachables.

On mountain food service will be improved and expanded. New restaurants include a large upper day lodge in the meadow just above the Assessment ski run, and some smaller restaurants in the Payday and King Con Ski Pods.

The majority of the uphill improvements are not within the City Limits of Park City. Because the improvements may impact traffic, parking, runoff, and views within Park City, the City is requesting review authority of those improvements.

5. The Large Scale MPD proposes over 70% open space in the form of pedestrian plazas and walkways, ski runs, and landscaped areas. Special conditions will be placed on the Master Plan to ensure the long term maintenance and quality of those open space areas and that they remain open to the public, subject to reasonable restrictions.

6. The applicant prepared two parking and traffic studies which were carefully evaluated by the Planning Commission. A parking management plan is proposed to minimize neighborhood impacts and to provide opportunities for creative parking solutions. The applicant is being required to upgrade roads and intersections to meet the increase traffic demand.

7. The site planning for the project takes into consideration separation from existing uses and has been determined to provide adequate setbacks. The setbacks proposed are at, or in excess, of those required in the RC Zone.

8. The Recreation Commercial Zone allows the highest density in the City and is intended to provide transient residential bed base.

9. The site planning criteria set forth in Section 10.9(h) of the Land Management Code were considered in the review of this Large Scale Master Plan. Specific design guidelines, building volumetrics and site planning were required in order to:
   - site building masses in the most appropriate locations, taking into consideration surrounding uses and structures;
   - cluster units in the most developable portions of the project, keeping development off of the hillsides and maintaining significant view corridors;
   - place utilities and roads in areas already disturbed whenever possible;
   - provide for significant pedestrian circulation;
   - improve the efficiency of the road and transit system;
   - provide attractive and functional landscaping and streetscape;
   - minimize the impact of construction on the neighborhood and surrounding open space areas;
   - maximize public access and usability of open space;

- ensure that the buildings are attractive and compatible with existing structures and architectural styles in Park City;
- provide adequate facade variation.

10. Because of significant existing vegetation on the site, limits of disturbance and construction staging will be required to manage construction activity.

11. The adjacent neighborhood is unique in that it includes a variety of land uses and occupancies. In order for the impact of construction on the adjacent neighborhoods to be minimized, a construction mitigation plan is required.

12. The Park City Mountain Resort Master Plan will result in a significant demand for new employees as detailed in employee generation studies conducted by both the applicant and the City. The City Council has stated that employee generation should be addressed in resort expansion. The Park City Mountain Resort has agreed to provide seasonal housing for 80 employees, which constitutes 10% of the employees generated. In addition, the Park City Mountain Resort provides an employee shuttle from Salt Lake City, Provo and Heber and will commit to continue this service.

13. Parking requirements for the residential developments will be dependent on the final unit configuration and will conform to the current requirements for parking as set out in Chapter 10 of the Land Management Code. Those requirements are based on unit type, zone and project size. The classification that applies to this project is RC^3 (projects having more than 24 development credits) and is as follows:

Unit Type	Unit Square Footage (not to exceed)	Parking Spaces Required
Hotel Room/Suite	650	0.66
Studio Apt.	1,000	0.66
One Bedroom Apt.	1,000	0.66
Two or more Bedroom Apt.	1,500	1
Apt. greater then 1,500 sq. ft.	2,000	1.5
Apt. greater then 2,000 sq. ft.	2,500	2
Apt. in excess of 2,500 sq. ft.	none	2

Total skier parking for the ski area is 1700 stalls, of which 1200 exist in the surface parking lots. These 1200 surface stalls will be replaced by 1800 underground stalls for the exclusive use of the Resort. It is anticipated that all Resort parking will be paid parking.

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Parking for the Resort's Accessory Uses and or Support Commercial to the Resort are included in the 600 additional parking stalls that will be built for the Resort uses. Parking for employees of the new Accessory Uses to the ski area are provided for at the rate of 1 space per 400 sq. ft.. Parking for the replacement of the Commercial in the Gondola building is included in the existing parking for the Resort.

Resort employees are generally parked off site and will be transported by: local busing to proposed employee housing, the continuation of the Employee parking program on the Munchkin Lane site, and the Resort's Employee busing program which services Provo, SLC and the Heber areas.

Commercial uses other than Accessory or Support may require additional parking if these uses generate parking demand that conflicts with the peak Resort parking demand. These parking requirements will be determined when the use of the space is declared at the CUP level.

14. It has been represented by Powdr Corporation that this plan is the complete plan for new development on the undeveloped lands currently owned by Powdr Corp or its subsidiaries, at the base of the resort.

15. The conceptual elements of the basic fire protection and life safety plan for the Master Plan have been set out in correspondence from Rolf Jensen and Associates to Ron Ivie dated December 11, 1996. Several overall life safety requirements will apply project wide with specific fire protection requirements for Building A. Building A requires fire protection systems in excess of the minimums as set forth in the Uniform Fire Code in order to gain approval. The balance of the project will be of standard design based upon the rating of the building. Specific plans for the implementation of the fire protection elements will be a condition precedent to any Conditional Use Approval.

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Findings for Recommending the Requested Height Variation to the City Council:
The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code. The heights proposed are described and regulated by the Concept Master Plan Book dated June 10, 1997 and are summarized on pages 10, 10B, 11 and 11B, copies of which are attached to this approval.

In many cases, the Planning Commission required significant changes to the project, or extraordinary conditions based upon review of the criteria outlined in Section 10.9(f) of the Land Management Code.

The Planning Commission has considered the site specific review standards outlined in Section 10.9(f) Variations in Height Requirements and recommends a variation in height based upon the following findings:

- The Planning Commission carefully considered the extent of the RC zone, and has determined that clustering the density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.
- The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified based upon those studies. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.
- Specific building volumetrics were developed by the applicant to define where building masses should and should not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, and maintain important view corridors.
- The clustering of density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.
- The Planning Commission has determined that the location of the proposed buildings is appropriate for density, bed base and commercial uses contained in the Master Plan.
- A major element of the Planning Commission review included landscaping, streetscape and building design details, which reduce the apparent mass of the structures and to provide some pedestrian scale at sidewalks and plaza areas.
- Because of the clustering of density, over 70% of the site will remain in open space. The Planning Commission requires that the open space be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and City.

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- The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.
- The requested height variations are deemed appropriate by the Planning Commission as they provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation. The articulation is defined in the building volumetrics, which are an integral component of the plan, and are incorporated by reference to this approval.

Conclusions of Law:

1. The proposed Large Scale Master Plan, as conditioned, is consistent with the criteria set forth in Chapter 10 of the Land Management Code.

2. The proposed plan is consistent with the 1985 Comprehensive Plan for Park City and with Phase 1 of the 1996 Park City General Plan.

3. The Planning Commission has considered the criteria for a height variation as specified in Section 10.9(f) and recommends the variation be approved by the City Council.

4. The uses proposed in the Large Scale Master Plan are consistent with the intent of the RC zone. The uses are intended to be nightly rental, operating as hotels, timeshare, or condos available for nightly rental.

5. The nature of the commercial uses has been limited to support the purpose of this area as outlined in the Comprehensive Plan for Park City and the 1996 General Plan.

Conditions of Approval:

1. This approval includes and incorporates the "Concept Master Plan" dated June 10, 1997. The Concept Master Plan details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, all of which are integral to this plan. This Large Scale Master Plan approval is conceptual in nature. Each parcel and building is subject to conditional use review by the Planning Commission. Site specific proposals must substantially conform to the approved Concept Master Plan. The square footages and unit equivalents are intended to be maximums which the Planning Commission may consider during site specific conditional use review. The maximum square footages and the volumetrics as described in the Concept Master Plan shall be the maximums permitted for each development parcel. The overall project shall not exceed the permitted density of 491.78 Unit Equivalents. If the Planning Commission approves less than the maximum square footages outlined in the Master Plan for any given parcel, that square footage will not be allowed to be transferred to another parcel.

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2. The volumetrics outlined in the Concept Master Plan are intended to communicate to potential developers that building height and facade variation are critical components of this project. The volumetrics represent maximums that can be achieved on any given parcel. The vertical and horizontal articulations that are specified in the volumetrics are minimums that must be met. If the proposed building does not fill the volumetrics, the minimum roof and facade shifts set out in the Design Guidelines and Volumetrics must be present in the reduced structure.

3. Final site planning is required which shall include landscaping, streetscape details and finalization of the design guidelines for the buildings. Lighting standards shall be consistent with the standards in effect at the time of application for building permits. If the architectural design guidelines (such as materials, color and fenestration) for Park City become more restrictive in the future than those for this project, the more restrictive guidelines shall apply, but not to the extent that they negatively effect the structural engineering of the project. The final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible. The bridges shown on the preliminary site plan are conceptual only and are not granted specific approval at this time. Planning Commission may be decide that alternative methods for providing the necessary pedestrian links are more desirable.

4. This Large Scale Master Plan approval is contingent upon City Council approval of the recommended height variation, as required in Section 10.9(f) of the Park City Land Management Code. If the height exception, and therefore the Master Planned Development, is approved by the City Council, the applicant must apply for the necessary change in the zoning map and resubdivision of the property. Planning Commission and City Council shall review and take action on these applications. The approval and construction of the Master Plan can only move forward if and when the height exception, zone modification, and resubdivision are approved by the City Council.

5. The City does not fully own the current Bus Drop Off Area at the Resort Center. As a part of the process for this approval, the City, the Resort Center and the Park City Mountain Resort discussed transit alternatives, which includes the City obtaining control of the Bus Drop Off Area. That area is being required to be improved as a part of this Large Scale Master Plan. The ownership and maintenance issues must be resolved prior to, or concurrent with any plat approval for this Large Scale Master Plan. If this cannot be achieved, the circulation and transit plan will be reevaluated.

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6. The applicant has submitted a draft phasing plan. Prior to, or concurrent with the review of the first CUP, a detailed phasing plan for the entire Large Scale MPD is required. That plan shall include, but not be limited to, the following:
   - timing and phasing of development
   - phasing of parking to ensure adequate skier parking is available during each phase
   - schedule for construction and completion of public improvements including plazas, pedestrian walkways and trails, streets, transit improvements, utilities, landscaping, and lighting.
   - a plan to address the improvements to be completed by the 2002 Olympics
   - timing of construction of the employee units

7. As a part of the draft phasing plan, the applicant has proposed construction management practices. A more comprehensive construction mitigation plan is required and specific construction mitigation plans will be required as a part of each CUP. That plan shall address, at minimum, the following:
   - Days of the week and hours when construction is permissible
   - Routing of construction traffic so that adjacent residential streets are not affected
   - Material stockpiling and staging on site
   - Parking of construction vehicles
   - Maintenance of pedestrian ways and trails during construction
   - Recycling of construction waste, including the minimizing of off-site soil/material transport.

   A financial security will be required to ensure compliance with the agreed to Construction Mitigation Plan, consistent with existing practices.

8. A Master Owners Association will be formed for this Large Scale MPD prior to or concurrent with any subdivision or condominium plat approval. The Association shall be responsible for maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and other public amenities that are a part of this Master Plan. The Master Association shall coordinate recycling, snow removal and maintenance with the existing associations in the resort center project.

9. The developer shall upgrade utilities as deemed reasonably necessary by the City Engineer. These upgrades shall be consistent with the application of these standards throughout the City.

10. Concurrent with the review of the CUP for each building, the applicant shall satisfy fire protection requirements as specified by the Chief Building Official and the Park City Fire

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Service District. If building height or square footage is required to be decreased as a result of meeting the fire protection requirements, that square footage shall not be allowed to be transferred to another parcel.

11. The proposed employee housing will be required to meet the standards guidelines adopted by the City Council (such as rental limitations and sizes) at the time of site specific approval. The specific location, design and restrictions on the housing requires the appropriate review by the Planning Commission.

12. Prior to any construction commencing on this project, or Planning Commission action on any CUP related to this project, the Park City Mountain Resort, Property Owner(s), City and County shall enter into an annexation or interlocal agreement which gives the City review authority over improvements to the Park City Mountain Resort. If an interlocal agreement is executed, the City's review will specifically include:
    - The impact of any improvement on parking, traffic and transportation systems.
    - Environmental or visual impact on Park City consistent with the provisions outlined in the Sensitive Lands Ordinance.
    - Water quality and erosion prevention and revegetation.
    - Lighting

13. Prior to any construction commencing on this project, or Planning Commission final action on any CUP related to this project, the traffic mitigation plan submitted by the applicant shall be finalized, to the satisfaction of the City Engineer, Public Works Director and Police Chief, which shall address, but not be limited to:
    - Traffic control during peak hours of peak ski season.
    - Timing and financial responsibility for required improvements to Empire and Lowell Avenues and for the intersections of Deer Valley Drive and Park Ave and Deer Valley Drive and Bonanza.

    In general, Lowell Avenue waterline work shall be constructed between October and May to minimize conflicts with irrigation demands, but not done at times that would impede skier traffic flow through the area.

14. Prior to any construction commencing on this project, or Planning Commission final action on any CUP related to this project, a parking mitigation plan shall be submitted by the applicant, to the satisfaction of the City Engineer. This plan shall include:
    - A plan to prohibit and enforce no parking zones in adjacent neighborhoods and an agreement as to the financial responsibility for that enforcement. The applicant is

expected to be responsible for parking enforcement costs beyond that which would normally be provided by Park City.

- A parking operations plan, including specifics of the pay for parking system.
- A parking structure design, circulation plan to ensure safe, convenient circulation for vehicles and pedestrians.
- Contingency plans for satellite large vehicle and overflow parking.
- A condition that if adequate parking is not provided to handle peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.

This plan shall be reviewed and modified, if necessary, as a part of the CUP for each phase to evaluate transit alternatives and demonstrated parking needs.

15. The Staff, applicant and property owners shall prepare documentation (preferably deed restrictions) necessary to ensure that development does not occur in the future in the areas shown as open space in the Park City Mountain Resort Master Plan and that the area is maintained to a mutually acceptable standard.

16. The City and the applicant will concurrently enter into a development agreement which includes language necessary to implement the Findings of Fact, Conclusions of Law and Conditions of Approval of this Large Scale MPD.

Sincerely,

Nora L Seltenrich

Nora Seltenrich, AICP
Special Projects Manager

NS/rr

00513070 Bk01166 Pg00566

BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

Park City Mountain Resort Height Variation	)	**FINDINGS OF FACT AND CONCLUSIONS OF LAW GRANTING PCMR HEIGHT VARIATION**

This matter, having come on for Council work session on July 17,1997 for public hearing on August 14, 1997, and for public input, Council deliberation, and action on August 21, 1997, and having reviewed the planning files and records herein, supplemented by a site visit on August 14, 1997 and new computer graphics of the proposed Concept Master Plan, the Council enters the following findings of fact, conclusions of law and conditions of approval:

FINDINGS OF FACT:

1. The Planning Commission carefully considered the proposed Master Planned Development, and properly determined that clustering density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the applicant's land within the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.

2. The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified throughout the process, based upon those studies to accommodate neighboring uses. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.

3. Specific building volumetrics were developed by the applicant to define where building masses will and will not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, large setbacks and pedestrian amenities, and important view corridors. Beneficial modifications to the plan have been incorporated into the April 23, 1997 Concept Master Plan including revisions through August 21, 1997.

4. Clustered density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.

5. The locations and heights of the proposed buildings are appropriate for the density, bed base and commercial uses contained in the Master Plan.

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6. Landscaping, streetscape and building design details, which reduce the apparent mass of the structures and provide pedestrian scale at sidewalks and plazas, help minimize the apparent height of the structures.

7. Clustering the density in relatively tall structures ensures that over 70% of the site will remain in open space. That open space will be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and the City.

8. The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.

9. The requested height variations provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation.

CONDITIONS OF APPROVAL:

The heights, massing, stepping, volumetrics, articulation and design of the proposed structures, as defined by the April 23, 1997 Concept Master Plan, and revised by the August 21, 1997 Concept Master Plan (which shall be further revised to delete signage at the intersection of Three Kings and Lowell Avenue, the loading dock on Three Kings Drive, and pedestrian bridges over Lowell Avenue), are integral components of the plan, are incorporated by reference to, and a condition of, this approval.

CONCLUSION OF LAW:

The applicant has met its burden of proof pursuant to LMC §10.9(f).

ORDER

Consistent with the Planning Commission's June 25, 1997 conditional approval of the Park City Mountain Resort Large Scale Master Plan, modified by the August 21, 1997 revisions to the Concept Master Plan (with itemized deletions), the Council hereby grants the requested height variations.

Dated this 21st day of August, 1997

Park City Municipal Corporation

Bradley A. Olch, Mayor

00513070 Bk01166 Pg00568

Attest:

Jan Scott, City Recorder

Approved as to form:

Jodi Hoffman, City Attorney



00513070 Bk01166 Pg00569

BEFORE THE CITY COUNCIL OF THE PARK CITY MUNICIPAL CORPORATION

Park City Mountain Resort Height Variation	)	**FINDINGS OF FACT AND CONCLUSIONS OF LAW GRANTING PCMR HEIGHT VARIATION**

This matter, having come on for Council work session on July 17,1997 for public hearing on August 14, 1997, and for public input, Council deliberation, and action on August 21, 1997, and having reviewed the planning files and records herein, supplemented by a site visit on August 14, 1997 and new computer graphics of the proposed Concept Master Plan, the Council enters the following findings of fact, conclusions of law and conditions of approval:

FINDINGS OF FACT:

1. The Planning Commission carefully considered the proposed Master Planned Development, and properly determined that clustering density around a new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the applicant's land within the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.

2. The applicant provided extensive visual analysis, including shadow studies, to determine the effect of the proposed height variation on views and solar access. Building layout and massing were modified throughout the process, based upon those studies to accommodate neighboring uses. The majority of the mass and height of the proposed buildings was placed toward the hill, away from existing residential uses.

3. Specific building volumetrics were developed by the applicant to define where building masses will and will not occur. The volumetrics provide massing transitions to the adjacent existing buildings and streets, large setbacks and pedestrian amenities, and important view corridors. Beneficial modifications to the plan have been incorporated into the April 23, 1997 Concept Master Plan including revisions through August 21, 1997.

4. Clustered density increases the potential effectiveness of public transportation. The Planning Commission reviewed circulation and transit plans. The project, when built, will result in significant traffic circulation and transit improvements.

5. The locations and heights of the proposed buildings are appropriate for the density, bed base and commercial uses contained in the Master Plan.

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Exhibit F

6. Landscaping, streetscape and building design details, which reduce the apparent mass of the structures and provide pedestrian scale at sidewalks and plazas, help minimize the apparent height of the structures.

7. Clustering the density in relatively tall structures ensures that over 70% of the site will remain in open space. That open space will be preserved in perpetuity, through easement restrictions, zoning or other means deemed to be appropriate by the applicant and the City.

8. The increase in height requested does not result in increased density beyond that which is allowed by the RC zoning.

9. The requested height variations provide an opportunity to enhance the appearance of the buildings through significant vertical and horizontal articulation.

CONDITIONS OF APPROVAL:

The heights, massing, stepping, volumetrics, articulation and design of the proposed structures, as defined by the April 23, 1997 Concept Master Plan, and revised by the August 21, 1997 Concept Master Plan (which shall be further revised to delete signage at the intersection of Three Kings and Lowell Avenue, the loading dock on Three Kings Drive, and pedestrian bridges over Lowell Avenue), are integral components of the plan, are incorporated by reference to, and a condition of, this approval.

CONCLUSION OF LAW:

The applicant has met its burden of proof pursuant to LMC §10.9(f).

ORDER

Consistent with the Planning Commission's June 25, 1997 conditional approval of the Park City Mountain Resort Large Scale Master Plan, modified by the August 21, 1997 revisions to the Concept Master Plan (with itemized deletions), the Council hereby grants the requested height variations.

Dated this 21st day of August, 1997

Park City Municipal Corporation

Bradley A. Olch, Mayor

00513070 Bk01166 Pg00571

Attest:

Jan Scott, City Recorder

Approved as to form:

Jodi Hoffman, City Attorney



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WHEN RECORDED, PLEASE RETURN TO:
PARK CITY MUNICIPAL CORP.
CITY ATTORNEY
P O BOX 1480
PARK CITY UT 84060

Fee Exempt per Utah Code Annotated 1953 21-7-2

Recorded this ___ day of _____, 1998 at Book #___ Page #_____.

DEVELOPMENT AGREEMENT BY AND BETWEEN PARK CITY MUNICIPAL CORPORATION AND POWDR CORP., POWDR DEVELOPMENT COMPANY, PARK CITY SKI HOLIDAYS, AND GREATER PARK CITY COMPANY, RELATING TO THE DEVELOPMENT COMMONLY KNOWN AS THE PARK CITY MOUNTAIN RESORT

THIS DEVELOPMENT AGREEMENT (Agreement) is entered into this _____day of June, 1998, by and between POWDR CORP., a Delaware corporation, POWDR DEVELOPMENT COMPANY, a Utah corporation, GREATER PARK CITY COMPANY, a Utah corporation, Park City Ski Holidays, a Utah corporation, and each of their successors in interest, parent corporations, affiliates, subsidiaries and assigns (collectively, Developer), and PARK CITY MUNICIPAL CORPORATION, a third class city of the State of Utah (City). Developer and City are, from time to time, hereinafter referred to individually as a "Party" and collectively as the "Parties".

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7-30cw
ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1998 JUL 21 12:03 PM FEE $.00 BY DMG
REQUEST: PARK CITY MUNICIPAL CORP

RECITALS

A. Developer controls the development rights to, owns, or is purchasing approximately 24.92 acres located in Park City as described in Exhibit A attached hereto (the "1997 Master Planned Area"), and has a legal interest (whether by lease, fee title, or prescription) in certain real property consisting of approximately three thousand five hundred (3500) acres located in unincorporated Summit, Salt Lake, and Wasatch Counties as described in Exhibit B and depicted in Exhibit C attached hereto (the "Park City Alpine Terrain").

B. Developer intends to develop the 1997 Master Planned Area pursuant to the "Park City Mountain Resort Base Area Master Plan Study" (Exhibit D) and subject to all conditions of approval described in Exhibits E and F attached to this Agreement (respectively, the June 25, 1997 Conditions of Planning Commission Approval and the August 21, 1997

Conditions of City Council approval) (collectively, the "PCMR Concept Master Plan"). City desires to enter into this Agreement to memorialize Developer's commitment to comply with all conditions of approval and to further clarify and memorialize the relationship of the Parties.

C. City has taken planning actions relating to the development of the 1997 Master Planned Area and the Park City Alpine Terrain which culminated, after a duly noticed public hearing on June 25, 1997, in a unanimous, conditional approval of the PCMR Concept Master Plan.

D. Developer will contract in reliance on the PCMR Concept Master Plan approval.

E. City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, *inter alia*, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain.

NOW, THEREFORE, in consideration of the promises, covenants, and provisions set forth herein, the receipt and adequacy of which consideration is hereby acknowledged, the Parties agree as follows:

AGREEMENT

Section 1. DEFINITIONS

Unless the context requires a different meaning, any term or phrase used in this Agreement that has its first letter capitalized shall have that meaning given to it by this Agreement. Certain such terms and phrases are referenced below; others are defined where they appear in the text of this Agreement, including its Exhibits.

(a) "Community Development Director" shall mean the Director of the City's Department of Community Development, or his or her designee.

(b) "Master Owners' Association" means the Park City Resort Base Area Plaza Association, a Utah non-profit corporation.

(c) "Parcel" means one of parcels A through E described in the PCMR Concept Master Plan.

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(d) "Residential Accessory Use" means an approved use for the benefit of Project residents that does not require the use of Unit Equivalents and includes, but is not limited to, the following:

Health Clubs and Fitness Centers
Pools, Saunas and Hot Tubs
Ski Lockers
Lobbies
Meeting Rooms
Storage
Laundry
Employee Facilities

(e) "Residential Support Commercial Use" means a commercial use that is oriented toward the internal circulation of the development, to serve the needs of the residents or users of that development and otherwise meets the definition of a support commercial use found in the 1997 Land Management Code. Residential Support Commercial Uses do not require the use of Unit Equivalents.

(f) "Resort Accessory Use" means an approved use for Developer's winter and summer operations that does not require the use of Unit Equivalents. Resort Accessory Uses include the following, as well as other uses that are not listed below but which qualify as "accessory" because they are clearly incidental to and customarily found in connection with the principal building or use and are operated and maintained for the benefit or convenience of the owners, occupants, employees, customers or visitors to the principal building or use:

Information/Lost and Found
Maintenance Facilities
Mountain Patrol
Mountain Administration
Mountain Patrol Medical Facilities
Base Day Lodge and Food Service
Public Lockers
Public Restrooms
Horseback Riding and Stables

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Mountain Bike Rental, Repair, and Sales

Ski/Snowboard (etc) Repair, Rental and Sales

Ski School/Skiwee/Kinderschule/Day Care

Ticket Sales

Summer Recreation Facilities

Public Convention Facilities

(g) "Unit Equivalent"

Unit Equivalent

Configuration	Unit Equivalent
Motel room, not exceeding 500 square feet, including bathroom areas, but not corridors outside of room	.25
Hotel suite, or one bedroom apartment not exceeding 650 square feet, including bathroom areas, but not corridors outside of room	.33
One bedroom or studio hotel room, condominium, or two bedroom hotel suite or condominium, not exceeding 1,000 square feet	.50
Condominium or hotel suite of any number of rooms, not exceeding 1,500 square feet	.75
Condominium of any number of rooms, not exceeding 2, 000 square feet	1.00

Configuration	Unit Equivalent
Condominium of any number of rooms, not exceeding 2500 square feet.	1.33
Condominium of any number of rooms, in excess of 2,500 square feet	1.50
Commercial spaces (approved as part of Master Plan Approval), for each 1,000 square feet of gross floor area, exclusive of common corridors, or for each part of a 1,000 square foot interval	1.00

(1) Within a hotel or condominium project with front desk nightly rental, up to 5% of the total floor area may be dedicated to meeting rooms and an additional 5% for support commercial, areas without requiring the use of a unit equivalent of commercial space.

(2) Circulation spaces including lobbies inside or outside of units do not count as floor area of the unit, or as commercial unit equivalents

(3) Where the unit configuration fits one of the above designations, but the square footage exceeds the footage stated for the configuration, the square footage shall control, and the unit equivalent for that size unit shall apply.

(4) The Developer shall have the right to make its election of how to apply the unit equivalency within individual building projects. An election of the final unit configuration must be made at the time the application for final site plan is submitted, and the election of unit mixes is part of the conditional use process that the final site plan is reviewed under.

(5) For purposes of calculating unit equivalency, "condominium" means a residential unit, which is designed to maximize its potential for continuous use as nightly lodging. Such design shall include the provision of front desk accommodation services and lockout units within a minimum of 80% of the units containing more than one bedroom attributed to each Parcel.

Section 2. OBLIGATIONS OF DEVELOPER

2.1 Conditions of Approval

Developer accepts and shall comply with all impact, connection and building fees currently in effect, or as subsequently enacted in a generally applicable fee ordinance, all subject to the provisions in ¶2.1.15 herein, and all conditions of approval imposed by the City in connection with the approval of the PCMR Concept Master Plan, including, but not limited to:

2.1.1 The approval includes and incorporates the "PCMR Base Area Master Plan Study" which details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, all of which are integral to this plan. Large Scale Master Plan approval is conceptual in nature. Each Parcel is subject to conditional use (Small-Scale MPD) review by the Planning Commission. Site specific proposals must substantially conform to the approved PCMR Concept Master Plan. The square footages and unit equivalents are maximums that the Planning Commission may consider during site specific review. The maximum square footages and the volumetrics as described in the PCMR Base Area Master Plan Study are the maximum square footages and volumetrics permitted for each development Parcel. The 1997 Master Planned Area shall not exceed the permitted density of 491.78 Unit Equivalents (excluding support commercial, underground public convention and meeting space). If the Planning Commission approves less than the maximum square footages outlined in the PCMR Base Area Master Plan Study for any given Parcel, that square footage will not be transferred to another Parcel.

2.1.2 The volumetrics outlined in the PCMR Base Area Master Plan Study are intended to communicate to potential developers that building height and facade variation are critical components of this project. The volumetrics represent maximums that can be achieved on any given Parcel. The vertical and horizontal articulations that are specified in the volumetrics are

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minimums that must be met. If a proposed building does not fill the volumetrics, the minimum roof and facade shifts set out in the Design Guidelines and Volumetrics of the PCMR Base Area Master Plan Study must be present in the reduced structure.

2.1.3 Final site planning to the satisfaction of the Planning Commission is required for each Small Scale MPD that shall include landscaping, streetscape details and finalization of the design guidelines for the buildings. Lighting standards shall be consistent with the standards in effect at the time of application for building permits. If the architectural design guidelines (such as materials, color and fenestration) for Park City become more restrictive in the future than those for this project, the more restrictive guidelines shall apply, but not to the extent that they negatively affect the structural engineering of the project. The final site planning shall orient delivery; service and trash access away from existing residential uses whenever possible. The bridges shown on the preliminary site plan are conceptual only and have not been granted specific approval. The Planning Commission may decide that alternative methods for providing the necessary pedestrian links are more desirable than the bridges depicted in the Concept Master Plan.

2.1.4 Developer has rezoned and partially re-subdivided the 1997 Master Planned Area. Additional re-subdivision will follow. The Planning Commission and City Council shall review and take action on re-subdivision applications as submitted. Construction of the development contemplated by the PCMR Concept Master Plan can move forward only if and when each pertinent re-subdivision is approved by the City Council. At Developer's request, the City has subdivided Parcel A. Developer agrees that Parcel A-1 will be developed first and that Parcels A-2 and A-3 shall be developed as "additional land" (as such term is used in the Condominium Ownership Act, U.C.A. §57-8-1 et. seq.) to the condominium project consisting initially of Parcel A-1.

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2.1.5 Neither the City nor the Developer owns the current Bus Drop off Area at the Resort Center. The Bus Drop off Area must be improved, and the Bus Drop off Easement attached hereto as Exhibit G must be executed, prior to any building permit.

2.1.6 The Developer has submitted, and the City has approved, a detailed phasing plan attached hereto as Exhibit H.

2.1.7 As a part of the phasing plan, the Developer has proposed construction management practices. More detailed construction mitigation plans, to the reasonable satisfaction of the Chief Building Official, are required for each Parcel, as it is proposed for development. At a minimum, those Parcel-specific construction management plans shall address the following:

- Days of the week and hours when construction is permissible
- Routing of construction traffic so that adjacent residential streets are not affected
- Material stockpiling and staging on site
- Parking of construction vehicles
- Maintenance of pedestrian ways and trails during construction
- Recycling of construction waste, including the minimizing of off-site soil/material transport.

Reasonable financial security will be required to ensure compliance with each Construction Mitigation Plan.

2.1.8 Developer has formed a Master Owners' Association for the 1997 Master Planned Area. The Association shall be responsible for, and shall ensure to the reasonable satisfaction of the City Attorney, the maintenance of all landscaping, streetscape and plaza improvements, pedestrian pathways and trails and other public amenities that are a part of the PCMR Concept Master Plan. The Master Owners' Association shall coordinate recycling, snow removal and maintenance with the existing associations in the Resort Center. Under all circumstances, the Developer is ultimately responsible for the foregoing obligations of the Master Owners' Association.

2.1.9. The Developer shall upgrade utilities, as the City Engineer deems reasonably necessary for the development of the Concept Master Plan. These upgrades shall be consistent with the application of these standards throughout the City. Developer shall provide financial assurance as the City Engineer deems reasonably necessary to secure the completion of public improvements contemplated by the PCMR Concept Master Plan.

2.1.10. Concurrent with the review of the Small Scale MPD (CUP) for each building, the Developer shall satisfy fire protection requirements attached hereto as Exhibit I. If building height or square footage is required to be decreased as a result of meeting the fire protection requirements that square footage shall not be transferred to another Parcel.

2.1.11. The proposed employee housing shall comply with Section 2.2 herein.

2.1.12. The Developer shall comply with the traffic mitigation plan attached hereto as Exhibit J.

2.1.13. The Developer shall comply with the parking mitigation plan attached hereto as Exhibit K. This plan shall be reviewed and modified, if necessary, as a part of the Small Scale MPD (CUP) for each phase to evaluate transit alternatives and demonstrated parking needs. If, in practice, the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.

2.1.14 Development Exclusion.

Developer shall not promote, encourage, nor allow (to the extent of Developer's current, and if increased, future, legal rights) in the, the Shadow Lake Lease Area, the Thaynes Mining Reservation Area, or the Development Exclusion Area

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depicted within the Park City Alpine Terrain (Exhibit C), residential development of any kind nor any commercial nor industrial development which customers will primarily access by rubber tired vehicles. Developer contemplates on-mountain commercial facilities such as restaurants and other services which accommodate individuals engaging in recreational activity on the Park City Alpine Terrain. This Agreement does not prohibit the transfer of base densities from the Park City Alpine Terrain to other suitable locations in unincorporated Summit County. Further, most of the Development Exclusion Area is held under ski leases by GPCC, which reserve development rights in United Park City Mines (UPCM) and others. GPCC holds rights of first refusal in lease lands for which the owner receives a *bona fide* offer of sale. GPCC agrees immediately to notify Park City Municipal Corp. of the fact and substance of any offer to purchase which triggers GPCC's right of first refusal to purchase lease lands; and to the extent allowed by the current leases agrees to cooperate with Park City Municipal Corp. to exercise such right of first refusal prior to the expiration of the first right of refusal period described in the leases by a party, which is or will become bound by these Development Exclusions. GPCC further agrees that it will not amend any of its leases involving lands within the Park City Alpine Terrain to reduce or exclude land that is presently subject to this Agreement. The Parties agree that nothing in this subsection is intended to adversely affect lessor's rights in the leases.

2.1.15. Developer has chosen to mitigate additional impacts associated with developing the PCMR Concept Master Plan by paying impact fees (consistent with ***Banberry Development Corp. v. South Jordan***, 631 P.2d 899 (Utah 1981)) in lieu of off-site improvements. Developer's commitment to payment of such impact fees is contractual in nature and will be assessed proportionally, prior to issuance of building permits, regardless of fluctuations in state law pertaining to the City's regulatory authority to impose impact fees. The City agrees to incorporate the substance of this subsection in all subsequent development agreements associated with similarly situated projects.

2.2 Employee Housing

Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003.[1] The rental rate (not including utilities) for the employee housing will be determined by the City Council Housing Resolutions Establishing Guidelines and Standards, but will not exceed 1/3 of the employee's base gross wages. The rental rate shall be assured in perpetuity through deed restrictions in form and substance satisfactory to the City. Developer must commence construction or complete the purchase of housing to accommodate 80 employees within 90 days of receiving a Small Scale MPD which, in combination with previously granted Small Scale MPDs, represent approvals for a total of 50% of the total square footage of the Concept Master Plan. Developer must work expeditiously to complete the employee housing project(s). In no case shall Small Scale MPDs, which represent approvals for a total of 60% of the Small Scale MPDs within the PCMR Concept Master Plan, be issued until the required housing is available for occupancy. Park City will provide Developer a letter of compliance when it fulfills this requirement.

2.3 Ski Operations Improvements

The Developer has submitted a Mountain Upgrade Plan, which is attached hereto as Exhibit L. Development of the skiing and related facilities as identified in the Mountain Upgrade plan is a conditional use within the City limits and is a subject to administrative review[2] and approval or rejection for improvements visible from vantage points within the City limits prior to application to Summit County for any necessary County permit. Within the areas shown on the view shed Area map, Exhibit M, the Developer shall notify the Community Development Director of the proposed project and shall submit a plan detailing the proposed location of the alignment and scope of the proposed undertaking will be submitted with such notification. The Developer and the Community Development Director shall discuss the project and the potential

[1] If there is a downturn in the market, and the Developer fails to obtain approval for 60% of the Small Scale MPDs within the PCMR Concept Master Plan, on or before October 1, 2003, Developer shall, at a minimum acquire, by lease or by purchase its proportionate obligation to produce employee housing, and shall offer such housing to employees at a price at or below Park City's applicable affordable housing rates and standards. For example, if only 40% of the Small Scale MPDs have been approved by October 1, 2003, Developer shall provide housing for 32 PCMR employees at the lesser of the City's Affordable Housing rate or no more than 1/3 of the employee's monthly income. Once Developer ultimately achieves the 60% Small Scale MPD approval, it must provide deed restricted housing for all 80 employees as detailed above.

[2] Developer shall have a right of appeal pursuant to the Land Management Code of any denial of an administrative permit for Ski Operations Improvements.

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impacts of the project to Park City including its visibility, re-vegetation plan and erosion control proposal. The following Standards shall apply to the Community Development Director's review:

2.3.1. Consistency with the Mountain Upgrade plan. The selection of lift transportation type shall be at the sole discretion of the Developer.

2.3.2. The Community Development Director may identify certain techniques as identified in the Park City Mountain Resort Resource Management Plan - Visual Management Guidelines to mitigate any impact to the view shed. The techniques include realignment, re-vegetation, and special silvacultural treatments between ski spaces to achieve the necessary blending. Traditional openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible. Interconnected ski spaces of variable width and length, which are linked together in the fall-line to take advantage of the natural open spaces and vegetative conditions, islands and glades, natural or natural appearing trail edges, are preferred. Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.

2.3.3. Ski run lighting shall be consistent with the Park City lighting standards. Glare shall be minimized to the greatest extent possible.

2.3.4. Lift towers shall be painted or otherwise treated to blend with the natural surroundings. The color black, as currently used on the Payday Lift, is considered to be the most appropriate. Other colors may be appropriate that are consistent with low contrast with the surrounding vegetation and terrain. Galvanized lift equipment shall be treated to minimize reflectivity.

2.3.5. Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the Park City Mountain Resort Resource Management Plan - Vegetation Management Plan and Re-vegetation Guidelines. The objective shall be to achieve a vegetative condition that enhances the skier experience and long term forest health.

Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities.

2.3.6. Parking. At all times Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity.

Upon Developer's compliance with the preceding standards, Developer shall apply to Summit County to issue a permit, consistent with the Community Development Director's approval, to proceed with Ski Operations Improvements within the unincorporated portions of the Viewshed Area. Ski Operations Improvements within the City limits shall comply with all applicable laws.

Section 3. DEVELOPMENT OF THE 1997 MASTER PLANNED AREA

3.1 Vested Right to Develop. Developer has a vested right to develop the 1997 Master Planned Area in accordance with the PCMR Concept Master Plan, which details volumetrics, horizontal and vertical articulation, maximum square footage of each building, streetscapes, and architectural and design guidelines, all of which are integral to this plan. Each Parcel is subject to Small-Scale MPD/conditional use review by the Planning Commission. Site specific proposals must substantially conform to the approved PCMR Concept Master Plan. The maximum square footages, unit equivalents and volumetrics as described in the Park City Mountain Resort Base Area Master Plan Study are the maximums permitted for each development Parcel. The overall project shall not exceed the permitted density of 491.78 Unit Equivalents (excluding support commercial, underground public convention and meeting space). If the Developer submits, or the Planning Commission approves (based on criteria in the Concept Master Plan), less than the maximum square footages outlined in the Park City Mountain Resort Base Area Master Plan Study for any given Parcel, that square footage will not be allowed to be transferred to another Parcel. The volumetrics outlined in the Park City Mountain Resort Base Area Master Plan Study communicates to potential developers that building height and facade variation is critical components of this project. The volumetrics represent maximums that can be achieved on any given Parcel. The vertical and horizontal articulations that are specified in the volumetrics are

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minimum articulations that must be met. If a proposed building does not fill the approved volumetrics, then the minimum roof and facade shifts that are set out in the Design Guidelines and Volumetrics must be present in the reduced structure (i.e. the structure is reduced from the bottom up). It is solely within the Developer's discretion to submit for approval a structure that underutilizes the maximum unit equivalents or square footages for a particular structure. The Planning Commission may approve a Small Scale Master Plan for less than the stated maximum unit equivalents or square footages for any of the development Parcels in each of the following circumstances: 1) the Developer proposes the plan; or 2) the Planning Commission finds that the Developer's proposed plan does not comply with the PCMR Concept Master Plan.

3.2 Permitted Uses. The permitted uses of the Property, the density and intensity of use, the maximum height, bulk and size of proposed structures, provisions for reservation or dedication of land for public purposes and location of public improvements, location of public utilities and other terms and conditions of development applicable to the Property, shall be those set forth in the PCMR Concept Master Plan and are more particularly described as follows:

3.2.1. **Parcel Square Footage Allowance Table**

Parcel	**Gross Resi. Sq.Ft.**	**Res. Support Comm. & Accessory Use @ 10%**	**Accessory Use to Resort Operation**	**Retail/ Comm.**	**Total (2)**
A	287000	28700	35000	(1)	350810
B	294000	29400		(1)	323519
C	159000	15900	18000	(1)	192963

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Parcel	Gross Resi. Sq.Ft.	Res. Support Comm. & Accessory Use @ 10%	Accessory Use to Resort Operation	Retail/ Comm.	Total (2)
D	93000	9300		(1)	102338
E	141000	14100	32000	(1)	187157
TOTAL	**974000**	**97400**	**85000**		**1156787**

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

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

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

3.2.2. **Maximum Unit Equivalents:** Developer is entitled to a maximum of 491.78 unit equivalents.

3.2.3. **Volumetrics:** The specific volumetrics, including Design Intent, Approval Criteria and Assumptions for Parcels A, B, C, D, E, and the Arcade are set forth in detail, and incorporated herein by reference, on Pages 122 through 148 of the Park City Mountain Resort Base Area Master Plan Study.

3.3 State and Federal Laws. Nothing in this Agreement shall limit the future exercise of the police power of the City in enacting zoning, subdivision, development, growth management, platting, environmental, open space, transportation and other land use plans, policies, ordinances and regulations after the date of this Agreement.

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Notwithstanding the retained power of the City to enact such legislation under the police power, such legislation shall only be applied to modify the vested tights described in §§3.1-3.2 if the City demonstrates a compelling, countervailing public interest to override the vested rights doctrine. Any such proposed change affecting the vested rights of the Developer shall be of general application to all development activity within the RC zone.

Section 4. AMENDMENT OF AGREEMENT AND DEVELOPMENT PLAN

4.1 This Agreement may be amended from time to time by mutual consent of the Parties.

Section 5. IMPLEMENTATION OF THIS AGREEMENT

5.1 Processing and Approvals. Site specific plans shall be deemed proposed Small Scale Master Plans pursuant to Section 1.14(a) of the Park City Municipal Corporation Land Management Code (or its equivalent) and shall be subject to the conditional use permit process as set forth in the Park City Municipal Corporation Land Management Code. City shall review and approve or deny site-specific plans according to the Concept Master Plan and the Land Management Code. City shall process and take action on Developer's applications for land use permits and approvals with due diligence.

5.2 Cooperation in the Event of Legal Challenge. If any third party challenges the validity of or, any provision of the PCMR Concept Master Plan or the height exception for the Concept Master Plan the parties shall cooperate in defending such action or proceeding and Developer shall indemnify and shall hold City harmless for any expense generated from such challenge.

Section 6. GENERAL PROVISIONS

6.1 Covenants Running with the Land. The provisions of this Agreement shall constitute real covenants, contract and property rights and equitable servitudes, which shall run with the land comprising the Property and the Development Exclusion Area. The burdens and benefits hereof shall bind and inure to the

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benefit of each of the Parties hereto and all successors in interest to the Parties hereto.

6.2 Transfer of Property. Developer shall have the right to assign or transfer all or any portion of its interests, rights or obligations under this Agreement or in the Property to third parties acquiring an interest or estate in the Property or any portion thereof. Developer's obligations under this Agreement by its assignee or transferee shall not relieve Developer of any responsibility or liability to the expressly assumed obligation. Developer shall provide notice of any proposed or completed assignment or transfer. If Developer transfers all or any portion of the property to any person or entity, the transferee shall succeed to all of Developer's rights under this Agreement as they affect the right to proceed with development of that portion of the Property transferred to the transferee. As portions of the Property are sold, Powdr Corp., Powdr Development Corp., or GPCC may ask the City to apportion their obligations to a successor or to multiple successors in interest. To the extent the City believes that the successor in interest has adequate resources to secure the City's rights in this Agreement, or some portion thereof, the City shall release the Developer from its proportionate residual liability under this Agreement.

6.3 No Agency, Joint Venture or Partnership. It is specifically understood and agreed to by and between the Parties that: (1) the subject development is a private development; (2) City and Developer hereby renounce the existence of any form of agency relationship, joint venture or partnership between City and Developer and (3) nothing contained herein shall be construed as creating any such relationship between City and Developer.

Section 7. MISCELLANEOUS

7.1 Incorporation of Recitals and Introductory Paragraphs. The Recitals contained in this Agreement, and the introductory paragraph preceding the Recitals, are hereby incorporated into this Agreement as if fully set forth herein.

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7.2 Other Miscellaneous Terms. The singular shall include the plural; the masculine gender shall include the feminine; "shall" is mandatory; "may" is permissive.

7.3 Severability. If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, then, to the extent that the invalidity or unenforceability does not impair the application of this Agreement as intended by the parties, the remaining provisions of this Agreement, or the application of this Agreement to other situations, shall continue in full force and effect.

7.4 Construction. This Agreement has been reviewed and revised by legal counsel for both Developer and City, and no presumption or rule that ambiguities shall be construed against the drafting party shall apply to the interpretation or enforcement of this Agreement.

7.5 Notices. Any notice or communication required hereunder between City and Developer must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States mail. If personally delivered, a notice is given when delivered to the party to whom it is addressed. Any party hereto may at any time, by giving ten (10) days written notice to the other party hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the parties at the address set forth below:

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If to City to:

City Attorney
P.O. Box 1480
445 Marsac Ave.
Park City, UT 84060

Copy to:
City Manager
P.O. Box 1480
445 Marsac Ave.
Park City, UT 84060

If to Developer to:

Powdr Development Company.
P.O. Box 39
Park City, Utah 84060

Copy to:

Stephen D. Swindle, Esq.
Van Cott, Bagley, Cornwall & McCarthy
50 South Main Street #1600
Salt Lake City, Utah 84144

7.6 No Third Party Beneficiary. This Agreement is made and entered into for the sole protection and benefit of the parties hereto. No other party shall have any right of action based upon any provision of this Agreement.

7.7 Counterparts and Exhibits. This Agreement is executed in four (4) duplicate counterparts, each of which is deemed to be an original. This Agreement consists of 22 pages, including notary acknowledgment forms, and in addition, thirteen (13) exhibits, which constitute the entire understanding and agreement of the parties to this Agreement. The following exhibits are attached to this Agreement and incorporated herein for all purposes:

Exhibit A	Legal Description of 1997 Master Planned Area
Exhibit B	Legal Description of Park City Alpine Terrain
Exhibit C	Depiction of Park City Alpine Terrain, with Development Exclusion Areas

Exhibit D	Park City Mountain Resort Area Master Plan Study
Exhibit E	June 25, 1997 Conditions of Planning Commission Approval
Exhibit F	August 21, 1997 Conditions of City Council Approval
Exhibit G	Bus Drop Off Easement
Exhibit H	Phasing Plan
Exhibit I	Fire Protection Requirements
Exhibit J	Traffic Mitigation Plan
Exhibit K	Parking Mitigation Plan
Exhibit L	Mountain Upgrade Plan
Exhibit M	Viewshed Area Map

7.8 Attorneys' Fees. The prevailing party shall be awarded its attorneys' fees and costs to enforce the terms of this agreement.

7.9 Duration. This agreement shall continue in force and effect until all obligations hereto have been satisfied. The PCMR Concept Master Plan shall continue in force and effect for a minimum of four years from its issuance and shall be effective so long as construction is proceeding in accordance with the approved phasing plan. Upon expiration of the minimum four-year period, approval will lapse after two years of inaction, unless extended for up to two years by the Planning Commission.

IN WITNESS WHEREOF, this Agreement has been executed by the City of Park City, acting by and through its City Council as of the ___day of June, 1998.

Park City Municipal Corporation

By: Charles P. Klingenstein

Charles P. Klingenstein, Mayor Pro Tem

ATTEST: City Clerk

By: Janet M. Scott

Janet Scott, City Recorder

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

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Approved as to Form:

Jodi Hoffman, City Attorney

DEVELOPER:
Powdr Development Corp.,
a Utah corporation

By: Douglas Clyde, President

STATE OF UTAH)
SS
COUNTY OF Summit)

The foregoing Agreement was acknowledged before me this 25 day of June, 1998 by Douglas Clyde, President of Powdr Development Corp., who executed the same on behalf of said corporation.

Notary Public
KIMBERLY J. STEVENS
P.O. Box 39 1310 Lowell Ave.
Park City, Utah 84060
My Commission Expires
August 26, 2000
State of Utah

NOTARY PUBLIC

Approved as to Form:

Tom Berggren, Counsel to Powdr Development Corp

Powdr Corp.,
a Delaware corporation

By: John D. Cumming, President

Approved as to Form:

Tom Berggren, Counsel to Powdr Corp

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Greater Park City Corp.,
a Utah corporation

By: John D. Cumming, President Greater Park City Corp

Approved as to Form:

Tom Berggren, Counsel to Greater Park City Corp

Park City Ski Holidays,
a Utah corporation

By: John D. Cumming, President and General Manager
Approved as to Form:

Tom Berggren, Counsel to Park City Ski Holidays

STATE OF UTAH)
SS
COUNTY OF Summit)

The foregoing Agreement was acknowledged before me this 25 day of June, 1998 by John D. Cumming, President of Powdr Corp., Greater Park City Company, and Park City Ski Holidays, who executed the same on behalf of said corporations.

Notary Public
KIMBERLY J. STEVENS
P.O. Box 39 1310 Lowell Ave.
Park City, Utah 84060
My Commission Expires
August 26, 2000
State of Utah

NOTARY PUBLIC

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Exhibit D

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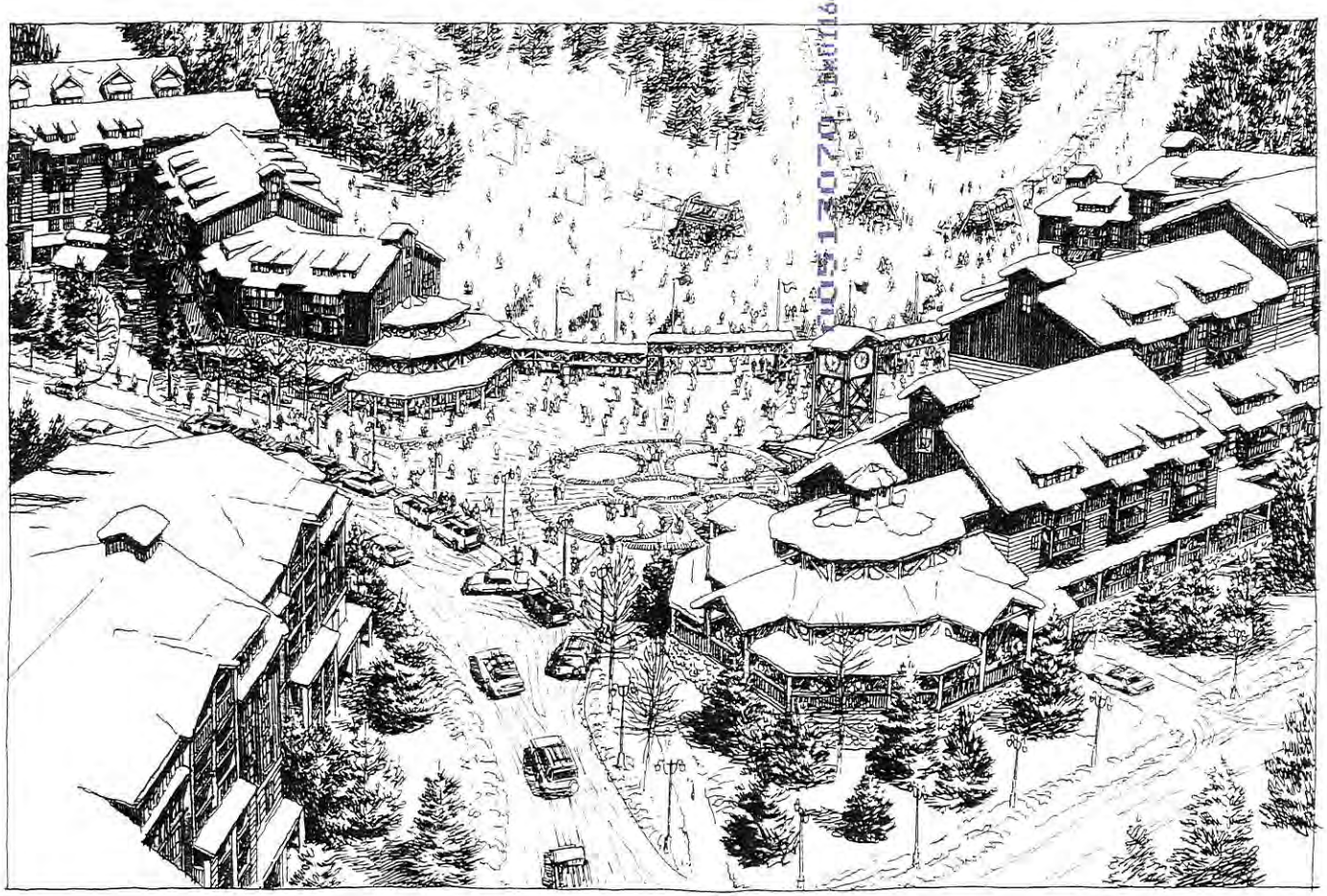
Park City Ski Area

PARK CITY MOUNTAIN RESORT

BASE AREA

MASTER PLAN

STUDY



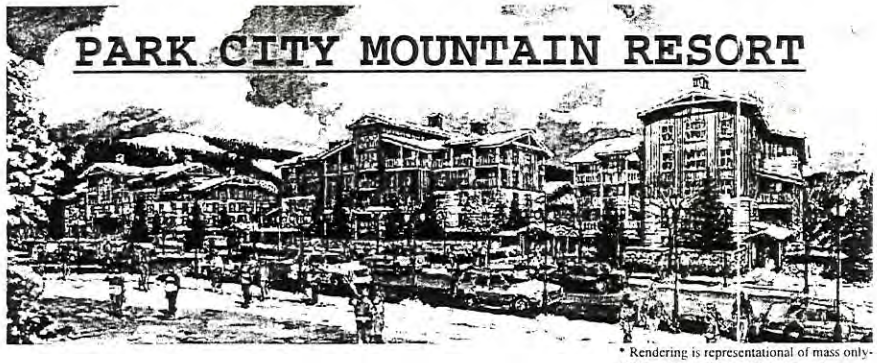
CONCEPT MASTER PLAN

MARCH 13, 1998

BSA Architects

005130770 Bk01166 Pg00404

PARK CITY MOUNTAIN RESORT



* Rendering is representational of mass only- CUP review and approval is required.

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Park City Ski Area

BSA Architects

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PARK CITY MOUNTAIN RESORT:
BASE AREA MASTER PLAN

Development Parcel Summary
(in approximate gross sq. ft.)

May 21, 1997

Parcel Square Footage Allowance Table

Parcel	Gross Residential Sq. Ft.	Residential Support Commercial and Accessory use @ 10%	Accessory Use to Resort Operations	Retail/ Commercial	Total
A	287000	28700	35000	(1)	350810
B	294000	29400		(1)	323519
C	159000	15900	18000	(1)	192963
D	93000	9300		(1)	102338
E	141000	14100	32000	(1)	187157
TOTAL	974000	97400	85000		1156787

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

(2) Building square footage does not include mechanical space that may be located below grade.

BUILDING VOLUME, UNIT EQUIVALENTS AND PARCEL SQUARE FOOTAGE ALLOWANCE TABLE:

The square footage numbers that are shown in the Parcel Square Footage Allowance Table are the maximums that can be built within each category. Three separate factors control the size of the individual buildings, and in each case the most restrictive of these factors will control the size of the building. The size and configuration of each building is limited by the gross square footage listed in the Parcel Square Footage Table, and the overall building envelope as set out in the Volumetric, neither of which can be exceeded. In addition the entire project is limited by the total Unit Equivalents that are available within the M.P.D.. The total Unit Equivalents that the project is entitled to is 492.

Mechanical space, maintenance and storage space that is located underground is not included in the total building square footage and is allowed in addition to the total Parcel Square Footage Allowance. Public Convention and Meeting Space that is likewise underground would be allowed in addition to the total Parcel Square Footage Allowance.

Park City Ski Area

BSA Architects

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

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LOWELL AVENUE LOOKING NORTH

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics, actual building design, elevations and shadows will vary.

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LOWELL AVENUE LOOKING NORTHWEST

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design elevations and shadows will vary.

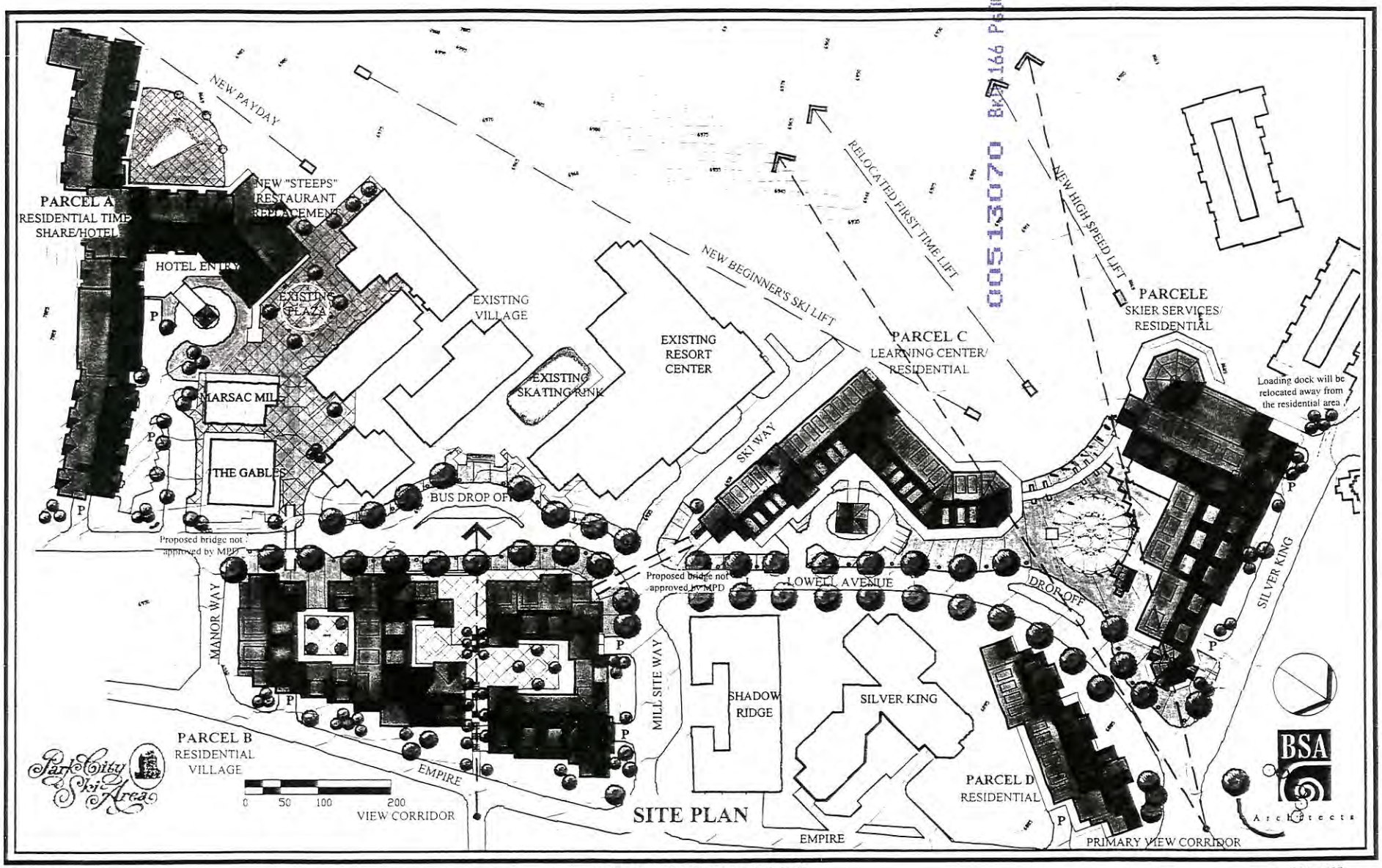
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SITE INFORMATION

Park City Ski Area

BSA Architects

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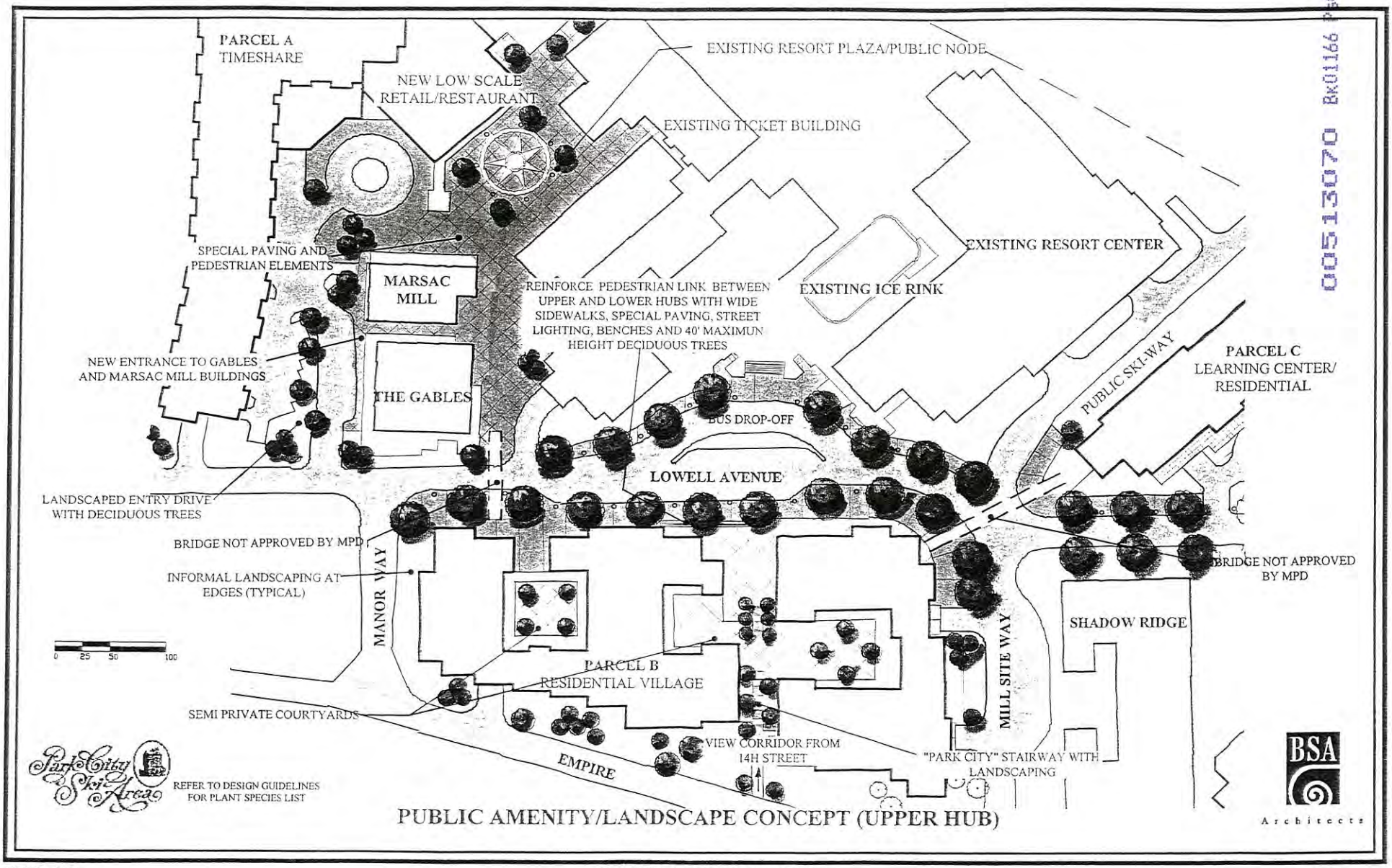


BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

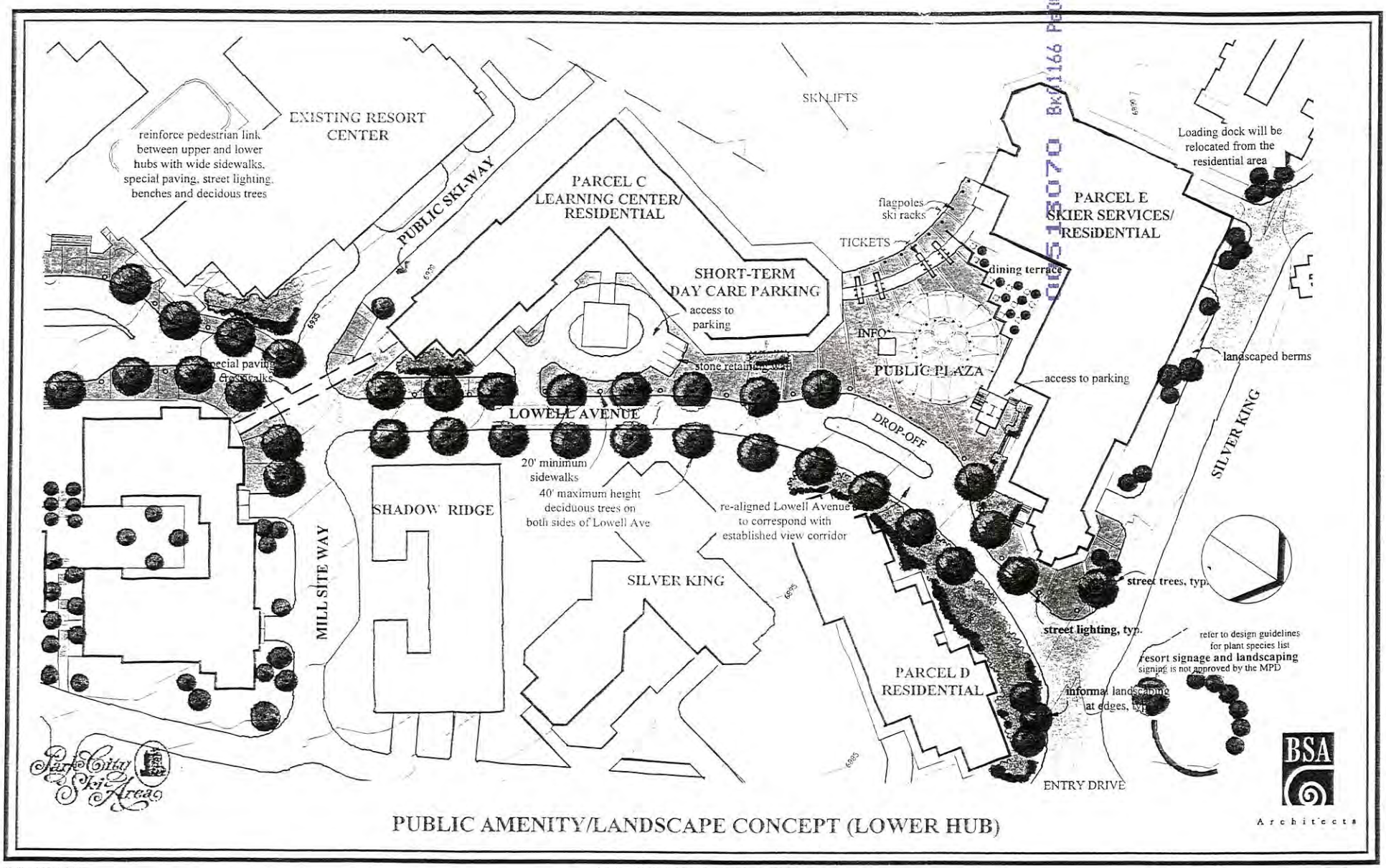
April 23, 1997
Rev. May 14, 1997

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PUBLIC AMENITY/LANDSCAPE CONCEPT (UPPER HUB)

00515070 Bk01166 Pg00412

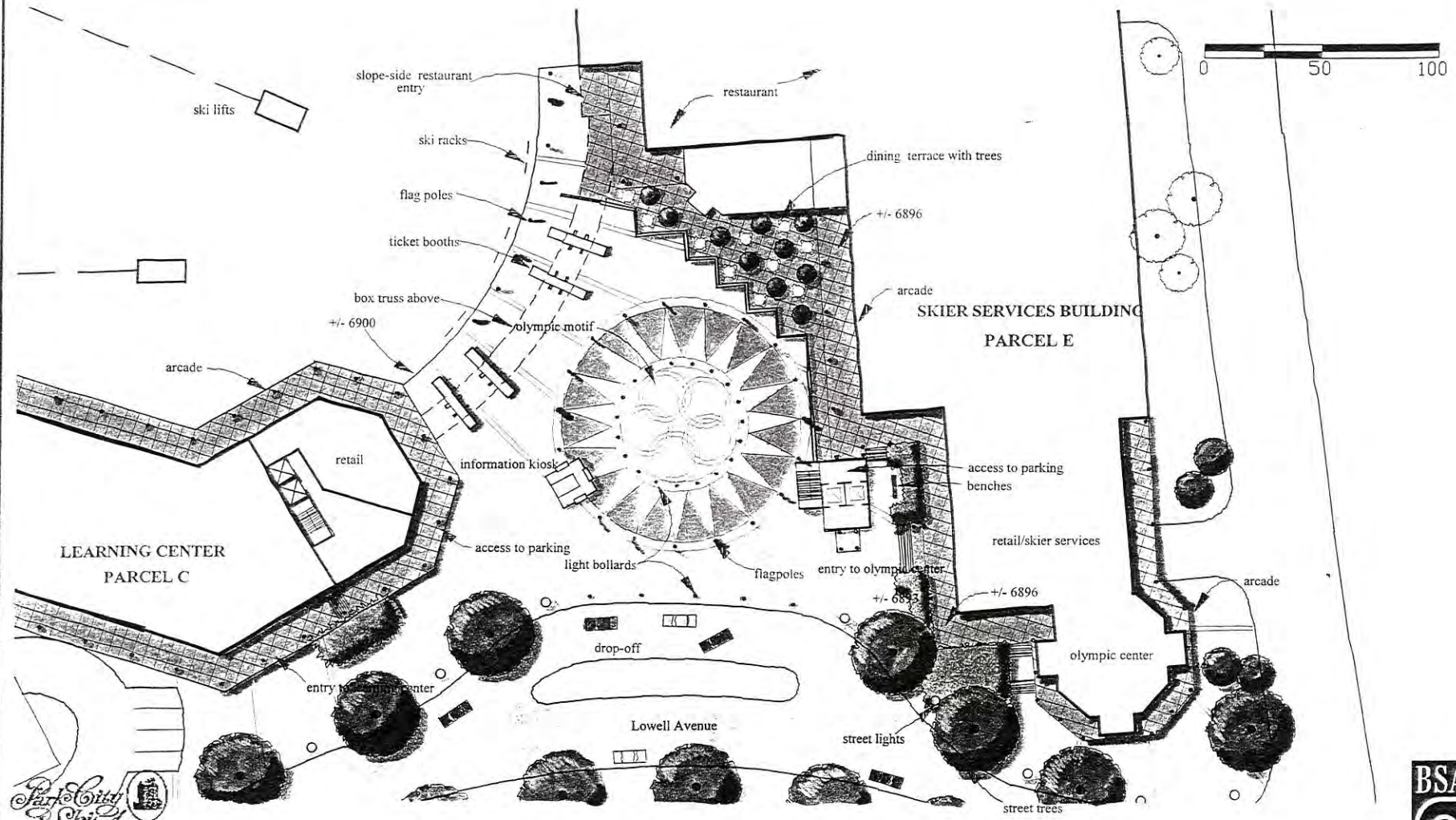


BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg00413



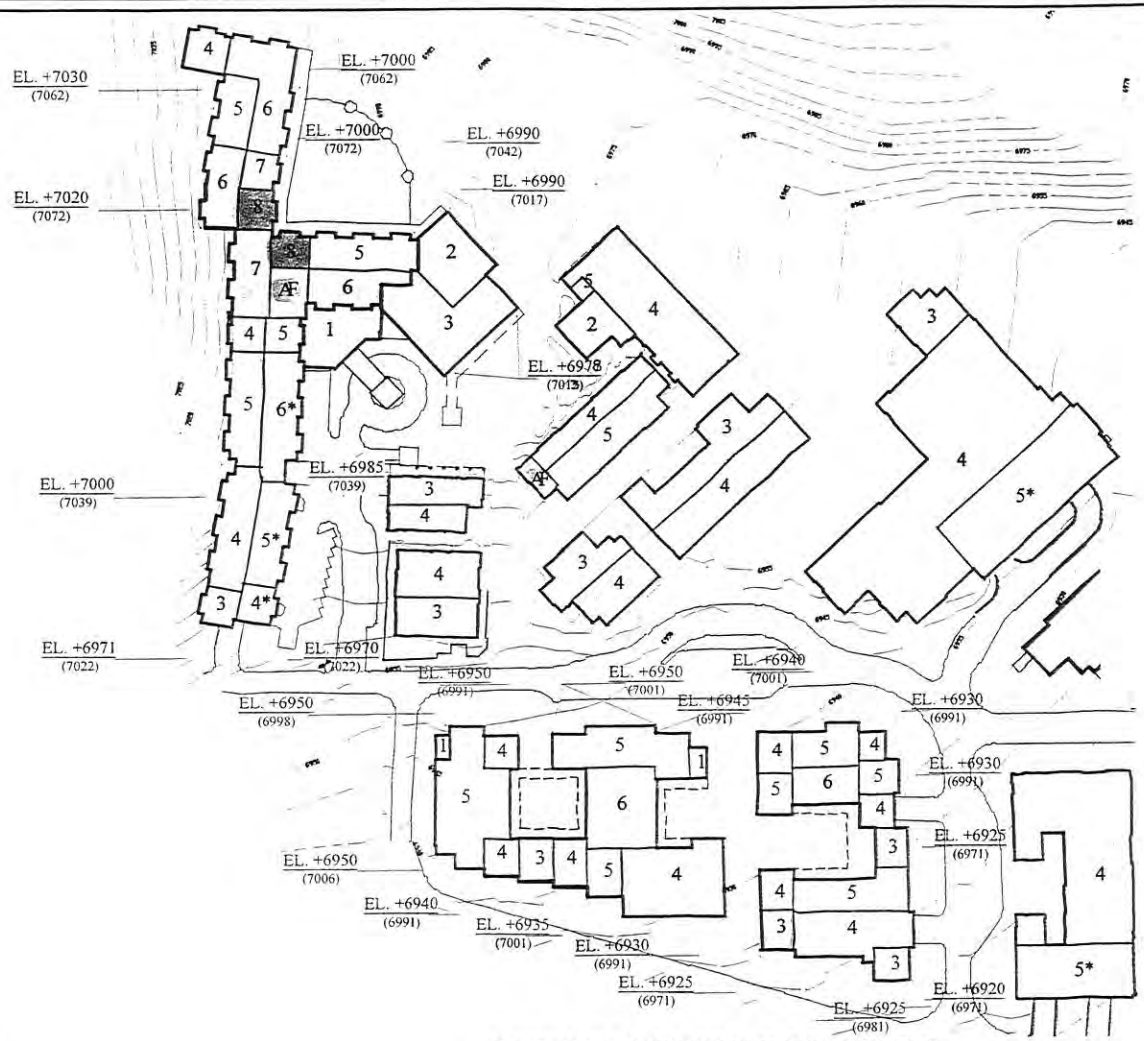
CONCEPT PLAZA PLAN

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

00513070 Bk01166 Pg0414



LEGEND

- 1 STOREY
- 2 STORIES
- 3 STORIES
- 4 STORIES
- 5 STORIES
- 6 STORIES
- 7 STORIES
- 8 STORIES
- 9 STORIES
- AF ARCHITECTURAL FEATURE ABOVE 100'

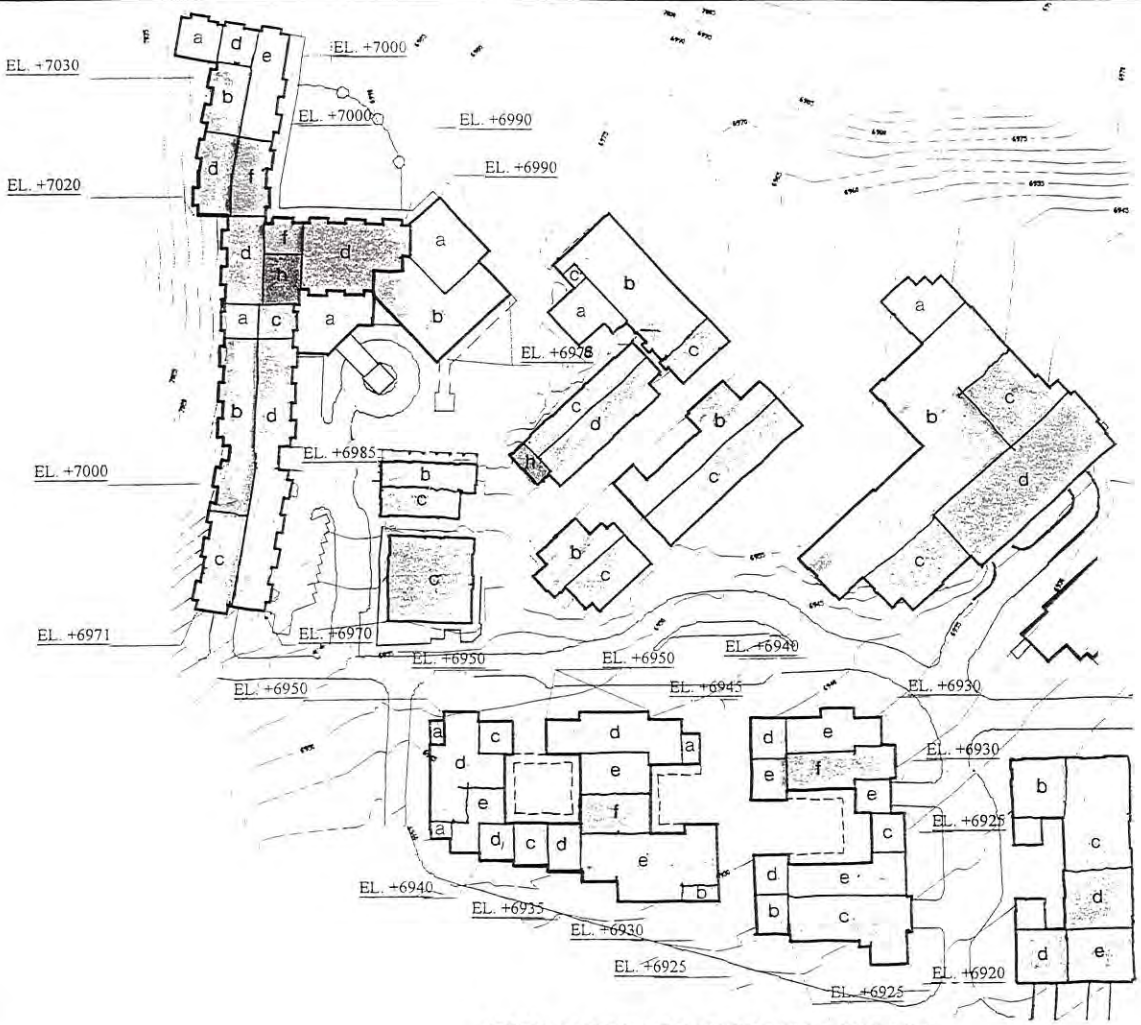
EL. +6999 (6999) EXISTING GRADE
EST. BLDG. EAVE HEIGHT
* ONE LEVEL ABOVE GRADE GARAGE

Park City Ski Area

BSA Architects

BUILDING HEIGHT DIAGRAM FOR PARCELS A & B

00513070 Bk01166 Pg00415



APPROXIMATE FEET ABOVE 35'-0"[1]

[1] At midpoint of pitched roof where applicable

LEGEND

- [a] BELOW THRESHOLD
- [b] 0-9'
- [c] 10-19'
- [d] 20-29'
- [e] 30-39'
- [f] 40-49'
- [g] 50'59'
- [h] 60-69'

EL. +6999 EXISTING GRADE

BUILDING HEIGHT DIAGRAM
FOR PARCELS A & B

BSA Architects

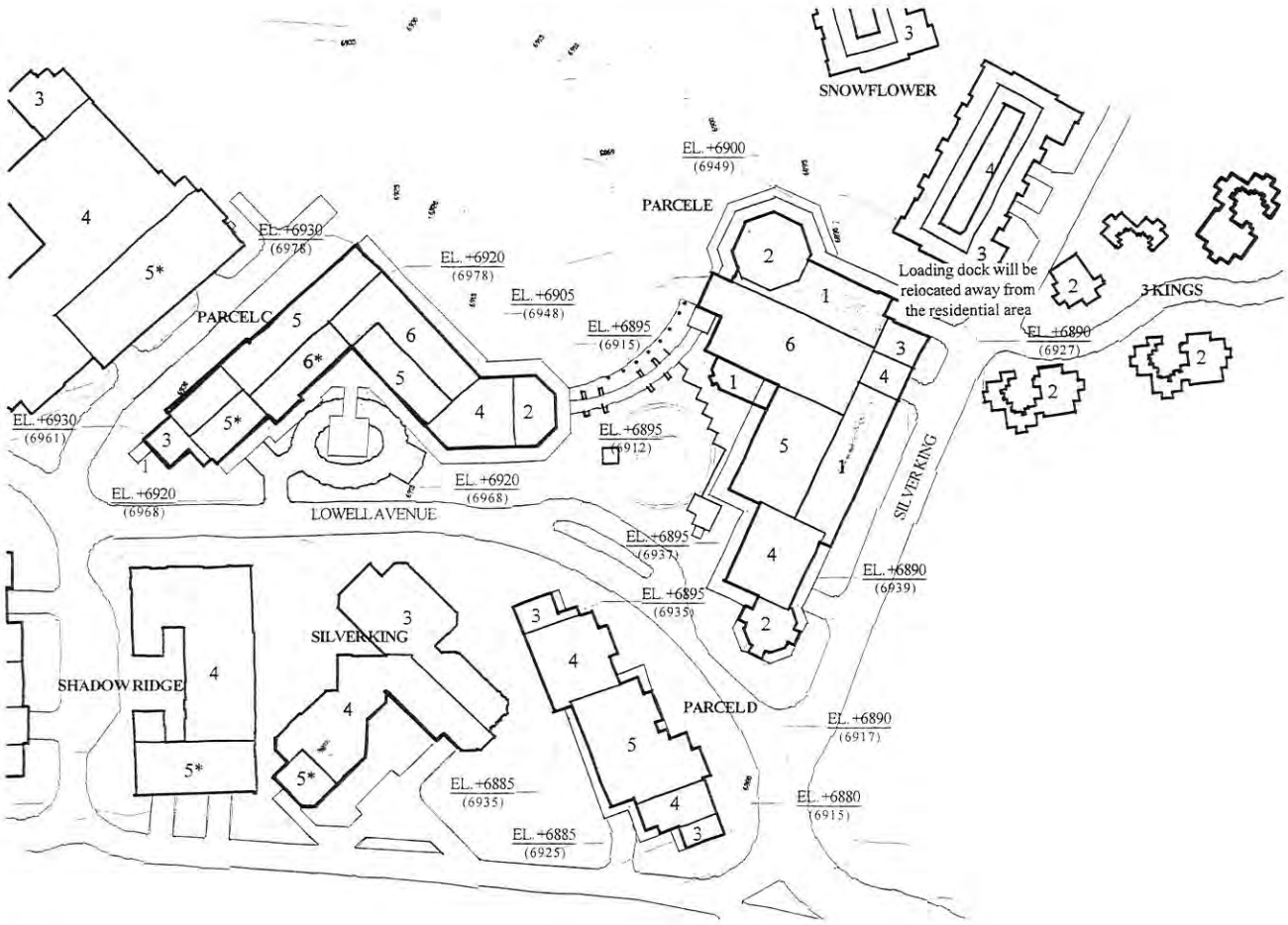
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

May 26, 1997

10B

00513070 Bk01166 Pg00416



LEGEND

- 1 STOREY
- 2 STORIES
- 3 STORIES
- 4 STORIES
- 5 STORIES
- 6 STORIES

EL. +6999 (6999) — EXISTING GRADE / EST. BLDG. EAVE HEIGHT

* ONE LEVEL ABOVE GRADE GARAGE

Park City Ski Area

BUILDING HEIGHT DIAGRAM FOR PARCELS C,D & E

BSA Architects

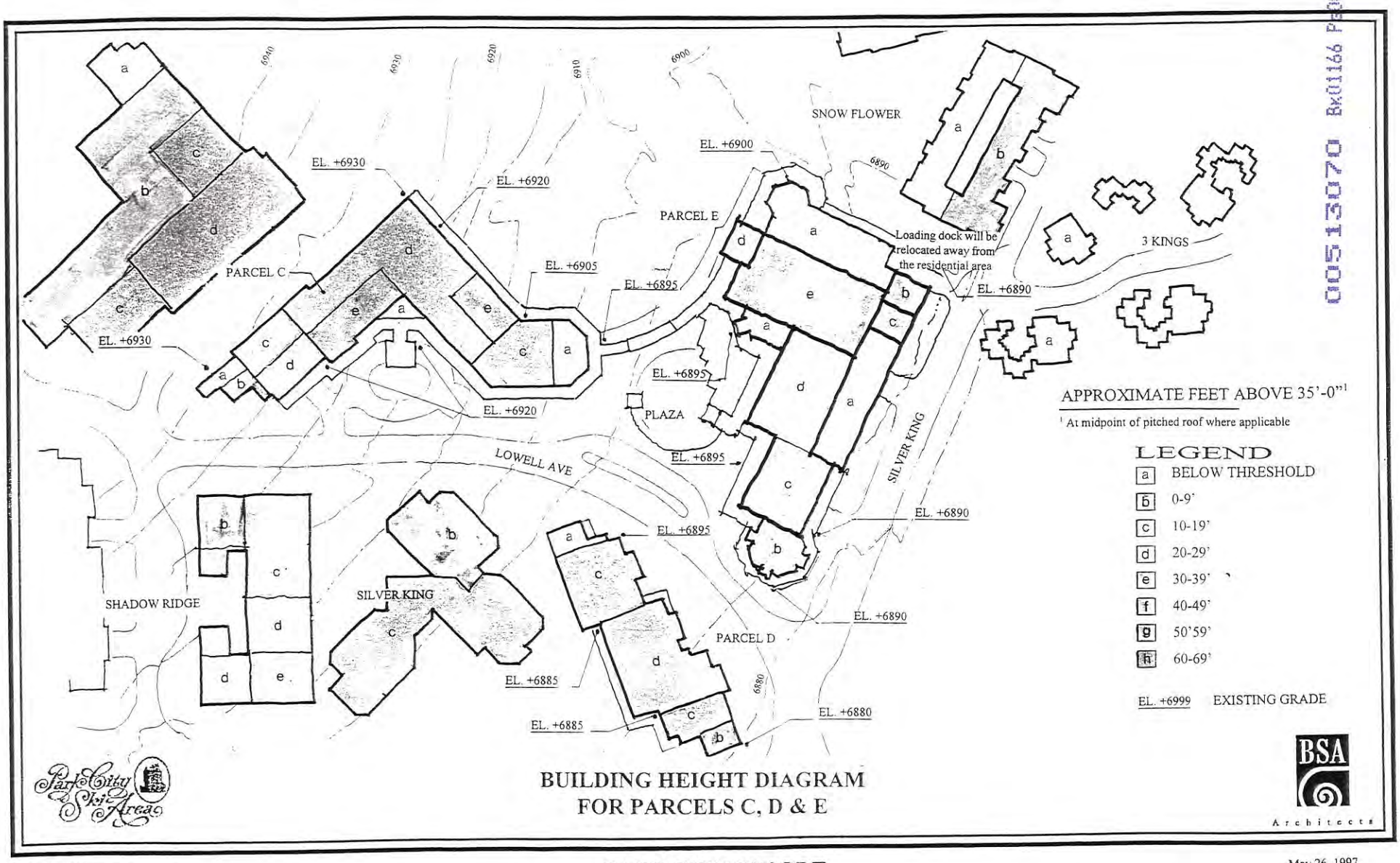
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997
Rev. May 14, 1997

11

005130070 Bk01166 Pg00417



BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

May 26, 1997

11B

00513070 Bk01166 Pg00418

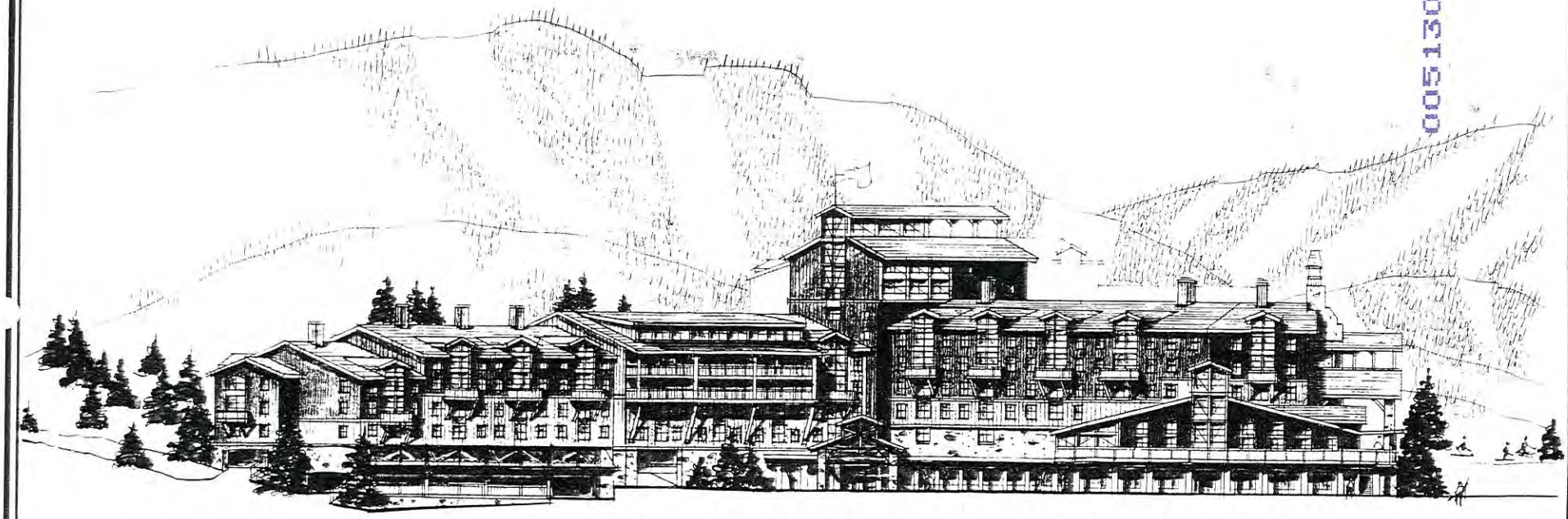
BUILDING ELEVATIONS

PLEASE NOTE: THE FOLLOWING ELEVATIONS ARE INDICATIVE OF ARCHITECTURAL CHARACTER. FOR ALLOWABLE MASSING, SEE VOLUMETRICS

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00419



NORTHEAST ELEVATION (view from Plaza)

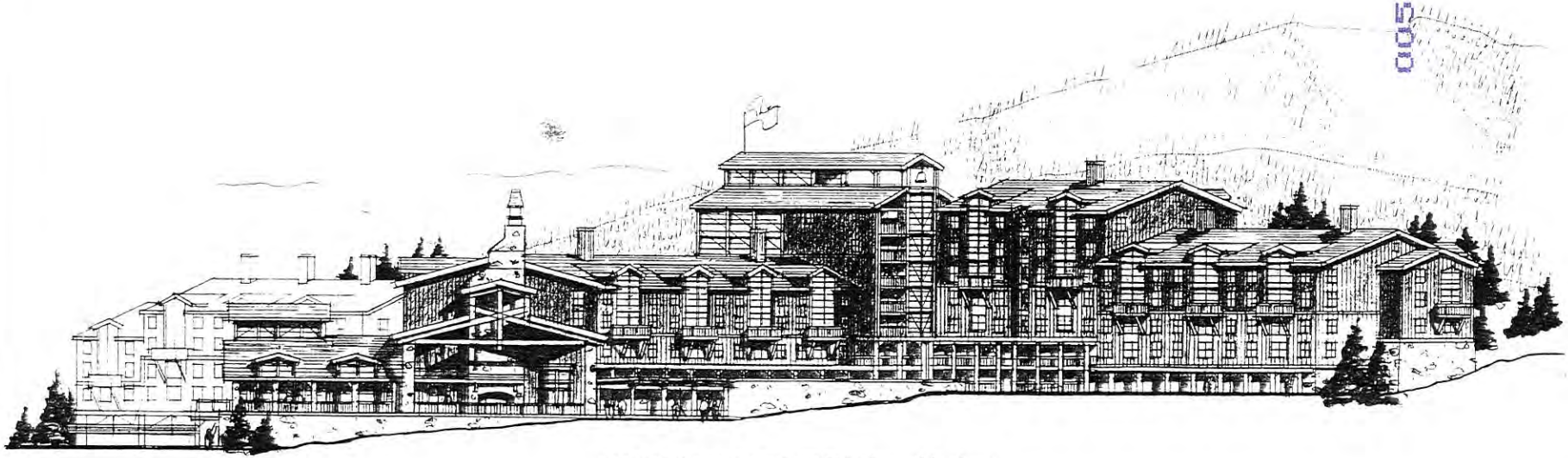
Park City Ski Area

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

BSA Architects

Parcel A: TIMESHARE ELEVATION STUDY

005130 70 Bk01166 Pg10420



NORTHWEST ELEVATION (slope-side view)

Park City Ski Area

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

Parcel A: TIMESHARE ELEVATION STUDY

00513070 Bk01166 Pg0421



SOUTHWEST ELEVATION (view from Lowell Avenue)

Park City Ski Area

* These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

Parcel B: ELEVATION STUDY

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

151
00513070 Bk01166 Pg00422



NORTHWEST ELEVATION (view from Shadow Ridge)

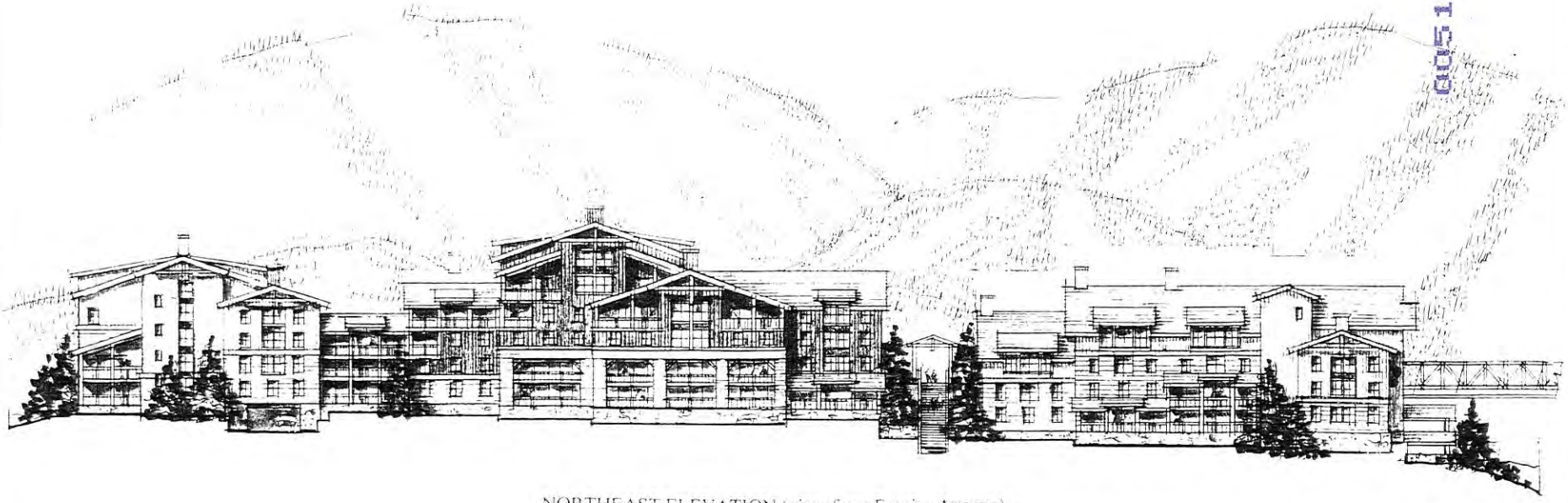
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

Park City Ski Area

Parcel B: ELEVATION STUDY

00513070 Bk01166 Pg00423



NORTHEAST ELEVATION (view from Empire Avenue)

Park City Ski Area

BSA Architects

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

Parcel B: ELEVATION STUDY

005-130770 Bk01166 Pg00424



NORTHEAST ELEVATION (view from Lowell Avenue/Drop-off)

Park City Ski Area

Parcel C: ELEVATION STUDY

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

00513070 Bk01166 Pg00425



NORTHWEST ELEVATION (slope-side view)

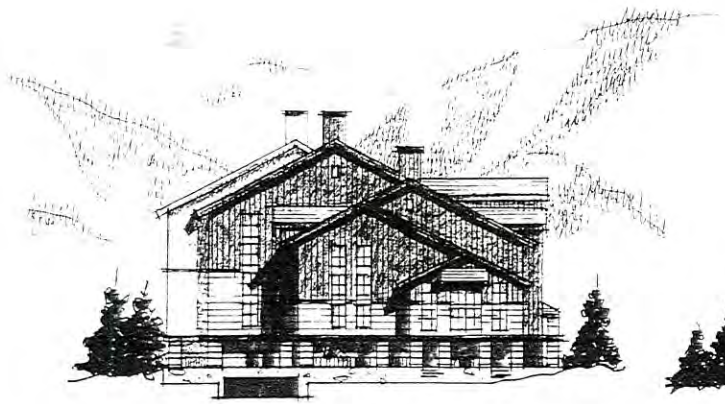
Park City Ski Area

Parcel C: ELEVATION STUDY

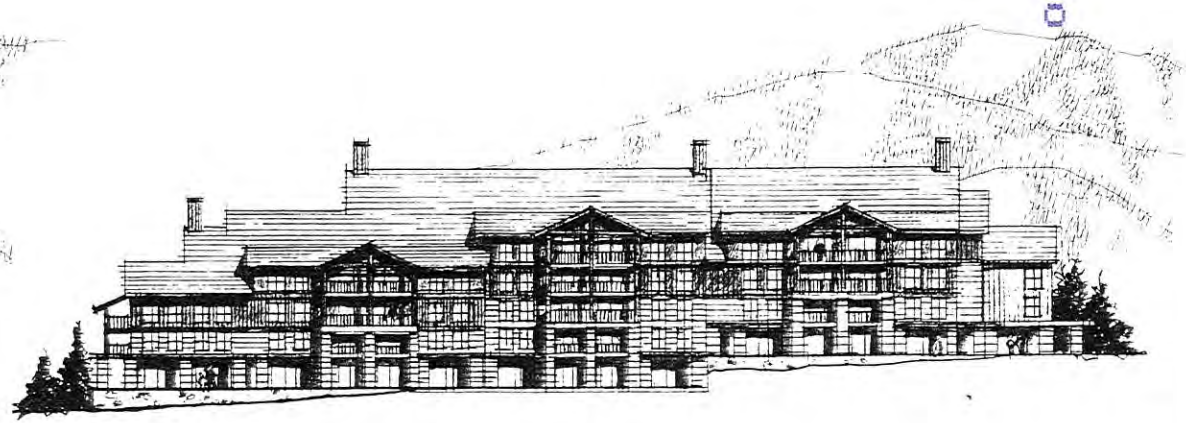
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

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00513070 Bk01166 Pg0426



NORTHEAST ELEVATION (view from Entry)



NORTHWEST ELEVATION (view from Lowell Avenue)

Park City Ski Area

Parcel D: ELEVATION STUDY

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics: actual building design, elevations and shadows will vary.

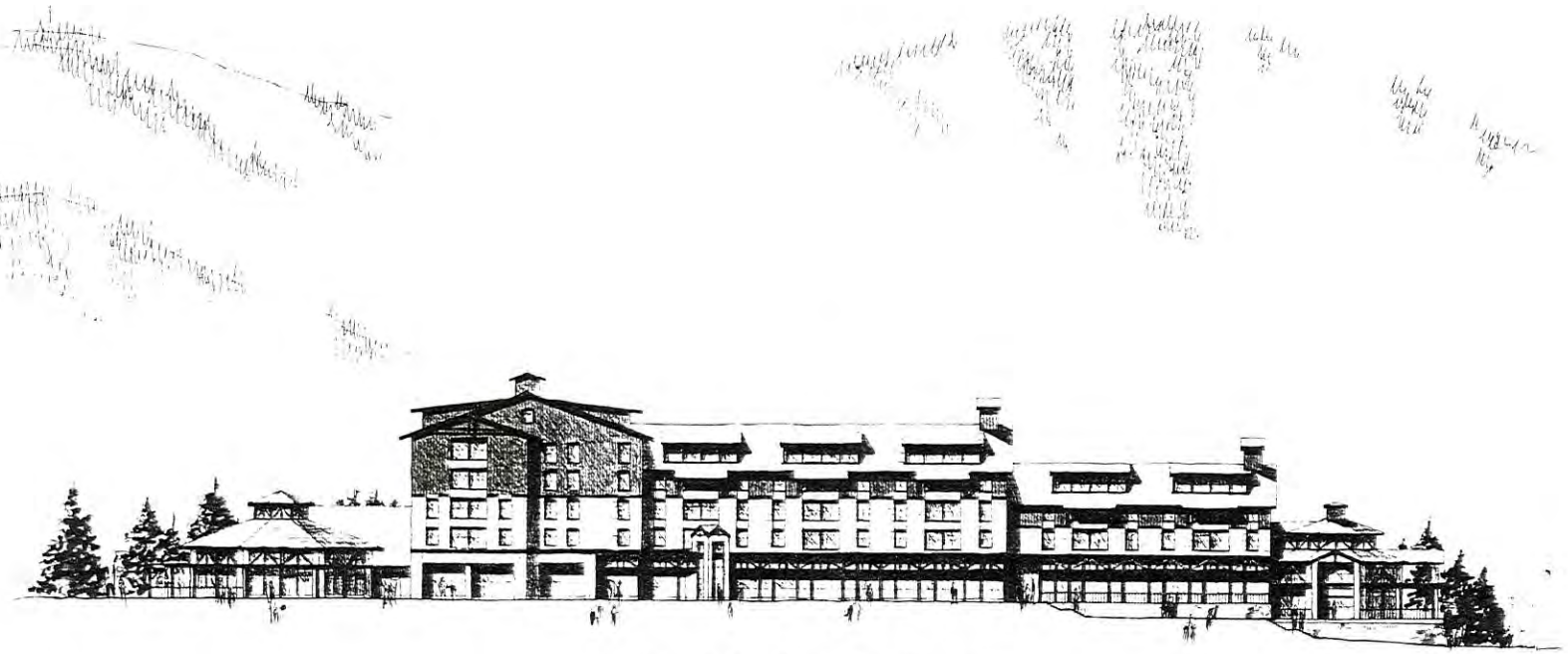
BSA Architects

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

00513070 Bk01166 Pg00427



SOUTH ELEVATION (View from Plaza)

Park City Ski Area

PARCEL E: NEW ELEVATION PROFILE

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

00513070 Bk01166 Pg00428



* Loading dock will be relocated away from the residential area

NORTH ELEVATION (View from Three Kings)

Park City Ski Area

PARCEL E: NEW ELEVATION PROFILE

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

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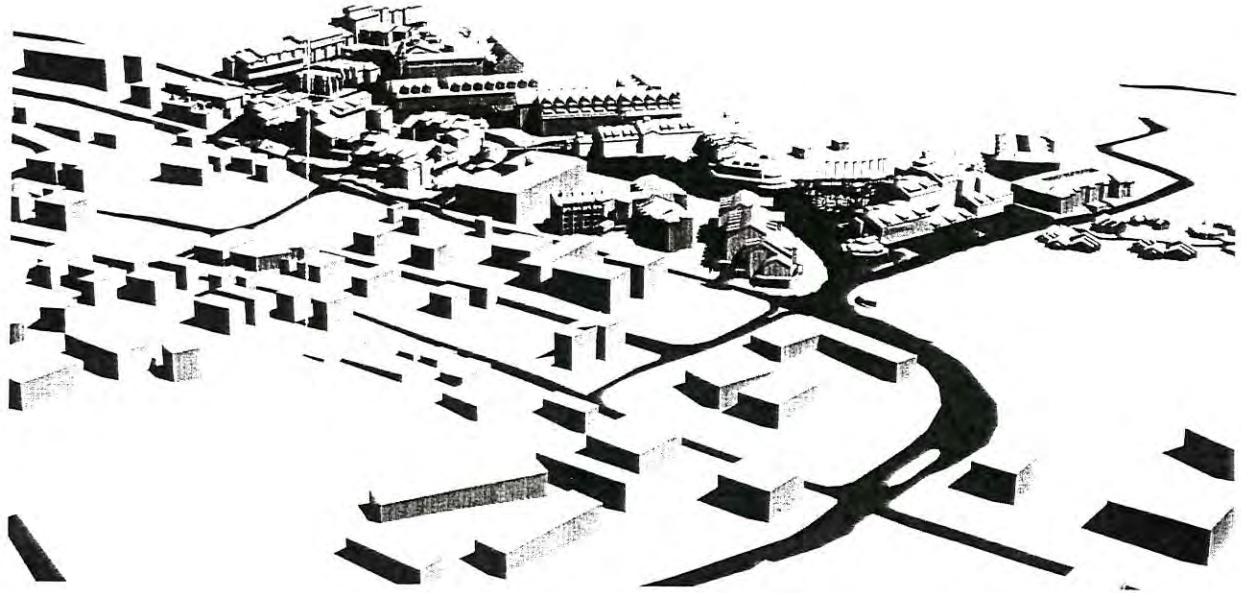
00513070 Bk01166 Pg00429

3D MODELING

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00430



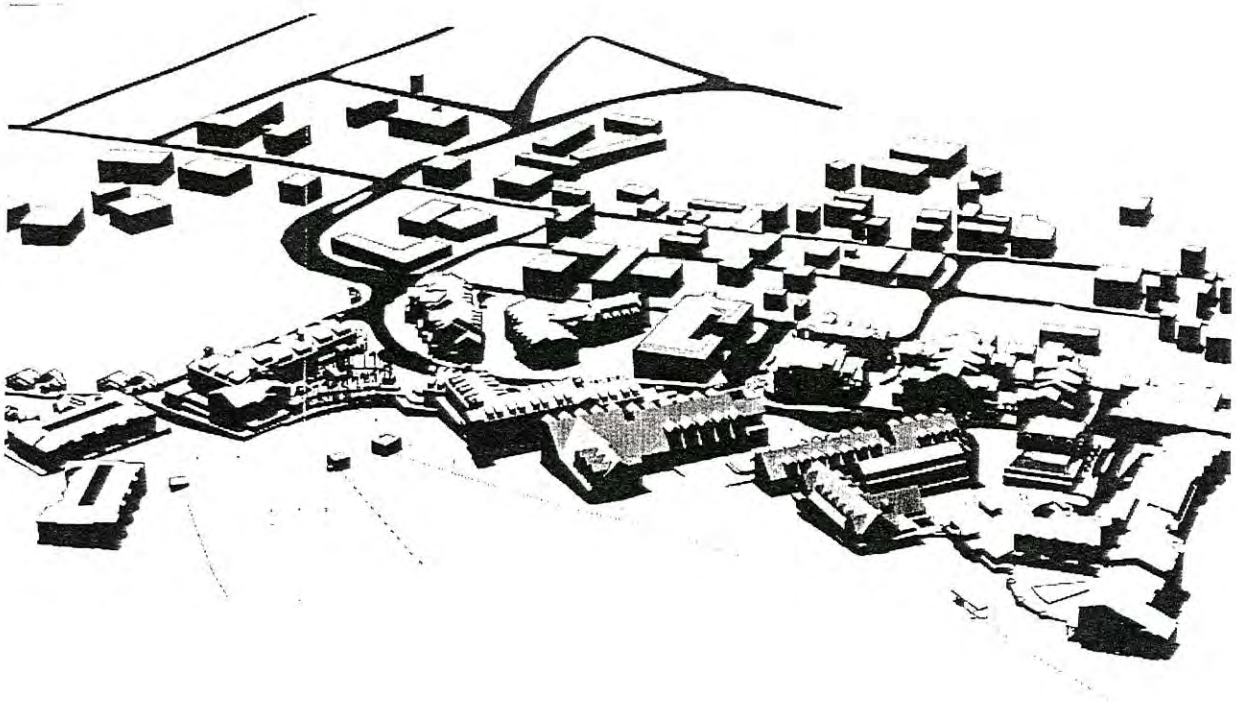
SITE MODEL: ENTRY VIEW

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

00513070 Bk01166 Pg00431

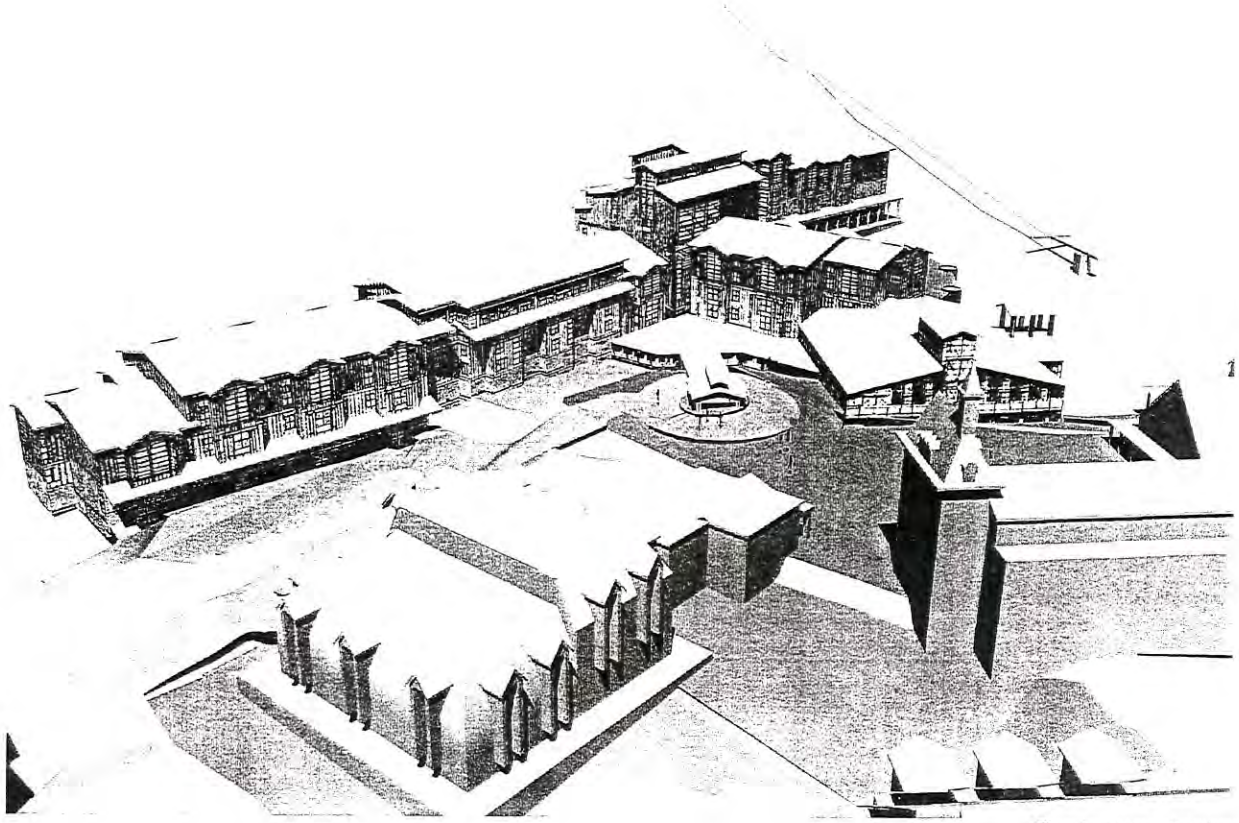


Park City Ski Area

SITE MODEL: SLOPE-SIDE VIEW

BSA Architects

00513070 Bk01166 Pg00432



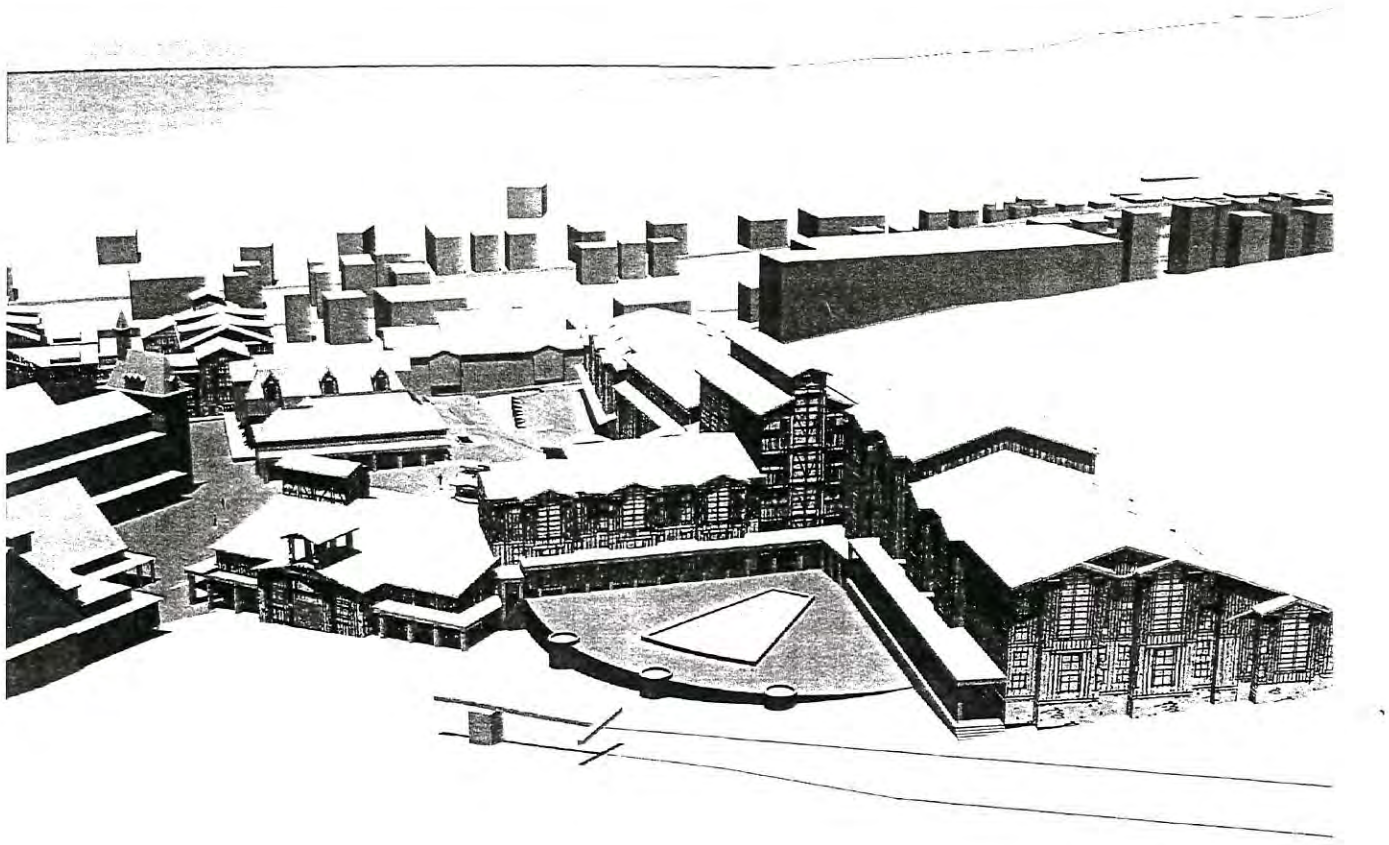
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

Park City Ski Area

BSA Architects

PARCEL A: REVISED BUILDING MODEL

00513070 Bk01166 Pg00433



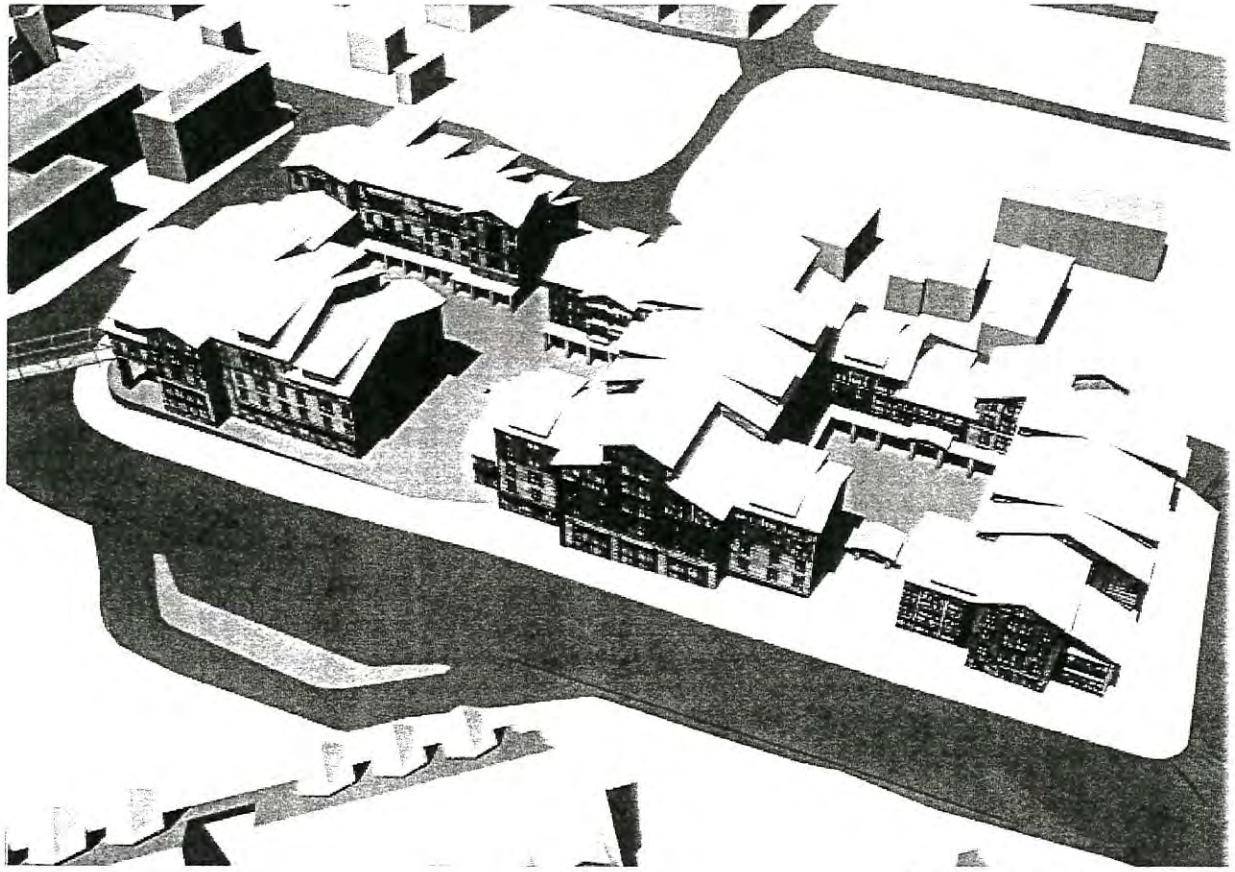
Park City Ski Area

PARCEL A: REVISED BUILDING MODEL

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

00513070 Bk01166 Pg00434



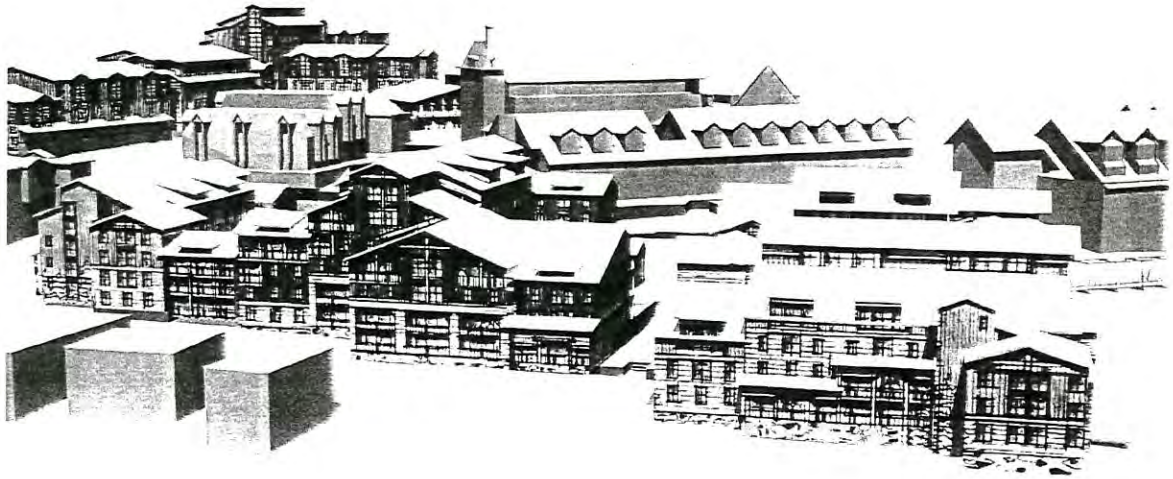
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

Park City Ski Area

PARCEL B: BUILDING MODEL

BSA Architects

00513070 Bk01166 Pg00435



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

PARCEL B: BUILDING MODEL

BSA Architects

00513070 Bk01166 Pg00436



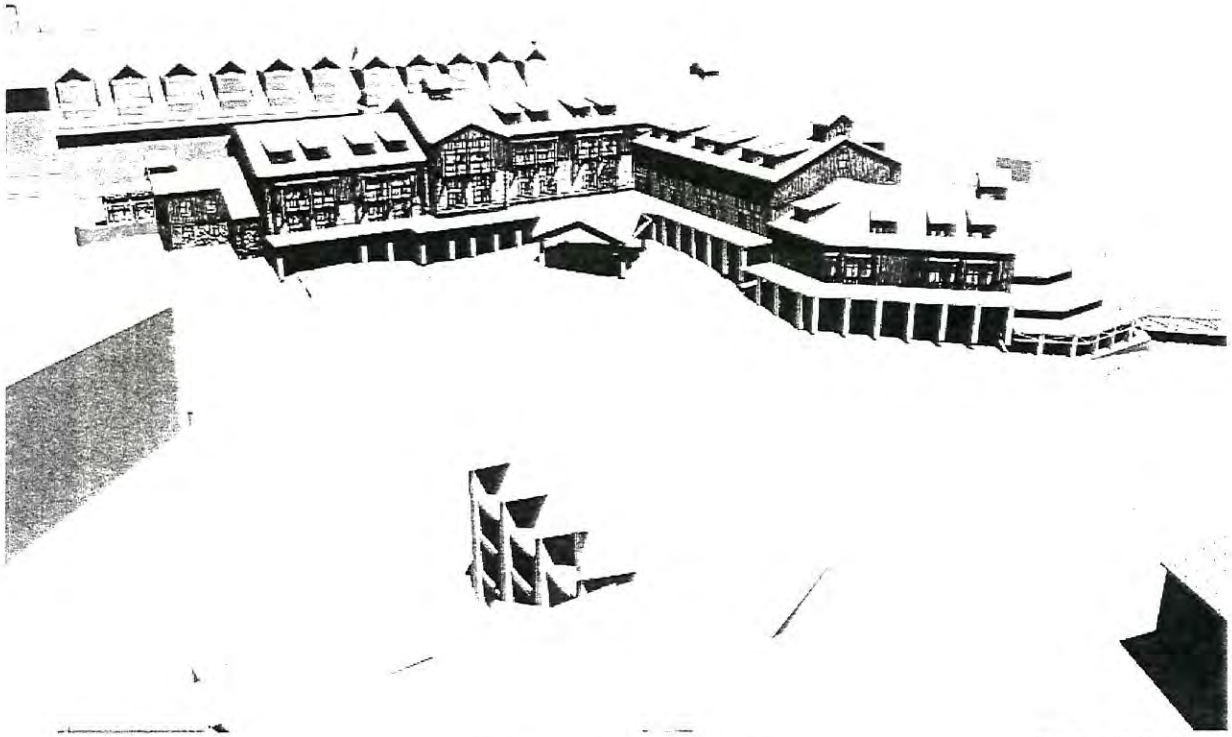
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics: actual building design, elevations and shadows will vary

PARCEL B: BUILDING MODEL

* Bridge is not approved

BSA Architects

00513070 Bk01166 Pg00437



PARCEL C: BUILDING MODEL

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

Park City Ski Area

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PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

March 5, 1997

00513070 Bk01166 Pg00438



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

Park City Ski Area

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PARCEL C: BUILDING MODEL

00513070 Bk01166 Pg00439 168



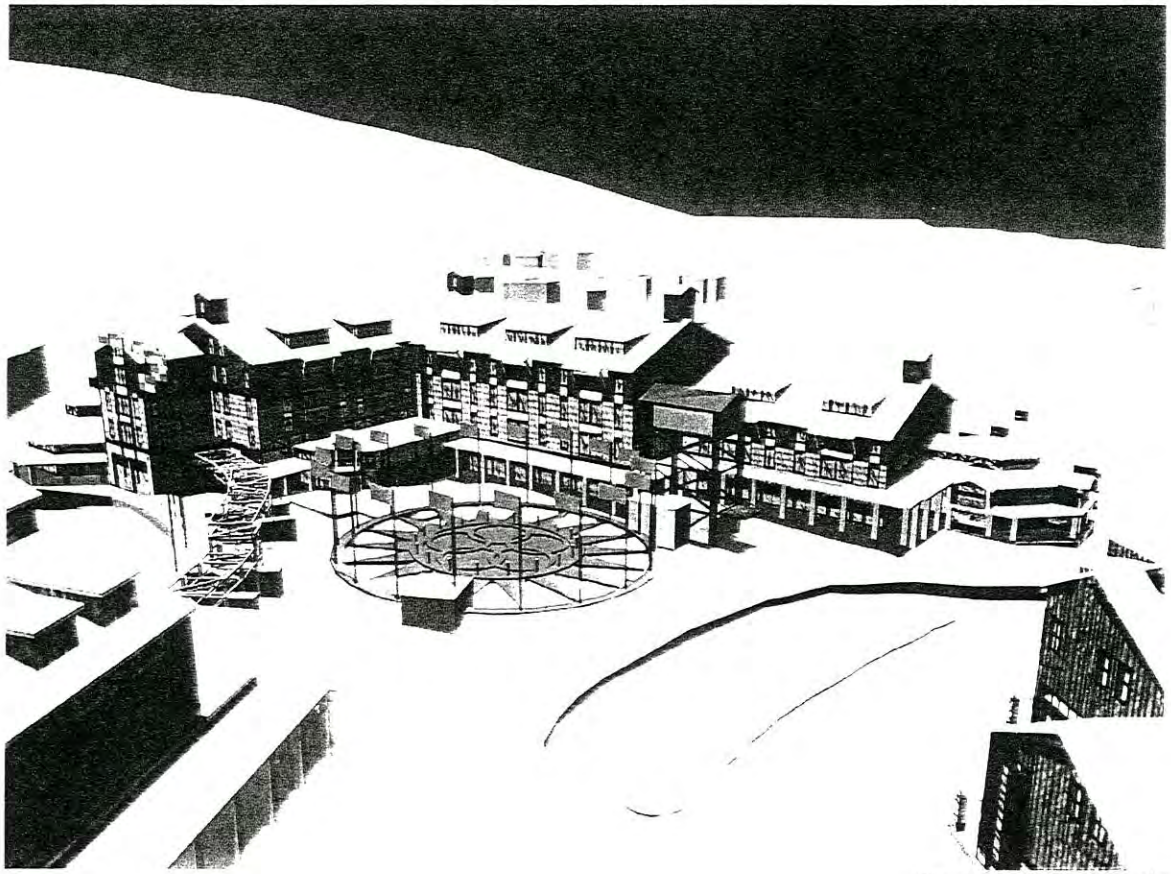
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

Park City Ski Area

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PARCEL D: BUILDING MODEL

00513070 Bk01166 Pg0440



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

PARCEL E: BUILDING MODEL

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00513070 Bk01166 Pg0441



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

PARCEL E: BUILDING MODEL

*Loading dock will be relocated away from the residential area

Park City Ski Area

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00513070 Bk01166 Pg00442

PHOTOMONTAGES

Park City Ski Area

BSA Architects

005130170 Bk01166 Pg00443



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetries; actual building design, elevations and shadows will vary.

PHOTOMONTAGE: RESORT ENTRY

00513070 Bk01166 Pg00444



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

Park City Ski Area

PHOTOMONTAGE: PARCEL E (lEntry View from Lowell Avenue))

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005130470 Bk01166 Pg00445 174

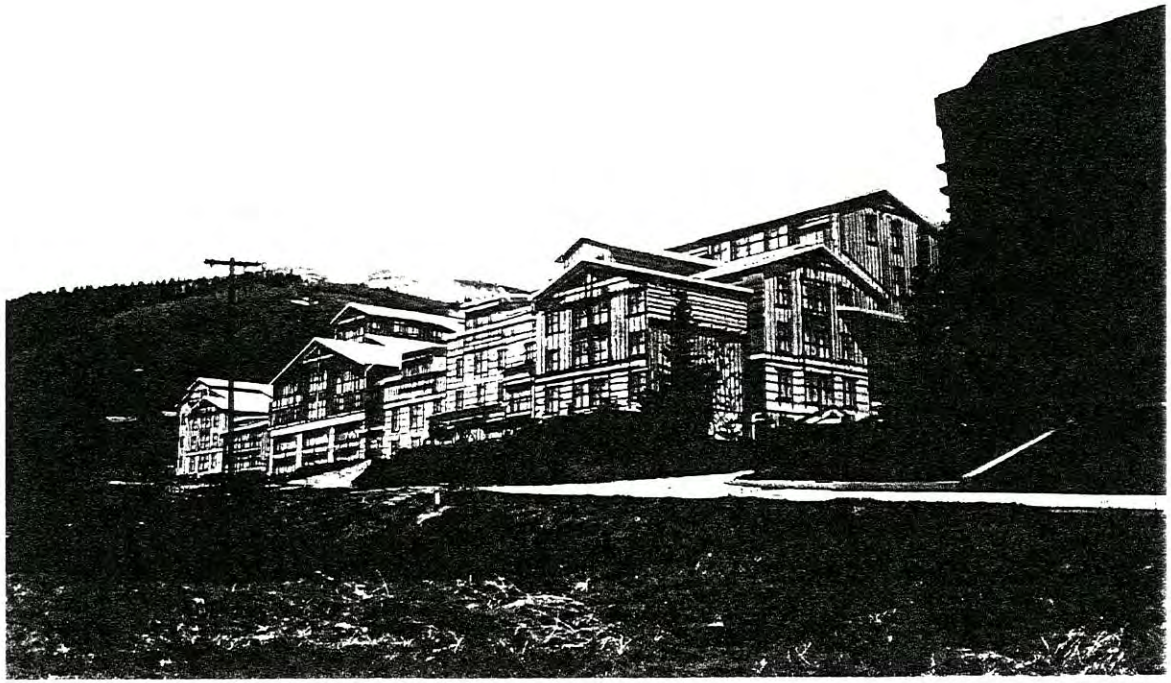


* These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics. actual building design, elevations and shadows will vary.

PHOTOMONTAGE: PARCEL B (looking Northwest on Empire)

BSA Architects

005130470 Bk01166 Pg00446



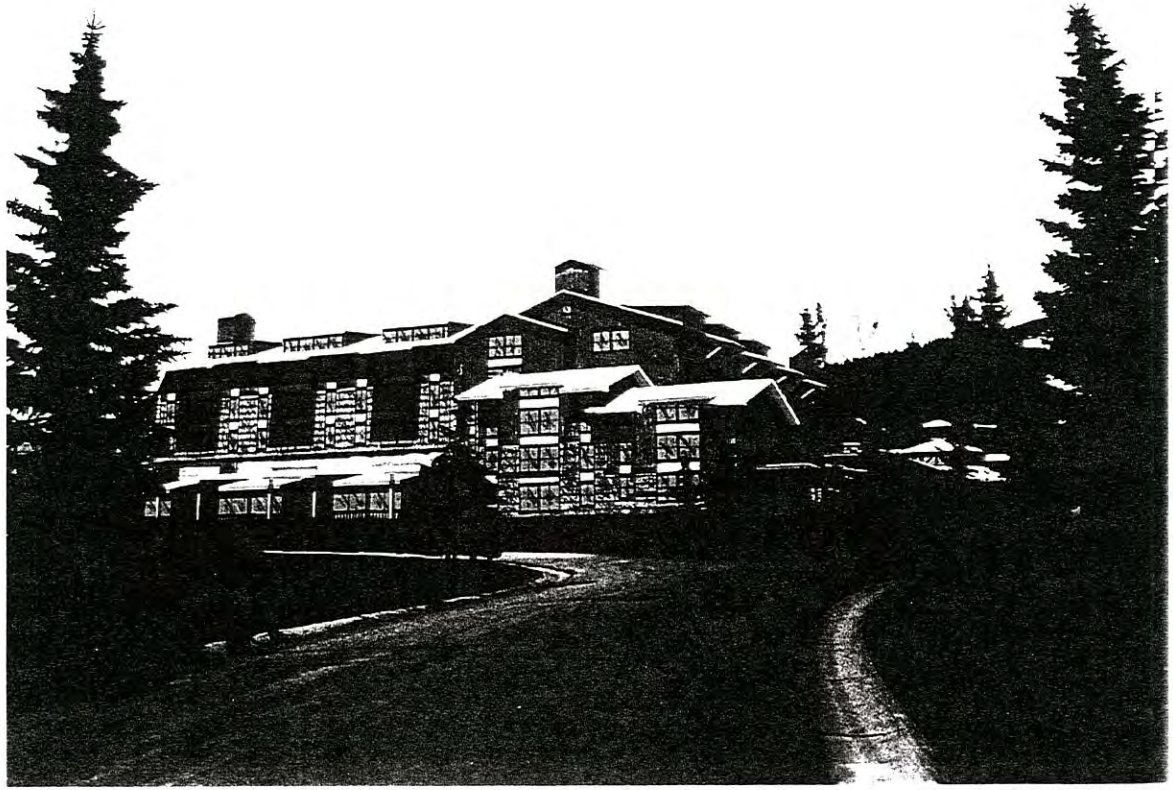
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

Park City Ski Area

PHOTOMONTAGE: PARCEL B (looking Southwest on Empire)

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00513070 Bk01166 Pg00447 176



*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary.

PHOTOMONTAGE: PARCEL E (view from Three Kings)

* Loading dock will be relocated away from the residential area

BSA Architects

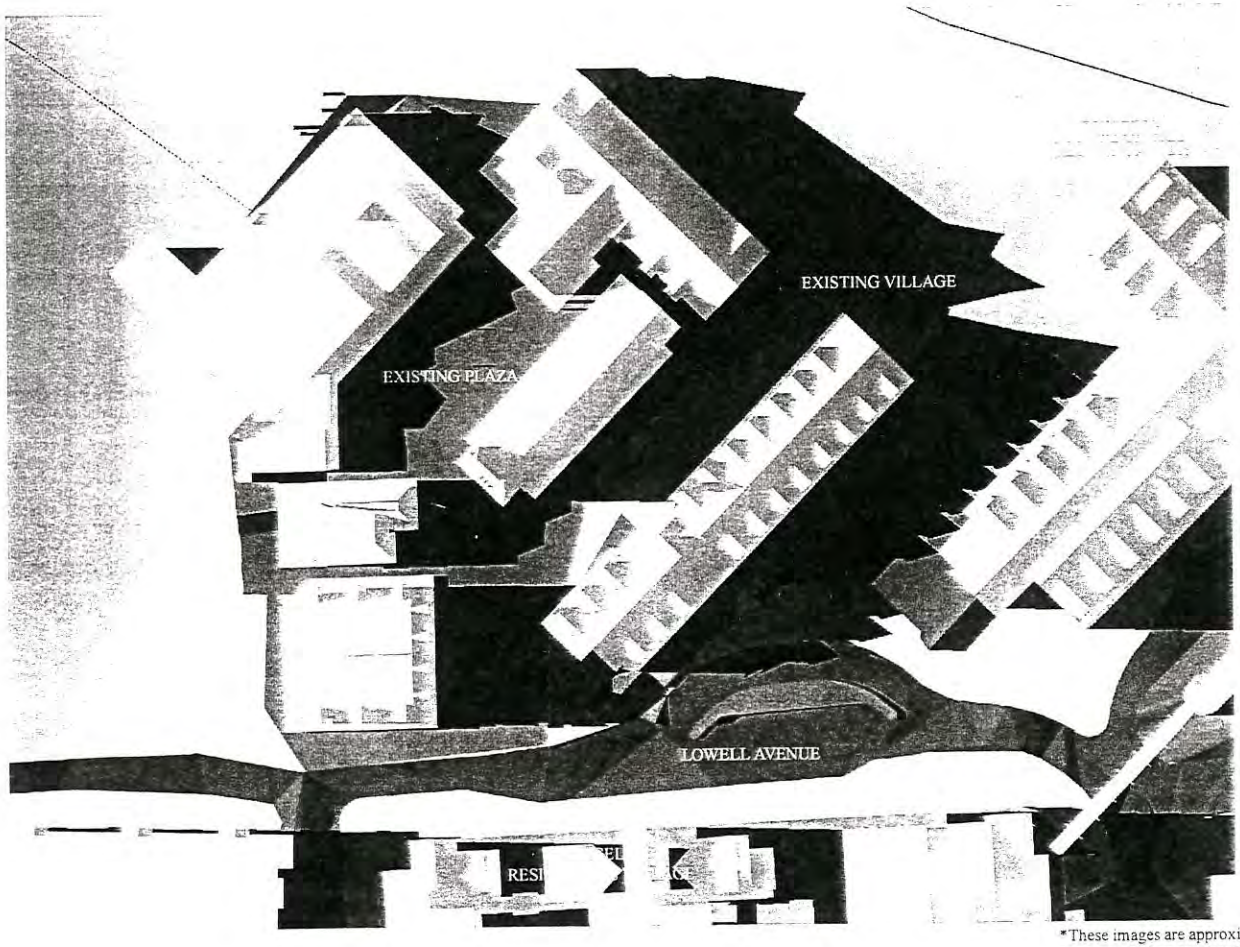
00513070 Bk01166 Pg00448

SHADOW STUDIES

Park City Ski Area

BSA Architects

005130070 Bk01166 Pg00449

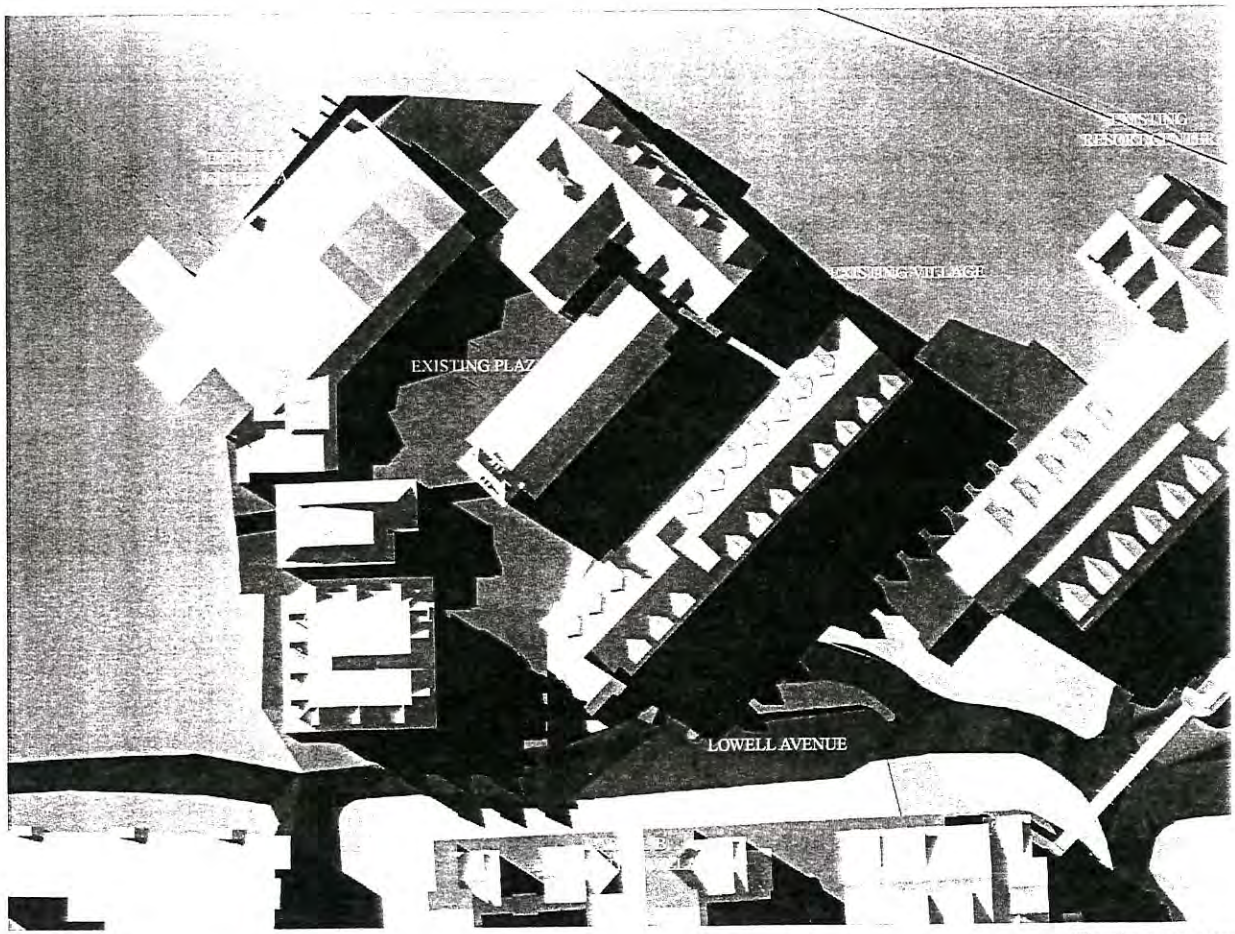


*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 10:00am

00513070 Bk01166 Pg00450



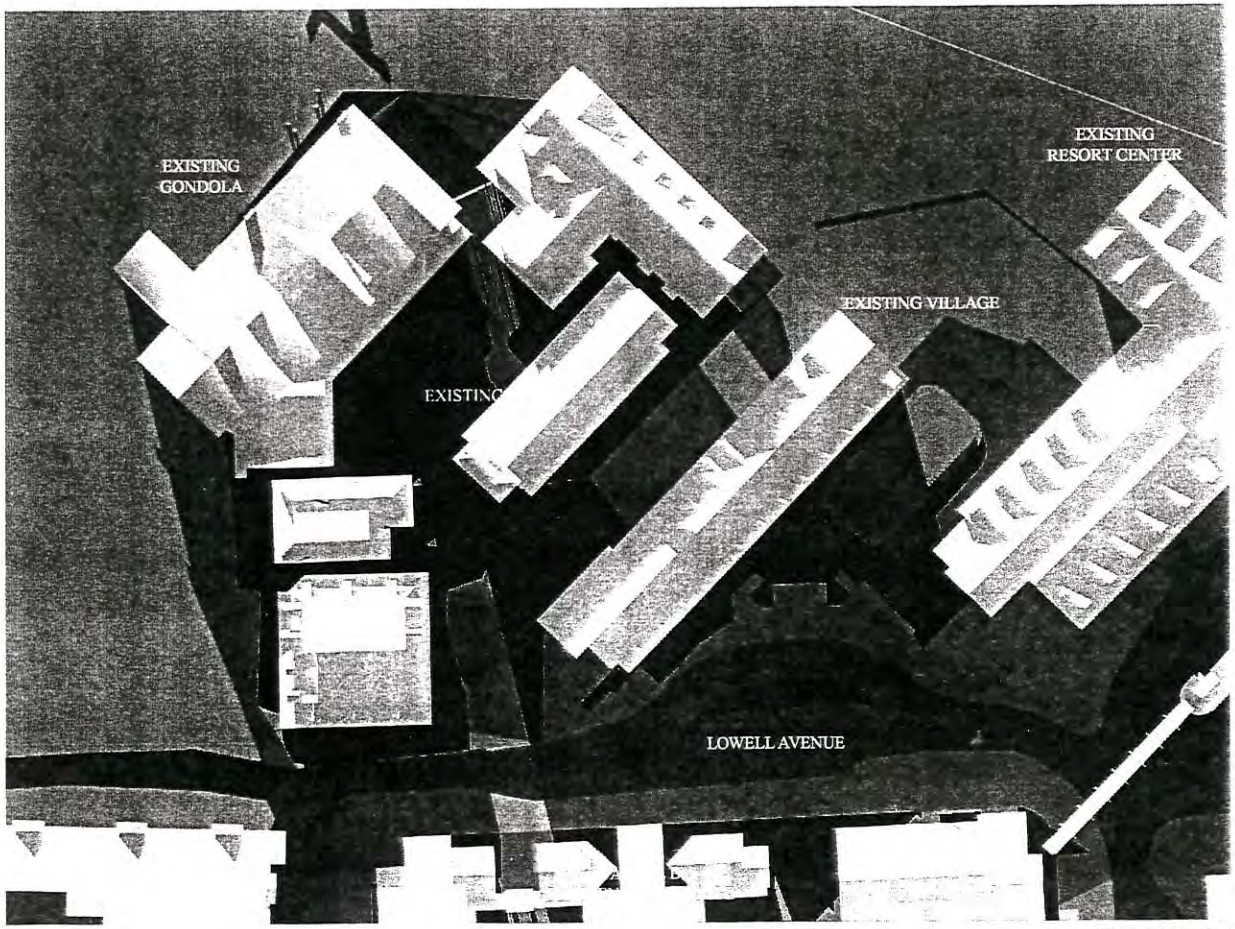
Park City Ski Area

SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 12:00pm

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

00513070 Bk01166 Pg00451



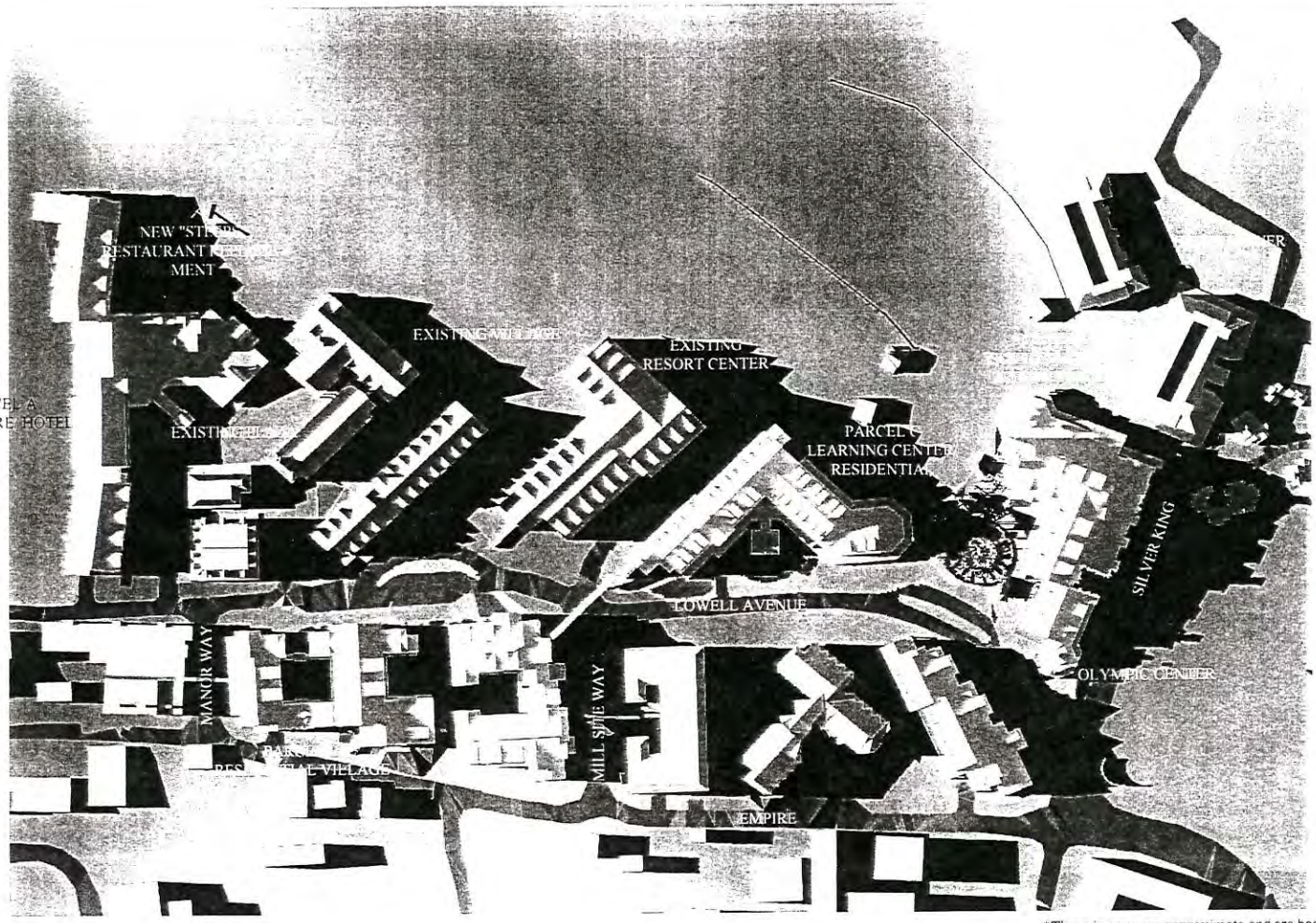
*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

Park City Ski Area

BSA Architects

SHADOW STUDIES: EXISTING GONDOLA BUILDING
DECEMBER 21 AT 3:00pm

00513070 Bk01166 Pg00452



Park City Ski Area

SHADOW STUDIES: DECEMBER 21 AT 10:00am

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

00513070 Bk01166 Pg00453



Park City Ski Area

SHADOW STUDIES: DECEMBER 21 AT 12:00pm

These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

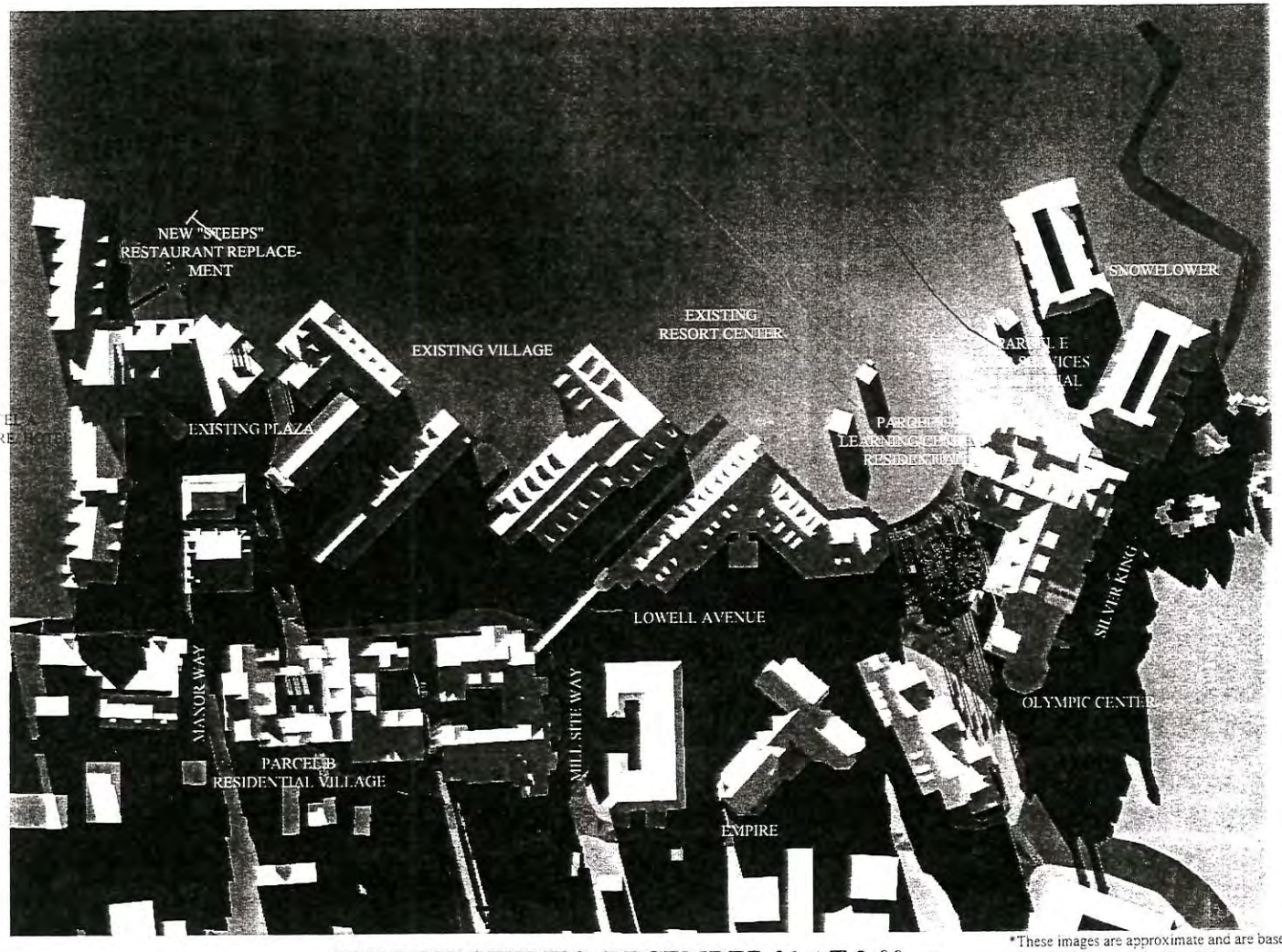
BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

JULY 17, 1997

00513070 Bk01166 Pg00454



Park City Ski Area

SHADOW STUDIES: DECEMBER 21 AT 3:00pm

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumetrics; actual building design, elevations and shadows will vary

BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

JULY 17, 1997

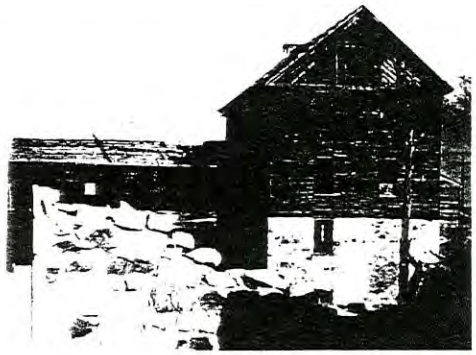
00513070 Bk01166 Pg00455

* Contextual Analysis section (pages 51-58) has been omitted.

00513070 Bk01166 Pg00456

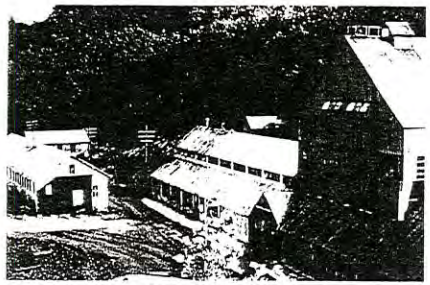




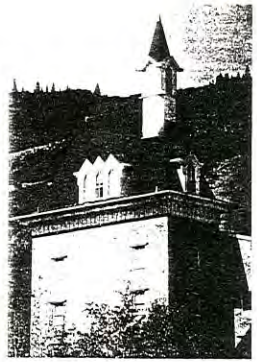




Silver King Coalition Mines Tramway Terminal



Silver King hoist building









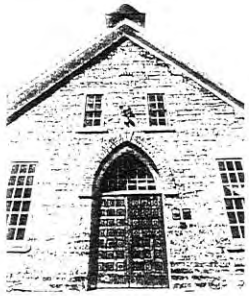


Park City Ski Area

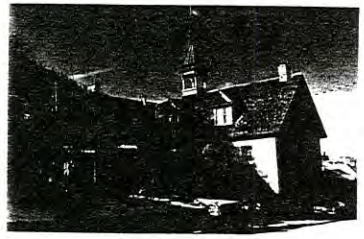
BSA Architects

Mills and Mines

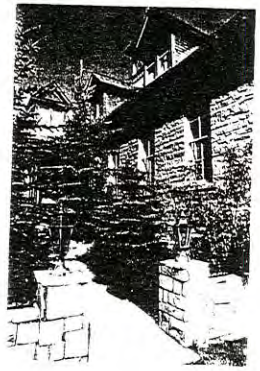
005130708 Bk01164 Pg00457







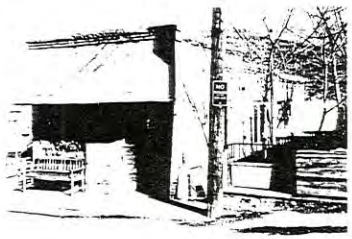
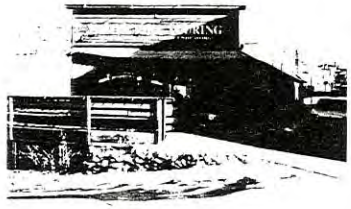


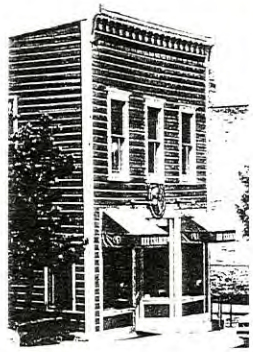




Old Town: Public Buildings

00513070 Bk01164 Pg00458





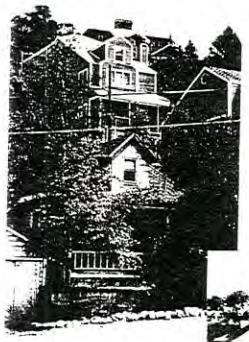

Park City Ski Area

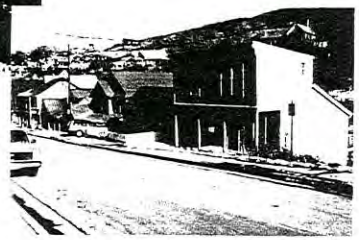
BSA Architects

Old Town
Commercial Buildings

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

00513070 Bk01164 Pg00459





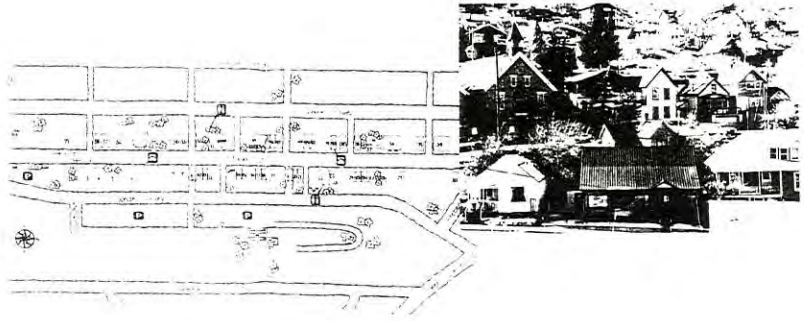












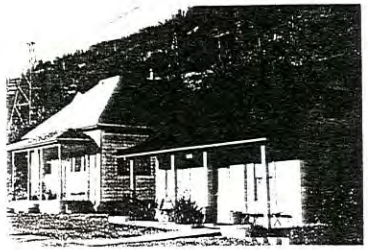
Park City Ski Area

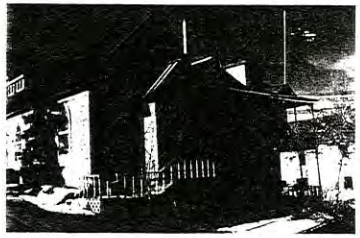
Old Town Vistas

BSA Architects

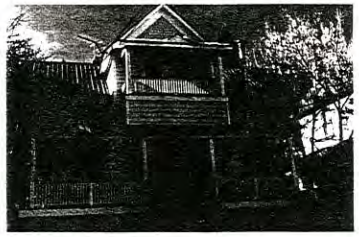
PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

00513070 Bk01166 Pg00460



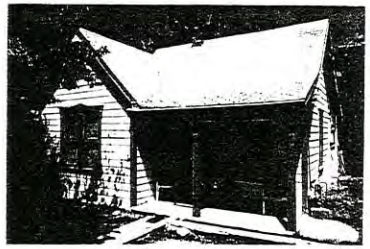


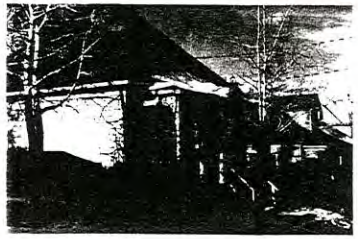












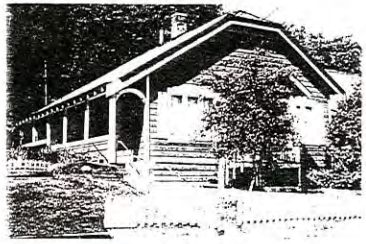


Old Town Cottages

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

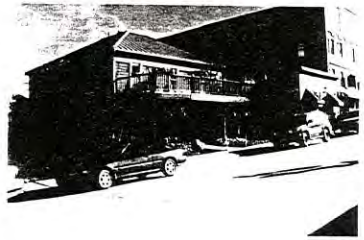
00513070 Bk01166 Pg00461













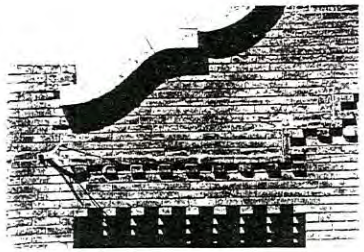
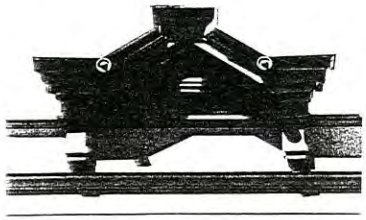
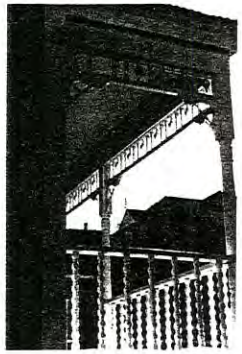
Park City Ski Areas

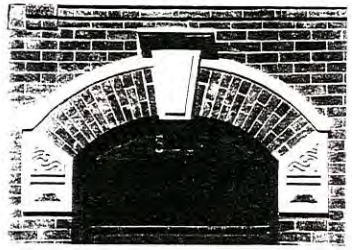
Old Town Cottages

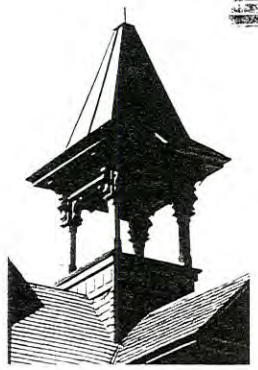
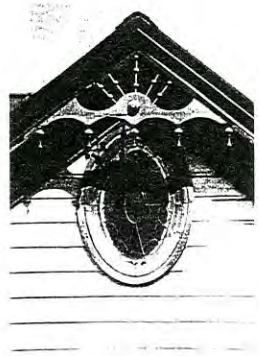
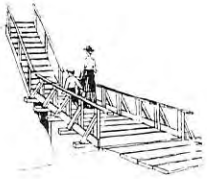
BSA Architects

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

00513070 Bk01166 Pg00462

Park City Ski Area

Old Town
Building Elements

BSA Architects

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

00513070 Bk01166 Pg00463

PARCEL DIAGRAMS

PLEASE NOTE:

THE FOLLOWING DRAWINGS ARE CONCEPTUAL IN NATURE.

FOR ALLOWABLE MASSING, SEE VOLUMETRICS.

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00464

PARCEL A

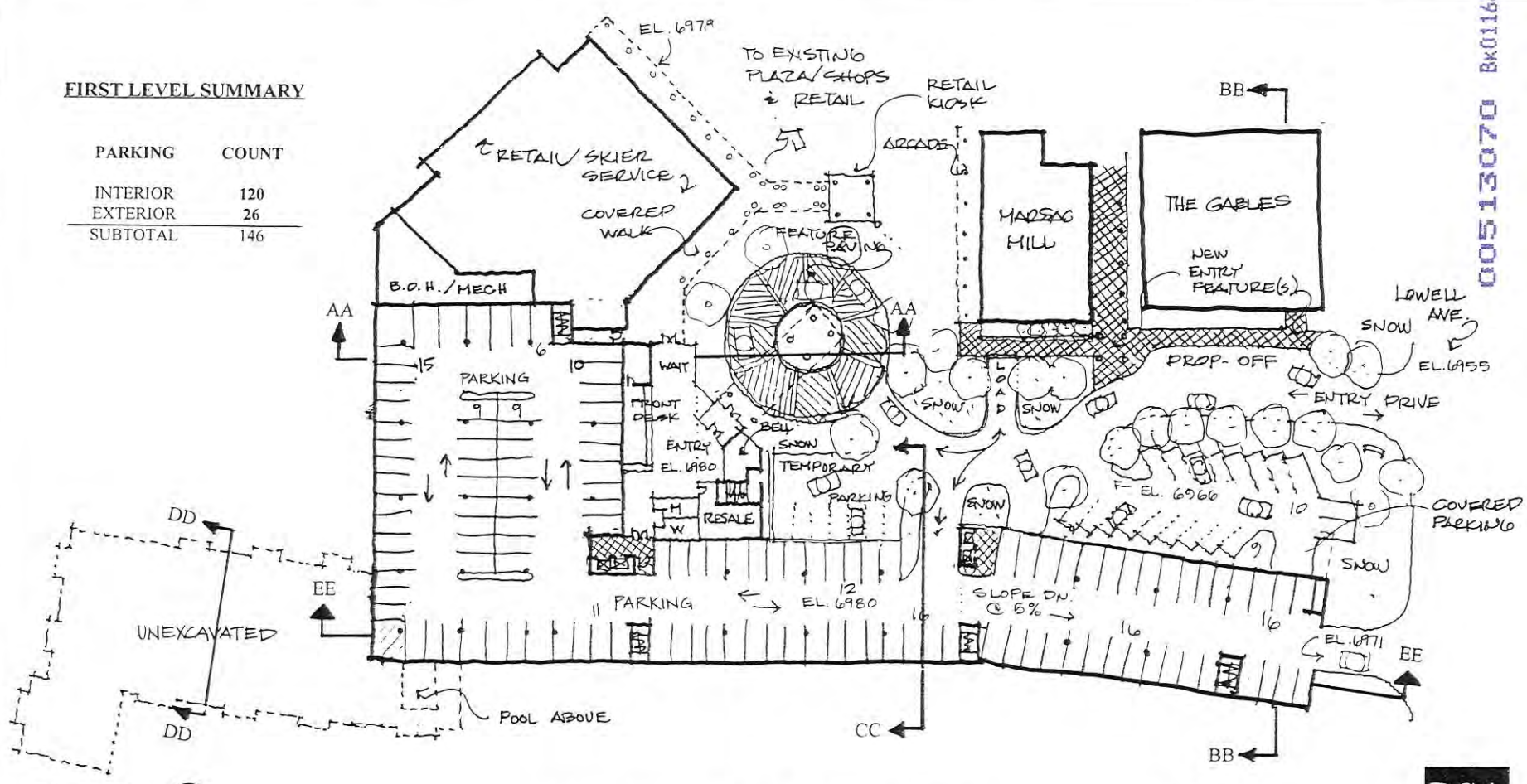
Park City Ski Area

BSA Architects

00513070 Bk01164 Pg00465

FIRST LEVEL SUMMARY

PARKING	COUNT
INTERIOR	120
EXTERIOR	26
SUBTOTAL	146



ENTRY LEVEL PLAN (FIRST FLOOR)

(EL. +/- 6980)

Park City Ski Area

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:

PARCEL A TIMESHARE CONCEPT

Revised May 14, 1997

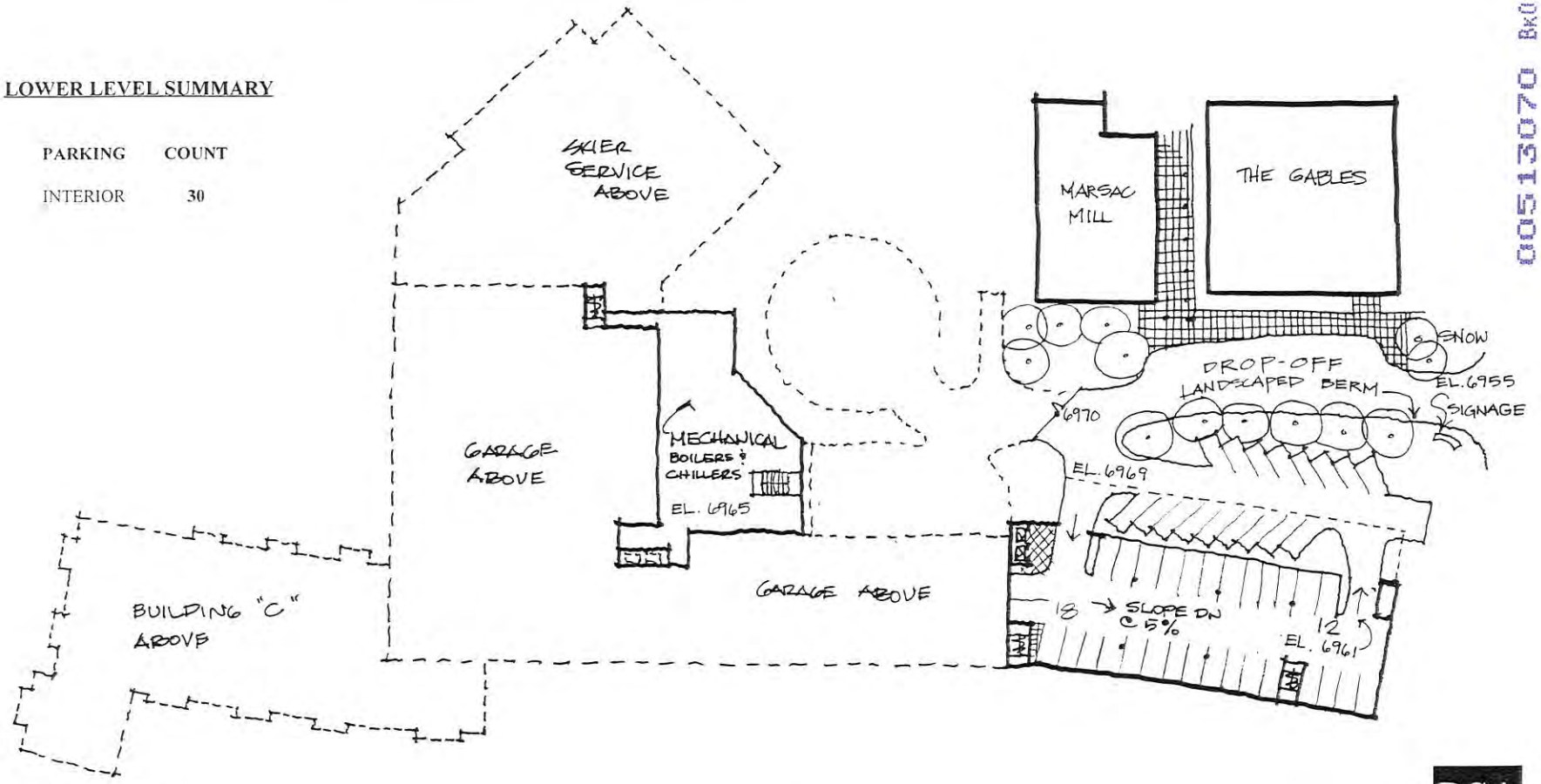
February 12, 1997

G1

00513070 Bk01166 Pg00466

LOWER LEVEL SUMMARY

PARKING	COUNT
INTERIOR	30



LOWER LEVEL PLAN
(EL. VARIES)

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

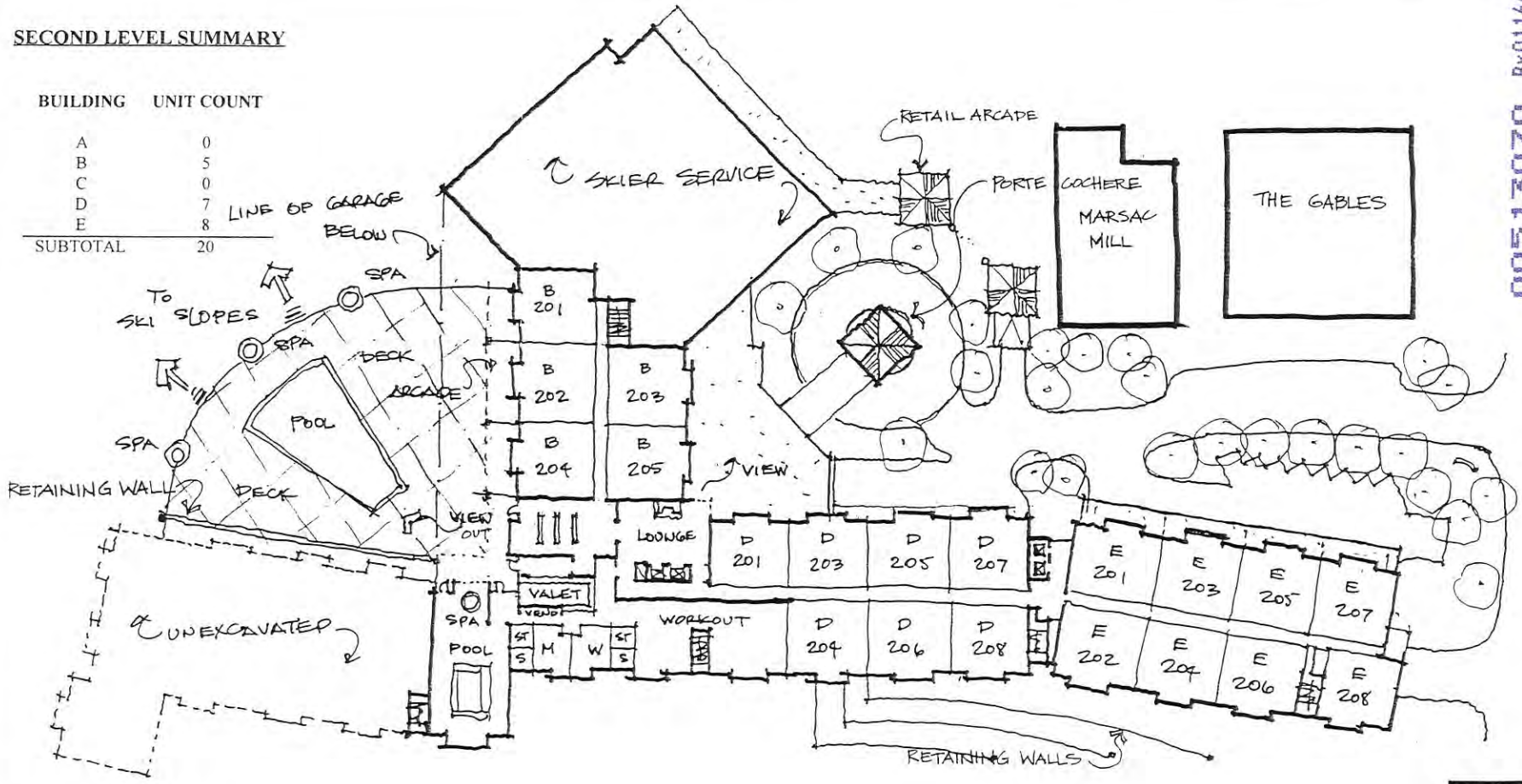
February 12, 1997

G2

00513070 Bk01166 Pg00467 196

SECOND LEVEL SUMMARY

BUILDING	UNIT COUNT
A	0
B	5
C	0
D	7
E	8
SUBTOTAL	20



Park City Ski Area

SECOND LEVEL PLAN
(EL. +/- 6990)

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

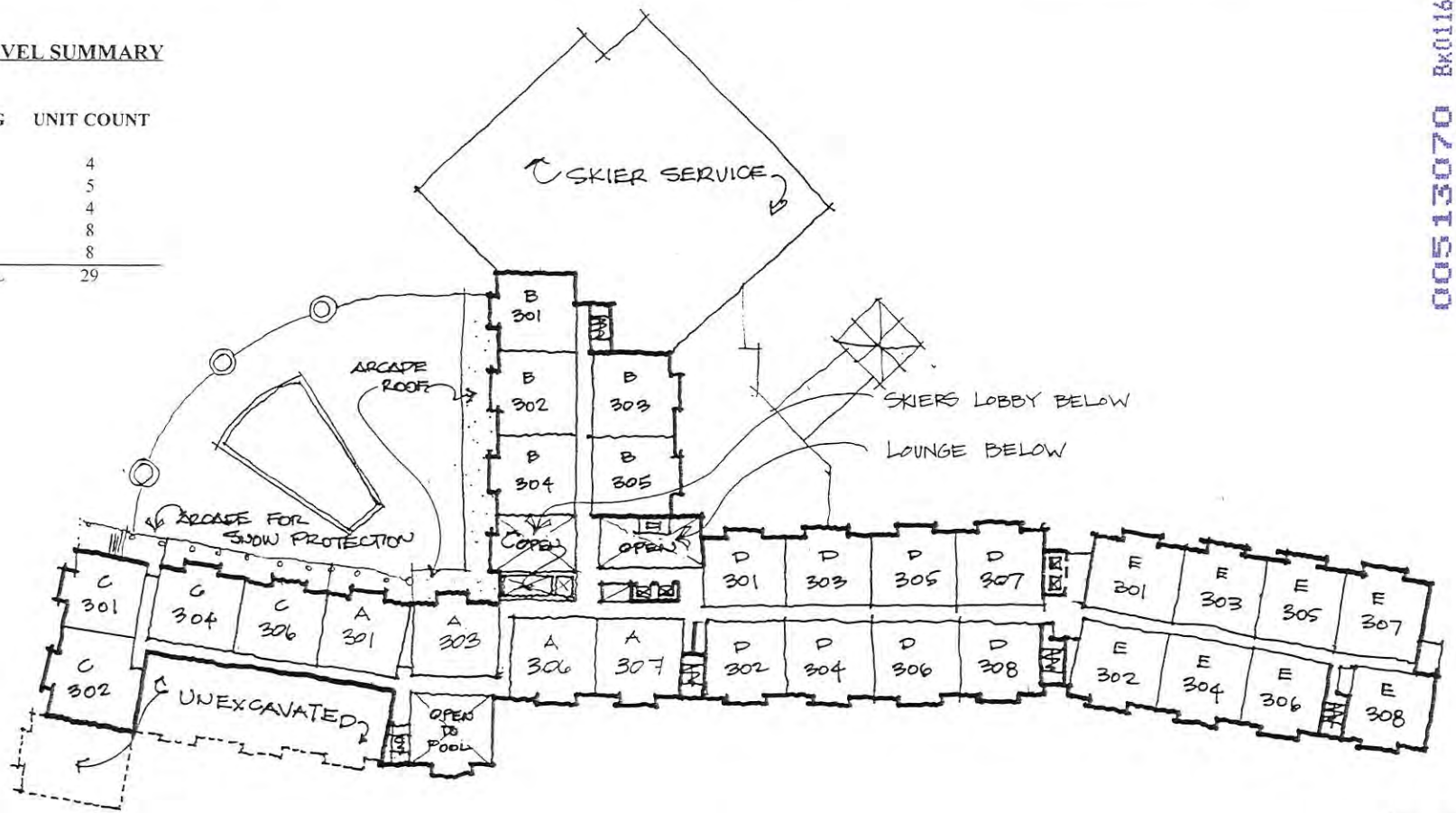
February 12, 1997

G3

00513070 Bk01166 Pg00468

THIRD LEVEL SUMMARY

BUILDING	UNIT COUNT
A	4
B	5
C	4
D	8
E	8
SUBTOTAL	29



Park City Ski Area

THIRD LEVEL PLAN
(EL. +/- 7000)

0 25 50 75

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

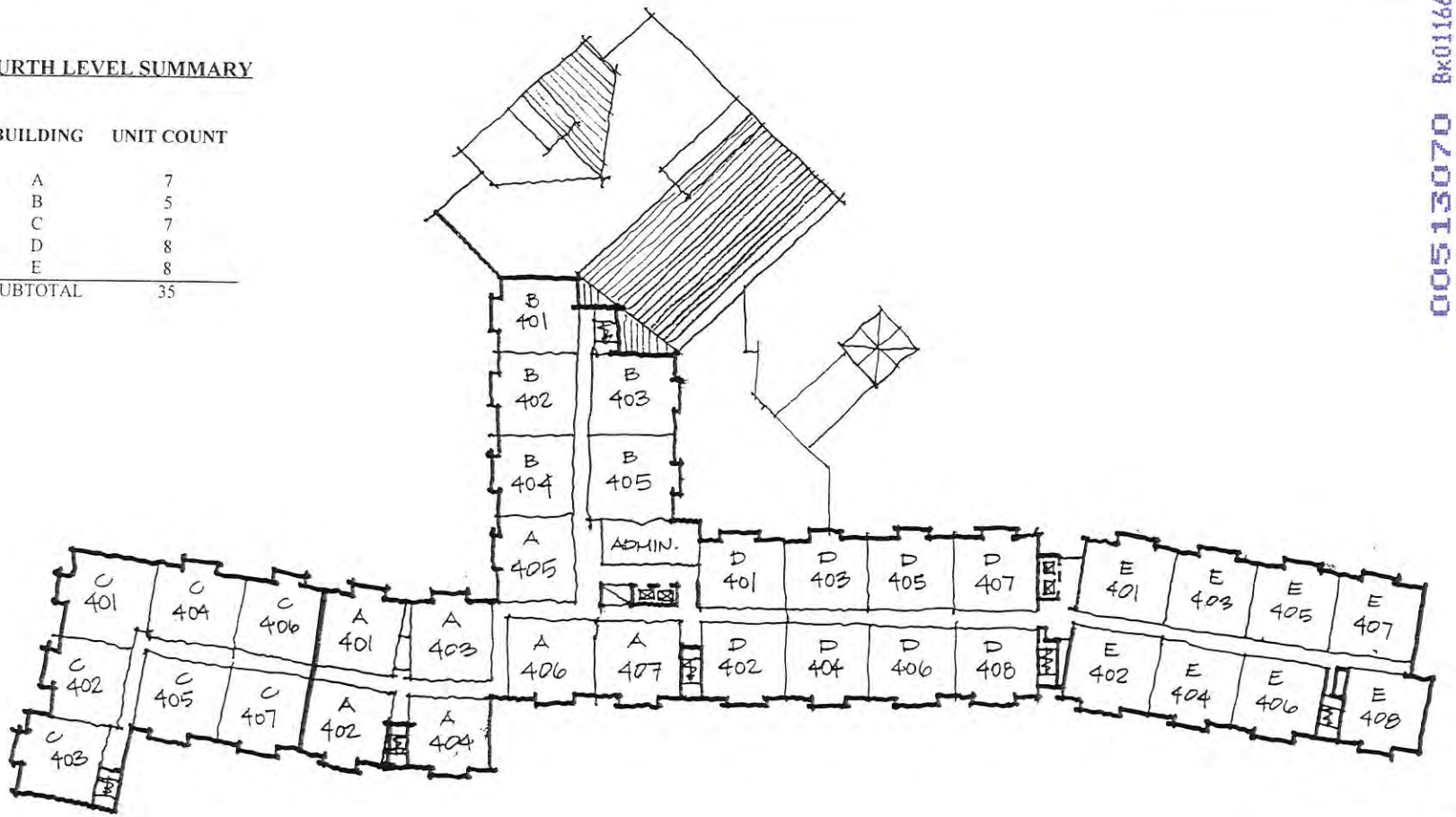
February 12, 1997

G4

00513070 Bk01166 Pg00469

FOURTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	5
C	7
D	8
E	8
SUBTOTAL	35



Park City Ski Area

BSA Architects

FOURTH LEVEL PLAN
(EL. +/- 7010)

BSA No. 9601.14

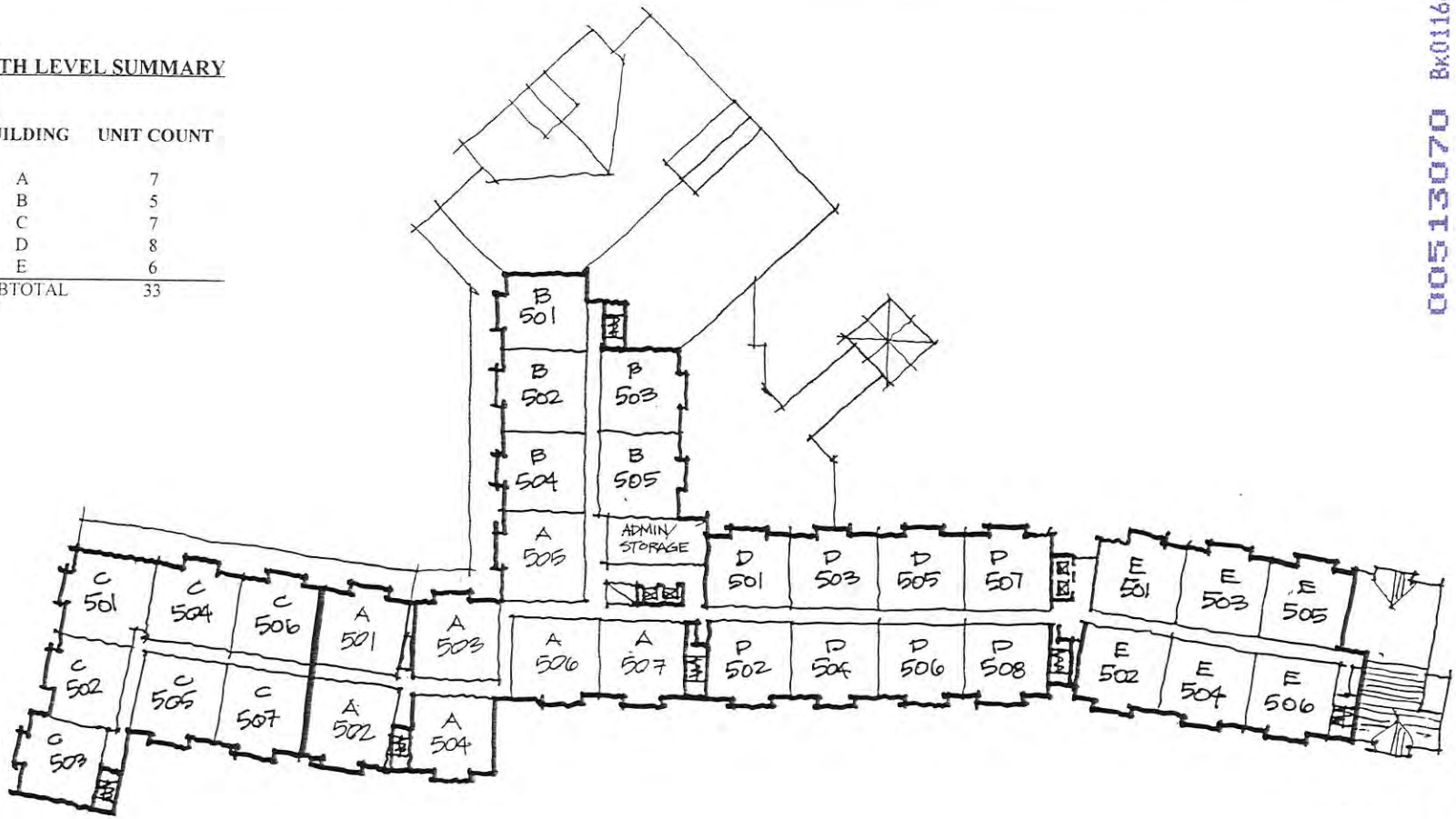
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00470

FIFTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	5
C	7
D	8
E	6
SUBTOTAL	33



Park City Ski Area

FIFTH LEVEL PLAN
(EL. +/- 7020)

0 25 50 75

BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00471

SIXTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	5
C	7
D	6
E	0
SUBTOTAL	25



Park City Ski Area

SIXTH LEVEL PLAN
(EL. +/- 7030)

0 25 50 75

BSA Architects

BSA No. 9601.14

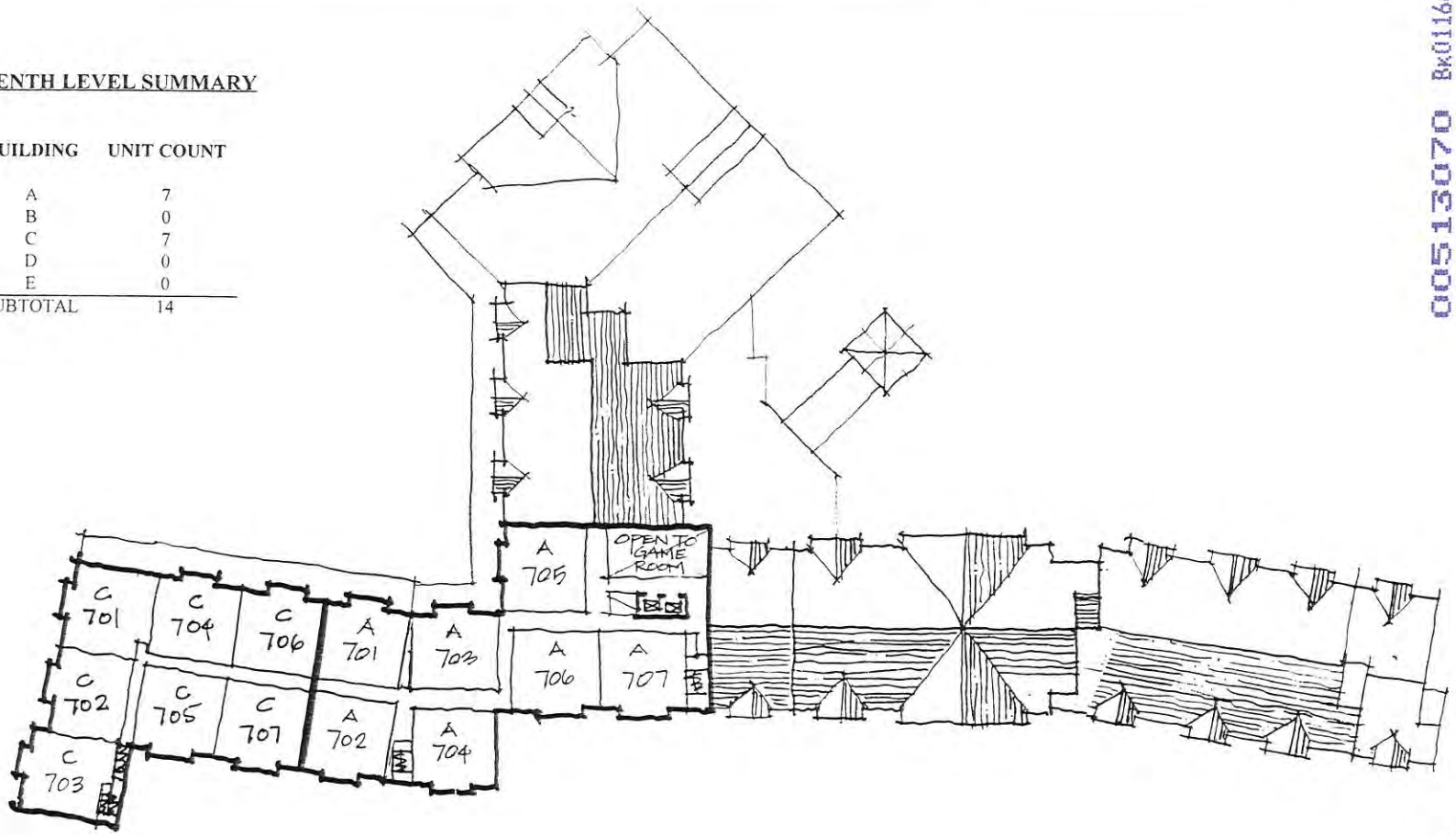
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00472

SEVENTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	0
C	7
D	0
E	0
SUBTOTAL	14



Park City Ski Area

SEVENTH LEVEL PLAN
(EL. +/- 7040)

0 25 50 75

BSA Architects

BSA No. 9601.14

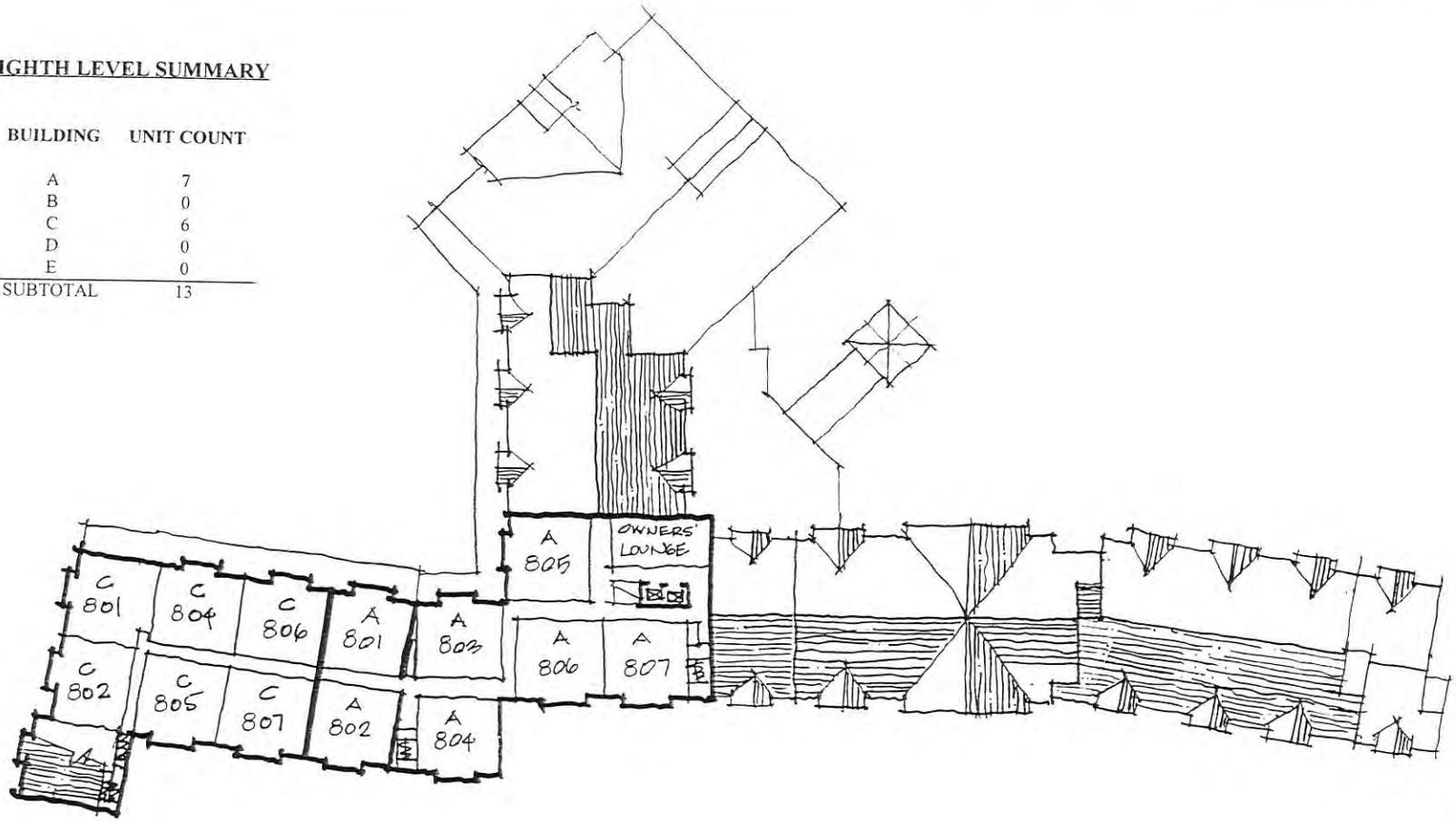
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00473

EIGHTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	0
C	6
D	0
E	0
SUBTOTAL	13



Park City Ski Area

BSA Architects

EIGHTH LEVEL PLAN
(EL. +/- 7050)

BSA No. 9601.14

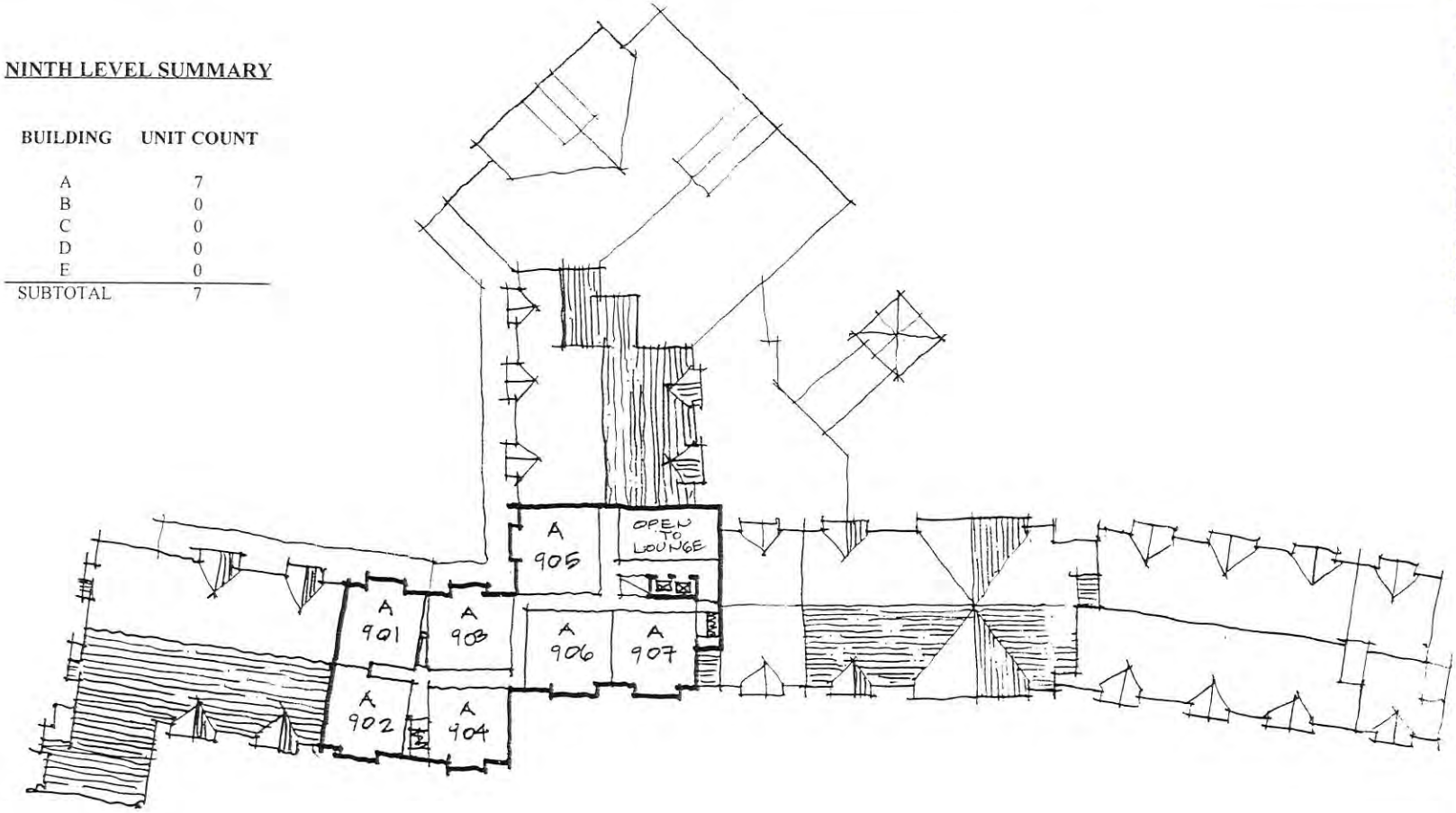
PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00474

NINTH LEVEL SUMMARY

BUILDING	UNIT COUNT
A	7
B	0
C	0
D	0
E	0
SUBTOTAL	7



Park City Ski Area

NINTH LEVEL PLAN
(EL. +/- 7060)

0 25 50 75

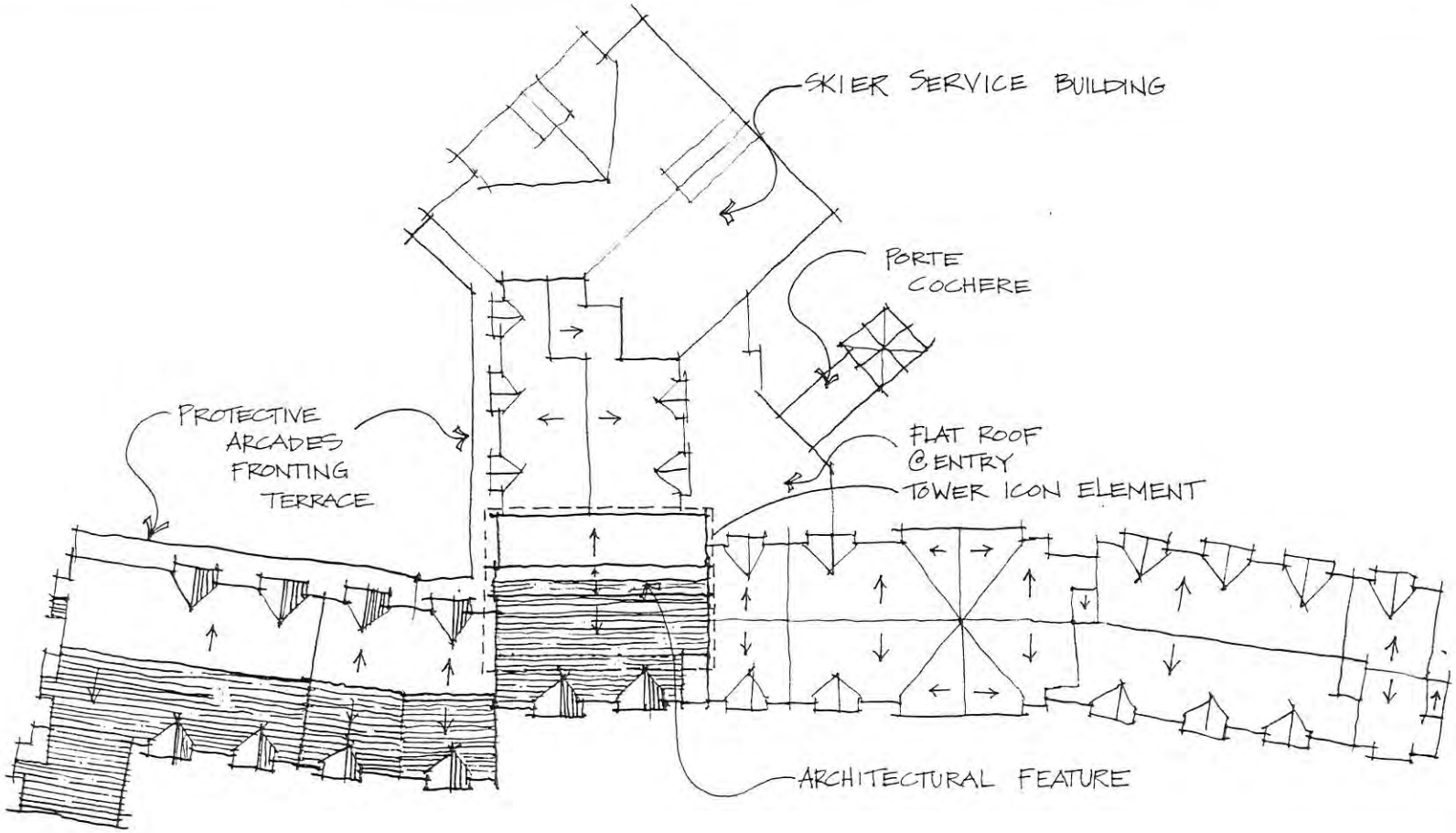
BSA Architects

BSA No. 9601.14

PARK CITY RESORT:
PARCEL A TIMESHARE CONCEPT

February 12, 1997

00513070 Bk01166 Pg00475



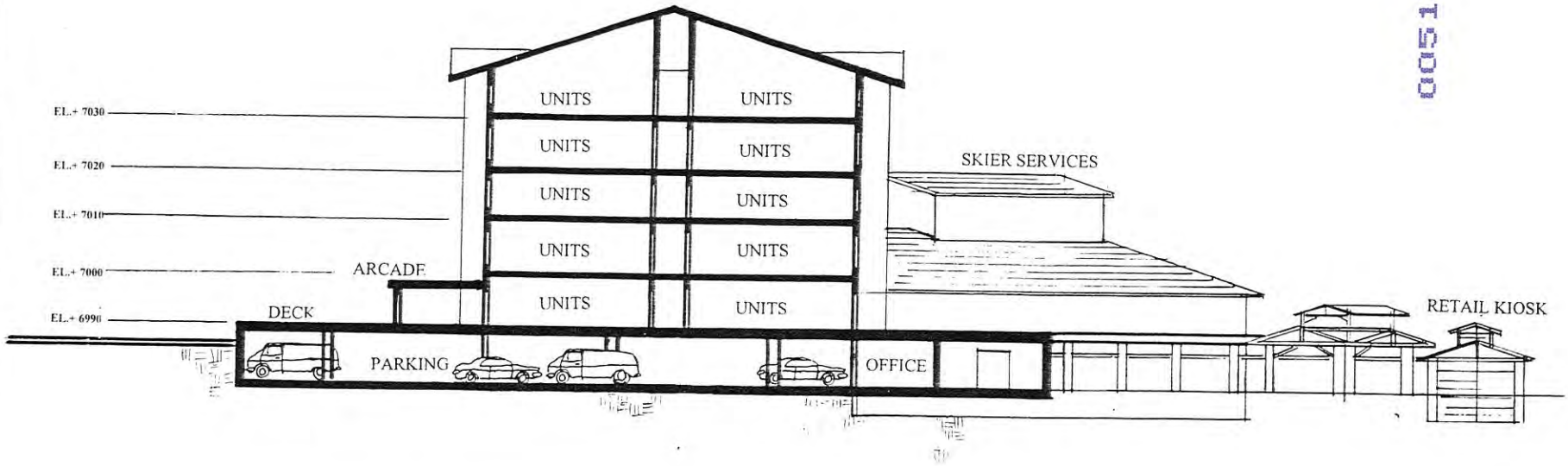
Park City Ski Area

ROOF PLAN

0 25 50 75

BSA Architects

00513070 Bk01166 Pg00476



Park City Ski Area

PARCEL A: SECTION AA

0 10 20 30

BSA Architects

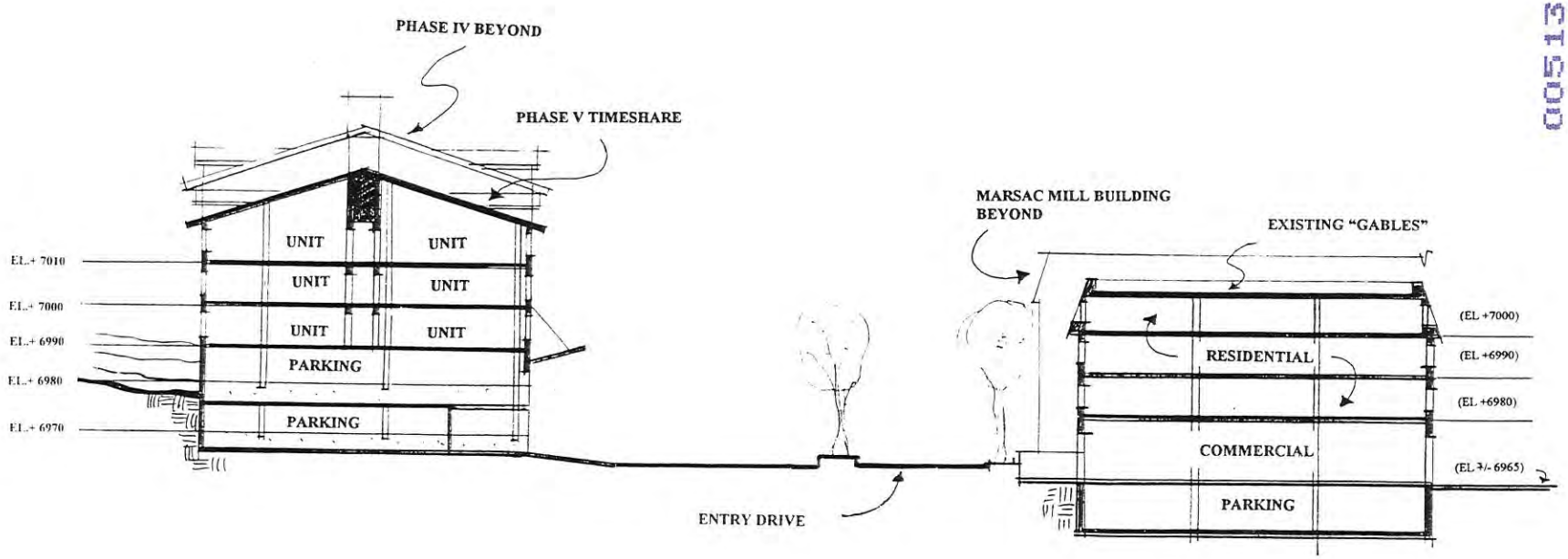
BSA No. 9601

PARK CITY RESORT

BASE AREA MASTER PLAN STUDY

February 12, 1997

00513070 Bk01166 Pg00477



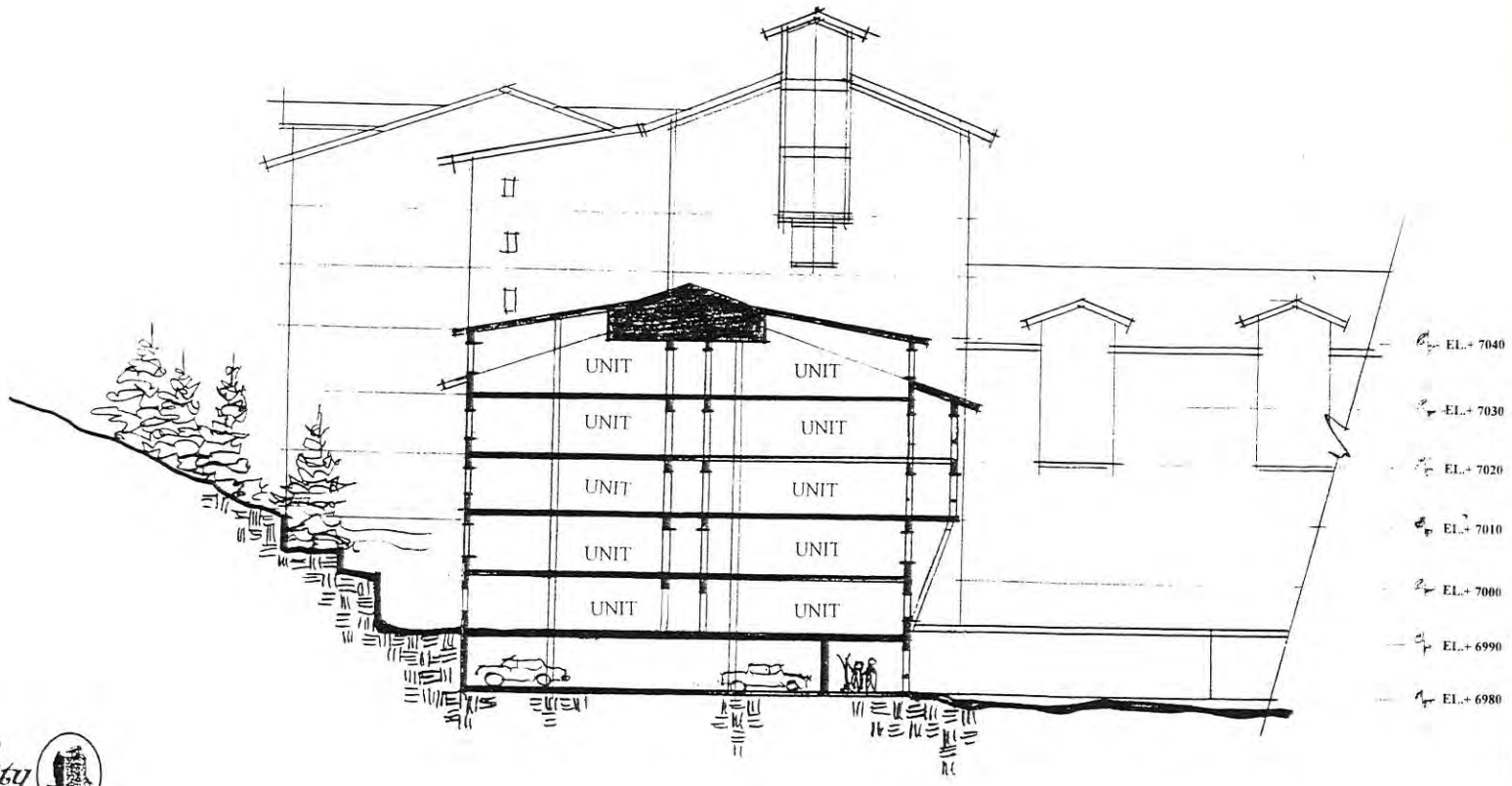
Park City Ski Area

BSA Architects

PARCEL A: SECTION BB

0 10 20 30

00513070 Bk01166 Pg00478

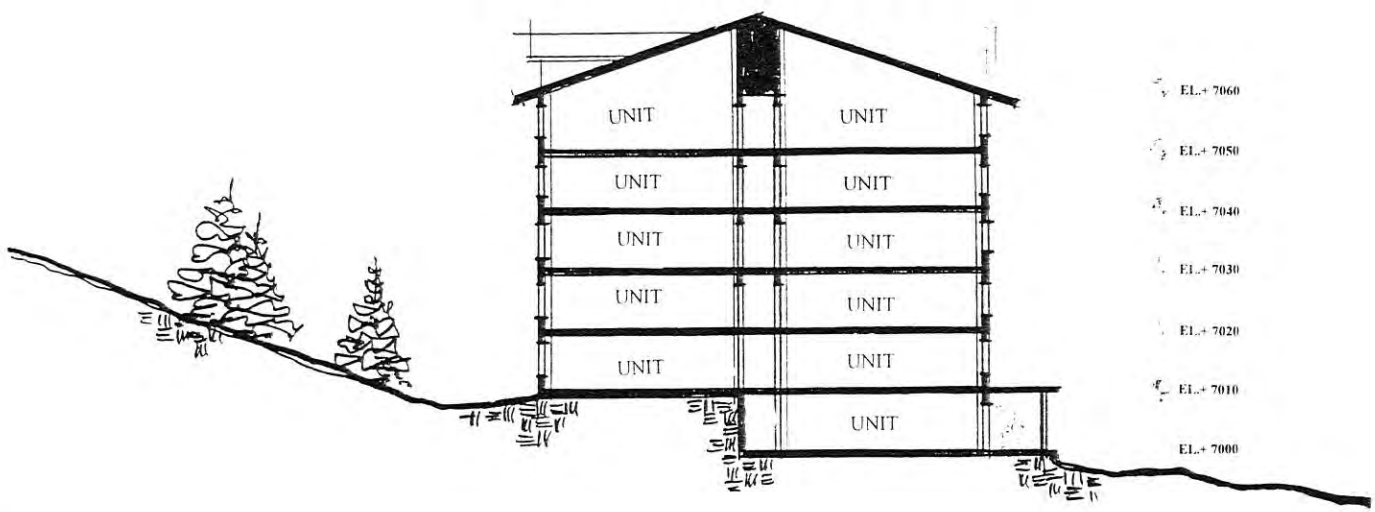


Park City Ski Area

BSA Architects

PARCEL A: SECTION CC

00513070 Bk01166 Pg00479



Park City Ski Area

BSA Architects

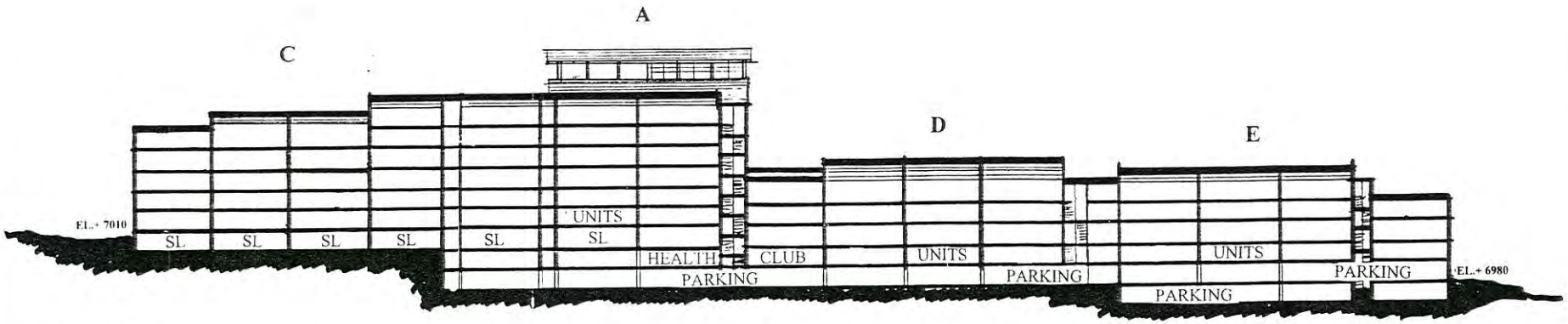
PARCEL A: SECTION DD

BSAR No. 9601.10

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

December 19, 1996
Revised February 12, 1997

005130170 Bk01164 Pg00480



A= AMENITY/BOH SLOPE SIDE

SL= SINGLE LOADED CORRIDOR DOWNSLOPE

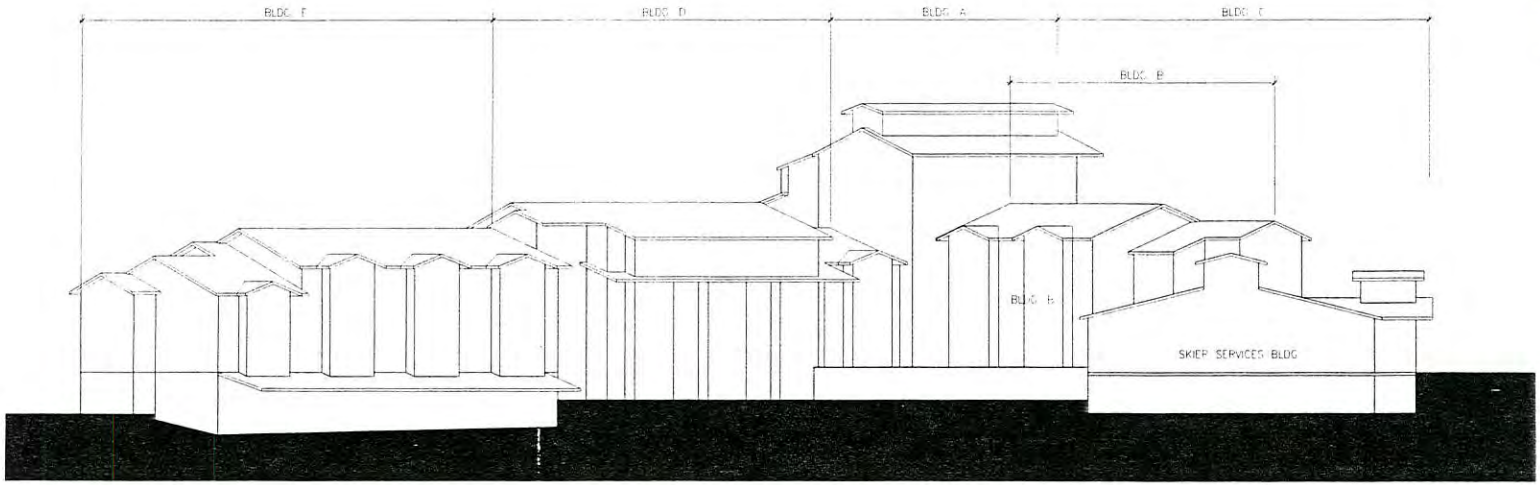
Park City Ski Area

0 25 50 75

BSA Architects

PARCEL A: SECTION EE

00513070 Bk01166 Pg00481

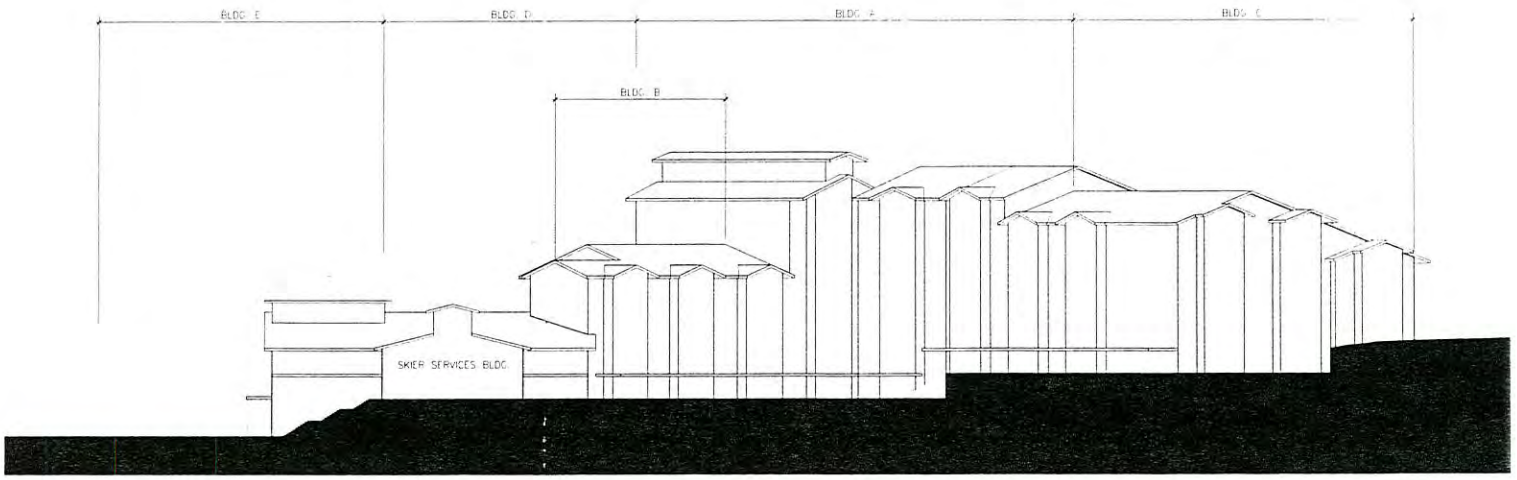


Park City Ski Area

NORTH WEST MASSING

BSA Architects

00513070 Bk01166 Pg00482



Park City Ski Area

NORTH EAST MASSING

BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

April 23, 1997

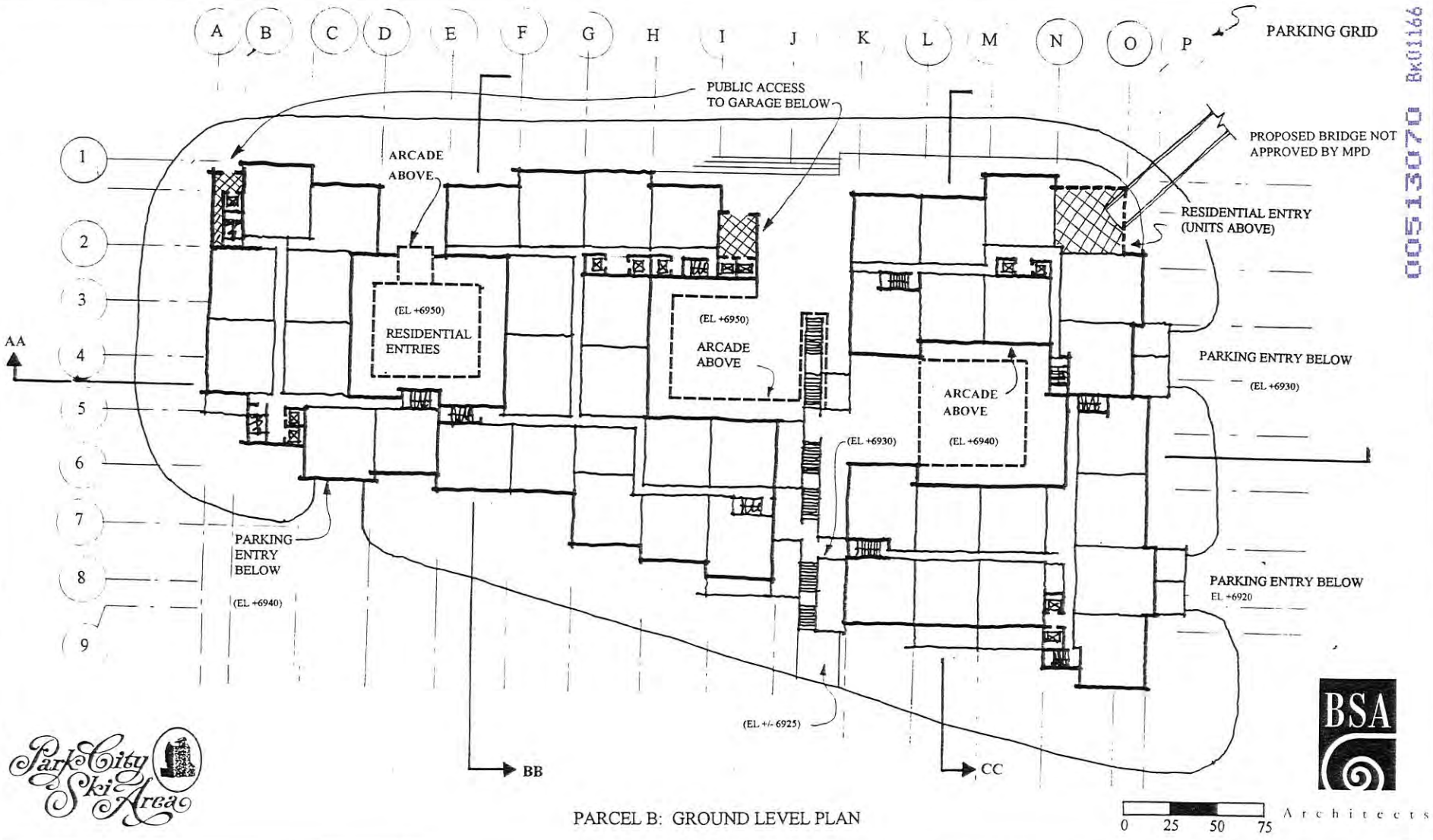
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PARCEL B

Park City Ski Area

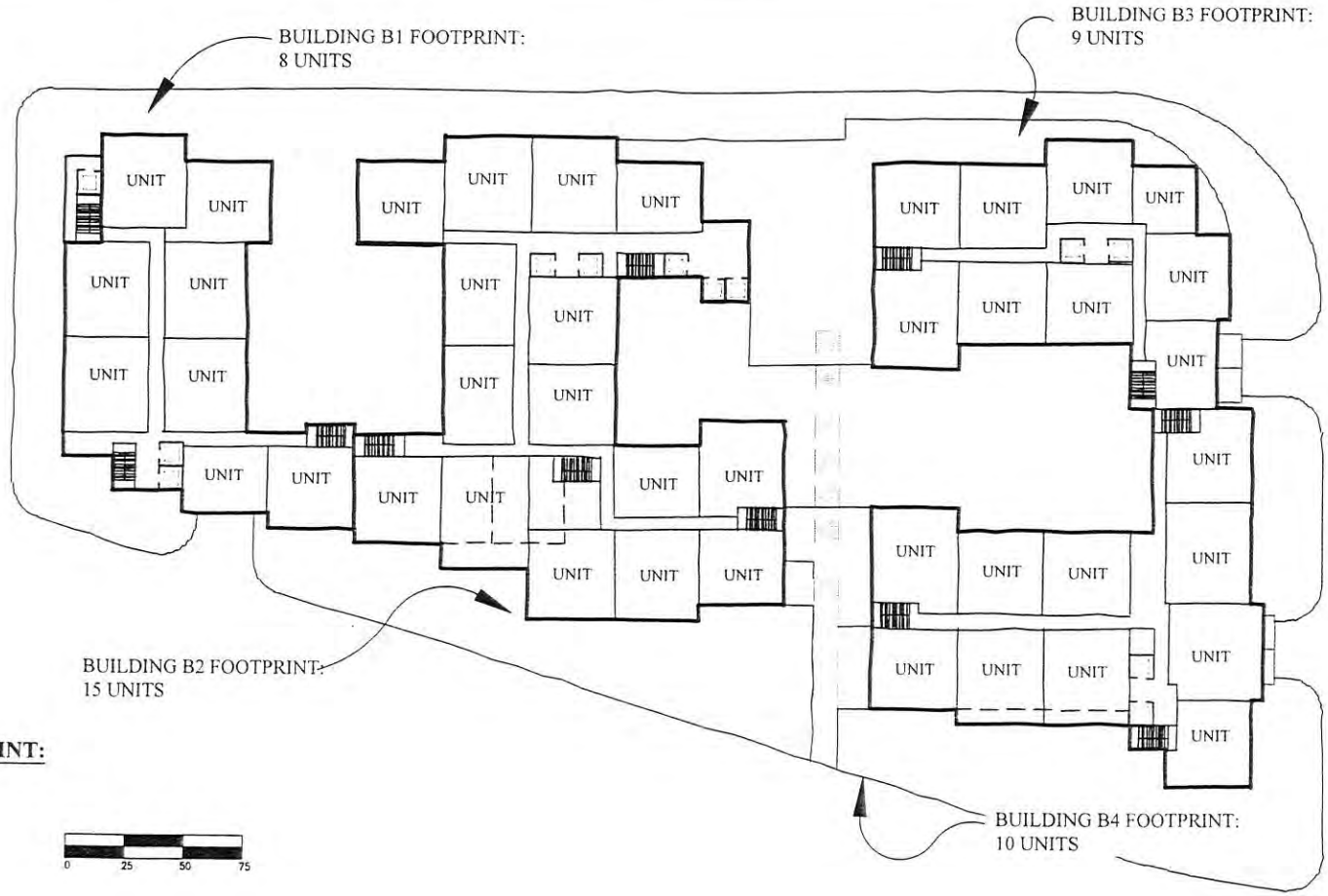
BSA Architects

00513070 Bk01166 Pg00484



PARCEL B: GROUND LEVEL PLAN

00513070 Bk01166 Pg00485 214



PARCEL B FOOTPRINT:
42 UNITS

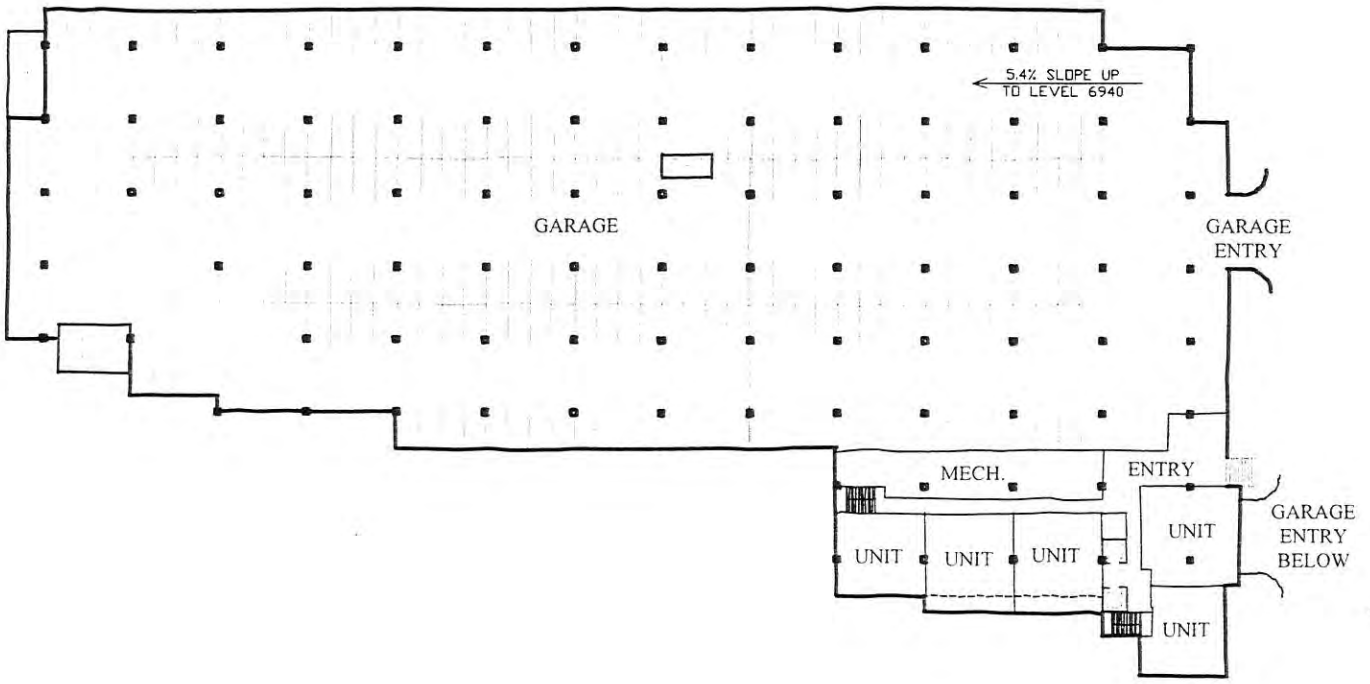
PARCEL B: TYPICAL FLOOR PLAN

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

00513070 Bk01166 Pg00486



Park City Ski Area

PARCEL B: FLOOR PLAN (Level 6930)

BSA Architects

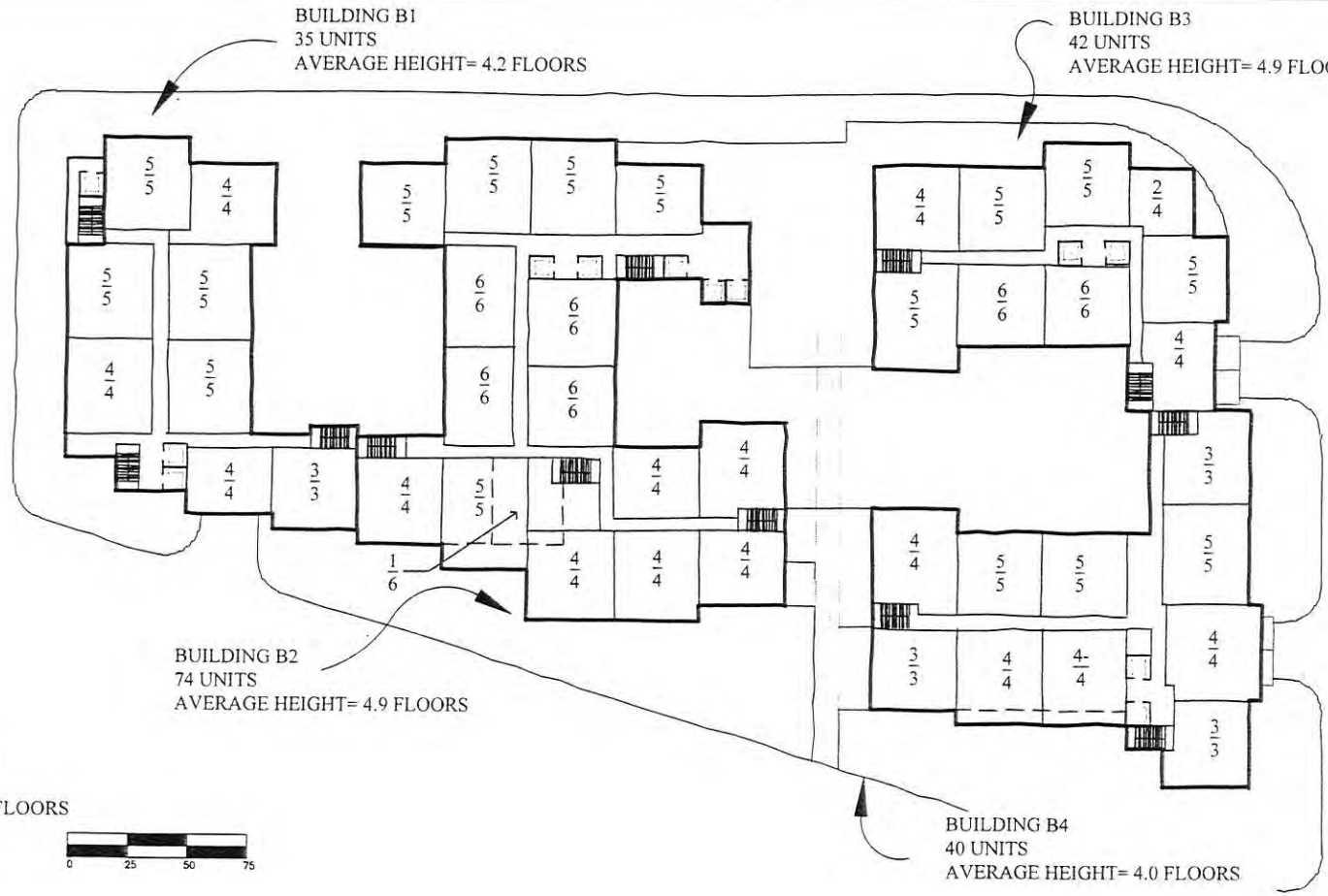
BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

81B

00513070 Bk01166 Pg00487 216



Park City Ski Area

PARCEL B: UNIT COUNT AND BUILDING HEIGHT

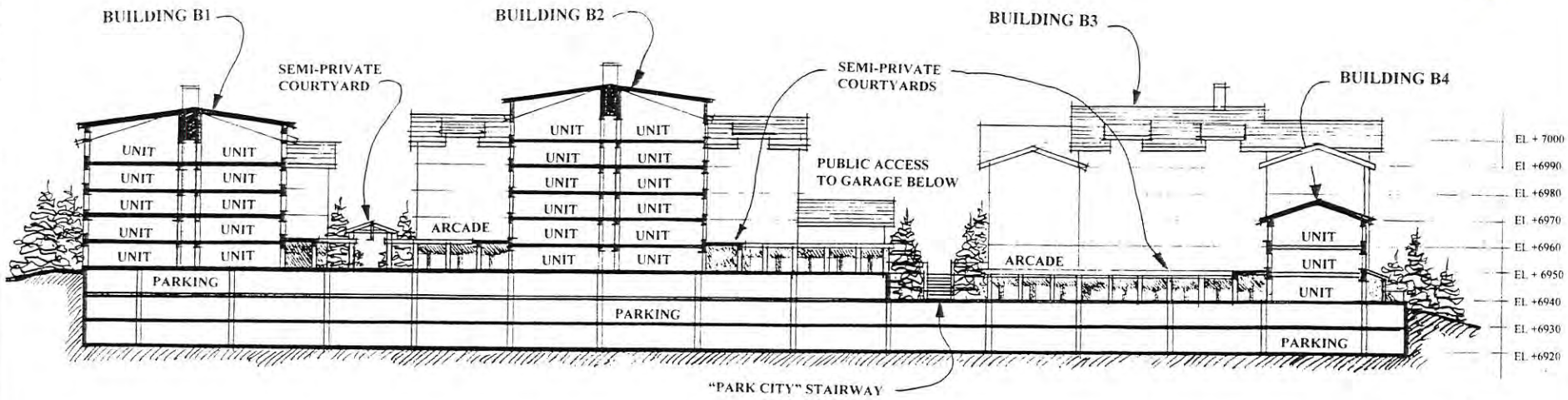
BSA Architects

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PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

00513070 Bk01166 Pg00488

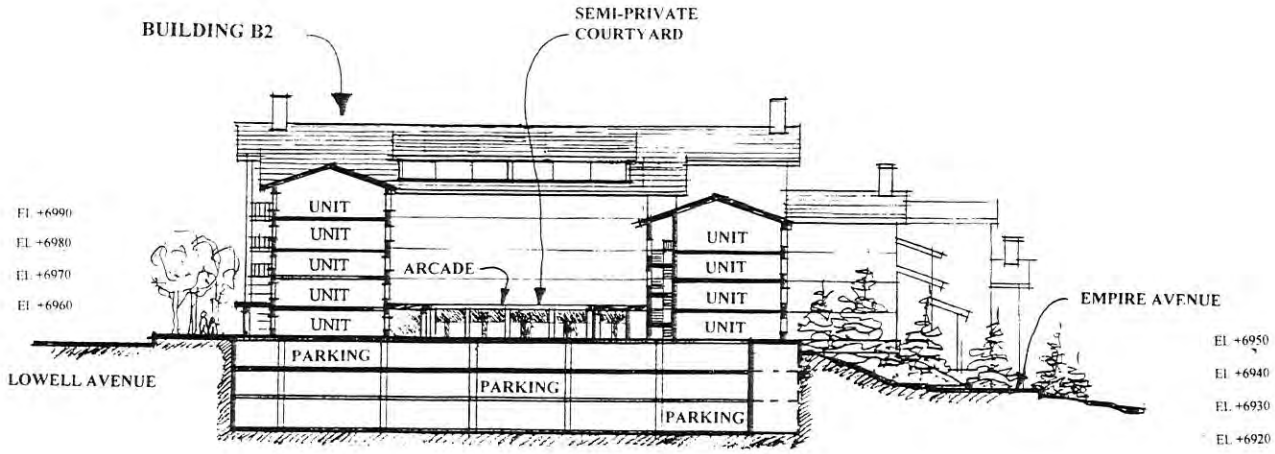


Park City Ski Area

BSA Architects

PARCEL B: SECTION AA

00513070 Bk01166 Pg00489



Park City Ski Area

BSA Architects

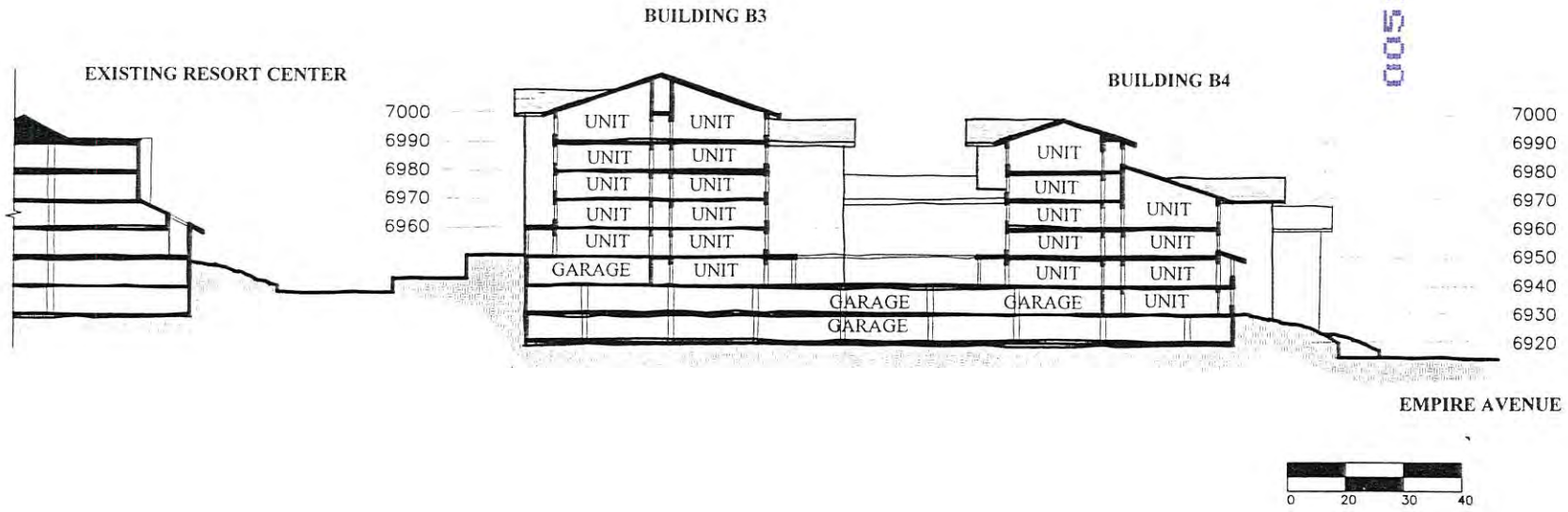
PARCEL B: SECTION BB

BSA&R No. 9601.18

PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996
Revised April 23, 1997

00513070 Bk01166 Pg00490



Park City Ski Area

PARCEL B: SECTION CC

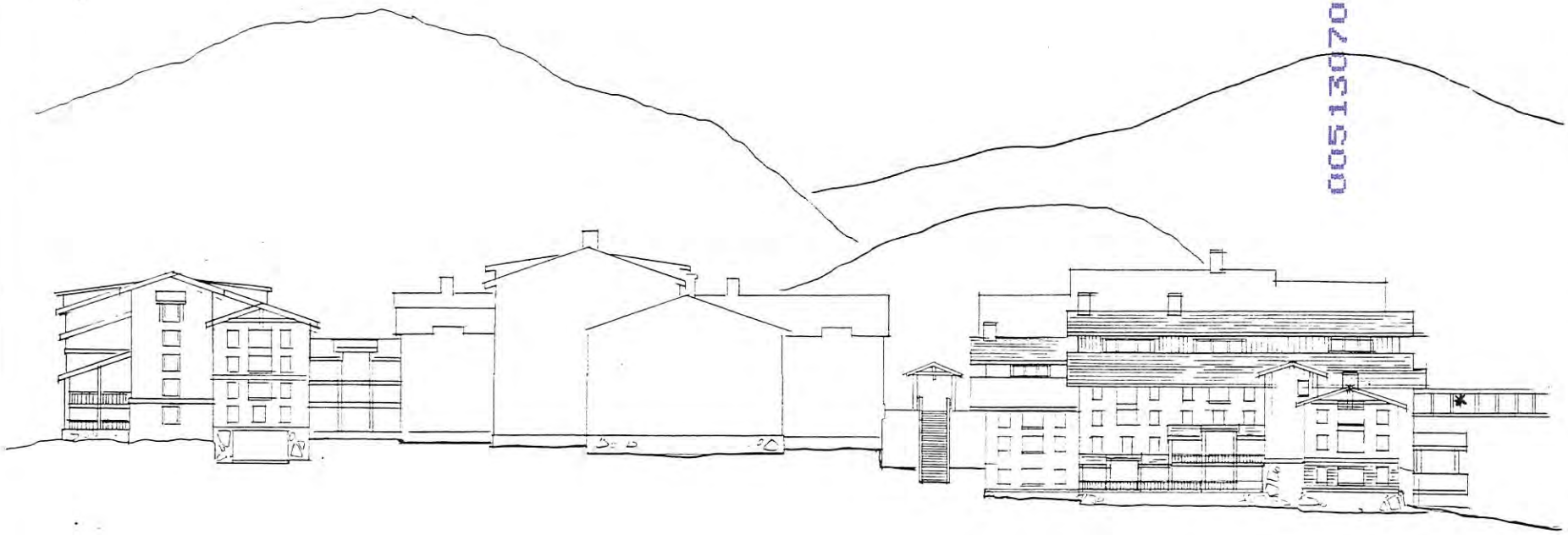
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PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

00513070 Bk01166 Pg00491



NORTHEAST ELEVATION (View from Empire Avenue)

Park City Ski Area

PARCEL B: ELEVATION STUDY

* Bridge is not approved

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PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

MAY 14, 1997

85B

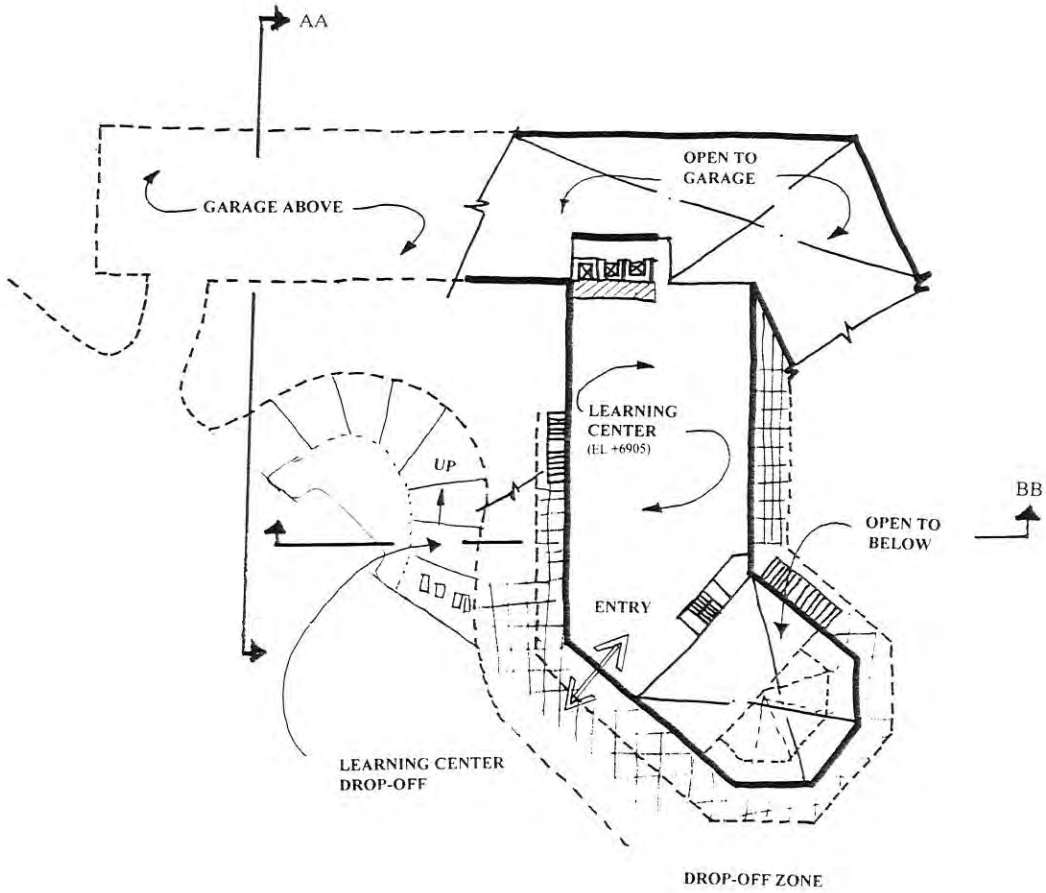
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PARCEL C

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00493



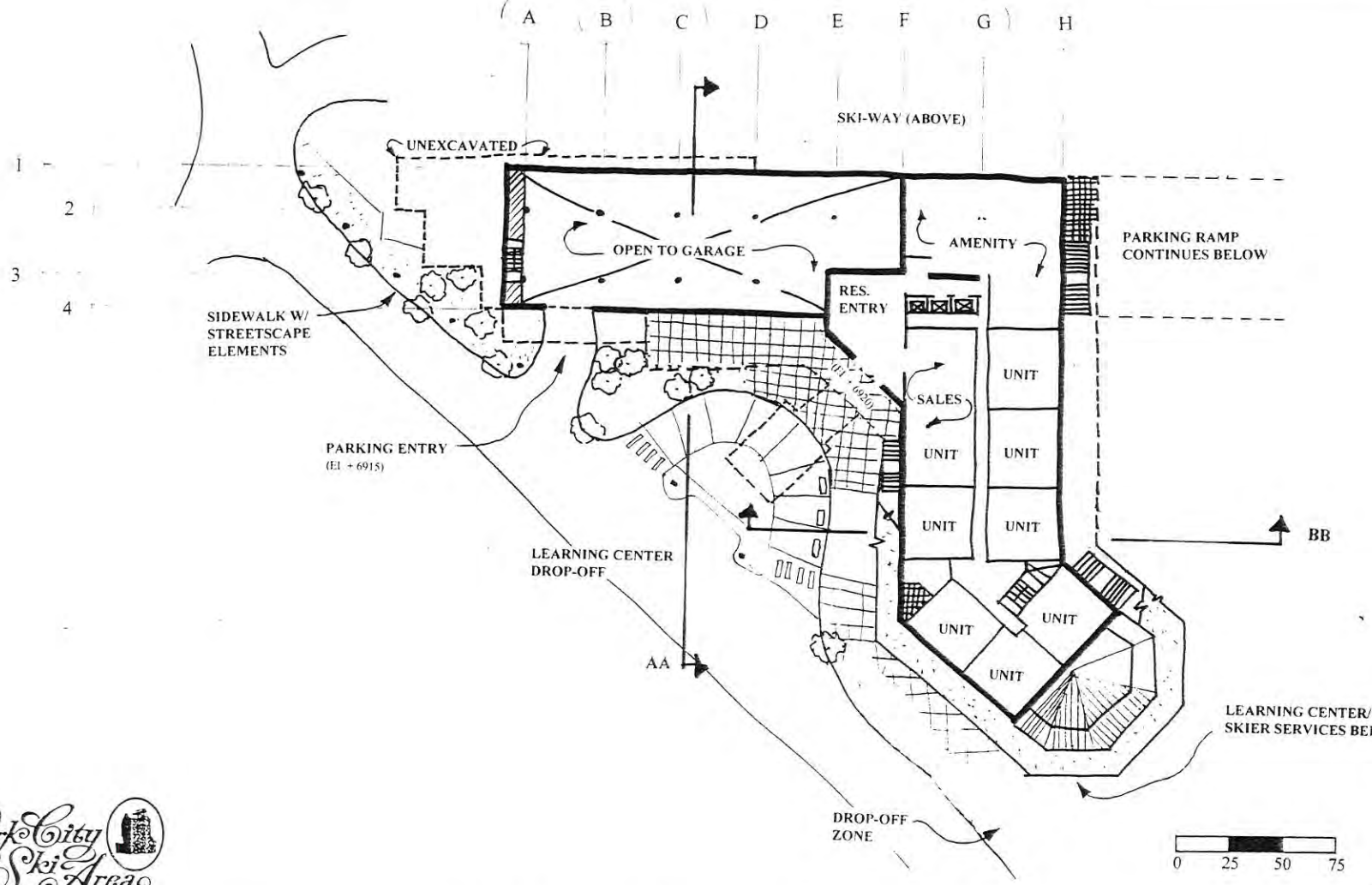
0 25 50 75

Park City Ski Area

BSA Architects

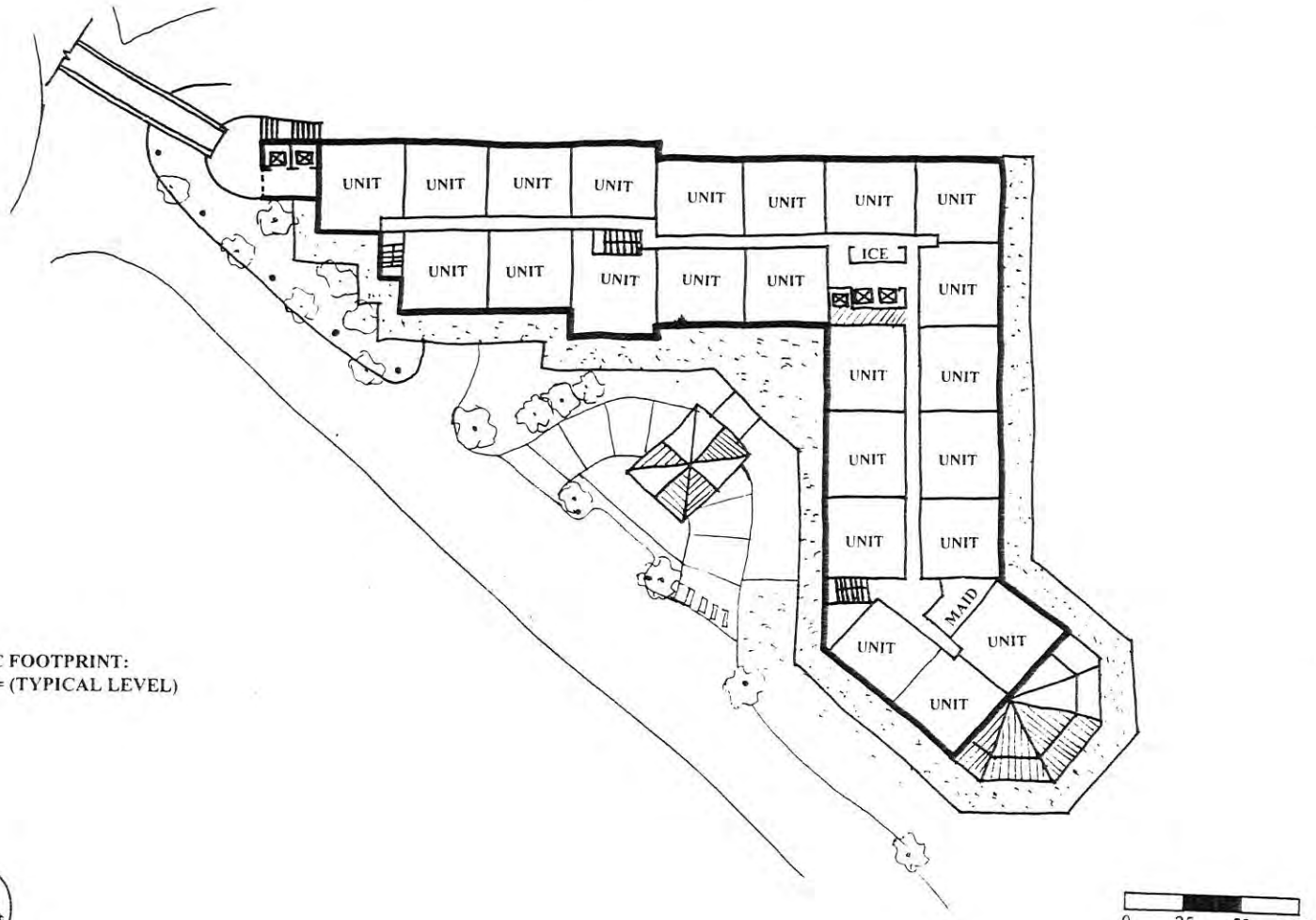
PARCEL C: SKIER SERVICE FLOOR PLAN

00513070 Bk01166 Pg0494



PARCEL C: PARKING/RESIDENTIAL ENTRY FLOOR PLAN

00513070 Bk01166 Pg00495



Park City Ski Area

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PARCEL C: TYPICAL FLOOR PLAN

00513070 Bk01166 Pg00496



LEGEND
3 = UNITS
4 = FLOORS

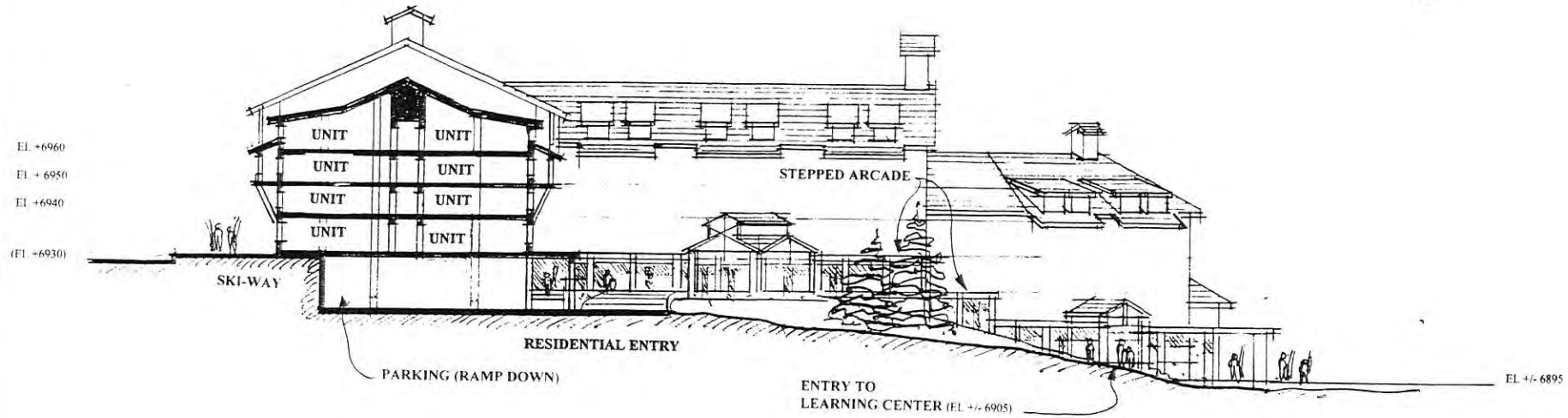
PARCEL C TOTALS
101 UNITS
AVERAGE HEIGHT = 4.7 FLOORS

Park City Ski Area

BSA Architects

PARCEL C: BUILDING HEIGHT AND UNIT COUNT

00513070 Bk01166 Pg00497

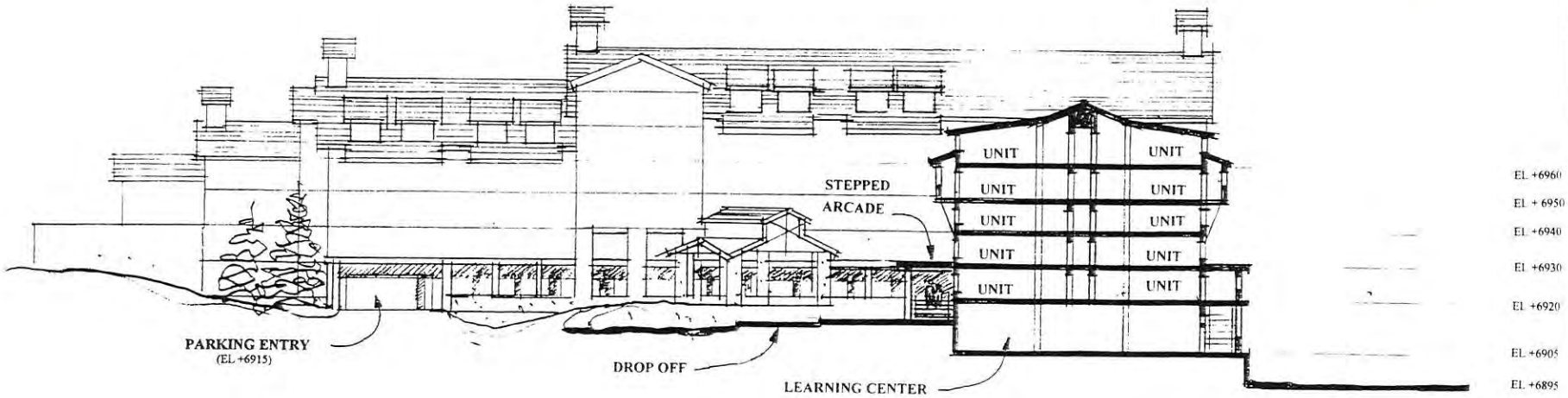


Park City Ski Area

BSA Architects

PARCEL C: SECTION AA

00513070 Bk01166 Pg00498



Park City Ski Area

BSA Architects

PARCEL C: SECTION BB

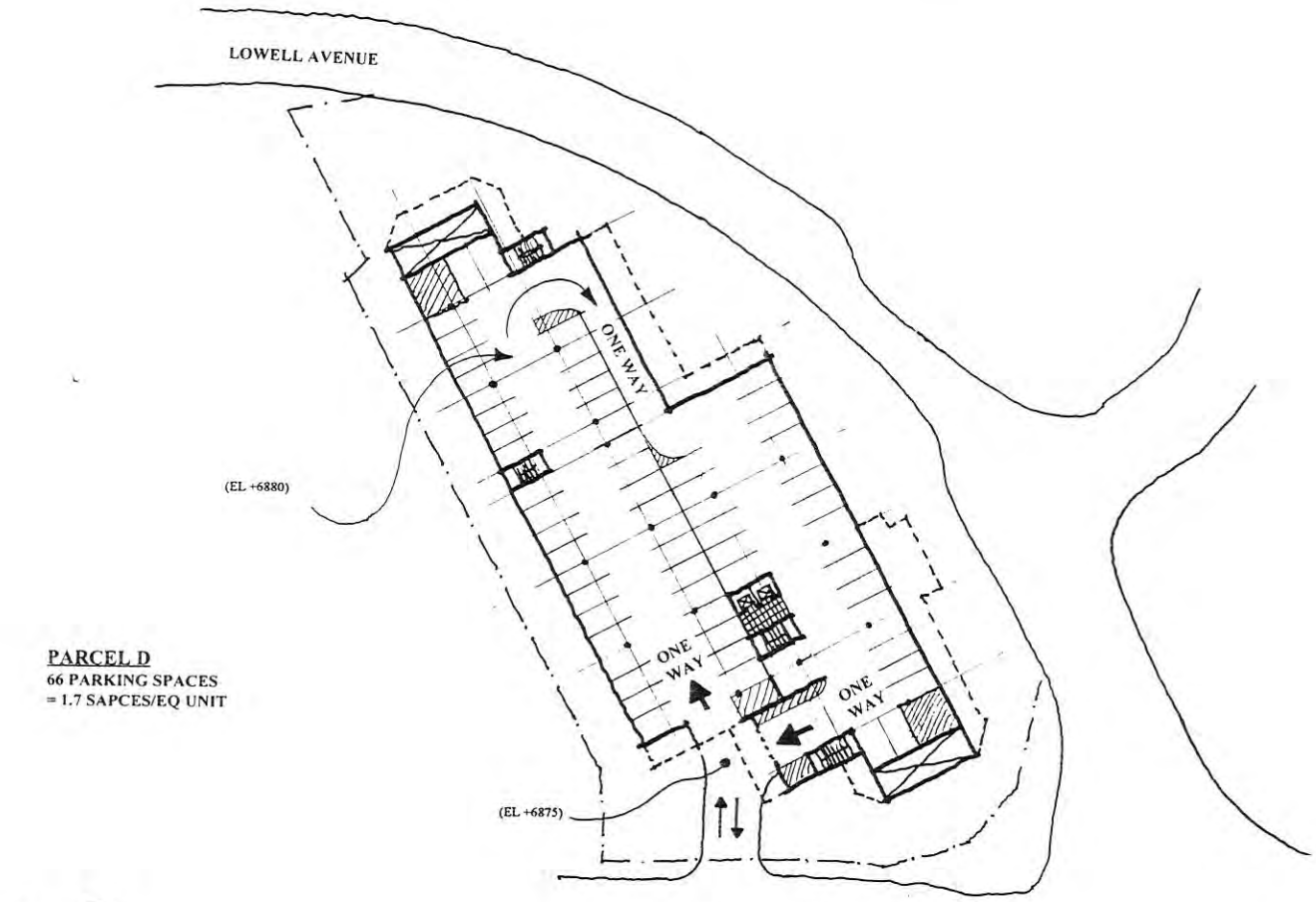
00513070 Bk01166 Pg01499

PARCEL D

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00500



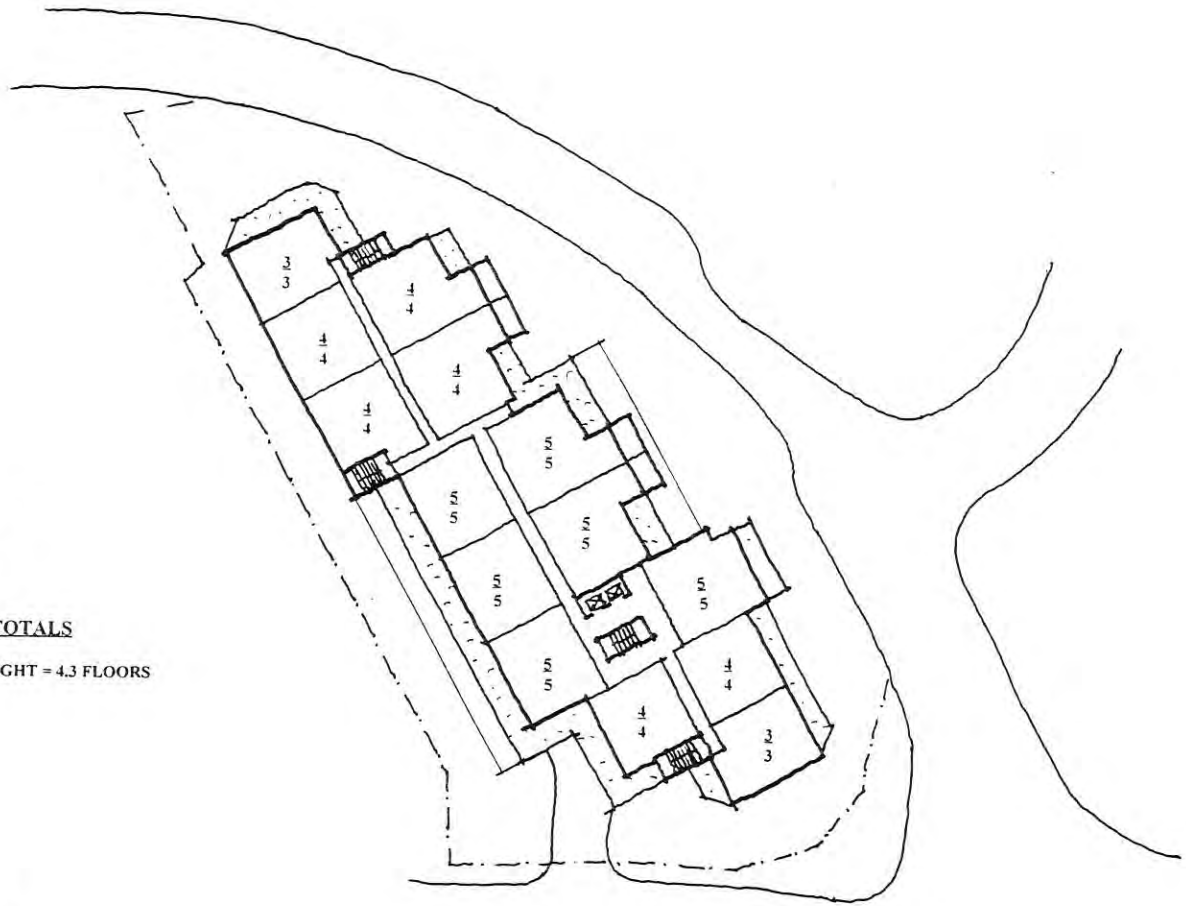
PARCEL D
66 PARKING SPACES
= 1.7 SAPCES/EQ UNIT

Park City Ski Area

BSA Architects

PARCEL D: PARKING PLAN

005130070 Bk01166 Pg00501



LEGEND
3 = UNITS
3 = FLOORS

PARCEL D TOTALS
60 UNITS
AVERAGE HEIGHT = 4.3 FLOORS

0 25 50 75

Park City Ski Area

BSA Architects

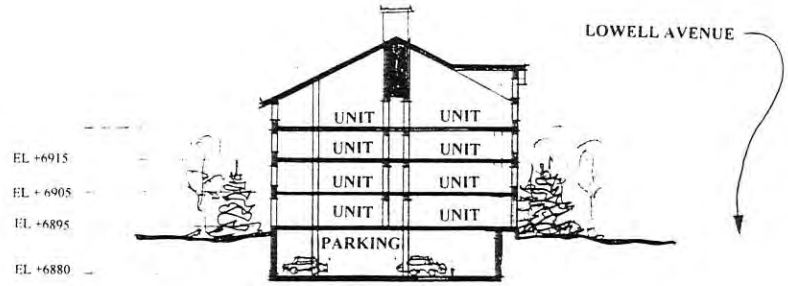
PARCEL D:UNIT COUNT AND BUILDING HEIGHT

BSA&R No. 9601.18

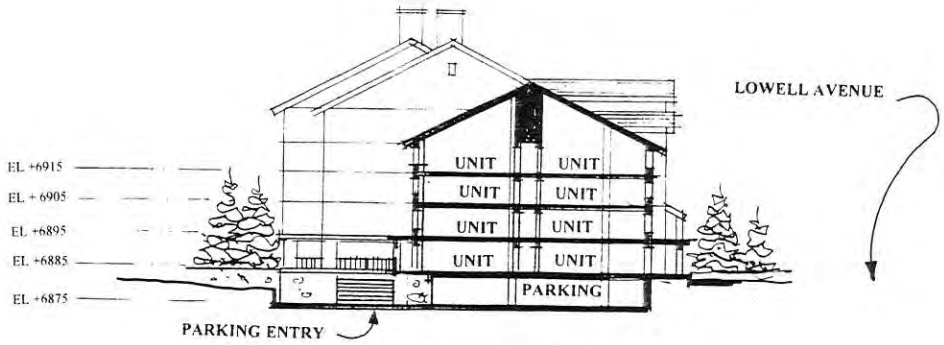
PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

July 31, 1996

00513070 Bk01166 Pg0502



SECTION AA



SECTION BB

0 20 40 60

BSA Architects

Park City Ski Area

PARCEL D SECTIONS

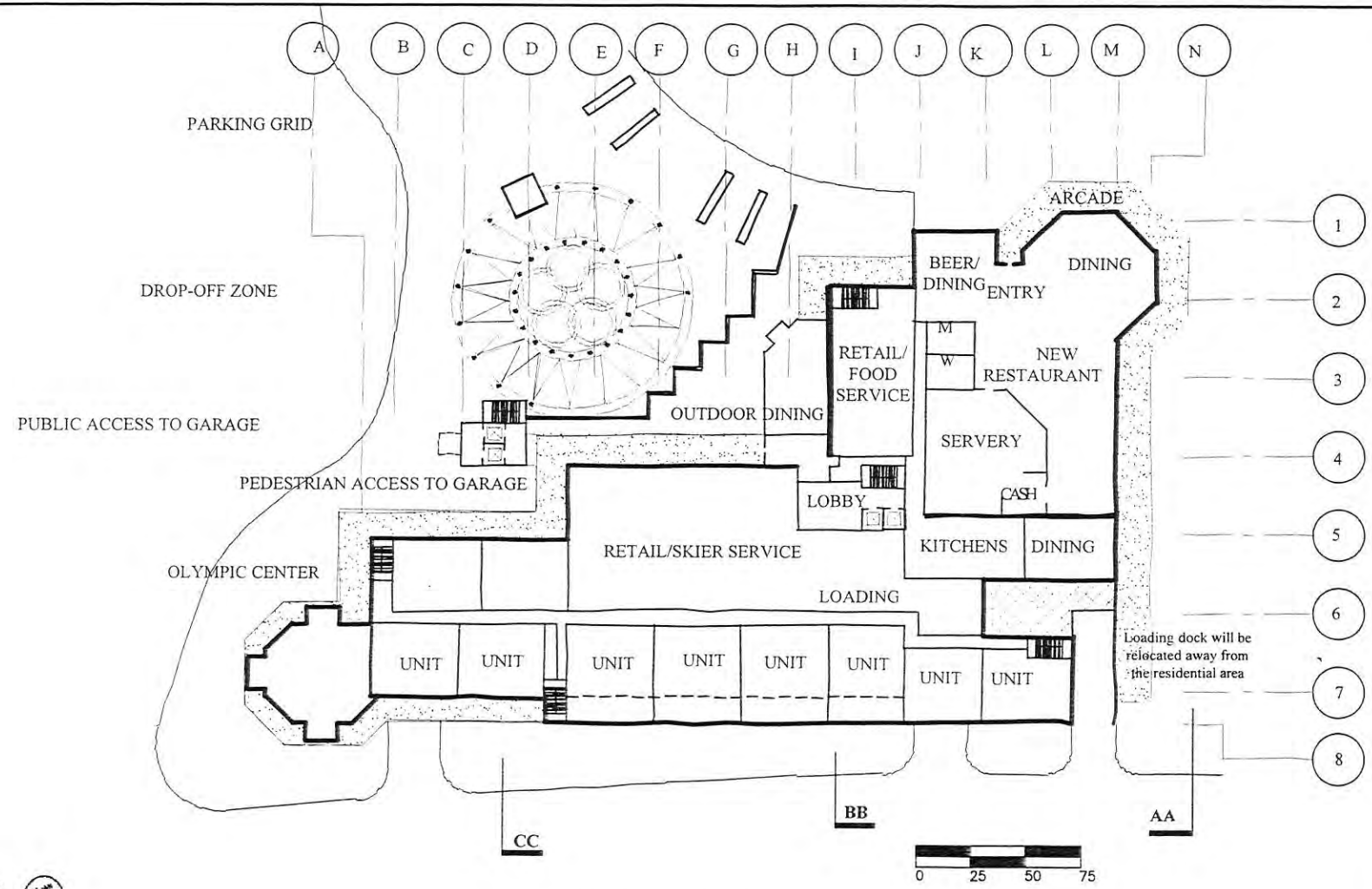
00513070 Bk01166 Pg0503

PARCEL E

Park City Ski Area

BSA Architects

00513070 Bk01166 Pg00504



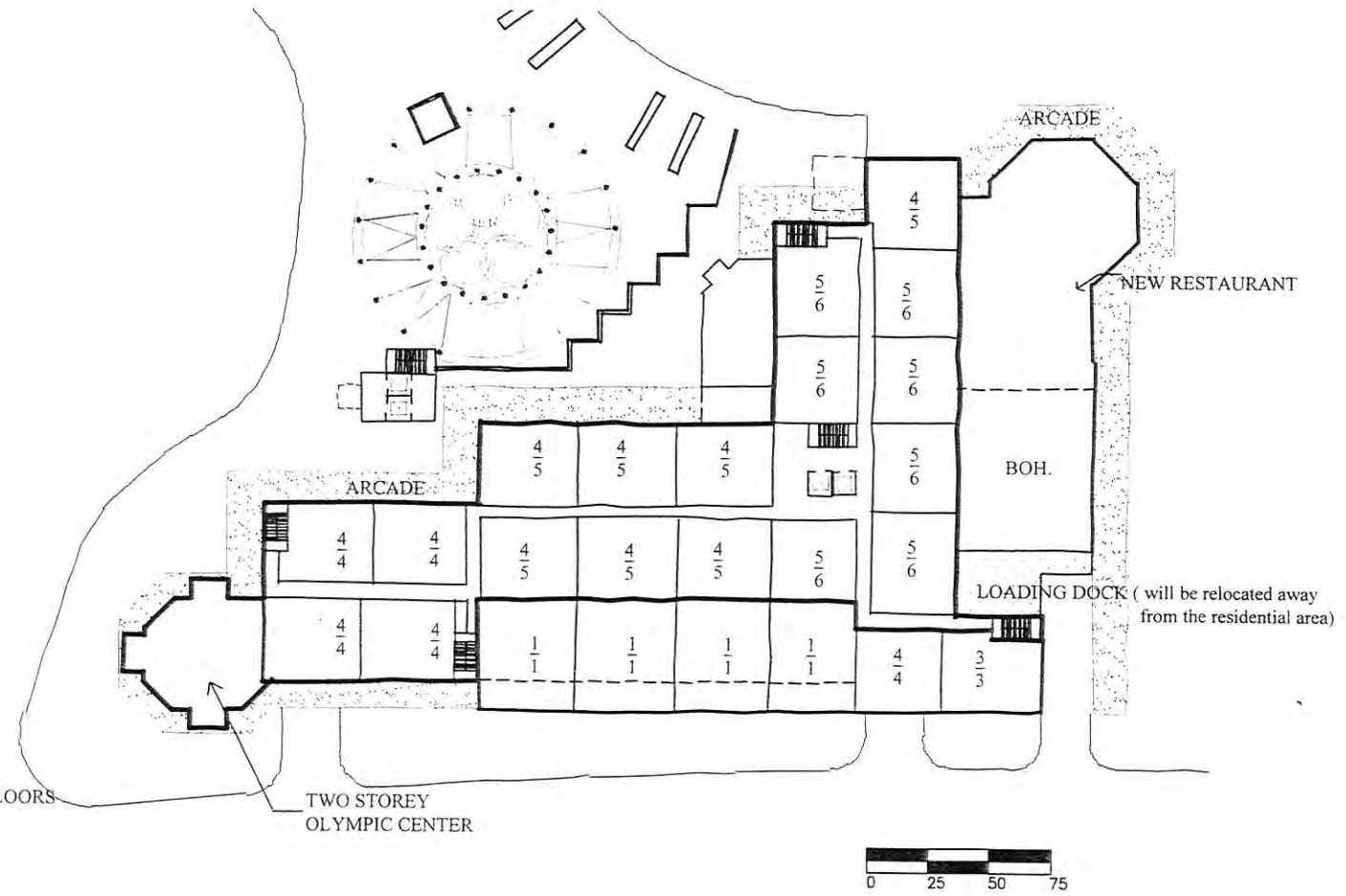
PARCEL E: GROUND LEVEL PLAN

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PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

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Rev. May 14, 1997

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LEGEND
3 = UNITS
3 = FLOORS

PARCEL E TOTALS
91UNITS
AVERAGE HEIGHT= 3.8 FLOORS

Park City Ski Area

PARCEL E: UNIT COUNT AND BUILDING HEIGHT

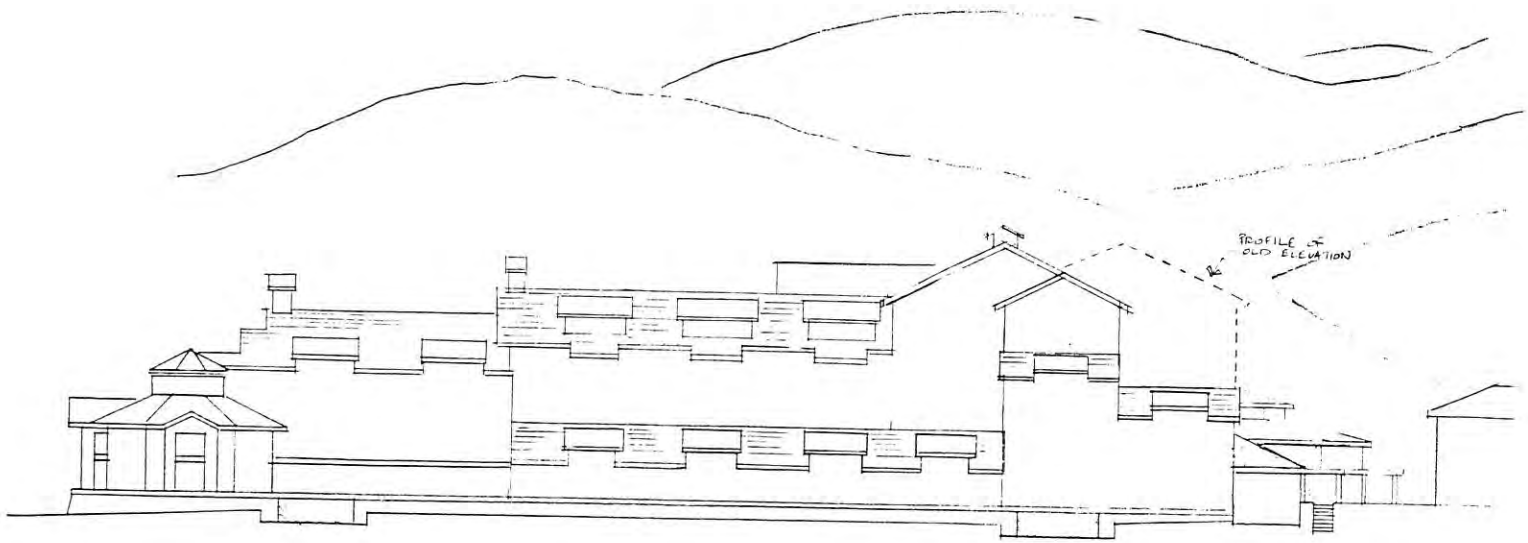
BSA Architects

BSA No. 9601

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005130 70 Bk01166 Pg00506



NORTH ELEVATION (View from Three Kings)

Park City Ski Area

PARCEL E: NEW ELEVATION PROFILE

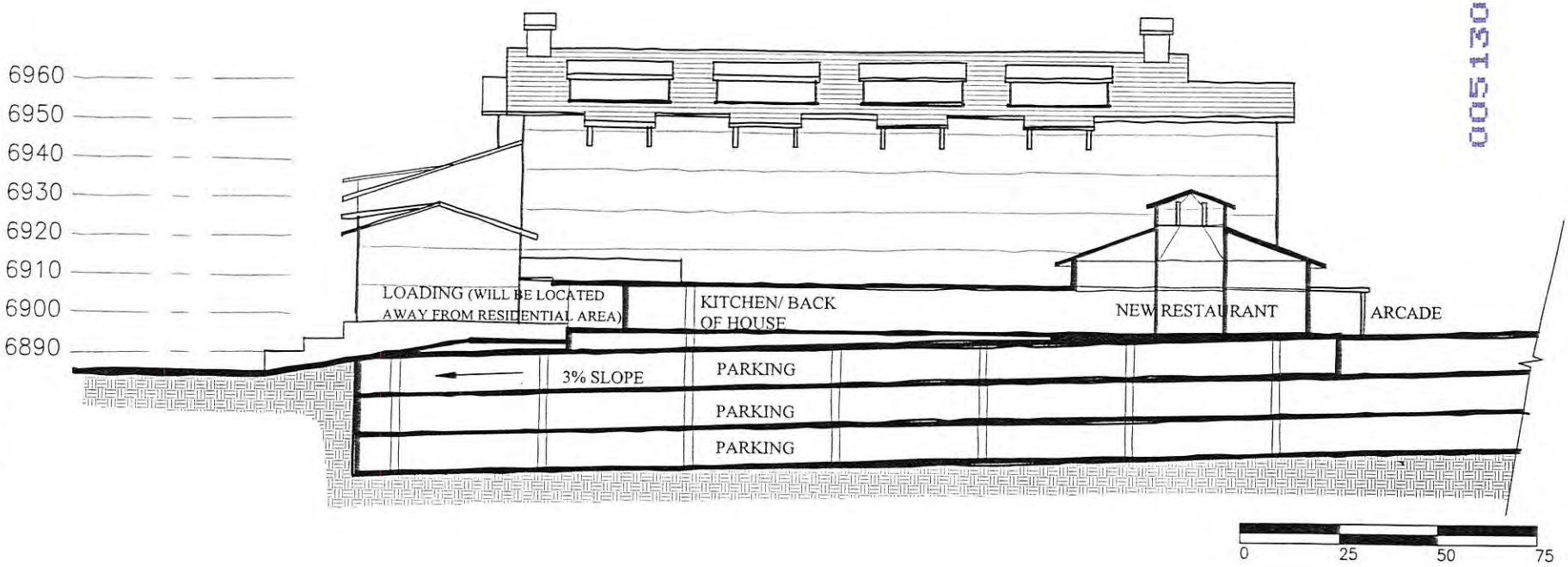
BSA Architects

BSA No. 9601

PARK CITY RESORT
BASE AREA MASTER PLAN STUDY

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Park City Ski Area

PARCEL E: SECTION A-A

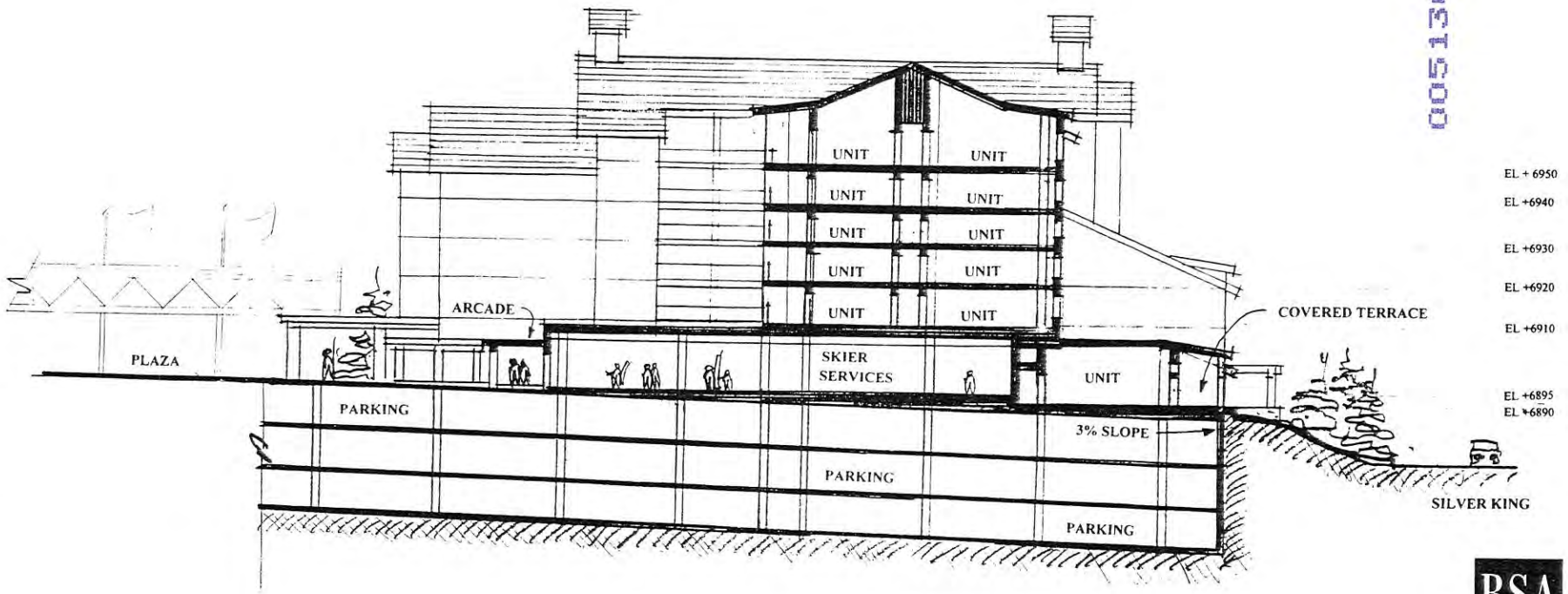
BSA Architects

BSA No. 9601

PARK CITY RESORT
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Park City Ski Area

BSA Architects

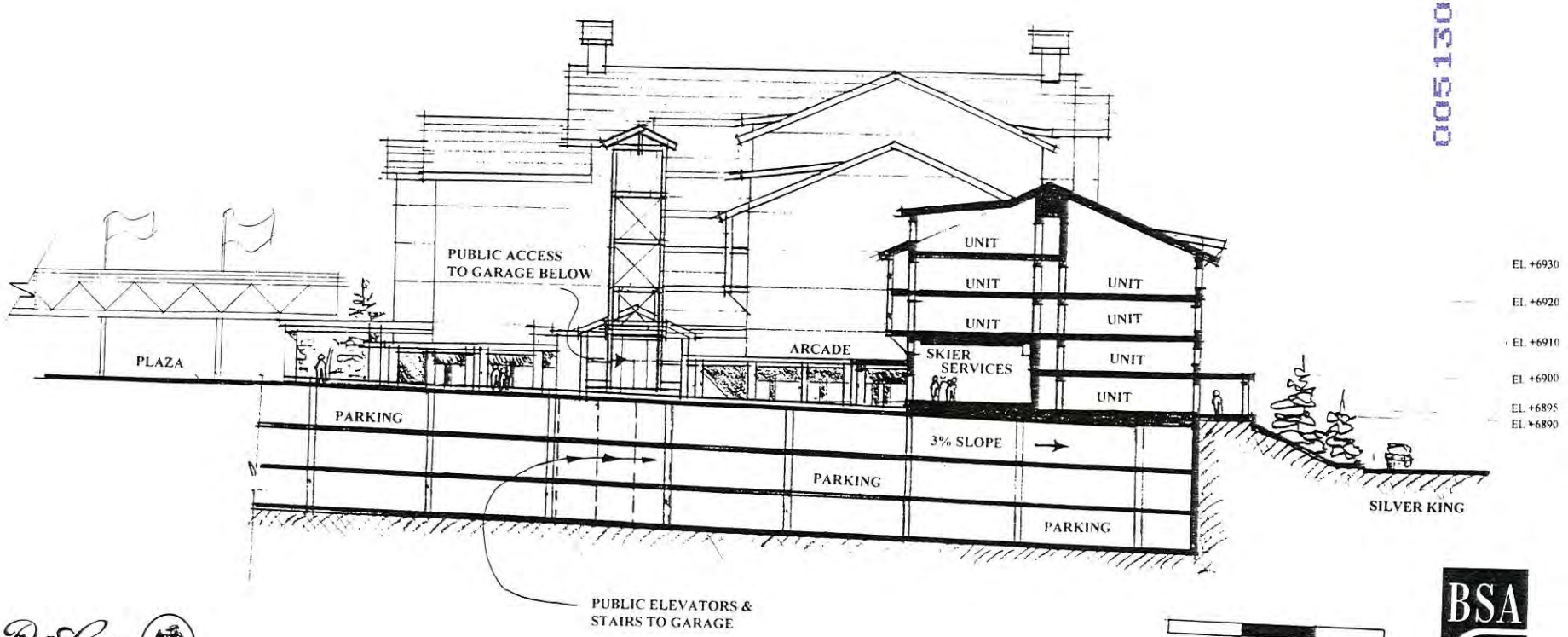
PARCEL E: SECTION BB

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PARK CITY RESORT:
BASE AREA MASTER PLAN STUDY

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Park City Ski Area

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PARCEL E: SECTION CC

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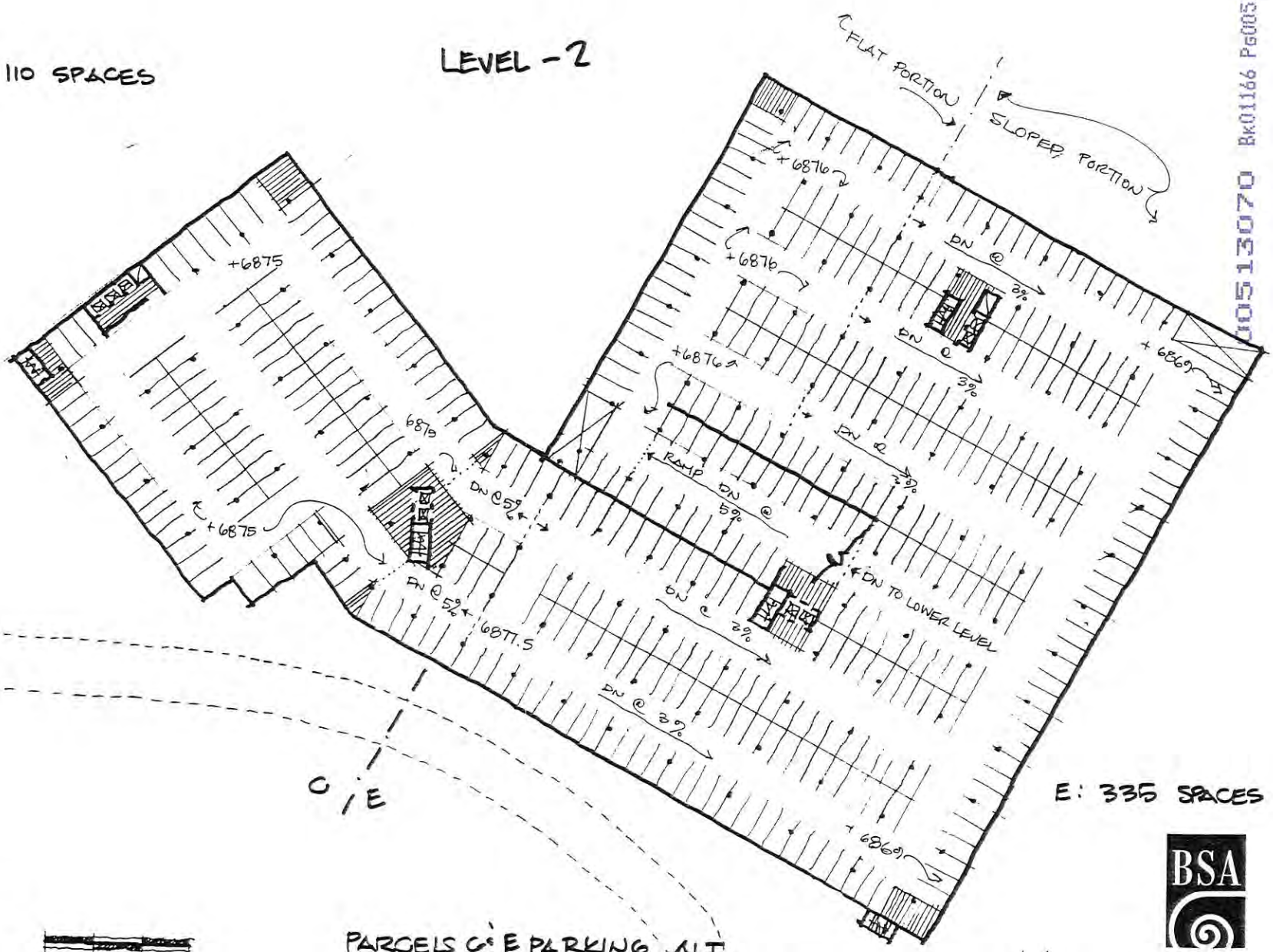
PARCELS C & E PARKING ALT.

TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)

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C = 110 SPACES

LEVEL - 2



E: 335 SPACES

Park City Ski Area

0 25 50 75

PARCELS C & E PARKING ALT

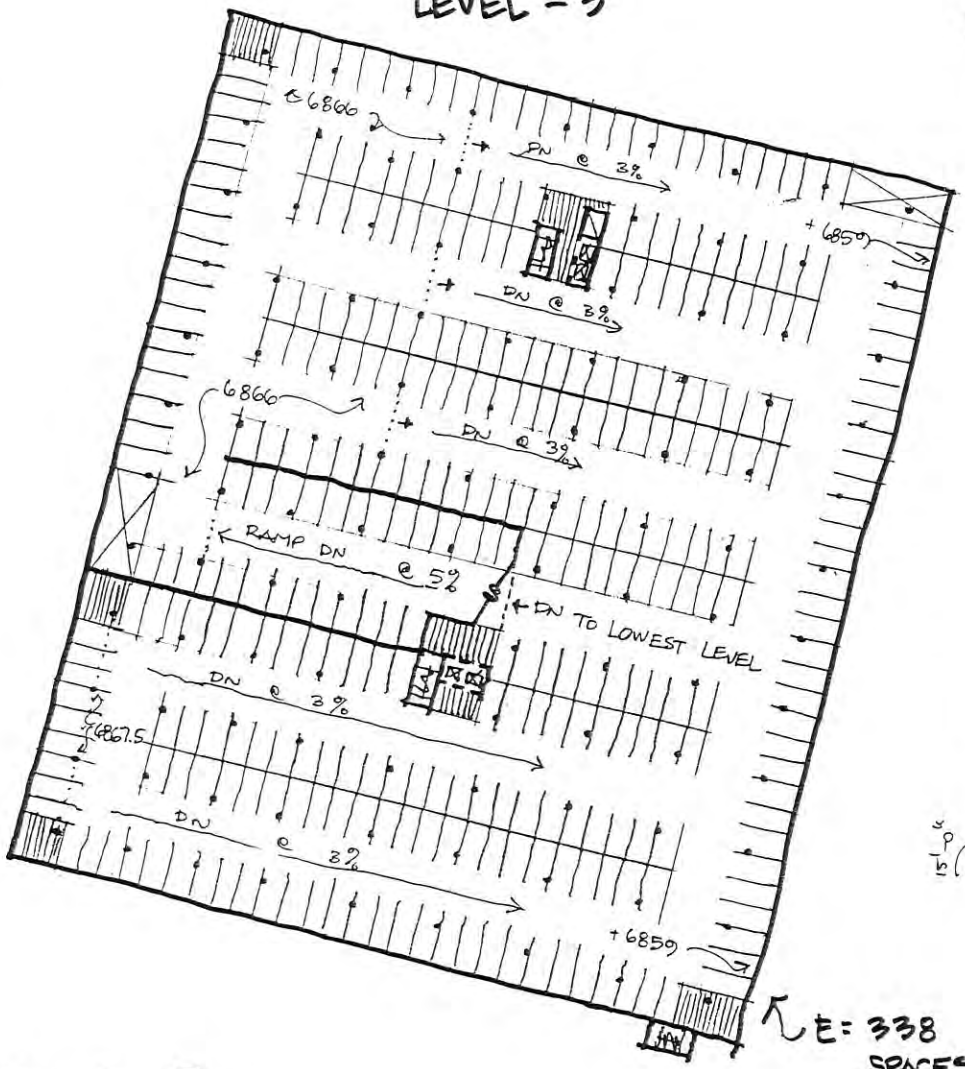
TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)

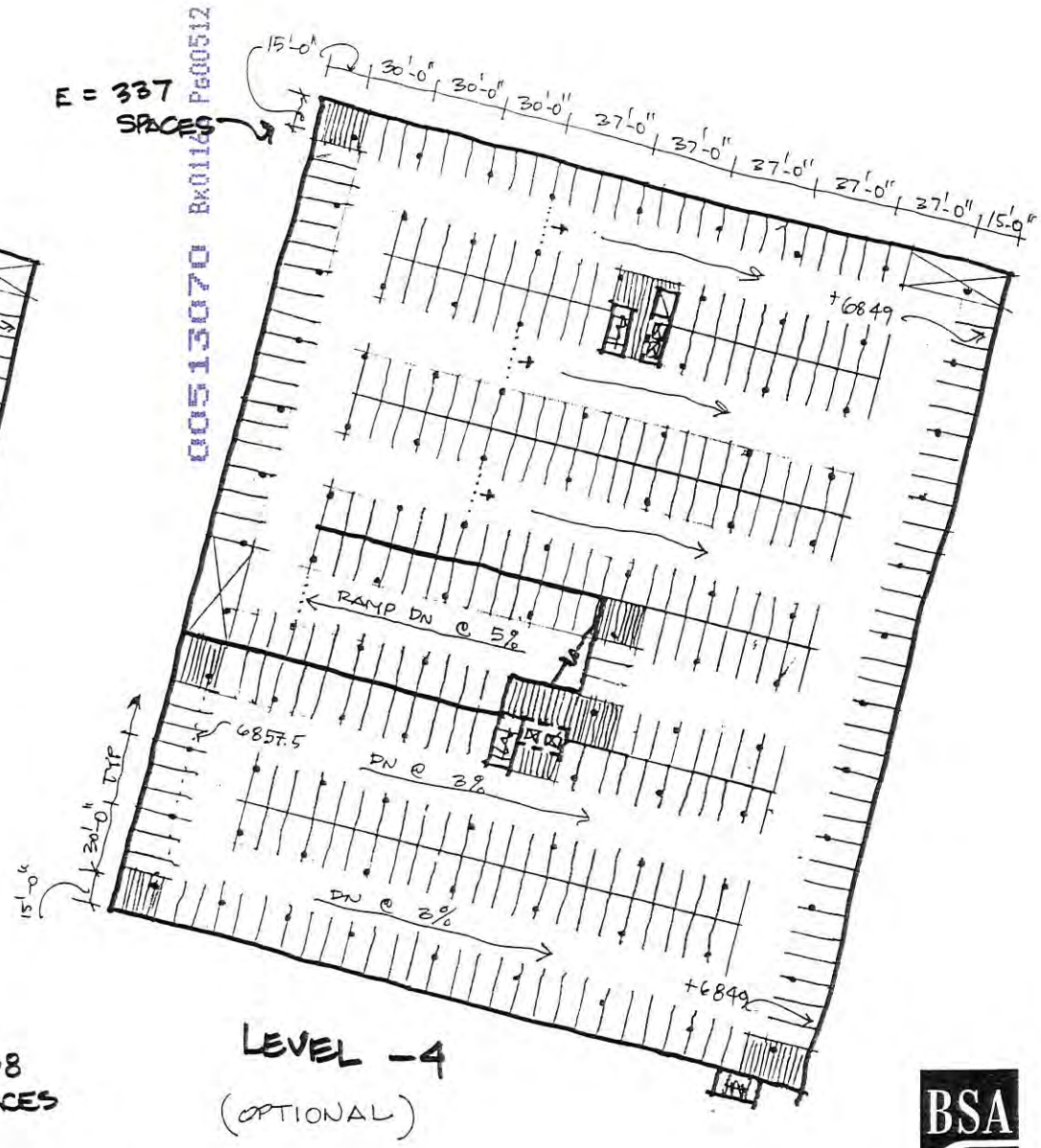
1/20/97

BSA Architects

106

00513070 Bk01142 Pg00512





Park City Ski Area

0 25 50 75

PARCELS C & E PARKING ALT. 1/10/07

TOTAL ESTIMATED SPACES = 1642 (PARCEL E TOTAL: 1309)

BSA Architects

107

242

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DESIGN GUIDELINES

Park City Ski Area

BSA Architects

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APPENDIX A: VOLUMETRIC DIAGRAMS

Park City Ski Area

BSA Architects

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1.0 DESIGN OBJECTIVE

1.1 INTENT

The Park City Mountain Resort Base Area Master Plan (the "Master Plan") comprises a complex of skier service, retail, residential and parking facilities to be constructed over a period of time. The following design guidelines (the Guidelines), in association with additional Master Plan documentation, set a framework to encourage a project whose high quality is consistent; with each phase related to an overall design theme.

The intent of the Guidelines is to establish a prescribed menu of related forms and materials for the structures, fixtures and equipment for new development at the base of the resort. The Guidelines are to be used by the Park City Mountain Resort and its representatives, developers, architects, Park City staff and other design or construction facilitators.

In themselves, the Guidelines will only assist in setting general themes and unifying the various types of structures within the area. In order to be truly effective, the Guidelines must be interpreted and possibly expanded by designers who understand and are sensitive to the overall spirit of the Master Plan.

1.2 FLEXIBILITY WITHIN THE GUIDELINES

As with any project built over time, minor changes in the massing and footprints of a particular building may be required due to changes in circumstance and the need to retain some development flexibility. Such changes, however, must fall within the spirit of these Guidelines and be generally consistent with the volumetric envelopes (e.g., building heights, facade shifts, etc.) established in conjunction with the Master Plan documents.

1.3 GENERAL IMAGE AND CHARACTER

These Guidelines wish to encourage architecture that is compatible in character with the existing Park City Mountain Resort facilities, as well as the larger Park City community. The architecture should look as if it belongs in Park City, Utah and no place else. Part of the Master Plan documents include a contextual analysis which documents building types in and around the Community. Building design shall be used to enhance the visitors' experience through consideration of: spatial sequence; scale; and the use of materials which compliment the outdoor environment, reflect a special sense of place and give a cohesive identity to the resort components.

In using these Guidelines and in the development of the design of individual structures, respective developers, architects and builders shall strive for:

A. Compatibility with the site layout and building massing set forth in the approved Master Plan.

B. Indoor and outdoor spaces that reflect and enhance the mountain setting.

C. Architecture for the individual buildings that adheres to the design objectives and development themes established for each development parcel as outlined in Section 4. In general, this shall include a compatible palette of building materials and contextual relationships between building forms and design elements. The buildings should reflect differences in individual use, functional needs and location within the Park City Mountain Resort, but share a unified image so that each building is recognized as part of the master planned whole.

D. Functional design which address issues of public circulation, back-of-house service functions and snow safety.

Importantly, new development should strive to create a resort environment that is greater than the sum of its parts. This objective goes beyond basic forms and a prescribed palette of materials; it requires special attention to design motifs and detailing in order to reflect the scale and existing character of Park City.

1.4 DEVELOPMENT ZONES

As part of this Master Plan, the resort's base area has been divided into two distinct zones or nodes: 1) an upper node comprising a revitalized hub of existing ticketing, shops and residential units; and 2), a new drop-off and base area at the resort's entry. These nodes are intended to serve specific functions within the overall plan.

A. New development in the existing or "upper" node (Parcels A and B), should be compatible with existing structures and serve to reinforce and revitalize existing circulation patterns, retail, public spaces, etc. While Parcel A will replace the commercial uses in the existing gondola building, new development on Parcel B will be primarily residential in nature. Support commercial that is geared toward the residences is generally allowed. Restaurant uses may also be appropriate. General commercial or retail use, however, is not allowed on Parcel B except in

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ground floor locations on Lowell Avenue that are adjacent to the access points from the public underground parking garages.

The upper node is envisioned as the resort's primary bed-base and it is conceived as a village in form. Streetwall, courtyards and party walls are all appropriate design elements to reinforce the village concept.

B. Development Parcels C, D and E, in contrast, will form a new base or "lower node" dedicated primarily to the day skier. This node will provide convenient access to the resort's primary skier service and upper mountain facilities. Key planning elements include a major view corridor toward the ski slopes, and a vehicular drop-off zone that will serve new ticketing and skier services. Here the buildings sit in the landscape; all are intended to frame the resort's entry. Parcels C and E, in particular, will define and invigorate a major, south facing outdoor space.

1.5 APPLICATION OF THESE GUIDELINES

These Guidelines shall apply to all new development in both upper and lower nodes that comprise the resort's base area. They are to be interpreted in concert with separate site planning, traffic, building, landscape and planting documents in the Master Plan as approved by the City of Park City.

The procedures and standards that follow formulate and define the ways in which structures may be designed. Compliance with the spirit of these standards is crucial to the quality of construction and future growth of the community. The Guidelines are to be used along with all applicable planning, zoning and building codes, but do not take precedence over them.

1.6 ADMINISTRATION

A Master Plan design review Committee (the "Committee") will be established to review all development within the project area and make the final decision regarding approval. The Committee shall be composed of two members of the Powdr Development Company and an architect.

The Committee shall elect a director. The director shall act as the chairperson of the Committee and shall be responsible for the coordination and direction of the Committee's work and for the application of its rules and amendments.

The Committee shall adopt these Guidelines and, from time-to-time, modify or add to them, giving required city approval and legal notice of such modifications. The Committee shall establish standards for submittal and processing of project designs and no construction shall proceed without the approval of the Committee.

2.0 SITE DESIGN, LANDSCAPING, STREETSCAPE & SIGNAGE

2.1 IMAGE OF A COMMUNITY

Both the upper and lower nodes should project a cohesive image that responds to, without mimicking, the history and character of the Park City area as a rustic mining town and present day destination resort. Building siting must result in an integration of open spaces and adjacent buildings. Relationships between building footprints and outdoor spaces have been established in both nodes in order to foster a pedestrian scale. Buildings should relate to each other with respect to eave heights, materials, public walkways, outdoor activity spaces and their association with the natural terrain. Large monolithic structures are atypical in Park City (with the exception of the coalition building) New building structures including those which emulate larger mining structures must minimize perceived mass by substantial horizontal and vertical breaks in building's mass, as detailed in the volumetrics.

2.2 BUILDING SITING

In general, building footprints, setbacks, and open spaces shall follow the approved Master Plan documents. Minor changes that respond to phasing needs or internal marketing requirements may be allowed with city approval, providing that the applicant can demonstrate that the total building volume, as outlined in the Master Plan documents, has not been significantly altered. Such changes will require review and approval as part of a Conditional Use Permit (CUP).

2.3 COMMON AREAS

As individual buildings develop over time, it will be the common areas that provide continuity and tie together different phases of the project. Included in these open space areas are such items as paving, benches, lighting standards, trash containers, signs and decorative lighting and landscaping. The design standards for these are set forth as an element of the approved Master Plan.

Overall responsibility for controlling these common areas shall lie with the Powdr Development Company who shall establish a master association of the new development properties. Its purpose will be to regulate the development and maintenance of the common areas. Existing base area properties will be encouraged to join the master association in an effort to incorporate all common areas and their maintenance requirements under one association.

2.4 PUBLIC ACCESS WAYS, OPEN SPACES AND ARTWORK

Buildings that provide public access or facilities must welcome and orient visitors. Distinctions between public and private areas can be accomplished with contrasts of materials and scale, approved graphics and discreet fencing.

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The sequence of public spaces, streets, exterior building walls and plazas, however, should feel continuous. Sudden or abrupt grade, material and scale changes should be minimized. To establish continuity within the new and existing base area components, it is important to create building-to-public space connections through the appropriate use of plazas, terraces and covered passageways.

The Guidelines encourage Artwork to help to reinforce the cultural vitality of the community. Sculpture, wood carving, ironwork and landscape furniture shall be integral with the design of buildings, streets and the public spaces. Provisions for public art may be subject to the City's review and approval process.

As a resort community, new development at the Park City Mountain Resort must be welcoming and comprehensible to new comers. It must provide adequate accessibility for local pedestrians; short and long-term guests and normal vehicular as well as emergency service traffic. Paths must be well designed to service the needs of the resort community. There should be a strong integration of retaining walls, walkways and other built elements to establish the direction of pedestrian and vehicular movement. The following elements should be considered:

A. Clean and attractive pathway surfaces capable of being plowed for winter maintenance.

B. Passenger drop-off areas and sheltered entries should be provided for major buildings.

C. The provision of sunny, wind-sheltered outdoor seating spaces is encouraged.

D. Circulation to and through the parking structure must be made inviting, understandable and obvious with a basic flow system supported by legible, attractive signage and color coding to differentiate areas.

E. Sidewalks indicated as major access routes between principal base area nodes shall be a minimum of 15'-0" wide, on average, or where existing buildings and/or setbacks do not permit, they shall be as wide as possible.

2.5 LANDSCAPING AND PLANTING

The design of buildings and their surrounding landscape shall be an integrated process so that indoor spaces relate to the outdoors spaces and the Park City environment, topography and climate. As the link between the necessary structure and the dominant natural environment, landscaping offers the opportunity to add its dimension to the visitor's experience. A selected plant list has been prepared (Table 1) outlining varieties that have tolerance for the wind, soil and moisture conditions in the Park City area. Any other varieties should be picked for ease of maintenance, appropriateness to the setting, and potential for adding pleasure through color and scent. All new planting should conform to the Plant Guide prepared by the City of Park City.

Table 1: Partial Plant List

Ground Cover	Arctostaphylos uva-ursi —			
Kinnikinnick				
	Festica ovina —			
Fescue				
	Juniperus Communis —			
Juniper				
Trees	Acer ginnala —			
Amur Maple				
	Malus sp.—			
Apple				
	Pinus contorta—			
Shore Pine				
	Pinus nigra —			
Austrian Black Pine				
	Prunus Thundercloud—			
Flowering Plum				
Annuals	Armeria Maritima —			
Common thrift	x			
	Aurinia sasatilus —			
Basket of Gold Alyssum		x		
	Calendula officinalis —			
Pot Marigold				x
	Cerastium tomentosum —			
Snow-in-Summer			x	
	Chrysanthemum sp. —			
Cyrsanthemum				x
	Clarkia sp. —			
Clarkia			x	
	Cosmos sp. —			
Cosmos			x	
	Crocus sp. —			
Crocus	x			
	Geranium sanguineum —			
Cranesbill	x			
	Lobelia erinus—			
Lobelia			x	
	Muscaria —			
Grape Hyacinth	x			
	Phlox subulata —			

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In addition to planting material, all landscape proposals should incorporate the following considerations:

A. Planting shall reinforce vistas and not block important views from the building itself or surrounding buildings.

B. The Landscape plan should provide for greenery in the winter, flowering trees and shrubs in the Spring and color during the summer and fall seasons.

C. Vines and shrubs with invasive roots or branch systems that might damage or destroy the structures or outdoor plazas should be avoided.

D. Use planting material to enrich building facades and screen service zones and other unsightly areas or equipment.

E. Planting areas should be designed to anticipate and handle snow storage requirements.

Additional specific Guideline requirements include:

A. An initial erosion control and temporary site stabilization plan prior to a major project's preliminary approval. A detailed permanent erosion control and revegetation plan is required prior to final plan approval. This will include measures to control both ground water and surface water runoff, along with measures to permanently stabilize all disturbed slopes and drainage features upon completion of construction.

B. A detailed landscape plan subject to the review and approval of the Committee.

2.6 STREETSCAPE

Distinct relationships between the design of paved surfaces, open structures and exterior street furnishings can convey a sense of place and purpose. These important "connectors" help define and carry an appropriate Park City Mountain Resort image.

A. Fences: Garden walls and fences and decorative retaining walls (where appropriate) shall be compatible with and incorporate the materials of adjacent structures; the use of stone or masonry walls or piers between infill fencing elements is encouraged.

B. Stone Work: Where specified for dividing and/or retaining walls, stone work should incorporate natural, indigenous stone —in particular local Sandstone." Stone walls should be laid with staggered joints and natural bedding.

C. Gateways: Architectural "gateway" features shall define views, entries and important public spaces or circulation corridors. Special emphasis shall be made with changes in the building with changes in the building massing —especially at ends or prominent corner locations. Freestanding structures, fencing, posts or other accenting elements may also be used.

D. Exterior Lighting: Exterior light fixtures shall be compatible with Park City standards; they should be decorative and fabricated of copper, wood and/or painted metal and have shielded light sources. Light fixtures and standards should be consistent with the design themes established by the Master Plan and compatible with adjacent development parcels. Exterior lighting shall not be installed where its direct source is visible from neighboring properties, or where it produces excessive glare to pedestrian or vehicular traffic. White light sources are encouraged; yellow or orange burning fixtures such as high pressure sodium lighting shall not be used.

E. Building Lighting: Lighting for buildings shall be by decorative fixtures but for access and safety only. There will be no washing of buildings and moonlighting.

F. Path Lighting: Pedestrian paths to be traveled at night should be illuminated with low voltage sidewalk lights or bollard-type path lights enclosed in stone, brick or wood structures.

G. Utility Lines: All new phone, power and cable lines shall be placed underground. All mechanical units, transformers, etc. shall be concealed and incorporated into the user-building mass.

H. Trash receptacles and dumpsters shall be concealed by enclosures that are incorporated into the users building pad.

I. Outdoor Furniture: The style of benches, light posts, bike racks, etc. should be consistent throughout the base area. The use of horizontal wood or metal slats for seating surfaces is recommended. The use of a repetitive design for visitors' service items simplifies their ready identification and standardizes maintenance procedures. Stock manufactured items may be used if they meet these criteria.

J. Recreational Facilities: Spas, Swimming Pools and related facilities will be designed to blend in with the overall environment, using walls, terracing, railings, light fixtures and amenities that are in character with the adjacent buildings.

2.7 SIGNS

In order to unify new development at the Park City Mountain Resort, as well as orient and define place, a master sign plan shall be prepared by a qualified graphics/environmental design firm for all identification, directional and advertising signs. Also refer to specific Park City ordinances governing signs.

For retail shops and other commercial or food service uses, signs shall be custom crafted of wood and/or metal in order to add interest and individuality to the operation. Especially at arcade locations, the Guidelines encourage signage mounted perpendicular to the plane of the primary retail facade. Vitrines, bow, bay or other window types used for advertising or show purposes are encouraged but must meet sign code. Overscaled, internally illuminated, backlit surface mounted, plastic, neon or other types of commercial signage will not be allowed. Only downlighting fixtures allowed.

Park City Ski Area

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3.0 SNOW COUNTRY CONSIDERATIONS

3.1 SLIDING SNOW: Given the significant average annual snowfall in Park City, the building forms for the new buildings should derive from a common-sense attitude toward the forces of nature, including snow and ice. Particularly important are covered arcades and covered entries that protect pedestrian travel paths from sliding snow or falling ice. In new pedestrian areas, building bases must be resistant to damage created by sliding snow or falling ice.

Roof pitches greater than 4 in 12 require careful consideration in order to prevent snow accumulation and sliding that can injure individuals, destroy private property and create unnecessary maintenance headaches. Roof pitches should slope away from parking, roadways, service zones and accessible public areas. Where this is not possible (or desirable from an aesthetic standpoint), snow fences or snow guards, flat roof sections' and/or arcades shall be utilized to provide adequate snow protection.

Gabled roof forms are encouraged at entries as they protect from both sliding snow and annoying drips. Gabled dormers, however, create unnecessary valley conditions which can create significant snow buildup, flashing and related leakage problems. In order to minimize these problems, the Guidelines encourage simple roof forms, the elimination of unnecessary valleys and the use of flat vs. gabled dormers when possible.

In order to minimize sliding snow, use high friction roofing materials such as asphalt shingles. Metal roofs are not recommended due to their relative lack of friction which can encourage snow sliding. Standing seam metal roof systems can additionally be damaged by creep or sliding snow.

3.2 ICE DAMS

In addition to sliding, ice dams can create serious problems including roof leaks and the formation of potentially hazardous icicles. To prevent leaks, in general, the Guidelines recommend the use of self-sealing rubberized membranes under the selected roofing material. To prevent falling ice and damage at the eaves/gutters, the Guidelines recommend heavy insulation to minimize melting and/or heated roof edges.

3.3 SNOW LOADING

Roofs shall be engineered to handle the maximum possible snow load in accordance with standard engineering practice and all applicable codes.

3.4 HEATED OUTDOOR TERRACING and WALKWAYS

Heated terracing and walkways can: help eliminate slippery conditions for pedestrians (thereby reducing potential liability); create outdoor activity zones; reduce snow removal and maintenance; and prevent surface deterioration due to extreme freeze thaw cycles. The downside is that heated walks can consume a considerable amount of energy; thereby undermining conservation efforts and increasing operation costs.

Where heated walkways are desirable (typically very high trafficked public areas where snow buildup is a problem), the Guidelines recommend using a concrete system imbedded with glycol/water filled polybutylene piping. A slip resistant surface is also important. A heated exposed aggregate surface, when wet, is less slippery that broom finished concrete and does not suffer the spalling characteristic of unheated areas. Pavers over glycol/water filled polybutylene piping have also been used successfully in resort areas, although the thickness of the paver can adversely affect heat transmission and, thus, the melting capacity of the surface.

4.0 BUILDING DESIGN THEMES

4.1 GENERAL OBJECTIVES

Section 1.0 describes the Master Plan's design objectives for new development as a whole. With respect to individual buildings, the Guidelines seek to create a community with materials and massing which will withstand the harsh mountain climate, survive the seasonal changes in temperature and exposure to moisture, yet result in a unity and appropriateness in architectural form which will give owners and visitors a memorable experience. Special "theme" oriented designs are forbidden by the Park City Land Management Code. Refer to the Land Management Code and Park City's design guidelines for specific style and other limitations.

4.2 BUILDING ENVELOPE AND MASSING

Building heights shall step up from major roadways,, public plazas and neighboring projects with higher buildings placed closest to the mountain backdrop. The overall building volumes shall be broken up and stepped both in plan and elevation. This requires significant shifts in building volumes as opposed to additive or subtractive building elements such as balconies or bay windows.

Buildings shall be sited, massed and comply with the height in the approved Master Plan documents. Building footprints shall conform to the boundaries established in the Master Plan and illustrated in the Volumetrics. Any proposal to change building envelopes, heights, or massing must demonstrate that the resultant patterns are comparable to those shown in the Master Plan. The roof steps, for example, are a significant design element that cannot be substantively changed without demonstrating that any alternate design has no additional adverse massing and/or significant shadow impacts.
Building heights represent a maximum.

4.3 ROOFSCAPES

Roofs are conceived as dominant building elements, visible from all sides. They shall be designed to create a sense of shelter. Roof designs which do not carry through the building form, i.e. Summit Watch's false clerestory, will not be permitted.

Rooftop mechanical units and other HVAC systems can be used provided that they are generally not visible by neighboring properties in the project area. In order to minimize impacts, all reasonable steps shall be taken to

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incorporate all such mechanical into the roofscape design elements. Boxed-in chimney forms, appropriately designed cupolas and louvered gables are examples of acceptable solutions.

Roofs shall incorporate the following features:

A. Open-gabled roofs; some hip, shed and flat roof forms may be used if complimentary to the open-gables.

B. Roofing materials with a proven record of service in high mountain locations, and have surface textures that help hold the snow cover. Materials prohibited in Park City include untreated metal, other than copper, and reflective or colored roofing. For Park City Village, roofing shall be dark gray, dark brown, black or copper pretreated to develop a patina.

C. Exposed structure, where possible at overhangs.

D. Projected roof beams and/or open truss gable ends to provide individual expression within the overall theme.

E. Roof pitches that range from a minimum 3 feet in 12 feet to a maximum of 6 feet in 12 feet—except at covered entries, commercial zones, arcades or covered walkways where flat roofs may pitch at a minimum of 1/4" per foot.

F. Dormers, chimneys or towers which enhance the roof forms. Gabled, shed or "flat" style dormers may be used for windows or where ventilating openings for mechanical equipment is required.

Also see Section 3.0 for a discussion of Snow Country considerations affecting roof design and materials.

4.4 EXTERIOR BUILDING FORMS

All buildings shall have exterior elevations, roofs and details that are consistent in their architectural treatment. Special care should be given to proportion, human scale and contextual relationships. The Guidelines recognize the need for repetitive architectural elements (for example, bay windows, balconies, fenestration patterns) in order to establish an overall architectural motif; excessive repetition without vertical and horizontal counterpoint, however, will not be allowed. This is intended to further reduce building scale and enliven the building facades.

A. Repetitive architectural features used to establish a coherent architectural theme shall be relieved of monotony by some combination of the following: 1), changes in visible cladding materials; 2), horizontal and vertical breaks in the architectural system (e.g., the elimination of repetitive bay windows or covered balconies at lower levels); 3), a fenestration system with varied patterns and window sizes; and 4), anomalous breaks in the roof line.

B. Entries shall be covered to provide snow and rain protection in the winter or spring, and sun protection in the summer. Entries also represent a key opportunity to add design distinction to buildings.

C. The exposure of structural elements such as rafter ends or porch columns is encouraged. These elements shall not appear minimal and their spacing shall be in proportion to the size of the elements. Decorative and structural truss work is also encouraged to add shadow and depth to building facades.

D. Fuel tanks, electric meters, garbage areas and other utility boxes or utilitarian features of all kinds must be screened, buried or enclosed from general view.

E. Balconies shall have supporting structures to match or compliment the overall design (balconies are best covered in Snow Country for obvious reasons).

F. Garage openings and vents shall be designed sensitively so as not to distract from the building's scale and design intent, to the greatest extent possible.

4.5 EXTERIOR MATERIALS AND COLORS

Exterior wall materials shall be those depicted in the Master Plan documents and as approved in the Park City Development Code. The intent is to establish a palate of materials consistent with those traditionally used in old Park City, i.e. wood, metal, stone and brick masonry. In addition to design and contract documents, color samples must be submitted to the Committee for review and approval.

A. Exposed foundation wall and building bases over 12 inches in height shall have natural stone, masonry or brick finish to minimize weathering marks and protect against damage from snow removal equipment. Split face block may be used for foundation or retaining walls.

B. Approved materials include brick, natural stone, wood and preformed metal or cementitious materials that provide texture and long term resistance to deterioration or fading. Stucco or split face block surfaces are acceptable in out of view and/or heavily landscaped locations.

C. Colors for development parcels A, C, D and E shall generally be natural earth tones relating to the rustic outbuildings, mills, barn and/or mine buildings in and around the Park City region. Development parcel B may draw on the color palate corresponding to buildings in Park City's historic core and existing buildings in and around the Resort Center. These include muted blues, grays, reds and ochres.

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White may only be used as an accent. Bright contrasting colors will not be acceptable. Trim colors may echo or contrast with the field colors.

D. Roof fascias shall be built up of more than one overlapping member.

E. All exposed metals shall be painted to match adjacent wall or trim colors. Plumbing vents shall be grouped, carried to peaks and painted to match roofing.

F. Paving materials for public, on-grade patios and decks should be similar to the paving on the public pedestrian walkways; approved materials include brick or stone pavers and/ textured colored concrete. Metal, redwood and/or cedar decks will be considered where appropriate. The Committee and the City may consider synthetic materials depending on their quality, track record and aesthetic appearance.

4.6 BUILDING OPENINGS

Openings are an important expression of the building's relationship to human functions and uses. When they are unusual in shape or located in arbitrary ways, they can distract or appear self-conscious. Conversely, openings that are only placed at very controlled locations can produce a formality that is not characteristic of Park City.

A. Window frames shall be wood, metal, metal-clad or vinyl-clad in approved colors. Where energy considerations allow and especially in commercial zones, the Guidelines encourage glazed surfaces and maximum transparency. Large, unbroken panes of storefront glazing, however, shall be avoided. In both residential and commercial zones, applied, two dimensional mullions or stick grilles are unacceptable. Windows shall be substantially detailed to provide true sills, sashes, and divided lights.

B. Glass shall be clear or lightly tinted and must be set in manufactured glazing stops or otherwise concealed sealants. Low-(e), high altitude insulated glazing is recommended. Reflective glass is not allowed.

C. Doors shall be built up of stiles, rails and panels, and may be carved with designs appropriate to the Park City Village theme. Simple designs are preferred, but does not mean cheap metal featureless doors.

D. Skylights: Flat glass skylights only. Not illuminated.

4.7 MISCELLANEOUS STRUCTURES

A. Open Structures or Outdoor Space Enclosures: Garden trellises, posts, pergolas and fencing shall be used to reduce apparent building bulk and extend the buildings into the outdoors.

B. Arcades: In snow country, arcades provide shelter from bad weather and protect pedestrians from sliding snow. Additionally, they can provide pedestrian friendly elements that modulate scale and provide a "base" to the massing. Arcades shall be designed in accordance with sensible snow design as outlined in Section 3.0 and may be designed of stone, masonry, painted wood or metal. New arcade structures constructed in conjunction with Development Parcel A shall be compatible with the existing arcade surrounding the public ticketing/retail plaza.

C. Service Structures: Service structures shall be located away from primary visitor entrances and be screened from direct views. Transformers and other building equipment shall be placed underground, within service structure or screened by vegetation and/or fencing.

4.8 ENERGY AND CLIMATE CONSIDERATIONS

Beyond general code requirements, the following considerations represent standard practice in Snow Country locations. Passive solar design is encouraged but should not dictate design.

A. When possible, plan the longest facade of the structure in the east-west direction where solar radiation can be controlled.

B. Employ overhangs and covered porches (particularly at south facing facades) to protect from summer sun/heat yet allow the winter sun to penetrate.

C. Protect north facing facades and wind exposed walls with berms, air locks and/or evergreen trees. Use air lock vestibules to reduce heating costs.

D. Locate major entries and/or public activity zones in southeast to southwest locations where winter sun will help animate the spaces and melt ice/snow.

E. Establish and preserve sunny paved areas for sitting and outside dining, particularly between noon and 3 PM on Winter days.

F. Wood burning fireplaces are not allowed in any residential units except in major public spaces, such as lobby, restaurants and convention center areas.

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G Building Designers shall incorporate methods to reduce fuel use for heating, cooling and lighting through the use of fuel-efficient heating systems, adequate insulation, thermal pane windows, etc. Designers should also incorporate energy efficient light sources and provide for recycling in the design of the trash facilities.

5.0 PROGRAM SPECIFIC GUIDELINES

5.1 PARKING STRUCTURES

Many of the individual lodging buildings planned for the resort's base area are to be located over community parking garages. As a result the building and the garage facilities will be dependent on each other for structural support and the passage of utility ducts, piping and power lines, etc. The garage designer has allocated expected live and dead loads to designated columns and provided for the penetration and extension of all utility systems. In a similar fashion, building design must provide for vertical exhaust ducts and other required chases from the garage. This interdependence is a factor that must be respected by all involved in the building process.

At a Park City Mountain Resort, garage floor to floor heights ideally are more generous than in a standard parking garage. Sport utility vehicles and pedestrians loaded with skis require additional headroom to maneuver, load and unload. The Guidelines recommend a minimum effective clear height of 7'6".

The intent of the Master Plan is to minimize the visual impact of the garages by constructing their bulk substantially below existing and future finish grades. In order to achieve this end, important design considerations will include: 1) blending exposed garage side walls with building walls and/or installing landscaped berms at exposed exterior walls; and 2), utilizing the garage roof areas as landscaped, open spaces and courtyards. At the same time, the garage must work well as a parking structure. Specific attention should be paid to:

A. Well-defined entryways with adequate standing space for ingress/egress.

B. Clearly defined areas for residential and daytime guests, as well as vans, shuttles and oversize vehicles.

C. Adequate artificial lighting and ventilation.

D. Well defined, obvious locations for stairs and elevators giving access to both public functions and private building interiors.

E. Adequate drainage and water proofing inside the garage and at all perimeter locations.

5.2 ENTRY SIGN

The intersection of Silver King and Empire represents the first point of entry for an arriving visitor to the Park City Mountain Resort. Provision shall be made on Parcel D (or across Lowell Avenue opposite the northeast corner of Parcel D) for a major entry or "gateway" feature consisting of a natural stone or masonry wall, with integrated graphics, lighting and decorative features. This entry sign will serve as the primary entry signage for the resort and should serve to orient visitors to the location of available parking, resort amenities, etc. The specific design and location for the entry sign will require City review and approval.

5.3. RETAIL SHOPS

Where lower floors of the buildings are designed for retail uses, the finishes shall be distinctive from the residential areas. Where feasible, store fronts and display windows shall line pedestrian walkways and arcades. Individual shops shall have pedestrian-oriented signage and appropriately scaled window openings. Transparent shop windows shall be placed at least 30 inches above walkways and shall be divided to reflect a pedestrian or human scale. Non-glazed storefronts shall be stone or masonry. Per code requirements, all door openings shall be recessed so that no doors project beyond the face of the storefront when opened. Stock commercial storefront and doorway assemblies will not be allowed. Likewise, standard storefronts and related signage by national/international chains are discouraged.

5.4 IMPROVEMENTS TO EXISTING FACILITIES

Several improvements to existing facilities are contemplated as part of the Master Plan. These include the following:

A. Relocating the primary entrance to the Gables and Marsac Mill buildings via the new entry drive contemplated for Parcel A. Improvements will include new pedestrian paving and a vehicular drop-off zone, as well as possible open Porte Cochere structures, pedestrian canopies and/or arcades.

B. A new drop-off zone for the Resort Center on an island between Parcel B and the shuttle bus drop-off will be allowed, at the City's discretion, once the existing bus drop-off has been modified and dedi-

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cated to the City.. This island may include an open or enclosed weather and baggage kiosk for the arriving and departing guests. The kiosk may or may not be manned by a Resort Center employee.

6.0 APPLICATION OF THE GUIDELINES

6.1 CONSTRUCTION MANAGEMENT

All construction programs shall be compatible with the City approved construction mitigation plan prepared for the resort's base development. No significant changes in plans or materials previously approved may be undertaken without approval by the Committee. In addition to the Committee, contract documents shall be submitted for approval to the Park City Planning, Building and other departments, as required, for all necessary permits or authorizations. Once begun, construction must be completed with expedition, strictly in accordance with the approved plan.

To verify the progress of all building projects and compliance with the required approvals, the Committee or its representative(s) may visit and monitor construction activity over its duration. Please note the following:

A. Every developer or his/her general contractor shall give written communication to the Committee and adjacent neighbors regarding the proposed and ongoing construction schedule and possible construction related inconveniences

B. Every general contractor shall provide a detailed plan of the construction site, including all proposed staging areas. The plan area shall be protected with unobtrusive snow fencing, or other barricades prior to the commencement of construction.

C. Construction trailers, fences and temporary structures shall be approved by the Committee before their erection. All temporary structures will be removed within 30 days after completion of the permanent building.

D. Excavation materials shall be removed to approved and regulated sites.

E. Proper soil stabilization, revegetation and water control must be utilized during and subsequent to construction to minimize soil erosion and provide dust abatement.

F. Daily cleanup of the construction site is mandatory. Trash and debris removal are the contractor's responsibility.

G. Contractors shall comply with Park City's guidelines regarding noise and hours of construction and equipment operation. Materials, tools, equipment and construction trailers shall only be located in the construction staging area(s) indicated in the Master Plan documents. No material, tools or equipment used at off-site locations may be stored at or transferred from these staging areas.

H. Permanent water connection and temporary self-contained chemical toilet facilities must be provided during construction. Toilets should be screened from public view.

I. Upon completion of the building, the structure shall receive final review and approval by the Committee before a certificate of occupancy may be issued.

6.2 DESIGN REVIEW AND DEVELOPMENT PROCESS

The review and approval procedures provide the framework by which the Committee can review, process and approve proposed site and building designs. All projects must follow these procedures to gain the necessary approvals. This review process is in addition to and in no way supplants that which is required by city or state codes.

A. An orientation meeting will be held between the Committee and the building owner/developer and his/her architect or designer to review the Master Plan documents, Guidelines and other likely site constraints. The architect and owner shall be provided two copies of the Guidelines as well as information on the supporting garage structure such as site elevations, possible load-bearing column locations and vertical access points.

B. Two sets of Preliminary Design Review drawings should be submitted to the Committee. The drawings should include a site plan at 1/16" = 1'-0", floor plans and roof plans at 1/8" = 1'-0", exterior elevations at 1/8" = 1'-0", appropriate building sections, a landscape plan and a perspective sketch or model to explain the general design intent and character.

C. Two sets of design development drawings and specifications shall be submitted to the Committee for review and approval.

D. Two sets of construction documents shall be submitted for approval by the Committee including all bidding documents, add and deduct alternatives, etc.

E. The Committee shall have the right to review and approve any selection of a General Contractor elected to undertake construction within the project area in addition to the construction plan and schedule.

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F. After each submittal, the Committee will either accept as approved, accept as noted or reject for reasons cited in the respective drawings, and so notify the applicant and the city.

7.0 VOLUMETRICS

7.1 SPIRIT AND INTERPRETATION

The attached volumetric diagrams provide parcel developers a massing envelope in which to program and design their building that has been previously reviewed by Park City. That is not to say conformance to the prescribed envelope in any way circumvents the prescribed approval process with the City and the Committee; nor do they supersede other local design ordinances. Rather, the Volumetrics serve as a template for buildings whose heights, setbacks and general building forms correspond to those approved by the City and Park City Mountain Resort in the Master Plan.

The Volumetrics are not intended to unduly limit a developer with specific design and or module requirements. They are intended to be flexible enough to allow for some maneuvering within the specified envelope. Minor envelope extensions outside the volumetric envelope may, at the discretion of the City and the Park City Mountain Resort, be deemed acceptable should the developer demonstrate any such extensions adhere to the spirit of the Guidelines.

7.2 ENVELOPE DESCRIPTION

For each development parcel, Setback and Datum points, Footprint and Massing diagrams have been prepared to communicate the location and basic envelope or block from which the actual building design may be "carved." In tandem with Section 7.0 of the Guidelines, these diagrams constitute the volumetric documents (the "Volumetrics).

The Volumetrics are intended to confirm, not override, the setback locations, allowable number of units and stories, etc. illustrated in the Master Plan documents. Should a discrepancy occur, the demonstrable intent of the Master Plan documents shall govern.
Additionally, while certain specific site information is noted in the Volumetrics, this information does not attempt to represent all applicable site and setback requirements.

Subject to all other applicable regulations, footprint sizes and horizontal massing, shall be within 5'-0" or 5% of the dimensions noted in the Volumetrics, whichever is greater. In no case, however, shall a required setback be less than 5'-0". Maximum building heights will be calculated from within one foot, plus or minus, of the established datum.

7.3 ROOFSCAPE ZONE

In the massing diagrams, hatched zones are used to differentiate above grade parking and the rooftop zones from the basic building mass. Importantly, the rooftop "zone" does not represent the proposed building form. The hatched roof zone represents the area where roofscape design elements are required to break the massing and reduce scale. These roofscape elements include pitched roof forms, dormers, etc.

As noted in Section 4.3 of the Guidelines, open gable roofs are anticipated as the primary roof forms with slopes ranging from 3 in 12 to 6 in 12. Minimally sloped "flat" roofs are not encouraged except at protective arcades and entryways. Additional roofscape elements are listed in the appurtenances section below.

7.4 APPURTENANCES

In addition to the basic building forms outlined in the Volumetrics, a variety of building appurtenances are anticipated to be included in the final roofscape and building designs. Within reason and subject to Park City's Land Management and all other applicable codes, setback requirements and the limitations outlined below, these may extend beyond the envelope prescribed in the Volumetrics.

Acceptable appurtenances include but are not necessarily limited to:

A. Dormers with ridge heights not exceeding the ridge height of the roof on which the dormers sit;

B. Chimneys, chimney roof forms used for HVAC related purposes or mechanical penthouses other than elevators located on building ridge lines and not exceeding 5'-0" above the volumetrics ; unless otherwise approved by city. Elevator mechanical penthouses shall not exceed 15' above volumetrics.

C. Skylights not exceeding 3'0 above the ridge line of the roof on which the skylight is located.

D. Code required parapet walls;

E. Roof Overhangs, Brackets and Bracing;

F. Commercial or Residential Awnings;

G. Covered and Uncovered Balconies;

H. Non-enclosed Grade Level Arcades not exceeding 15'0" in height;

I. Information and Retail kiosks not exceeding an eave height of 15'0";

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J. Flagpoles, Lighting and Signage;

K. Open Porte Cochere Structures (Parcels A, C and D only and including the existing Marsac Mill and Gables buildings);

L. Pool and Spa Pavilions, including screened mechanical equipment;

M. Bow or bay windows not exceeding 5'0" in depth measured perpendicular to the primary facade plane;

N. Outdoor Barbecue Facilities and Kitchens not exceeding 500 square feet;

O. Screened HVAC related equipment or towers.

7.5 VOLUMETRIC DIAGRAMS

Please see Appendix A for the parcel by parcel Volumetric Diagrams.

[1]A "flat" roof section should have a minimum positive slope of 1/4 inch per foot and drain toward a warm wall and away from pedestrians where possible.

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APPENDIX A

VOLUMETRICS

Park City Ski Area

BSA Architects

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PARCEL A VOLUMETRICS

I. DESIGN INTENT

Several site contextual relationships have influenced the concept design for Parcel I. Parcel A is characterized by a relatively steep hillside site adjacent to the existing gondola building (to be demolished) and the existing resort plaza. A landscaped entry drive between the new hillside structure and the existing Gables and Marsac Mill buildings will serve as a new front door to both.

In order to accommodate the residential units and locate the building mass away from the existing plaza, the majority of the building runs parallel to the contours along the hillside; the residential component is lowest near Lowell Avenue and steps up toward the ski slope. A low-scale skier service building fronts the existing plaza and replaces existing retail and restaurant uses. Its purpose is to create a transition between the new and the old. Like the existing buildings, it has an arcade which fronts the plaza in the approximate location of the existing gondola building. The building mass is located to reduce shadow impacts on the existing public plaza.

A central core modulates the elevations between the various residential wings which step with the hillside; its form is articulated in order to create an architectural feature appropriate to Park City and the resort. The building's size is mitigated by its stepping and segmentation into five distinct masses. Like a rambling mining structure overlooking its village by-product, the building is conceived as a flagship assemblage comprising a single, albeit varied, composition.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel A shall:

- Vary in building height from a maximum of three to a maximum of eight occupied levels above parking and a residential entry level.
- Be composed of at least six distinct building masses in order to reflect phased growth and prevent the appearance of one monolithic building mass.
- Step vertically in sections roughly corresponding to the slope of the natural terrain --with the lowest building elements closest to Lowell Avenue and the highest portions located closest to the ski slopes; this is intended to modulate scale and establish contextual height relationships to existing Resort Center structures.
- Limit shadow impacts on the Marsac Mill and Gables buildings by locating the bulk of the building mass along the hillside away from the existing plaza; new development shall not appreciably decrease sunlight in the existing plaza area.
- Limit shadow impacts on the plaza by locating the mass of any north/south wing slope-side such that the shadows of the two and three story elements fronting the plaza govern the shadow impacts in the plaza at all times of the year, including the Winter solstice.
- Limit impacts on mountain views from the existing plaza, as well as the Marsac Mill and Resort Center structures by locating the building mass as close to the hillside as practical and limiting the northernmost extent of any north/south wing.
- Improve pedestrian circulation space and views from the existing public plaza to the mountain beyond by widening the current "bottleneck" between the existing ticket facility and the northeast corner of the existing Gondola building retail.
- Provide continuous at grade retail fronting the plaza and visible and convenient slope-side access to the skier service restaurant facilities.
- Provide an entry drive with sufficient distance between buildings to accommodate new vehicular drop off zones and pedestrian entry building elements for the Marsac Mill and Gables facilities, as well as emergency fire access to the plaza.
- Provide the resort and the City of Park City an architectural icon that is integral to the function of the building and visible both down-slope and slope-side.

III. ASSUMPTIONS

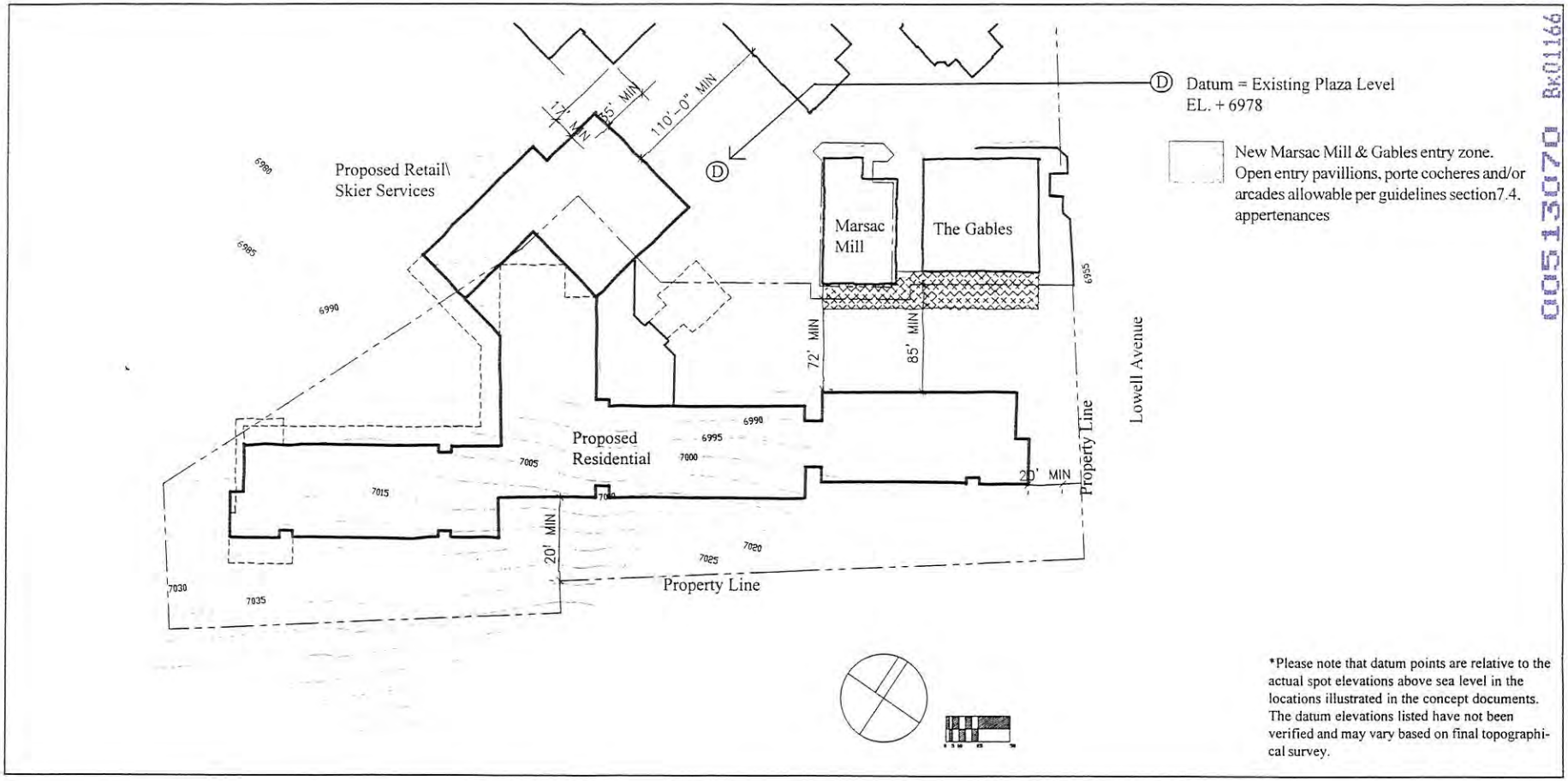
The concept drawings for the residential component are based on a 38'-0" x 30'-0" wide grid in order to accommodate a two bedroom condominium or timeshare unit comprising approximately 1250 square feet.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg0528

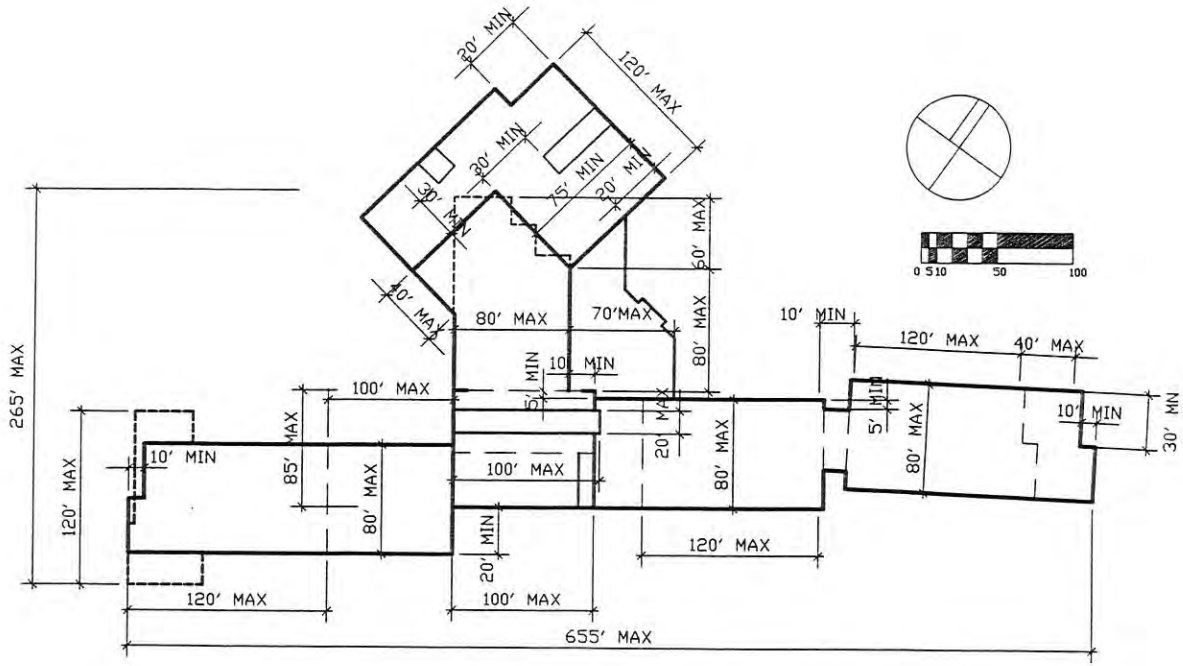


PARCEL A:
Building Setbacks and Datum Points:

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00529 258



PARCEL A Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

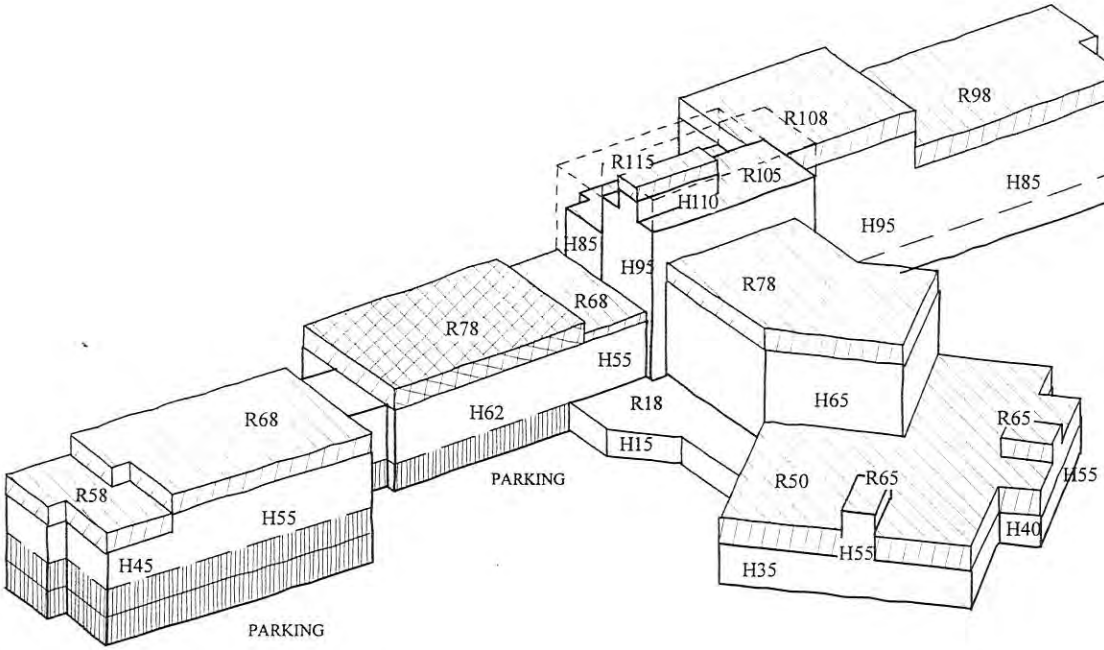
Balconies, bay windows, cornices and overhangs: please see Appendix A.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00530



PARCEL A Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height,
measured vertically from datum. Point El. 6978'
R= maximum ridge height measured
vertically from datum. Point El. 6978'

=Pitched roof zone.

=Dormer zone.

=Parking zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00531

PARCEL B VOLUMETRICS

I. DESIGN INTENT

Parcel B is conceived as at least four separate buildings, residential in character, which surround semiprivate quadrangles enclosed by low-scale arcades. Their scale is modulated by numerous steps in massing both vertically as well as horizontally from the property lines. In concept, the parcel's bulk steps down with the contours from Lowell toward the northeast corner of the site fronting Empire.

In order to minimize height and shadow impacts, the streetwall along Empire has a saw tooth plan with large setbacks; one, two and three story elements vary height and further reduce the buildings' scale and apparent mass. Large setbacks are also envisioned opposite Millsite Way. The tallest portions of the building are located at the site's center and closest to Lowell Avenue where bulk and shadow impacts on adjacent properties will be minimized.

The concept design establishes a pedestrian and view corridor to the resort center from 14th Street. Low-scaled public pavilions fronting Lowell Avenue house vertical circulation from the garage below. A minor amount of commercial space geared to pedestrian circulation from the garage may be appropriate.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel B shall:

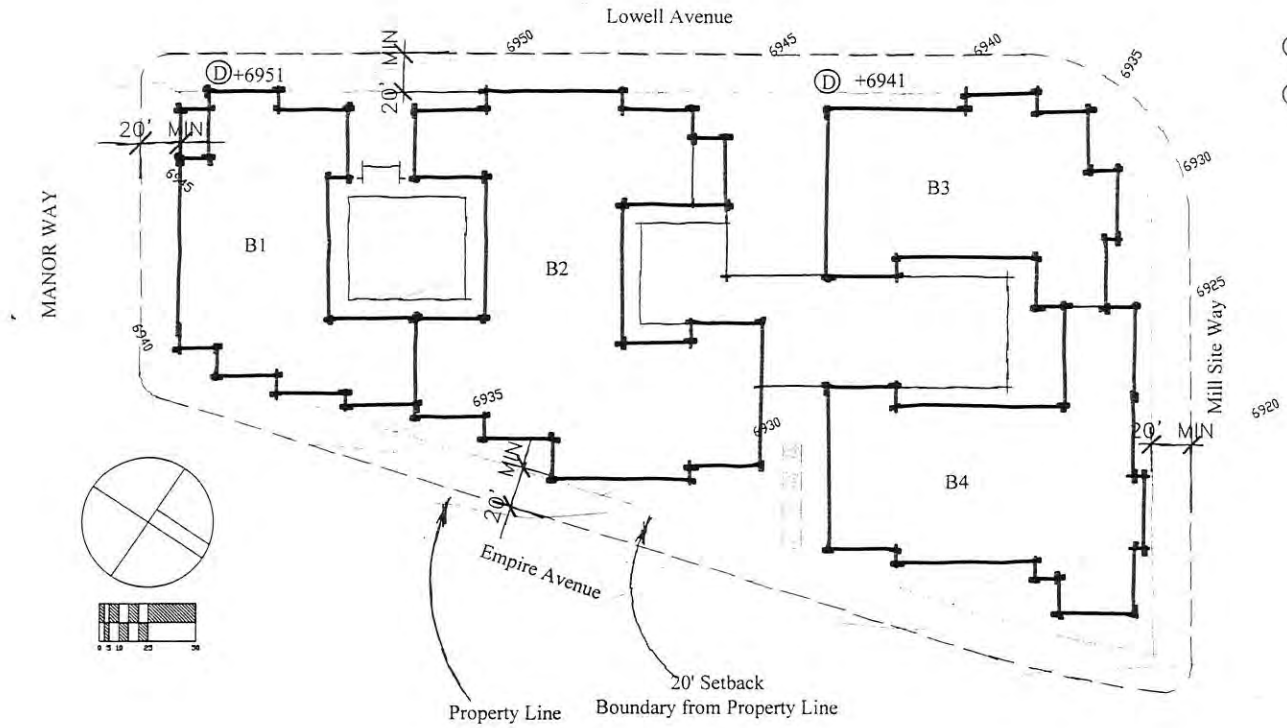
- Vary in height from a maximum of three to a maximum of six occupied levels of residential above parking.
- Consist of at least four distinct building masses to provide scale, create vistas through the buildings, allow access to open space and prevent the appearance of one monolithic structure or development.
- Create a predominately residential scale and character by utilizing numerous breaks in each building mass --both horizontally in plan and vertically in section; in plan this may be accomplished with covered balcony extensions or other open structures such as arcades.
- Provide varied setbacks at all street-front locations to prevent the massing from appearing fortress-like; setbacks, in particular, shall be generous and pronounced along Empire Avenue and Millsite Way so as to mitigate building and shadow impacts on neighboring structures across the street.
- Step vertically in sections roughly corresponding to the existing countours in order to further limit shadow and massing impacts opposite Empire Avenue and Millsite Way; i.e., building heights in general shall step in height from highest to lowest in in the following order: 1) the parcel's center; 2) Lowell Avenue and Manor Way 3) Empire Avenue; and 4,), Empire Avenue at the intersection of Millsite Way.
- Create new view corridors from 14th Street to the Resort Center and from Parcel B to the existing Silver Mill tower/mountain access route so as to reinforce Parcel B's relationship to the community and the existing Resort Center facilities.
- Provide at least two significant pockets of open space; each of which is visible and accessible (free and clear, without occupied overhead encumbrances) from at least one semipublic pathway of at least 30'-0" in width.

III. ASSUMPTIONS

The concept documents are based on a underground garage grid of 36'-0" in the north/south direction and 30'-0" east/west. An initial 15'-0" grid line has been assumed at the garage's perimeter walls. The southeast corner of the garage commences 20'0" back from the Lowell Avenue and Manor Way property lines.

The south and northwest corners of Parcel B have been designed to accommodate possible pedestrian bridges crossing Lowell Avenue and linking Parcel B to the ski hill.

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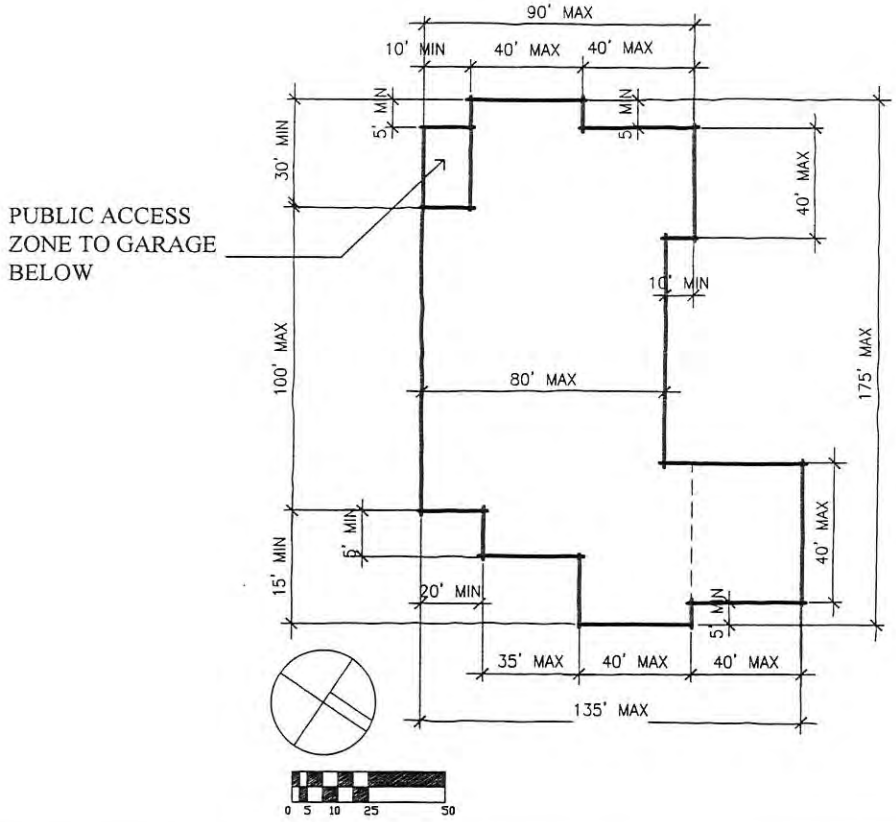
*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

PARCEL B: Building B1, B2 & B3:
Building Setbacks and Datum Points

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00533

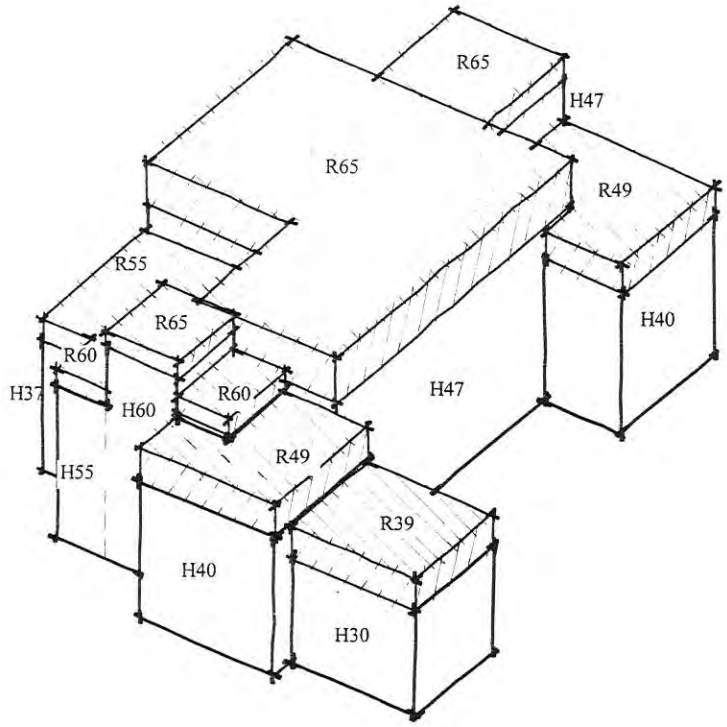


PARCEL B: Building B1
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg0534



PARCEL B: Building B1
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6951'
R= maximum ridge height measured vertically from datum. El. 6951'

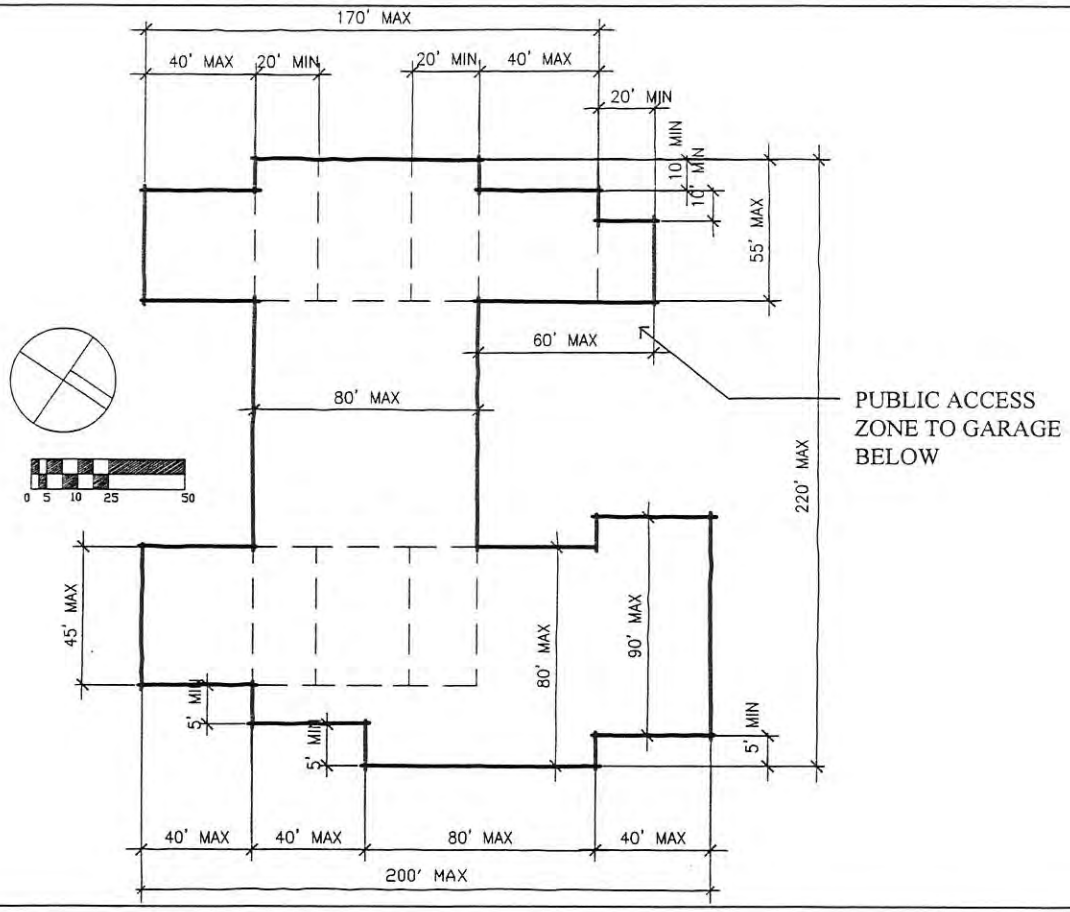
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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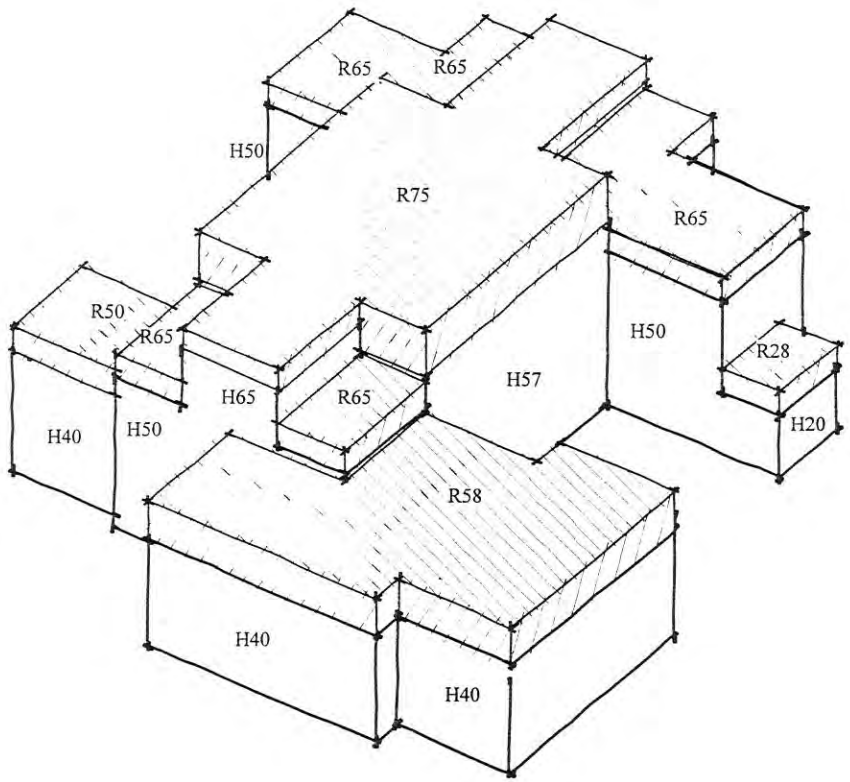
PARCEL B: Building B2
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg0536



PARCEL B: Building B2
Massing Diagram:
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6951'
R= maximum ridge height measured vertically from datum. El. 6951'

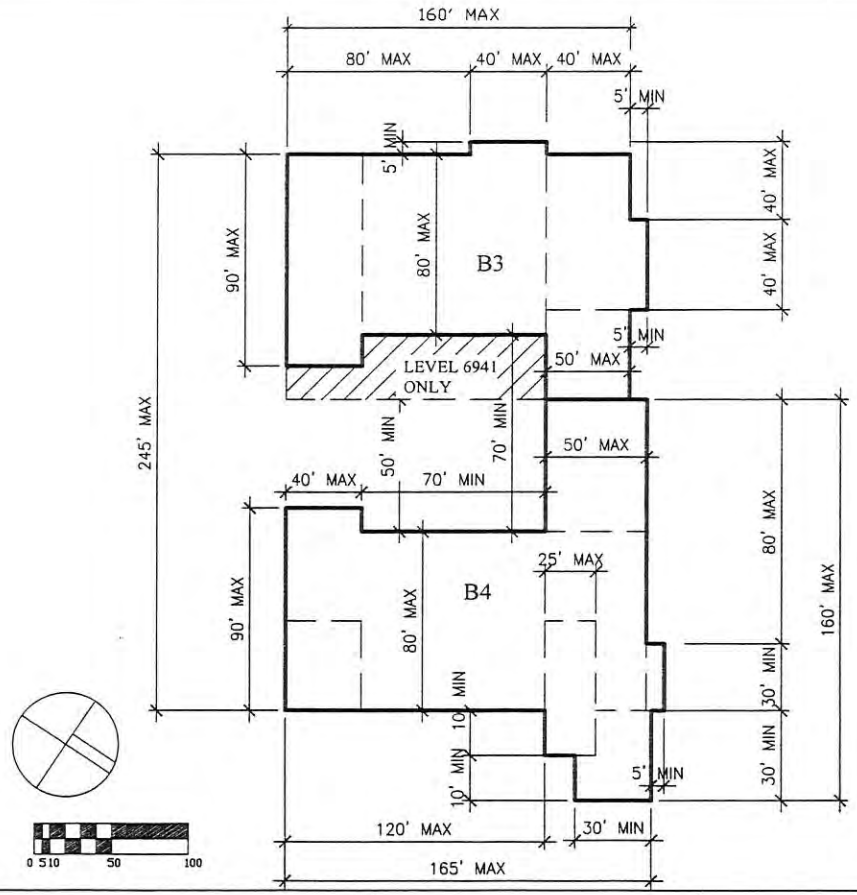
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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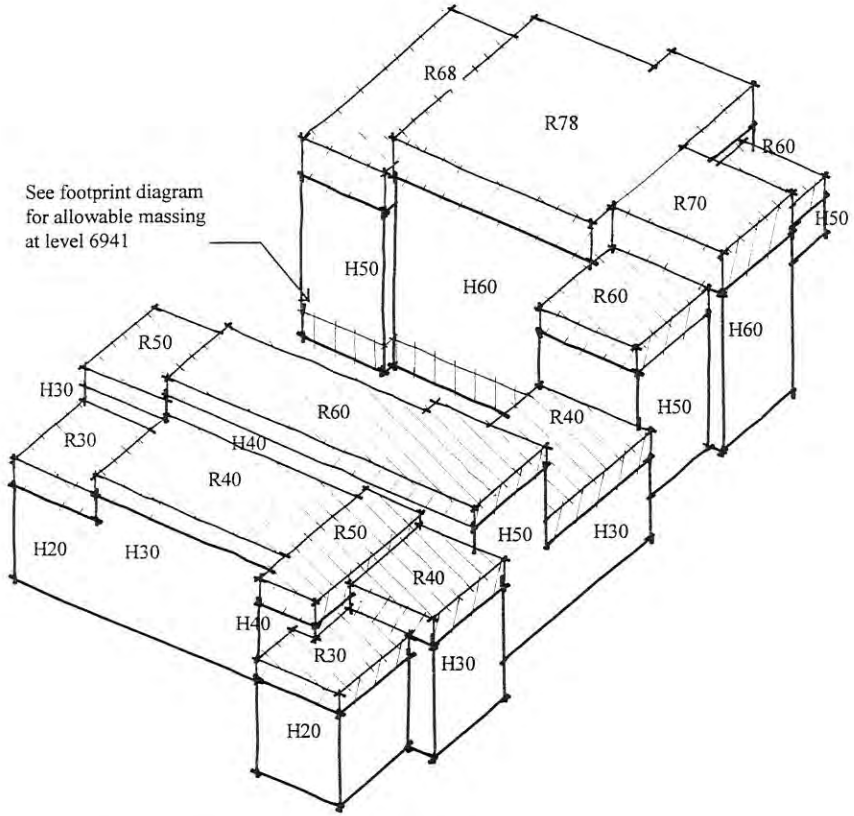
PARCEL B: Buildings B3 & B4
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.
Ground Floor Level only.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg0538



PARCEL B: Buildings B3 & B4
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum.
R= maximum ridge height measured vertically from datum.

=Pitched roof zone.

Parcel B3 Datum:
Heights referenced are measured from established datum. El. 6941'
Parcel B4 Datum:
Heights referenced are measured from established datum. El. 6941'

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00539

PARCEL C VOLUMETRICS

I. DESIGN INTENT

The purpose behind Parcel C's form is to push the building mass away from Lowell Avenue toward the ski slope and the similarly scaled resort center. This form minimizes bulk and shadow impacts on the street and accommodates drop-off areas for both the proposed children's center and the residential units above. The building steps in height from its center down to two and three story elements fronting Lowell.

The two ends of the buildings are important focal points as one enters the resort and drives along Lowell. Dedicated to skier services, the northern end of the building functions as a gateway element framing the new plaza/drop off and the primary mountain view corridor. To the south, a low structure could contain vertical circulation and tie into a potential pedestrian bridge from Parcel B. With or without the bridge, this end serves as a gateway marker to the resort's upper node.

Parcel C additionally accommodates the major entry to one of two major underground parking garages; the building's southernmost wing sits atop the ramp leading into the garage.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

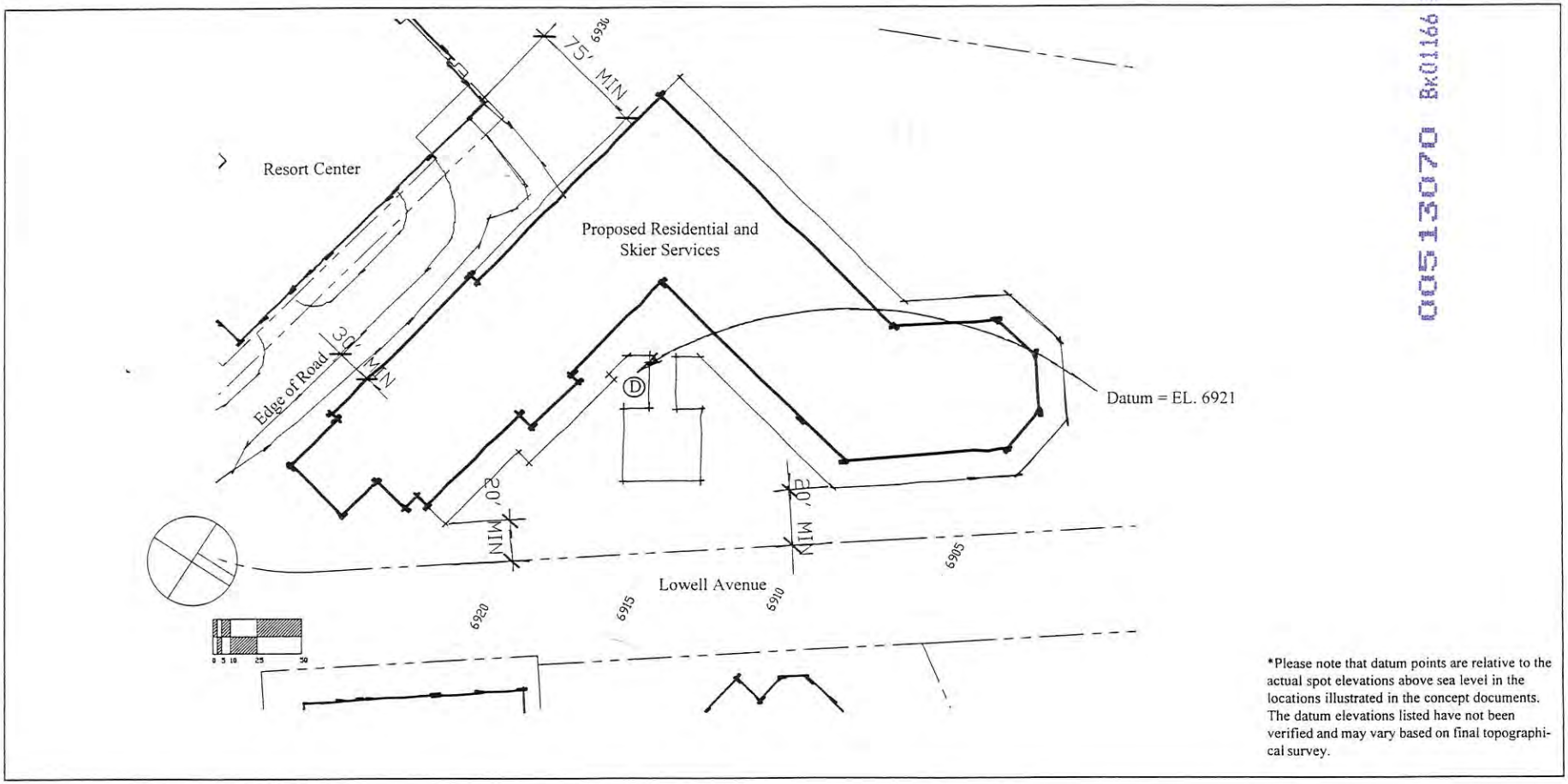
Building design for Parcel C shall:

- Range in building height from a maximum of two to a maximum of six occupied levels above parking.
- Break the mass of the building into at least six distinct components visible in both plan and elevation so as to provide scale and prevent the appearance of one monolithic structure.
- Limit bulk and shadow impacts on Lowell Avenue and create a landscaped buffer to serve as drop-off and open space by pulling the bulk of the mass away from the street and pushing it as far as practical toward the existing Resort Center complex and the ski slopes.
- Limit building bulk and shadow impact on Lowell Avenue and the new drop-off and plaza zones by stepping in height from lower scaled structures fronting Lowell Avenue to taller building elements fronting the ski slopes.
- Locate the highest portions of the buildings against the backdrop of the existing multi-storied Resort Center complex.
- Create a maximum two story architectural pavilion at the building's plaza frontageto serve, in conjunction with a similar pavilion on Parcel E, as a gateway element framing the planned mountain view corridor.
- Provide visible, at grade entry and slope-side access for the skier service building component that is convenient to temporary day-care parking and the planned beginners' slopes.
- Serve as the primary vehicular entrance to a public parking lot underneath Parcels C, E and the new skier service plaza.
- Delineate between commercial, skier service, residential and parking related entrances in order to orient the visitor, separate between public and private functions, and facilitate traffic flow into the underground parking garage.
- Limit access to Parcel C off of Lowell Avenue to one curb-cut across the main side-walk; including public access to the underground parking garage.

III. ASSUMPTIONS

The conceptual footprint for Parcel C is based on a 37'-0" wide x 30'-0" parking grid as illustrated in the design documents. An initial 15'-0" grid line has been assumed at some of the garage's perimeter walls.

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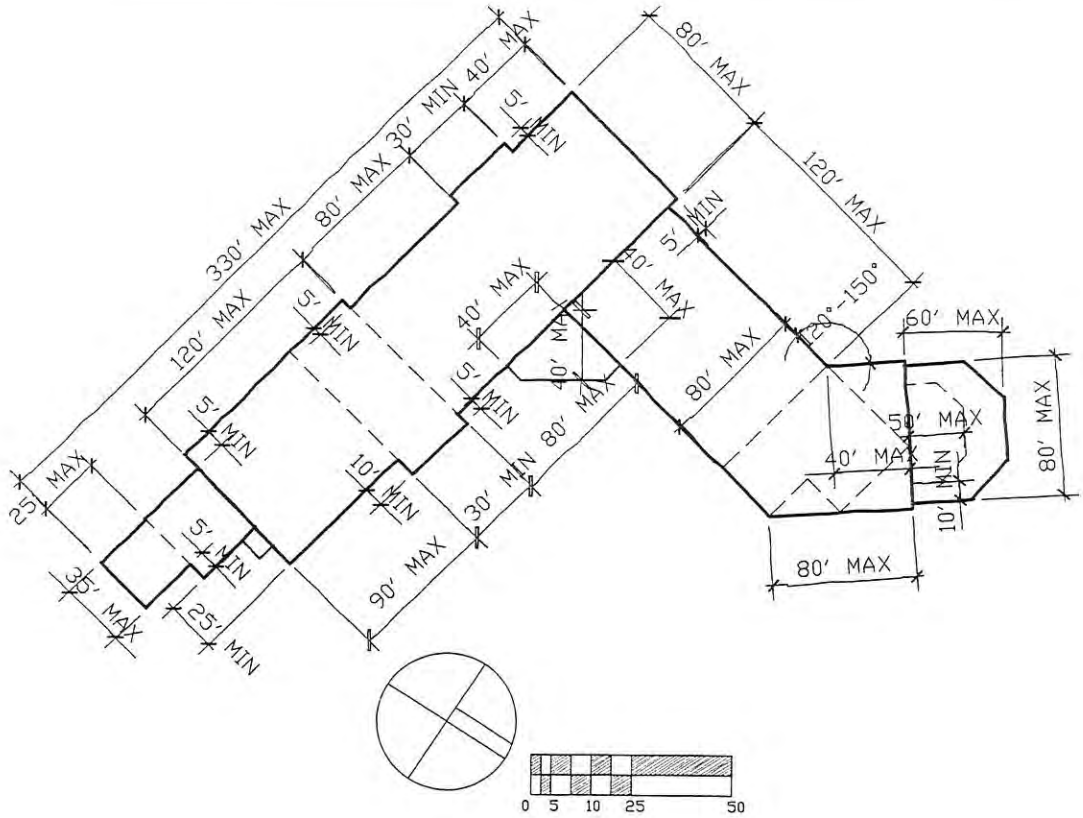
*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

PARCEL C: Building C
Building Setbacks and Datum Points:

PARK CITY RESORT
VOLUMETRICS

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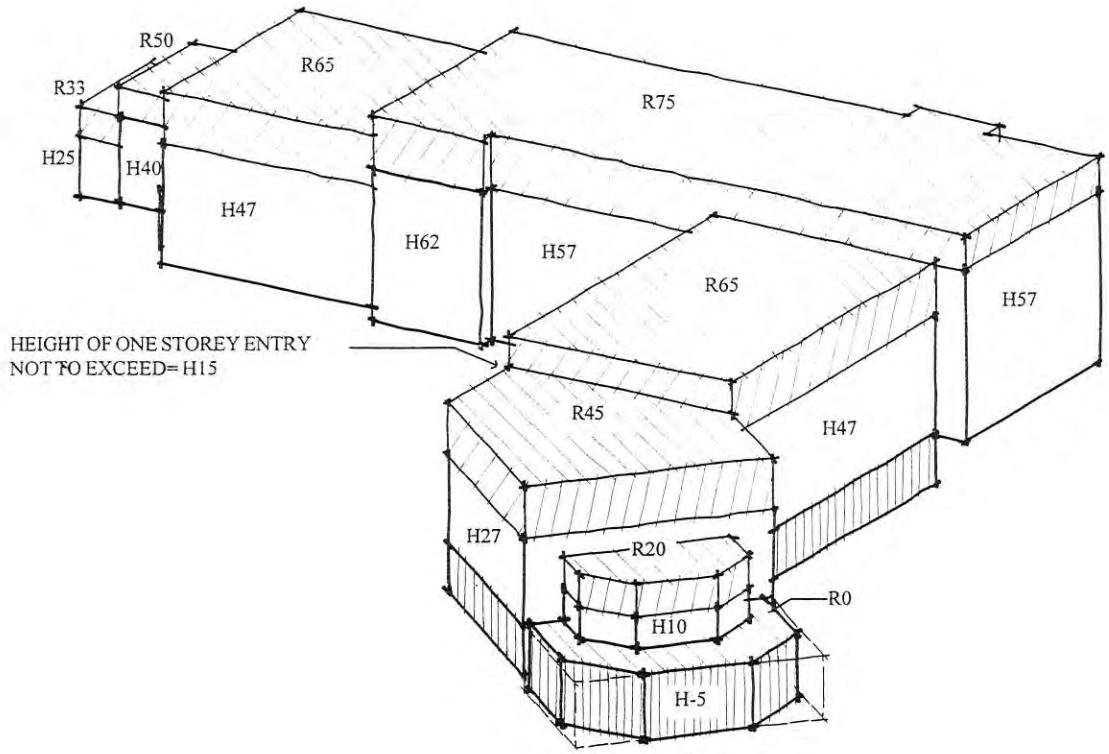
PARCEL C:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00542



PARCEL C:
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6921'
R= maximum ridge height measured vertically from datum. El. 6921'

=Pitched roof zone.

=Skier services/ commercial zone below datum.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00543

PARCEL D VOLUMETRICS

I. DESIGN INTENT

Given it's position at the resort's entry and opposite the new drop off plaza, Parcel D occupies one of the most visually important locations in the resort. A building on the site will help form a skiers first and end-of-the-day impressions of the ski area. Conceived as three interconnected masses stepping back from Lowell Avenue, the building's bulk telescopes from its center to low, three story elements at both ends. Its section steps down at least once with the contours moving from southwest to northeast.

A possible porte cochere could provide entry to Parcel D from Lowell Avenue.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

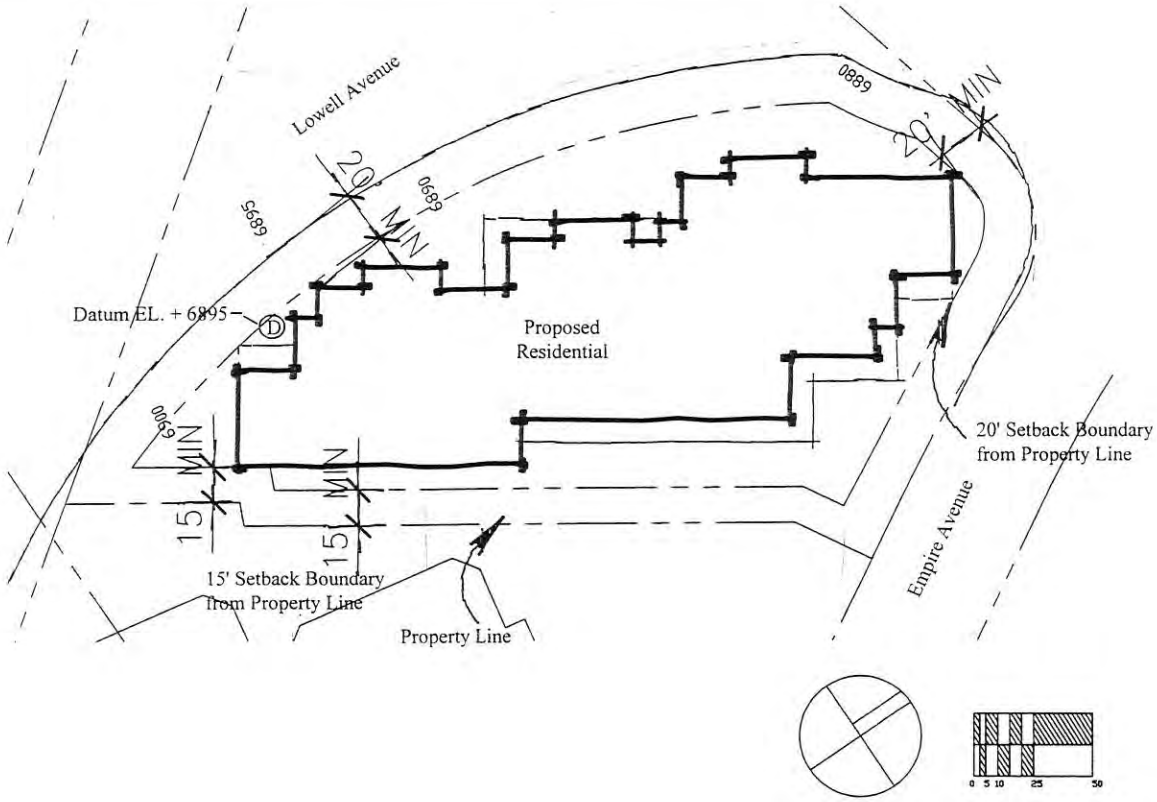
Building design for Parcel D shall:

- Vary in height from a maximum of three to a maximum of five occupied levels above parking.
- Consist of at least three distinct masses in order to provide scale and prevent the appearance of one monolithic building; these breaks shall be visible in both plan and elevation.
- Telescope in height and mass from both ends toward the building's center in order to limit shadow and visual impact, as well as to establish contextual relationships with neighboring structures.
- Limit bulk and shadow impacts by locating the tallest portions of the building at the center of its mass.
- Design its Lowell Avenue frontage as a streetwall to the northeast edge of the new skier plaza as viewed from the hillside and upon exiting the plaza; this will help facilitate the plaza's success as a contained "outdoor room".
- Provide a lower scaled (maximum three story) element, at the intersection of Lowell and Empire avenues to serve as a gateway framing the view to the mountain upon entering the resort.
- Create a building which is clearly residential in character by minimizing parking and floor to floor height requirements and disallowing public retail and commercial uses.
- Provide vehicular access to the underground parking via Empire Avenue only.

III. ASSUMPTIONS

The conceptual footprint for Parcel D is based on a 37'0" wide x 30'-0" parking grid as illustrated in the design documents.

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*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

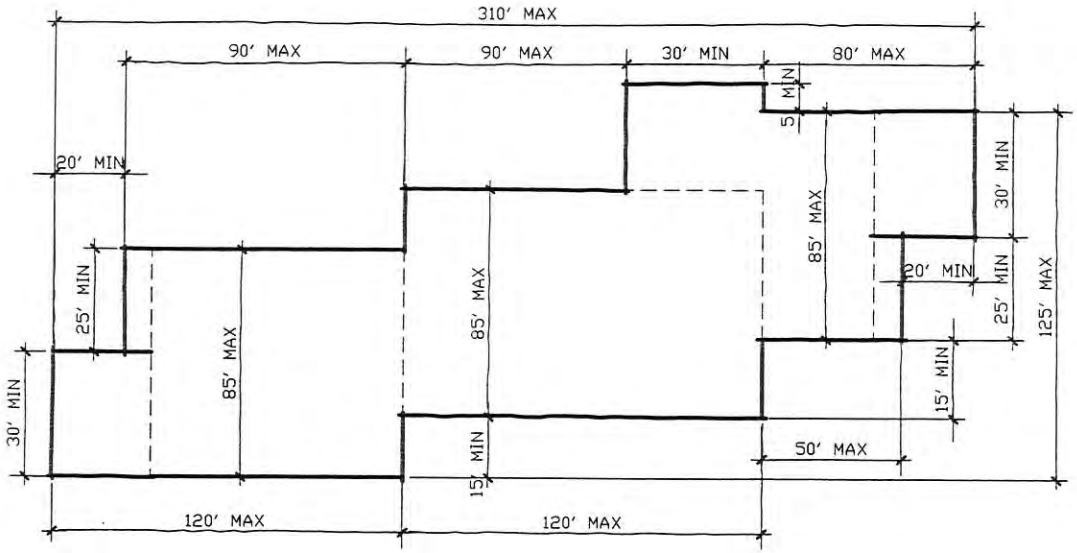
PARCEL D: Building D
Building Setbacks and Datum Points:

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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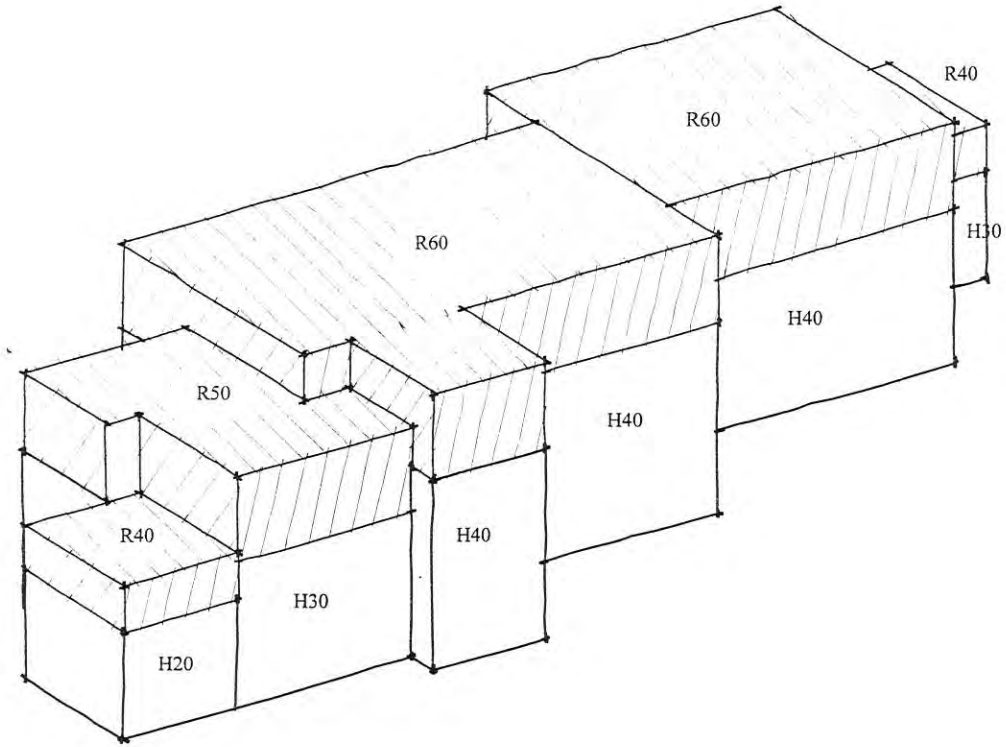
PARCEL D:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00546



PARCEL D:
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6895'
R= maximum ridge height measured vertically from datum. El. 6895'

=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00547

PARCEL E VOLUMETRICS

I. DESIGN INTENT

In conjunction with Parcel C, Parcel E defines the drop-off plaza and frames the resort's primary view corridor. Special massing and architectural treatment at its eastern end is intended to create a gateway into the resort and highlight the intersection of Lowell and Silver King. The building steps in segments toward the ski hill, both vertically and horizontally.

Across from Three Kings the massing is broken and single story residential units minimize the building's impact to the north. To the northwest, three story residential units turn the corner and establish contextual relationships with Snow Flower's existing eave line. Opposite Snow Flower's easternmost facade, the taller portion of the proposed building steps back from the property line.

A covered arcade on the building's western edge creates a passage way from Three Kings to the resort's new base operations.

On the plaza side, a single commercial level extends out into the plaza in order to further modulate the buildings scale, provide additional commercial square footage and enliven the plaza area. Vertical circulation to the plaza from the garage below is accommodated via an articulated pavilion adjacent to the building's skier service facilities.

II. APPROVAL CRITERIA

The following bullets outline the specific design criteria behind the plan and massing diagrams as outlined in the Volumetrics. This criteria explains the reasons behind the massing and shall be used by the City and the Committee to measure proposals should they differ from the Volumetrics.

Building design for Parcel E shall:

- Range in building height from a maximum of one to a maximum of six occupied levels above parking.
- Break the mass of the building into at least six distinct components, visible in both plan and elevation, so as to create scale and prevent the appearance of one monolithic structure.
- Limit bulk and shadow impacts along Silver King Drive by locating the taller portions of the structure on the plaza/mountain side and locating one to four story elements along Silver King Drive.
- Bring the height of the building down to three stories at its northwest corner where it meets Snowflower in order to establish a contextual relationship and limit the building's visual impact; the tallest portions of the building shall be a minimum distance of 95'-0" from the edge of Snowflower's building one.
- Provide a covered public pedestrian link from Silver King Drive on the property opposite Snowflower.
- Limit bulk and shadow impacts on Lowell Avenue, the new drop-off and plaza zones by stepping the building in height from a two story pavilion fronting Lowell Avenue towards the taller building elements fronting the ski slope.
- Create a maximum two story architectural pavilion at the intersection of Lowell Avenue and Silver King Drive to serve as a major gateway to the resort by framing, in conjunction with a similar pavilion on Parcel C, the planned mountain view corridor.
- Use one story commercial elements and covered arcades to reduce the building's scale at the Public Plaza and fill-out the plaza with active indoor/outdoor uses.
- Incorporate programmed outdoor spaces, terraces, etc. geared to mitigate the scale of the plaza and encourage year-round activity.

III. ASSUMPTIONS

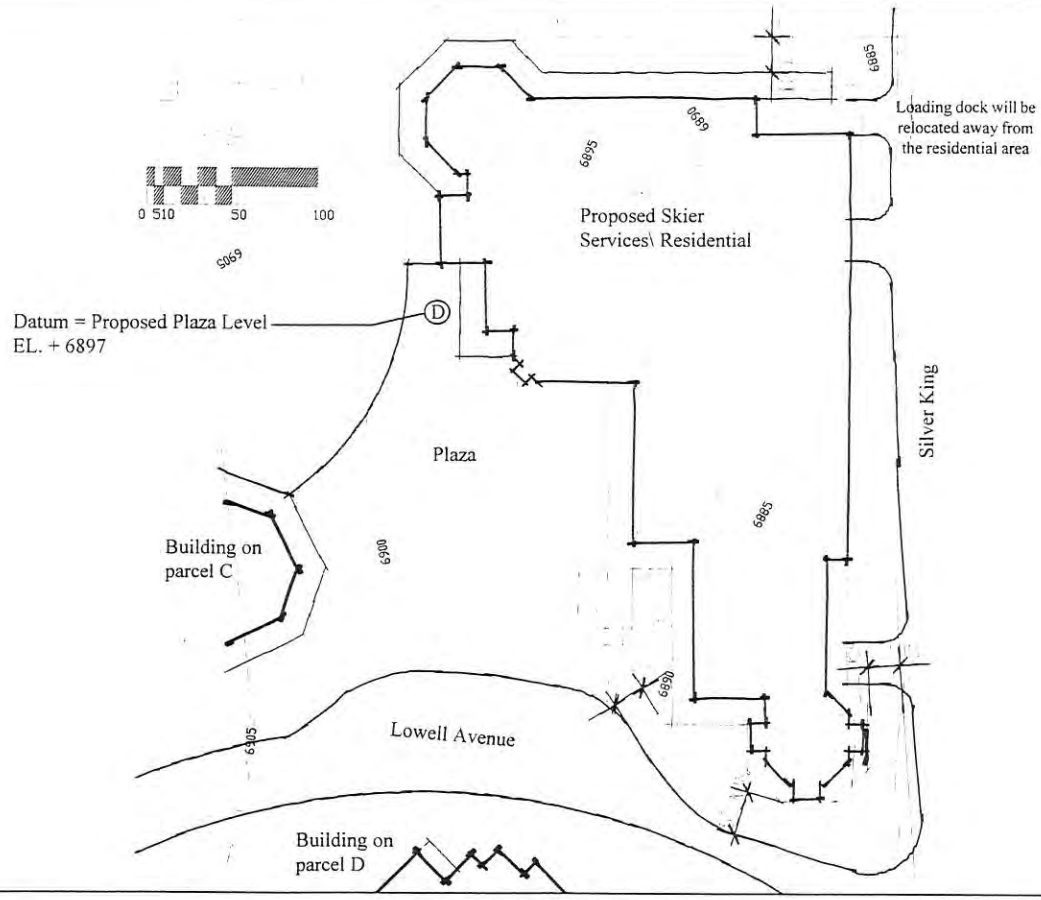
Parcel E's concept plans are based on a 30'-0" grid in the east west direction and a 37' grid from north to south. An initial 15'-0" grid line has been assumed at the garage's perimeter walls.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00548



*Please note that datum points are relative to the actual spot elevations above sea level in the locations illustrated in the concept documents. The datum elevations listed have not been verified and may vary based on final topographical survey.

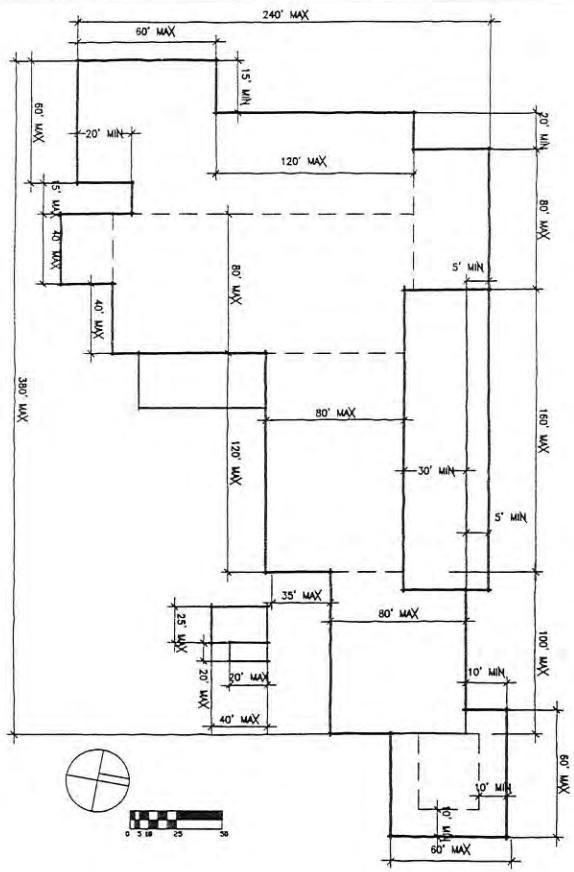
PARCEL E:
Building Setbacks and Datum.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

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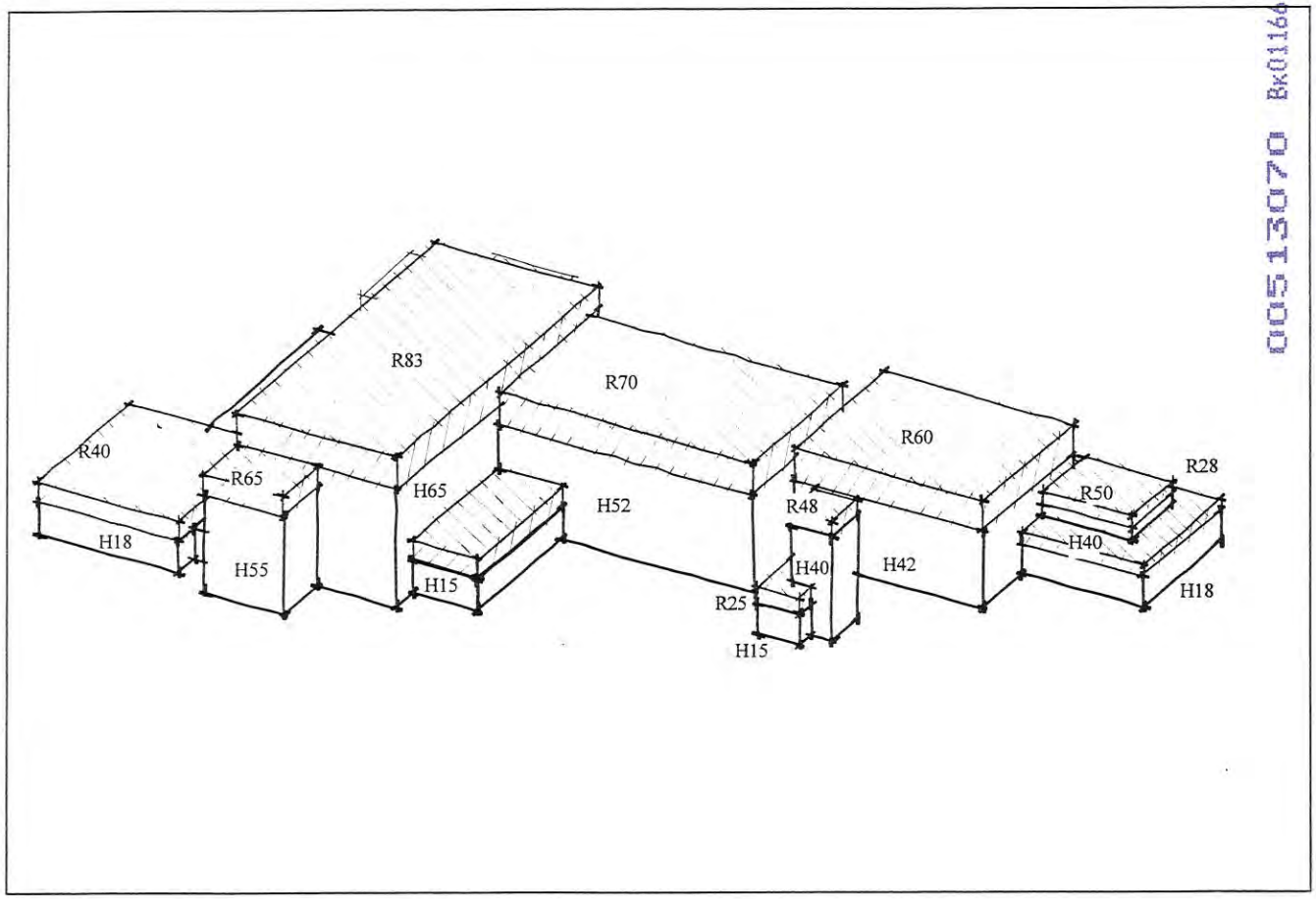


PARCEL E:
Footprint Diagram:
Recommended Building Lengths, Widths and Offsets.

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00550



PARCEL E: Plaza Side
Massing Diagram
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6897'
R= maximum ridge height measured vertically from datum. El. 6897'

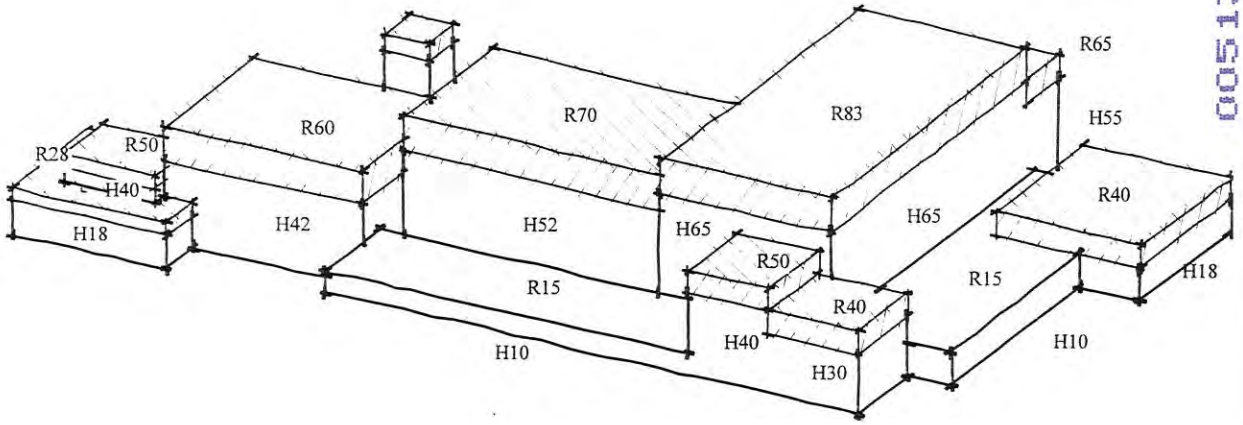
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00551



PARCEL E: From Three Kings
Massing Diagram:
Recommended Building Heights.

LEGEND:
H= Maximum eave height, measured vertically from datum. El. 6897'
R= maximum ridge height measured vertically from datum. El. 6897'

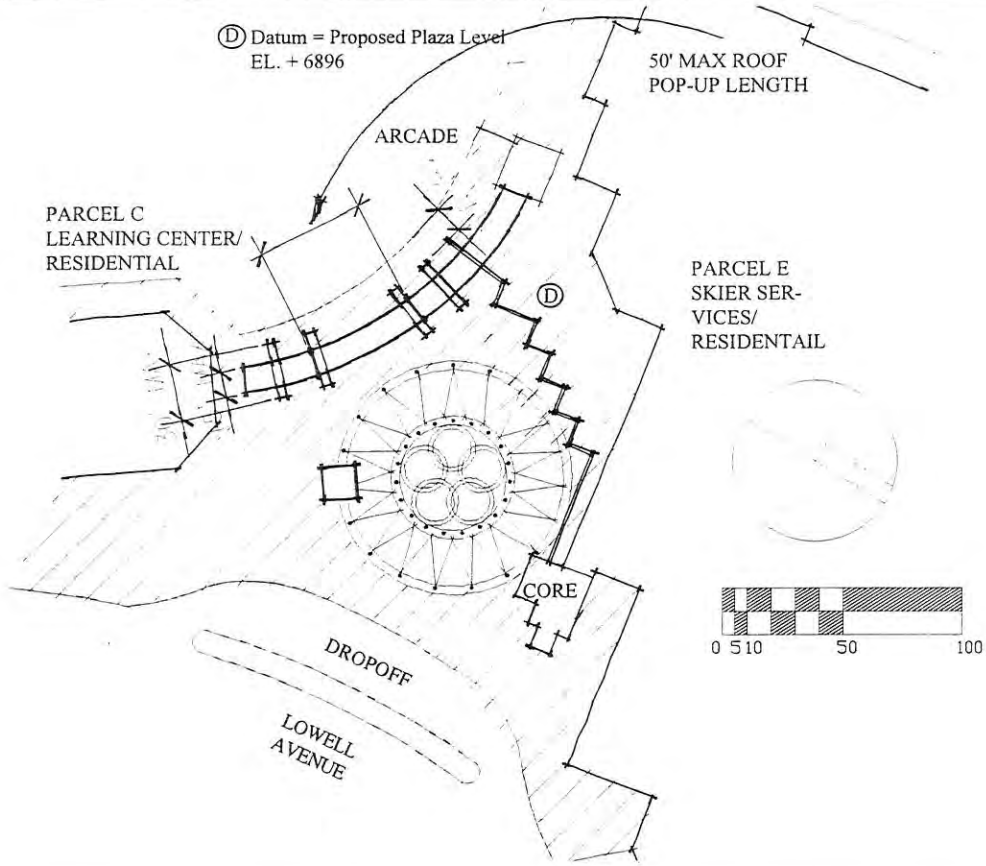
=Pitched roof zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01166 Pg00552

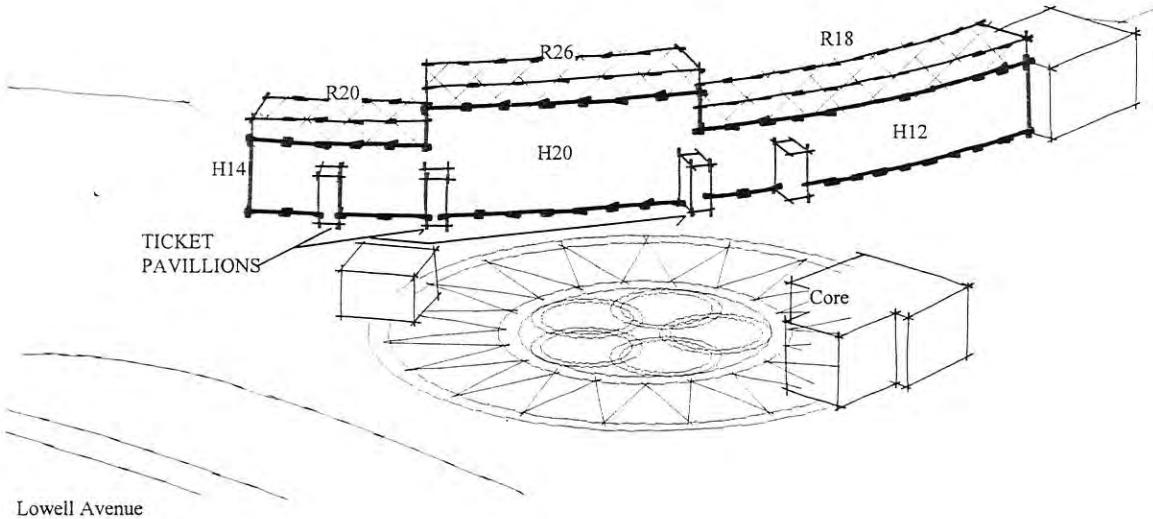


ARCADE:
Footprint Diagram:
Recommended Lengths, Widths and Offsets.

PARK CITY RESORT
VOLUMETRICS

BSA Architects

00513070 Bk01160 Pg00553



ARCADE: From Lowell Avenue
Massing Diagram:
Recommended Building Heights.

LEGEND:
H= Maximum height, to underside of structure.
R= maximum roof height measured vertically from datum. El. 6896'

=Roof truss zone.

Park City Ski Area

PARK CITY RESORT
VOLUMETRICS

BSA Architects

PARK CITY
1884

PLANNING COMMISSION REPORT

DATE: April 1, 1998
DEPARTMENT: Planning
AUTHOR: Nora L. Seltenrich NLS
TITLE: PCMR CUP for Building A
TYPE OF ITEM: Conditional Use Permit/Small Scale MPD

SUMMARY RECOMMENDATIONS: Conditional Approval

DESCRIPTION:

A. Topic.

PROJECT STATISTICS

Project Name:	PCMR CUP for Building A
Owners:	Powdr Corp./MORI
Location:	Lowell Avenue
Zoning:	RC-MPD
Adjacent Land Uses:	Ski Area/Tourist Residential
Project Planner:	Nora L. Seltenrich

B. Background.

On July 25, 1997, the Planning Commission approved a Large Scale Master Plan Development (MPD) for the Park City Mountain Resort (PCMR). That approval specified maximum densities, building square footages and volumetrics, design guidelines and site planning. Because of the general nature of a Large Scale Master Plan Approval, each portion of a Large Scale Master Plan must be reviewed for consistency with the Large Scale MPD and as a Small Scale MPD, subject to the Conditional Use Permit (CUP) Process. The first portion of the PCMR MPD has been submitted for review. In addition to this application for a CUP for the building on Parcel A, the Planning Commission is being asked to take action on a subdivision application creating the parcels and on a zone boundary adjustment request. There are separate staff reports for those requested actions.

In addition to the Small Scale MPD/CUP criteria, there was a lengthy list of conditions placed on the Large Scale MPD approval. Many of those conditions have to be satisfied prior to or concurrent with the first CUP. They include:

- Ratification of the Large Scale MPD through execution of a Development Agreement between the City and the developer.
- Finalization of the Park City Mountain Resort Base Area Concept Master Plan.

- Approval of a Subdivision necessary to create the individual parcels so that they can be developed by other parties, including the formation of a Master Owners' Association and designation of their maintenance responsibilities.

- Approval of a Zone Boundary Adjustment to make the zoning consistent with the approved Large Scale Master Plan.

- Execution of an agreement on the ownership and maintenance of the current Bus Turnout.

- Finalization of the Phasing, Traffic Mitigation, and Parking Mitigation Plans.

- Agreement on timing of Employee Housing.

All of these conditions have been met, or will be met prior to construction.

C. **Project Description**

Building A consists of a 182 unit timeshare project to be developed by Marriott Ownership Resorts, Inc.(MORI), and an attached skier services building to be developed by Park City Mountain Resort. The lodging structure is proposed to be 181 units of about 1200 sq ft in size, and one unit of about 3200 sq ft in size. In addition, support commercial, retail and back of house uses are proposed. The skier service building will replace Steeps and Gart Brothers and is proposed to provide about 34,000 sq ft of skier services and skier-related retail uses with an additional 15,000 sq ft in the basement. The square footages proposed are within those approved as a part of the Large Scale Master Plan and Development Agreement.

Parking and Access

The parking requirement is 184 spaces, and 193 are proposed. The majority of the spaces are in an enclosed parking structure. There are 16 surface spaces proposed.

Vehicular access to the new structure is proposed to be from Lowell Avenue on the south edge of the resort, in the location of the current service road. The Gables and Marsac Mill propose to install vehicular drop-offs along this access road. All service and deliveries will occur within the parking garage. Building A will have a drop-off with a portecochere. The drop off will be at the same level as the existing skier plaza at the resort.

Building Configuration

The Master Plan approval includes specific design guidelines and volumetrics for each building. All proposals must comply with the Guidelines and Volumetrics. The preliminary plans or Building A appear to comply with the approved guidelines and parameters.

As proposed, Building A is divided into 6 distinct segments, to be constructed in 3 phases. The building steps up the hill and varies in height from 5 to 10 stories. The volumetrics require, and the building is designed to have, a lot of facade variation and articulation. The Planning Commission and City Council specifically approved the increased heights outlined in the volumetrics. This proposal complies with the approved volumetrics.

Building Materials

In addition to the facade articulation, the mass of the structure is broken up by the use of varied building materials. Because of the size of this structure and Fire Code requirements, only non-combustible materials can be used for the exterior of the building. The base of the structure will be native sandstone. A masonry precast panel which will be made to resemble a rough hewn wood siding will be used. The upper portions of the exterior wall will be a dark green standing seam metal material. Under some windows will be a

horizontal galvanized metal panel. The roof will be asphalt shingle. The building has some steel braces which project from the walls and will actually be structural elements of the building. The Planning Commission has reviewed the preliminary architectural drawings and materials. The staff will review and approve the final details.

Construction Mitigation
A construction mitigation plan has been submitted and has been preliminarily reviewed by the Community Development Staff. Construction staging and parking areas are identified, as well as access routes for construction-related traffic. The traffic will be required to remain on Lowell and Empire Avenues and to avoid adjacent residential areas. Hours of operation are proposed to be consistent with current City Policy and will have to be amended if the City Council modifies that policy.

The excavated material will be used to raise the grade of the existing Hollow Ski Run. Plans for that grading and revegetation have been submitted as a part of this project.

Phasing
Along with construction of the timeshare structure and the skier services building, the following construction will take place this year:

- Replacement and realignment of the west side of Lowell Avenue at Manor
- Additional paving for parking at the Lower Lot
- Repair/replacement of the Lowell Avenue storm drain
- Repair/replacement of the Lowell Avenue water line

The construction and phasing program include plans to ensure that there is no decrease in the amount of available skier parking for the 1998-99 ski season.

Traffic Mitigation Plan
The traffic mitigation plan has been refined to identify what street improvements will happen with which phase of the project and who is responsible for those changes. The realignment of Lowell Avenue and the reconstruction of the Lowell/Empire intersection are anticipated to occur with the next phase of construction.

Parking Mitigation Plan
Because this project does not require replacement skier parking, other than parking area used for construction staging, the impact of parking is not significant. No decrease in the number of skier parking spaces will be allowed. The Transportation Director, Police Chief and Community Development staff have been working on strategies for future phases of the project which include off-site peak parking, parking attendant requirements, barriers for keeping traffic out of residential areas and improved transit.

RECOMMENDATION:
The staff recommends conditional approval of the request for a Small Scale MPD/CUP for Building A of the Park City Mountain Resort Large Scale Master Plan, as follows:

Findings of Fact:

1. The Planning Commission approved a Large Scale Master Planned Development on July 25, 1997 for the Park City Mountain Resort (PCMR).

2. The City Council granted a height variation pursuant to Section 10.11 of the Land Management Code on August 21, 1997.

3. On March 19, 1998, the City Council authorized the Mayor to execute a Development Agreement

memorializing the Large Scale Master Planned Development approval.

4. A Large Scale MPD requires that each portion of it be brought back before the Planning Commission to be processed as a Small Scale MPD/CUP.

5. An application was filed for a Small Scale MPD/CUP for Building A on November 25, 1997.

6. The Planning Commission held numerous work sessions to review the proposal and held a public hearing on February 11, 1998.

7. This Small Scale Master Plan and CUP consists of approval of Building A of the PCMR Large Scale Master Plan which includes:

- A 182 unit timeshare project, with a maximum gross square footage of 284,389 sq ft.
- An attached Skier Services Building consisting of 34,000 sq ft of services plus a 15,000 sq ft basement.
- 193 parking spaces, of which, 177 are in an enclosed structure

8. The residential use is proposed to be a timeshare. Timeshare uses are allowed as a part of the MPD.

9. The residential units in this proposed building are intended to serve as tourist accommodations and are not intended to house permanent residents.

10. It is the desire of the developer the build this structure in phases, and be complete prior to the 2002 Olympics.

Conclusions of Law:

1. The proposed project is consistent with the Large Scale Master Planned Development Approval and the associated Development Agreement for the Park City Mountain Resort.

2. The proposed project is within the square footage and building height approved as a part of the Large Scale MPD.

3. The proposed project is consistent with the "Concept Master Plan" dated March 13, 1998, including the approved Design Guidelines and Volumetrics.

4. The conditions of approval for the Large Scale MPD have been reviewed and the applicable conditions have been met, or will be met prior to building permit issuance.

Conditions of Approval:

1. Prior to commencement of construction, the Development Agreement shall be finalized and executed.

2. Prior to commencement of construction, the Zone Boundary Adjustment shall be approved by City Council.

3. A construction mitigation plan has been submitted and reviewed by the staff. That plan will be finalized prior to issuance of any permit for construction on this project. The construction mitigation plan shall include the maintenance of pedestrian access through the site.

4. The Planning Commission has reviewed preliminary architectural details of the proposed building. The

staff shall review and approve the final details. If the staff has concerns over the details, the Planning Commission will be asked to review them.

5. A lighting plan and sign plan consistent with the recently adopted lighting and sign regulations will be submitted by the applicant and reviewed by staff. The full building permit shall not be issued until the lighting and sign plans are approved.

6. A preliminary landscape plan for the project has been submitted and reviewed by the Planning Commission. Prior to full building permit issuance, the applicant shall prepare and the staff shall review and approve a final landscape plan which shall include streetscape and plaza details. These details are critical because they will set the theme for the balance of the Park City Mountain Resort Master Plan area.

7. Consistent with the conditions of approval on the Large Scale Master Plan, the staff and developer have been finalizing the traffic mitigation and parking mitigation plan. Those plans will have to be approved by the staff prior to building permit issuance.

8. Prior to building permit issuance, the Chief Building Official will review and approve the final fire protection plan for the project.

9. The final plans shall be reviewed, and modified if necessary, to ensure that all mechanical equipment is screened to the greatest extent possible. This shall include not only building appurtenances, but at-grade utility boxes.

10. A plan shall be submitted, in conjunction with a financial guarantee, which shall address restoration of the site and temporary completion of Building A in the event that the project does not move forward.

Fee Exempt per Utah Code
Annotated 1953 21-7-2

Recorded at the request of and return
to: Park City Municipal Corp.
Attn: City Recorder
P. O. Box 1480, Park City, UT 84060

Ordinance No. 07-10

AN ORDINANCE APPROVING THE UNITED PARK CITY MINES COMPANY AND ROYAL STREET LAND COMPANY ANNEXATION OF LANDS AT PCMR AND APPROVING AN AMENDMENT TO THE PARK CITY ZONING MAP TO PLACE THE LANDS AT PCMR INTO THE RECREATION OPEN SPACE (ROS) ZONING DISTRICT AND APPROVING AMENDMENTS TO THE FLAGSTAFF MOUNTAIN DEVELOPMENT AGREEMENT, PARK CITY, UTAH.

WHEREAS, the owners of 2,800 acres of property located in unincorporated Summit County have petitioned the City Council for approval of the Annexation of Lands at PCMR into the City limits, an amendment to the current City Zoning Map and an amendment to the Flagstaff Mountain Development Agreement; and

WHEREAS, the proposed annexation is approximately 2,800 acres in size; and

WHEREAS, the zoning for the 2,800 acres will be Recreation Open Space (ROS) and zoning for the 139 acres currently within the City will also be Recreation Open Space (ROS); and

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

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

WHEREAS, the Planning Commission held a public hearing on December 13, 2006, to receive input on the Annexation of Lands PCMR, the amendment to the Park City Zoning Map, and the amended Flagstaff Development Agreement; and

WHEREAS, the Planning Commission, on December 13, 2006, forwarded a positive recommendation to the City Council; and,

WHEREAS, on December 21, 2006, January 11 and February 1, 2007, the City Council held public hearings to receive input on the Annexation of Lands PCMR, the amendment to the Park City Zoning Map, and the amended Flagstaff Development Agreement; and

WHEREAS, on February 1, 2007, the City Council approved the Annexation of Lands at PCMR, an amendment to the Park City Zoning Map and amendments to the Flagstaff Mountain Development Agreement; and

WHEREAS, it is in the best interest of Park City, Utah to approve the Annexation of Lands at PCMR, amendments to the Park City Zoning Map, and amendments to the Flagstaff Mountain Development Agreement.

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

RECORDER'S NOTE
LEGIBILITY OF WRITING, TYPING OR PRINTING UNSATISFACTORY IN THIS DOCUMENT WHEN RECEIVED.

ENTRY NO. 00806099
03/02/2007 02:42:50 PM B: 1850 P: 1794
Ordinance PAGE 1 / 103
ALAN SPRIGGS, SUMMIT COUNTY RECORDER
FEE $ 0.00 BY PARK CITY MUNICIPAL CORP

follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Annexation of Lands at PCMR and amendment to the Park City Zoning Map as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located within unincorporated Summit County and contains approximately 2,800 acres to be annexed into Park City.
2. Royal Street Land Company owns a 236 acre parcel within the annexation area known as the Shadow Lake parcel. The rest of the annexation area is owned by United Park City Mines Company.
3. The current county zoning is Mountain Remote.
4. As part of the annexation petition the petitioner has requested Recreation Open Space (ROS) zoning for the entire 2,800 acre parcel and an additional 139 acre parcel currently within the City Limits and zoned Estate (E).
5. The proposed land uses are consistent with the purpose statements of the proposed zoning district. The applicants have volunteered to restrict all residential and commercial lodging by transferring all potential density to an existing development area within the Flagstaff Mountain annexation area. These restrictions are reflected in the annexation agreement.
6. Preliminary site analysis demonstrates existence of sensitive lands on the property. Therefore, the proposed SLO zoning is appropriate.
7. The proposed annexation meets the purposes stated in the Annexation Policy Plan, in that this annexation contributes to the achievement of the goals and policies of the Park City General Plan and further protects the general interests and character of Park City by including several historic mining era structures within the Park City boundary, and provides 2,800 acres of open space and ski resort related uses.
8. The annexation will bring the property into the Park City Municipal Corporation boundary and enable services to be provided to the Property, such as police and water, which are more easily accessible from the City than the County.
9. Annexation of this parcel will not create an island, peninsula, or irregular city boundary. The annexation is a logical extension of the City Boundary.
10. This property is located within the Park City Annexation Expansion Area, adopted by the City Council in 2003.
11. Provision of municipal services for this property is more efficiently provided by Park City than by Summit County.
12. Areas of wetlands, visible ridges, and steep slopes have been identified on the property. It is reasonable to include this property within the Sensitive Lands Overlay Zone.
13. It is reasonable and logical to provide municipal level services to this property adjacent to the western boundary of Park City. The annexation provides an open space buffer between Park City and the proposed boundary to the west.
14. The application is subject to the City's Affordable Housing Resolution 17-99 in

that residential density is being transferred to another location in the City. Affordable Housing is being provided under the current requirements of the Flagstaff Mountain Development Agreement, as amended.

15. The findings in the Analysis section of the staff report dated February 1, 2007, are incorporated herein.

Conclusions of Law:

1. The Zoning Map amendment is consistent with the Park City Land Management Code and General Plan.
2. Approval of the Annexation and Zoning Map amendment does not adversely affect the health, safety and welfare of the citizens of Park City.
3. This annexation meets the standards for annexation set forth in Title 10, Chapter 2 of the Utah Code, the Park City General Plan, and Land Management Code--Chapter 8: Annexation.

Conditions of Approval:

1. The Official Zoning Map shall be amended to include the UPCM Annexation of Lands at PCMR property within the Recreation Open Space (ROS) District and within the Sensitive Lands Overlay (SLO) Zone.
2. The Official Zoning Map shall be amended to change the 139 acre parcel within the Park City limits currently zoned Estate (E) to Recreation Open Space (ROS).
3. The annexation agreement shall be substantially the same as Exhibit B, in a form approved by the City Attorney, and fully executed and recorded with the Annexation Plat.
4. The Flagstaff Mountain Development Agreement shall be substantially the same as Exhibit C, in a form approved by the City Attorney, and fully executed and recorded with the Annexation Plat.
5. The Deed Restriction and Conservation Easement for the Annexed Lands shall be substantially the same as Exhibit D, in a form approved by the City Attorney, and fully executed and recorded with the Annexation Plat.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication and the Annexation shall be effective upon recordation and filing of this Ordinance and annexation plat pursuant to the Utah Code Annotated Section 10-2-425, and with the execution of the Amended Flagstaff Development Agreement and UPCM Lands at PCMR Annexation Agreement.

PASSED AND ADOPTED this 1st day of February, 2007.

PARK CITY MUNICIPAL CORPORATION

Dana Williams

Mayor Dana Williams

Attest:

Janet M. Scott, City Recorder

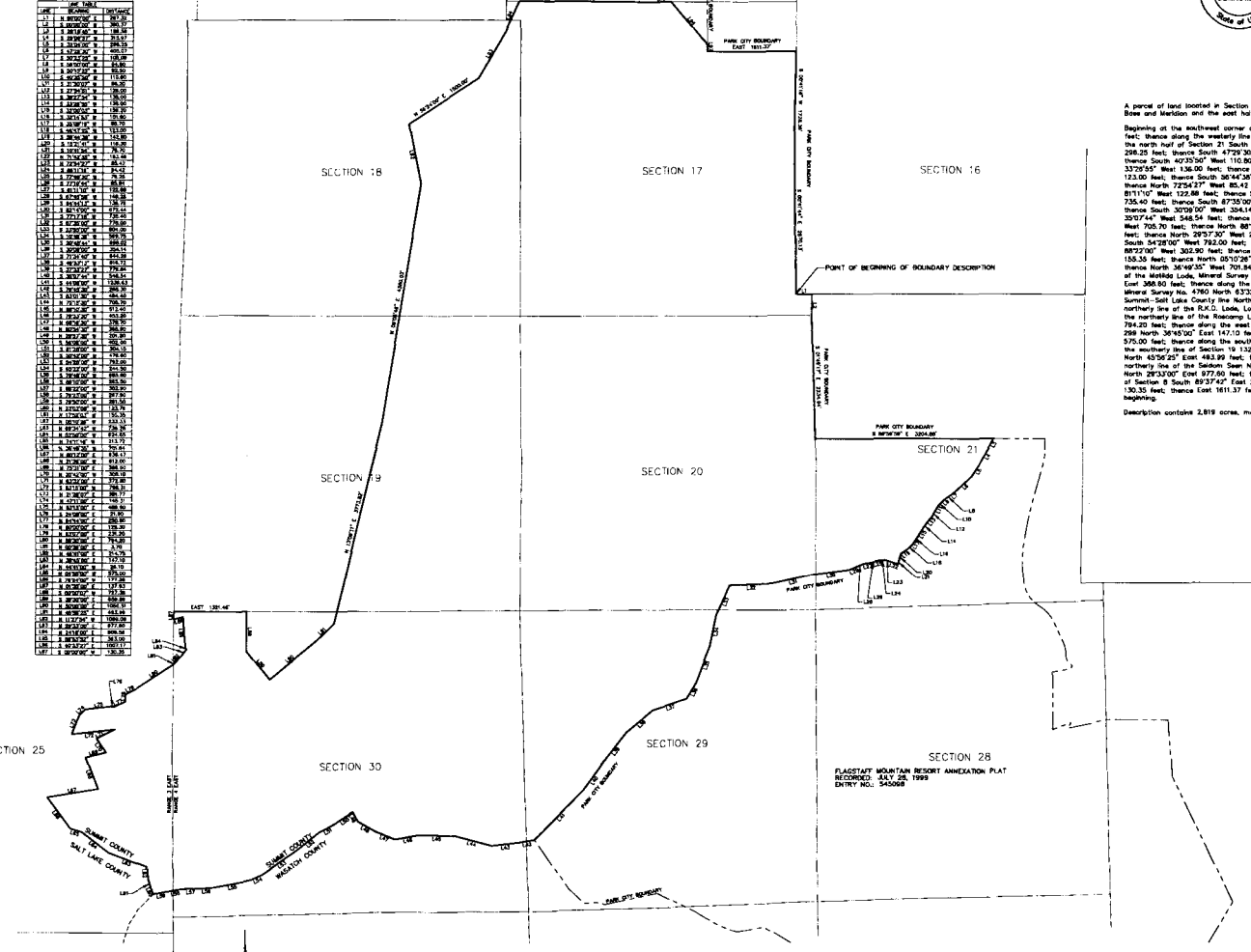
Approved as to form:

Mark D. Harrington, City Attorney



EXHIBIT A (1 OF 2)

00806099 B: 1850 P: 1794 Page 5 of 103 Summit County



LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 89°59'59" E	287.32
L2	S 00°00'07" E	390.37
L3	S 89°59'59" W	180.58
L4	S 28°18'45" W	313.97
L5	S 30°23'25" W	298.25
L6	S 47°29'30" W	405.07
L7	S 30°23'25" W	105.09
L8	S 58°00'00" W	84.90
L9	S 30°23'25" W	52.50
L10	S 60°35'00" W	115.80
L11	S 31°30'07" W	86.20
L12	S 27°29'53" W	28.00
L13	S 38°27'26" W	124.05
L14	S 33°28'36" W	134.90
L15	S 32°06'03" W	159.20
L16	S 36°16'36" W	121.80
L17	S 28°18'45" W	83.78
L18	S 46°57'45" W	133.00
L19	S 38°45'38" W	142.80
L20	S 15°21'41" W	116.30
L21	S 10°41'54" W	78.70
L22	S 77°54'27" W	85.42
L23	S 87°11'16" W	94.42
L24	S 77°48'30" W	78.25
L25	S 87°11'16" W	125.88
L26	S 64°44'13" W	136.78
L27	S 82°14'06" W	672.44
L28	S 87°35'00" W	778.00
L29	S 73°34'40" W	664.28
L30	S 79°45'30" W	288.30
L31	S 83°01'30" W	494.40
L32	S 88°10'30" W	812.40
L33	S 79°33'30" W	453.20
L34	S 61°26'00" W	304.10
L35	S 78°48'00" W	685.80
L36	S 79°30'00" W	261.50
L37	S 75°00'00" W	261.50
L38	S 79°33'00" W	267.90
L39	S 05°10'28" W	233.33
L40	S 89°34'42" W	736.28
L41	S 36°49'35" W	701.84
L42	N 21°36'00" W	612.00
L43	S 68°08'00" W	148.28
L44	S 68°08'00" W	402.00
L45	S 58°08'00" W	201.20
L46	S 85°22'00" W	244.50
L47	S 89°37'00" W	792.00
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L92	S 00°00'07" E	1320.46
L93	S 00°00'07" E	1320.46
L94	S 00°00'07" E	1320.46
L95	S 00°00'07" E	1320.46
L96	S 00°00'07" E	1320.46
L97	S 00°00'07" E	1320.46

SURVEYOR'S CERTIFICATE

REGISTERED LAND SURVEYOR
No. 154491
JOHN DEMKOWICZ
State of Utah

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 154491, as prescribed by the laws of the State of Utah, and that this plat accurately describes and illustrates the boundary and the Patented Government Lots of Record as prescribed within the boundary of the ANNEXATION LANDS AT PCMR annexation petition.

John Demkowicz — Date

BOUNDARY DESCRIPTION

A parcel of land located in Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at the southwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the southerly line of Section 16 East 287.32 feet; thence along the westerly line of Section 21 South 390.37 feet; thence along the westerly line of Section 21 South 01°49'17" East 2234.94 feet; thence along the southerly line of the north half of Section 21 South 89°59'59" East 3204.88 feet; thence South 28°18'45" West 188.56 feet; thence South 29°09'57" West 315.97 feet; thence South 32°04'00" West 298.25 feet; thence South 47°29'30" West 405.07 feet; thence South 30°23'25" West 105.09 feet; thence South 58°00'00" West 84.90 feet; thence South 30°13'25" West 52.50 feet; thence South 60°35'00" West 110.80 feet; thence South 31°30'07" West 96.20 feet; thence South 27°54'51" West 128.00 feet; thence South 38°27'54" West 138.00 feet; thence South 33°28'55" West 136.90 feet; thence South 32°06'03" West 159.20 feet; thence South 32°47'53" West 101.80 feet; thence South 35°09'16" West 88.70 feet; thence South 46°47'25" West 123.00 feet; thence South 38°44'38" West 142.80 feet; thence South 15°21'41" West 116.30 feet; thence South 10°41'54" West 78.70 feet; thence North 71°42'30" West 183.49 feet; thence North 72°54'27" West 85.42 feet; thence South 86°11'16" West 94.42 feet; thence South 77°48'30" West 78.25 feet; thence South 77°19'44" West 85.84 feet; thence South 81°11'10" West 125.88 feet; thence South 87°45'56" West 148.28 feet; thence South 64°44'13" West 136.78 feet; thence South 82°14'06" West 672.44 feet; thence South 77°17'18" West 735.40 feet; thence South 87°35'00" West 778.00 feet; thence South 23°56'00" West 604.00 feet; thence South 10°48'36" West 569.75 feet; thence South 20°48'44" West 695.02 feet; thence South 30°09'00" West 304.14 feet; thence South 71°34'40" West 664.28 feet; thence South 49°33'13" West 818.72 feet; thence South 37°33'27" West 779.84 feet; thence South 35°07'44" West 548.54 feet; thence South 44°09'00" West 1236.63 feet; thence South 79°45'30" West 288.30 feet; thence South 83°01'30" West 494.40 feet; thence North 75°15'30" West 705.70 feet; thence North 88°10'30" West 812.40 feet; thence South 79°33'30" West 453.20 feet; thence North 88°16'30" West 378.70 feet; thence North 80°54'30" West 368.90 feet; thence North 29°57'30" West 201.20 feet; thence South 56°08'00" West 402.00 feet; thence South 61°26'00" West 304.10 feet; thence South 50°42'00" West 478.60 feet; thence South 54°28'00" West 792.00 feet; thence South 85°22'00" West 244.50 feet; thence South 78°48'00" West 685.80 feet; thence South 86°10'00" West 265.50 feet; thence South 89°37'00" West 302.90 feet; thence South 79°33'00" West 267.90 feet; thence South 75°00'00" West 261.50 feet; thence North 23°02'08" West 123.79 feet; thence North 17°59'03" West 155.35 feet; thence North 05°10'28" West 233.33 feet; thence North 89°34'42" West 736.28 feet; thence North 52°50'00" West 624.65 feet; thence North 74°11'18" West 213.72 feet; thence North 36°49'35" West 701.84 feet; thence along the southerly line of the Matilda Lode, Mineral Survey No. 4859 North 80°12'00" East 938.47 feet; thence along the easterly line of the Matilda Lode, Mineral Survey No. 4859 North 21°36'00" West 612.00 feet; thence along the northerly line of the Tahoma Fraction Lode, Mineral Survey No. 5364 North 75°21'00" East 388.80 feet; thence along the westerly line of the Indiana Lode, Mineral Survey No. 4780 North 35°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4780 North 83°32'00" East 272.80 feet; thence along the southerly line of the Malachite Lode, Lot 281 South 83°15'00" East 788.31 feet; thence along the Summit-Salt Lake County line North 21°28'07" East 381.77 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.31 feet; thence along the northerly line of the R.K.O. Lode, Lot 287 North 83°15'00" East 489.80 feet; thence along the easterly line of the R.K.O. Lode, Lot 287 South 24°08'00" East 21.80 feet; thence along the northerly line of the Raccoons Lode, Lot 286 North 84°44'00" East 256.80 feet; thence North 12°30'00" East 23.20 feet; thence North 83°07'00" East 231.20 feet; thence North 56°30'00" East 784.20 feet; thence along the east line of Section 30 North 00°36'00" East 3.70 feet; thence North 45°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 298 North 36°45'00" East 147.10 feet; thence along the easterly line of the Pique No. 3 Lode, Mineral Survey No. 4742 North 44°41'00" West 26.10 feet; thence North 04°58'00" West 575.00 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 76°24'00" West 177.28 feet; thence North 01°35'00" East 137.93 feet; thence East along the southerly line of Section 19 1321.46 feet; thence South 00°00'07" West 727.38 feet; thence South 39°30'00" East 856.86 feet; thence North 50°00'00" East 1050.51 feet; thence North 45°56'25" East 483.99 feet; thence North 13°08'11" East 3773.82 feet; thence North 09°05'48" East 4,980.03 feet; thence North 11°27'54" West 1098.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5591 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5591 North 29°33'00" East 977.60 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5591 North 24°18'00" East 606.56 feet; thence along the southerly line of Section 8 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 8 North 89°53'52" East 363.00 feet; thence South 40°33'27" East 1007.17 feet; thence South 130.35 feet; thence East 1611.37 feet; thence South 00°41'16" West 1728.36 feet; thence along the westerly line of Section 16 South 00°41'44" East 2670.13 feet to the point of beginning.

Description contains 2,819 acres, more or less.

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of United Park City Mines; the owner of the majority of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah
:ss
County of Summit

On this _____ day of _____, 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the Corporate Agent for United Park City Mines Company, the owner of the majority of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: _____ My Commission Expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of Royal Street Land Company, a Utah Corporation; the owner of portions of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah
:ss
County of Summit

On this _____ day of _____, 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the vice-president for Royal Street Land Company, the owner of portions of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: _____ My Commission Expires: _____

SHEET 1 OF 2

ANNEXATION LANDS AT PCMR

LOCATED IN SECTION 17, THE EAST HALF OF SECTION 18, SECTIONS 19 AND 20, THE SOUTH HALF OF SECTION 21, SECTIONS 29 AND 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN AND ALSO THE EAST HALF OF SECTION 25, TOWNSHIP 2 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

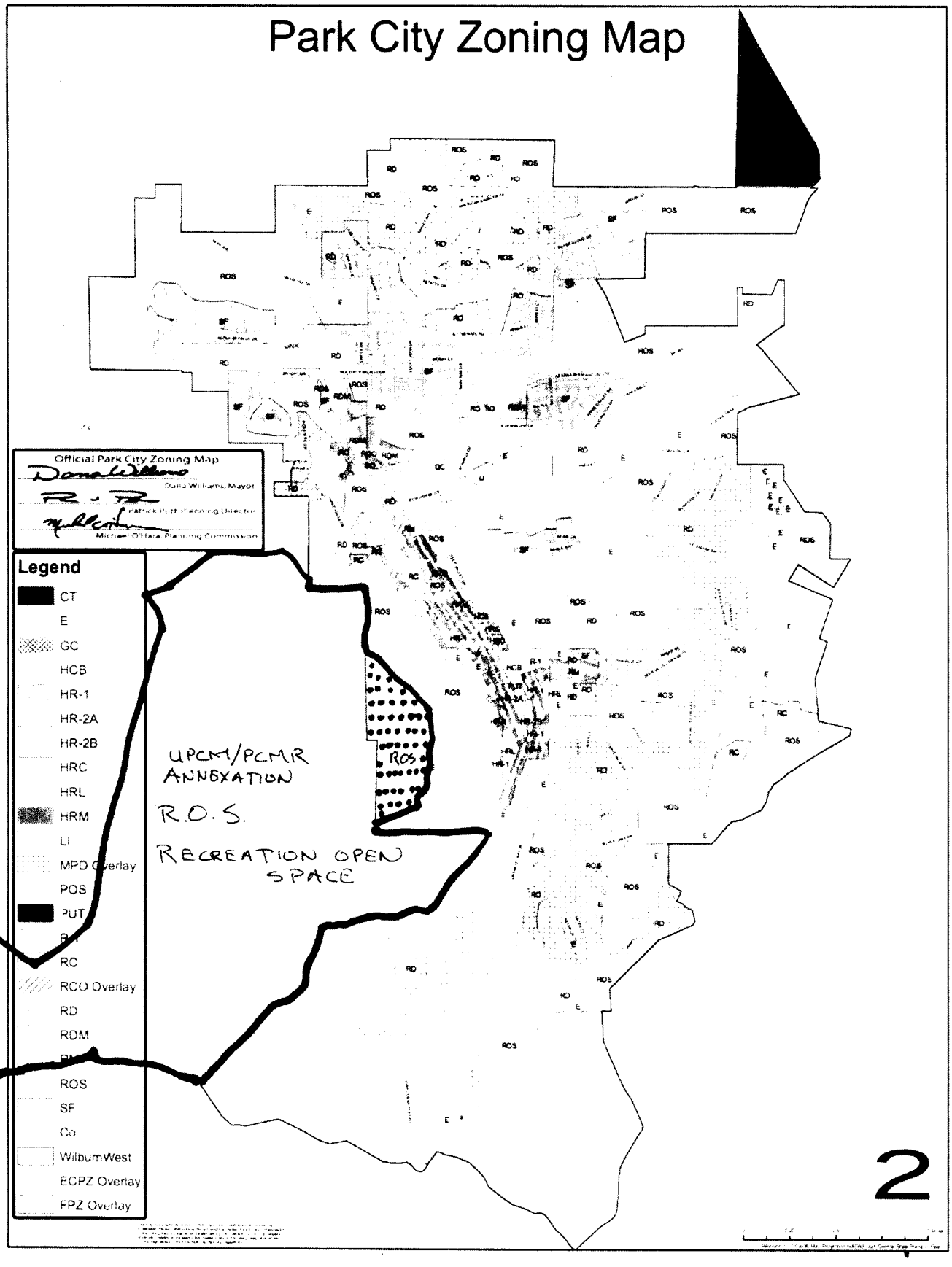
1000' 0 1000' 2000'

2/22/07 JOB NO.: 1-1-01 FILE: X:\Empire\dwg\Talisker\plat\annexation-sht1.dwg

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2007 A.D.	APPROVED AS TO FORM THIS _____ DAY OF _____, 2007 A.D.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____
BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ PARK CITY RECORDER	BY _____ MAYOR	FEE _____ RECORDER

EXHIBIT A (2 OF 2)



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EXHIBIT B - ANNEXATION AGREEMENT

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When recorded, please return to:
PARK CITY MUNICIPAL CORPORATION
City Recorder
PO Box 1480
Park City UT 84060

ANNEXATION AGREEMENT FOR THE UNITED PARK CITY MINES COMPANY LANDS AT PARK CITY MOUNTAIN RESORT

This Annexation Agreement is made by and between Park City Municipal Corporation (Park City), Royal Street Land Company ("RSLC"), and the United Park City Mines Company, Owner (hereafter referred to as "Petitioner") to set forth the terms and conditions under which Park City will annex land owned by RSLC and Petitioner into the corporate limits of Park City and extend certain municipal services to that property. This Agreement is made under authority of 10-2-401 et. seq. of the Utah Code, Annotated 1953, as amended, and shall serve as a supplemental annexation policy declaration when executed by all parties. In consideration of Park City's agreement to annex RSLC and Petitioner's property and in consideration of the mutual promises contained herein, the parties agree that the terms and conditions of annexation shall be as follows:

1. **Property.** The property to be annexed is approximately 2,800 acres in size as depicted on the annexation plat, attached as Exhibit A, and as more fully described in the legal description, attached as Exhibit B, and the preliminary plat, attached as Exhibit C, and incorporated herein by reference (hereafter referred to as the "Property"). Park City Mountain Resort (hereafter referred to as PCMR) has rights in a ski lease over a substantial portion of the annexation property.

2. **Zoning.** Upon annexation, the entire Property will be zoned ROS, Recreation Open Space. The entire Property shall also be included within the Sensitive Lands Overlay District. A Deed Restriction prohibiting residential construction and uses, including hotel and lodging, applies over the PCMR ski lease lands and RSLC property, and a Conservation Easement applies to those areas within the annexation boundary but not subject to the PCMR ski lease and not owned by RSLC.

3. **Master Plan and Subdivision Plat Approval.** Due to the transfer of development capacity from this property to adjacent lands within the Flagstaff Mountain Resort Annexation, a Master Planned Development ("MPD") is not required. The next Development Activity application or amendment under the PCMR MPD must add the PCMR lease land annexed hereby to the PCMR MPD. Following completion of the annexation process, pursuant to Utah Code Annotated Section 10- 2-425, development on the Property shall be governed by the zoning designation provided herein, this Agreement, and the Park City Land Management code in effect at the time complete subdivision and building permit applications are filed with Park City.

4. **Density.** The total density of the UPCM Lands and RSLC property upon PCMR Annexation is zero. No residential construction or uses, including hotel or lodging, are allowed. Limited ski area improvements may be permitted subject to the PCMR Master Planned Development and Park City Land Management Code.

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

6. **Open Space**. The entirety of the Annexation will be dedicated open space.

7. **Affordable Housing.** The Petitioner shall comply with all applicable Affordable Housing requirements of Resolution 17-99, as part of the transfer of density to the Flagstaff Annexation area, as specified in the Amended and Restated Development Agreement For Flagstaff Mountain.

8. **Fire Prevention Measures.** Because of significant wild land interface issues on the Property, if required by Park City, the Petitioner agrees to implement a fire protection and emergency access plan, to be submitted prior to issuance of any building permits, and to be reviewed and approved by the Fire Marshall and Chief Building Official for compliance with applicable building and fire codes.

9. **Roads and Road Design.** No new public or private streets or roads are proposed as part of this annexation.

10. **Sanitary Sewer.** No new public or private sewer line is required or proposed with this annexation.

11. **Dedication of Water Rights.** A condition of the annexation approval is the satisfaction of the requirements of the Water Section of the Amended Development Agreement For Flagstaff Mountain.

12. **Water Infrastructure and Other Water System Costs.** A condition of the annexation approval is the satisfaction of the requirements of the Water Section of the Amended and Restated Development Agreement For Flagstaff Mountain.

13. **Sensitive Lands Review.** At the time of annexation the entire Property shall be included within the Sensitive Lands Overlay District (SLO). A sensitive lands analysis was submitted and reviewed by the Planning Commission during the annexation review for consideration of potential density available to be transferred.

14. **Planning, Building, and Inspection Fees.** Petitioner is responsible for all customary Development Activity fees, including all planning, building, subdivision, and construction inspection fees required by the City at the time of application and/or approvals.

15. Impact and Building Fees. Unless otherwise specified in the Amended Development Agreement For Flagstaff Mountain, Petitioner shall pay all generally applicable fees, such as development impact, park and recreation land acquisition, building permit, and plan check fees due for construction on the Property at the time of application for building permits.

16. Acceptance of Public Improvements. No public infrastructure is required or proposed with this annexation area, but the annexation is conditioned upon those improvements as specified in the Amended Development Agreement For Flagstaff Mountain.

17. Snow Removal and Storage. No snow removal or storage is required or proposed with this annexation.

18. Fiscal Impact Analysis. There is no proposed development within this annexation area that requires a fiscal impact analysis to be submitted with the petition. Fiscal analysis including costs and revenues relating to the density transferred to the Flagstaff Annexation area has been reviewed and accepted by the City.

19. Comprehensive Review and Analysis of Surrounding Property. The Petitioner submitted with the petition for annexation a comprehensive land use review and analysis of the surrounding properties.

20. Effective Date. Pursuant to Utah Code Section 10-3-712, the Annexation shall be effective upon recordation and filing of the Ordinance and annexation plat pursuant to the Utah Code Annotated Section 10-2-425.

21. Governing Law. The laws of the State of Utah shall govern this Agreement. Jurisdiction and venue are proper in Summit County.

22. Real Covenant, Equitable Servitude. This Agreement constitutes a real covenant and an equitable servitude on the Property. The terms of this Agreement touch and concern and both benefit and burden the Property. The benefits and burdens of this Agreement run with the land, and are intended to bind all successors in interest to any portion of the Property.

23. Assignment. This Agreement is also a personal obligation of the Petitioner. Petitioner may assign its obligations under this Agreement, only upon prior written consent of the City, upon demonstration that the City's rights are adequately secured by the assignment. Consent to assignment shall rest in the sole discretion of the City.

24. Compliance with City Code. Notwithstanding paragraph 20 herein, from the time of City Council approval of this agreement, Petitioner and its agents shall comply with all City Codes and Regulations pertaining to the subject Property.

25. Amending the Agreement. Only a written instrument signed by all parties hereto may amend this Agreement. No Third-party beneficiaries are intended or created by this agreement.

26. Additional Agreements. This Annexation is conditioned upon the Amended and Restated Development Agreement For Flagstaff Mountain, the Talisker Conservation Deed Restriction and the Conservation Easement executed and recorded concurrently herewith.

DATED this 2nd day of March, 2007.

PARK CITY MUNICIPAL CORPORATION, a municipality of the State of Utah

By: _____
Mayor

Attest: _____
Recorder

UNITED PARK CITY MINES COMPANY, a Delaware corporation authorized to do business in Utah

By: _____
Authorized Signing Officer

Attest: _____

ROYAL STREET LAND COMPANY,
a Utah corporation,

By: _____
Robert W. Wells, Vice President

26. Additional Agreements. This Annexation is conditioned upon the Amended and Restated Development Agreement For Flagstaff Mountain, the Talisker Conservation Deed Restriction and the Conservation Easement executed and recorded concurrently herewith.

DATED this 2nd day of March, 2007.

PARK CITY MUNICIPAL CORPORATION, a municipality of the State of Utah

By: _____
Mayor

Attest: _____
Recorder

UNITED PARK CITY MINES COMPANY, a Delaware corporation authorized to do business in Utah

By: _____
Authorized Signing Officer

Attest: _____

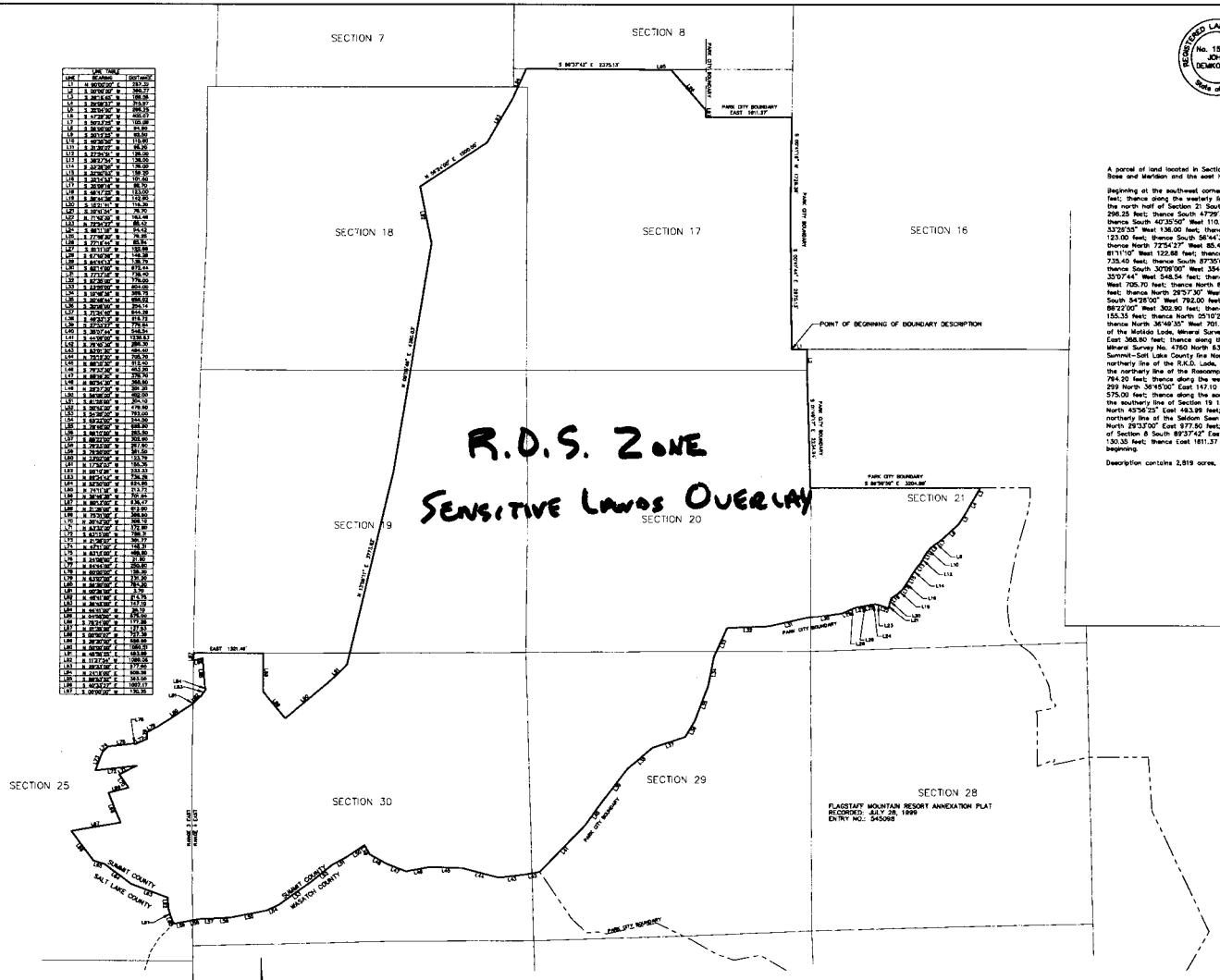
ROYAL STREET LAND COMPANY,
a Utah corporation,

By: _____
Robert W. Wells, Vice President

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EXHIBIT "A"
Annexation and Zoning Plat

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LINE	BEARING	DISTANCE
L1	N 00°00'00" E	787.32
L2	S 30°06'09" W	366.77
L3	S 36°15'45" W	188.08
L4	S 29°08'37" W	313.97
L5	S 32°59'00" W	298.25
L6	S 47°29'30" W	405.07
L7	S 30°43'29" W	105.69
L8	S 58°00'00" W	84.89
L9	S 30°12'30" W	69.00
L10	S 69°30'00" W	110.80
L11	S 31°30'07" W	66.20
L12	S 22°26'34" W	136.00
L13	S 38°23'34" W	136.00
L14	S 53°28'00" W	136.00
L15	S 82°06'00" W	139.39
L16	S 36°24'34" W	101.66
L17	S 30°58'15" E	88.70
L18	S 68°47'25" W	153.00
L19	S 36°43'26" W	115.95
L20	S 16°01'41" W	116.39
L21	S 10°43'36" E	76.70
L22	S 71°16'26" E	163.48
L23	S 72°54'27" W	85.42
L24	S 88°11'18" E	94.42
L25	S 17°58'38" E	136.00
L26	S 72°16'26" E	85.84
L27	S 81°11'10" W	132.98
L28	S 67°40'56" W	149.28
L29	S 23°55'06" W	604.00
L30	S 67°35'00" W	778.00
L31	S 88°11'00" W	673.45
L32	S 77°17'00" W	276.40
L33	S 82°30'00" W	74.00
L34	S 58°08'00" W	604.10
L35	S 12°06'46" W	207.18
L36	S 30°43'46" W	886.02
L37	S 30°08'00" W	844.14
L38	S 71°34'40" W	844.26
L39	S 69°53'27" W	776.94
L40	S 82°27'41" W	548.54
L41	S 44°09'00" W	1338.63
L42	S 78°30'00" W	288.30
L43	S 83°51'30" W	484.40
L44	S 79°45'30" W	705.70
L45	S 88°10'30" W	512.40
L46	S 79°37'30" W	453.20
L47	S 88°36'30" W	378.70
L48	N 28°57'30" W	201.20
L49	S 58°08'00" W	402.00
L50	S 61°28'00" W	204.10
L51	S 78°46'00" W	685.80
L52	S 86°10'00" W	265.50
L53	S 79°23'00" W	267.90
L54	S 79°50'00" W	261.50
L55	N 23°07'08" W	123.78
L56	N 25°10'28" W	233.33
L57	N 89°34'42" W	736.28
L58	N 52°50'00" W	924.65
L59	N 36°48'35" W	701.84
L60	N 21°36'00" W	612.00
L61	N 30°42'00" W	308.10
L62	N 63°32'00" E	372.80
L63	N 41°39'00" W	1236.63
L64	N 21°28'07" E	381.77
L65	N 83°15'00" E	489.80
L66	N 64°44'00" E	250.80
L67	N 83°15'00" E	129.30
L68	N 00°36'00" E	3.70
L69	N 00°00'07" W	727.38
L70	N 00°00'00" E	858.89
L71	N 13°09'11" E	3773.82
L72	N 09°05'46" E	4380.03
L73	N 56°24'00" E	1500.00
L74	N 29°37'00" E	977.50
L75	N 89°37'42" E	2375.13
L76	N 00°41'16" W	1728.36
L77	N 44°26'27" E	1007.17
L78	S 89°09'26" E	130.35

SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 154491, as prescribed by the laws of the State of Utah, and that this plat accurately describes and illustrates the boundary and the Patented Government Lots of Record as prescribed within the boundary of the ANNEXATION LANDS AT PCMR annexation petition.

REGISTERED LAND SURVEYOR — No. 154491 — JOHN DEMKOWICZ — State of Utah

John Demkowicz — Date

BOUNDARY DESCRIPTION

A parcel of land located in Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at the southwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the southerly line of Section 16 East 287.32 feet; thence along the westerly line of Section 21 South 390.37 feet; thence along the westerly line of Section 21 South 01°49'17" East 2234.84 feet; thence along the southerly line of the north half of Section 21 South 89°59'59" East 3204.88 feet; thence South 28°18'45" West 186.58 feet; thence South 29°08'37" West 313.97 feet; thence South 32°04'00" West 298.25 feet; thence South 47°29'30" West 405.07 feet; thence South 50°23'25" West 105.09 feet; thence South 58°00'00" West 84.90 feet; thence South 30°15'25" West 92.50 feet; thence South 40°35'50" West 110.80 feet; thence South 31°30'07" West 86.20 feet; thence South 27°54'31" West 138.00 feet; thence South 38°27'54" West 138.00 feet; thence South 33°26'55" West 136.00 feet; thence South 32°00'03" West 159.20 feet; thence South 32°14'53" West 101.90 feet; thence South 35°09'16" West 88.70 feet; thence South 46°47'25" West 123.00 feet; thence South 56°44'36" West 162.80 feet; thence South 15°21'41" West 116.30 feet; thence South 10°41'54" West 76.70 feet; thence North 71°42'36" West 163.48 feet; thence North 72°54'27" West 85.42 feet; thence South 86°11'18" West 94.42 feet; thence South 77°48'30" West 79.25 feet; thence South 77°19'44" West 85.84 feet; thence South 81°11'10" West 122.88 feet; thence South 67°40'56" West 149.28 feet; thence South 64°44'13" West 138.79 feet; thence South 82°41'00" West 672.44 feet; thence South 77°17'18" West 735.40 feet; thence South 87°35'00" West 778.00 feet; thence South 23°55'06" West 604.00 feet; thence South 10°48'36" West 569.75 feet; thence South 20°48'44" West 698.02 feet; thence South 30°08'00" West 354.14 feet; thence South 71°34'40" West 844.26 feet; thence South 69°53'27" West 776.94 feet; thence South 35°07'44" West 548.54 feet; thence South 44°09'00" West 1236.63 feet; thence South 79°45'30" West 288.30 feet; thence South 83°51'30" West 484.40 feet; thence South 75°13'30" West 705.70 feet; thence North 88°10'30" West 612.40 feet; thence South 79°37'30" West 453.20 feet; thence North 88°36'30" West 378.70 feet; thence North 80°54'30" West 368.00 feet; thence North 28°57'30" West 201.20 feet; thence South 58°08'00" West 402.00 feet; thence South 61°28'00" West 204.10 feet; thence South 50°42'00" West 479.80 feet; thence South 54°28'00" West 792.00 feet; thence South 85°22'00" West 244.50 feet; thence South 78°46'00" West 685.80 feet; thence South 86°10'00" West 265.50 feet; thence South 88°22'00" West 302.90 feet; thence South 79°23'00" West 267.90 feet; thence South 79°50'00" West 261.50 feet; thence North 23°07'08" West 123.78 feet; thence North 17°52'03" West 155.35 feet; thence North 25°10'28" West 233.33 feet; thence North 89°34'42" West 736.28 feet; thence North 52°50'00" West 924.65 feet; thence North 74°11'18" West 213.72 feet; thence North 36°48'35" West 701.84 feet; thence along the southerly line of the Matilda Lode, Mineral Survey No. 4958 North 80°12'00" East 938.47 feet; thence along the easterly line of the Matilda Lode, Mineral Survey No. 4958 North 21°36'00" West 612.00 feet; thence along the northerly line of the Fairbanks Fraction Lode, Mineral Survey No. 5384 North 75°31'00" East 388.80 feet; thence along the westerly line of the Indiana Lode, Mineral Survey No. 4760 North 30°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4760 North 63°32'00" East 372.80 feet; thence along the southerly line of the Mahkitke Lode, Lot 281 South 83°15'00" West 784.31 feet; thence along the Summit–Salt Lake County line North 21°28'07" East 381.77 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.31 feet; thence along the northerly line of the R.K.D. Lode, Lot 287 North 83°15'00" East 489.80 feet; thence along the easterly line of the R.K.D. Lode, Lot 287 South 24°08'00" East 21.80 feet; thence along the northerly line of the Roscamp Lode, Lot 286 North 64°44'00" East 250.80 feet; thence North 129.30 feet; thence North 63°07'00" East 231.20 feet; thence North 58°30'00" East 794.20 feet; thence along the west line of Section 30 North 00°36'00" East 3.70 feet; thence North 40°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 299 North 36°45'00" East 147.10 feet; thence along the easterly line of the Pique No. 3 Lode, Mineral Survey No. 4742 North 44°41'00" West 26.10 feet; thence North 04°55'00" West 575.00 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 78°24'00" West 177.28 feet; thence North 01°55'00" East 137.93 feet; thence East along the southerly line of Section 19 1331.46 feet; thence South 00°00'07" West 727.38 feet; thence South 38°30'00" East 859.89 feet; thence North 30°00'00" East 1050.51 feet; thence North 45°56'25" East 483.89 feet; thence North 13°09'11" East 3773.82 feet; thence North 09°05'46" East 4380.03 feet; thence North 11°27'54" West 1099.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5591 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5091 North 29°37'00" East 977.50 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5091 North 24°16'00" East 809.56 feet; thence along the southerly line of Section 6 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 8 North 89°53'50" East 363.00 feet; thence South 40°33'27" East 1007.17 feet; thence South 130.35 feet; thence East 1811.37 feet; thence South 00°41'16" West 1728.36 feet; thence along the westerly line of Section 16 South 00°41'44" East 2670.13 feet to the point of beginning.

Description contains 2,819 acres, more or less.

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of United Park City Mines; the owner of the majority of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah
:ss
County of Summit

On this _____ day of _____, 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the Corporate Agent for United Park City Mines Company, the owner of the majority of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in:_____ — My Commission Expires:_____

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of Royal Street Land Company, a Utah Corporation; the owner of portions of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah
:ss
County of Summit

On this _____ day of _____, 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the vice-president for Royal Street Land Company, the owner of portions of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in:_____ — My Commission Expires:_____

ANNEXATION LANDS AT PCMR

LOCATED IN SECTION 17, THE EAST HALF OF SECTION 18, SECTIONS 19 AND 20, THE SOUTH HALF OF SECTION 21, SECTIONS 29 AND 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN AND ALSO THE EAST HALF OF SECTION 25, TOWNSHIP 2 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 2

3/23/07 | JOB NO.: 1-1-01 | FILE: X:\Empire\dwg\Talisker\plat\annexation-sht1.dwg

1000' 0 1000' 2000'

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
321 Main Street P.O. Box 2664 Park City, Utah 84060-2664

ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2007 A.D.	APPROVED AS TO FORM THIS _____ DAY OF _____, 2007 A.D.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____
BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ PARK CITY RECORDER	BY _____ MAYOR	FEE _____ RECORDER _____

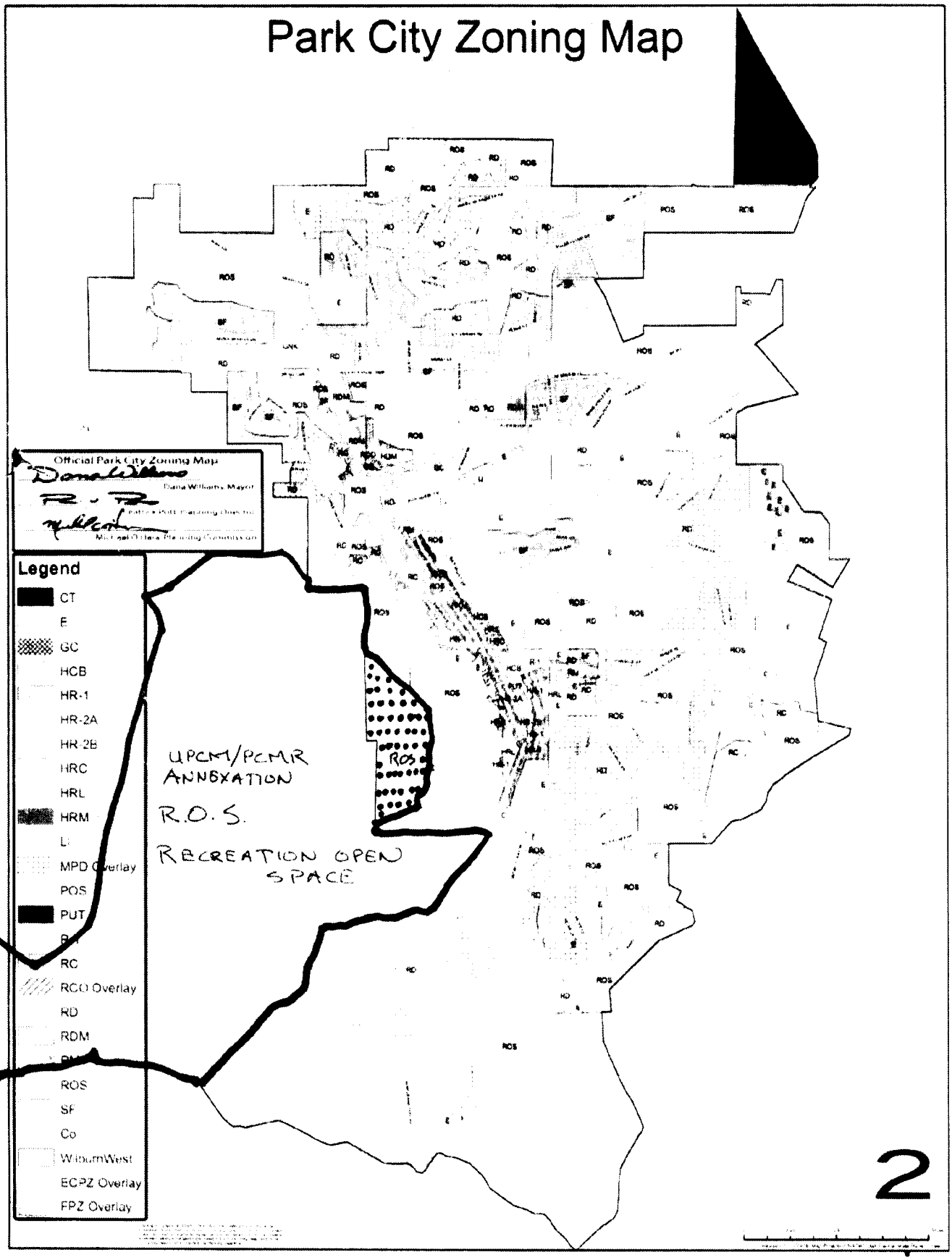

Park City Zoning Map
Official Park City Zoning Map
Dana Williams, Mayor
Legend
CT
E
GC
HCB
HR-1
HR-2A
HR-2B
HRC
HRL
HRM
LI
MPD Overlay
POS
PUT
RC
RCO Overlay
RD
RDM
ROS
SF
Co
WilbournWest
ECPZ Overlay
FPZ Overlay
UPCM/PCMR
ANNEXATION
R.O.S.
RECREATION OPEN
SPACE
ROS
2

EXHIBIT "B"
Legal Description

LEGAL DESCRIPTION
ANNEXATION LANDS AT PCMR
March 2, 2007

A parcel of land located in Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

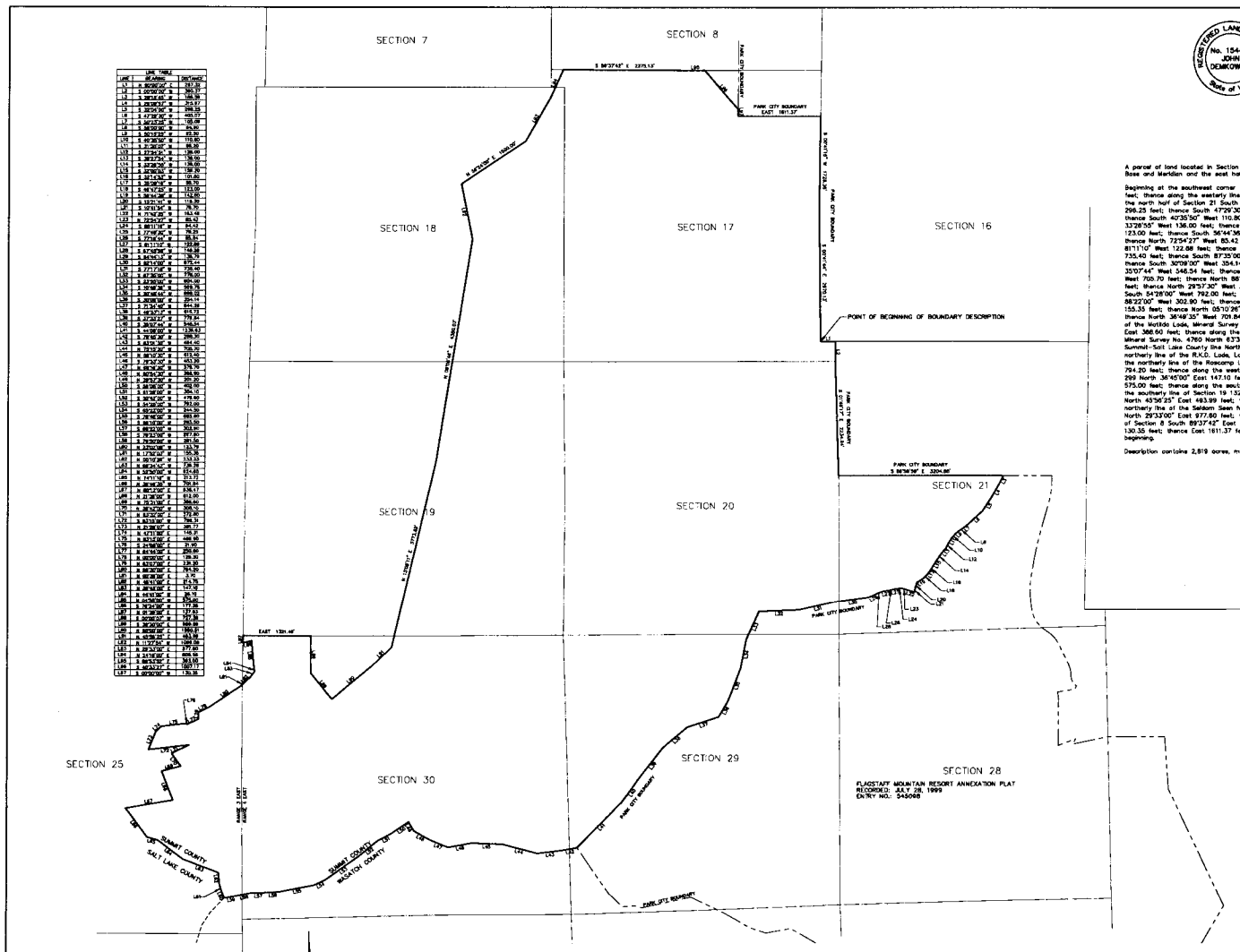
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thence North 74°11'18" West 213.72 feet; thence North 36°49'35" West 701.84 feet; thence along the southerly line of the Matilda Lode, Mineral Survey No. 4959 North 80°12'00" East 936.47 feet; thence along the easterly line of the Matilda Lode, Mineral Survey No. 4959 North 21°36'00" West 612.00 feet; thence along the northerly line of the Fairbanks Fraction Lode, Mineral Survey No. 5364 North 75°31'00" East 388.60 feet; thence along the westerly line of the Indiana Lode, Mineral Survey No. 4760 North 35°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4760 North 63°32'00" East 372.80 feet; thence along the southerly line of the Malchite Lode, Lot 281 South 83°15'00" West 788.31 feet; thence along the Summit-Salt Lake County line North 21°28'07" East 381.77 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.31 feet; thence along the northerly line of the R.K.D. Lode, Lot 287 North 83°15'00" East 489.90 feet; thence along the easterly line of the R.K.D. Lode, Lot 287 South 24°08'00" East 21.90 feet; thence along the northerly line of the Roscamp Lode, Lot 286 North 64°44'00" East 250.80 feet; thence North 129.30 feet; thence North 63°07'00" East 231.20 feet; thence North 56°30'00" East 794.20 feet; thence along the west line of Section 30 North 00°36'00" East 3.70 feet; thence North 45°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 299 North 36°45'00" East 147.10 feet; thence along the easterly line of the Pique No. 3 Lode, Mineral Survey No. 4742 North 44°41'00" West 26.10 feet; thence North 04°55'00" West 575.00 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 76°24'00" West 177.28 feet; thence North 01°35'00" East 137.93 feet; thence East along the southerly line of Section 19 1321.46 feet; thence South 00°00'07" West 727.38 feet; thence South 39°30'00" East 659.89 feet; thence North 50°00'00" East 1050.51 feet; thence North 45°56'25" East 493.99 feet; thence North 13°09'11" East 3773.82 feet; thence North 09°05'46" East 4380.03 feet; thence North 11°27'54" West 1099.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5591 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5591 North 29°33'00" East 977.60 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5591 North 24°18'00" East 609.56 feet; thence along the southerly line of Section 8 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 8 North 89°53'52" East 363.00 feet; thence South 40°33'27" East 1007.17 feet; thence South 130.35 feet; thence East 1611.37 feet; thence South 00°41'16" West 1728.36 feet; thence along the westerly line of Section 16 South 00°41'44" East 2670.13 feet to the point of beginning.

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EXHIBIT "C"
Preliminary Plat

00806099 B: 1850 P: 1794 Page 20 of 103 Summit County



ANNEXATION LANDS AT PCMR

LOCATED IN SECTION 17, THE EAST HALF OF SECTION 18, SECTIONS 19 AND 20, THE SOUTH HALF OF SECTION 21, SECTIONS 29 AND 30, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN AND ALSO THE EAST HALF OF SECTION 25, TOWNSHIP 2 SOUTH, RANGE 3 EAST, SALT LAKE BASE AND MERIDIAN PARK CITY, SUMMIT COUNTY, UTAH

1000' 0 1000' 2000'

SURVEYOR'S CERTIFICATE

REGISTERED LAND SURVEYOR No. 154491 JOHN DEMKOWICZ State of Utah

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 154491, as prescribed by the laws of the State of Utah, and that this plat accurately describes and illustrates the boundary and the Patented Government Lots of Record as prescribed within the boundary of the ANNEXATION LANDS AT PCMR annexation petition.

John Demkowicz — Date

BOUNDARY DESCRIPTION

A parcel of land located in Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

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Lode, Lot 287 North 83°15'00" East 469.90 feet; thence along the easterly line of the R.K.D. Lode, Lot 287 South 24°08'00" East 21.90 feet; thence along the northerly line of the Rossana Lode, Lot 286 North 84°44'00" East 250.80 feet; thence North 63°07'00" East 231.20 feet; thence North 56°30'00" East 794.20 feet; thence along the west line of Section 30 North 00°36'00" East 3.70 feet; thence North 45°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 299 North 36°45'00" East 147.10 feet; thence along the easterly line of the Pique No. 3 Lode, Mineral Survey No. 4742 North 44°41'00" West 28.10 feet; thence North 04°55'00" West 575.00 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 70°24'00" East 177.28 feet; thence North 01°35'00" East 137.83 feet; thence East along the southerly line of Section 19 1321.48 feet; thence South 00°00'07" West 727.38 feet; thence South 39°36'00" East 659.89 feet; thence North 50°00'00" East 1050.51 feet; thence North 45°56'25" East 483.99 feet; thence North 13°08'11" East 3773.85 feet; thence North 08°05'46" East 4360.03 feet; thence North 11°27'54" West 1099.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5591 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5591 North 29°33'00" East 977.80 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5591 North 24°18'00" East 809.58 feet; thence along the southerly line of Section 8 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 9 North 89°53'52" East 363.00 feet; thence South 40°33'27" East 1007.17 feet; thence South 130.35 feet; thence East 1611.37 feet; thence South 00°41'16" West 1728.36 feet; thence along the easterly line of Section 16 South 00°41'44" East 2870.13 feet to the point of beginning.

Description contains 2,819 acres, more or less.

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of United Park City Mines; the owner of the majority of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah
:ss
County of Summit

On this _____ day of _____, 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the Corporate Agent for United Park City Mines Company, the owner of the majority of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: _____ My Commission Expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents that the undersigned corporate officer of Royal Street Land Company, a Utah Corporation; the owner of portions of the land described and illustrated on this plat, hereby petitions Park City Municipal Corporation, of Summit County, Utah that said lands be annexed to and included within the legal boundary of Park City, Utah, and be subject to such benefits and restrictions as exist under applicable legal ordinances of Park City, Utah.

Name — Title

ACKNOWLEDGMENT

State of Utah
:ss
County of Summit

On this _____ day of _____, 2007 _____ personally appeared before me, the undersigned Notary Public, who being duly sworn, did say that he is the vice-president for Royal Street Land Company, the owner of portions of the land described and illustrated on this plat and that the foregoing Owners Dedication and Certificate of Consent to Record was signed freely and voluntarily for the purposes therein mentioned and that said Company executed the same.

A Notary Public commissioned in Utah — Printed Name

Residing in: _____ My Commission Expires: _____

SHEET 1 OF 2

3/23/07 JOB NO.: 1-1-01 FILE: X:\Empire\dwg\Talleker\plat\annexation-sht1.dwg

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
333 Main Street P.O. Box 2664 Park City, Utah 84060-2664

ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS DAY OF _____, 2007 A.D.	APPROVED AS TO FORM THIS _____ DAY OF _____, 2007 A.D.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____
BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ PARK CITY RECORDER	BY _____ MAYOR	_____ FEE _____ RECORDER

EXHIBIT C – AMENDED AND RESTATED FLAGSTAFF DEVELOPMENT AGREEMENT

Recorded this ___ day of
_____, 2007
at Book #___ Page #_____.

COPY

AMENDED AND RESTATED DEVELOPMENT AGREEMENT FOR FLAGSTAFF MOUNTAIN, BONANZA FLATS, RICHARDSON FLATS, THE 20-Acre QUINN'S JUNCTION PARCEL AND IRON MOUNTAIN

THIS AMENDED AND RESTATED DEVELOPMENT AGREEMENT ("Agreement") is entered into as of the 2nd day of March, 2007, by and between UNITED PARK CITY MINES COMPANY, ("UPCM" or "DEVELOPER"), DEER VALLEY RESORT COMPANY, ("DEER VALLEY"), and PARK CITY MUNICIPAL CORPORATION, a third class city of the State of Utah ("City") (collectively, the "Parties").

RECITALS

A. WHEREAS, DEVELOPER and DEER VALLEY own approximately: 1,600 of 1,750 acres of patented mining claims located in the unincorporated Flagstaff Mountain area of Summit County, more particularly described and depicted in Exhibit A attached hereto (hereafter, "Flagstaff Mountain"); approximately 106 acres of patented mining claims located on Iron Mountain within an unincorporated area of Summit County more particularly described and depicted in Exhibit B attached hereto (hereafter, "the Iron Mountain Parcels"); approximately 1,500 acres of patented mining claims, constituting all of UPCM's land located in the unincorporated Bonanza Flats area of Wasatch County more particularly described and depicted in Exhibit C attached hereto (hereafter, "Bonanza Flats"); all of UPCM's land east of U.S. 40 and south of S.R. 248 constituting approximately 650 acres of real property owned in fee simple located immediately east of U.S. 40 and south of S.R. 248 within an unincorporated area

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of Summit County more particularly described and depicted in Exhibit D attached hereto (hereafter, "Richardson Flats"); and approximately 20-Acres of real property owned in fee simple located west of U.S. 40 and south of S.R. 248 within an unincorporated area of Summit County more particularly described and depicted in Exhibit E attached hereto (hereafter, "the 20-Acre Quinn's Junction Parcel");

B. WHEREAS, on May 17, 1994 DEVELOPER filed an application for annexation to Park City of Flagstaff Mountain, consisting of DEVELOPER's, DEER VALLEY's and Northside Neighborhood Property Owners' land, together totaling an area of approximately 1,750 acres;

C. WHEREAS, on May 10, 1997 the Park City Council unanimously resolved by Resolution 10-97 to annex Flagstaff Mountain under certain Development Parameters;

D. WHEREAS, on July 8, 1998 DEVELOPER requested reconsideration by the City of Resolution 10-97 and offered certain incentives for limiting development of the Bonanza Flats, Richardson Flats and the Iron Mountain Parcels;

E. WHEREAS, on September 10, 1998 the Park City Council unanimously adopted a resolution to rescind Resolution No. 10-97 and to adopt new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats and the Iron Mountain Parcels, as set forth in this Agreement;

F. WHEREAS, in the intervening months since the City Council adopted the September 10, 1998 development parameters, the DEVELOPER further refined its proposal by offering to move 16 single family homes from the sensitive Prospect Ridge area to the Mountain Village and to constrain development in the Northside Neighborhood to reduce site disturbance and to facilitate sale to a conservation buyer for a time certain;

G. WHEREAS, the Parties intended to enter into the original Agreement to establish new development parameters for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel, and the Iron Mountain Parcels and to establish a time certain for annexation of Flagstaff Mountain (now referred to generally as Empire Pass) into the City;

H. WHEREAS, the Parties in fact entered into the original Agreement on or about June 24, 1999; and

I. WHEREAS, the Parties desire to amend and restate the original Agreement in connection with the development of a project known as the Montage Resort & Spa which is presently planned to include 192 hotel rooms and suites, with spa, restaurant and conference facilities, and a residential component that consists of resort condominiums.

NOW, THEREFORE, in consideration of the foregoing recitals and the covenants hereafter set forth, the sufficiency of which the Parties hereby acknowledge, the Parties agree as follows:

SECTION I. DEFINITIONS

Unless the context requires a different meaning, any term or phrase used in this Agreement that has its first letter capitalized shall have that meaning given to it by the Park City Land Management Code (LMC) in effect on the date of a complete application or, if different, by this Agreement. Certain such terms and phrases are referenced below; others are defined where they appear in the text of this Agreement.

1.1 **"Annexation Property"** means that approximately 1,750 acres of property known as Flagstaff Mountain, described and depicted on Exhibit A.

1.2 **"Bonanza Flats"** means that approximately 1,500 acres of UPCM property commonly referred to as Bonanza Flats, consituting all of UPCM's holdings in Bonanza Flats and described and depicted on Exhibit C.

1.3 **"DEER VALLEY"** means the Deer Valley Resort Company, a Utah limited Partnership and each of its assigns, joint venture partners, and successors in interest, whether in whole or in part. DEER VALLEY shall cause its employees and agents to act in accordance with the terms of this Agreement.

1.4 **"DEVELOPER"** means United Park City Mines Company, a publicly traded Delaware corporation, and each of its assigns, joint venture partners, and successors in interest, whether in whole or in part. DEVELOPER shall cause its employees and agents to act in accordance

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with the terms of this Agreement.

1.5 **"Inaction"** provisionally[1] means (a) DEVELOPER's failure to pursue a sequential permit (i.e. Small Scale MPD permit, conditional use permit, subdivision application, or building permit) by failing to submit a complete application for such a permit or by failing to respond to the City's written requests for information which the City deems is necessary to process the application; or (b) DEVELOPER's failure to sustain permitted construction such that the permit under which construction is allowed, expires or is otherwise suspended or revoked.

1.6 **"Meeting Accessory Uses"** provisionally[2] means uses normally associated and necessary to serve meeting and banquet space. Meeting Accessory Uses do not require the use of Unit Equivalents and include:

1.6.1 Administrative and Banquet Offices

1.6.2 Banquet Storage Areas

1.6.3 Banquet Prep Areas Storage Areas

1.6.4 Common A/V Storage Areas

1.6.5 Coat Check Areas

1.6.6 Public Restrooms

1.6.7 Public Telephone Areas

1.6.8 Public Hallways

1.6.9 Public Circulation Areas.

1.7 **"Mountain Village"** means that mixed-use portion of Flagstaff Mountain described and depicted as the Mountain Village in Exhibit A attached hereto and limited to a total of 87 acres, within three development Pods (A, B_1, and B_2) and maximum densities, unit equivalencies and configuration more fully described herein.

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[1] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

[2] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

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1.8 **"Northside Neighborhood"** means that 63-acre portion of Flagstaff Mountain described and depicted as the Northside Neighborhood in Exhibit A attached hereto and limited to the maximum density, unit equivalency, and configuration more fully described herein.

1.9 **"Northside Neighborhood Property Owners"** means, in addition to UPCM and DEER VALLEY, Park City Star Mining Company, Inc., a Utah corporation, Bransford Land Company, representing the interests of Anne Bransford Newhall, Mary Bransford Leader and Carolyn Bransford MacDonald, and Stichting Beheer Mayflower Project, a legal entity representing the interests of Stichting Mayflower Recreational Fonds and of Stichting Mayflower Mountain Fonds.

1.10 **"Pedestrian Village"** means an area configured within Pod A of the Mountain Village for the mixed use of residential, Residential Accessory, Resort Support Commercial, Resort Accessory, meeting and Meeting Accessory Uses within which at least fifty percent (50%) of the residential properties are clustered within walking distance (5 minutes) of a Transportation Hub for such residential properties, which can be directly accessed by pathways or sidewalks.

1.11 **"Planned Unit Development"** or **"PUD"** means a master planned development consisting of clustered, detached, single family or duplex units with common open space and coordinated architecture.

1.12 **"Pod Z"** means that area, depicted on Exhibit F that is limited for ski-related uses as further defined herein.

1.13 **"Project"** means the residential, recreational and commercial real estate development to be constructed within Flagstaff Mountain.

1.14 **"Residential Accessory Uses"** provisionally[3] means uses that are for the benefit of the residents of a commercial residential use, such as a hotel or nightly rental condominium project. Residential Accessory Uses do not require the use of Unit Equivalents. Residential Accessory Uses include:

[3] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

1.14.1 Common Ski Lockers

1.14.2 Common Lobbies

1.14.3 Registration

1.14.4 Concierge

1.14.5 Bell Stand/Luggage Storage

1.14.6 Common Maintenance Areas

1.14.7 Mechanical Rooms

1.14.8 Common Laundry Facilities and Common Storage Areas

1.14.9 Employee Facilities

1.14.10 Common Pools, Saunas and Hot Tubs

1.14.11 Public Telephone Areas

1.14.12 Public Restrooms

1.14.13 Administrative Offices

1.14.14 Public Hallways and Circulation Areas

1.15 **"Resort Accessory Uses"** provisionally[4] means uses that are clearly incidental to and customarily found in connection with the principal resort building or use and are operated for the convenience of the owners, occupants, employees, customers or visitors to the principal resort use. Resort Accessory Uses do not require the use of Unit Equivalents. They include such uses as:

1.15.1 Information

1.15.2 Lost and Found

1.15.3 Mountain Patrol

1.15.4 Mountain Administration

1.15.5 Mountain Maintenance and Storage Facilities

1.15.6 Mountain Patrol and Emergency Medical Facilities

1.15.7 Public Lockers

1.15.8 Public Restrooms

1.15.9 Employee Lockers

1.15.10 Ski School/Day Care

[4] This definition has been inserted in anticipation of its inclusion in a new revision of the Land Management Code. This definition will be superceded by an LMC definition of the term.

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1.15.11 Ticket Sales Areas

1.15.12 Ski Check Areas

1.15.13 Public Circulation Areas and Hallways

1.16 **"Richardson Flats"** means all of UPCM's property at the southeast corner of U.S. 40 and S.R. 248, more fully described and depicted on Exhibit D.

1.17 **"Transportation Hub"** means the terminus of a public and/or private transportation system that is located at a convenient location within the Mountain Village.

1.18 **"Unit Equivalent,"** with respect to commercial structures and multifamily and PUD structures, has the meaning set forth in the LMC.[5] Each single family residential structure (excluding PUDs) approved by the City pursuant to this Agreement for construction within the Project shall have a Unit Equivalent of 1.00, regardless of the size or the location of the single family residential structure. Each commercial structure or portion thereof (as such may be determined in applicable MPD approvals) shall consume 1 Unit Equivalent for each 1000 square feet. Each multifamily and PUD residential structure shall consume 1 Unit Equivalent for each 2000 square feet.

SECTION II. LARGE SCALE MPD—FLAGSTAFF MOUNTAIN

2.1. DEVELOPER is hereby granted the equivalent of a Large Scale Master Planned Development (Large Scale MPD) for Flagstaff Mountain. This Large Scale MPD sets forth maximum densities, location of densities and DEVELOPER-offered amenities and is subject to all normally-applicable City processes, and in addition thereto, such processes defined below, including DEVELOPER's responsibility, prior to or concurrent with the Small Scale MPD process, to submit and ultimately to obtain (upon modification, if necessary) City approval, of satisfactory plans detailed below:

[5] Hotel rooms of 500 square feet or less constitute ¼ Unit Equivalent.

2.1.1. Mine/Soil Hazard Mitigation Plan--which plan shall include an inventory of all mine sites, potential sources of release of hazardous materials into the environment, and a plan and schedule for their remediation;

2.1.2. Detailed Design Guidelines, with strong architectural themes, for the entire Flagstaff Mountain Project;

2.1.3. Specific Transit Plan;

2.1.4. Parking Management Plan;

2.1.5. Detailed Open Space Management Plan;

2.1.6. Historic Preservation Plan;

2.1.7. Emergency Response Plan, including DEVELOPER's commitments to provide infrastructure necessary to serve the Project and Bonanza Flats and phasing therefor;

2.1.8. Trails Master Plan setting forth trail locations, specifications, phasing and timing of public easements;

2.1.9. Private Road Access Limitation Procedures;

2.1.10. Construction Phasing Plan—including construction milestones for project amenities, including Richardson Flats development;

2.1.11. General Infrastructure and Public Improvements Design and Phasing Plan, which calls for the efficient extension of services, concentrating initial infrastructure development in the Mountain Village, and secondarily in the Northside Neighborhood. Such plan shall allow for the construction of a variety of housing types in each phase;

2.1.12. Utilities Master Plan—including the timing, alignment and service strategy for water and sewer service, as well as storm water management throughout the Project and Bonanza Flats;

2.1.13. Wildlife Management Plan; and

2.1.14. Affordable Housing Plan, including phasing.

2.2. **Maximum Development Parameters--Flagstaff Mountain.** Flagstaff Mountain is composed of the Mountain Village, the Northside

Neighborhood; various ski related improvements, and the Silver Mine Adventure. Upon annexation, Flagstaff Mountain will be zoned as shown on the zoning map attached hereto as Exhibit P. The following maximum development parameters apply to Flagstaff Mountain:

2.2.1 **Mountain Village:** The Mountain Village is constrained as follows:

2.2.1.1 **Small Scale MPD.** Site specific volumetrics and configuration will be established in the Small Scale MPD process.

2.2.1.2. **Maximum Development Area.** In the Small Scale MPD process, the entire Mountain Village development shall be constrained within a total of 87 acres.

2.2.1.3. **Maximum Density**. The maximum density within the Mountain Village is 785 Unit Equivalents configured in no more than 550 dwelling units.[6] Such density shall be configured as multi-family, hotel, or PUD units, provided the PUD units do not exceed 60. PUD units consume Unit Equivalents in the same respect as multifamily units. Additionally, the Mountain Village may contain up to 16 detached single family home sites.

2.2.1.4. **Pedestrian Village**. At least 50% of the residential units within the Mountain Village must be clustered within the primary development pod (Pod A), and must be located within a five-minute walk of the Transportation Hub. All three development pods (Pods A, B_1, and B_2) within the Mountain Village must be linked by transit.

2.2.1.5. **Commercial.** The Mountain Village may additionally include up to 75,000-sq. ft. of Resort Support Commercial uses, which shall include Neighborhood

[6] Hotel rooms of 500 square feet or less constitute ¼ Unit Equivalent. In the case of the Montage, the 192 Montage hotel rooms shall count as Unit Equivalents at the rate of 1 Unit Equivalent per 2,000 square feet of hotel rooms, but such hotel rooms shall not have kitchens and shall not count as dwelling units.

Convenience Commercial uses for residents and visitors such as groceries and sundries.

2.2.1.6. **Mine Site Reclamation**. To the greatest extent possible, DEVELOPER shall locate density in disturbed areas. This provision applies primarily to potential density at the Daly West site. Additionally, DEVELOPER shall reclaim[7] all mining and mining overburden sites within Flagstaff Mountain, in accordance with state and federal regulatory agency review.

2.2.1.7. **Public Trails.** DEVELOPER shall construct and dedicate public trails designated on an accepted Trails Master Plan. Many trails will be constructed on land ultimately owned by DEER VALLEY. In those areas, DEER VALLEY shall be responsible for trail maintenance and for enforcing reasonable rules and regulations for public trail use. Such rules may not exclude free public access to the public trail systems identified on the Trails Master Plan.

2.2.1.8. **Deed Restricted Open Space.** Within 30 days of issuance of a Small Scale MPD, DEVELOPER and/or DEER VALLEY shall execute for the benefit of the City perpetual covenants and restrictions with respect to all designated open space associated with the Small Scale MPD and which, at a minimum, shall prevent the construction thereon of residential, commercial and retail structures but shall provide for ski-related uses consistent with paragraph 2.5 herein.

2.2.1.9. **Parking.** Each Small Scale MPD submittal shall include a parking management plan with respect to the portion of the property covered by such Small Scale MPD submittal.

[7] Reclamation shall include, at a minimum, revegetation of exposed areas.

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The goal of the plan is to design the Mountain Village in such a way as to reduce parking demand by 25%. DEVELOPER shall plan and encourage within the Mountain Village portion of the Project programs such as parking management, paid parking for commercial uses, shuttles and other programs designed to reduce the demand for private vehicles and parking. DEVELOPER shall provide for shared parking in all commercial, short-term residential and mixed-use buildings. Assigned or reserved spaces within commercial, short-term residential and mixed-use buildings are prohibited except that in the case of the Montage, one parking space may be assigned for each dwelling unit (excluding the 192 hotel rooms). The majority of the required parking areas will be fully enclosed and/or constructed underground.

2.3 **Prospect Ridge.** DEVELOPER considers the Prospect Ridge area depicted in Exhibit K to be a critical viewshed area for Old Town.

2.3.1 **Public Trails.** Consistent with the Trails Mater Plan, DEVELOPER shall construct and dedicate to the City public trails designated within the Prospect Ridge area.

2.3.2 **Deed Restricted Open Space.** Within 30 days of issuance of the first Small Scale MPD, DEVELOPER shall cause to be recorded a document, approved by the City, which shall impose perpetual covenants and use restrictions for that portion of Prospect Ridge depicted as "Recreation Open Space Dedication" on Exhibit K which shall prevent the construction thereon of residential, commercial and/or retail structures, ski lifts, and developed alpine ski runs.

2.4. **Northside Neighborhood.** The Northside Neighborhood is composed of property owned by five separate Northside Neighborhood Property Owners and, upon their written acceptance of the terms of this Agreement,

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may contain a maximum of 38 homes, the size and location of which shall be determined at Small Scale MPD/subdivision review. The Northside Neighborhood may also contain a 1000 sq. ft. non-denominational Chapel, that will remain open and reasonably available to the public.[8]

2.4.1 **Small Scale MPD.** The Small Scale MPD must include all Northside Neighborhood Property Owners to achieve the maximum density of 38 detached single-family homes. Absent participation by all Northside Neighborhood Property Owners, DEVELOPER and DEER VALLEY may apply for a Small Scale MPD for a maximum of 30 single-family homes on the portion of the Northside Neighborhood owned by DEVELOPER and DEER VALLEY.[9] In all circumstances, DEVELOPER and DEER VALLEY shall limit development in the Northside Neighborhood as follows:

2.4.1.1. **Meadow Restriction.** Homes shall not be in the meadow area generally designated on Exhibit A and further defined in the Small Scale MPD process.

2.4.1.2. **Ski Run Separation.** Limits of disturbance for each site shall be a minimum of 50 feet from any ski run, except where existing ski runs conflict with platted ski easements or platted lots, in which event the City shall have the discretion and authority to approve case-by-case exceptions to the foregoing distance limitation.

2.4.1.3. **Viewpoint Restrictions**. Structures and roads must be configured to minimize road and utility impacts and to

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[8] No utility extension will be allowed for the Chapel. Power may be allowed if it is readily accessible. Location of the Chapel cannot cause the extension of an improved road. Siting and construction must comply with all Code provisions.

[9] If Park City Star, Bransford or Mayflower do not reach an agreement with DEVELOPER and DEER VALLEY with respect to the joint development of the detached single family homes within the Northside Neighborhood, then DEVELOPER and DEER VALLEY shall grant to the City the right to connect to the utility lines and to grant limited access to roads within the Northside Neighborhood without cost to serve the remaining property owners.

minimize wintertime visual impacts[10] from ski runs and designated viewpoints, including but not limited to the knoll behind the terminus of what is presently known as the Northside chairlift.

2.4.1.4. **Public Trails**. Consistent with the Trails Master Plan, DEVELOPER, DEER VALLEY, and Northside Neighborhood Property Owners shall dedicate to the City improved public trails and trail easements that connect to the surrounding trail system. Where trails pass through the Deer Valley Ski Area, DEER VALLEY shall be responsible for trail maintenance and for enforcing reasonable rules and regulations. Such rules may not exclude free public access to the public trail systems identified on the Trails Master Plan.

2.4.1.5. **Enchanted Forest**. No development shall occur in the "Enchanted Forest" area generally designated on Exhibit A and further defined in the Small Scale MPD process.

2.4.1.6. **Deed Restricted Open Space.** Within 30 days of issuance of a Small Scale MPD, DEVELOPER shall record perpetual covenants and restrictions with respect to all designated open space associated with the Small Scale MPD and which shall prevent the construction thereon of residential, commercial and retail structures but shall allow ski-related uses.

2.4.2. **Northside Neighborhood Conservation Plan.** DEVELOPER and DEER VALLEY agree to refrain from transferring, improving or developing the Northside Neighborhood for 3 years, from the date of this Agreement to facilitate the potential of (a) the fee simple sale of the Northside Neighborhood, or (b) the sale and transfer of the development rights from the Northside

[10] As well as summertime visual impacts.

Neighborhood. In either case, the sale would be completed within said time period and would be to a conservation buyer or buyers at fair market value at the date of purchase. Fair market value in this context shall reflect the entitlement for single family detached units set forth in the Large Scale Master Plan and this Agreement or, if the Small Scale Master Plan has been issued, as reflected in the Small Scale Master Plan for the Northside Neighborhood. The three-year period noted above shall not limit the Planning Commission's authority in connection with approval of the phasing plans required in sections 2.1.10 and 2.1.11.

2.5. **Ski-Related Development.** Subject to conditional use review, DEER VALLEY may construct a skier day lodge of a maximum of 35,000 square feet, in the approximate location depicted on Exhibit A. The day lodge shall have no day skier parking, and must have adequate emergency vehicle access. Any parking lot for the lodge shall be for the purpose of meeting temporary events, intermittent seasonal dining, and service and administrative requirements, and shall be reviewed by the planning commission as a Conditional Use. Such Conditional Uses will have a traffic mitigation plan that may include the number of events, hours of operation, shuttle bus requirements and/or a limit to the number of guests. Pursuant to a Conditional Use Permit, said temporary parking area may be located on adjacent properties. Permanent non-skier parking for the Empire Day Lodge will be considered as part of the POD B-2 Master Plan Development. Such parking shall consist of not more than 75 spaces. These parking spaces are in addition to those otherwise required or allowed under this Agreement and the LMC. DEER VALLEY shall provide deed-restricted employee/affordable housing units as defined by the City's affordable housing policy in an amount equal to 20% of the commercial Unit Equivalents approved by the City for the day lodge prior to issuance of a Certificate of Occupancy for the day lodge.

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2.5.1 **Conditional Use (Administrative).** Ski terrain and ski-related development is an administrative conditional use within the Project, consistent with the Deer Valley Ski Area Master Plan depicted in Exhibit F attached hereto, provided that only two graded runs shall be allowed in ski Pod Z, with thinning and other limited vegetation removal in the balance of Pod Z for skier safety and glade skiing. Review of ski terrain and ski-related development shall include, but shall not be limited to consideration of the following:

2.5.1.1 Openings for ski trails and lifts with straight edges and uniform widths will be minimized to the greatest extent possible.

2.5.1.2 Trails that are designed for base area return or circulation between fall line areas shall be designed for appropriate grades and widths consistent with minimizing visual impact.

2.5.1.3 Lift towers shall be painted or otherwise treated to blend with the natural surroundings.

2.5.1.4 Vegetation management, re-vegetation and erosion control techniques shall be designed in accordance with the "Deer Valley Resort Company Ski Run Construction and Revegetation Standards" attached hereto as Exhibit G. The objective shall be to achieve a vegetative condition that enhances the skier experience and long term forest health. Re-vegetation shall be designed to control erosion and to restore ground cover as quickly as possible after ground disturbing activities.

2.6 Beano's Style Private Club. DEVELOPER may construct a private restaurant (Beano's Cabin at Beaver Creek-style[11]), at a location to be determined at the CUP phase. No private parking areas or vehicular

[11] Beano's is a 10,000 square foot private restaurant at Beaver Creek, Colorado.

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access will be allowed except (i) access and space for patron drop-off's and pick-up's, and (ii) access, loading areas and circulation for emergency, delivery and service vehicles. The size of the private restarurant shall be determined by the Planning Commission at the CUP review phase, and shall be between 7,000 and 10,000 square feet.

2.7 Silver Mine Adventure. DEVELOPER may continue to operate the Silver Mine Adventure on the Ontario Mine Site as a valid, non-conforming use. Any change or expansion of use shall be processed in accordance with the LMC in effect at the time of the DEVELOPER's submission of a complete application for the proposed expansion.

2.8 Access and Alignment of S.R. 224. DEVELOPER shall access Flagstaff Mountain by means of S.R. 224, and a private road system. DEVELOPER shall realign a portion of S.R. 224 in the approximate location set forth on Exhibit H attached hereto, and shall construct a private road system for Flagstaff Mountain in the approximate location depicted on Exhibit H. The Parties agree to the following access and alignment of the road systems within Flagstaff Mountain:

2.8.1 **Alignment.** Upon Planning Commission approval of the first Small Scale MPD for Flagstaff Mountain, DEVELOPER shall petition to vacate the existing S.R. 224 alignment and, if granted, shall realign and dedicate the relocated S.R. 224 right of way to a standard similar to the existing S.R. 224 (with an asphalt surface for dust control). Such alignment shall be as generally depicted on Exhibit H. DEVELOPER shall block and prohibit vehicular access over the discontinued historic alignment of S.R. 224. Access over the realigned S.R. 224 shall remain seasonal (warm weather only). Upon completion of construction thereof, to the reasonable satisfaction of the City Engineer, the City shall accept the dedication of public roads under its jurisdiction identified on Exhibit H, or as determined by the Council, upon

recommendation of the Planning Commission through the Small Scale MPD and subdivision processes.

2.8.2 **Private Road.** Upon Small Scale MPD approval, and only to the extent of the Small Scale MPD approval, DEVELOPER shall construct a private road system within Flagstaff Mountain, as depicted in Exhibit H, over which DEVELOPER shall maintain all-season access throughout the year. Said private road, from its point of departure from S.R. 224 to the Summit/Wasatch County line, may be converted to a public road, in which event existing S.R. 224 from said point of departure to the county line shall no longer be used as a public road.

2.8.3 **Seasonal, Controlled Automobile Access.** DEVELOPER shall support and shall not undermine seasonal closure of realigned S.R. 224 and shall control motorized vehicular access from S.R. 224 to the private road system to prevent vehicular through traffic.

2.8.4 **Emergency Deer Valley Access.** The Project's seasonal emergency secondary access is through the Deer Valley Ski Area generally as depicted on Exhibit I and crash-gated in the approximate locations shown on Exhibit I. DEER VALLEY shall provide the City and the Park City Fire Service District with keys and/or combinations to the gates. The emergency access is necessary as a controlled evacuation route and as an emergency access for fire and safety personnel and equipment only. The secondary access route is an important ski run to the Deer Valley Ski Area that, in all but the most exceptional circumstances, will be used by skiers and over-the-snow vehicles. The Park City Fire Marshall may cause the access to be plowed and placed into winter service for emergency and evacuation purposes in that

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exceptional emergency situation when normal road access to Flagstaff Mountain is interrupted for an extended period.[12]

2.8.5 **Controlled Snowmobile Access.** Winter snowmobile access to Brighton Estates and to Bonanza Flats is presently available over portions of S.R. 224. DEVELOPER and DEER VALLEY shall allow seasonal snowmobile access to property owners and renters in Brighton Estates over those portions of S.R. 224 within the Project that are presently used or alternatively over similar portions of S.R. 224 as may be relocated. DEVELOPER and DEER VALLEY shall otherwise prevent wintertime motorized vehicular access to the extent such action is consistent with the policy of the public entity that owns S.R. 224. The current recreational snowmobile concession in Flagstaff Mountain shall be eliminated with the relocation of S.R. 224.

2.8.6 **DEVELOPER's Consent to Transfer**. DEVELOPER consents to cooperate with the City in any state transfer of any portion of S.R 224.

2.9 **Flagstaff Mountain Mitigation/Amenities.** At the City's request, the DEVELOPER shall deliver the following mitigation and amenities as an inducement to execute this Development Agreement:

2.9.1 **Trails.** DEVELOPER shall construct, maintain and commit to free public use, an improved public trail system as set forth in an approved Trails Master Plan. The construction of the trails shall be phased with the progress of the development of the Project. Existing trails shall remain open to the public until provisional or final trails have been constructed. Final trail locations may vary due to field conditions and season. Relocation of any trails shall be identified in the Trails Master Plan. Where the trails pass through the Deer Valley Ski Area, or are located on non-development lands owned or controlled by Deer Valley, Deer

[12] The Park City Fire Marshall may not cause the access to be plowed simply for pubic convenience.

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Valley shall be responsible for trail maintenance and for enforcing reasonable rules and regulations for trail use, including reasonable rules and regulations intended to prevent or minimize conflict between potential trail uses. Pedestrian and bicycle uses of the trail system shall not be prohibited or restricted without being so identified in the Trails Master Plan.

2.9.2 **No Gondola Alternative.** DEVELOPER shall contribute $1,000,000 in cash to the City to be used specifically for other traffic mitigation projects in the City related to the Project. Additionally, the DEVELOPER shall (i) contribute $10,000 toward the cost of a feasibility study, when commissioned by the City, to evaluate a potential ski amenity gondola, and (ii) contribute toward the construction of the Richardson Flats parking improvements described in the last paragraph of Section 3.1 of this Agreement, which shall be constructed in accordance with the specifications and conditions attached hereto as Schedule 3.1. The parking improvements shall be constructed in phases as established during the MPD for those improvements in cooperation with Summit County. Construction of the parking improvements will be assured through a form of completion bonding consisting of a draw-down letter of credit or other similar instrument in an amount equal to the good faith estimated cost to construct the parking improvements, but in an amount not to exceed $1,800,000. In the event any permit application is denied such that the parking improvements cannot be constructed, the City shall be entitled to draw the entire amount of the completion bond, letter of credit or similar instrument (as the case may be), and DEVELOPER shall have no further obligation to construct the parking improvements.

2.9.3 **Historic Preservation.** The Historic Preservation Plan, at a minimum, shall contain an inventory of historically significant

structures located within the Project and shall set forth a preservation and restoration plan, including a commitment to dedicating preservation easements to the City, with respect to any such historically significant structures. The head frame at the Daly West site is historically significant.

2.9.4 **Enhanced Environmental Protection.** DEVELOPER shall limit the construction or installation of wood-burning devices to one wood-burning device in each of the 54 single-family homes in the Project. DEVELOPER shall not request approval from the City for wood-burning devices in any other attached, or detached, residential uses. Within each lodge, or hotel constructed within the Project, DEVELOPER shall have the right to construct one wood-burning device in each such lodge or hotel, except the Montage which may have three.

2.9.5 **Lady Morgan Springs Open Space (Passive Use).** The Lady Morgan Springs Area[13], shall be restricted, by conservation easements acceptable to the City, and signs and monitoring, if necessary, to limit use of the area to skiing (without cutting runs, glading, or thinning trees) and daytime recreational hiking. Neither construction activity nor motorized vehicular use of any kind shall be allowed in the Lady Morgan Springs Area, except as allowed, with City staff approval, for forestry and wetlands management.

2.9.6 **Open Space (Active).** All land outside of the development areas (ski terrain and open space designated on Exhibit A) will be zoned as Recreation Open Space (ROS-MPD). Upon issuance of the first Small Scale MPD for any portion of the Project, DEVELOPER and DEER VALLEY shall execute a conservation easement, for the benefit of the City and a third party conservation trust (or similar entity), to limit their use of the

[13] Described and depicted on Exhibit J, and as further defined in the Small Scale MPD process.

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Flagstaff Mountain ski terrain to construction, development and operation of ski and mountain bike lifts, ski and mountain bike runs, one skier day lodge, and other similar winter and summer recreational uses and services. Such conservation easements shall prohibit any hotel, lodging, residential or commercial construction or use on ROS-zoned land in Flagstaff Mountain. Such conservation easement shall be to the reasonable satisfaction of the City and shall be first in priority in title.

2.9.7 **Open Space (Prospect Ridge).** Within 30 days of issuance of a Small Scale MPD, DEVELOPER shall grant to the City a conservation easement, with free public trail access, without encumbrances, over acreage located on Prospect Ridge, contiguous with City-owned open space. The conservation easement area on Prospect Ridge is identified on Exhibit K attached hereto. Such conservation easement shall be to the reasonable satisfaction of the City and shall be first in priority in title.

2.9.8 **Open Space (Iron Mountain).** Upon the issuance of any Small Scale MPD, for any portion of the Project, DEVELOPER shall deed restrict or transfer to Park City, the Iron Mountain Parcels with City-approved encumbrances. In connection with such dedication, DEVELOPER shall reserve to DEVELOPER the right to lease to third parties the Iron Mountain Parcels for ski and other environmentally sensitive recreational uses. Such reservation shall not include the right to cut runs, glade, or thin trees, or construct or install ski lifts or developed alpine ski runs. DEVELOPER shall also reserve the right to retain all rent, proceeds and other consideration resulting from or generated by DEVELOPER leasing the Iron Mountain Parcels to third parties for ski and recreation-related uses. DEVELOPER shall indemnify, defend and hold the City harmless from any claim

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arising from DEVELOPER's or a third party lessee's use of the Iron Mountain Parcels. Nothing herein should be construed to limit or waive governmental immunity with respect to claims made against the City.

2.9.9 **Neighborhood-Specific Design Guidelines.** DEVELOPER shall incorporate a Master Resort Association for Flagstaff Mountain and a Project-specific Property Owners' Association for the Mountain Village and Northside Neighborhood areas to cooperatively manage certain aspects of the Project. The Design Guidelines for both the Project and Bonanza Flats must emphasize a strong, common architectural theme, and shall be enforceable by one or more of the above-mentioned Associations.

2.9.10 **Public Safety.** A comprehensive emergency response plan will be required. The proposal includes a public safety site, at a minimum. The final public safety and emergency access plan must be determined prior to any permit issuance and only after coordination with the affected entities, such as the Park City Fire Service District. To the extent the Montage hotel structure requires additional safety equipment or infrastructure to achieve a minimum standard that will not result in a degradation of the Park City Fire District's I.S.O. rating, and to the extent ongoing tax revenues and impact fees generated by the Montage are insufficient to cover the costs of such additional equipment and infrastructure, any such shortfall shall be paid by DEVELOPER. Changes to any applicable Technical Report must be approved by the Park City Fire Marshall.

2.9.11 **Sandridge Parking Lots**. Prior to the issuance of a Small Scale MPD for any portion of Flagstaff Mountain, DEVELOPER shall irrevocably offer to dedicate to the City a conversation easement, or deed, satisfactory to the City to preserve the Sandridge

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Parking Lots, described in Exhibit L as a public parking facility. Such interest shall be offered with no outstanding monetary encumbrances.

2.9.12 **Sandridge Heights Property**. Developer further agrees to limit its use of its Sandridge Heights property, described in Exhibit L, to either affordable housing or open space.

2.10 **FLAGSTAFF MOUNTAIN MITIGATION MEASURES:**

2.10.1 **Water System.** DEVELOPER shall build and dedicate to the Park City Water Service District an adequate water delivery system within Flagstaff Mountain to serve the Project, including all fire flow and irrigation needs.

2.10.1.1 **Withdrawal of Water Protests.** DEVELOPER shall immediately withdraw its protests to the City's pending water change application(s) before the State Engineer and agrees not to protest future City applications before the State Engineer.

2.10.1.2 **Water Source.** DEVELOPER shall design and construct a water source and delivery system to transport water from the water source to Flagstaff Mountain and to dedicate that system to the City. DEVELOPER and the City anticipate that such delivery system will include the development of a well of sufficient capacity to serve the Project.

2.10.1.3 **Group II Rights.** The City and DEVELOPER agree to file a joint application with the State Engineer to convert to municipal use within the boundaries of the Park City Water Service District all "Group II" water rights owned by both parties. The joint application will list all mutual points of diversion, all of the City's municipal sources, and all of DEVELOPER's sources including the proposed Ontario and Empire Canyon

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Wells. DEVELOPER and the City shall divide the Group II rights approved for municipal use evenly, with DEVELOPER and the City each taking ownership of one-half of the total approved rights. DEVELOPER agrees to sell exclusively to the City its portion of the approved Group II water rights and DEVELOPER's interest in its Theriot Springs and Haueter Springs water rights (Weber Decree Award #456, #467 and #468) collectively referred to herein as the "Committed Water".

2.10.1.4 **Committed Water.** Once approved for municipal use, all Committed Water shall be leased to the City at a nominal cost and will therefore be unavailable for sale to others. DEVELOPER shall dedicate the Committed Water to the City, and the City shall pay to DEVELOPER from time to time an amount equal to the water development impact fees actually collected by the Park City Water Service District from the development of Flagstaff Mountain. Each such payment from the City to DEVELOPER shall be paid within 30 days following the receipt by the Park City Water Service District of each such water development impact fee.

2.10.1.5 **Excess Water Rights.** If after ten (10) years or 90% buildout of Flagstaff Mountain and Bonanza Flats, whichever last occurs, DEVELOPER retains water rights in excess of the water demand for both projects, the City may purchase the excess water rights from DEVELOPER at fair market value based on an appraisal from a mutually agreed upon appraiser or the City may relinquish its interest in the excess water rights. The City shall elect to either purchase (some or all of the

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excess water rights) or relinquish its interest in the excess water rights within 180 days of written notice of the expiration of 10 years or 90% buildout of both projects, whichever last occurs. If the City takes no action within the 180 days, City will be deemed to have relinquished its interest in the excess water rights.

2.10.1.6 **Impact Fees and Water Rates.** The City will charge water development and connection impact fees and water rates within the Project in an amount equal to the water development and connection impact fees and water rates charged to other water users within the Park City Water Service District, unless extraordinary costs can be identified by the City and fairly assigned to the water users within the Project.

2.10.2 **Subsequent Agreements.** Since the time the original Agreement was adopted and executed, the City and DEVELOPER have entered into agreements that impact, implement and/or clarify certain provisions of the original Agreement including (i) An Agreement For A Joint Well Development Program dated January 14, 2000, (ii) a Memorandum of Understanding, dated January 14, 2000, Between Park City Municipal Corporation and United Park City Mines Company Clarifying and Implementing the Water Service and Water Source Development Provisions of the Development Agreement of June 24, 1999, and (iii) the Water Agreement dated effective as of March 2, 2007 (collectively, the Subsequent Agreements). The fact that this Agreement is styled as an amended and restated agreement shall not operate or be deemed to supersede, contravene, or amend the terms, conditions or provisions of the Subsequent Agreements.

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2.10.3 Transportation and Traffic Mitigation. DEVELOPER has agreed to provide the following transportation and traffic mitigation measures.[14] Prior to the issuance of a Certificate of Occupancy within the Mountain Village,[15] the DEVELOPER shall provide the following to reduce the traffic anticipated by the Project:

2.10.3.1 **Van and Shuttle Service.** DEVELOPER shall provide for its owners, employees and guests, van and shuttle service alternatives consisting of regular circulator service within the Mountain Village and service from the Mountain Village to key destinations such as the Salt Lake International Airport, Main Street, Silver Lake, golf courses, and recreational trail heads.

2.10.3.2 **Road and Intersection Improvements.** Attached hereto as Exhibit M is a map and a more detailed list of improvements, which shall be constructed by DEVELOPER in satisfaction of this obligation. Prior to the construction of any of the improvements described below, the City shall review and approve or reject with suggested changes all plans, drawings and specifications with respect to the alignment and construction of such road and intersection improvements. Following DEVELOPER's completion of the construction of such improvements, DEVELOPER shall offer to dedicate such improvements to the appropriate governmental entity.

[14] However, within the Small Scale MPD process, the City may conclude that these transportation and traffic measures should be reduced, and will modify DEVELOPER's obligations accordingly.
[15] Except for DEER VALLEY's day lodge pursuant to paragraph 2.5 herein.

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2.10.3.3 **Contribution to Marsac Roundabout.** DEVELOPER shall financially participate in the reconstruction of the intersection of Marsac Avenue and Deer Valley Drive. DEVELOPER is responsible for paying its proportionate share (determined by projected traffic generation) of the City's cost of such reconstruction to mitigate the impact of the Flagstaff Mountain and Bonanza Flats projects on the intersection.

2.10.3.4 **Runaway Truck Lane**. DEVELOPER, or an affiliate of DEVELOPER, shall construct a run-away truck lane on the Mine Road section of S.R. 224, as described on Exhibit N attached hereto. DEVELOPER expects to dedicate the Runaway Truck Lane to UDOT.

2.10.3.5 **Mine Road Widening**. Upon Planning Commission recommendation, DEVELOPER shall widen the Mine Road section of S.R. 224 as described on Exhibit M attached hereto.

2.10.3.6 **Mine Road Passing Lane**. Upon Planning Commission recommendation, DEVELOPER shall create and dedicate a passing lane on the Mine Road section of S.R. 224 as described on Exhibit M attached hereto.

2.10.3.7 **Drainage Improvements.** DEVELOPER shall improve drainage to S.R. 224 as described on Exhibit M attached hereto.

2.10.3.8 **Landscaping.** Upon Planning Commission approval, DEVELOPER may construct and create, at DEVELOPER'S sole cost and expense, landscape improvements in the area depicted on

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Exhibit M, uphill from the intersection of S.R. 224 with Hillside to act as a Project entry statement.

2.10.4 **Construction Mitigation.** DEVELOPER shall provide the following measures, all to the reasonable satisfaction of the City's Chief Building Official, to mitigate the impact of construction within Flagstaff Mountain. DEVELOPER shall also adhere to the usual construction impact mitigation measures required by the City. Additional reasonable site-specific mitigation measures may be required at the Small Scale MPD phase. These measures will be permanently reflected in Covenants, Conditions and Restrictions of each development parcel. The Detailed Construction Phasing Plan to be submitted by DEVELOPER to the City shall include, without limitation, provisions pertaining to:

2.10.4.1 Limits of Disturbance and Vegetation Protection for all construction, including construction of public improvements.

2.10.4.2 Construction staging, on-site batch plants, and materials stockpiling[16] and recycling in the Daly West area to keep all excavated materials on site during the Project infrastructure and construction phases.

2.10.4.3 Construction traffic routing plan to minimize traffic impacts on Old Town and residential areas, by only allowing construction traffic to use current state roads, unless otherwise directed by the City.

2.10.4.4 Dust and soils monitoring and containment, along with remediation of contaminated mining waste within the areas that are disturbed during the construction of the improvements within the Project and erosion and runoff controls for the entire Project

[16] Developer shall stockpile all earthen material on site.

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2.10.4.5 Temporary public access trails throughout construction.

2.10.4.6 Tools and equipment storage on-site adequate to serve all construction.

2.10.5 **Employee/Affordable Housing.** DEVELOPER shall provide deed-restricted employee/affordable housing units ("Affordable Unit Equivalents" or "AUEs") as defined by the City's affordable housing policy in an amount equal to 10% of the residential Unit Equivalents and 20% of the commercial Unit Equivalents approved by the City for the Project (collectively, the "Base AUEs"). The employee/affordable housing requirement for the Project, including the Montage, is 98.9 Base AUEs. One AUE equals 800 square feet. In addition to the Base AUEs, DEVELOPER has committed to construct, off-site, 20 additional AUEs (the "Additional AUEs") as an additional community benefit for the Project. Within 24 months from the effective date of this Agreement, the DEVELOPER (or any assignee thereof) shall either (i) begin construction of the 20 Additional AUEs, or (ii) post a financial guarantee in a form acceptable to the City Attorney in favor of the City equal to 10 percent of the estimated construction costs of the Additional AUEs. Each Additional AUE shall be sold or rented at prices and terms consistent with the City's affordable housing guidelines in effect at the time a Certificate of Occupancy is issued for the AUE. The calculation of total AUEs is detailed in the following table:

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Type of Use	Unit Equivalents	Mitigation Rate	AUEs Required
Residential			
Residential Units	785	0.1	78.50
Single Family Home Sites	54	0.1	5.40
Subtotal Residential	***839***		***83.90***
Type of Use	**Square Footage / 1,000 SF**	**Mitigation Rate**	**AUEs Required**
Commercial			
Commercial Unit Equivalents	75	0.2	15.00
Subtotal Commercial	***75***		***15.00***
Base AUEs On-Site (25%): 24.725			
Base AUEs Off-Site (75%): 74.175 *			
Total Base AUEs			**98.90**
Additional AUEs Contributed by Developer (located Quinns Junction)			**20.00**
TOTAL AUEs			***118.00***

*May be located at Quinns Junction, consistent with the City's approved employee/affordable housing plan.

A minimum of 25% of the Base AUEs shall be located on-site within the Project; however, at DEVELOPER'S option, any such on-site Base AUEs not actually constructed on-site or contractually committed to be constructed on-site may be constructed off-site on a 1.5-for-1 basis. DEVELOPER and the City shall consult with Mountainlands Housing Trust, or its equivalent (if any), to determine the type and location of employee/affordable housing which would be most effective in offsetting the demand generated from the Project. DEVELOPER shall provide the remaining 75% of the Base AUEs consistent with the City's approved employee/affordable housing plan. The employee/affordable housing will be phased with the Project in accordance with the approved Phasing Plan. Upon Planning Commission recommendation, the Housing Authority may direct DEVELOPER to:

2.10.5.1 Develop, subject to deed restrictions some of the remaining units on the 20-Acre Quinn's Junction Parcel; or

2.10.5.2 Donate in a form satisfactory to the City, without restrictions or encumbrances, the 20-Acre Quinn's Junction Parcel to the City in lieu of some or all of the remaining portion of DEVELOPER's affordable housing obligation; or

2.10.5.3 Build the units on an alternate parcel provided to DEVELOPER by the City. DEVELOPER must donate the 20-Acre Quinn's Junction Parcel to the City if the City offers to donate otherwise suitable land to DEVELOPER. If the City and DEVELOPER exchange parcels with respect to the new employee/affordable housing units, then DEVELOPER shall construct on such alternate parcel such number of new employee/affordable housing units, up to the required number of units, for which DEVELOPER is able to obtain approval. In no event shall the cost incurred by DEVELOPER to construct the new employee/affordable housing units on an alternate parcel provided by the City exceed the cost which DEVELOPER would have incurred to construct such new employee/affordable housing units on the 20-Acre Quinn's Junction Parcel; or

2.10.5.4 If mutually acceptable to DEVELOPER and the City, pay to the City a fee in lieu of constructing employee/affordable housing, consistent with the City's affordable housing policy, if such payment in lieu of constructing employee/affordable housing results in the construction or dedication of actual units for affordable /employee housing; or

2.10.5.5 Satisfy its obligation in a manner otherwise consistent with the City's affordable housing policy.

2.10.6 **5-Year Irrevocable Offer to Annex the 20-Acre Quinn's Junction Parcel**. For the next five years from the date of this Amended and Restated Agreement, DEVELOPER hereby irrevocably offers to annex the 20-Acre Quinn's Junction Parcel to the City.

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SECTION III. ADDITIONAL PUBLIC BENEFITS

In addition to the foregoing, DEVELOPER offers the following inducements to contract:

3.1 **Richardson Flats**. DEVELOPER unconditionally offers to annex Richardson Flats to the City and, regardless of the annexation of Richardson Flats, to restrict development of Richardson Flats to one of the following options to be selected by DEVELOPER, at DEVELOPER'S sole discretion:

Option 1. Under Option one DEVELOPER must limit the use of Richardson Flats to golf (with the requisite clubhouse, maintenance buildings and other related improvements), equestrian uses (including the construction of an arena or indoor equestrian center), and/or such other public recreational opportunities or special events as the City may deem proper. In the event DEVELOPER is able to obtain necessary approvals from EPA and/or DEQ, then DEVELOPER must construct on Richardson Flats a golf course, clubhouse, and driving range with adequate[17] provisions for defined public access.

Option 2. Under Option two, DEVELOPER must limit the use of Richardson Flats to an 18-hole golf course (with the requisite clubhouse, maintenance buildings and other related improvements)[18] and would make available to the City a site for a second 18-hole golf course. The site to be donated to the City would not include land in need of environmental remediation. If a second golf course is constructed under Option two, then the City and DEVELOPER shall work cooperatively to develop shared facilities such as a driving range and golf maintenance shops.

Option 3. If, after diligent efforts, DEVELOPER cannot receive EPA or DEQ approval of the aforementioned recreational

[17] The course must be operated to maximize play.

[18] Under Option 2 DEVELOPER may in the City's sole discretion be afforded the right to use Richardson Flats for such other public recreational opportunities or special events as the City may deem proper.

improvements, DEVELOPER will perpetually deed restrict Richardson Flats to prevent further development.[19]

In addition to the foregoing provisions, DEVELOPER shall, in part as an additional public benefit and in part as a traffic mitigation measure, provide the City with fee title (unless the City otherwise agrees to a long term lease) to 30 acres at Richardson Flats. Such acreage will be used only for ball fields or similar recreational spaces, and improvements related thereto, and parking. On this acreage, DEVELOPER will provide a parking area which may be paved and which will accommodate segregated Montage and Empire Pass parking (up to 100 spaces), and parking for the City (up to 650 spaces), for a total of up to 750 spaces. This parking area will also serve as the location for Montage construction parking, and DEVELOPER or Montage shall be responsible for providing or arranging construction parking shuttles. The parking improvements may be constructed in phases. DEVELOPER will have naming rights for the ball fields or similar recreational spaces, and will not select a name that is inappropriate. The parking improvements (excluding the 100 dedicated Montage spaces and spaces required for construction parking and other operational needs) may be used by the City for reasonable ancillary uses such as special events. .

3.2 **Open Space/Transit Management Fund.** DEVELOPER shall pay on each transfer of DEVELOPER's land, and shall separately covenant with all successors in interest in a manner which runs with the land, to assess a 1% Open Space/Transit Management Fee on the gross sales price of all real property within the Project. 50% of the Open Space/Transit Management Fee shall belong to the Flagstaff Mountain Master Resort

[19] The timing of Richardson Flats development shall be addressed in the Construction Phasing and General Infrastructure Phasing Plans required in Sections 2.1.10 and 2.1.11 with development commencing as early as possible.

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Association to reduce Master Resort Association dues associated with obligations assumed herein or to enhance the Master Resort Association's service to its members. 50% of the Open Space/Transit Management Fee shall be paid to the City to assist in funding the costs and expenses for enhanced transportation to the Project, recreation improvements and/or open space acquisition, maintenance or preservation. This Open Space/Transit Management Fee shall not apply to the transfer of real property within the Project either solely as security for financing (e.g. mortgage) or for nominal consideration solely to initially capitalize the development entity. DEVELOPER acknowledges that the Project requires an open space management fee to mitigate the adverse effects of the Project. As such, DEVELOPER covenants that it will pay this fee as a contractual obligation, and not as a regulated entity. DEVELOPER shall vigorously defend the imposition of such fees. DEVELOPER shall not take any action (contractually, judicially, or legislatively) to challenge or otherwise adversely affect the enforceability of the Open Space/Transit Management Fee as a valid and enforceable real covenant.

SECTION IV. IMPACT FEES/PLAN CHECK FEES

4.1 **Conditions of Approval and Impact Fees.** With respect to the development of Flagstaff Mountain, DEVELOPER accepts and agrees to comply with the impact, connection and building fees of the City currently in effect, or as amended, to the extent the amended fees are applied uniformly within an impact fee district. DEVELOPER acknowledges that the Project requires infrastructure supported by impact fees and finds the fees currently imposed to be a reasonable monetary expression of exactions that would otherwise be required at this time. As such, DEVELOPER covenants that it will pay impact fees as a contractual obligation, and not exclusively as a regulated entity. If the state legislature disallows the imposition of a regulatory impact fee, DEVELOPER will pay those impact fees in effect at the time of such change in state law throughout the remaining buildout of the Project. Further DEVELOPER

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agrees to pay plan check fees in the amount of 65% of the building permit fee.

SECTION V. BONANZA FLATS DEVELOPMENT PARAMETERS

5.1 **Restrictions on Bonanza Flats Development.** DEVELOPER covenants that it will never apply, nor assist in any application, to the City or to Wasatch County for the development of Bonanza Flats in excess of the following maximum densities. Further, DEVELOPER shall amend its development application with Wasatch County, and shall restrict development in Bonanza Flats to the following maximum densities:

5.1.1 A maximum of 260 residential units (280 Unit Equivalents), of which no more than 160 units shall be Bonanza Flats single family home sites.

5.1.2 An 18-hole golf course, including the construction of no larger than a 20,000 sq. ft club house and other golf-related facilities, with Nordic skiing thereon during the winter, all as generally depicted on Exhibit O.

5.1.3 75,000 square feet of resort-related commercial uses.

5.1.4 Alpine and Nordic ski terrain, ski runs, ski lifts and other ski-related improvements, all as depicted on Exhibit O.

5.2 **Wasatch County Approval of Bonanza Flats Development Proposal.** DEVELOPER has a pending application in Wasatch County, with respect to Bonanza Flats, requesting density far in excess of that which the City regards as appropriate. As an inducement for the City to enter into this Agreement, DEVELOPER agrees to amend its development application with Wasatch County in order to reflect the terms and conditions of this Agreement regarding the development of Bonanza Flats. City's contractual restrictions on Bonanza Flats development are in no respect an endorsement of development on Bonanza Flats. DEVELOPER agrees that the portions of Bonanza Flats, as described on Exhibit C attached hereto, which are not to be developed shall be subjected to restrictive covenants or conservation easements, dedicated to a third party conservation trust (or

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similar entity), in a form acceptable to the City, so that the real property which is not to be developed shall be limited in perpetuity to recreational and open-space uses. DEVELOPER and the City acknowledge that the annexation of Bonanza Flats to the City is not being considered at this time by either the City or by DEVELOPER.

5.3 **Snyderville Basin Sewer Improvement District Annexation.** Snyderville Basin Sewer Improvement District ("SBSID") must agree to annex Bonanza Flats and agree to provide sewer service within Bonanza Flats if Park City is to provide water service to the area. SBSID capacity shall be restricted in size to accommodate no more than the restricted densities agreed to herein. If Wasatch County approves the use of Park City water for culinary use in Bonanza Flats, then DEVELOPER must apply for and pursue annexation to SBSID.

5.4 **Annexation.** If Wasatch County recommends that DEVELOPER seek annexation to the City of Bonanza Flats, then DEVELOPER shall request that the City annex Bonanza Flats. In the event that DEVELOPER requests that the City annex Bonanza Flats, the City anticipates the execution of an interlocal agreement with Wasatch County to address fiscal issues in connection with the City's annexation of Bonanza Flats.

5.5 **Request for Transfer of Bonanza Flats Density to Flagstaff Mountain.** DEVELOPER may seek approval from the City of additional density within Flagstaff Mountain in exchange for DEVELOPER transferring approved density from Bonanza Flats and deed restricting such land as open space. City's contractual restrictions on development in Bonanza Flats in no way shall be construed as an endorsement of such densities either in Bonanza Flats nor transferred to the Mountain Village. Upon DEVELOPER's request, the City would consider such transfer. If favorably inclined to entertain such density transfer, the City would attempt in good faith to negotiate an interlocal agreement with Wasatch County to address fiscal issues associated with such action. In connection with any such request by DEVELOPER, the City may give higher priority

to the transfer of multifamily or lodging units and may consider many factors, including but not limited to the following:

5.5.1 The location and quality of open space within the Bonanza Flats property that would occur as a result of the transfer;

5.5.2 The suitability of increased density in the Mountain Village;

5.5.3 The potential reduction of traffic;

5.5.4 The potential positive impacts on the transportation system;

5.5.5 The visual and other impacts to the Mountain Village; and

5.5.6 The positive and negative impacts to the Bonanza Flats Property.

5.6 **Private Road**. Consistent with an approved phasing plan for Flagstaff Mountain, DEVELOPER may construct a private controlled access road between the Flagstaff Mountain and the Bonanza Flats development areas, provided that such private road is properly controlled to prevent through access to adjacent properties and deed restricted to prevent its extension beyond the terminus depicted in Exhibit C.

5.7 **Water Service.** DEVELOPER and the City acknowledge and agree that water service and sewer service to Bonanza Flats should be provided from the same basin in order to avoid any trans-basin transfer issues. Inasmuch as the City shall be providing water service to the Project, the City and DEVELOPER desire that the City provide water service to Bonanza Flats as well. If Wasatch County: 1) approves DEVELOPER's amended proposal for the limited development of Bonanza Flats detailed herein, and 2) approves DEVELOPER's proposal that the City provide water service to Bonanza Flats, then, subject to a City-approved infrastructure phasing plan, DEVELOPER shall build and dedicate to the Park City Water Service District an adequate water delivery system, to service Bonanza Flats, including all fire flow and irrigation needs. DEVELOPER shall work cooperatively with the City to develop a water source or sources, including, but not limited to, making well sites, water rights and easements available to the City. The City shall provide culinary water to Bonanza Flats according to the terms of this Agreement. DEVELOPER will

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construct all infrastructure, including a source of water necessary to provide water service to Bonanza Flats. City water development and connection fees, as well as water rates, shall be the same as those imposed in the Project, unless the City can identify and fairly assign extraordinary costs to end users within Bonanza Flats. No water from a Weber Drainage Basin source shall be used for outdoor uses in Bonanza Flats.

5.8 **No Annexation Alternative.** If Bonanza Flats is not annexed into the City, and if the requirements described in Sections 5.3, 5.6 and 5.7 are satisfied, then DEVELOPER shall not build within Bonanza Flats more than the units described in Section 5.1 above.

5.9 **Conditions of Development of Bonanza Flats.** Regardless of the annexation of Bonanza Flats to the City, DEVELOPER agrees to the following:

5.9.1 The residential and commercial units constructed within Bonanza Flats shall not be located adjacent to the lakes within the Bonanza Flats property.

5.9.2 If Bonanza Flats is developed, but is not annexed DEVELOPER agrees to provide employee/affordable housing units consistent with its obligations in the Flagstaff Mountain annexation.

5.9.3 Within Bonanza Flats, DEVELOPER shall limit the construction of wood-burning devices to one wood-burning device per single family unit. DEVELOPER shall not request approval from Wasatch County or from the City for wood-burning devices in any other attached, or detached, residential uses. Within each lodge, or hotel constructed within Bonanza Flats, DEVELOPER may construct one wood-burning device in each such lodge or hotel.

5.9.4 DEVELOPER shall pursue an interlocal agreement with Wasatch County whereby the Park City Fire Protection District will provide fire protection services within Bonanza Flats.

5.9.5 Upon reallignment of S.R. 224, DEVELOPER shall prohibit

commercial snowmobile use within Bonanza Flats.

SECTION VI. AMENDMENT OF AGREEMENT AND DEVELOPMENT PLAN

6.1 This Agreement may be amended from time to time by mutual written consent of the Parties.

SECTION VII. IMPLEMENTATION OF THIS AGREEMENT

7.1 **Processing and Approvals.** Site specific plans shall be deemed proposed Small Scale Master Plans and shall be subject to the process and limitations set forth in the Park City Municipal Corporation Land Management Code that is in effect when the DEVELOPER submits a complete application for a Small Scale MPD.

7.2 **Cooperation in the Event of Legal Challenge.** If any third party challenges the validity, or any provision, of this Agreement, (1) the Parties shall cooperate in defending such action or proceeding, and (2) DEVELOPER shall hold harmless, and shall indemnify the City for all costs (including attorneys' fees) associated with defending this Agreement. Nothing herein shall be construed as a waiver of governmental immunity, as applicable.

7.3 **Impossibility of Performance.** If this Agreement is delayed in its effect by actions beyond the control of City or DEVELOPER, this Agreement shall remain in full force and effect during such delay. If such delay in the effect of this Agreement extends for a period of more than one year, this Agreement shall be terminable by DEVELOPER or the City upon written notice to the other at any time after such initial one-year period. In the event of termination, all rights and obligations hereunder shall be deemed terminated, provided, however, that the parties shall cooperate to return to the status quo ante.

Section VIII. GENERAL PROVISIONS

8.1 **Covenants Running with the Land.** The provisions of this Agreement shall constitute real covenants, contract and property rights and equitable servitudes, which shall run with all of the land subject to this Agreement. The burdens and benefits hereof shall bind and inure to the benefit of each

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of the Parties hereto and all successors in interest to the Parties hereto. All successors in interest shall succeed only to those benefits and burdens of this Agreement which pertain to the portion of the Project to which the successor holds title. Such titleholder is not a third party beneficiary of the remainder of this Agreement or to zoning classifications and benefits relating to other portions of the Project.

8.2 **Transfer of Property.** DEVELOPER and DEER VALLEY shall have the right, without obtaining the City's consent or approval, to assign or transfer all or any portion of its rights, but not its obligations, under this Agreement to any party acquiring an interest or estate in the Project, or any portion thereof. Third party assumption of DEVELOPER's or DEER VALLEY's obligations under this Agreement shall not relieve DEVELOPER or DEER VALLEY of any responsibility or liability with respect to the expressly assumed obligation, unless the City expressly agrees in writing to the reduction or elimination of DEVELOPER's or DEER VALLEY's responsibility or liability. DEVELOPER and DEER VALLEY shall provide notice of any proposed or completed assignment or transfer. If DEVELOPER or DEER VALLEY transfers all or any portion of the property comprising Flagstaff Mountain, Richardson Flats, Sandridge or Bonanza Flats, the transferee shall succeed to all of DEVELOPER's or DEER VALLEY's rights under this Agreement. To the extent the City believes (in its sole discretion, considering the totality of the DEVELOPER's and/or DEER VALLEY's obligations) that the successor in interest has ample resources to secure the City's rights under this Agreement, the City may release DEVELOPER and/or DEER VALLEY from its proportionate liability under this Agreement.

8.3 **No Agency, Joint Venture or Partnership.** It is specifically understood and agreed to by and among the Parties that: (1) the subject development is a private development; (2) City, DEER VALLEY and DEVELOPER hereby renounce the existence of any form of agency relationship, joint venture or partnership among City, DEER VALLEY and DEVELOPER;

and (3) nothing contained herein shall be construed as creating any such relationship among City, DEER VALLEY and DEVELOPER.

SECTION IX. MISCELLANEOUS

9.1 **Incorporation of Recitals and Introductory Paragraphs.** The Recitals contained in this Agreement, and the introductory paragraph preceding the Recitals, are hereby incorporated into this Agreement as if fully set forth herein.

9.2 **Other Miscellaneous Terms.** The singular shall include the plural; the masculine gender shall include the feminine; "shall" is mandatory; "may" is permissive.

9.3 **Severability.** If any provision of this Agreement or the application of any provision of this Agreement to a particular situation is held by a court of competent jurisdiction to be invalid or unenforceable, the remaining provisions of this Agreement shall continue in full force and effect.

9.4 **Construction.** This Agreement has been reviewed and revised by legal counsel for DEVELOPER, DEER VALLEY and the City, and no presumption or rule that ambiguities shall be construed against the drafting Party shall apply to the interpretation or enforcement of this Agreement. Since the time the original Agreement was adopted and executed, many of the DEVELOPER'S obligations hereunder have been satisfied. The fact that this Agreement is styled as an amended and restated agreement shall not be deemed or construed to reinstate the DEVELOPER obligations that have been satisfied as of the date hereof.

9.5 **Notices.** Any notice or communication required hereunder between the Parties must be in writing, and may be given either personally or by registered or certified mail, return receipt requested. If given by registered or certified mail, the same shall be deemed to have been given and received on the first to occur of (i) actual receipt by any of the addressees designated below as the Party to whom notices are to be sent, or (ii) five (5) days after a registered or certified letter containing such notice, properly addressed, with postage prepaid, is deposited in the United States

mail. If personally delivered, a notice is given when delivered to the Party to whom it is addressed. Any Party hereto may at any time, by giving ten (10) days written notice to the other Parties hereto, designate any other address in substitution of the address to which such notice or communication shall be given. Such notices or communications shall be given to the Parties at the address set forth below:

If to City to:
City Manager
445 Marsac Ave.
P.O. Box 1480
Park City, UT 84060

Copy to:
City Attorney
445 Marsac Ave.
P.O. Box 1480
Park City, UT 84060

If to DEVELOPER to:
United Park City Mines Company
c/o David J. Smith
P.O. Box 1450
Park City, UT 84060

Copy to:
Clark K. Taylor
VanCott Bagley Cornwall & McCarthy
P. O. Box 45340
Salt Lake City, Utah 84145

If to DEER VALLEY:
Deer Valley Resort Company
Attn: Bob Wheaton, President
2250 Deer Valley Drive South
P.O. Box 889
Park City, Utah 84060

Copy to:

General Counsel
Royal Street Corporation
7620 Royal Street East, Suite 205
P.O. Box 3179
Park City, Utah 84060

9.6 **No Third Party Beneficiary.** This Agreement is made and entered into for the sole protection and benefit of the Parties and their assigns. No other party shall have any right of action based upon any provision of this Agreement whether as third party beneficiary or otherwise.

9.7 **Counterparts and Exhibits.** This Agreement is executed in four (4) duplicate counterparts, each of which is deemed to be an original. This Agreement consists of forty-two (42) pages, including notary acknowledgment forms, and in addition, sixteen (16) exhibits, which constitute the entire understanding and agreement of the Parties to this Agreement. The following exhibits are attached to this Agreement and incorporated herein for all purposes:

Exhibit A	Map and Legal description of Flagstaff Mountain
Exhibit B	Map and Legal description of the Iron Mountain Parcels
Exhibit C	Map and Legal description of Bonanza Flats
Exhibit D	Map and Legal description of Richardson Flats
Exhibit E	Map and Legal description of 20-Acre Quinn's Junction Parcel
Exhibit F	Deer Valley Ski Area Master Plan
Exhibit G	Deer Valley Resort Company Ski Run Construction and Revegetation Standards
Exhibit H	Guardsman Realignment
Exhibit I	Emergency Access
Exhibit J	Lady Morgan Springs Open Space Area
Exhibit K	Approximate Location of Prospect Ridge Open Space
Exhibit L	Map and Legal description of Sandridge Parking Lots and Sandridge Heights parcels
Exhibit M	Road and Intersection Improvements Detail
Exhibit N	Runaway Truck Lane
Exhibit O	Bonanza Flats golf course and ski improvements

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Exhibit P Zoning Map for Flagstaff Mountain

9.8 **Attorneys' Fees**. In the event of a dispute between any of the Parties arising under this Agreement, the prevailing Party shall be awarded its attorneys' fees and costs to enforce the terms of this Agreement.

9.9 **Duration.** This Agreement shall continue in force and effect until all obligations hereto have been satisfied. DEVELOPER shall record the approved annexation plat for Flagstaff Mountain within 30 days of the City's adoption of an annexation ordinance to annex Flagstaff Mountain. The Large Scale Master Plan for Flagstaff Mountain granted herein shall continue in force and effect for a minimum of four years from its issuance and shall be effective so long as construction is proceeding in accordance with the approved phasing plan. Upon expiration of the minimum four-year period, approval will lapse after two additional years of Inaction following the expiration of such four-year period, unless extended for up to two years by the Planning Commission.

IN WITNESS WHEREOF, this Agreement has been executed by UPCM and by DEER VALLEY by persons duly authorized to execute the same and by the City of Park City, acting by and through its City Council effective as of the 2nd day of March, 2007.

PARK CITY MUNICIPAL CORPORATION

By: _____
Dana Williams, Mayor

ATTEST: City Clerk

By: _____
Janet Scott, City Recorder

APPROVED AS TO FORM:

_____
Mark D. Harrington, City Attorney

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DEVELOPER:
United Park City Mines Company,
a Delaware corporation

David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On this 28th day of ~~March~~ February, 2007 before me, Lorrie J. Hoggan, the undersigned Notary Public, personally appeared David J. Smith, personally known to me to be the Authorized Signing Officer of United Park City Mines Company, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

Notary Public, State of Utah
Residing in Oakley Utah

DEER VALLEY RESORT COMPANY,
a Utah limited partnership
By: Royal Street of Utah, a Utah corporation,
General Partner

By: _____
Robert Wells, Vice President

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DEVELOPER:
United Park City Mines Company,
a Delaware corporation

David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss
COUNTY OF SUMMIT)

On this 28th day of ~~March~~ February, 2007 before me, Lorrie J. Hoggan, the undersigned Notary Public, personally appeared David J. Smith, personally known to me to be the Authorized Signing Officer of United Park City Mines Company, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

Notary Public, State of Utah
Residing in Oakley, Utah

DEER VALLEY RESORT COMPANY,
a Utah limited partnership
By: Royal Street of Utah, a Utah corporation,
General Partner

By: _____
Robert Wells, Vice President

Arizona
STATE OF ~~UTAH~~)
MARICOPA : ss
COUNTY OF ~~SUMMIT~~)

On this 1 day of March, 2007 before me, Constance M Richards, the undersigned Notary Public, personally appeared **Robert Wells**, personally known to me to be the Vice President of Royal Street of Utah, on behalf of the corporation named herein, and acknowledged to me that the corporation executed it. Witness my hand and official seal.



Constance M Richards
Notary Public, State of ~~Utah~~ AZ
Residing in Maricopa County, AZ

SCHEDULE 3.1

RICHARDSON FLATS PARKING AREA SPECIFICATIONS

Talisker or United Park City Mines Company will provide the City with fee title (unless the City otherwise agrees to a long term lease) to 30 acres at Richardson Flats (map attached). The use of this land is provided on the basis that it will be only for ball fields or similar recreational spaces (and related improvements) and parking. On this acreage, Talisker will provide a paved area which will accommodate segregated Montage and Empire Pass parking (up to 100 spaces) and parking for the City (up to 650 spaces) for a total of up to 750 spaces. The cost of improving the existing County road leading to the site shall be paid for by the Developer, and shall be subject to a late comer's agreement. The parking improvements shall be constructed in phases as established during the MPD for those improvements in cooperation with Summit County. The parking improvements (excluding the 100 dedicated Montage spaces and spaces required for construction parking and other operational needs) may be used by the City for reasonable ancillary uses such as special events. Construction of the parking improvements will be assured through a form of completion bonding consisting of a draw-down letter of credit or other similar instrument in an amount equivalent to the good faith estimated cost to construct the parking improvements, but in an amount not to exceed $1,800,000. In the event any permit application is denied such that the parking improvements cannot be constructed, the City shall be entitled to draw the entire amount of the completion bond, letter of credit or similar instrument (as the case may be), and DEVELOPER shall have no further obligation to construct the parking improvements.

Additional specifications are as follows:

1. Adequate space will be provided for drainage & snow storage.

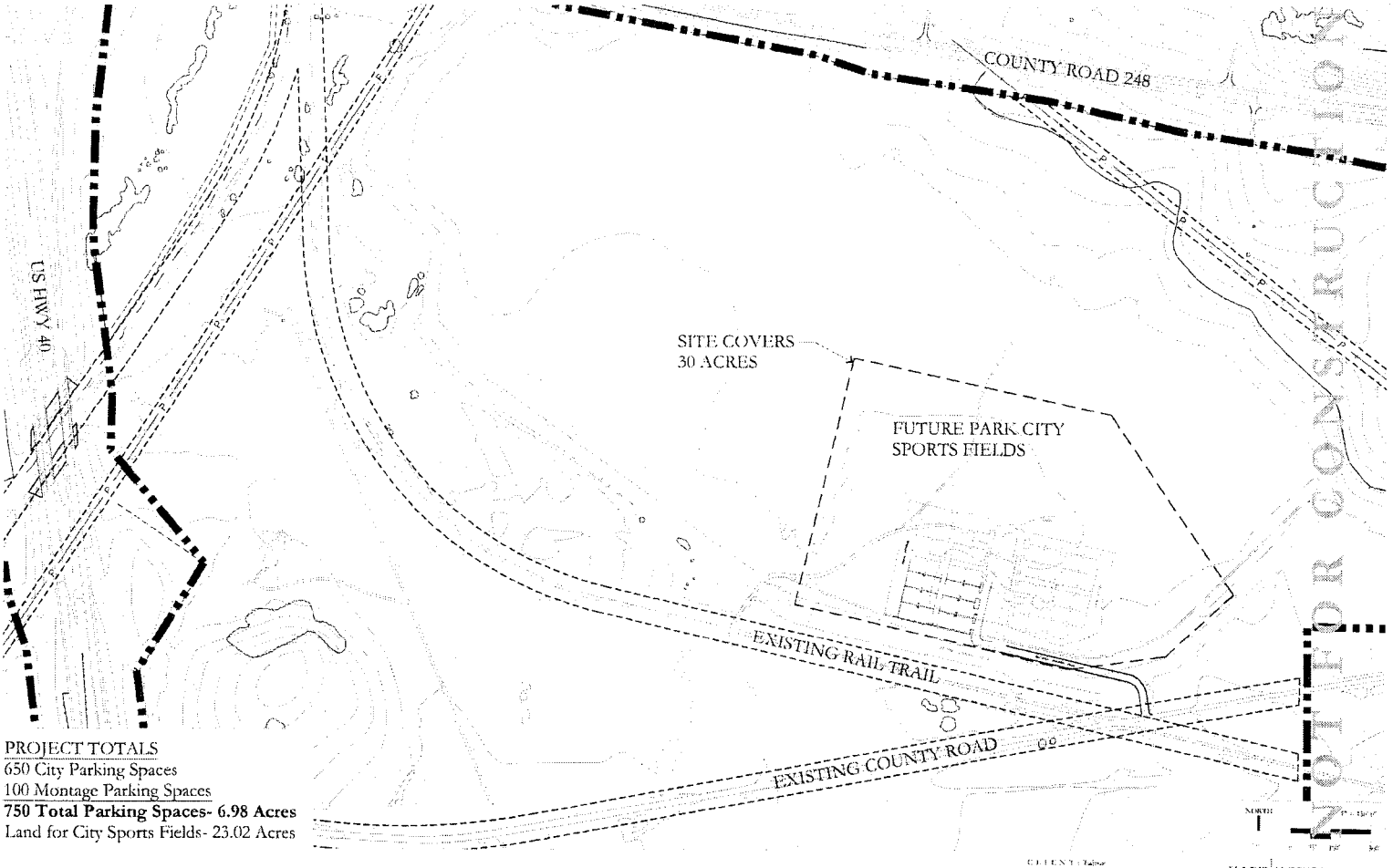
2. The area will have reasonably flat terrain.

3. The parking lot will allow adequate bus travel through the parking area.

4. An allowance for signs and street lights is included.

5. The lot will be paved to accommodate the weight of City busses, in accordance with applicable Summit County construction standards and/or the Park City Construction Specifications and Standard Drawings as reasonably applied by the City engineer and the DEVELOPER'S design engineer.

The precise layout and cost of the ball fields or similar recreational spaces within the 30 acre parcel, and improvements related thereto, are the City's responsibility.



PROJECT TOTALS
650 City Parking Spaces
100 Montage Parking Spaces
750 Total Parking Spaces- 6.98 Acres
Land for City Sports Fields- 23.02 Acres

RICHARDSON FLATS
Park City, Utah

Conceptual Site Plan (Permit Submittal)

October 10, 2006

CLIENT:
ARCHITECT:
CONSULTANT:
SCALE:

HART HOWERTON

NOT FOR CONSTRUCTION

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EXHIBIT D – 1
DEED RESTRICTION

EXHIBIT A
TO
GRANT OF TALISKER CONSERVATION DEED RESTRICTION

[Insert Legal Description of the Property]

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WHEN RECORDED, MAIL TO:
Mark D. Harrington, City Attorney
Park City Municipal Corporation
445 Marsac Avenue
Park City, Utah 84060

COPY

TALISKER CONSERVATION DEED RESTRICTION

THIS GRANT OF CONSERVATION DEED RESTRICTION ("Deed Restriction") is made effective as of the 2nd day of March, 2007, by UNITED PARK CITY MINES COMPANY, a Delaware corporation ("UPMC"), its subsidiary, TALISKER LAND HOLDINGS, LLC ("TLH"), and Royal Street Land Company ("RSLC"), which contribute, grant and convey the rights described hereafter to PARK CITY MUNICIAL CORPORATION, a city and political subdivision of the STATE OF UTAH located in Summit County, Utah ("City"). UPCMC, TLH and RSLC are collectively referred to herein as "Grantor", and City is referred to herein as "Grantee". Grantor and Grantee are sometimes collectively referred to herein as the "Parties".

WITNESSETH:

WHEREAS, Grantor owns certain real property located in Park City and Summit County, Utah (the "Property") more particularly described on Exhibit A attached hereto and made a part hereof; and

WHEREAS, the Property possesses natural, scenic, open space, public recreation, wildlife and wetland values described in Section 170(h)(4)(A) of the Internal Revenue Code of 1986 (the "Code") (collectively referred to herein as "Conservation Values"); and

WHEREAS, the specific Conservation Values of the Property are documented in materials sometimes referred to as the "Baseline Documentation," which consists of reports, maps, photographs and other documentation intended to provide the Parties with an accurate representation of the Property at the time of the granting of the Deed Restriction as defined below; and

WHEREAS, the Property is appropriate for substantial and regular skiing, year-round recreational and other uses as hereinafter described as the Reserved Use Rights, and the Property is necessary to the operation of the Park City Mountain Resort; and

WHEREAS, Grantor intends that the Conservation Values of the Property be preserved and maintained by the continuation of land use patterns, including, without limitation, those existing at the time of the recording of this Deed Restriction, subject to the Reserved Use Rights; and

WHEREAS, Grantor further intends, as owner of the Property, to preserve and protect the conservation values of the Property in perpetuity, subject to the Reserved Use Rights; and

WHEREAS, GRANTEE is a political subdivision of the State of Utah described in Code Section 170(b)(1)(A)(v), (c)(1) and (h)(3)(A); and

WHEREAS, Grantee agrees by accepting this grant that the Deed Restriction contained herein significantly furthers a clearly delineated local governmental policy of Grantee, and that Grantee will honor the intentions of Grantor stated herein to preserve and protect in perpetuity the Conservation Values of the Property for the benefit of this generation and the generations to come;

NOW THEREFORE, in consideration of the foregoing recitals and the mutual covenants, terms, conditions, and restrictions contained herein, and pursuant to the laws of the State of Utah and in particular U.C.A. Title 57, Chapter 18, Grantor hereby contributes, grants and conveys to Grantee a conservation Deed Restriction in perpetuity over the Property of the nature and character and to the extent set forth herein (the "Deed Restriction").

1. Purpose. It is the purpose of the Deed Restriction to prevent residential development on the Property and, subject to the Reserved Use Rights described in Section 3 of this Deed Restriction, to assure that the Property will be retained forever in its open, generally undeveloped condition as provided herein and to prevent any use of the Property that will significantly impair or interfere with the Conservation Values of the Property. Grantor intends that the Deed Restriction will confine the use of the Property to those activities, including without limitation the Reserved Use Rights, that are consistent with the terms of this Deed Restriction.

2. Rights of Grantee. To accomplish the purpose of this Deed Restriction, the following rights are conveyed to Grantee by this Deed Restriction, subject at all times to the Reserved Use Rights:

(a) The right to preserve and protect the Conservation Values of the Property;

(b) The right to enter upon the Property at reasonable times in order to monitor Grantor's compliance with and otherwise enforce the terms of this Deed Restriction; provided that such entry shall be upon prior reasonable notice to Grantor and to Grantor's tenants and subtenants, and Grantee shall not unreasonably interfere with Grantor's use and quiet enjoyment of the Property, whether directly or through tenants or subtenants;

(c) The right to prevent any activity on or use of the Property that is inconsistent with the terms of this Deed Restriction and to enforce the restoration of such areas or features of the Property that may be damaged by inconsistent activity or use, pursuant to Section 7 hereof; and

(d) The right to enforce this Deed Restriction by appropriate legal proceedings, after providing Grantor with reasonable notice and opportunity to cure, as provided in section 7 herein.

3. Reserved Use Rights. The following uses and practices (collectively referred to herein as the "Reserved Use Rights"), while not an exhaustive recital of permitted uses and practices, are consistent with the purpose of the Deed Restriction, and the following purposes

and practices shall not be precluded or prevented by this Deed Restriction to the extent they are not inconsistent with Conservation Values:

(a) Until the expiration or earlier termination of that certain Lease dated as of January 1, 1971, by and between UPCMC and Treasure Mountain Resort Company ("Current Lessee"), as now amended, as the term may be extended from time to time (the "Lease"), all uses, practices and activities permitted under the Lease. The Parties agree that all permitted uses under the Lease are consistent with Conservation Values. Future amendments to or replacements of said Lease shall also be permitted, provided that such are consistent with applicable zoning requirements and this Deed Restriction.

(b) Upon and after the expiration or earlier termination of the Lease:

(i) Recreational, entertainment, and retail usages not inconsistent with Conservation Values.

(ii) All uses, practices and activities incident to the operation, maintenance, repair and replacement of the Park City Mountain Resort and related facilities when done in a manner not inconsistent with Conservation Values.

(iii) Substantial and regular skiing uses consisting of ski lifts, ski runs, and other winter and summer recreational and resort facilities and uses incident or related thereto, such facilities and uses to include (i) fuel storage and dispensing, (ii) bomb caches for avalanche control, (iii) maintenance facilities, (iv) vehicle fleet maintenance and operations, (v) bike trails, (vi) avalanche hazard reduction, (vii) forestry management, (viii) night skiing operations and related lighting, (ix) day lodges and restaurants, (x) yurts, (xi) mobile or modular units for security personnel, (xii) culinary water lines, pump stations and storage tanks, and (xiii) snowmaking water lines, pump stations, storage tanks and storage ponds, all of which are to be implemented in a manner not inconsistent with Conservation Values;

(iv) The construction, development and operation of ski-related development and other allowed uses as provided by the PCMR Development Agreement dated on or about June 25, 1998 (as amended from to time in a manner not inconsistent with Conservation Values), including activities conducted under Master Festival Licenses, and recreational, entertainment, and retail usages that are not inconsistent with the Development Agreement, underlying zoning or with Conservation Values;

(v) The construction, installation, use, maintenance, repair, replacement and relocation of water wells, water lines, sanitary sewer lines, storm sewer lines and the right to discharge their flows, natural gas lines, electric power lines, cable television lines, telephone lines, and other utility lines, together with the right to temporarily stockpile construction materials and equipment as approved by the Grantee, so long as such uses are necessary for the Reserved Use Rights, are located in disturbed areas such as ski runs or existing utility corridors

(unless otherwise approved by the Grantee) and are not inconsistent with Conservation Values;

(vi) The construction, installation, use, maintenance, repair, replacement and relocation of secondary access roads provided all applicable land use approvals are obtained from Grantee (nothing herein shall be deemed as such approval) and such are done in a manner not inconsistent with Conservation Values;

(vii) All activities on the Property that are necessary to perform investigation, remediation, closure and/or reclamation work consistent with or required by law with respect to any portion of the Property that has been used previously for mining activities or mining operations;

(viiii) The right to access all subsurface oil, gas or other minerals by subsurface techniques to the maximum extent permitted by a "Qualified Mineral Interest" within the meaning of Section 170(h)(6) of the Code provided that such rights are exercised only without use of any surface mining method and only in a manner which is not inconsistent with the Conservation Values.

(ix) Passive uses otherwise allowed by the Park City Land Management Code in the ROS District intended to preserve and protect the Conservation Values.

4. Prohibited Uses and Practices. Any activity on or use of the Property inconsistent with the purpose of the Deed Restriction is prohibited. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited:

(a) Any residential construction or use including hotels and lodging, and any surface mining, use of surface mining methods or mining by any method inconsistent with Conservation Values; and

(b) Hunting or trapping for any purpose other than predatory or problem animal control.

The foregoing prohibited activities and uses may be amended by the express written agreement of the Grantee and Grantor, provided such amendment is not inconsistent with either Section 170(h) of the Code or Conservation Values.

5. Existing Liens. The Property is subject to all existing easements and other liens and encumbrances of record.

6. Reserved Rights. Grantor reserves to Grantor and to Grantor's successors and assigns as the owner of the Property all rights accruing from the ownership of the Property, including the right to engage in or permit or invite others to engage in all uses of the Property that are consistent with the purpose of the Deed Restriction and that are not expressly prohibited herein, including without limitation the right to engage in or permit others to engage in Reserved Use Rights.

6.1 Minor Boundary Adjustments. Grantor reserves the right to make reasonable and minor boundary line adjustments in the legal description of the Property, provided that any such adjustments are consistent with the Reserved Use Rights and provided that the total area of the Property that is subject to the Deed Restriction shall not be reduced as the result of any such boundary line adjustments. The Grantee shall execute, acknowledge and record in the Office of the Recorder of Summit County, Utah any amendments to this Deed Restriction proposed by Grantor for such purpose so long as such adjustments are not inconsistent with Conservation Values.

6.2 Notice of New Uses. Grantor agrees to notify Grantee in writing at least 30 days in advance of any change in use or exercise of any Reserved Use Right which may have an adverse impact on any Conservation Value.

7. Grantee's Remedies. If Grantee determines that Grantor is in violation of the terms of this Deed Restriction or that a violation is threatened, Grantee shall give written notice to both Grantor and Current Lessee of such violation and demand corrective action sufficient to cure the violation and, where the violation involves injury to the Property resulting from any use or activity inconsistent with the terms of this Deed Restriction, to restore the portion of the Property so injured. If Grantor fails to cure the violation within thirty (30) days after receipt of notice thereof from Grantee, or under circumstances where the violation cannot reasonably be cured within a thirty (30) day period, fails to begin curing such violation within the thirty (30) day period, or fails to continue diligently to cure such violation until finally cured, Grantee may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Deed Restriction, to enjoin the violation, ex parte as necessary, by temporary or permanent injunction, to recover any damages to which it may be entitled for violation of the terms of this Deed Restriction or injury to any Conservation Values protected by the Deed Restriction, including damages for the loss of scenic, aesthetic, or environmental values, and to require the restoration of the Property to the condition that existed prior to any such injury. Without limiting Grantor's liability therefor, Grantee, in its sole discretion, may apply any damages recovered to the cost of undertaking any corrective action on the Property. If Grantee, in its sole discretion, determines that circumstances require immediate action to prevent or mitigate significant damage to the Conservation Values of the Property, Grantee may pursue its remedies under this Section without prior notice to Grantor or without waiting for the period provided for cure to expire. Grantee's rights under this Section apply equally in the event of either actual or threatened violations of the terms of this Deed Restriction, and Grantor agrees that Grantee's remedies at law for any violation of the terms of this Deed Restriction are inadequate and that Grantee shall be entitled to the injunctive relief described in this Section, both prohibitive and mandatory, in addition to such other relief to which Grantee may be entitled, including specific performance of the terms of this Deed Restriction, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. Grantee's remedies described in this Section shall be cumulative and shall be in addition to all remedies now or hereafter existing at law or in equity. Current Lessee shall, with at least simultaneous notice to Grantor, have the right, but not the duty, to undertake any above described cures on behalf of Grantor if Grantor has not commenced such cure at least five days before the end of the cure period described herein.

7.1 Costs of Enforcement. Any costs incurred by Grantee in enforcing the terms of this Deed Restriction against Grantor, including, without limitation, costs of suit and attorneys' fees, and any costs of restoration necessitated by Grantor's violation of the terms of this Deed Restriction shall be borne by Grantor. If Grantor prevails in any action to enforce the terms of this Deed Restriction, Grantor's costs of suit, including, without limitation, attorneys' fees, shall be borne by Grantee.

7.2 Grantee's Enforcement. Failure by Grantee to immediately enforce this Deed Restriction in the event of any breach of any term of this Deed Restriction by Grantor shall not be deemed or construed to be a waiver by Grantee of such term or of any subsequent breach of the same or any other term of this Deed Restriction.

7.3 Waiver of Certain Defenses. Grantor hereby waives any defense of laches, estoppel, or prescription.

7.4 Acts Beyond Grantor's Control. Nothing contained in this Deed Restriction shall be construed to entitle Grantee to bring any action against Grantor for any injury to or change in the Property resulting from causes beyond Grantor's control, including, without limitation, fire, flood, storm, and earth movement, or from any prudent action taken by Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes.

8. Access. No specific right of access by the general public to any specific portion of the Property is conveyed by this Deed Restriction, but the overall operation of the Property shall be such as to provide the Public substantial and regular access for recreational and scenic uses.

9. Costs and Liabilities. Grantor retains all responsibilities and shall bear all costs and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of the Property, including the maintenance of adequate comprehensive general liability insurance coverage. Grantor shall keep the Property free of any liens arising out of any work performed for, materials furnished to, or obligations incurred by Grantor.

9.1 Taxes. Grantor shall pay before delinquency all taxes, assessments, fees, and charges of whatever description levied on or assessed against the Property by competent authority (collectively "taxes"), including any taxes imposed upon, or incurred as a result of, the Deed Restriction, and shall furnish Grantee with satisfactory evidence of payment upon request.

9.2 Hold Harmless. Grantor shall hold harmless, indemnify, and defend Grantee and its members, directors, officers, employees, agents, and contractors (collectively "Indemnified Parties") from and against all liabilities, penalties, costs, losses, damages, expenses, causes of action, claims, demands or judgments, including, without limitation, reasonable attorneys' fees arising from or in any connection with: (a) injury to or the death of any person, or physical damage to any property, resulting from any act, omission, condition, or other matter related to or occurring on or about the Property, regardless of cause, unless due solely to the negligence of any of the Indemnified Parties; (b) the obligations specified in Sections 9 and 9.1; and (c) the existence or administration of this Deed Restriction.

10. Property Interest; Condemnation or Extinguishment. The Deed Restriction constitutes a real property interest immediately vested in Grantee, which the Parties agree can not be extinguished except by (i) a super majority vote by at least 80% of the City Council and a vote of the City residents, and (ii) a judicial action as permitted under Treas. Reg. 1.170A-14(g)(6)(i), and which, for the purposes of this Deed Restriction, the Parties stipulate to have a fair market value determined in accordance with the requirements of the Code and Treas. Reg. 1.170A-14(g)(6)(ii), as applicable to conservation contributions. Grantee acknowledges that Grantor is making a bargain contribution as described in the eighth sentence of Treas. Reg. 1.170A-14(h)(3)(i), but makes no representation as to the tax consequences of the transaction contemplated by this Deed Restriction. Grantor will obtain independent tax counsel and be solely responsible for compliance requirements of the Code. The values as of the date of this Deed Restriction shall be those values used to calculate the deduction, if any, for federal income tax purposes allowable by reason of this Deed Restriction, pursuant to Section 170(h) of the Code. If the Deed Restriction is taken, in whole or in part, by exercise of the power of eminent domain or by an extinguishment by judicial proceeding permitted under Treas. Reg. 1.170A-14(g)(6)(i), Grantee shall be entitled to compensation in accordance with applicable law (but in no event less than the amount required to be received under Treas. Reg. 1.170A-14(g)(6)(ii)) and such proceeds shall be used in solely in accordance with Treas. Reg. 1.170A-14(c)(2).

11. Transfer, Assignment and Substitution of Conservation Easement. The Deed Restriction is not transferable by Grantee so long as the Lease is in effect. Grantor agrees (to the extent it can be done in compliance with all provisions of the Code and Treasury Regulations then in effect) that, upon Grantee's request after the Lease is no longer in effect, Grantor will cooperate with the City and will take all reasonable steps necessary to substitute for this Deed Restriction a Conservation Easement having identical substantive terms. Further, within a reasonable time after the expiration or other termination of the Lease, the Grantee shall, to the extent permitted by the Code and Treasury Regulations then in effect, transfer the Deed Restriction (or Conservation Easement, if substituted as provided above) to a non-governmental eligible donee within the meaning of Treas. Reg. 1.170A-14(c)(1) in a properly documented transfer complying with all requirements of law including, without limit, Treas. Reg. 1.170A-14(c)(2).

12. Estoppel Certificates. Upon request by Grantor, Grantee shall within thirty (30) days execute and deliver to Grantor any document, including an estoppel certificate, which certifies Grantor's compliance with any obligation of Grantor contained in this Deed Restriction and otherwise evidences the status of this Deed Restriction as may be requested by Grantor.

13. Baseline Documentation. The Parties acknowledge that an inventory of Baseline Documentation relating to the Property has been completed based upon information available to Grantor on the date hereof and which has been provided by Grantor to Grantee. Copies of this inventory of Baseline Documentation are on file in Grantee's offices and in Grantor's offices. The Parties acknowledge that this collection of Baseline Documentation contains an accurate representation of the condition of the Property subject to the Deed Restriction and the natural

resources associated with the Property as of the date of the execution of this Deed Restriction in accordance with Treasury Regulation § 1.170A-14(g)(5)(i). Notwithstanding the foregoing, in the event of a controversy arising with respect to the nature of the biological and/or physical condition of the Property, the Parties shall not be foreclosed from using any and all other relevant or material documents, surveys, reports and other information to assist in the resolution of that controversy.

14. Notices. Any notice, demand, request, consent, approval, or communication that any Party to this Deed Restriction desires or is required to give to the other Parties shall be in writing and shall be served either personally or sent by first class mail, postage prepaid, addressed as follows:

To United Park City Mines Company, Grantor:	United Park City Mines Company Attn.: David J. Smith 900 Main Street, Suite 6107 P. O. Box 1450 Park City, UT 84060
To Talisker Land Holdings, LLC, Grantor:	Talisker Land Holdings, LLC Attn.: David J. Smith 900 Main Street, Suite 6111 P. O. Box 4349 Park City, Utah 84060
To Royal Street Land Company, Grantor:	Royal Street Land Company Attn: Robert W. Wells 7620 Royal Street East P. O. Box 3179 Park City, UT 84060
To Park City Municipal Corporation, Grantee:	Office of the Mayor 445 Marsac Avenue Park City, UT 84060

or to such other address as any Party to this Agreement from time to time shall designate by written notice to the other Party.

15. Recordation. Grantee shall record this Deed Restriction in a timely fashion in the Office of the Recorder of Summit County, Utah, and Grantee may re-record it at any time as may be required to preserve Grantee's rights in the Deed Restriction.

16. General Provisions.

(a) Controlling Law. The Code, Treasury Regulations and laws of the State of Utah shall govern the interpretation and performance of this Deed Restriction.

(b) Liberal Construction. Any general rule of construction to the contrary notwithstanding, this Deed Restriction shall be liberally construed in favor of preserving Conservation Values and to effect the purpose of the Deed Restriction and the policy and purposes of both Utah statute and Section 170(h) of the Code. If any provision in this Deed Restriction is found to be ambiguous, an interpretation consistent with Conservation Values and the purpose of the Deed Restriction that would render the provision valid shall be favored over any such interpretation that would render it invalid.

(c) Severability. If any provision of this Deed Restriction, or the application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Deed Restriction, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

(d) Entire Agreement. This Deed Restriction sets forth the entire agreement of the Parties hereto with respect to the Deed Restriction and supersedes all prior discussions, negotiations, understandings, or agreements relating to the Deed Restriction, all of which are merged herein.

(e) Amendments. Any amendments to this Deed Restriction must be in writing and must be executed by all Parties hereto.

(f) No Forfeiture. Nothing contained herein will result in the forfeiture or reversion of Grantor's title in any respect.

(g) Successors. The covenants, terms, conditions, and restrictions of this Deed Restriction shall be binding upon, and inure to the benefit of, the Parties hereto and their respective successors, and assigns and shall continue as a servitude running in perpetuity with the Property.

(h) Termination of Rights and Obligations. A Party's rights and obligations under this Deed Restriction (but no part of the Deed Restriction itself) shall terminate upon transfer of the Party's interest in the Deed Restriction or the Property, as the case may be, except that responsibility for acts or omissions occurring prior to transfer shall survive transfer.

(i) Captions. The captions in this Deed Restriction have been inserted solely for convenience of reference and are not a part of this Deed Restriction and shall have no effect upon the construction or interpretation hereof.

IN WITNESS WHEREOF Grantor and Grantee have caused this Deed Restriction to be executed by persons duly authorized to execute the same as of the day and year first above written.

[signatures follow on next pages]

GRANTOR:

UNITED PARK CITY MINES COMPANY, a Delaware corporation

By: _____
David J. Smith, Authorized Signing Officer

TALISKER LAND HOLDINGS, LLC, a Delaware limited liability company

By: _____
David J. Smith, Authorized Signing Officer

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by David J. Smith in his capacity as the Authorized Signing Officer of United Park City Mines Company, a Delaware corporation.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

_____
NOTARY PUBLIC
Residing at: Oakley, Utah

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by David J. Smith in his capacity as the Authorized Signing Officer of Talisker Land Holdings, LLC, a Delaware limited liability company.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

_____
NOTARY PUBLIC
Residing at: Oakley, Utah

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ROYAL STREET LAND COMPANY, a
Utah corporation

By: _____
Robert W. Wells, Vice President

STATE OF ~~UTAH~~ ARIZONA)
: ss.
COUNTY OF ~~SUMMIT~~ MARICOPA)

The foregoing instrument was acknowledged before me this 1 day of March, 2007 by Robert W. Wells in his capacity as Vice President of Royal Street Land Company, a Utah corporation.

OFFICIAL SEAL
CONSTANCE M. RICHARDS
Notary Public - State of Arizona
MARICOPA COUNTY
My Commission Expires Feb. 1, 2008

_____
NOTARY PUBLIC
Residing at: Maricopa County, Az

GRANTEE:

PARK CITY MUNICIPAL CORPORATION,
a Utah city and political subdivision.

By: Dana Williams

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 2nd day of March, 2007 by Dana Williams, as the Mayor of Park City Municipal Corporation, a Utah city and political subdivision.

Notary Public
SABRA KARR DATOR
5729 Kingsford Avenue
Park City, Utah 84098
My Commission Expires
June 15, 2007
State of Utah

Sabra Karr Dator
NOTARY PUBLIC
Residing at: Summit Co.

LEGAL DESCRIPTION
PCMR LANDS DEED RESTRICTION
March 2, 2007

A parcel of land located in the southwest quarter of Section 16, Section 17, the east half of Section 18, Sections 19 and 20, the south half of Section 21, Sections 29 and 30, Township 2 South, Range 4 East, Salt Lake Base and Meridian and the east half of Section 25, Township 2 South, Range 3 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at point is that North 00°30'11" West 934.67 feet along section line and West 3404.71 feet from the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the northernmost corner of King Road Estate, recorded February 26, 2002 as entry no. 612078, according to the official plat thereof on file and of record in the office of the recorder, Summit County, Utah; and running thence along the westerly boundary of said King Road Estate the following sixteen (16) courses: 1) South 11°44'40" West 75.86 feet; thence 2) South 08°16'31" East 93.02 feet; thence 3) South 03°34'29" West 97.70 feet; thence 4) South 11°54'04" West 151.80 feet; thence 5) South 03°04'59" West 97.45 feet; thence 6) South 16°59'41" East 157.20 feet; thence 7) South 11°10'49" East 123.76 feet; thence 8) South 19°07'06" West 182.56 feet; thence 9) South 17°58'26" East 97.99 feet; thence 10) South 08°24'14" West 124.71 feet; thence 11) South 14°01'12" West 102.12 feet; thence 12) South 21°15'12" West 223.98 feet; thence 13) South 00°02'02" West 420.00 feet; thence 14) South 09°57'58" East 290.00 feet; thence 15) South 38°02'02" West 601.95 feet; thence 16) South 21°27'58" East 195.08 feet to the northerly boundary of the Silver King Mining Reservation; thence along the northerly boundary of the Silver King Mining Reservation the following three (3) courses: 1) South 68°24'45" West 1065.03 feet; thence 2) South 61°30'44" West 93.44 feet; thence 3) South 67°30'00" West 25.28 feet to the westerly line of Section 21; thence along the westerly line of Section 21 South 01°49'17" East 266.83 feet; thence along the southerly line of the north half of Section 21 South 89°59'59" East 3204.88 feet; thence South 28°18'45" West 186.56 feet; thence South 29°09'57" West 315.97 feet; thence South 32°04'00" West 296.25 feet; thence South 47°29'30" West 405.07 feet; thence South 50°23'25" West 105.09 feet; thence South 56°00'00" West 94.90 feet; thence South 50°15'25" West 92.50 feet; thence South 40°35'50" West 110.80 feet; thence South 31°30'07" West 96.20 feet; thence South 27°54'51" West 126.00 feet; thence South 38°27'54" West 138.00 feet; thence South 33°26'55" West 136.00 feet; thence South 32°00'03" West 159.20 feet; thence South 32°14'53" West 101.60 feet; thence South 35°09'16" West 88.70 feet; thence South 46°47'25" West 123.00 feet; thence South 56°44'38" West 142.80 feet; thence South 15°21'41" West 116.30 feet; thence South 10°41'54" West 76.70 feet; thence North 71°42'35" West 163.49 feet; thence North 72°54'27" West 85.42 feet; thence South 86°11'16" West 94.42 feet; thence South 77°48'30" West 79.25 feet; thence South 77°19'44" West 85.84 feet; thence South 81°11'10" West 122.88 feet; thence South 67°45'58" West 149.28 feet; thence South 64°44'13" West 136.79 feet; thence South 82°14'00" West 672.44 feet; thence South 77°17'18" West 735.40 feet; thence South 87°35'00" West 778.00 feet; thence South 23°55'00" West 604.00 feet; thence South 10°48'36" West 569.75 feet; thence South 20°48'44" West 698.02 feet; thence South

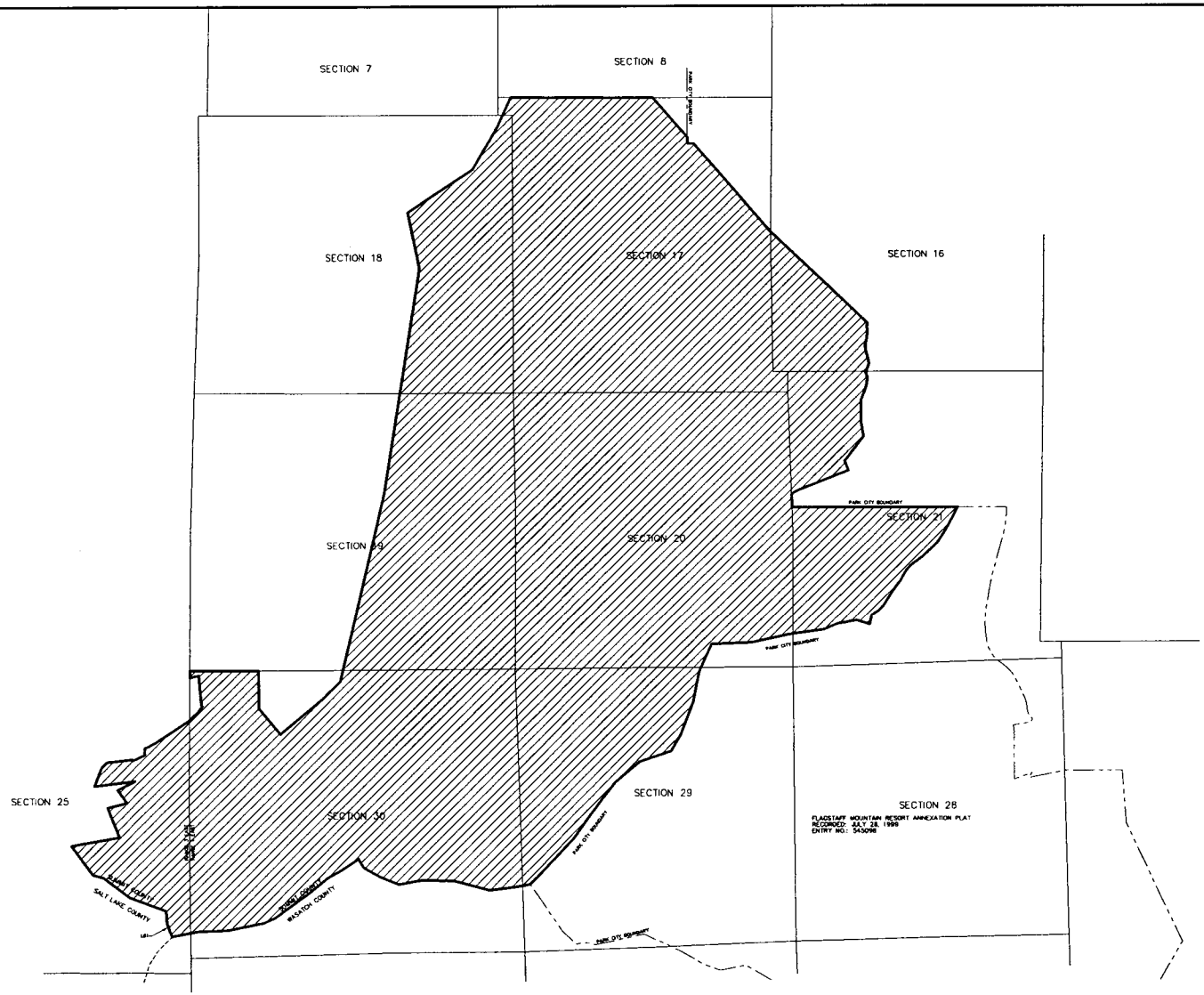
30°09'00" West 354.14 feet; thence South 71°34'40" West 644.26 feet; thence South 49°33'13" West 616.72 feet; thence South 37°33'27" West 779.84 feet; thence South 35°07'44" West 548.54 feet; thence South 44°09'00" West 1236.63 feet; thence South 79°45'30" West 288.30 feet; thence South 83°01'30" West 494.40 feet; thence North 75°15'30" West 705.70 feet; thence North 88°10'30" West 612.40 feet; thence South 79°33'30" West 453.20 feet; thence North 68°16'30" West 378.70 feet; thence North 60°54'30" West 368.90 feet; thence North 29°57'30" West 201.20 feet; thence South 56°08'00" West 402.00 feet; thence South 61°28'00" West 304.10 feet; thence South 50°42'00" West 479.60 feet; thence South 54°28'00" West 792.00 feet; thence South 65°22'00" West 244.50 feet; thence South 78°48'00" West 685.80 feet; thence South 86°10'00" West 265.50 feet; thence South 88°22'00" West 302.90 feet; thence South 79°23'00" West 267.90 feet; thence South 79°50'00" West 261.50 feet; thence North 23°02'08" West 123.79 feet; thence North 17°52'03" West 155.35 feet; thence North 05°10'26" West 233.33 feet; thence North 69°34'42" West 736.28 feet; thence North 52°50'00" West 624.65 feet; thence North 74°11'18" West 213.72 feet; thence North 36°49'35" West 701.84 feet; thence along the southerly line of the Matilda Lode, Mineral Survey No. 4959 North 80°12'00" East 936.47 feet; thence along the easterly line of the Matilda Lode, Mineral Survey No. 4959 North 21°36'00" West 612.00 feet; thence along the northerly line of the Fairbanks Fraction Lode, Mineral Survey No. 5364 North 75°31'00" East 388.60 feet; thence along the westerly line of the Indiana Lode, Mineral Survey No. 4760 North 35°42'00" West 308.10 feet; thence along the northerly line of the Indiana Lode, Mineral Survey No. 4760 North 63°32'00" East 372.80 feet; thence along the southerly line of the Malchite Lode, Lot 281 South 83°15'00" West 788.31 feet; thence along the Summit-Salt Lake County line North 21°28'07" East 381.77 feet; thence along the southerly line of the Augusta Lode, Lot 122 North 47°11'00" East 145.31 feet; thence along the northerly line of the R.K.D. Lode, Lot 287 North 83°15'00" East 489.90 feet; thence along the easterly line of the R.K.D. Lode, Lot 287 South 24°08'00" East 21.90 feet; thence along the northerly line of the Roscamp Lode, Lot 286 North 64°44'00" East 250.80 feet; thence North 129.30 feet; thence North 63°07'00" East 231.20 feet; thence North 56°30'00" East 794.20 feet; thence along the west line of Section 30 North 00°36'00" East 3.70 feet; thence North 45°41'00" East 214.75 feet; thence along the northerly line of the Hope Lode, Lot 299 North 36°45'00" East 147.10 feet; thence along the easterly line of the Pique No. 3 Lode, Mineral Survey No. 4742 North 44°41'00" West 26.10 feet; thence North 04°55'00" West 575.00 feet; thence along the southerly line of the Norma Lode, Mineral Survey No. 4177 South 76°24'00" West 177.28 feet; thence North 01°35'00" East 137.93 feet; thence East along the southerly line of Section 19 1321.46 feet; thence South 00°00'07" West 727.38 feet; thence South 39°30'00" East 659.89 feet; thence North 50°00'00" East 1050.51 feet; thence North 45°56'25" East 493.99 feet; thence North 13°09'11" East 3773.82 feet; thence North 09°05'46" East 4380.03 feet; thence North 11°27'54" West 1099.08 feet; thence along the northerly line of the Seldom Seen No. 4, Mineral Survey No. 5591 North 56°24'00" East 1500.00 feet; thence along the northerly line of the Seldom Seen No. 3, Mineral Survey 5591 North 29°33'00" East 977.60 feet; thence along the northerly line of the Seldom Seen No. 2, Mineral Survey No. 5591 North 24°18'00" East 609.56 feet; thence along the southerly line of Section 8 South 89°37'42" East 2375.13 feet; thence along the southerly line of Section 8 North 89°53'52" East 363.00 feet; thence (along the boundary of property owned by Park Properties) the following three (3) courses: 1) South 40°33'27" East 1007.17 feet; thence 2) South 130.35

feet; thence 3) East 119.98 feet to the southwesterly boundary of the parcel described in that Special Warranty Deed recorded October 30, 1975 as entry no. 129128 in the office of the recorder, Summit County, Utah; thence along said parcel South 40°33'27" East 643.53 feet to the southwesterly line of Parcel No. 7, described in the document recorded on March 18, 1971 as entry no. 112831 in the office of the recorder, Summit County, Utah; thence along the boundary of said Parcel No. 7 the following two (2) courses: 1) South 40°33'27" East 1600.00 feet; thence 2) South 46°37'01" East 2570.22 feet (deed South 46°54'22" East) to the point of beginning.

Description contains 2,931 acres, more or less.

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PCMR LANDS DEED RESTRICTION

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

3/2/99 JOB NO.: 1-1-01 FILE: X:\Empire\dwg\Tollsker\plat\legal exhibit.dwg

EXHIBIT D – 2
CONSERVATION EASEMENT

COPY

WHEN RECORDED MAIL TO
Summit Land Conservancy
Attn: Cheryl Fox, Executive Director
1650 Park Avenue
P. O. Box 1775
Park City, UT 84060

CONSERVATION EASEMENT

THIS GRANT OF CONSERVATION EASEMENT ("Easement") is made effective as of the 2nd day of March, 2007, by UNITED PARK CITY MINES COMPANY, a Delaware corporation ("UPCMC") and its subsidiary, TALISKER LAND HOLDINGS, LLC ("TLH"), which contribute, grant and convey the rights described hereafter to SUMMIT LAND CONSERVANCY, a Utah non-profit corporation ("Summit"). UPCMC and TLH are collectively referred to herein as "Grantor" and Summit is referred to herein as "Grantee". Grantor and Grantee are sometimes collectively referred to herein as the "Parties".

WITNESSETH:

WHEREAS, Grantor owns certain real property located in Summit County, Utah (the "Property") more particularly described on Exhibit A attached hereto and made a part hereof; and

WHEREAS, the Property possesses natural, scenic, open space, and public recreation values as described in Section 170(h)(4)(A) of the Internal Revenue Code of 1986 (the "Code") (collectively referred to herein as "Conservation Values"); and

WHEREAS, the specific Conservation Values of the Property are documented in materials sometimes referred to as the "Baseline Documentation," which consists of narratives, maps, photographs and other documentation intended to provide the Parties with an accurate representation of the Property at the time of the granting of the Easement as defined below; and

WHEREAS, located on the Property is a certain historic mining structure and related improvements identified in the Baseline Documentation (collectively, the "Historic Mining Improvements"); and

WHEREAS, the Property is appropriate for substantial and regular year-round recreational and other uses as hereinafter described as the Reserved Use Rights,; and

WHEREAS, Grantor intends that the Conservation Values of the Property be preserved and maintained by the continuation of land use patterns, including, without limitation, those existing at the time of the recording of this Easement, subject to the Reserved Use Rights; and

WHEREAS, Grantor further intends, as owner of the Property, to preserve and protect the conservation values of the Property in perpetuity, subject to the Reserved Use Rights; and

WHEREAS, GRANTEE is a qualified organization described in Code Section 170(b)(1)(A)(vi), (c)(2) and (h)(3)(A); and

WHEREAS, Grantee agrees by accepting this grant that the Easement contained herein significantly furthers conservation values including a clearly delineated local governmental policy of Park City Municipal Corporation, and that Grantee will honor the intentions of Grantor stated herein to preserve and protect in perpetuity the Conservation Values of the Property for the benefit of this generation and the generations to come;

NOW THEREFORE, in consideration of the foregoing recitals and the mutual covenants, terms, conditions, and restrictions contained herein, and pursuant to the laws of the State of Utah and in particular U.C.A. Title 57, Chapter 18, Grantor hereby contributes, grants and conveys to Grantee a Conservation Easement in perpetuity over the Property of the nature and character and to the extent set forth herein (the "Easement").

1. Purpose. It is the primary purpose of the Easement to prevent residential development on the Property and, subject to the Reserved Use Rights described in Section 3 of this Easement, to assure that the Property will be retained forever in its open, generally undeveloped condition as provided herein and to prevent any use of the Property that will significantly impair or interfere with the Conservation Values of the Property. Grantor intends that the Easement will confine the use of the Property to those activities, including without limitation the Reserved Use Rights, that are consistent with the terms of this Easement.

2. Rights of Grantee. To accomplish the purpose of this Easement, the following rights are conveyed to Grantee by this Easement, subject at all times to the Reserved Use Rights:

(a) The right to preserve and protect the Conservation Values of the Property;

(b) The right to enter upon the Property at reasonable times in order to monitor Grantor's compliance with and otherwise enforce the terms of this Easement; provided that such entry shall not unreasonably interfere with Grantor's use and quiet enjoyment of the Property;

(c) The right to prevent any activity on or use of the Property that is inconsistent with the terms of this Easement and to enforce the restoration of such areas or features of the Property that may be damaged by inconsistent activity or use, pursuant to Section 7 hereof; and

(d) The right to enforce this Easement by appropriate legal proceedings, after providing Grantor with reasonable notice and opportunity to cure, as provided in section 7 herein.

3. Reserved Use Rights. The following uses and practices (collectively referred to herein as the "Reserved Use Rights") are consistent with the purpose of the Easement, shall not be precluded or prevented by this Easement to the extent they are not inconsistent with Conservation Values:

(a) Substantial and regular recreational uses consisting of winter and summer recreational uses to include (i) bike, skiing, snowshoe and hiking trails, (ii) avalanche hazard reduction, (iii) forestry management, and (iv) other passive recreational activities (e.g., ornithology and botany);;

(b) the establishment and maintenance of culinary water lines, pump stations and storage tanks, snowmaking water lines, pump stations, storage tanks and storage ponds, all of which are to be implemented in a manner not inconsistent with Conservation Values but which shall not involve the construction of any new buildings;

(c) The protection, maintenance, repair, renovation, restoration and use of the Historic Mining Improvements by Grantor subject to the approval of Park City Municipal Corporation, in cooperation with the Utah Historic Preservation Society, and in a manner not inconsistent with the Conservation Values;

(d) The construction, installation, use, maintenance, repair, replacement and relocation of utilities including water wells, water lines, sanitary sewer lines, storm sewer lines [and the right to discharge their flows], natural gas lines, electric power lines, cable television lines, telephone lines, and other utility lines, together with the right to temporarily stockpile materials and equipment as expressly approved in writing by the Grantee, so long as such uses are necessary for the Reserved Use Rights, are located in disturbed areas such as ski runs or existing utility corridors (unless otherwise approved by the Grantee) and are not inconsistent with Conservation Values;

(e) The use, maintenance and repair of existing roads (no new roads may be constructed) provided all applicable land use approvals are obtained from Park City Municipal Corporation (nothing herein shall be deemed as such approval) and such are done in a manner not inconsistent with Conservation Values;

(f) All activities on the Property that are necessary to perform investigation, remediation, closure and/or reclamation work consistent with or required by law with respect to any portion of the Property that has been used previously for mining activities or mining operations;

(g) The right to access all subsurface oil, gas or other minerals by subsurface techniques to the maximum extent permitted by a "Qualified Mineral Interest" within the meaning of Section 170(h)(6) of the Code provided that such rights are exercised only without use of any surface mining method and only in a manner which is not inconsistent with the Conservation Values.

(h) Passive uses otherwise allowed by the Park City Land Management Code in the ROS District intended to preserve and protect the Conservation Values.

4. Prohibited Uses and Practices. Any activity on or use of the Property inconsistent with the purpose of the Easement is prohibited. Without limiting the generality of the foregoing, the following activities and uses are expressly prohibited:

(a) Any residential development or use including hotels condominiums and overnight lodging, and any surface mining, use of surface mining methods or mining by any method inconsistent with Conservation Values; and

(b) Hunting or trapping for any purpose other than predatory or problem animal control.

5. Existing Encumbrances. The Property is subject to all existing easements and other encumbrances of record.

6. Reserved Rights. Grantor reserves to Grantor and to Grantor's successors and assigns as the owner of the Property all rights accruing from the ownership of the Property, including the right to engage in or permit or invite others to engage in all uses of the Property that are consistent with the purpose of the Easement and that are not expressly prohibited herein, including without limitation the right to engage in or permit others to engage in Reserved Use Rights.

6.1 Minor Boundary Adjustments. Grantor reserves the right to make reasonable and minor boundary line adjustments in the legal description of the Property, provided that any such adjustments are consistent with the Reserved Use Rights and provided that the total area of the Property that is subject to the Easement shall not be reduced as the result of any such boundary line adjustments. The Grantee shall execute, acknowledge and record in the Office of the Recorder of Summit County, Utah any amendments to this Easement proposed by Grantor for such purpose so long as such adjustments are not inconsistent with Conservation Values.

6.2 Notice of Reserved Use Rights and New Uses and Other Purposes. Grantor agrees to notify Grantee in writing at least 30 days in advance of any change in use or exercise of any Reserved Use Right or other activity undertaken by Grantor which may have an adverse impact on any Conservation Value. The purpose of requiring Grantor to notify Grantee prior to undertaking certain permitted activities, such as those provided in Paragraph 3 above, is to afford Grantee an adequate opportunity to monitor the activities in question to ensure that they are designed and carried out in a manner consistent with the terms and Purpose of this Easement Agreement. Therefore the notice shall describe the activity in sufficient detail to permit Grantee to make an informed judgment as to the consistency of the intended action with the requirements and Purpose of this Easement Agreement. Grantor further agrees to give written notice to Grantee of the transfer of any interest in the Property, including but not limited to any sale, gift, or long-term lease, at least thirty (30) days prior to the date of such transfer.

7. Grantee's Remedies. If Grantee determines that Grantor is in violation of the terms of this Easement or that a violation is threatened, Grantee shall give written notice to both Grantor and Current Lessee of such violation and demand corrective action sufficient to cure the violation and, where the violation involves injury to the Property resulting from any use or activity inconsistent with the terms of this Easement, to restore the portion of the Property so injured. If Grantor fails to cure the violation within thirty (30) days after receipt of notice thereof from Grantee, or under circumstances where the violation cannot reasonably be cured within a thirty (30) day period, fails to begin curing such violation within the thirty (30) day period, or

fails to continue diligently to cure such violation until finally cured, Grantee may bring an action at law or in equity in a court of competent jurisdiction to enforce the terms of this Easement, to enjoin the violation, ex parte as necessary, by temporary or permanent injunction, to recover any damages to which it may be entitled for violation of the terms of this Easement or injury to any Conservation Values protected by the Easement, including damages for the loss of scenic, aesthetic, or environmental values, and to require the restoration of the Property to the condition that existed prior to any such injury. Without limiting Grantor's liability therefor, Grantee, in its sole discretion, may apply any damages recovered to the cost of undertaking any corrective action on the Property. If Grantee, in its sole discretion, determines that circumstances require immediate action to prevent or mitigate significant damage to the Conservation Values of the Property, Grantee may pursue its remedies under this Section without prior notice to Grantor or without waiting for the period provided for cure to expire. Grantee's rights under this Section apply equally in the event of either actual or threatened violations of the terms of this Easement, and Grantor agrees that Grantee's remedies at law for any violation of the terms of this Easement are inadequate and that Grantee shall be entitled to the injunctive relief described in this Section, both prohibitive and mandatory, in addition to such other relief to which Grantee may be entitled, including specific performance of the terms of this Easement, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. Grantee's remedies described in this Section shall be cumulative and shall be in addition to all remedies now or hereafter existing at law or in equity. Current Lessee shall, with at least simultaneous notice to Grantor, have the right, but not the duty, to undertake any above described cures on behalf of Grantor if Grantor has not commenced such cure at least five days before the end of the cure period described herein.

7.1 Costs of Enforcement. Any costs incurred by Grantee in enforcing the terms of this Easement against Grantor, including, without limitation, costs of suit and attorneys' fees, the reasonable fees and expenses of any expert engaged by Grantee, and any costs of restoration necessitated by Grantor's violation of the terms of this Easement shall be borne by Grantor. If Grantor prevails in any action to enforce the terms of this Easement, Grantor's costs of suit, including, without limitation, attorneys' fees, shall be borne by Grantee.

7.2 Grantee's Enforcement. Failure by Grantee to immediately enforce this Easement in the event of any breach of any term of this Easement by Grantor shall not be deemed or construed to be a waiver by Grantee of such term or of any subsequent breach of the same or any other term of this Easement.

7.3 Waiver of Certain Defenses. Grantor hereby waives any defense of laches, estoppel, or prescription.

7.4 Acts Beyond Grantor's Control. Nothing contained in this Easement shall be construed to entitle Grantee to bring any action against Grantor for any injury to or change in the Property resulting from causes beyond Grantor's control, including, without limitation, fire, flood, storm, and earth movement, or from any prudent action taken by Grantor under emergency conditions to prevent, abate, or mitigate significant injury to the Property resulting from such causes.

8. Access. No specific right of access by the general public to any specific portion of the Property is conveyed by this Easement, but the overall operation of the Property shall be such as to provide the Public substantial and regular access for recreational and scenic uses However, Grantor agrees with Grantee to refrain from taking any action to post against, prohibit, charge a fee, or otherwise discourage access and use of established trails as shown on Exhibit B by the general public for traditional, daytime, non- intensive outdoor recreation such as back country skiing, hiking, mountain biking, trail running, and other activities that are permitted in Park City's ROS zones; except that Grantor and Grantee may mutually agree in writing to temporarily restrict public access on the public trails, but only to the extent and for the duration necessary to assure safety, to permit necessary maintenance, or to preserve important scenic, ecological, or other Conservation Values of the Property. Notwithstanding any public use of the Property and any insurance coverage therefore, neither the Grantor nor the Grantee assumes any obligation to maintain the Property for public recreational use, and Grantor and Grantee claim all the rights and immunities against liabilities for injury to the public to the fullest extent of the law under Utah Code Annotated §57-14-3 and §57-14-4 and or any tort claims act for government, and/or charitable immunity statutes for nonprofits.

9. Costs and Liabilities. Grantor retains sole and exclusive responsibility and shall bear all costs, expenses, fees, and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of the Property, including the maintenance of comprehensive general liability insurance coverage with a limit of at least $2,000,000. Grantor shall keep the Property free of any liens arising out of any work performed for, materials furnished to, or obligations incurred by Grantor.

9.1 Taxes. Grantor shall pay before delinquency all taxes, assessments, fees, and charges of whatever description levied on or assessed against the Property by competent authority (collectively "taxes"), including any taxes imposed upon, or incurred as a result of, the Easement, and shall furnish Grantee with satisfactory evidence of payment upon request.

9.2 Hold Harmless. Grantor shall hold harmless, indemnify, and defend Grantee and its members, directors, officers, employees, agents, and contractors (collectively "Indemnified Parties") from and against all liabilities, penalties, costs, losses, damages, expenses, causes of action, claims, demands or judgments, including, without limitation, reasonable attorneys' fees arising from or in any connection with: (a) injury to or the death of any person, or physical damage to any property, resulting from any act, omission, condition, or other matter related to or occurring on or about the Property, regardless of cause, unless due solely to the negligence of any of the Indemnified Parties; (b) the obligations specified in Sections 9 and 9.1; and (c) the existence or administration of this Easement.

9.3 Insurance. The Grantor covenants and warrants that it will maintain Public Liability Insurance, with sound and reputable insurers licensed to transact business in the State of Utah, in the amount of at least $2,000,000.00 insuring against the risks posed by the construction, maintenance, operation, repair, inspection and public trail use of the easement area. The Grantor shall name the Grantee as an additional insured on the liability insurance policy. Upon request, Grantor shall provide Grantee with a certificate of insurance confirming the foregoing coverage.

9.4 Hazardous Materials. Grantor also agrees to defend and indemnify Grantee against obligations arising from past, present or future dumping of hazardous materials on the Property, and any obligations associated with their cleanup or containment.

10. Property Interest; Condemnation or Extinguishment. The Easement constitutes a real property interest immediately vested in Grantee, which the Parties agree can not be extinguished except by a judicial action as permitted under Treas. Reg. 1.170A-14(g)(6)(i), and which, for the purposes of this Easement, the Parties stipulate to have a fair market value determined in accordance with the requirements of the Code and Treas. Reg. 1.170A-14(g)(6)(ii), as applicable to conservation contributions. Grantor will obtain independent tax counsel and be solely responsible for compliance requirements of the Code with respect to the establishment of the fair market value of the Property upon recordation of this Easement; it being understood that Grantee shall have no responsibility relative to the establishment of values for the Property. The values as of the date of this Easement shall be those values used to calculate the deduction, if any, for federal income tax purposes allowable by reason of this Easement, pursuant to Section 170(h) of the Code. If the Easement is taken, in whole or in part, by exercise of the power of eminent domain or by an extinguishment by judicial proceeding permitted under Treas. Reg. 1.170A-14(g)(6)(i), Grantee shall be entitled to compensation in accordance with applicable law (but in no event less than the amount required to be received under Treas. Reg. 1.170A-14(g)(6)(ii)) and such proceeds shall be used in solely in accordance with Treas. Reg. 1.170A-14(c)(2).

11. Assignment. The Easement is not transferable by Grantee except to a non-governmental eligible donee within the meaning of Treas. Reg. 1.170A-14(c)(1) in a properly documented transfer complying with all requirements of law including, without limit, Treas. Reg. 1.170A-14(c)(2).

12. Estoppel Certificates. Upon request by Grantor, Grantee shall within thirty (30) days execute and deliver to Grantor any document, including an estoppel certificate, which certifies Grantor's compliance with any obligation of Grantor contained in this Easement and otherwise evidences the status of this Easement as may be requested by Grantor.

13. Baseline Documentation. The Parties acknowledge that an inventory of Baseline Documentation relating to the Property has been completed based upon information available to Grantor on the date hereof and which has been provided by Grantor to Grantee. Copies of this inventory of Baseline Documentation are on file in Grantee's offices and in Grantor's offices. The Parties acknowledge that this collection of Baseline Documentation contains an accurate representation of the condition of the Property subject to the Easement and the natural resources associated with the Property as of the date of the execution of this Easement in accordance with Treasury Regulation § 1.170A-14(g)(5)(i). Notwithstanding the foregoing, in the event of a controversy arising with respect to the nature of the biological and/or physical condition of the Property, the Parties shall not be foreclosed from using any and all other relevant or material documents, surveys, reports and other information to assist in the resolution of that controversy.

14. Notices. Any notice, demand, request, consent, approval, or communication that any Party to this Easement desires or is required to give to the other Parties shall be in writing

and shall be served either personally or sent by first class mail, postage prepaid, or by other courier providing reliable proof of delivery, and addressed as follows:

To United Park City Mines Company, Grantor:	United Park City Mines Company Attn.: David J. Smith 900 Main Street, Suite 6107 P. O. Box 1450 Park City, Utah 84060
To Talisker Land Holdings, LLC, Grantor:	Talisker Land Holdings, LLC Attn.: David J. Smith 900 Main Street, Suite 6111 P. O. Box 4349 Park City, Utah 84060
To Summit Land Conservancy, Grantee:	Summit Land Conservancy Attn: Cheryl Fox, Executive Director 1650 Park Avenue PO Box 1775 Park City, UT 84060

or to such other address as any Party to this Agreement from time to time shall designate by written notice to the other Party.

15. Recordation. Grantee shall record this Easement in a timely fashion in the Office of the Recorder of Summit County, Utah, and Grantee may re-record it at any time as may be required to preserve Grantee's rights in the Easement.

16. General Provisions.

(a) Controlling Law. The Code, Treasury Regulations and laws of the State of Utah shall govern the interpretation and performance of this Easement.

(b) Liberal Construction. Any general rule of construction to the contrary notwithstanding, this Easement shall be liberally construed in favor of preserving Conservation Values and to effect the purpose of the Easement and the policy and purposes of both Utah statute and Section 170(h) of the Code. If any provision in this Easement is found to be ambiguous, an interpretation consistent with Conservation Values and the purpose of the Easement that would render the provision valid shall be favored over any such interpretation that would render it invalid.

(c) Severability. If any provision of this Easement, or the application thereof to any person or circumstance, is found to be invalid, the remainder of the provisions of this Easement, or the application of such provision to persons or circumstances other than those as to which it is found to be invalid, as the case may be, shall not be affected thereby.

(d) Entire Agreement. This Easement sets forth the entire agreement of the Parties hereto with respect to the Easement and supersedes all prior discussions, negotiations, understandings, or agreements relating to the Easement, all of which are merged herein.

(e) Amendments. The Parties may by mutual written agreement jointly amend this Easement; provided that no amendment shall be made that would not be in compliance with the then existing Code or the Treasury Regulations (including the interpretation or application thereof by any court) or that would adversely affect the qualification of this Easement or the status of Grantee under any applicable laws, including Sections 170(h) and 501(c)(3) of the Code, the Treasury Regulations, and the laws of the State of Utah, as then existing. Any such amendment shall be consistent with the purpose of this Easement, shall not affect its duration, shall not permit any of the prohibited uses and practices described herein including residential, hotel and lodging uses and development, and shall not permit any impairment of the Conservation Values of the Property. Any such amendment shall be filed in the Summit County Recorder's office. Nothing in this paragraph shall require Grantor or Grantee to agree to any amendment or to consult or negotiate regarding any amendment.

(f) No Forfeiture. Nothing contained herein will result in the forfeiture or reversion of Grantor's title in any respect.

(g) Successors. The covenants, terms, conditions, and restrictions of this Easement shall be binding upon, and inure to the benefit of, the Parties hereto and their respective successors, and assigns and shall continue as a servitude running in perpetuity with the Property.

(h) Termination of Rights and Obligations. A Party's rights and obligations under this Easement (but no part of the Easement itself) shall terminate upon transfer of the Party's interest in the Easement or the Property, as the case may be, except that responsibility for acts or omissions occurring prior to transfer shall survive transfer.

(i) Captions. The captions in this Easement have been inserted solely for convenience of reference and are not a part of this Easement and shall have no effect upon the construction or interpretation hereof.

IN WITNESS WHEREOF Grantor and Grantee have caused this Easement to be executed by persons duly authorized to execute the same effective as of the day and year first above written.

GRANTOR:

UNITED PARK CITY MINES COMPANY, a Delaware corporation

By: _____
David J. Smith, Authorized Signing Officer

TALISKER LAND HOLDINGS, LLC, a Delaware limited liability company

By: _____
David J. Smith, Authorized Signing Officer

GRANTEE:

SUMMIT LAND CONSERVANCY,
a Utah non-profit corporation.

By: _____
Richard Sheinberg, President

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by David J. Smith in his capacity as the Authorized Signing Officer of United Park City Mines Company, a Delaware corporation.

_____
NOTARY PUBLIC
Residing at: Oakley, Utah

My Commission Expires:

10-11-07

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by David J. Smith in his capacity as the Authorized Signing Officer of Talisker Land Holdings, LLC, a Delaware limited liability company.

NOTARY PUBLIC
Residing at: Oakley, Utah

My Commission Expires:

10-11-07

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 1st day of March, 2007 by Richard Sheinberg, as the President of Summit Lands Conservancy, a Utah non-profit corporation.

NOTARY PUBLIC
STATE OF UTAH
My Commission Expires
October 11, 2007
LORRIE J. HOGGAN
4549 NSR32
Oakley, Utah 84055

NOTARY PUBLIC
Residing at: Oakley, Utah

My Commission Expires:

10-11-07

EXHIBIT A
TO
CONSERVATION EASEMENT

[Insert Legal Description of the Property]

(Attached)

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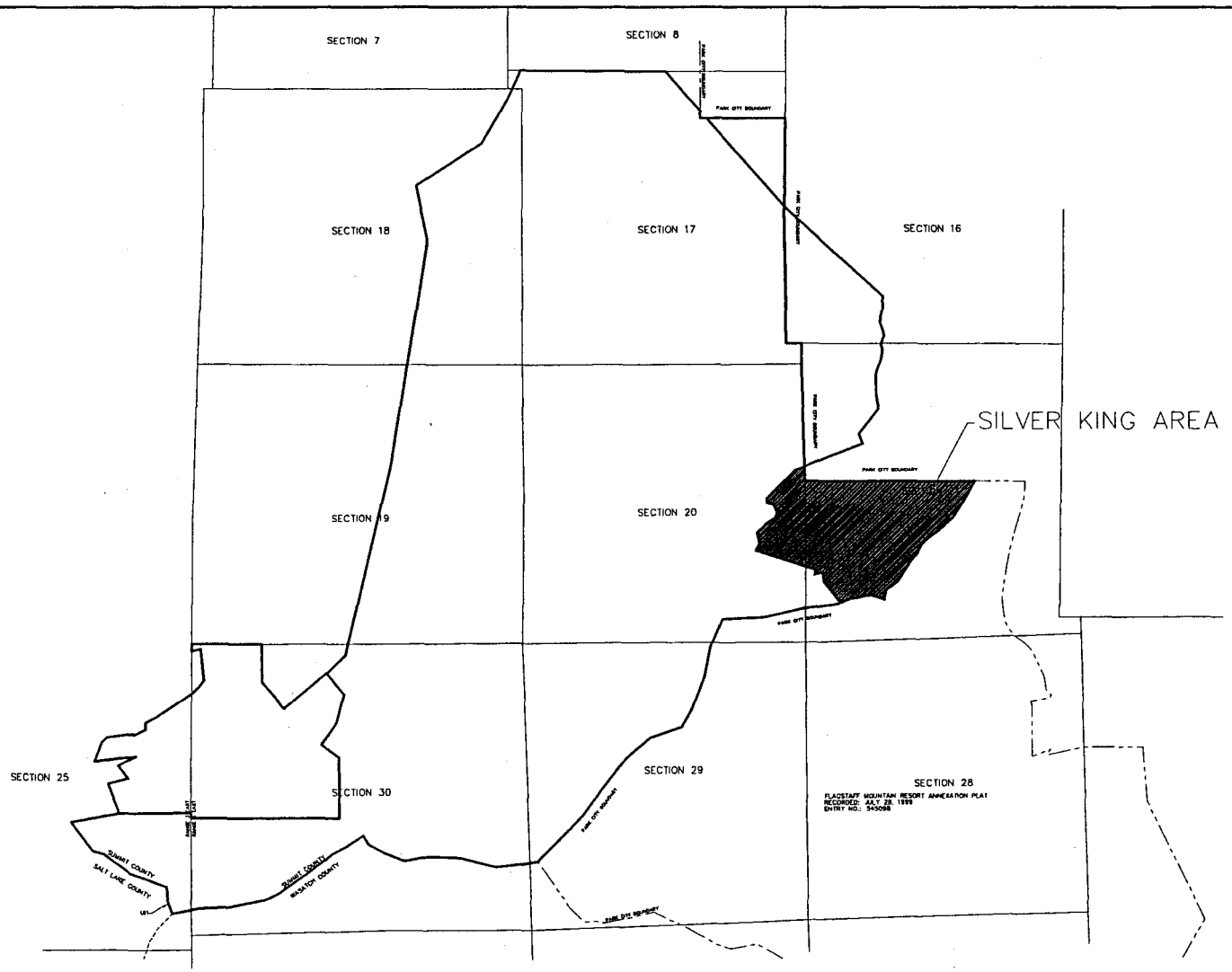
LEGAL DESCRIPTION
SILVER KING AREA CONSERVATION EASEMENT
March 2, 2007

A parcel of land located in the east half of Section 20 and the south half of Section 21, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being more or less described as follows:

Beginning at a point on the north line of the south half of Section 21, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the northwestern corner of the Flagstaff Mountain Resort Annexation Plat, recorded July 28, 1999 as entry no. 545098 in the office of the recorder, Summit County,Utah; and running thence along the northwestern boundary of said Flagstaff Mountain Resort Annexation Plat the following twenty-seven (27) courses: 1) South 28°18'45" West 186.56 feet; thence 2) South 29°09'57" West 315.97 feet; thence 3) South 32°04'00" West 296.25 feet; thence 4) South 47°29'30" West 405.07 feet; thence 5) South 50°23'25" West 105.09 feet; thence 6) South 56°00'00" West 94.90 feet; thence 7) South 50°15'25" West 92.50 feet; thence 8) South 40°35'50" West 110.80 feet; thence 9) South 31°30'07" West 96.20 feet; thence 10) South 27°54'51" West 126.00 feet; thence 11) South 38°27'54" West 138.00 feet; thence 12) South 33°26'55" West 136.00 feet; thence 13) South 32°00'03" West 159.20 feet; thence 14) South 32°14'53" West 101.60 feet; thence 15) South 35°09'16" West 88.70 feet; thence 16) South 46°47'25" West 123.00 feet; thence 17) South 56°44'38" West 142.80 feet; thence 18) South 15°21'41" West 116.30 feet; thence 19) South 10°41'54" West 76.70 feet; thence 20) North 71°42'35" West 163.49 feet; thence 21) North 72°54'27" West 85.42 feet; thence 22) South 86°11'16" West 94.42 feet; thence 23) South 77°48'30" West 79.25 feet; thence 24) South 77°19'44" West 85.84 feet; thence 25) South 81°11'10" West 122.88 feet; thence 26) South 67°45'58" West 149.28 feet; thence 27) South 64°44'12" West 50.80 feet; thence North 85°19'13" West 26.72 feet; thence North 38°07'58" West 492.94 feet; thence North 10°07'30" West 212.80 feet; thence South 71°23'17" West 141.94 feet; thence North 08°33'57" East 80.65 feet; thence North 71°14'09" West 1185.64 feet; thence North 27°00'44" East 149.76 feet; thence North 13°42'15" West 216.34 feet; thence North 50°17'45" East 117.77 feet; thence North 40°17'45" East 142.11 feet; thence North 58°48'26" East 193.35 feet; thence North 19°44'22" East 106.66 feet; thence North 23°13'01" West 168.03 feet; thence North 73°32'40" West 146.17 feet; thence North 03°13'23" West 78.48 feet; thence North 45°49'43" East 766.88 feet; thence North 69°44'01" East 184.61 feet to the west line of Section 21, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence along the west line of said Section 21 South 01°49'17" East 266.56 feet; thence along the north line of the south half of said Section 21 South 89°59'59" East 3204.88 feet to the point of beginning.

Description contains 143.40 acres, more or less.

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SILVER KING AREA CONSERVATION EASEMENT

SHEET 1 OF 2

3/1/07 JOB NO.: 1-1-01 FILE: X:\Empire\dwg\Talisker\plat\annexation-sht1.dwg

(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

333 Main Street P.O. Box 2664 Park City, Utah 84060-2664

ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2007 A.D.	APPROVED AS TO FORM THIS _____ DAY OF _____, 2007 A.D.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 1ST DAY OF FEBRUARY, 2007 A.D.	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE .
BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ PARK CITY RECORDER	BY _____ MAYOR	_____ FEE _____ RECORDER

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7 April 2015

VR CPC Holdings, Inc. d/b/a Park City Mountain Resort
C/O Tim Beck
1310 Lowell Avenue
PO Box 39
Park City, Utah 84068

NOTICE OF PLANNING COMMISSION ACTION

Application #:	**PL-14-02600**
Subject:	**Master Planned Development, Development Agreement, and Mountain Upgrade Plan Amendments & Conditional Use Permit**
Address:	**1345 Lowell Avenue**
Action Taken:	**Approved with Conditions**
Date of Action:	**March 25, 2015**

On March 25, 2015, the Park City Planning Commission approved your requested: Amendment to the Mountain Upgrade Plan for the Interconnect Gondola and expansion of the Snow Hut on-mountain restaurant; Amendment to the Park City Mountain Resort Master Plan Development (MPD) to satisfy requirements of the 2007 annexation which requires the addition of the upper mountain ski terrain to PCMR's original MPD; and Conditional Use Permit (CUP) for a ski lift (interconnect). Your submitted application was approved subject to the following MPD/CUP Findings of Fact, Conclusions of Law, and Conditions of Approval:

MPD - Findings of Fact:

1. The site is known as Park City Mountain Resort.
2. The site address is 1345 Lowell Avenue.
3. On December 23, 2014 the applicant submitted a request to amend the existing Master Planned Development & Development Agreement.
4. The current application is an amendment to the Mountain Upgrade Plan for the Interconnect Gondola and expansion of the Snow Hut on-mountain restaurant

AND an amendment to the Park City Mountain Resort Master Plan Development (MPD) to satisfy requirements of the 2007 annexation which requires the addition of the upper mountain ski terrain to PCMR's original MPD.

5. A Ski Lift is listed as a Conditional Use Permit (CUP) in the ROS District. CUPs are reviewed and approved by the Park City Planning Commission.
6. In June 1997, the Park City Planning Commission approved the Park City Mountain Resort Large Scale Master Plan.
7. The Development Agreement was recorded with the County in July 1998.
8. The approved Master Plan includes development according to the PCMR Concept Master Plan and conditions of approval.
9. The conditions of approval include development of skiing and related facilities identified in the Mountain Upgrade Plan.
10. In March 2007, additional Park City Mountain Resort ski terrain was annexed into Park City Municipal Corporation known as the Annexation Agreement for the United Park City Mines Company Lands at Park City Mountain Resort.
11. The annexation indicated that the next Development Activity Application or amendment under the PCMR MPD must add the PCMR lease land annexed to the PCMR MPD.
12. In conjunction with the other amendments the applicant requests to fulfill the requirements of the annexation by incorporating PCMR's upper terrain into the PCMR Master Planned Development & Development Agreement.
13. The Mountain Upgrade Plan was recorded with the Development Agreement and identifies the background/methodology, design criteria, existing ski resort facilities, Mountain upgrading plan, future expansion potential, and conclusion.
14. The amendment of the Mountain Upgrade Plan includes the construction of those portions of the interconnect lift with Canyons Resort, and related lift towers, ski trails, terminals, buildings, infrastructure, and related appurtenances located in Park City.
15. The interconnect gondola is not specifically referenced in the Mountain Upgrade Plan, the terrain in which the lift is proposed is already designated in the Mountain Upgrade Plan for future ski pod development.
16. The proposed interconnect gondola will connect Park City Mountain Resort and Canyons Resort.
17. The amendment of the Mountain Upgrade Plan also includes the expansion of the Snow Hut on-mountain restaurant.
18. The improvement and enlargement of the Snow Hut is to improve mountain guest services.
19. The Planning Commission held a public hearing and reviewed this request on February 25, 2015.
20. During the February 25, 2015 Planning Commission meeting staff requested discussion by the Planning Commission on four items: building height, parking, employee housing, and historic preservation.
21. The purpose of the Master Planned Development Amendment application public meeting is to have the applicant present their amendments and give the public and Planning Commission an opportunity to evaluate those amendments in accordance with the applicable code criteria.

22. The proposed amendment to the Development Agreement does not change approved densities.
23. The site is not located in the HR-1 or HR-2 District. The proposed amendments take place with the areas shown in the Mountain Upgrade Plan, located in the Recreation and Open Space District (zone).
24. The proposed amendments are not nearby the exterior boundary of the MPD with the exception of the interconnect line.
25. The Snow Hut on-mountain restaurant and the PCMR interconnect line terminal are a minimum of 2,000 feet from PMCR perimeter.
26. Open space is established by the approved MPD. Of the approximately 3,700 acres in the ski resort, nearly 95% of the property is considered recreation/open space (i.e. trails and forested areas).
27. The proposed projects will not materially affect the required open space.
28. The LMC indicates that the Planning Department shall review the parking analysis and provide a recommendation to the Planning Commission. The Commission is to make a finding during review of the MPD as to whether or not the parking analysis supports a determination to increase or decrease the required number of Parking Spaces.
29. The Developer shall comply with the parking mitigation plan. This plan shall be reviewed and modified, if necessary, as a part of the Small Scale MPD (CUP) for each phase to evaluate transit alternatives and demonstrated parking needs.
30. If, in practice, the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.
31. The replacement of the Snow Hut does not affect skier capacity and subsequently does not affect parking requirements.
32. Skiers and riders are already on the mountain during operations, and the replacement Snow Hut Lodge is designed to significantly improve service at a major connection area in a central area of the ski resort.
33. The Interconnect Gondola functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it. Given it is an access lift only between the two areas there is no skier capacity increase associated with it.
34. No additional parking is impacted by the Snow Hut on-mountain restaurant expansion.
35. The applicant indicated that in 2014 the Snow Hut has 154 indoor seats and 200 outdoor seats.
36. The Mountain Upgrade Plan called for several items in the conclusion of Section III - Existing Ski Resort Facilities, one of which was to position additional on-mountain seating to accommodate existing and upgrade facilities.
37. The Mountain Upgrade Plan indicated that the Snow Hut needed additional seating based on the seating requirement summary based on logical distribution

of the CCC. As indicated in the document in 1997, the Snow Hut had 168 indoor seats available but should have 414 indoor seats.

38. The applicant currently proposes to increase the indoor seating from the 168 indicated in 1997 to approximately 500 and the outdoor seating to stay the same at approximately 250 seats (indicated in 1997).
39. The net increase, from what was necessary in 1997, is 86 seats, which is 21% above the required number of seats.
40. The increase of 86 indoor seats (1997) from the identified CCC necessitates no additional parking at the base since the skier capacity is not affected.
41. Skiers are already on the mountain during operations and the CCC remains unchanged.
42. The proposed Interconnect Gondola does not need more parking as it functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it.
43. The approved and recorded Development Agreement states that parking mitigation is reviewed at each Small Scale Master Planned Development (Conditional Use Permit) approval.
44. The review that occurred for "Parcel A," was satisfied, noting that no additional parking issues would be occurring until later phases were built-out at the base.
45. The applicant requests an increase in building height for the Snow Hut expansion.
46. In the ROS District no structure may be erected to a height greater than twenty-eight feet (28') from existing grade.
47. To allow for a pitched roof and to provide usable space within the structure, a gable, hip, or similar pitched roof may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.
48. The majority of the proposed new building does not meet the maximum roof height, according to its corresponding roof pitch, of either 28 or 33 feet.
49. The corner on the left on the front elevation is approximately 52 feet above existing grade.
50. The corner on the right on the front elevation is approximately 68 feet above existing grade.
51. The front elevation has the tallest points found on the proposed snow hut expansion.
52. When viewed from the side elevation, north, about a quarter of the building on the right meets the maximum of height 28/33 feet.
53. When viewed from the other side, south elevation, two thirds (2/3s) of the building from the left on the lowest form and about 1/3 of the ridge towards the left meets the maximum building height.
54. When reviewing the rear of the building, west elevation, the entire wall (rear façade) meets the maximum height.
55. The roof however, as indicated on the other elevations does not meet the height.
56. It is estimated that approximately 70% of the overall roof does not meet the maximum corresponding building height.

57. In order to grant building height in addition to that which is allowed in the ROS District, underlying zone, the Planning Commission is required to make specific findings Outlined in LMC § 15-5-5(F)(1)-(5).
58. The proposed increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone required Building Height and Density.
59. Even though the building is indeed tall, not just in form but also due to the terrain (height measured from existing grade per Park City codes), the proposed building is a one (1) story building which maximizes sun-light exposure from the windows on the front, east elevation.
60. There is no density increase as the existing support commercial use for the restaurant does not require use of unit equivalents. A different design with the same capacity at height would result in greater site disturbance, grading and less architectural variation.
61. The proposed Snow Hut is remote from any other building.
62. The minimum setback for the building is 2,000 feet. No other structures, except ski lifts are within this area. No impact to view, solar access, shadows, or other criteria will occur.
63. The site is centralized in the upper mountain of the existing ski resort, and not generally visible from developed off-site locations in Park City. As a ski resort operation, the site will be re-vegetated with a proven seed mix.
64. The adjacent open space is designated ski terrain. With approximately 3,700 acres of ski terrain the proposed projects 17,200 square feet of footprint will have no effect on open space or its usability.
65. The proposed height of the building is the result of a combination of the single story accessible design and the roof design which does not shed snow to public areas or decks, and does not require heat taping in roof valleys or edges to prevent large icicle development.
66. The large glazed areas are designed to maximize solar gain in support of the project sustainability goals. Interruptions in the roof plane would interrupt snow shed and possible increase height with no purpose.
67. There are no other buildings within one-half mile to match roof façade or variations.
68. The proposed roof form maximizes sun-light exposure on the east elevation.
69. The proposed one (1) story structure meets the following Architectural Design Guidelines outlined in LMC § 15-5-5.
70. The Architectural Style and Motif is not prohibited by the LMC.
71. The proposed siding is not prohibited by the LMC.
72. The applicant proposes the following three (3) main exterior wall materials on the front and side elevations: 1. reclaimed board and batten; 2. horizontal chinked trestlewood; and 3. rusted corten ribbed siding. The applicant proposes concrete masonry unit (CMU) on the bottom half of the rear elevation.
73. Applicant proposes a dark green shingle roof and a metal standing seam for the two smaller shed roofs as seen on the rear, west elevation.
74. The combination roof shape is not listed under prohibited roof forms.
75. Window treatments are not prohibited by the code.

76. The applicant has not submitted plans regarding this provision.
77. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting.
78. The applicant has not submitted plans regarding this provision.
79. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding trash/recycling enclosures.
80. The applicant has not submitted plans regarding this provision.
81. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding mechanical equipment.
82. LMC § 15-5-8 indicates the following regarding façade length and variations, following: Structures that exceed 120 feet in length on any facade shall provide a prominent shift in the mass of the Structure at each 120 foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Facade alignment or a fifteen foot (15') change in the Building Height. A combination of both the Building Height and Building Facade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.
83. The east elevation, front does not meet the façade façade length and variations requirement.
84. The façade is 140 feet long and does not provide a prominent shift in the mass of the structure.
85. The north and south elevations provide appropriate breaks, both horizontally and vertically (height) where a shift was incorporated in the design.
86. The west elevation, rear, meets the shift in the form of a fifteen foot (15') change in the building height.
87. LMC § 15-5-7 indicates that in some cases, the Planning Director, may vary from these standards if warranted by unusual or unique circumstances. This may result in variation from the strict interpretation of this section and may be granted by the Planning Director.
88. The Planning Director has reviewed the submitted plans and finds that the site is unusual and unique due to its remote location.
89. The Snow Hut is located on the mountain, accessible to skiers.
90. The location of the Snow Hut is not in a typical Park City neighborhood.
91. The intent of the façade length and variation criteria is to break up the massing of buildings so that they relate to the pedestrian scale.
92. The amount of glass on the front, east elevation, also helps mitigate the width of the building adding an aesthetically pleasing component.
93. When the Planning Commission grants additional Building Height due to a Site Specific analysis and determination, that additional Building Height shall only apply to the specific plans being reviewed and approved at the time. Additional Building Height for a specific project will not necessarily be considered for a different, or modified, project on the same Site.
94. The additional height due to the specific site analysis is not detrimental and in compliance with applicable LMC standards regarding the height allowance.

95. The Snow Hut Lodge is located on the footprint of the existing building and against an existing hill side to maximize skier circulation in the area.
96. Placing excavated material on site will remove the reverse slope between the King Con run and the building location. Skier circulation down to the King Con lift will be improved by the site grading on Broadway and the new location of the building.
97. The Interconnect Gondola is located not to interfere with skier circulation and provides direct access to the Snow Hut Lodge.
98. No retaining structures are proposed. Site grading is minimized while providing an on-snow / no stairs access to Snow Hut.
99. Existing summer biking and hiking trails on the Park City Mountain Resort side of the project are avoided to extent possible. Within the Summit County portion of the site, the evacuation routes may cross existing biking / hiking trails within the terms of the property agreements with trail operators and landowners.
100. Snow storage is on-site. The building is designed to shed snow away from public areas and service doors.
101. Refuse and recycling will take place in the building footprint consistent with the sustainability goals of Park City Mountain Resort. Refuse removal will not change from current operations.
102. Transportation to the site is via lifts, skiing and snowboarding only. No public vehicle access is proposed.
103. Significant vegetation is retained and protected.
104. Vegetation removed for site grading consists mainly of existing ski runs grasses and brush. The lift line corridor will require tree removal but ground disturbance will only occur in lift tower areas, base terminal area and evacuation route construction.
105. The visual simulations have been conducted properly for review of viewshed and ridgeline protection. The terminal structure minimizes the intrusion on the ridgeline from either east or west sight lines.
106. The lift line impacts are reduced as it is below the sky line and in many places within a forested area.
107. A visual analysis from designated viewpoints has been submitted to illustrate the visual effects of the proposed lift system.
108. The interconnect gondola system, towers and terminals, and evacuation route in Thaynes Canyon are shown on the visual simulation from the designated viewpoints.
109. The location of the proposed Snow Hut building is also shown in the simulations.
110. All other elements of the Sensitive Land analysis for the original MPD remain in effect and unchanged by this project.
111. The MPD Development Agreement states the following:
Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003. The rental rate (not including utilities) for the employee housing will be determined by the City Council Housing Resolutions Establishing Guidelines and Standards, but will not exceed 1/3 of the employee's base gross wages. The rental rate shall be assured in perpetuity through deed restrictions in form and substance satisfactory to the City.

Developer must commence construction or complete the purchase of housing to accommodate 80 employees within 90 days of receiving a Small Scale MPD which, in combination with previously granted Small Scale MPDs, represent approvals for a total of 50% of the total square footage of the Concept Master Plan. Developer must work expeditiously to complete the employee housing project(s). In no case shall Small Scale MPDs, which represent approvals for a total of 60% of the Small Scale MPDs within the PCMR Concept Master Plan, be issued until the required housing is available for occupancy. Park City will provide Developer a letter of compliance when it fulfills this requirement.

If there is a downturn in the market, and the Developer fails to obtain approval for 60% of the Small Scale MPDs within the PCMR Concept Master Plan, on or before October I, 2003, Developer shall, at a minimum acquire, by lease or by purchase its proportionate obligation to produce employee housing, and shall offer such housing to employees at a price at or below Park City's applicable affordable housing rates and standards. For example, if only 40% of the Small Scale MPDs have been approved by October 1, 2003, Developer shall provide housing for 32 PCMR employees at the lesser of the City's Affordable Housing rate or no more than 1/3 of the employee's monthly income. Once Developer ultimately achieves the 60% Small Scale MPD approval, it must provide deed restricted housing for all 80 employees as detailed above.

112. The existing MPD contains the requirement for employee housing, this project does not change these requirements.
113. Employee housing is actually triggered ONLY by the receipt and approval of Conditional Use Permits (Small Scale MPD's) of the base area, "Parcels A - E."
114. As indicated in the Development Agreement, there was a trigger date of October 1, 2003, for 60% of the Small Scale MPDs (CUPs for each parcel), with an exception of a market downturn hit, which did take place.
115. Under this situation, the employee requirement was proportionally based on approved Small Scale MPD's (CUPs for each parcel).
116. The Planning Department calculates, Parcel A, the first and only approved Small Scale MPD/CUP for Marriott Mountainside/Legacy Lodge, accounted for approximately 334,000 total s.f. of the total 1,156,787 s.f. in the Large Scale Master Plan or 28.8% of the required housing for 80 PCMR employees. This equates to housing for 23 PCMR employees required after October 1, 2003.
117. Section 2.2 of the Development Agreement states, "In no case shall Small Scale MPDs…be issued until the required housing is available for occupancy."
118. No additional base parcels can be approved until the housing for the 23 PCMR employees are available and in use.
119. The employee housing requirement is not triggered by the requested amendment for on-mountain upgrades, updates, etc.
120. No child care is proposed in this application.
121. The project does not affect possible child care demands.
122. The City has received a map and list of known Physical Mine Hazards on the property.

123. A mine hazard mitigation plan has also been submitted to the City with appropriate mitigation. The map and mitigation plan are filed in the office of the City's Environmental Regulatory Program Manager and mitigation is scheduled to be completed by December 1, 2015.
124. Proposed development activity is not anticipated to encounter known historic mine waste.
125. The site is not within the soils boundary. In the event mine waste is encountered, it must be handled in accordance to State and Federal Law.
126. In accordance with LMC §15-8-5 (B)(15) and (C)(9), the prior applicants at the time of the 2007 annexation agreed to update the Preservation Plan submitted in 2000 for the additional annexed area.
127. The 2007 annexation included the following analysis in the February 1, 2007 staff report:
18. Historic and cultural resources. This annexation will include historic mining era structures within the Park City limits. The Silver King mine and other mining structures throughout the annexation area are more than 50 years old and would be considered to be historic structures due to the age of construction. No determination of historical significance has been made. Any changes to the historic buildings would require review by the Planning Department for compliance with the LMC preservation ordinance and Historic Design Guidelines. The Flagstaff Historic Preservation Technical Report will necessarily need to be amended to include those resources within the annexed area. The annexation therefore has a significant public benefit in the area of historic or cultural resources, in that several historic structures will be included within the City limits. If the structures are rehabilitated to building code, resort support uses could be permitted subject to a Conditional Use Permit.
128. Finding of Fact no. 7, of the 2007 annexation indicated that the proposed annexation protects the general interests and character of Park City including several historic mining era structures within the Park City Boundary.
129. The applicants agreed to update the mitigation as identified in the original Annexation Agreement regarding historic preservation:
Historic Preservation. The Historic Preservation Plan, at a minimum, shall contain an inventory of historically significant structures located within the Project and shall set forth a preservation and restoration plan, including a commitment to dedicating preservation easements to the City, with respect to any such historically significant structures. The head frame at Daly West site is historically significant.
130. The Annexation Agreement for the United Park City Mines Company Lands at PCMR tied the various agreements together.
131. This 2007 Annexation is conditioned upon the Amended and Restated Development Agreement For Flagstaff Mountain, the Talisker Conservation Deed Restriction and the Conservation Easement executed and recorded herewith. (Annexation Agreement paragraph 26).
132. The inventory is to be completed to comply with the 2007 Annexation and the Preservation and Restoration Plans are finished and approved by the City.

133. A Condition of Approval to this MPD amendment requiring completion of the outstanding inventory and subsequent Preservation and Restoration Plans prior to the City accepting any application for base area development is to be added.
134. The Preservation and Restoration plans shall also indicate a stabilization timeframe for each site.
135. In accordance with LMC §15-8-5(C)(3), the prior applicants at the time of the 2007 annexation acknowledged numerous trails in the annexed area, and their public use through dedication to the Park City Master Trails Map. See exact language below:
5. Trails. Numerous trails exist on the annexation property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the City either on the Annexation plat or at the time of PCMR MPD amendment.
136. A Condition of Approval to this MPD amendment requiring trails language needs to be added to this approval.
137. The proposed Interconnect Gondola and Snow Hut on-mountain restaurant are not detrimental impacts of the Mountain Upgrade Plan.
138. The Interconnect increases accessible terrain as it connects PCMR with the Canyons Resort.
139. The Snow Hut expansion reduces the resort's restaurant seating deficiencies.

MPD - Conclusions of Law:

A. The MPD Amendment, as conditioned, complies with all the requirements of the Land Management Code;
B. The MPD Amendment, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
C. The MPD Amendment, as conditioned, is consistent with the Park City General Plan;
D. The MPD Amendment, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;
E. The MPD Amendment, as conditioned, strengthens and enhances the resort character of Park City;
F. The MPD Amendment, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
G. The MPD Amendment, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
H. The MPD Amendment, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
I. The MPD Amendment, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.

J. The MPD Amendment, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
K. The MPD Amendment, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
L. The MPD Amendment has been noticed and public hearing held in accordance with this Code.
M. The MPD Amendment, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
N. The MPD Amendment, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
O. The MPD Amendment, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.

MPD - Conditions of Approval:

1. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting, trash/recycling enclosures, mechanical equipment, etc.
2. In the event mine waste is encountered, it must be handled in accordance to State and Federal Law.
3. Employee Housing
   Unless Section 2.2 of the Development Agreement is previously satisfied by the developer in an off-site location which shall include employee housing required by the development of Parcel A (the "Required Employee Housing"), or an updated housing plan is approved by the Housing Authority, the Developer shall include as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the "Next Small Scale MPD Application") an affordable housing plan subject to Park City Housing Authority approval per the Housing Resolution in effect at the time of application for the Required Employee Housing and the employee housing required for the Next Small Scale MPD/CUP Application as determined by such resolution. Unless otherwise approved in the housing plan or previously satisfied, a completion bond or letter of credit in a form approved by the City Attorney will be required for the Required Housing as a condition of building permit issues for the Next Small Scale MPD. Nothing in this condition shall be deemed to relieve any owner or prior developer of Parcel A from any liability that may exist to the City, the Developer, or any future developers in the MPD for failure to comply with Section 2.2 of the Development Agreement.
4. Historic Preservation:
   In furtherance of assisting the developers in meeting their obligations under Section 2.9.3 of the Amended and Restated Development Agreement for

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

5. Trails:

Public trails existing at the time of annexation in 2007 were added to the Park City Master Trails Plan in 2008 as depicted on Exhibit P. Developer is finalizing survey and other closing matters with regards to their acquisition and ground lease of the property. A final trails plan shall be submitted and evaluated as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the "Next Small Scale MPD Application") to determine which existing trails or any newly required trials are required to be dedicated to the City. Unless such trails are previously dedicated by plat/subdivision, prior to the issuance of a Certificate of Occupancy for the Next Small Scale MPD Application, the Developer and any other necessary owner/party shall execute an irrevocable offer of dedication or easement in compliance with the requirements of Section 5 of the Annexation Agreement which remains in full force and effect, and states: Numerous trails exist on the annexation property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the city either on the Annexation plat or at the time of PCMR MPD amendment.

CUP - Findings of Fact

1. LMC § 15-4-18 indicates that the location and use of a passenger tramway, including a ski tow or ski lift, is a Conditional Use.
2. CUPs under this section shall be issued only after public hearing before the Planning Commission, and upon the Planning Commission finding that all the following conditions can be met.
3. The interconnect complies with the Ownership of Liftway and Public Purpose criteria.
4. The interconnect complies with the Width, Utility Clearance, Liftway Setback, State Regulation, criteria, as conditioned.

CUP Conclusions of Law:

1. The application complies with all requirements of the Land Management Code.
2. The use will be compatible with surrounding structures in use, scale, mass, and circulation.
3. The use is consistent with the Park City General, as amended.
4. The effects of any differences in use or scale have been mitigated through careful planning.

CUP - Conditions of Approval:

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits.
3. A final utility plan, including a drainage plan for utility installation, public improvements, and drainage, shall be submitted with the building permit submittal and shall be reviewed and approved by the City Engineer and utility providers prior to issuance of a building permit.
4. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
5. A final landscape plan shall be submitted for review and approval by the City Planning Department, prior to building permit issuance.
6. As part of the building permit review process, the applicant shall submit a certified topographical survey of the property with roof elevations over topographic and U.S.G.S. elevation information relating to existing grade as well as the height of the proposed building ridges to confirm that the building complies with all height restrictions.
7. This Conditional Use Permit approval will expire on March 25, 2016, if a building permit has not issued by the building department before the expiration date, unless an extension of this approval has been granted by the Planning Commission.

Please be aware that the approval of this MPD Amendment and Conditional Use Permit by Park City in no way exempts the property from complying with other requirements that may be in effect on the property, and building permit regulations, as applicable. It is

the responsibility of the property owner/applicant to ensure compliance with these regulations.

Land Management Code (LMC) § 15-6-4(G) indicates the following regarding Development Agreement ratification:

> *The Development Agreement shall be ratified by the Planning Commission, signed by the City Council and the Applicant, and recorded with the Summit County Recorder. The Development Agreement shall contain language, which allows for minor, administrative modifications to occur to the approval without revision of the agreement. The Development Agreement must be submitted to the City within six (6) months of the date the project was approved by the Planning Commission, or the Planning Commission approval shall expire.*

As the applicant, this letter is intended as a courtesy to document the status of your request. The official minutes from the Planning Commission are available in the Planning Office. We will continue to work with you closely on the project. If you have questions regarding your application or the action taken please don't hesitate to contact me at 435-615-5064 or fastorga@parkcity.org.

Sincerely,

F. Astorga

Francisco Astorga
City Planner

FIRST AMENDMENT TO DEVELOPMENT AGREEMENT

COPY

This First Amendment to Development Agreement (the "**Amendment**"), is made and entered into as of the _____ day of _____, 2019 by and among VR CPC HOLDINGS, INC., a Delaware corporation, as successor in interest to Powdr Corp., Greater Park City Company, dba Park City Mountain Resort and Powdr Development Company, hereinafter ("**Developer**"), and PARK CITY MUNICIPAL CORPORATION, a city and political subdivision of the State of Utah located in Summit County, Utah ("**City**"). TCFC PC LEASECO LP, a Delaware limited partnership ("**TCFC LeaseCo**"), as successor in interest to property interests of Talisker Land Holdings, LLC ("**TLH**") and United Park City Mines Company ("**UPCM**"), as owner of some or all of the Annexed Property (hereinafter defined) is signing this Amendment for the sole purpose set forth in Section 1 herein. Developer and City are sometimes referred to individually as a "**Party**," and collectively as the "**Parties**."

RECITALS

A. Pursuant to that certain Development Agreement between City, Powdr Corp., Greater Park City Company, Powdr Development Company and Park City Ski Holidays, dated June ___, 1998, and recorded on July 21, 1998, as Entry No. 00513070, Book 01166, beginning at page 378, of the official records of the Summit County, Utah, Recorder (the "**Development Agreement**"), the parties to the Development Agreement evidenced their mutual agreement concerning the development of approximately 24.92 acres of land, at the base of Park City Mountain Resort (the "**Resort**"), which was described in the Development Agreement as the "**1997 Master Planned Area**" (the "**Master Planned Area**"). Unless otherwise specified herein, all terms are used herein as defined in the Development Agreement.

B. Since the date of the Development Agreement, (i) certain lands in the 1997 Master Planned Area have been developed and certain of the facilities and other improvements described in the Development Agreement have been completed, and (ii) certain additional lands, consisting of approximately 2,800 acres, more or less, not included in the Development Agreement and which are now leased by TCFC LeaseCo to Developer have been annexed into the City pursuant to a Certificate of Annexation dated February 1, 2007, and recorded on March 23, 2007, as Entry No. 00807835, Book 1854, beginning at page 1263, of the official records of the Summit county, Utah, Recorder (the "**Annexation**").

C. The Annexation effected a change in the zoning of the lands described in the Annexation (collectively, the "**Annexed Property**") from Summit County's Mountain Remote zone to City's Recreation Open Space zone.

D. As fee owner of, among other land, Parcels [B, C, D and E] of the Concept Master Plan as defined in the Development Agreement, Developer has succeeded to all the rights and interests of Powdr Corp., Greater Park City Company, Powdr Development Company, and Park City Ski Holidays under the Development Agreement pursuant to Section 6.2 of the Development Agreement and pursuant to an Assignment And Assumption Agreement dated as of September 11, 2014.

E. Section 3 of the Annexation Agreement for the United Park City Mines Company Lands at Park City Mountain Resort dated March 2, 2007 among the City, UPCM and Royal Street

Land Company, provides that in connection with the next development activity application or amendment under the Park City Mountain Resort Development Agreement, the Park City Mountain Resort Development Agreement will be amended to include the portion of the Annexed Property leased by Developer from TCFC LeaseCo (as successor in interest to property interests of TLH and UPCM).

F. The Parties desire to amend the Development Agreement to incorporate the Annexed Property into the Development Agreement and the Master Planned Area, to evidence their agreement with respect to the status of the Development Agreement, the continued development of the Master Planned Area as expanded, the modification and implementation of the Mountain Upgrade Plan, and the City land use processes applicable thereto.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises set forth herein and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties hereto hereby agree as follows:

1. Status of Parties. Developer has been assigned and, with respect to obligations arising on or after September 11, 2014 (the "**Effective Date**"), the obligations of the former Developer under the Development Agreement, and the City acknowledges, accepts and consents to the assignment to Developer of such rights under, and assumption of obligations under, the Development Agreement from and after such Effective Date. TCFC LeaseCo is signing this Amendment solely to acknowledge its consent as owner of the portions of the Annexed Property owned by TCFC LeaseCo to the incorporation of such Annexed Property into the Development Agreement and the Mountain Upgrade Plan. Pursuant to a Master Agreement of Lease dated as of May 31, 2013, as amended, between TCFC LeaseCo and Developer (the "**Ground Lease**"), Developer is the long-term lessee of the Annexed Property, and the assignee with decision-making authority with respect to certain development activities on the Annexed Property. Pursuant to Section 6.3 and Section 6.4.1 of the Ground Lease, TCFC LeaseCo has granted Developer the right to make such alterations and improvements on the Annexed Property as Developer deems appropriate, subject to the terms of the Ground Lease and Developer has the ongoing right during the term of the Ground Lease to make applications to the City with respect to the Annexed Property without TCFC LeaseCo's execution thereof, which right is subject to certain indemnification obligations of Developer set forth in Section 6.4.1 of the Ground Lease.

2. Amendment to the Development Agreement. The Development Agreement is hereby amended on the terms and conditions described herein. In the event of a conflict or inconsistency between the terms of the Development Agreement and this Amendment, the terms and conditions of this Amendment shall control. The Parties acknowledge that, as of the date hereof, (a) the Development Agreement and the Mountain Upgrade Plan, as modified hereby as modified by the amended Conditions of Approval set forth on Exhibit 5, are in full force and effect, and that no party thereto is in default thereunder, (b) approval for the PCMR Concept Master Plan component of the Development Agreement has lapsed in accordance with Section 7.9 of the Development Agreement, (c) none of the terms of this Amendment shall impair or affect in any way Developer's rights under the Development Agreement, which City acknowledges are fully vested as of the date hereof, and (d) the addition of the Annexed Property into the Master Planned Area, shall not be deemed to release any portion of the Development Exclusion Area as described in Section 2.1.14 of the Development Agreement.

3. Annexed Property. The Annexed Property, as legally described in Exhibit 1 attached hereto and incorporated herein, and as depicted in the site map attached as Exhibit 2 hereto and incorporated herein, is hereby incorporated in the Development Agreement, the Master Planned Area and the Mountain Upgrade Plan.

4. Amendment of Mountain Upgrade Plan. The following two (2) projects are hereby added to and incorporated in the Mountain Upgrade Plan:

(a) construction of those portions of the interconnect lift with Canyons Resort, and related lift towers, ski trails, terminals, buildings, infrastructure and related appurtenances located in the City or over which the City has or claims any review or oversight authority, as more particularly described in Exhibit 3 attached hereto and incorporated herein (the "**Interconnect Plan**"); and

(b) "**Snow Hut Lodge**" replacement and reconstruction as more particularly described in Exhibit 4 attached hereto and incorporated herein.

The foregoing projects described in Sections 4(a) and (b) of this Amendment shall be permitted conditional uses, and approved pursuant to the City's administrative Conditional Use Permit process.

5. Conditions of Approval. Exhibit E of the Development Agreement is hereby amended to add the March 25, 2015 Conditions of Planning Commission Approval for this Amendment as set forth on Exhibit 5 attached hereto and incorporated herein.

6. Physical Mine Hazards. Exhibit 6 attached hereto and incorporated herein contains a list and map of all known Physical Mine Hazards, in accordance with Section 15-6-4(G)(8) of the Park City Municipal Land Management Code.

7. Legacy Lease Documents. Developer is the sublessee under that certain Amended & Restated Agreement of Sublease executed as of September 11, 2014 (the "A&R Legacy Sublease"), which relates to the Annexed Property and amends and restates that certain Agreement of Sublease dated October 11, 1975 (the "Legacy Sublease") between Greater Park City Company and Greater Properties, Inc. Developer will promptly notify the City of any termination or expiration of the A&R Legacy Sublease, provided that (a) Developer's failure to so notify the City shall not result in any damages or penalty, and (b) the City shall not be deemed to be on notice of termination of the Legacy Sublease until the City has received actual written notice of such event from Developer.

8. General Provisions.

(a) Covenants Running with the Land. The provisions of this Amendment shall constitute real covenants, contract and property rights and equitable servitudes, which shall run with the land comprising the property that is subject to the Development Agreement, including the Annexed Property. The burdens and benefits hereof shall bind and inure to the benefit of all of the Parties hereto and their respective successors and assigns.

(b) Notices. Section 7.5 of the Development Agreement is amended by providing the following addresses for notice:

If to City:

City Manager
P.O. Box 1480
445 Marsac Avenue
Park City, UT 84060

Copy to:

City Attorney
P.O. Box 1480
445 Marsac Avenue
Park City, UT 84060

If to Developer:

VR CPC Holdings, Inc.
Attn: Chief Operating Officer, Park City Mountain Resort
P.O. Box 39
1310 Lowell Avenue
Park City, Utah 84060

Copy to:

VR CPC Holdings, Inc.
Attention: General Counsel
390 Interlocken Crescent
Broomfield, Colorado 80021

(c) Counterparts. This Amendment may be executed in any number of counterparts, each of which shall be deemed an original, but all of which together shall constitute one and the same instrument.

IN WITNESS WHEREOF, the Parties hereto have entered into this Amendment as of the day and year first above written.

VR CPC HOLDINGS, INC.,
a Delaware corporation
dba Park City Mountain Resort

By: _____

COPY

Its: _____

PARK CITY MUNICIPAL CORPORATION

By: _____
Its: _____

For the sole purpose set forth in Section 1:

TCFC PC LEASECO LP,
a Delaware limited partnership

By: _____
Its: Authorized Signatory

IN WITNESS WHEREOF, the Parties hereto have entered into this Amendment as of the day and year first above written.

VR CPC HOLDINGS, INC.,
a Delaware corporation
dba Park City Mountain Resort

By: _____
Its: VP and COO

STATE OF UTAH)
: ss.
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me this 7 day of November 2019, by Mike Goar as Vice President and COO of VR CPC Holdings Inc., a Delaware corporation dba Park City Mountain Resort.

_____
Notary Public

DANIELLE N SMITH
Notary Public - State of Utah
Comm. No. 707464
My Commission Expires on
Aug 7, 2023

STATE OF New York)
: ss.
COUNTY OF New York)

The foregoing instrument was acknowledged before me this 5th day of Nov, 2019, by Asher Bistricer, the Authorized Signatory of, TCFC PC LeaseCo LP, a Delaware limited partnership.

Michelle Melohn
NOTARY PUBLIC

My Commission Expires:

6/13/2020

Residing at:

Michelle A. Melohn
STATE OF NEW YORK
NOTARY PUBLIC
Qualified in New York County
01ME6343698
MY COMMISSION EXPIRES 06/13/2020

Exhibit 1

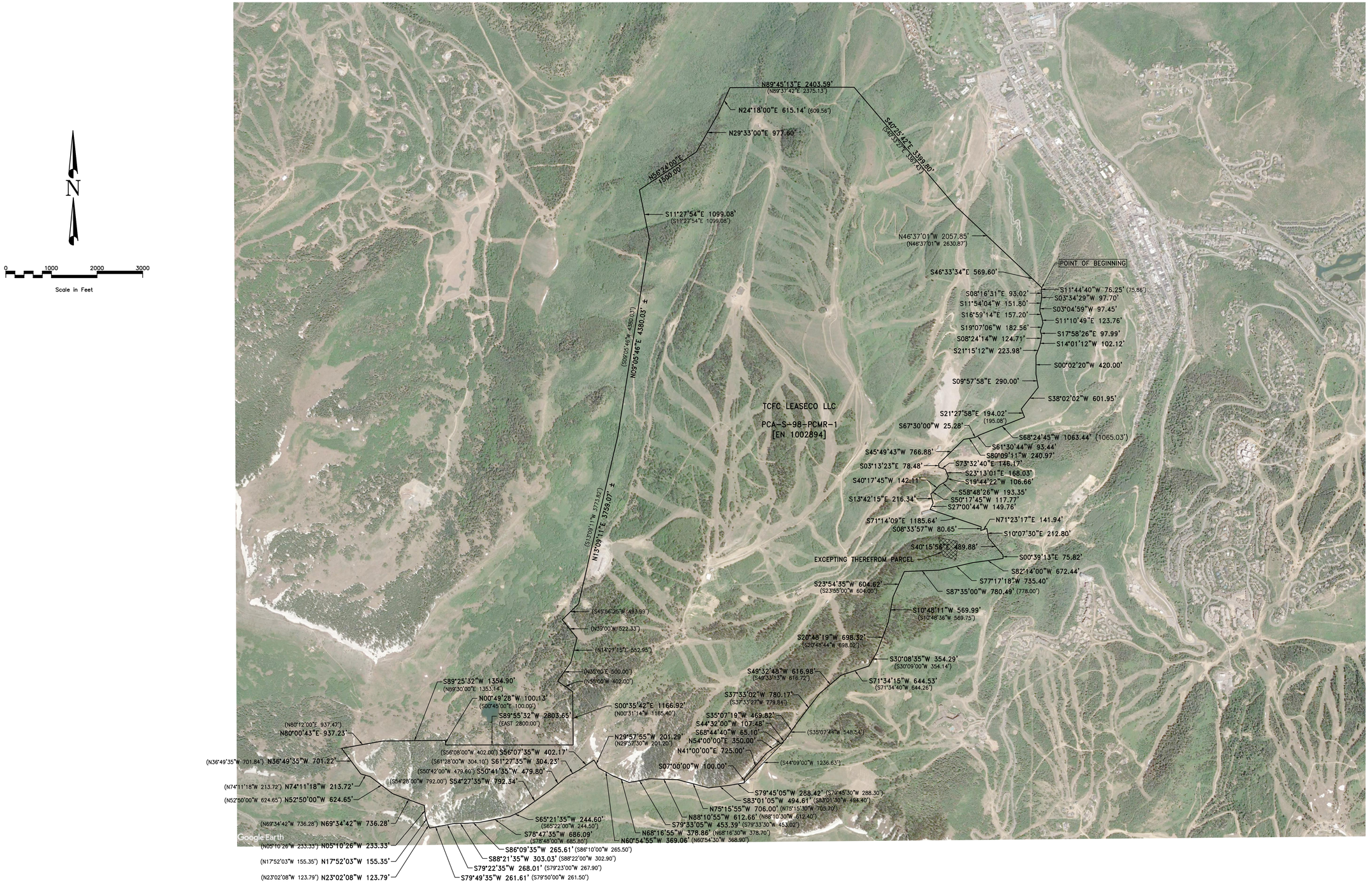
Annexed Property Legal Description[1]

[1] Note to draft: This exhibit is intended to include the Annexed Property within PCMC municipal boundaries which is owned by TCFC LeaseCo and ground leased to VR CPC under the September 2013 amendment to the long term Canyons ground lease. Although not to be included in the "Annexed Property" Exhibit, the City shall have the right to determine that it is advisable to record this amendment against other property previously encumbered by the initial Development Agreement, which may be owned by VR CPC or other parties.

The Record of Survey by Dominion Engineering filed at the County Recorder's office (S-0008738) dated October 14, 2016 is available for inspection in the Planning Department

Exhibit 2

Annexed Property Map



Path: P:\PCMR ALTA 2455\SURVEY\dwg\Upper Terrain + Google.dwg | plot date: June 04, 2018 | plotted by: jlmp

DRAWN JDP 5/24/18 DATE	CHECKED _ DATE	**VAIL RESORTS MANAGEMENT COMPANY**	**PARK CITY UPPER TERRAIN BOUNDARY SURVEY**
DESIGNED _ DATE PROJECT ENGINEER		**PARK CITY, SUMMIT COUNTY, UTAH**	**BOUNDARY & AERIAL MAPPING EXHIBIT**
APPROVED _ DATE JDP PROJECT MANAGER			

DOMINION
Engineering Associates, L.C.
5684 South Green Street
Murray, Utah 84123 801-713-3000

NO.	REVISIONS	BY	DATE
1	MINOR UPDATES	JDP	06.04.18
0	RELEASED FOR REVIEW	JDP	05.24.18

PROJECT NO. 2455-01
SHEET NO. 1 of 1
FILE NAME: EXHIBIT
SCALE: 1"=1'

Exhibit 3

Interconnect Plan

The proposed Interconnect Gondola is an 8 passenger gondola designed as a two way access transport between Park City Mountain Resort and Canyons Resort. The base terminal on the Park City side is located at the Snow Hut Lodge and the base terminal on the Canyons side is located near the north terminal of the Flat Iron lift. The gondola passes over Pine Cone Ridge and an angled mid station is located to the north of the ridge summit. Total ride time of the lift is approximately 8.5 minutes.

The proposed Interconnect Gondola on the Park City side is located within the area already identified in the Mountain Upgrade Plan (MUP) as Lower Thayne's (Figure V-1 – Future Expansion of the MUP) as a future expansion area. Canyons skiers will access the gondola via a combination of the Red Pine Gondola, the Timberline lift and the Iron Mountain lift. Park City skiers primary access will be from the Crescent lift.

At the Pine Cone Ridge mid station, Park City-based riders of the Interconnect Gondola may either unload or ski to the Dreamcatcher and Iron Mountain lift pods and other points on the Canyons side. Alternatively, passengers can continue riding down the gondola and unload at the Canyons base terminal.

Skiing from the gondola mid station to the Park City side will be limited to access gate controlled skiing for experts when snow conditions are favorable. Skiers transporting from the Canyons side to Park City will typically ride the full length of the lift back to the Snow Hut Lodge area.

The following table shows the design characteristics of the PCMR segment of the interconnect lift.

Lift Name	Lift Type	Top Elev (ft)	Bot Elev (ft)	Vert Rise (ft)	Slope Length (ft)	Average Grade %	Hourly Capacity (PPH)	Rope Speed (FPM)
Interconnect lift Park City Side	8-PG	9000	7970	1030	4490	23%	1500	1000

Comfortable Carrying Capacity (CCC)

As described earlier, the primary role of the proposed Interconnect Gondola is to provide skier transport between the two resorts. As a transport lift, the gondola has no vertical demand and will not increase the overall capacity of the resort. On the Park City side, the skiing opportunities under the gondola are limited to access gate expert only skiing in areas which are already identified in the MUP as ski terrain. With an easterly/southeasterly exposure, use of the terrain will be limited to the infrequent occurrences of ideal snow conditions. In addition, there is no direct round trip skiing due to the topographic constraints of Thaynes Canyon. Instead, skiing the terrain on the Park City side of Pine Cone Ridge will typically involve riding the King Con

lift in combination with the Interconnect Gondola to access this terrain. Given these constraints, no additional capacity has been attributed to this lift.

The following table shows the CCC calculation for the lift:

Lift Name	Lift Type	Slope Length	Vert. Rise	Hourly Capacity	Oper. Hours	Load Eff.	Adjusted Hourly Capacity	VTF/HR	Vertical Demand	CCC
Interconnect lift	8 - PG	4490	1030	1500	7	95	1425	1545	0	0

Pursuant to the Planning Commission's Finding of Fact No. 33 on March 25, 2015, the Interconnect Gondola functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it. Given it is an access lift only between the two areas, there is no skier capacity increase associated with it. Developer shall comply with Section 2.1.13 of the Development Agreement (Parking Mitigation Plan).

Exhibit 4

Snow Hut Lodge Replacement and Reconstruction

The following reflects seating counts at the resort in 2014

Lodges	Legacy	Summit House	Mid Mountain	Snow Hut	Totals
Indoor seats	740	180	275	154	1349
Outdoor seats	192	184	200	200	776
Totals	932	364	475	354	2125

Currently the resort can experience on peak days in the order of approximately 10000 people per day. Industry standards suggest that mountain restaurants can experience a 3 to 4 seat turnover which would suggest the need for 2500 seats to 3330 seats leaving a deficit of approximately 375 to 1208 seats.

The 1997 MUP suggests that the resort needs additional seats and since that time the area has added seats with the addition of the Legacy lodge at the base of the mountain. However, given the current visitation patterns of the resort during holiday periods and at other peak times it experiences a shortage of seats. This being the case the resort is proposing to expand the seating capacity at the popular Silverlode ski pod and at the proposed Interconnect lift. The proposed restaurant replacement would provide the overall resort with approximately 386 additional seats bringing the total seating capacity to an improved balance of approximately 2511 seats. These new seats provide a significant improvement over what existed for the 2014-15 season. In addition to the number of seats, the quality of the facility will also vastly improve, when compared to the existing building. The proposed facility includes a modern food court concept, new and enlarged bathrooms, expanded food offerings and a spacious outdoor deck that will be a welcomed addition to the resort. The proposed location will allow better distribution of the overall skier capacity on the mountain and will take significant pressure off the other on mountain food service facilities such as the Summit House.

Pursuant to the Planning Commission's Finding of Fact No. 31 on March 25, 2015, the replacement of Snow Hut Lodge does not affect skier capacity and subsequently does not affect parking requirements. Developer shall comply with Section 2.1.13 of the Development Agreement (Parking Mitigation Plan).

Exhibit 5

Notice of Planning Commission Action PL-14-02600 April 7, 2015

[Attached]

7 April 2015

VR CPC Holdings, Inc. d/b/a Park City Mountain Resort
C/O Tim Beck
1310 Lowell Avenue
PO Box 39
Park City, Utah 84068

NOTICE OF PLANNING COMMISSION ACTION

Application #:	**PL-14-02600**
Subject:	**Master Planned Development, Development Agreement, and Mountain Upgrade Plan Amendments & Conditional Use Permit**
Address:	**1345 Lowell Avenue**
Action Taken:	**Approved with Conditions**
Date of Action:	**March 25, 2015**

On March 25, 2015, the Park City Planning Commission approved your requested: Amendment to the Mountain Upgrade Plan for the Interconnect Gondola and expansion of the Snow Hut on-mountain restaurant; Amendment to the Park City Mountain Resort Master Plan Development (MPD) to satisfy requirements of the 2007 annexation which requires the addition of the upper mountain ski terrain to PCMR's original MPD; and Conditional Use Permit (CUP) for a ski lift (interconnect). Your submitted application was approved subject to the following MPD/CUP Findings of Fact, Conclusions of Law, and Conditions of Approval:

MPD - Findings of Fact:

1. The site is known as Park City Mountain Resort.
2. The site address is 1345 Lowell Avenue.
3. On December 23, 2014 the applicant submitted a request to amend the existing Master Planned Development & Development Agreement.
4. The current application is an amendment to the Mountain Upgrade Plan for the Interconnect Gondola and expansion of the Snow Hut on-mountain restaurant

AND an amendment to the Park City Mountain Resort Master Plan Development (MPD) to satisfy requirements of the 2007 annexation which requires the addition of the upper mountain ski terrain to PCMR's original MPD.

5. A Ski Lift is listed as a Conditional Use Permit (CUP) in the ROS District. CUPs are reviewed and approved by the Park City Planning Commission.
6. In June 1997, the Park City Planning Commission approved the Park City Mountain Resort Large Scale Master Plan.
7. The Development Agreement was recorded with the County in July 1998.
8. The approved Master Plan includes development according to the PCMR Concept Master Plan and conditions of approval.
9. The conditions of approval include development of skiing and related facilities identified in the Mountain Upgrade Plan.
10. In March 2007, additional Park City Mountain Resort ski terrain was annexed into Park City Municipal Corporation known as the Annexation Agreement for the United Park City Mines Company Lands at Park City Mountain Resort.
11. The annexation indicated that the next Development Activity Application or amendment under the PCMR MPD must add the PCMR lease land annexed to the PCMR MPD.
12. In conjunction with the other amendments the applicant requests to fulfill the requirements of the annexation by incorporating PCMR's upper terrain into the PCMR Master Planned Development & Development Agreement.
13. The Mountain Upgrade Plan was recorded with the Development Agreement and identifies the background/methodology, design criteria, existing ski resort facilities, Mountain upgrading plan, future expansion potential, and conclusion.
14. The amendment of the Mountain Upgrade Plan includes the construction of those portions of the interconnect lift with Canyons Resort, and related lift towers, ski trails, terminals, buildings, infrastructure, and related appurtenances located in Park City.
15. The interconnect gondola is not specifically referenced in the Mountain Upgrade Plan, the terrain in which the lift is proposed is already designated in the Mountain Upgrade Plan for future ski pod development.
16. The proposed interconnect gondola will connect Park City Mountain Resort and Canyons Resort.
17. The amendment of the Mountain Upgrade Plan also includes the expansion of the Snow Hut on-mountain restaurant.
18. The improvement and enlargement of the Snow Hut is to improve mountain guest services.
19. The Planning Commission held a public hearing and reviewed this request on February 25, 2015.
20. During the February 25, 2015 Planning Commission meeting staff requested discussion by the Planning Commission on four items: building height, parking, employee housing, and historic preservation.
21. The purpose of the Master Planned Development Amendment application public meeting is to have the applicant present their amendments and give the public and Planning Commission an opportunity to evaluate those amendments in accordance with the applicable code criteria.

22. The proposed amendment to the Development Agreement does not change approved densities.
23. The site is not located in the HR-1 or HR-2 District. The proposed amendments take place with the areas shown in the Mountain Upgrade Plan, located in the Recreation and Open Space District (zone).
24. The proposed amendments are not nearby the exterior boundary of the MPD with the exception of the interconnect line.
25. The Snow Hut on-mountain restaurant and the PCMR interconnect line terminal are a minimum of 2,000 feet from PMCR perimeter.
26. Open space is established by the approved MPD. Of the approximately 3,700 acres in the ski resort, nearly 95% of the property is considered recreation/open space (i.e. trails and forested areas).
27. The proposed projects will not materially affect the required open space.
28. The LMC indicates that the Planning Department shall review the parking analysis and provide a recommendation to the Planning Commission. The Commission is to make a finding during review of the MPD as to whether or not the parking analysis supports a determination to increase or decrease the required number of Parking Spaces.
29. The Developer shall comply with the parking mitigation plan. This plan shall be reviewed and modified, if necessary, as a part of the Small Scale MPD (CUP) for each phase to evaluate transit alternatives and demonstrated parking needs.
30. If, in practice, the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues. The intent is that any off-site parking solution include a coordinated and cooperative effort with the City, other ski areas, the Park City School District, Summit County, and the Park City Chamber/Bureau to provide creative solutions for peak day and special event parking.
31. The replacement of the Snow Hut does not affect skier capacity and subsequently does not affect parking requirements.
32. Skiers and riders are already on the mountain during operations, and the replacement Snow Hut Lodge is designed to significantly improve service at a major connection area in a central area of the ski resort.
33. The Interconnect Gondola functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it. Given it is an access lift only between the two areas there is no skier capacity increase associated with it.
34. No additional parking is impacted by the Snow Hut on-mountain restaurant expansion.
35. The applicant indicated that in 2014 the Snow Hut has 154 indoor seats and 200 outdoor seats.
36. The Mountain Upgrade Plan called for several items in the conclusion of Section III - Existing Ski Resort Facilities, one of which was to position additional on-mountain seating to accommodate existing and upgrade facilities.
37. The Mountain Upgrade Plan indicated that the Snow Hut needed additional seating based on the seating requirement summary based on logical distribution

of the CCC. As indicated in the document in 1997, the Snow Hut had 168 indoor seats available but should have 414 indoor seats.

38. The applicant currently proposes to increase the indoor seating from the 168 indicated in 1997 to approximately 500 and the outdoor seating to stay the same at approximately 250 seats (indicated in 1997).
39. The net increase, from what was necessary in 1997, is 86 seats, which is 21% above the required number of seats.
40. The increase of 86 indoor seats (1997) from the identified CCC necessitates no additional parking at the base since the skier capacity is not affected.
41. Skiers are already on the mountain during operations and the CCC remains unchanged.
42. The proposed Interconnect Gondola does not need more parking as it functions only as an access/transfer lift between existing ski operations and has not been designed with round trip skiing on it.
43. The approved and recorded Development Agreement states that parking mitigation is reviewed at each Small Scale Master Planned Development (Conditional Use Permit) approval.
44. The review that occurred for "Parcel A," was satisfied, noting that no additional parking issues would be occurring until later phases were built-out at the base.
45. The applicant requests an increase in building height for the Snow Hut expansion.
46. In the ROS District no structure may be erected to a height greater than twenty-eight feet (28') from existing grade.
47. To allow for a pitched roof and to provide usable space within the structure, a gable, hip, or similar pitched roof may extend up to five feet (5') above the Zone Height, if the roof pitch is 4:12 or greater.
48. The majority of the proposed new building does not meet the maximum roof height, according to its corresponding roof pitch, of either 28 or 33 feet.
49. The corner on the left on the front elevation is approximately 52 feet above existing grade.
50. The corner on the right on the front elevation is approximately 68 feet above existing grade.
51. The front elevation has the tallest points found on the proposed snow hut expansion.
52. When viewed from the side elevation, north, about a quarter of the building on the right meets the maximum of height 28/33 feet.
53. When viewed from the other side, south elevation, two thirds (2/3s) of the building from the left on the lowest form and about 1/3 of the ridge towards the left meets the maximum building height.
54. When reviewing the rear of the building, west elevation, the entire wall (rear façade) meets the maximum height.
55. The roof however, as indicated on the other elevations does not meet the height.
56. It is estimated that approximately 70% of the overall roof does not meet the maximum corresponding building height.

57. In order to grant building height in addition to that which is allowed in the ROS District, underlying zone, the Planning Commission is required to make specific findings Outlined in LMC § 15-5-5(F)(1)-(5).
58. The proposed increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone required Building Height and Density.
59. Even though the building is indeed tall, not just in form but also due to the terrain (height measured from existing grade per Park City codes), the proposed building is a one (1) story building which maximizes sun-light exposure from the windows on the front, east elevation.
60. There is no density increase as the existing support commercial use for the restaurant does not require use of unit equivalents. A different design with the same capacity at height would result in greater site disturbance, grading and less architectural variation.
61. The proposed Snow Hut is remote from any other building.
62. The minimum setback for the building is 2,000 feet. No other structures, except ski lifts are within this area. No impact to view, solar access, shadows, or other criteria will occur.
63. The site is centralized in the upper mountain of the existing ski resort, and not generally visible from developed off-site locations in Park City. As a ski resort operation, the site will be re-vegetated with a proven seed mix.
64. The adjacent open space is designated ski terrain. With approximately 3,700 acres of ski terrain the proposed projects 17,200 square feet of footprint will have no effect on open space or its usability.
65. The proposed height of the building is the result of a combination of the single story accessible design and the roof design which does not shed snow to public areas or decks, and does not require heat taping in roof valleys or edges to prevent large icicle development.
66. The large glazed areas are designed to maximize solar gain in support of the project sustainability goals. Interruptions in the roof plane would interrupt snow shed and possible increase height with no purpose.
67. There are no other buildings within one-half mile to match roof façade or variations.
68. The proposed roof form maximizes sun-light exposure on the east elevation.
69. The proposed one (1) story structure meets the following Architectural Design Guidelines outlined in LMC § 15-5-5.
70. The Architectural Style and Motif is not prohibited by the LMC.
71. The proposed siding is not prohibited by the LMC.
72. The applicant proposes the following three (3) main exterior wall materials on the front and side elevations: 1. reclaimed board and batten; 2. horizontal chinked trestlewood; and 3. rusted corten ribbed siding. The applicant proposes concrete masonry unit (CMU) on the bottom half of the rear elevation.
73. Applicant proposes a dark green shingle roof and a metal standing seam for the two smaller shed roofs as seen on the rear, west elevation.
74. The combination roof shape is not listed under prohibited roof forms.
75. Window treatments are not prohibited by the code.

76. The applicant has not submitted plans regarding this provision.
77. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting.
78. The applicant has not submitted plans regarding this provision.
79. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding trash/recycling enclosures.
80. The applicant has not submitted plans regarding this provision.
81. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding mechanical equipment.
82. LMC § 15-5-8 indicates the following regarding façade length and variations, following: Structures that exceed 120 feet in length on any facade shall provide a prominent shift in the mass of the Structure at each 120 foot interval, or less if the Developer desires, reflecting a change in function or scale. The shift shall be in the form of either a fifteen foot (15') change in Building Facade alignment or a fifteen foot (15') change in the Building Height. A combination of both the Building Height and Building Facade change is encouraged and to that end, if the combined change occurs at the same location in the Building plan, a fifteen foot (15') total change will be considered as full compliance.
83. The east elevation, front does not meet the façade façade length and variations requirement.
84. The façade is 140 feet long and does not provide a prominent shift in the mass of the structure.
85. The north and south elevations provide appropriate breaks, both horizontally and vertically (height) where a shift was incorporated in the design.
86. The west elevation, rear, meets the shift in the form of a fifteen foot (15') change in the building height.
87. LMC § 15-5-7 indicates that in some cases, the Planning Director, may vary from these standards if warranted by unusual or unique circumstances. This may result in variation from the strict interpretation of this section and may be granted by the Planning Director.
88. The Planning Director has reviewed the submitted plans and finds that the site is unusual and unique due to its remote location.
89. The Snow Hut is located on the mountain, accessible to skiers.
90. The location of the Snow Hut is not in a typical Park City neighborhood.
91. The intent of the façade length and variation criteria is to break up the massing of buildings so that they relate to the pedestrian scale.
92. The amount of glass on the front, east elevation, also helps mitigate the width of the building adding an aesthetically pleasing component.
93. When the Planning Commission grants additional Building Height due to a Site Specific analysis and determination, that additional Building Height shall only apply to the specific plans being reviewed and approved at the time. Additional Building Height for a specific project will not necessarily be considered for a different, or modified, project on the same Site.
94. The additional height due to the specific site analysis is not detrimental and in compliance with applicable LMC standards regarding the height allowance.

95. The Snow Hut Lodge is located on the footprint of the existing building and against an existing hill side to maximize skier circulation in the area.
96. Placing excavated material on site will remove the reverse slope between the King Con run and the building location. Skier circulation down to the King Con lift will be improved by the site grading on Broadway and the new location of the building.
97. The Interconnect Gondola is located not to interfere with skier circulation and provides direct access to the Snow Hut Lodge.
98. No retaining structures are proposed. Site grading is minimized while providing an on-snow / no stairs access to Snow Hut.
99. Existing summer biking and hiking trails on the Park City Mountain Resort side of the project are avoided to extent possible. Within the Summit County portion of the site, the evacuation routes may cross existing biking / hiking trails within the terms of the property agreements with trail operators and landowners.
100. Snow storage is on-site. The building is designed to shed snow away from public areas and service doors.
101. Refuse and recycling will take place in the building footprint consistent with the sustainability goals of Park City Mountain Resort. Refuse removal will not change from current operations.
102. Transportation to the site is via lifts, skiing and snowboarding only. No public vehicle access is proposed.
103. Significant vegetation is retained and protected.
104. Vegetation removed for site grading consists mainly of existing ski runs grasses and brush. The lift line corridor will require tree removal but ground disturbance will only occur in lift tower areas, base terminal area and evacuation route construction.
105. The visual simulations have been conducted properly for review of viewshed and ridgeline protection. The terminal structure minimizes the intrusion on the ridgeline from either east or west sight lines.
106. The lift line impacts are reduced as it is below the sky line and in many places within a forested area.
107. A visual analysis from designated viewpoints has been submitted to illustrate the visual effects of the proposed lift system.
108. The interconnect gondola system, towers and terminals, and evacuation route in Thaynes Canyon are shown on the visual simulation from the designated viewpoints.
109. The location of the proposed Snow Hut building is also shown in the simulations.
110. All other elements of the Sensitive Land analysis for the original MPD remain in effect and unchanged by this project.
111. The MPD Development Agreement states the following:
Developer shall construct or provide deed restricted off-site housing for 80 PCMR employees on or before October 1, 2003. The rental rate (not including utilities) for the employee housing will be determined by the City Council Housing Resolutions Establishing Guidelines and Standards, but will not exceed 1/3 of the employee's base gross wages. The rental rate shall be assured in perpetuity through deed restrictions in form and substance satisfactory to the City.

Developer must commence construction or complete the purchase of housing to accommodate 80 employees within 90 days of receiving a Small Scale MPD which, in combination with previously granted Small Scale MPDs, represent approvals for a total of 50% of the total square footage of the Concept Master Plan. Developer must work expeditiously to complete the employee housing project(s). In no case shall Small Scale MPDs, which represent approvals for a total of 60% of the Small Scale MPDs within the PCMR Concept Master Plan, be issued until the required housing is available for occupancy. Park City will provide Developer a letter of compliance when it fulfills this requirement.

If there is a downturn in the market, and the Developer fails to obtain approval for 60% of the Small Scale MPDs within the PCMR Concept Master Plan, on or before October I, 2003, Developer shall, at a minimum acquire, by lease or by purchase its proportionate obligation to produce employee housing, and shall offer such housing to employees at a price at or below Park City's applicable affordable housing rates and standards. For example, if only 40% of the Small Scale MPDs have been approved by October 1, 2003, Developer shall provide housing for 32 PCMR employees at the lesser of the City's Affordable Housing rate or no more than 1/3 of the employee's monthly income. Once Developer ultimately achieves the 60% Small Scale MPD approval, it must provide deed restricted housing for all 80 employees as detailed above.

112. The existing MPD contains the requirement for employee housing, this project does not change these requirements.
113. Employee housing is actually triggered ONLY by the receipt and approval of Conditional Use Permits (Small Scale MPD's) of the base area, "Parcels A - E."
114. As indicated in the Development Agreement, there was a trigger date of October 1, 2003, for 60% of the Small Scale MPDs (CUPs for each parcel), with an exception of a market downturn hit, which did take place.
115. Under this situation, the employee requirement was proportionally based on approved Small Scale MPD's (CUPs for each parcel).
116. The Planning Department calculates, Parcel A, the first and only approved Small Scale MPD/CUP for Marriott Mountainside/Legacy Lodge, accounted for approximately 334,000 total s.f. of the total 1,156,787 s.f. in the Large Scale Master Plan or 28.8% of the required housing for 80 PCMR employees. This equates to housing for 23 PCMR employees required after October 1, 2003.
117. Section 2.2 of the Development Agreement states, "In no case shall Small Scale MPDs…be issued until the required housing is available for occupancy."
118. No additional base parcels can be approved until the housing for the 23 PCMR employees are available and in use.
119. The employee housing requirement is not triggered by the requested amendment for on-mountain upgrades, updates, etc.
120. No child care is proposed in this application.
121. The project does not affect possible child care demands.
122. The City has received a map and list of known Physical Mine Hazards on the property.

123. A mine hazard mitigation plan has also been submitted to the City with appropriate mitigation. The map and mitigation plan are filed in the office of the City's Environmental Regulatory Program Manager and mitigation is scheduled to be completed by December 1, 2015.
124. Proposed development activity is not anticipated to encounter known historic mine waste.
125. The site is not within the soils boundary. In the event mine waste is encountered, it must be handled in accordance to State and Federal Law.
126. In accordance with LMC §15-8-5 (B)(15) and (C)(9), the prior applicants at the time of the 2007 annexation agreed to update the Preservation Plan submitted in 2000 for the additional annexed area.
127. The 2007 annexation included the following analysis in the February 1, 2007 staff report:
18. Historic and cultural resources. This annexation will include historic mining era structures within the Park City limits. The Silver King mine and other mining structures throughout the annexation area are more than 50 years old and would be considered to be historic structures due to the age of construction. No determination of historical significance has been made. Any changes to the historic buildings would require review by the Planning Department for compliance with the LMC preservation ordinance and Historic Design Guidelines. The Flagstaff Historic Preservation Technical Report will necessarily need to be amended to include those resources within the annexed area. The annexation therefore has a significant public benefit in the area of historic or cultural resources, in that several historic structures will be included within the City limits. If the structures are rehabilitated to building code, resort support uses could be permitted subject to a Conditional Use Permit.
128. Finding of Fact no. 7, of the 2007 annexation indicated that the proposed annexation protects the general interests and character of Park City including several historic mining era structures within the Park City Boundary.
129. The applicants agreed to update the mitigation as identified in the original Annexation Agreement regarding historic preservation:
Historic Preservation. The Historic Preservation Plan, at a minimum, shall contain an inventory of historically significant structures located within the Project and shall set forth a preservation and restoration plan, including a commitment to dedicating preservation easements to the City, with respect to any such historically significant structures. The head frame at Daly West site is historically significant.
130. The Annexation Agreement for the United Park City Mines Company Lands at PCMR tied the various agreements together.
131. This 2007 Annexation is conditioned upon the Amended and Restated Development Agreement For Flagstaff Mountain, the Talisker Conservation Deed Restriction and the Conservation Easement executed and recorded herewith. (Annexation Agreement paragraph 26).
132. The inventory is to be completed to comply with the 2007 Annexation and the Preservation and Restoration Plans are finished and approved by the City.

133. A Condition of Approval to this MPD amendment requiring completion of the outstanding inventory and subsequent Preservation and Restoration Plans prior to the City accepting any application for base area development is to be added.
134. The Preservation and Restoration plans shall also indicate a stabilization timeframe for each site.
135. In accordance with LMC §15-8-5(C)(3), the prior applicants at the time of the 2007 annexation acknowledged numerous trails in the annexed area, and their public use through dedication to the Park City Master Trails Map. See exact language below:
5. Trails. Numerous trails exist on the annexation property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the City either on the Annexation plat or at the time of PCMR MPD amendment.
136. A Condition of Approval to this MPD amendment requiring trails language needs to be added to this approval.
137. The proposed Interconnect Gondola and Snow Hut on-mountain restaurant are not detrimental impacts of the Mountain Upgrade Plan.
138. The Interconnect increases accessible terrain as it connects PCMR with the Canyons Resort.
139. The Snow Hut expansion reduces the resort's restaurant seating deficiencies.

MPD - Conclusions of Law:

A. The MPD Amendment, as conditioned, complies with all the requirements of the Land Management Code;
B. The MPD Amendment, as conditioned, meets the minimum requirements of Section 15-6-5 herein;
C. The MPD Amendment, as conditioned, is consistent with the Park City General Plan;
D. The MPD Amendment, as conditioned, provides the highest value of Open Space, as determined by the Planning Commission;
E. The MPD Amendment, as conditioned, strengthens and enhances the resort character of Park City;
F. The MPD Amendment, as conditioned, compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
G. The MPD Amendment, as conditioned, is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
H. The MPD Amendment, as conditioned, provides amenities to the community so that there is no net loss of community amenities;
I. The MPD Amendment, as conditioned, is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time the Application was filed.

J. The MPD Amendment, as conditioned, meets the Sensitive Lands requirements of the Land Management Code. The project has been designed to place Development on the most developable land and least visually obtrusive portions of the Site;
K. The MPD Amendment, as conditioned, promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
L. The MPD Amendment has been noticed and public hearing held in accordance with this Code.
M. The MPD Amendment, as conditioned, incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application.
N. The MPD Amendment, as conditioned, addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies.
O. The MPD Amendment, as conditioned, addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance.

MPD - Conditions of Approval:

1. The project shall fully comply with any provisions indicated in the LMC or approved MPD regarding lighting, trash/recycling enclosures, mechanical equipment, etc.
2. In the event mine waste is encountered, it must be handled in accordance to State and Federal Law.
3. Employee Housing
   Unless Section 2.2 of the Development Agreement is previously satisfied by the developer in an off-site location which shall include employee housing required by the development of Parcel A (the "Required Employee Housing"), or an updated housing plan is approved by the Housing Authority, the Developer shall include as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the "Next Small Scale MPD Application") an affordable housing plan subject to Park City Housing Authority approval per the Housing Resolution in effect at the time of application for the Required Employee Housing and the employee housing required for the Next Small Scale MPD/CUP Application as determined by such resolution. Unless otherwise approved in the housing plan or previously satisfied, a completion bond or letter of credit in a form approved by the City Attorney will be required for the Required Housing as a condition of building permit issues for the Next Small Scale MPD. Nothing in this condition shall be deemed to relieve any owner or prior developer of Parcel A from any liability that may exist to the City, the Developer, or any future developers in the MPD for failure to comply with Section 2.2 of the Development Agreement.
4. Historic Preservation:
   In furtherance of assisting the developers in meeting their obligations under Section 2.9.3 of the Amended and Restated Development Agreement for

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

5. Trails:
Public trails existing at the time of annexation in 2007 were added to the Park City Master Trails Plan in 2008 as depicted on Exhibit P. Developer is finalizing survey and other closing matters with regards to their acquisition and ground lease of the property. A final trails plan shall be submitted and evaluated as part of the next application for a Small Scale MPD/CUP approved after March 25, 2015 under the Development Agreement for Parcels A-E (the "Next Small Scale MPD Application") to determine which existing trails or any newly required trials are required to be dedicated to the City. Unless such trails are previously dedicated by plat/subdivision, prior to the issuance of a Certificate of Occupancy for the Next Small Scale MPD Application, the Developer and any other necessary owner/party shall execute an irrevocable offer of dedication or easement in compliance with the requirements of Section 5 of the Annexation Agreement which remains in full force and effect, and states: Numerous trails exist on the annexation property. These trails will be available for public use subject to reasonable restrictions due to construction, maintenance, and environmental factors including wildlife and erosion. The existing and any newly required trails shall be added to the Park City Master Trails and as necessary dedicated to the city either on the Annexation plat or at the time of PCMR MPD amendment.

CUP - Findings of Fact

1. LMC § 15-4-18 indicates that the location and use of a passenger tramway, including a ski tow or ski lift, is a Conditional Use.
2. CUPs under this section shall be issued only after public hearing before the Planning Commission, and upon the Planning Commission finding that all the following conditions can be met.
3. The interconnect complies with the Ownership of Liftway and Public Purpose criteria.
4. The interconnect complies with the Width, Utility Clearance, Liftway Setback, State Regulation, criteria, as conditioned.

CUP Conclusions of Law:

1. The application complies with all requirements of the Land Management Code.
2. The use will be compatible with surrounding structures in use, scale, mass, and circulation.
3. The use is consistent with the Park City General, as amended.
4. The effects of any differences in use or scale have been mitigated through careful planning.

CUP - Conditions of Approval:

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits.
3. A final utility plan, including a drainage plan for utility installation, public improvements, and drainage, shall be submitted with the building permit submittal and shall be reviewed and approved by the City Engineer and utility providers prior to issuance of a building permit.
4. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
5. A final landscape plan shall be submitted for review and approval by the City Planning Department, prior to building permit issuance.
6. As part of the building permit review process, the applicant shall submit a certified topographical survey of the property with roof elevations over topographic and U.S.G.S. elevation information relating to existing grade as well as the height of the proposed building ridges to confirm that the building complies with all height restrictions.
7. This Conditional Use Permit approval will expire on March 25, 2016, if a building permit has not issued by the building department before the expiration date, unless an extension of this approval has been granted by the Planning Commission.

Please be aware that the approval of this MPD Amendment and Conditional Use Permit by Park City in no way exempts the property from complying with other requirements that may be in effect on the property, and building permit regulations, as applicable. It is

the responsibility of the property owner/applicant to ensure compliance with these regulations.

Land Management Code (LMC) § 15-6-4(G) indicates the following regarding Development Agreement ratification:

> *The Development Agreement shall be ratified by the Planning Commission, signed by the City Council and the Applicant, and recorded with the Summit County Recorder. The Development Agreement shall contain language, which allows for minor, administrative modifications to occur to the approval without revision of the agreement. The Development Agreement must be submitted to the City within six (6) months of the date the project was approved by the Planning Commission, or the Planning Commission approval shall expire.*

As the applicant, this letter is intended as a courtesy to document the status of your request. The official minutes from the Planning Commission are available in the Planning Office. We will continue to work with you closely on the project. If you have questions regarding your application or the action taken please don't hesitate to contact me at 435-615-5064 or fastorga@parkcity.org.

Sincerely,

F.astorga

Francisco Astorga
City Planner

Exhibit 6

Known Physical Mine Hazards[2]

[Attached]

[2] City Planning Dept to Propose Attachment

UNITED PARK CITY MINES COMPANY

July 19, 2016

PARK CITY MUNICIPAL CORPORATION
PUBLIC AFFAIRS
P.O. BOX 1480/445 MARSAC AVE.
PARK CITY, UTAH 84060

Rec'd
EOF
07.20.16

Jim Blankenau
Environmental Regulatory Program Manager
445 Marsac Avenue, P.O. Box 1480
Park City, Utah 84060

By Hand Delivery

Re: Physical Mine Hazard Mitigation

Dear Jim:

This is in follow up to your July 7, 2016 letter. After further evaluation, it was determined that items initially listed as physical mine hazards are actually surface features that

(i) are not Physical Mine Hazards, defined by 11-20-2(G) as:

- open mine shafts
- mine tunnels
- horizontal openings
- adits
- other mine related openings
  that extend more than five feet into the ground

(ii) do not require Mitigation, defined by 11-20-2(E) as:

- actions reasonably designed to prevent accidental or unauthorized intentional access to underground workings

It should be noted that most of the features are generally shallow depressions having gradually sloping non-vertical sides, and only two have actual openings that extend to any appreciable depth.

Per the foregoing, United Park has performed the required mitigation. The related documentation is attached.

Please consider this as a supplement or amendment to our Physical Mine Hazard Mitigation Evaluation Plan & Submittal, and feel free to contact me if you have any questions.

Sincerely,

Kerry C. Gee, Vice President

P.O. Box 1450, Park City, Utah 84060, (435) 649-8011, Fax (435) 655-7479 or (435) 615-1239

MITIGATION PLAN

MITIGATION PLAN (PCMC 11-20-6)

Use this Mitigation Plan only if a Physical Mine Hazards are found on your property. A Mitigation Plan must be completed for each Hazard on your property. You need not use this Mitigation Plan and may create your own Mitigation Plan if you chose. If used, this form will be submitted twice. Once as an attachment to the Evaluation Plan above and once when you have completed mitigation.

Parcel ID # PCA-S-98-PMR-MH#07

BASIC INFORMATION

GPS Coordinates of Physical Mine Hazard: N40.62864 W111.50353

Type of Mine Hazard:

☑ Vertical Opening ☐ Horizontal Opening ☐ Depression

☐ Other *Describe* _____

☑ Pre-Mitigation Photo Attached 554

REMEDIATION & SCHEDULE

Mitigation Method Selected:

☑ Backfilling ☐ Block Wall ☐ Stone Wall ☐ Bat Grate ☐ Rebar Grate

☐ Other *Describe* _____

If backfilling, estimate volume of soils to be used and provide source of soil:

100 yards - adjacent to Hazard

Scheduled Remediation Completion Date: Prior to Dec 1, 2015

Must be prior to December 1st, 2015

POST REMEDIATION INFORMATION (PROVIDE AFTER MITIGATION)

☒ Post-Mitigation Photo Attached to Report

Narrative Statement on Remediation Activity (include volume of soil used and source of soil if hazard backfilled):

After further evaluation, it was determined that a bat grate was the best ~~method~~ mitigation method. A bat grate was made from 1" rebar, and was pinned to the bedrock and cemented in place





MITIGATION PLAN

MITIGATION PLAN (PCMC 11-20-6)

Use this Mitigation Plan only if a Physical Mine Hazards are found on your property. A Mitigation Plan must be completed for each Hazard on your property. You need not use this Mitigation Plan and may create your own Mitigation Plan if you chose. If used, this form will be submitted twice. Once as an attachment to the Evaluation Plan above and once when you have completed mitigation.

Parcel ID # S-90-1114 #113

BASIC INFORMATION

GPS Coordinates of Physical Mine Hazard: N40.63384, W111.50130

Type of Mine Hazard:

☐ Vertical Opening ☐ Horizontal Opening ☐ Depression

☑ Other *Describe* Decline

☑ Pre-Mitigation Photo Attached 583

REMEDIATION & SCHEDULE

Mitigation Method Selected:

☑ Backfilling ☐ Block Wall ☐ Stone Wall ☐ Bat Grate ☐ Rebar Grate

☐ Other *Describe* _____

If backfilling, estimate volume of soils to be used and provide source of soil:

100 yards - on account to the zero

Scheduled Remediation Completion Date: Prior to Dec 1, 2015

Must be prior to December 1st, 2015

POST REMEDIATION INFORMATION (PROVIDE AFTER MITIGATION)

☑ Post-Mitigation Photo Attached to Report

Narrative Statement on Remediation Activity (include volume of soil used and source of soil if hazard backfilled):

After further evaluation, it was determined that a Bat Grate was the best mitigation method. A Bat Grate was made from 1" Rebar, and was pinned to the bedRock and cemented in place.





MITIGATION PLAN

MITIGATION PLAN (PCMC 11-20-6)

Use this Mitigation Plan only if a Physical Mine Hazards are found on your property. A Mitigation Plan must be completed for each Hazard on your property. You need not use this Mitigation Plan and may create your own Mitigation Plan if you chose. If used, this form will be submitted twice. Once as an attachment to the Evaluation Plan above and once when you have completed mitigation.

Parcel ID # S-98 - MH #79

BASIC INFORMATION

GPS Coordinates of Physical Mine Hazard: N. 40.62845 W. 111.50079

Type of Mine Hazard:

☒ Vertical Opening ☐ Horizontal Opening ☐ Depression

☐ Other *Describe* _____

☒ Pre-Mitigation Photo Attached 1, 2

REMEDIATION & SCHEDULE

Mitigation Method Selected:

☒ Backfilling ☐ Block Wall ☐ Stone Wall ☐ Bat Grate ☐ Rebar Grate

☐ Other *Describe* _____

If backfilling, estimate volume of soils to be used and provide source of soil:

4300 yards taken from adjacent stock pile

Scheduled Remediation Completion Date: Completed May 31, 2011

Must be prior to December 1st, 2015

POST REMEDIATION INFORMATION (PROVIDE AFTER MITIGATION)

☒ Post-Mitigation Photo Attached to Report 514

Narrative Statement on Remediation Activity (include volume of soil used and source of soil if hazard backfilled):

On May 24, 2011 it was discovered that the American Flag shaft had caved in. A temporary fence was put in place and signs were placed on the fence. Filling of the shaft started that day. filling was completed by May 31, 2011. A more permanent fence was installed with better signage on May 31, 2011 4300 yards of fill was placed in the shaft.







The rest of the file is available for inspection in the Planning Department

PEG
COMPANIES

February 13, 2020

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

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

Dear Bruce and Alex,

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

The submittal includes:

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

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

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

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In an effort to address many community concerns with the redevelopment of the parking lot parcels, the project has been designed with less overall density and square footage than are allowed under the Development Agreement. Current allowable densities are 353-unit equivalents. The newly proposed plan proposes 301-unit equivalents which includes affordable housing, a 15 percent reduction from that presently allowed. Also, the Development Agreement allows for 805,000 square feet of development, allocated among various uses. Our proposal provides for 663,389 square feet of development, also allocated by use as prescribed in the Development Agreement. This represents a significant 19 percent reduction from the allowable square footage.

ONGOING COMMUNITY OUTREACH

Over the past year, PEG has prioritized community meetings in our project planning and development phase. To date, we have met with more than 100 individuals, including; residential neighbors; various business owners, from local ski shops to the hospital; community groups such as the National Ability Center; multiple HOAs; and local residents from throughout Park City. We have received feedback and observations that have been helpful to us, much of which we have specifically incorporated into our proposal. PEG will conduct ongoing, additional community-wide public meetings to discuss our proposed redevelopment in greater detail, including how our plan has evolved based on community and City staff input, and ensure we receive community feedback throughout the public review process.

To date, the most consistent feedback we are receiving is that affordable/workforce housing should be substantively addressed in our proposal, as well as the traffic, transit and parking systems we are proposing. Any new development at the base must provide solutions that will relieve congestion, reduce travel time through the resort area, provide improved access and facilities for public transit, and provide a balanced approach to on-site parking in order to support the businesses and services at the base without over-parking. We also understand that a construction traffic mitigation plan is equally important, which we have included in our application. The following are significant improvements the project brings that will benefit the public:

- Affordable and workforce housing
- One-way circulation loop created to improve transit flow
- Structured parking that is not affected by the elements
- Bike lane added on Lowell Ave and Empire Ave connecting back to the trail on lower Empire Ave
- Dedicated crossings established across Lowell Ave
- Sidewalks added on Empire Ave, Manor Way, Shadow Ridge Rd, Silver King Dr, and Lowell Ave
- View corridor from Empire Ave and Silver King Dr toward the mountain preserved
- Outdoor plazas, upper and lower, created for winter and summer activities
- Restaurant and retail options that will complement - not compete with existing commercial activity
- Improvements to bus transit center on Lowell Ave to improve efficiency
- Ski lockers for residents to rent on a daily and seasonal basis

CREATIVE HOUSING SOLUTIONS

To address feedback received and to align the application with the requirements set forth in the 2015 Development Agreement Amendment, the proposed plan responsibly addresses affordable and employee housing by going above and beyond the requirements of the Development Agreement. The Development Agreement requires 80 beds to be provided. When Marriott Mountainside was approved and built, the obligated share of beds within the 80 total bed requirement were never constructed. Given that this requirement was not fulfilled when the Marriott Mountainside was constructed, the outstanding beds still need to be delivered. The 2015 Development Agreement Amendment clarifies that 23 of those beds are

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allocated to the Marriott Mountainside project. PEG has agreed to provide them as part of our proposed plans for the base area. PEG is further proposing to update the remaining base area 57-bed obligation under the Development Agreement to be consistent with the current 2017 Affordable Housing Guideline for the base area. This step-up to the current guidelines will provide 73,604 net square feet of affordable housing, which can be configured in different ways. Our current proposal has a mix of 1-, 2-, and 3-bedroom units. This is a substantial improvement over the original 80-bed requirement in the Development Agreement and a considerable statement in helping to bring incremental locals' housing to the community on site at the base of the ski mountain and in an early phase of development. A separate housing mitigation plan will be submitted to the Housing Authority with the Master Plan.

CREATIVE PARKING SOLUTIONS

As you are aware, the parcels proposed for redevelopment are currently surface parking lots serving the needs of guests and skiers of Park City Mountain Resort and existing commercial activity. A significant portion of the project will consist of replacement parking for the day skier parking. Currently, 1,186 stalls exist on the surface lots. After significant analysis, the plan amendment proposes to replace those 1,186 stalls with 1,200 structured stalls on Parcels B and E. In addition to the day skier stalls, parking will be provided for each new use on the project. Our proposal details strategies to provide adequate parking, by:

- Providing shared parking between certain uses.
- Dynamic changes in the market with the advent of Uber, Lyft, and ride sharing have positively reduced parking needs for transient lodging facilities like hotels. Ride sharing is also delivering skiers to the resort.
- Parking allocated to condo and hotel uses would be actively managed and excess stalls would be made available to day skiers/public.
- Input from both City officials and community stakeholders has overwhelmingly requested that paid day-skier parking occur. Charging for parking was also an element of the expired Base Area Master Plan. Charging for parking will encourage people to use the free bus system, discourage mountain and other local business employees from arriving in cars (no parking passes will be provided to employees for the 1,200 replacement day-skier spaces), incentivize carpooling and will be beneficial for traffic flow.
- State-of-the-art parking management systems will be deployed to count the stalls used in each structure and reflect the available stalls on signs placed at the resort entrance, and in conjunction with City and State systems, on signs further out from the resort on State Routes 224, 248 and I-80 (as allowed). It would be a logical extension of the technology to make available stall counts on a website or an app, further informing motorists of parking availability. When stalls are full, drivers will have real-time information to choose alternate transportation options such as the bus – This will also eliminate dead-end trips that further create traffic challenges.
- During construction 1,200 day-skier parking stalls will be available for the peak winter ski season.
- Both day skier lockers and season rental lockers will be built into the project. Having lockers on-site allows people to store their gear and reduces the hassle of using the bus, thus encouraging more bus ridership and less parking.

CREATIVE TRANSIT SOLUTIONS

The new proposal includes a Traffic Impact Assessment performed by Hales Engineering. As part of the assessment it was determined that current traffic conditions can be improved, both in and around the base area with the redevelopment. As detailed in our application, we are proposing that traffic at the base area be converted to an all one-way program. Circulation would be counter clock wise from the intersection of Empire and Silver King Drive with a round-about at the intersection, west on Silver King to a round-about at Silver King and Lowell where one-way circulation begins, dual southbound lanes on Lowell, with dual eastbound lanes on Shadow Ridge Road and Manor Way, with dual northbound lanes on

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Empire Avenue back to the roundabout at Silver King and Empire. These modifications are projected to significantly improve flow in and around the resort, including shortened travel times for neighboring properties. In addition to one-way flow, new parallel drop off areas have been provided for day skiers, shuttles, and ride-share users. These improvements are intended to reduce conflict between pedestrians, cars, and buses providing safer arrival and smoother traffic flow. New sidewalks and landscape will be built within the building setbacks around all of the project area frontages, which will provide pedestrian and bicycle connectivity that does not currently exist. These additions will dramatically improve the pedestrian experience and safety.

Our proposed improvements to the existing bus stop are designed to provide safe arrival and smooth traffic flow, as well as drastically reduce or eliminate conflicts between buses, cars and pedestrians. Improvements to the existing bus stop will allow for greater bus capacity at the stop, thus allowing greater service if Park City Transit desires to increase service. The improvements should also provide for greater convenience to the transit users, making the bus a compelling and attractive means of reaching the resort. Final planning and construction of the existing bus stop is subject to agreement with the current owner under the easement agreement with Park City.

REFLECTIVE ARCHITECTURE OF THE MOUNTAIN RESORT ENVIRONMENT

Heights, massings, and architectural design guidelines for the project have been developed. It is our intent to provide a pleasing architecture that is harmonious with the surrounding mountain environment. Building heights and massings are included in the proposal and generally comply with the approvals of the Development Agreement.

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

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

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

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

Sincerely,

Robert Schmidt

Robert Schmidt P.E.
President

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PEG
COMPANIES

February 13, 2020

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

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

Dear Bruce and Alexandra,

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

Section 15-6-5

15-6-5.A – Density

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

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

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Not Applicable to this application.

15-6-5.C -SETBACKS.

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

Phone: (801) 655-1998 • 180 N University Ave, Ste 200 Provo, UT 84601 • www.pegcompanies.com

15-6-5.D -OPEN SPACE

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

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

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

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

15-6-5.F -BUILDING HEIGHT

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

- Exhibit E, Findings for Recommending the Requested Height Variation to the City Council states: "The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code."

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

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

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

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

15-6-5.G -SITE PLANNING

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

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

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

15-6-5.I – SENSITIVE LANDS COMPLIANCE

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

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

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

15-6-5.K – CHILD CARE

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

15-6-5.L – MINE HAZARDS

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There are no know Physical Mine Hazards on the property.

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

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

15-6-5.N – GENERAL PLAN REVIEW

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

15-6-5.O – HISTORIC SITES

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

Sincerely,

Robert Schmidt P.E.
President

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April 20, 2020

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

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

Dear Bruce and Alex,

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

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

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

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

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

Sincerely,

Robert Schmidt

Robert Schmidt P.E.
President

PEG
COMPANIES

February 13, 2020

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

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

Dear Bruce and Alex,

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

The submittal includes:

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

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

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

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In an effort to address many community concerns with the redevelopment of the parking lot parcels, the project has been designed with less overall density and square footage than are allowed under the Development Agreement. Current allowable densities are 353-unit equivalents. The newly proposed plan proposes 301-unit equivalents which includes affordable housing, a 15 percent reduction from that presently allowed. Also, the Development Agreement allows for 805,000 square feet of development, allocated among various uses. Our proposal provides for 663,389 square feet of development, also allocated by use as prescribed in the Development Agreement. This represents a significant 19 percent reduction from the allowable square footage.

ONGOING COMMUNITY OUTREACH

Over the past year, PEG has prioritized community meetings in our project planning and development phase. To date, we have met with more than 100 individuals, including; residential neighbors; various business owners, from local ski shops to the hospital; community groups such as the National Ability Center; multiple HOAs; and local residents from throughout Park City. We have received feedback and observations that have been helpful to us, much of which we have specifically incorporated into our proposal. PEG will conduct ongoing, additional community-wide public meetings to discuss our proposed redevelopment in greater detail, including how our plan has evolved based on community and City staff input, and ensure we receive community feedback throughout the public review process.

To date, the most consistent feedback we are receiving is that affordable/workforce housing should be substantively addressed in our proposal, as well as the traffic, transit and parking systems we are proposing. Any new development at the base must provide solutions that will relieve congestion, reduce travel time through the resort area, provide improved access and facilities for public transit, and provide a balanced approach to on-site parking in order to support the businesses and services at the base without over-parking. We also understand that a construction traffic mitigation plan is equally important, which we have included in our application. The following are significant improvements the project brings that will benefit the public:

- Affordable and workforce housing
- One-way circulation loop created to improve transit flow
- Structured parking that is not affected by the elements
- Bike lane added on Lowell Ave and Empire Ave connecting back to the trail on lower Empire Ave
- Dedicated crossings established across Lowell Ave
- Sidewalks added on Empire Ave, Manor Way, Shadow Ridge Rd, Silver King Dr, and Lowell Ave
- View corridor from Empire Ave and Silver King Dr toward the mountain preserved
- Outdoor plazas, upper and lower, created for winter and summer activities
- Restaurant and retail options that will complement - not compete with existing commercial activity
- Improvements to bus transit center on Lowell Ave to improve efficiency
- Ski lockers for residents to rent on a daily and seasonal basis

CREATIVE HOUSING SOLUTIONS

To address feedback received and to align the application with the requirements set forth in the 2015 Development Agreement Amendment, the proposed plan responsibly addresses affordable and employee housing by going above and beyond the requirements of the Development Agreement. The Development Agreement requires 80 beds to be provided. When Marriott Mountainside was approved and built, the obligated share of beds within the 80 total bed requirement were never constructed. Given that this requirement was not fulfilled when the Marriott Mountainside was constructed, the outstanding beds still need to be delivered. The 2015 Development Agreement Amendment clarifies that 23 of those beds are

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allocated to the Marriott Mountainside project. PEG has agreed to provide them as part of our proposed plans for the base area. PEG is further proposing to update the remaining base area 57-bed obligation under the Development Agreement to be consistent with the current 2017 Affordable Housing Guideline for the base area. This step-up to the current guidelines will provide 73,604 net square feet of affordable housing, which can be configured in different ways. Our current proposal has a mix of 1-, 2-, and 3-bedroom units. This is a substantial improvement over the original 80-bed requirement in the Development Agreement and a considerable statement in helping to bring incremental locals' housing to the community on site at the base of the ski mountain and in an early phase of development. A separate housing mitigation plan will be submitted to the Housing Authority with the Master Plan.

CREATIVE PARKING SOLUTIONS

As you are aware, the parcels proposed for redevelopment are currently surface parking lots serving the needs of guests and skiers of Park City Mountain Resort and existing commercial activity. A significant portion of the project will consist of replacement parking for the day skier parking. Currently, 1,186 stalls exist on the surface lots. After significant analysis, the plan amendment proposes to replace those 1,186 stalls with 1,200 structured stalls on Parcels B and E. In addition to the day skier stalls, parking will be provided for each new use on the project. Our proposal details strategies to provide adequate parking, by:

- Providing shared parking between certain uses.
- Dynamic changes in the market with the advent of Uber, Lyft, and ride sharing have positively reduced parking needs for transient lodging facilities like hotels. Ride sharing is also delivering skiers to the resort.
- Parking allocated to condo and hotel uses would be actively managed and excess stalls would be made available to day skiers/public.
- Input from both City officials and community stakeholders has overwhelmingly requested that paid day-skier parking occur. Charging for parking was also an element of the expired Base Area Master Plan. Charging for parking will encourage people to use the free bus system, discourage mountain and other local business employees from arriving in cars (no parking passes will be provided to employees for the 1,200 replacement day-skier spaces), incentivize carpooling and will be beneficial for traffic flow.
- State-of-the-art parking management systems will be deployed to count the stalls used in each structure and reflect the available stalls on signs placed at the resort entrance, and in conjunction with City and State systems, on signs further out from the resort on State Routes 224, 248 and I-80 (as allowed). It would be a logical extension of the technology to make available stall counts on a website or an app, further informing motorists of parking availability. When stalls are full, drivers will have real-time information to choose alternate transportation options such as the bus – This will also eliminate dead-end trips that further create traffic challenges.
- During construction 1,200 day-skier parking stalls will be available for the peak winter ski season.
- Both day skier lockers and season rental lockers will be built into the project. Having lockers on-site allows people to store their gear and reduces the hassle of using the bus, thus encouraging more bus ridership and less parking.

CREATIVE TRANSIT SOLUTIONS

The new proposal includes a Traffic Impact Assessment performed by Hales Engineering. As part of the assessment it was determined that current traffic conditions can be improved, both in and around the base area with the redevelopment. As detailed in our application, we are proposing that traffic at the base area be converted to an all one-way program. Circulation would be counter clock wise from the intersection of Empire and Silver King Drive with a round-about at the intersection, west on Silver King to a round-about at Silver King and Lowell where one-way circulation begins, dual southbound lanes on Lowell, with dual eastbound lanes on Shadow Ridge Road and Manor Way, with dual northbound lanes on

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Empire Avenue back to the roundabout at Silver King and Empire. These modifications are projected to significantly improve flow in and around the resort, including shortened travel times for neighboring properties. In addition to one-way flow, new parallel drop off areas have been provided for day skiers, shuttles, and ride-share users. These improvements are intended to reduce conflict between pedestrians, cars, and buses providing safer arrival and smoother traffic flow. New sidewalks and landscape will be built within the building setbacks around all of the project area frontages, which will provide pedestrian and bicycle connectivity that does not currently exist. These additions will dramatically improve the pedestrian experience and safety.

Our proposed improvements to the existing bus stop are designed to provide safe arrival and smooth traffic flow, as well as drastically reduce or eliminate conflicts between buses, cars and pedestrians. Improvements to the existing bus stop will allow for greater bus capacity at the stop, thus allowing greater service if Park City Transit desires to increase service. The improvements should also provide for greater convenience to the transit users, making the bus a compelling and attractive means of reaching the resort. Final planning and construction of the existing bus stop is subject to agreement with the current owner under the easement agreement with Park City.

REFLECTIVE ARCHITECTURE OF THE MOUNTAIN RESORT ENVIRONMENT

Heights, massings, and architectural design guidelines for the project have been developed. It is our intent to provide a pleasing architecture that is harmonious with the surrounding mountain environment. Building heights and massings are included in the proposal and generally comply with the approvals of the Development Agreement.

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

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

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

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

Sincerely,

Robert Schmidt

Robert Schmidt P.E.
President

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February 13, 2020

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

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

Dear Bruce and Alexandra,

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

Section 15-6-5

15-6-5.A – Density

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

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

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Not Applicable to this application.

15-6-5.C -SETBACKS.

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

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15-6-5.D -OPEN SPACE

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

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

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

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

15-6-5.F -BUILDING HEIGHT

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

- Exhibit E, Findings for Recommending the Requested Height Variation to the City Council states: "The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code."

- Bullet point 1 of the Findings states: "The Planning Commission carefully considered the extent of the RC zone, and has determined that clustering the density around the new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors."
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While the term "variation" is used loosely throughout the Findings of Fact and Conclusions of Law, it is apparent that the height "variation" is in fact a development right given in exchange for development restrictions on not only the 1997 Master Planned Area but also the Park City Alpine Terrain.

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

15-6-5.G -SITE PLANNING

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

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

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

15-6-5.I – SENSITIVE LANDS COMPLIANCE

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

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

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

15-6-5.K – CHILD CARE

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

15-6-5.L – MINE HAZARDS

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There are no know Physical Mine Hazards on the property.

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

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

15-6-5.N – GENERAL PLAN REVIEW

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

15-6-5.O – HISTORIC SITES

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

Sincerely,

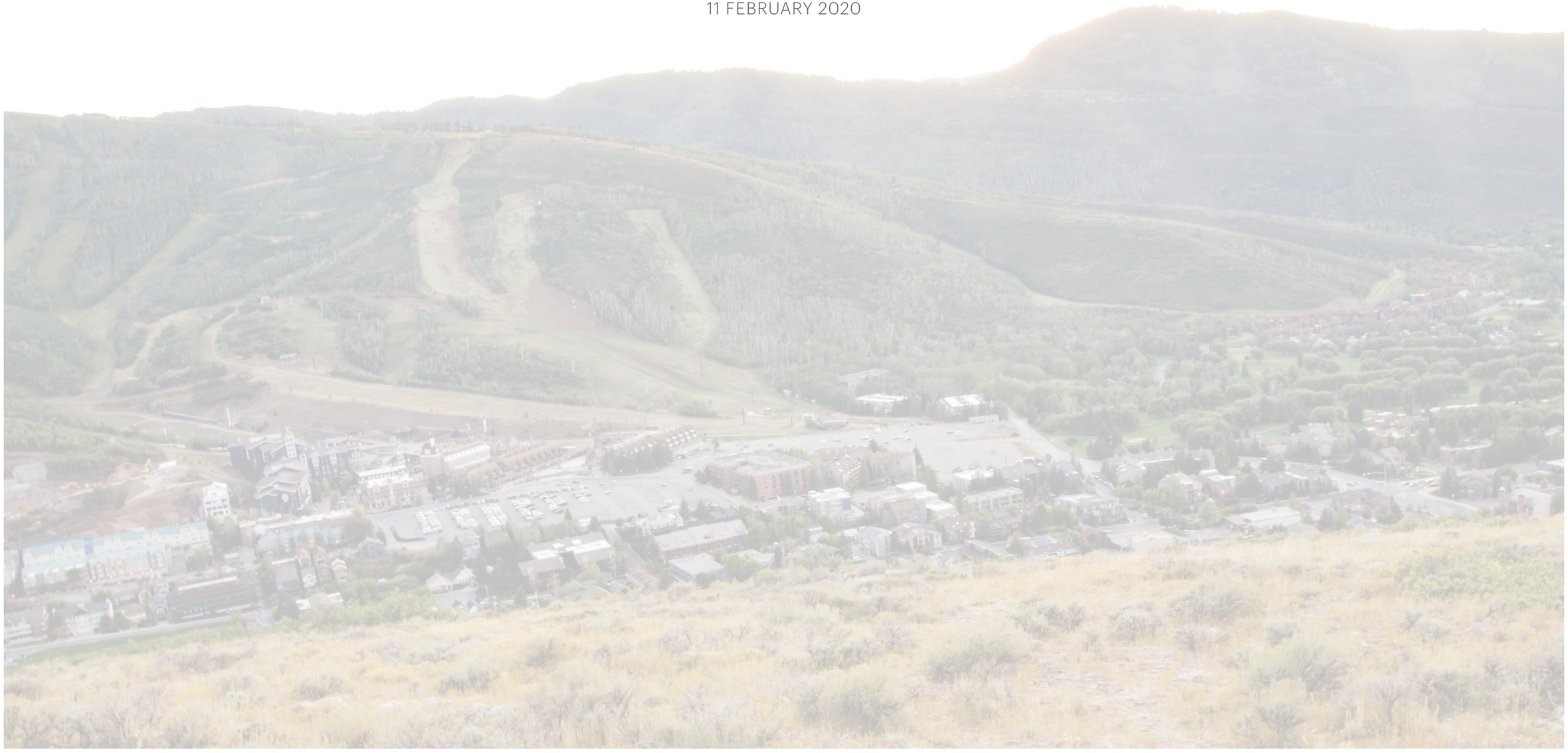
Robert Schmidt P.E.
President

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PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

11 FEBRUARY 2020



HKS PEG COMPANIES

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APPENDIX A: TOPOGRAPHIC SURVEY

APPENDIX B: TRAFFIC IMPACT STUDY



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1. EXECUTIVE SUMMARY

1. BACKGROUND
2. INTENT
3. TEAM
4. COMMUNITY ENGAGEMENT
5. PURPOSE
6. DEVELOPMENT GROSS AREA TABLES
7. EMPLOYEE/AFFORDABLE HOUSING CALCULATIONS
8. UNIT EQUIVALENT CALCULATIONS
9. PHASING SUMMARY

BACKGROUND

Park City Mountain Resort is world-renowned for its fantastic snow, exceptional terrain and mountain operations, and its proximity to the historic Old Town Park City. For destination visitors, Park City is also an efficient 45-minute shuttle ride from Salt Lake City International Airport.

In 1998, in recognition of the under-utilization of the base area surface parking lots the original Developer (Powdr Corp.) and Park City Municipal Corp. entered into a Development Agreement whereby the Developer was granted certain rights, including allowed square footage, unit equivalents, height variances and clustering, and the City was assured of a cohesive development at the base. As part of the original plan, five parcels were included for development at the base and are identified as Parcels A-E. In 2000, Marriott Mountainside was developed on Parcel A under the Development Agreement. Since that time no further development has occurred at the base.

In the 21 years since the Development Agreement approval, the Park City Mountain Resort Base Area Master Plan Study expired after four years of non-continuous construction. As opportune as the site itself is, it is an extraordinarily challenging site due to various factors including construction phasing, engineering, parking and economics, to name a few. This application addresses those challenges and, as the selected developer for Parcels B-E, PEG Development is both honored and excited to submit an application to amend the Development Agreement by replacing Exhibit D thereof, which is the expired Park City Mountain Resort Base Area Master Plan Study (the "Master Plan Study"), with a proposed Master Plan Study that is significantly more reflective of current and future community and neighborhood goals

INTENT

The proposed Master Plan Study encompasses a thoughtful mix of residential, hospitality, skier services, and retail uses that are anchored by sophisticated and strategic transit and parking plans, as well as a significant on-site workforce and affordable housing plan that meets both outstanding obligations of the previous ownership group and current housing requirements. Our proposed phasing plan prioritizes not only maintaining the quantity of current day skier parking throughout construction, but also the permanent replacement of day skier parking and on-site housing. PEG and our team have studied, for over a year, the existing site conditions and infrastructure, and has included recommendations and concepts to illustrate the overall scope and impact of the development. The intent of the Master Plan Study is to establish a vision that will lead to the successful design and construction of the base area redevelopment. This plan includes affordable housing, improved circulation for vehicular traffic in a one-way loop, improvements to the bus stop, dedicated drop off zones, sidewalks on Empire Ave, Lowell Ave, Manor Way, and Shadow Ridge Road, structured parking stalls that are protected from the elements, and community plazas that activate the space. In order to achieve this success, it is critical that the project's overall scope and objectives are in alignment with Park City and the greater community.



COMMUNITY ENGAGEMENT

Over the past year, PEG has prioritized community meetings alongside our project planning work. To date we have met with more than 100 individuals, including; neighbors, business owners - from local ski shops to the hospital, community groups - such as the National Ability Center, multiple HOAs, and local residents from throughout Park City. We have received feedback and observations that have been helpful to us, much of which we have specifically incorporated into our proposal. We will conduct ongoing, additional community-wide public meetings to discuss our proposed redevelopment in greater detail, including how our plan has evolved based on community and City staff input, and ensure we receive community feedback throughout the public review process. To date, the most consistent feedback we are hearing is that affordable, attainable, and workforce housing are critical elements of our proposal, as are the traffic, transit and parking systems we are proposing. Any new development at the base must provide solutions that will relieve congestion, reduce travel time through the resort area, provide improved access and facilities for public transit, and provide a balanced approach to on-site parking in order to support the businesses and services at the base without over-parking.

PURPOSE

Our dynamic proposal responds to today's environment, from economic drivers to community desires. As mentioned above, through the community outreach process and meetings to date with City staff, several development priorities have emerged to redevelop under-utilized and unsightly surface parking lots. The purpose of the new Master Plan Study is to:

- Provide affordable housing in accordance with the 2017 Affordable Housing Guidelines, while also completing the 23-bed obligation that was an obligation of the Parcel A development and not fulfilled.
- Promote transit solutions by way of improving the current bus stop.
- Promote parking solutions by providing structured parking stalls, multiple points of access to parking, and actively managing the parking supply by way of signage and communications.
- Promote solutions to traffic by proposing a new one-way circulation plan complete with two roundabouts.
- Promote solutions to issues today such as ride-share and providing designated drop-off and pick-up locations.
- Promote solutions to pedestrian and bicycle traffic by incorporating sidewalks, dedicated and shared bicycle lanes, and clearly marked pedestrian crossings.
- Provide energy-efficient buildings.
- Provide public benefit, including ski lockers, dinning, and Après Ski.
- Provide world-class lodging at the base of Park City Mountain Resort.
- Provide a new, world-class resort base with amenities such as new restaurant space and après-ski opportunities that complement, not compete with, other base area and Old Town commercial, and a ski beach.
- Provide a consistent and contextual architectural development reflecting the image and quality of the premier ski resort located in Park City.

By itself, the Master Plan Study will assist in providing general direction and unifying the various types of structures within the area. However, in order to be truly effective, it must be interpreted and expanded by designers who understand and are sensitive to the overall spirit and intent of community thought-leaders. After Master Plan Study approval, each parcel will require a subsequent conditional use permit approval.

The following sections present a comprehensive, yet thoughtful approach to all aspects of the proposed Master Plan Study.

DEVELOPMENT GROSS AREA TABLES

Allowable and exempt square footages per the Development Agreement by parcel.

LEVEL	NAME	AREA
PARCEL B		
ALLOWABLE SQUARE FOOTAGE		
ACCESSORY		
LEVEL 1	LOBBY	2,892 SF
LEVEL 1	LOBBY	1,399 SF
LEVEL 1	BOH	1,750 SF
LEVEL 3	LOBBY	1,475 SF
LEVEL 4	LOBBY	2,088 SF
LEVEL 4	DAY-SKIER LOCKERS	2,218 SF
LEVEL 4	BOH	1,154 SF
LEVEL 5	BOH	994 SF
		13,970 SF
RESIDENTIAL		
LEVEL 1	EMPLOYEE HOUSING	3,196 SF
LEVEL 2	EMPLOYEE HOUSING	10,360 SF
LEVEL 2	AFFORDABLE HOUSING	4,580 SF
LEVEL 3	EMPLOYEE HOUSING	11,578 SF
LEVEL 3	AFFORDABLE HOUSING	4,599 SF
LEVEL 4	EMPLOYEE HOUSING	11,597 SF
LEVEL 4	AFFORDABLE HOUSING	4,581 SF
LEVEL 5	EMPLOYEE HOUSING	22,762 SF
LEVEL 5	CONDO	37,100 SF
LEVEL 6	EMPLOYEE HOUSING	20,419 SF
LEVEL 6	CONDO	37,154 SF
LEVEL 7	AFFORDABLE HOUSING	18,278 SF
LEVEL 7	CONDO	20,204 SF
LEVEL 8	CONDO	20,252 SF
		226,659 SF
RETAIL		
LEVEL 3	RETAIL	1,444 SF
LEVEL 4	RETAIL	1,923 SF
		3,366 SF
ALLOWABLE SQUARE FOOTAGE		243,995 SF
EXEMPT SQUARE FOOTAGE		
MECHANICAL		
LEVEL 1	MECH	3,291 SF
		3,291 SF
PARKING		
LEVEL 1	PARKING	77,037 SF
LEVEL 2	PARKING	76,960 SF
LEVEL 3	PARKING	79,962 SF
LEVEL 4	PARKING	77,207 SF
		311,166 SF
EXEMPT SQUARE FOOTAGE		314,457 SF
PARCEL B		558,452 SF

LEVEL	NAME	AREA
PARCEL C		
ALLOWABLE SQUARE FOOTAGE		
ACCESSORY		
LEVEL 1	HOTEL	30,186 SF
LEVEL P1	BOH	8,157 SF
LEVEL P1	LOBBY	711 SF
LEVEL P1	BOH	6,054 SF
LEVEL P2	BOH	8,859 SF
		53,967 SF
RESIDENTIAL		
LEVEL 2	GUESTROOMS	33,835 SF
LEVEL 3	GUESTROOMS	33,835 SF
LEVEL 4	GUESTROOMS	31,872 SF
LEVEL 5	GUESTROOMS	29,827 SF
		129,370 SF
RESORT ACCESSORY		
LEVEL P1	RESORT	17,000 SF
		17,000 SF
RETAIL		
LEVEL P1	RETAIL	6,520 SF
		6,520 SF
ALLOWABLE SQUARE FOOTAGE		206,857 SF
EXEMPT SQUARE FOOTAGE		
CONVENTION/MTG		
LEVEL 1	CONVENTION	10,733 SF
LEVEL P1	MEETING	15,726 SF
		26,459 SF
MECHANICAL		
LEVEL P1	MECHANICAL	2,310 SF
LEVEL P2	MECHANICAL	6,985 SF
		9,294 SF
PARKING		
LEVEL P1	PARKING	22,369 SF
LEVEL P2	PARKING	55,163 SF
		77,532 SF
EXEMPT SQUARE FOOTAGE		113,285 SF
PARCEL C		320,142 SF

LEVEL	NAME	AREA
PARCEL D		
ALLOWABLE SQUARE FOOTAGE		
ACESSORY		
LEVEL 1	LOBBY	1,688 SF
		1,688 SF
RESIDENTIAL		
LEVEL 2	CONDO	19,368 SF
LEVEL 3	CONDO	19,334 SF
LEVEL 4	CONDO	18,536 SF
LEVEL 5	CONDO	14,094 SF
		71,332 SF
RETAIL		
LEVEL 1	RETAIL	4,947 SF
LEVEL P1	RETAIL	2,000 SF
LEVEL P1	RETAIL	14,201 SF
		21,148 SF
ALLOWABLE SQUARE FOOTAGE		94,167 SF
EXEMPT SQUARE FOOTAGE		
PARKING		
LEVEL 1	PARKING	17,719 SF
LEVEL P1	PARKING	17,872 SF
		35,590 SF
EXEMPT SQUARE FOOTAGE		35,590 SF
PARCEL D		129,758 SF

LEVEL	NAME	AREA
PARCEL E		
ALLOWABLE SQUARE FOOTAGE		
ACCESSORY		
LEVEL 1	BOH	549 SF
LEVEL 1	LOBBY	436 SF
LEVEL 1	LOBBY	699 SF
LEVEL 2	AMENITY	2,721 SF
LEVEL P1	LOBBY	4,256 SF
LEVEL P1	LOBBY	3,253 SF
LEVEL P1	BOH	521 SF
		12,435 SF
ACCESSORY RESORT		
LEVEL 1	STORAGE	2,553 SF
LEVEL 1	CLINIC	2,321 SF
LEVEL 1	SKI PATROL	669 SF
LEVEL P1	DOCK	1,802 SF
		7,345 SF
RESIDENTIAL		
LEVEL 1	SKI CLUB	10,275 SF
LEVEL 2	CONDO	16,916 SF
LEVEL 3	CONDO	20,266 SF
LEVEL 4	CONDO	20,276 SF
LEVEL 5	CONDO	20,248 SF
		87,982 SF
RETAIL		
LEVEL 1	RETAIL	12,194 SF
		12,194 SF
ALLOWABLE SQUARE FOOTAGE		119,956 SF
EXEMPT SQUARE FOOTAGE		
PARKING		
LEVEL P1	PARKING	61,235 SF
LEVEL P2	PARKING	77,105 SF
LEVEL P3	PARKING	77,105 SF
		215,445 SF
EXEMPT SQUARE FOOTAGE		215,445 SF
PARCEL E		335,401 SF

DEVELOPMENT GROSS AREA SUMMARY

This table compares the new proposed master plan square footage to the allowable square footages by parcel as indicated the Development Agreement Table 3.2.1.

PARCEL GROSS SQUARE FOOTAGE ALLOWANCE AND PROPOSED TABLE SUMMARY						
	Gross Residential Sq Ft	**Res Support Com & Accessory Use @ 10%**	**Accessory Use to Resort Operation**	**Retail / Commercial**	**Exempt - Parking, MEP, Convention (3)**	**Total (2)**
PARCEL B						
Allowance	294,000	29,400		(1)	(2, 3)	323,519
Proposed	226,659	13,970	0	3,366	314,457	243,995
PARCEL C						
Allowance	159,000	15,900	18,000	(1)	(2, 3)	192,963
Proposed	129,370	53,967	17,000	6,520	113,285	206,857
PARCEL D						
Allowance	93,000	9,300		(1)	(2, 3)	102,338
Proposed	71,332	1,688	0	21,148	35,590	94,167
PARCEL E						
Allowance	141,000	14,100	32,000	(1)	(2, 3)	187,157
Proposed	87,982	12,194	7,345	12,435	215,445	119,956

(1) Retail/commercial uses other than Support Commercial or Accessory uses require a proportionate reduction in the square footage that is allocated for the other uses in this table
(2) Building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space that may be located below grade or parking.
(3) Underground public convention and meeting space is allowed in addition to the total Parcel square footage allowance.

EMPLOYEE / AFFORDABLE HOUSING CALCULATIONS

The following tables follow the requisite methodology to determine the required square footage of affordable housing per the 2017 Affordable Housing Guidelines.

COMMERCIAL EMPLOYEE HOUSEHOLDS CALCULATION

PARCEL	AREA (NSF)	ROOM / SPACE	Full Time Equivalents	Total Employees	Mitigation Rate Employees	Employee Households
Commercial/Retail						
PARCEL B	1545 SF	RETAIL	3.3	5.1	1.0	0.7
PARCEL C	10775 SF	SKIER SERVICES	3.3	35.6	7.1	4.7
PARCEL C	2691 SF	RETAIL	3.3	8.9	1.8	1.2
PARCEL C	1500 SF	TICKETING	3.3	5.0	1.0	0.7
PARCEL C	2509 SF	PUBLIC RESTROOM & LOCKERS	3.3	8.3	1.7	1.1
PARCEL C	1334 SF	RETAIL	3.3	4.4	0.9	0.6
PARCEL D	13007 SF	RETAIL	3.3	42.9	8.6	5.7
PARCEL D	1740 SF	RETAIL	3.3	5.7	1.1	0.8
PARCEL D	992 SF	DOCK	3.3	3.3	0.7	0.4
PARCEL D	4757 SF	RETAIL	3.3	15.7	3.1	2.1
PARCEL E	2354 SF	RETAIL	3.3	7.8	1.6	1.0
PARCEL E	2825 SF	RETAIL	3.3	9.3	1.9	1.2
						20.3
Independent Calculation - Ballrooms						
PARCEL C	5594 SF	BALLROOM	1.3	7.3	1.5	1.0
PARCEL C	1819 SF	JUNIOR BALLROOM	1.3	2.4	0.5	0.3
						1.3
Independent Calculation - Ski Club						
PARCEL E	9846 SF	SKI CLUB	0.5	4.9	1.0	0.7
						0.7
Medical Profession						
PARCEL E	2200 SF	MEDICAL CLINIC	2.9	6.4	1.3	0.9
						0.9
Other Professional Services						
PARCEL C	3087 SF	SPA	3.7	11.4	2.3	1.5
PARCEL E	600 SF	SKI PATROL	3.7	2.2	0.4	0.3
						1.8
Personal Services						
PARCEL B	1357 SF	DAY SKIER LOCKERS	1.3	1.8	0.4	0.2
PARCEL B	2000 SF	DAY SKIER LOCKERS	1.3	2.6	0.5	0.3
PARCEL C	1778 SF	FITNESS CENTER	1.3	2.3	0.5	0.3
PARCEL C	1237 SF	MEETING	1.3	1.6	0.3	0.2
PARCEL C	1221 SF	MEETING	1.3	1.6	0.3	0.2
PARCEL C	1221 SF	MEETING	1.3	1.6	0.3	0.2
PARCEL C	1221 SF	MEETING	1.3	1.6	0.3	0.2
PARCEL C	1877 SF	MEETING	1.3	2.4	0.5	0.3
						2.1
Restaurant/Bar						
PARCEL C	2232 SF	RETAIL	6.5	14.5	2.9	1.9
PARCEL C	5605 SF	HOTEL BAR/ LOUNGE/ RESTAURANT	6.5	36.4	7.3	4.9
PARCEL C	3464 SF	KITCHEN	6.5	22.5	4.5	3.0
PARCEL E	4307 SF	RETAIL	6.5	28.0	5.6	3.7
						13.5
						40.5

GUESTROOM EMPLOYEE HOUSING CALCS

Total Guestrooms	Full Time Equivalents	Mitigation Rate Employees	Employee Households
249	149.4	29.88	19.92

REQ'D EMPLOYEE HOUSING SUMMARY

Commercial Employee Households	Guestroom Employee Households	Total Employee Households	Total Employee Housing (NET SF)
39.05	19.92	58.97	53073 *+ 23 BEDS (1)*

(1) 23 ADDITIONAL EMPLOYEE BEDS ARE REQUIRED PER PREVIOUS DEVELOPMENT OF PARCEL A.

REQ' AFFORDABLE HOUSING SUMMARY

Total Condo Units	Affordable Housing Mitigation Rate	Total Affordable Housing (NET SF)
141	21.15	19035

TOTAL REQ'D EMP/AFF HOUSING SF:

= 72,108 SF *+ 23 BEDS*

PROVIDED EMP/AFF HOUSING

UNIT TYPE	QTY	AREA (NET SF)
PARCEL B		
AFFORDABLE HOUSING		
2 BR A.H.	16	15133 SF
3 BR A.H.	6	8819 SF
22	22	23951 SF
EMPLOYEE HOUSING		
1 BR E.H.	3	2438 SF
2 BR E.H.	37	35070 SF
3 BR E.H.	8	11249 SF
8 BR E.H.	3	8187 SF
51	51	56944 SF
TOTAL UNITS/SF:	73	80895 SF

UNIT EQUIVALENT CALCULATIONS

Section 1(g) of the Development Agreement defines Unit Equivalent. Paragraph 3.2.2 designates the total number of unit Equivalents permitted on the Base Area Master Plan. For Parcels B-E there are 353 Unit Equivalents remaining.

UNIT EQUIVALENT CALCULATIONS

QTY	UNIT EQUIVALENT
PARCEL B	
CONDO	
Unit < 650 SF = 0.33 UE	
5	1.65
Unit < 1000 SF = 0.50 UE	
2	1
Unit < 1500 SF = 0.75 UE	
25	18.75
Unit < 2000 SF = 1.00 UE	
15	15
Unit < 2500 SF = 1.25 UE	
6	7.98
Unit > 2500 SF = 1.50 UE	
3	4.5
PARCEL B: 56	48.88
PARCEL C	
GUESTROOM	
Unit < 650 SF = 0.33 UE	
237	78.21
Unit < 1000 SF = 0.50 UE	
4	2
Unit < 1500 SF = 0.75 UE	
6	4.5
Unit < 2000 SF = 1.00 UE	
2	2
PARCEL C: 249	86.71

UNIT EQUIVALENT CALCULATIONS

QTY	UNIT EQUIVALENT
PARCEL D	
CONDO	
Unit < 650 SF = 0.33 UE	
3	0.99
Unit < 1000 SF = 0.50 UE	
10	5
Unit < 1500 SF = 0.75 UE	
1	0.75
Unit < 2000 SF = 1.00 UE	
25	25
PARCEL D: 39	31.74
PARCEL E	
CONDO	
Unit < 1000 SF = 0.50 UE	
8	4
Unit < 1500 SF = 0.75 UE	
27	20.25
Unit < 2000 SF = 1.00 UE	
11	11
PARCEL E: 46	35.25
PARCELS B-E TOTAL:	202.58

NOTE: UNIT EQUIVALENTS FOR PRINCIPAL UNITS WITH LOCK-OFFS ARE CALCULATED ON THE COMBINED SQUARE FOOTAGE OF THE PRINCIPAL AND LOCK-OFF UNIT, AND NOT AS INDIVIDUAL UNITS.

COMMERCIAL UNIT EQUIVALENT CALCS

NAME	AREA (NET SF)	UNIT EQUIVALENT
PARCEL B		
RETAIL	1545 SF	2
	1545 SF	2
PARCEL C		
RETAIL	2232 SF	3
RETAIL	2691 SF	3
HOTEL BAR/ LOUNGE/ RESTAURANT	5605 SF	6
RETAIL	1334 SF	2
	11861 SF	14
PARCEL D		
RETAIL	13007 SF	14
RETAIL	1740 SF	2
DOCK	992 SF	1
RETAIL	4757 SF	5
	20496 SF	22
PARCEL E		
SKI CLUB	9846 SF	10
RETAIL	4307 SF	5
RETAIL	2354 SF	3
RETAIL	2825 SF	3
	19331 SF	21
	53234 SF	59

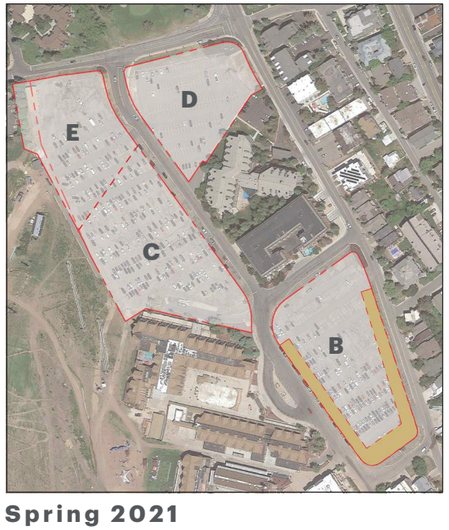
RESIDENTIAL UNIT EQUIVALENT SUMMARY

UNIT TYPE	QTY	AREA (NET SF)	UNIT EQUIVALENT
PARCEL B			
CONDO	56	86059 SF	48.88
		86059 SF	48.88
PARCEL C			
GUESTROOM	249	96023 SF	86.71
		96023 SF	86.71
PARCEL D			
CONDO	39	56454 SF	31.74
		56454 SF	31.74
PARCEL E			
CONDO	46	59645 SF	35.25
	39	59645 SF	35.25
		298181 SF	202.58

TOTAL EQUIVALENT UNITS:

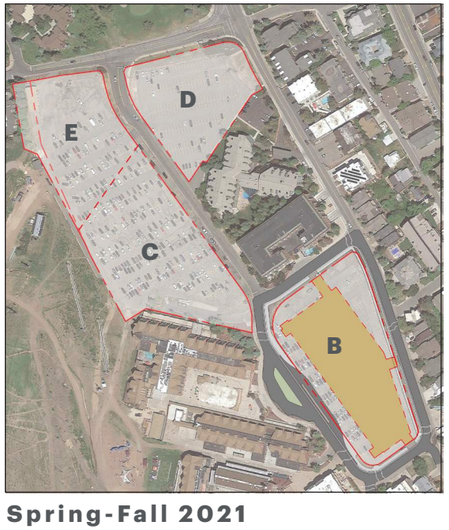
= 202.58 (RESIDENTIAL) + 59 (COMMERCIAL) = **261.58**

PHASING SUMMARY



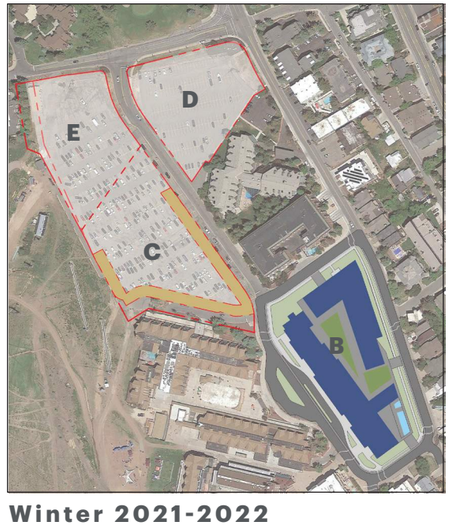
Spring 2021

Parcel B shoring



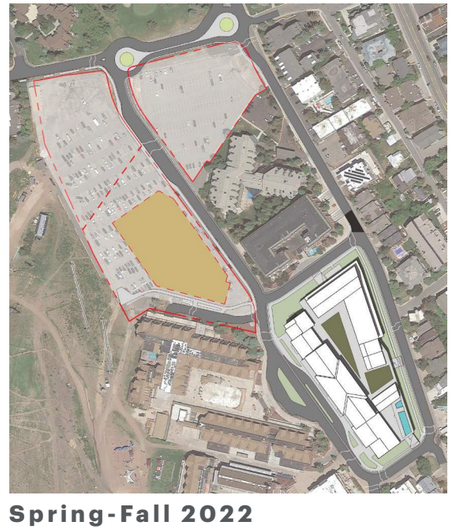
Spring-Fall 2021

Parcel B garage excavation and construction



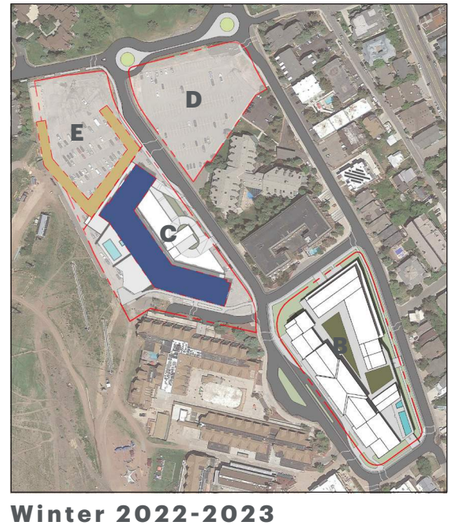
Winter 2021-2022

Parcel B above garage construction
Parcel C shoring



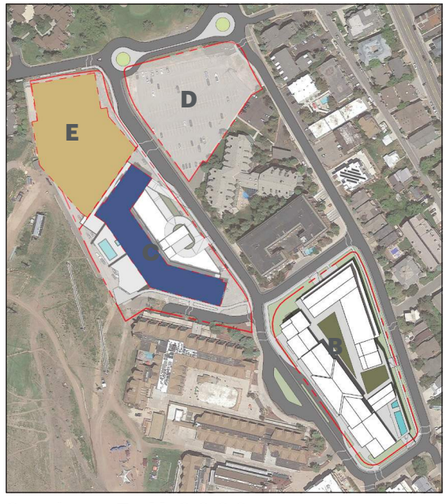
Spring-Fall 2022

Parcel B completes
Parcel C garage excavation and construction



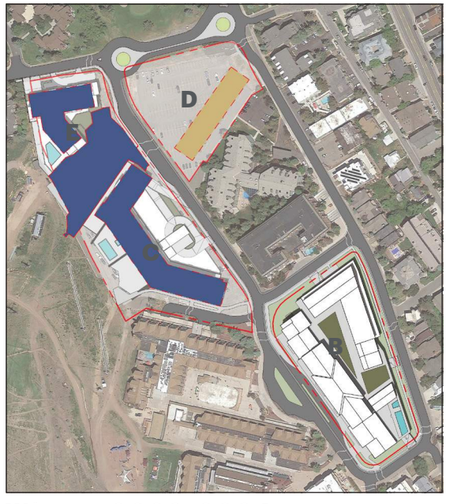
Winter 2022-2023

Parcel C above garage construction
Parcel E shoring



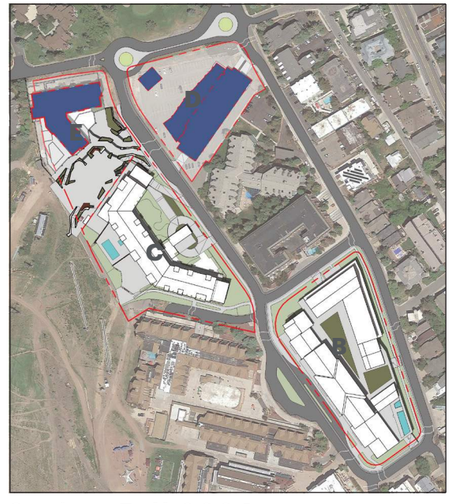
Spring-Fall 2023

Parcel C above garage construction
Parcel E garage excavation and construction



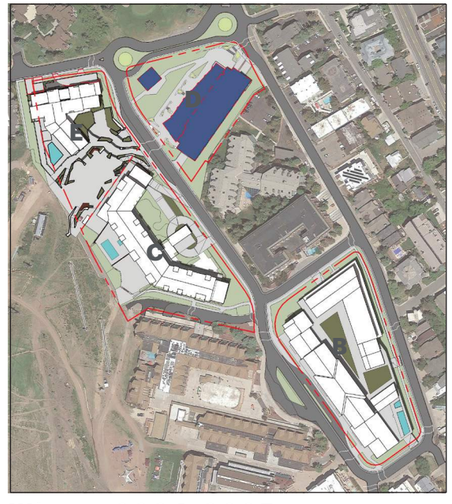
Winter 2023-2024

Parcel C above garage construction
Parcel E above garage & plaza construction
Parcel D garage excavation and construction



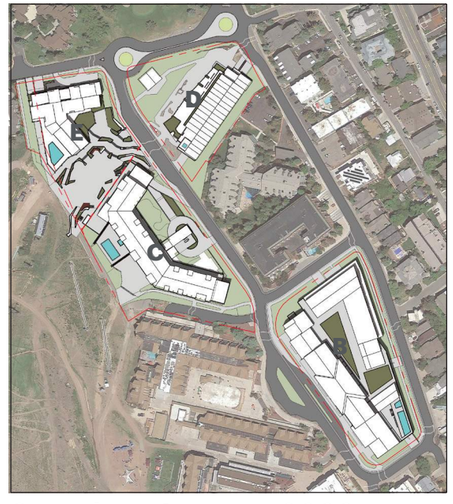
Spring-Fall 2024

Parcel C complete
Parcel E above garage construction
Parcel D above garage construction



Winter 2024-2025

Parcel D above garage construction.



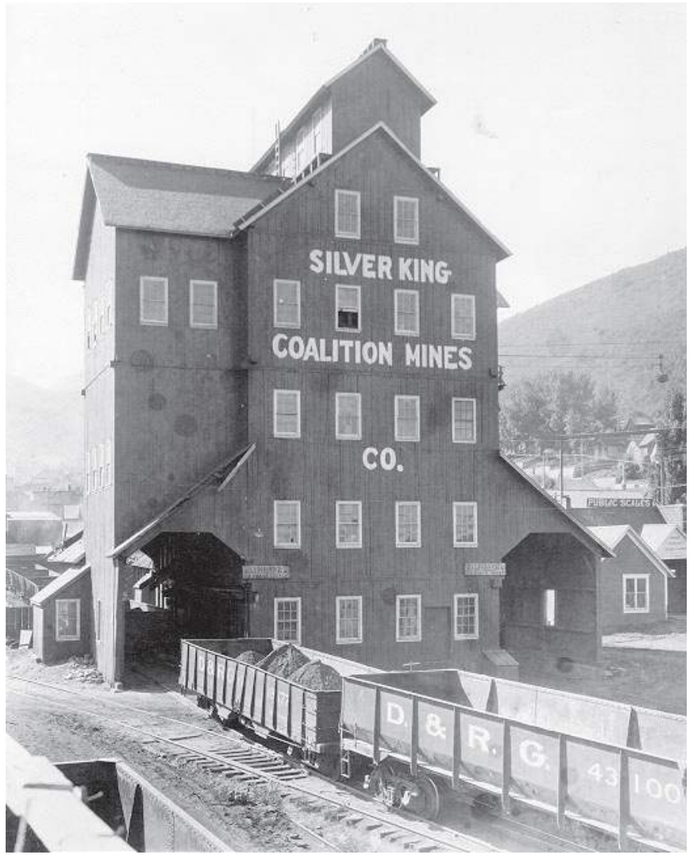
Complete January 2026

Refer to the Construction Phasing and Mitigation section for more detailed development phasing information.



2. DEVELOPMENT CONTEXT

1. MINING INDUSTRY
2. HISTORIC DOWNTOWN
3. UPPER RESORT BASE
4. LOWER RESORT BASE
5. EMPIRE AVENUE
6. RECENT LOCAL DEVELOPMENT
7. MOUNTAIN RESORT DESIGN



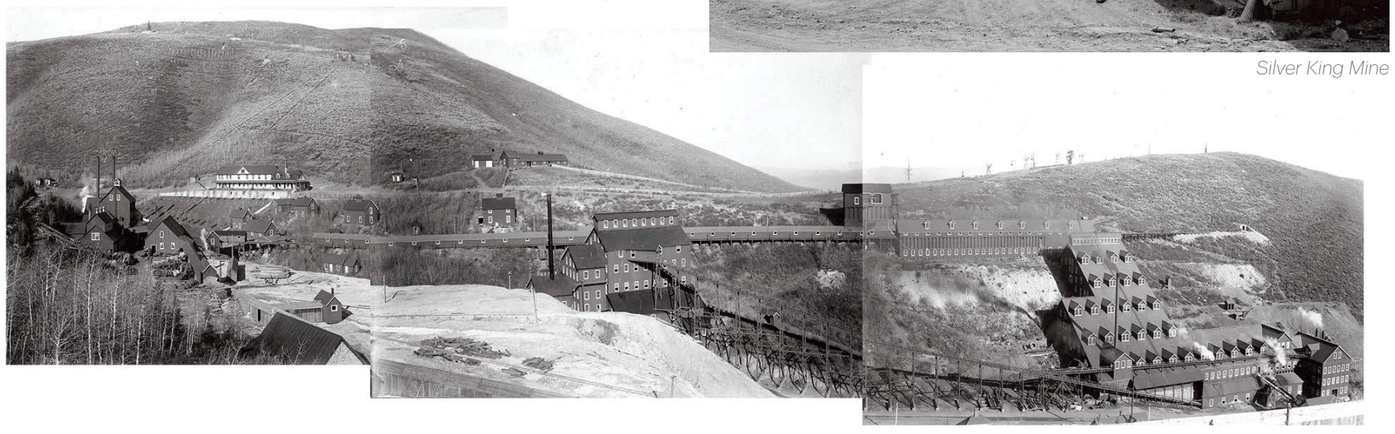
Silver King Mine



California-Comstock Mine



Silver King Mine



Silver King Mine

Presented below is a contextual analysis of the Park City Base Area Lot Redevelopment. The context of the base area redevelopment is multifaceted. First, the development must consider the history of the place in which it exists. Prominent among Park City's historic structures are the mining structures and downtown buildings that represent much of the architectural character of the city. The development should not employ historic styles of any sort that are not native to Park City. Additionally, replicating or mimicking existing historic structures devalues the historic structures themselves, therefore, new development must be respectful of the history, while remaining honest to its own era. Second, the development must consider structures in its immediate vicinity. The base area is surrounded my numerous vacation properties of a variety of scales. Third, the development must consider local, contemporary projects and evaluate their response to their local and environmental context. Lastly, the development must consider the resort from a building typology perspective.

MINING INDUSTRY

Although it has been several decades since mining operations in Park City have ceased, many mining structures have remained and have been identified as historic sites. Of the approximately 70 mines that once operated in Park City, about half are within the boundaries of the Park City Base Area Lot Redevelopment. Over time, these structures have become widely recognized symbols of Park City, and many organizations are actively working to preserve them.

Notable in these mining structures are repetitive and stepped gable roofs, extended shed roofs that follow the mountain topography, accentuated framed windows, metal and wood siding, and exposed timber and steel framing. These structures are utilitarian, pragmatic, and vernacular. They were designed and constructed with function and efficiency as priority. They are void of ornamentation, and their form is both simple and complex; simple when the program demanded large volumes of space, complicated when the topography and function required. Many of the structures rise vertically above the grade for efficiency and for hoist operations. They are thought of today as worn and aged structures, but historic photographs show that even during their prime they were rugged and rustic.

Many of these pragmatic design solutions and simple forms have been employed in more contemporary building typologies. Incorporating the character of these mining structures in the base area redevelopment, while respecting their unique presence and history and responding to current environmental design requirements, is a key priority of the development.

HISTORIC DOWNTOWN

The growth of the year-round, outdoor recreation industry in the past several decades has also brought substantial growth to downtown Park City. Main Street and Park Avenue are a key attraction for destination and regional visitors, serving as the primary location for après ski, retail and nightlife activity. Park City has been able to maintain the historic feel of Main Street through a community focus on preservation, national brand regulations and adaptive reuse.

The historic downtown structures are, in many ways, opposite in design and expression to the historic mining structures. The forms are dense, small-scale with mostly flat roofs, bright colors, and frequent use of ornamentation. Many of the structures have created outdoor spaces via roof decks, balconies, and canopies, some of which extend over the sidewalks. In spite of the low height of the buildings, their small width and individual expression, and the number encroachments in the right of way, give downtown Park City a very dense urban atmosphere.

While the base area does not directly abut any historic districts, the development, while distinct from surrounding Historic Sites, should not detract from them. The development should relate to the traditional architectural patterns and heritage of Park City.

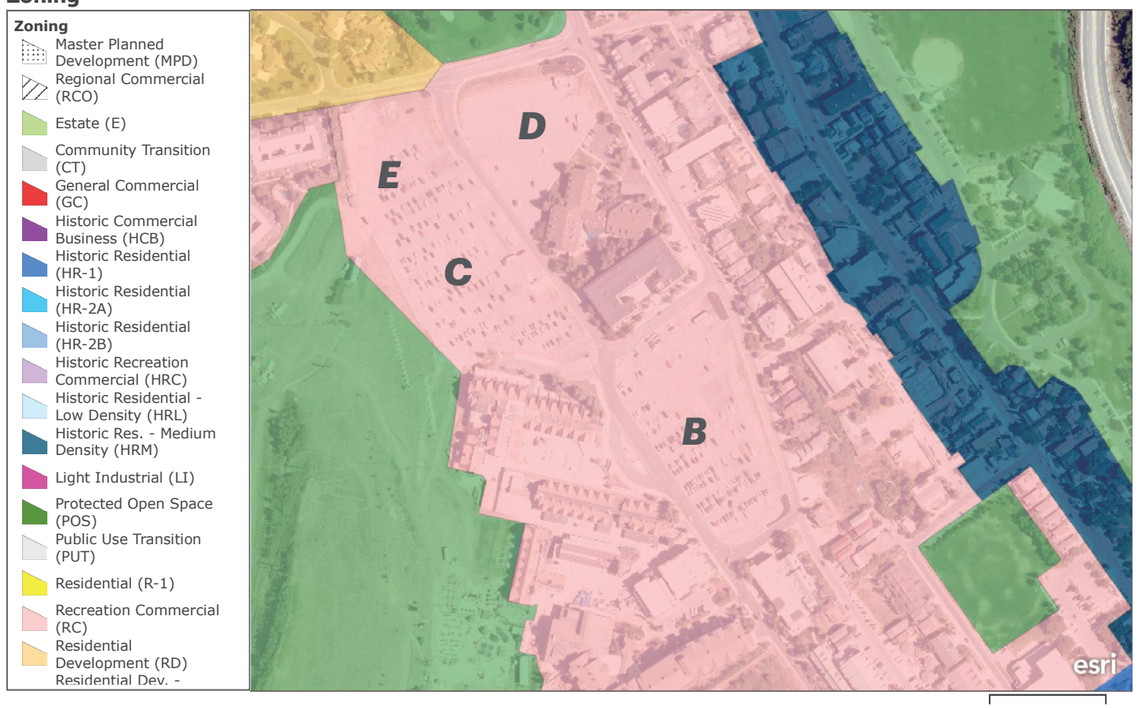


Park City Main Street and Beyond from Ontario Avenue



Park City Main Street during Sundance. Photograph by Fred Hayes.

Zoning



PCMC



Marriott Mountainside



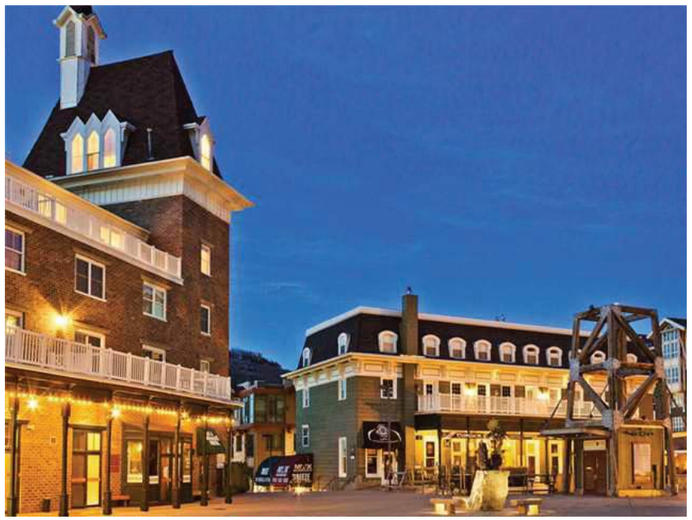
The Village Loft



The Resort Center Inn



The Lodge at the Mountain Village



Silver Mill House



The Lowell

UPPER RESORT BASE

The resort base is comprised of two distinct areas: the upper resort base and the lower resort base. The upper resort base contains several buildings that serve resort visitors, primarily through skier services facilities, lodging, and retail shops:

- The Marriott Mountainside - this is a fractional ownership, eight-story hotel operated by Marriott. It is the largest development on the resort base and relates to historic mining structures through its vertical form, narrow gables, exposed timber and steel framing, repeating punched windows, and wood siding. The massing cradles the Payday Lift and provides amenities that face the mountain.

- Silver Mill House - along with Marsac Mill Manor, this was one of the first ski-oriented structures developed at resort, about five years after the founding of Park City ski area. This is a six-story, red brick structure with a pronounced tower capped by a mansard roof and steeple. The program consists of two levels of retail with about 24 residential condominiums on the upper levels.

- Marsac Mill Manor - along with Silver Mill House, this was one of the first ski-oriented structures developed at the resort, about five years after the founding of Park City ski area. This is a four-story wood clad structure with a mansard roof. The program consists of two levels of retail with about 12 residential condominiums on the upper levels.

- The Lowell - this is a four-story condominium building clad wood siding and tan ashlar stone. The building also includes underground parking

- The Village Loft - this is a four-story brick structure with an open air observation tower located above the top story. The program consist of a retail level, which is currently used for resort ticketing and skier services with 1, 2 and 3-bedroom condominiums on the upper levels.

- The Resort Center Inn - this is a four-story wood clad structure with underground parking. The massing appears as one pronounced, continuous gable with repeating, multi-story, gable dormers similar to the Lodge at the Mountain Village.

- The Lodge at the Mountain Village - this is a four-story wood clad structure with underground parking. The massing appears as one pronounced, continuous gable with repeating, multi-story, gable dormers similar to the Resort Center Inn.



Silver King Condominiums



Shadow Ridge Condominiums



Snowflower Condominiums



Snowflower Condominiums

LOWER RESORT BASE
The lower resort base contains several for-rent condominium buildings for skier lodging:

- Shadow Ridge Condominiums - this is a four-story, brick clad building with parking below grade, accessed from Empire Avenue. This project was built on the original site of the Miner's Hospital, which was saved from demolition and relocated.

- Silver King Condominiums - this is a four-story condominium building clad in wood siding with a parking garage below grade, accessed from Empire Avenue. It is located between the Shadow Ridge Condominiums and Parcel D.

- Snowflower Condominiums - this development consists of two separate three-story structures, with parking below grade, accessed from Silver King Drive. These are ski-in ski-out buildings clad in wood siding with log framed post and beam balconies and entrance canopies.

EMPIRE AVENUE
Empire Avenue consists of a variety structures, ranging from three-story condominiums to single family dwellings. This street front is depicted at the bottom of this page.

RECENT LOCAL DEVELOPMENT
Over the last 50 years of growth, the architecture of Park City has evolved, following various design trends that have been in influence. Park City's Land Management Code has, where appropriate, addressed design trends that may distract from Park City's architectural character. Current architectural guidelines prohibit certain styles, motifs, and materials because they are either strongly attached to another region, inappropriate for the climate of Park City, or would have adverse impacts on the value of adjacent properties. In recent decades, much of the architecture, particularly for large hospitality/lodging and luxury single family residences, has followed a design trend used throughout the mountain west. This design trend is marked by complex facades defined by stepping wall planes, complex roof lines of multiple forms, large timber bracing and framing at balconies and canopies, and a general material palette of rustic stone facades at grade level with a more refined wood or cement fiber siding at upper levels.

Recent architectural designs in the Park City area have trended towards simpler massing, larger window openings, and lighter balcony articulation. The following page exhibits a few projects that exhibit these trends.



Empire Avenue Street Frontage



Echo Spur

A 7-home development above City Hall just off Rossie Hill Drive. Each home has a rectangular massing with flat, occupied roof decks. The Homes range between 2,700 and 3,500 sf and feature large glass openings, including 2-car garages with glass doors.



Woodside Park - Phase I

Residential development consisting of 12 affordable units including: restoration of existing historic home, reconstruction of historic home, 2 new single family homes, and 4 town homes with 4 studio apartments attached. The form of the new town homes consists of a simple gable roof mixed with small flat roofs.



One Empire Pass

Luxury condominium hotel consisting of 27 homes. The design features lighter balcony expressions and 10’ tall floor to ceiling window walls.



Stein Ericksen Residences

This recent development consists of 15 single family homes and 35 condominium residences. The design features mountain contemporary design with larger expanses of glass, simpler forms, and clean detailing



Woodside Park - Phase II

Multi-family development contain 52 affordable housing units with an additional 6 market rate units. The massing is simplified with repetitive shed roofs defining smaller townhouses and a single flat roof over the apartment buildings.



The Parkite

A more urban condominium development located on historic Main Street, with a program of 15 residences, a roof top deck, and underground parking. The massing is defined by flat roofs, multiple staggered rectangular forms and



MOUNTAIN RESORT DESIGN

A mountain development of this scale is not only an opportunity to understand what other resorts are doing to attract visitors, but also an opportunity to raise the standard of mountain resort design and amenities. Some precedents are shown here to illustrate the recent architectural design at other resorts.











3. ARCHITECTURAL DESIGN GUIDELINES

1. EXTERIOR BUILDING FORM
2. BUILDING OPENINGS
3. EXTERIOR BUILDING MATERIALS
4. ROOF DESIGN CONSIDERATIONS
5. SNOW COUNTRY CONSIDERATIONS

The purpose of the architectural design guidelines included below are two-fold; first, to establish an understanding of the requirements of the land management code, and second, to review practical considerations for building design in the Park City environment. Together, these guidelines will assist design teams in the development of building designs that are both harmonious with the mountain environment as well as compatible with the broader Park City community.

EXTERIOR BUILDING FORM

All buildings shall have exterior elevations and details that are consistent throughout the project in basic architectural quality and organization. Building forms shall be articulated to avoid large, flat, uniform building elevations. Where patterned or recessed openings are not sufficient to provide relief to individual facades, the building shall step either horizontally or vertically. Building heights shall also step such that taller building heights are placed closer to the mountain backdrop, and shorter building heights are adjacent to the public right of way and neighboring properties. Recommended building heights and approximate massings are represented in the programming and planning section and noted on the site plans.

ARCHITECTURAL STYLES AND MOTIFS

The following architectural styles and motifs are prohibited by the Land Management Code because these styles and motifs have a strong connection or association with other regions:

- A-frame structures
- Geodesic dome structures
- Mediterranean motifs
- Tudor or mock tudor, half timbering
- Swiss chalets
- Highly Ornate Victorian
- Rustic frontier
- Colonial
- Nouveau-Chateau, French Provincial, Fairy Tale or Castle

BUILDING OPENINGS

Openings are an important expression of the building's relationship to human functions and uses, however, when they are unusual in shape or located in arbitrary ways, they can distract from the overall building design. Infrequent or very small openings can result in industrial looking buildings or poorly proportioned elevations. Openings can be used to create hierarchy, communicate programming, identify focal points, such as major entries, and provided needed architectural patterns. Excessive repetition without vertical and horizontal counterpoint, however, can result in monotonous or flat facades.

WINDOW TREATMENT

Windows other than rectangular windows may be used as accents and trim, but arched, rounded, or bay windows as the primary window treatment, are prohibited. Small pane colonial style windows are also not allowed.

SKYLIGHTS

Skylights are encouraged where they allow extra daylight to the interior of a building and reduce need for artificial lighting. However, skylights shall be limited to 25% of the roof area, shall not be the highest point of the structure, and shall be as flush as possible with the roof (no more than 2' above the roof plane).

GARAGE OPENINGS

Garage openings, and exhaust and intake vents shall be designed sensitively so as not to distract from the building's scale and design intent, to the greatest extent possible.

EXTERIOR BUILDING MATERIALS

SIDING MATERIALS

The following siding, fascia, and soffit materials are prohibited by the Land Management Code because they do not perform well in the harsh climate, or may adversely affect the values of adjoining or abutting properties:

- Thick shake shingles
- Ceramic tiles
- Slump bloc, weeping mortar
- Plastic or vinyl siding
- Used brick
- Artificial stone products, i.e. simulated stone or brick, cultured stone or brick, pre-cast stone or concrete with embedded stone fragments
- Lava rock, clinkers
- Asphalt siding
- Plywood siding, unless approved by the Planning Director for use as a base for board and batten siding
- Aluminum Siding, unless approved by the Planning Director

EXTERIOR WALL LIMITATIONS

Highly Ornate Buildings are inconsistent with the architectural patterns of the community, and due to the close proximity of one development to another, inconsistent ornamentation may become unsightly and detract from property values. Special ornamental siding materials may be used at no more than 25% of any facade. Different exterior siding materials add interest to a building, however, the use of too many exterior materials, like excessive ornamentation, detracts from the values of adjoining properties. Exterior walls of any building may be sided with up to three different materials per building and no more than three materials may appear on any one wall, including ornamental siding.

ROOF DESIGN CONSIDERATIONS

Because of the steep grade changes within Park City, and the fact that residents and visitors are frequently in a position to look down on the City from the adjoining mountains, the appearance of roofs in Park City is of more significance than in other communities. Mechanical equipment on roofs must be hidden with a visual barrier so it is not readily visible form nearby properties. Refer to the "Snow Country Considerations" section for additional recommendations and guidelines on roof design.

ROOF SHAPES

The following roof shapes are prohibited by the Land Management Code as the dominant roof form because they either do not perform well in the harsh climate, or tend to detract from the value of adjoining property:

- Mansard of fake mansard roofs
- Gambrel roofs
- Curvilinear roofs
- Domed roofs
- Geodesic domes

- Conical roofs, great than 270 degrees around
- A-frame or modified A-frame roofs.

ROOFING MATERIALS
The following roofing materials are prohibited by the Land Management Code because they do not perform well in harsh climate, are unsafe due to a high potential for wild land fires, or because they can detract from the value of adjoining property:

- Untreated aluminum or metal, except that copper may be used
- Reflective materials
- Brightly colored roofing such as bright red, blue, yellow, green or similar colors that are highly visible. Exception: Green is allowed if it is determined that its hue, color, chroma and other attributes of color are similar to other earth tone colors currently approved in Park City.
- Wood shingles, including fire retardant, are prohibited in wild land interface zones.

SNOW COUNTRY CONSIDERATIONS

SLIDING SNOW
Given the significant average annual snowfall in Park City, the building forms for the new development should derive from a common-sense attitude toward the forces of nature, including snow and ice. Particularly important are covered entries that protect pedestrian travel paths from sliding snow or falling ice. In new pedestrian areas, building bases must be resistant to damage created by sliding snow or falling ice.

Roof pitches greater than 4 in 12 require careful consideration in order to prevent snow accumulation and sliding that can injure individuals, destroy private property and create unnecessary maintenance headaches. Roof pitches should slope away from parking, roadways, service zones and accessible public areas. Where this is not possible (or desirable from an aesthetic standpoint), snow fences or snow guards, flat roof section and/or arcades shall be utilized to provide adequate snow protection.

Flat canopies or slope roofs that shed away from pedestrians are encouraged at entries. Gabled dormers create unnecessary valley conditions which can create significant snow build-up, flashing and related leakage problems. In order to minimize these problems, more simple roof forms, elimination of unnecessary valleys, and the use of flat vs. gabled dormers are encourage where possible.

ICE DAMS
In addition to sliding, ice dams can create serious problems include roof leaks and the formation of potentially hazardous icicles. To avoid leaks, in general, it is recommended that self-sealing rubberized membranes under selected roofing materials be used. To prevent falling ice and damage at the eaves/gutters, use of thicker insulation is recommended.

SNOW LOADING
The roof structure shall be engineered to handle maximum anticipated snow loads and drifts in accordance with standard engineering practices and all applicable codes.

RADIANT SNOW MELT SYSTEMS

The use of radiant snow melt systems is encouraged in areas where, snow removal is time-consuming and difficult, environmental conditions (i.e. walk ways against north facades) result in frequently icy surfaces, and/or paving surfaces are susceptible to damage from freeze thaw cycles. A flexible polymer tubing and glycol/water based system is recommended.

4. PROGRAM AND PLANNING

1. *PARCEL B*
2. *PARCEL C*
3. *PARCEL E*
4. *PARCEL D*

The following pages include programming intent and approximate plan layouts for each parcel in the Master Plan Study. The programing for each parcel was based on both site considerations and constraints. Two driving components of the master plan are 1.) to provide structured day skier parking to replace the existing surface parking lots, and 2.) to provide a central plaza adjacent to the mountain that will provide open space, and enhance the development and skier experience. The plaza is located as close as possible to the ski lifts and is integrated into the view corridor to the mountain from Empire Ave. Parcel C and its hotel program are located closer to the mountain, to allow its taller massing to be further set back from the road and provide direct access to the mountain for guests. Parcel D is the closest to the adjacent community, and as such, it contains the smallest program with retail and landscaping amenities that can be focused on community needs. Because Parcel B is the largest parcel, it was a natural location for a large share of day skier parking. It also made sense, due to it's size and depth, to incorporate employee and affordable housing components on this parcel, adjacent to existing development. The remainder of day skier parking is located on Parcel E, with direct access to the plaza. Due to its proximity to the mountain, Parcel E was also a natural location for resort programming such as the ski patrol and medical clinic, as well as for the ski club.



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PARCEL B

Parcel B is the largest development in the master plan, consisting of a four-story parking structure, a condominium tower, and a residential tower that has both affordable housing and employee housing program. The parking structure contains 760 day-skier parking spaces and is accessible at 3 separate levels by entrances located on Manor Way, Empire Avenue, and Shadow Ridge Road. The majority of the parking structure is concealed by residential programing. Each corner of the building on Lowell Ave has day-skier entrances, providing a clear circulation path from each parking level to the resort. Also fronting Lowell Avenue are retail and day-skier locker spaces intended to serve resort guests.

The massing of Parcel B is split into two distinct vertical volumes sitting on and engaging the parking structure. The northern volume, containing the affordable and employee housing program, steps both vertically and horizontally to reduce the visual scale of the massing. The entrance to this volume is located on Shadow Ridge Road, with separate entrances each for employee housing and affordable housing. The south-western volume is aligned with Lowell avenue and contains the condominium program. This massing steps vertically toward the center of the building. The condominium entrance is located on Lowell Avenue with an adjacent drop-off drive.

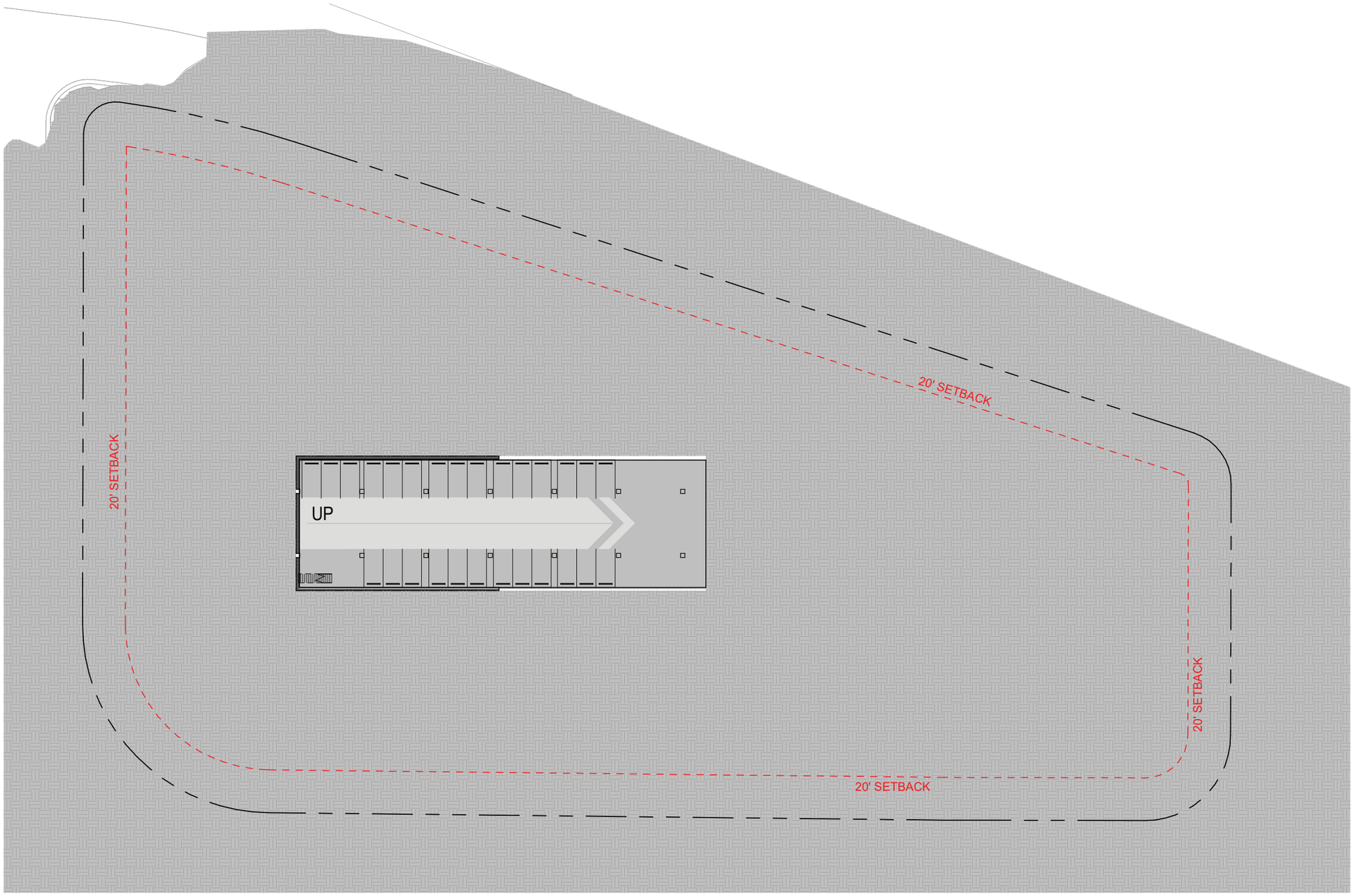
The employee housing program satisfies the employee housing demand generated by the entire development, including 23-beds of employee housing that were required for Parcel A (Marriott Mountainside), but never provided. The employee housing for the development was calculated using the Employee Generation Table documented in municipal resolution 03-2017. The affordable housing program is also intended to satisfy the affordable housing for the entire development and was also calculated as documented in municipal resolution 03-2017, and fulfills the requirements of the 2015 Amendment to the Development Agreement



View from northwest corner of Parcel B



Parcel B Site Plan



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

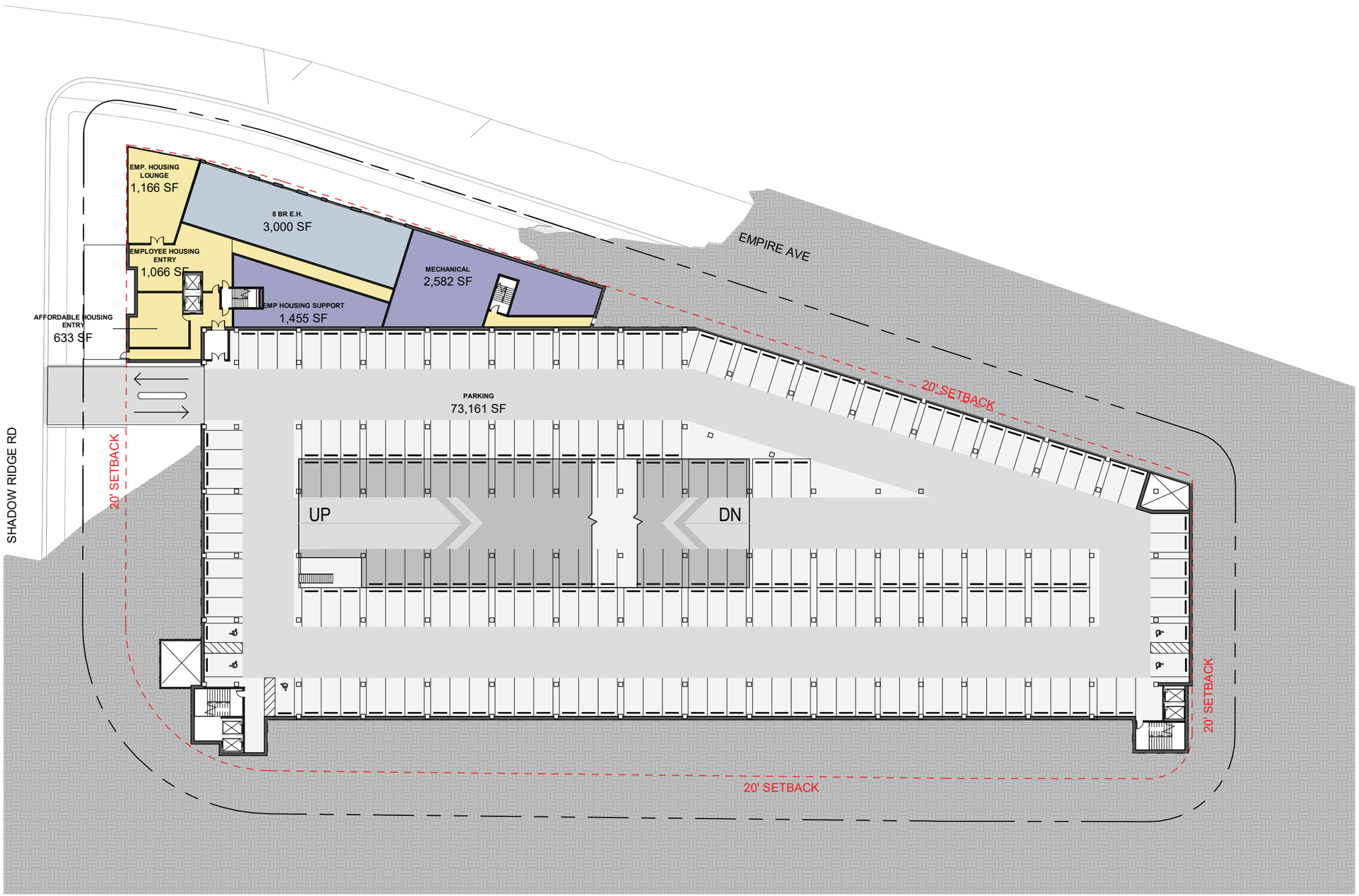
493

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL B - LEVEL P1 FLOOR PLAN
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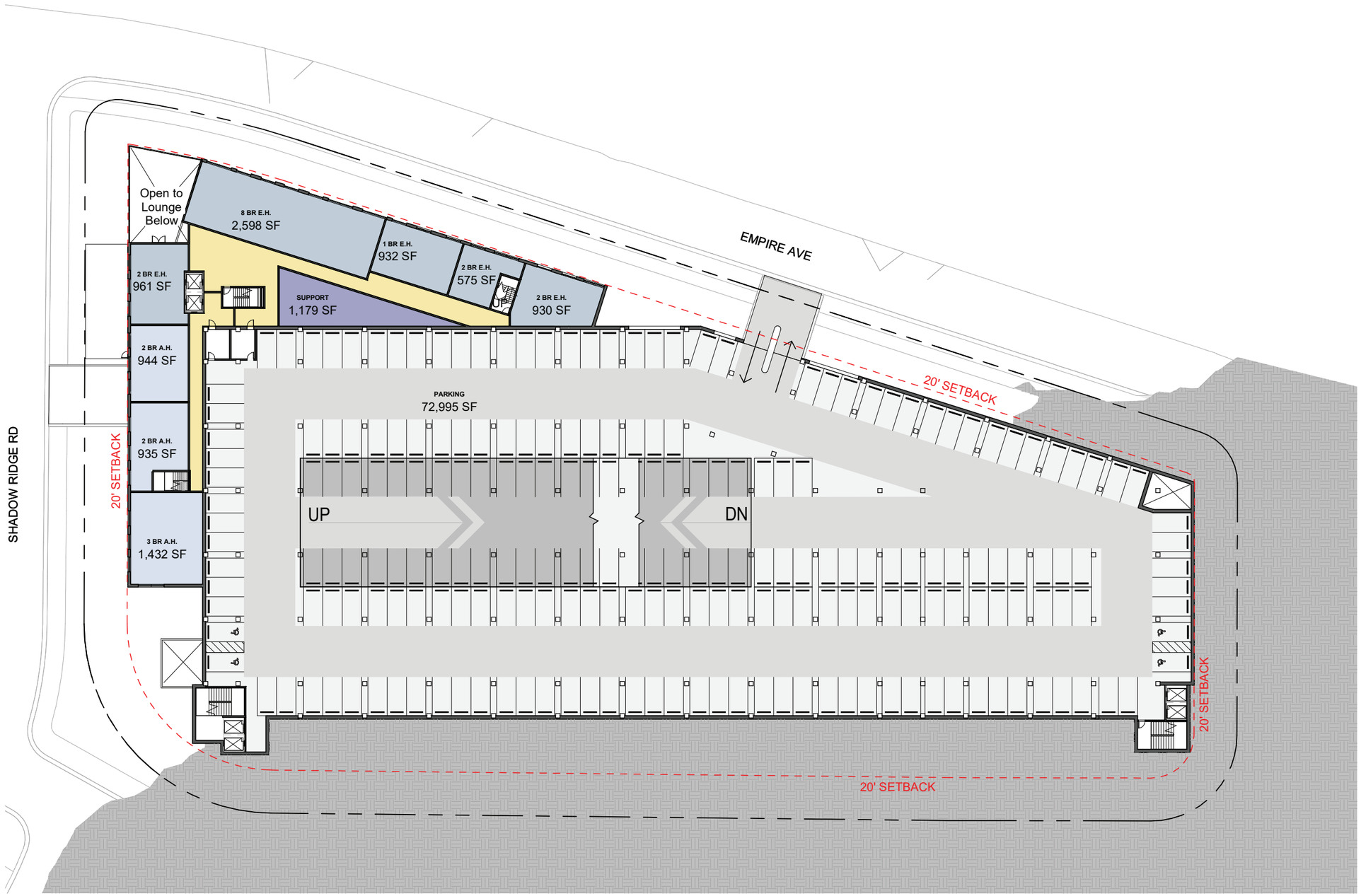
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HKS PEG COMPANIES



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

494



PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

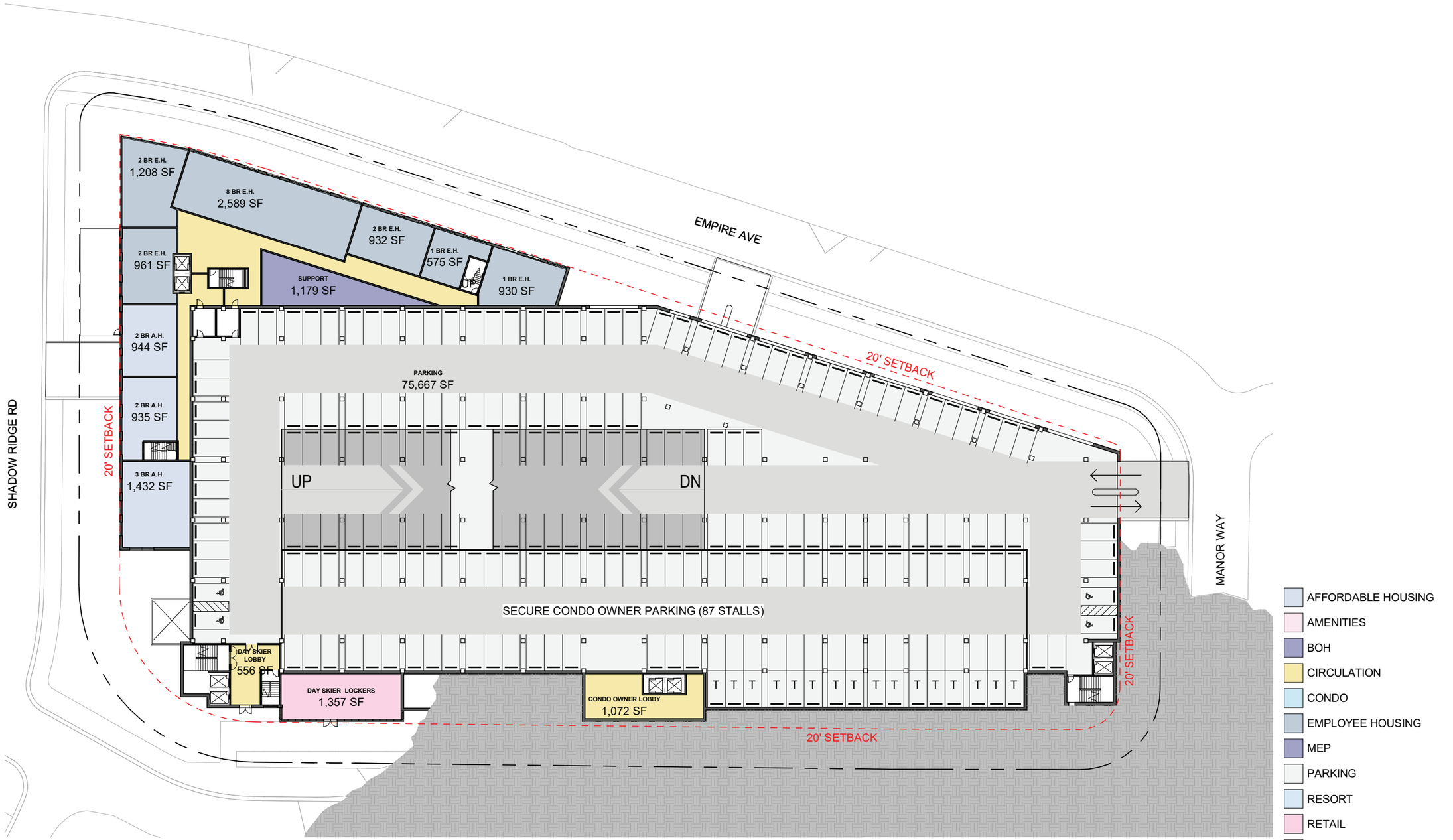
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HKS

PEG COMPANIES

02.11.2020 | HKS #22328.001



496

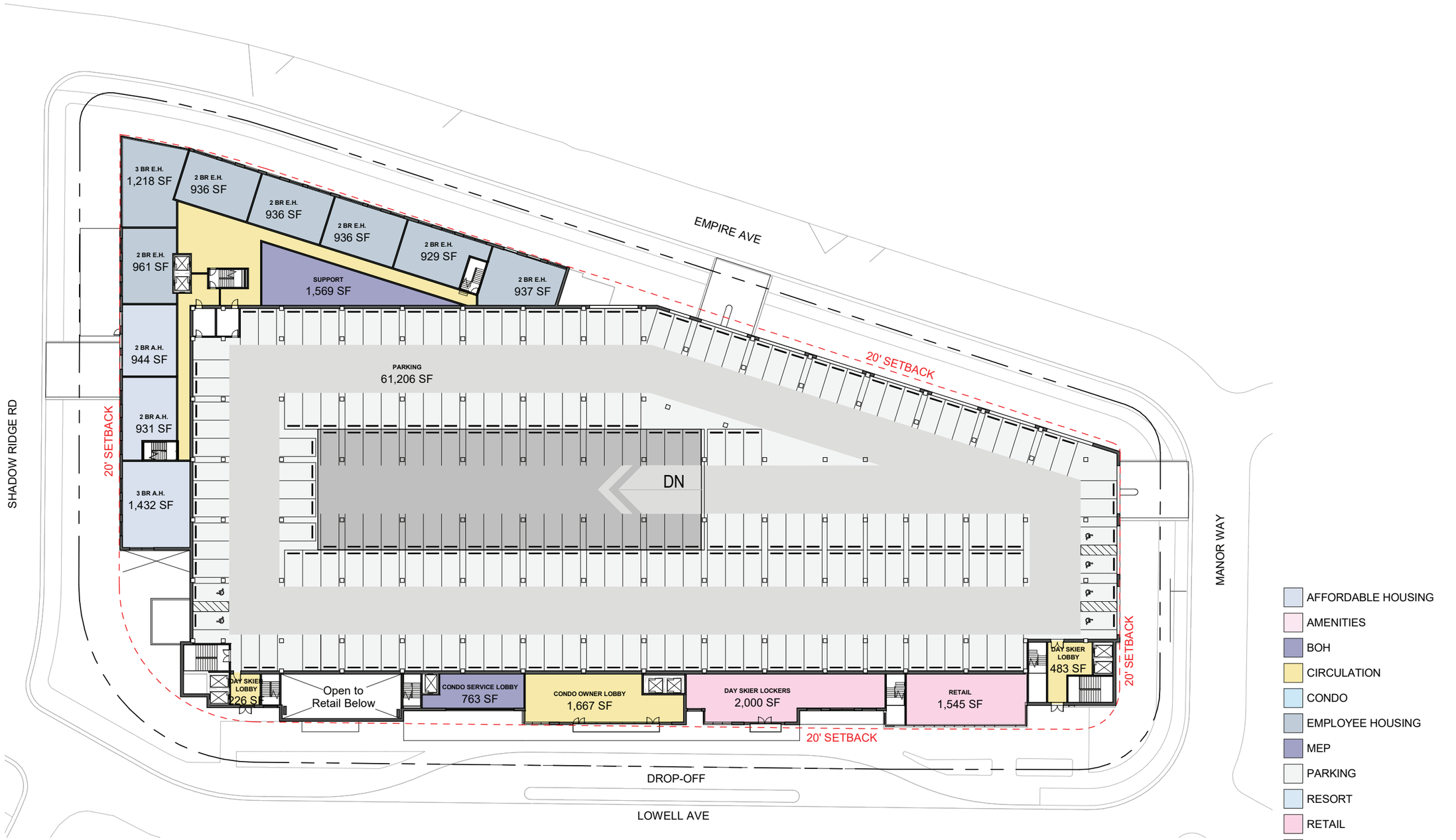
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL B - LEVEL 03 FLOOR PLAN
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HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



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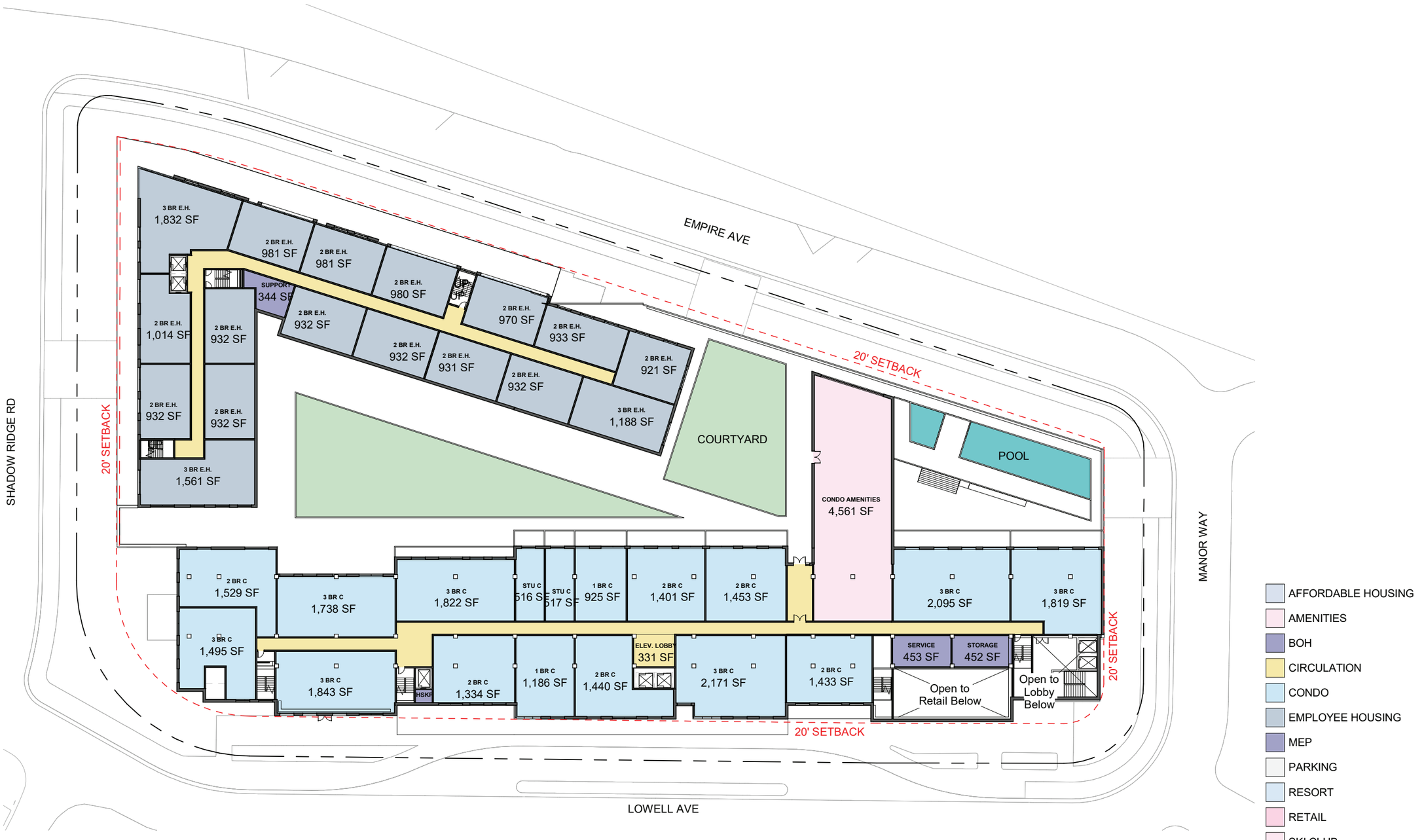
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL B - LEVEL 04 FLOOR PLAN
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0 25 50 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



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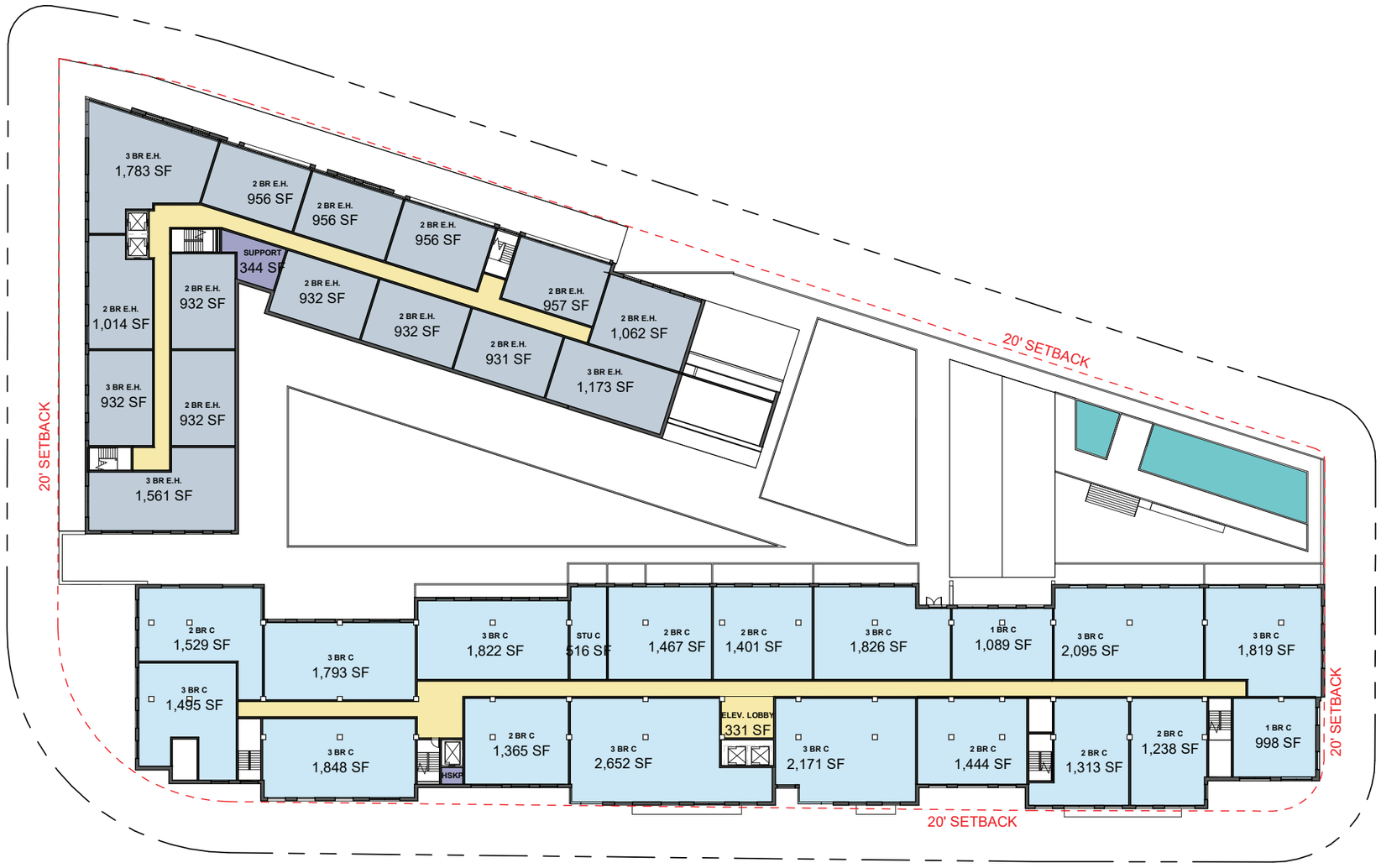
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL B - LEVEL 05 FLOOR PLAN
EL = 6962'-0"

0 25 50 FT

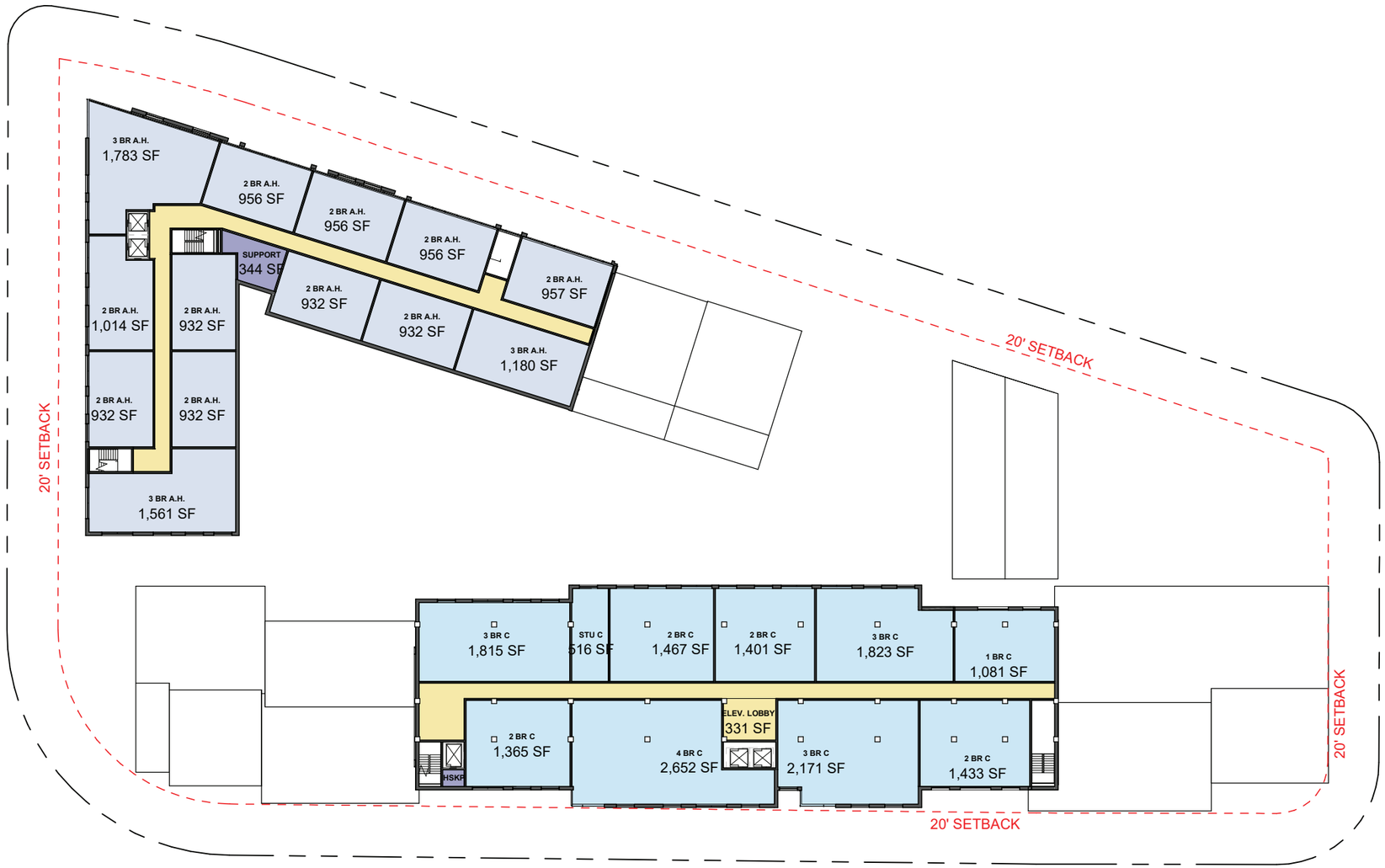
HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

499



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

500

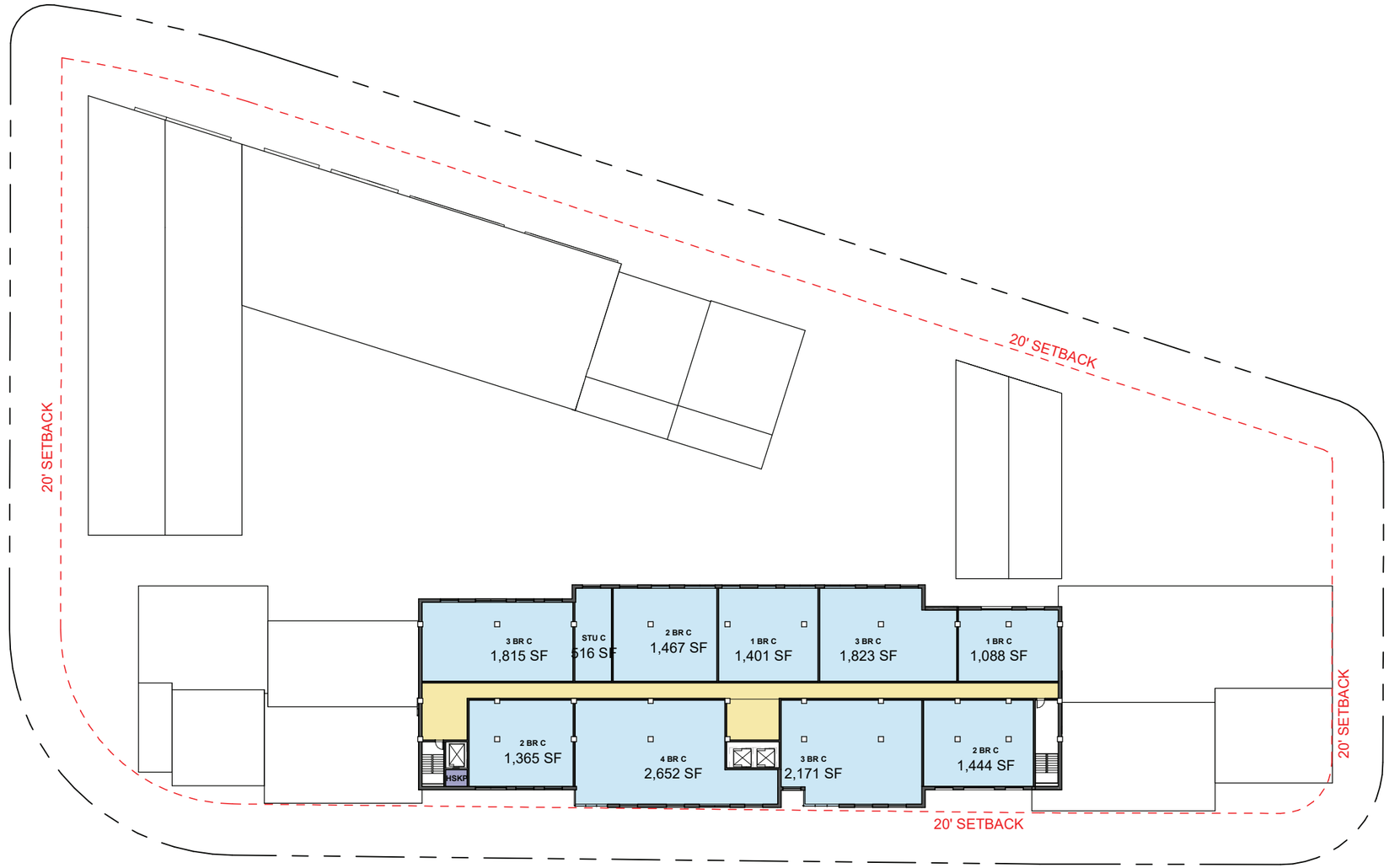
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL B - LEVEL 07 FLOOR PLAN
EL = 6982'-0"

0 25 50 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

501

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL B - LEVEL 08 FLOOR PLAN
EL = 6992'-0"

0 25 50 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001

PARCEL C

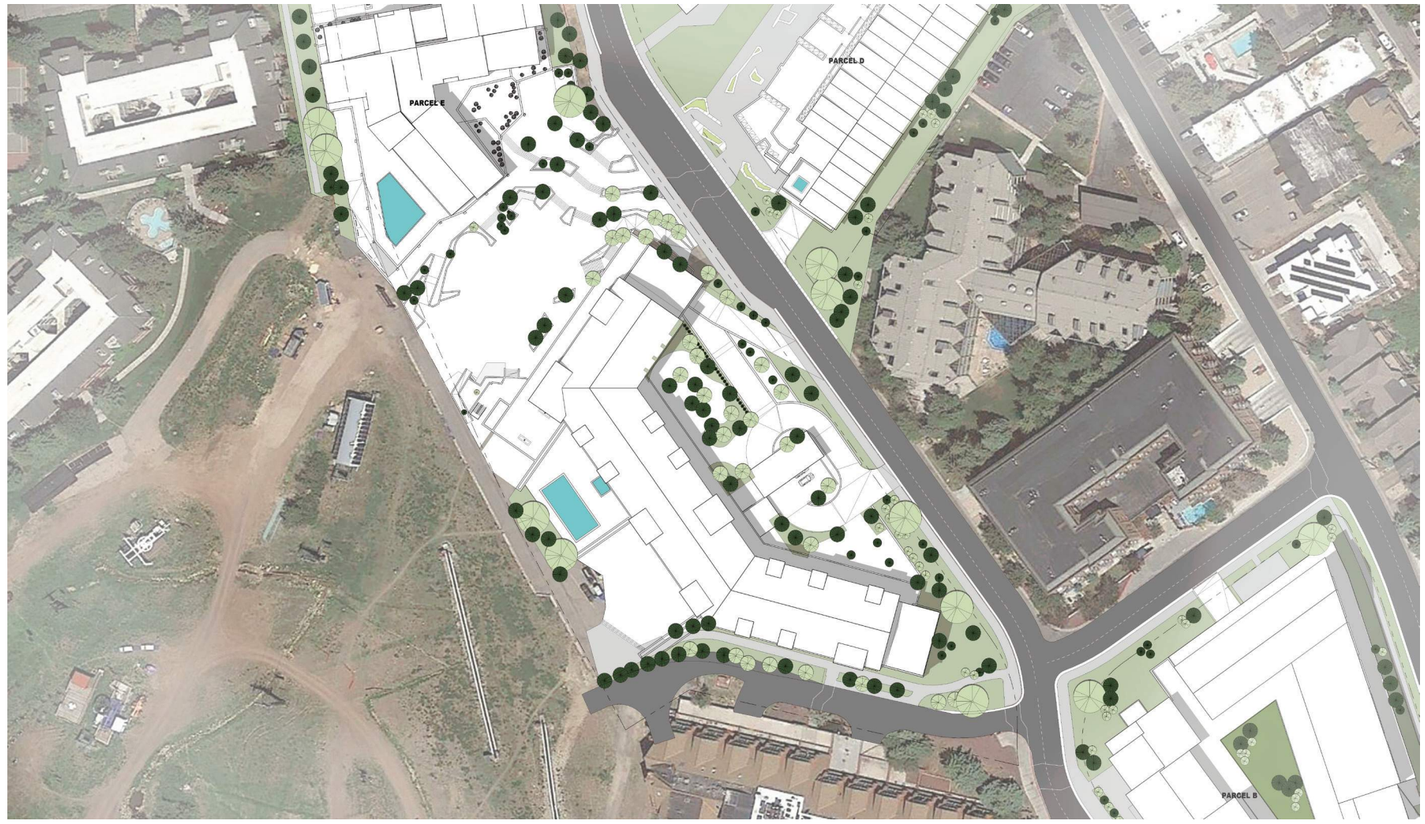
The primary program of Parcel C is a four-star hotel with guest amenities including a hotel bar and restaurant, spa and fitness center, outdoor pool deck, and ski-on/ski-off outdoor lounge. The program also includes third-party retail, fronting a large plaza located between Parcels C and E, as well as resort ticketing and skier services located closer to the mountain/lifts.

The massing consists of three connected guest room wings, each oriented to address different site conditions, on a broader two-story podium. This creates a C-shaped mass organized around an east facing arrival courtyard accessed from Lowell Avenue. Each end of the guest room wings step down as they approach the public right of way, with the highest portion of the massing setback closer to the mountain. There is substantial grade change from the southern end of the parcel to the northern end of the parcel, resulting in the podium being substantially underground at the south. This southern end of the podium contains the convention center program, with the ballrooms on the upper level of the podium and the meeting rooms on the lower level.

A loading dock is located at the retail level, providing access to service corridors that reach the retail and amenity areas of the building. This loading dock is oriented away from development and largely screened by landscaping. The building includes two levels of underground parking for hotel guests. These below grade levels also include hotel back of house and mechanical spaces.



View from northeast corner of Parcel E (Parcel C at left)



Parcel C Site Plan


MECH
6,548 SF
BOH
6,368 SF
RECYCLE
312 SF
HSKP
410 SF
UP
PARKING
52,515 SF
PROPERTY LINE
20' SETBACK
AFFORDABLE HOUSING
AMENITIES
BOH
CIRCULATION
CONDO
EMPLOYEE HOUSING
MEP
PARKING
RESORT
RETAIL
SKI CLUB

503



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

504



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

505

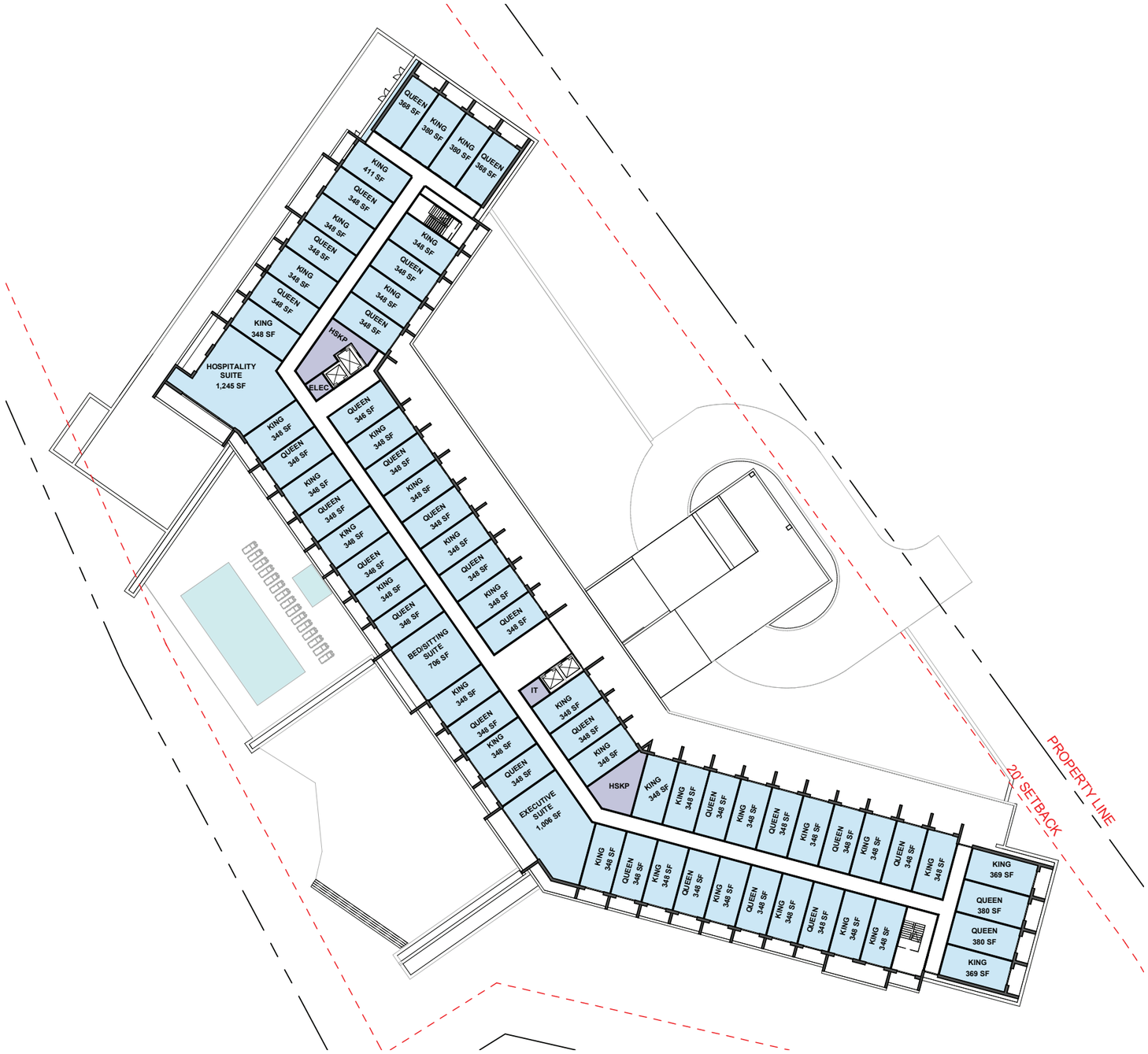
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

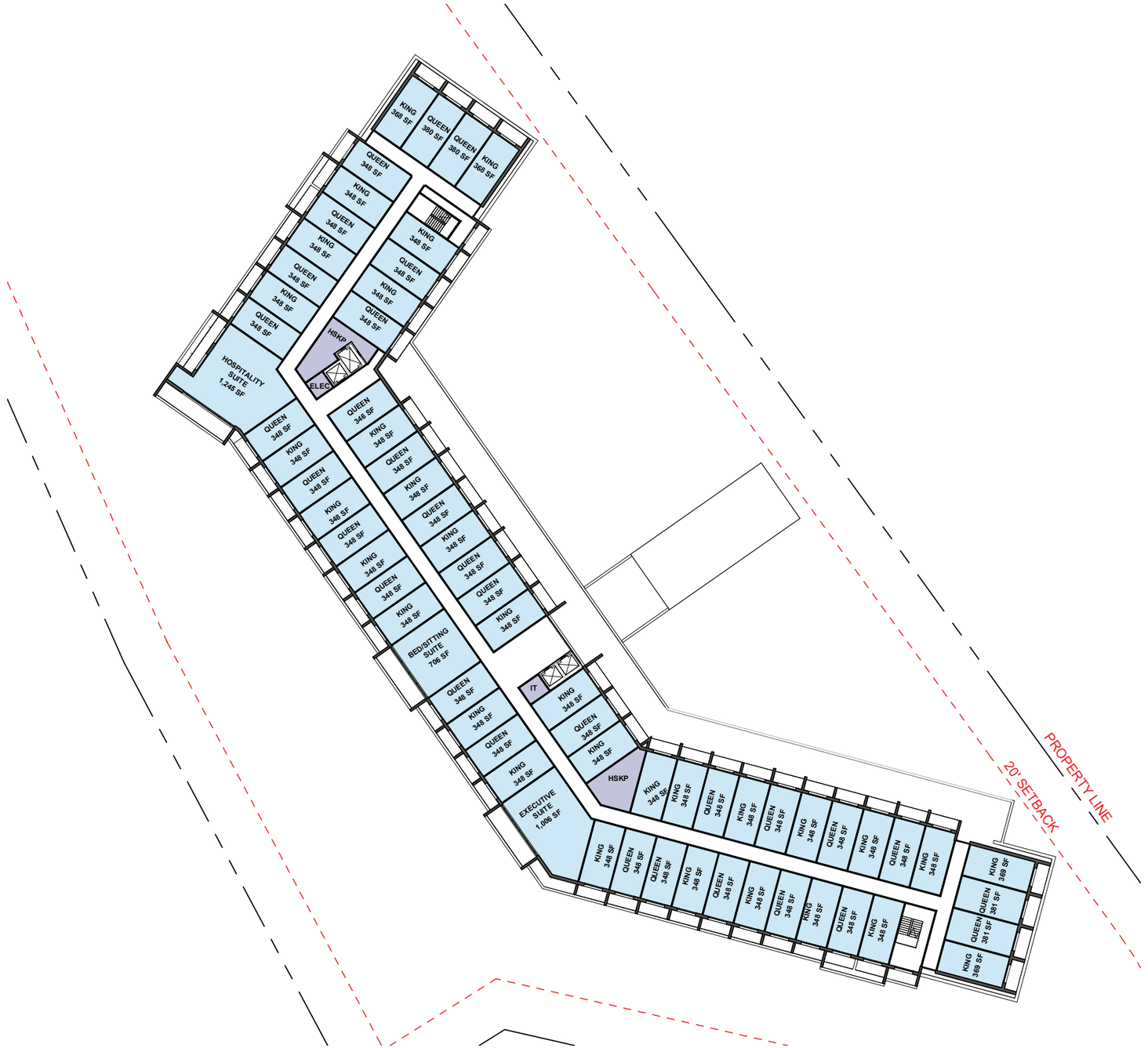
PARCEL C - LEVEL 01 FLOOR PLAN
EL = 6924'-0"

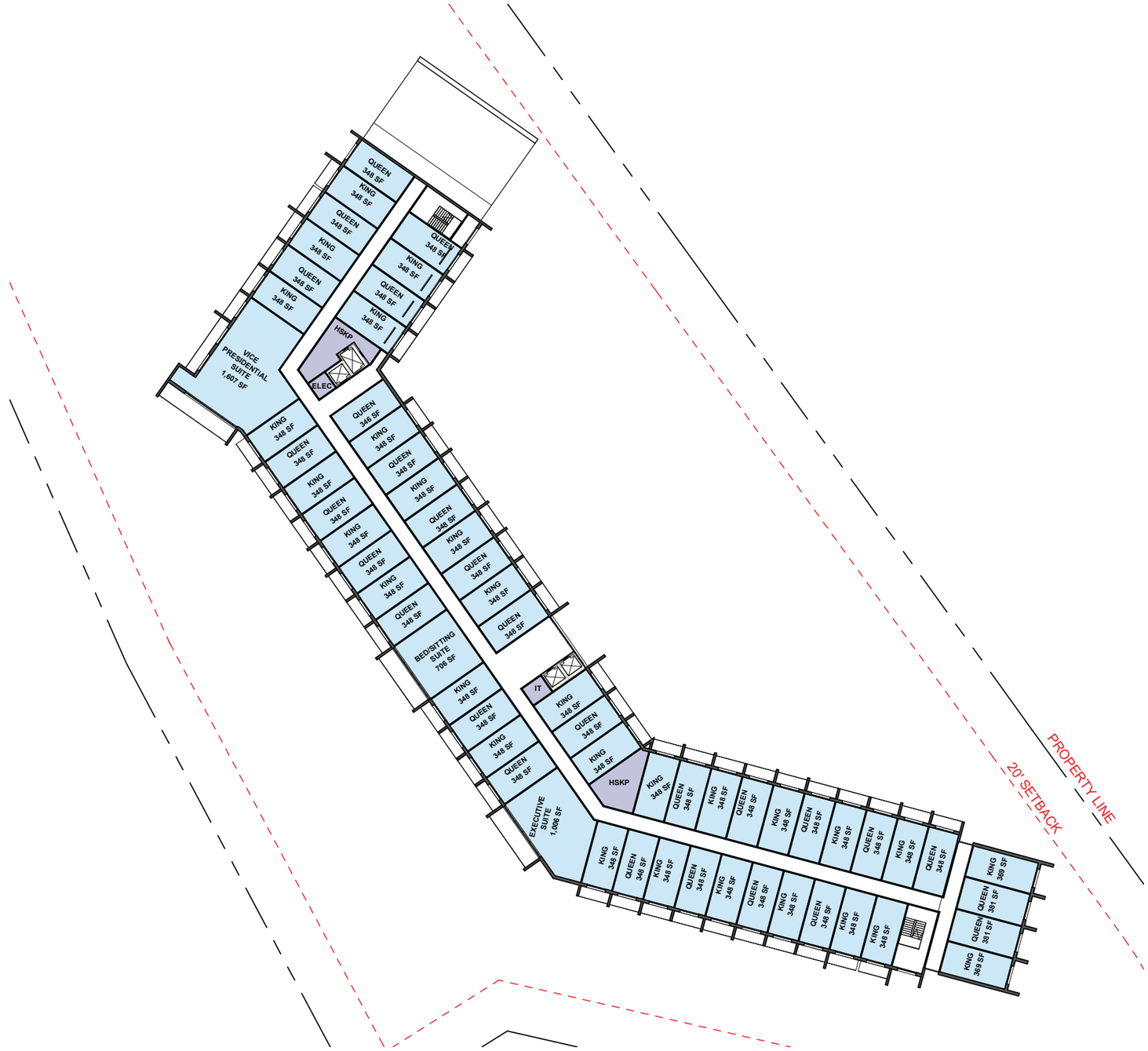
0 25 50 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001


QUEEN 369 SF
KING 380 SF
KING 380 SF
QUEEN 368 SF
KING 411 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
HSKP
ELEC
HOSPITALITY SUITE 1,245 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348


KING 368 SF
QUEEN 380 SF
QUEEN 380 SF
KING 368 SF
QUEEN 348 SF
KING 348 SF
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QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
HOSPITALITY SUITE 1,245 SF
HSKP
ELEC
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF
QUEEN 348 SF
KING 348 SF



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

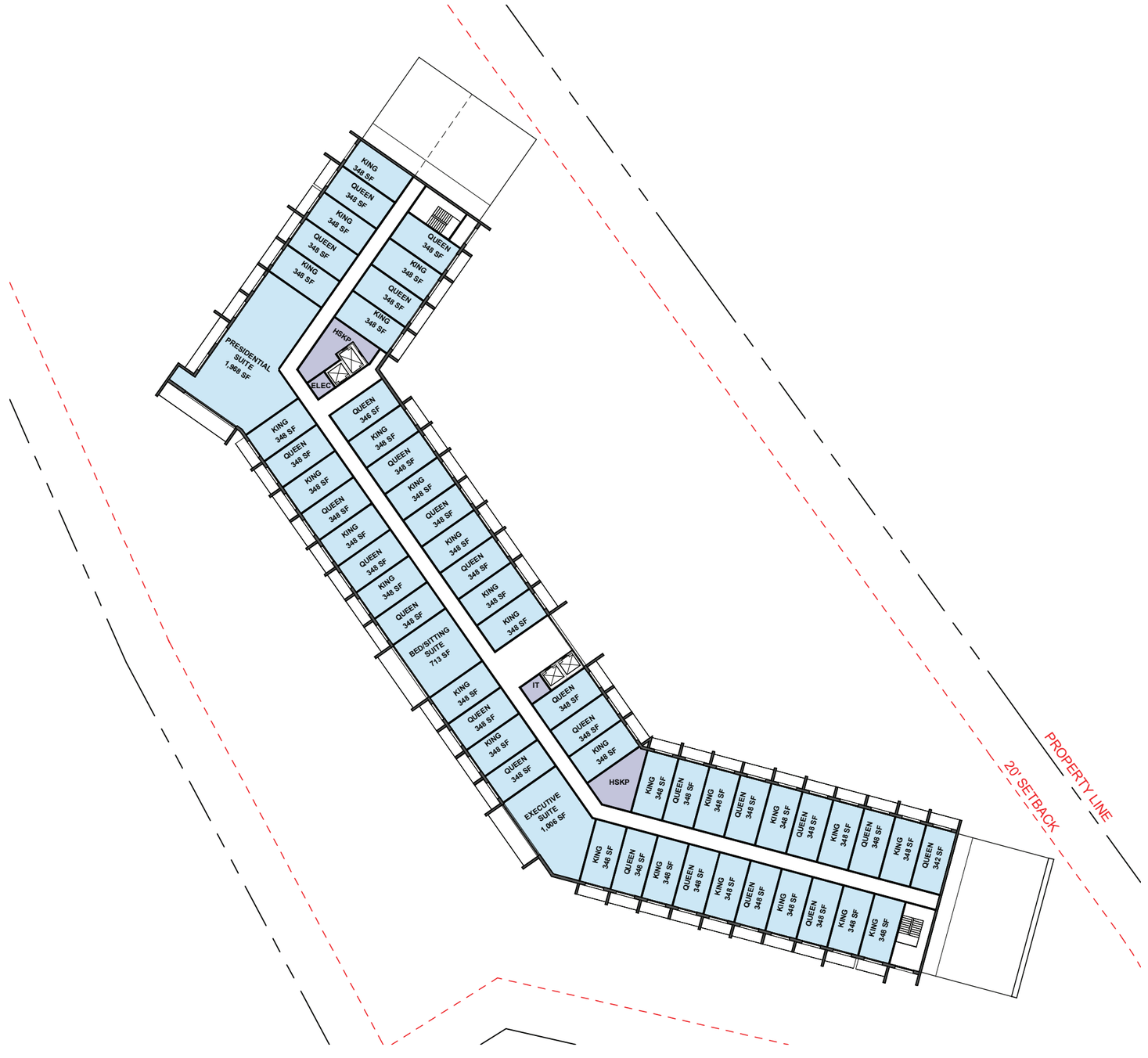
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL C - LEVEL 04 FLOOR PLAN
EL = 6960'-0"

0 25 50 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

509

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL C - LEVEL 05 FLOOR PLAN
EL = 6970'-0"

0 25 50 FT

HKS | PEG COMPANIES

02.11.2020 | HKS #22328.001

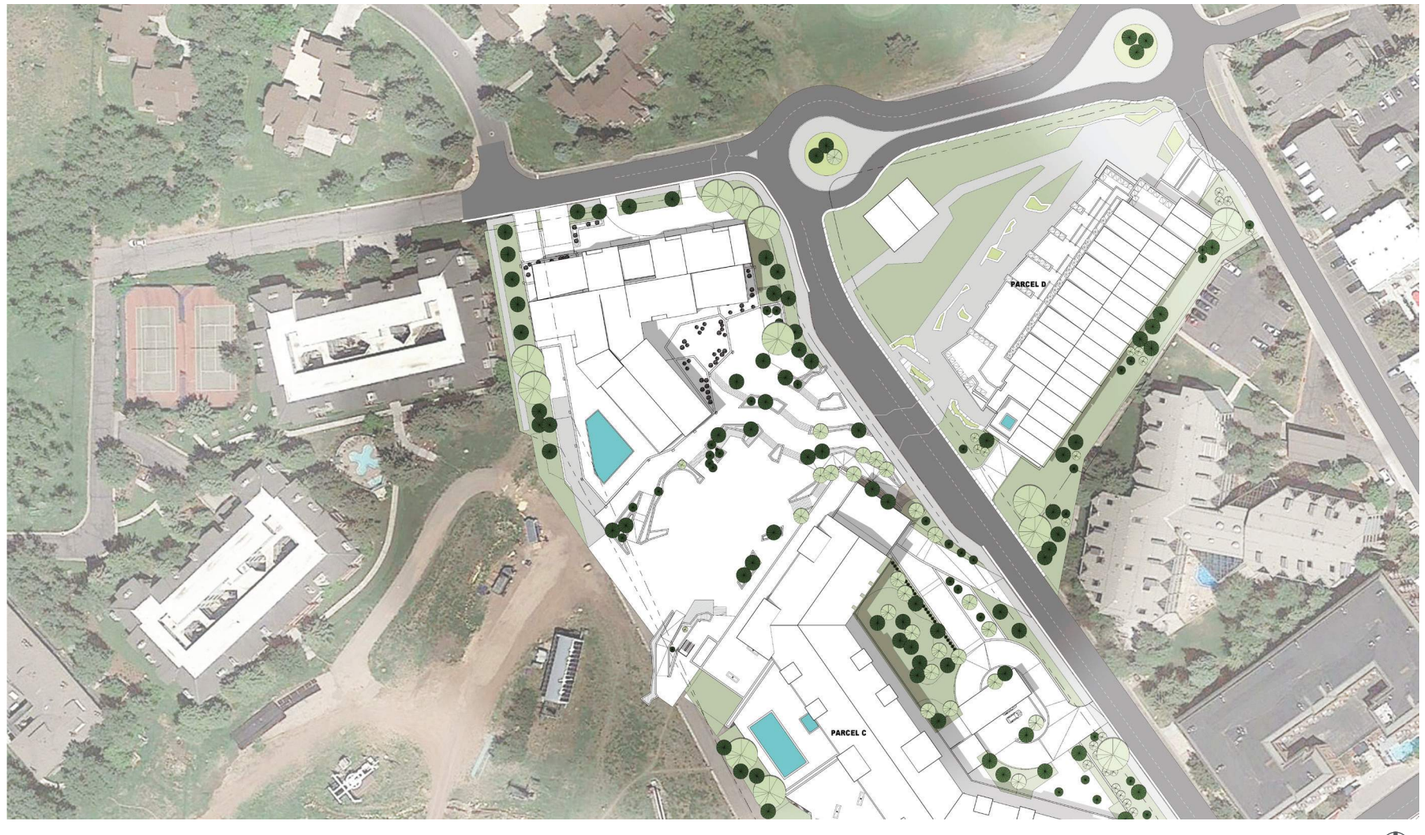
PARCEL E

Parcel E is comprised of six distinct programmatic elements: structured parking, resort support spaces, condominiums, 3rd party retail space, a ski club, and a large plaza that engages the base of the mountain, creating a ski beach. There are 3 levels of subterranean parking; 2 levels for day skier parking and 1 level for condominium and ski club parking. The parking structure is accessed from Silver King Drive at the north and connects directly to the plaza via 2 vertical circulation cores. The resort programming includes a loading dock with storage space, a medical clinic, and a ski patrol office. These are all located near grade at the western side of the parcel for more direct access to the mountain. The large plaza is engaged by the ski club and 3rd party retail program and is bookended by Parcel C on the opposite site. Due to the grade, the plaza engages Lowell Avenue at multiple levels to improve accessibility and minimize the number of stairs.

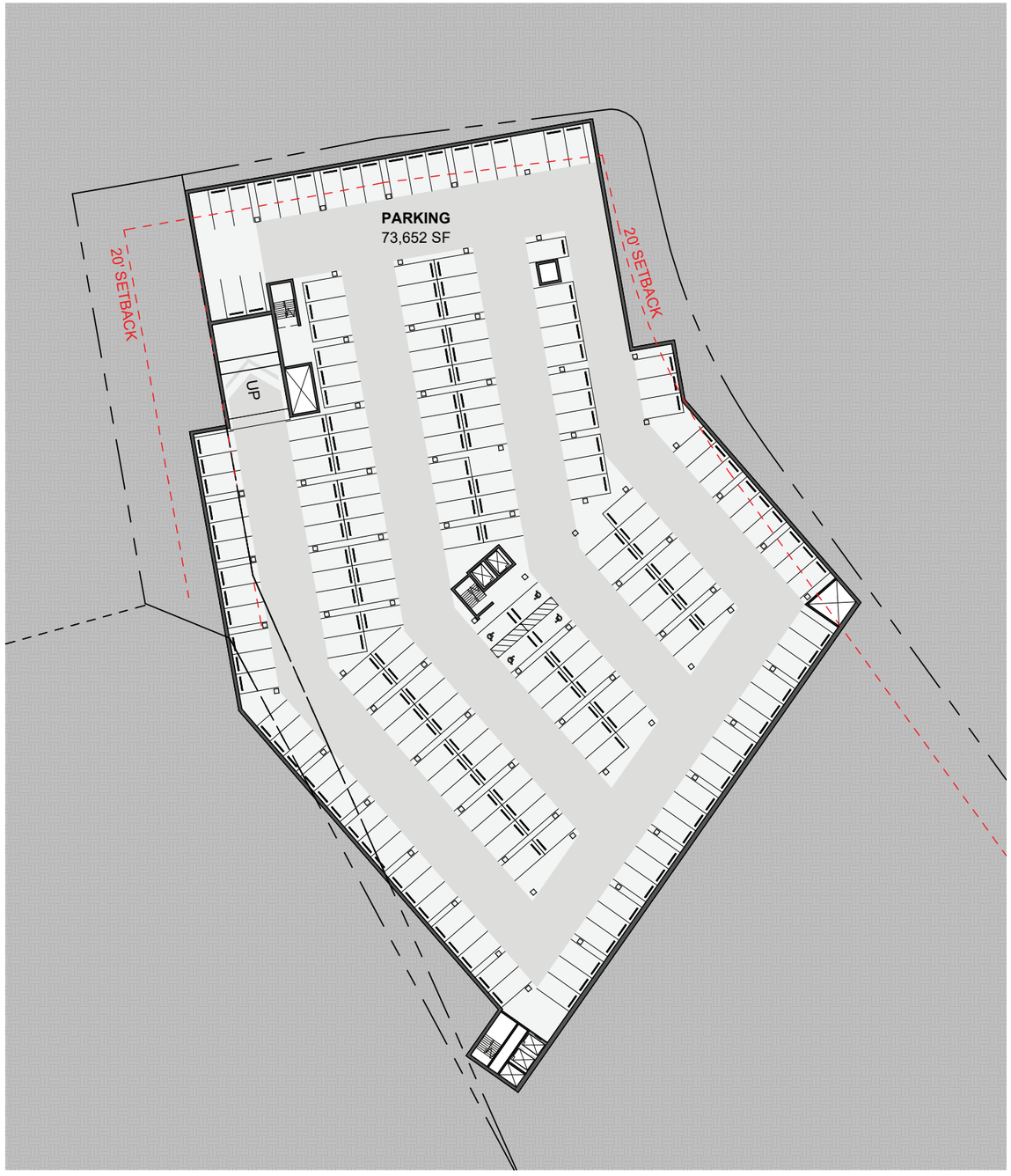
Due to grade changes, the podium is a single story massing at the plaza level, and 2-stories at Silver King Drive. The building has a larger setback from Silver King Drive due to the larger height as a result of the grade change. The condominium program steps back from the podium level as it rises up.



View from northeast corner of Parcel E



Parcel E Site Plan



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

511

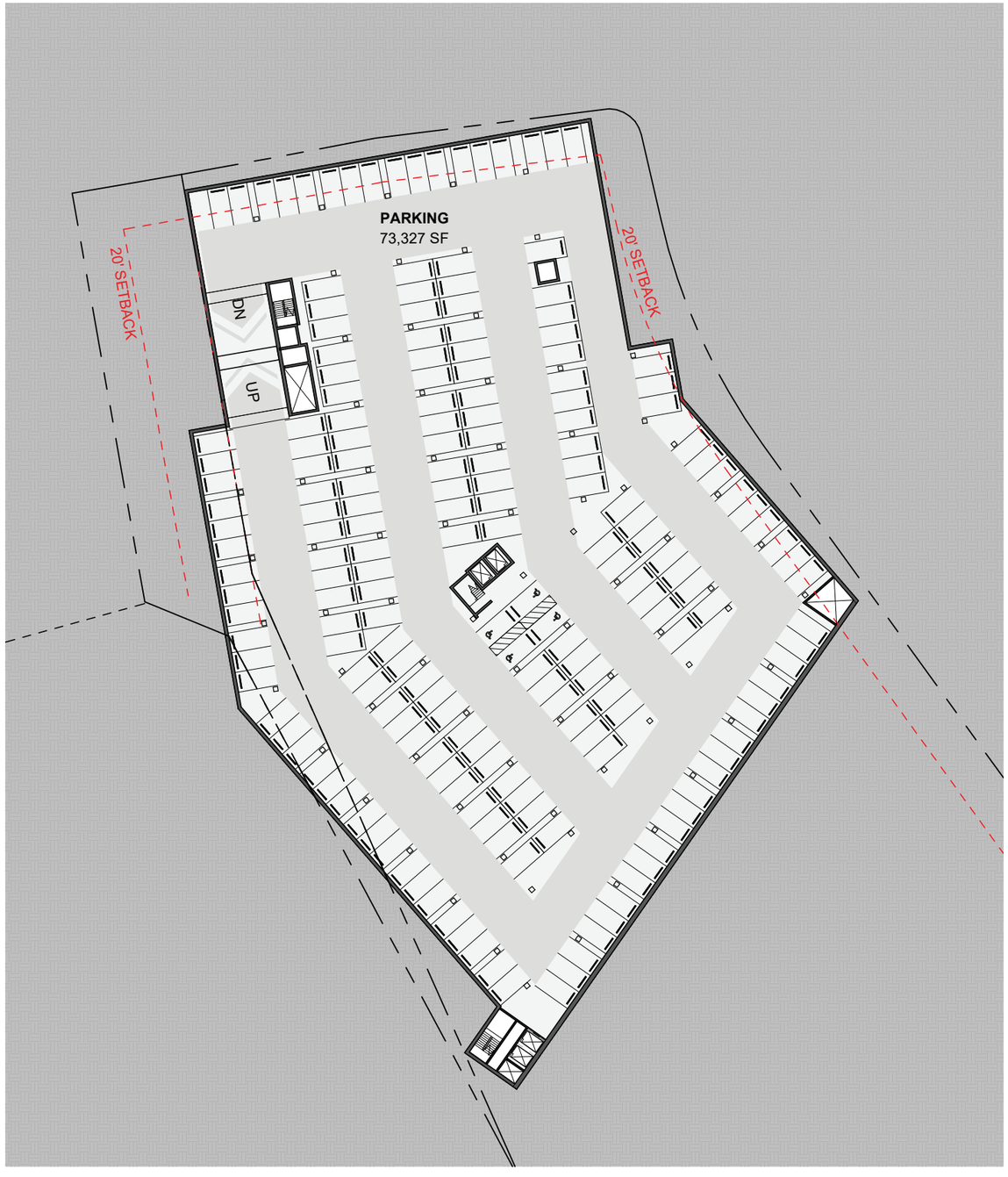
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL E - LEVEL P3 FLOOR PLAN
EL = 6867'-0"

0 30 60 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

512

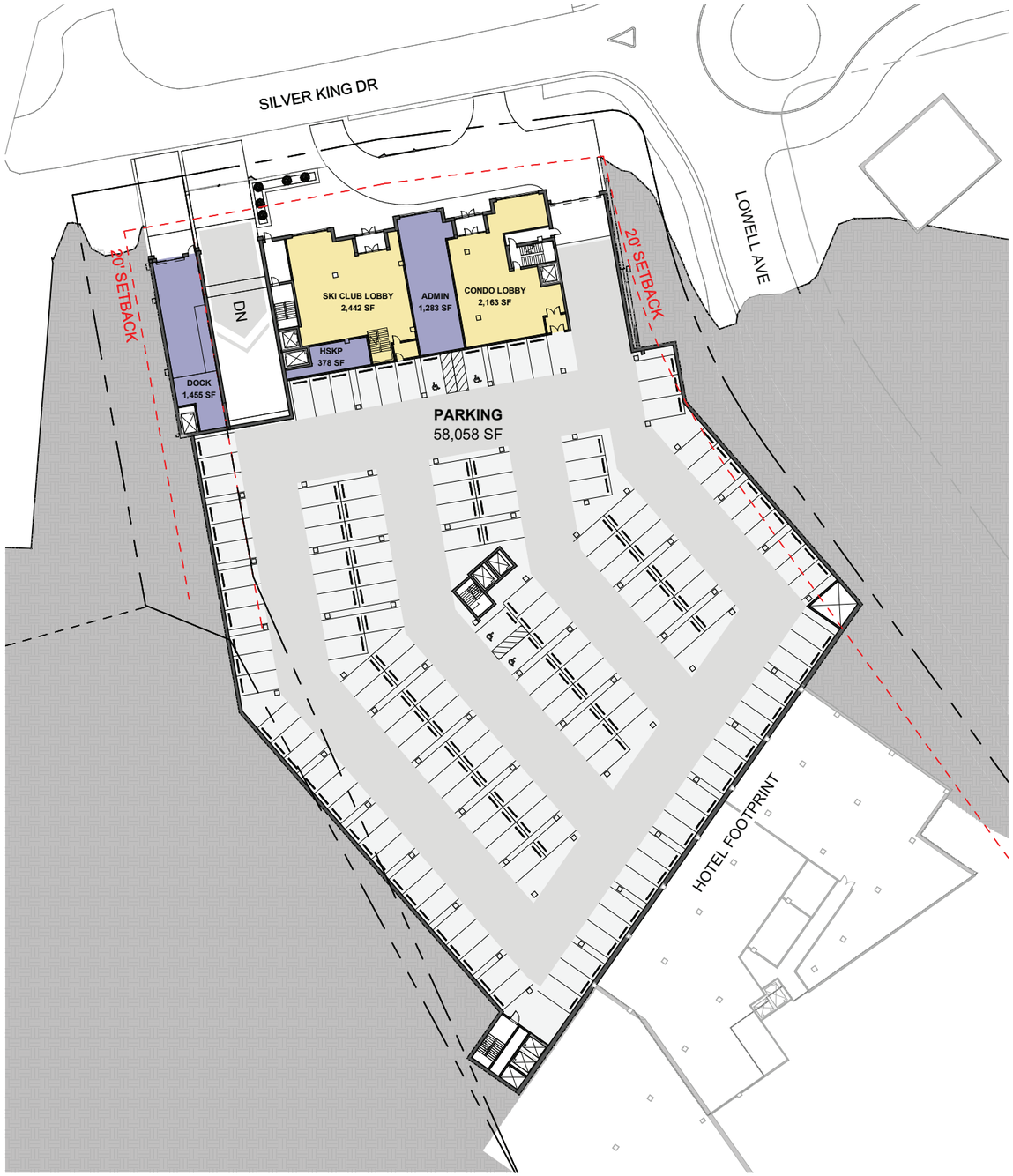
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL E - LEVEL P2 FLOOR PLAN
EL = 6877'-0"

0 30 60 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



513

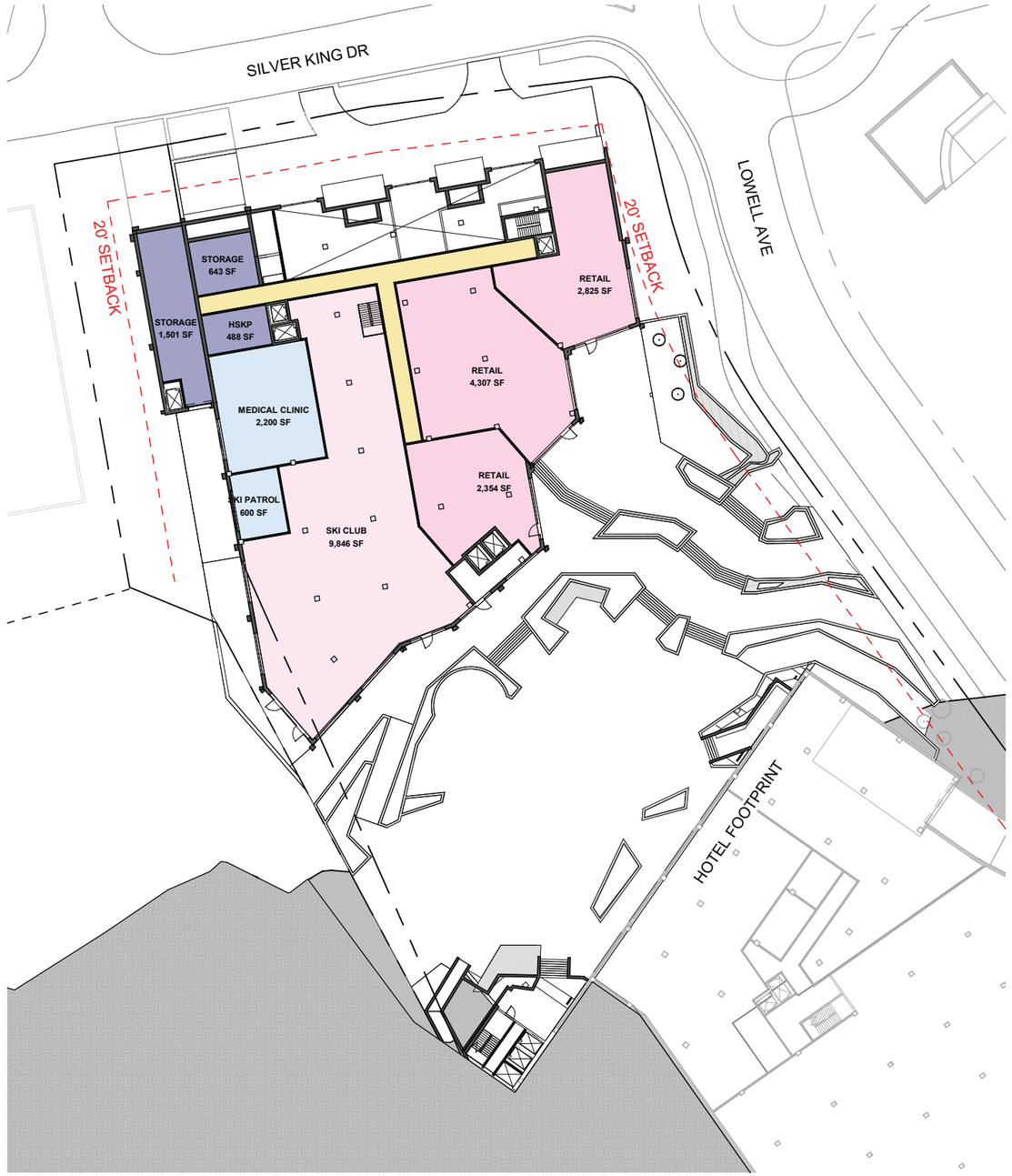
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL E - LEVEL P1 FLOOR PLAN
EL = 6887'-0"

0 30 60 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

514

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL E - LEVEL 01 FLOOR PLAN
EL = 6901'-0" / 6904'-0" (PLAZA)

0 30 60 FT

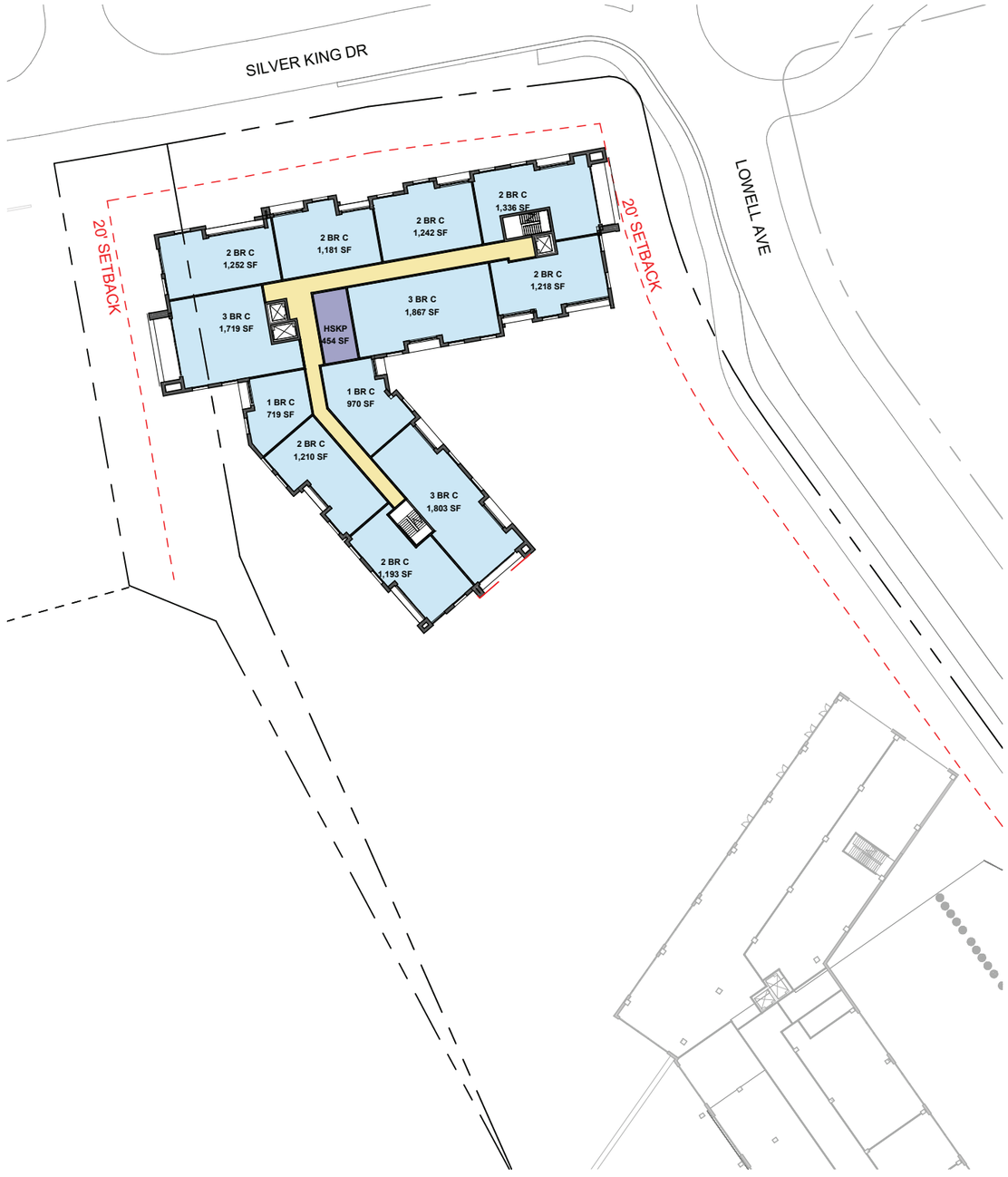
HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

515



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

516



517

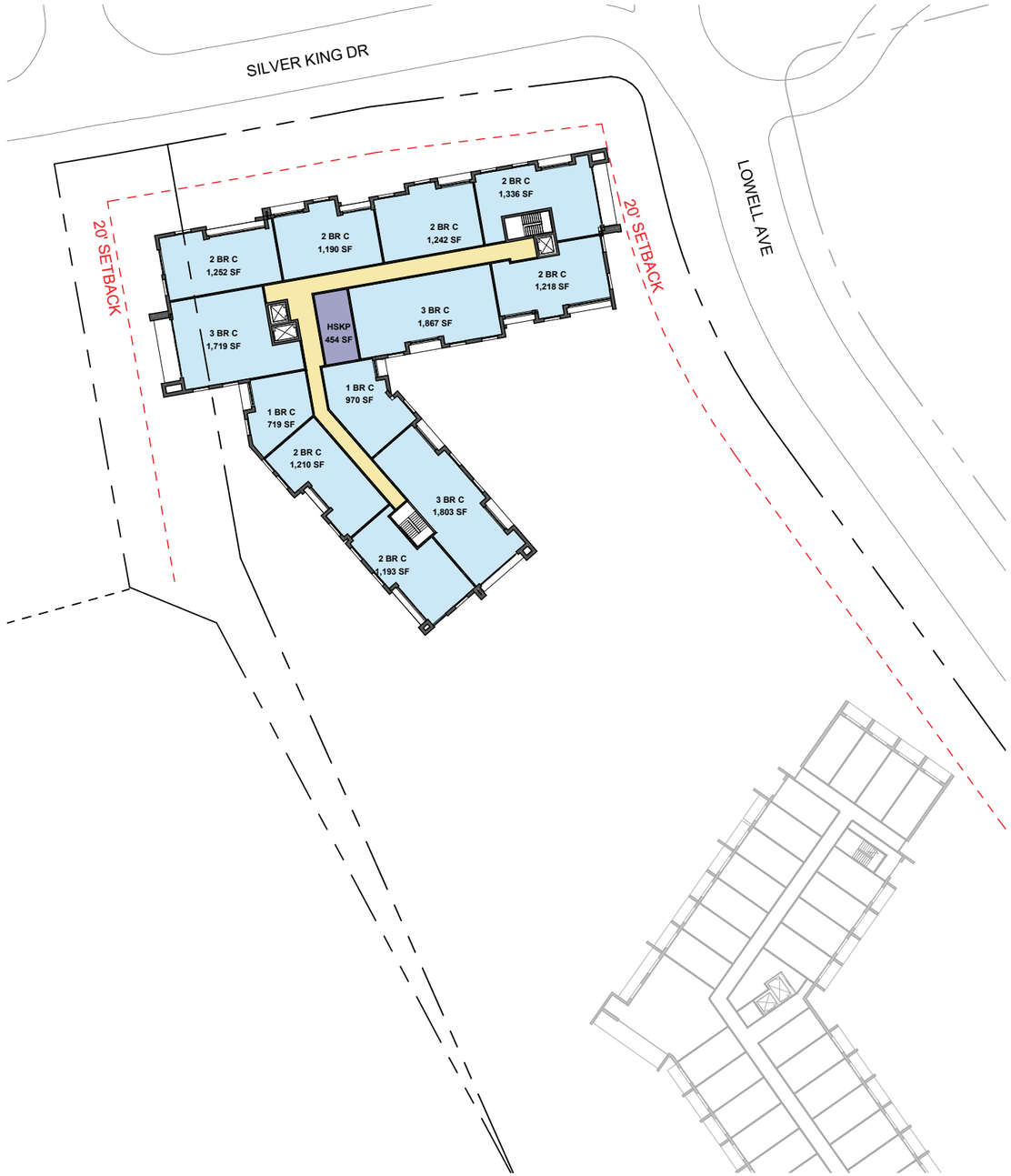
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL E - LEVEL 04 FLOOR PLAN
EL = 6940'-0"

0 30 60 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

518

PARCEL D

Due to its location at the intersection of Empire Avenue and Silver King Drive, Parcel D has the smallest and most simple program, and features an open plaza that can host a variety of community activities. The open plaza is a prominent feature of the development and frames a primary view corridor through the Parcel E plaza to the mountain. It is bordered by 2 levels of retail space on the south, that could accommodate a tenant with up to 13,000 SF, and a single story retail space on the north.

2 levels of structured parking are provided; an upper level dedicated to condominium parking and accessed from Lowell Avenue, and a lower level dedicated to retail parking and accessed from Empire Avenue.

The condominium massing sits on the podium and steps back away from the plaza. This provides space for the view corridor and a relief in scale.



View from northwest corner of Parcel D



Parcel D Site Plan



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

520

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL D - LEVEL P1 FLOOR PLAN
EL = 6885'-0"

0 25 50 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



521

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL D - LEVEL 01 FLOOR PLAN
EL = 6900'-0"

0 25 50 FT

HKS PEG COMPANIES

02.11.2020 | HKS #22328.001



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

522



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

523



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

524

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL D - LEVEL 04 FLOOR PLAN
EL = 6932'-0"

0 25 50 FT

HKS PEG COMPANIES



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

525

5. LANDSCAPE AND SITE DESIGN

1. SITE LANDSCAPING OBJECTIVE
2. PLACEMAKING
3. PARCEL B
4. PARCEL C
5. PARCEL D
6. PARCEL E
7. LANDSCAPE PLANTING APPROACH
8. DECIDUOUS AND ORNAMENTAL TREES
9. EVERGREEN TREES AND SHRUBS
10. ORNAMENTAL SHRUBS AND GRASSES
11. PERENNIAL AND SEASONAL FLOWERS



SITE LANDSCAPING OBJECTIVE

Park City Base Area Lot Redevelopment landscape will demonstrate the project's commitment to sustainability by regulating micro and macro climate within the resort base area and improving human health and well-being. These benefits extend to the community surrounding the resort. Thoughtful, well-designed and maintained outdoor spaces provide access to great facilities for skiing, hiking, bicycling, use of public transportation, and other forms of passive recreation.

Structured spaces for circulation, access, socializing, recreation, and gathering serve the needs of visitors. Streetscape improvements will aid in wayfinding and create new connections that bring visitors to the mountain.

The development landscape focuses on 'mountain' materials; stone, steel, pavers such as stone, clay and concrete, appropriate lighting, and alpine environment landscape plantings. Evergreen trees are used to frame and accent views to the mountains above. Ornamental trees provide shade and beautify the spaces for gathering and dining. Each parcel will maintain a unique feel while remaining connected to the other parcels via use of similar materials and design themes.

A visual connection to the mountain is maintained as vehicles pass through the roundabout at the intersection of Empire and 15th. A view corridor is framed by new buildings as well as landscape elements which give prominence to the mountain view.

The resort landscape is the site of constant movement as users move on, off and through the sidewalks and plazas on a daily basis. Movement through plazas, pathways and roadways is clarified through clear and memorable wayfinding signage that reinforce the resort brand. Plazas allow easy access to summer trails and winter skiing with a ski-in-ski-out connections. Public transit connects via an improved transit stop on Lowell Avenue with adjacent pedestrian crossings.















PLACEMAKING

Placemaking is a community-driven approach to design and management of public spaces. It harnesses a community's assets, inspiration, and potential, to create public spaces that promote health and wellbeing. Placemaking is designed around the users of a specific site where they live, work, and play. Some major site elements and components that help with creating placemaking are discussed below.

STREETSCAPE

Effective placemaking cannot occur without attention to streetscapes and walkability. Hardscape treatment works hand-in-hand with vertical elements and site furniture to break up long stretches of pedestrian walkways. Pedestrians will sense that these walking spaces were designed with them in mind, with enhanced visual and spatial interest. Such attention to a space's aesthetic possibilities makes a space more desirable and approachable.

There are currently few or no sidewalks around the expanded base area. Improved sidewalks and street crossings allow better access to the resort and adjacent parts of the community. Scale, texture, and material will help to define the use of the streetscape. The design will utilize materials, patterns, and colors that similar to what have been used in the surrounding community and historic Main Street district.

PUBLIC SPACES

Public spaces are important in establishing the character of the resort. They are vital to the perceived welcomeness of the area and help to create a sense of place. Public spaces that are designed to function in parallel with the activities of future users are more memorable and are utilized to their potential.

PAVING

The paving that is used throughout the site can help define and organize functional spaces. Concrete and other traditional materials are utilized in vehicle drop-offs and transition spaces. Stone or clay pavers can create spaces that are used for connecting and aid in wayfinding. They can be utilized in gathering areas, dining areas, open plazas, and along commercial storefronts. Utilizing paver color and/or patterns can provide interest and reinforce the hierarchy of each location. Higher priority areas to be more detailed with lower priority areas simplified.

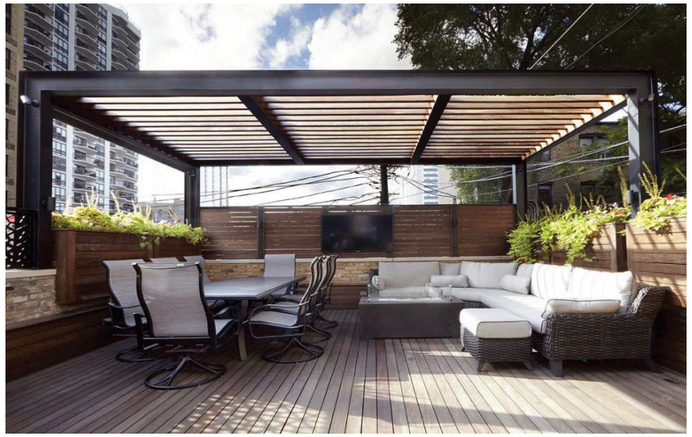
PLAZA SPACE

Varying seating and gathering spaces should be included for groups to congregate. Focus on natural materials wherever possible, wood/steel for chairs, tables and benches. Plaza spaces should be designed to function year-round. Winter snow loads should be accommodated to still allow for open plaza spaces during the winter ski season.













PODIUM ROOF GARDEN

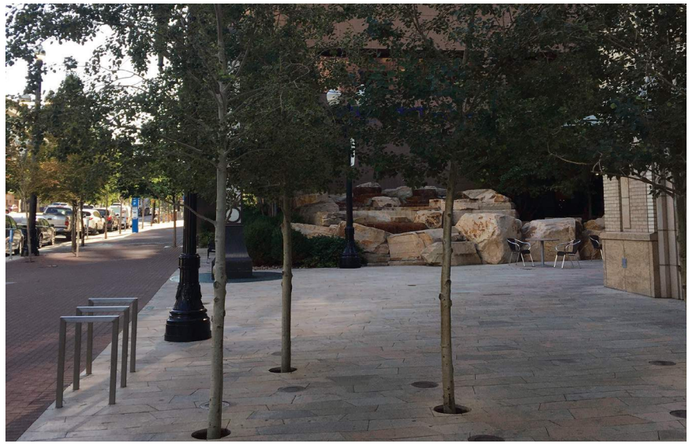
Roof gardens can be utilized to expand the outdoor experience of resort guest and residents. Amenities should be included to create comfort and interest. Elements such as festoon lighting, fire-pits, varying seating areas, and landscape integrated into the hardscape create memorable and enjoyable spaces. The roof garden should utilize mountain style plantings such as aspen trees, flowering trees, evergreen trees, mountain perennials, and hardy succulents.

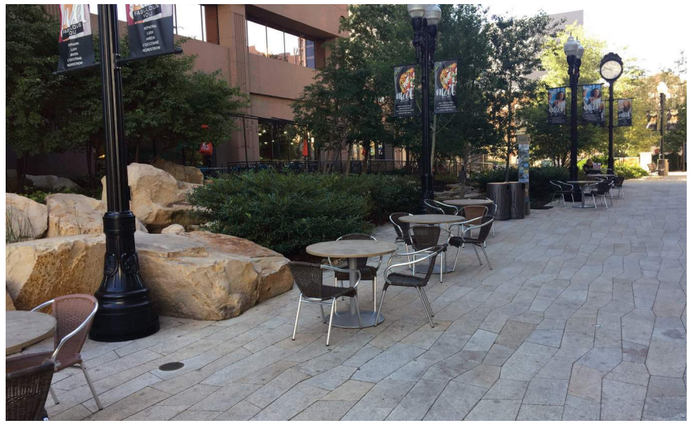
POOL AND HOT TUB AREA

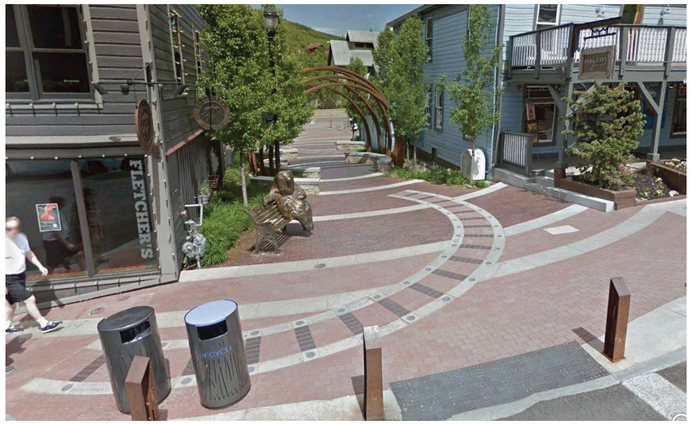
Pools function best when they are designed to accommodate both small and large groups. Multiple small outdoor dining areas should be clustered around the pool area to accommodate small and large groups of people. Sunbathing areas should be separate from public areas and primary walkways to provide privacy.

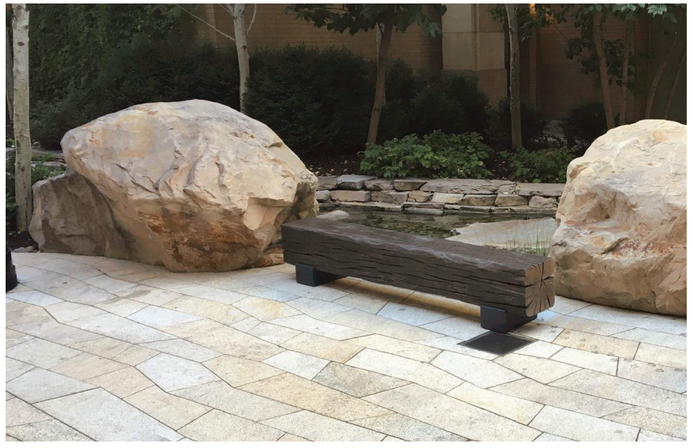
The pool area is to maintain a compatible theme with the base area by using stone paving and site features such as walls and stairs. Integrating ‘mountain features’ into the pool edge creates a warm an inviting space. Outdoor grills and kitchen areas should be placed near the pool for duel use. Provide a fire pit near the pool for summer/ early fall night swims and accent lighting.Shade structures and shade devices such as umbrellas can further define gathering spaces and become a focal point of the terrace. They should compliment the architectural character of the building and use colors and materials that blend into the surroundings.













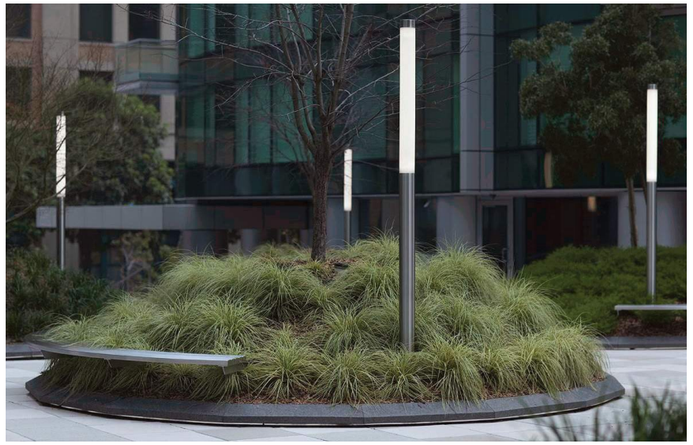
VERTICAL ELEMENTS AND SITE FURNITURE

Vertical elements such as trees, sculpture, bollards, and streetlights, add needed rhythm and repetition to the pedestrian experience. They will also work in harmony with site furnishings to announce the unique theme of the development, shaping identity and atmosphere. Safe pedestrian crossings, gateways, and connections to the mountain, are woven into the thematic colors, textures, proportions, and styling to give distinction and add value to the area. Vertical elements draw users attention up to the mountain.

PEDESTRIAN CONNECTION

Lowell Ave drop-off: Improves circulation and becomes a focal point for the entry to the resort. Circulation improvements include new sidewalks along all parcels connecting the trail that currently ends at the golf course and providing pedestrian access to Park Avenue via Woodside Phase 2. Landscape plantings and hardscape to be 'upscaled' to help amplify the entry experience. Provide 'Major Entry' welcome signage.

City bus stop connection: Provides improved bus circulation and access to the resort.













SITE LIGHTING

Lighting should be visually appealing and should be placed at pedestrian scale. No tall poles should be used in pedestrian areas. Matching style with site furnishings such as benches and trash receptacles is recommended. Street lighting to be predominantly pole lights. Accent areas to include plant beds and lighting for the beds. Lighting elements should be designed in a manner to meet night sky requirements. Accent lighting for gathering areas, seating areas, walkways and other site elements will enhance the spaces and improve safety.

WAYFINDING

Way finding can be placed in to two different categories: vehicular and pedestrian. Both categories of way finding should have the same goal of facilitating clear and concise information to users as they move through the site. Vehicular signs should be large and general in nature indicating parking, building uses, and branding. Pedestrian signs can be more precise indicating shop locations, plaza areas, walkways, etc. All signs should coordinate with one another to help with placemaking.



532

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

OVERALL LANDSCAPE SITE PLAN

0 80 160 FT

MGB+A The Gatesi Group | HKS | PEG COMPANIES

02.11.2020 | HKS #22328.001



PARCEL B

Walkability is one of the guiding principles of the base area master plan. Parcel B is a critical hub for connections to the neighborhood and improved circulation and pedestrian walkways are provided along all four sides of the building.

Empire Avenue is completed with a new streetscape and landscape buffer that provides shade along the new sidewalk and extends the mountain landscape aesthetic to the neighborhood. The sidewalk width reflects the character of the street and includes a generous park strip for snow storage and separation from the roadway. A new connection to the future Woodside development on Manor Way establishes an important and safe connection from the community to the resort base and transit hub. Primary pedestrian crossings are focused onto the north and south sides of Lowell Avenue. These improve safety and wayfinding with contrasting colors and a change in materials from the roadway. Planted islands separate the bus stop and drop off areas from the roadway and reduce the perceived overall road width. The pedestrian experience along Lowell Avenue includes small plaza-like amenity zones at key entrances.

The roof terrace provides outdoor living amenities with views to the north and south. Landscape organizes the terraces into a series of spaces that can accommodate large and small groups.



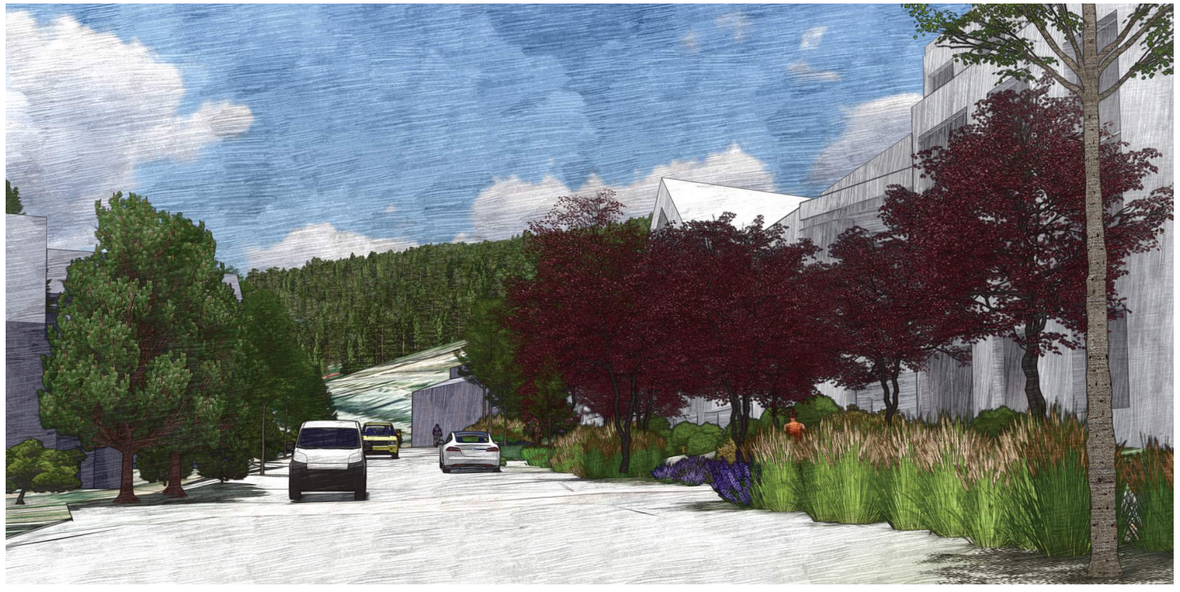


IMAGE 1



IMAGE 2



IMAGE 3



535

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL B LANDSCAPE SITE PLAN

0 40 80 FT

MGB+A The Gresh Group | HKS | PEG COMPANIES

02.11.2020 | HKS #22328.001



PARCEL C

The landscape and outdoor spaces reflect the character of the proposed hotel and reinforce the guest experience. Landscape buffers provide privacy and separation from adjacent uses while maintaining a visual connection to the resort. A sequence of outdoor spaces start at the arrival court surrounded by and extension of the alpine landscape and filled with rich materials that reflect the mountain community. Layers of trees and shrubs provide screening for the garage and loading dock entrances, separating them visually from the street. An important pedestrian connection along the south side connects Lowell Avenue to the mountain. This connection maintains an accessible route to the existing development south of the hotel as well as a new connection to the future NAC building.

Next to the mountain itself are the large outdoor gathering spaces. These include the mountain plaza featuring ski slope access and becomes an extension of the hotel lobby. As the grades fall to the north an elevated pool terrace and outdoor dining terrace rise above the adjacent runs and the First Time Lift. Festoon lighting, furnishings and other amenities add to the character of the space.

Boulders integrated into the hardscape, mountainesque plantings filled with Aspen, evergreens and other alpine plants create a strong connection between the native landscape and guest experience. Hardscape materials are used to accent the mountain character and the integration of patterns or other forms help create a memorable space. Paver colors and wall materials will be used to reflect the hierarchy of each space.





IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4



538

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCEL C - LANDSCAPE SITE PLAN

0 40 80 FT



PARCEL D

A stunning view of the mountain will be framed by the buildings surrounding this open space. As the first point of access into the resort base area, this gathering space plays an important role in the guest and neighborhood experience. An emphasis on community and becoming a hub of summer activities is a focus on the development of this outdoor space. A series of terraces and outdoor rooms run along the north side of the building flanked by a large community lawn. The lawn can accommodate uses such as small concerts, markets and other community events.

Connecting this new space to the Woodside and Park Avenue neighborhood is made with new crosswalk on Empire Avenue. Movement through the space is emphasized through the use of pavement and wall materials. Vehicular circulation moves between this community lawn and the new plaza along Lowell Avenue. A key crossing has been established to connect these two spaces and pull visitors to the mountain through the new plaza.

Landscape carefully frames the view corridor, preserving and enhancing the view from the intersection up to the mountain. Landforms within the lawn and planted areas create berms that enclose the edges of the space. The rooftop terrace provides additional views to the mountain through this view corridor. Amenities such as a spa, outdoor grills, dining, planters and fire pits activate the space.





IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4



541

PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

PARCELS D-E - LANDSCAPE SITE PLAN

0 40 80 FT

MGB+A The Gravel Group | HKS | PEG COMPANIES

02.11.2020 | HKS #22328.001



PARCEL E

Anchoring this parcel is a new residential building and the primary gathering space of the resort base area. This new plaza is organized at the intersection of the community, mountain, and the two new buildings. As the hub of activity for the lower base area this space strives to find a balance between large group events, busy ski days and summer activities. Locations have been identified for outdoor dining next to the hotel that work with the winter sun patterns.

Pedestrian circulation through the plaza is established with three sets of stairs and a series of accessible routes connecting the various building entrances to the vehicular drop off on Lowell Avenue. Wide paths have been developed to accommodate busy ski days and set into terraces along the eastern edge of the plaza.

The central part of the plaza is surrounded by hubs of activity. On the south are opportunities for plaza level retail and restaurant pads, and terrace level restaurant dining. Near the skier services connection is an elevated platform that can be used for concerts or outdoor seating. On the north side of the plaza is an umbrella bar and connection to the ski club. Expansion of the plaza onto the ski run can be made towards the First Time Lift. At the center of the plaza is a large fireplace, becoming a landmark within the space.

The edges of the plaza are defined with refined stone walls that allow the plaza to rise up from Lowell Avenue in approximately 3' increments. These walls create smaller gathering spaces within the overall plaza and can be focused around fire pits and other amenities to reflect the season.



542



IMAGE 1



IMAGE 2



IMAGE 3



IMAGE 4



IMAGE 1 - WINTER



IMAGE 2 - WINTER



IMAGE 3 - WINTER













LANGSCAPE PLANTING APPROACH

PLANTING APPROACH
Three distinct influences
1. Plant selection
2. Plant massing and form
3. Landform

Three general planting areas
1 – Right of Way at Grade (Streetscape near sidewalks, roads etc.)
2 – Open Space at grade (gardens, meadows, lawn areas)
3 – Terrace Level (roof gardens, plaza level planting)

Plants to be selected from the Park City approved plant list in City code 14 Trees/ Landscaping. Plants to be appropriate to the Park City climate conditions and site-specific conditions such as near roadways, sidewalks, sun and wind exposures etc. Provide plants that are conducive to creating a 'mountain' look where appropriate. Use native species where possible while accenting the higher profile areas with plants perceived as cleaner and easier to maintain.

RIGHT OF WAY
Provide plants that create mass, structure, color and winter interest. Provide plants that are conducive to visibility for both vehicles and pedestrians. Coordinate with sight triangles for heights and extents of shrub and tree locations. Coordinate with City for preferred plants in park strips where applicable. Select plants that can tolerate snow loads from snow removal. Right of way areas will be coordinated with Park City to help determine the best plant selections for ornamentation while still being mindful of snow removal requirements. ROW plants are expected to be predominantly ornamental grasses and perennials with some shrubs wherever possible. From past experience Park City prefers to minimize tree presence where possible in ROW areas next to roads and walks. With this in mind we would like to keep trees grouped in areas that are less affected by the impact of snow removal.

OPEN SPACE
Provide plants that create mass, structure, color and winter interest. Provide plants for screening and framing views where needed. Larger trees when possible. Larger shrubs when possible. Shade trees and mountain evergreen trees will be used to accent and frame mountain views as well as screen and make areas more private.

TERRACE LEVEL
Roof garden plantings. Tray or traditional roof bed planters depending on roof design. Low water use ground covers, perennials, ornamental grasses and smaller shrubs and trees as appropriate for the space. Festoon lighting across garden, framing seating areas. Trees will be integrated into the hardscape and defining spaces. Mountainesque style plantings anchored by Aspen trees, flowering trees, evergreen trees, mountain perennials, and succulents.

DECIDUOUS TREES



Acer platanoides ‘Emerald Queen’
Emerald Queen Maple

Mature Height - 50’
Mature Spread - 40’





Acer grandidentatum ‘Schmidt’
Rocky Mountain Glow Maple

Mature Height - 25’
Mature Spread - 15’





Quercus gambelii
Gambel Oak

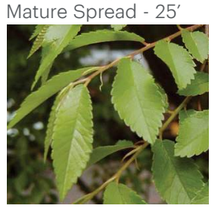
Mature Height - 20’
Mature Spread - 20’





Ulmus parvifolia
Lacebark Elm

Mature Height - 40’
Mature Spread - 25’



ORNAMENTAL TREES



Populus tremuloides
Quaking Aspen

Mature Height - 40’
Mature Spread - 20’





Prunus viriginiana ‘Canada Red’
Canada Red Chokecherry

Mature Height - 30’
Mature Spread -25’





Pyrus calleryana ‘Chanticleer’
Chanticleer Flowering Pear

Mature Height - 35’
Mature Spread - 25’





Syringa reticulata ‘Ivory Silk’
Ivory Silk Lilac Tree

Mature Height - 25’
Mature Spread - 15’



DECIDUOUS AND ORNAMENTAL TREES

Deciduous trees provide shade and color during the spring and summer months. Trees shown represent a mix of both shade, native and ornamental flowering trees. Each tree fulfills a specific function and purpose on the site. Shade trees help provide form and structure while providing shade to the site. Flowering trees provide the ‘pop’ or color interest needed to make an outdoor space.

Street Level there are two main uses:
1 – Street Trees in ROW or parking areas,
2 – Open Space specifically, Plaza and planter beds.

Street trees primary function is to provide shade and some height and structure along the roadways and have a softening affect on building facades. Trees in these areas will be primarily larger shade trees with a few flowering trees focused in higher profile areas such as building entrances or street crossings.

Open space trees function is to frame and beautify spaces. Trees within the open space will reflect the mountain character with larger evergreen and deciduous trees.

Terrace landscape trees function to frame and beautify spaces on the terrace levels. Trees within the terrace landscape will be smaller and more ornamental with a mix of larger compatible trees where appropriate.

EVERGREEN TREES



Abies concolor
White Fir
Mature Height - 55’
Mature Spread - 30’





Picea omorika
Serbian Spruce
Mature Height - 25’
Mature Spread - 15’





Picea leucodermis
Bosnian Pine
Mature Height - 30’
Mature Spread - 15’





Pinus flexilis ‘Vanderwolf’
Vanderwolf Pine
Mature Height - 25’
Mature Spread - 15’



EVERGREEN SHRUBS

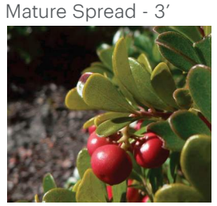


Arctostaphylos patula
Greenleaf Manzanita
Mature Height - 3’
Mature Spread - 4’





Arctostaphylos uva-ursi ‘Massachusetts’
Massachusetts Kinnikinnick
Mature Height - 1’
Mature Spread - 3’





Buxus mic. ‘Winter Gem’
Winter Gem Boxwood
Mature Height - 4’
Mature Spread - 30”





Pinus mugo ‘Mops’
Mops Mugo Pine
Mature Height - 3’
Mature Spread - 3’



EVERGREEN TREES AND SHRUBS

Evergreen trees provide interest and form throughout the year, especially in winter months. They will be used to help create structure and be the present in many of the landscape areas. Evergreen trees create green backdrops and impressive frames to mountain views. Larger evergreens will be used in open space areas while more moderately sized and smaller specimen trees will be used to frame entrances or in smaller terrace planting beds.

Evergreen shrubs provide color and form primarily during winter but also create a nice consistent green that can be enjoyed throughout the year while other plants are in between flowering and dormancy. Evergreen shrubs will be used as ground covers, as shrub hedges/masses and anchor plants throughout the various plant beds.

ORNAMENTAL SHRUBS



Buxus ‘Winter Gem’
Winter Gem Boxwood

Mature Height - 5’
Mature Spread - 3’





Fallugia paradoxa
Apache Plume

Mature Height - 4’
Mature Spread - 4’





Potentilla ‘Gold Drop’
Gold Drop Potentilla

Mature Height - 4’
Mature Spread - 4’





Ribes aureum
Golden Currant

Mature Height - 4’
Mature Spread - 4’



ORNAMENTAL GRASSES



Calamagrostis acutiflora
Karl Foerster Grass

Mature Height - 5’
Mature Spread - 3’







Festuca glauca
Blue Fescue Grass

Mature Height - 18”
Mature Spread - 18”





Miscanthus sinensis
Maiden Grass

Mature Height - 5’
Mature Spread - 5’





Pennistum alopecuroides ‘Hameln’
Hameln Fountain Grass

Mature Height - 30”
Mature Spread - 30”



ORNAMENTAL SHRUBS AND GRASSES

Ornamental shrubs are the primary plants used in the landscape. Shrubs will be a mix of interesting foliage and flowering types. Attention will be given to structure, color, texture, interest and use of Utah native plants and adapted natives. Shrub beds will be used to further separate the hardscape areas and define spaces.

Ornamental grasses help lighten the feel of the space with their wispy and flowing foliage. Grasses are most appropriate in the plaza spaces and beds nearer buildings. They may be used in pockets in some of the open space areas.

PERENNIAL FLOWERS



Gaura ‘Whirling Butterflies’
Whirling Butterflies Gaura

Mature Height - 30″
Mature Spread - 30″





Lavendula angustifolia ‘Munstead” -
English Lavender

Mature Height - 18″
Mature Spread - 18″





Penstemon barbatus
Scarlet Bugler Penstemon

Mature Height - 18″
Mature Spread - 18″





Sempervivum tectorum
Hens and Chicks

Mature Height - 4″
Mature Spread - 12″



SEASONAL FLOWER BEDS



Cosmos bipinnatus
Cosmos

Mature Height - 12-48″
Mature Spread - 12″-48″





Eschscholzia californica
California Poppy

Mature Height - 12″
Mature Spread - 12″





Helianthus annuus
Sunflower

Mature Height - 6′
Mature Spread - 3′





Nicotiana sylvestris
Flowering Tobacco

Mature Height - 30″+
Mature Spread - 30″+



PERENNIAL AND SEASONAL FLOWERS

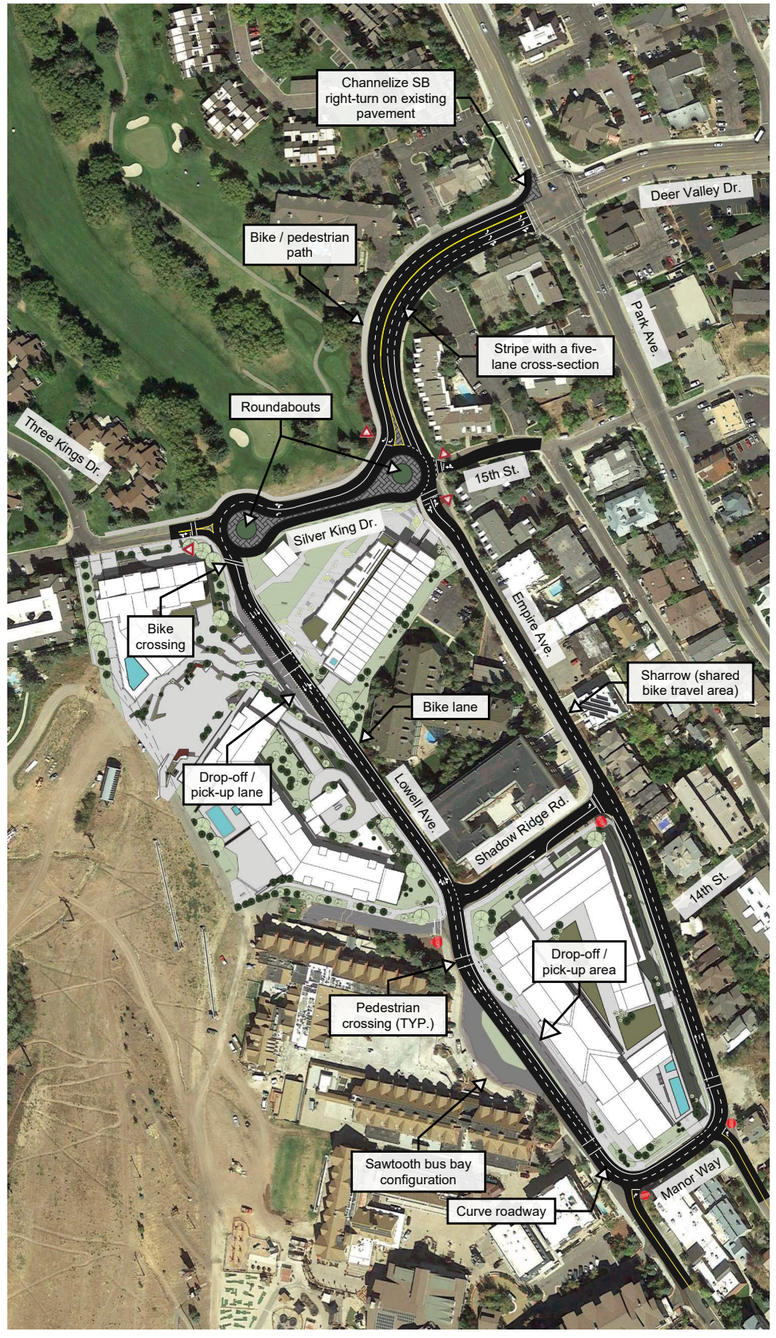
Perennial Flowers and Seasonal Flower Beds will be used to highlight and accent areas with intense color in plazas and entry points. Other areas deserving of color and fragrance may be less intense and more naturalized.

Perennial flowers provide consistent yearly color. The perennial flowers are the constant in the flower bed while the seasonal flower bed can be replaced and rearranged each year.

Perennials emphasize native and adaptive native plant materials. Seasonal flowers offer opportunity to explore color themes, plant sizes and unique specimens that can reflect each season or even be customized for special events.

6. TRANSPORTATION IMPROVEMENTS

1. WALKABILITY
2. BIKE ROUTES
3. BUS ROUTES
4. TRAFFIC ROUTES
5. PARKING WAYFINDING
6. DAY SKIER PARKING ANALYSIS AND PARKING PROGRAM
7. RESIDENTIAL AND COMMERCIAL PARKING ANALYSIS



WALKABILITY

As a natural extension of the trail that enters the Park City Base Area Lot Redevelopment area on Empire Avenue, a connected path will extend along the north side of Silver King Drive to the west side of Lowell Avenue where the pedestrian walking path will continue south and circumnavigate the resort while providing pedestrian crossings at key / strategic locations to enhance safety within the resort. Parcel B will have an integrated walking path on the perimeter, facilitating pedestrian connectivity from Lowell Avenue to Empire Avenue with strategically placed crosswalks to maximize pedestrian safety and connect to the Park City Transit bus stops. Additional walking routes are shown on the map.

BIKE ROUTES

Bikes entering the resort will have an opportunity to enter a bike lane on the east side of Lowell Avenue at Silver King Drive that will travel through the active area of the resort where additional safety is needed. The bike lane will extend south to Manor Way, loop around onto Empire Avenue, and terminate near Shadow Ridge Road. The bike lane will then transition to a sharrow between Shadow Ridge Road and Silver King Drive.

BUS ROUTES

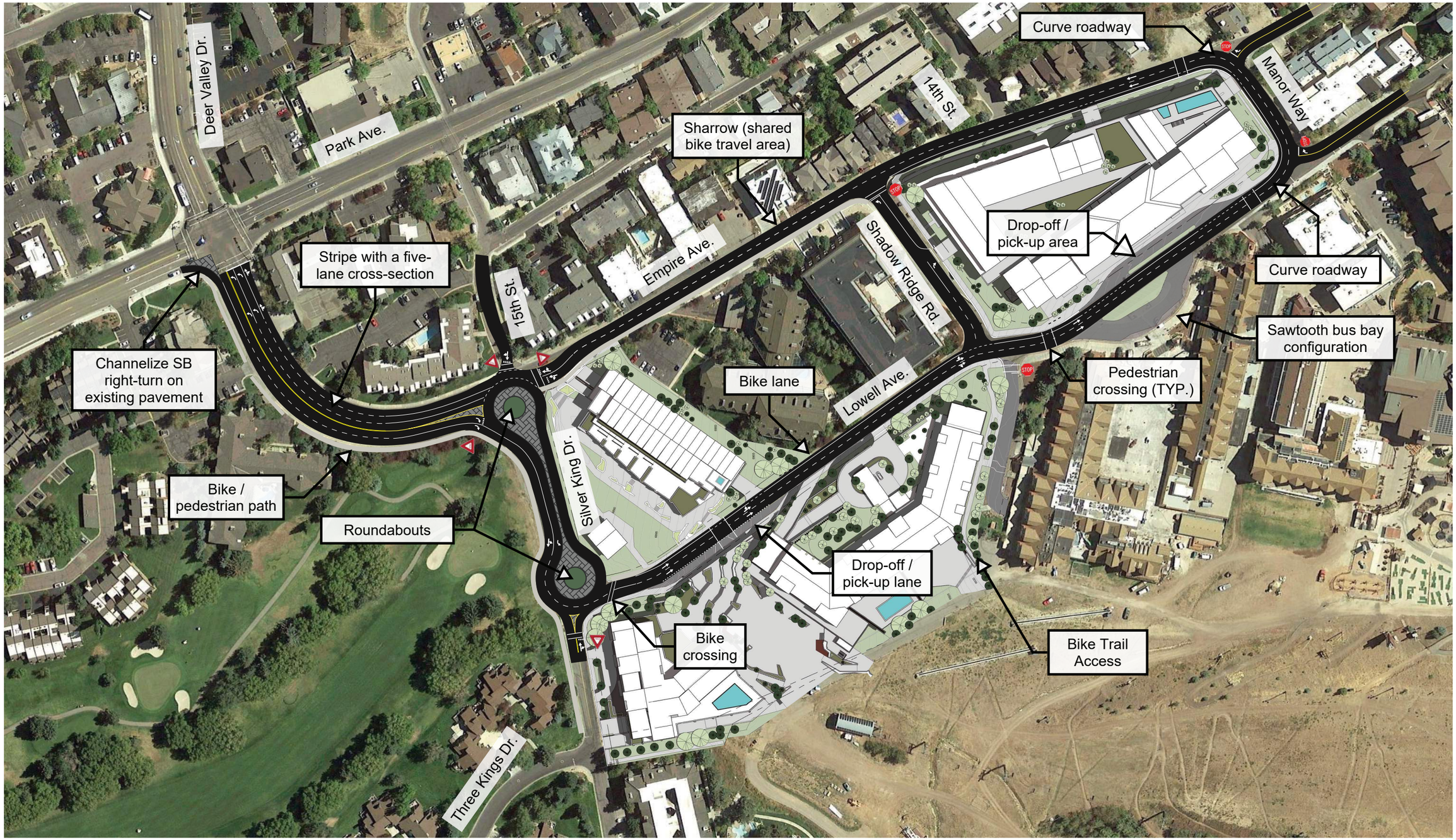
Multiple transit routes enter the resort area from Park Avenue, Deer Valley Drive, or Three Kings Drive with stops on the south end of Lowell Avenue near The Lodge, and at the northern end of Empire Avenue near the Edelweiss Haus. Working collaboratively with the land owner and the City, it is being proposed that the existing bus routes will be in a new revised, more efficient traffic circulation pattern with a one directional counterclockwise flow that will allow continued right-side access to the Park City Transit bus stops, with two travel lanes in the direction of flow, and an expanded and more efficient (4 bus) sawtooth stop area near The Lodge, for buses only. Uber, Lyft, black car and other drop off's will occur at the north end of site near in a designated area, eliminating the multiple conflicts at the bus stop.

TRAFFIC ROUTES

A new traffic circulation pattern is being proposed through the resort to provide more efficient and safe movement for all modes of travel including pedestrian, bike, bus, and vehicles. This flow pattern will include new roundabouts at the Empire Avenue / Silver King Drive, and Lowell Avenue / Silver King Drive intersections with a two directional traffic flow between the roundabouts, and a one directional flow south of the Lowell Avenue roundabout and through the resort. The one directional circulation pattern will allow for two travel lanes around the resort with southbound travel on Lowell Avenue, to eastbound travel on Manor Way, and northbound travel on Empire Avenue to the Silver King Drive roundabout. It is proposed that both upper Lowell Avenue and upper Empire Avenue roads be de-emphasized by making the resort circulation the major traffic flow movement, and hopefully discouraging resort traffic from entering these area. Additionally, Shadow Ridge Drive will be one-way eastbound connecting Lowell Avenue to Empire Avenue. Within the proposed circulation pattern an Uber, Lyft, black car, skier drop-off area is being planned on the north end of the project at the ski beach location, and a guest area drop-off is being planned adjacent to Parcel B.

PARKING WAYFINDING

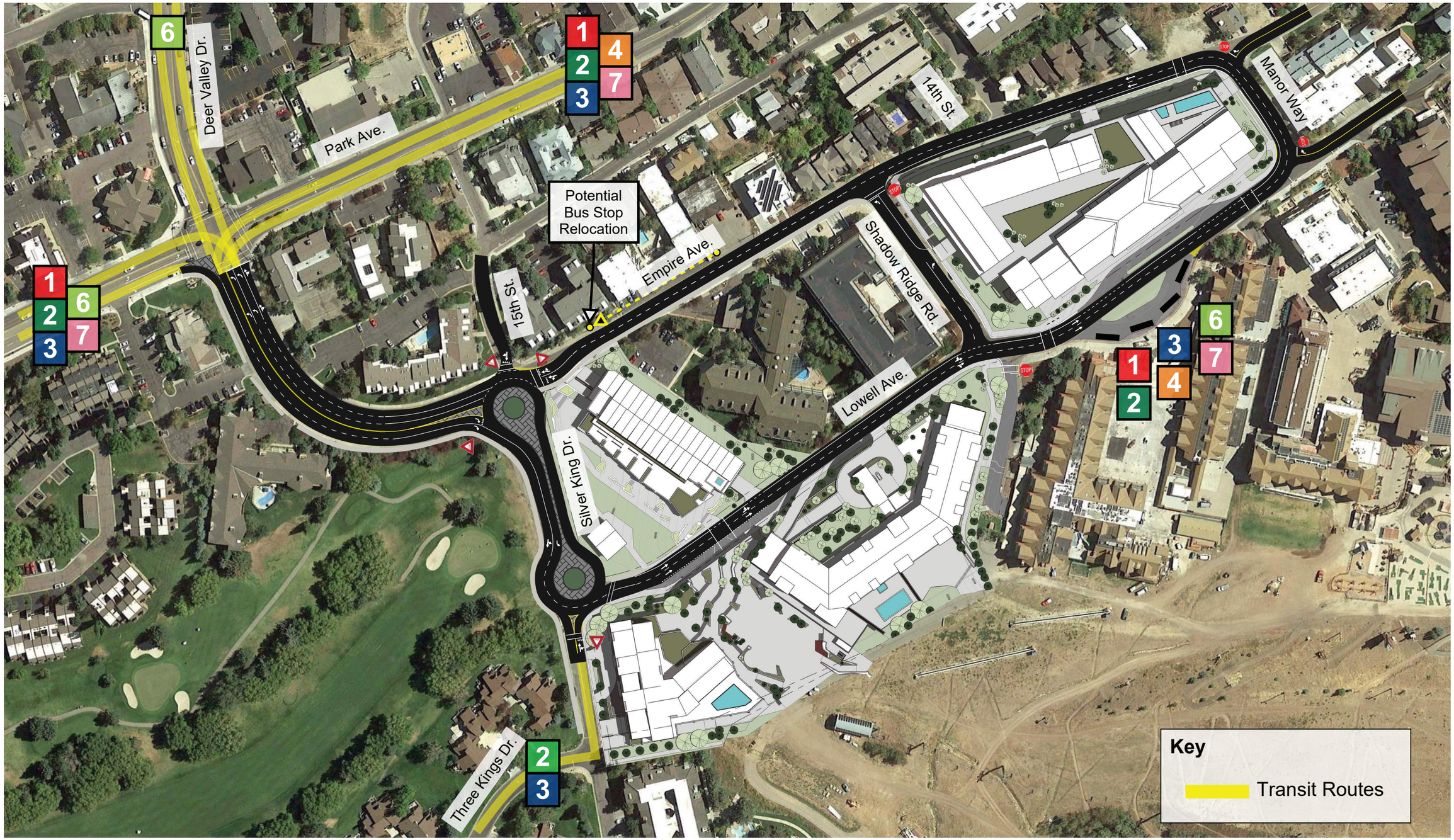
Important to the overall operation of the resort are wayfinding signs dynamically directing vehicles to the open parking stalls / lots. It is anticipated that dynamic signs showing the number of parking stalls available will be placed at strategic locations including one on Silver King Drive near Lowell Avenue, one on Lowell Avenue near Shadow Ridge Drive, and one on Manor Way as shown in the exhibit.

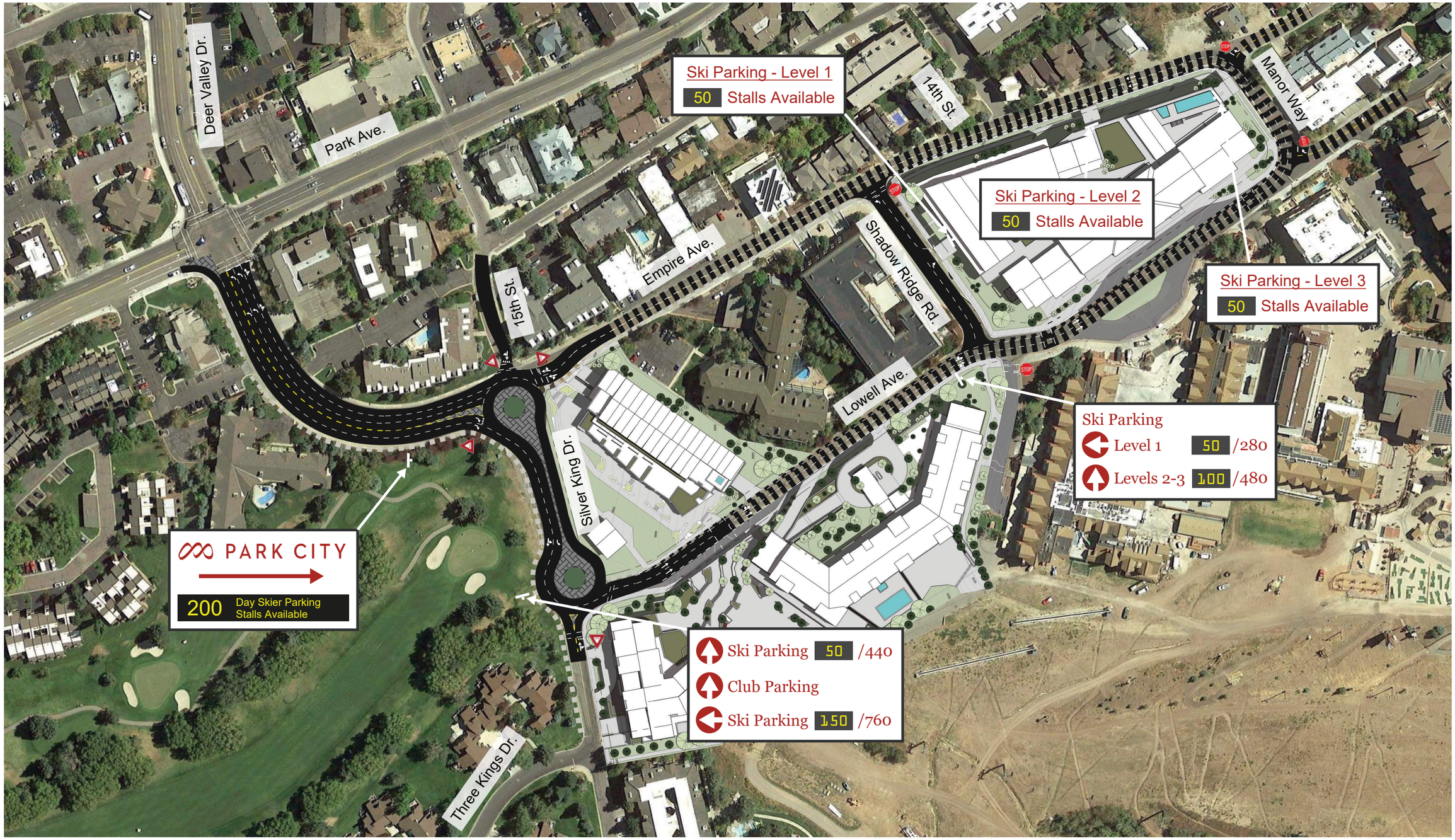

Deer Valley Dr.
Park Ave.
Sharrow (shared bike travel area)
14th St.
Curve roadway
Manor Way
Stripe with a five-lane cross-section
15th St.
Empire Ave.
Shadow Ridge Rd.
Drop-off / pick-up area
Curve roadway
Channelize SB right-turn on existing pavement
Bike lane
Lowell Ave.
Sawtooth bus bay configuration
Pedestrian crossing (TYP.)
Silver King Dr.
Bike / pedestrian path
Roundabouts
Drop-off / pick-up lane
Bike crossing
Bike Trail Access
Three Kings Dr.

552


Deer Valley Dr.
Park Ave.
15th St.
Empire Ave.
14th St.
Shadow Ridge Rd.
Manor Way
Lowell Ave.
Silver King Dr.
Three Kings Dr.
STOP
Key
Pedestrian Crossing
Walking Routes

553


Deer Valley Dr.
Park Ave.
15th St.
Empire Ave.
Potential Bus Stop Relocation
14th St.
Manor Way
Shadow Ridge Rd.
Lowell Ave.
Silver King Dr.
Three Kings Dr.
Key
Transit Routes


Deer Valley Dr.
Park Ave.
15th St.
Empire Ave.
Shadow Ridge Rd.
14th St.
Manor Way
Lowell Ave.
Silver King Dr.
Three Kings Dr.
Ski Parking - Level 1
50 Stalls Available
Ski Parking - Level 2
50 Stalls Available
Ski Parking - Level 3
50 Stalls Available
Ski Parking
Level 1 50 /280
Levels 2-3 100 /480
PARK CITY
200 Day Skier Parking Stalls Available
Ski Parking 50 /440
Club Parking
Ski Parking 150 /760

555

DAY SKIER PARKING ANALYSIS

Parking for the new Master Plan Proposal is a key element of the project, it is a vital resource to the project, to the existing base village, and to the ski operations. At the same time parking can be over-done. Too much parking could increase traffic. This section will detail the parking analysis for the ski operations in conjunction with the Mountain Upgrade Plan, and will also analyze and provide parking standards for the new facilities at the base such as the hotel and condos.

Parking calculations in Exhibits J and K of the Development Agreement are based on two things; 1. The proposed programming of the original Base Area Master Plan Study (Exhibit D), and the anticipated demands as outlined in the Mountain Upgrade Plan. The new Base Area Master Plan has changed the program dramatically, with far fewer Unit Equivanlents and Allowable Square Footage than allowed in the Development Agreement, and subsequently has changed the parking requirements. In addition, there have been unforeseen changes to both lodging and transportation modes such as AirBnB and Uber, that require updated parking calculations. This new parking analysis is presented below.

The Mountain Upgrade Plan identified the CCC (Comfortable Carrying Capacity) in 1998 as 9,910 skiers. Appendix A of the Mountain Upgrade Plan provides a succinct overview of the anticipated parking needs based on the CCC and the comprehensive analysis of skier supply i.e. private vehicle, lodging, bus, etc. Appendix A demonstrates that it was anticipated that the CCC would increase fairly substantially. Page 8, 3rd paragraph of Appendix A discusses anticipated mountain improvements stating, “These improvements will result in a design capacity of 13,700 skiers.” Paragraph 4 on the same page states, “Table 4 shows the supply of skiers at the completion of the project to be 17,051. These skier volumes can be accommodated by the expansion terrain identified in the Ski Area Master Plan”. It should be noted that the ratio of 17,051 to 13,700 as outlined in the Mountain Upgrade Plan is a ratio of 124% of capacity. A recently updated CCC Analysis conducted by SE Group, the same group that did the 1998 Mountain Upgrade Plan analysis, concludes that current 2019 CCC is 12,570, and that skier supply is 11,733 as demonstrated on the table to the right.

Existing parking conditions are identified as shown on the table below.

EXISTING PARKING CONDITIONS

Parking Lot	Spaces
Main Lot (Parcel B)	388
Lower Lot (Parcel C&E)	584
Underground P-2 Green	149
Underground P-3 Red	148
Silver King Lot (Parcel D)	214
Existing Mountainside/Legacy (1)	17
Total Skier Parking	1500
Sweetwater Lot Admin	75

(1) As part of Phase I, 7 ADA spaces within the parking garage were to count towards the overall development. 10 surface spaces currently exist across from the PC Team Building

2019 SE GROUP EXISTING CONDITIONS

Source	Skiers Provided
I. Parking	
1500 *available parking spaces @ 2.7 skiers per space*	4,050
II. Lodging at Base Area	
Existing Beds (4274 beds)	
Net skiers from existing beds	3,249
New Hotels	
Additional skiers from new hotels (i.e. Marriott Mountainside)	437
New Nightly Rentals, i.e. Airbnb, VRBO, etc. (260 units)	
Net skiers from nightly rentals	624
III. Town Lift	
Actual usage	950
IV. Transit	
Park City Transit Usage	1,800
Hotel Shuttles	398
Drop-off/Ride-share	225
Total skiers supply at peak destination occupancy	11,733
Existing CCC	12,570
Ratio	93%

Changes from the 1998 Mountain Upgrade Plan include a reduction in AVO (Average Vehicle Occupancy) from 3.7 to 2.7 reflecting actual conditions and current industry standards. Additionally, there is a substantial increase in skiers from nightly rentals such as homes rented on Airbnb and VRBO, that weren't a reality in 1998. Also unforeseeable in 1998 was the advent of ride-sharing services. Additional skiers now arrive via Uber and Lyft as well as shuttles from hotels in town that wasn't previously anticipated. Usage of both the Town Lift and Park City Transit are down a little from what was anticipated in Table 4 of Appendix A.

The new proposed plan would increase the AVO to 3.7 using paid parking, eliminating any on-site employee parking within the 1,200 new day-skier, structured parking stalls. The new proposed plan will provide a significant supply of skiers who will come from the new condos and hotel. The table to the right estimates the new supply of skiers and the upgraded CCC.
It is important to note that the Mountain Upgrade Plan states that it is common for a resort to experience peak day visitation up to 25% above its CCC.

The proposed Master Plan day skier parking would be as follows:

PROPOSED MASTER PLAN	
Parking Lot	**Spaces**
Parcel B	786
Parcel E	414
Underground P-2 Green	149
Underground P-3 Red	148
Existing Mountainside/Legacy (1)	17
Total Skier Parking	1514
Sweetwater Lot Admin	75

(1) As part of Phase I, 7 ADA spaces within the parking garage were to count towards the overall development. 10 surface spaces currently exist across from the PC Team Building

The Mountain Upgrade Plan anticipated that increased CCC would in part be supplied by increased parking. However, the increased CCC has instead been supplied by unforeseen changes in the market, such as new innovations in the sharing economy (Airbnb, Uber) and increased AVO.

The ability to create a successful resort depends on also providing a variety of options for patrons to arrive and depart the area. This project has expanded the ability to increase transit ridership, provided a drop-off zone for Uber, Lyft, Black Car, other hotel shuttles, etc. In addition, other alternative modes of transportation, have been accommodated on-site including a bike lane and walking paths / routes. The result is a Skier to CCC ratio of 115%, which is well within the acceptable ratio of 125% and will allow for, and encourage future transit growth, while maintaining a quality skier experience.

2019 MASTER PLAN PROPOSAL	
Source	**Skiers Provided**
I. Parking	
1514 *net parking spaces @ 3.7 skiers per space*	5,602
100 Ski Club parking spaces @ 2 skiers per space	200
60 Flex Parking from condo/hotel parking @ 3.7	222
II. Lodging at Base Area	
Existing Beds (4274 beds)	
Net skiers from existing beds	3,249
New Hotels	
Additional skiers from new hotels	437
New Nightly Rentals, i.e. Airbnb, VRBO, etc. (260 units)	
Net skiers from nightly rentals	624
New skiers from Master Plan new residential program	710
III. Town Lift	
Actual usage (950 in 2019, but better useage could easily increase to 1100 without upgrade to the lift)	1100
IV. Transit	
Park City Transit Usage grown at 5%/year over 7 years	2,533
Hotel Shuttles	398
Drop-off/Ride-share grown at 5%/year over 7 years	317
Total skier supply at peak destination occupancy	15,391
Upgraded CCC	13,440
Ratio	115%

RESIDENTIAL AND COMMERCIAL PARKING ANALYSIS

In order to determine an adequate parking supply for the base area redevelopment, a parking study was completed. This study evaluates Park City Municipal Code parking requirements and proposes adjustments based on parking studies at nearby resorts, and by considering shared parking between land uses.

The master plan shows a total new parking supply of 1,694 parking spaces. Of these, 1,200 spaces are dedicated to day skiers (Parcel B & E parking in table above), bringing the total resort day skier parking to 1,514. The remainder 494 parking spaces in the master plan are reserved for residential (hotel and condo) and commercial resort patronage.

PARK CITY PARKING RATE	
LAND USE	**PARKING RATE**
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meeting Space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

PARK CITY MUNICIPAL CODE

The Park City Municipal Code (PCMC), Section 15-3-6 specifies parking rates for various land use types. The City parking rates for land uses within the proposed area of the resort are summarized in the table below.

Based on initial calculations of the parking needed for the proposed land uses, the City would normally require 852 parking spaces. This requirement excludes resort day skier parking, which was addressed in the previous section.

NEARBY RESORT PARKING STUDY

Recently, Hales Engineering collected data at a nearby ski resort and identified how people arrive to a resort. The following data is an average of 9 separate locations counted within the studied resort area.

How people arrove to the resort:

- 57% drove a vehicle to the resort
- 18% rode in a shuttle
- 15% rode in an Uber / Lyft vehicle
- 9.4% rode in a black car or other transport vehicle
- 0.6% rode in transit, an individual location identified that 5% rode transit

Hales Engineering also quantified how many spaces were occupied at the studied resort area per occupied hotel room, and condo units and determined that the parking demand was 0.6 spaces per unit. Since the manner of arrival has a direct correlation to the parking demand rate, Hales Engineering recommends parking the residential products at 0.6 spaces / unit, in lieu of the rate in the PCMC Section 15-3-6.

TIME-OF-DAY SHARED USE

Many land uses are able to share parking due to offsetting peaks in parking demand. It is anticipated that this will be the case for Parcels B, C, D and E of the Park City Base Area Lot Redevelopment. The time of day and shared use analysis only takes into consideration the 494 parking spaces reserved for residential and commercial resort patronage. The 1,200 day skier parking spaces provided in the master plan is not included within the shared parking calculations to remain conservative, and will remain at a fixed level. Designing for the actual parking demand for a mixed-use project results in efficient use of parking spaces. The Institute of Transportation Engineers (ITE) provides percentages of parking demand throughout the day for many land uses in the Parking Generation (5th Edition, 2019) manual. Hales Engineering made conservative estimates regarding the hourly parking demand of the meeting space land use, as these are not available from ITE. Based on analysis of shared use, this study takes into consideration that much of the commercial patronage will also be day skiers, for which parking is provided separately. The study takes the following percentage reductions; a reduction of 95% for commercial space, a reduction of 75% for restaurant space, and a reduction of 50% for meeting space.

Hales Engineering has identified a mixed use / time of day parking demand for each land use for every hour of the day to determine the actual parking demand for Parcels B, C, D, and E. As shown in the table on the following page, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 326 parking spaces at 8:00 pm. It is anticipated that at the peak parking demand hour (8:00 pm), a surplus of 168 parking spaces will still be available on-site.

CONCLUSIONS AND RECOMMENDATIONS

The proposed project has programmed 1,200 replacement day-skier parking spaces (current surface parking spaces on Parcels B, C, D and E) to be provided somewhere on the site during and after construction of the project. (See the phasing plans in the construction phasing and mitigation section to follow how parking supply will fluctuate during the course of the development.) This results in a day skier parking total of 1,514 space on the resort.

Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates. Applying the actual Park City parking rates per occupied residential unit would require 852 spaces to meet the demand for the same parcels:

- Utilizing mixed use reductions, and time of day parking needs, while fixing the day-skier parking (1,200 spaces) results in a shared parking demand ranging from 195 to 326 spaces.
- The commercial and residentail parking supply on-site will be 494 spaces; therefore, at peak demand (326 spaces) there will be a surplus of 168 spaces.

Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability. Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance:

- A shuttle pull-out is being provided on parcel B, a porte cochere is planned on parcels C and E, and a drop-off near parcel D can be used as a drop-off / pick-up site.

DEVELOPMENT TIME OF DAY PARKING CALCULATIONS							
	LAND USE	**RES**	**COMM**	**RESTAURANT**	**MTG**	**TOTAL**	**SUPPLY**
	REQ'D PARKING	279	230	113	132	754	494
TIME	% REDUCTION	0%	95%	75%	50%		DELTA +/-
12:00 AM		243	0	3	0	246	248
1:00 AM		243	0	0	0	243	251
2:00 AM		243	0	0	0	243	251
3:00 AM		243	0	0	0	243	251
4:00 AM		243	0	0	0	243	251
5:00 AM		210	0	2	0	212	282
6:00 AM		182	4	2	7	195	299
7:00 AM		182	4	2	33	221	273
8:00 AM		193	6	2	66	267	227
9:00 AM		197	9	2	66	274	220
10:00 AM		183	10	2	66	261	233
11:00 AM		183	12	4	66	265	229
12:00 PM		181	13	11	66	271	223
1:00 PM		158	13	16	66	253	241
2:00 PM		163	13	9	66	251	243
3:00 PM		157	13	7	66	243	251
4:00 PM		170	12	4	66	252	242
5:00 PM		164	11	6	66	247	247
6:00 PM		191	10	12	53	266	228
7:00 PM		231	9	26	40	306	188
8:00 PM		263	7	29	27	326	168
9:00 PM		276	5	26	14	321	173
10:00 PM		277	4	23	0	304	190
11:00 PM		264	0	9	0	273	221

The Park City Mountain bus pull out area is being expanded with the proposed project from 3 to 4 spaces aligned in a more efficient layout to increase transit opportunities and potentially increase bus frequency, with landowner's cooperation:

- Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.

An Uber / Lyft, Black Car, day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.

The following potential measures could be implemented to encourage alternative modes of arrival to the resort:

- Advertise remote day skier parking at Ecker Hill park and ride lot
- Promote employee remote parking (see Vail's employee parking management plan), promote employee existing retail / base to ride transit from remote areas
- Promote other remote lots including high school, etc.
- Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers
- Ski lockers for day skiers and season rentals can be added which will promote bus ridership
- Preferred parking for carpoolers
- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures
- Encourage through the booking process alternative forms of arrival / departure other than rental vehicles

If Parcels B, C, D, and E, contain approximately 1,200 day skier parking spaces that will be held in reserve at all times, and the time of day demand for the proposed land uses identifies that adequate parking will be provided.

This in-depth parking analysis demonstrates that the proper number of day skier parking stalls are provided, contributing to a healthy and acceptable ratio of skiers to the CCC. The shared parking analysis is conclusive that for a large project shared parking is both feasible and desirable. It is important to arrive at the right number of parking stalls. Too few stalls mean that business and residents suffer. Business because there aren't enough patrons, and neighbors because people park on public streets. Too many stalls means that both patrons of the resort, and traffic suffer. This proposal has been balanced and is responsible in its design and analysis. The intent of the development improvements, including one-way circulation, parking wayfinding signage, charging for parking, effectively adding 50% more capacity to the bus stop, adding an Uber, Lyft, black car, hotel shuttle stop area is to increase transit ridership or other alternative mode options, and to increase the vehicle occupancy for patrons to the site, both of which help Park City with their goals to minimize vehicle trips within the resort.

The table provided below is a summary of the parking spaces proposed by parcel and type in the master plan and as shown in the program and planning section of this document.

PROPOSED MASTER PLAN PARKING SUMMARY (1)		
Parcel	**Type**	**Spaces**
Parcel B		
	Day Skier	786
	Condo	87
Total Parcel B Parking		**873**
Parcel C		
	Hotel Valet	183
Total Parcel C Parking		**183**
Parcel D		
	Retail	44
	Condo	51
Total Parcel D Parking		**95**
Parcel E		
	Day Skier	414
	Ski-Club and Condo	123
Total Parcel E Parking		**537**
Total Master Planned Parking		1688

(1) Proposed parking types are for example only. In order for time-of-day shared use parking to be effective, parking types need be be flexible. As stated above, for this study the day skier parking spaces remained fixed and were not include in the flexible time-of-day shared parking.

7.UTILITY DESIGN & PROPOSED GRADING

1. *EXISTING UTILITIES & DEMOLITION*
2. *NEW UTILITIES*
3. *STORM WATER MANAGEMENT*

EXISTING UTILITIES AND DEMOLITION

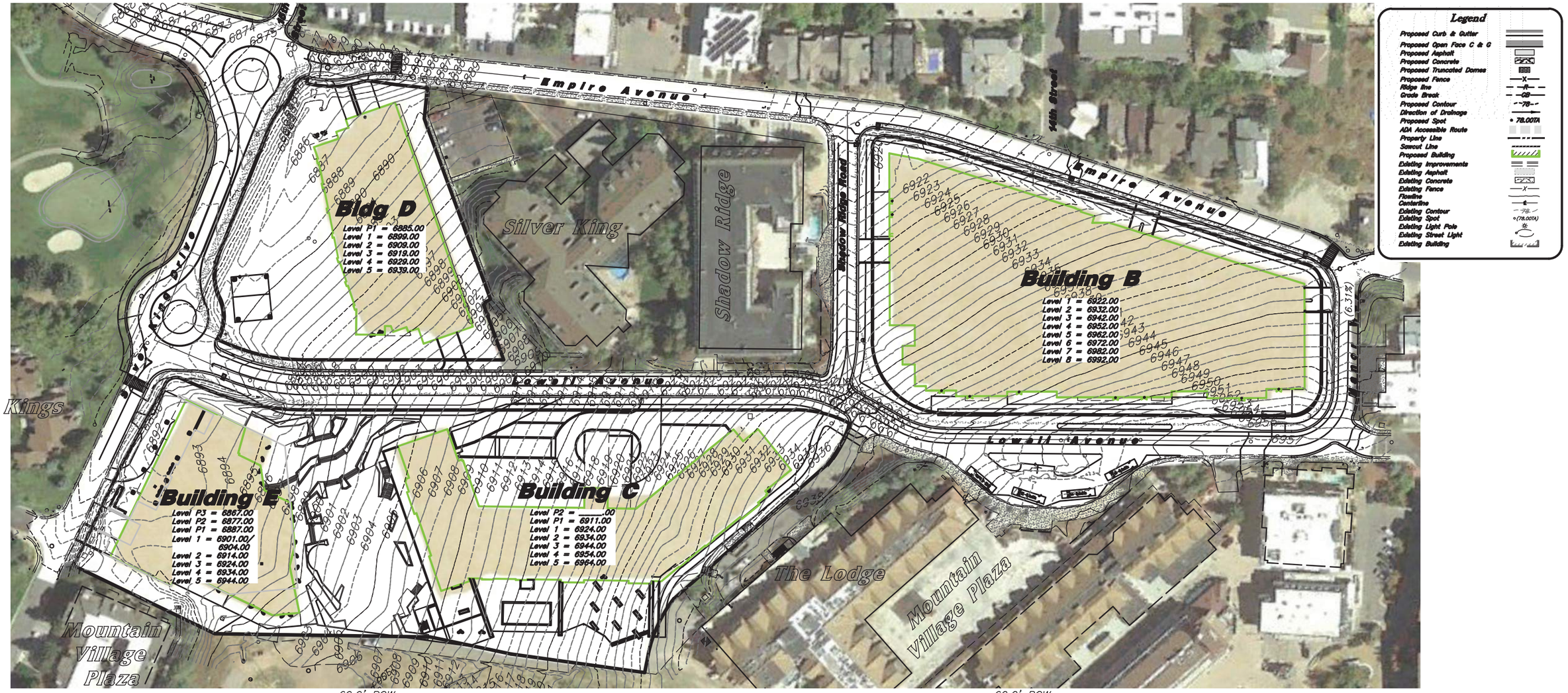
The existing Park City Base Area Lot Redevelopment area appears to contain all necessary utility infrastructure to support the new phases of development. There are existing Sanitary Sewer, Culinary Water and Storm Drain Lines within Silver King Drive, Empire and Lowell Avenues along with supporting dry utilities. Since there are no major road re-alignments planned with this Master Plan there is no need to move or re-locate any of the major utility lines. Existing Storm Drain lines will be adjusted to match up with new curb locations and street improvements as needed. Snow-maker water lines will also be relocated around the new development. The city has also indicated that the existing 20” raw water line in Lowell Ave. which is currently empty will be activated sometime in 2020.

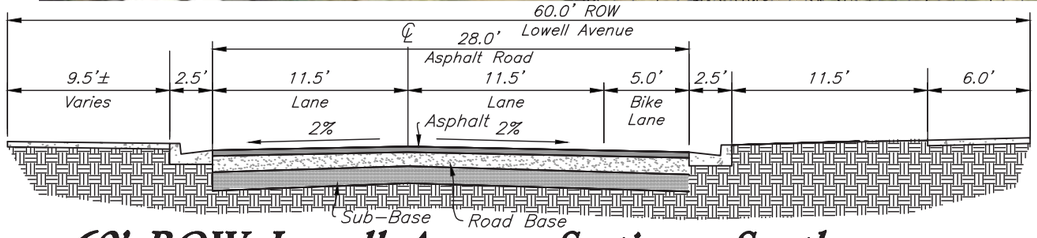
NEW UTILITIES

No significant new utilities are planned with this project. Refer to the Fire Protection Plan for analysis of fire flow requirements, it is anticipated that existing infrastructure will provide required fire flows. Park City is independently planning to build a new water tank and up-size existing waterlines in the project area that will provide additional fire flow protection for the city. No other major infrastructure improvements are anticipated.

STORM WATER MANAGEMENT

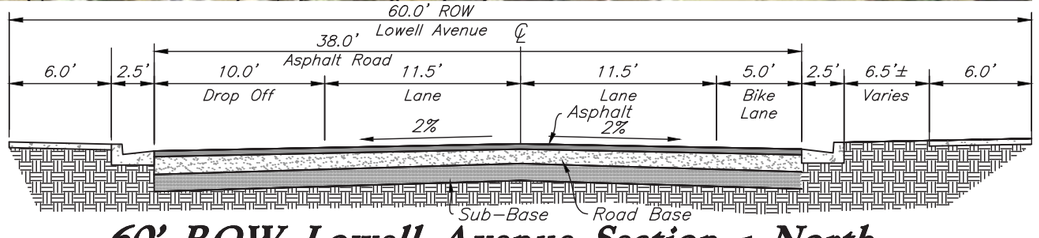
The existing project area is currently made up of paved parking lots and is served by an existing city storm drain system with no existing detention or water treatment provided. The proposed project will consist of buildings, plaza areas and landscaping with all parking provided in underground structures. This will significantly reduce the overall amount of runoff and improve water quality in the project area. Additional storm water quality will be achieved by directing storm water where possible through landscape swales.





60' ROW Lowell Avenue Section - South

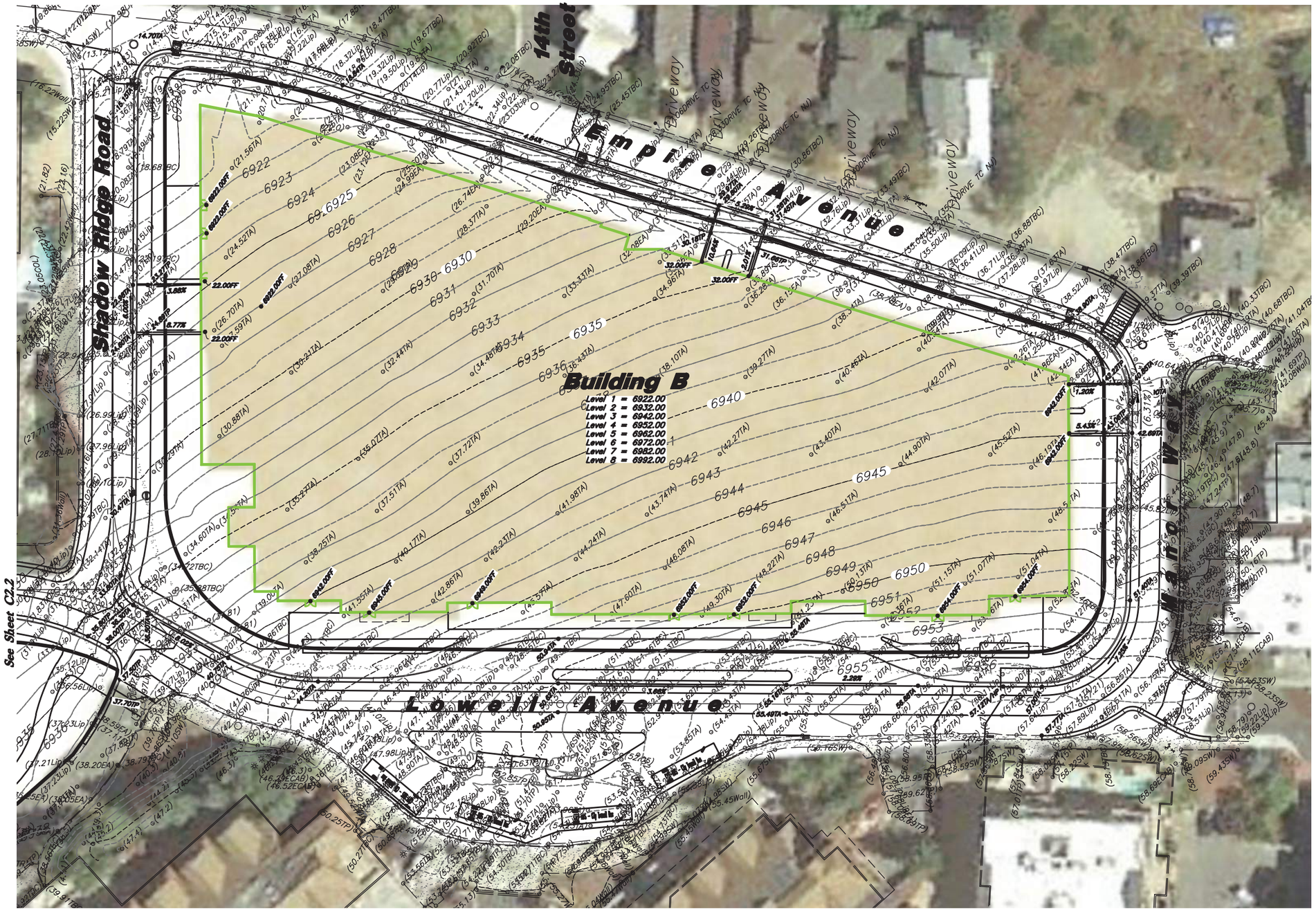
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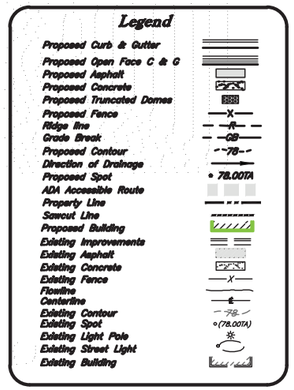


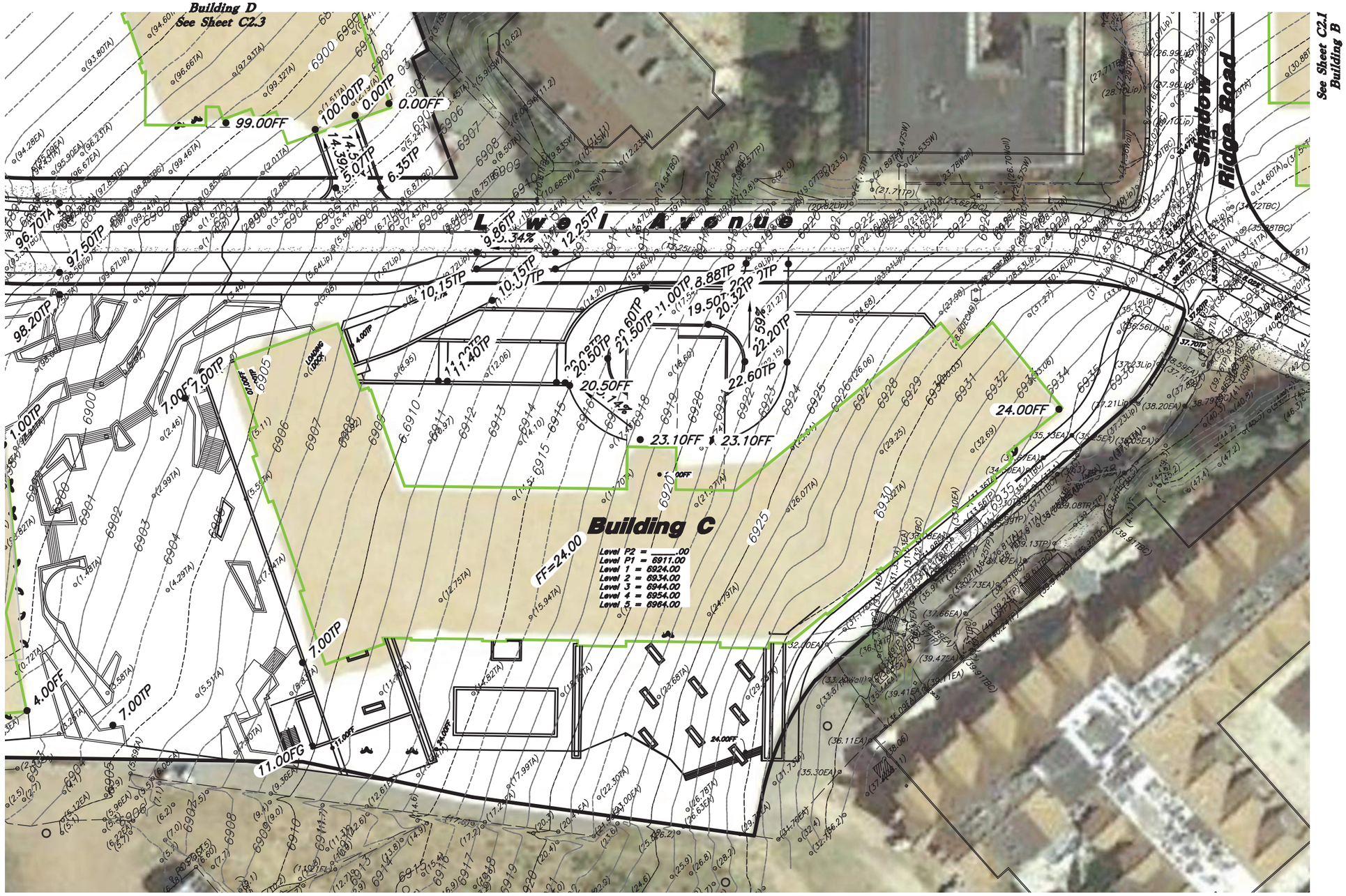
60' ROW Lowell Avenue Section - North

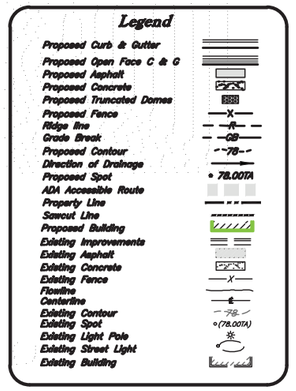
Not to Scale

563


Shadow Ridge Road
14th Street
Empire Avenue
Lowell Avenue
Building B
Level 1 = 6922.00
Level 2 = 6932.00
Level 3 = 6942.00
Level 4 = 6952.00
Level 5 = 6962.00
Level 6 = 6972.00
Level 7 = 6982.00
Level 8 = 6992.00
See Sheet C2.2

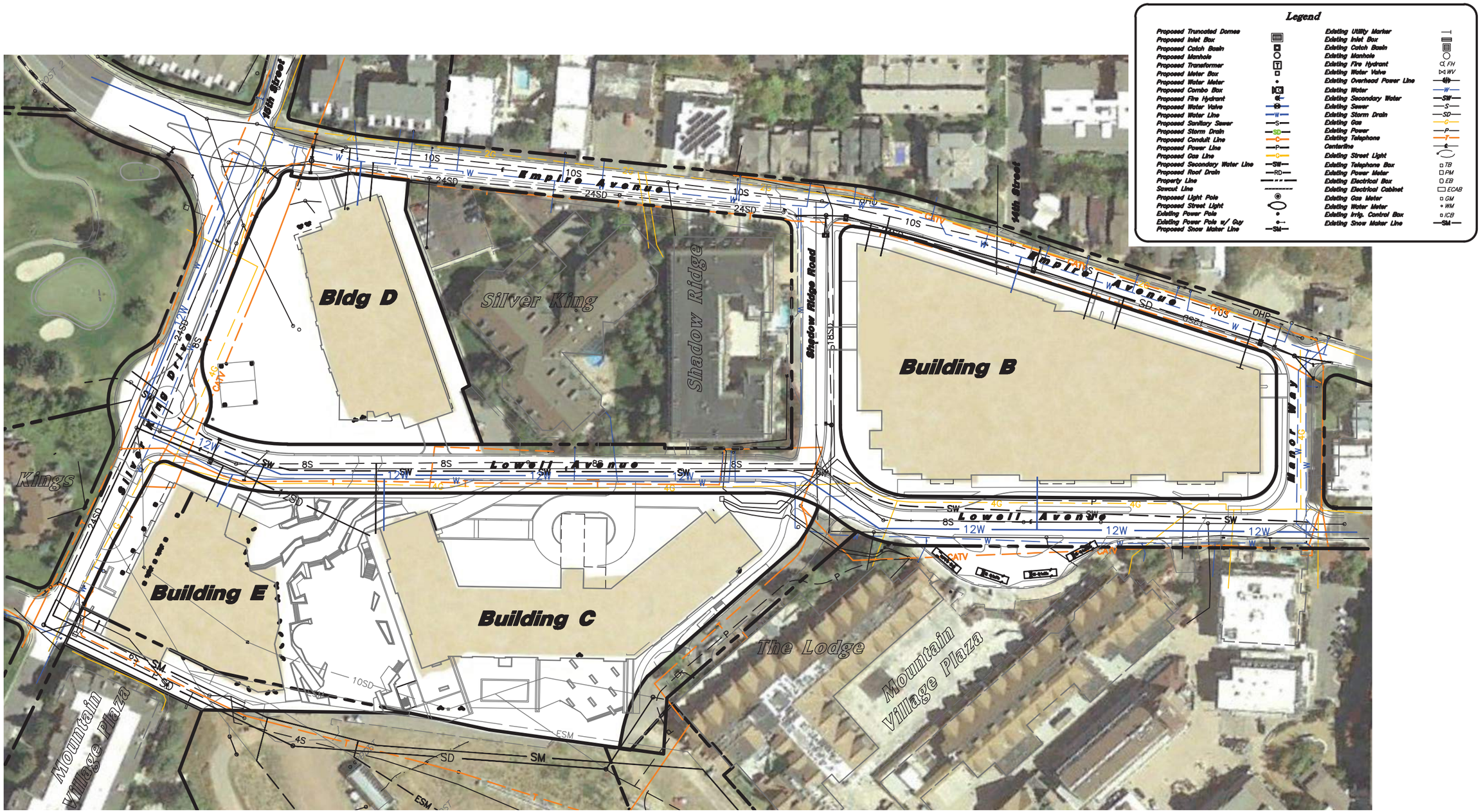

Legend
Proposed Curb & Gutter
Proposed Open Face C & G
Proposed Asphalt
Proposed Concrete
Proposed Truncated Domes
Proposed Fence
Ridge line
Grade Break
Proposed Contour
Direction of Drainage
Proposed Spot
ADA Accessible Route
Property Line
Sawcut Line
Proposed Building
Existing Improvements
Existing Asphalt
Existing Concrete
Existing Fence
Flowline
Centerline
Existing Contour
Existing Spot
Existing Light Pole
Existing Street Light
Existing Building


Building D
See Sheet C2.3
Lowell Avenue
Shadow Ridge Road
See Sheet C2.1
Building B
Building C
Level P2 = ...00
Level P1 = 6911.00
Level 1 = 6924.00
Level 2 = 6934.00
Level 3 = 6944.00
Level 4 = 6954.00
Level 5 = 6964.00
FF=24.00
Building E
See Sheet C2.3
99.00FF
100.00TP
0.00TP
0.00FF
14.36%
5.07TP
6.35TP
96.70TA
97.50TP
98.20TP
9.86TP
12.25TP
10.15TP
10.15TP
11.00TP
8.88TP
19.50TP
20.32TP
11.40TP
20.50TP
20.50FF
22.60TP
22.20TP
23.10FF
23.10FF
24.00FF
1.00TP
7.00FF
7.00TP
4.00FF
7.00TP
7.00TP
11.00FG
11.00FF
24.00FF
4.00FF
LOADING DOCK


Legend
Proposed Curb & Gutter
Proposed Open Face C & G
Proposed Asphalt
Proposed Concrete
Proposed Truncated Domes
Proposed Fence
Ridge line
Grade Break
Proposed Contour
Direction of Drainage
Proposed Spot
ADA Accessible Route
Property Line
Sawcut Line
Proposed Building
Existing Improvements
Existing Asphalt
Existing Concrete
Existing Fence
Flowline
Centerline
Existing Contour
Existing Spot
Existing Light Pole
Existing Street Light
Existing Building


King Drive
15th Street
Building E
Level P3 = 6867.00
Level P2 = 6877.00
Level P1 = 6887.00
Level 1 = 6901.00/ 6904.00
Level 2 = 6914.00
Level 3 = 6924.00
Level 4 = 6934.00
Level 5 = 6944.00
Building C
See Sheet C2.2
Building C
Building D
Level P1 = 6885.00
Level 1 = 6899.00
Level 2 = 6909.00
Level 3 = 6919.00
Level 4 = 6929.00
Level 5 = 6939.00
85.00FF
87.00FF
4.00FF
1.00TP
7.00TP
7.00FG
11.00FG
11.40TP
97.50TP
96.70TA
98.20TP
91.70TA
84.67TA
84.67TA
85.09TA
85.94TA
81.50TA
99.00FF
100.00TP
0.00TP
0.00FF
5.07TP
6.35TP
14.3%
82.00TP
82.00TP
85.00TP
85.00TP
81.80TP
6.43%
8.39%
9.2%
81.00 Dock
LOADING DOCK

566



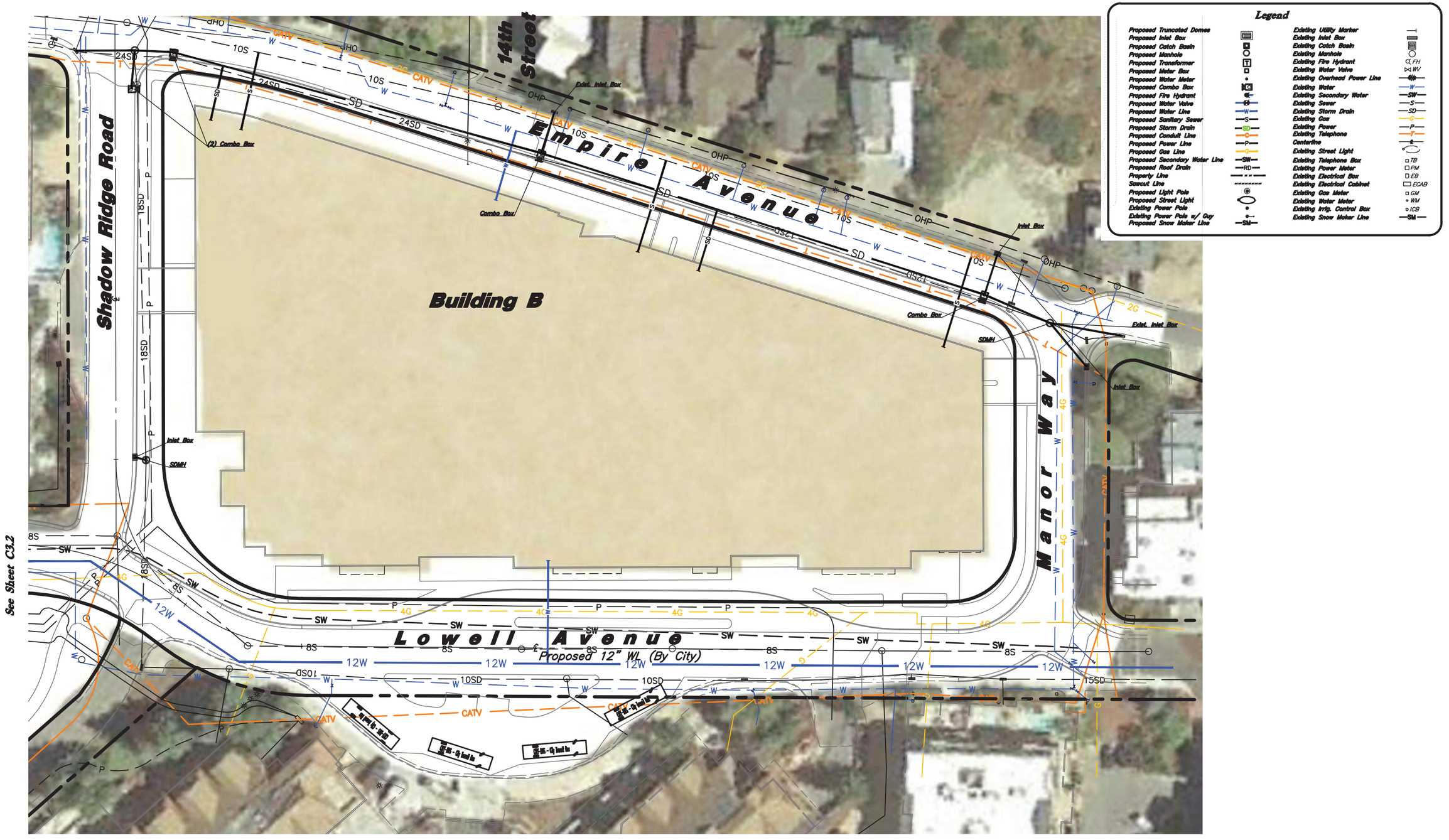
PARK CITY BASE AREA LOT REDEVELOPMENT
MASTER PLAN STUDY

OVERALL UTILITY PLAN

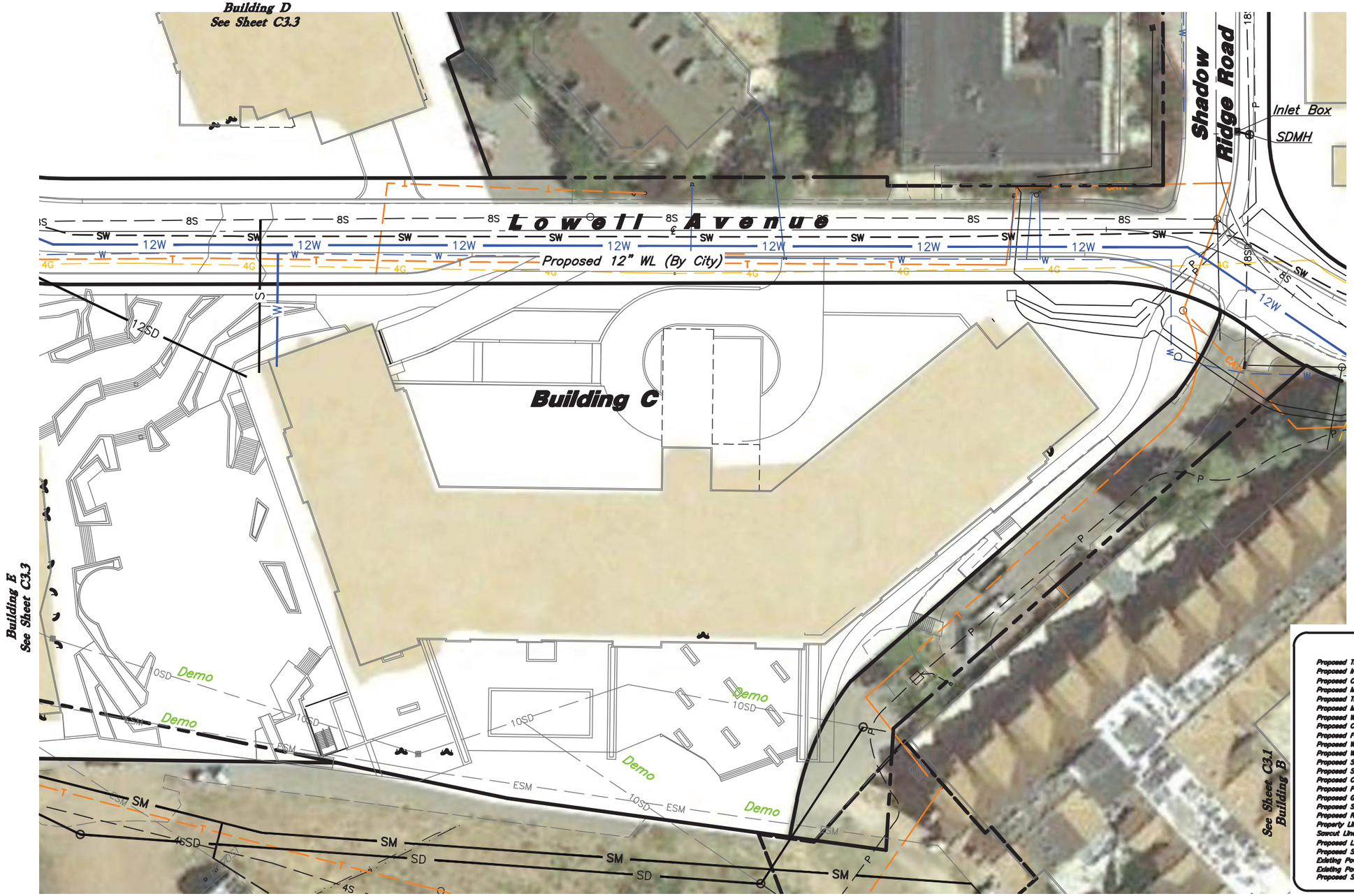
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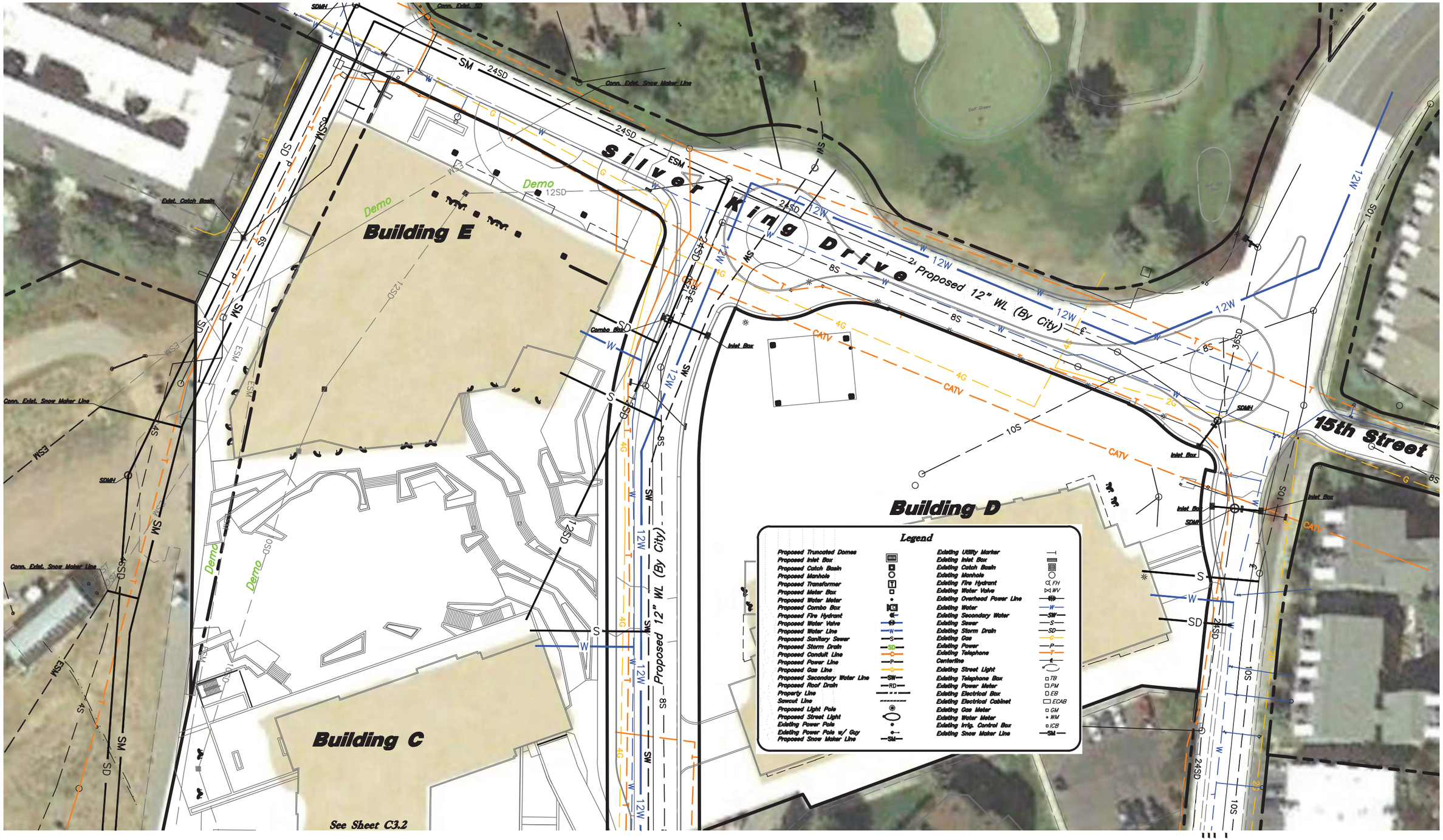
ANDERSON WAHLEN & ASSOCIATES HKS PEG COMPANIES

02.11.2020 | HKS #22328.001


Legend
Proposed Truncated Domes
Proposed Inlet Box
Proposed Catch Basin
Proposed Manhole
Proposed Transformer
Proposed Meter Box
Proposed Water Meter
Proposed Combo Box
Proposed Fire Hydrant
Proposed Water Valve
Proposed Water Line
Proposed Sanitary Sewer
Proposed Storm Drain
Proposed Conduit Line
Proposed Power Line
Proposed Gas Line
Proposed Secondary Water Line
Proposed Roof Drain
Property Line
Sidewalk Line
Proposed Light Pole
Proposed Street Light
Existing Power Pole
Existing Power Pole w/ Guy
Proposed Snow Maker Line
Existing Utility Marker
Existing Inlet Box
Existing Catch Basin
Existing Manhole
Existing Fire Hydrant
Existing Water Valve
Existing Overhead Power Line
Existing Water
Existing Secondary Water
Existing Sewer
Existing Storm Drain
Existing Gas
Existing Power
Existing Telephone
Centerline
Existing Street Light
Existing Telephone Box
Existing Power Meter
Existing Electrical Box
Existing Electrical Cabinet
Existing Gas Meter
Existing Water Meter
Existing Irrig. Control Box
Existing Snow Maker Line
Shadow Ridge Road
14th Street
Empire Avenue
Building B
Manor Way
Lowell Avenue
Proposed 12" WL (By City)
Exist. Inlet Box
Combo Box
Inlet Box
SDMH
(2) Combo Box
See Sheet C3.2

568


Building D
See Sheet C3.3
Lowell Avenue
Proposed 12" WL (By City)
Shadow Ridge Road
Inlet Box
SDMH
Building C
Building E
See Sheet C3.3
See Sheet C3.1
Building B
Demo
Legend
Proposed Truncated Domes
Proposed Inlet Box
Proposed Catch Basin
Proposed Manhole
Proposed Transformer
Proposed Meter Box
Proposed Water Meter
Proposed Combo Box
Proposed Fire Hydrant
Proposed Water Valve
Proposed Water Line
Proposed Sanitary Sewer
Proposed Storm Drain
Proposed Conduit Line
Proposed Power Line
Proposed Gas Line
Proposed Secondary Water Line
Proposed Roof Drain
Property Line
Sawcut Line
Proposed Light Pole
Proposed Street Light
Existing Power Pole
Existing Power Pole w/ Guy
Proposed Snow Maker Line
Existing Utility Marker
Existing Inlet Box
Existing Catch Basin
Existing Manhole
Existing Fire Hydrant
Existing Water Valve
Existing Overhead Power Line
Existing Water
Existing Secondary Water
Existing Sewer
Existing Storm Drain
Existing Gas
Existing Power
Existing Telephone
Centerline
Existing Street Light
Existing Telephone Box
Existing Power Meter
Existing Electrical Box
Existing Electrical Cabinet
Existing Gas Meter
Existing Water Meter
Existing Irrig. Control Box
Existing Snow Maker Line


Silver King Drive
Proposed 12" WL (By City)
Proposed 12" WL (By City)
15th Street
Building E
Building C
Building D
Demo
Demo
Demo
Demo
See Sheet C3.2
Golf Green
Golf Green
Conn. Exist. SD
Conn. Exist. Snow Maker Line
Conn. Exist. Snow Maker Line
Exist. Catch Basin
Combo Box
Inlet Box
Inlet Box
Inlet Box
Inlet Box
SDMH
SDMH
SDMH
SM 24SD
24SD
ESM
12SD
12SD
36SD
8S
10S
4S
4G
CATV
12W
Legend
Proposed Truncated Domes
Proposed Inlet Box
Proposed Catch Basin
Proposed Manhole
Proposed Transformer
Proposed Meter Box
Proposed Water Meter
Proposed Combo Box
Proposed Fire Hydrant
Proposed Water Valve
Proposed Water Line
Proposed Sanitary Sewer
Proposed Storm Drain
Proposed Conduit Line
Proposed Power Line
Proposed Gas Line
Proposed Secondary Water Line
Proposed Roof Drain
Property Line
Sawcut Line
Proposed Light Pole
Proposed Street Light
Existing Power Pole
Existing Power Pole w/ Guy
Proposed Snow Maker Line
Existing Utility Marker
Existing Inlet Box
Existing Catch Basin
Existing Manhole
Existing Fire Hydrant
Existing Water Valve
Existing Overhead Power Line
Existing Water
Existing Secondary Water
Existing Sewer
Existing Storm Drain
Existing Gas
Existing Power
Existing Telephone
Centerline
Existing Street Light
Existing Telephone Box
Existing Power Meter
Existing Electrical Box
Existing Electrical Cabinet
Existing Gas Meter
Existing Water Meter
Existing Irrig. Control Box
Existing Snow Maker Line
FH
WV
TB
PM
EB
ECAB
GM
WM
ICB

570

8.SUSTAINABILITY DESIGN GUIDELINES

1. PARK CITY SUSTAINABILITY
2. ENERGY EFFICIENCY
3. DESIGN STRATEGIES

The Sustainability Guidelines for the Park City Base Area Lot Redevelopment respond to local energy and environmental issues as it relates to the built environment. The guidelines found herein this document are meant to include suggestions on performance indicators and to inform decision on best practice. It is meant to be flexible to accommodate any proposals for change.

PARK CITY SUSTAINABILITY

Park City, as a leader in sustainability, has made North America's most ambitious climate goals: to be net-zero carbon and run on 100% renewable electricity for city operations by 2022, and for the whole community by 2032 through Resolution 28-2017. The framework of Resolution 28-2017 outlines verification pathways that new buildings and facilities constructed using municipal funds can follow to minimize environmental impacts. The Resolution recommends the following:

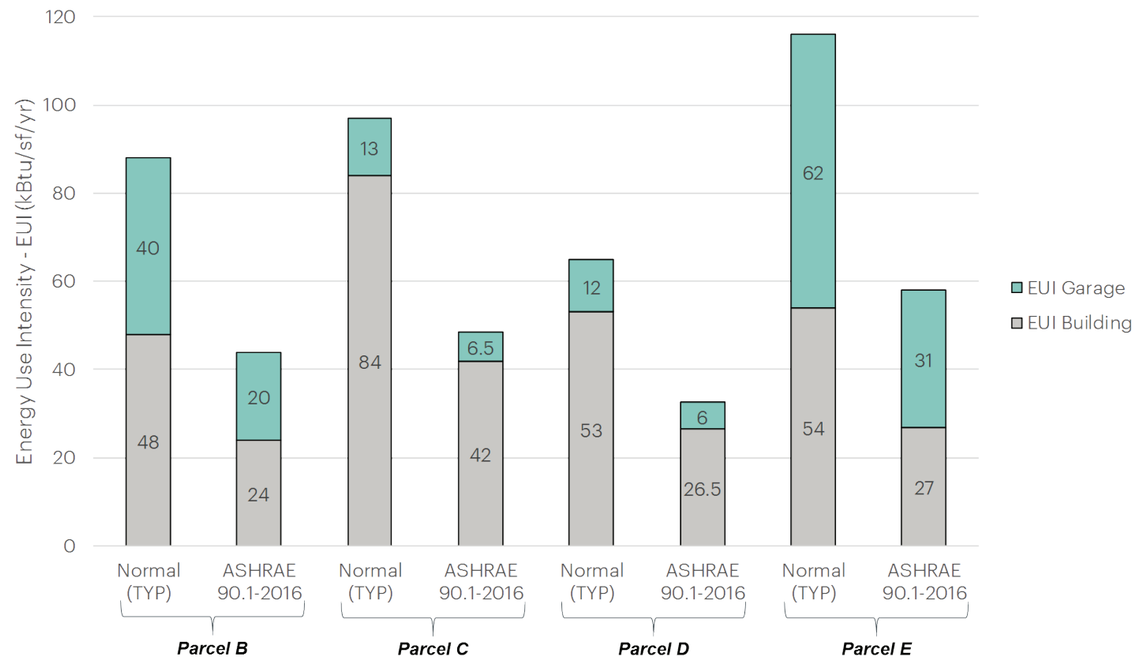
- Integrate performance evaluations beginning in design process.
- Measure for one-year post-occupancy to ensure building performance alignment to green building standard.
- Requires renewable energy to be produced on site to cover the facility's annual need (no off-site credits).
- Capturing efficiencies, to leads to significant financial savings over the lifetime of the facility by engaging Energy Modelers and Commissioning Agents.
- Verification pathways include International Living Future Institute's Energy Petal certification; a score of zero on the Zero Energy Performance Index; and Passive House certification.

By adopting this resolution, Park City has made it clear that sustainability is a priority. While private development is not subject to the requirements of Resolution 28-2017, it must nonetheless make and attain sustainable goals in order to reach alignment with the City and community.

ENERGY EFFICIENCY

Energy efficiency requires that a whole building performance targets are established and that takes into account the intended use, occupancy, operations, plug loads, and other energy demands. Establishing an energy efficiency target early in the design process ensures that the goal is achieved throughout the design and life cycle of the building. To best inform design decisions, the predicted Energy Use Intensity (pEUI) is used to describe modeled site energy. This provides a means to facilitate comparative analysis to benchmark the performance of a design to buildings in a similar geographic locations, accounting for both climate and available fuel and energy sources. The pEUI is a measurement that describes a building's annual site energy consumption relative to the building's gross square footage. It is an expression of the total annual amount of all energy sources (typically in kBtu, normalized unit of energy) consumed on-site either metered or as a comparative average. Site EUI contains a mixture of what is called primary energy (i.e., a raw fuel like natural gas) and secondary energy (i.e., a converted product like electricity or district steam).

The Energy Use Intensity for the development is understood as EUI-100 kBtu/sf/yr for the baseline with a target of EUI-30 kBtu/sf/yr. The target represents an energy reduction of 70% (by applying minimum energy efficiency for the design and construction of buildings and structures energy code, a 50% code equivalent reduction can be achieved). Rules governing the energy efficiency for the design and construction of buildings and structures, in the State of Utah, are those contained in the International Energy Conservation Code, 2018 edition, (with reference to ASHRAE Energy Standard for Buildings Except Low-Rise Residential Buildings, ANSI/ASHRAE/IESNA Standard 90.1-2016). The "Normal" Energy Use Intensity (EUI) is compared to that of an equivalent building design, energy code compliant (dependent on the development parcel program and phasing).Capturing efficiencies early in the design process by engaging Energy Modelers and Commissioning Agents will lead to a higher performing project and significant lifetime financial savings.



PARCEL ENERGY USE COMPARISON (BASELINE)

Metric	Design Project	Design Target*	Median Property*
ENERGY STAR score (1-100)	Not Available	Not Available	50
Source EUI (kBtu/ft²)	90.8	53.6	89.3
Site EUI (kBtu/ft²)	51.9	30.6	51.0
Source Energy Use (kBtu)	110,750,856.8	65,347,806.7	108,913,011.2
Site Energy Use (kBtu)	63,286,200.2	37,341,599.2	62,235,998.6
Energy Cost ($)	932,794.77	550,389.30	917,315.50
Total GHG Emissions (Metric Tons CO2e)	4,222.4	2,491.4	4,152.4

PORTFOLIO MANAGER METRICS COMPARISON (PLACEHOLDER)

572

Portfolio Manager will be used for the development to document predicted building performance (benchmarked against U.S. National energy use intensity references) and track/account for whole-building energy use to support post-occupancy data collection requirement.

DESIGN STRATEGIES

1. Integrated Design: Use a collaborative, integrated planning and design process that establishes performance goals for siting, energy, water, materials, and indoor environmental quality along with other comprehensive design goals and ensures incorporation of these goals throughout the design and life-cycle of the building
2. Commissioning: Employ commissioning practices tailored to the size and complexity of the building and its system components in order to verify performance of building components and systems and help ensure that design requirements are met.
3. Energy Efficiency: Establish a whole building performance target that takes into account the intended use, occupancy, operations, plug loads, other energy demands.
4. On-Site Renewable Energy: Integrate life-cycle cost effective on-site renewable energy systems.
5. Measurement and Verification: Ensure that building level metering is sufficient enough to track and continuously optimize building performance.
6. Indoor Water: Employ strategies that in aggregate use a minimum of 20 percent less potable water than the indoor water use baseline calculated for the building. Specify EPA's WaterSense-labeled products or other water conserving products, where available. The installation of water meters is encouraged to allow for the management of water use during occupancy.
7. Outdoor Water: Use water efficient landscape and irrigation strategies, such as water reuse, recycling, and the use of harvested rainwater, to reduce outdoor potable water consumption by a minimum of 50 percent over that consumed by conventional means (plant species and plant densities). The installation of water meters for locations with significant outdoor water use is encouraged.
8. Storm water: Employ design and construction strategies that reduce storm water runoff and discharges of polluted water off-site.
9. Ventilation and Thermal Comfort: Meet ASHRAE Standard 55, Thermal Environmental Conditions for Human Occupancy, including continuous humidity control within established ranges per climate zone, and ASHRAE Standard 62.1, Ventilation for Acceptable Indoor Air Quality.
10. Moisture control: Establish and implement a moisture control strategy for controlling moisture flows and condensation to prevent building damage, minimize mold contamination, and reduce health risks related to moisture.
11. Daylighting: Achieve a minimum daylight factor of 2 percent (excluding all direct sunlight penetration) in 75 percent of all space occupied for critical visual tasks. Provide automatic dimming controls or accessible manual lighting controls, and appropriate glare control.
12. Low-Emitting Materials: Specify materials and products with low pollutant emissions, including composite wood products, adhesives, sealants, interior paints and finishes, carpet systems, and furnishings.
13. District Energy Systems: Provide for local production and distribution of thermal energy (network) for heating and cooling to maximize efficiency.
14. LED Lighting: Provide an all-LED lighting design to reduce electrical load and consumption.

9. FIRE PROTECTION DESIGN

1. *FIRE PROTECTION SUMMARY*
2. *AERIAL FIRE APPARATUS ACCESS ROADS*
3. *FIRE RESPONSE PLAN*

FIRE PROTECTION SUMMARY

The Emergency Service Provider has adopted Appendix B, C, and D of the 2018 International Fire Code (IFC). Appendix B Table B105.1(2) of the 2018 IFC governs the fire flow requirements for buildings. Table B105.2 of the appendix allows for a reduction of fire-flow equivalent to 25% of the value in Table B105.1(2) if the building is supplied with an automatic sprinkler system in accordance with Section 903.3.1.1 of the IFC. Table B105.2 clarifies that the reduced fire flow shall not be less than 1,500 gallons per minute. Below are the calculation fire flow (gpm) and duration (hrs) requirements base on type of construction, assuming each building is supplied with an automatic sprinkler system in accordance with IFC Section 903.3.1.1. The final design building heights and areas need to be determined for each parcel to confirm which types of construction are permitted.

	PARCEL B		PARCEL C		PARCEL D		PARCEL E	
Calculation Area	558,452 SF		315,410 SF		129,855 SF		335,187 SF	
	Fire Flow (gpm)	**Duration (hrs)**	**Fire Flow (gpm)**	**Duration (hrs)**	**Fire Flow (gpm)**	**Duration (hrs)**	**Fire Flow (gpm)**	**Duration (hrs)**
Type IB	1,500	2	1,500	2	1,500	2	1,500	2
Type IIIA above IA	1,500	2	1,500	2	1,500	2	1,500	2
Type VA above IA	1,875	2	1,500	2	1,500	2	1,500	2

AERIAL FIRE APPARATUS ACCESS ROADS

Appendix D of the IFC governs Fire Apparatus Access Roads. Due to various site constraints and existing conditions, some of the parcels will not be able to meet the requirements of aerial fire apparatus access roads. Additionally, some areas of the building exceed the 150' travel distance from fire department access to the exterior walls on the first story. To mitigate these issues, the following additional fire protection features will be added to buildings on parcels C, D, and E:

Exterior standpipe outlets will be provided along the perimeter of the building where compliant fire department access is not provided. These will be nominally spaced on approximate 200-ft centers. Specific locations and means of freeze protection will be developed as the design of the buildings proceed.

The minimum sprinkler system design densities will be increased one hazard classification. For example, if Ordinary Hazard Group 1 design densities are required, they will be increased to Ordinary Hazard Group 2

FIRE RESPONSE PLAN

The following information was received from Park City Fire District upon inquiry:

Which fire station(s) would respond to this site?

- Station 31 on Holiday Ranch Loop Road and Station 38 on Deer Valley Drive North would be the main responding stations with backup coming from Station 34 on Royal Street and Station 36 on Canyons Resort Drive

Which routes would be taken?

- Station 38 would take Deer Valley Drive to Empire Avenue
- Station 31 would take Hwy 224/Park Avenue to Empire Avenue

Would response vary depending upon the time of day and/or season?

- Yes. Traffic and weather both effect response times.

10. CONSTRUCTION PHASING & MITIGATION

1. GENERAL SITE MANAGEMENT
2. HOURS OF OPERATION
3. SITE LOGISTICS
4. OKLAND TRADE MANAGEMENT
5. COMMUNICATIONS WITH EXTERNAL PARTIES
6. CONSTRUCTION STAGING
7. SITE SAFETY
8. ADDITIONAL INFORMATION
9. SITE SAFETY AND SECURITY
10. CRANE & BOOM PLACEMENT
11. SOIL EXPORT
12. SHORING
13. ROAD IMPROVEMENTS
14. SITE & UTILITY IMPROVEMENTS
15. SITE ADMINISTRATION
16. SCHEDULE
17. PHASING PLANS

GENERAL SITE MANAGEMENT

The Park City Base Area Lot Redevelopment is being designed as a multi-year project consisting of four below grade parking facilities with commercial/residential structures above. Associated roadway and subsurface utility improvements will also be phased throughout the duration of the project. In the pages that follow you will find information about safety and security measures to be taken at each individual site, where vehicles will load and unload, how soil export and below grade shoring activities will take place, where and when roadway and utility improvements are anticipated to occur, how the Construction Manager proposes to operate administratively, and the timeline and phasing of the construction project overall.

HOURS OF OPERATION

ADMINISTRATION	7:00a – 1:00a
BUILDING CONSTRUCTION	(per Park City Municipal Code - Title 11)
	7:00a – 9:00p Monday - Saturday
	9:00a – 6:00p Sunday

No exterior work of any kind will be proposed or undertaken outside of the hours identified above. Construction will be suspended or restricted at the request of the Building Official to accommodate special events.

SITE LOGISTICS

CONSTRUCTION ADMINISTRATION
An administrative area will be established for the use of all construction personnel actively working on site.

Construction office – a 48’ x 60’ modular office structure will house the construction manager, the construction manager’s trade partners, the design team, and the owners representative.

Staff facility – a 48’ x 60’ modular office structure will provide a designated area for construction personnel to take breaks and attend training so as not to disturb ski resort patrons or congest resort facilities. The facility will also include quarters for site safety and security personnel including a sequestered first aid area.

Restrooms – independent restroom trailers will be provided for men and women.

Storage – an area will be set aside to park a limited number of storage containers.

Parking – a parking area will be established for the use of personnel assigned to work in the construction office complex. Parking in the administrative area will be limited; all parking for trade personnel will be off-site.

OKLAND TRADE MANAGEMENT

PARKING AND TRANSPORTATION
Off-site parking will be provided for all trade employees. Bus service to transport employees from distal parking to the job site will be available for one hour before the start of shift and for one hour at the conclusion of the work day. Emergency transportation will be provided to employees by site safety/security personnel as needed throughout the day.

RESTROOMS
Separate men’s, women’s, and unisex accessible restrooms will be provided at individual work locations throughout the job site. Restrooms will also be available in the construction office facility, staff facility, and in restroom trailers in the administrative area parking lot. Restrooms will be maintained periodically to assure that employees have sanitary facilities at their disposal.

BREAK ROOM
A break room will be provided for employees. Employees will be discouraged from utilizing resort food service outlets or in any way impacting the experience of the resort guests.

COMMUNICATIONS WITH EXTERNAL PARTIES

Because the active construction zone is in close proximity to adjacent landowners and resort patrons, and is of interest to members of the community, a communication tool will be established by the Construction Manager to disseminate information and receive public feedback in real time regarding the construction. With the goal being to provide an open path of information flow regarding the project, an individual will be assigned to manage all external communication and assure open interaction between the project and the public.

WEBCAM
Caamera locations will be established on each parcel to provide interested parties with a real time look at construction activities as they progress.

CONSTRUCTION COMMUNICATIONS
A Facebook page will be established for the duration of the project to keep interested parties informed about work taking place on the job site. The page will include the following:

- A link to webcams.
- A weekly schedule of activities including a rolling three week look ahead.
- Notice of road and walkway construction impacts.
- Notice of delivery activities and any associated hoisting activity adjacent to roadways.
- A blog that will provide a weekly update of work accomplished, work in progress, and work anticipated.
- A spot devoted to receiving feedback from the public.
- Project photos.
- Other items of interest to those community members or area guests that are impacted by the project.

BI-MONTHLY PUBLIC FORUM
The construction manager will conduct a bi-monthly public forum that is open to all interested parties. The meeting will be focused on receiving feedback from the public, discussion of mitigation measures should concerns arise, and to share directly with interested parties the course of construction for the upcoming month.

MONTHLY PROGRESS UPDATE TO THE CITY
The construction manager will provide a written monthly progress update to the Park City Planning Department outlining current project status. A document disclosing all public feedback received during the month will be compiled to keep city officials well-informed as to public sentiment regarding the project. Along with current progress a one month schedule look ahead focused on work to be performed during the succeeding month will be attached.

CONSTRUCTION STAGING

LOCATIONS
Off-site – all project participants supplying materials to the construction will be required to store their materials off site for just in time delivery. Limited local storage will be established at a site yet to be determined. Delivery zones will be established and monitored throughout the duration of the construction. Fork lift and crane service will be provided with trained rigging and flagging personnel available to assist in loading and unloading operations.

On-site – although every effort will be made to limit staging of construction materials and equipment on site, some storage will be required. Storage in the construction zone will be limited to areas with the security fence perimeter. It is inevitable that some storage will be in areas visible to resort patrons. To the extent possible every attempt will be made to keep materials and equipment shielded from view. When practical, storage will be shifted to completed portions of the building. Stored material and equipment will be kept in an orderly fashion.

DELIVERY OF MATERIALS
Receiving areas for materials and equipment will be established for each parcel. Appropriate traffic control devices will be provided at vehicle approaches and adjacent to any delivery operations. Traffic control personnel will be provided during loading and unloading operations.

CONSTRUCTION WASTE
Waste materials will be confined to on-site general waste and recycle containers. Containers will be of the 30 yard open roll-off type container and will be kept in good condition. Containers will be emptied periodically when containers become full.

CONCRETE SLURRY
Concrete wash out activities for concrete delivery and placement vehicles will be confined to the construction zone within the security fence perimeter. Eco-pan concrete recycling containers will be provided, no concrete slurry will be disposed of on site.

SITE SAFETY

SITE
PERIMETER FENCING – for the purpose of security and safety, each location where construction activity is taking place will be enclosed with removable construction fencing. The fencing will be specifically designed for use during construction activities and will be maintained daily throughout the course of construction in any given area.

Long-term fencing – specific to the course of construction, permanent security/safety fencing will be installed at the perimeter of parcels b, c, d, and e. A long-term fence will also be established around the plaza/skier drop-off/base arrival areas during their construction. Long-term fencing will be installed with pins drilled into the ground, have permanent gates installed, with all gates lockable. Fence will be maintained in a locked condition during off hour periods.

Short-term fencing – where improvements, reconfigurations, or new site utility infrastructure is being constructed a security/safety fence perimeter will be established for the duration of the construction. This fence will be held in place with bases placed on top of the ground and weighted with sandbags. Openings in the short-term fence will be informal to allow for access options. Fence will be maintained in a locked condition during off hour periods.

TRAFFIC
Patterns during construction – road access and circulation in areas adjacent to construction zones are not anticipated to change during the course of building construction. Periodic interruptions for utility reconfiguration or connections are anticipated at some points throughout the construction. Applications and approvals required by the city or pertinent utility providers will be requested a minimum of 30 days prior to the anticipated commencement the of work. Adjacent landowners will be informed of changes to traffic patterns 30 days prior to the commencement of the work.

General maintenance – where roadways are impacted by construction activities once backfilled all road surfaces will be restored to a paved condition with line markings restored. At all times, but particularly during shoring and mass excavation activities, streets and sidewalks associated with the construction areas will be swept daily or more frequently if needed. A wheel wash will be established at all egress points where construction vehicle movements are taking place.

Snow removal – in areas not impacted by construction, roadways and walkways accessible to the public will be maintained as they would be normally. In areas where construction is present, project personnel and equipment will be utilized to keep roadways and the public way open for pedestrians and resort patrons. Snow will not be stored on site.

PEDESTRIAN CIRCULATION
Safe pathways – to the extent possible the means of pedestrian circulation will remain as it exists currently. During periods where sidewalks and roadways are being reconfigured and the typical circulation patterns is disrupted, temporary alternate pathways will be provided. Alternate pathways will be defined by temporary safety fencing or movable concrete barricades. In areas where pedestrian circulation is proximal to ongoing construction activities a lighted covered walkway will be provided.

Way finding – temporary directional signage specifically targeted at pedestrians will be provided as the situation requires.

CONSTRUCTION SIGNAGE
scrim will cover the long-term site security fence to provide a visual barrier between the construction and the public. “danger” signs will be placed at 50’ intervals along the entire length of the fence. Material delivery areas will have signs noting their use. All entry gates will have signs noting the name of the construction manager, requirements for proper PPE, site access requirements, and contact information.

PHYSICAL BARRIERS
physical barriers will be provided as required at all times during the construction. Physical barriers will take the form of temporary fencing, movable concrete highway barricades, or wood framed covered walkways.

TEMPORARY SITE LIGHTING
As required, portable light stands will be provided to assure a safe environment for the public, resort patrons, and construction personnel. To the extent possible solar powered portable light stands will be used in lieu of fossil fueled light stands.

FIRE PROTECTION
A fully functional system of fire hydrants will be maintained throughout the construction site. Where it becomes necessary to reconfigure water lines, a construction mitigation plan will be developed showing temporary measures including hydrant location, materials, sequence of construction, schedule, etc. The construction mitigation plan will be submitted to the municipality for approval.

ADDITIONAL INFORMATION

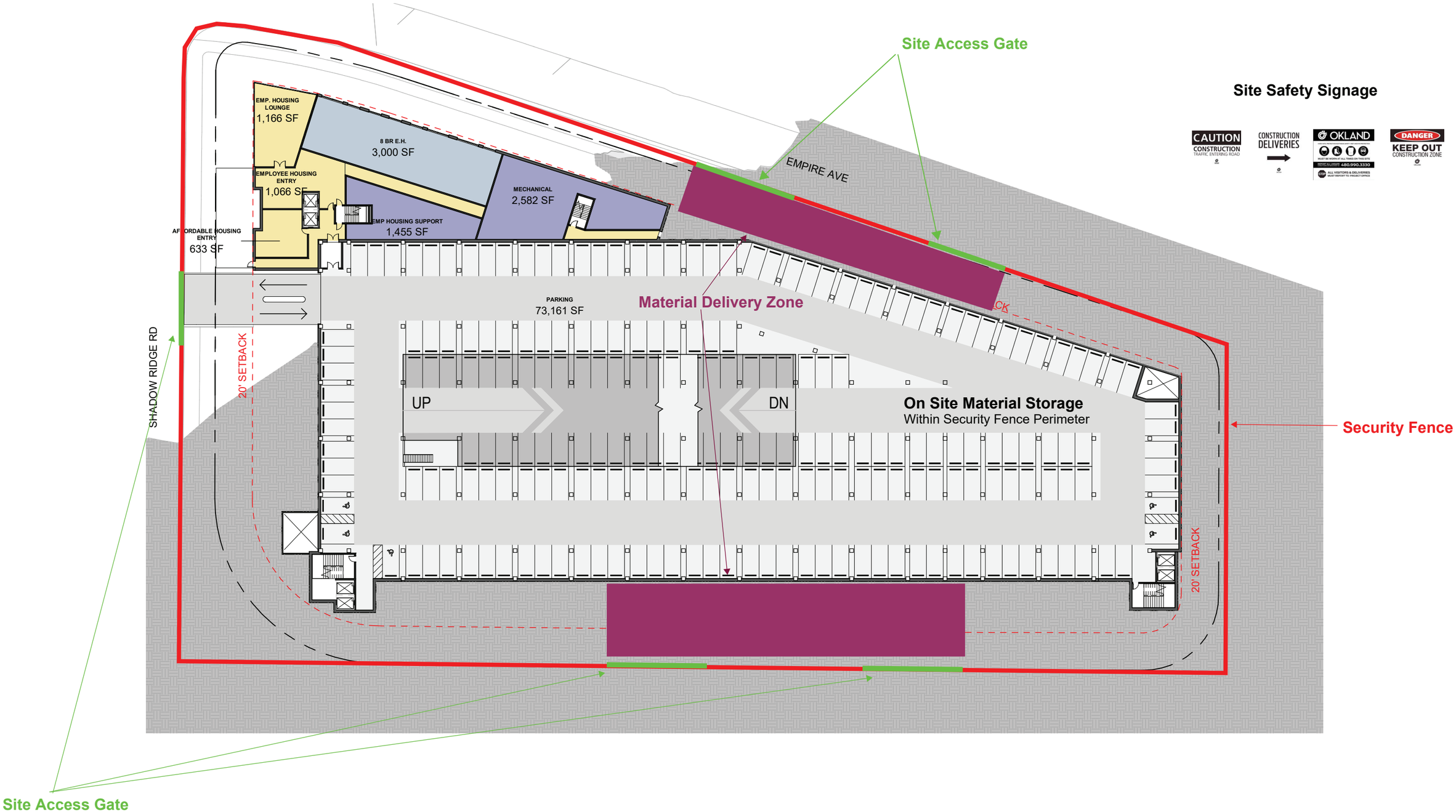
STORM WATER MITIGATION AND MANAGEMENT
Consistent with requirements, a SWPPP program will be developed and operationalized by the excavation contractor. The construction manager will ultimately hold responsible for swppp compliance.

GROUNDWATER MANAGEMENT
Investigation of subsurface conditions revealed no indication of the presence of groundwater. While not anticipated, should groundwater be present the construction manager will immediately contact the soils engineer and, in conjunction with the civil engineer, develop a groundwater mitigation plan for review and acceptance by the municipality.

DRILLING AND BLASTING
Investigation of subsurface conditions revealed nothing that would indicate a requirement to blast. While not anticipated, should blasting become necessary the construction manager will immediately contact the soils engineer and, in conjunction with the civil engineer, develop a blasting plan showing the extents of blasting, establish pay limits, and identify adjacent landowners that may be impacted by blasting activities. The construction manager will establish a seismic monitoring program and site safety protocol prior to the commencement of blasting activities. If blasting is required, a mitigation plan would be developed and presented to the municipality and adjacent landowners for review and acceptance.

GENERAL APPROACH TO SHORING
Shoring will be required to enable safe entry to subsurface areas of all building sites. The construction manager will utilize a pile and lagging system to shore excavations. The pile and lagging system requires the installation of a series of wide flange steel piles that are inserted vertically into the ground. Steel piles are placed in drilled holes and then grouted into place with concrete. Once piles are in place wood planks, lagging, is installed between the piles to support the side walls of the excavation. Tie backs may also be required to assure that the pile and lagging system remains vertical.

GENERAL APPROACH TO MASS EXCAVATION AND EXPORT
Mass excavation activities begin as the lagging is installed. Material exported from the site may be placed on mountain in fill locations identified as suitable by the resort owner. Alternatively, exported materials may be transported through the city to a fill location in brown's canyon. Where exported materials are required to transit through the city a schedule and material movement plan will be developed for approval by the municipality.


Site Access Gate
Site Safety Signage
CAUTION
CONSTRUCTION
TRAFFIC ENTERING ROAD
CONSTRUCTION
DELIVERIES
OKLAND
DANGER
KEEP OUT
CONSTRUCTION ZONE
EMP. HOUSING LOUNGE
1,166 SF
8 BR E.H.
3,000 SF
EMPLOYEE HOUSING ENTRY
1,066 SF
MECHANICAL
2,582 SF
EMP HOUSING SUPPORT
1,455 SF
AFFORDABLE HOUSING ENTRY
633 SF
EMPIRE AVE
PARKING
73,161 SF
Material Delivery Zone
SHADOW RIDGE RD
20' SETBACK
UP
DN
On Site Material Storage
Within Security Fence Perimeter
Security Fence
20' SETBACK
Site Access Gate

580

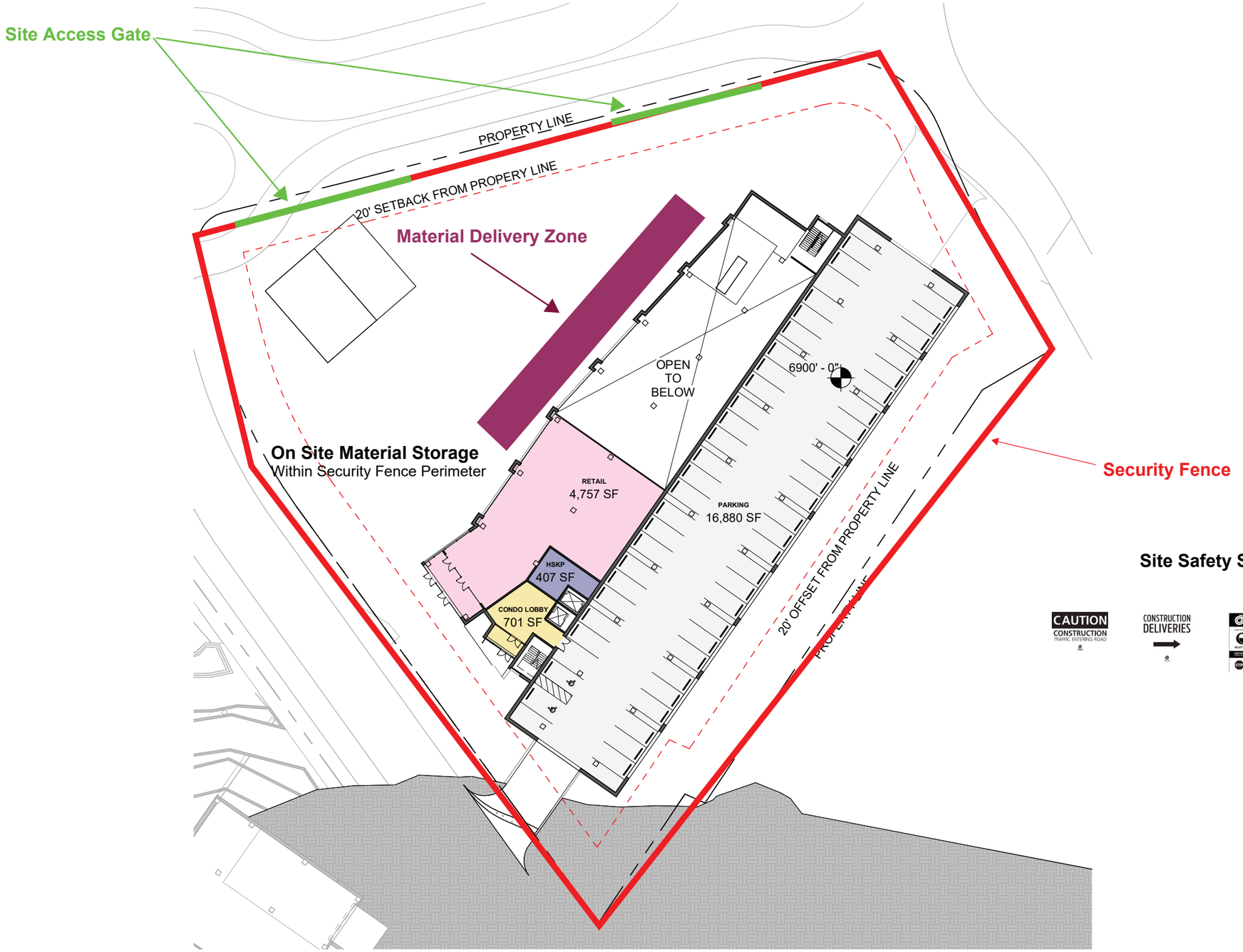


Site Safety Signage



Site Safety Signage





Site Safety Signage



PEDESTRIAN WALK WAY



PERIMETER FENCE



DEBRIS NET CATCHER

Site Safety Signage



50' intervals security fence perimeter

At all entry points

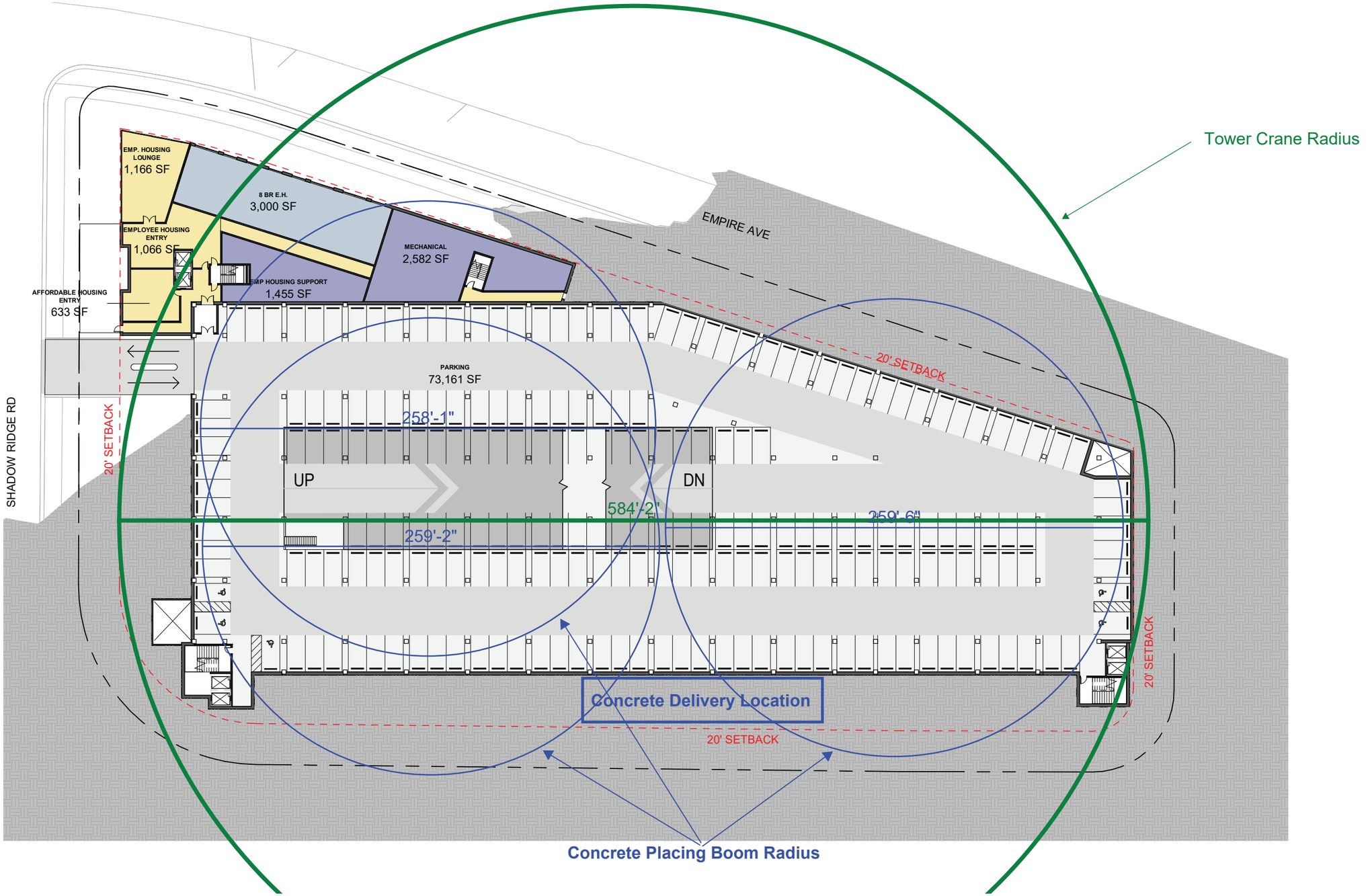




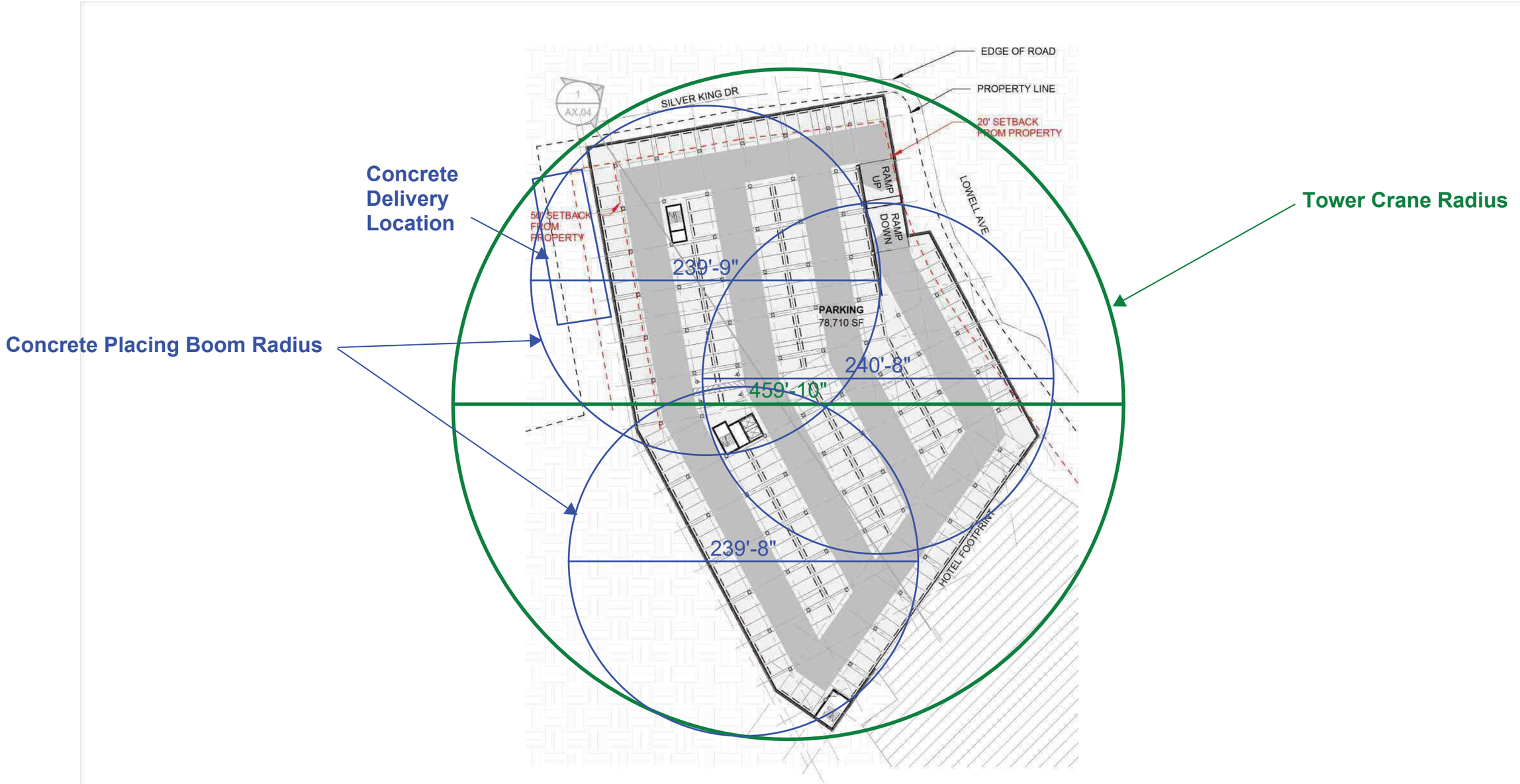
At all material delivery points

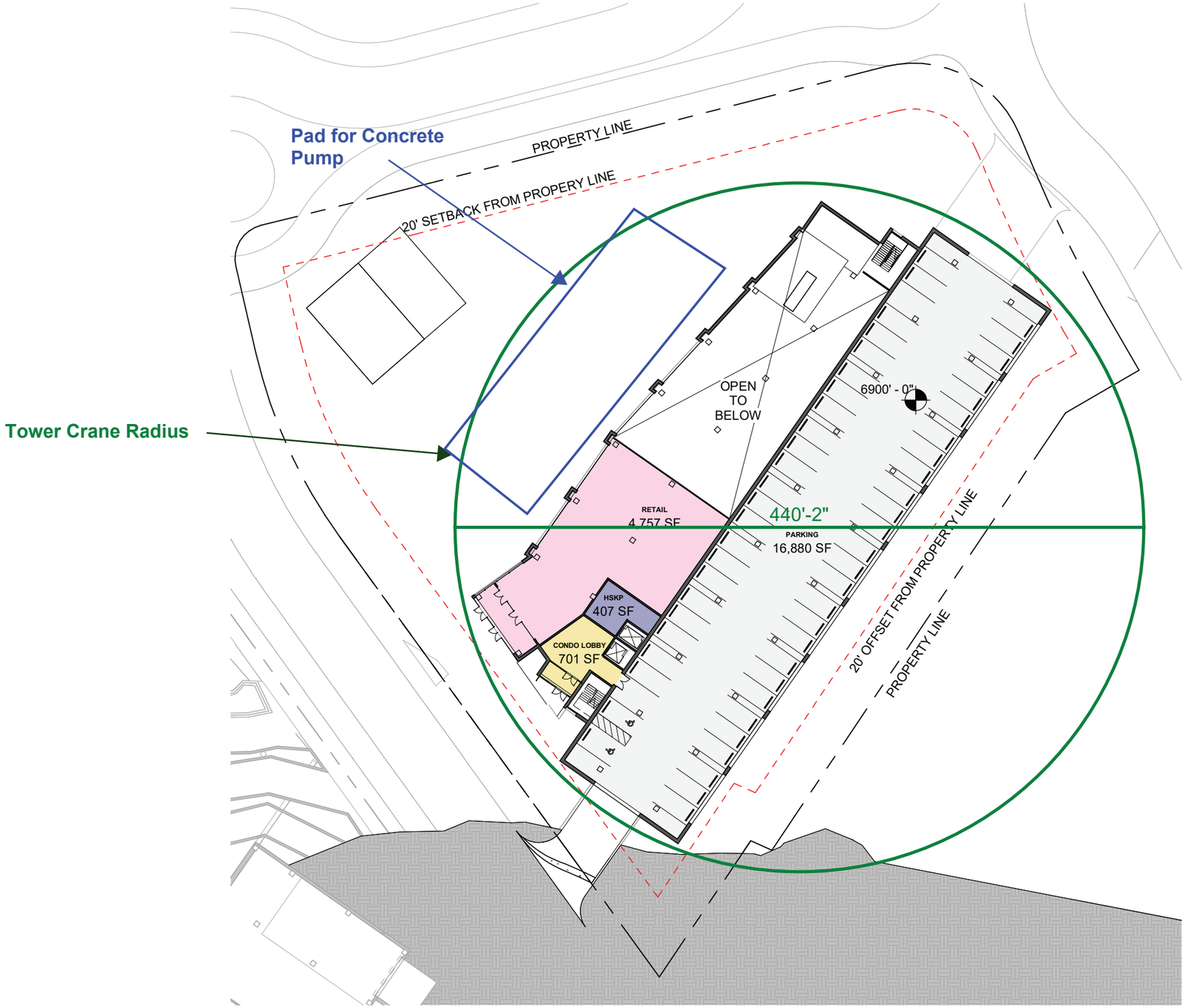


At all road entries


Tower Crane Radius
EMP. HOUSING LOUNGE
1,166 SF
8 BR E.H.
3,000 SF
EMPLOYEE HOUSING ENTRY
1,066 SF
EMP HOUSING SUPPORT
1,455 SF
MECHANICAL
2,582 SF
AFFORDABLE HOUSING ENTRY
633 SF
EMPIRE AVE
20' SETBACK
PARKING
73,161 SF
SHADOW RIDGE RD
20' SETBACK
258'-1"
UP
DN
584'-2"
259'-2"
259'-6"
20' SETBACK
Concrete Delivery Location
20' SETBACK
Concrete Placing Boom Radius


Tower Crane Radius
Concrete Delivery Location
Concrete Placing Boom Radius
MECH
6,548 SF
BOH
6,368 SF
HSKP
410 SF
RECYCLE
312 SF
260'-4"
258'-10"
741'-9"
PARKING
52,499 SF
261'-7"
20' SETBACK
PROPERTY LINE
UP


Concrete Delivery Location
Concrete Placing Boom Radius
Tower Crane Radius
EDGE OF ROAD
PROPERTY LINE
20' SETBACK FROM PROPERTY
50' SETBACK FROM PROPERTY
SILVER KING DR
LOWELL AVE
RAMP UP
RAMP DOWN
239'-9"
PARKING
78,710 SF
240'-8"
459'-10"
239'-8"
HOTEL FOOTPRINT
1
AX.04

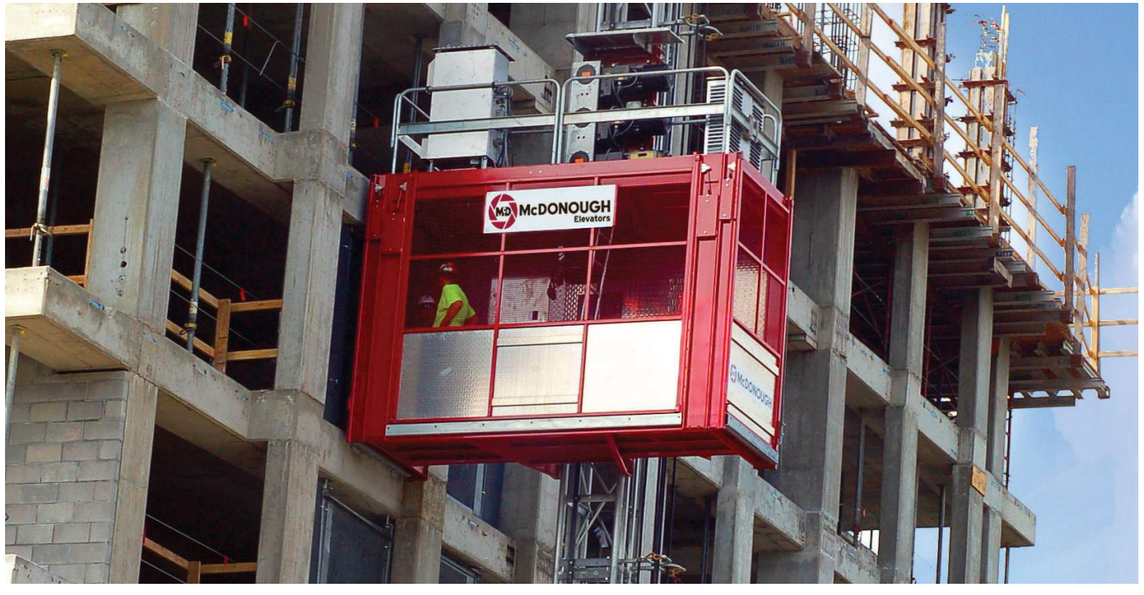

Pad for Concrete Pump
Tower Crane Radius
PROPERTY LINE
20' SETBACK FROM PROPERY LINE
OPEN TO BELOW
6900' - 0"
440'-2"
RETAIL
4,757 SF
PARKING
16,880 SF
HSKP
407 SF
CONDO LOBBY
701 SF
20' OFFSET FROM PROPERTY LINE
PROPERTY LINE



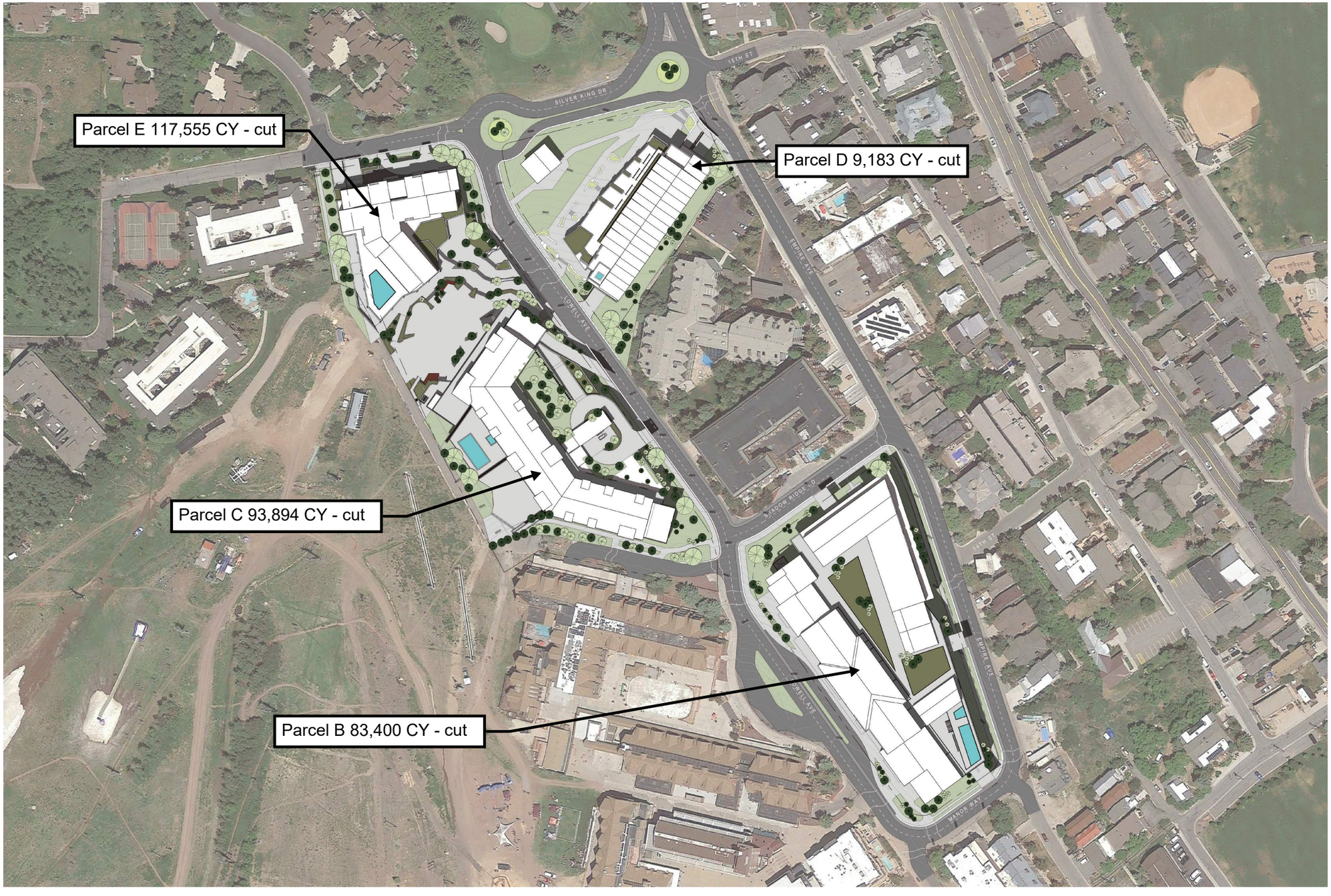
PLACING BOOM



TOWER CRANE



MAN & MATERIAL LIFT

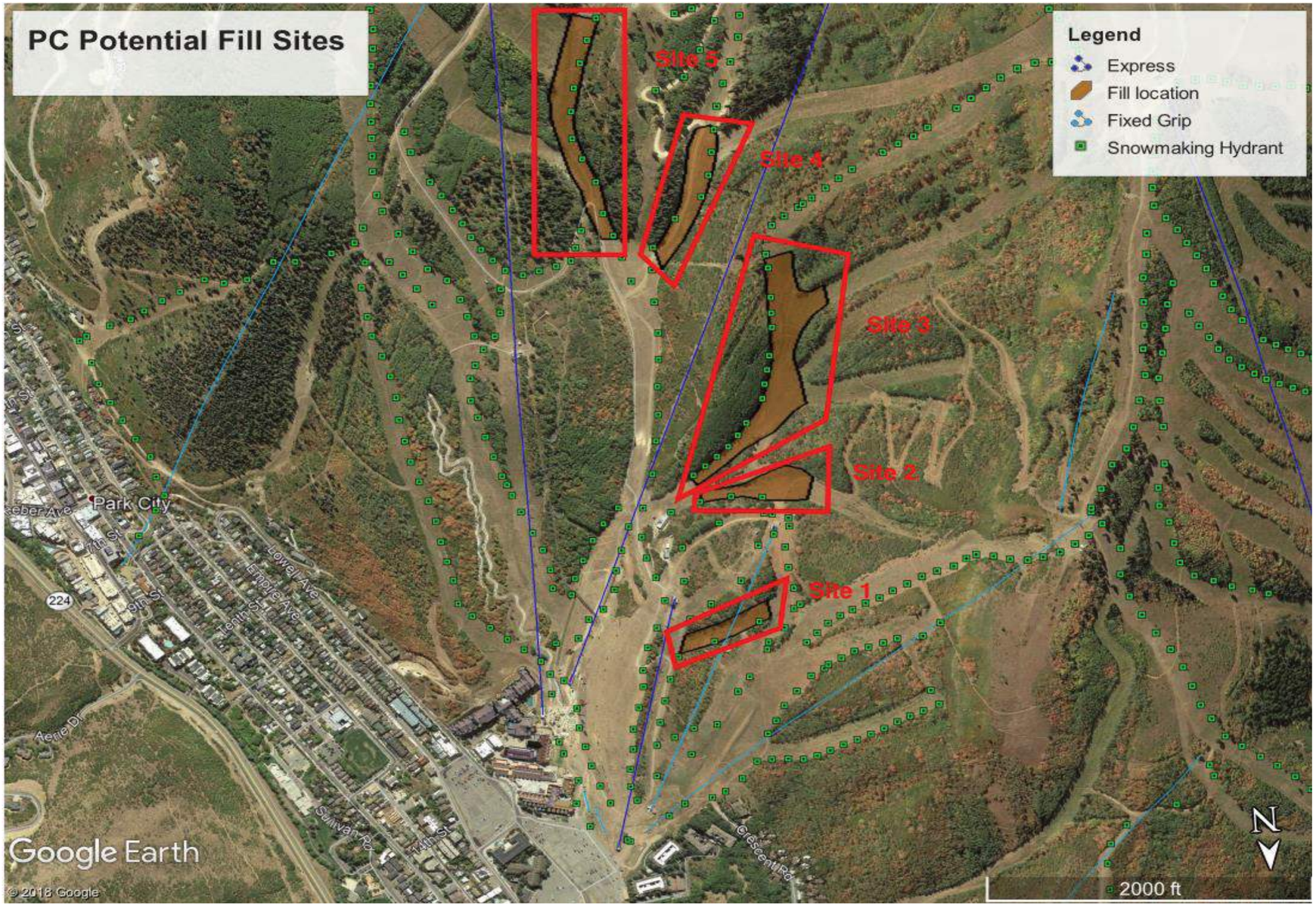

Parcel E 117,555 CY - cut
Parcel D 9,183 CY - cut
Parcel C 93,894 CY - cut
Parcel B 83,400 CY - cut
SILVER KING DR
15TH ST
LOWELL AVE
EMPIRE AVE
SHADOW RIDGE RD
MANOR WAY



Off Site Waste Area

Brown's Canyon Road – 10.7 miles, 19 Minutes

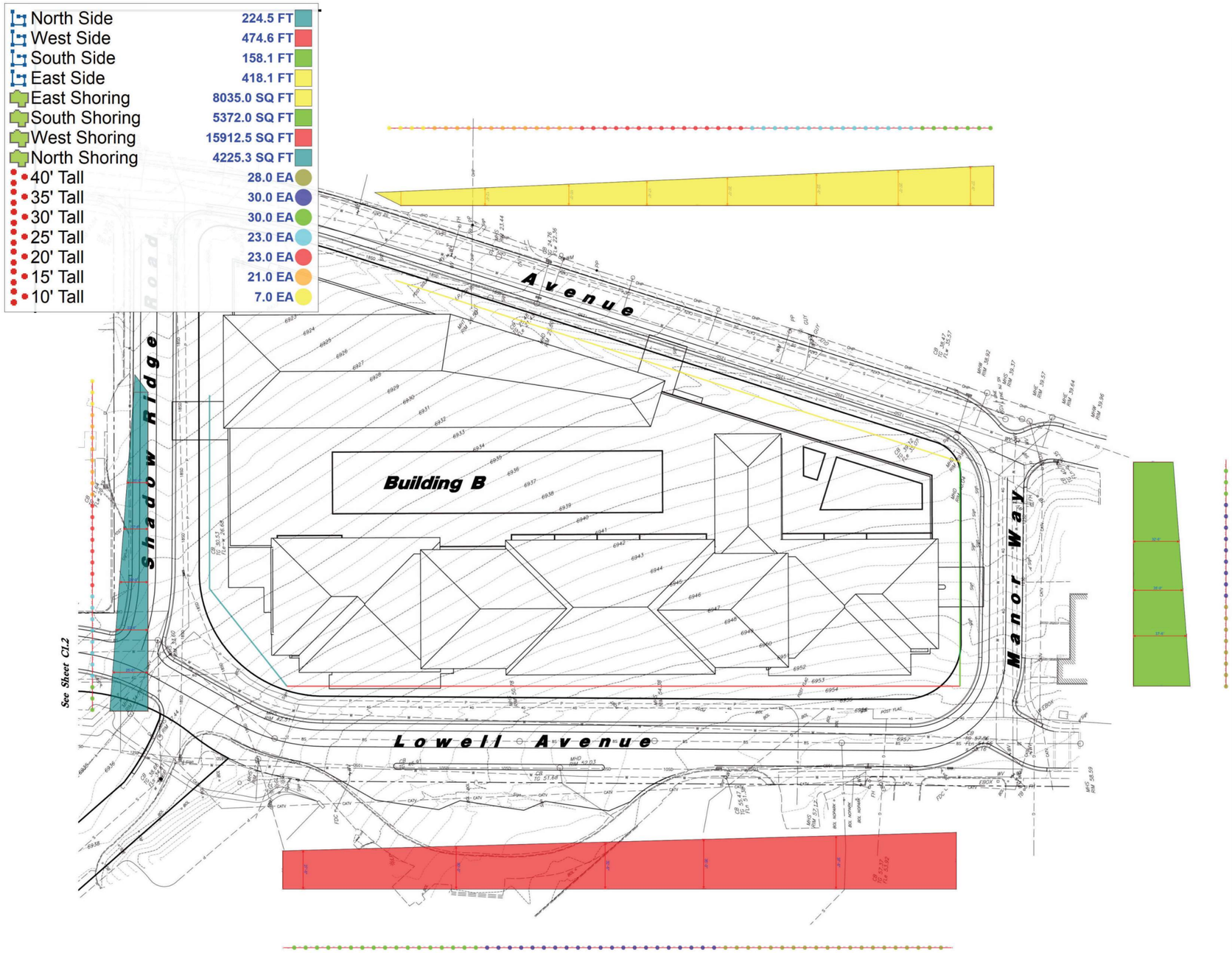
592



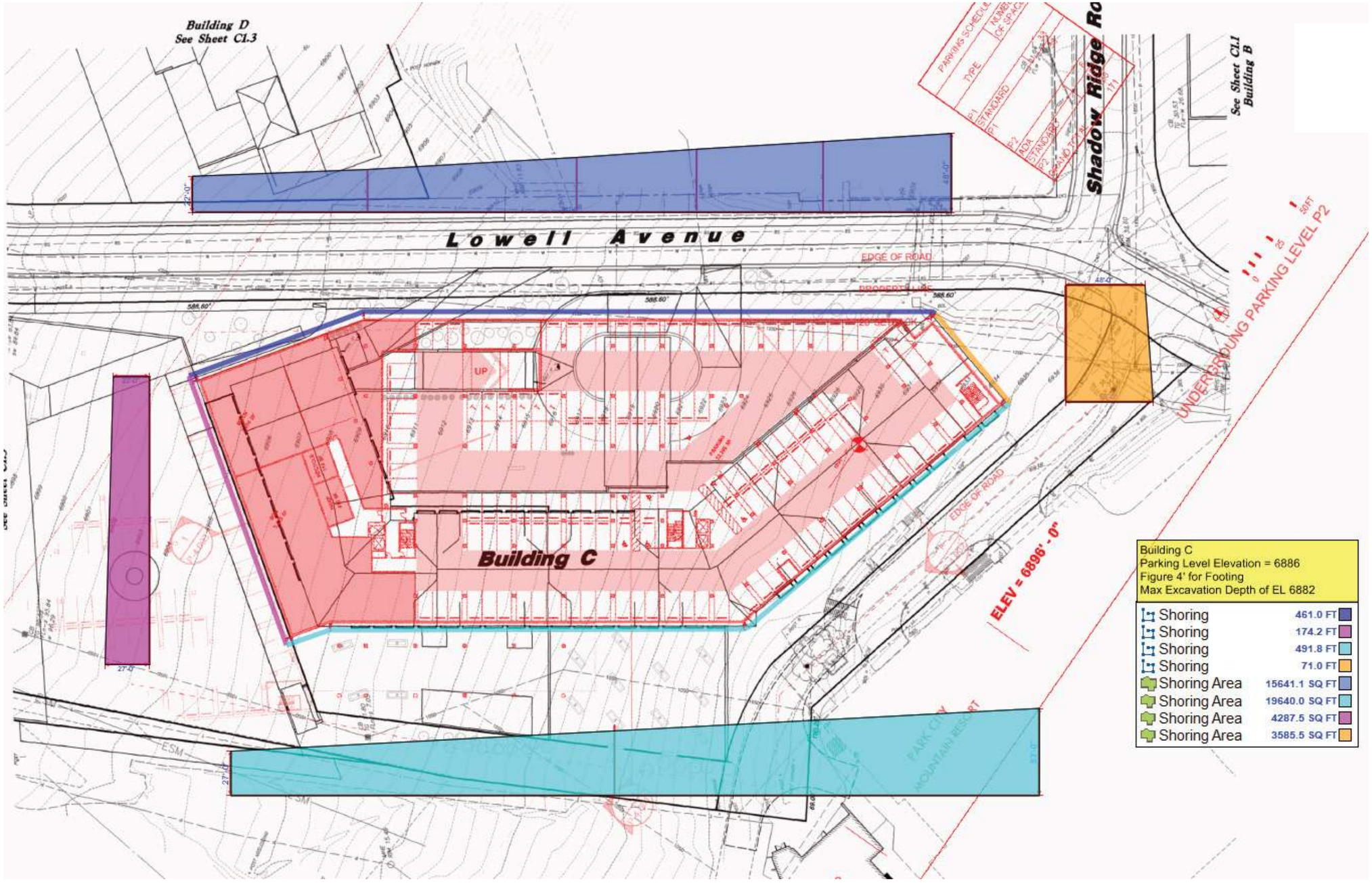
On Site Waste Area

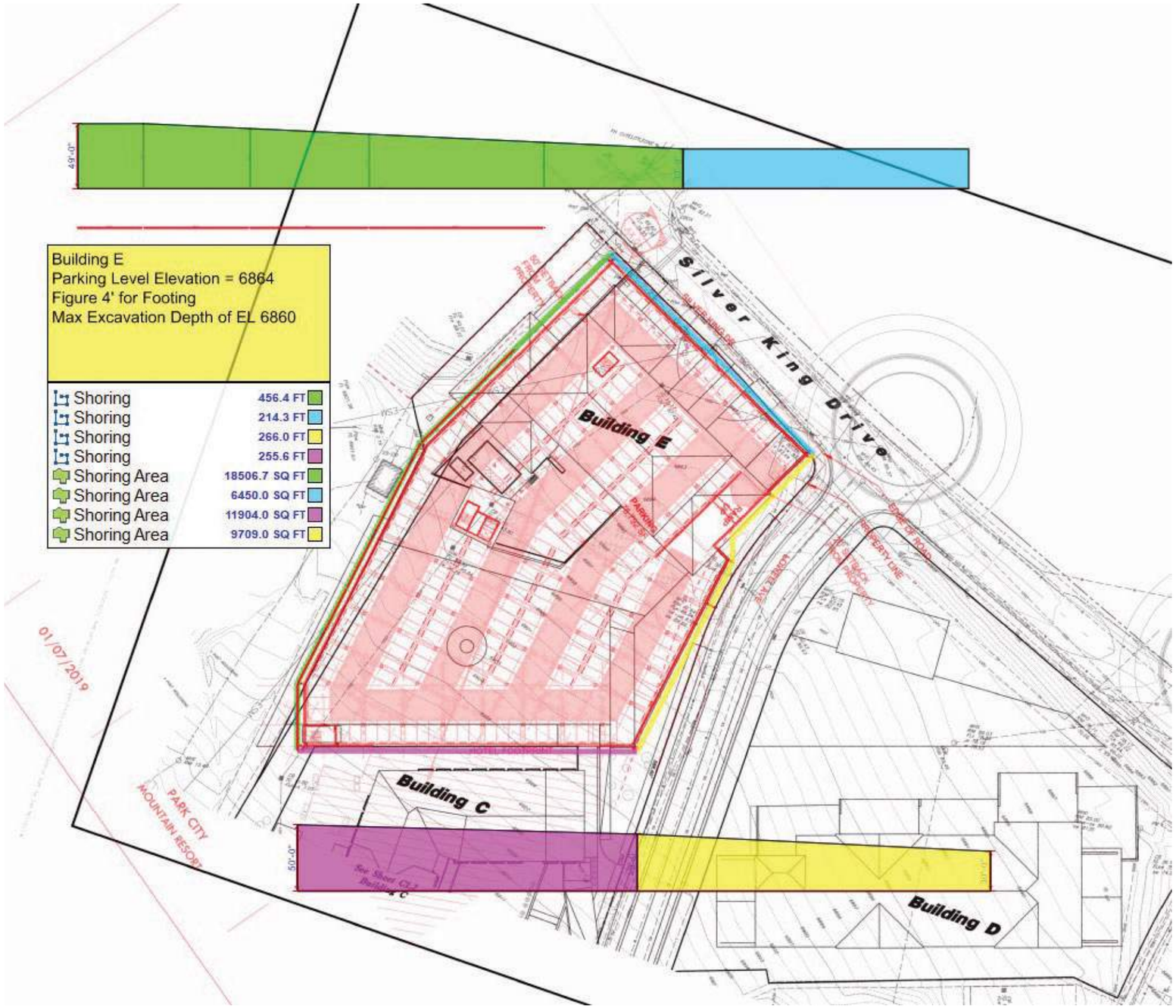
Soil Export Projections

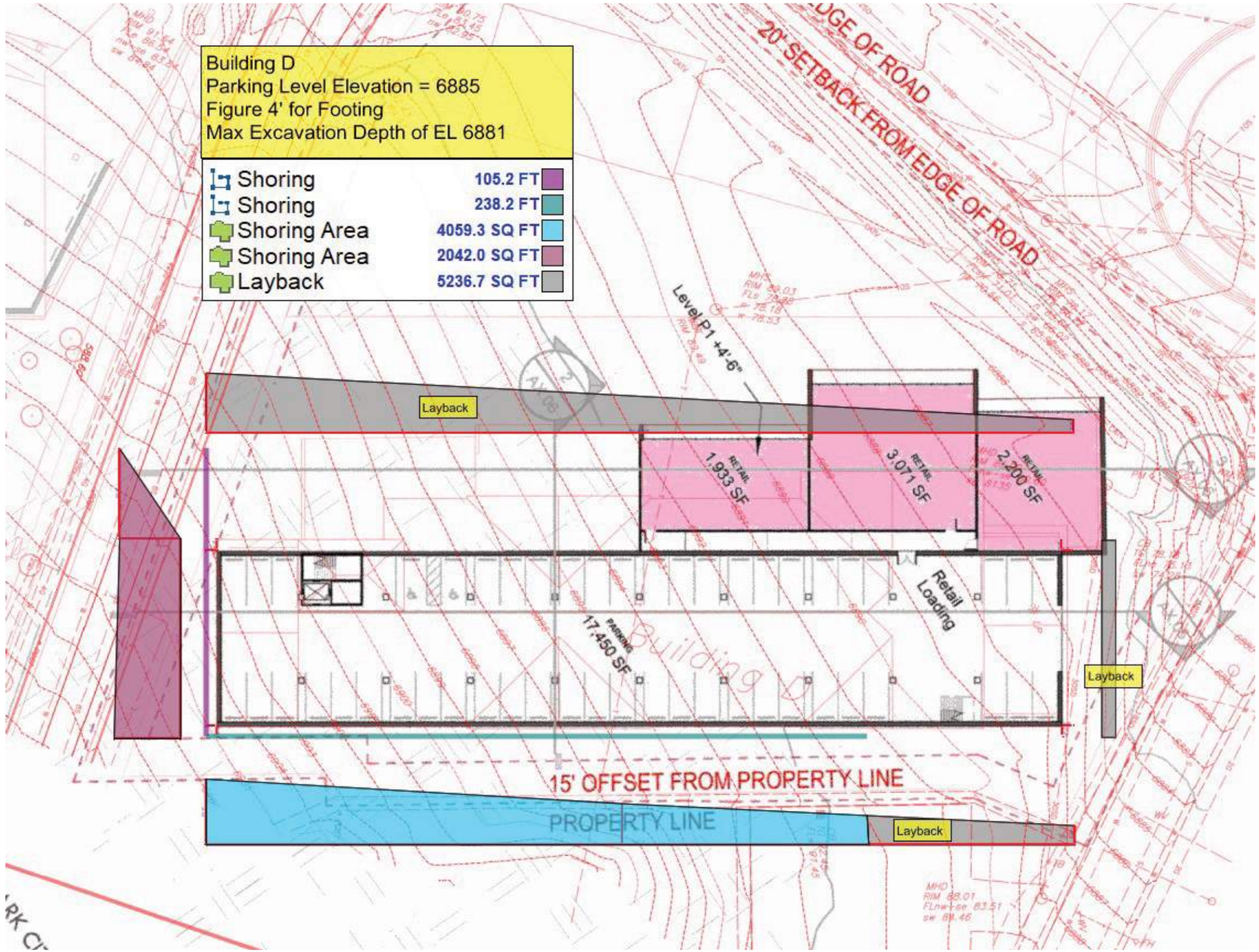
Location	CY	Tons	ADT (35T)			Highway (32T)		
		(2,400/CY)	Trips	Cycle Time (min)	Hours	Trips	Cycle Time	Hours
Parcel B	83,400	100,080	2,859	32	1,334	3,127	42	2,189
Parcel C	93,894	112,673	3,219	32	1,502	3,521	42	2,465
Parcel D	9,183	11,019	315	32	147	344	42	241
Parcel E	117,555	141,066	4,030	32	1,881	4,408	42	3,086
Total All Parcels	304,032	364,838	10,424		4,865	11,401		7,981


North Side 224.5 FT
West Side 474.6 FT
South Side 158.1 FT
East Side 418.1 FT
East Shoring 8035.0 SQ FT
South Shoring 5372.0 SQ FT
West Shoring 15912.5 SQ FT
North Shoring 4225.3 SQ FT
40' Tall 28.0 EA
35' Tall 30.0 EA
30' Tall 30.0 EA
25' Tall 23.0 EA
20' Tall 23.0 EA
15' Tall 21.0 EA
10' Tall 7.0 EA
Shadow Ridge Road
Building B
Major Way
Lowell Avenue
See Sheet C1.2

595


Building D
See Sheet C1.3
Lowell Avenue
Shadow Ridge Ro
See Sheet C1.1
Building B
EDGE OF ROAD
PROPERTY LINE
UP
Building C
UNDERGROUND PARKING LEVEL P2
ELEV = 6896' - 0"
EDGE OF ROAD
PARK CITY MOUNTAIN RESORT
ESM
Building C
Parking Level Elevation = 6886
Figure 4' for Footing
Max Excavation Depth of EL 6882
Shoring 461.0 FT
Shoring 174.2 FT
Shoring 491.8 FT
Shoring 71.0 FT
Shoring Area 15641.1 SQ FT
Shoring Area 19640.0 SQ FT
Shoring Area 4287.5 SQ FT
Shoring Area 3585.5 SQ FT

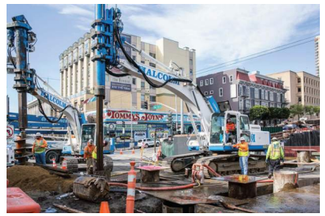

Building E
Parking Level Elevation = 6864
Figure 4' for Footing
Max Excavation Depth of EL 6860
Shoring 456.4 FT
Shoring 214.3 FT
Shoring 266.0 FT
Shoring 255.6 FT
Shoring Area 18506.7 SQ FT
Shoring Area 6450.0 SQ FT
Shoring Area 11904.0 SQ FT
Shoring Area 9709.0 SQ FT
49'-0"
Silver King Drive
Building E
Building C
Building D
PARK CITY MOUNTAIN RESORT
01/07/2019
50'-0"


Building D
Parking Level Elevation = 6885
Figure 4' for Footing
Max Excavation Depth of EL 6881
Shoring 105.2 FT
Shoring 238.2 FT
Shoring Area 4059.3 SQ FT
Shoring Area 2042.0 SQ FT
Layback 5236.7 SQ FT
20' SETBACK FROM EDGE OF ROAD
EDGE OF ROAD
Level P1 +4'-6"
Layback
RETAIL 1,933 SF
RETAIL 3,071 SF
RETAIL 2,200 SF
Retail Loading
PARKING 17,450 SF
Building D
Layback
15' OFFSET FROM PROPERTY LINE
PROPERTY LINE
Layback

Shoring Process

Drilled Pile with Lagging and Tie Back

Drill Solder Piles



Remove Excess Material



Set Soldier Pile



Grout



Install Lagging



Cut Pile to Length

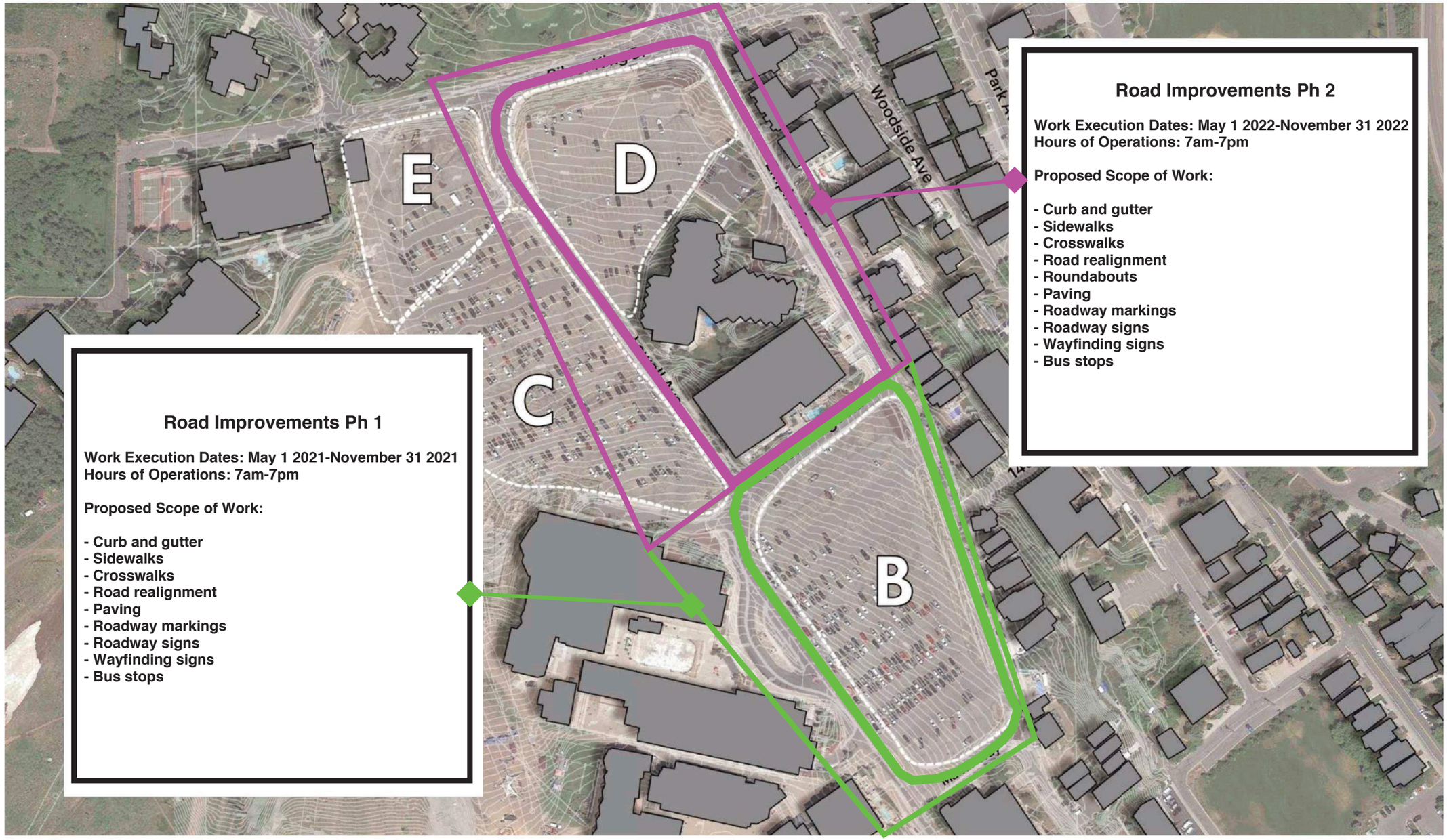


Lagging and Tie Back



End Condition





Road Improvements Ph 1

Work Execution Dates: May 1 2021-November 31 2021
Hours of Operations: 7am-7pm

Proposed Scope of Work:

- Curb and gutter
- Sidewalks
- Crosswalks
- Road realignment
- Paving
- Roadway markings
- Roadway signs
- Wayfinding signs
- Bus stops

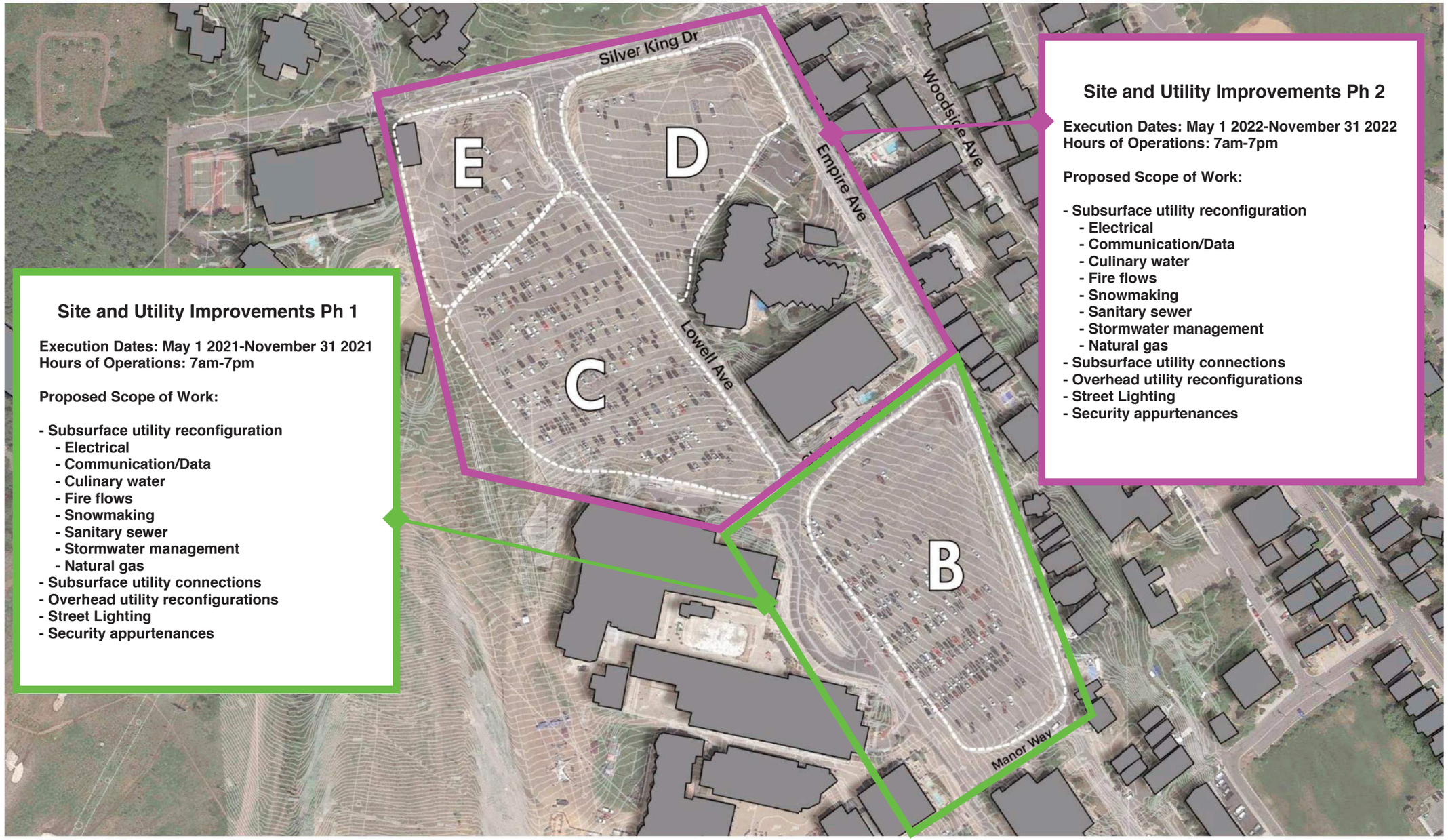
Road Improvements Ph 2

Work Execution Dates: May 1 2022-November 31 2022
Hours of Operations: 7am-7pm

Proposed Scope of Work:

- Curb and gutter
- Sidewalks
- Crosswalks
- Road realignment
- Roundabouts
- Paving
- Roadway markings
- Roadway signs
- Wayfinding signs
- Bus stops

600



Site and Utility Improvements Ph 1

Execution Dates: May 1 2021-November 31 2021
Hours of Operations: 7am-7pm

Proposed Scope of Work:

- **Subsurface utility reconfiguration**
  - **Electrical**
  - **Communication/Data**
  - **Culinary water**
  - **Fire flows**
  - **Snowmaking**
  - **Sanitary sewer**
  - **Stormwater management**
  - **Natural gas**
- **Subsurface utility connections**
- **Overhead utility reconfigurations**
- **Street Lighting**
- **Security appurtenances**

Site and Utility Improvements Ph 2

Execution Dates: May 1 2022-November 31 2022
Hours of Operations: 7am-7pm

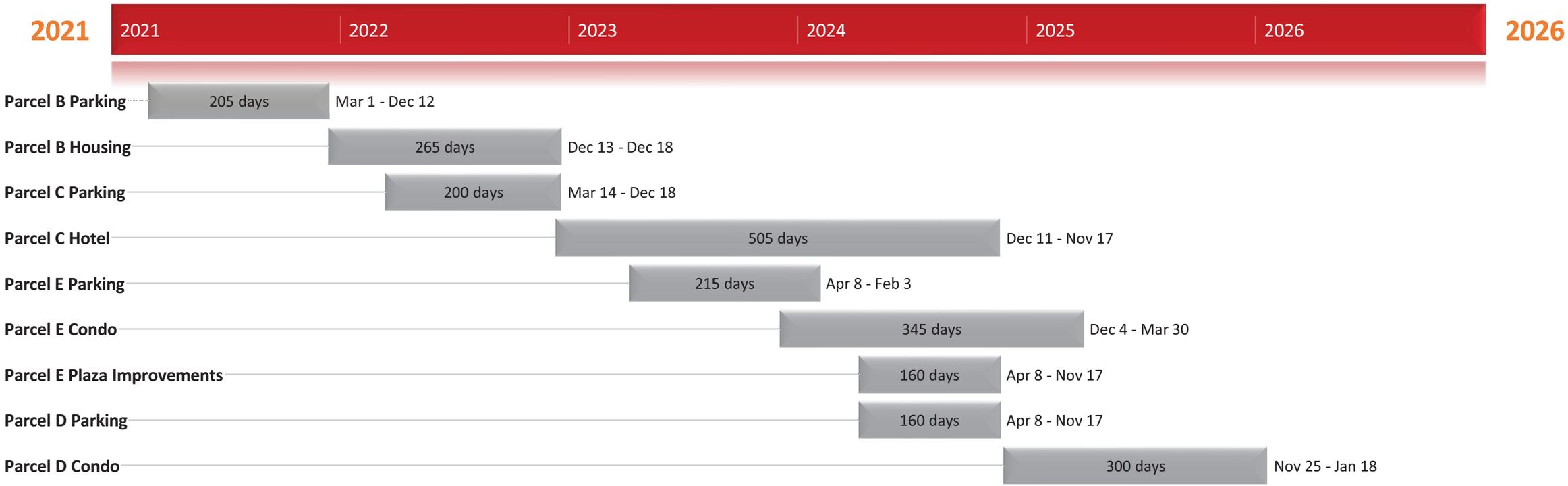
Proposed Scope of Work:

- **Subsurface utility reconfiguration**
  - **Electrical**
  - **Communication/Data**
  - **Culinary water**
  - **Fire flows**
  - **Snowmaking**
  - **Sanitary sewer**
  - **Stormwater management**
  - **Natural gas**
- **Subsurface utility connections**
- **Overhead utility reconfigurations**
- **Street Lighting**
- **Security appurtenances**

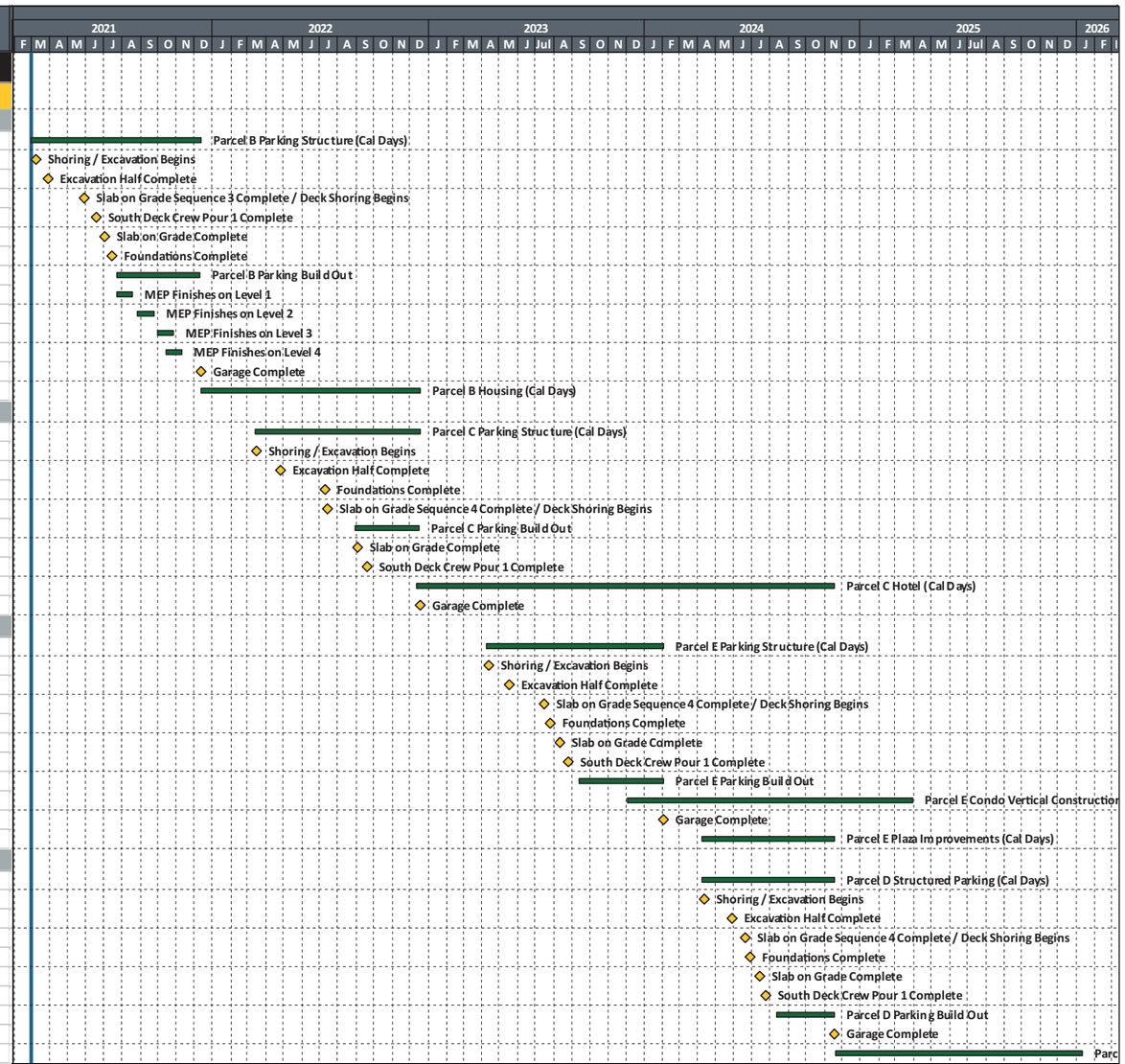


Administrative Area: 150' x 100' (15,000sf)

Contractor Offices
Administrative Parking
Restrooms
Safety Administration
Training/Break Area
First Aid
Miscellaneous Storage


2021
2021
2022
2023
2024
2025
2026
2026
Parcel B Parking
205 days
Mar 1 - Dec 12
Parcel B Housing
265 days
Dec 13 - Dec 18
Parcel C Parking
200 days
Mar 14 - Dec 18
Parcel C Hotel
505 days
Dec 11 - Nov 17
Parcel E Parking
215 days
Apr 8 - Feb 3
Parcel E Condo
345 days
Dec 4 - Mar 30
Parcel E Plaza Improvements
160 days
Apr 8 - Nov 17
Parcel D Parking
160 days
Apr 8 - Nov 17
Parcel D Condo
300 days
Nov 25 - Jan 18

Activity ID	Activity Name	Rem Dur	Start	Finish
Park City Mountain Resort - Parking Structures				
Project Summary & Milestones				
Parcel B				
PMB1000	Parcel B Parking Structure (Cal Days)	287	01-Mar-21	12-Dec-21
PMB1040	Shoring / Excavation Begins	0	08-Mar-21	
PMB1050	Excavation Half Complete	0	29-Mar-21	
PMB1080	Slab on Grade Sequence 3 Complete / Deck Shoring Begins	0	28-May-21	
PMB1090	South Deck Crew Pour 1 Complete	0		17-Jun-21
PMB1070	Slab on Grade Complete	0		02-Jul-21
PMB1060	Foundations Complete	0		15-Jul-21
PMB1010	Parcel B Parking Build Out	98	23-Jul-21	10-Dec-21
PMB1290	MEP Finishes on Level 1	20	23-Jul-21	19-Aug-21
PMB1340	MEP Finishes on Level 2	20	26-Aug-21	23-Sep-21
PMB1350	MEP Finishes on Level 3	20	30-Sep-21	27-Oct-21
PMB1360	MEP Finishes on Level 4	20	14-Oct-21	10-Nov-21
PMB1100	Garage Complete	0		12-Dec-21
PMB1280	Parcel B Housing (Cal Days)	371	13-Dec-21	18-Dec-22
Parcel C				
PMB1020	Parcel C Parking Structure (Cal Days)	280	14-Mar-22	18-Dec-22
PMB1110	Shoring / Excavation Begins	0	17-Mar-22	
PMB1120	Excavation Half Complete	0	25-Apr-22	
PMB1130	Foundations Complete	0		11-Jul-22
PMB1140	Slab on Grade Sequence 4 Complete / Deck Shoring Begins	0	15-Jul-22	
PMB1030	Parcel C Parking Build Out	75	31-Aug-22	16-Dec-22
PMB1150	Slab on Grade Complete	0		02-Sep-22
PMB1160	South Deck Crew Pour 1 Complete	0		19-Sep-22
PMB1270	Parcel C Hotel (Cal Days)	707	11-Dec-22	17-Nov-24
PMB1170	Garage Complete	0		18-Dec-22
Parcel E				
PMB1180	Parcel E Parking Structure (Cal Days)	301	08-Apr-23	03-Feb-24
PMB1200	Shoring / Excavation Begins	0	14-Apr-23	
PMB1210	Excavation Half Complete	0	19-May-23	
PMB1240	Slab on Grade Sequence 4 Complete / Deck Shoring Begins	0	17-Jul-23	
PMB1220	Foundations Complete	0		25-Jul-23
PMB1230	Slab on Grade Complete	0		11-Aug-23
PMB1250	South Deck Crew Pour 1 Complete	0		25-Aug-23
PMB1190	Parcel E Parking Build Out	98	14-Sep-23	02-Feb-24
PMB1310	Parcel E Condo Vertical Construction (Cal Days)	483	04-Dec-23	30-Mar-25
PMB1260	Garage Complete	0		03-Feb-24
PMB1300	Parcel E Plaza Improvements (Cal Days)	224	08-Apr-24	17-Nov-24
Parcel D				
PMB1330	Parcel D Structured Parking (Cal Days)	224	08-Apr-24	17-Nov-24
PMB1370	Shoring / Excavation Begins	0	12-Apr-24	
PMB1380	Excavation Half Complete	0	28-May-24	
PMB1390	Slab on Grade Sequence 4 Complete / Deck Shoring Begins	0	21-Jun-24	
PMB1400	Foundations Complete	0		28-Jun-24
PMB1410	Slab on Grade Complete	0		15-Jul-24
PMB1420	South Deck Crew Pour 1 Complete	0		24-Jul-24
PMB1430	Parcel D Parking Build Out	70	12-Aug-24	18-Nov-24
PMB1440	Garage Complete	0		18-Nov-24
PMB1320	Parcel D Condo Vertical Construction (Cal Days)	420	19-Nov-24	12-Jan-26



Actual Work
Remaining Work
Critical Remaining Work
Milestone
Current Milestone

This schedule reflects current planning and thinking. Okland reserves the right to make ongoing, but reasonable adjustments thereto by rearranging start dates, sequences, durations, completion dates, etc

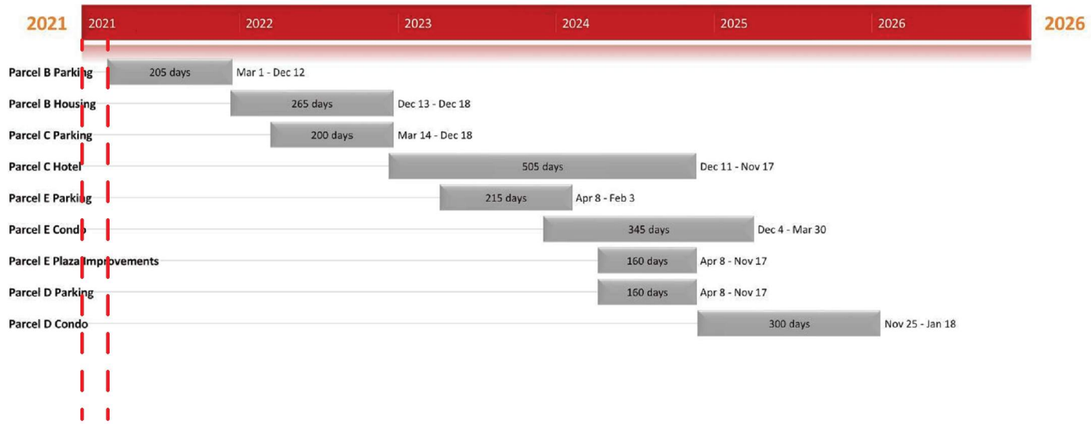
Park City Mountain Resort - Parking Structures
Construction Schedule

OKLAND

Run Date: 28-Aug-19
Data Date: 01-Mar-21
Page 1 of 1 Pages
TASK filter: WBS Contains.

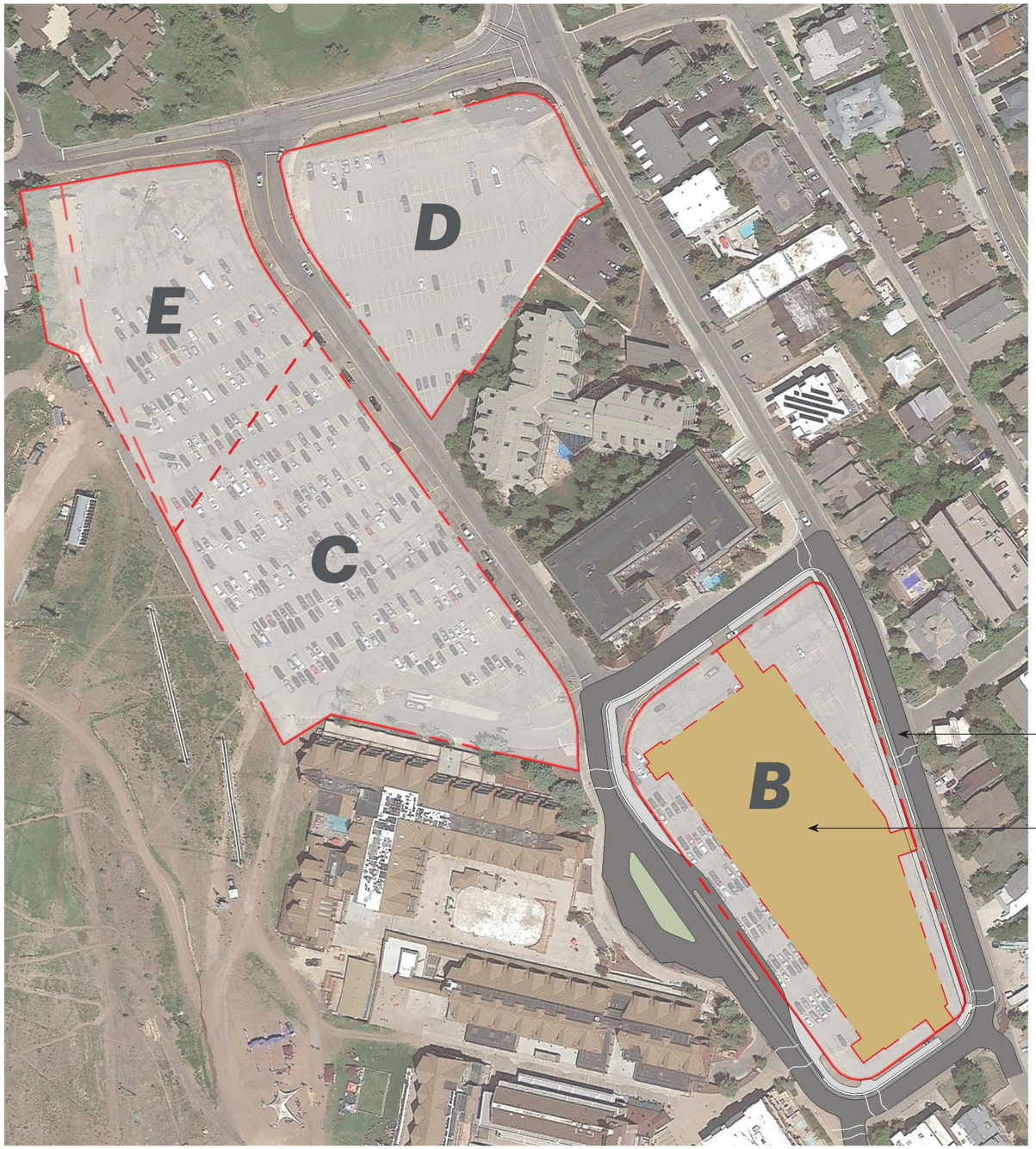


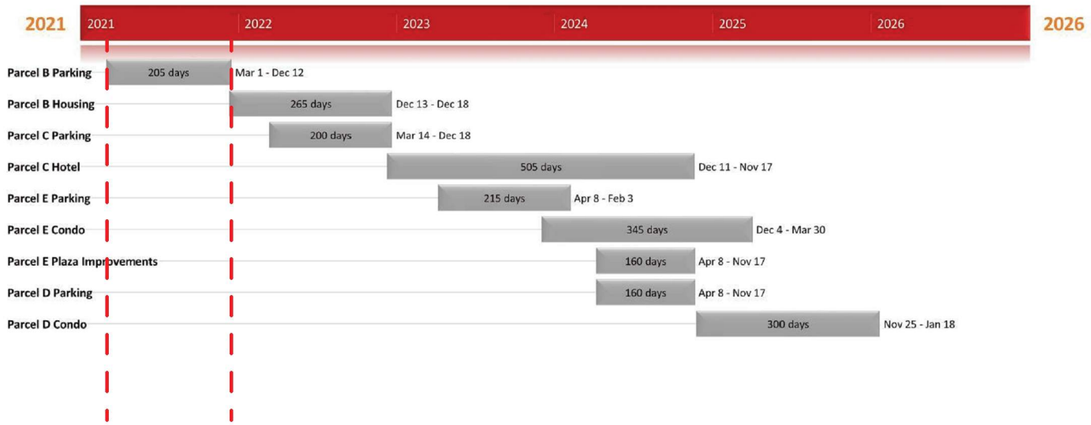
PARCEL B SHORING



DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Surface	388
Parcel C & E Surface	564
Parcel D Surface	214
Total Day Skier Parking	1166

605





PHASE 1 ROAD IMPROVEMENTS

PARCEL B GARAGE EXCAVATION AND CONSTRUCTION

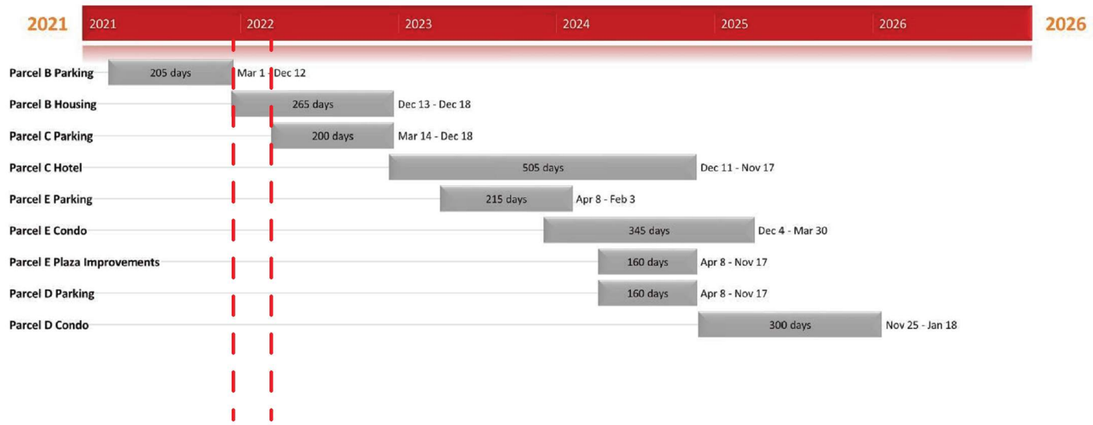
DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Surface	0
Parcel C & E Surface	564
Parcel D Surface	214
Total Day Skier Parking	778

606



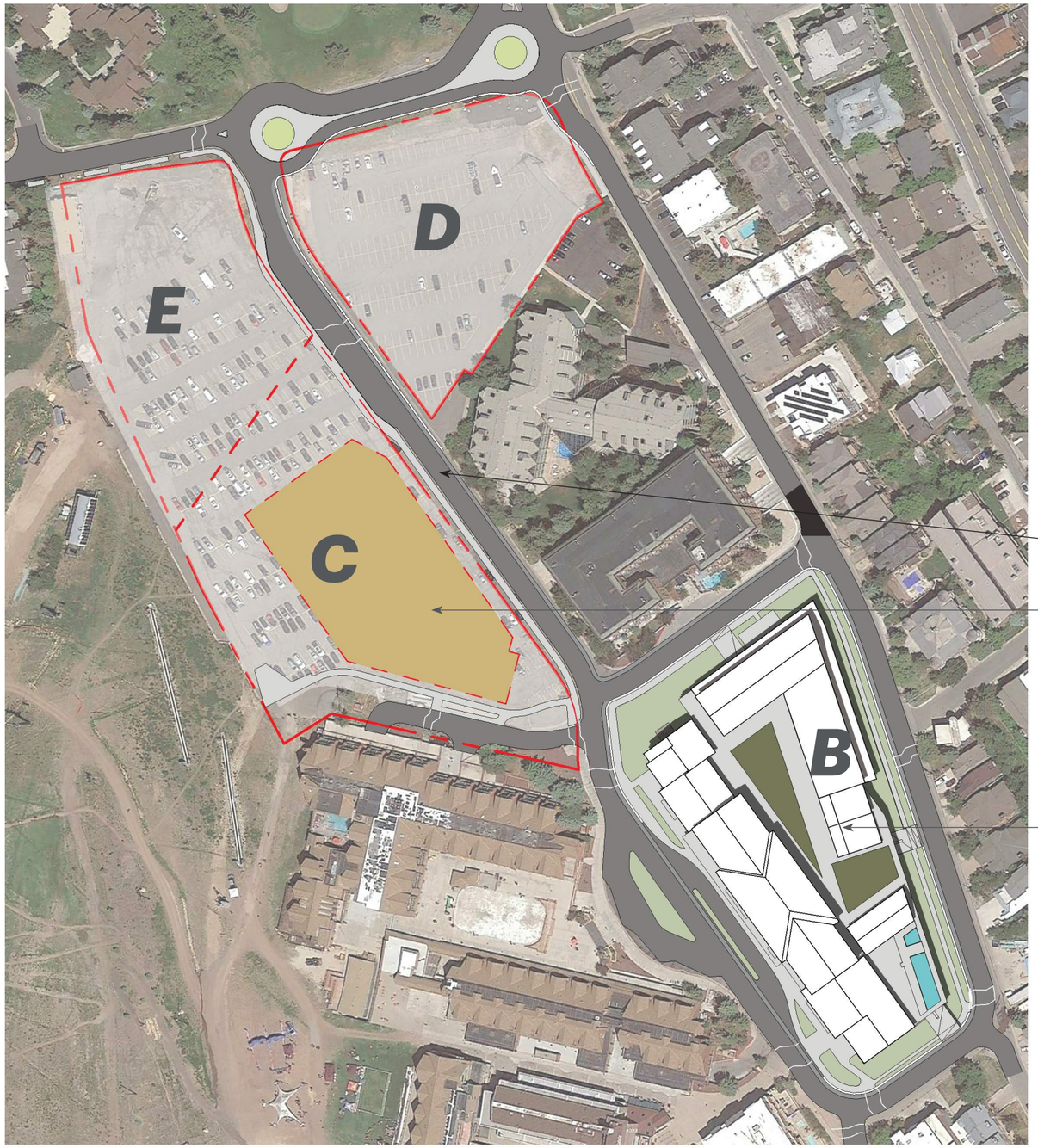
PARCEL C SHORING

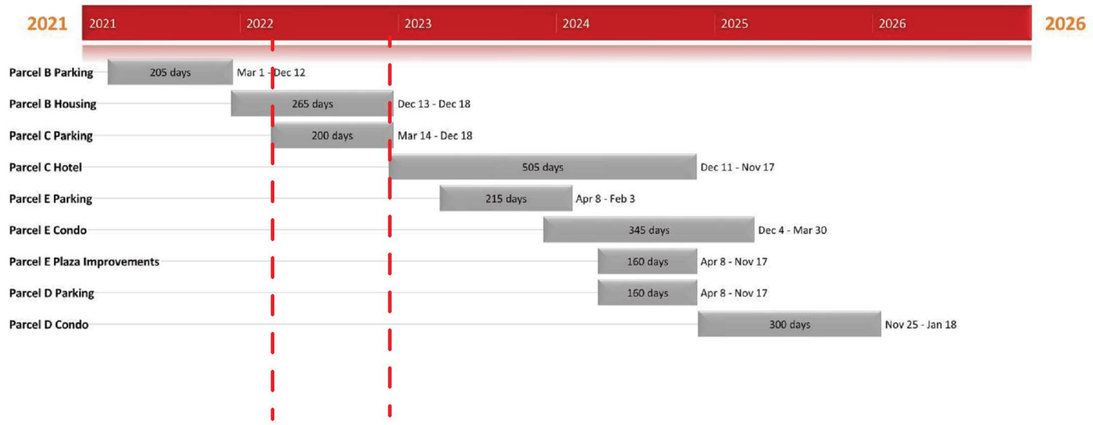
PARCEL B OVER GARAGE CONSTRUCTION



DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Structured	760
Parcel C & E Surface	564
Parcel D Surface	214
Total Day Skier Parking	1538

607





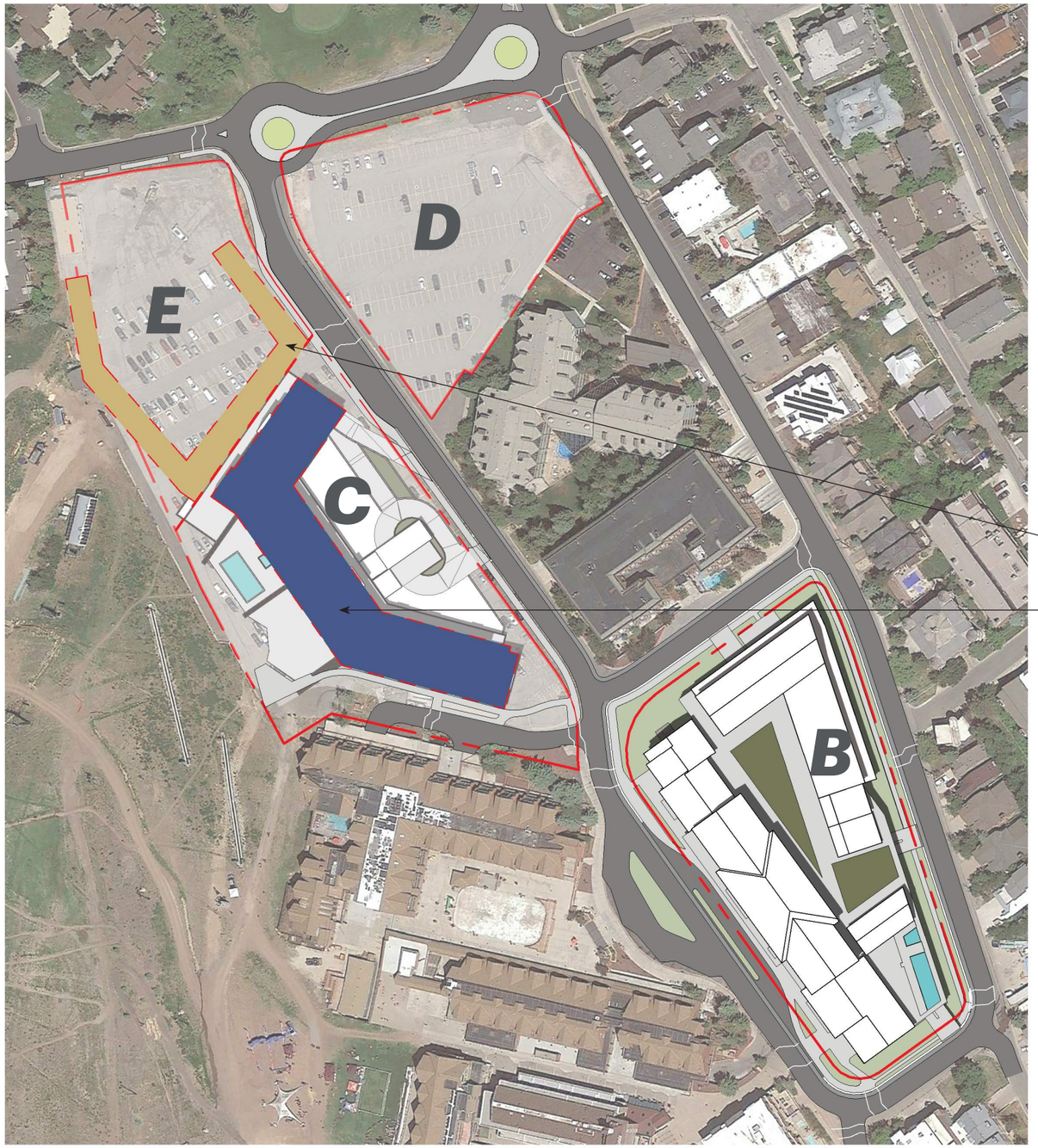
PHASE 2 ROAD IMPROVEMENTS

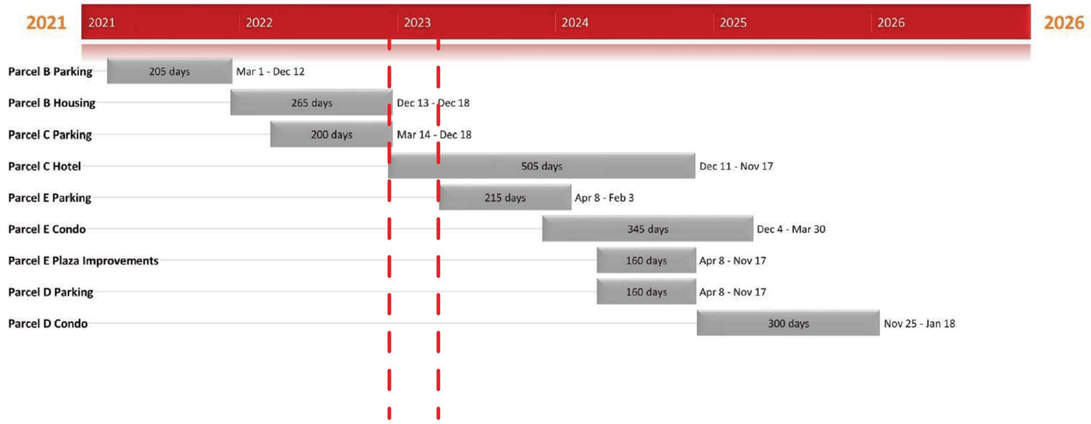
PARCEL C GARAGE EXCAVATION AND SHORING

PARCEL B COMPLETION

DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Structured	760
Parcel E Surface	111
Parcel D Surface	214
Total Day Skier Parking	1196

608



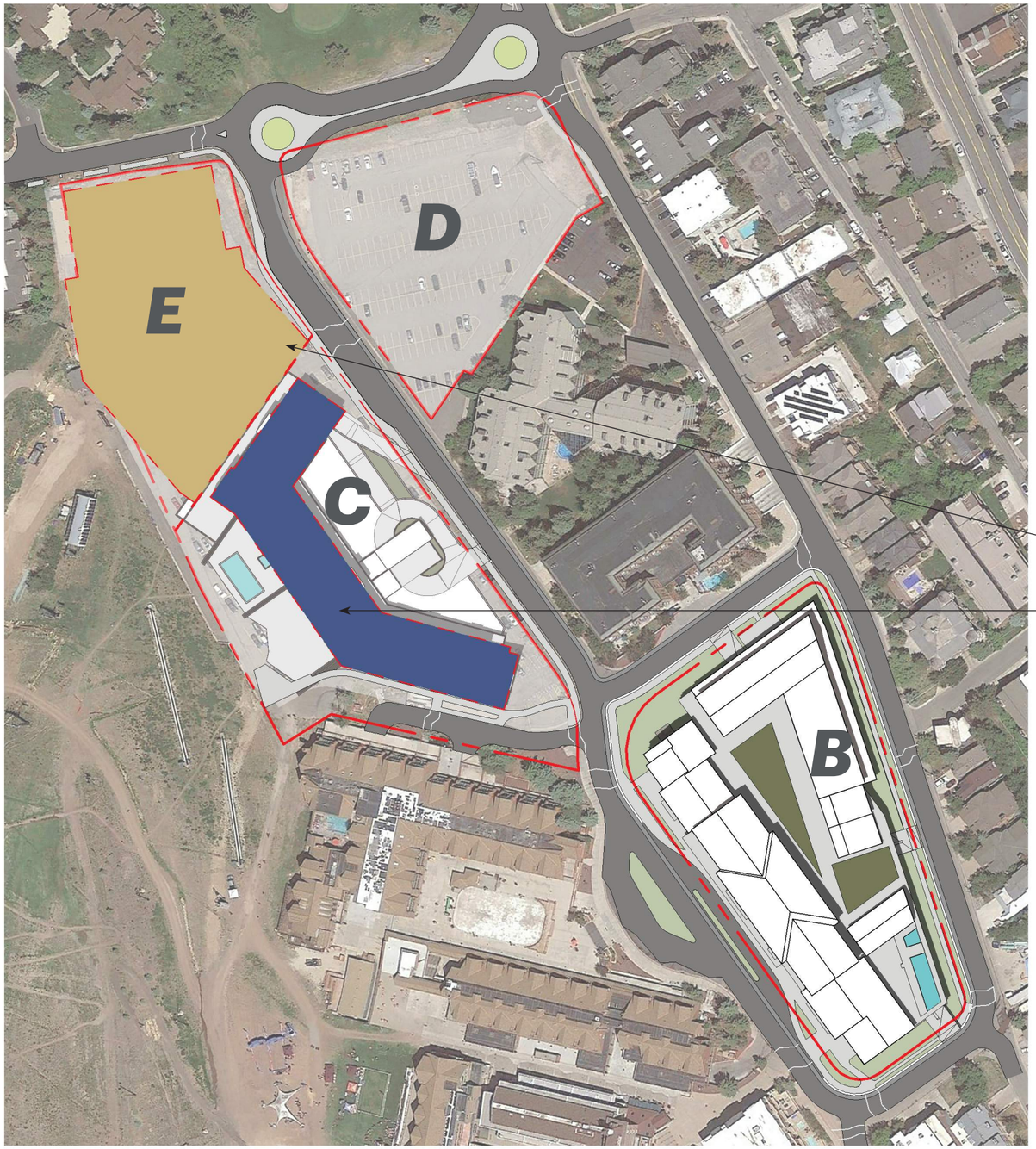


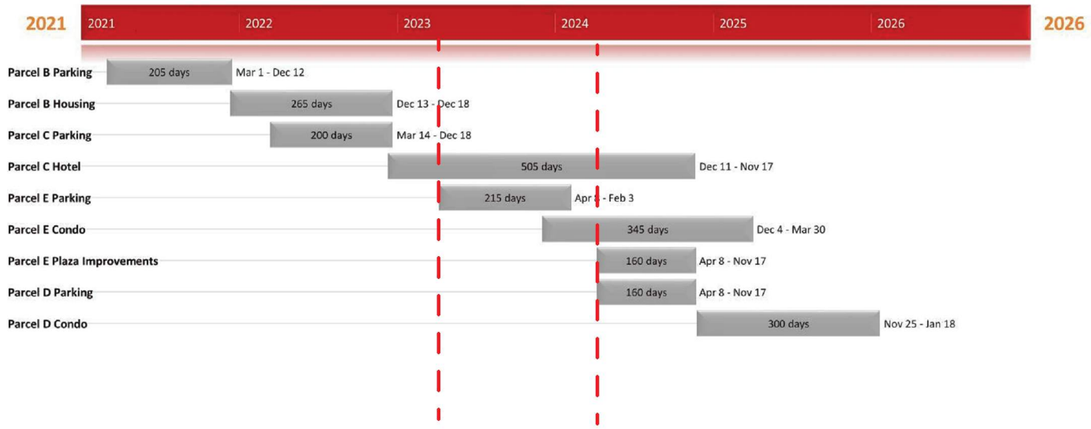
PARCEL E SHORING

PARCEL C OVER GARAGE CONSTRUCTION

DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Structured	760
Parcel E Surface	111
Parcel D Surface	214
Total Day Skier Parking	1196

609



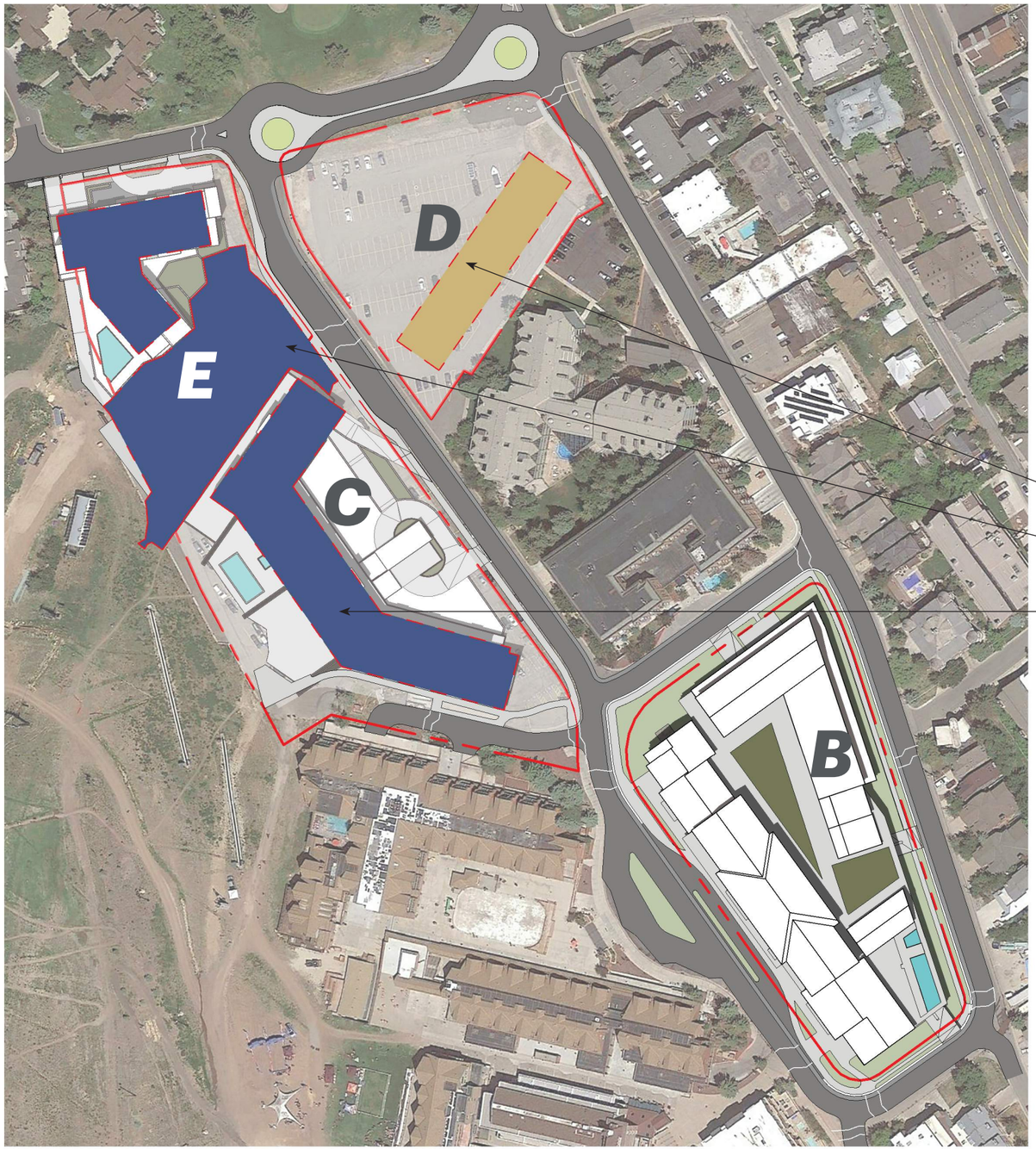


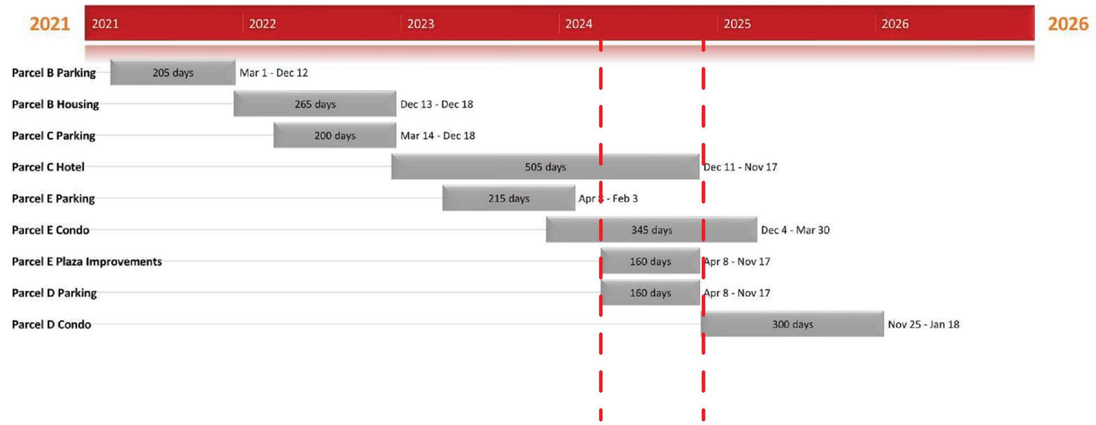
PARCEL E GARAGE EXCAVATION AND CONSTRUCTION

PARCEL C OVER GARAGE CONSTRUCTION

DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Structured	760
Parcel E Surface	0
Parcel D Surface	214
Total Day Skier Parking	974

610





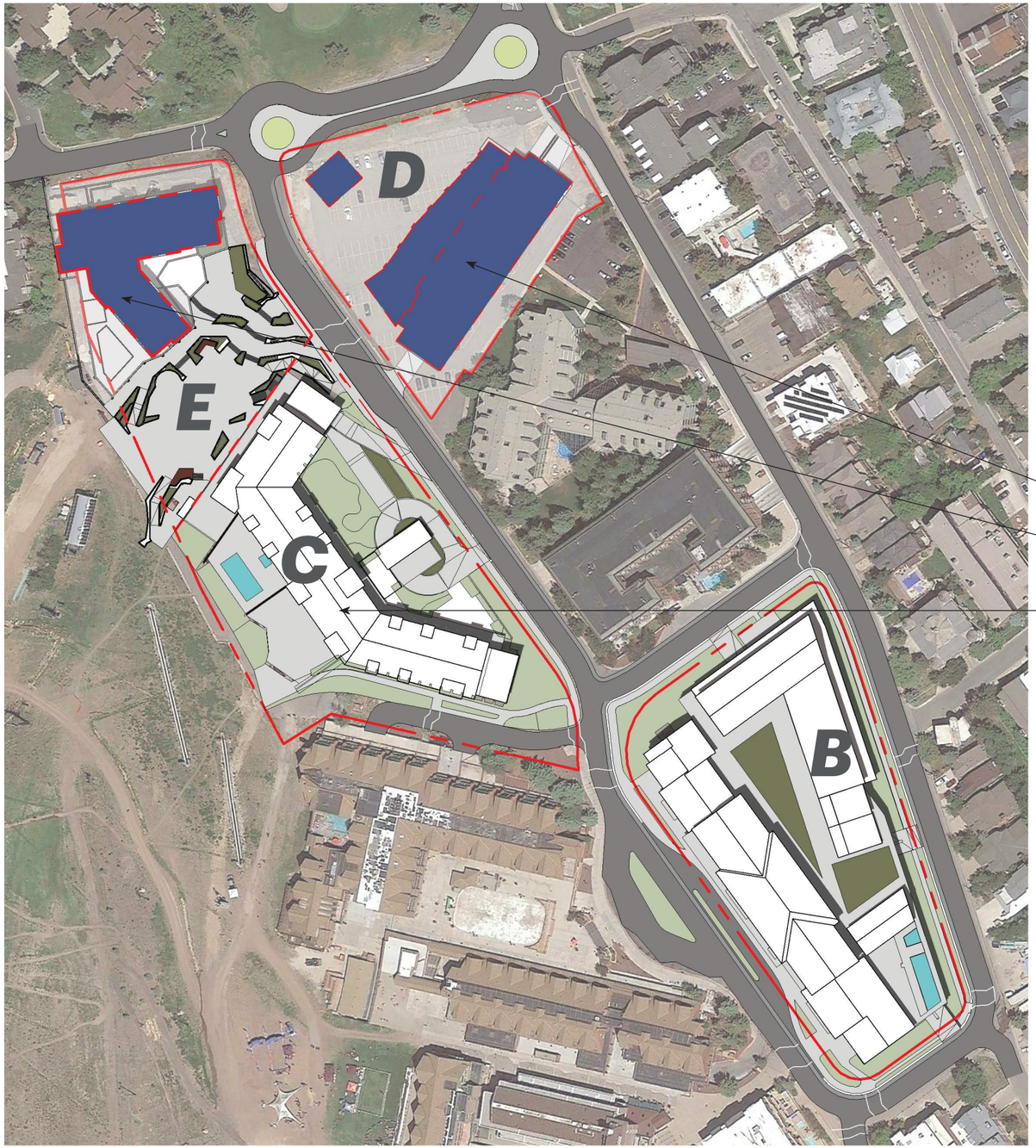
PARCEL D GARAGE EXCAVATION AND CONSTRUCTION

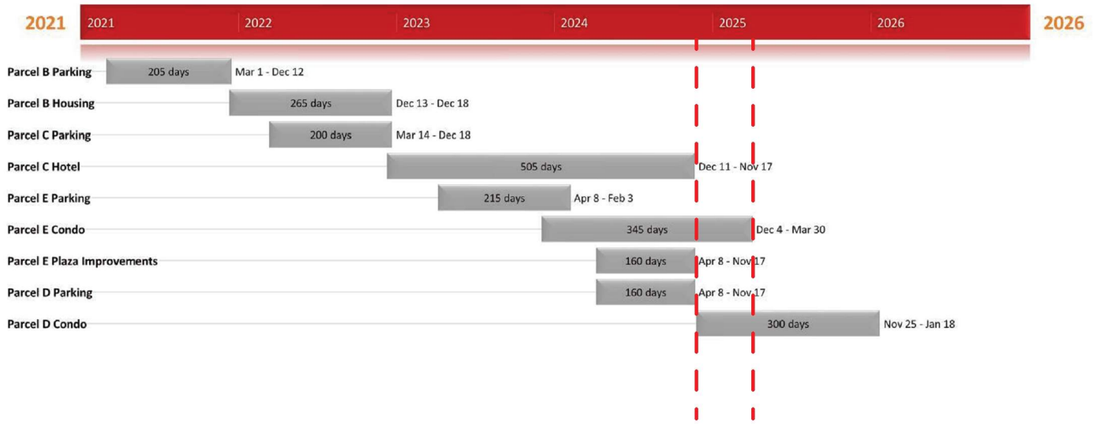
PARCEL E OVER GARAGE AND PLAZA CONSTRUCTION

PARCEL C OVER GARAGE CONSTRUCTION

DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Structured	760
Parcel E Structured	440
Parcel D Surface	0
Total Day Skier Parking	1200

611





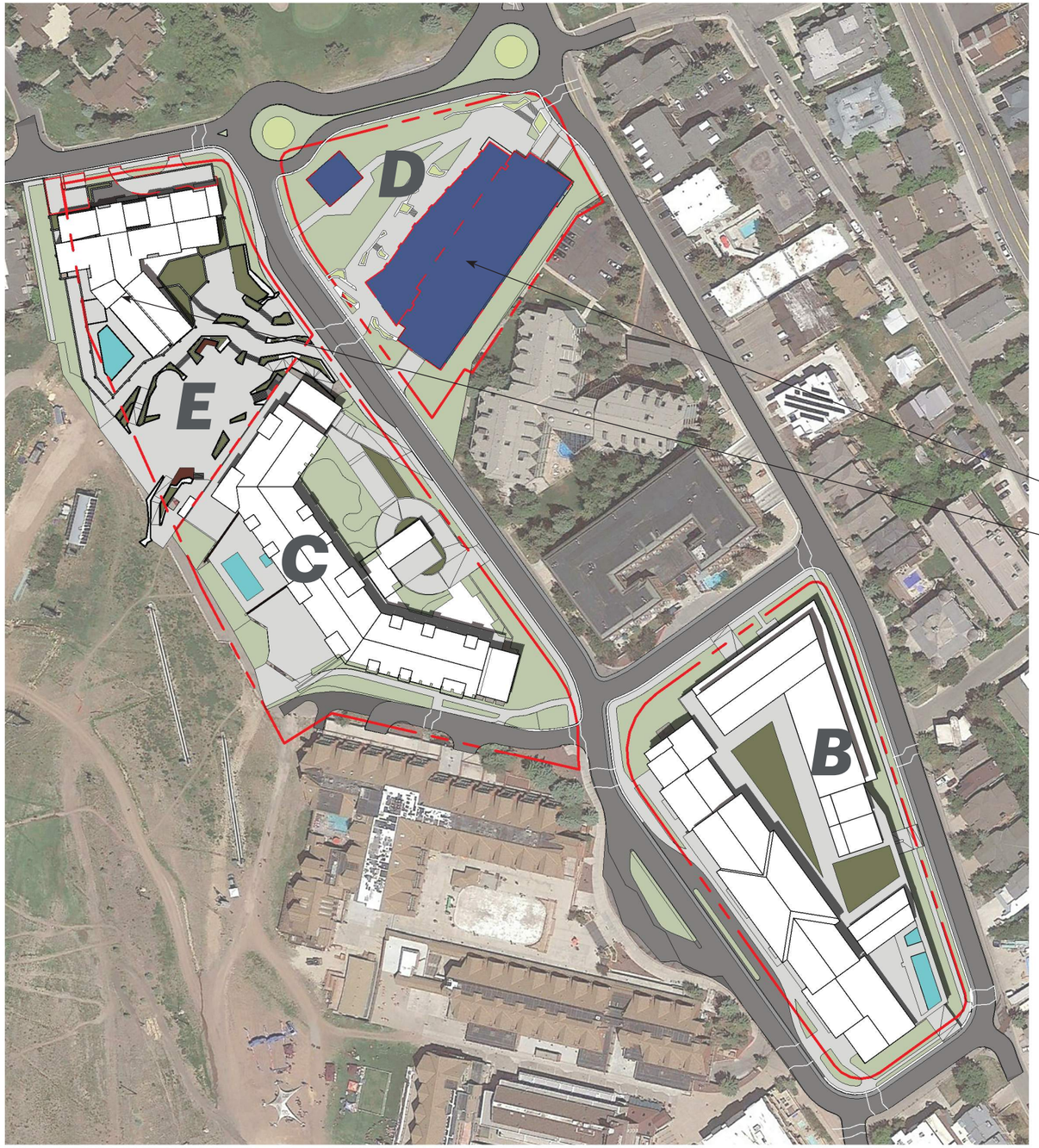
PARCEL D OVER GARAGE CONSTRUCTION

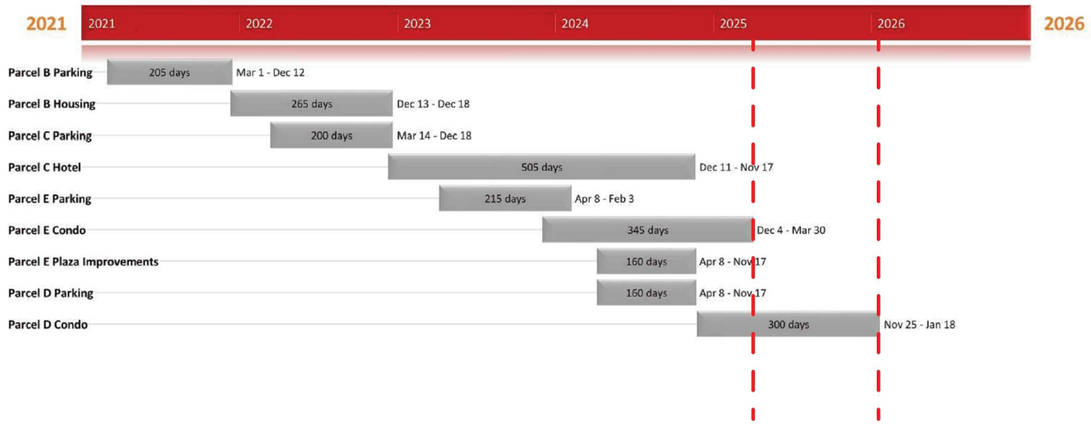
PARCEL E OVER GARAGE AND PLAZA CONSTRUCTION

PARCEL C AND PARCEL E PLAZA COMPLETION

DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Structured	760
Parcel E Structured	440
Total Day Skier Parking	1200

612



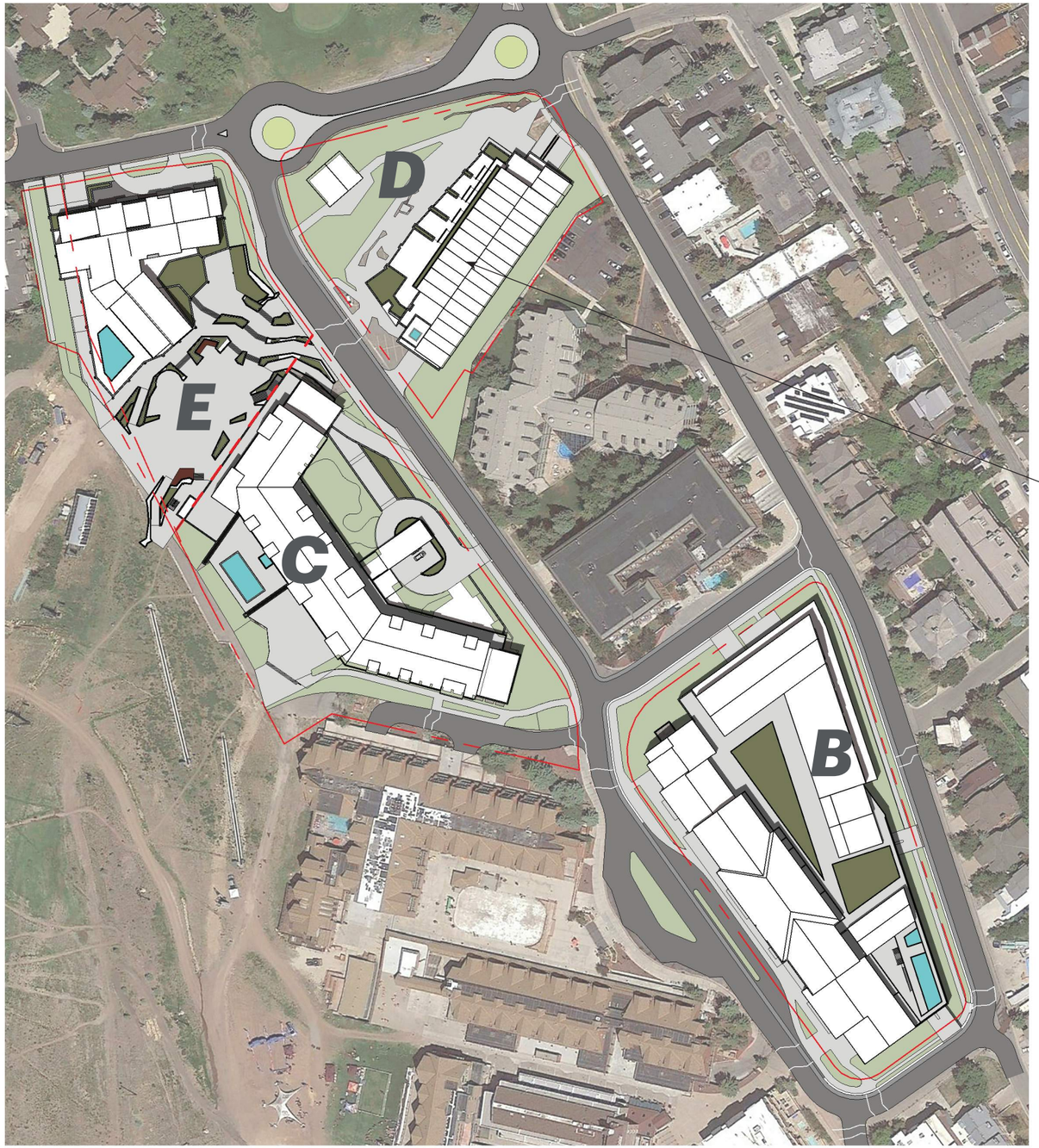


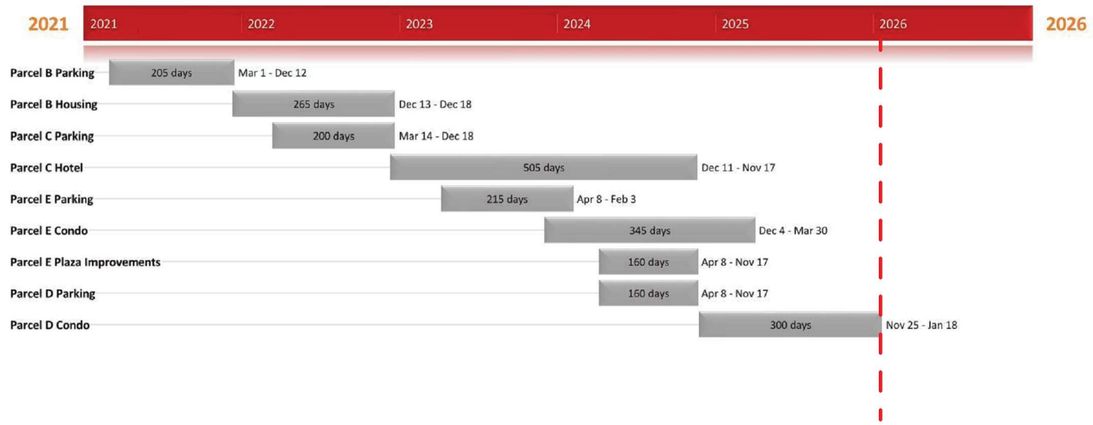
PARCEL D OVER GARAGE CONSTRUCTION

PARCEL E COMPLETION

DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Structured	760
Parcel E Structured	440
Total Day Skier Parking	1200

613





PARCEL D COMPLETION

DAY SKIER PARKING	
Parking Lot	**Spaces**
Parcel B Structured	760
Parcel E Structured	440
Total Day Skier Parking	1200

614

APPENDIX A

TOPOGRAPHIC SURVEY

Narrative

This Survey was ordered by Peg Development prerequisite to development of the Site.

The previous 2015 Alta Survey by Dominion Engineering was retraced, verified and Honored for the As-Surveyed boundaries of the Record Parcels.

The Section Corner common to Section 8, 9, 16 and 17 that was missing from the 2015 Survey is now in place, but does not match the Location calculated by the 2015 Survey.

Field Measurements were collected VRS GPS RTK to place this survey on the State Plane Datum. Due to the various basis of bearings for the Survey geometry of record no single rotation angle can be given. The basis for this survey may be determined locally by assigning the VRS bearing of North 89°27'42" West between monuments recovered for the North Quarter Corner and the Northwest Corner of Section 16, Township 2 South, Range 4 East Salt Lake Base and Meridian, U.S. Survey.

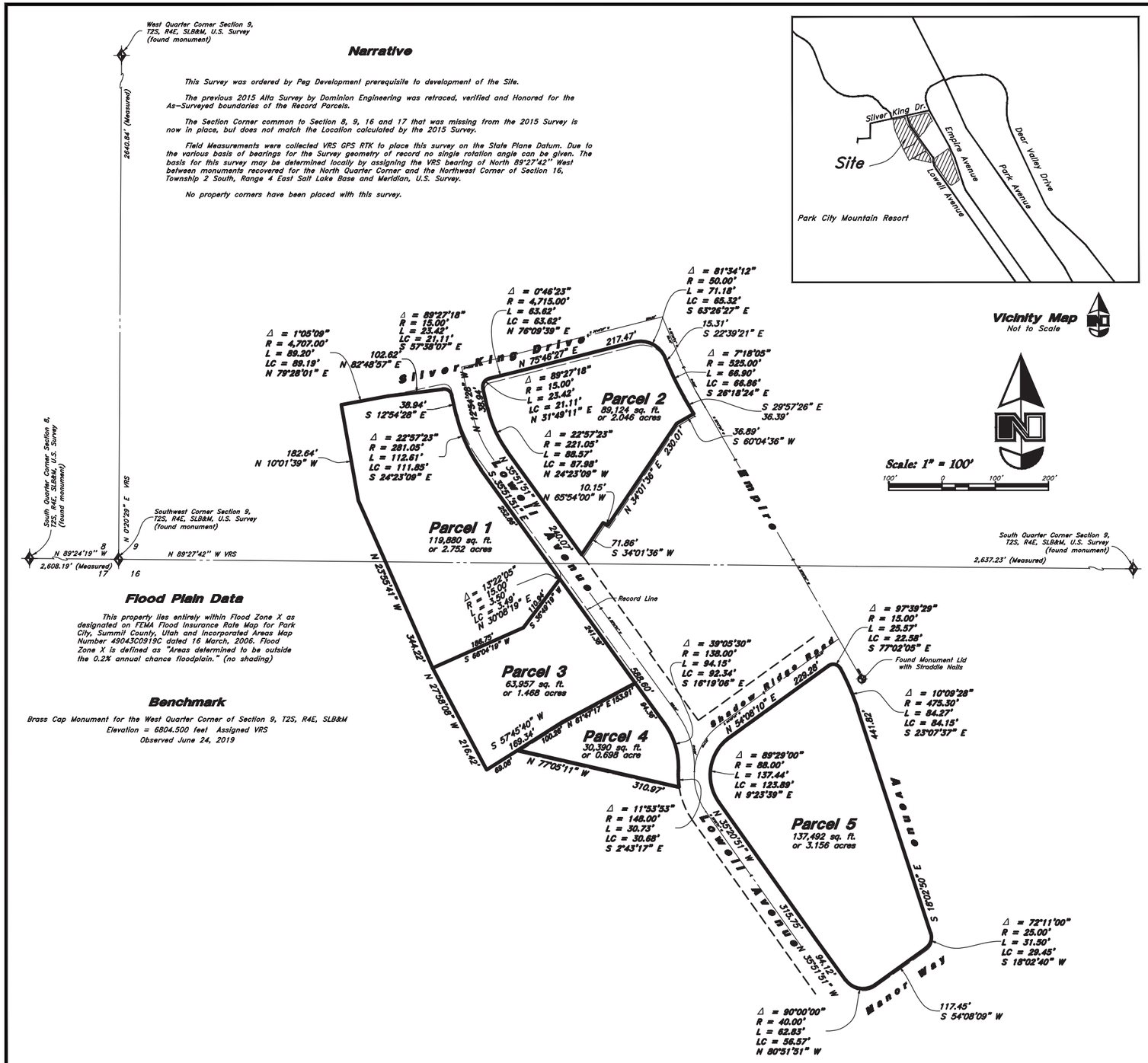
No property corners have been placed with this survey.

Flood Plain Data

This property lies entirely within Flood Zone X as designated on FEMA Flood Insurance Rate Map for Park City, Summit County, Utah and Incorporated Areas Map Number 49043C0919C dated 16 March, 2006. Flood Zone X is defined as "Areas determined to be outside the 0.2% annual chance floodplain." (no shading)

Benchmark

Brass Cap Monument for the West Quarter Corner of Section 9, T2S, R4E, SLB&M
Elevation = 6804.500 feet Assigned VRS
Observed June 24, 2019



Vicinity Map
Not to Scale

Scale: 1" = 100'
100' 0 100' 200'

Record Descriptions

Parcel 1:

Beginning at a point East 450.65 feet and North 111.20 feet from the Southwest corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 10°06' West 182.685 feet to the Southerly right-of-way line of Silver King Drive, said point also being on a curve to the left, the radius point of which is North 10°06' West 4707.00 feet; thence Northeasterly along the arc of said curve and said Southerly right-of-way line 192.90 feet to a point of a reverse curve to the right, the radius point of which is South 12°26'53" East 15.00 feet; thence Southeasterly along the arc of said reverse curve 23.43 feet to a point of tangency, said point being on the Westerly right-of-way line of Lowell Avenue; thence following said right-of-way line the following 3 courses: 1) thence South 12°56' East 33.53 feet to a point of a 275.00 foot radius curve to the left; 2) thence Southeasterly along the arc of said curve 110.63 feet to a point of tangency; 3) thence South 35°59' East 253.83 feet to a point of a 15.00 foot radius curve to the right; thence Southwesterly along the arc of said curve 19.04 feet to a point of tangency; thence South 36°45' West 110.945 feet; thence South 66°00' West 186.745 feet; thence North 24°00' West 344.235 feet to the Point of Beginning.

Parcel 2:

Beginning at a point which is North 8.11 feet and West 78.01 feet and North 30°05'00" West along the Westerly right-of-way of Empire Avenue 315.01 feet from the Northeast Corner of the Northwest Quarter of the Northwest Quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the most Northerly corner of "The Silver King" as depicted on the Record of Survey Map as recorded April 15, 1983 as Entry No. 204662 in the Summit County, Utah Recorder's Office; thence along said Silver King boundary the following four courses: 1) South 59°55' West 37.16 feet; thence 2) South 33°32' West 230.01 feet; thence 3) North 66°03'36" West 10.15 feet; thence 4) South 33°52' West 71.64 feet to a point on the Easterly right-of-way of Lowell Avenue as dedicated and recorded on December 22, 1982 as Entry No. 199571 in the Summit County Recorder's Office; thence along said right-of-way the following four courses: 1) North 35°59'00" West 237.66 feet to the point of a 221.05 foot radius curve to the right, (radius point bears North 54°01' East) thence 2) along the arc of said curve through a central angle of 22°57'23", 88.57 feet to a point of tangency; thence 3) North 13°01'37" West 38.94 feet to the point of a 15.00 foot radius curve to the right, (radius point bears North 76°58'23" East) thence 4) along the arc of said curve through a central angle of 89°27'18", 23.42 feet to a point on a 4715.00 foot reverse curve to the left, (radius point bears North 13°34'19" West) said point also being on the Southerly right-of-way of Silver King Drive; thence along said right-Of-way the following three courses: 1) along the arc of said curve through a central angle of 00°46'23", 63.62 feet to a point of tangency; thence 2) North 75°39'18" East 217.47 feet to the point of a 50.00 foot radius curve to the right (radius point bears South 14°20'42" East); thence along the arc of said curve through a central angle of 81°34'12", 71.18 feet to a point of tangency, said point also being on the Westerly right-of-way of Empire Avenue as dedicated; thence along said right-of-way the following three courses: 1) South 22°46'30" East 17.42 feet to the point of a 525.00 foot radius curve to the left, (radius point bears North 67°13'30" East); thence 2) along the arc of said curve through a central angle of 7°18'30", 66.97 feet to a point of tangency; thence 3) South 30°05' East 31.70 feet to the Point of Beginning.

Parcel 3:

Beginning at a point South 203.27 feet and East 590.66 feet from the Northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 66°00' East 186.745 feet; thence North 36°45' East 110.945 feet to the point of a 15.00 foot radius curve to the left; thence Northeasterly along the arc of said curve 19.04 feet to the point of tangency, said point being on the westerly right-of-way line of Lowell Avenue and being also the point of a reverse curve to the right, the radius point of which bears South 54°01' West 7390.00 feet; thence Southeasterly along the arc of said curve and along said Westerly right-of-way line 113.21 feet to the point of a reverse curve to the left, the radius point of which bears North 54°53'40" East 7440.00 feet; thence Southeasterly along the arc of said curve and said right-of-way line 113.98 feet to the point of tangency; thence South 35°59' East along said Westerly right-of-way line 28.16 feet; thence leaving said westerly right-of-way line running South 61°47'17" West 160.67 feet; thence South 57°45'40" West 169.31 feet; thence North 27°49'15" West 216.27 feet to the point of beginning.

Parcel 4:

Beginning at a point West 1473.90 feet and South 586.68 feet from the North Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian (basis of bearing being North 89°34'31" West 1318.76 feet between said Quarter corner and the Northeast corner of the Northwest Quarter of the Northwest Quarter of said Section 16) said point also being on the Southerly right-of-way of Lowell Avenue per the dedication plat recorded in the Summit County, Utah Recorder's Office on December 22, 1982 as Entry No. 199571; thence along said right-of-way the following two courses: 1) North 35°28'00" West 143.46 feet to the point of a 148.00 foot radius curve to the right, (radius point bears North 54°32'00" East); thence 2) along the arc of said curve through a central angle of 26°39'21", 68.85 feet to the True Point of Beginning, said point also being the Northeast Corner of the Resort Center Condominiums Phase 1B as depicted on the Record of Survey Map, and recorded August 22, 1985 as Entry No. 238027 in the Summit County, Utah Recorder's office; and running thence North 77°12'21" West along the Northerly boundary of said Phase 1B Condominiums 311.21 feet; thence North 57°45'40" East 99.14 feet; thence North 61°47'14" East 155.27 feet to the Southerly right-of-way of Lowell Avenue; thence along said rightof-way the following three courses: 1) South 35°59'00" East 93.86 feet to the point of a 138.00 foot radius curve to the right (radius point bears South 54°01'00" West); thence 2) along the arc of said curve through a central angle of 39°05'30", 94.15 feet to the point of a 148.00 foot radius reverse curve to the left, (radius point bears South 86°53'30" East); thence 3) along the arc of said curve through a central angle of 11°55'09", 30.79 feet to the point of beginning.

Parcel 5:

A parcel of land bounded by Millsite Way, Lowell Avenue and Marsac Manor, all dedicated streets, and Empire Avenue, more particularly described as follows: Beginning at a point on the Southerly line of Millsite Way and the Westerly line of Snyder's Addition to the Park City Survey, which point is North 89°34'31" West 1,318.762 feet and South 0°31'00" West 200.725 feet from the North quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian and running thence South 54°01'00" West 207.326 feet along the southerly line of Millsite Way to a point of tangency with an 88.00 foot radius curve to the left; and running thence Southwesterly along the arc of said curve 137.437 feet to a point of tangency on the Easterly line of Lowell Avenue; and running thence South 35°28'00" East 315.760 feet along said Easterly line to a point on the Westerly line of Snyders Addition to the Park City Survey; thence South 35°28'00" East (South 35°59'00" East) 94.12 feet along the Easterly line of Lowell Avenue to a point of tangency with a 40.00 foot radius curve to the left; thence Easterly along the arc of said curve 62.832 feet through a central angle of 90°00'00" to a point of tangency on the Northerly line of Marsac Manor; thence North 54°32'00" East (North 54°01'00" East) 118.050 feet along said Northerly line to a point of tangency with a 25 foot radius curve to the left; thence Northerly along the arc of said curve 31.721 feet through a central angle of 72°42'00" to a point of tangency on the Westerly line of Empire Avenue as Improved; thence North 18°10'00" West (North 18°41'00" West) 443.37 feet along said Westerly line to a point of tangency with a 475.29 foot radius curve to the left; thence Northwesterly along the arc of said curve and Westerly line 84.214 feet through, a central angle of 10°09'07" to a point of tangency with a 15.00 foot radius curve to the left; thence Westerly along the arc of said curve 25.569 feet through a central angle 97°39'59" to a point on the Southerly line of Millsite Way; and running thence South 54°01'00" West 22.034 feet along said Southerly line to the point of Beginning.

Basis of bearing note: Bearing North 35°28'00" West (Lowell Avenue) is used as basis for that portion lying outside Snyders Addition to Park City, Bearing North 35°59'00" West (Lowell Avenue) is used as basis for that portion lying within Snyders Addition to Park City.

More correctly described as:

Beginning at a point on the Southerly right-of-way line of Millsite Way, according to the Record of Survey Plat on file and recorded December 22, 1982 as Entry No. 199571 in the Summit County Recorder's Office said point is located South 89°35'48" East 1148.92 feet along the Section line and South 323.82 feet from the Northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the Southerly line of Millsite Way North 54°01'00" East 229.36 feet to a point on a 15.00 foot radius curve to the right, of which the radius point bears South 35°59'00" East; thence along the right-of-way line of Millsite Way and along the arc of said curve 25.57 feet thru a central angle of 97°39'53" to a point on a 475.30 foot radius curve to the right, which the radius point bears South 61°40'53" West; thence along the right-of-way line of Empire Avenue and along the arc of said curve 84.21 feet thru a central angle of 10°09'07"; thence along the right-of-way line of Empire Avenue South 18°10'00" East 443.37 feet to a point on a 25.00 foot radius curve to the right, of which the radius point bears South 71°50'00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 31.72 feet thru a central angle of 72°42'00"; thence along the right-of-way line of Marsac Manor South 54°32'00" West 118.05 feet to a point on a 40.00 foot radius curve to the right, of which the radius point bears North 35°28'00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 62.83 feet thru a central angle of 90°00'00"; thence along the right-of-way line of Lowell Avenue North 35°28'00" West 409.88 feet to a point on an 88.00 foot radius curve to the right, of which the radius point bears North 54°32'00" East; thence along the right-of-way line of Lowell Avenue and Millsite Way and along the arc of said curve 137.44 feet thru a central angle of 89°29'00" to the point of beginning.

Certification

I, Ken B. Hawkes, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 8707113, as prescribed by the Laws of the State of Utah and on behalf of Anderson Wahlen & Associates I have made a survey of the above described properly. I further certify that this plat correctly shows the true dimensions of the property surveyed.

Date: _____

PROFESSIONAL LAND SURVEYOR 8707113 KEN B. HAWKES STATE OF UTAH

Ken B. Hawkes
Utah PLS No. 8707113

REV	DATE	DESCRIPTION

Designed by: Name
Drafted by: Name
Client Name:
Peg Development

19-096 OV-TBS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWengineering.net

Topographical Boundary Survey
PEG Park City Mountain Resort
Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

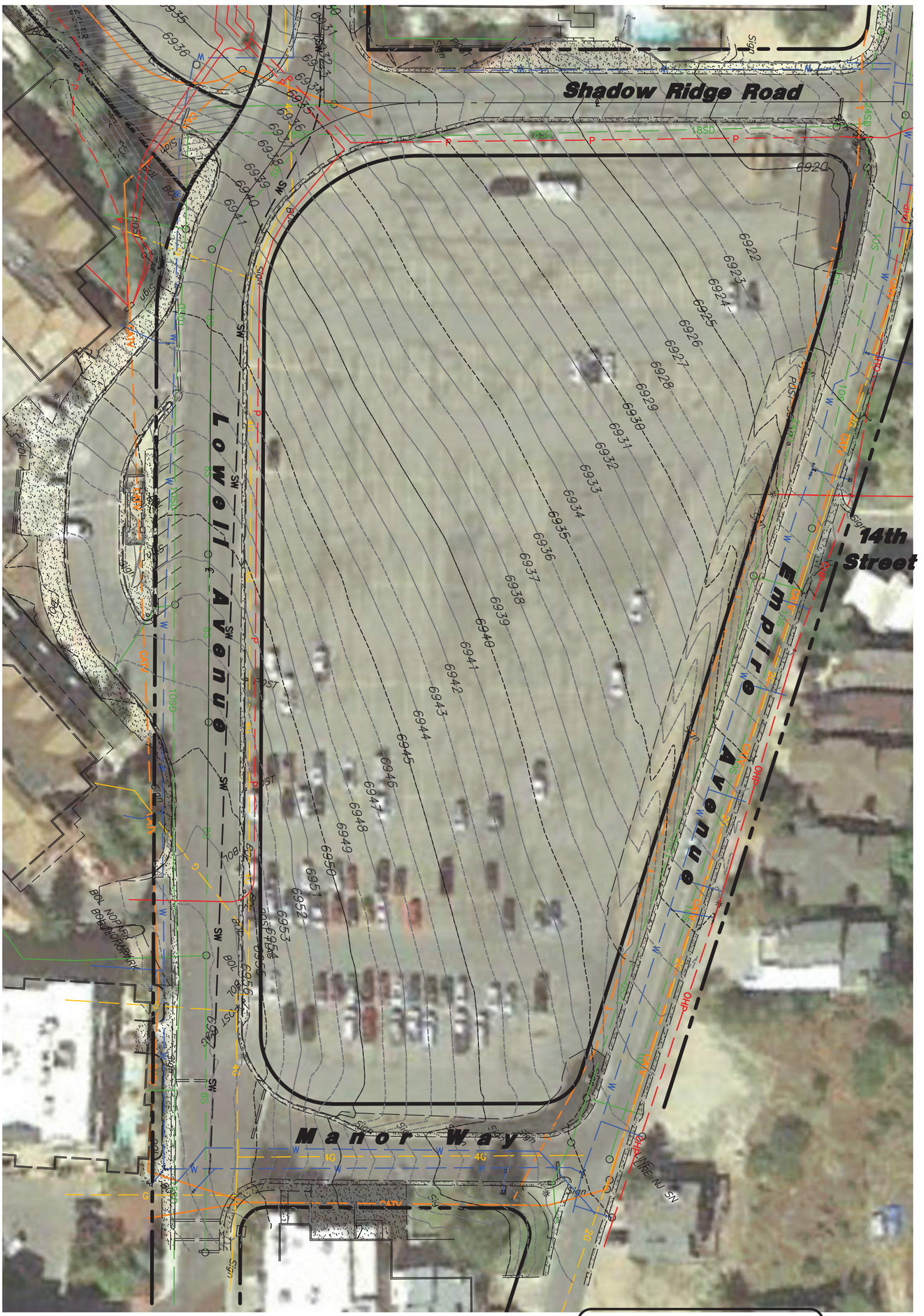
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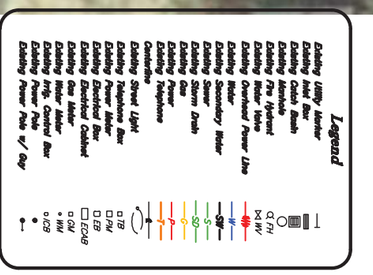
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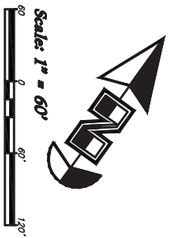
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See Sheet S1.2







SHEET NO. S1.1	30 Aug, 2019	617	**Topographical Boundary Survey** **PEG Park City Mountain Resort** *Shadow Ridge Road and Lowell Avenue* *Park City, Summit County, Utah*	ANDERSON WAHLEN & ASSOCIATES 2010 North Redwood Road, Salt Lake City, Utah 84116 801 521-8529 – AWAengineering.net	19-096-TBS Peg Development Drafted by: Alana Client Approval:

REV	DATE	DESCRIPTION

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Building E
See Sheet S1.3



See Sheet S1.1
Building B

Legend

Scale: 1" = 60'

Topographical Boundary Survey
PEG Park City Mountain Resort

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWAengineering.net

19-096-TBS

Prep Development

Designed by: Name
Drafted by: Name
Client Approval

REV	DATE	DESCRIPTION

SHEET NO. S1.2

30 Aug, 2019

Legend

Existing Utility Marker	
Existing Inlet Box	
Existing Catch Basin	
Existing Manhole	
Existing Fire Hydrant	FH
Existing Water Valve	WV
Existing Overhead Power Line	OHP
Existing Water	W
Existing Secondary Water	SW
Existing Sewer	S
Existing Storm Drain	SD
Existing Gas	G
Existing Power	P
Existing Telephone	T
Centerline	
Existing Street Light	
Existing Telephone Box	TB
Existing Power Meter	PM
Existing Electrical Box	EB
Existing Electrical Cabinet	ECAB
Existing Gas Meter	GM
Existing Water Meter	WM
Existing Irrig. Control Box	ICB
Existing Power Pole	
Existing Power Pole w/ Guy	

Scale: 1" = 60'

60 0 60' 120'

Silver King Drive

15th Street

Proposed ROW 2,704 s.f.

Proposed ROW 1,133 s.f.

Proposed ROW 1,821 s.f.

Proposed ROW 1,241 s.f.

See Sheet S1.2

REV.	DATE	DESCRIPTION

Designed by: Name

Drafted by: Name

Client Name:
Peg Development

19-096-TBS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWengineering.net

Topographical Boundary Survey

PEG Park City Mountain Resort

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

30 Aug, 2019

SHEET NO.
S1.3

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APPENDIX B

TRAFFIC STUDY

HALES ENGINEERING
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Park City Mountain Resort

Traffic Impact Study



Park City, Utah

August 29, 2019

UT19-1481

1220 North 500 West, Ste. 202 Lehi, UT 84043 p 801.766.4343
www.halesengineering.com

HALES ENGINEERING
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EXECUTIVE SUMMARY

This study addresses the traffic impacts associated with the proposed Park City Mountain Resort (PCMR) development located in Park City, Utah. The proposed project is located on the west side of Empire Avenue, adjacent to the existing PCMR parcel.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 and 2040 conditions were also analyzed. The evening peak hour level of service (LOS) was computed for each study intersection. The results of this analysis are shown in Table ES-1. Recommended storage lengths are shown in Table ES-2.

TABLE ES-1
LOS Analysis - Evening Peak Hour
Park City Mountain Resort TIS

Intersection	Level of Service (Sec/Veh)[1]				
	Existing (2019) Background	Future (2024)		Future (2040)	
		Background	Plus Project	Background	Plus Project
Empire Ave / Park Ave	D (42.7)	D (54.0)	E (63.5)	F (>80)	F (>80)
Silver King Dr / Empire Ave	F (>50) / EB	A (9.1)	A (3.7)	B (11.0)	A (3.9)
Lowell Ave / Silver King Dr	F (>50) / NB	A (5.8) / NB	A (3.5)	C (16.4) / NB	A (5.3)
Three Kings Dr & NW E Access / Silver King Dr	A (4.0) / SB	A (3.8) / SB	A (4.3) / SB	A (3.8) / SB	A (4.9) / SB
Shadow Ridge Rd / Empire Ave	A (7.2) / NEB	A (8.8) / NEB	A (8.3) / NEB	C (18.0) / NEB	B (13.5) / NEB
Shadow Ridge Rd / Lowell Ave	A (6.9) / EB	A (7.5) / EB	A (7.1) / EB	A (8.4) / EB	B (12.5) / EB
14th Street / Empire Ave	B (10.1) / SWB	B (12.3) / SWB	A (4.4) / SWB	C (19.1) / SWB	A (5.9) / SWB
Manor Way / Empire Ave	A (8.3) / EB	A (9.2) / EB	A (8.7) / NB	B (12.9) / EB	B (11.5) / NB
Manor Way / Lowell Ave	A (6.8)	A (7.5)	A (6.9) / NB	B (11.9)	A (8.6) / NB
NE E Access / Silver King Dr	-	-	A (4.1) / NB	-	A (9.3) / NB
North B Access / Shadow Ridge Rd	-	-	A (2.8) / NB	-	A (8.7) / NB
South B Access / Manor Way	-	-	A (10.0) / SB	-	B (11.9) / SB
East B Access / Empire Ave	-	-	B (10.3) / EB	-	B (13.2) / EB
West D Access / Lowell Avenue	-	-	-	-	B (12.7) / SWB
C Access / Lowell Avenue	-	-	-	-	A (7.9) / EB
East D Access / Empire Avenue	-	-	-	-	D (33.6) / EB

1. Intersection LOS and delay (seconds/vehicle) values represent the overall intersection average for roundabout, signalized, all-way stop controlled intersections and the worst approach for all other unsignalized intersections.

Source: Hales Engineering, August 2019

TABLE ES-2 Recommended Storage Lengths Park City Mountain Resort TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Empire Ave / Park Ave	300	-	350	250	550	-	250	-
Source: Hales Engineering, August 2019								

SUMMARY OF KEY FINDINGS/RECOMMENDATIONS

The following is a summary of key findings and recommendations:

Existing (2019) Background

- Hales Engineering adjusted turning movement counts collected on Saturday, February 18, 2017 to a peak winter condition by increasing volumes by 14 percent consistent with a Utah Department of Transportation (UDOT) Automatic Traffic data Recorder (ATR) located on SR-224. Traffic from the proposed King's Crown and Woodside Park projects were also added.
- The Silver King Drive / Empire Avenue (LOS F) and Lowell Avenue / Silver King Drive (LOS F) intersections operate poorly during the evening peak hour. The Empire Avenue / Park Avenue intersection operates at LOS D during the morning peak hour, but very close to LOS E. Excessive southbound queues exist at the Empire Avenue / Park Avenue intersection during the morning peak hour.
    - *Recommendation:* UDOT should plan to widen Park Avenue in the future to provide space for two left-turn lanes, a through lane, and a channelized right-turn pocket on the southbound approach of Empire Avenue / Park Avenue.
        - It is anticipated that a left-turn lane and a shared through-left lane would be inefficient and result in a worse LOS than a single left-turn lane, as would a dual left-turn lanes, and a shared through-right lane, in the southbound direction.
    - *Recommendation:* That the southbound right-turn movement of the Empire Avenue / Park Avenue intersection be channelized with striping or a small raised island to reduce southbound queueing.
    - *Recommendation:* That the westbound left-turn phasing at the Empire Avenue / Park Avenue intersection be permissive-protected instead of protected.
    - *Recommendation:* That a roundabout be installed at the Silver King Drive / Empire Avenue intersection to reduce delays during the evening peak hour.

Project Conditions

- The development will consist of condominiums, hotel rooms, meeting space, and retail space. It was assumed that Parcels B and E would be completed by 2024 and that Parcels C and D would be completed by 2040.
- Hales Engineering did preliminary traffic analyses of several internal roadway configuration alternatives. It was determined that the best system would be a one-way loop on Lowell Avenue, Manor Way, Shadow Ridge Road, and Empire Avenue, two-way travel on Silver King Drive, and roundabouts at the Silver King Drive / Empire Avenue and Lowell Avenue / Silver King Drive intersections.
- It should be recognized that there are currently multiple ways to access the resort including Park City Transit, Uber, Lyft, Black Car service, drop-offs, etc. On the north end of the site, along Lowell Avenue in the southbound direction, a large pull out area is planned for the Uber, Lyft, Black Car service and skier drop-offs.
  On the south end of the site in front of The Lodge (current bus stop), there is enough space to have 2 buses stop for boarding and alighting, and frequently buses accidently block one another. The development team has been working to provide a more efficient bus drop off area utilizing a sawtooth arrangement similar to the intermodal hub at Kimball Junction, and will be providing two additional bus pull-outs, creating four total pull outs and enhancing the existing and increasing the future transit opportunities.
- Bike lanes have been added within the project.
- Pedestrian enhancements have been added to the site with multiple strategically placed crosswalks with one raised crossing from the plaza lawn to the ski beach. The one-way circulation patterns for traffic will enhance the pedestrian experience and safety to cross the roadway.

Future (2024) Background

- It was assumed traffic volumes on internal PCMR roadways would increase by 1% per year. It was assumed that other turning movements at the Empire Avenue / Park Avenue intersection would increase by 2% per year between 2019 and 2024 based on UDOT traffic volume historical data.
- All study intersections are anticipated to operate at an acceptable LOS during the evening peak hour. However, the Empire Avenue / Park Avenue intersection is very close to operating at LOS E.

Future (2024) Plus Project

- Based on the traffic volumes it is anticipated that approximately 730 trips during the evening peak hour were from day skiers. These trips were routed to the day skier parking lots at Parcel B and Parcel E.

- The Empire Avenue / Park Avenue intersection (LOS E) is anticipated to operate poorly during the evening peak hour.
    - *Recommendation*: That Empire Avenue be re-striped with a five-lane cross-section between Silver King Drive and Park Avenue to accommodate 2 full left-turn storage lanes.

Future (2040) Background

- It was assumed that all traffic volumes would increase by 1% per year between 2024 and 2040 to obtain future (2024) background volumes.
- It was assumed that dual left-turn lanes, a through lane, and a right-turn pocket were installed at the southbound approach of Empire Avenue / Park Avenue.
- The Empire Avenue / Park Avenue intersection (LOS F) is anticipated to operate poorly during the evening peak hour.
    - *Recommendation*: That UDOT consider channelizing the westbound right-turn movement or an innovative intersection. Continuing to promote transit and active transportation will also be key in reducing the anticipated delays.

Future (2040) Plus Project

- The Empire Avenue / Park Avenue intersection (LOS F) is anticipated to operate poorly during the evening peak hour.

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I. INTRODUCTION

A. Purpose

This study addresses the traffic impacts associated with the proposed Park City Mountain Resort (PCMR) development located in Park City, Utah. The proposed project is located on the west side of Empire Avenue, adjacent to the existing PCMR parcel. Figure 1 shows a vicinity map of the proposed development.

Included within the analyses for this study are the traffic operations and recommended mitigation measures for existing conditions and plus project conditions (conditions after development of the proposed project) at key intersections and roadways near the site. Future 2024 and 2040 conditions were also analyzed.

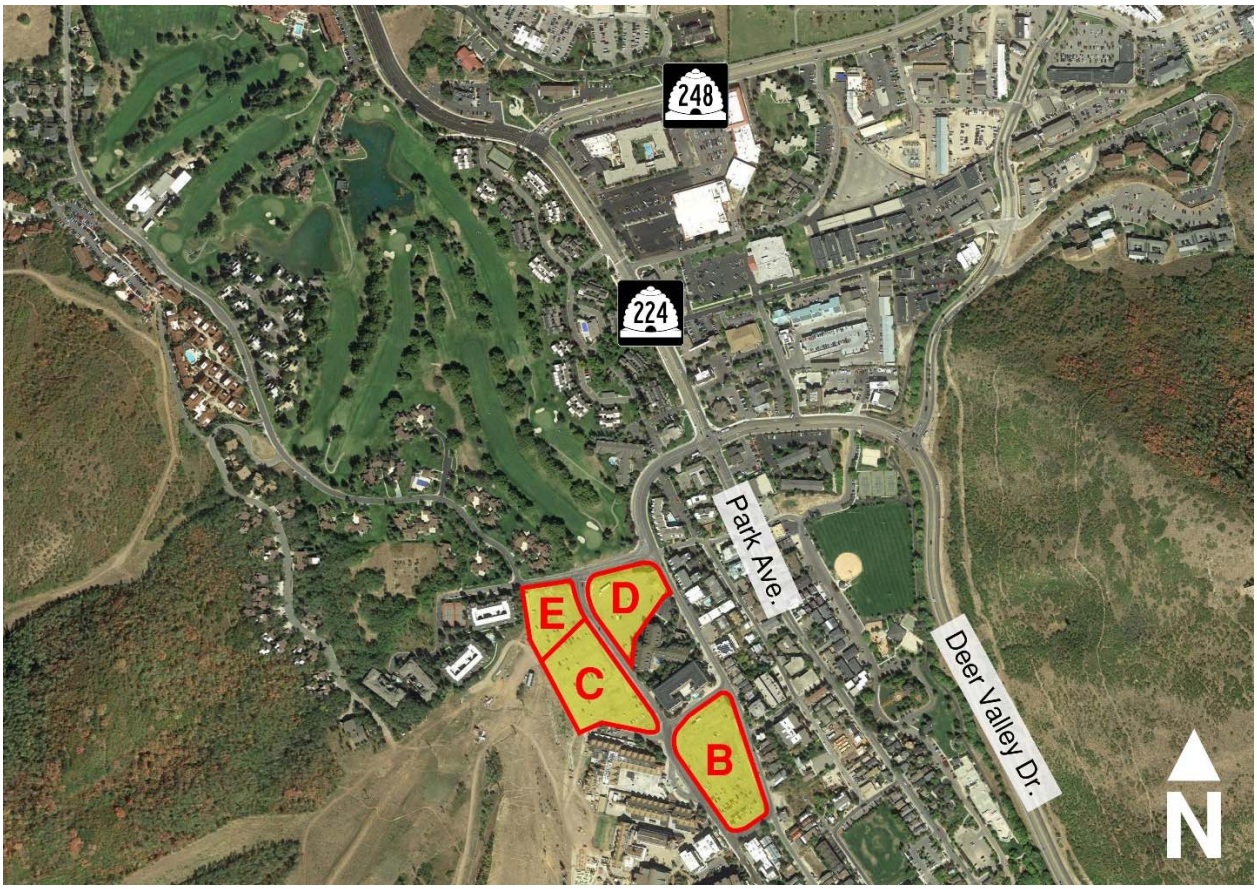


Figure 1: Vicinity map showing the project location in Park City, Utah

B. Scope

This study was scoped to evaluate the traffic operational performance impacts of the project on the following intersections:

- Empire Ave & Deer Valley Dr / Park Ave
- Silver King Dr / Empire Ave
- Lowell Ave / Silver King Dr
- Three Kings Dr / Silver King Dr
- Shadow Ridge Rd / Empire Ave
- Shadow Ridge Rd / Lowell Ave
- 14th Street / Empire Ave
- Manor Way / Empire Ave
- Manor Way / Lowell Ave
- Project Accesses (8)

C. Analysis Methodology

Level of service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. Table 1 provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Figure 2 provides a visual representation of each LOS letter designation.

The *Highway Capacity Manual* (HCM), 6th Edition, 2016 methodology was used in this study to remain consistent with "state-of-the-practice" professional standards, which has quantitative evaluations for signalized and unsignalized intersections. For signalized and all-way stop intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For all other unsignalized intersections, LOS is reported based on the worst approach.

Using Synchro/SimTraffic software, which follow the HCM methodology, the peak hour LOS was computed for each study intersection. Multiple runs of SimTraffic were used to provide a statistical evaluation of the interaction between the intersections. The detailed LOS reports are provided in Appendix A. Hales Engineering also calculated the 95th percentile queue lengths for the study intersections using SimTraffic. The detailed queue length reports are provided in Appendix C.

D. Level of Service Standards

For the purposes of this study, a minimum acceptable intersection performance for each of the study intersections was set at LOS D. If levels of service E or F conditions exist, an explanation and/or mitigation measures will be presented. An LOS D threshold is consistent with "state-of-the-practice" traffic engineering principles for urbanized areas.

Table 1: Level of Service Description

Level of Service	Description of Traffic Conditions	Average Delay (seconds/vehicle)
	Signalized Intersections	**Overall Intersection**
A	Extremely favorable progression and a very low level of control delay. Individual users are virtually unaffected by others in the traffic stream.	0 ≤ 10.0
B	Good progression and a low level of control delay. The presence of other users in the traffic stream becomes noticeable.	> 10.0 and ≤ 20.0
C	Fair progression and a moderate level of control delay. The operation of individual users becomes somewhat affected by interactions with others in the traffic stream.	>20.0 and ≤ 35.0
D	Marginal progression with relatively elevated levels of control delay. Operating conditions are noticeably more constrained.	> 35.0 and ≤ 55.0
E	Poor progression with unacceptably elevated levels of control delay. Operating conditions are at or near capacity.	> 55.0 and ≤ 80.0
F	Unacceptable progression with forced or breakdown operating conditions.	> 80.0
	Unsignalized Intersections	**Worst Approach**
A	Free Flow / Insignificant Delay	0 ≤ 10.0
B	Stable Operations / Minimum Delays	>10.0 and ≤ 15.0
C	Stable Operations / Acceptable Delays	>15.0 and ≤ 25.0
D	Approaching Unstable Flows / Tolerable Delays	>25.0 and ≤ 35.0
E	Unstable Operations / Significant Delays Can Occur	>35.0 and ≤ 50.0
F	Forced Flows / Unpredictable Flows / Excessive Delays Occur	> 50.0

Source: Hales Engineering Descriptions, based on the *Highway Capacity Manual* (HCM), 6th Edition, 2016 Methodology (Transportation Research Board)

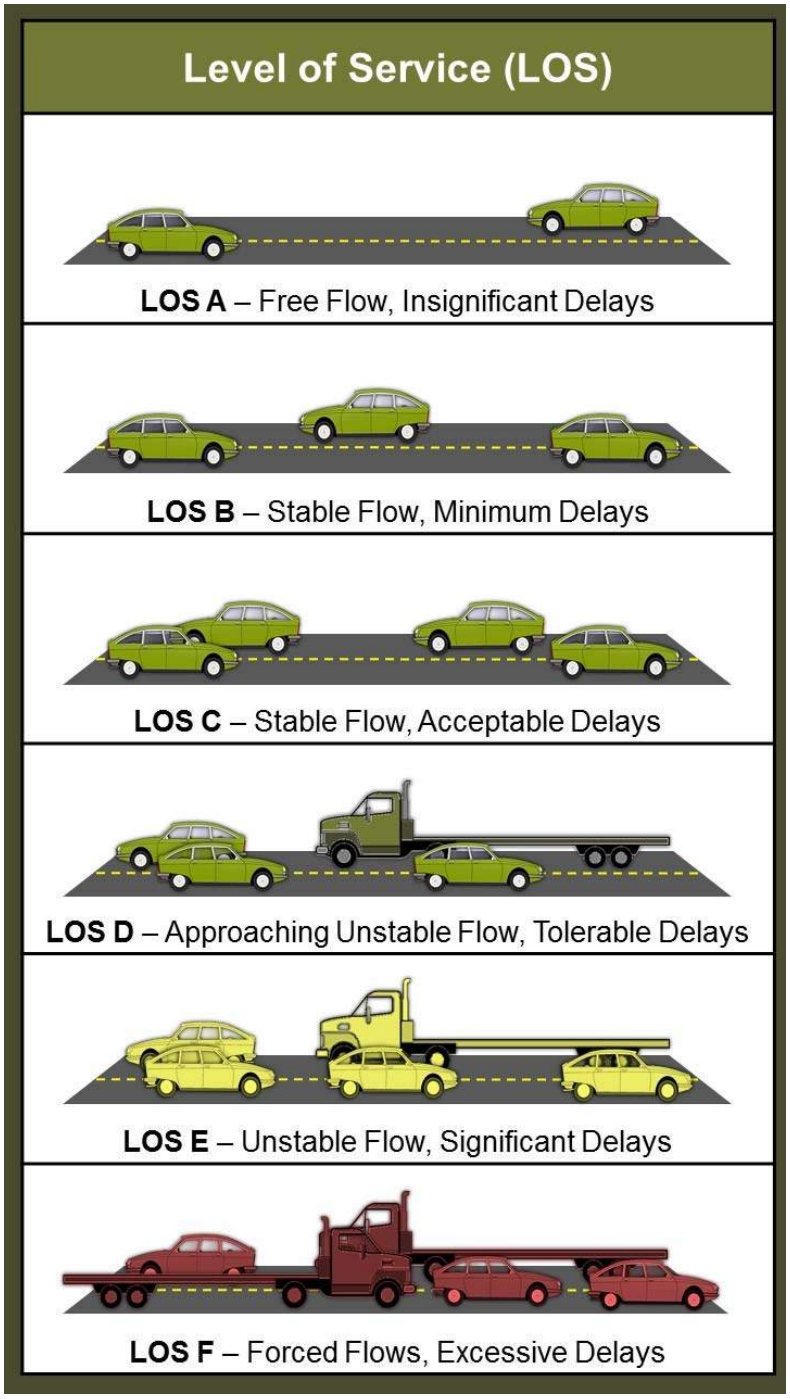


Figure 2: Visual representation of the LOS letter designations

II. EXISTING (2019) BACKGROUND CONDITIONS

A. Purpose

The purpose of the background analysis is to study the intersections and roadways during the peak travel periods of the day with background traffic and geometric conditions. Through this analysis, background traffic operational deficiencies can be identified, and potential mitigation measures recommended. This analysis provides a baseline condition that may be compared to the build conditions to identify the impacts of the development.

B. Roadway System

The primary roadways that will provide access to the project site are described below:

Empire Avenue – is a city-maintained roadway which is classified by the Park City Transportation Master Plan (2011) as a commercial collector roadway. The roadway has one travel lane in each direction. The posted speed limit is 25 mph in the study area.

Silver King Drive – is a city-maintained roadway which is classified by the Park City Transportation Master Plan (2011) as a minor residential collector roadway. The roadway has one travel lane in each direction. The posted speed limit was assumed to be 25 mph in the study area.

C. Traffic Volumes

Data Collection

Hales Engineering obtained turning movement count data for the study intersections from a previous traffic study completed for the King's Crown and Treasure Hill developments in 2017 by Triton Engineering. Saturday morning (8:00 to 10:00 a.m.) and evening (4:00 to 6:00 p.m.) peak period traffic counts were performed at the following intersections:

- Empire Ave & Deer Valley Dr / Park Ave
- Silver King Dr / Empire Ave
- Lowell Ave / Silver King Dr
- Three Kings Dr / Silver King Dr
- Shadow Ridge Rd / Empire Ave
- Shadow Ridge Rd / Lowell Ave
- 14th Street / Empire Ave
- Manor Way / Empire Ave
- Manor Way / Lowell Ave

The counts were performed on Saturday, February 18, 2017 (President's Day Weekend). The morning peak hour was determined to be between 8:15 and 9:15 a.m., and the evening peak hour was determined to be between 4:00 and 5:00 p.m. The evening peak hour volumes were approximately 25% higher than the morning peak hour volumes. Therefore, Hales Engineering focused on the evening peak hour as a worst-case scenario. However, the morning peak hour was also analyzed in existing (2019) background conditions as well.

Hales Engineering collected additional turning movement count data during the same periods on Saturday, June 8, 2019 at the Three Kings Drive / Silver King Drive intersection. Because this count was done during summer, the peak winter volumes from adjacent intersections were carried through to the Three Kings Drive / Silver King Drive intersection.

Volume Adjustments

Though the counts were collected on what is considered a peak ski day during President's Weekend, it is known that 2017 had less skiers than other years. Therefore, Hales Engineering adjusted the volumes to a peak year condition. According to a nearby UDOT automatic traffic recorder (ATR) on SR-224 (ATR #605), the highest traffic volumes experienced on the Saturday of President's Day Weekend in recent years was on Saturday, February 13, 2016. These volumes in 2016 were 13.3% higher than those observed on Saturday, February 18, 2017. To be conservative, Hales Engineering increased the 2017 volumes by 14% to estimate a peak winter day in the study area.

As a comparison, the traffic studies completed by Triton Engineering in 2017 were increased by 12.8% to adjust the volumes to an 85th percentile ski day of the 2016-2017 ski season. Therefore, the traffic volumes in this study are higher than those in the previous studies.

Additional Projects

Hales Engineering also added traffic volumes of other developments in the study area that are either under construction or recently built. The traffic from the following developments were added to the background volumes based on the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017:

- King's Crown (Lowell Avenue, southeast of Manor Way)
- Woodside Park Phase 1 (Park Avenue, southeast of 14th Street)
- Woodside Park Phase 2 (Woodside Avenue, southeast of 14th Street)

Figure 3 shows the existing (2019) background Saturday evening peak hour volumes at the study intersections with the mentioned adjustments, assumptions, and additions.


Deer Valley Dr
Empire Ave
Park Ave
Three Kings Dr
Silver King Dr
Lowell Ave
14th St
640 239 75
495 363 364
68 395 35
633 277 36
15 411 192
70 15 12
17 601 40
10 237
20 0
20 5
325 50 25
15 10
0 5
385 15
10 107 20
10 20 218
240 198
643 50
5 5
45 37
30 235
87 518
40 0 50
0 0
75 127
0 137
55 10
355 65
520 20
185 0

D. Level of Service Analysis

Hales Engineering determined that all study intersections are currently operating at acceptable levels of service during the evening peak hour except for the Silver King Drive / Empire Avenue (LOS F) and Lowell Avenue / Silver King Drive (LOS F) intersections, as shown in Table 2. These results serve as a baseline condition for the impact analysis of the proposed development during existing (2019) conditions.

Table 2: Existing (2019) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Empire Ave / Park Ave	Signal	-	-	-	42.7	D
Silver King Dr / Empire Ave	EB Stop	EB	>50	F	-	-
Lowell Ave / Silver King Dr	NB Stop	NB	>50	F	-	-
Three Kings Dr / Silver King Dr	SB Stop	SB	4.0	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	7.2	A	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	6.9	A	-	-
14th Street / Empire Ave	SWB Stop	SWB	10.1	B	-	-
Manor Way / Empire Ave	EB Stop	EB	8.3	A	-	-
Manor Way / Lowell Ave	AWSC	-	-	-	6.8	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

Hales Engineering also determined that most study intersections are currently operating at acceptable levels of service during the morning peak hour. The Empire Avenue / Park Avenue intersection is operating at LOS D, but very close to LOS E.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for existing (2019) background conditions during the evening peak hour are shown below:

Empire Ave & Deer Valley Dr / Park Ave
Northbound – 300 feet
Southbound – 525 feet
Eastbound – 300 feet
Westbound – 375 feet

Silver King Dr / Empire Ave
Eastbound – 350 feet

Lowell Ave / Silver King Dr
Northbound – 525 feet

The significant 95th percentile queue lengths for existing (2019) background conditions during the morning peak hour are shown below:

Empire Ave & Deer Valley Dr / Park Ave
Northbound – 175 feet
Southbound – 1,250 feet
Eastbound – 150 feet
Westbound – 250 feet

Though the Empire Ave & Deer Valley Dr / Park Ave intersection is operating at an acceptable LOS during both the morning and evening peak hour, there is significant queueing in the southbound direction.

F. Mitigation Measures

According to UDOT left-turn guidelines, the southbound left-turn of the Empire Avenue / Park Avenue intersection warrants dual left-turn lanes based on evening peak hour volumes. To avoid having to widen Park Avenue, Hales Engineering considered converting the southbound through lane to a shared through-left lane. This would result in split phasing on the north- and southbound approaches (meaning that same-side left-turn and through vehicles will have a protected green light simultaneously). However, based on preliminary analyses, it is anticipated that split phasing at the intersection would be inefficient and result in a worse LOS. It is recommended that UDOT plan to widen Park Avenue in the future to provide space for two left-turn lanes, a through lane, and a channelized right-turn pocket on the southbound approach.

It is recommended that the southbound right-turn movement of the Empire Avenue / Park Avenue intersection be channelized with striping or a small raised island to reduce southbound queueing. This movement currently has an overlap green arrow phase. However, it is not anticipated that the overlap phase will be sufficient for the high morning peak hour volumes.

It is recommended that the westbound left-turn phasing at the Empire Avenue / Park Avenue intersection be permissive-protected (yield to opposing through vehicles) instead of protected.

It is recommended that a roundabout be installed at the Silver King Drive / Empire Avenue intersection to reduce delays during the evening peak hour.

III. PROJECT CONDITIONS

A. Purpose

The project conditions discussion explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in Chapter I.

B. Project Description

The proposed Park City Mountain Resort development project is located on the west side of Empire Avenue, adjacent to the existing PCMR parcel. The development will consist of condominiums, hotel rooms, meeting space, and retail space. The project is divided into four parcels: B, C, D, and E. It is anticipated that Parcel B will be the first parcel completed, and a parcel will be completed every two years afterward. Therefore, it was assumed that Parcels B and E would be completed by 2024 and that Parcels C and D would be completed by 2040. A concept plan for the proposed development is provided in Appendix B.

The proposed land use by parcel for the development has been identified as follows:

- Parcel B (2024)
  - Multi-family residential units — 75 dwelling units
  - Employee units — 42 dwelling units
  - Day skier parking — 760 parking stalls
- Parcel C (2040)
  - Hotel — 249 keys
  - Meeting space — 20,000 square feet
  - Retail / services — 31,500 square feet
- Parcel D (2040)
  - Multi-family residential units — 35 dwelling units
  - Retail — 9,600 square feet
- Parcel E (2024)
  - Multi-family residential units — 39 dwelling units
  - Retail / services — 25,500 square feet
  - Day skier parking — 440 day-skier parking

As shown, Parcels B and E will also contain a total of 1,200 day-skier parking stalls, which will be accounted for in the background traffic.

C. Trip Generation

Trip generation for the development was calculated using a combination of trip generation rates published in the Institute of Transportation Engineers (ITE), *Trip Generation*, 10th Edition, 2017, hotel / condo trip generation data collected in the Canyons Resort area, and other data collected by Hales Engineering at meeting space developments.

The data at the Canyons was collected on Saturday, February 17, 2018 (President's Day weekend) at several hotel / condo resorts. The transit reduction at the Canyons was observed to be 3.4%. Based on transit boarding and alighting data provided by Park City staff, the trip reduction due to transit in the PCMR area on Saturday, February 18, 2017 was approximately 3%. Transit ridership has steadily increased by approximately 25% each year. Therefore, the Canyons rates were used directly for this project without adjustment as the transit reductions at both sites are comparable.

Trip generation for the proposed project is included in Table 3. The total trip generation for the development by parcel is as follows:

- Parcel B (2024)
  - Daily Trips: 402
  - Morning Peak Hour Trips: 27
  - Evening Peak Hour Trips: 46
- Parcel C (2040)
  - Daily Trips: 3,450
  - Morning Peak Hour Trips: 295
  - Evening Peak Hour Trips: 355
- Parcel D (2040)
  - Daily Trips: 522
  - Morning Peak Hour Trips: 46
  - Evening Peak Hour Trips: 56
- Parcel E (2024)
  - Daily Trips: 1,094
  - Morning Peak Hour Trips: 100
  - Evening Peak Hour Trips: 111

Table 3
Park City - Mountain Resort TIS
Trip Generation

Parcel	Land Use	# of Units	Unit Type	Trip Gen. Rate	Trip Generation	% Entering	% Exiting	Trips Entering	Trips Exiting	Internal Capture	% Occupied	Net Trips Entering	Net Trips Exiting	Total Daily Trips
Saturday Daily														
B	Condominiums[2]	75	Dwelling Units	6.27	472	50%	50%	236	236	0%	85%	201	201	**402**
	Hotel[2]	249	Keys	6.27	1,562	50%	50%	781	781	0%	85%	664	664	**1,328**
C	Meeting Space[3]	20	1,000 sq. ft.	68.80	1,376	50%	50%	688	688	25%	-	516	516	**1,032**
	Retail (ITE 820)[1]	31.5	1,000 sq. ft.	46.12	1,454	50%	50%	727	727	25%	-	545	545	**1,090**
D	Condominiums[2]	35	Dwelling Units	6.27	220	50%	50%	110	110	0%	85%	94	94	**188**
	Retail (ITE 820)[1]	9.6	1,000 sq. ft.	46.12	444	50%	50%	222	222	25%	-	167	167	**334**
E	Condominiums[2]	39	Dwelling Units	6.27	246	50%	50%	123	123	0%	85%	105	105	**210**
	Retail (ITE 820)[1]	25.5	1,000 sq. ft.	46.12	1,178	50%	50%	589	589	25%	-	442	442	**884**
	TOTAL				**6,952**			**3,476**	**3,476**			**2,734**	**2,734**	**5,468**
Saturday AM Peak Hour														
B	Condominiums[2]	75	Dwelling Units	0.41	32	23%	77%	7	25	0%	85%	6	21	**27**
	Hotel[2]	249	Keys	0.41	104	59%	41%	61	43	0%	85%	52	37	**89**
C	Meeting Space[3]	20	1,000 sq. ft.	6.50	130	65%	35%	85	46	25%	-	64	35	**99**
	Retail (ITE 820)[1]	31.5	1,000 sq. ft.	4.50	142	62%	38%	88	54	25%	-	66	41	**107**
D	Condominiums[2]	35	Dwelling Units	0.41	16	23%	77%	4	12	0%	85%	3	10	**13**
	Retail (ITE 820)[1]	9.6	1,000 sq. ft.	4.50	44	62%	38%	27	17	25%	-	20	13	**33**
E	Condominiums[2]	39	Dwelling Units	0.41	16	23%	77%	4	12	0%	85%	3	10	**13**
	Retail (ITE 820)[1]	25.5	1,000 sq. ft.	4.50	116	62%	38%	72	44	25%	-	54	33	**87**
	TOTAL				**600**			**348**	**253**			**268**	**200**	**468**
Saturday PM Peak Hour														
B	Condominiums[2]	75	Dwelling Units	0.70	54	63%	37%	34	20	0%	85%	29	17	**46**
	Hotel[2]	249	Keys	0.70	176	56%	44%	99	77	0%	85%	84	65	**149**
C	Meeting Space[3]	20	1,000 sq. ft.	6.50	130	35%	65%	46	85	25%	-	35	64	**99**
	Retail (ITE 820)[1]	31.5	1,000 sq. ft.	4.50	142	52%	48%	74	68	25%	-	56	51	**107**
D	Condominiums[2]	35	Dwelling Units	0.70	26	63%	37%	16	10	0%	85%	14	9	**23**
	Retail (ITE 820)[1]	9.6	1,000 sq. ft.	4.50	44	52%	48%	23	21	25%	-	17	16	**33**
E	Condominiums[2]	39	Dwelling Units	0.70	28	63%	37%	18	10	0%	85%	15	9	**24**
	Retail (ITE 820)[1]	25.5	1,000 sq. ft.	4.50	116	52%	48%	60	56	25%	-	45	42	**87**
	TOTAL				**716**			**370**	**347**			**295**	**273**	**568**

1. Based on Institute of Transportation Engineers (ITE), Trip Generation, 10th Edition, 2017
2. Based on data collected by Hales Engineering at ski resorts in the Park City area
3. Based on data collected by Hales Engineering at other meeting space land uses

SOURCE: Hales Engineering, August 2019

D. Roadway Concept Development

Hales Engineering worked with the developer through many iterations of roadway concepts in the PCMR area to identify the best configuration for traffic flow and safety. The following is a summary of each alternative that was discussed, and the general results based on an analysis of full-build conditions (without other developments and future background growth):

- Alternative 0: Roundabout at Silver King Drive / Empire Avenue
  - Poor LOS at several project accesses
- Alternative 1: One-way loop except for Silver King Drive and Shadow Ridge Road
  - Poor LOS at Silver King Drive / Empire Avenue and on Shadow Ridge Road
- Alternative 2: One-way loop except for Silver King Drive, Shadow Ridge Road, and Empire Avenue between Silver King Drive and Shadow Ridge Road
  - Poor LOS on Shadow Ridge Road and at several project accesses
- Alternative 3: One-way travel on Lowell Avenue only
  - Poor LOS at several project accesses and Silver King Drive / Empire Avenue
- Alternative 4: One-way loop except for Silver King & roundabout at Silver King Drive / Empire Avenue
  - Heavy eastbound queuing at Empire Avenue / Park Avenue
- Alternative 5: Same as Alternative 4 plus a channelized southbound right-turn at Empire Avenue / Park Avenue and eastbound stop control at Lowell Avenue / Silver King Drive
  - Poor LOS along Silver King Drive
- Alternative 6: Same as Alternative 5 except a roundabout at Lowell Avenue / Silver King Drive

It was assumed that Alternative 6 would be implemented for this project. A concept of Alternative 6 is shown in Figure 4.

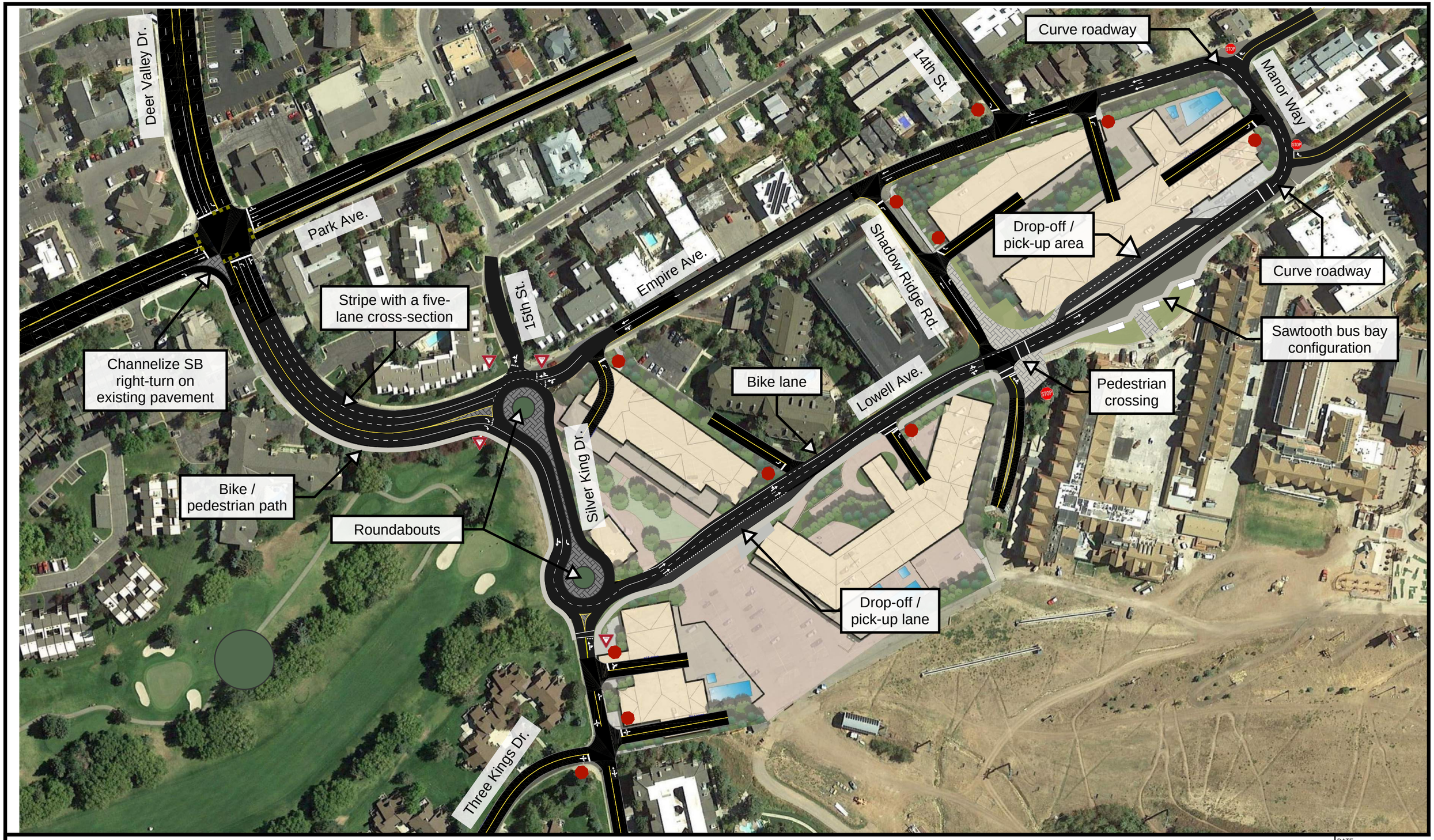
E. Trip Distribution and Assignment

Evening peak hour project traffic was assigned to the roadway network based on existing travel patterns observed during data collection, as shown below:

To Project (Entering)
- 53% North
- 13% South
- 34% East

From Project (Exiting)
- 59% North
- 14% South
- 27% East

These trip distribution assumptions were used to assign the evening peak hour generated traffic at the study intersections in the one-way loop configuration described as Alternative 6. Trip assignment for the development in 2024 and 2040 is shown in Figure 5 and Figure 6, respectively.



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Roadway Concept

Park City Mountain Resort TIS

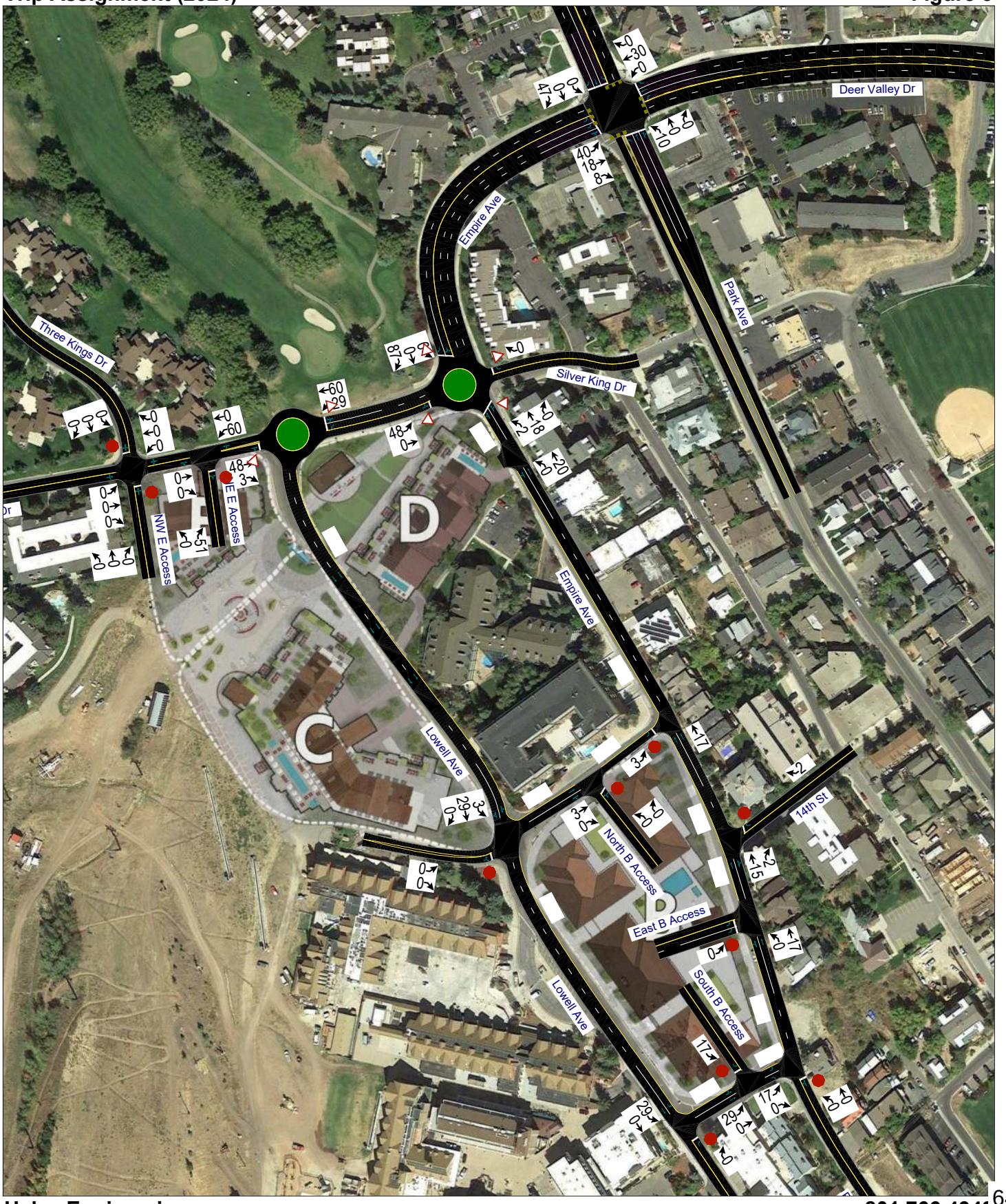
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PROJECT UT19-1481

Figure 4


Deer Valley Dr
Empire Ave
Park Ave
Three Kings Dr
Silver King Dr
NW E Access
E E Access
Empire Ave
Lowell Ave
14th St
North B Access
East B Access
South B Access
Lowell Ave
D
C
D

Park City Mountain Resort TIS
Trip Assignment (2040)

Saturday PM Peak Hour



Hales Engineering
1220 North 500 West, Ste. 202 Lehi UT 84043
801.766.4343

08/26/2019

F. Access

The proposed access for the site will be gained at the following locations:

Silver King Drive:

- The Northeast E Access will be located within 50 feet west of the Lowell Avenue / Silver King Drive intersection. It will access Parcel E on the south side of Silver King Drive. This access will be to the condo and ski club parking.
- The Northwest E Access will be located approximately 185 feet west of the Lowell Avenue / Silver King Drive intersection. It will access Parcel E on the south side of Silver King Drive near Three Kings Drive. This access will be to the day skier parking.
- It is anticipated that there will also be a drop-off loop to Parcel E that accesses Silver King Drive. This was not included in the analysis.

Lowell Avenue:

- The West D Access will be located approximately 400 feet south of the Lowell Avenue / Silver King Drive intersection. It will access Parcel D on the east side of Lowell Avenue.
- The C Access will be located approximately 275 feet north of the Shadow Ridge Road / Lowell Avenue intersection. It will access Parcel C on the west side of Lowell Avenue.
- It is anticipated that there will also be a truck access to Parcel C and a drop-off area to Parcel B along Lowell Avenue. These were not included in the analysis.

Shadow Ridge Road:

- The North B Access will be located approximately 200 feet east of the Shadow Ridge Road / Lowell Avenue intersection. It will access Parcel B on the south side of Shadow Ridge Road. This access will be to the lowest parking level on Parcel B.

Manor Way:

- The South B Access will be located approximately 125 feet east of the Manor Way / Lowell Avenue intersection. It will access Parcel B on the north side of Manor Way. This access will be to the highest parking level on Parcel B near the condo parking.

Empire Avenue:

- The East B Access will be located approximately 275 feet north of the Manor Way / Empire Avenue intersection. It will access Parcel B on the west side of Empire Avenue. This access will be to a middle parking level on Parcel B.
- The East D Access will be located approximately 200 feet south of the Silver King Drive / Empire Avenue intersection. It will access Parcel D on the west side of Empire Avenue.

IV. FUTURE (2024) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2024) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

As recommended in existing (2019) background conditions, the following improvements were assumed for future (2024) conditions:

- Roundabout at the Silver King Drive / Empire Avenue intersection
- Channelized southbound right-turn at the Empire Avenue / Park Avenue intersection
- Westbound left-turn phasing at Empire Avenue / Park Avenue changed to permissive-protected phasing instead of protected phasing only

C. Traffic Volumes

This area of Park City is mostly built-out, and future background growth in traffic will be minimal within the PCMR area besides that caused by the PCMR development. Based on discussions with Park City, it was agreed that Hales Engineering would use common growth rates to estimate future volumes. It was assumed that the volumes within the PCMR area would increase by approximately 1% per year. It was assumed that other volumes at the Empire Avenue / Park Avenue intersection would increase by the same growth rate observed in recent years on Park Avenue and Deer Valley Drive. Based on UDOT data, volumes have increased by between 1% and 2% per year on Park Avenue and Deer Valley Drive. A growth rate of 2% per year was assumed at the Empire Avenue / Park Avenue intersection between 2019 and 2024. Future (2024) evening peak hour turning movement volumes are shown in Figure 7.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2024) background conditions, as shown in Table 4. However, the Empire Avenue / Park Avenue intersection is very close to operating at LOS E. These results serve as a baseline condition for the impact analysis of the proposed development for future (2024) conditions.


Deer Valley Dr
Empire Ave
Park Ave
Three Kings Dr
Silver King Dr
Empire Ave
Lowell Ave
Lowell Ave
14th St
Empire Ave
704 251 83
545 399 382
75 435 37
665 291 38
11 16 13
432 202 16
11 249
21 0
21 5
34 53 26
16 11
0 5
404 16
691 18 23
252 208
675 53
11 21 229
5 5
47 39
32 247
91 544
112 11 27
42 0 53
0 0
79 133
0 144
373 68
546 21
0 194
58 11

Table 4: Future (2024) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Empire Ave / Park Ave	Signal	-	-	-	54.0	D
Silver King Dr / Empire Ave	Round-about	-	-	-	9.1	A
Lowell Ave / Silver King Dr	NB Stop	NB	5.8	A	-	-
Three Kings Dr / Silver King Dr	SB Stop	SB	3.8	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	8.8	A	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	7.5	A	-	-
14th Street / Empire Ave	SWB Stop	SWB	12.3	B	-	-
Manor Way / Empire Ave	EB Stop	EB	9.2	A	-	-
Manor Way / Lowell Ave	AWSC	-	-	-	7.5	A

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for future (2024) background conditions during the evening peak hour are shown below:

Empire Ave / Park Ave
Northbound – 425 feet
Southbound – 900 feet
Eastbound – 400 feet
Westbound – 525 feet

Silver King Dr / Empire Ave
Eastbound – 200 feet

Lowell Ave / Silver King Dr
Northbound – 150 feet

F. Mitigation Measures

The Empire Avenue / Park Avenue is anticipated to continue experiencing heavy delays and queueing. As discussed previously, it is recommended that UDOT plan to widen Park Avenue at the intersection to provide two left-turn lanes, a through lane, and a channelized right-turn lane with a pocket on the southbound approach.

No additional mitigation measures are recommended at this time.

V. FUTURE (2024) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2024) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the project trips discussed in Chapter III from Parcels B and E to the future (2024) background traffic volumes to predict turning movement volumes for future (2024) plus project conditions. Hales Engineering also redistributed the day skier parking on site to the new day skier parking in Parcel B and E. The trips to and from skier parking were estimated based on the difference in trips between intersections in the study area. For example, it was observed that northbound traffic on one segment of Lowell Avenue increased by 330 vehicles between intersections. Therefore, it was assumed that there were 330 day-skier vehicles exiting the parking along that segment. This methodology resulted in calculating 730 day-skier trips during the evening peak hour (180 entering, 550 exiting). These trips were divided up between Parcels B and E based on the amount of day skier parking in both. Because Parcel B has 760 day-skier stalls planned out of 1,200 total, approximately 63% of the day skier traffic was assigned to the Parcel B access points. Future (2024) plus project evening peak hour turning movement volumes are shown in Figure 8.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2024) plus project conditions except for the Empire Avenue / Park Avenue intersection (LOS E), as shown in Table 5.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for future (2024) plus project conditions during the evening peak hour are shown below:

Empire Ave / Park Ave
Northbound – 390 feet Eastbound – 450 feet
Southbound – 1,150 feet Westbound – 750 feet

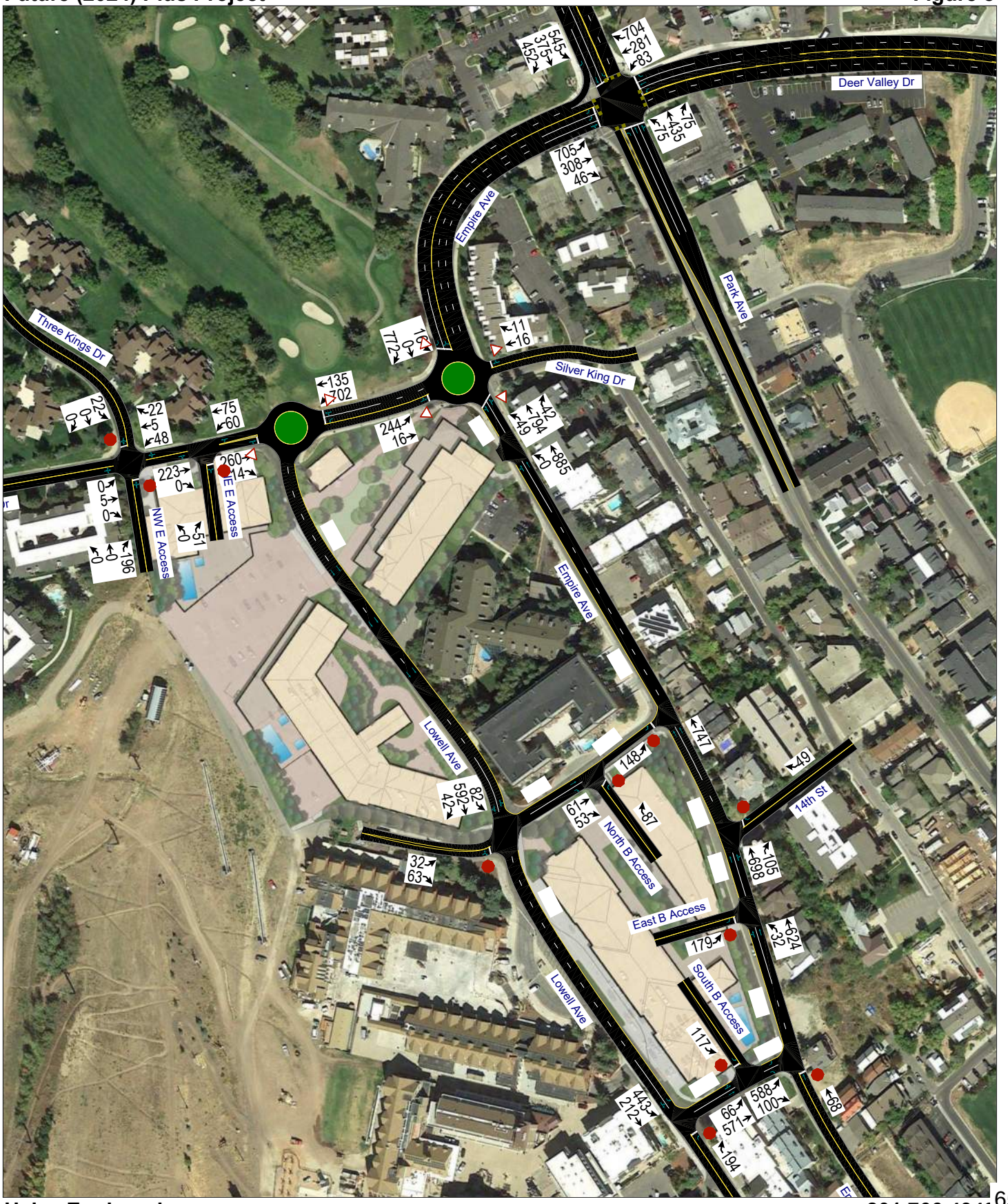

Deer Valley Dr
Empire Ave
Park Ave
Three Kings Dr
Silver King Dr
NW E Access
E E Access
Empire Ave
Lowell Ave
14th St
North B Access
East B Access
South B Access
Lowell Ave
545
375
452
704
281
83
75
435
75
705
308
46
11
16
16
772
0
135
702
244
16
42
194
46
885
0
260
14
223
0
0
5
0
51
0
0
0
196
22
0
0
22
5
48
75
60
82
592
42
32
63
61
53
87
148
747
49
105
698
624
32
179
117
443
212
66
571
194
588
100
68

Table 5: Future (2024) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Empire Ave / Park Ave	Signal	-	-	-	63.5	E
Silver King Dr / Empire Ave	Round-about	-	-	-	3.7	A
Lowell Ave / Silver King Dr	Round-about	-	-	-	3.5	A
Three Kings Dr & NW E Access / Silver King Dr	NB/SB Stop	SB	4.3	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	8.3	A	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	7.1	A	-	-
14th Street / Empire Ave	SWB Stop	SWB	4.4	A	-	-
Manor Way / Empire Ave	NB Stop	NB	8.7	A	-	-
Manor Way / Lowell Ave	NB Stop	NB	6.9	A	-	-
NE E Access / Silver King Dr	NB Stop	NB	4.1	A	-	-
North B Access / Shadow Ridge Rd	NB Stop	NB	2.8	A	-	-
South B Access / Manor Way	SB Stop	SB	10.0	A	-	-
East B Access / Empire Ave	EB Stop	EB	10.3	B	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

E. Mitigation Measures

As recommended in previous background scenarios, it is recommended that dual left-turns be added to the southbound approach of the Empire Avenue / Park Avenue intersection when possible. It is also recommended that Empire Avenue be re-striped with a five-lane cross-section between Silver King Drive and Park Avenue to accommodate 2 full left-turn storage lanes. This improvement was assumed for this future (2024) plus project analysis.

VI. FUTURE (2040) BACKGROUND CONDITIONS

A. Purpose

The purpose of the future (2040) background analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions. Through this analysis, future background traffic operational deficiencies can be identified, and potential mitigation measures recommended.

B. Roadway Network

Based on recommendations in the existing (2019) and future (2024) background conditions, it was assumed that UDOT would install southbound dual left-turn lanes at the Empire Avenue / Park Avenue intersection by 2040.

C. Traffic Volumes

As discussed for future (2024) background conditions, it was assumed that the PCMR internal roadways would experience 1% growth per year between 2024 and 2040. It was assumed that Park Avenue and Deer Valley Drive would also experience 1% growth per year as well. Future (2040) background evening peak hour turning movement volumes are shown in Figure 9.

D. Level of Service Analysis

Hales Engineering determined that all study intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2040) background conditions except for the Empire Avenue / Park Avenue intersection (LOS F), as shown in Table 6. These results serve as a baseline condition for the impact analysis of the proposed development for future (2040) conditions.

E. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for future (2040) background conditions during the evening peak hour are shown below:

Empire Ave / Park Ave
Northbound – 750 feet
Southbound – 550 feet
Eastbound – 450 feet
Westbound – >1,000 feet

Silver King Dr / Empire Ave
Eastbound – 275 feet

Lowell Ave / Silver King Dr
Northbound – 275 feet


Deer Valley Dr
Empire Ave
Park Ave
Three Kings Dr
Silver King Dr
Lowell Ave
14th St
824
294
97
638
467
447
88
509
43
778
340
44
13
19
15
505
15
236
25
0
25
6
13
291
21
738
49
395
62
30
19
13
0
6
473
19
295
243
790
62
13
25
268
6
6
55
46
13
131
25
37
289
106
636
49
0
62
0
0
92
156
0
168
436
80
68
13
639
25
227
0

Table 6: Future (2040) Background Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Empire Ave / Park Ave	Signal	-	-	-	>80	F
Silver King Dr / Empire Ave	Round-about	-	-	-	11.0	B
Lowell Ave / Silver King Dr	NB Stop	NB	16.4	C	-	-
Three Kings Dr / Silver King Dr	SB Stop	SB	3.8	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	18.0	C	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	8.4	A	-	-
14th Street / Empire Ave	SWB Stop	SWB	19.1	C	-	-
Manor Way / Empire Ave	EB Stop	EB	12.9	B	-	-
Manor Way / Lowell Ave	AWSC	-	-	-	11.9	B

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

F. Mitigation Measures

As shown, significant delays and queueing are anticipated at the Empire Avenue / Park Avenue intersection, even assuming southbound dual left-turns at the intersection. It is recommended that UDOT consider channelizing the westbound right-turn movement due to the high peak hour volume. It is anticipated that this will reduce the high delays and queueing.

The delays and queueing at the Empire Avenue / Park Avenue intersection are anticipated to be excessive in the future. UDOT and Park City may want to consider an innovative intersection at this location. Continuing to promote transit and active transportation will also be key in reducing the anticipated delays at this location.

VII. FUTURE (2040) PLUS PROJECT CONDITIONS

A. Purpose

The purpose of the future (2040) plus project analysis is to study the intersections and roadways during the peak travel periods of the day for future background traffic and geometric conditions plus the net trips generated by the proposed development. This scenario provides valuable insight into the potential impacts of the proposed project on future background traffic conditions.

B. Traffic Volumes

Hales Engineering added the full-build project trips discussed in Chapter III to the future (2040) background traffic volumes to predict turning movement volumes for future (2040) plus project conditions. Future (2040) plus project evening peak hour turning movement volumes are shown in Figure 10.

C. Level of Service Analysis

Hales Engineering determined that all intersections are anticipated to operate at acceptable levels of service during the evening peak hour in future (2040) plus project conditions except for the Empire Avenue / Park Avenue intersection (LOS F), as shown in Table 7.

D. Queuing Analysis

Hales Engineering calculated the 95th percentile queue lengths for each of the study intersections. The significant 95th percentile queue lengths for future (2040) plus project conditions during the evening peak hour are shown below:

Empire Ave / Park Ave

Northbound – 900 feet	Eastbound – 550 feet
Southbound – 530 feet	Westbound – >1,000 feet

E. Mitigation Measures

No additional mitigation measures are recommended.

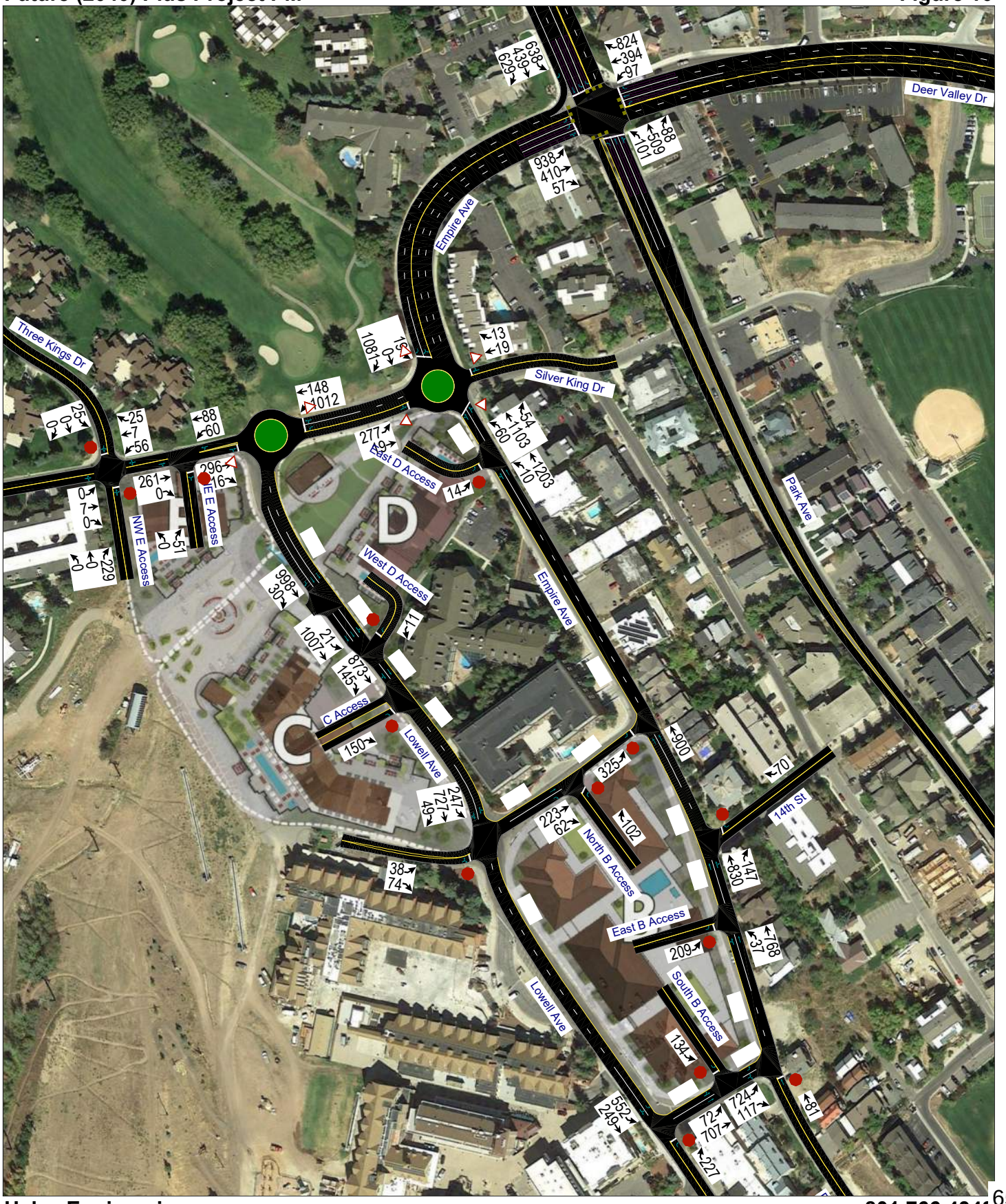

Deer Valley Dr
Empire Ave
Three Kings Dr
Silver King Dr
East D Access
West D Access
NW E Access
E E Access
C Access
Lowell Ave
North B Access
East B Access
South B Access
Park Ave
14th St
D
C
638 439 529
824 394 97
88 509 101
938 410 57
108 0 91
13 19
148 4012
25 0 0
25 7 56
88 60
277 49
54 1103 60
1203 10
14
261 0
296 16
0 7 0
0 51 0
0 0 229
998 30
21 1007
83 145
11
150
247 727 49
38 74
900
325
70
223 62
102
147 830
209
768 37
134
552 249
72 707
724 117
81
227

Table 7: Future (2040) Plus Project Evening Peak Hour Level of Service

Intersection		Worst Approach			Overall Intersection	
Description	Control	Approach[1,3]	Aver. Delay (Sec/Veh)[1]	LOS[1]	Aver. Delay (Sec/Veh)[2]	LOS[2]
Empire Ave / Park Ave	Signal	-	-	-	>80	F
Silver King Dr / Empire Ave	Round-about	-	-	-	3.9	A
Lowell Ave / Silver King Dr	Round-about	-	-	-	5.3	A
Three Kings Dr & NW E Access / Silver King Dr	NB/SB Stop	SB	4.9	A	-	-
Shadow Ridge Rd / Empire Ave	NEB Stop	NEB	13.5	B	-	-
Shadow Ridge Rd / Lowell Ave	SB/EB Stop	EB	12.5	B	-	-
14th Street / Empire Ave	SWB Stop	SWB	5.9	A	-	-
Manor Way / Empire Ave	NB Stop	NB	11.5	B	-	-
Manor Way / Lowell Ave	NB Stop	NB	8.6	A	-	-
NE E Access / Silver King Dr	NB Stop	NB	9.3	A	-	-
North B Access / Shadow Ridge Rd	NB Stop	NB	8.7	A	-	-
South B Access / Manor Way	SB Stop	SB	11.9	B	-	-
East B Access / Empire Ave	EB Stop	EB	13.2	B	-	-
West D Access / Lowell Avenue	SWB Stop	SWB	12.7	B	-	-
C Access / Lowell Avenue	EB Stop	EB	7.9	A	-	-
East D Access / Empire Avenue	EB Stop	EB	33.6	D	-	-

1. This represents the worst approach LOS and delay (seconds / vehicle) and is only reported for non-all-way stop unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds / vehicle) and is reported for all-way stop and signal-controlled intersections.
3. SB = Southbound approach, etc.

Source: Hales Engineering, August 2019

F. Recommended Storage Lengths

Hales Engineering determined recommended storage lengths based on the 95th percentile queue lengths given in the future (2040) plus project scenario. These storage lengths do not include the taper length. Recommended storage lengths for the study intersections are shown in Table 8. Intersections shown in Table 8 include new intersections and existing intersections that have recommended storage length changes.

Table 8: Recommended Storage Lengths

Recommended Storage Lengths Park City Mountain Resort TIS								
Intersection	Storage Length (feet)							
	Northbound		Southbound		Eastbound		Westbound	
	LT	RT	LT	RT	LT	RT	LT	RT
Empire Ave / Park Ave	300	-	350	250	550	-	250	-
Source: Hales Engineering, August 2019								

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APPENDIX A

LOS Results

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT19-1481*

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	36	36	99	22.8	*C*
	T	191	193	101	38.8	*D*
	R	67	65	97	7.0	*A*
	Subtotal	294	294	100	29.8	*C*
SB	L	477	456	96	147.1	*F*
	T	169	158	94	101.6	*F*
	R	901	862	96	31.4	*C*
	Subtotal	1,547	1,476	95	74.7	*E*
EB	L	320	315	99	29.0	*C*
	T	172	167	97	19.6	*B*
	R	16	18	114	12.6	*B*
	Subtotal	508	500	98	25.3	*C*
WB	L	50	47	94	44.5	*D*
	T	253	262	103	45.7	*D*
	R	215	216	100	6.7	*A*
	Subtotal	518	525	101	29.5	*C*
Total		2,866	2,795	98	53.4	*D*

Intersection: Empire Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	52	53	102	5.2	*A*
	T	350	346	99	1.6	*A*
	R	19	18	96	1.1	*A*
	Subtotal	421	417	99	2.0	*A*
SB	L	6	7	112	3.8	*A*
	T	621	606	98	1.2	*A*
	R	563	545	97	3.4	*A*
	Subtotal	1,190	1,158	97	2.3	*A*
EB	L	142	140	99	28.2	*D*
	T	17	16	96	28.9	*D*
	R	17	17	101	7.7	*A*
	Subtotal	***176***	***173***	***98***	***26.3***	***D***
WB	L	22	21	97	20.6	*C*
	T	13	14	106	20.9	*C*
	R	5	6	120	7.9	*A*
	Subtotal	40	41	103	18.8	*C*
Total		1,826	1,789	98	4.9	*A*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	4	80	24.2	*C*
	R	169	168	100	4.3	*A*
	Subtotal	174	172	99	4.8	*A*
EB	T	6	5	80	1.5	*A*
	R	14	18	126	1.0	*A*
	Subtotal	20	23	115	1.1	*A*
WB	L	608	589	97	4.9	*A*
	T	20	22	111	4.0	*A*
	Subtotal	***628***	***611***	***97***	***4.9***	***A***
Total		822	806	98	4.7	*A*

Intersection: Silver King Dr & Three Kings Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	15	17	111	3.9	*A*
	Subtotal	***15***	***17***	***113***	***3.9***	***A***
EB	T	5	6	120	0.0	*A*
	Subtotal	5	6	120	0.0	*A*
WB	T	5	5	100	0.4	*A*
	R	20	21	106	0.1	*A*
	Subtotal	25	26	104	0.2	*A*
Total		45	49	109	1.5	*A*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT19-1481*

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	36	35	97	7.7	*A*
	T	430	428	99	1.1	*A*
	Subtotal	466	463	99	1.6	*A*
SB	T	271	262	97	2.9	*A*
	R	399	390	98	1.8	*A*
	Subtotal	670	652	97	2.2	*A*
NE	L	1	0	0		
	R	1	2	200	3.2	*A*
	Subtotal	***2***	***2***	***100***	***3.2***	***A***
Total		1,139	1,117	98	2.0	*A*

Intersection: Lowell Ave & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	314	303	96	1.0	*A*
	R	100	100	100	0.5	*A*
	R2	22	22	101	0.5	*A*
	Subtotal	436	425	97	0.9	*A*
EB	L2	22	22	101	12.5	*B*
	L	1	1	100	12.7	*B*
	R	18	19	107	6.8	*A*
	Subtotal	***41***	***42***	***102***	***9.9***	***A***
SE	L	1	0	0		
	T	483	473	98	0.4	*A*
	R	104	102	98	10.5	*B*
	R2	34	32	94	6.0	*A*
Total		1,099	1,074	98	2.1	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT19-1481*

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	5	5	100	3.0	*A*
	T	44	46	104	0.2	*A*
	Subtotal	49	51	104	0.5	*A*
SB	T	103	101	98	0.4	*A*
	R	89	87	98	0.4	*A*
	Subtotal	192	188	98	0.4	*A*
EB	L	406	397	98	6.0	*A*
	R	10	10	98	4.5	*A*
	Subtotal	***416***	***407***	***98***	***6.0***	***A***
Total		658	646	98	3.9	*A*

Intersection: Lowell Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	142	137	97	4.1	*A*
	Subtotal	142	137	96	4.1	*A*
SB	L	274	270	99	5.8	*A*
	T	161	154	96	1.3	*A*
	Subtotal	435	424	97	4.2	*A*
WB	L	94	92	98	4.2	*A*
	Subtotal	***94***	***92***	***98***	***4.2***	***A***
Total		671	653	97	4.2	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Morning Peak Hour* **Project #:** *UT19-1481*

Intersection: Empire Ave & 14th St
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	410	403	98	1.0	*A*
	R	40	41	102	0.7	*A*
	Subtotal	450	444	99	1.0	*A*
SB	L	8	7	85	4.5	*A*
	T	264	257	97	0.7	*A*
	Subtotal	272	264	97	0.8	*A*
SW	L	36	34	94	9.5	*A*
	R	57	60	105	5.5	*A*
	Subtotal	93	94	101	6.9	*A*
Total		816	802	98	1.6	*A*

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.4	0.3	0.2	3.8	0.5	3.5	5.5	4.5	4.3
Total Delay (hr)	0.6	0.2	0.0	0.2	0.8	0.1	0.1	0.5	0.0	3.3	0.8	1.4
Total Del/Veh (s)	27.5	20.2	15.4	44.9	40.1	6.0	23.8	35.1	7.1	95.2	64.1	21.7
Vehicles Entered	77	41	5	12	63	51	11	48	15	110	43	221
Vehicles Exited	78	40	5	12	62	49	11	48	15	112	42	214
Hourly Exit Rate	312	160	20	48	248	196	44	192	60	448	168	856
Input Volume	309	166	15	48	245	208	35	185	65	461	163	871
% of Volume	101	96	133	100	101	94	126	104	92	97	103	98

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.5
Denied Del/Veh (s)	2.8
Total Delay (hr)	8.0
Total Del/Veh (s)	39.0
Vehicles Entered	697
Vehicles Exited	688
Hourly Exit Rate	2752
Input Volume	2771
% of Volume	99

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.1	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.3	0.2	3.6	0.5	3.7	6.8	6.1	6.0
Total Delay (hr)	0.6	0.2	0.0	0.1	0.8	0.1	0.0	0.5	0.0	3.9	0.8	1.7
Total Del/Veh (s)	28.5	18.6	10.3	44.2	40.5	6.0	20.8	38.4	6.1	101.5	65.7	25.9
Vehicles Entered	78	42	5	11	64	52	7	44	17	124	38	218
Vehicles Exited	76	42	5	11	65	53	8	45	16	115	37	219
Hourly Exit Rate	304	168	20	44	260	212	32	180	64	460	148	876
Input Volume	309	166	15	48	245	208	35	185	65	461	163	871
% of Volume	98	101	133	92	106	102	91	97	98	100	91	101

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	3.7
Total Delay (hr)	8.8
Total Del/Veh (s)	42.2
Vehicles Entered	700
Vehicles Exited	692
Hourly Exit Rate	2768
Input Volume	2771
% of Volume	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.3	2.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.0	0.4	0.3	3.8	0.6	3.8	30.7	27.9	29.3
Total Delay (hr)	0.7	0.2	0.0	0.2	1.0	0.1	0.1	0.6	0.0	6.1	1.5	2.6
Total Del/Veh (s)	27.8	18.8	13.9	39.0	46.3	7.6	23.5	37.7	8.0	154.1	114.3	39.2
Vehicles Entered	86	41	5	13	70	62	9	52	17	121	42	225
Vehicles Exited	87	41	5	13	68	62	9	51	18	114	39	224
Hourly Exit Rate	348	164	20	52	272	248	36	204	72	456	156	896
Input Volume	352	188	18	55	278	236	40	210	74	524	186	990
% of Volume	99	87	111	95	98	105	90	97	97	87	84	91

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	3.6
Denied Del/Veh (s)	16.4
Total Delay (hr)	13.1
Total Del/Veh (s)	58.7
Vehicles Entered	743
Vehicles Exited	731
Hourly Exit Rate	2924
Input Volume	3151
% of Volume	93

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	1.2	6.3
Denied Del/Veh (s)	0.0	0.0	0.0	3.2	0.3	0.2	3.8	0.5	3.7	96.4	96.6	95.5
Total Delay (hr)	0.6	0.2	0.0	0.1	0.9	0.1	0.1	0.6	0.0	6.5	1.6	2.1
Total Del/Veh (s)	27.9	17.7	10.5	43.1	44.6	6.5	20.6	37.2	6.8	163.3	123.5	33.0
Vehicles Entered	74	43	4	10	65	51	9	50	16	114	38	211
Vehicles Exited	74	44	4	10	66	52	9	50	16	115	39	204
Hourly Exit Rate	296	176	16	40	264	208	36	200	64	460	156	816
Input Volume	309	166	15	48	245	208	35	185	65	461	163	871
% of Volume	96	106	107	83	108	100	103	108	98	100	96	94

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	10.9
Denied Del/Veh (s)	53.9
Total Delay (hr)	12.7
Total Del/Veh (s)	60.5
Vehicles Entered	685
Vehicles Exited	683
Hourly Exit Rate	2732
Input Volume	2771
% of Volume	99

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	5.0	1.6	9.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.3	0.2	3.6	0.5	3.7	37.0	34.9	35.8
Total Delay (hr)	2.6	0.9	0.1	0.6	3.4	0.4	0.2	2.1	0.1	19.8	4.7	7.7
Total Del/Veh (s)	29.0	19.6	12.6	44.5	45.7	6.7	22.8	38.8	7.0	147.1	101.6	31.4
Vehicles Entered	315	167	18	47	262	216	37	194	65	470	162	875
Vehicles Exited	315	167	18	47	262	216	36	193	65	456	158	862
Hourly Exit Rate	315	167	18	47	262	216	36	193	65	456	158	862
Input Volume	320	172	16	50	253	215	36	191	67	477	169	901
% of Volume	99	97	114	94	103	100	99	101	97	96	94	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	15.8
Denied Del/Veh (s)	19.7
Total Delay (hr)	42.5
Total Del/Veh (s)	53.4
Vehicles Entered	2828
Vehicles Exited	2795
Hourly Exit Rate	2795
Input Volume	2866
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	22.7	29.6	7.4	21.3	19.2	6.1	4.8	1.3	1.1	2.5	1.1	3.3
Vehicles Entered	33	4	4	5	3	2	12	87	5	2	146	139
Vehicles Exited	32	4	4	5	3	2	12	86	4	2	146	138
Hourly Exit Rate	128	16	16	20	12	8	48	344	16	8	584	552
Input Volume	137	16	16	21	13	5	50	338	18	6	601	544
% of Volume	93	100	100	95	92	160	96	102	89	133	97	101

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.5
Total Del/Veh (s)	4.3
Vehicles Entered	442
Vehicles Exited	438
Hourly Exit Rate	1752
Input Volume	1765
% of Volume	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.1	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	28.9	22.8	7.1	22.4	22.1	7.9	5.8	1.5	1.0	4.4	1.2	3.3
Vehicles Entered	36	3	4	5	4	2	12	87	4	2	154	135
Vehicles Exited	35	4	5	5	3	2	13	86	4	2	154	135
Hourly Exit Rate	140	16	20	20	12	8	52	344	16	8	616	540
Input Volume	137	16	16	21	13	5	50	338	18	6	601	544
% of Volume	102	100	125	95	92	160	104	102	89	133	102	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.6
Total Del/Veh (s)	5.0
Vehicles Entered	448
Vehicles Exited	448
Hourly Exit Rate	1792
Input Volume	1765
% of Volume	102

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	32.7	31.5	8.0	22.5	20.5	6.2	5.7	2.0	1.1	4.5	1.2	3.4
Vehicles Entered	37	4	5	6	4	2	16	91	5	2	158	141
Vehicles Exited	37	4	4	6	4	1	16	91	5	2	158	142
Hourly Exit Rate	148	16	16	24	16	4	64	364	20	8	632	568
Input Volume	156	19	19	24	14	5	57	385	21	7	682	619
% of Volume	95	84	84	100	114	80	112	95	95	114	93	92

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.1
Total Delay (hr)	0.7
Total Del/Veh (s)	5.6
Vehicles Entered	471
Vehicles Exited	470
Hourly Exit Rate	1880
Input Volume	2008
% of Volume	94

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	23.3	23.9	6.5	16.5	21.8	6.8	4.4	1.3	0.8	3.6	1.2	3.3
Vehicles Entered	34	4	4	5	3	1	12	82	5	1	149	129
Vehicles Exited	36	4	4	5	3	1	12	82	5	1	148	130
Hourly Exit Rate	144	16	16	20	12	4	48	328	20	4	592	520
Input Volume	137	16	16	21	13	5	50	338	18	6	601	544
% of Volume	105	100	100	95	92	80	96	97	111	67	99	96

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	0.5
Total Del/Veh (s)	4.4
Vehicles Entered	429
Vehicles Exited	431
Hourly Exit Rate	1724
Input Volume	1765
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.1	0.1	0.0	0.1	0.1	0.0	0.1	0.2	0.0	0.0	0.2	0.5
Total Del/Veh (s)	28.2	28.9	7.7	20.6	20.9	7.9	5.2	1.6	1.1	3.8	1.2	3.4
Vehicles Entered	140	16	17	22	14	6	54	346	18	7	608	545
Vehicles Exited	140	16	17	21	14	6	53	346	18	7	606	545
Hourly Exit Rate	140	16	17	21	14	6	53	346	18	7	606	545
Input Volume	142	17	17	22	13	5	52	350	19	6	621	563
% of Volume	99	96	101	97	106	120	102	99	96	112	98	97

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	2.5
Total Del/Veh (s)	4.9
Vehicles Entered	1793
Vehicles Exited	1789
Hourly Exit Rate	1789
Input Volume	1826
% of Volume	98

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.0	0.3
Total Del/Veh (s)	1.3	1.0	4.9	3.8	27.3	4.1	4.7
Vehicles Entered	1	5	148	6	1	40	201
Vehicles Exited	1	5	147	6	1	40	200
Hourly Exit Rate	4	20	588	24	4	160	800
Input Volume	6	14	588	19	5	163	795
% of Volume	67	143	100	126	80	98	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.1	0.3
Total Del/Veh (s)	0.9	1.5	4.8	3.7	27.6	4.4	4.7
Vehicles Entered	2	4	146	5	1	42	200
Vehicles Exited	2	4	145	6	1	42	200
Hourly Exit Rate	8	16	580	24	4	168	800
Input Volume	6	14	588	19	5	163	795
% of Volume	133	114	99	126	80	103	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.1	0.3
Total Del/Veh (s)	3.0	0.8	4.9	3.7	18.1	4.3	4.7
Vehicles Entered	1	4	156	6	1	45	213
Vehicles Exited	1	4	157	6	1	45	214
Hourly Exit Rate	4	16	628	24	4	180	856
Input Volume	7	15	668	22	5	186	903
% of Volume	57	107	94	109	80	97	95

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.0	0.2
Total Del/Veh (s)	0.7	1.0	4.8	3.5	24.0	3.9	4.5
Vehicles Entered	1	5	140	6	1	40	193
Vehicles Exited	2	5	140	6	1	40	194
Hourly Exit Rate	8	20	560	24	4	160	776
Input Volume	6	14	588	19	5	163	795
% of Volume	133	143	95	126	80	98	98

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.0	0.0	0.8	0.0	0.0	0.2	1.1
Total Del/Veh (s)	1.5	1.0	4.9	4.0	24.2	4.3	4.7
Vehicles Entered	5	18	589	22	4	167	805
Vehicles Exited	5	18	589	22	4	168	806
Hourly Exit Rate	5	18	589	22	4	168	806
Input Volume	6	14	608	20	5	169	822
% of Volume	80	126	97	111	80	100	98

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.2	0.1	4.2	1.4
Vehicles Entered	2	2	5	4	13
Vehicles Exited	2	2	5	4	13
Hourly Exit Rate	8	8	20	16	52
Input Volume	5	5	19	15	44
% of Volume	160	160	105	107	118

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.1	3.6	1.5
Vehicles Entered	1	2	5	5	13
Vehicles Exited	1	2	5	5	13
Hourly Exit Rate	4	8	20	20	52
Input Volume	5	5	19	15	44
% of Volume	80	160	105	133	118

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.1	0.2	4.4	1.2
Vehicles Entered	2	1	5	3	11
Vehicles Exited	2	1	6	3	12
Hourly Exit Rate	8	4	24	12	48
Input Volume	5	5	22	16	48
% of Volume	160	80	109	75	100

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.8	0.2	3.6	1.4
Vehicles Entered	2	1	6	5	14
Vehicles Exited	2	1	6	5	14
Hourly Exit Rate	8	4	24	20	56
Input Volume	5	5	19	15	44
% of Volume	160	80	126	133	127

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.4	0.1	3.9	1.5
Vehicles Entered	6	5	21	17	49
Vehicles Exited	6	5	21	17	49
Hourly Exit Rate	6	5	21	17	49
Input Volume	5	5	20	15	45
% of Volume	120	100	106	111	109

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.9	0.9	2.7	1.7		3.4	1.8
Vehicles Entered	7	107	62	96	0	1	273
Vehicles Exited	8	107	62	96	0	1	274
Hourly Exit Rate	32	428	248	384	0	4	1096
Input Volume	35	416	262	386	1	1	1101
% of Volume	91	103	95	99	0	400	100

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	7.5	1.0	2.9	1.8		2.0
Vehicles Entered	9	105	65	101	0	280
Vehicles Exited	8	105	65	102	0	280
Hourly Exit Rate	32	420	260	408	0	1120
Input Volume	35	416	262	386	1	1101
% of Volume	91	101	99	106	0	102

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.0	0.1	0.1	0.0	0.2
Total Del/Veh (s)	7.0	1.3	2.8	1.9		2.1
Vehicles Entered	11	115	70	100	0	296
Vehicles Exited	11	115	68	99	0	293
Hourly Exit Rate	44	460	272	396	0	1172
Input Volume	40	474	298	438	1	1252
% of Volume	110	97	91	90	0	94

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.2
Total Del/Veh (s)	8.6	1.1	2.9	1.8		2.0
Vehicles Entered	8	101	65	93	0	267
Vehicles Exited	8	101	66	93	0	268
Hourly Exit Rate	32	404	264	372	0	1072
Input Volume	35	416	262	386	1	1101
% of Volume	91	97	101	96	0	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay (hr)	0.1	0.1	0.2	0.2	0.0	0.0	0.6
Total Del/Veh (s)	7.7	1.1	2.9	1.8		3.2	2.0
Vehicles Entered	35	428	262	390	0	2	1117
Vehicles Exited	35	428	262	390	0	2	1117
Hourly Exit Rate	35	428	262	390	0	2	1117
Input Volume	36	430	271	399	1	1	1139
% of Volume	97	99	97	98	0	200	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	10.4	6.5	6.5	0.9	0.4	0.4		0.4	9.2	6.1	2.0
Vehicles Entered	6	1	5	77	21	6	0	119	25	8	268
Vehicles Exited	6	1	5	77	20	6	0	120	25	8	268
Hourly Exit Rate	24	4	20	308	80	24	0	480	100	32	1072
Input Volume	21	1	17	304	97	21	1	467	101	33	1063
% of Volume	114	400	118	101	82	114	0	103	99	97	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1		0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	10.2		5.9	1.0	0.5	0.6		0.4	11.0	5.0	2.0
Vehicles Entered	5	0	4	74	30	6	0	117	26	7	269
Vehicles Exited	5	0	4	75	30	6	0	117	25	7	269
Hourly Exit Rate	20	0	16	300	120	24	0	468	100	28	1076
Input Volume	21	1	17	304	97	21	1	467	101	33	1063
% of Volume	95	0	94	99	124	114	0	100	99	85	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1		0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	13.2		7.5	1.0	0.5	0.6		0.4	10.7	7.5	2.4
Vehicles Entered	5	0	5	80	25	6	0	122	31	9	283
Vehicles Exited	5	0	5	80	25	6	0	121	31	9	282
Hourly Exit Rate	20	0	20	320	100	24	0	484	124	36	1128
Input Volume	24	1	20	345	110	24	1	531	114	37	1207
% of Volume	83	0	100	93	91	100	0	91	109	97	93

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1		0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	13.9		7.1	1.0	0.5	0.4	0.4	9.9	5.0	2.0
Vehicles Entered	6	0	5	71	25	4	114	21	9	255
Vehicles Exited	6	0	5	72	26	4	115	22	9	259
Hourly Exit Rate	24	0	20	288	104	16	460	88	36	1036
Input Volume	21	1	17	304	97	21	467	101	33	1063
% of Volume	114	0	118	95	107	76	99	87	109	97

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBL	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.3	0.1	0.6
Total Del/Veh (s)	12.5	12.7	6.8	1.0	0.5	0.5		0.4	10.5	6.0	2.1
Vehicles Entered	22	1	19	303	100	22	0	472	102	32	1073
Vehicles Exited	22	1	19	303	100	22	0	473	102	32	1074
Hourly Exit Rate	22	1	19	303	100	22	0	473	102	32	1074
Input Volume	22	1	18	314	100	22	1	483	104	34	1099
% of Volume	101	100	107	96	100	101	0	98	98	94	98

7: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.8	4.4	1.9	0.3	0.3	0.4	3.8
Vehicles Entered	96	2	2	11	23	21	155
Vehicles Exited	96	2	2	11	23	22	156
Hourly Exit Rate	384	8	8	44	92	88	624
Input Volume	393	10	5	43	100	86	637
% of Volume	98	80	160	102	92	102	98

7: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.4	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.7	3.8	2.7	0.2	0.4	0.4	3.7
Vehicles Entered	97	3	1	11	26	21	159
Vehicles Exited	96	3	1	12	26	21	159
Hourly Exit Rate	384	12	4	48	104	84	636
Input Volume	393	10	5	43	100	86	637
% of Volume	98	120	80	112	104	98	100

7: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.4	4.8	3.9	0.2	0.4	0.3	4.3
Vehicles Entered	108	3	1	13	26	21	172
Vehicles Exited	108	3	1	13	26	21	172
Hourly Exit Rate	432	12	4	52	104	84	688
Input Volume	446	11	5	48	113	98	721
% of Volume	97	109	80	108	92	86	95

7: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.0	5.0	2.2	0.2	0.3	0.4	3.8
Vehicles Entered	97	2	2	10	26	23	160
Vehicles Exited	97	2	1	11	26	23	160
Hourly Exit Rate	388	8	4	44	104	92	640
Input Volume	393	10	5	43	100	86	637
% of Volume	99	80	80	102	104	107	100

7: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.7	0.0	0.0	0.0	0.0	0.0	0.7
Total Del/Veh (s)	6.0	4.5	3.0	0.2	0.4	0.4	3.9
Vehicles Entered	397	10	5	46	101	86	645
Vehicles Exited	397	10	5	46	101	87	646
Hourly Exit Rate	397	10	5	46	101	87	646
Input Volume	406	10	5	44	103	89	658
% of Volume	98	98	100	104	98	98	98

8: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.1	4.1	5.7	1.3	4.1
Vehicles Entered	23	32	66	40	161
Vehicles Exited	23	33	65	40	161
Hourly Exit Rate	92	132	260	160	644
Input Volume	91	137	265	156	649
% of Volume	101	96	98	103	99

8: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.1	4.0	5.6	1.2	4.1
Vehicles Entered	22	31	68	36	157
Vehicles Exited	22	30	69	36	157
Hourly Exit Rate	88	120	276	144	628
Input Volume	91	137	265	156	649
% of Volume	97	88	104	92	97

8: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.3	4.1	5.8	1.4	4.2
Vehicles Entered	22	38	73	42	175
Vehicles Exited	22	38	72	42	174
Hourly Exit Rate	88	152	288	168	696
Input Volume	103	156	301	177	737
% of Volume	85	97	96	95	94

8: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	4.1	4.2	5.5	1.2	4.0
Vehicles Entered	24	36	62	35	157
Vehicles Exited	24	35	64	36	159
Hourly Exit Rate	96	140	256	144	636
Input Volume	91	137	265	156	649
% of Volume	105	102	97	92	98

8: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.2	0.4	0.1	0.8
Total Del/Veh (s)	4.2	4.1	5.8	1.3	4.2
Vehicles Entered	92	137	269	154	652
Vehicles Exited	92	137	270	154	653
Hourly Exit Rate	92	137	270	154	653
Input Volume	94	142	274	161	671
% of Volume	98	97	99	96	97

18: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.9	0.8	4.1	0.7	9.4	5.8	1.7
Vehicles Entered	98	9	2	61	9	16	195
Vehicles Exited	99	9	2	61	9	16	196
Hourly Exit Rate	396	36	8	244	36	64	784
Input Volume	397	39	8	255	35	55	789
% of Volume	100	92	100	96	103	116	99

18: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.9	0.6	5.2	0.8	9.5	4.8	1.6
Vehicles Entered	98	9	2	64	9	16	198
Vehicles Exited	98	10	2	64	9	15	198
Hourly Exit Rate	392	40	8	256	36	60	792
Input Volume	397	39	8	255	35	55	789
% of Volume	99	103	100	100	103	109	100

18: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.3	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.0	0.7	3.3	0.7	11.5	6.1	1.7
Vehicles Entered	110	12	2	67	8	16	215
Vehicles Exited	109	12	2	66	8	16	213
Hourly Exit Rate	436	48	8	264	32	64	852
Input Volume	451	44	9	290	40	63	897
% of Volume	97	109	89	91	80	102	95

18: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.0	0.8	6.3	0.7	7.8	4.8	1.5
Vehicles Entered	97	11	1	65	8	13	195
Vehicles Exited	97	11	1	65	8	12	194
Hourly Exit Rate	388	44	4	260	32	48	776
Input Volume	397	39	8	255	35	55	789
% of Volume	98	113	50	102	91	87	98

18: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1	0.1	0.4
Total Del/Veh (s)	1.0	0.7	4.5	0.7	9.5	5.5	1.6
Vehicles Entered	403	41	7	256	34	60	801
Vehicles Exited	403	41	7	257	34	60	802
Hourly Exit Rate	403	41	7	257	34	60	802
Input Volume	410	40	8	264	36	57	816
% of Volume	98	102	85	97	94	105	98

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.6	0.7	3.6	11.0	15.8
Denied Del/Veh (s)	2.8	3.6	16.1	52.6	19.3
Total Delay (hr)	9.7	10.6	15.2	14.4	49.9
Total Del/Veh (s)	44.2	47.8	63.3	63.5	60.3
Vehicles Entered	712	715	762	704	2897
Vehicles Exited	702	704	750	708	2868
Hourly Exit Rate	2808	2816	3000	2832	2868
Input Volume	11632	11632	13220	11632	12029
% of Volume	24	24	23	24	24

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	106	128	149	83	216	81	55	139	103	250	704	558
Average Queue (ft)	73	92	78	42	143	50	29	93	44	228	485	334
95th Queue (ft)	116	137	151	86	236	89	63	144	102	292	1036	819
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											7	6
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					6					59	1	
Queuing Penalty (veh)					3					96	5	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	124	138	130	76	227	92	42	163	119	250	722	553
Average Queue (ft)	73	90	71	37	154	52	18	96	47	247	556	390
95th Queue (ft)	123	134	132	83	229	94	47	165	115	264	1009	925
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											9	5
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					6			0		74	1	
Queuing Penalty (veh)					3			0		120	4	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	107	141	134	113	254	95	48	163	123	250	975	964
Average Queue (ft)	74	100	71	45	171	63	24	111	61	249	855	729
95th Queue (ft)	123	148	130	122	285	103	56	171	129	258	1216	1293
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											31	17
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					13			0	0	80	1	
Queuing Penalty (veh)					7			0	0	149	4	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	112	129	129	88	247	87	61	157	111	250	975	940
Average Queue (ft)	67	88	71	41	169	55	26	106	50	249	910	837
95th Queue (ft)	122	137	136	117	272	94	61	168	116	253	1268	1382
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											47	30
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					12			0		80	1	
Queuing Penalty (veh)					6			0		130	6	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	137	155	178	152	305	112	69	194	154	250	1007	972
Average Queue (ft)	72	92	73	41	159	55	24	102	50	243	701	572
95th Queue (ft)	121	140	138	105	258	96	57	163	116	280	1234	1212
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)											23	14
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			175			200		200	150		
Storage Blk Time (%)					9			0	0	73	1	
Queuing Penalty (veh)					5			0	0	124	5	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	103	48	50	68	16
Average Queue (ft)	63	18	28	25	2
95th Queue (ft)	110	60	56	67	16
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	15				
Queuing Penalty (veh)	2				

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	101	98	57	85	25
Average Queue (ft)	68	25	28	31	5
95th Queue (ft)	113	112	62	85	28
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	17	0			
Queuing Penalty (veh)	3	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	110	105	50	84	32
Average Queue (ft)	76	29	28	40	6
95th Queue (ft)	123	121	55	90	30
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	25	0			
Queuing Penalty (veh)	5	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	108	94	50	64	16
Average Queue (ft)	67	25	26	27	2
95th Queue (ft)	117	102	56	70	18
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	15				
Queuing Penalty (veh)	2				

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	121	196	67	108	40
Average Queue (ft)	69	24	27	31	4
95th Queue (ft)	116	101	58	79	24
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	18	0			
Queuing Penalty (veh)	3	0			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	18	73	70
Average Queue (ft)	2	17	43
95th Queue (ft)	15	66	73
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	18	50	5	72
Average Queue (ft)	4	15	1	45
95th Queue (ft)	20	51	11	82
Link Distance (ft)	198	288	288	715
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	12	53	74
Average Queue (ft)	2	16	43
95th Queue (ft)	15	53	86
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	9	49	69
Average Queue (ft)	2	11	41
95th Queue (ft)	13	45	71
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	LR
Maximum Queue (ft)	25	84	5	108
Average Queue (ft)	2	15	0	43
95th Queue (ft)	16	54	5	78
Link Distance (ft)	198	288	288	715
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	12
95th Queue (ft)	35
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	10
95th Queue (ft)	33
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	26
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	87	8	20
Average Queue (ft)	29	2	3
95th Queue (ft)	87	12	17
Link Distance (ft)	186	591	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	96	16	6
Average Queue (ft)	35	3	1
95th Queue (ft)	102	18	11
Link Distance (ft)	186	591	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	109	13	3
Average Queue (ft)	44	2	1
95th Queue (ft)	108	12	8
Link Distance (ft)	186	591	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	94	15	6
Average Queue (ft)	30	3	1
95th Queue (ft)	93	14	9
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	134	27	20
Average Queue (ft)	35	2	1
95th Queue (ft)	99	14	12
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	41	6	79
Average Queue (ft)	26	1	39
95th Queue (ft)	48	9	78
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	34	6	61
Average Queue (ft)	21	1	38
95th Queue (ft)	41	8	64
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	40	8	74
Average Queue (ft)	22	1	44
95th Queue (ft)	43	11	78
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	48	13	68
Average Queue (ft)	26	1	36
95th Queue (ft)	52	8	65
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	57	18	93
Average Queue (ft)	24	1	40
95th Queue (ft)	46	9	72
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	91	6
Average Queue (ft)	57	1
95th Queue (ft)	92	9
Link Distance (ft)	154	523
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	93	6
Average Queue (ft)	56	0
95th Queue (ft)	92	6
Link Distance (ft)	154	523
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	101	8
Average Queue (ft)	66	1
95th Queue (ft)	111	13
Link Distance (ft)	154	523
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & Manor Way, Interval #4

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	86	15	2
Average Queue (ft)	59	3	0
95th Queue (ft)	91	19	4
Link Distance (ft)	154	523	295
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & Manor Way, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	124	32	2
Average Queue (ft)	60	1	0
95th Queue (ft)	97	13	2
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	47	65	69
Average Queue (ft)	34	41	51
95th Queue (ft)	52	65	77
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	49	63	70
Average Queue (ft)	33	40	50
95th Queue (ft)	55	63	71
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	46	62	72
Average Queue (ft)	33	42	54
95th Queue (ft)	49	64	85
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	46	65	66
Average Queue (ft)	33	42	48
95th Queue (ft)	50	67	71
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	58	75	85
Average Queue (ft)	33	41	51
95th Queue (ft)	52	65	76
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & 14th St, Interval #1

Movement	SB	SW
Directions Served	LT	LR
Maximum Queue (ft)	21	62
Average Queue (ft)	4	38
95th Queue (ft)	23	67
Link Distance (ft)	186	243
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & 14th St, Interval #2

Movement	SB	SW
Directions Served	LT	LR
Maximum Queue (ft)	33	54
Average Queue (ft)	6	33
95th Queue (ft)	31	59
Link Distance (ft)	186	243
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	15	73
Average Queue (ft)	1	3	39
95th Queue (ft)	9	18	72
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & 14th St, Interval #4

Movement	SB	SW
Directions Served	LT	LR
Maximum Queue (ft)	25	50
Average Queue (ft)	4	32
95th Queue (ft)	25	53
Link Distance (ft)	186	243
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	46	86
Average Queue (ft)	0	4	36
95th Queue (ft)	4	25	63
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 106
Network wide Queuing Penalty, Interval #2: 131
Network wide Queuing Penalty, Interval #3: 165
Network wide Queuing Penalty, Interval #4: 144
Network wide Queuing Penalty, All Intervals: 136

HALES ENGINEERING
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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	35	36	104	53.5	*D*
	T	395	385	97	59.6	*E*
	R	68	67	98	24.7	*C*
	Subtotal	498	488	98	54.4	*D*
SB	L	495	492	99	51.4	*D*
	T	363	364	100	44.2	*D*
	R	364	382	105	5.2	*A*
	Subtotal	1,222	1,238	101	35.0	*C*
EB	L	633	593	94	54.4	*D*
	T	277	245	88	40.4	*D*
	R	36	33	92	32.0	*C*
	Subtotal	946	871	92	49.6	*D*
WB	L	75	78	104	74.3	*E*
	T	239	232	97	76.6	*E*
	R	640	638	100	22.8	*C*
	Subtotal	954	948	99	40.2	*D*
Total		3,621	3,545	98	42.7	*D*

Intersection: Empire Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	40	41	103	4.6	*A*
	T	601	593	99	1.7	*A*
	R	17	18	104	1.2	*A*
	Subtotal	658	652	99	1.9	*A*
SB	L	15	15	98	5.7	*A*
	T	431	434	101	1.8	*A*
	R	192	199	104	2.8	*A*
	Subtotal	638	648	102	2.2	*A*
EB	L	325	256	79	120.0	*F*
	T	50	41	82	122.5	*F*
	R	25	20	79	56.1	*F*
	Subtotal	***400***	***317***	***79***	***116.3***	***F***
WB	L	12	10	82	22.9	*C*
	T	15	14	92	26.2	*D*
	R	10	10	98	10.1	*B*
	Subtotal	37	34	92	20.5	*C*
Total		1,734	1,651	95	25.0	*C*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	15	12	79	134.4	*F*
	R	385	304	79	140.6	*F*
	Subtotal	***400***	***316***	***79***	***140.4***	***F***
EB	T	15	15	98	10.6	*B*
	R	10	12	117	2.1	*A*
	Subtotal	25	27	108	6.8	*A*
WB	L	237	244	103	4.2	*A*
	T	10	11	107	3.5	*A*
	Subtotal	247	255	103	4.2	*A*
Total		673	598	89	77.9	*F*

Intersection: Silver King Dr & Three Kings Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	20	21	104	4.0	*A*
	Subtotal	***20***	***21***	***105***	***4.0***	***A***
EB	T	5	5	100	0.0	*A*
	Subtotal	5	5	100	0.0	*A*
WB	T	5	5	95	0.4	*A*
	R	20	18	89	0.6	*A*
	Subtotal	25	23	92	0.6	*A*
Total		51	49	97	1.9	*A*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	50	48	96	5.3	*A*
	T	643	637	99	1.3	*A*
	Subtotal	693	685	99	1.6	*A*
SB	T	250	253	101	2.1	*A*
	R	198	193	97	1.5	*A*
	Subtotal	448	446	100	1.8	*A*
NE	L	5	4	80	12.1	*B*
	T	0	0	0		
	R	5	6	120	4.0	*A*
	Subtotal	***10***	***10***	***100***	***7.2***	***A***
Total		1,152	1,141	99	1.7	*A*

Intersection: Lowell Ave & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	218	215	98	0.6	*A*
	R	20	18	89	0.3	*A*
	R2	10	8	78	0.3	*A*
	Subtotal	248	241	97	0.6	*A*
EB	L2	40	38	96	7.9	*A*
	R	50	52	104	6.1	*A*
	Subtotal	***90***	***90***	***100***	***6.9***	***A***
SE	L	10	10	98	8.8	*A*
	T	110	116	106	0.3	*A*
	R	107	110	103	6.8	*A*
	R2	20	20	99	4.8	*A*
Total		586	587	100	2.9	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	518	511	99	1.3	*A*
	R	87	90	104	1.0	*A*
	Subtotal	605	601	99	1.3	*A*
SB	L	30	30	101	7.4	*A*
	T	235	237	101	1.4	*A*
	Subtotal	265	267	101	2.1	*A*
SW	L	37	38	103	14.0	*B*
	R	45	49	109	7.1	*A*
	Subtotal	***82***	***87***	***106***	***10.1***	***B***
Total		951	955	100	2.3	*A*

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	9	88	2.3	*A*
	T	55	54	98	0.3	*A*
	Subtotal	65	63	97	0.6	*A*
SB	T	144	150	104	0.8	*A*
	R	127	125	98	0.6	*A*
	Subtotal	271	275	101	0.7	*A*
EB	L	520	514	99	8.4	*A*
	T	1	1	100	2.7	*A*
	R	20	21	104	6.7	*A*
	Subtotal	***541***	***536***	***99***	***8.3***	***A***
Total		878	874	100	5.4	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Existing (2019) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Manor Way
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	185	176	95	4.8	*A*
	Subtotal	185	176	95	4.8	*A*
SB	L	355	360	101	8.0	*A*
	T	65	63	97	8.7	*A*
	Subtotal	420	423	101	8.1	*A*
WB	L	137	133	97	4.8	*A*
	T	0	1	400	0.3	*A*
	Subtotal	137	134	98	4.8	*A*
Total		743	733	99	6.8	*A*

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.5	3.7	0.7	3.4	2.7	1.0	0.6
Total Delay (hr)	2.3	0.7	0.1	0.4	1.1	1.0	0.1	1.5	0.1	1.5	1.0	0.1
Total Del/Veh (s)	50.7	38.2	32.0	70.4	66.1	21.0	48.7	53.3	22.5	43.6	37.7	5.1
Vehicles Entered	148	66	8	20	54	158	8	96	17	114	89	90
Vehicles Exited	146	63	7	19	53	162	8	96	18	117	88	90
Hourly Exit Rate	584	252	28	76	212	648	32	384	72	468	352	360
Input Volume	622	272	35	74	235	629	34	388	67	486	357	358
% of Volume	94	93	80	103	90	103	94	99	107	96	99	101

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	9.9
Total Del/Veh (s)	38.5
Vehicles Entered	868
Vehicles Exited	867
Hourly Exit Rate	3468
Input Volume	3557
% of Volume	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.5	3.3	0.8	3.3	2.7	1.1	0.7
Total Delay (hr)	2.4	0.7	0.1	0.4	1.4	1.1	0.1	1.6	0.1	1.7	1.1	0.1
Total Del/Veh (s)	52.3	38.3	28.5	67.0	76.4	23.8	48.1	56.8	24.0	46.3	41.4	5.0
Vehicles Entered	149	58	9	20	59	160	9	95	19	126	87	98
Vehicles Exited	149	58	9	20	59	159	9	98	19	126	85	97
Hourly Exit Rate	596	232	36	80	236	636	36	392	76	504	340	388
Input Volume	622	272	35	74	235	629	34	388	67	486	357	358
% of Volume	96	85	103	108	100	101	106	101	113	104	95	108

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	10.8
Total Del/Veh (s)	41.1
Vehicles Entered	889
Vehicles Exited	888
Hourly Exit Rate	3552
Input Volume	3557
% of Volume	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	0.6	0.5	3.1	0.7	3.5	2.7	1.2	0.7
Total Delay (hr)	2.2	0.7	0.1	0.5	1.5	1.0	0.1	1.7	0.1	2.1	1.3	0.2
Total Del/Veh (s)	50.7	38.8	26.3	71.2	75.7	21.6	47.8	58.0	25.2	53.1	43.7	5.6
Vehicles Entered	144	62	9	21	63	166	10	101	16	132	97	104
Vehicles Exited	150	63	9	20	61	164	9	96	16	126	99	105
Hourly Exit Rate	600	252	36	80	244	656	36	384	64	504	396	420
Input Volume	666	292	38	79	252	674	37	416	72	521	382	383
% of Volume	90	86	95	101	97	97	97	92	89	97	104	110

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	11.5
Total Del/Veh (s)	41.9
Vehicles Entered	925
Vehicles Exited	918
Hourly Exit Rate	3672
Input Volume	3812
% of Volume	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.5	3.5	0.6	3.4	2.7	1.0	0.7
Total Delay (hr)	2.2	0.7	0.1	0.4	1.2	1.0	0.1	1.7	0.1	1.9	1.2	0.1
Total Del/Veh (s)	50.7	37.7	31.6	64.6	64.7	22.0	52.9	57.0	24.4	50.5	44.0	4.8
Vehicles Entered	146	60	8	18	57	153	9	95	15	119	92	90
Vehicles Exited	148	61	8	20	59	153	9	94	14	122	92	89
Hourly Exit Rate	592	244	32	80	236	612	36	376	56	488	368	356
Input Volume	622	272	35	74	235	629	34	388	67	486	357	358
% of Volume	95	90	91	108	100	97	106	97	84	100	103	99

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.2
Denied Del/Veh (s)	0.9
Total Delay (hr)	10.6
Total Del/Veh (s)	41.1
Vehicles Entered	862
Vehicles Exited	869
Hourly Exit Rate	3476
Input Volume	3557
% of Volume	98

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.4	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.5	3.4	0.7	3.4	2.7	1.1	0.7
Total Delay (hr)	9.1	2.8	0.3	1.7	5.0	4.1	0.5	6.6	0.5	7.2	4.5	0.6
Total Del/Veh (s)	54.4	40.4	32.0	74.3	76.6	22.8	53.5	59.6	24.7	51.4	44.2	5.2
Vehicles Entered	588	246	34	78	232	636	36	387	67	491	365	382
Vehicles Exited	593	245	33	78	232	638	36	385	67	492	364	382
Hourly Exit Rate	593	245	33	78	232	638	36	385	67	492	364	382
Input Volume	633	277	36	75	239	640	35	395	68	495	363	364
% of Volume	94	88	92	104	97	100	104	97	98	99	100	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	0.9
Total Delay (hr)	42.7
Total Del/Veh (s)	42.7
Vehicles Entered	3542
Vehicles Exited	3545
Hourly Exit Rate	3545
Input Volume	3621
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.0	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	92.3	91.9	45.6	17.0	20.9	13.9	4.3	1.6	1.3	7.4	1.4	2.6
Vehicles Entered	69	9	7	3	4	2	9	146	4	2	100	48
Vehicles Exited	69	10	7	3	4	2	9	147	4	2	102	48
Hourly Exit Rate	276	40	28	12	16	8	36	588	16	8	408	192
Input Volume	319	49	25	12	15	10	39	590	17	15	423	189
% of Volume	87	82	112	100	107	80	92	100	94	53	96	102

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	2.6
Total Del/Veh (s)	21.9
Vehicles Entered	403
Vehicles Exited	407
Hourly Exit Rate	1628
Input Volume	1703
% of Volume	96

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.3	0.3	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	113.9	107.3	51.6	15.0	24.5	6.4	4.8	1.8	1.9	5.6	2.1	2.8
Vehicles Entered	66	9	4	2	3	2	10	149	4	5	115	46
Vehicles Exited	64	9	4	2	3	2	10	149	4	5	114	46
Hourly Exit Rate	256	36	16	8	12	8	40	596	16	20	456	184
Input Volume	319	49	25	12	15	10	39	590	17	15	423	189
% of Volume	80	73	64	67	80	80	103	101	94	133	108	97

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	3.0
Total Del/Veh (s)	24.9
Vehicles Entered	415
Vehicles Exited	412
Hourly Exit Rate	1648
Input Volume	1703
% of Volume	97

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	21.5	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.3	0.4	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	123.9	131.3	77.9	19.3	26.0	10.3	4.0	1.6	1.1	5.6	1.7	2.8
Vehicles Entered	56	10	4	3	4	3	12	153	5	4	114	57
Vehicles Exited	57	10	4	3	4	3	12	153	5	4	114	57
Hourly Exit Rate	228	40	16	12	16	12	48	612	20	16	456	228
Input Volume	342	54	26	13	16	11	42	633	18	16	454	202
% of Volume	67	74	62	92	100	109	114	97	111	100	100	113

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.1
Total Del/Veh (s)	25.0
Vehicles Entered	425
Vehicles Exited	426
Hourly Exit Rate	1704
Input Volume	1827
% of Volume	93

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	18.0	0.4	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	2.2	0.4	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.1	0.0
Total Del/Veh (s)	105.1	107.1	48.0	23.6	26.2	14.7	5.1	1.7	0.8	5.1	1.8	2.7
Vehicles Entered	67	12	5	2	4	2	10	144	4	4	105	49
Vehicles Exited	67	12	5	3	4	2	10	143	4	3	105	48
Hourly Exit Rate	268	48	20	12	16	8	40	572	16	12	420	192
Input Volume	319	49	25	12	15	10	39	590	17	15	423	189
% of Volume	84	98	80	100	107	80	103	97	94	80	99	102

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	3.0
Total Del/Veh (s)	25.2
Vehicles Entered	408
Vehicles Exited	406
Hourly Exit Rate	1624
Input Volume	1703
% of Volume	95

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	8.8	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	8.9	1.5	0.3	0.1	0.1	0.0	0.1	0.3	0.0	0.0	0.2	0.2
Total Del/Veh (s)	120.0	122.5	56.1	22.9	26.2	10.1	4.6	1.7	1.2	5.7	1.8	2.8
Vehicles Entered	258	41	20	10	14	10	41	592	18	15	434	200
Vehicles Exited	256	41	20	10	14	10	41	593	18	15	434	199
Hourly Exit Rate	256	41	20	10	14	10	41	593	18	15	434	199
Input Volume	325	50	25	12	15	10	40	601	17	15	431	192
% of Volume	79	82	79	82	92	98	103	99	104	98	101	104

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.1
Total Delay (hr)	11.6
Total Del/Veh (s)	25.0
Vehicles Entered	1653
Vehicles Exited	1651
Hourly Exit Rate	1651
Input Volume	1734
% of Volume	95

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.9	1.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	24.6	35.7	20.8
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	2.2	2.4
Total Del/Veh (s)	10.8	3.1	4.1	3.0	103.1	86.9	52.6
Vehicles Entered	3	3	59	3	4	85	157
Vehicles Exited	3	3	59	3	4	82	154
Hourly Exit Rate	12	12	236	12	16	328	616
Input Volume	15	10	233	10	15	378	661
% of Volume	80	120	101	120	107	87	93

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.2	3.5	3.6
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	152.3	122.7	76.7
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	3.1	3.3
Total Del/Veh (s)	6.3	2.2	4.0	4.7	103.9	125.7	74.5
Vehicles Entered	4	3	56	2	3	79	147
Vehicles Exited	4	3	56	2	3	76	144
Hourly Exit Rate	16	12	224	8	12	304	576
Input Volume	15	10	233	10	15	378	661
% of Volume	107	120	96	80	80	80	87

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.3	9.2	9.5
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	208.1	269.2	164.2
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	3.5	3.8
Total Del/Veh (s)	14.5	1.7	4.2	3.1	178.8	153.7	80.9
Vehicles Entered	4	3	70	3	3	67	150
Vehicles Exited	4	4	69	3	3	66	149
Hourly Exit Rate	16	16	276	12	12	264	596
Input Volume	16	11	249	11	16	405	708
% of Volume	100	145	111	109	75	65	84

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.6	16.5	17.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	362.5	390.5	271.1
Total Delay (hr)	0.0	0.0	0.1	0.0	0.1	3.6	3.8
Total Del/Veh (s)	10.8	0.7	4.2	3.6	127.4	135.5	80.1
Vehicles Entered	4	3	59	3	3	80	152
Vehicles Exited	4	3	60	3	2	81	153
Hourly Exit Rate	16	12	240	12	8	324	612
Input Volume	15	10	233	10	15	378	661
% of Volume	107	120	103	120	53	86	93

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	1.1	30.1	31.2
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	245.2	282.2	164.9
Total Delay (hr)	0.0	0.0	0.3	0.0	0.5	12.5	13.3
Total Del/Veh (s)	10.6	2.1	4.2	3.5	134.4	140.6	77.9
Vehicles Entered	15	12	243	11	13	312	606
Vehicles Exited	15	12	244	11	12	304	598
Hourly Exit Rate	15	12	244	11	12	304	598
Input Volume	15	10	237	10	15	385	673
% of Volume	98	117	103	107	79	79	89

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.6	0.5	3.8	1.9
Vehicles Entered	1	1	6	5	13
Vehicles Exited	1	1	5	5	12
Hourly Exit Rate	4	4	20	20	48
Input Volume	5	5	20	20	50
% of Volume	80	80	100	100	96

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.5	3.7	2.1
Vehicles Entered	1	1	4	5	11
Vehicles Exited	1	1	4	6	12
Hourly Exit Rate	4	4	16	24	48
Input Volume	5	5	20	20	50
% of Volume	80	80	80	120	96

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.5	3.5	1.8
Vehicles Entered	2	2	4	6	14
Vehicles Exited	2	2	4	5	13
Hourly Exit Rate	8	8	16	20	52
Input Volume	5	6	21	21	53
% of Volume	160	133	76	95	98

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.2	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.6	4.2	2.0
Vehicles Entered	1	1	4	5	11
Vehicles Exited	1	1	5	5	12
Hourly Exit Rate	4	4	20	20	48
Input Volume	5	5	20	20	50
% of Volume	80	80	100	100	96

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.4	0.6	4.0	1.9
Vehicles Entered	5	5	18	21	49
Vehicles Exited	5	5	18	21	49
Hourly Exit Rate	5	5	18	21	49
Input Volume	5	5	20	20	51
% of Volume	100	95	89	104	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.8	1.2	2.0	1.3	19.6	5.5	1.7
Vehicles Entered	12	156	61	44	1	1	275
Vehicles Exited	12	156	61	44	1	1	275
Hourly Exit Rate	48	624	244	176	4	4	1100
Input Volume	49	632	246	195	5	5	1132
% of Volume	98	99	99	90	80	80	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.9	1.3	2.2	1.6	8.1	5.4	1.8
Vehicles Entered	11	160	65	50	1	1	288
Vehicles Exited	11	160	66	50	0	1	288
Hourly Exit Rate	44	640	264	200	0	4	1152
Input Volume	49	632	246	195	5	5	1132
% of Volume	90	101	107	103	0	80	102

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.2	1.2	2.1	1.7	15.3		4.6	1.7
Vehicles Entered	12	167	67	50	1	0	1	298
Vehicles Exited	12	166	68	50	1	0	1	298
Hourly Exit Rate	48	664	272	200	4	0	4	1192
Input Volume	53	677	264	208	5	1	5	1213
% of Volume	91	98	103	96	80	0	80	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NEL	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.6	1.2	2.1	1.3	5.3	4.2	1.6
Vehicles Entered	12	155	60	48	1	2	278
Vehicles Exited	12	155	59	48	1	2	277
Hourly Exit Rate	48	620	236	192	4	8	1108
Input Volume	49	632	246	195	5	5	1132
% of Volume	98	98	96	98	80	160	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.5
Total Del/Veh (s)	5.3	1.3	2.1	1.5	12.1		4.0	1.7
Vehicles Entered	48	637	253	192	4	0	6	1140
Vehicles Exited	48	637	253	193	4	0	6	1141
Hourly Exit Rate	48	637	253	193	4	0	6	1141
Input Volume	50	643	250	198	5	0	5	1152
% of Volume	96	99	101	97	80	0	120	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.5	5.2	0.6	0.4	0.5	7.8	0.3	6.1	4.5	2.8
Vehicles Entered	9	12	50	4	2	3	26	29	5	140
Vehicles Exited	9	12	50	5	2	3	26	28	5	140
Hourly Exit Rate	36	48	200	20	8	12	104	112	20	560
Input Volume	39	49	215	20	10	10	108	105	20	576
% of Volume	92	98	93	100	80	120	96	107	100	97

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	8.1	6.7	0.5	0.2	0.2	7.5	0.3	7.2	3.6	3.0
Vehicles Entered	10	14	55	5	2	2	27	26	4	145
Vehicles Exited	10	14	55	5	2	2	27	27	4	146
Hourly Exit Rate	40	56	220	20	8	8	108	108	16	584
Input Volume	39	49	215	20	10	10	108	105	20	576
% of Volume	103	114	102	100	80	80	100	103	80	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	8.3	6.4	0.5	0.3	0.2	9.7	0.2	7.0	5.9	3.0
Vehicles Entered	9	14	56	4	2	3	34	30	5	157
Vehicles Exited	9	14	56	4	2	3	33	30	5	156
Hourly Exit Rate	36	56	224	16	8	12	132	120	20	624
Input Volume	42	53	229	21	11	11	115	113	21	616
% of Volume	86	106	98	76	73	109	115	106	95	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.0	5.5	0.5	0.3	0.3	10.3	0.3	6.4	4.4	2.7
Vehicles Entered	11	11	54	5	2	2	28	25	7	145
Vehicles Exited	11	12	54	5	2	2	29	25	7	147
Hourly Exit Rate	44	48	216	20	8	8	116	100	28	588
Input Volume	39	49	215	20	10	10	108	105	20	576
% of Volume	113	98	100	100	80	80	107	95	140	102

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5
Total Del/Veh (s)	7.9	6.1	0.6	0.3	0.3	8.8	0.3	6.8	4.8	2.9
Vehicles Entered	38	52	215	18	8	10	115	110	20	586
Vehicles Exited	38	52	215	18	8	10	116	110	20	587
Hourly Exit Rate	38	52	215	18	8	10	116	110	20	587
Input Volume	40	50	218	20	10	10	110	107	20	586
% of Volume	96	104	98	89	78	98	106	103	99	100

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.2	1.0	5.6	1.0	12.3	7.2	2.2
Vehicles Entered	126	21	8	56	10	12	233
Vehicles Exited	126	21	8	56	10	12	233
Hourly Exit Rate	504	84	32	224	40	48	932
Input Volume	509	85	29	231	36	44	934
% of Volume	99	99	110	97	111	109	100

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	0.9	7.8	1.3	12.5	6.1	2.1
Vehicles Entered	130	22	7	62	9	12	242
Vehicles Exited	129	22	7	62	9	12	241
Hourly Exit Rate	516	88	28	248	36	48	964
Input Volume	509	85	29	231	36	44	934
% of Volume	101	104	97	107	100	109	103

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.4	1.0	6.5	1.3	13.8	7.7	2.3
Vehicles Entered	132	26	8	62	10	14	252
Vehicles Exited	132	26	8	62	10	14	252
Hourly Exit Rate	528	104	32	248	40	56	1008
Input Volume	545	92	32	247	39	47	1002
% of Volume	97	113	100	100	103	119	101

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.3	0.0	0.2	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.3	0.9	8.2	1.8	16.1	6.9	2.5
Vehicles Entered	123	21	7	56	10	11	228
Vehicles Exited	124	22	7	56	9	11	229
Hourly Exit Rate	496	88	28	224	36	44	916
Input Volume	509	85	29	231	36	44	934
% of Volume	97	104	97	97	100	100	98

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.2	0.0
Total Delay (hr)	0.2	0.0	0.1	0.1	0.2	0.1	0.6
Total Del/Veh (s)	1.3	1.0	7.4	1.4	14.0	7.1	2.3
Vehicles Entered	510	90	30	236	39	49	954
Vehicles Exited	511	90	30	237	38	49	955
Hourly Exit Rate	511	90	30	237	38	49	955
Input Volume	518	87	30	235	37	45	951
% of Volume	99	104	101	101	103	109	100

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.2	1.7	6.7	4.0	0.2	0.8	0.5	5.3
Vehicles Entered	124	1	6	1	14	38	29	213
Vehicles Exited	125	1	6	1	14	38	29	214
Hourly Exit Rate	500	4	24	4	56	152	116	856
Input Volume	511	1	20	10	54	142	125	863
% of Volume	98	400	120	40	104	107	93	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.3		6.6	1.9	0.2	0.8	0.6	5.3
Vehicles Entered	132	0	6	2	13	39	32	224
Vehicles Exited	132	0	6	2	13	39	32	224
Hourly Exit Rate	528	0	24	8	52	156	128	896
Input Volume	511	1	20	10	54	142	125	863
% of Volume	103	0	120	80	96	110	102	104

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.5		7.3	1.6	0.3	0.8	0.7	5.4
Vehicles Entered	133	0	5	3	15	37	35	228
Vehicles Exited	134	0	5	2	14	37	35	227
Hourly Exit Rate	536	0	20	8	56	148	140	908
Input Volume	547	1	21	11	58	152	134	924
% of Volume	98	0	95	73	97	97	104	98

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	8.3		6.3	2.6	0.3	0.7	0.7	5.3
Vehicles Entered	125	0	4	3	13	36	30	211
Vehicles Exited	125	0	4	3	13	36	29	210
Hourly Exit Rate	500	0	16	12	52	144	116	840
Input Volume	511	1	20	10	54	142	125	863
% of Volume	98	0	80	120	96	101	93	97

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	1.2	0.0	0.0	0.0	0.0	0.0	0.0	1.3
Total Del/Veh (s)	8.4	2.7	6.7	2.3	0.3	0.8	0.6	5.4
Vehicles Entered	515	1	20	9	54	150	125	874
Vehicles Exited	514	1	21	9	54	150	125	874
Hourly Exit Rate	514	1	21	9	54	150	125	874
Input Volume	520	1	20	10	55	144	127	878
% of Volume	99	100	104	88	98	104	98	100

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.3
Total Del/Veh (s)	4.6	4.8	7.8	8.0	6.6
Vehicles Entered	31	45	85	16	177
Vehicles Exited	31	45	85	15	176
Hourly Exit Rate	124	180	340	60	704
Input Volume	135	182	349	64	730
% of Volume	92	99	97	94	96

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	4.6	4.7	8.1	8.9	6.8
Vehicles Entered	34	44	93	16	187
Vehicles Exited	33	44	94	16	187
Hourly Exit Rate	132	176	376	64	748
Input Volume	135	182	349	64	730
% of Volume	98	97	108	100	102

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	4.9	0.3	4.5	8.7	9.9	7.1
Vehicles Entered	37	1	42	95	17	192
Vehicles Exited	37	1	42	96	16	192
Hourly Exit Rate	148	4	168	384	64	768
Input Volume	144	1	195	374	68	782
% of Volume	103	400	86	103	94	98

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.3
Total Del/Veh (s)	4.9	4.9	6.9	7.6	6.1
Vehicles Entered	32	44	86	15	177
Vehicles Exited	32	44	85	16	177
Hourly Exit Rate	128	176	340	64	708
Input Volume	135	182	349	64	730
% of Volume	95	97	97	100	97

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.2	0.0	0.2	0.8	0.2	1.4
Total Del/Veh (s)	4.8	0.3	4.8	8.0	8.7	6.8
Vehicles Entered	133	1	175	360	63	732
Vehicles Exited	133	1	176	360	63	733
Hourly Exit Rate	133	1	176	360	63	733
Input Volume	137	0	185	355	65	743
% of Volume	97	400	95	101	97	99

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	1.2	3.9	9.8	17.4	32.2
Denied Del/Veh (s)	4.7	14.9	34.6	64.5	31.0
Total Delay (hr)	16.4	18.7	19.9	18.8	73.8
Total Del/Veh (s)	57.5	64.6	66.3	65.7	70.0
Vehicles Entered	900	919	958	894	3669
Vehicles Exited	902	916	943	905	3670
Hourly Exit Rate	3608	3664	3772	3620	3670
Input Volume	13689	13689	14668	13689	13934
% of Volume	26	27	26	26	26

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	263	291	267	160	299	319	55	291	256	414	391	104
Average Queue (ft)	211	233	174	81	198	213	29	220	176	299	236	61
95th Queue (ft)	290	307	283	174	368	339	59	297	264	433	406	110
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	12	20		1	19			13	2	10	3	
Queuing Penalty (veh)	38	63		3	14			37	5	36	15	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	299	306	247	196	330	354	71	276	257	448	390	100
Average Queue (ft)	221	237	168	97	223	233	31	215	183	343	238	60
95th Queue (ft)	308	315	258	212	362	407	74	285	263	477	404	101
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	15	23		0	28			16	3	16	5	
Queuing Penalty (veh)	46	71		0	20			47	7	58	25	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	278	290	290	194	354	342	65	294	260	489	576	172
Average Queue (ft)	212	230	183	105	250	218	33	216	180	377	332	78
95th Queue (ft)	287	305	317	235	403	355	72	306	281	547	618	192
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	11	20		0	34			16	3	22	8	
Queuing Penalty (veh)	38	65		0	27			52	9	86	42	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	281	303	267	209	307	335	116	300	250	446	507	85
Average Queue (ft)	212	229	159	89	207	215	39	225	181	341	314	54
95th Queue (ft)	288	303	264	194	314	352	117	318	281	514	589	93
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	12	20		0	20			17	3	18	5	
Queuing Penalty (veh)	36	62		0	15			51	6	64	26	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	318	334	324	274	431	439	135	333	297	496	629	183
Average Queue (ft)	214	232	171	93	220	220	33	219	180	340	280	63
95th Queue (ft)	294	308	283	205	368	365	84	302	273	500	522	133
Link Distance (ft)		558	558		810	810		674			1000	1000
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200			175			200		200	300		
Storage Blk Time (%)	12	21		0	25			15	3	17	5	
Queuing Penalty (veh)	39	65		1	19			47	7	61	27	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	295	47	67	43
Average Queue (ft)	124	265	24	19	10
95th Queue (ft)	130	378	53	70	40
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		42			
Queuing Penalty (veh)		163			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	96	0			
Queuing Penalty (veh)	24	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	298	36	97	120
Average Queue (ft)	124	289	18	27	26
95th Queue (ft)	129	321	44	92	110
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		57			
Queuing Penalty (veh)		226			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	99	0			
Queuing Penalty (veh)	25	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	299	51	81	66
Average Queue (ft)	125	291	26	22	15
95th Queue (ft)	127	298	54	81	58
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		62			
Queuing Penalty (veh)		262			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	100	0			
Queuing Penalty (veh)	26	0			

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	300	60	86	88
Average Queue (ft)	125	294	27	26	15
95th Queue (ft)	126	302	62	84	80
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		57			
Queuing Penalty (veh)		225			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	100	0			
Queuing Penalty (veh)	25	1			

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	EB	WB	NB	SB
Directions Served	LT	R	LTR	LTR	LT
Maximum Queue (ft)	125	302	66	126	164
Average Queue (ft)	124	285	24	24	16
95th Queue (ft)	129	347	54	82	77
Link Distance (ft)		288	271	591	558
Upstream Blk Time (%)		55			
Queuing Penalty (veh)		219			
Storage Bay Dist (ft)	75				
Storage Blk Time (%)	99	0			
Queuing Penalty (veh)	25	0			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	23	22	350
Average Queue (ft)	6	5	284
95th Queue (ft)	27	27	526
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	21	16	404
Average Queue (ft)	6	4	356
95th Queue (ft)	28	20	487
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	36	23	416
Average Queue (ft)	11	4	379
95th Queue (ft)	38	22	466
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	29	32	415
Average Queue (ft)	9	8	397
95th Queue (ft)	34	34	421
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	48	45	430
Average Queue (ft)	8	5	354
95th Queue (ft)	33	26	515
Link Distance (ft)	198	288	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	13
95th Queue (ft)	37
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	15
95th Queue (ft)	38
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	14
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	14
95th Queue (ft)	38
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	109	8	26
Average Queue (ft)	39	1	9
95th Queue (ft)	118	8	30
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	120	2	28
Average Queue (ft)	42	0	6
95th Queue (ft)	122	4	26
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	NE
Directions Served	LT	LR
Maximum Queue (ft)	105	29
Average Queue (ft)	31	9
95th Queue (ft)	100	31
Link Distance (ft)	186	244
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	127	12	29
Average Queue (ft)	35	1	8
95th Queue (ft)	116	10	30
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	161	20	30
Average Queue (ft)	37	1	8
95th Queue (ft)	114	7	29
Link Distance (ft)	186	591	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	54	63
Average Queue (ft)	33	37
95th Queue (ft)	53	65
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	61	70
Average Queue (ft)	35	40
95th Queue (ft)	63	75
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	58	86
Average Queue (ft)	34	40
95th Queue (ft)	58	80
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	58	56
Average Queue (ft)	34	34
95th Queue (ft)	57	59
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	76	90
Average Queue (ft)	34	38
95th Queue (ft)	58	71
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	64	62
Average Queue (ft)	0	24	39
95th Queue (ft)	5	70	65
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	5	89	59
Average Queue (ft)	1	22	37
95th Queue (ft)	11	73	70
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	4	73	66
Average Queue (ft)	1	23	40
95th Queue (ft)	9	72	72
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	11	92	76
Average Queue (ft)	2	23	37
95th Queue (ft)	24	81	73
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	19	119	89
Average Queue (ft)	1	23	38
95th Queue (ft)	14	74	70
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	128	3
Average Queue (ft)	87	0
95th Queue (ft)	140	6
Link Distance (ft)	154	523
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	2	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	135	9	2
Average Queue (ft)	86	1	0
95th Queue (ft)	137	11	4
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	134	9
Average Queue (ft)	90	1
95th Queue (ft)	143	11
Link Distance (ft)	154	523
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	3	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	138	16
Average Queue (ft)	83	3
95th Queue (ft)	142	18
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	3	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	158	24	2
Average Queue (ft)	87	2	0
95th Queue (ft)	141	12	2
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	60	71	125
Average Queue (ft)	39	47	75
95th Queue (ft)	60	75	130
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	60	75	129
Average Queue (ft)	40	47	79
95th Queue (ft)	61	77	137
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	73	70	133
Average Queue (ft)	42	47	82
95th Queue (ft)	72	74	146
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	58	68	103
Average Queue (ft)	40	49	67
95th Queue (ft)	61	75	104
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	83	90	173
Average Queue (ft)	40	47	76
95th Queue (ft)	64	75	131
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 401
Network wide Queuing Penalty, Interval #2: 527
Network wide Queuing Penalty, Interval #3: 608
Network wide Queuing Penalty, Interval #4: 513
Network wide Queuing Penalty, All Intervals: 512

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	36	98	67.9	*E*
	T	435	444	102	71.8	*E*
	R	75	75	100	41.0	*D*
	Subtotal	547	555	101	67.4	*E*
SB	L	545	555	102	73.7	*E*
	T	399	392	98	40.9	*D*
	R	382	384	100	3.5	*A*
	Subtotal	1,326	1,331	100	43.8	*D*
EB	L	665	659	99	67.2	*E*
	T	291	305	105	41.8	*D*
	R	38	38	101	34.2	*C*
	Subtotal	994	1,002	101	58.2	*E*
WB	L	83	83	100	51.4	*D*
	T	251	254	101	115.7	*F*
	R	704	696	99	33.6	*C*
	Subtotal	1,038	1,033	100	55.2	*E*
Total		3,904	3,921	100	54.0	*D*

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	42	39	93	9.0	*A*
	T	631	630	100	6.9	*A*
	R	18	20	110	3.2	*A*
	Subtotal	691	689	100	6.9	*A*
SB	L	16	16	98	7.7	*A*
	T	452	451	100	9.8	*A*
	R	202	204	101	4.3	*A*
	Subtotal	670	671	100	8.1	*A*
EB	L	341	347	102	14.7	*B*
	T	54	51	94	14.1	*B*
	R	26	25	95	12.5	*B*
	Subtotal	421	423	100	14.5	*B*
WB	L	13	12	91	7.5	*A*
	T	16	16	98	7.2	*A*
	R	11	12	109	2.4	*A*
	Subtotal	40	40	100	5.9	*A*
Total		1,822	1,823	100	9.1	*A*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	16	15	92	9.6	*A*
	R	404	406	101	5.7	*A*
	Subtotal	***420***	***421***	***100***	***5.8***	***A***
EB	T	16	14	86	0.9	*A*
	R	11	13	118	0.5	*A*
	Subtotal	27	27	100	0.7	*A*
WB	L	249	248	99	2.2	*A*
	T	11	11	98	0.5	*A*
	Subtotal	260	259	100	2.1	*A*
Total		708	707	100	4.3	*A*

Intersection: Silver King Dr & Three Kings Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	21	21	99	3.8	*A*
	Subtotal	***21***	***21***	***100***	***3.8***	***A***
EB	T	5	5	100	0.0	*A*
	Subtotal	5	5	100	0.0	*A*
WB	T	6	6	100	0.4	*A*
	R	21	20	94	0.4	*A*
	Subtotal	27	26	96	0.4	*A*
Total		54	52	97	1.8	*A*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	53	50	95	5.3	*A*
	T	675	677	100	1.2	*A*
	Subtotal	728	727	100	1.5	*A*
SB	T	264	259	98	2.7	*A*
	R	208	208	100	2.3	*A*
	Subtotal	472	467	99	2.5	*A*
NE	L	5	4	80	17.3	*C*
	T	1	2	200	0.6	*A*
	R	5	4	80	4.5	*A*
	Subtotal	***11***	***10***	***91***	***8.8***	***A***
Total		1,210	1,204	99	1.9	*A*

Intersection: Lowell Ave & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	229	228	99	0.6	*A*
	R	21	20	94	0.3	*A*
	R2	11	12	109	0.3	*A*
	Subtotal	261	260	100	0.6	*A*
EB	L2	42	38	91	9.5	*A*
	R	53	53	100	6.1	*A*
	Subtotal	***95***	***91***	***96***	***7.5***	***A***
SE	L	11	10	91	9.6	*A*
	T	116	118	102	0.2	*A*
	R	112	109	98	7.6	*A*
	R2	21	24	113	4.9	*A*
Total		616	612	99	3.1	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	544	537	99	1.3	*A*
	R	91	95	104	1.0	*A*
	Subtotal	635	632	100	1.3	*A*
SB	L	32	31	96	6.1	*A*
	T	247	240	97	1.0	*A*
	Subtotal	279	271	97	1.6	*A*
SW	L	39	38	98	17.1	*C*
	R	47	50	107	8.6	*A*
	Subtotal	***86***	***88***	***102***	***12.3***	***B***
Total		1,000	991	99	2.4	*A*

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	11	10	91	2.6	*A*
	T	58	56	97	0.4	*A*
	Subtotal	69	66	96	0.7	*A*
SB	T	153	147	96	0.7	*A*
	R	133	130	98	0.6	*A*
	Subtotal	286	277	97	0.7	*A*
EB	L	546	544	100	9.3	*A*
	T	0	0	0		
	R	21	23	108	7.0	*A*
	Subtotal	***567***	***567***	***100***	***9.2***	***A***
Total		922	910	99	6.0	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Manor Way
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	194	194	100	5.7	*A*
	Subtotal	194	194	100	5.7	*A*
SB	L	373	372	100	9.1	*A*
	T	68	68	100	8.9	*A*
	Subtotal	441	440	100	9.1	*A*
WB	L	144	140	97	4.9	*A*
	Subtotal	144	140	97	4.9	*A*
Total		779	774	99	7.5	*A*

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.7	0.6	0.6	3.1	0.8	3.5	2.7	1.3	0.8
Total Delay (hr)	3.2	0.9	0.1	0.4	2.2	1.3	0.2	2.2	0.2	2.8	1.1	0.1
Total Del/Veh (s)	64.3	38.7	33.7	60.6	110.3	26.7	67.9	65.4	37.2	67.1	38.3	3.2
Vehicles Entered	162	79	8	22	64	169	10	109	18	140	97	96
Vehicles Exited	163	78	8	22	61	170	9	110	18	138	98	97
Hourly Exit Rate	652	312	32	88	244	680	36	440	72	552	392	388
Input Volume	656	287	37	82	248	694	36	429	74	537	393	377
% of Volume	99	109	86	107	98	98	100	103	97	103	100	103

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	14.7
Total Del/Veh (s)	50.4
Vehicles Entered	974
Vehicles Exited	972
Hourly Exit Rate	3888
Input Volume	3850
% of Volume	101

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	2.8	0.5	0.6	3.3	0.7	3.2	2.7	1.2	0.8
Total Delay (hr)	2.9	0.9	0.1	0.2	1.8	1.4	0.1	2.0	0.1	2.5	0.9	0.1
Total Del/Veh (s)	58.4	41.2	30.5	37.5	91.5	28.7	57.9	60.0	25.1	60.1	33.2	3.3
Vehicles Entered	162	75	9	20	62	174	8	108	19	140	97	96
Vehicles Exited	162	76	9	21	64	173	8	107	18	138	96	94
Hourly Exit Rate	648	304	36	84	256	692	32	428	72	552	384	376
Input Volume	656	287	37	82	248	694	36	429	74	537	393	377
% of Volume	99	106	97	102	103	100	89	100	97	103	98	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.0
Total Delay (hr)	13.2
Total Del/Veh (s)	45.5
Vehicles Entered	970
Vehicles Exited	966
Hourly Exit Rate	3864
Input Volume	3850
% of Volume	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	2.6	0.6	0.6	3.2	0.8	3.4	3.2	1.6	1.4
Total Delay (hr)	3.3	0.9	0.1	0.3	2.3	1.8	0.2	2.5	0.3	3.0	1.1	0.1
Total Del/Veh (s)	64.7	38.8	33.9	46.9	106.6	34.0	60.8	70.3	43.1	69.8	38.3	3.6
Vehicles Entered	167	78	10	21	68	183	10	116	19	142	100	94
Vehicles Exited	166	77	10	21	64	180	10	112	19	139	97	95
Hourly Exit Rate	664	308	40	84	256	720	40	448	76	556	388	380
Input Volume	693	303	40	86	261	733	39	453	78	568	416	398
% of Volume	96	102	100	98	98	98	103	99	97	98	93	95

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.2
Total Delay (hr)	15.8
Total Del/Veh (s)	52.4
Vehicles Entered	1008
Vehicles Exited	990
Hourly Exit Rate	3960
Input Volume	4068
% of Volume	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	2.7	0.6	0.6	3.1	0.8	3.4	3.4	2.0	1.4
Total Delay (hr)	3.2	0.9	0.1	0.3	2.2	2.0	0.2	2.5	0.3	3.3	1.4	0.1
Total Del/Veh (s)	62.0	39.5	29.4	48.2	107.1	39.7	64.8	71.5	47.6	78.6	46.0	3.7
Vehicles Entered	166	74	11	20	64	173	10	112	19	138	100	98
Vehicles Exited	167	74	11	19	64	174	9	115	19	140	101	97
Hourly Exit Rate	668	296	44	76	256	696	36	460	76	560	404	388
Input Volume	656	287	37	82	248	694	36	429	74	537	393	377
% of Volume	102	103	119	93	103	100	100	107	103	104	103	103

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.3
Denied Del/Veh (s)	1.2
Total Delay (hr)	16.5
Total Del/Veh (s)	55.2
Vehicles Entered	985
Vehicles Exited	990
Hourly Exit Rate	3960
Input Volume	3850
% of Volume	103

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.0	0.1	0.0	0.1	0.1	0.5	0.2	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	2.7	0.6	0.6	3.2	0.8	3.3	3.0	1.5	1.1
Total Delay (hr)	12.6	3.6	0.4	1.2	8.5	6.6	0.7	9.1	0.9	11.6	4.6	0.4
Total Del/Veh (s)	67.2	41.8	34.2	51.4	115.7	33.6	67.9	71.8	41.0	73.7	40.9	3.5
Vehicles Entered	658	305	38	82	257	698	37	445	76	559	395	384
Vehicles Exited	659	305	38	83	254	696	36	444	75	555	392	384
Hourly Exit Rate	659	305	38	83	254	696	36	444	75	555	392	384
Input Volume	665	291	38	83	251	704	37	435	75	545	399	382
% of Volume	99	105	101	100	101	99	98	102	100	102	98	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	1.2
Denied Del/Veh (s)	1.1
Total Delay (hr)	60.1
Total Del/Veh (s)	54.0
Vehicles Entered	3934
Vehicles Exited	3921
Hourly Exit Rate	3921
Input Volume	3904
% of Volume	100

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
Total Del/Veh (s)	12.3	10.4	10.8	5.8	6.4	2.3	7.7	6.6	3.2	6.8	7.9	4.2
Vehicles Entered	85	13	7	3	5	2	8	161	5	4	112	52
Vehicles Exited	86	13	7	3	5	2	8	160	5	4	111	52
Hourly Exit Rate	344	52	28	12	20	8	32	640	20	16	444	208
Input Volume	336	53	26	13	16	11	41	622	18	16	446	199
% of Volume	102	98	108	92	125	73	78	103	111	100	100	105

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.0
Total Del/Veh (s)	7.9
Vehicles Entered	457
Vehicles Exited	456
Hourly Exit Rate	1824
Input Volume	1797
% of Volume	102

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
Total Del/Veh (s)	12.2	12.9	7.5	7.8	5.7	2.2	7.8	6.7	3.0	8.1	9.6	4.0
Vehicles Entered	85	12	6	3	4	4	11	154	6	4	110	51
Vehicles Exited	85	12	6	3	4	4	12	154	6	4	110	50
Hourly Exit Rate	340	48	24	12	16	16	48	616	24	16	440	200
Input Volume	336	53	26	13	16	11	41	622	18	16	446	199
% of Volume	101	91	92	92	100	145	117	99	133	100	99	101

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.1
Total Del/Veh (s)	8.3
Vehicles Entered	450
Vehicles Exited	450
Hourly Exit Rate	1800
Input Volume	1797
% of Volume	100

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.3	0.1
Total Del/Veh (s)	16.0	15.6	14.5	6.9	5.9	2.5	9.7	6.9	3.9	8.1	9.7	4.3
Vehicles Entered	89	13	6	3	4	3	10	161	4	4	115	51
Vehicles Exited	87	13	6	3	4	3	10	161	4	4	114	51
Hourly Exit Rate	348	52	24	12	16	12	40	644	16	16	456	204
Input Volume	355	57	27	14	17	11	44	657	19	17	471	210
% of Volume	98	91	89	86	94	109	91	98	84	94	97	97

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.2
Total Del/Veh (s)	9.4
Vehicles Entered	463
Vehicles Exited	460
Hourly Exit Rate	1840
Input Volume	1899
% of Volume	97

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.4	0.1
Total Del/Veh (s)	16.8	16.1	16.8	7.2	9.2	2.8	9.0	7.0	2.9	7.7	11.0	4.2
Vehicles Entered	87	13	5	3	4	3	10	155	5	4	117	51
Vehicles Exited	89	13	5	4	4	3	10	155	5	4	115	51
Hourly Exit Rate	356	52	20	16	16	12	40	620	20	16	460	204
Input Volume	336	53	26	13	16	11	41	622	18	16	446	199
% of Volume	106	98	77	123	100	109	98	100	111	100	103	103

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.3
Total Del/Veh (s)	10.0
Vehicles Entered	457
Vehicles Exited	458
Hourly Exit Rate	1832
Input Volume	1797
% of Volume	102

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	1.4	0.2	0.1	0.0	0.0	0.0	0.1	1.2	0.0	0.0	1.2	0.2
Total Del/Veh (s)	14.7	14.1	12.5	7.5	7.2	2.4	9.0	6.9	3.2	7.7	9.8	4.3
Vehicles Entered	346	51	25	12	16	12	40	631	20	15	454	204
Vehicles Exited	347	51	25	12	16	12	39	630	20	16	451	204
Hourly Exit Rate	347	51	25	12	16	12	39	630	20	16	451	204
Input Volume	341	54	26	13	16	11	42	631	18	16	452	202
% of Volume	102	94	95	91	98	109	93	100	110	98	100	101

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	4.6
Total Del/Veh (s)	9.1
Vehicles Entered	1826
Vehicles Exited	1823
Hourly Exit Rate	1823
Input Volume	1822
% of Volume	100

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.3	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Total Del/Veh (s)	0.8	0.6	2.2	0.4	7.9	5.0	3.9
Vehicles Entered	3	3	62	3	4	101	176
Vehicles Exited	3	3	61	3	4	102	176
Hourly Exit Rate	12	12	244	12	16	408	704
Input Volume	16	11	246	11	16	398	698
% of Volume	75	109	99	109	100	103	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.8	0.4	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.2
Total Del/Veh (s)	0.7	0.5	2.2	0.5	9.7	5.2	3.9
Vehicles Entered	3	4	63	3	3	101	177
Vehicles Exited	3	4	63	3	3	101	177
Hourly Exit Rate	12	16	252	12	12	404	708
Input Volume	16	11	246	11	16	398	698
% of Volume	75	145	102	109	75	102	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.4	0.3
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	1.2	0.6	2.3	0.3	12.9	6.4	4.8
Vehicles Entered	4	3	62	3	4	104	180
Vehicles Exited	4	3	62	3	4	104	180
Hourly Exit Rate	16	12	248	12	16	416	720
Input Volume	17	11	259	12	17	421	737
% of Volume	94	109	96	100	94	99	98

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.4	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2	0.2
Total Del/Veh (s)	0.8	0.5	2.2	0.7	7.8	6.0	4.4
Vehicles Entered	4	2	62	3	4	99	174
Vehicles Exited	4	2	62	3	4	100	175
Hourly Exit Rate	16	8	248	12	16	400	700
Input Volume	16	11	246	11	16	398	698
% of Volume	100	73	101	109	100	101	100

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.4	0.2
Total Delay (hr)	0.0	0.0	0.2	0.0	0.0	0.7	0.9
Total Del/Veh (s)	0.9	0.5	2.2	0.5	9.6	5.7	4.3
Vehicles Entered	14	13	249	11	15	405	707
Vehicles Exited	14	13	248	11	15	406	707
Hourly Exit Rate	14	13	248	11	15	406	707
Input Volume	16	11	249	11	16	404	708
% of Volume	86	118	99	98	92	101	100

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.4	0.4	4.3	2.0
Vehicles Entered	1	1	5	5	12
Vehicles Exited	1	1	5	5	12
Hourly Exit Rate	4	4	20	20	48
Input Volume	5	6	21	21	53
% of Volume	80	67	95	95	91

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.3	0.5	3.4	1.9
Vehicles Entered	1	2	4	6	13
Vehicles Exited	1	2	4	5	12
Hourly Exit Rate	4	8	16	20	48
Input Volume	5	6	21	21	53
% of Volume	80	133	76	95	91

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.8	0.6	3.7	1.8
Vehicles Entered	2	1	5	6	14
Vehicles Exited	2	1	5	6	14
Hourly Exit Rate	8	4	20	24	56
Input Volume	5	6	22	22	55
% of Volume	160	67	91	109	102

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.9	0.4	4.2	1.6
Vehicles Entered	2	1	5	4	12
Vehicles Exited	2	1	5	4	12
Hourly Exit Rate	8	4	20	16	48
Input Volume	5	6	21	21	53
% of Volume	160	67	95	76	91

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.4	0.4	3.8	1.8
Vehicles Entered	5	6	20	21	52
Vehicles Exited	5	6	20	21	52
Hourly Exit Rate	5	6	20	21	52
Input Volume	5	6	21	21	54
% of Volume	100	100	94	99	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.1	1.3	2.7	2.1	5.8		3.9	1.9
Vehicles Entered	13	171	63	53	1	0	1	302
Vehicles Exited	13	171	64	53	1	0	1	303
Hourly Exit Rate	52	684	256	212	4	0	4	1212
Input Volume	52	666	260	205	5	1	5	1194
% of Volume	100	103	98	103	80	0	80	102

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	4.8	1.0	2.5	2.1	9.1	0.6	4.2	1.7
Vehicles Entered	12	167	65	50	2	1	1	298
Vehicles Exited	12	166	64	49	2	1	1	295
Hourly Exit Rate	48	664	256	196	8	4	4	1180
Input Volume	52	666	260	205	5	1	5	1194
% of Volume	92	100	98	96	160	400	80	99

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.5	1.1	2.7	2.4	21.2		6.4	2.0
Vehicles Entered	12	172	66	53	1	0	1	305
Vehicles Exited	12	172	66	53	1	0	1	305
Hourly Exit Rate	48	688	264	212	4	0	4	1220
Input Volume	55	703	274	217	5	1	5	1260
% of Volume	87	98	96	98	80	0	80	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.2	0.0	0.0	0.0		0.0	0.1
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.7	1.2	2.9	2.4	23.8		3.6	2.1
Vehicles Entered	14	166	66	53	1	0	1	301
Vehicles Exited	13	167	65	53	1	0	1	300
Hourly Exit Rate	52	668	260	212	4	0	4	1200
Input Volume	52	666	260	205	5	1	5	1194
% of Volume	100	100	100	103	80	0	80	101

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Total Delay (hr)	0.1	0.2	0.2	0.1	0.0	0.0	0.0	0.7
Total Del/Veh (s)	5.3	1.2	2.7	2.3	17.3	0.6	4.5	1.9
Vehicles Entered	50	677	260	208	4	2	4	1205
Vehicles Exited	50	677	259	208	4	2	4	1204
Hourly Exit Rate	50	677	259	208	4	2	4	1204
Input Volume	53	675	264	208	5	1	5	1210
% of Volume	95	100	98	100	80	200	80	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	8.8	5.5	0.6	0.3	0.3	8.1	0.3	7.6	5.7	3.0
Vehicles Entered	9	14	58	6	3	2	30	27	5	154
Vehicles Exited	9	14	58	6	3	2	30	28	5	155
Hourly Exit Rate	36	56	232	24	12	8	120	112	20	620
Input Volume	41	52	226	21	11	11	115	110	21	608
% of Volume	88	108	103	114	109	73	104	102	95	102

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	8.1	6.2	0.6	0.4	0.4	11.6	0.2	7.5	4.9	3.1
Vehicles Entered	9	12	53	5	3	3	30	27	7	149
Vehicles Exited	9	12	53	5	3	3	30	27	7	149
Hourly Exit Rate	36	48	212	20	12	12	120	108	28	596
Input Volume	41	52	226	21	11	11	115	110	21	608
% of Volume	88	92	94	95	109	109	104	98	133	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	10.7	7.2	0.6	0.2	0.3	12.2	0.2	8.0	4.5	3.5
Vehicles Entered	10	15	59	3	3	2	29	28	5	154
Vehicles Exited	10	14	59	3	3	2	29	29	6	155
Hourly Exit Rate	40	56	236	12	12	8	116	116	24	620
Input Volume	44	55	239	22	11	11	120	117	22	641
% of Volume	91	102	99	55	109	73	97	99	109	97

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	9.3	4.9	0.5	0.4	0.3	10.5	0.2	7.1	3.9	2.8
Vehicles Entered	10	12	58	5	3	2	30	26	7	153
Vehicles Exited	11	12	58	5	3	2	30	26	6	153
Hourly Exit Rate	44	48	232	20	12	8	120	104	24	612
Input Volume	41	52	226	21	11	11	115	110	21	608
% of Volume	107	92	103	95	109	73	104	95	114	101

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.5
Total Del/Veh (s)	9.5	6.1	0.6	0.3	0.3	9.6	0.2	7.6	4.9	3.1
Vehicles Entered	38	53	228	19	12	10	118	109	24	611
Vehicles Exited	38	53	228	20	12	10	118	109	24	612
Hourly Exit Rate	38	53	228	20	12	10	118	109	24	612
Input Volume	42	53	229	21	11	11	116	112	21	616
% of Volume	91	100	99	94	109	91	102	98	113	99

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	1.3	0.9	6.1	1.0	14.0	7.1	2.0
Vehicles Entered	136	23	7	59	7	12	244
Vehicles Exited	136	23	7	59	7	12	244
Hourly Exit Rate	544	92	28	236	28	48	976
Input Volume	536	90	32	244	38	46	986
% of Volume	101	102	88	97	74	104	99

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.1	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	1.3	1.0	6.0	0.9	18.8	9.9	2.5
Vehicles Entered	130	25	8	60	11	12	246
Vehicles Exited	130	25	8	60	11	12	246
Hourly Exit Rate	520	100	32	240	44	48	984
Input Volume	536	90	32	244	38	46	986
% of Volume	97	111	100	98	116	104	100

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0	0.2	0.2	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.4	1.0	6.9	1.1	15.7	8.8	2.4
Vehicles Entered	139	25	8	62	11	14	259
Vehicles Exited	138	26	8	62	11	13	258
Hourly Exit Rate	552	104	32	248	44	52	1032
Input Volume	567	95	33	257	41	49	1042
% of Volume	97	109	97	96	107	106	99

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	1.3	1.1	5.0	1.1	17.6	8.7	2.4
Vehicles Entered	131	22	8	59	9	13	242
Vehicles Exited	133	22	9	59	9	13	245
Hourly Exit Rate	532	88	36	236	36	52	980
Input Volume	536	90	32	244	38	46	986
% of Volume	99	98	112	97	95	113	99

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.1	0.2	0.0
Total Delay (hr)	0.2	0.0	0.1	0.1	0.2	0.1	0.7
Total Del/Veh (s)	1.3	1.0	6.1	1.0	17.1	8.6	2.4
Vehicles Entered	536	95	31	239	39	50	990
Vehicles Exited	537	95	31	240	38	50	991
Hourly Exit Rate	537	95	31	240	38	50	991
Input Volume	544	91	32	247	39	47	1000
% of Volume	99	104	96	97	98	107	99

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	9.0	7.1	3.3	0.3	0.7	0.5	6.1
Vehicles Entered	139	7	2	12	36	30	226
Vehicles Exited	139	6	2	12	36	30	225
Hourly Exit Rate	556	24	8	48	144	120	900
Input Volume	538	21	11	57	151	131	909
% of Volume	103	114	73	84	95	92	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	9.2	5.6	2.3	0.4	0.7	0.7	5.8
Vehicles Entered	131	4	3	17	37	34	226
Vehicles Exited	131	4	3	17	37	34	226
Hourly Exit Rate	524	16	12	68	148	136	904
Input Volume	538	21	11	57	151	131	909
% of Volume	97	76	109	119	98	104	99

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.2	0.2	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	9.2		6.4	2.5	0.5	0.6	0.6	5.9
Vehicles Entered	140	0	5	3	15	40	33	236
Vehicles Exited	140	0	6	3	15	40	33	237
Hourly Exit Rate	560	0	24	12	60	160	132	948
Input Volume	569	1	22	11	60	159	139	961
% of Volume	98	0	109	109	100	101	95	99

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.0	0.0	0.4
Total Del/Veh (s)	9.1	7.6	2.5	0.2	0.7	0.6	5.9
Vehicles Entered	133	6	2	13	35	33	222
Vehicles Exited	134	6	2	13	35	32	222
Hourly Exit Rate	536	24	8	52	140	128	888
Input Volume	538	21	11	57	151	131	909
% of Volume	100	114	73	91	93	98	98

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	1.4	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Total Del/Veh (s)	9.3		7.0	2.6	0.4	0.7	0.6	6.0
Vehicles Entered	544	0	23	10	56	148	130	911
Vehicles Exited	544	0	23	10	56	147	130	910
Hourly Exit Rate	544	0	23	10	56	147	130	910
Input Volume	546	0	21	11	58	153	133	922
% of Volume	100	0	108	91	97	96	98	99

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	4.8	5.9	9.1	8.6	7.5
Vehicles Entered	32	52	95	18	197
Vehicles Exited	32	51	94	18	195
Hourly Exit Rate	128	204	376	72	780
Input Volume	142	191	368	67	768
% of Volume	90	107	102	107	102

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.1	0.2	0.0	0.4
Total Del/Veh (s)	4.9	5.1	8.0	8.4	6.8
Vehicles Entered	37	46	88	16	187
Vehicles Exited	37	46	89	16	188
Hourly Exit Rate	148	184	356	64	752
Input Volume	142	191	368	67	768
% of Volume	104	96	97	96	98

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.0	0.1
Total Delay (hr)	0.0	0.1	0.3	0.0	0.4
Total Del/Veh (s)	4.8	5.7	9.5	9.8	7.8
Vehicles Entered	36	50	98	17	201
Vehicles Exited	36	50	96	17	199
Hourly Exit Rate	144	200	384	68	796
Input Volume	150	202	389	71	812
% of Volume	96	99	99	96	98

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.1	0.1
Total Delay (hr)	0.0	0.1	0.2	0.0	0.4
Total Del/Veh (s)	5.0	5.4	8.6	8.1	7.1
Vehicles Entered	35	47	92	17	191
Vehicles Exited	35	47	93	17	192
Hourly Exit Rate	140	188	372	68	768
Input Volume	142	191	368	67	768
% of Volume	99	98	101	101	100

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.0	0.0	0.1
Total Delay (hr)	0.2	0.3	0.9	0.2	1.6
Total Del/Veh (s)	4.9	5.7	9.1	8.9	7.5
Vehicles Entered	140	194	373	68	775
Vehicles Exited	140	194	372	68	774
Hourly Exit Rate	140	194	372	68	774
Input Volume	144	194	373	68	779
% of Volume	97	100	100	100	99

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.3	0.3	0.4	0.4	1.3
Denied Del/Veh (s)	1.1	1.0	1.2	1.3	1.2
Total Delay (hr)	17.6	16.1	19.1	19.8	72.6
Total Del/Veh (s)	55.8	51.1	58.4	61.3	62.2
Vehicles Entered	1006	1010	1051	1008	4074
Vehicles Exited	1006	1008	1024	1020	4061
Hourly Exit Rate	4024	4032	4096	4080	4061
Input Volume	14636	14636	15460	14636	14842
% of Volume	27	28	26	28	27

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	350	391	371	254	467	379	138	346	297	487	692	167
Average Queue (ft)	278	302	226	121	324	262	48	263	222	413	440	38
95th Queue (ft)	396	433	364	337	606	427	147	370	326	562	900	341
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)		0	0		0						1	0
Queuing Penalty (veh)		2	0		0						0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	30	38			22			27	9	33	3	
Queuing Penalty (veh)	98	123			18			87	21	129	14	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	323	356	331	152	377	398	79	330	266	494	648	100
Average Queue (ft)	254	275	226	73	277	279	33	250	209	405	336	25
95th Queue (ft)	338	362	336	213	425	450	84	350	299	540	687	267
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)											1	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	24	33			13		0	22	4	29	1	
Queuing Penalty (veh)	79	108			11		0	71	10	116	5	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	357	394	359	255	441	443	161	400	313	495	670	283
Average Queue (ft)	279	305	233	109	322	312	49	289	235	426	427	80
95th Queue (ft)	382	428	374	310	515	513	159	451	348	561	876	515
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)		0	0					0			2	1
Queuing Penalty (veh)		2	0					0			0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	33	40			24			35	12	38	2	
Queuing Penalty (veh)	114	140			20			119	31	156	10	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	352	384	346	247	430	513	166	419	320	488	862	306
Average Queue (ft)	273	293	229	100	321	358	50	293	240	437	528	94
95th Queue (ft)	377	406	357	296	537	618	163	449	345	565	1034	566
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)		0									4	1
Queuing Penalty (veh)		1									0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	29	36			24			34	14	41	4	
Queuing Penalty (veh)	96	118			19			109	34	160	24	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	385	443	422	321	549	547	250	483	347	500	938	487
Average Queue (ft)	271	294	229	101	311	303	45	274	227	420	433	59
95th Queue (ft)	375	410	358	293	529	514	142	411	332	559	892	437
Link Distance (ft)		502	502		812	812		673			1004	1004
Upstream Blk Time (%)		0	0		0			0			2	0
Queuing Penalty (veh)		1	0		0			0			0	0
Storage Bay Dist (ft)	200			300			200		200	300		
Storage Blk Time (%)	29	37			20		0	29	10	35	2	
Queuing Penalty (veh)	97	122			17		0	96	24	140	13	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	159	36	124	68	137	17
Average Queue (ft)	96	14	73	16	67	4
95th Queue (ft)	175	42	130	73	146	23
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	0					
Queuing Penalty (veh)	2					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			4			
Queuing Penalty (veh)			15			

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	159	38	124	84	216	25
Average Queue (ft)	93	17	73	18	82	4
95th Queue (ft)	162	45	124	79	202	23
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	0				0	
Queuing Penalty (veh)	1				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			4	0		
Queuing Penalty (veh)			12	0		

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	194	30	140	96	211	26
Average Queue (ft)	119	16	77	17	93	5
95th Queue (ft)	211	42	138	78	219	25
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	1				0	
Queuing Penalty (veh)	4				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			5	0		
Queuing Penalty (veh)			18	1		

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	197	45	145	74	186	21
Average Queue (ft)	118	20	71	19	104	4
95th Queue (ft)	216	51	143	78	199	27
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	2					
Queuing Penalty (veh)	7					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			5	0		
Queuing Penalty (veh)			17	0		

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	218	51	180	147	282	46
Average Queue (ft)	107	17	73	18	86	4
95th Queue (ft)	194	45	135	77	196	25
Link Distance (ft)	225	239	570		502	502
Upstream Blk Time (%)	1				0	
Queuing Penalty (veh)	3				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			5	0		
Queuing Penalty (veh)			15	0		

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	38	103
Average Queue (ft)	11	63
95th Queue (ft)	43	100
Link Distance (ft)		715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	22	96
Average Queue (ft)	6	64
95th Queue (ft)	26	97
Link Distance (ft)		715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	3	40	132
Average Queue (ft)	0	10	75
95th Queue (ft)	6	41	133
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	WB	NB
Directions Served	L	LR
Maximum Queue (ft)	32	111
Average Queue (ft)	7	71
95th Queue (ft)	31	119
Link Distance (ft)		715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	100	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	3	55	154
Average Queue (ft)	0	8	68
95th Queue (ft)	3	36	114
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)		0	
Queuing Penalty (veh)		0	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	16
95th Queue (ft)	40
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	16
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	16
95th Queue (ft)	40
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	11
95th Queue (ft)	36
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	120	14	26
Average Queue (ft)	39	3	6
95th Queue (ft)	116	17	26
Link Distance (ft)	186	570	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	88	6	28
Average Queue (ft)	31	1	8
95th Queue (ft)	92	8	29
Link Distance (ft)	186	570	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	123	6	28
Average Queue (ft)	40	1	8
95th Queue (ft)	120	8	30
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	106	16	23
Average Queue (ft)	40	2	7
95th Queue (ft)	111	15	27
Link Distance (ft)	186	570	244
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	152	27	34
Average Queue (ft)	38	2	7
95th Queue (ft)	110	13	28
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	62	68
Average Queue (ft)	38	40
95th Queue (ft)	66	72
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	54	2	81
Average Queue (ft)	34	0	43
95th Queue (ft)	55	5	85
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	68	81
Average Queue (ft)	37	39
95th Queue (ft)	68	76
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	57	4	69
Average Queue (ft)	34	1	39
95th Queue (ft)	59	6	71
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	79	6	101
Average Queue (ft)	36	0	41
95th Queue (ft)	62	4	76
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	3	65	58
Average Queue (ft)	0	27	37
95th Queue (ft)	6	75	66
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	SB	SW
Directions Served	LT	LR
Maximum Queue (ft)	57	85
Average Queue (ft)	25	45
95th Queue (ft)	64	87
Link Distance (ft)	186	243
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	26	66	75
Average Queue (ft)	4	26	42
95th Queue (ft)	29	72	78
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	2	74	74
Average Queue (ft)	0	24	39
95th Queue (ft)	4	65	65
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	29	95	102
Average Queue (ft)	1	25	41
95th Queue (ft)	15	69	75
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	142	12
Average Queue (ft)	95	3
95th Queue (ft)	154	17
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	145	17
Average Queue (ft)	97	3
95th Queue (ft)	154	19
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	4	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	150	14
Average Queue (ft)	96	3
95th Queue (ft)	152	20
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	7	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	137	12
Average Queue (ft)	93	2
95th Queue (ft)	148	13
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	161	27
Average Queue (ft)	95	2
95th Queue (ft)	152	18
Link Distance (ft)	154	523
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	5	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	61	89	140
Average Queue (ft)	41	53	86
95th Queue (ft)	62	93	150
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	63	74	121
Average Queue (ft)	39	50	77
95th Queue (ft)	63	78	125
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	59	89	147
Average Queue (ft)	40	54	84
95th Queue (ft)	64	89	166
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	60	72	126
Average Queue (ft)	40	49	78
95th Queue (ft)	65	75	130
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	72	108	194
Average Queue (ft)	40	51	81
95th Queue (ft)	64	84	145
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 514
Network wide Queuing Penalty, Interval #2: 417
Network wide Queuing Penalty, Interval #3: 624
Network wide Queuing Penalty, Interval #4: 589
Network wide Queuing Penalty, All Intervals: 536

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	75	74	99	55.9	*E*
	T	435	432	99	69.6	*E*
	R	75	74	99	37.4	*D*
	Subtotal	585	580	99	63.7	*E*
SB	L	545	536	98	94.1	*F*
	T	375	370	99	68.2	*E*
	R	452	459	101	8.3	*A*
	Subtotal	1,372	1,365	99	58.2	*E*
EB	L	705	698	99	72.4	*E*
	T	308	298	97	40.6	*D*
	R	46	49	107	37.5	*D*
	Subtotal	1,059	1,045	99	61.7	*E*
WB	L	83	79	95	84.7	*F*
	T	281	286	102	127.4	*F*
	R	704	708	101	46.6	*D*
	Subtotal	1,068	1,073	100	70.9	*E*
Total		4,084	4,063	99	63.5	*E*

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	50	103	3.3	*A*
	T	796	792	100	2.4	*A*
	R	42	42	101	1.7	*A*
	Subtotal	887	884	100	2.4	*A*
SB	L	16	16	98	5.5	*A*
	T	20	20	99	3.0	*A*
	R	772	782	101	5.3	*A*
	Subtotal	808	818	101	5.2	*A*
EB	L	244	238	97	3.2	*A*
	T	16	18	111	3.1	*A*
	Subtotal	260	256	98	3.2	*A*
WB	T	16	17	105	3.6	*A*
	R	11	10	91	2.5	*A*
	Subtotal	27	27	100	3.2	*A*
Total		1,982	1,985	100	3.7	*A*

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	260	256	98	5.8	*A*
	R	14	14	98	3.7	*A*
	Subtotal	274	270	99	5.7	*A*
WB	L	702	705	100	2.8	*A*
	T	136	142	104	3.1	*A*
	Subtotal	838	847	101	2.9	*A*
Total		1,112	1,117	100	3.5	*A*

Intersection: NW E Access/Three Kings Dr & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	196	196	100	3.5	*A*
	Subtotal	196	196	100	3.5	*A*
SB	L	22	21	94	4.3	*A*
	Subtotal	***22***	***21***	***95***	***4.3***	***A***
EB	T	5	4	80	0.3	*A*
	Subtotal	5	4	80	0.3	*A*
WB	L	48	50	105	1.3	*A*
	T	5	6	114	0.3	*A*
	R	22	25	112	0.1	*A*
	Subtotal	75	81	108	0.9	*A*
Total		298	302	101	2.8	*A*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	747	750	100	0.2	*A*
	Subtotal	747	750	100	0.2	*A*
NE	L	148	143	97	8.3	*A*
	T	0	0	0		
	Subtotal	***148***	***143***	***97***	***8.3***	***A***
Total		896	893	100	1.5	*A*

Intersection: Lowell Ave & Lodge Access & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	82	81	99	1.6	*A*
	T	593	598	101	0.5	*A*
	R	42	41	98	0.2	*A*
	Subtotal	717	720	100	0.6	*A*
EB	L	32	32	99	10.8	*B*
	R	63	68	108	5.3	*A*
	Subtotal	***95***	***100***	***105***	***7.1***	***A***
Total		812	820	101	1.4	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	698	704	101	0.4	*A*
	R	105	107	102	0.4	*A*
	Subtotal	803	811	101	0.4	*A*
SW	R	49	46	94	4.4	*A*
	Subtotal	***49***	***46***	***94***	***4.4***	***A***
Total		852	857	101	0.6	*A*

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	68	70	103	8.7	*A*
	Subtotal	***68***	***70***	***103***	***8.7***	***A***
EB	L	588	590	100	0.3	*A*
	R	100	102	102	0.2	*A*
	Subtotal	688	692	101	0.3	*A*
Total		756	762	101	1.1	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	194	190	98	6.9	*A*
	Subtotal	***194***	***190***	***98***	***6.9***	***A***
SB	L	443	449	101	1.1	*A*
	T	212	216	102	0.6	*A*
	Subtotal	655	665	102	0.9	*A*
Total		849	855	101	2.3	*A*

Intersection: NE E Access & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	51	50	99	4.1	*A*
	Subtotal	***51***	***50***	***98***	***4.1***	***A***
EB	T	223	221	99	0.8	*A*
	Subtotal	223	221	99	0.8	*A*
WB	L	60	60	100	1.6	*A*
	T	76	80	106	0.5	*A*
	Subtotal	136	140	103	1.0	*A*
Total		410	411	100	1.3	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Empire Ave & East D Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	895	893	100	1.0	*A*
	Subtotal	***895***	***893***	***100***	***1.0***	***A***
Total		895	893	100	1.0	*A*

Intersection: Shadow Ridge Rd & North B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	R	87	86	99	2.8	*A*
	Subtotal	***87***	***86***	***99***	***2.8***	***A***
NE	T	62	58	94	0.5	*A*
	R	53	55	104	0.3	*A*
	Subtotal	115	113	98	0.4	*A*
Total		202	199	99	1.4	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2024) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Manor Way & South B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	117	120	103	10.0	*A*
	Subtotal	***117***	***120***	***103***	***10.0***	***A***
EB	L	66	68	103	0.9	*A*
	T	572	572	100	0.5	*A*
	Subtotal	638	640	100	0.5	*A*
Total		754	760	101	2.0	*A*

Intersection: Empire Ave & East B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	32	33	102	1.6	*A*
	T	624	628	101	0.4	*A*
	Subtotal	656	661	101	0.5	*A*
EB	L	179	183	102	10.3	*B*
	Subtotal	***179***	***183***	***102***	***10.3***	***B***
Total		836	844	101	2.6	*A*

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.1	0.1	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	3.1	0.9	1.0	3.5	0.8	3.3	3.3	2.0	1.4
Total Delay (hr)	3.1	0.8	0.1	0.4	2.3	2.4	0.3	2.2	0.2	2.7	1.5	0.2
Total Del/Veh (s)	60.9	36.6	37.6	67.7	103.5	45.2	52.1	68.0	40.0	67.6	51.8	6.0
Vehicles Entered	170	72	12	18	70	179	18	107	19	132	92	109
Vehicles Exited	169	71	12	18	70	173	19	104	19	130	93	108
Hourly Exit Rate	676	284	48	72	280	692	76	416	76	520	372	432
Input Volume	695	304	45	82	277	694	74	429	74	537	370	446
% of Volume	97	93	107	88	101	100	103	97	103	97	101	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.3
Total Delay (hr)	16.2
Total Del/Veh (s)	54.1
Vehicles Entered	998
Vehicles Exited	986
Hourly Exit Rate	3944
Input Volume	4027
% of Volume	98

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	2.9	0.8	0.8	3.4	0.8	3.1	3.5	1.9	1.9
Total Delay (hr)	3.6	0.9	0.1	0.4	2.1	2.4	0.3	2.1	0.2	3.7	1.7	0.3
Total Del/Veh (s)	68.3	39.3	38.1	63.3	95.7	45.7	50.2	62.7	35.5	86.4	63.9	7.8
Vehicles Entered	173	74	13	21	69	176	18	108	18	139	88	117
Vehicles Exited	169	72	12	21	70	178	18	110	18	136	87	116
Hourly Exit Rate	676	288	48	84	280	712	72	440	72	544	348	464
Input Volume	695	304	45	82	277	694	74	429	74	537	370	446
% of Volume	97	95	107	102	101	103	97	103	97	101	94	104

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.4
Denied Del/Veh (s)	1.3
Total Delay (hr)	17.7
Total Del/Veh (s)	57.9
Vehicles Entered	1014
Vehicles Exited	1007
Hourly Exit Rate	4028
Input Volume	4027
% of Volume	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.1	0.2
Denied Del/Veh (s)	0.1	0.0	0.0	2.5	0.6	0.6	3.1	0.8	3.3	6.9	5.1	5.7
Total Delay (hr)	3.8	0.9	0.1	0.5	2.8	2.2	0.3	2.4	0.2	3.9	2.1	0.3
Total Del/Veh (s)	67.2	38.8	33.6	76.1	114.6	41.0	61.2	68.5	37.0	90.8	67.7	8.7
Vehicles Entered	185	78	14	20	77	181	19	116	19	134	100	117
Vehicles Exited	180	80	14	19	73	180	19	115	19	132	99	118
Hourly Exit Rate	720	320	56	76	292	720	76	460	76	528	396	472
Input Volume	734	321	48	86	293	733	78	453	78	568	391	471
% of Volume	98	100	117	88	100	98	97	102	97	93	101	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.7
Denied Del/Veh (s)	2.4
Total Delay (hr)	19.4
Total Del/Veh (s)	60.4
Vehicles Entered	1060
Vehicles Exited	1048
Hourly Exit Rate	4192
Input Volume	4254
% of Volume	99

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3	0.2	0.2
Denied Del/Veh (s)	0.1	0.1	0.0	2.8	0.9	0.9	3.5	0.9	3.2	8.9	7.9	7.3
Total Delay (hr)	3.8	0.9	0.1	0.7	3.4	2.3	0.3	1.9	0.2	4.2	2.0	0.3
Total Del/Veh (s)	70.5	40.0	35.4	101.8	140.4	44.2	51.1	60.5	29.6	96.1	70.8	9.4
Vehicles Entered	171	76	11	22	72	174	18	102	18	135	92	116
Vehicles Exited	180	76	11	21	72	177	18	103	18	138	92	117
Hourly Exit Rate	720	304	44	84	288	708	72	412	72	552	368	468
Input Volume	695	304	45	82	277	694	74	429	74	537	370	446
% of Volume	104	100	98	102	104	102	97	96	97	103	99	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.9
Denied Del/Veh (s)	3.3
Total Delay (hr)	20.0
Total Del/Veh (s)	64.3
Vehicles Entered	1007
Vehicles Exited	1023
Hourly Exit Rate	4092
Input Volume	4027
% of Volume	102

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.1	0.1	0.2	0.1	0.1	0.1	0.9	0.4	0.5
Denied Del/Veh (s)	0.1	0.0	0.0	2.8	0.8	0.8	3.4	0.8	3.2	5.7	4.3	4.1
Total Delay (hr)	14.3	3.4	0.5	2.0	10.6	9.3	1.2	8.5	0.8	14.5	7.2	1.1
Total Del/Veh (s)	72.4	40.6	37.5	84.7	127.4	46.6	55.9	69.6	37.4	94.1	68.2	8.3
Vehicles Entered	698	300	49	81	288	710	73	432	74	540	372	459
Vehicles Exited	698	298	49	79	286	708	74	432	74	536	370	459
Hourly Exit Rate	698	298	49	79	286	708	74	432	74	536	370	459
Input Volume	705	308	46	83	281	704	75	435	75	545	375	452
% of Volume	99	97	107	95	102	101	99	99	99	98	99	101

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	2.4
Denied Del/Veh (s)	2.1
Total Delay (hr)	73.4
Total Del/Veh (s)	63.5
Vehicles Entered	4076
Vehicles Exited	4063
Hourly Exit Rate	4063
Input Volume	4084
% of Volume	99

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.5
Total Del/Veh (s)	3.2	3.4	4.0	2.2	3.1	2.4	1.8	5.0	3.2	5.2	3.6
Vehicles Entered	58	4	4	3	12	192	10	5	5	188	481
Vehicles Exited	57	4	4	3	12	192	10	5	4	188	479
Hourly Exit Rate	228	16	16	12	48	768	40	20	16	752	1916
Input Volume	241	16	16	11	48	785	41	16	20	761	1955
% of Volume	95	100	100	109	100	98	98	125	80	99	98

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.5
Total Del/Veh (s)	3.3	2.5	3.6	3.2	3.5	2.4	1.7	5.9	2.8	5.3	3.7
Vehicles Entered	62	4	3	2	11	194	10	4	5	195	490
Vehicles Exited	62	4	3	2	11	194	10	4	5	194	489
Hourly Exit Rate	248	16	12	8	44	776	40	16	20	776	1956
Input Volume	241	16	16	11	48	785	41	16	20	761	1955
% of Volume	103	100	75	73	92	99	98	100	100	102	100

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.5
Total Del/Veh (s)	3.2	3.4	3.7	2.7	3.2	2.4	1.8	6.4	3.2	5.2	3.7
Vehicles Entered	64	4	5	2	12	209	12	3	4	203	518
Vehicles Exited	64	4	5	2	12	208	12	3	4	201	515
Hourly Exit Rate	256	16	20	8	48	832	48	12	16	804	2060
Input Volume	254	17	17	11	51	828	44	17	21	804	2064
% of Volume	101	94	118	73	94	100	109	71	76	100	100

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.3	0.5
Total Del/Veh (s)	3.2	3.1	4.0	2.1	3.3	2.4	1.6	4.2	2.8	5.3	3.7
Vehicles Entered	55	6	4	3	14	197	10	5	6	197	497
Vehicles Exited	55	6	4	3	14	198	10	5	5	199	499
Hourly Exit Rate	220	24	16	12	56	792	40	20	20	796	1996
Input Volume	241	16	16	11	48	785	41	16	20	761	1955
% of Volume	91	150	100	109	117	101	98	125	100	105	102

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.0	0.0	0.5	0.0	0.0	0.0	1.2	2.1
Total Del/Veh (s)	3.2	3.1	3.6	2.5	3.3	2.4	1.7	5.5	3.0	5.3	3.7
Vehicles Entered	238	18	17	10	50	791	42	16	20	782	1984
Vehicles Exited	238	18	17	10	50	792	42	16	20	782	1985
Hourly Exit Rate	238	18	17	10	50	792	42	16	20	782	1985
Input Volume	244	16	16	11	49	796	42	16	20	772	1982
% of Volume	97	111	105	91	103	100	101	98	99	101	100

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	5.6	5.1	2.8	3.1	3.5
Vehicles Entered	62	3	168	36	269
Vehicles Exited	62	3	168	36	269
Hourly Exit Rate	248	12	672	144	1076
Input Volume	256	14	692	134	1096
% of Volume	97	86	97	107	98

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	5.5	4.0	2.7	3.1	3.4
Vehicles Entered	65	3	174	35	277
Vehicles Exited	65	3	173	35	276
Hourly Exit Rate	260	12	692	140	1104
Input Volume	256	14	692	134	1096
% of Volume	102	86	100	104	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	5.7	3.1	2.8	3.1	3.5
Vehicles Entered	68	4	184	35	291
Vehicles Exited	69	4	184	35	292
Hourly Exit Rate	276	16	736	140	1168
Input Volume	272	15	731	142	1160
% of Volume	101	107	101	99	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	6.3	3.8	2.7	3.0	3.5
Vehicles Entered	61	4	181	36	282
Vehicles Exited	61	4	181	36	282
Hourly Exit Rate	244	16	724	144	1128
Input Volume	256	14	692	134	1096
% of Volume	95	114	105	107	103

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.4	0.0	0.5	0.1	1.1
Total Del/Veh (s)	5.8	3.7	2.8	3.1	3.5
Vehicles Entered	257	15	707	142	1121
Vehicles Exited	256	14	705	142	1117
Hourly Exit Rate	256	14	705	142	1117
Input Volume	260	14	702	136	1112
% of Volume	98	98	100	104	100

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.0	1.3	0.3	0.0	3.4	4.0	2.7
Vehicles Entered	1	12	1	7	47	5	73
Vehicles Exited	1	12	1	7	46	6	73
Hourly Exit Rate	4	48	4	28	184	24	292
Input Volume	5	47	5	22	193	22	294
% of Volume	80	102	80	127	95	109	99

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.2	0.3	0.1	3.8	4.3	3.1
Vehicles Entered	1	11	1	6	50	6	75
Vehicles Exited	1	12	1	6	50	6	76
Hourly Exit Rate	4	48	4	24	200	24	304
Input Volume	5	47	5	22	193	22	294
% of Volume	80	102	80	109	104	109	103

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.4	1.2	0.4	0.1	3.3	4.3	2.7
Vehicles Entered	2	14	2	5	52	6	81
Vehicles Exited	2	14	2	5	52	6	81
Hourly Exit Rate	8	56	8	20	208	24	324
Input Volume	5	50	6	23	204	23	311
% of Volume	160	112	133	87	102	104	104

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.1	1.3	0.1	0.1	3.3	3.9	2.6
Vehicles Entered	1	13	2	7	48	4	75
Vehicles Exited	1	13	2	7	48	4	75
Hourly Exit Rate	4	52	8	28	192	16	300
Input Volume	5	47	5	22	193	22	294
% of Volume	80	111	160	127	99	73	102

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.2
Total Del/Veh (s)	0.3	1.3	0.3	0.1	3.5	4.3	2.8
Vehicles Entered	4	50	6	24	196	21	301
Vehicles Exited	4	50	6	25	196	21	302
Hourly Exit Rate	4	50	6	25	196	21	302
Input Volume	5	48	5	22	196	22	298
% of Volume	80	105	114	112	100	94	101

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.2	7.7	1.4
Vehicles Entered	182	35	217
Vehicles Exited	182	35	217
Hourly Exit Rate	728	140	868
Input Volume	737	146	883
% of Volume	99	96	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.1
Total Del/Veh (s)	0.2	7.9	1.3
Vehicles Entered	185	34	219
Vehicles Exited	184	34	218
Hourly Exit Rate	736	136	872
Input Volume	737	146	883
% of Volume	100	93	99

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBT	NEL	NET	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	7.8		1.4
Vehicles Entered	197	37	0	234
Vehicles Exited	198	37	0	235
Hourly Exit Rate	792	148	0	940
Input Volume	778	154	1	933
% of Volume	102	96	0	101

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBT	NEL	NET	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	9.5		1.7
Vehicles Entered	186	36	0	222
Vehicles Exited	186	37	0	223
Hourly Exit Rate	744	148	0	892
Input Volume	737	146	0	883
% of Volume	101	101		101

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBT	NEL	NET	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0		0.0
Total Delay (hr)	0.0	0.3	0.0	0.4
Total Del/Veh (s)	0.2	8.3		1.5
Vehicles Entered	750	143	0	893
Vehicles Exited	750	143	0	893
Hourly Exit Rate	750	143	0	893
Input Volume	747	148	0	896
% of Volume	100	97	0	100

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.9	5.4	1.6	0.4	0.2	1.3
Vehicles Entered	8	17	19	143	10	197
Vehicles Exited	8	17	19	143	10	197
Hourly Exit Rate	32	68	76	572	40	788
Input Volume	32	62	81	585	41	801
% of Volume	100	110	94	98	98	98

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	9.6	5.7	1.6	0.5	0.1	1.4
Vehicles Entered	8	16	20	147	9	200
Vehicles Exited	8	16	20	147	9	200
Hourly Exit Rate	32	64	80	588	36	800
Input Volume	32	62	81	585	41	801
% of Volume	100	103	99	101	88	100

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	10.0	4.9	1.6	0.5	0.2	1.3
Vehicles Entered	7	19	22	155	12	215
Vehicles Exited	7	18	22	155	11	213
Hourly Exit Rate	28	72	88	620	44	852
Input Volume	33	66	85	617	44	845
% of Volume	85	109	104	100	100	101

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	11.0	5.4	1.6	0.5	0.2	1.4
Vehicles Entered	8	16	20	154	11	209
Vehicles Exited	9	17	20	154	11	211
Hourly Exit Rate	36	68	80	616	44	844
Input Volume	32	62	81	585	41	801
% of Volume	112	110	99	105	107	105

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.1	0.0	0.3
Total Del/Veh (s)	10.8	5.3	1.6	0.5	0.2	1.4
Vehicles Entered	32	69	81	598	41	821
Vehicles Exited	32	68	81	598	41	820
Hourly Exit Rate	32	68	81	598	41	820
Input Volume	32	63	82	593	42	812
% of Volume	99	108	99	101	98	101

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.3	3.7	0.6
Vehicles Entered	171	29	11	211
Vehicles Exited	171	29	11	211
Hourly Exit Rate	684	116	44	844
Input Volume	688	104	48	840
% of Volume	99	112	92	100

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	4.7	0.6
Vehicles Entered	176	26	9	211
Vehicles Exited	176	26	9	211
Hourly Exit Rate	704	104	36	844
Input Volume	688	104	48	840
% of Volume	102	100	75	100

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.4	4.5	0.7
Vehicles Entered	183	25	13	221
Vehicles Exited	183	25	14	222
Hourly Exit Rate	732	100	56	888
Input Volume	727	109	51	887
% of Volume	101	92	110	100

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.4	0.3	4.3	0.6
Vehicles Entered	173	28	13	214
Vehicles Exited	173	28	13	214
Hourly Exit Rate	692	112	52	856
Input Volume	688	104	48	840
% of Volume	101	108	108	102

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.1	0.1
Total Del/Veh (s)	0.4	0.4	4.4	0.6
Vehicles Entered	704	107	46	857
Vehicles Exited	704	107	46	857
Hourly Exit Rate	704	107	46	857
Input Volume	698	105	49	852
% of Volume	101	102	94	101

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.4	0.2	8.4	1.1
Vehicles Entered	145	24	16	185
Vehicles Exited	145	24	16	185
Hourly Exit Rate	580	96	64	740
Input Volume	580	99	67	746
% of Volume	100	97	96	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.2	8.9	1.1
Vehicles Entered	148	24	18	190
Vehicles Exited	148	24	18	190
Hourly Exit Rate	592	96	72	760
Input Volume	580	99	67	746
% of Volume	102	97	107	102

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.2	9.0	1.1
Vehicles Entered	154	26	18	198
Vehicles Exited	153	26	17	196
Hourly Exit Rate	612	104	68	784
Input Volume	613	104	71	788
% of Volume	100	100	96	99

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.3	0.2	7.4	1.1
Vehicles Entered	144	28	19	191
Vehicles Exited	144	28	19	191
Hourly Exit Rate	576	112	76	764
Input Volume	580	99	67	746
% of Volume	99	113	113	102

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.2	0.2
Total Del/Veh (s)	0.3	0.2	8.7	1.1
Vehicles Entered	590	102	70	762
Vehicles Exited	590	102	70	762
Hourly Exit Rate	590	102	70	762
Input Volume	588	100	68	756
% of Volume	100	102	103	101

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.5	1.0	0.6	2.1
Vehicles Entered	45	110	50	205
Vehicles Exited	45	110	49	204
Hourly Exit Rate	180	440	196	816
Input Volume	191	437	209	837
% of Volume	94	101	94	97

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.8	1.1	0.6	2.3
Vehicles Entered	49	111	52	212
Vehicles Exited	49	111	53	213
Hourly Exit Rate	196	444	212	852
Input Volume	191	437	209	837
% of Volume	103	102	101	102

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	7.2	1.1	0.6	2.4
Vehicles Entered	51	117	56	224
Vehicles Exited	51	116	56	223
Hourly Exit Rate	204	464	224	892
Input Volume	202	461	222	885
% of Volume	101	101	101	101

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.6	1.0	0.7	2.1
Vehicles Entered	44	113	57	214
Vehicles Exited	44	112	58	214
Hourly Exit Rate	176	448	232	856
Input Volume	191	437	209	837
% of Volume	92	103	111	102

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.4	0.1	0.0	0.5
Total Del/Veh (s)	6.9	1.1	0.6	2.3
Vehicles Entered	190	450	216	856
Vehicles Exited	190	449	216	855
Hourly Exit Rate	190	449	216	855
Input Volume	194	443	212	849
% of Volume	98	101	102	101

10: NE E Access & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	1.6	0.4	3.8	1.3
Vehicles Entered	53	16	20	12	101
Vehicles Exited	53	16	20	12	101
Hourly Exit Rate	212	64	80	48	404
Input Volume	220	59	75	50	404
% of Volume	96	108	107	96	100

10: NE E Access & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.0	1.6	0.5	5.2	1.5
Vehicles Entered	56	15	19	12	102
Vehicles Exited	56	15	19	12	102
Hourly Exit Rate	224	60	76	48	408
Input Volume	220	59	75	50	404
% of Volume	102	102	101	96	101

10: NE E Access & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.6	1.6	0.6	3.8	1.2
Vehicles Entered	59	15	20	14	108
Vehicles Exited	58	15	20	14	107
Hourly Exit Rate	232	60	80	56	428
Input Volume	233	63	78	53	427
% of Volume	100	95	103	106	100

10: NE E Access & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.8	1.3	0.4	3.6	1.1
Vehicles Entered	53	14	21	11	99
Vehicles Exited	53	14	21	12	100
Hourly Exit Rate	212	56	84	48	400
Input Volume	220	59	75	50	404
% of Volume	96	95	112	96	99

10: NE E Access & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	1.6	0.5	4.1	1.3
Vehicles Entered	222	60	81	50	413
Vehicles Exited	221	60	80	50	411
Hourly Exit Rate	221	60	80	50	411
Input Volume	223	60	76	51	410
% of Volume	99	100	106	99	100

15: Empire Ave & East D Access Performance by movement Interval #1 4:30

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Vehicles Entered	217	217
Vehicles Exited	217	217
Hourly Exit Rate	868	868
Input Volume	883	883
% of Volume	98	98

15: Empire Ave & East D Access Performance by movement Interval #2 4:45

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	0.9	0.9
Vehicles Entered	218	218
Vehicles Exited	217	217
Hourly Exit Rate	868	868
Input Volume	883	883
% of Volume	98	98

15: Empire Ave & East D Access Performance by movement Interval #3 5:00

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Vehicles Entered	235	235
Vehicles Exited	236	236
Hourly Exit Rate	944	944
Input Volume	932	932
% of Volume	101	101

15: Empire Ave & East D Access Performance by movement Interval #4 5:15

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.1	0.1
Total Del/Veh (s)	1.0	1.0
Vehicles Entered	223	223
Vehicles Exited	224	224
Hourly Exit Rate	896	896
Input Volume	883	883
% of Volume	101	101

15: Empire Ave & East D Access Performance by movement Entire Run

Movement	NBT	All
Denied Delay (hr)	0.0	0.0
Denied Del/Veh (s)	0.0	0.0
Total Delay (hr)	0.2	0.2
Total Del/Veh (s)	1.0	1.0
Vehicles Entered	893	893
Vehicles Exited	893	893
Hourly Exit Rate	893	893
Input Volume	895	895
% of Volume	100	100

16: Shadow Ridge Rd & North B Access Performance by movement Interval #1 4:30

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.4	0.3	1.4
Vehicles Entered	22	13	14	49
Vehicles Exited	22	13	14	49
Hourly Exit Rate	88	52	56	196
Input Volume	86	61	52	199
% of Volume	102	85	108	98

16: Shadow Ridge Rd & North B Access Performance by movement Interval #2 4:45

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.6	0.4	0.3	1.3
Vehicles Entered	20	15	14	49
Vehicles Exited	20	15	14	49
Hourly Exit Rate	80	60	56	196
Input Volume	86	61	52	199
% of Volume	93	98	108	98

16: Shadow Ridge Rd & North B Access Performance by movement Interval #3 5:00

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	2.8	0.4	0.3	1.4
Vehicles Entered	23	15	14	52
Vehicles Exited	23	15	14	52
Hourly Exit Rate	92	60	56	208
Input Volume	91	65	55	211
% of Volume	101	92	102	99

16: Shadow Ridge Rd & North B Access Performance by movement Interval #4 5:15

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	3.0	0.5	0.3	1.5
Vehicles Entered	22	15	13	50
Vehicles Exited	22	15	13	50
Hourly Exit Rate	88	60	52	200
Input Volume	86	61	52	199
% of Volume	102	98	100	101

16: Shadow Ridge Rd & North B Access Performance by movement Entire Run

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	2.8	0.5	0.3	1.4
Vehicles Entered	86	58	55	199
Vehicles Exited	86	58	55	199
Hourly Exit Rate	86	58	55	199
Input Volume	87	62	53	202
% of Volume	99	94	104	99

17: Manor Way & South B Access Performance by movement Interval #1 4:30

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.5	9.8	2.0
Vehicles Entered	17	138	30	185
Vehicles Exited	16	139	30	185
Hourly Exit Rate	64	556	120	740
Input Volume	65	564	115	744
% of Volume	98	99	104	99

17: Manor Way & South B Access Performance by movement Interval #2 4:45

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	9.7	1.9
Vehicles Entered	17	143	30	190
Vehicles Exited	17	143	29	189
Hourly Exit Rate	68	572	116	756
Input Volume	65	564	115	744
% of Volume	105	101	101	102

17: Manor Way & South B Access Performance by movement Interval #3 5:00

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.5	11.0	2.1
Vehicles Entered	18	150	30	198
Vehicles Exited	18	150	30	198
Hourly Exit Rate	72	600	120	792
Input Volume	69	595	122	786
% of Volume	104	101	98	101

17: Manor Way & South B Access Performance by movement Interval #4 5:15

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	9.5	2.0
Vehicles Entered	17	140	31	188
Vehicles Exited	17	141	30	188
Hourly Exit Rate	68	564	120	752
Input Volume	65	564	115	744
% of Volume	105	100	104	101

17: Manor Way & South B Access Performance by movement Entire Run

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.1	0.3	0.4
Total Del/Veh (s)	0.9	0.5	10.0	2.0
Vehicles Entered	68	572	120	760
Vehicles Exited	68	572	120	760
Hourly Exit Rate	68	572	120	760
Input Volume	66	572	117	754
% of Volume	103	100	103	101

18: Empire Ave & East B Access Performance by movement Interval #1 4:30

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.4	1.5	0.4	2.4
Vehicles Entered	45	7	154	206
Vehicles Exited	46	8	154	208
Hourly Exit Rate	184	32	616	832
Input Volume	177	32	615	824
% of Volume	104	100	100	101

18: Empire Ave & East B Access Performance by movement Interval #2 4:45

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.1	1.5	0.4	2.3
Vehicles Entered	45	9	157	211
Vehicles Exited	45	8	157	210
Hourly Exit Rate	180	32	628	840
Input Volume	177	32	615	824
% of Volume	102	100	102	102

18: Empire Ave & East B Access Performance by movement Interval #3 5:00

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	10.9	1.5	0.4	2.7
Vehicles Entered	46	9	162	217
Vehicles Exited	46	9	161	216
Hourly Exit Rate	184	36	644	864
Input Volume	186	33	652	871
% of Volume	99	109	99	99

18: Empire Ave & East B Access Performance by movement Interval #4 5:15

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	11.2	1.6	0.4	2.9
Vehicles Entered	46	8	155	209
Vehicles Exited	46	8	155	209
Hourly Exit Rate	184	32	620	836
Input Volume	177	32	615	824
% of Volume	104	100	101	101

18: Empire Ave & East B Access Performance by movement Entire Run

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.5	0.0	0.1	0.6
Total Del/Veh (s)	10.3	1.6	0.4	2.6
Vehicles Entered	183	33	628	844
Vehicles Exited	183	33	628	844
Hourly Exit Rate	183	33	628	844
Input Volume	179	32	624	836
% of Volume	102	102	101	101

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	0.4	0.4	0.7	0.9	2.4
Denied Del/Veh (s)	1.3	1.4	2.4	3.3	2.1
Total Delay (hr)	18.3	19.9	21.8	22.2	82.2
Total Del/Veh (s)	57.3	61.1	63.9	67.0	69.1
Vehicles Entered	1013	1024	1076	1022	4136
Vehicles Exited	1007	1017	1055	1039	4125
Hourly Exit Rate	4028	4068	4220	4156	4125
Input Volume	20689	20689	21858	20689	20981
% of Volume	19	20	19	20	20

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	365	381	289	252	579	594	154	365	290	482	677	259
Average Queue (ft)	280	292	216	119	389	414	69	262	211	404	419	133
95th Queue (ft)	407	412	314	294	742	810	164	402	329	567	866	555
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)	0	0			2	2					3	1
Queuing Penalty (veh)	0	0			0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	50			27	11	31	7	
Queuing Penalty (veh)				2	41			99	32	115	36	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	387	393	336	259	565	590	180	359	292	491	837	551
Average Queue (ft)	300	308	225	128	390	410	71	253	208	446	578	224
95th Queue (ft)	433	429	358	297	684	752	175	368	317	565	1138	794
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)		0			1	4					4	1
Queuing Penalty (veh)		0			0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	51			25	9	46	10	
Queuing Penalty (veh)				2	42			91	25	170	53	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	405	402	355	274	536	542	194	415	328	487	902	492
Average Queue (ft)	321	330	250	143	402	374	77	286	238	440	632	208
95th Queue (ft)	463	460	399	324	623	587	182	434	339	581	1180	782
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)	0	0	0								6	4
Queuing Penalty (veh)	1	1	0								0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)					65			32	11	47	13	
Queuing Penalty (veh)					56			121	32	182	75	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	415	410	337	275	638	580	116	320	290	498	916	565
Average Queue (ft)	331	337	231	168	492	421	61	233	196	452	689	358
95th Queue (ft)	476	466	368	347	816	802	134	328	295	569	1325	1115
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)	0	0			3	1					12	4
Queuing Penalty (veh)	1	0			0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	68		0	20	6	46	13	
Queuing Penalty (veh)				2	56		0	72	17	169	68	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	R
Maximum Queue (ft)	454	447	399	275	747	720	287	451	344	500	1102	878
Average Queue (ft)	308	317	231	139	418	405	69	259	213	435	579	231
95th Queue (ft)	449	445	363	318	728	747	165	389	323	575	1156	839
Link Distance (ft)	541	541	541		810	810		674			1136	1136
Upstream Blk Time (%)	0	0	0		1	2					6	3
Queuing Penalty (veh)	1	0	0		0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	59		0	26	9	42	11	
Queuing Penalty (veh)				1	49		0	96	26	159	58	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	56	29	52	40	40
Average Queue (ft)	29	7	31	8	10
95th Queue (ft)	58	29	58	33	37
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			0	0	
Queuing Penalty (veh)			2	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	54	28	54	31	28
Average Queue (ft)	27	7	33	7	8
95th Queue (ft)	62	28	60	28	29
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			4	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	48	30	57	35	28
Average Queue (ft)	26	9	37	8	8
95th Queue (ft)	52	32	63	34	28
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			3	1	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	48	30	58	32	38
Average Queue (ft)	25	8	34	8	14
95th Queue (ft)	52	30	62	30	42
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			3	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB
Directions Served	LT	TR	LT	TR	LR
Maximum Queue (ft)	68	33	63	49	49
Average Queue (ft)	27	8	34	8	10
95th Queue (ft)	56	30	61	31	35
Link Distance (ft)	182	253	58	58	541
Upstream Blk Time (%)			1	0	
Queuing Penalty (veh)			3	0	
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	73	76	58
Average Queue (ft)	50	39	22
95th Queue (ft)	80	80	68
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	73	70	54
Average Queue (ft)	53	33	19
95th Queue (ft)	82	80	57
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	9		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	75	76	62
Average Queue (ft)	52	41	23
95th Queue (ft)	76	81	65
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	7		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	73	86	70
Average Queue (ft)	53	37	20
95th Queue (ft)	81	88	67
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	9		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	78	102	97
Average Queue (ft)	52	38	21
95th Queue (ft)	80	83	65
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #1

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	66	31
Average Queue (ft)	47	15
95th Queue (ft)	73	40
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #2

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	75	31
Average Queue (ft)	50	16
95th Queue (ft)	85	40
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #3

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	68	29
Average Queue (ft)	47	15
95th Queue (ft)	70	38
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #4

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	64	29
Average Queue (ft)	1	44	14
95th Queue (ft)	9	66	37
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, All Intervals

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	88	33
Average Queue (ft)	0	47	15
95th Queue (ft)	4	74	39
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NE
Directions Served	L
Maximum Queue (ft)	75
Average Queue (ft)	46
95th Queue (ft)	77
Link Distance (ft)	104
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NE
Directions Served	L
Maximum Queue (ft)	80
Average Queue (ft)	46
95th Queue (ft)	77
Link Distance (ft)	104
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NE
Directions Served	L
Maximum Queue (ft)	83
Average Queue (ft)	49
95th Queue (ft)	85
Link Distance (ft)	104
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NE
Directions Served	L
Maximum Queue (ft)	78
Average Queue (ft)	51
95th Queue (ft)	89
Link Distance (ft)	104
Upstream Blk Time (%)	1
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NE
Directions Served	L
Maximum Queue (ft)	99
Average Queue (ft)	48
95th Queue (ft)	82
Link Distance (ft)	104
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #1

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	3
Average Queue (ft)	39	0
95th Queue (ft)	71	6
Link Distance (ft)	218	216
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	63	10	3
Average Queue (ft)	38	1	0
95th Queue (ft)	61	12	7
Link Distance (ft)	218	216	216
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #3

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	66	6
Average Queue (ft)	39	1
95th Queue (ft)	64	8
Link Distance (ft)	218	216
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #4

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	65	6
Average Queue (ft)	38	2
95th Queue (ft)	63	12
Link Distance (ft)	218	216
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	81	19	3
Average Queue (ft)	38	1	0
95th Queue (ft)	65	10	3
Link Distance (ft)	218	216	216
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	44
Average Queue (ft)	0	23
95th Queue (ft)	5	49
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	38
Average Queue (ft)	0	20
95th Queue (ft)	5	45
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	42
Average Queue (ft)	0	26
95th Queue (ft)	0	49
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	SW
Directions Served	R
Maximum Queue (ft)	44
Average Queue (ft)	27
95th Queue (ft)	50
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	7	56
Average Queue (ft)	0	24
95th Queue (ft)	4	49
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	EB	NB
Directions Served	L	R	T
Maximum Queue (ft)	11	5	51
Average Queue (ft)	2	1	34
95th Queue (ft)	14	10	57
Link Distance (ft)	23	23	513
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	L	T
Maximum Queue (ft)	7	66
Average Queue (ft)	1	36
95th Queue (ft)	11	67
Link Distance (ft)	23	513
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	NB
Directions Served	T
Maximum Queue (ft)	56
Average Queue (ft)	35
95th Queue (ft)	61
Link Distance (ft)	513
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	NB
Directions Served	T
Maximum Queue (ft)	53
Average Queue (ft)	35
95th Queue (ft)	54
Link Distance (ft)	513
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	EB	NB
Directions Served	L	R	T
Maximum Queue (ft)	17	5	71
Average Queue (ft)	1	0	35
95th Queue (ft)	9	5	60
Link Distance (ft)	23	23	513
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	84	5
Average Queue (ft)	54	1
95th Queue (ft)	88	10
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	92	12
Average Queue (ft)	53	2
95th Queue (ft)	87	12
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	98	16
Average Queue (ft)	56	3
95th Queue (ft)	100	15
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	75	4
Average Queue (ft)	52	1
95th Queue (ft)	83	8
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	NB	SB
Directions Served	R	L
Maximum Queue (ft)	115	19
Average Queue (ft)	53	2
95th Queue (ft)	90	12
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: NE E Access & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	35	31	46
Average Queue (ft)	9	9	28
95th Queue (ft)	40	32	53
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	1		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	38	32	48
Average Queue (ft)	13	9	27
95th Queue (ft)	51	34	56
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	2	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	33	33	46
Average Queue (ft)	5	9	27
95th Queue (ft)	28	32	46
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	35	28	38
Average Queue (ft)	8	6	24
95th Queue (ft)	36	27	45
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	60	35	60
Average Queue (ft)	9	8	26
95th Queue (ft)	40	32	51
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	1	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #1

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	11	34
Average Queue (ft)	2	6
95th Queue (ft)	14	31
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Empire Ave & East D Access, Interval #2

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	14	15
Average Queue (ft)	2	4
95th Queue (ft)	15	25
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Empire Ave & East D Access, Interval #3

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	11	41
Average Queue (ft)	2	7
95th Queue (ft)	16	43
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Empire Ave & East D Access, Interval #4

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	22	21
Average Queue (ft)	3	3
95th Queue (ft)	24	21
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 15: Empire Ave & East D Access, All Intervals

Movement	NB	NB
Directions Served	LT	T
Maximum Queue (ft)	41	56
Average Queue (ft)	2	5
95th Queue (ft)	18	31
Link Distance (ft)	474	474
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #1

Movement	NW
Directions Served	R
Maximum Queue (ft)	44
Average Queue (ft)	27
95th Queue (ft)	46
Link Distance (ft)	151
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #2

Movement	NW
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	26
95th Queue (ft)	48
Link Distance (ft)	151
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #3

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	47	3
Average Queue (ft)	27	0
95th Queue (ft)	46	6
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #4

Movement	NW
Directions Served	R
Maximum Queue (ft)	50
Average Queue (ft)	27
95th Queue (ft)	49
Link Distance (ft)	151
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 16: Shadow Ridge Rd & North B Access, All Intervals

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	62	3
Average Queue (ft)	27	0
95th Queue (ft)	47	3
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #1

Movement	SB
Directions Served	L
Maximum Queue (ft)	77
Average Queue (ft)	48
95th Queue (ft)	84
Link Distance (ft)	171
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Manor Way & South B Access, Interval #2

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	3	70
Average Queue (ft)	0	44
95th Queue (ft)	7	75
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #3

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	6	74
Average Queue (ft)	0	44
95th Queue (ft)	0	79
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #4

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	4	79
Average Queue (ft)	1	46
95th Queue (ft)	7	82
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, All Intervals

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	13	101
Average Queue (ft)	0	45
95th Queue (ft)	5	80
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & East B Access, Interval #1

Movement	EB
Directions Served	L
Maximum Queue (ft)	104
Average Queue (ft)	61
95th Queue (ft)	103
Link Distance (ft)	141
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #2

Movement	EB
Directions Served	L
Maximum Queue (ft)	90
Average Queue (ft)	55
95th Queue (ft)	90
Link Distance (ft)	141
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #3

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	98	10	7
Average Queue (ft)	61	1	1
95th Queue (ft)	105	20	16
Link Distance (ft)	141	203	203
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & East B Access, Interval #4

Movement	EB
Directions Served	L
Maximum Queue (ft)	109
Average Queue (ft)	65
95th Queue (ft)	114
Link Distance (ft)	141
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, All Intervals

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	128	10	7
Average Queue (ft)	60	0	0
95th Queue (ft)	104	10	8
Link Distance (ft)	141	203	203
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 337
Network wide Queuing Penalty, Interval #2: 398
Network wide Queuing Penalty, Interval #3: 479
Network wide Queuing Penalty, Interval #4: 399
Network wide Queuing Penalty, All Intervals: 403

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	43	40	92	98.2	*F*
	T	509	491	96	122.2	*F*
	R	88	93	106	100.3	*F*
	Subtotal	640	624	98	117.4	*F*
SB	L	638	623	98	53.4	*D*
	T	467	466	100	41.8	*D*
	R	447	464	104	9.5	*A*
	Subtotal	1,552	1,553	100	36.8	*D*
EB	L	778	782	100	62.6	*E*
	T	340	333	98	39.7	*D*
	R	44	43	97	35.3	*D*
	Subtotal	1,162	1,158	100	55.0	*D*
WB	L	97	88	91	93.3	*F*
	T	294	259	88	177.7	*F*
	R	824	700	85	153.6	*F*
	Subtotal	1,215	1,047	86	154.5	*F*
Total		4,570	4,382	96	82.1	*F*

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	49	52	106	5.7	*A*
	T	738	729	99	4.4	*A*
	R	21	23	110	3.8	*A*
	Subtotal	808	804	100	4.5	*A*
SB	L	19	16	84	11.8	*B*
	T	530	507	96	10.4	*B*
	R	236	240	102	4.5	*A*
	Subtotal	785	763	97	8.6	*A*
EB	L	399	394	99	25.8	*D*
	T	64	65	102	25.0	*C*
	R	30	30	99	24.6	*C*
	Subtotal	493	489	99	25.6	*D*
WB	L	15	12	80	8.1	*A*
	T	19	20	105	9.5	*A*
	R	13	14	108	3.3	*A*
	Subtotal	47	46	98	7.2	*A*
Total		2,132	2,102	99	11.0	*B*

HALES ENGINEERING
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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	19	18	95	17.1	*C*
	R	473	471	100	16.4	*C*
	Subtotal	***492***	***489***	***99***	***16.4***	***C***
EB	T	20	20	100	1.6	*A*
	R	13	15	115	0.5	*A*
	Subtotal	33	35	106	1.1	*A*
WB	L	291	297	102	2.4	*A*
	T	13	14	108	0.6	*A*
	Subtotal	304	311	102	2.3	*A*
Total		829	835	101	10.5	*B*

Intersection: Silver King Dr & Three Kings Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	25	27	107	3.8	*A*
	Subtotal	***25***	***27***	***108***	***3.8***	***A***
EB	T	6	5	83	0.0	*A*
	Subtotal	6	5	83	0.0	*A*
WB	T	8	8	103	0.5	*A*
	R	25	24	95	0.5	*A*
	Subtotal	33	32	97	0.5	*A*
Total		64	64	100	1.9	*A*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	62	58	93	6.3	*A*
	T	790	785	99	2.0	*A*
	Subtotal	852	843	99	2.3	*A*
SB	T	308	292	95	3.1	*A*
	R	243	234	96	2.5	*A*
	Subtotal	551	526	95	2.8	*A*
NE	L	6	6	100	34.0	*D*
	T	1	1	100	0.9	*A*
	R	6	6	100	4.8	*A*
	Subtotal	***13***	***13***	***100***	***18.0***	***C***
Total		1,416	1,382	98	2.6	*A*

Intersection: Lowell Ave & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	T	268	251	94	0.7	*A*
	R	25	29	115	0.4	*A*
	R2	13	13	100	0.3	*A*
	Subtotal	306	293	96	0.7	*A*
EB	L2	49	46	93	10.5	*B*
	R	62	61	98	6.9	*A*
	Subtotal	***111***	***107***	***96***	***8.4***	***A***
SE	L	13	13	100	9.9	*A*
	T	135	134	99	0.2	*A*
	R	131	135	103	9.3	*A*
	R2	25	31	123	7.5	*A*
Total		722	713	99	3.8	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	636	631	99	1.6	*A*
	R	106	113	107	1.2	*A*
	Subtotal	742	744	100	1.5	*A*
SB	L	37	36	97	8.7	*A*
	T	289	272	94	1.9	*A*
	Subtotal	326	308	94	2.7	*A*
SW	L	46	46	99	25.5	*D*
	R	55	55	100	13.8	*B*
	Subtotal	***101***	***101***	***100***	***19.1***	***C***
Total		1,170	1,153	99	3.4	*A*

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	13	13	100	2.8	*A*
	T	68	71	104	0.5	*A*
	Subtotal	81	84	104	0.9	*A*
SB	T	179	169	94	0.8	*A*
	R	156	149	96	0.7	*A*
	Subtotal	335	318	95	0.8	*A*
EB	L	639	635	99	13.0	*B*
	R	25	26	103	11.1	*B*
	Subtotal	***664***	***661***	***100***	***12.9***	***B***
Total		1,081	1,063	98	8.4	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Background*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Manor Way
Type: All-way Stop Controlled

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	227	234	103	8.8	*A*
	Subtotal	227	234	103	8.8	*A*
SB	L	436	425	97	15.5	*C*
	T	80	77	97	15.2	*C*
	Subtotal	516	502	97	15.5	*C*
WB	L	168	160	95	5.5	*A*
	T	1	2	200	0.2	*A*
	Subtotal	169	162	96	5.4	*A*
Total		912	898	99	11.9	*B*

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.3	0.9	2.4	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.1	0.0	0.0	40.5	43.1	41.4	4.4	2.6	5.1	0.9	1.0	2.5
Total Delay (hr)	3.6	0.9	0.1	0.4	3.4	6.6	0.2	3.6	0.5	2.3	1.4	0.3
Total Del/Veh (s)	60.4	37.5	29.4	70.1	147.7	113.3	81.3	94.1	81.2	50.4	39.9	9.3
Vehicles Entered	193	82	10	21	68	187	10	126	23	152	118	117
Vehicles Exited	188	84	11	20	66	178	10	120	22	153	117	116
Hourly Exit Rate	752	336	44	80	264	712	40	480	88	612	468	464
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	97	99	100	83	90	87	93	95	101	97	101	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	3.8
Denied Del/Veh (s)	12.1
Total Delay (hr)	23.4
Total Del/Veh (s)	69.6
Vehicles Entered	1107
Vehicles Exited	1085
Hourly Exit Rate	4340
Input Volume	4539
% of Volume	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.0	2.8	8.0	0.0	0.1	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	135.9	130.8	129.7	3.9	1.9	4.5	1.0	1.2	2.6
Total Delay (hr)	3.6	0.9	0.1	0.6	3.7	8.1	0.3	4.0	0.6	2.3	1.3	0.3
Total Del/Veh (s)	57.1	35.3	34.6	94.9	168.0	138.3	82.7	106.4	83.2	51.0	40.2	9.9
Vehicles Entered	197	83	12	21	62	178	10	119	22	158	113	114
Vehicles Exited	200	82	12	22	65	174	9	120	22	158	114	116
Hourly Exit Rate	800	328	48	88	260	696	36	480	88	632	456	464
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	103	97	109	92	89	85	84	95	101	100	98	105

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	12.2
Denied Del/Veh (s)	37.8
Total Delay (hr)	25.9
Total Del/Veh (s)	76.6
Vehicles Entered	1089
Vehicles Exited	1094
Hourly Exit Rate	4376
Input Volume	4539
% of Volume	96

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	2.1	6.1	15.6	0.0	0.2	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.0	219.5	230.1	225.1	10.1	5.3	7.3	1.0	1.1	2.4
Total Delay (hr)	3.4	1.0	0.1	0.6	3.2	8.3	0.3	4.9	0.9	2.4	1.4	0.3
Total Del/Veh (s)	55.6	38.2	35.1	79.7	142.5	143.9	94.4	118.6	112.3	52.4	39.4	8.6
Vehicles Entered	197	83	10	24	66	171	11	130	26	160	119	119
Vehicles Exited	200	83	10	22	62	172	10	124	25	156	116	119
Hourly Exit Rate	800	332	40	88	248	688	40	496	100	624	464	476
Input Volume	794	347	45	99	300	841	44	519	90	651	477	456
% of Volume	101	96	89	89	83	82	91	96	111	96	97	104

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	24.3
Denied Del/Veh (s)	70.7
Total Delay (hr)	26.7
Total Del/Veh (s)	77.7
Vehicles Entered	1116
Vehicles Exited	1099
Hourly Exit Rate	4396
Input Volume	4663
% of Volume	94

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	2.9	8.3	23.2	0.0	0.4	0.1	0.0	0.0	0.1
Denied Del/Veh (s)	0.0	0.1	0.0	295.1	297.6	293.5	10.2	11.8	15.0	0.9	1.1	2.5
Total Delay (hr)	3.3	1.0	0.1	0.7	3.5	8.4	0.3	4.9	0.7	2.4	1.4	0.3
Total Del/Veh (s)	56.7	39.1	33.1	90.1	148.1	142.5	99.0	118.9	94.9	50.7	41.4	9.3
Vehicles Entered	189	84	10	23	67	176	10	125	25	155	116	113
Vehicles Exited	194	84	10	25	66	176	10	126	23	156	118	113
Hourly Exit Rate	776	336	40	100	264	704	40	504	92	624	472	452
Input Volume	773	338	44	96	292	818	43	506	87	634	464	444
% of Volume	100	99	91	104	90	86	93	100	106	98	102	102

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	35.1
Denied Del/Veh (s)	101.2
Total Delay (hr)	27.0
Total Del/Veh (s)	78.8
Vehicles Entered	1093
Vehicles Exited	1101
Hourly Exit Rate	4404
Input Volume	4539
% of Volume	97

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	6.3	18.2	49.2	0.1	0.8	0.2	0.2	0.1	0.3
Denied Del/Veh (s)	0.1	0.0	0.0	226.1	220.1	215.6	7.4	5.4	8.1	1.0	1.1	2.5
Total Delay (hr)	13.9	3.8	0.4	2.3	13.7	31.5	1.1	17.4	2.7	9.4	5.5	1.2
Total Del/Veh (s)	62.6	39.7	35.3	93.3	177.7	153.6	98.2	122.2	100.3	53.4	41.8	9.5
Vehicles Entered	776	333	43	88	263	713	40	501	96	624	466	464
Vehicles Exited	782	333	43	88	259	700	40	491	93	623	466	464
Hourly Exit Rate	782	333	43	88	259	700	40	491	93	623	466	464
Input Volume	778	340	44	97	294	824	43	509	88	638	467	447
% of Volume	100	98	97	91	88	85	92	96	106	98	100	104

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	75.3
Denied Del/Veh (s)	59.5
Total Delay (hr)	102.9
Total Del/Veh (s)	82.1
Vehicles Entered	4407
Vehicles Exited	4382
Hourly Exit Rate	4382
Input Volume	4570
% of Volume	96

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.1	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.3	0.1
Total Del/Veh (s)	20.7	17.4	20.4	8.0	10.2	4.1	5.8	4.8	3.6	8.0	9.2	4.4
Vehicles Entered	97	14	7	4	5	3	14	184	6	3	127	61
Vehicles Exited	96	14	7	4	5	3	14	182	6	4	127	61
Hourly Exit Rate	384	56	28	16	20	12	56	728	24	16	508	244
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	97	88	93	107	105	92	114	99	114	84	97	104

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.4
Total Del/Veh (s)	9.5
Vehicles Entered	525
Vehicles Exited	523
Hourly Exit Rate	2092
Input Volume	2119
% of Volume	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.5	0.0	0.2	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.2	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	28.3	28.6	23.5	9.2	10.8	4.2	5.3	4.4	4.5	12.2	10.0	4.4
Vehicles Entered	100	19	8	3	4	4	12	184	6	4	128	58
Vehicles Exited	100	19	7	3	4	4	13	185	6	4	126	58
Hourly Exit Rate	400	76	28	12	16	16	52	740	24	16	504	232
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	101	119	93	80	84	123	106	101	114	84	96	99

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.8
Total Del/Veh (s)	11.7
Vehicles Entered	530
Vehicles Exited	529
Hourly Exit Rate	2116
Input Volume	2119
% of Volume	100

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	5.6	0.0	0.1	0.1	0.1	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	24.7	23.7	28.0	7.2	6.8	3.0	5.9	4.0	3.0	11.2	11.0	4.5
Vehicles Entered	102	16	8	3	6	3	12	181	5	4	126	61
Vehicles Exited	101	16	8	3	5	3	12	182	4	5	127	61
Hourly Exit Rate	404	64	32	12	20	12	48	728	16	20	508	244
Input Volume	407	64	31	15	19	13	50	753	21	19	540	241
% of Volume	99	100	103	80	105	92	96	97	76	105	94	101

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.2
Total Delay (hr)	1.6
Total Del/Veh (s)	10.9
Vehicles Entered	527
Vehicles Exited	527
Hourly Exit Rate	2108
Input Volume	2173
% of Volume	97

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	1.2	5.6	0.0	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.7	0.1	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.4	0.1
Total Del/Veh (s)	26.0	25.7	22.9	5.4	9.1	3.0	5.4	4.2	4.0	12.8	10.5	4.5
Vehicles Entered	96	16	8	3	6	4	13	181	6	4	126	60
Vehicles Exited	96	16	7	3	6	4	13	180	6	4	126	60
Hourly Exit Rate	384	64	28	12	24	16	52	720	24	16	504	240
Input Volume	396	64	30	15	19	13	49	733	21	19	526	234
% of Volume	97	100	93	80	126	123	106	98	114	84	96	103

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.4
Total Delay (hr)	1.6
Total Del/Veh (s)	10.9
Vehicles Entered	523
Vehicles Exited	521
Hourly Exit Rate	2084
Input Volume	2119
% of Volume	98

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	2.9	0.0	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay (hr)	2.9	0.5	0.2	0.0	0.1	0.0	0.1	0.9	0.0	0.1	1.5	0.3
Total Del/Veh (s)	25.8	25.0	24.6	8.1	9.5	3.3	5.7	4.4	3.8	11.8	10.4	4.5
Vehicles Entered	395	65	30	12	20	15	52	730	23	16	507	240
Vehicles Exited	394	65	30	12	20	14	52	729	23	16	507	240
Hourly Exit Rate	394	65	30	12	20	14	52	729	23	16	507	240
Input Volume	399	64	30	15	19	13	49	738	21	19	530	236
% of Volume	99	102	99	80	105	108	106	99	110	84	96	102

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	0.1
Denied Del/Veh (s)	0.2
Total Delay (hr)	6.5
Total Del/Veh (s)	11.0
Vehicles Entered	2105
Vehicles Exited	2102
Hourly Exit Rate	2102
Input Volume	2132
% of Volume	99

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.4	0.3	0.2
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.3	0.4
Total Del/Veh (s)	1.6	0.4	2.5	0.5	14.0	8.6	6.1
Vehicles Entered	5	3	76	4	5	113	206
Vehicles Exited	5	3	76	4	5	113	206
Hourly Exit Rate	20	12	304	16	20	452	824
Input Volume	20	13	289	13	19	470	824
% of Volume	100	92	105	123	105	96	100

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	4.6	1.9	1.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.7	0.7
Total Del/Veh (s)	1.9	0.3	2.3	0.6	17.6	18.5	12.2
Vehicles Entered	4	3	71	3	4	124	209
Vehicles Exited	4	4	71	3	4	123	209
Hourly Exit Rate	16	16	284	12	16	492	836
Input Volume	20	13	289	13	19	470	824
% of Volume	80	123	98	92	84	105	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.3	0.3
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.3	7.8	4.5
Total Delay (hr)	0.0	0.0	0.1	0.0	0.0	0.6	0.7
Total Del/Veh (s)	1.6	0.5	2.5	0.6	16.3	17.4	11.3
Vehicles Entered	4	5	74	4	5	121	213
Vehicles Exited	4	4	74	4	5	122	213
Hourly Exit Rate	16	16	296	16	20	488	852
Input Volume	20	13	297	13	19	483	845
% of Volume	80	123	100	123	105	101	101

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.1
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	1.9	2.0	1.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.6	0.7
Total Del/Veh (s)	1.5	0.5	2.3	0.6	17.1	18.8	11.7
Vehicles Entered	6	4	76	3	5	113	207
Vehicles Exited	6	4	76	3	5	113	207
Hourly Exit Rate	24	16	304	12	20	452	828
Input Volume	20	13	289	13	19	470	824
% of Volume	120	123	105	92	105	96	100

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	NBL	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.4	0.4
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	2.0	3.1	1.8
Total Delay (hr)	0.0	0.0	0.2	0.0	0.1	2.2	2.5
Total Del/Veh (s)	1.6	0.5	2.4	0.6	17.1	16.4	10.5
Vehicles Entered	19	15	297	14	18	470	833
Vehicles Exited	20	15	297	14	18	471	835
Hourly Exit Rate	20	15	297	14	18	471	835
Input Volume	20	13	291	13	19	473	829
% of Volume	100	115	102	108	95	100	101

4: Silver King Dr & Three Kings Dr Performance by movement Interval #1 4:30

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.5	0.5	3.9	1.8
Vehicles Entered	1	2	6	6	15
Vehicles Exited	1	2	6	6	15
Hourly Exit Rate	4	8	24	24	60
Input Volume	6	8	25	25	64
% of Volume	67	100	96	96	94

4: Silver King Dr & Three Kings Dr Performance by movement Interval #2 4:45

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.2	0.5	3.7	1.6
Vehicles Entered	2	2	6	6	16
Vehicles Exited	2	2	6	6	16
Hourly Exit Rate	8	8	24	24	64
Input Volume	6	8	25	25	64
% of Volume	133	100	96	96	100

4: Silver King Dr & Three Kings Dr Performance by movement Interval #3 5:00

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.4	3.8	1.9
Vehicles Entered	1	2	7	8	18
Vehicles Exited	1	2	7	8	18
Hourly Exit Rate	4	8	28	32	72
Input Volume	6	7	26	26	65
% of Volume	67	114	108	123	111

4: Silver King Dr & Three Kings Dr Performance by movement Interval #4 5:15

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.7	0.5	4.0	2.1
Vehicles Entered	2	2	6	8	18
Vehicles Exited	1	2	6	8	17
Hourly Exit Rate	4	8	24	32	68
Input Volume	6	8	25	25	64
% of Volume	67	100	96	128	106

4: Silver King Dr & Three Kings Dr Performance by movement Entire Run

Movement	EBT	WBT	WBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	0.0	0.5	0.5	3.8	1.9
Vehicles Entered	5	8	24	27	64
Vehicles Exited	5	8	24	27	64
Hourly Exit Rate	5	8	24	27	64
Input Volume	6	8	25	25	64
% of Volume	83	103	95	107	100

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.4	0.0	0.0	0.0		0.0	0.3
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	6.7	2.3	3.2	2.6	13.5		4.5	2.8
Vehicles Entered	15	199	73	60	2	0	1	350
Vehicles Exited	15	199	73	61	2	0	1	351
Hourly Exit Rate	60	796	292	244	8	0	4	1404
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	97	101	95	101	133	0	67	100

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	5.7	1.7	3.1	2.5	27.4		4.7	2.5
Vehicles Entered	14	197	73	58	2	0	1	345
Vehicles Exited	14	197	72	58	2	0	1	344
Hourly Exit Rate	56	788	288	232	8	0	4	1376
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	90	100	94	96	133	0	67	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.3
Total Del/Veh (s)	6.7	2.1	3.2	2.5	42.2		4.3	2.7
Vehicles Entered	16	195	74	60	1	0	2	348
Vehicles Exited	16	194	74	59	1	0	2	346
Hourly Exit Rate	64	776	296	236	4	0	8	1384
Input Volume	63	806	313	248	6	1	6	1443
% of Volume	102	96	95	95	67	0	133	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.0		0.0	0.2
Total Delay (hr)	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	6.0	1.7	3.0	2.4	40.0		5.4	2.5
Vehicles Entered	13	194	72	56	2	0	2	339
Vehicles Exited	13	195	72	56	2	0	2	340
Hourly Exit Rate	52	780	288	224	8	0	8	1360
Input Volume	62	785	306	241	6	1	6	1407
% of Volume	84	99	94	93	133	0	133	97

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBL	NBT	SBT	SBR	NEL	NET	NER	All
Denied Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.3	0.3	0.0	0.0	0.0	0.0	0.0	0.2
Total Delay (hr)	0.1	0.4	0.3	0.2	0.1	0.0	0.0	1.0
Total Del/Veh (s)	6.3	2.0	3.1	2.5	34.0	0.9	4.8	2.6
Vehicles Entered	58	785	292	233	6	1	6	1381
Vehicles Exited	58	785	292	234	6	1	6	1382
Hourly Exit Rate	58	785	292	234	6	1	6	1382
Input Volume	62	790	308	243	6	1	6	1416
% of Volume	93	99	95	96	100	100	100	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	10.6	7.1	0.7	0.4	0.4	8.3	0.2	10.0	7.7	3.9
Vehicles Entered	11	15	65	8	3	3	33	36	7	181
Vehicles Exited	11	15	65	8	3	3	34	35	6	180
Hourly Exit Rate	44	60	260	32	12	12	136	140	24	720
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	90	97	98	128	92	92	101	108	96	100

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	10.8	6.5	0.7	0.4	0.3	12.1	0.2	8.7	6.9	3.9
Vehicles Entered	11	16	61	8	4	3	31	32	9	175
Vehicles Exited	12	16	61	8	4	3	30	32	9	175
Hourly Exit Rate	48	64	244	32	16	12	120	128	36	700
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	98	103	92	128	123	92	90	98	144	98

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	11.0	6.8	0.7	0.3	0.2	10.5	0.2	8.2	5.7	3.6
Vehicles Entered	12	16	65	7	3	3	35	34	7	182
Vehicles Exited	12	16	64	7	3	3	35	34	7	181
Hourly Exit Rate	48	64	256	28	12	12	140	136	28	724
Input Volume	50	63	273	26	13	13	137	134	26	735
% of Volume	96	102	94	108	92	92	102	101	108	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	8.6	7.1	0.6	0.3	0.2	9.2	0.2	9.1	8.8	3.8
Vehicles Entered	12	15	60	6	3	4	34	34	8	176
Vehicles Exited	12	15	61	6	3	4	34	34	8	177
Hourly Exit Rate	48	60	244	24	12	16	136	136	32	708
Input Volume	49	62	266	25	13	13	134	130	25	717
% of Volume	98	97	92	96	92	123	101	105	128	99

6: Lowell Ave & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL2	EBR	SBT	SBR	SBR2	SEL	SET	SER	SER2	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.4	0.1	0.8
Total Del/Veh (s)	10.5	6.9	0.7	0.4	0.3	9.9	0.2	9.3	7.5	3.8
Vehicles Entered	46	61	251	29	13	13	133	135	31	712
Vehicles Exited	46	61	251	29	13	13	134	135	31	713
Hourly Exit Rate	46	61	251	29	13	13	134	135	31	713
Input Volume	49	62	268	25	13	13	135	131	25	722
% of Volume	93	98	94	115	100	100	99	103	123	99

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.2	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.3
Total Del/Veh (s)	1.7	1.2	9.1	2.6	23.6	11.7	3.3
Vehicles Entered	160	28	8	68	10	14	288
Vehicles Exited	160	27	8	69	9	14	287
Hourly Exit Rate	640	108	32	276	36	56	1148
Input Volume	632	105	37	287	46	55	1162
% of Volume	101	103	86	96	78	102	99

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.1	0.0	0.0	0.2	0.2	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	1.5	1.1	9.3	1.6	27.3	17.6	3.7
Vehicles Entered	158	26	9	67	13	15	288
Vehicles Exited	158	27	9	67	13	15	289
Hourly Exit Rate	632	108	36	268	52	60	1156
Input Volume	632	105	37	287	46	55	1162
% of Volume	100	103	97	93	113	109	99

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.1	0.3
Total Del/Veh (s)	1.6	1.1	8.0	1.5	26.4	15.3	3.3
Vehicles Entered	159	31	10	68	12	13	293
Vehicles Exited	159	31	10	68	12	13	293
Hourly Exit Rate	636	124	40	272	48	52	1172
Input Volume	649	108	38	295	47	56	1193
% of Volume	98	115	105	92	102	93	98

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.2	0.1	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1	0.0	0.2
Total Del/Veh (s)	1.5	1.2	7.3	1.9	22.1	10.1	3.0
Vehicles Entered	153	28	9	68	12	13	283
Vehicles Exited	154	28	8	69	12	13	284
Hourly Exit Rate	616	112	32	276	48	52	1136
Input Volume	632	105	37	287	46	55	1162
% of Volume	97	107	86	96	104	95	98

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SBL	SBT	SWL	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.2	0.2	0.1
Total Delay (hr)	0.3	0.0	0.1	0.1	0.3	0.2	1.1
Total Del/Veh (s)	1.6	1.2	8.7	1.9	25.5	13.8	3.4
Vehicles Entered	630	113	36	272	46	54	1151
Vehicles Exited	631	113	36	272	46	55	1153
Hourly Exit Rate	631	113	36	272	46	55	1153
Input Volume	636	106	37	289	46	55	1170
% of Volume	99	107	97	94	99	100	99

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.1	0.1	0.0	0.0	0.1
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.7
Total Del/Veh (s)	13.3	11.3	2.6	0.6	0.8	0.6	8.7
Vehicles Entered	161	6	4	17	42	36	266
Vehicles Exited	160	6	4	17	42	36	265
Hourly Exit Rate	640	24	16	68	168	144	1060
Input Volume	635	25	13	68	178	155	1074
% of Volume	101	96	123	100	94	93	99

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	1.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	12.3	10.5	2.5	0.3	0.7	0.7	8.0
Vehicles Entered	161	5	4	17	44	36	267
Vehicles Exited	161	6	4	16	44	36	267
Hourly Exit Rate	644	24	16	64	176	144	1068
Input Volume	635	25	13	68	178	155	1074
% of Volume	101	96	123	94	99	93	99

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.2	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	13.0	11.7	2.7	0.4	0.8	0.7	8.3
Vehicles Entered	158	7	2	22	42	38	269
Vehicles Exited	157	7	2	22	42	38	268
Hourly Exit Rate	628	28	8	88	168	152	1072
Input Volume	652	26	13	69	183	159	1102
% of Volume	96	108	62	128	92	96	97

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	0.6	0.0	0.0	0.0	0.0	0.0	0.6
Total Del/Veh (s)	12.4	10.8	2.8	0.5	0.8	0.7	8.0
Vehicles Entered	155	7	3	16	41	39	261
Vehicles Exited	157	7	3	16	41	40	264
Hourly Exit Rate	628	28	12	64	164	160	1056
Input Volume	635	25	13	68	178	155	1074
% of Volume	99	112	92	94	92	103	98

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.2	0.1	0.1	0.0	0.0	0.0
Total Delay (hr)	2.3	0.1	0.0	0.0	0.0	0.0	2.5
Total Del/Veh (s)	13.0	11.1	2.8	0.5	0.8	0.7	8.4
Vehicles Entered	635	26	13	71	170	148	1063
Vehicles Exited	635	26	13	71	169	149	1063
Hourly Exit Rate	635	26	13	71	169	149	1063
Input Volume	639	25	13	68	179	156	1081
% of Volume	99	103	100	104	94	96	98

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.2	0.0	0.1	0.1
Total Delay (hr)	0.1	0.0	0.1	0.4	0.1	0.7
Total Del/Veh (s)	5.5		8.7	13.8	12.0	10.9
Vehicles Entered	39	0	60	109	18	226
Vehicles Exited	39	0	60	107	18	224
Hourly Exit Rate	156	0	240	428	72	896
Input Volume	167	1	225	433	79	905
% of Volume	93	0	107	99	91	99

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.3	0.1	0.0	0.1
Total Delay (hr)	0.1	0.0	0.1	0.4	0.1	0.7
Total Del/Veh (s)	5.5		7.6	13.8	13.6	10.8
Vehicles Entered	40	0	59	104	20	223
Vehicles Exited	39	0	58	108	19	224
Hourly Exit Rate	156	0	232	432	76	896
Input Volume	167	1	225	433	79	905
% of Volume	93	0	103	100	96	99

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.3	0.4	0.5	0.3
Total Delay (hr)	0.1	0.0	0.2	0.5	0.1	0.8
Total Del/Veh (s)	5.2		8.7	16.8	16.0	12.5
Vehicles Entered	39	0	61	107	20	227
Vehicles Exited	39	0	61	104	20	224
Hourly Exit Rate	156	0	244	416	80	896
Input Volume	171	1	232	445	82	931
% of Volume	91	0	105	93	98	96

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.4	0.2	0.3
Total Delay (hr)	0.1	0.0	0.1	0.5	0.1	0.8
Total Del/Veh (s)	5.6	0.3	9.0	15.6	17.3	12.1
Vehicles Entered	42	1	55	104	19	221
Vehicles Exited	42	1	56	107	20	226
Hourly Exit Rate	168	4	224	428	80	904
Input Volume	167	1	225	433	79	905
% of Volume	101	400	100	99	101	100

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	WBL	WBT	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.2	0.2	0.2
Total Delay (hr)	0.2	0.0	0.6	1.8	0.3	3.0
Total Del/Veh (s)	5.5	0.2	8.8	15.5	15.2	11.9
Vehicles Entered	160	2	235	424	78	899
Vehicles Exited	160	2	234	425	77	898
Hourly Exit Rate	160	2	234	425	77	898
Input Volume	168	1	227	436	80	912
% of Volume	95	200	103	97	97	99

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	3.9	12.3	24.6	35.2	76.0
Denied Del/Veh (s)	11.8	36.7	68.6	98.4	57.6
Total Delay (hr)	27.9	31.0	31.8	32.0	122.8
Total Del/Veh (s)	76.2	83.7	84.0	85.1	92.7
Vehicles Entered	1153	1135	1172	1135	4593
Vehicles Exited	1120	1141	1150	1156	4568
Hourly Exit Rate	4480	4564	4600	4624	4568
Input Volume	17258	17258	17719	17258	17373
% of Volume	26	26	26	27	26

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	405	417	396	303	896	931	183	539	332	304	381	512
Average Queue (ft)	311	323	260	144	742	798	65	407	278	221	259	288
95th Queue (ft)	475	484	440	395	1194	1183	207	697	393	312	356	504
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	3	2	1		28	49		7				
Queuing Penalty (veh)	11	8	3		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					42			49	31	0	4	22
Queuing Penalty (veh)					40			187	91	1	13	98

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	98
95th Queue (ft)	330
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	405	420	367	307	960	974	237	519	339	319	446	503
Average Queue (ft)	324	338	241	181	949	956	97	426	284	230	287	295
95th Queue (ft)	446	456	392	453	980	977	307	731	410	322	469	590
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		49	82		6			0	0
Queuing Penalty (veh)	2	1	1		0	0		0			0	0
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					44			52	40	0	5	20
Queuing Penalty (veh)					42			201	117	1	17	90

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	240
Average Queue (ft)	115
95th Queue (ft)	354
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	406	420	374	222	972	975	238	606	347	357	393	500
Average Queue (ft)	306	317	237	133	954	956	81	517	326	240	280	298
95th Queue (ft)	419	431	404	367	970	975	256	782	394	376	414	503
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		53	83		11				
Queuing Penalty (veh)	1	1	0		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					33			67	54	2	8	22
Queuing Penalty (veh)					32			264	165	5	25	101

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	SB
Directions Served	R
Maximum Queue (ft)	270
Average Queue (ft)	115
95th Queue (ft)	355
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	408	418	404	350	970	969	226	612	343	327	383	518
Average Queue (ft)	308	324	257	159	954	954	77	489	311	228	273	318
95th Queue (ft)	434	443	406	414	971	968	249	787	401	332	385	518
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	0	0	0		50	85		18				
Queuing Penalty (veh)	1	2	0		0	0		0				
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					38			62	49	1	5	23
Queuing Penalty (veh)					36			238	146	2	15	104

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	128
95th Queue (ft)	372
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	456	476	454	399	982	986	312	639	350	395	506	659
Average Queue (ft)	312	325	249	154	900	916	80	460	300	230	275	300
95th Queue (ft)	445	455	412	409	1172	1139	257	759	407	337	411	533
Link Distance (ft)	499	499	499		936	936		673			1003	1003
Upstream Blk Time (%)	1	1	0		45	75		11			0	0
Queuing Penalty (veh)	4	3	1		0	0		0			0	0
Storage Bay Dist (ft)				300			200		200	300		
Storage Blk Time (%)					39			58	44	1	6	22
Queuing Penalty (veh)					38			222	130	2	18	98

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	300
Average Queue (ft)	114
95th Queue (ft)	353
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	200
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	208	44	62	70	201	34
Average Queue (ft)	135	22	39	29	97	5
95th Queue (ft)	233	51	73	85	218	28
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	3				0	
Queuing Penalty (veh)	17				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			1	1		
Queuing Penalty (veh)			2	5		

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	217	48	79	83	220	12
Average Queue (ft)	168	23	40	32	98	2
95th Queue (ft)	276	54	81	85	226	15
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	10				0	
Queuing Penalty (veh)	47				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			1	3		

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	212	42	56	55	204	40
Average Queue (ft)	152	23	36	25	106	8
95th Queue (ft)	262	51	63	60	222	41
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	8					
Queuing Penalty (veh)	38					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	224	45	66	72	197	22
Average Queue (ft)	152	21	40	29	92	4
95th Queue (ft)	270	52	70	71	197	25
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	9					
Queuing Penalty (veh)	42					
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	0		
Queuing Penalty (veh)			1	1		

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	LT	TR	LT	R
Maximum Queue (ft)	232	54	86	99	302	52
Average Queue (ft)	152	22	39	28	98	5
95th Queue (ft)	262	52	72	77	216	28
Link Distance (ft)	225	239	570		499	499
Upstream Blk Time (%)	7				0	
Queuing Penalty (veh)	36				0	
Storage Bay Dist (ft)				100		
Storage Blk Time (%)			0	1		
Queuing Penalty (veh)			1	2		

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	6	50	145
Average Queue (ft)	0	14	83
95th Queue (ft)	6	48	164
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	8	42	196
Average Queue (ft)	2	12	133
95th Queue (ft)	16	45	307
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	11	49	172
Average Queue (ft)	2	14	121
95th Queue (ft)	12	49	294
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	14	39	185
Average Queue (ft)	2	12	124
95th Queue (ft)	14	41	306
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	L	LR
Maximum Queue (ft)	20	63	236
Average Queue (ft)	2	13	116
95th Queue (ft)	13	46	276
Link Distance (ft)	198		715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	15
95th Queue (ft)	39
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	42
Average Queue (ft)	18
95th Queue (ft)	47
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #3

Movement	SB
Directions Served	LR
Maximum Queue (ft)	36
Average Queue (ft)	18
95th Queue (ft)	43
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, Interval #4

Movement	SB
Directions Served	LR
Maximum Queue (ft)	34
Average Queue (ft)	19
95th Queue (ft)	44
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 4: Silver King Dr & Three Kings Dr, All Intervals

Movement	SB
Directions Served	LR
Maximum Queue (ft)	46
Average Queue (ft)	17
95th Queue (ft)	44
Link Distance (ft)	365
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	146	38	26
Average Queue (ft)	74	7	8
95th Queue (ft)	170	66	29
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	135	12	33
Average Queue (ft)	60	3	11
95th Queue (ft)	153	18	36
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	2		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	160	15	31
Average Queue (ft)	69	3	10
95th Queue (ft)	162	15	34
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	1		
Queuing Penalty (veh)	4		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	142	13	40
Average Queue (ft)	59	2	14
95th Queue (ft)	156	14	44
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NB	SB	NE
Directions Served	LT	TR	LR
Maximum Queue (ft)	182	47	45
Average Queue (ft)	66	4	11
95th Queue (ft)	161	35	36
Link Distance (ft)	186	570	244
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	3		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #1

Movement	EB	SE
Directions Served	<LR	LR>
Maximum Queue (ft)	60	102
Average Queue (ft)	38	50
95th Queue (ft)	66	89
Link Distance (ft)	226	715
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #2

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	63	11	94
Average Queue (ft)	43	2	50
95th Queue (ft)	70	11	97
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #3

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	62	7	87
Average Queue (ft)	38	1	48
95th Queue (ft)	67	8	88
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, Interval #4

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	67	2	93
Average Queue (ft)	38	0	53
95th Queue (ft)	69	5	98
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SE
Directions Served	<LR	TR>	LR>
Maximum Queue (ft)	82	13	112
Average Queue (ft)	39	1	50
95th Queue (ft)	68	7	93
Link Distance (ft)	226	244	715
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	37	110	75
Average Queue (ft)	6	44	43
95th Queue (ft)	40	125	76
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		2	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	25	90	103
Average Queue (ft)	5	36	55
95th Queue (ft)	33	93	101
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	30	84	88
Average Queue (ft)	3	33	50
95th Queue (ft)	23	88	105
Link Distance (ft)	295	186	243
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	24	89	75
Average Queue (ft)	4	34	43
95th Queue (ft)	30	99	78
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	SB	SW
Directions Served	TR	LT	LR
Maximum Queue (ft)	71	136	121
Average Queue (ft)	5	37	48
95th Queue (ft)	32	103	92
Link Distance (ft)	295	186	243
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		1	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	152	23
Average Queue (ft)	130	5
95th Queue (ft)	189	27
Link Distance (ft)	154	523
Upstream Blk Time (%)	5	
Queuing Penalty (veh)	32	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	159	17	2
Average Queue (ft)	126	4	0
95th Queue (ft)	176	20	5
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	21		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	161	19	4
Average Queue (ft)	129	3	1
95th Queue (ft)	183	17	6
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	5		
Queuing Penalty (veh)	34		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	161	26	2
Average Queue (ft)	122	6	0
95th Queue (ft)	182	29	0
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	4		
Queuing Penalty (veh)	28		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	166	37	6
Average Queue (ft)	127	4	0
95th Queue (ft)	183	24	4
Link Distance (ft)	154	523	295
Upstream Blk Time (%)	4		
Queuing Penalty (veh)	29		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	69	115	196
Average Queue (ft)	42	67	113
95th Queue (ft)	70	121	195
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	66	98	194
Average Queue (ft)	43	63	116
95th Queue (ft)	69	107	223
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	62	123	244
Average Queue (ft)	42	67	126
95th Queue (ft)	67	114	269
Link Distance (ft)	154	550	487
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	71	112	215
Average Queue (ft)	43	60	123
95th Queue (ft)	67	108	254
Link Distance (ft)	154	550	487
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	91	153	306
Average Queue (ft)	43	64	120
95th Queue (ft)	68	113	238
Link Distance (ft)	154	550	487
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty, Interval #1: 513
Network wide Queuing Penalty, Interval #2: 545
Network wide Queuing Penalty, Interval #3: 671
Network wide Queuing Penalty, Interval #4: 621
Network wide Queuing Penalty, All Intervals: 588

HALES ENGINEERING
innovative transportation solutions

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Park Ave & Empire Ave/Deer Valley Dr
Type: Signalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	101	98	97	100.6	*F*
	T	509	512	101	124.2	*F*
	R	88	81	92	109.7	*F*
	Subtotal	698	691	99	119.2	*F*
SB	L	638	642	101	61.3	*E*
	T	439	442	101	50.2	*D*
	R	629	636	101	7.9	*A*
	Subtotal	1,706	1,720	101	38.7	*D*
EB	L	938	893	95	78.5	*E*
	T	410	398	97	41.4	*D*
	R	57	59	104	35.9	*D*
	Subtotal	1,405	1,350	96	65.7	*E*
WB	L	97	66	68	336.3	*F*
	T	394	285	72	382.9	*F*
	R	824	621	75	169.6	*F*
	Subtotal	1,315	972	74	243.5	*F*
Total		5,124	4,733	92	103.0	*F*

Intersection: Empire Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	60	57	95	4.5	*A*
	T	1,103	1,062	96	3.0	*A*
	R	54	55	102	2.0	*A*
	Subtotal	1,217	1,174	96	3.0	*A*
SB	L	19	17	88	5.1	*A*
	T	24	19	81	2.2	*A*
	R	1,081	984	91	5.1	*A*
	Subtotal	1,124	1,020	91	5.0	*A*
EB	L	277	269	97	4.0	*A*
	T	20	19	95	3.6	*A*
	Subtotal	297	288	97	4.0	*A*
WB	T	19	18	94	5.1	*A*
	R	13	16	121	2.6	*A*
	Subtotal	32	34	106	3.9	*A*
Total		2,670	2,516	94	3.9	*A*

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Silver King Dr
Type: Roundabout

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	T	296	289	97	9.8	A
	R	16	18	111	8.1	A
	Subtotal	312	307	98	9.7	A
WB	L	1,012	928	92	3.9	A
	T	149	133	89	4.8	A
	Subtotal	1,161	1,061	91	4.0	A
Total		1,474	1,368	93	5.3	A

Intersection: NW E Access/Three Kings Dr & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	229	226	99	4.0	A
	Subtotal	229	226	99	4.0	A
SB	L	25	25	99	4.9	A
	Subtotal	***25***	***25***	***100***	***4.9***	***A***
EB	T	7	7	100	0.3	A
	Subtotal	7	7	100	0.3	A
WB	L	56	49	88	1.3	A
	T	7	7	97	0.1	A
	R	25	22	87	0.1	A
	Subtotal	88	78	89	0.9	A
Total		350	336	96	3.3	A

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SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Shadow Ridge Rd & Empire Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	901	867	96	0.3	*A*
	Subtotal	901	867	96	0.3	*A*
NE	L	325	316	97	13.5	*B*
	Subtotal	***325***	***316***	***97***	***13.5***	***B***
Total		1,226	1,183	97	3.8	*A*

Intersection: Lowell Ave & Lodge Access & Shadow Ridge Rd
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	247	234	95	1.9	*A*
	T	727	674	93	0.9	*A*
	R	49	46	94	0.5	*A*
	Subtotal	1,023	954	93	1.1	*A*
EB	L	38	40	106	17.8	*C*
	R	74	74	100	9.7	*A*
	Subtotal	***112***	***114***	***102***	***12.5***	***B***
Total		1,135	1,068	94	2.3	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Empire Ave & 14th St
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	830	799	96	0.5	*A*
	R	147	143	97	0.4	*A*
	Subtotal	977	942	96	0.5	*A*
SW	R	70	67	95	5.9	*A*
	Subtotal	***70***	***67***	***96***	***5.9***	***A***
Total		1,048	1,009	96	0.9	*A*

Intersection: Empire Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	T	81	83	102	11.5	*B*
	Subtotal	***81***	***83***	***102***	***11.5***	***B***
EB	L	724	684	95	0.3	*A*
	T	1	1	100	0.3	*A*
	R	117	113	97	0.2	*A*
	Subtotal	842	798	95	0.3	*A*
Total		923	881	95	1.4	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & Manor Way
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	227	228	100	8.6	*A*
	Subtotal	***227***	***228***	***100***	***8.6***	***A***
SB	L	552	510	92	0.9	*A*
	T	250	238	95	1.4	*A*
	Subtotal	802	748	93	1.1	*A*
Total		1,029	976	95	2.8	*A*

Intersection: NE E Access & Silver King Dr
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	R	51	51	100	9.3	*A*
	Subtotal	***51***	***51***	***100***	***9.3***	***A***
EB	T	262	257	98	2.5	*A*
	Subtotal	262	257	98	2.5	*A*
WB	L	60	54	90	1.9	*A*
	T	88	78	89	0.6	*A*
	Subtotal	148	132	89	1.1	*A*
Total		460	440	96	2.9	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: C-E Loading & Lowell Ave
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	T	999	919	92	0.8	*A*
	R	30	27	91	0.6	*A*
	Subtotal	1,029	946	92	0.8	*A*
NE	R	30	32	108	4.9	*A*
	Subtotal	***30***	***32***	***107***	***4.9***	***A***
Total		1,059	978	92	1.0	*A*

Intersection: Lowell Ave & West D Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SE	L	21	18	85	1.2	*A*
	T	1,008	934	93	0.2	*A*
	Subtotal	1,029	952	93	0.2	*A*
SW	L	11	12	107	12.7	*B*
	Subtotal	***11***	***12***	***109***	***12.7***	***B***
Total		1,040	964	93	0.4	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Lowell Ave & C Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
EB	R	150	147	98	7.9	*A*
	Subtotal	***150***	***147***	***98***	***7.9***	***A***
SE	T	873	806	92	0.4	*A*
	R	145	138	95	0.2	*A*
	Subtotal	1,018	944	93	0.4	*A*
Total		1,168	1,091	93	1.4	*A*

Intersection: Empire Ave & East D Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	10	10	98	1.6	*A*
	T	1,214	1,172	97	2.6	*A*
	Subtotal	1,224	1,182	97	2.6	*A*
EB	L	14	14	98	33.6	*D*
	Subtotal	***14***	***14***	***100***	***33.6***	***D***
Total		1,239	1,196	97	2.9	*A*

SimTraffic LOS Report

Project: Park City Mountain Resort TIS
Analysis Period: *Future (2040) Plus Project*
Time Period: *Saturday PM Peak Hour* **Project #:** *UT19-1481*

Intersection: Shadow Ridge Rd & North B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NW	R	102	101	99	8.7	*A*
	Subtotal	***102***	***101***	***99***	***8.7***	***A***
NE	T	224	216	97	1.6	*A*
	R	62	60	97	0.2	*A*
	Subtotal	286	276	97	1.3	*A*
Total		388	377	97	3.3	*A*

Intersection: Manor Way & South B Access
Type: Unsignalized

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
SB	L	134	130	97	11.9	*B*
	Subtotal	***134***	***130***	***97***	***11.9***	***B***
EB	L	72	71	98	0.8	*A*
	T	707	668	94	0.4	*A*
	Subtotal	779	739	95	0.4	*A*
Total		914	869	95	2.2	*A*

SimTraffic LOS Report

Project: **Park City Mountain Resort TIS**
Analysis Period: ***Future (2040) Plus Project***
Time Period: ***Saturday PM Peak Hour*** **Project #:** ***UT19-1481***

Intersection: **Empire Ave & East B Access**
Type: **Unsignalized**

Approach	Movement	Demand Volume	Volume Served		Delay/Veh (sec)	
			Avg	%	Avg	LOS
NB	L	37	35	95	1.6	*A*
	T	768	733	95	0.5	*A*
	Subtotal	805	768	95	0.6	*A*
EB	L	209	209	100	13.2	*B*
	Subtotal	***209***	***209***	***100***	***13.2***	***B***
Total		1,014	977	96	3.3	*A*

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.4	1.7	3.6	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.2	0.0	0.1	59.9	62.1	62.7	2.8	0.8	3.0	1.3	1.4	2.6
Total Delay (hr)	4.4	1.0	0.1	1.4	7.6	9.2	0.6	3.9	0.5	2.6	1.7	0.4
Total Del/Veh (s)	64.9	35.1	29.6	210.6	257.1	158.6	85.0	99.9	86.0	54.7	49.0	8.3
Vehicles Entered	220	97	16	18	80	170	24	129	20	156	114	153
Vehicles Exited	218	96	15	18	72	166	24	124	20	158	112	155
Hourly Exit Rate	872	384	60	72	288	664	96	496	80	632	448	620
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	95	95	107	76	74	82	97	99	93	101	104	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #1 4:30

Movement	All
Denied Delay (hr)	5.9
Denied Del/Veh (s)	17.0
Total Delay (hr)	33.4
Total Del/Veh (s)	89.6
Vehicles Entered	1197
Vehicles Exited	1178
Hourly Exit Rate	4712
Input Volume	5034
% of Volume	94

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	1.6	7.6	15.9	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.1	0.1	0.0	236.5	239.0	239.9	3.0	0.9	2.8	1.3	1.5	2.7
Total Delay (hr)	4.2	1.1	0.1	1.7	8.6	7.7	0.7	4.3	0.6	2.7	1.6	0.3
Total Del/Veh (s)	62.5	38.3	32.3	278.6	286.9	142.8	88.9	106.5	93.7	56.5	47.5	7.5
Vehicles Entered	220	99	14	16	73	152	25	128	21	161	111	156
Vehicles Exited	221	98	14	15	70	155	26	128	19	156	111	155
Hourly Exit Rate	884	392	56	60	280	620	104	512	76	624	444	620
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	96	97	100	63	72	77	105	102	88	100	103	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #2 4:45

Movement	All
Denied Delay (hr)	25.4
Denied Del/Veh (s)	69.6
Total Delay (hr)	33.8
Total Del/Veh (s)	90.8
Vehicles Entered	1176
Vehicles Exited	1168
Hourly Exit Rate	4672
Input Volume	5034
% of Volume	93

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	3.3	13.9	28.3	0.0	0.0	0.0	0.1	0.0	0.1
Denied Del/Veh (s)	0.3	0.1	0.0	355.5	353.3	352.5	3.0	0.8	2.8	1.3	1.5	2.7
Total Delay (hr)	5.6	1.2	0.2	1.7	9.4	7.4	0.7	4.7	0.7	3.1	1.5	0.4
Total Del/Veh (s)	76.7	40.3	36.7	263.2	303.2	141.0	96.0	113.4	102.5	58.3	47.0	7.6
Vehicles Entered	240	102	14	16	74	150	25	131	21	172	109	164
Vehicles Exited	226	101	15	14	71	158	24	130	22	169	111	165
Hourly Exit Rate	904	404	60	56	284	632	96	520	88	676	444	660
Input Volume	987	432	60	102	415	867	106	536	93	672	462	662
% of Volume	92	94	100	55	68	73	91	97	95	101	96	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #3 5:00

Movement	All
Denied Delay (hr)	45.8
Denied Del/Veh (s)	114.4
Total Delay (hr)	36.6
Total Del/Veh (s)	94.8
Vehicles Entered	1218
Vehicles Exited	1206
Hourly Exit Rate	4824
Input Volume	5394
% of Volume	89

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	4.7	20.5	43.1	0.0	0.0	0.0	0.0	0.0	0.1
Denied Del/Veh (s)	0.8	0.2	0.0	434.4	452.5	451.9	3.0	0.9	2.8	1.2	1.3	2.6
Total Delay (hr)	6.6	1.3	0.2	2.0	9.2	6.4	0.7	4.7	0.6	2.7	1.4	0.3
Total Del/Veh (s)	91.4	42.0	41.0	286.5	297.9	131.6	90.8	116.7	100.2	54.9	45.1	7.0
Vehicles Entered	224	100	15	17	70	142	25	127	19	155	106	158
Vehicles Exited	228	102	14	17	71	141	24	129	20	160	106	158
Hourly Exit Rate	912	408	56	68	284	564	96	516	80	640	424	632
Input Volume	922	403	56	95	387	810	99	500	86	627	431	618
% of Volume	99	101	100	72	73	70	97	103	93	102	98	102

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Interval #4 5:15

Movement	All
Denied Delay (hr)	68.6
Denied Del/Veh (s)	167.4
Total Delay (hr)	36.1
Total Del/Veh (s)	96.7
Vehicles Entered	1158
Vehicles Exited	1170
Hourly Exit Rate	4680
Input Volume	5034
% of Volume	93

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.1	0.0	0.0	10.0	43.7	90.8	0.1	0.1	0.1	0.2	0.2	0.5
Denied Del/Veh (s)	0.3	0.1	0.0	403.4	403.2	401.0	3.0	0.8	2.9	1.3	1.4	2.6
Total Delay (hr)	20.8	4.6	0.6	6.8	34.9	30.7	2.8	17.7	2.4	11.1	6.2	1.4
Total Del/Veh (s)	80.7	41.4	36.5	334.3	387.4	169.4	97.2	120.6	106.2	60.7	49.9	7.8
Vehicles Entered	904	398	58	67	297	614	99	516	81	643	440	631
Vehicles Exited	894	397	58	64	284	619	98	510	81	643	440	632
Hourly Exit Rate	894	397	58	64	284	619	98	510	81	643	440	632
Input Volume	938	410	57	97	394	824	101	509	88	638	439	629
% of Volume	95	97	102	66	72	75	97	100	92	101	100	100

1: Park Ave & Empire Ave/Deer Valley Dr Performance by movement Entire Run

Movement	All
Denied Delay (hr)	145.7
Denied Del/Veh (s)	103.5
Total Delay (hr)	140.0
Total Del/Veh (s)	103.0
Vehicles Entered	4748
Vehicles Exited	4720
Hourly Exit Rate	4720
Input Volume	5124
% of Volume	92

2: Empire Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.6
Total Del/Veh (s)	3.7	3.5	3.0	2.3	3.9	2.5	1.7	6.0	1.8	4.9	3.6
Vehicles Entered	67	6	4	4	14	259	14	4	5	241	618
Vehicles Exited	66	6	4	4	14	259	14	4	5	242	618
Hourly Exit Rate	264	24	16	16	56	1036	56	16	20	968	2472
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	97	120	84	123	95	96	106	84	87	91	94

2: Empire Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.3	0.6
Total Del/Veh (s)	3.6	2.9	4.0	2.8	3.5	2.5	1.8	4.8	2.0	5.0	3.6
Vehicles Entered	66	5	5	4	14	260	12	5	5	242	618
Vehicles Exited	67	5	5	4	14	259	12	5	5	241	617
Hourly Exit Rate	268	20	20	16	56	1036	48	20	20	964	2468
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	99	100	105	123	95	96	91	105	87	91	94

2: Empire Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.4	0.7
Total Del/Veh (s)	4.1	3.5	7.8	2.9	5.2	3.3	2.0	5.2	2.0	5.0	4.1
Vehicles Entered	72	6	4	4	12	278	16	4	5	251	652
Vehicles Exited	72	6	4	4	12	277	16	4	5	252	652
Hourly Exit Rate	288	24	16	16	48	1108	64	16	20	1008	2608
Input Volume	292	20	20	14	63	1161	57	20	25	1138	2810
% of Volume	99	120	80	114	76	95	112	80	80	89	93

2: Empire Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.3	0.8
Total Del/Veh (s)	5.2	3.3	6.8	3.4	6.6	4.2	3.4	5.3	2.7	5.0	4.7
Vehicles Entered	66	4	5	4	16	265	12	4	4	244	624
Vehicles Exited	66	4	4	4	16	266	12	4	4	244	624
Hourly Exit Rate	264	16	16	16	64	1064	48	16	16	976	2496
Input Volume	272	20	19	13	59	1084	53	19	23	1062	2624
% of Volume	97	80	84	123	108	98	91	84	70	92	95

2: Empire Ave & Silver King Dr Performance by movement Entire Run

Movement	EBL	EBT	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.3	0.0	0.0	0.0	0.1	0.9	0.0	0.0	0.0	1.4	2.8
Total Del/Veh (s)	4.2	3.5	5.4	2.9	4.9	3.1	2.2	5.3	2.2	5.0	4.0
Vehicles Entered	271	20	18	16	56	1061	54	17	19	977	2509
Vehicles Exited	270	20	18	16	55	1061	54	17	19	979	2509
Hourly Exit Rate	270	20	18	16	55	1061	54	17	19	979	2509
Input Volume	277	20	19	13	60	1103	54	19	24	1081	2670
% of Volume	97	100	94	121	92	96	100	88	81	91	94

3: Lowell Ave & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	9.0	7.5	3.9	5.1	5.2
Vehicles Entered	72	5	228	32	337
Vehicles Exited	72	5	229	33	339
Hourly Exit Rate	288	20	916	132	1356
Input Volume	291	16	994	147	1448
% of Volume	99	125	92	90	94

3: Lowell Ave & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.2	0.0	0.5
Total Del/Veh (s)	8.9	6.6	3.5	4.1	4.8
Vehicles Entered	71	5	225	35	336
Vehicles Exited	71	6	223	35	335
Hourly Exit Rate	284	24	892	140	1340
Input Volume	291	16	994	147	1448
% of Volume	98	150	90	95	93

3: Lowell Ave & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	9.8	10.3	3.9	4.4	5.3
Vehicles Entered	79	4	235	33	351
Vehicles Exited	78	4	236	33	351
Hourly Exit Rate	312	16	944	132	1404
Input Volume	313	17	1065	156	1551
% of Volume	100	94	89	85	91

3: Lowell Ave & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.3	0.0	0.5
Total Del/Veh (s)	10.9	7.0	4.0	4.7	5.5
Vehicles Entered	70	4	234	30	338
Vehicles Exited	70	4	235	30	339
Hourly Exit Rate	280	16	940	120	1356
Input Volume	291	16	994	147	1448
% of Volume	96	100	95	82	94

3: Lowell Ave & Silver King Dr Performance by movement Entire Run

Movement	EBT	EBR	WBL	WBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.8	0.0	1.0	0.2	2.0
Total Del/Veh (s)	9.8	8.1	3.9	4.6	5.3
Vehicles Entered	291	18	922	131	1362
Vehicles Exited	290	18	923	131	1362
Hourly Exit Rate	290	18	923	131	1362
Input Volume	296	16	1012	149	1474
% of Volume	98	111	91	88	92

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.3	0.1	0.0	3.8	4.5	3.1
Vehicles Entered	2	12	1	7	58	5	85
Vehicles Exited	2	12	1	7	58	6	86
Hourly Exit Rate	8	48	4	28	232	24	344
Input Volume	7	55	7	25	225	25	344
% of Volume	114	87	57	112	103	96	100

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.8	1.4	0.0	0.1	4.0	4.4	3.3
Vehicles Entered	2	13	1	5	55	6	82
Vehicles Exited	2	13	1	5	55	6	82
Hourly Exit Rate	8	52	4	20	220	24	328
Input Volume	7	55	7	25	225	25	344
% of Volume	114	95	57	80	98	96	95

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.3	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.3	0.2	0.1	3.9	4.8	3.2
Vehicles Entered	1	11	3	6	62	7	90
Vehicles Exited	1	12	3	6	61	7	90
Hourly Exit Rate	4	48	12	24	244	28	360
Input Volume	7	59	8	26	241	26	367
% of Volume	57	81	150	92	101	108	98

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1	0.0	0.1
Total Del/Veh (s)	0.2	1.2	0.1	0.0	4.1	5.5	3.3
Vehicles Entered	2	12	2	5	50	6	77
Vehicles Exited	2	12	2	5	50	6	77
Hourly Exit Rate	8	48	8	20	200	24	308
Input Volume	7	55	7	25	225	25	344
% of Volume	114	87	114	80	89	96	90

4: NW E Access/Three Kings Dr & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	WBR	NBR	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.2	0.1	0.2
Total Delay (hr)	0.0	0.0	0.0	0.0	0.2	0.0	0.3
Total Del/Veh (s)	0.3	1.3	0.1	0.1	4.0	5.0	3.3
Vehicles Entered	7	48	7	22	224	24	332
Vehicles Exited	7	48	7	22	224	24	332
Hourly Exit Rate	7	48	7	22	224	24	332
Input Volume	7	56	7	25	229	25	350
% of Volume	100	86	97	87	98	95	95

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #1 4:30

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	12.6	3.5
Vehicles Entered	212	76	288
Vehicles Exited	213	76	289
Hourly Exit Rate	852	304	1156
Input Volume	885	319	1204
% of Volume	96	95	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #2 4:45

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	11.9	3.5
Vehicles Entered	207	79	286
Vehicles Exited	208	80	288
Hourly Exit Rate	832	320	1152
Input Volume	885	319	1204
% of Volume	94	100	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #3 5:00

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.4
Total Del/Veh (s)	0.3	14.9	4.1
Vehicles Entered	230	81	311
Vehicles Exited	229	80	309
Hourly Exit Rate	916	320	1236
Input Volume	949	342	1291
% of Volume	97	94	96

5: Shadow Ridge Rd & Empire Ave Performance by movement Interval #4 5:15

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	0.3
Total Del/Veh (s)	0.3	14.1	4.0
Vehicles Entered	218	77	295
Vehicles Exited	218	78	296
Hourly Exit Rate	872	312	1184
Input Volume	885	319	1204
% of Volume	99	98	98

5: Shadow Ridge Rd & Empire Ave Performance by movement Entire Run

Movement	NBT	NEL	All
Denied Delay (hr)	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0
Total Delay (hr)	0.1	1.2	1.3
Total Del/Veh (s)	0.3	13.6	3.8
Vehicles Entered	867	313	1180
Vehicles Exited	867	314	1181
Hourly Exit Rate	867	314	1181
Input Volume	901	325	1226
% of Volume	96	97	96

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #1 4:30

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.1	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	20.2	12.1	2.0	0.8	0.4	2.6
Vehicles Entered	10	18	58	166	11	263
Vehicles Exited	9	18	58	166	11	262
Hourly Exit Rate	36	72	232	664	44	1048
Input Volume	37	73	243	714	48	1115
% of Volume	97	99	95	93	92	94

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #2 4:45

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	16.0	9.4	1.9	0.8	0.6	2.3
Vehicles Entered	10	18	58	161	11	258
Vehicles Exited	11	18	58	161	11	259
Hourly Exit Rate	44	72	232	644	44	1036
Input Volume	37	73	243	714	48	1115
% of Volume	119	99	95	90	92	93

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #3 5:00

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.0	0.0	0.0	0.2
Total Del/Veh (s)	17.6	9.2	1.8	0.9	0.6	2.3
Vehicles Entered	9	21	60	172	13	275
Vehicles Exited	9	20	59	171	13	272
Hourly Exit Rate	36	80	236	684	52	1088
Input Volume	40	78	260	765	52	1195
% of Volume	90	103	91	89	100	91

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Interval #4 5:15

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.2
Total Del/Veh (s)	15.1	8.8	1.8	0.9	0.6	2.2
Vehicles Entered	11	18	58	170	10	267
Vehicles Exited	11	17	58	171	10	267
Hourly Exit Rate	44	68	232	684	40	1068
Input Volume	37	73	243	714	48	1115
% of Volume	119	93	95	96	83	96

6: Lowell Ave & Lodge Access & Shadow Ridge Rd Performance by movement Entire Run

Movement	EBL	EBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.0	0.0
Total Delay (hr)	0.2	0.2	0.1	0.2	0.0	0.7
Total Del/Veh (s)	17.6	10.0	1.9	0.9	0.5	2.3
Vehicles Entered	40	74	233	669	45	1061
Vehicles Exited	40	74	233	670	45	1062
Hourly Exit Rate	40	74	233	670	45	1062
Input Volume	38	74	247	727	49	1135
% of Volume	106	100	94	92	92	94

7: Empire Ave & 14th St Performance by movement Interval #1 4:30

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.5	6.3	0.9
Vehicles Entered	197	37	16	250
Vehicles Exited	196	37	16	249
Hourly Exit Rate	784	148	64	996
Input Volume	816	144	69	1029
% of Volume	96	103	93	97

7: Empire Ave & 14th St Performance by movement Interval #2 4:45

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.4	5.4	0.8
Vehicles Entered	191	33	16	240
Vehicles Exited	191	33	16	240
Hourly Exit Rate	764	132	64	960
Input Volume	816	144	69	1029
% of Volume	94	92	93	93

7: Empire Ave & 14th St Performance by movement Interval #3 5:00

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.6	0.4	5.6	0.9
Vehicles Entered	211	39	18	268
Vehicles Exited	211	39	18	268
Hourly Exit Rate	844	156	72	1072
Input Volume	874	155	74	1103
% of Volume	97	101	97	97

7: Empire Ave & 14th St Performance by movement Interval #4 5:15

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.5	0.4	6.3	0.9
Vehicles Entered	201	35	17	253
Vehicles Exited	201	35	17	253
Hourly Exit Rate	804	140	68	1012
Input Volume	816	144	69	1029
% of Volume	99	97	99	98

7: Empire Ave & 14th St Performance by movement Entire Run

Movement	NBT	NBR	SWR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.1	0.2
Total Del/Veh (s)	0.5	0.4	6.0	0.9
Vehicles Entered	800	143	68	1011
Vehicles Exited	800	143	67	1010
Hourly Exit Rate	800	143	67	1010
Input Volume	830	147	70	1048
% of Volume	96	97	95	96

8: Empire Ave & Manor Way Performance by movement Interval #1 4:30

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.2	11.5	1.5
Vehicles Entered	168	0	26	21	215
Vehicles Exited	168	0	25	21	214
Hourly Exit Rate	672	0	100	84	856
Input Volume	711	1	115	80	907
% of Volume	95	0	87	105	94

8: Empire Ave & Manor Way Performance by movement Interval #2 4:45

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.2	10.8	1.4
Vehicles Entered	162	0	26	21	209
Vehicles Exited	162	0	26	21	209
Hourly Exit Rate	648	0	104	84	836
Input Volume	711	1	115	80	907
% of Volume	91	0	90	105	92

8: Empire Ave & Manor Way Performance by movement Interval #3 5:00

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.4		0.2	12.0	1.4
Vehicles Entered	182	0	30	20	232
Vehicles Exited	182	0	30	20	232
Hourly Exit Rate	728	0	120	80	928
Input Volume	762	1	123	85	971
% of Volume	96	0	98	94	96

8: Empire Ave & Manor Way Performance by movement Interval #4 5:15

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0		0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.3		0.3	11.5	1.4
Vehicles Entered	171	0	30	21	222
Vehicles Exited	172	0	30	21	223
Hourly Exit Rate	688	0	120	84	892
Input Volume	711	1	115	80	907
% of Volume	97	0	104	105	98

8: Empire Ave & Manor Way Performance by movement Entire Run

Movement	EBL	EBT	EBR	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.3	0.3
Total Del/Veh (s)	0.3	0.3	0.2	11.9	1.4
Vehicles Entered	684	1	112	83	880
Vehicles Exited	684	1	111	82	878
Hourly Exit Rate	684	1	111	82	878
Input Volume	724	1	117	81	923
% of Volume	95	100	95	101	95

9: Lowell Ave & Manor Way Performance by movement Interval #1 4:30

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	7.3	0.8	1.4	2.4
Vehicles Entered	54	127	57	238
Vehicles Exited	54	128	57	239
Hourly Exit Rate	216	512	228	956
Input Volume	223	542	246	1011
% of Volume	97	94	93	95

9: Lowell Ave & Manor Way Performance by movement Interval #2 4:45

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	8.1	0.8	1.3	2.6
Vehicles Entered	54	122	58	234
Vehicles Exited	54	121	58	233
Hourly Exit Rate	216	484	232	932
Input Volume	223	542	246	1011
% of Volume	97	89	94	92

9: Lowell Ave & Manor Way Performance by movement Interval #3 5:00

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	9.2	0.9	1.5	3.1
Vehicles Entered	63	131	61	255
Vehicles Exited	63	131	60	254
Hourly Exit Rate	252	524	240	1016
Input Volume	239	581	262	1082
% of Volume	105	90	92	94

9: Lowell Ave & Manor Way Performance by movement Interval #4 5:15

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.2
Total Del/Veh (s)	8.4	0.9	1.5	2.8
Vehicles Entered	56	129	59	244
Vehicles Exited	56	131	60	247
Hourly Exit Rate	224	524	240	988
Input Volume	223	542	246	1011
% of Volume	100	97	98	98

9: Lowell Ave & Manor Way Performance by movement Entire Run

Movement	NBR	SBL	SBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.5	0.1	0.1	0.8
Total Del/Veh (s)	8.5	0.9	1.4	2.8
Vehicles Entered	226	509	235	970
Vehicles Exited	227	510	235	972
Hourly Exit Rate	227	510	235	972
Input Volume	227	552	250	1029
% of Volume	100	92	94	94

10: NE E Access & Silver King Dr Performance by movement Interval #1 4:30

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.0	1.9	0.7	7.7	2.4
Vehicles Entered	65	12	20	12	109
Vehicles Exited	65	12	20	12	109
Hourly Exit Rate	260	48	80	48	436
Input Volume	257	59	86	50	452
% of Volume	101	81	93	96	96

10: NE E Access & Silver King Dr Performance by movement Interval #2 4:45

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.3	1.7	0.6	9.7	2.8
Vehicles Entered	63	15	18	13	109
Vehicles Exited	63	15	19	13	110
Hourly Exit Rate	252	60	76	52	440
Input Volume	257	59	86	50	452
% of Volume	98	102	88	104	97

10: NE E Access & Silver King Dr Performance by movement Interval #3 5:00

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.1	0.1
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	2.6	1.9	0.6	12.1	3.3
Vehicles Entered	69	13	20	14	116
Vehicles Exited	69	13	20	13	115
Hourly Exit Rate	276	52	80	52	460
Input Volume	275	63	93	54	485
% of Volume	100	83	86	96	95

10: NE E Access & Silver King Dr Performance by movement Interval #4 5:15

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.0	0.1
Total Del/Veh (s)	3.2	2.0	0.6	8.7	3.4
Vehicles Entered	58	12	18	14	102
Vehicles Exited	58	12	18	15	103
Hourly Exit Rate	232	48	72	60	412
Input Volume	257	59	86	50	452
% of Volume	90	81	84	120	91

10: NE E Access & Silver King Dr Performance by movement Entire Run

Movement	EBT	WBL	WBT	NBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	0.0	0.1	0.4
Total Del/Veh (s)	2.5	1.9	0.6	9.6	3.0
Vehicles Entered	256	53	76	54	439
Vehicles Exited	256	53	76	53	438
Hourly Exit Rate	256	53	76	53	438
Input Volume	262	60	88	51	460
% of Volume	98	88	87	104	95

12: C-E Loading & Lowell Ave Performance by movement Interval #1 4:30

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.5	3.2	0.9
Vehicles Entered	227	7	8	242
Vehicles Exited	227	8	8	243
Hourly Exit Rate	908	32	32	972
Input Volume	982	29	29	1040
% of Volume	92	110	110	93

12: C-E Loading & Lowell Ave Performance by movement Interval #2 4:45

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.6	6.5	0.9
Vehicles Entered	221	7	8	236
Vehicles Exited	221	7	8	236
Hourly Exit Rate	884	28	32	944
Input Volume	982	29	29	1040
% of Volume	90	97	110	91

12: C-E Loading & Lowell Ave Performance by movement Interval #3 5:00

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.9	0.6	4.1	1.0
Vehicles Entered	233	7	9	249
Vehicles Exited	233	7	8	248
Hourly Exit Rate	932	28	32	992
Input Volume	1051	32	32	1115
% of Volume	89	88	100	89

12: C-E Loading & Lowell Ave Performance by movement Interval #4 5:15

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	0.8	0.6	3.7	0.9
Vehicles Entered	233	6	8	247
Vehicles Exited	233	6	8	247
Hourly Exit Rate	932	24	32	988
Input Volume	982	29	29	1040
% of Volume	95	83	110	95

12: C-E Loading & Lowell Ave Performance by movement Entire Run

Movement	SET	SER	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.2	0.0	0.0	0.3
Total Del/Veh (s)	0.8	0.6	4.4	0.9
Vehicles Entered	915	27	33	975
Vehicles Exited	914	27	32	973
Hourly Exit Rate	914	27	32	973
Input Volume	999	30	30	1059
% of Volume	91	91	108	92

13: Lowell Ave & West D Access Performance by movement Interval #1 4:30

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.3	0.2	14.8	0.4
Vehicles Entered	4	231	3	238
Vehicles Exited	4	231	3	238
Hourly Exit Rate	16	924	12	952
Input Volume	21	990	11	1022
% of Volume	76	93	109	93

13: Lowell Ave & West D Access Performance by movement Interval #2 4:45

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.2	0.3	11.4	0.4
Vehicles Entered	4	225	2	231
Vehicles Exited	4	225	2	231
Hourly Exit Rate	16	900	8	924
Input Volume	21	990	11	1022
% of Volume	76	91	73	90

13: Lowell Ave & West D Access Performance by movement Interval #3 5:00

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.1	0.2	13.6	0.5
Vehicles Entered	5	236	4	245
Vehicles Exited	4	236	3	243
Hourly Exit Rate	16	944	12	972
Input Volume	22	1061	12	1095
% of Volume	73	89	100	89

13: Lowell Ave & West D Access Performance by movement Interval #4 5:15

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0
Total Del/Veh (s)	1.4	0.3	16.6	0.5
Vehicles Entered	4	237	2	243
Vehicles Exited	4	238	3	245
Hourly Exit Rate	16	952	12	980
Input Volume	21	990	11	1022
% of Volume	76	96	109	96

13: Lowell Ave & West D Access Performance by movement Entire Run

Movement	SEL	SET	SWL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.1	0.0
Total Delay (hr)	0.0	0.1	0.0	0.1
Total Del/Veh (s)	1.2	0.2	14.3	0.4
Vehicles Entered	18	929	12	959
Vehicles Exited	18	930	12	960
Hourly Exit Rate	18	930	12	960
Input Volume	21	1008	11	1040
% of Volume	85	92	107	92

14: Lowell Ave & C Access Performance by movement Interval #1 4:30

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.6	0.3	0.1	1.3
Vehicles Entered	34	201	32	267
Vehicles Exited	35	201	32	268
Hourly Exit Rate	140	804	128	1072
Input Volume	147	858	142	1147
% of Volume	95	94	90	93

14: Lowell Ave & C Access Performance by movement Interval #2 4:45

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	6.9	0.4	0.2	1.3
Vehicles Entered	38	192	36	266
Vehicles Exited	38	192	36	266
Hourly Exit Rate	152	768	144	1064
Input Volume	147	858	142	1147
% of Volume	103	90	101	93

14: Lowell Ave & C Access Performance by movement Interval #3 5:00

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	7.1	0.3	0.2	1.3
Vehicles Entered	37	207	33	277
Vehicles Exited	37	207	33	277
Hourly Exit Rate	148	828	132	1108
Input Volume	158	919	153	1230
% of Volume	94	90	86	90

14: Lowell Ave & C Access Performance by movement Interval #4 5:15

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	9.4	0.4	0.2	1.5
Vehicles Entered	36	203	37	276
Vehicles Exited	36	202	37	275
Hourly Exit Rate	144	808	148	1100
Input Volume	147	858	142	1147
% of Volume	98	94	104	96

14: Lowell Ave & C Access Performance by movement Entire Run

Movement	EBR	SET	SER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.3	0.1	0.0	0.4
Total Del/Veh (s)	7.8	0.4	0.2	1.3
Vehicles Entered	146	802	138	1086
Vehicles Exited	146	802	137	1085
Hourly Exit Rate	146	802	137	1085
Input Volume	150	873	145	1168
% of Volume	97	92	95	93

15: Empire Ave & East D Access Performance by movement Interval #1 4:30

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	27.5	2.2	1.4	1.8
Vehicles Entered	4	2	286	292
Vehicles Exited	4	2	285	291
Hourly Exit Rate	16	8	1140	1164
Input Volume	14	10	1193	1217
% of Volume	114	80	96	96

15: Empire Ave & East D Access Performance by movement Interval #2 4:45

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	23.6	1.8	1.5	1.7
Vehicles Entered	3	2	284	289
Vehicles Exited	3	2	286	291
Hourly Exit Rate	12	8	1144	1164
Input Volume	14	10	1193	1217
% of Volume	86	80	96	96

15: Empire Ave & East D Access Performance by movement Interval #3 5:00

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.3	0.3
Total Del/Veh (s)	55.4	1.8	3.2	3.9
Vehicles Entered	4	2	306	312
Vehicles Exited	4	2	304	310
Hourly Exit Rate	16	8	1216	1240
Input Volume	15	11	1278	1304
% of Volume	107	73	95	95

15: Empire Ave & East D Access Performance by movement Interval #4 5:15

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.1	0.0	0.5	0.6
Total Del/Veh (s)	70.1	3.2	6.5	7.1
Vehicles Entered	3	3	293	299
Vehicles Exited	3	3	293	299
Hourly Exit Rate	12	12	1172	1196
Input Volume	14	10	1193	1217
% of Volume	86	120	98	98

15: Empire Ave & East D Access Performance by movement Entire Run

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	1.0	1.2
Total Del/Veh (s)	43.8	2.1	3.2	3.7
Vehicles Entered	14	10	1169	1193
Vehicles Exited	14	10	1169	1193
Hourly Exit Rate	14	10	1169	1193
Input Volume	14	10	1214	1239
% of Volume	98	98	96	96

16: Shadow Ridge Rd & North B Access Performance by movement Interval #1 4:30

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	7.0	1.9	0.3	3.0
Vehicles Entered	24	53	14	91
Vehicles Exited	24	53	15	92
Hourly Exit Rate	96	212	60	368
Input Volume	100	220	61	381
% of Volume	96	96	98	97

16: Shadow Ridge Rd & North B Access Performance by movement Interval #2 4:45

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	5.8	0.8	0.2	2.0
Vehicles Entered	24	55	14	93
Vehicles Exited	24	56	14	94
Hourly Exit Rate	96	224	56	376
Input Volume	100	220	61	381
% of Volume	96	102	92	99

16: Shadow Ridge Rd & North B Access Performance by movement Interval #3 5:00

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.1
Total Delay (hr)	0.1	0.0	0.0	0.1
Total Del/Veh (s)	10.0	2.0	0.2	4.2
Vehicles Entered	28	53	15	96
Vehicles Exited	28	53	14	95
Hourly Exit Rate	112	212	56	380
Input Volume	107	235	65	407
% of Volume	105	90	86	93

16: Shadow Ridge Rd & North B Access Performance by movement Interval #4 5:15

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.1
Total Del/Veh (s)	6.4	1.5	0.2	2.6
Vehicles Entered	24	53	16	93
Vehicles Exited	24	53	16	93
Hourly Exit Rate	96	212	64	372
Input Volume	100	220	61	381
% of Volume	96	96	105	98

16: Shadow Ridge Rd & North B Access Performance by movement Entire Run

Movement	NWR	NET	NER	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.1	0.0	0.3
Total Del/Veh (s)	7.5	1.6	0.2	2.9
Vehicles Entered	100	215	59	374
Vehicles Exited	100	215	59	374
Hourly Exit Rate	100	215	59	374
Input Volume	102	224	62	388
% of Volume	98	96	95	97

17: Manor Way & South B Access Performance by movement Interval #1 4:30

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	11.1	2.0
Vehicles Entered	18	164	30	212
Vehicles Exited	18	164	30	212
Hourly Exit Rate	72	656	120	848
Input Volume	71	695	132	898
% of Volume	101	94	91	94

17: Manor Way & South B Access Performance by movement Interval #2 4:45

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.8	0.4	8.7	1.7
Vehicles Entered	17	158	30	205
Vehicles Exited	17	158	30	205
Hourly Exit Rate	68	632	120	820
Input Volume	71	695	132	898
% of Volume	96	91	91	91

17: Manor Way & South B Access Performance by movement Interval #3 5:00

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.2
Total Del/Veh (s)	0.9	0.5	14.0	2.6
Vehicles Entered	18	175	36	229
Vehicles Exited	18	175	36	229
Hourly Exit Rate	72	700	144	916
Input Volume	76	744	141	961
% of Volume	95	94	102	95

17: Manor Way & South B Access Performance by movement Interval #4 5:15

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.0	0.1	0.1
Total Del/Veh (s)	0.9	0.4	11.6	2.2
Vehicles Entered	18	168	34	220
Vehicles Exited	18	168	34	220
Hourly Exit Rate	72	672	136	880
Input Volume	71	695	132	898
% of Volume	101	97	103	98

17: Manor Way & South B Access Performance by movement Entire Run

Movement	EBL	EBT	SBL	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Delay (hr)	0.0	0.1	0.4	0.5
Total Del/Veh (s)	0.8	0.4	11.5	2.1
Vehicles Entered	72	666	130	868
Vehicles Exited	72	666	130	868
Hourly Exit Rate	72	666	130	868
Input Volume	72	707	134	914
% of Volume	100	94	97	95

18: Empire Ave & East B Access Performance by movement Interval #1 4:30

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.3	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.3	1.6	0.5	3.1
Vehicles Entered	52	8	182	242
Vehicles Exited	52	8	182	242
Hourly Exit Rate	208	32	728	968
Input Volume	205	36	755	996
% of Volume	101	89	96	97

18: Empire Ave & East B Access Performance by movement Interval #2 4:45

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.6	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.3	1.5	0.5	3.0
Vehicles Entered	49	8	175	232
Vehicles Exited	49	8	175	232
Hourly Exit Rate	196	32	700	928
Input Volume	205	36	755	996
% of Volume	96	89	93	93

18: Empire Ave & East B Access Performance by movement Interval #3 5:00

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.5	0.0	0.0	0.1
Total Delay (hr)	0.2	0.0	0.0	0.3
Total Del/Veh (s)	14.5	1.6	0.5	3.7
Vehicles Entered	58	10	192	260
Vehicles Exited	58	10	191	259
Hourly Exit Rate	232	40	764	1036
Input Volume	220	39	808	1067
% of Volume	105	103	95	97

18: Empire Ave & East B Access Performance by movement Interval #4 5:15

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.2	0.0	0.0	0.0
Total Delay (hr)	0.2	0.0	0.0	0.2
Total Del/Veh (s)	12.5	1.7	0.5	3.0
Vehicles Entered	51	8	184	243
Vehicles Exited	51	8	185	244
Hourly Exit Rate	204	32	740	976
Input Volume	205	36	755	996
% of Volume	100	89	98	98

18: Empire Ave & East B Access Performance by movement Entire Run

Movement	EBL	NBL	NBT	All
Denied Delay (hr)	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.4	0.0	0.0	0.1
Total Delay (hr)	0.8	0.0	0.1	0.9
Total Del/Veh (s)	13.2	1.6	0.5	3.3
Vehicles Entered	210	34	733	977
Vehicles Exited	210	34	733	977
Hourly Exit Rate	210	34	733	977
Input Volume	209	37	768	1014
% of Volume	101	93	95	96

Total Network Performance By Interval

Interval Start	4:30	4:45	5:00	5:15	All
Denied Delay (hr)	5.9	25.4	45.8	68.6	145.8
Denied Del/Veh (s)	16.6	68.2	110.9	164.2	100.8
Total Delay (hr)	36.9	37.2	40.8	40.4	155.3
Total Del/Veh (s)	91.3	92.2	97.2	99.7	109.3
Vehicles Entered	1227	1204	1264	1187	4891
Vehicles Exited	1210	1199	1240	1202	4861
Hourly Exit Rate	4840	4796	4960	4808	4861
Input Volume	26958	26958	28881	26958	27439
% of Volume	18	18	17	18	18

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	466	474	425	274	1168	1166	286	532	326	339	446	618
Average Queue (ft)	376	385	290	180	1113	1126	123	417	275	252	302	340
95th Queue (ft)	538	545	485	364	1329	1283	274	841	384	353	476	607
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	1	1	0		49	62						0
Queuing Penalty (veh)	6	6	1		0	0						0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				0	84		1	47	37	1	7	8
Queuing Penalty (veh)				0	79		5	205	128	3	23	49

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #1

Movement	SB
Directions Served	R
Maximum Queue (ft)	225
Average Queue (ft)	45
95th Queue (ft)	267
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	466	493	435	274	1168	1182	307	654	339	360	426	497
Average Queue (ft)	372	388	288	160	1157	1161	187	459	295	254	308	305
95th Queue (ft)	500	513	476	352	1187	1179	393	784	416	369	432	513
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	1	1	0		71	79						
Queuing Penalty (veh)	3	3	1		0	0						
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)					83		0	55	46	1	9	7
Queuing Penalty (veh)					79		0	239	161	4	28	40

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #2

Movement	SB
Directions Served	R
Maximum Queue (ft)	270
Average Queue (ft)	58
95th Queue (ft)	306
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	562	565	530	274	1175	1175	303	633	348	366	482	471
Average Queue (ft)	435	451	369	157	1160	1161	151	489	315	274	331	297
95th Queue (ft)	617	616	609	349	1173	1177	332	839	402	383	512	500
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	8	7	1		76	72					0	0
Queuing Penalty (veh)	37	34	6		0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	85		1	60	56	2	13	5
Queuing Penalty (veh)				3	87		5	281	208	7	44	34

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #3

Movement	SB
Directions Served	R
Maximum Queue (ft)	224
Average Queue (ft)	38
95th Queue (ft)	245
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	554	562	498	274	1170	1179	292	644	328	353	412	447
Average Queue (ft)	487	490	398	185	1158	1160	145	506	294	255	298	290
95th Queue (ft)	663	657	635	370	1170	1175	327	1004	398	359	413	472
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	16	16	2		74	72						
Queuing Penalty (veh)	71	72	9		0	0						
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				1	85		0	53	46	1	8	4
Queuing Penalty (veh)				2	81		2	230	161	3	25	24

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, Interval #4

Movement	SB
Directions Served	R
Maximum Queue (ft)	97
Average Queue (ft)	20
95th Queue (ft)	169
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	591	590	537	275	1185	1187	349	819	350	417	599	728
Average Queue (ft)	417	428	336	170	1147	1152	152	468	295	259	310	308
95th Queue (ft)	598	600	567	360	1261	1236	337	876	403	367	462	528
Link Distance (ft)	537	537	537		1141	1141		1386			1009	1009
Upstream Blk Time (%)	6	6	1		68	71					0	0
Queuing Penalty (veh)	29	29	4		0	0					0	0
Storage Bay Dist (ft)				175			200		200	300		
Storage Blk Time (%)				0	84		1	54	46	1	9	6
Queuing Penalty (veh)				1	81		3	239	164	4	30	37

Intersection: 1: Park Ave & Empire Ave/Deer Valley Dr, All Intervals

Movement	SB
Directions Served	R
Maximum Queue (ft)	449
Average Queue (ft)	40
95th Queue (ft)	251
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	350
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 2: Empire Ave & Silver King Dr, Interval #1

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	53	28	61	45	51	38
Average Queue (ft)	31	9	39	11	14	4
95th Queue (ft)	54	31	72	42	48	31
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			1	0		
Queuing Penalty (veh)			9	1		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #2

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	46	30	60	50	55	13
Average Queue (ft)	31	12	39	14	15	1
95th Queue (ft)	52	38	66	46	57	11
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			1	0		
Queuing Penalty (veh)			6	1		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #3

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	64	32	70	52	39	24
Average Queue (ft)	33	13	50	17	9	4
95th Queue (ft)	66	41	79	51	36	30
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			6	2		
Queuing Penalty (veh)			41	13		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, Interval #4

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	81	30	71	57	37	24
Average Queue (ft)	40	14	52	27	12	5
95th Queue (ft)	94	39	81	73	39	31
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			11	6		
Queuing Penalty (veh)			69	35		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Empire Ave & Silver King Dr, All Intervals

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LT	TR	LT	TR	LR	R
Maximum Queue (ft)	84	40	73	64	71	64
Average Queue (ft)	34	12	45	17	12	3
95th Queue (ft)	70	38	76	55	46	27
Link Distance (ft)	182	253	58	58	537	537
Upstream Blk Time (%)			5	2		
Queuing Penalty (veh)			31	12		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 3: Lowell Ave & Silver King Dr, Interval #1

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	77	118	143
Average Queue (ft)	62	55	65
95th Queue (ft)	89	124	146
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	10		0
Queuing Penalty (veh)	30		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #2

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	77	109	126
Average Queue (ft)	63	47	45
95th Queue (ft)	88	106	125
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	9		0
Queuing Penalty (veh)	29		1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #3

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	79	126	147
Average Queue (ft)	67	57	65
95th Queue (ft)	91	112	144
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	13	0	0
Queuing Penalty (veh)	43	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, Interval #4

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	80	112	137
Average Queue (ft)	65	53	63
95th Queue (ft)	92	120	151
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	14	0	0
Queuing Penalty (veh)	43	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Lowell Ave & Silver King Dr, All Intervals

Movement	EB	WB	WB
Directions Served	TR	L	LT
Maximum Queue (ft)	82	154	178
Average Queue (ft)	64	53	59
95th Queue (ft)	90	116	143
Link Distance (ft)	66	182	182
Upstream Blk Time (%)	12	0	0
Queuing Penalty (veh)	36	0	1
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #1

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	6	77	37
Average Queue (ft)	1	52	16
95th Queue (ft)	9	82	44
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #2

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	3	6	81	32
Average Queue (ft)	0	0	52	16
95th Queue (ft)	6	6	84	41
Link Distance (ft)	310	70	159	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #3

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	79	39
Average Queue (ft)	53	18
95th Queue (ft)	81	45
Link Distance (ft)	159	364
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, Interval #4

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	3	79	37
Average Queue (ft)	0	53	16
95th Queue (ft)	6	88	43
Link Distance (ft)	70	159	364
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: NW E Access/Three Kings Dr & Silver King Dr, All Intervals

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	3	15	110	51
Average Queue (ft)	0	0	53	17
95th Queue (ft)	3	6	84	43
Link Distance (ft)	310	70	159	364
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #1

Movement	NE
Directions Served	L
Maximum Queue (ft)	113
Average Queue (ft)	80
95th Queue (ft)	125
Link Distance (ft)	104
Upstream Blk Time (%)	5
Queuing Penalty (veh)	17
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #2

Movement	NE
Directions Served	L
Maximum Queue (ft)	117
Average Queue (ft)	83
95th Queue (ft)	126
Link Distance (ft)	104
Upstream Blk Time (%)	4
Queuing Penalty (veh)	14
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #3

Movement	NE
Directions Served	L
Maximum Queue (ft)	118
Average Queue (ft)	94
95th Queue (ft)	130
Link Distance (ft)	104
Upstream Blk Time (%)	8
Queuing Penalty (veh)	27
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, Interval #4

Movement	NE
Directions Served	L
Maximum Queue (ft)	119
Average Queue (ft)	86
95th Queue (ft)	130
Link Distance (ft)	104
Upstream Blk Time (%)	6
Queuing Penalty (veh)	20
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Shadow Ridge Rd & Empire Ave, All Intervals

Movement	NE
Directions Served	L
Maximum Queue (ft)	120
Average Queue (ft)	86
95th Queue (ft)	129
Link Distance (ft)	104
Upstream Blk Time (%)	6
Queuing Penalty (veh)	19
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #1

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	98	37	2
Average Queue (ft)	50	7	0
95th Queue (ft)	105	36	4
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #2

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	85	26
Average Queue (ft)	47	4
95th Queue (ft)	87	24
Link Distance (ft)	218	213
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #3

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	89	11	3
Average Queue (ft)	50	2	0
95th Queue (ft)	97	14	6
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, Interval #4

Movement	EB	SB
Directions Served	LR	LT
Maximum Queue (ft)	70	30
Average Queue (ft)	47	8
95th Queue (ft)	77	30
Link Distance (ft)	218	213
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Lowell Ave & Lodge Access & Shadow Ridge Rd, All Intervals

Movement	EB	SB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	122	51	5
Average Queue (ft)	49	5	0
95th Queue (ft)	92	27	3
Link Distance (ft)	218	213	213
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #1

Movement	NB	SW
Directions Served	TR	R
Maximum Queue (ft)	2	52
Average Queue (ft)	0	30
95th Queue (ft)	5	58
Link Distance (ft)	77	230
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Empire Ave & 14th St, Interval #2

Movement	SW
Directions Served	R
Maximum Queue (ft)	47
Average Queue (ft)	27
95th Queue (ft)	51
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Empire Ave & 14th St, Interval #3

Movement	NB	NB	SW
Directions Served	T	TR	R
Maximum Queue (ft)	4	5	44
Average Queue (ft)	1	1	29
95th Queue (ft)	9	8	49
Link Distance (ft)	77	77	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Empire Ave & 14th St, Interval #4

Movement	SW
Directions Served	R
Maximum Queue (ft)	53
Average Queue (ft)	29
95th Queue (ft)	55
Link Distance (ft)	230
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Empire Ave & 14th St, All Intervals

Movement	NB	NB	SW
Directions Served	T	TR	R
Maximum Queue (ft)	4	8	66
Average Queue (ft)	0	0	29
95th Queue (ft)	5	5	53
Link Distance (ft)	77	77	230
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, Interval #1

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	4	70
Average Queue (ft)	1	42
95th Queue (ft)	6	74
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #2

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	10	71
Average Queue (ft)	2	41
95th Queue (ft)	12	75
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #3

Movement	EB	NB
Directions Served	LR	T
Maximum Queue (ft)	5	63
Average Queue (ft)	1	36
95th Queue (ft)	7	68
Link Distance (ft)	19	517
Upstream Blk Time (%)	0	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Empire Ave & Manor Way, Interval #4

Movement	EB	EB	NB
Directions Served	L	LR	T
Maximum Queue (ft)	2	8	70
Average Queue (ft)	0	1	44
95th Queue (ft)	4	11	73
Link Distance (ft)	19	19	517
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Empire Ave & Manor Way, All Intervals

Movement	EB	EB	NB
Directions Served	L	LR	T
Maximum Queue (ft)	2	22	86
Average Queue (ft)	0	1	41
95th Queue (ft)	2	9	73
Link Distance (ft)	19	19	517
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, Interval #1

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	89	12
Average Queue (ft)	57	2
95th Queue (ft)	89	12
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #2

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	111	4
Average Queue (ft)	65	1
95th Queue (ft)	127	9
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #3

Movement	NB	SB
Directions Served	R	LT
Maximum Queue (ft)	116	14
Average Queue (ft)	71	2
95th Queue (ft)	117	14
Link Distance (ft)	541	494
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 9: Lowell Ave & Manor Way, Interval #4

Movement	NB	SB	SB
Directions Served	R	L	LT
Maximum Queue (ft)	110	2	10
Average Queue (ft)	67	0	2
95th Queue (ft)	114	4	13
Link Distance (ft)	541	494	494
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 9: Lowell Ave & Manor Way, All Intervals

Movement	NB	SB	SB
Directions Served	R	L	LT
Maximum Queue (ft)	138	2	22
Average Queue (ft)	65	0	2
95th Queue (ft)	114	2	12
Link Distance (ft)	541	494	494
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #1

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	58	31	50
Average Queue (ft)	19	11	26
95th Queue (ft)	62	37	55
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	3	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #2

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	67	38	47
Average Queue (ft)	22	13	28
95th Queue (ft)	67	41	54
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	5	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #3

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	66	28	62
Average Queue (ft)	29	9	31
95th Queue (ft)	77	32	61
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2		
Queuing Penalty (veh)	7		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, Interval #4

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	65	28	62
Average Queue (ft)	28	9	30
95th Queue (ft)	78	31	59
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	3		
Queuing Penalty (veh)	8		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 10: NE E Access & Silver King Dr, All Intervals

Movement	EB	WB	NB
Directions Served	TR	LT	LR
Maximum Queue (ft)	76	41	74
Average Queue (ft)	24	10	29
95th Queue (ft)	72	35	57
Link Distance (ft)	70	66	129
Upstream Blk Time (%)	2	0	
Queuing Penalty (veh)	6	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 12: C-E Loading & Lowell Ave, Interval #1

Movement	NE
Directions Served	R
Maximum Queue (ft)	41
Average Queue (ft)	20
95th Queue (ft)	47
Link Distance (ft)	140
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: C-E Loading & Lowell Ave, Interval #2

Movement	SE	NE
Directions Served	T	R
Maximum Queue (ft)	2	41
Average Queue (ft)	0	20
95th Queue (ft)	5	48
Link Distance (ft)	203	140
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: C-E Loading & Lowell Ave, Interval #3

Movement	SE	NE
Directions Served	T	R
Maximum Queue (ft)	2	40
Average Queue (ft)	0	20
95th Queue (ft)	5	47
Link Distance (ft)	203	140
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: C-E Loading & Lowell Ave, Interval #4

Movement	NE
Directions Served	R
Maximum Queue (ft)	42
Average Queue (ft)	22
95th Queue (ft)	49
Link Distance (ft)	140
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 12: C-E Loading & Lowell Ave, All Intervals

Movement	SE	SE	NE
Directions Served	T	T	R
Maximum Queue (ft)	2	2	55
Average Queue (ft)	0	0	21
95th Queue (ft)	3	2	48
Link Distance (ft)	203	203	140
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Lowell Ave & West D Access, Interval #1

Movement	SE	SW
Directions Served	T	L
Maximum Queue (ft)	2	29
Average Queue (ft)	0	11
95th Queue (ft)	5	36
Link Distance (ft)	58	125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & West D Access, Interval #2

Movement	SE	SW
Directions Served	T	L
Maximum Queue (ft)	4	27
Average Queue (ft)	0	8
95th Queue (ft)	7	31
Link Distance (ft)	58	125
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: Lowell Ave & West D Access, Interval #3

Movement	SW
Directions Served	L
Maximum Queue (ft)	36
Average Queue (ft)	13
95th Queue (ft)	38
Link Distance (ft)	125
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: Lowell Ave & West D Access, Interval #4

Movement	SE	SE	SW
Directions Served	T	T	L
Maximum Queue (ft)	2	2	34
Average Queue (ft)	0	0	10
95th Queue (ft)	5	4	34
Link Distance (ft)	58	58	125
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 13: Lowell Ave & West D Access, All Intervals

Movement	SE	SE	SW
Directions Served	T	T	L
Maximum Queue (ft)	5	4	39
Average Queue (ft)	0	0	11
95th Queue (ft)	4	4	35
Link Distance (ft)	58	58	125
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #1

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	79	2	10
Average Queue (ft)	41	0	1
95th Queue (ft)	78	4	11
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0		0
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #2

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	75	2	3
Average Queue (ft)	42	0	0
95th Queue (ft)	74	4	7
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0		
Queuing Penalty (veh)	0		
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, Interval #3

Movement	EB	SE
Directions Served	R	TR
Maximum Queue (ft)	68	6
Average Queue (ft)	45	1
95th Queue (ft)	78	10
Link Distance (ft)	129	32
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 14: Lowell Ave & C Access, Interval #4

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	90	2	2
Average Queue (ft)	47	0	0
95th Queue (ft)	87	5	4
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	1	0	
Queuing Penalty (veh)	0	0	
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 14: Lowell Ave & C Access, All Intervals

Movement	EB	SE	SE
Directions Served	R	T	TR
Maximum Queue (ft)	102	4	17
Average Queue (ft)	44	0	1
95th Queue (ft)	79	4	8
Link Distance (ft)	129	32	32
Upstream Blk Time (%)	0	0	0
Queuing Penalty (veh)	0	0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #1

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	30	25	37
Average Queue (ft)	13	5	7
95th Queue (ft)	38	25	39
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #2

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	30	28	36
Average Queue (ft)	11	6	8
95th Queue (ft)	34	33	39
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #3

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	41	97	103
Average Queue (ft)	18	27	32
95th Queue (ft)	50	120	140
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, Interval #4

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	43	142	176
Average Queue (ft)	14	54	61
95th Queue (ft)	45	203	221
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 15: Empire Ave & East D Access, All Intervals

Movement	EB	NB	NB
Directions Served	L	LT	T
Maximum Queue (ft)	48	159	197
Average Queue (ft)	14	23	27
95th Queue (ft)	42	118	132
Link Distance (ft)	141	474	474
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #1

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	52	40
Average Queue (ft)	31	9
95th Queue (ft)	60	48
Link Distance (ft)	151	112
Upstream Blk Time (%)		1
Queuing Penalty (veh)		1
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #2

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	50	30
Average Queue (ft)	33	5
95th Queue (ft)	59	30
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #3

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	76	50
Average Queue (ft)	40	11
95th Queue (ft)	81	52
Link Distance (ft)	151	112
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, Interval #4

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	53	44
Average Queue (ft)	28	10
95th Queue (ft)	52	45
Link Distance (ft)	151	112
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 16: Shadow Ridge Rd & North B Access, All Intervals

Movement	NW	NE
Directions Served	R	T
Maximum Queue (ft)	87	77
Average Queue (ft)	33	8
95th Queue (ft)	65	45
Link Distance (ft)	151	112
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #1

Movement	SB
Directions Served	L
Maximum Queue (ft)	99
Average Queue (ft)	49
95th Queue (ft)	94
Link Distance (ft)	171
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Manor Way & South B Access, Interval #2

Movement	SB
Directions Served	L
Maximum Queue (ft)	67
Average Queue (ft)	44
95th Queue (ft)	71
Link Distance (ft)	171
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 17: Manor Way & South B Access, Interval #3

Movement	EB	SB
Directions Served	T	L
Maximum Queue (ft)	8	99
Average Queue (ft)	1	61
95th Queue (ft)	16	106
Link Distance (ft)	77	171
Upstream Blk Time (%)	0	0
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, Interval #4

Movement	EB	SB
Directions Served	LT	L
Maximum Queue (ft)	6	86
Average Queue (ft)	1	50
95th Queue (ft)	9	87
Link Distance (ft)	77	171
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 17: Manor Way & South B Access, All Intervals

Movement	EB	EB	SB
Directions Served	LT	T	L
Maximum Queue (ft)	6	8	114
Average Queue (ft)	0	0	51
95th Queue (ft)	4	8	92
Link Distance (ft)	77	77	171
Upstream Blk Time (%)		0	0
Queuing Penalty (veh)		0	0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: Empire Ave & East B Access, Interval #1

Movement	EB
Directions Served	L
Maximum Queue (ft)	111
Average Queue (ft)	66
95th Queue (ft)	116
Link Distance (ft)	141
Upstream Blk Time (%)	1
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #2

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	105	3
Average Queue (ft)	67	0
95th Queue (ft)	114	6
Link Distance (ft)	141	197
Upstream Blk Time (%)	2	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: Empire Ave & East B Access, Interval #3

Movement	EB
Directions Served	L
Maximum Queue (ft)	134
Average Queue (ft)	78
95th Queue (ft)	137
Link Distance (ft)	141
Upstream Blk Time (%)	2
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, Interval #4

Movement	EB
Directions Served	L
Maximum Queue (ft)	107
Average Queue (ft)	68
95th Queue (ft)	113
Link Distance (ft)	141
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 18: Empire Ave & East B Access, All Intervals

Movement	EB	NB
Directions Served	L	LT
Maximum Queue (ft)	148	3
Average Queue (ft)	70	0
95th Queue (ft)	121	3
Link Distance (ft)	141	197
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty, Interval #1: 568
Network wide Queuing Penalty, Interval #2: 614
Network wide Queuing Penalty, Interval #3: 876
Network wide Queuing Penalty, Interval #4: 855
Network wide Queuing Penalty, All Intervals: 728

HALES ENGINEERING
innovative transportation solutions

APPENDIX B

Site Plan

Parcel B – Village

(18) Two Bedroom Employee Units
(20) Two Bedroom Affordable Residential Units
(24) Parcel -A Employee Housing Beds
(55) Condo Units
(760) Day Skier Parking Stalls
(73) Condos/Housing Parking Stalls

Parcel C – Hotel

(249) Hotel Keys
10,000-20,000SF Meeting Space
31,500SF Retail including Skier Services
(250) Garage Parking Stalls

Parcel D – Condo Building

(35) Condo Units
9,600SF Retail Space
(100) Garage Parking Stalls

Parcel E – Condo Building

(39)Condo Units
7,800 sqft Ski Club
2,600 Medical Clinic & 700 sqft Ski Patrol
3,500 Resort Loading & Storage
10,000SF Retail Space
(153) Condo/Ski Club Garage Parking Stalls
(440) Day Skier Garage Parking Stalls



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innovative transportation solutions

APPENDIX C

95th Percentile Queue Length Reports

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Existing (2019) Background

Time Period: Morning Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT19-1481

Intersection	NB						NE	SB							SE	SW	EB						WB				
	L	LR	LT	LTR	T	TR	LR	L	LR	LT	R	T	TR	TR>	LR>	LR	<LR	L	LR	LT	R	TR	L	LR	LTR	R	T
Empire Ave & 14th St	--	--	--	--	--	4	--	--	--	25	--	--	--	--	--	63	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	13	--	--	--	--	--	--	--	--	--	2	--	--	--	--	--	97	--	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	--	79	--	--	--	--	--	24	--	--	--	--	--	--	--	--	--	116	101	--	--	--	58	--	--
Lowell Ave & Manor Way	--	--	--	--	--	65	--	--	--	76	--	--	--	--	--	--	--	--	--	--	--	--	--	52	--	--	--
Lowell Ave & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	--	9	72	--	46	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	78	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	16	54	--	--	--	5
Park Ave & Empire Ave/Deer Valley Dr	57	--	--	--	163	116	--	280	--	--	1,212	1,234	--	--	--	--	--	131	--	--	--	138	105	--	--	96	258
Shadow Ridge Rd & Empire Ave	--	--	99	--	--	--	12	--	--	--	--	--	14	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Silver King Dr & Three Kings Dr	--	--	--	--	--	--	--	--	36	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Existing (2019) Background

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT19-1481

Intersection	NB						NE	SB						SE	SW	EB						WB				
	L	LR	LT	LTR	T	TR	LR	L	LR	LT	R	T	TR	LR>	LR	<LR	L	LR	LT	R	TR	L	LR	LTR	R	T
Empire Ave & 14th St	--	--	--	--	--	14	--	--	--	74	--	--	--	--	70	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	12	--	--	--	--	--	--	--	--	--	2	--	--	--	--	141	--	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	--	82	--	--	--	--	--	77	--	--	--	--	--	--	--	--	129	347	--	--	--	54	--	--
Lowell Ave & Manor Way	--	--	--	--	--	75	--	--	--	131	--	--	--	--	--	--	--	--	--	--	--	--	64	--	--	--
Lowell Ave & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	--	71	--	58	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	515	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	33	26	--	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	84	--	--	--	302	273	--	500	--	--	133	522	--	--	--	--	301	--	--	--	283	205	--	--	365	368
Shadow Ridge Rd & Empire Ave	--	--	114	--	--	--	29	--	--	--	--	--	7	--	--	--	--	--	--	--	--	--	--	--	--	--
Silver King Dr & Three Kings Dr	--	--	--	--	--	--	--	--	38	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Future (2024) Background

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT19-1481

Intersection	NB					NE	SB							SE	SW	EB					WB				
	L	LR	LT	T	TR	LR	L	LR	LT	R	T	TR	TR>	LR>	LR	<LR	L	LR	LTR	TR	L	LR	LTR	R	T
Empire Ave & 14th St	--	--	--	--	15	--	--	--	69	--	--	--	--	--	75	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	18	--	--	--	--	--	--	--	--	--	--	--	--	--	--	152	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	135	--	77	--	--	--	196	25	--	--	--	--	--	--	--	--	194	--	--	--	45	--	--
Lowell Ave & Manor Way	--	--	--	--	84	--	--	--	145	--	--	--	--	--	--	--	--	--	--	--	--	64	--	--	--
Lowell Ave & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	4	76	--	62	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	114	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	3	36	--	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	142	--	--	411	332	--	559	--	--	437	892	--	--	--	--	--	393	--	--	358	293	--	--	514	529
Shadow Ridge Rd & Empire Ave	--	--	110	--	--	28	--	--	--	--	--	13	--	--	--	--	--	--	--	--	--	--	--	--	--
Silver King Dr & Three Kings Dr	--	--	--	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Future (2024) Plus Project

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT19-1481

Intersection	NB							NE		NW	SB							SW	EB					WB				
	L	LR	LT	LTR	R	T	TR	L	T	R	L	LR	LT	LTR	R	T	TR	R	L	LR	LT	R	TR	L	LT	LTR	R	T	TR
Empire Ave & 14th St	--	--	--	--	--	--	4	--	--	--	--	--	--	--	--	--	--	49	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & East B Access	--	--	10	--	--	8	--	--	--	--	--	--	--	--	--	--	--	--	104	--	--	--	--	--	--	--	--	--	--
Empire Ave & East D Access	--	--	18	--	--	31	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	--	--	--	60	--	--	--	--	--	--	--	--	--	--	--	--	9	--	--	5	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	61	--	--	--	31	--	--	--	--	35	--	--	--	--	--	--	--	--	56	--	--	--	--	--	--	--	30
Lowell Ave & Lodge Access & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	10	--	--	--	3	--	--	65	--	--	--	--	--	--	--	--	--
Lowell Ave & Manor Way	--	--	--	--	90	--	--	--	--	--	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	80	83	65	--	--	--	--
Manor Way & South B Access	--	--	--	--	--	--	--	--	--	--	80	--	--	--	--	--	--	--	--	--	5	--	--	--	--	--	--	--	--
NE E Access & Silver King Dr	--	51	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--	32	--	--	--	--
NW E Access/Three Kings Dr & Silver King Dr	--	--	--	74	--	--	--	--	--	--	--	--	--	39	--	--	--	--	--	--	--	--	--	--	--	4	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	165	--	--	--	--	389	323	--	--	--	575	--	--	--	839	1,156	--	--	447	--	--	--	363	318	--	--	747	728	--
Shadow Ridge Rd & Empire Ave	--	--	--	--	--	--	--	82	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Shadow Ridge Rd & North B Access	--	--	--	--	--	--	--	--	3	47	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Future (2040) Background

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT19-1481

Intersection	NB					NE	SB							SE	SW	EB					WB				
	L	LR	LT	T	TR	LR	L	LR	LT	R	T	TR	TR>	LR>	LR	<LR	L	LR	LTR	TR	L	LR	LTR	R	T
Empire Ave & 14th St	--	--	--	--	32	--	--	--	103	--	--	--	--	--	92	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	24	--	--	--	--	--	--	--	--	4	--	--	--	--	--	183	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	72	--	77	--	--	--	216	28	--	--	--	--	--	--	--	--	262	--	--	--	52	--	--
Lowell Ave & Manor Way	--	--	--	--	113	--	--	--	238	--	--	--	--	--	--	--	--	--	--	--	--	68	--	--	--
Lowell Ave & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	7	93	--	68	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	276	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	13	46	--	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	257	--	--	759	407	--	374	--	--	353	533	--	--	--	--	--	450	--	--	412	409	--	--	1,139	1,172
Shadow Ridge Rd & Empire Ave	--	--	161	--	--	36	--	--	--	--	--	35	--	--	--	--	--	--	--	--	--	--	--	--	--
Silver King Dr & Three Kings Dr	--	--	--	--	--	--	--	44	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

SimTraffic Queueing Report

Project: Park City Mountain Resort TIS

Analysis: Future (2040) Plus Project

Time Period: Saturday PM Peak Hour

95th Percentile Queue Length (feet)

HALES ENGINEERING
innovative transportation solutions

Project #: UT19-1481

Intersection	NB							NE			NW	SB							SE		SW		EB							WB					
	L	LR	LT	LTR	R	T	TR	L	R	T	R	L	LR	LT	LTR	R	T	TR	T	TR	L	R	L	LR	LT	LTR	R	T	TR	L	LT	LTR	R	T	TR
C-E Loading & Lowell Ave	--	--	--	--	--	--	--	--	49	--	--	--	--	--	--	--	--	--	3	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & 14th St	--	--	--	--	--	5	5	--	--	--	--	--	--	--	--	--	--	--	--	--	--	53	--	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & East B Access	--	--	--	--	--	2	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	121	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & East D Access	--	--	96	--	--	110	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	40	--	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Manor Way	--	--	--	--	--	72	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	2	9	--	--	--	--	--	--	--	--	--	--	--
Empire Ave & Silver King Dr	--	--	75	--	--	--	51	--	--	--	--	--	42	--	--	24	--	--	--	--	--	--	--	--	63	--	--	--	--	--	--	--	--	--	37
Lowell Ave & C Access	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4	9	--	--	--	--	--	--	80	--	--	--	--	--	--	--	--
Lowell Ave & Lodge Access & Shadow Ridge Rd	--	--	--	--	--	--	--	--	--	--	--	--	--	27	--	--	--	2	--	--	--	--	--	91	--	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Manor Way	--	--	--	--	115	--	--	--	--	--	--	2	--	12	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Lowell Ave & Silver King Dr	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	90	115	147	--	--	--	--
Lowell Ave & West D Access	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	4	--	34	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Manor Way & South B Access	--	--	--	--	--	--	--	--	--	--	--	93	--	--	--	--	--	--	--	--	--	--	--	--	4	--	--	8	--	--	--	--	--	--	--
NE E Access & Silver King Dr	--	57	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	72	--	35	--	--	--	--
NW E Access/Three Kings Dr & Silver King Dr	--	--	--	83	--	--	--	--	--	--	--	--	--	--	44	--	--	--	--	--	--	--	--	--	--	3	--	--	--	--	--	5	--	--	--
Park Ave & Empire Ave/Deer Valley Dr	348	--	--	--	--	887	403	--	--	--	--	419	--	--	--	262	534	--	--	--	--	--	591	--	--	--	--	--	555	356	--	--	1,238	1,267	--
Shadow Ridge Rd & Empire Ave	--	--	--	--	--	--	--	129	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--
Shadow Ridge Rd & North B Access	--	--	--	--	--	--	--	--	--	45	70	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--



OWNER

PEG DEVELOPMENT
180 NORTH UNIVERSITY AVENUE, SUITE 200
PROVO, UT 84601

ARCHITECT

HKS INC.
90 SOUTH 400 WEST, SUITE 110
SALT LAKE CITY, UT 84101

CIVIL ENGINEER

ANDERSON WAHLEN & ASSOCIATES
2010 N REDWOOD ROAD
SALT LAKE CITY, UT 84116

LANDSCAPE ARCHITECT

MGB+A THE GRASSLI GROUP
145 WEST 200 SOUTH
SALT LAKE CITY, UT 84101

TRANSPORTATION ENGINEER

HALES ENGINEERING
1220 N SOOTH W, SUITE 202
LEHI, UT 84043

SHEET INDEX

ARCHITECTURAL	
A0.00	COVER SHEET
A0.01	PROJECT INFORMATION
SURVEY	
S1.0	TOPOGRAPHIC / BOUNDARY SURVEY
S1.1	TOPOGRAPHIC / BOUNDARY SURVEY
S1.2	TOPOGRAPHIC / BOUNDARY SURVEY
S1.3	TOPOGRAPHIC / BOUNDARY SURVEY
CIVIL	
C2.0	OVERALL GRADING PLAN
C2.1	GRADING PLAN
C2.2	GRADING PLAN
C2.3	GRADING PLAN
C3.0	OVERALL UTILITY PLAN
C3.1	UTILITY PLAN
C3.2	UTILITY PLAN
C3.3	UTILITY PLAN
LANDSCAPE	
LS.01	LANDSCAPE SITE PLAN
LS.02	LANDSCAPE SITE PLAN PARCEL B
LS.03	LANDSCAPE SITE PLAN PARCEL C
LS.04	LANDSCAPE SITE PLAN PARCEL D AND E
ARCHITECTURAL	
A1.00	ARCHITECTURAL SITE PLAN
A5.01	CROSS CANYON VIEW

COVER SHEET

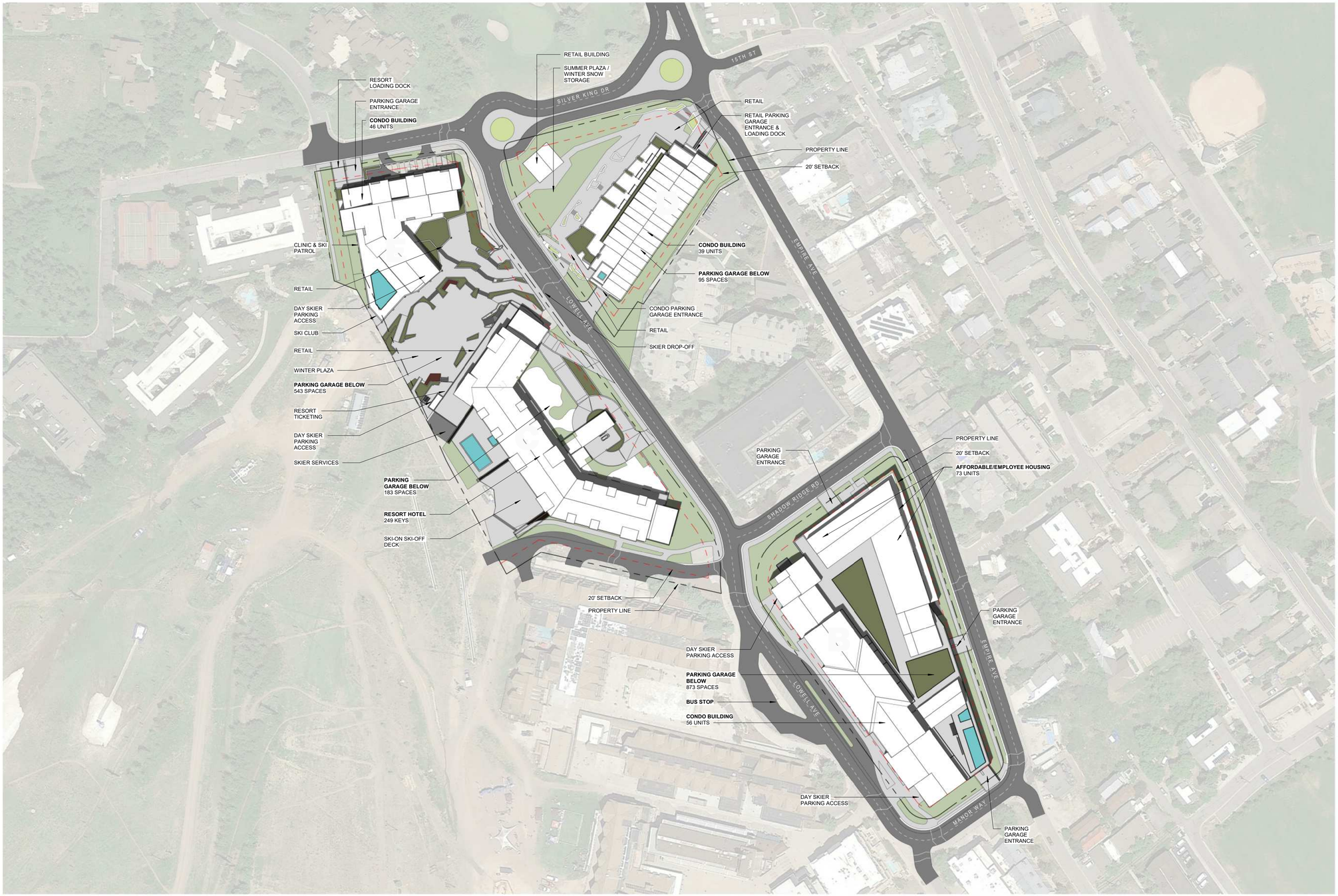
PARK CITY BASE AREA LOT REDEVELOPMENT

A0.00 02/11/2020 22328.001

MASTER PLAN STUDY

HKS

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PARCEL SUMMARY:

PARCEL B - VILLAGE

EXISTING CONDITION
SURFACE PARKING LOT WITH 388 SPACES

PRIMARY PROGRAM
DAY SKIER PARKING
AFFORDABLE HOUSING
EMPLOYEE HOUSING
CONDOMINIUMS
SMALL SCALE RETAIL

SETBACKS
20' MIN FROM PROPERTY LINE

TOTAL PROVIDED PARKING
873

UNIT SUMMARY
AFFORDABLE HOUSING: 22 UNITS
EMPLOYEE HOUSING: 51 UNITS
CONDOS: 56 UNITS

PARCEL C - HOTEL

EXISTING CONDITION
SURFACE PARKING LOT WITH 584 SPACES

PRIMARY PROGRAM
HOTEL
CONVENTION/MEETING SPACE
RETAIL
SKIER SERVICES AND TICKETING

SETBACKS
20' MIN FROM PROPERTY LINE AT NEIGHBORING PROPERTIES
0 SETBACK AT MOUNTAIN AND PARCEL E

TOTAL PROVIDED PARKING
183

UNIT SUMMARY
SUITES: 249 KEYS

PARCEL D - CONDOMINIUMS

EXISTING CONDITION
SURFACE PARKING LOT WITH 214 SPACES

PRIMARY PROGRAM
CONDOMINIUMS
RETAIL
OPEN PLAZA (WINTER SNOW STORAGE)

SETBACKS
20' MIN FROM PROPERTY LINE

TOTAL PROVIDED PARKING
95

UNIT SUMMARY
CONDOS: 39 UNITS

PARCEL E - CONDOMINIUMS & CLUB

EXISTING CONDITION
SURFACE PARKING LOT MERGED WITH PARCEL C

PRIMARY PROGRAM
DAY SKIER PARKING
SKI CLUB
CONDOMINIUMS
RESORT SUPPORT (LOADING DOCK, CLINIC, SKI PATROL)
RETAIL
OPEN PLAZA

SETBACKS
20' MIN FROM PROPERTY LINE AT NEIGHBORING PROPERTIES
0 SETBACK AT MOUNTAIN AND PARCEL C

TOTAL PROVIDED PARKING
543

UNIT SUMMARY
CONDOS: 46 UNITS

PROJECT INFORMATION

0 40 80 FT

A0.01 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

HKS

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Narrative

This Survey was ordered by Peg Development prerequisite to development of the Site.

The previous 2015 Alta Survey by Dominion Engineering was retraced, verified and Honored for the As-Surveyed boundaries of the Record Parcels.

The Section Corner common to Section 8, 9, 16 and 17 that was missing from the 2015 Survey is now in place, but does not match the Location calculated by the 2015 Survey.

Field Measurements were collected VRS GPS RTK to place this survey on the State Plane Datum. Due to the various basis of bearings for the Survey geometry of record no single rotation angle can be given. The basis for this survey may be determined locally by assigning the VRS bearing of North 89°27'42'' West between monuments recovered for the North Quarter Corner and the Northwest Corner of Section 16, Township 2 South, Range 4 East Salt Lake Base and Meridian, U.S. Survey.

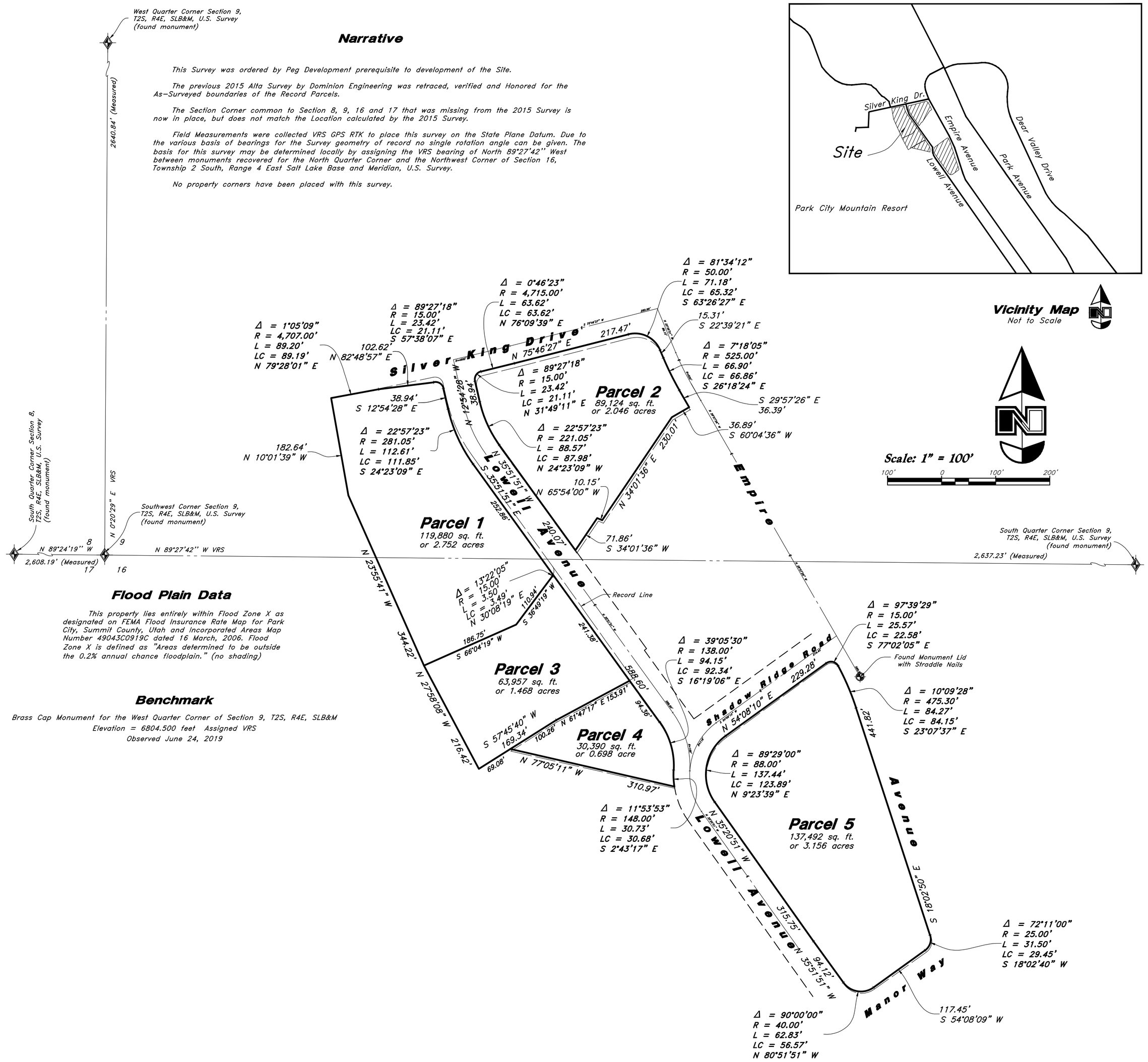
No property corners have been placed with this survey.

Flood Plain Data

This property lies entirely within Flood Zone X as designated on FEMA Flood Insurance Rate Map for Park City, Summit County, Utah and Incorporated Areas Map Number 49043C0919C dated 16 March, 2006. Flood Zone X is defined as "Areas determined to be outside the 0.2% annual chance floodplain." (no shading)

Benchmark

Brass Cap Monument for the West Quarter Corner of Section 9, T2S, R4E, SLB&M
Elevation = 6804.500 feet Assigned VRS
Observed June 24, 2019



Vicinity Map
Not to Scale

Scale: 1" = 100'
100' 0 100' 200'

Record Descriptions

Parcel 1:

Beginning at a point East 450.65 feet and North 111.20 feet from the Southwest corner of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 10°06' West 182.685 feet to the Southerly right-of-way line of Silver King Drive, said point also being on a curve to the left, the radius point of which is North 10°06' West 4707.00 feet; thence Northeasterly along the arc of said curve and said Southerly right-of-way line 192.90 feet to a point of a reverse curve to the right, the radius point of which is South 12°26'53" East 15.00 feet; thence Southeasterly along the arc of said reverse curve 23.43 feet to a point of tangency, said point being on the Westerly right-of-way line of Lowell Avenue; thence following said right-of-way line the following 3 courses: 1) thence South 12°56' East 33.53 feet to a point of a 275.00 foot radius curve to the left; 2) thence Southeasterly along the arc of said curve 110.63 feet to a point of tangency; 3) thence South 35°59' East 253.83 feet to a point of a 15.00 foot radius curve to the right; thence Southwesterly along the arc of said curve 19.04 feet to a point of tangency; thence South 36°45' West 110.945 feet; thence South 66°00' West 186.745 feet; thence North 24°00' West 344.235 feet to the Point of Beginning.

Parcel 2:

Beginning at a point which is North 8.11 feet and West 78.01 feet and North 30°05'00" West along the Westerly right-of-way of Empire Avenue 315.01 feet from the Northeast Corner of the Northwest Quarter of the Northwest Quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being the most Northerly corner of "The Silver King" as depicted on the Record of Survey Map as recorded April 15, 1983 as Entry No. 204662 in the Summit County, Utah Recorder's Office; thence along said Silver King boundary the following four courses: 1) South 59°55' West 37.16 feet; thence 2) South 33°52' West 230.01 feet; thence 3) North 66°03'36" West 10.15 feet; thence 4) South 33°52' West 71.64 feet to a point on the Easterly right-of-way of Lowell Avenue as dedicated and recorded on December 22, 1982 as Entry No. 199571 in the Summit County Recorder's Office; thence along said right-of-way the following four courses: 1) North 35°59'00" West 237.66 feet to the point of a 221.05 foot radius curve to the right, (radius point bears North 54°01' East) thence 2) along the arc of said curve through a central angle of 22°57'23", 88.57 feet to a point of tangency; thence 3) North 13°01'37" West 38.94 feet to the point of a 15.00 foot radius curve to the right, (radius point bears North 76°58'23" East) thence 4) along the arc of said curve through a central angle of 89°27'18", 23.42 feet to a point on a 4715.00 foot reverse curve to the left, (radius point bears North 13°34'19" West) said point also being on the Southerly right-of-way of Silver King Drive; thence along said right-of-way the following three courses: 1) along the arc of said curve through a central angle of 00°46'23", 63.62 feet to a point of tangency; thence 2) North 75°39'18" East 217.47 feet to the point of a 50.00 foot radius curve to the right (radius point bears South 14°20'42" East); thence along the arc of said curve through a central angle of 81°34'12", 71.18 feet to a point of tangency, said point also being on the Westerly right-of-way of Empire Avenue as dedicated; thence along said right-of-way the following three courses: 1) South 22°46'30" East 17.42 feet to the point of a 525.00 foot radius curve to the left, (radius point bears North 67°13'30" East); thence 2) along the arc of said curve through a central angle of 7°18'30", 66.97 feet to a point of tangency; thence 3) South 30°05' East 31.70 feet to the Point of Beginning.

Parcel 3:

Beginning at a point South 203.27 feet and East 590.66 feet from the Northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 66°00' East 186.745 feet; thence North 36°45' East 110.945 feet to the point of a 15.00 foot radius curve to the left; thence Northeasterly along the arc of said curve 19.04 feet to the point of tangency, said point being on the westerly right-of-way line of Lowell Avenue and being also the point of a reverse curve to the right, the radius point of which bears South 54°01' West 7390.00 feet; thence Southeasterly along the arc of said curve and along said Westerly right-of-way line 113.21 feet to the point of a reverse curve to the left, the radius point of which bears North 54°53'40" East 7440.00 feet; thence Southeasterly along the arc of said curve and said right-of-way line 113.98 feet to the point of tangency; thence South 35°59' East along said Westerly right-of-way line 28.16 feet; thence leaving said westerly right-of-way line running South 61°47'17" West 160.67 feet; thence South 57°45'40" West 169.31 feet; thence North 27°49'15" West 216.27 feet to the point of beginning.

Parcel 4:

Beginning at a point West 1473.90 feet and South 586.68 feet from the North Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian (basis of bearing being North 89°34'31" West 1318.76 feet between said Quarter corner and the Northeast corner of the Northwest Quarter of the Northwest Quarter of said Section 16) said point also being on the Southerly right-of-way of Lowell Avenue per the dedication plat recorded in the Summit County, Utah Recorder's Office on December 22, 1982 as Entry No. 199571; thence along said right-of-way the following two courses; 1) North 35°28'00" West 143.46 feet to the point of a 148.00 foot radius curve to the right, (radius point bears North 54°32'00" East); thence 2) along the arc of said curve through a central angle of 26°39'21", 68.85 feet to the True Point of Beginning, said point also being the Northeast Corner of the Resort Center Condominiums Phase 1B as depicted on the Record of Survey Map, and recorded August 22, 1985 as Entry No. 238027 in the Summit County, Utah Recorder's office; and running thence North 77°12'21" West along the Northerly boundary of said Phase 1B Condominiums 311.21 feet; thence North 57°45'40" East 99.14 feet; thence North 61°47'14" East 155.27 feet to the Southerly right-of-way of Lowell Avenue; thence along said right-of-way the following three courses: 1) South 35°59'00" East 93.86 feet to the point of a 138.00 foot radius curve to the right (radius point bears South 54°01'00" West); thence 2) along the arc of said curve through a central angle of 39°05'30", 94.15 feet to the point of a 148.00 foot radius reverse curve to the left, (radius point bears South 86°53'30" East); thence 3) along the arc of said curve through a central angle of 11°55'09", 30.79 feet to the point of beginning.

Parcel 5:

A parcel of land bounded by Millsite Way, Lowell Avenue and Marsac Manor, all dedicated streets, and Empire Avenue, more particularly described as follows: Beginning at a point on the Southerly line of Millsite Way and the Westerly line of Snyder's Addition to the Park City Survey, which point is North 89°34'31" West 1,318.762 feet and South 0°31'00" West 200.725 feet from the North quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian and running thence South 54°01'00" West 207.326 feet along the southerly line of Millsite Way to a point of tangency with an 88.00 foot radius curve to the left; and running thence Southwesterly along the arc of said curve 137.437 feet to a point of tangency on the Easterly line of Lowell Avenue; and running thence South 35°28'00" East 315.760 feet along said Easterly line to a point on the Westerly line of Snyders Addition to the Park City Survey; thence South 35°28'00" East (South 35°59'00" East) 94.12 feet along the Easterly line of Lowell Avenue to a point of tangency with a 40.00 foot radius curve to the left; thence Easterly along the arc of said curve 62.832 feet through a central angle of 90°00'00" to a point of tangency on the Northerly line of Marsac Manor; thence North 54°32'00" East (North 54°01'00" East) 118.050 feet along said Northerly line to a point of tangency with a 25 foot radius curve to the left; thence Northerly along the arc of said curve 31.721 feet through a central angle of 72°42'00" to a point of tangency on the Westerly line of Empire Avenue as Improved; thence North 18°10'00" West (North 18°41'00" West) 443.37 feet along said Westerly line to a point of tangency with a 475.29 foot radius curve to the left; thence Northwesterly along the arc of said curve and Westerly line 84.214 feet through, a central angle of 10°09'07" to a point of tangency with a 15.00 foot radius curve to the left; thence Westerly along the arc of said curve 25.569 feet through a central angle 97°39'59" to a point on the Southerly line of Millsite Way; and running thence South 54°01'00" West 22.034 feet along said Southerly line to the point of Beginning.

Basis of bearing note: Bearing North 35°28'00" West (Lowell Avenue) is used as basis for that portion lying outside Snyders Addition to Park City, Bearing North 35°59'00" West (Lowell Avenue) is used as basis for that portion lying within Snyders Addition to Park City.

More correctly described as:

Beginning at a point on the Southerly right-of-way line of Millsite Way, according to the Record of Survey Plat on file and recorded December 22, 1982 as Entry No. 199571 in the Summit County Recorder's Office said point is located South 89°35'48" East 1148.92 feet along the Section line and South 323.82 feet from the Northwest corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and runn1ng thence along the Southerly line of Millsite Way North 54°01'00" East 229.36 feet to a point on a 15.00 foot radius curve to the right, of which the radius point bears South 35°59'00" East; thence along the right-of-way line of Millsite Way and along the arc of said curve 25.57 feet thru a central angle of 97°39'53" to a point on a 475.30 foot radius curve to the right, which the radius point bears South 61°40'53" West; thence along the right-of-way line of Empire Avenue and along the arc of said curve 84.21 feet thru a central angle of 10°09'07"; thence along the right-of-way line of Empire Avenue South 18°10'00" East 443.37 feet to a point on a 25.00 foot radius curve to the right, of which the radius point bears South 71°50'00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 31.72 feet thru a central angle of 72°42'00"; thence along the right-of-way line of Marsac Manor South 54°32'00" West 118.05 feet to a point on a 40.00 foot radius curve to the right, of which the radius point bears North 35°28'00" West; thence along the right-of-way line of Marsac Manor and along the arc of said curve 62.83 feet thru a central angle of 90°00'00"; thence along the right-of-way line of Lowell Avenue North 35°28'00" West 409.88 feet to a point on an 88.00 foot radius curve to the right, of which the radius point bears North 54°32'00" East; thence along the right-of-way line of Lowell Avenue and Millsite Way and along the arc of said curve 137.44 feet thru a central angle of 89°29'00" to the point of beginning.

Certification

I, Ken B. Hawkes, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 8707113, as prescribed by the Laws of the State of Utah and on behalf of Anderson Wahlen & Associates I have made a survey of the above described property. I further certify that this plat correctly shows the true dimensions of the property surveyed.

Date: 01/31/2020

PROFESSIONAL LAND SURVEYOR 8707113 KEN B. HAWKES STATE OF UTAH

Ken B. Hawkes
Utah PLS No. 8707113

REV	DATE	DESCRIPTION

Designed by: Name
Drafted by: Name
Client Name:
Peg Development

19-096 OV-TBS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 AWAengineering.net

Topographical Boundary Survey
PEG Park City Mountain Resort
Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

02/07/2020

SHEET NO.
S1.0

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See Sheet S1.2



Legend

- Existing Utility Marker
- Existing Inlet Box
- Existing Catch Basin
- Existing Manhole
- Existing Fire Hydrant
- Existing Water Valve
- Existing Overhead Power Line
- Existing Water
- Existing Secondary Water
- Existing Sewer
- Existing Storm Drain
- Existing Gas
- Existing Power
- Existing Telephone
- Centerline
- Existing Street Light
- Existing Telephone Box
- Existing Power Meter
- Existing Electrical Box
- Existing Electrical Cabinet
- Existing Gas Meter
- Existing Water Meter
- Existing Irrig. Control Box
- Existing Power Pole
- Existing Power Pole w/ Guy

Scale: 1" = 30'

30' 0 30' 60'

REV	DATE	DESCRIPTION

Designed by: Name
Drafted by: Name
Client Name: Peg Development
19-096-TBS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWAengineering.net

Topographical Boundary Survey
PEG Park City Mountain Resort

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

PROFESSIONAL LAND SURVEYOR
8707113
KEN B. HAWKES
STATE OF UTAH
01/31/2020

02/07/2020

SHEET NO. **S1.1**

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Building E
See Sheet S1.3



See Sheet S1.1
Building B

Building D
See Sheet S1.3

Topographical Boundary Survey

PEG Park City Mountain Resort

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 – AWAengineering.net

PROFESSIONAL LAND SURVEYOR
STATE OF UTAH
KEN B. HAWKES
8707313
01/31/2020

SHEET NO.	S1.2
	02/07/2020
19-096-TBS	
Client Name:	Peg Development
Drafted by:	Name
Designed by:	Name

REV	DATE	DESCRIPTION



Legend

- Existing Utility Marker
- Existing Inlet Box
- Existing Catch Basin
- Existing Manhole
- Existing Fire Hydrant — FH
- Existing Water Valve — WV
- Existing Overhead Power Line — OHP —
- Existing Water — W —
- Existing Secondary Water — SW —
- Existing Sewer — S —
- Existing Storm Drain — SD —
- Existing Gas — G —
- Existing Power — P —
- Existing Telephone — T —
- Centerline
- Existing Street Light
- Existing Telephone Box — TB
- Existing Power Meter — PM
- Existing Electrical Box — EB
- Existing Electrical Cabinet — ECAB
- Existing Gas Meter — GM
- Existing Water Meter — WM
- Existing Irrig. Control Box — ICB
- Existing Power Pole
- Existing Power Pole w/ Guy

See Sheet S1.2
Building C

REV	DATE	DESCRIPTION

Designed by: Name
Drafted by: Name
Client Name:
Peg Development
19-096-TBS

ANDERSON WAHLEN & ASSOCIATES
2010 North Redwood Road, Salt Lake City, Utah 84116
801 521-8529 - AWengineering.net

Topographical Boundary Survey
PEG Park City Mountain Resort

Shadow Ridge Road and Lowell Avenue
Park City, Summit County, Utah

8707113
01/31/2020
KEN B. HAWKES
STATE OF UTAH

02/07/2020

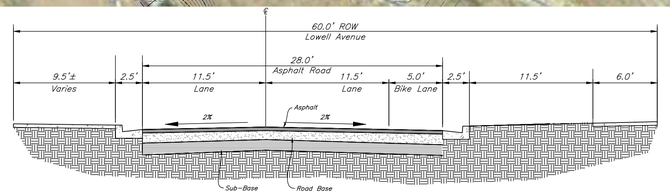
SHEET NO.
S1.3

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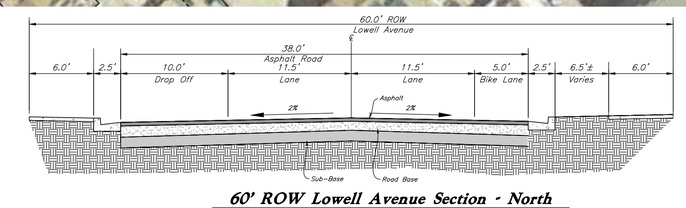
Legend

- Proposed Curb & Gutter
- Proposed Open Face C & G
- Proposed Asphalt
- Proposed Concrete
- Proposed Truncated Domes
- Proposed Fence
- Ridge line
- Grade Break
- Proposed Contour
- Direction of Drainage
- Proposed Spot (78.00TA)
- ADA Accessible Route
- Property Line
- Sawcut Line
- Proposed Building
- Existing Improvements
- Existing Asphalt
- Existing Concrete
- Existing Fence
- Flowline
- Centerline
- Existing Contour
- Existing Spot (78.00TA)
- Existing Light Pole
- Existing Street Light
- Existing Building



60' ROW Lowell Avenue Section - South

Not to Scale



60' ROW Lowell Avenue Section - North

Not to Scale

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED OVERALL GRADING PLAN

0 30 60 FT

C2.0 02/11/2020 22328.001

ANDERSON WAHLEN & ASSOCIATES

HKS

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Legend

- Proposed Curb & Gutter
- Proposed Open Face C & G
- Proposed Asphalt
- Proposed Concrete
- Proposed Truncated Domes
- Proposed Fence
- Ridge line
- Grade Break
- Proposed Contour
- Direction of Drainage
- Proposed Spot
- ADA Accessible Route
- Property Line
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- Proposed Building
- Existing Improvements
- Existing Asphalt
- Existing Concrete
- Existing Fence
- Flowline
- Centerline
- Existing Contour
- Existing Spot
- Existing Light Pole
- Existing Street Light
- Existing Building

PROPOSED GRADING PLAN

0 15 30 FT

C2.1 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

ANDERSON WAHLEN & ASSOCIATES

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PROPOSED GRADING PLAN

0 15 30 FT

C2.2 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

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See Sheet C2.2
Building C

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED GRADING PLAN

0 15 30 FT

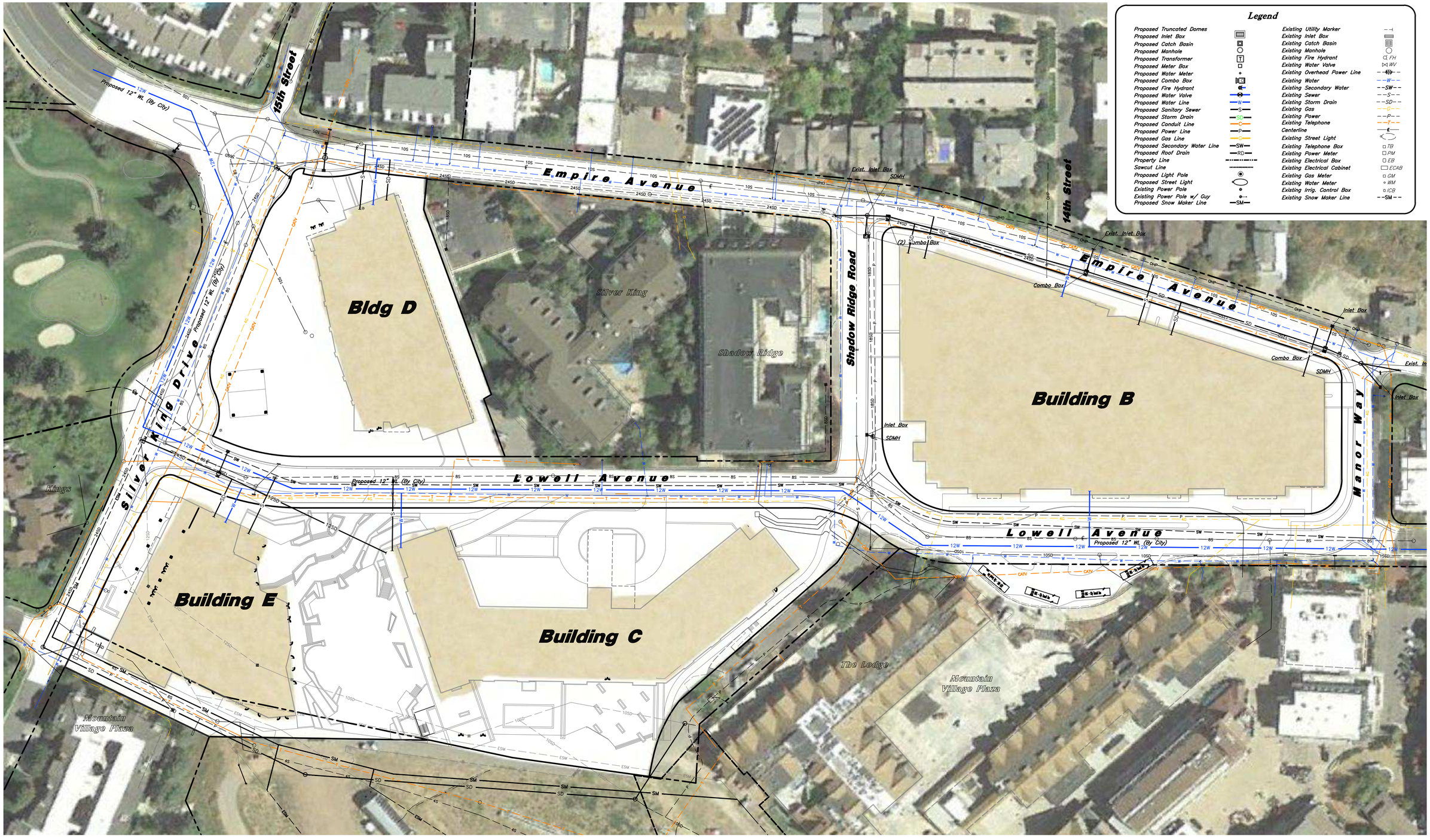
C2.3 02/11/2020 22328.001

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PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED OVERALL UTIILITY PLAN

0 30 60FT

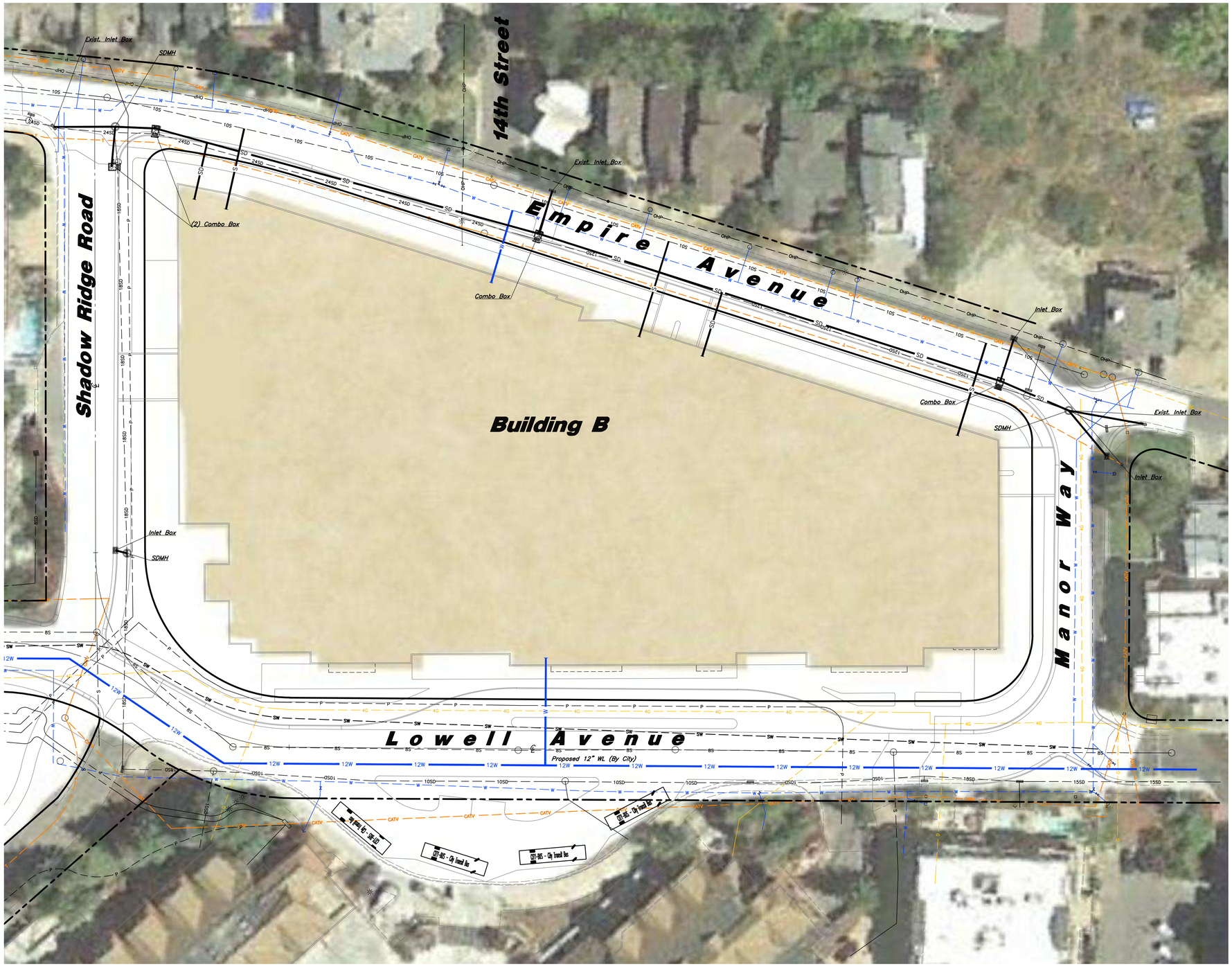
C3.0 02/11/2020 22328.001

ANDERSON WAHLEN & ASSOCIATES

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Legend

Proposed Truncated Domes		Existing Utility Marker	
Proposed Inlet Box		Existing Inlet Box	
Proposed Catch Basin		Existing Catch Basin	
Proposed Manhole		Existing Manhole	
Proposed Transformer	T	Existing Fire Hydrant	FH
Proposed Meter Box		Existing Water Valve	WV
Proposed Water Meter		Existing Overhead Power Line	
Proposed Combo Box	CB	Existing Water	W
Proposed Fire Hydrant		Existing Secondary Water	SW
Proposed Water Valve		Existing Sewer	S
Proposed Water Line	W	Existing Storm Drain	SD
Proposed Sanitary Sewer	S	Existing Gas	G
Proposed Storm Drain	SD	Existing Power	P
Proposed Conduit Line	C	Existing Telephone	T
Proposed Power Line	P	Centerline	
Proposed Gas Line	G	Existing Street Light	
Proposed Secondary Water Line	SW	Existing Telephone Box	TB
Proposed Roof Drain	RD	Existing Power Meter	PM
Property Line		Existing Electrical Box	EB
Sawcut Line		Existing Electrical Cabinet	ECAB
Proposed Light Pole		Existing Gas Meter	GM
Proposed Street Light		Existing Water Meter	WM
Existing Power Pole		Existing Irrig. Control Box	ICB
Existing Power Pole w/ Guy		Existing Snow Maker Line	SM
Proposed Snow Maker Line	SM		

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED UTILITY PLAN

0 15 30 FT

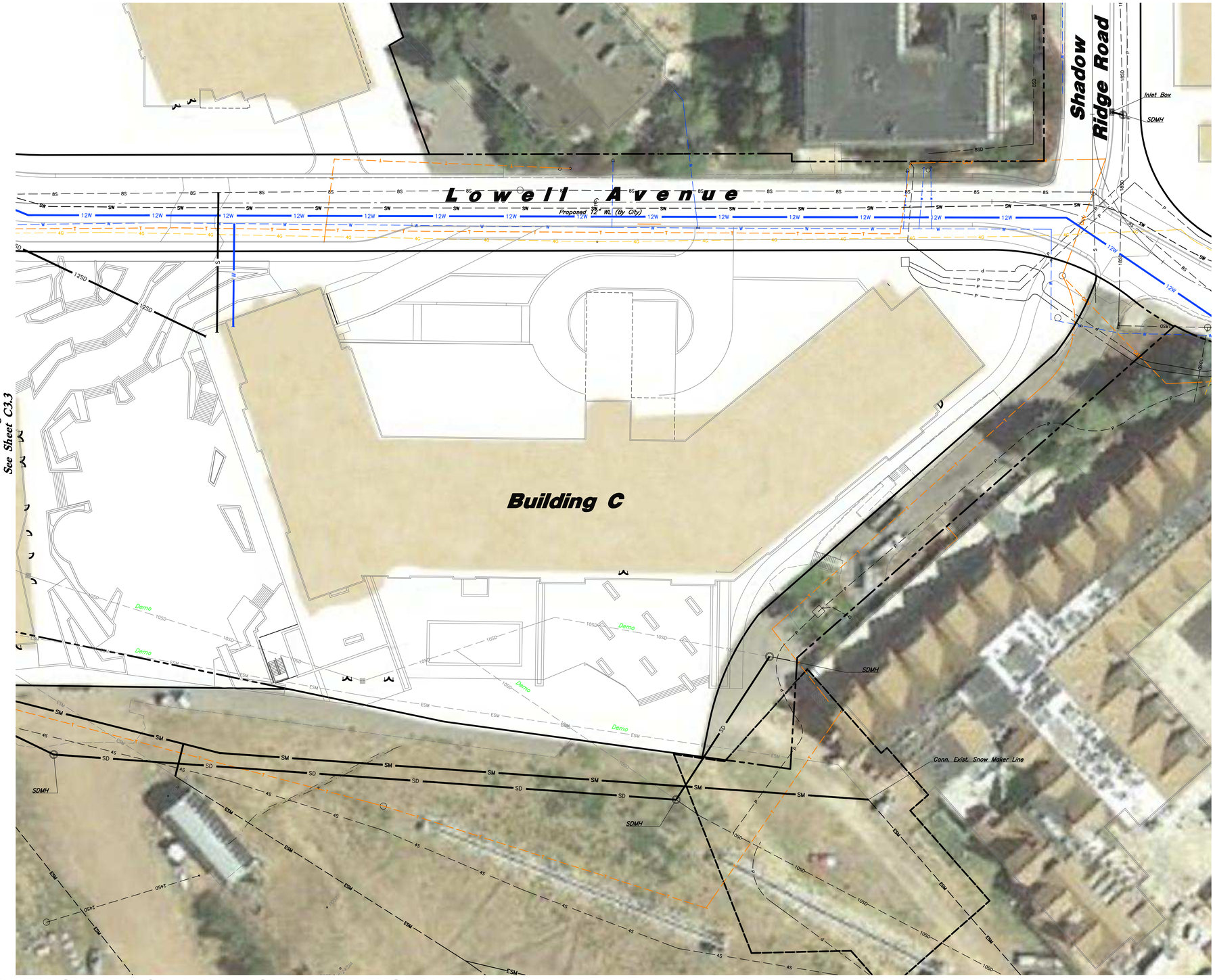
C3.1 02/11/2020 22328.001

ANDERSON WAHLEN & ASSOCIATES

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Legend

Proposed Truncated Domes		Existing Utility Marker	
Proposed Inlet Box		Existing Inlet Box	
Proposed Catch Basin		Existing Catch Basin	
Proposed Manhole		Existing Manhole	
Proposed Transformer	T	Existing Fire Hydrant	FH
Proposed Meter Box		Existing Water Valve	WV
Proposed Water Meter		Existing Overhead Power Line	OHP
Proposed Combo Box		Existing Water	W
Proposed Fire Hydrant		Existing Secondary Water	SW
Proposed Water Valve		Existing Sewer	S
Proposed Water Line	W	Existing Storm Drain	SD
Proposed Sanitary Sewer	S	Existing Gas	G
Proposed Storm Drain	SD	Existing Power	P
Proposed Conduit Line	C	Existing Telephone	T
Proposed Power Line	P	Centerline	
Proposed Gas Line	G	Existing Street Light	
Proposed Secondary Water Line	SW	Existing Telephone Box	TB
Proposed Roof Drain	RD	Existing Power Meter	PM
Property Line		Existing Electrical Box	EB
Sawcut Line		Existing Electrical Cabinet	ECAB
Proposed Light Pole		Existing Gas Meter	GM
Proposed Street Light		Existing Water Meter	WM
Existing Power Pole		Existing Irrig. Control Box	ICB
Existing Power Pole w/ Guy		Existing Snow Maker Line	SM
Proposed Snow Maker Line	SM		

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED UTILITY PLAN

0 15 30 FT

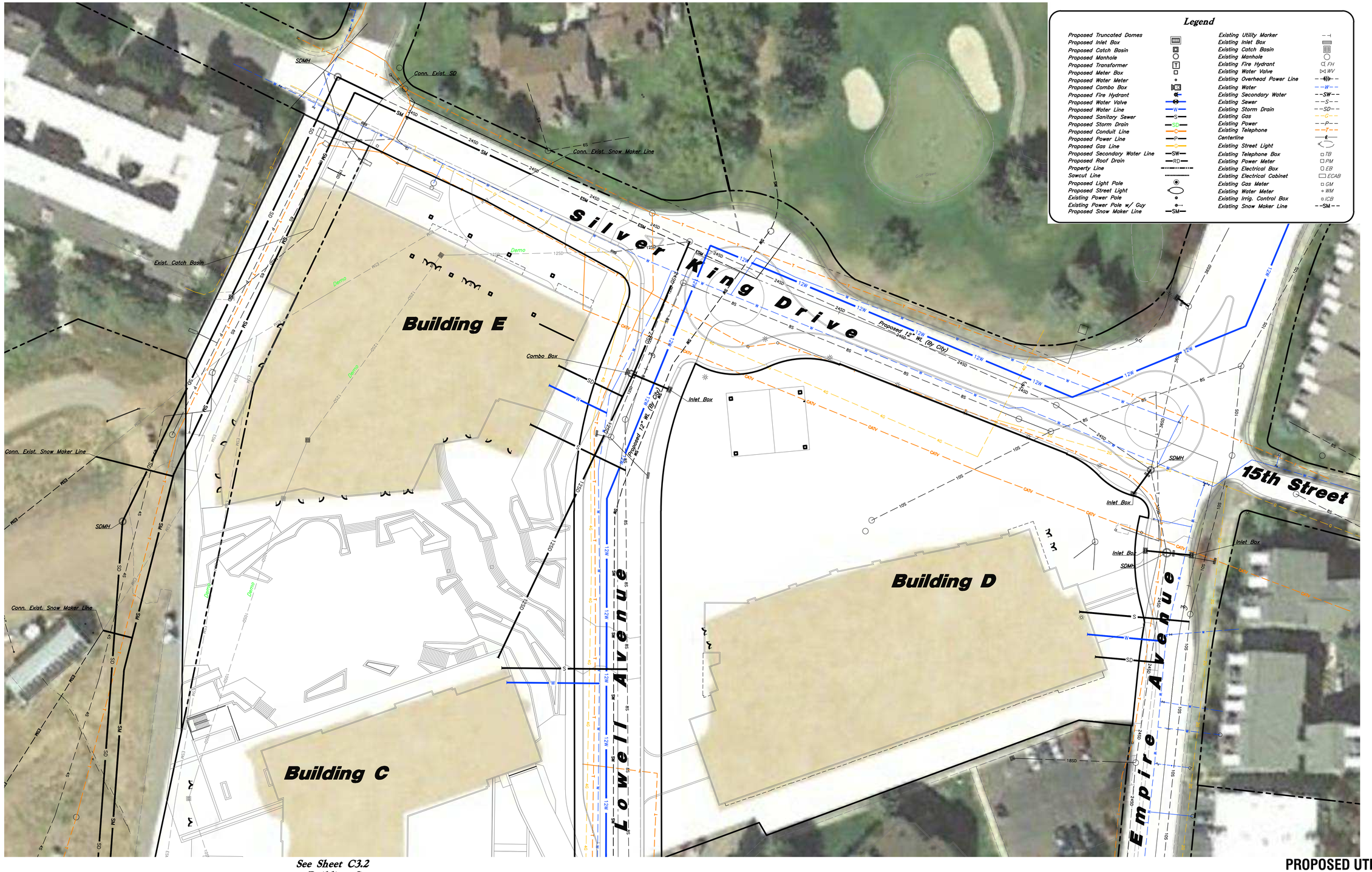
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See Sheet C3.2
Building C

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

PROPOSED UTILITY PLAN

0 15 30 FT

C3.3 02/11/2020 22328.001

ANDERSON WAHLEN & ASSOCIATES

HKS

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LANDSCAPE SITE PLAN

0 40 80FT

LS.01 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

MGB+A The Gruzen Group HKS

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LANDSCAPE SITE PLAN - PARCEL B

0 20 40FT

LS.02 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

MGB+A HKS

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LANDSCAPE SITE PLAN - PARCEL C

0 20 40FT

LS.03 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

MGB+A The Cassidy Group HKS

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PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

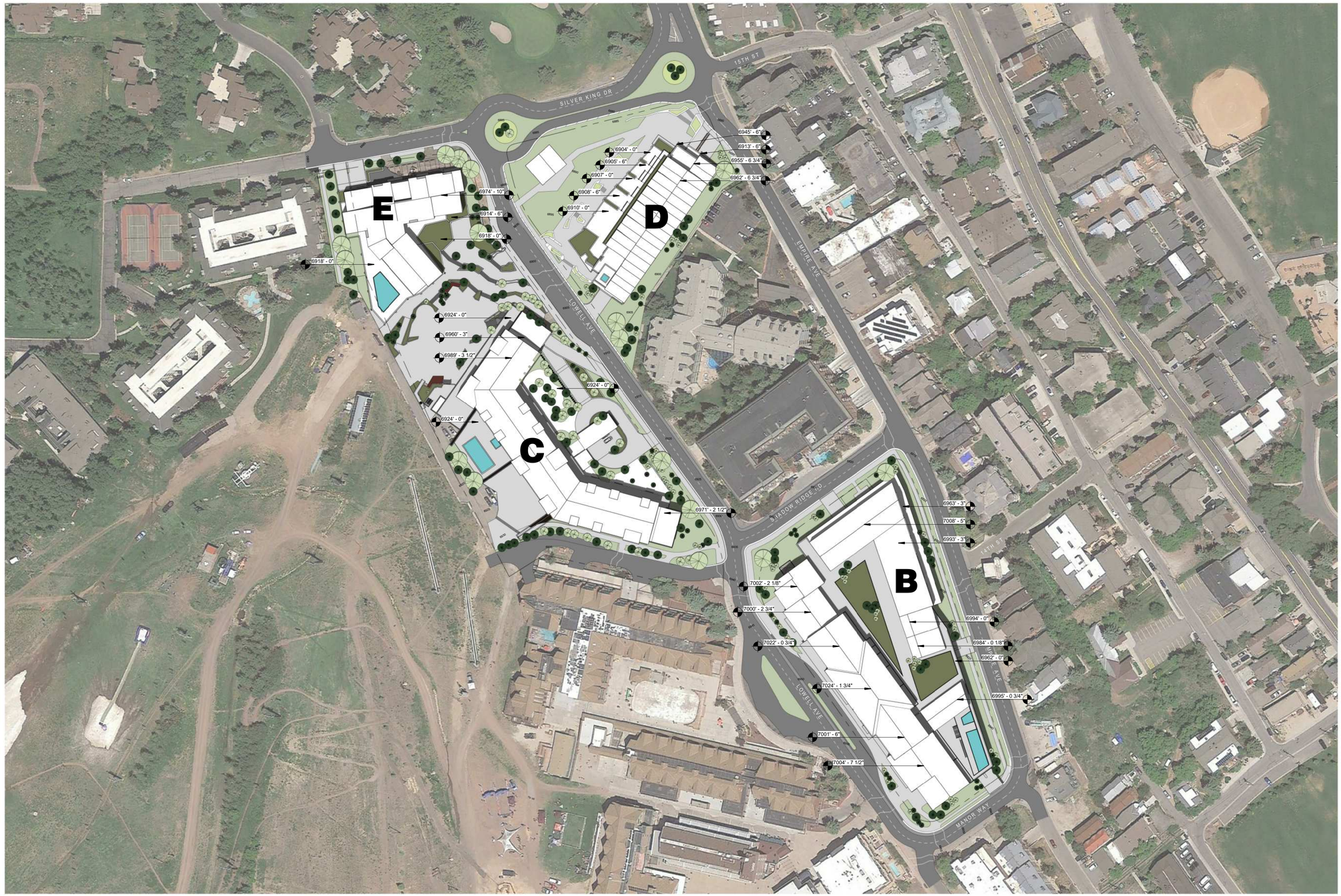
LANDSCAPE SITE PLAN - PARCEL D+E

0 20 40FT

LS.04 02/11/2020 22328.001

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OPEN SPACE:

NOTE: PER EXHIBIT A OF THE DEVELOPMENT AGREEMENT, AN 11.40 ACRE PARCEL OF THE MOUNTAIN WAS RESERVED FOR OPEN SPACE AND WAS TO BE COUNTED AS PART OF THE OVERALL OPEN SPACE FOR THE DEVELOPMENT. THIS PARCEL IS INCLUDED IN THE OPEN SPACE CALCULATIONS BELOW. OPEN SPACE ON EACH PARCEL WAS DETERMINED BY LMC 15-15-1 DEFINITION FOR LANDSCAPED, OPEN SPACE AND INCLUDES RECREATION AMENITIES AND LANDSCAPE AND HARDSCAPED PLAZAS BUILT OVER PARKING GARAGES AND OTHER SPACES.

PARCEL B - VILLAGE

BUILT AREA: 59,235 SF
OPEN SPACE: 78,257 SF

PARCEL C - HOTEL

BUILT AREA: 55,456 SF
OPEN SPACE: 79,406 SF

PARCEL D - CONDOMINIUMS

BUILT AREA: 38,451 SF
OPEN SPACE: 49,637 SF

PARCEL E - CONDOMINIUMS & CLUB

BUILT AREA: 37,384 SF
OPEN SPACE: 54,988 SF

EXHIBIT A PARCEL

OPEN SPACE: 496,584 SF

TOTAL MASTER PLANNED DEVELOPMENT

TOTAL BUILT AREA: 190,526 SF
TOTAL OPEN SPACE: 759,072 SF
TOTAL SF: 949,598 SF

% OPEN: 79.9%

ARCHITECTURAL SITE PLAN

0 40 80 FT

A1.00 02/11/2020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

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CROSS CANYON VIEW

PARK CITY BASE AREA LOT REDEVELOPMENT

A5.01 02/11/2020 22328.001

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Alexandra Ananth

From: Teri Whitney <teri@snowflowerparkcity.com>
Sent: Tuesday, May 19, 2020 11:37 AM
To: Alexandra Ananth
Subject: PEG application for May 27th Council meeting

Alexandra,

I realize there may be many meetings with public hearing regarding this development in the future. Just to get some of the concerns on the table as the Council reviews it:

1. PEG – the development group has been extremely open and has communicated with adjacent homeowner's/associations over the past year or so. We've given quite a bit of input to them directly and so far it's been a very good relationship.
2. TRAFFIC flow seems to be the biggest concern. We are not 100% convinced the proposal as planned will work. More studies will be necessary to ensure there are little to no bottle neck areas. The Uber/Lyft drop off is a great idea however, we feel it's MUCH to small for the amount of cars it could potentially encounter. If you look at Deer Valley's drop off, there are nearly 4 long lanes and on a given holiday, they are ALL packed.
3. We have some significate concerns about the egress into Parcel E. Most feel that this parcel will need at least 2 entrance/exits as the current area will not be adequate for the amount of traffic it will have.
4. PEG has also proposed a "delivery" entrance in the same location. The owner's of Snow Flower are extremely concerned about noise, hours of traffic as well as the location. All feel it should be moved to the South or East side of the Parcel if possible.
5. As of this writing, the location of the much needed Helipad was not designated yet. All are interested to know where that will go.

Thank you in advance Alexandra, I am sure we'll be attending as many of the public hearings as possible.

Teri

Teri Whitney
General Manager

Snow Flower Homeowner's Association
PO Box 448|401 Silver King Dr
Park City, UT 84060

Phone: 435-649-6400
Email: teri@snowflowerparkcity.com

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970

Alexandra Ananth

From: Trent Davis <tdavis@compass-management.com>
Sent: Wednesday, May 20, 2020 2:16 PM
To: Alexandra Ananth
Cc: Trent Davis
Subject: PEG Development

Hi Alexandra;
I am the President of the two partnership that own about 46K square feet of commercial at the base area. I am also the HOA manager of the Lodge and Loft. We appreciate your help in addressing the following at the meeting on the 27th with PEG Development and the Planning Commission.

A couple of topics I would like addressed with the Planning Commission:

- A handicapped ramp should be built to the ice rink plaza. Currently handicapped access is minimal to the entire base area. The Lodge *may* be willing to donate the land at the Transit Center for this to happen.
- The Transit Center Island needs to be reconfigured to allow for parallel parking, like the airport, and eliminate the stair if possible. Who maintains this in the future as I would assume the City will maintain in the future? This should have snow melt put in.
- The Transit Center sidewalk should have snow melt put in. Additional waiting areas with enclosures need to be installed. Who maintains in the future. Will the city help maintain and provide snow removal?
- What type of "way finding", lodging, parking and commercial signage, starting intersection of Silver King and Empire is being required? It is important that the upper plaza lodging and commercial be included.
- Is there a separate area being designed for delivery trucks to short term park and not obstruct traffic flow. As you are aware, they typically park at the Transit Center Island and unload.
- A bridge or underground tunnel be constructed to allow pedestrian access from the parking structure in Lot B, across Lowell Avenue to the Transit Center area. This will help prevent traffic build up on Lowell and provide a higher level of safety for the skier and guests.
- Need to ensure that sidewalks exists throughout the project, allowing pedestrians to walk from Silver King Drive, to the upper plazas. This will allow for more of a village atmosphere and cut down on pedestrian / vehicle interaction.
- There needs to be a sidewalk from the intersection of Lowell Ave and Shadow Ride Drive, to The Lodge, North side, metal stairs and to and from the Vail parking structure. This easement road will now be in the shadows 24-7. Where is snow removal going to be stacked, especially if a road is expanded to accommodate the NAC. Is PEG going to be providing snow removal off this road?
- All sidewalks should be heated to reduce salting and maintenance in addition to adding a higher level of safety. This will also reduce the need for snow storage.
- Need to retain the oversized vehicle parking on the right side of the access road, on the North side of The Lodge, as this where vehicles that cannot fit in the underground Lodge parking, oversized transportation vans and any construction dumpsters park.
- The area lacks restaurants more than any other need. I would hope that a larger portion of the commercial is being designed for food services. Food and beverage services will help keep the day skier, at the base area and off the roads during peak times. The area already has to many skier related commercial tenants.

- I am concerned about the one-way being considered on Lowell. This will cause multiple issues with the commercial, lodging and transportation companies, who come and go throughout the day. We all need to be able to make a left turn onto Lowell from the Shadow Ridge Drive intersection, even if it is only during certain designated times such as after 4 p.m. and during the Spring, Summer and Fall.
- How is access to the potential new NAC building going to impact the Lodge? The Lodge has concerns about the access road, view corridors being blocked and access to our ski locker room and other access points. The building will block the sun light to the Lodge West side and creates more issues with ice and snow. We would expect that the NAC be responsible for the care and maintenance of these Lodge areas.

Please confirm that you are in receipt of this email and feel free to contact me with any questions.

Sincerely
Trent Davis
Cell: 435-731-0115
O- 435-649-1842
tdavis@compass-management.com
Admin@compass-management.com
Compass-Management.Com

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Planning Commission Staff Report

Subject:	**84 Daly Avenue – Steep Slope Conditional Use Permit (SS-CUP)**
Author:	**Caitlyn Barhorst, Historic Preservation Planner**
Department:	**Planning**
Date:	**May 27, 2020**
Type of Item:	**Administrative**

Recommendation

Staff recommends the Planning Commission review, conduct a public hearing, and approve the application for a Steep Slope Conditional Use Permit (SS-CUP) for the property located at 84 Daly Avenue based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.

Background

The Planning Commission reviewed a separate Plat Amendment for 84 Daly Avenue on March 27, 2019, forwarding a positive recommendation, and the City Council approved the plat on April 18, 2019 (Staff Report page 245, and Minutes page 8; Ordinance 2019-21).

This SS-CUP was continued from the May 13, 2020 Planning Commission meeting while staff was working with the applicant to reduce the visual impacts of the retaining walls on the south side of the property; these changes are reflected in **Exhibit B**. The Historic District Design Review (HDDR) application is currently under review.

Analysis

Pursuant to Land Management Code (LMC) 15-2.2-6(A), due to the proposed footprint of the new Single-Family Dwelling being located on an existing Slope of 30% or greater, a Steep Slope Conditional Use Permit (SS-CUP) is required. It is an uphill lot, located in the Historic Residential (HR-1) District. The lot contains 3,858 square feet with an average of 45-50% slope within the proposed footprint.

LMC 15-2.2-6(C) Conditional Use Permit Criteria

Criteria 1: Location of Development.

Development is located and designed to reduce visual and environmental impacts of the Structure. **No unmitigated impacts.**

The structure has been designed to step the building mass with the slope.

Criteria 2: Visual Analysis.

The Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points to determine potential impacts of the project and identify potential for screening, slope stabilization, erosion mitigation, vegetation protection, and other items. **No unmitigated impacts.**

The applicant submitted a photographic visual analysis, including street views with the proposed structure superimposed, to show the proposed streetscape and bird's eye views. As demonstrated by the visual analysis, the proposed structure fits within the context of the slope, neighboring structures, and existing vegetation as the structure is broken up into compatibly-scaled masses, has a greater front setback in order to allow for more vegetation along Daly Avenue, and uses the structure as the method for slope stabilization reducing the need for retaining walls.

Criteria 3: Access.
Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Common driveways and Parking Areas, and side Access to garages are strongly encouraged. **No unmitigated impacts.**

The proposed twelve-foot (12') wide driveway located within the Front Setback ranges from a 6.6%-9.0% slope. The driveway leads to a single garage door.

Criteria 4: Terracing.
The project may include terraced retaining Structures if necessary to regain Natural Grade. **No unmitigated impacts.**

The Applicant is proposing to use the Structure itself as the majority of the retaining for Natural Grade. The applicant is not proposing to change grade more than four feet (4') around the periphery of the structure except for the placement of a window well and has largely maintained Natural Grade where possible.

Criteria 5: Building Location.
Buildings, access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and provide variation of the Front Yard. **No unmitigated impacts.**

The structure's footprint is located approximately 31ft from the front property line, which maximizes the open areas as viewed from the Primary Public Right-of-Way and provides for natural vegetation. Although the other structures along this area of Daly Avenue are located with the minimum setback and are closer to the street, staff finds this larger setback complies with the Design Guidelines for Historic Districts and Historic Sites. The historical development along Daly Avenue did not maintain the same setbacks for all properties, and the proposed separation of the structure from the street is consistent with what would have been seen historically along the streetscape. The existing tree in the Front Yard will be replaced per the Landscape Plan (Exhibit B).

Criteria 6: Building Form and Scale.
Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components

that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Commission may require a garage separate from the main Structure or no garage. **No unmitigated impacts.**

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

Criteria 7: Setbacks.
The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a "wall effect" along the Street front and/or the Rear Lot Line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures. **No unmitigated impacts.**

The required Front/Rear Setback for a Lot with a Depth from 75ft to 100ft is 12ft with a total of 25ft. The Structure maintains an approximate 31ft Front Setback, and a 12ft Rear Setback. Although the other structures along this area of Daly Avenue are located with the minimum setback and are closer to the street, staff finds this larger setback complies with the Design Guidelines for Historic Districts and Historic Sites. The historical development along Daly Avenue did not maintain the same setbacks for all properties, and the proposed separation of the structure from the street is consistent with what would have been seen historically along the streetscape.

Criteria 8: Dwelling Volume.
The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures. **No unmitigated impacts.**

The proposed design is broken into compatibly-scaled massing components. The design includes setback variations and lower building heights for portions of the structure. The proposed massing and architectural design components are compatible with both the volume and massing of single-family dwellings in the area. The design minimizes the visual mass and mitigates the differences in scale between the proposed single-family dwelling and surrounding structures.

Criteria 9: Building Height (Steep Slope).
The maximum Building Height in the HR-1 District is twenty-seven feet (27'). The Planning Commission may require a reduction in Building Height for all, or portions, of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing residential Structures. **No unmitigated impacts.**

The proposed new construction complies with the twenty-seven feet (27') maximum building height requirement measured from existing grade.

Process
Approval of this application constitutes Final Action that may be appealed to the City Council following appeal procedures found in LMC § 15-1-18. The applicant has submitted a Historic District Design Review (HDDR) application. The Historic District Design Review (HDDR) application for the proposed single-family dwelling is under review pending approval of the Steep Slope Conditional Use Permit (SS-CUP) by the Planning Commission.

Department Review
This project has gone through an interdepartmental review. No additional comments were brought up at that time.

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

Public Input
No input has been received regarding the Steep Slope CUP at the time of this report.

Alternatives
- The Planning Commission may approve the Steep Slope Conditional Use Permit (SS-CUP) for 84 Daly Avenue as conditioned or amended, or
- The Planning Commission may deny the Steep Slope Conditional Use Permit (SS-CUP) for 84 Daly Avenue and provide staff with Findings for this decision, or
- The Planning Commission may request specific additional information and may continue the discussion to a date uncertain.

Significant Impacts
As conditioned, there are no significant fiscal or environmental impacts from this application.

Consequences of not taking the Suggested Recommendation
The construction as proposed could not occur and the applicant would have to revise the plans.

Recommendation
Staff recommends the Planning Commission review, conduct a public hearing, and approve the application for a Steep Slope Conditional Use Permit (SS-CUP) at 84 Daly Avenue based on the findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The property is located at 84 Daly Avenue.
2. On April 21, 2020, the Planning Department received a complete application for a Steep Slope Conditional Use Permit (SS-CUP) for “Construction on a Steep Slope” at 84 Daly Avenue.
3. The property is located in the Historic Residential (HR-1) District.
4. The lot contains 3,858 square feet.
5. Per LMC 15-2.2-6(A)(2), a Steep Slope CUP is required for any Structure in excess of 200 square feet located on or projecting over an existing slope of 30% or greater. The average slope is 45-50% within the proposed footprint.
6. The proposal complies with LMC 15-2.2-2 Uses, as a Single Family Dwelling is an Allowed Use in the HR-1 District.
7. The maximum Building Footprint for this Lot is 1,553 square feet, and the proposed Footprint is 1,546 square feet.
8. The proposal complies with the Front and Rear Setbacks. The minimum Front and Rear Setbacks are twelve feet (12’) each, for a total of twenty five feet (25’); the Applicant is proposing at least an approximate 31ft Front Setback and a 12ft Rear Setback, for a total of 43ft.
9. The proposal complies with the Side Setbacks. The minimum Side Setbacks are five feet (5’) each, for a total of ten feet (10’).
10. The proposal complies with LMC 15-2.2-5, with a maximum height of twenty-seven feet (27’) from Existing Grade. The maximum height of the proposed structure is 26 feet.
11. The proposal complies with LMC 15-2.2-5(A), maximum interior height is thirty-five feet (35’) as the proposed interior height is 35 feet.
12. The proposal complies with LMC 15-2.2-5(B), ten foot (10’) minimum horizontal step in the downhill façade.
13. The proposal complies with LMC 15-2.2-5(C) in that the Contributing Roof Form is between 7:12 and 12:12.
14. The proposal complies with 15-2.2-6(C)(1), Location of Development. The structure has been designed to step the building mass with the slope.
15. The proposal complies with 15-2.2-6(C)(2), Visual Analysis. The applicant submitted a photographic visual analysis, including street views with the proposed structure superimposed, to show the proposed streetscape and bird’s eye views. As demonstrated by the visual analysis, the proposed structure fits within the context of the slope, neighboring structures, and existing vegetation.
16. The proposal complies with 15-2.2-6(C)(3), Access. The proposed twelve-foot (12’) wide driveway located within the Front Setback ranges from a 6.6%-9.0% slope. The driveway leads to a single garage door.
17. The proposal complies with 15-2.2-6(C)(4), Terracing. The Applicant is proposing to use the Structure itself as the majority of retailing of Natural Grade. The applicant is not proposing to change grade more than four feet (4’) around the periphery of the structure except for the placement of a window well and has largely maintained Natural Grade where possible.
18. The proposal complies with 15-2.2-6(C)(5), Building Location. The structure’s footprint is located approximately 31ft from the front property line, which maximizes

the open areas as viewed from the Primary Public Right-of-Way and provides for natural vegetation. The existing tree in the Front Yard will be replaced per the Landscape Plan (Exhibit X).

19. The proposal complies with 15-2.2-6(C)(6), Building Form and Scale. The structure is broken into small components that step along the existing site contours so that no greater than 2 stories in height can be seen in one building module. The single-car garage complies with the Historic District Design Guidelines and is designed as a tandem (2-deep) garage attached to the structure.
20. The proposal complies with 15-2.2-6(C)(7), Setbacks. The required Front/Rear Setback for a Lot with a Depth from 75ft to 100ft is 12ft with a total of 25ft. The Structure maintains an approximate 31ft Front Setback, and a 12ft Rear Setback.
21. The proposal complies with 15-2.2-6(C)(8), Dwelling Volume. The proposed design is broken into compatibly-scaled massing components. The design includes setback variations and lower building heights for portions of the structure. The proposed massing and architectural design components are compatible with both the volume and massing of single-family dwellings in the area. The design minimizes the visual mass and mitigates the differences in scale between the proposed single-family dwelling and surrounding structures.
22. The proposal complies with 15-2.2-6(C)(9), Building Height (Steep Slope). The proposed new construction complies with the twenty-seven feet (27') maximum building height requirement measured from existing grade.
23. The property was posted and notice was mailed to property owners within 300 feet on April 23, 2020. Legal notice was also published in the Park Record in accordance with requirements of the LMC on April 29, 2020.
24. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance).
25. The findings in the Analysis section of this report are incorporated herein.

Conclusions of Law

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

Conditions of Approval

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
3. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
4. This approval will expire on May 27, 2021, if a building permit has not been issued by the building department before the expiration date, unless an extension of this approval has been requested in writing prior to the expiration date and is granted by

the Planning Director.

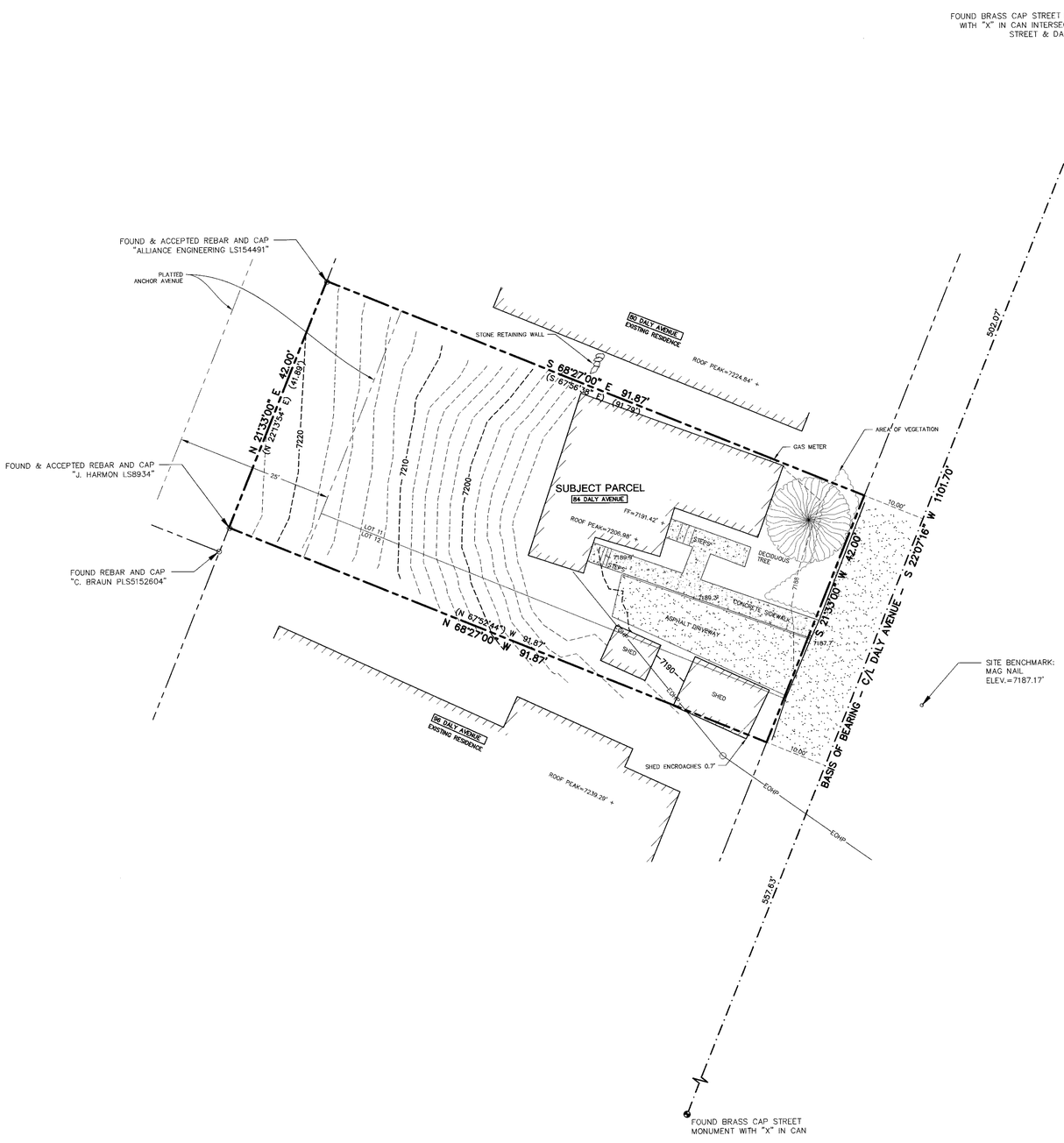
5. Plans submitted for a Building Permit must substantially comply with the plans reviewed and approved by the Planning Commission on May 27, 2020, and the Final HDDR Design.
6. All new retaining walls within the rear and side setback areas shall not exceed six feet (6') in height measured from final grade and retaining walls within the front setback area shall not exceed four feet (4') in height measured from final grade. An exception may be granted by the City Engineer per LMC 15-4-2(A)(1).
7. Residential fire sprinklers are required for all new or renovation construction on this lot, per requirements of the Chief Building Official.
8. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore not regulated by the City for mine related impacts. If the property owner does encounter mine waste or mine waste impacted soils they must handle the material in accordance to State and Federal law.
9. All exterior lighting, on porches, decks, garage doors, entryways, etc. shall be down directed and shielded to prevent glare onto adjacent property and public rights-of-way and shall be subdued in nature. Light trespass into the night sky is prohibited. Final lighting details will be reviewed by the Planning Staff prior to installation.
10. Construction waste should be diverted from the landfill and recycled when possible.
11. To the extent possible, existing Significant Vegetation shall be maintained on Site and protected during construction. When approved by the Planning Department in writing to be removed, the Significant Vegetation shall be replaced with equivalent landscaping in type and size. Multiple trees equivalent in caliper to the size of the removed Significant Vegetation may be considered instead of replacement in kind and size.
12. All excavation work to construct the foundation of the proposed single family dwelling shall start on or after April 15th and be completed on or prior to October 15th. The Planning Director may make a written determination to extend this period up to 30 additional days if, after consultation with the Historic Preservation Planner, Chief Building Official, and City Engineer, determines that it is necessary based upon the need to immediately stabilize an existing Historic property, or specific site conditions such as access, or lack thereof, exist, or in an effort to reduce impacts on adjacent properties.

Exhibits

Exhibit A – Existing Conditions Survey
Exhibit B – Proposed Plans
Exhibit C – Visual Analysis/Streetscape
Exhibit D – Current Site Photographs

84 DALY AVENUE

LOCATED IN THE NORTHEAST QUARTER OF SECTION 21,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
PART OF LOT 11 & 12, BLOCK 74, MILLSITE
RESERVATION TO PARK CITY
PARK CITY AMENDED SURVEY
RECORD OF SURVEY–EXISTING CONDITIONS
SUMMIT COUNTY, UTAH



SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR
No.7248891
CHARLES GALATI
11/22/19
State of Utah

I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold License No. 7248891, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

LEGAL DESCRIPTION

The South 34 1/2 feet of Lot No. 11 and the North 7 1/2 feet of Lot 12, Block 74, Millsite Reservation to Park City, according to the official plat thereof on file and of record in the office of the Summit County Recorder.

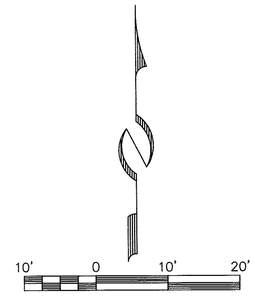
Together with 1/2 of vacated Anchor Avenue.

NOTES

1. Basis of Bearing for this survey is between the found brass cap street monuments as shown on this plat.
2. Field work for this survey was completed December 6, 2018, and is in compliance with generally accepted industry standards for accuracy.
3. The purpose of this survey was to perform an Existing Conditions and Topography survey for the possibility of future improvements to the property.
4. A Title Report was not provided to the surveyor and only easements and setbacks per subdivision plat were located as part of this survey. This owner of the property should be aware of any items affecting the property that may appear in a title insurance report. The surveyor found no obvious evidence of easements, encroachments or encumbrances on the property surveyed except as shown hereon.
5. County tax maps, recorded deeds, King Ridge Estates Subdivision, 74 & 80 Daly Avenue Subdivision, Daly Doubles Subdivision, Millsite Reservation to Park City Plat, Records of survey S–1301, and S–4842, S–7394 (all aforementioned documents on file and of record in the Summit County Recorder's Office), and physical evidence found in the field were used to determine the boundary as shown on this plat.
6. Site Benchmark: Mag Nail in Daly Avenue, Elevation=7187.17' as shown.
7. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
8. Property corners were found as shown.
9. Snow coverage at the time of the survey was approximately 24"–36". As a result, monuments, improvements, and/or conditions may exist which are not shown on this survey.
10. Measured bearings and distances, when different than record, are in parenthesis ( ).

LEGEND

- ○ Found Monument (As–Noted)
- ⊕ Found Street Monument (As–Noted)



(435) 649–9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060–2664

STAFF:
CHARLES GALATI
RYAN BETZ
JASON WYNNE
TOM LUND
CHIP TOMSUDEN

DATE: 1/22/19

EXISTING CONDITIONS & TOPOGRAPHIC MAP
84 DALY AVENUE, PARK CITY

FOR: KARLEEN REILLY
JOB NO.: 3–12–18
FILE: X:\PCS\dwg\srv\srvy2018\031218–84 Daly Ave\031218–84 Daly ROS.dwg

SHEET 1 **OF** 1

GENERAL NOTES

1. -ALL CONSTRUCTION AND WORK PERFORMED SHALL MEET CODES + GUIDELINES IN ACCORDANCE WITH THE 2015 IRC/IBC/IMC/IPC/IFGC, 2011 NEC, LOCAL CODES, ANSI, AND OSHA SAFETY STANDARDS.
2. -CONTRACTOR AND/OR SUBCONTRACTORS SHALL NOT SCALE THESE DRAWINGS OR DETAILS. CONTRACTOR SHALL FIELD VERIFY ALL CONDITIONS ON THE JOB SITE AND SHALL BE RESPONSIBLE FOR CHECKING AND COORDINATING ALL DIMENSIONS, ELEVATION, ETC., PRIOR TO CONSTRUCTION
3. -CONTRACTOR SHALL NOTIFY DESIGNER / ENGINEERS OF ANY DISCREPANCIES, OMISSIONS OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND/OR SPECIFICATIONS BEFORE PROCEEDING WITH ANY WORK INVOLVED. IN ALL CASES UNLESS OTHERWISE DIRECTED THE MOST STRINGENT REQUIREMENTS SHALL GOVERN AND BE PERFORMED.
4. -FINISHED GRADE SHALL SLOPE AWAY FROM THE STRUCTURE WITH A MINIMUM OF 6" DROP IN THE INITIAL 10'-0" AND 2% THEREAFTER INTO AN APPROVED DRAINAGE SYSTEM
5. - ALL DEBRIS SHALL BE REMOVED FROM THE JOB SITE PRIOR TO EXCAVATION + CONSTRUCTION
6. -ALL CONSTRUCTION DEBRIS SHALL BE REMOVED BY THE FINAL INSPECTION / C OF O AND SHALL ALSO BE MAINTAINED THROUGHOUT THE CONSTRUCTION PROCESS BY MEANS OF AN APPROVED CONTAINER.
7. -APPROVED NUMBERS FOR BUILDING(S) ADDRESS SHALL BE INSTALLED SO THAT THEY ARE CLEARLY VISIBLE AND LEGIBLE FROM THE STREET OR ROADWAY FRONTING THE PROPERTY
8. -ATTICS SHALL BE PROVIDED WITH AN ACCESS OF NO LESS THAN 22" X 30". A MINIMUM CLEARANCE OF 30" SHALL BE PROVIDED ABOVE THE ACCESS. ACCESSES PLACED IN GARAGE SHALL BE OF (1) HOUR RATING (1 LAYER 5/8" TYPE "X" SHEET ROCK) AND HAVE A LATCH FOR DRAFT STOP. ACCESSES ARE PROHIBITED ABOVE CLOSET SHELVES.
9. -INSTALL 5/8" TYPE "X" SHEET ROCK ON ALL WALLS, BEAMS, CEILINGS, ETC. BETWEEN GARAGE + DWELLING. IF LIVING SPACE OCCURS ABOVE GARAGE (2) LAYERS 5/8" TYPE "X" SHEET ROCK IS REQUIRED ON CEILING. ALL SUCH FIRE PROTECTION SHALL BE NAILED / SCREWED W/ 8d COOLER NAILS OR 1-5/8" COARSE DRYWALL SCREWS @ 4" O.C./EDGE AND 6 O.C. FIELD.
10. -CONTINUOUS FIRE BLOCKING IN ALL STUD CAVITIES OVER 10'-0". FURR-DOWNS, SOFFITS, DROP CEILINGS, TRAY CEILINGS, CEILING TRANSITIONS, STAIR STRINGERS, STAIR WELL PLATFORMS, TOP + BOTTOM OF STAIR WELL RUN, CEILING JOIST LINES, ETC., WITH 2" NOMINAL LUMBER.
11. -FIREPLACE FLUES EXTENDING THROUGH ATTIC SPACES SHALL BE SEPARATED WITH 5/8" TYPE "X" SHEET ROCK, 1/2" C.D.X. OR O.S.B. PANEL
12. -FIRE STOP ALL PENETRATIONS AROUND VENTS, PIPES, FLUES, DUCTS, CHIMNEYS, FIREPLACES, ETC. WITH AN APPROVED UL LISTING PER I.R.C., LATEST EDITION AND AMENDED LOCAL CODES.
13. -MINIMUM REQUIRED HEAD HEIGHT IS 7'-6" INCLUDING BUT NOT LIMITED TO HEAT DUCTS, PLENUMS, OVER HEAD PLUMBING, STRUCTURAL MEMBERS, SOFFITS, ETC...
14. -MINIMUM HEAD HEIGHT IN A STAIRWELL SHALL BE NO LESS THAN 6'-8" (80") FROM TIP OF FINISHED TREAD TO FINISHED CEILING, MEASURED VERTICALLY (SEE APPLICABLE STAIR SECTION PER PLAN)
15. -HANDRAILS SHALL BE PROVIDED ON ALL STAIRS WITH (3) OR MORE RISERS PER I.R.C., LATEST EDITION AND SHALL HAVE A FINISHED HEIGHT OF 34" - 38". SUCH HANDRAILS SHALL RETURN IN WALLS, NEW POST OR APPROVED SAFETY TERMINAL AND HAVE A CROSS SECTIONAL DIMENSION OF 1-1/4" X 2-5/8".
16. -GUARDRAILS SHALL NOT BE LESS THAN 42" IN HEIGHT. OPEN GUARDRAIL SHALL HAVE A MAXIMUM BALUSTER SPACING OF 4" AND SHALL NOT ALLOW A 4" SPHERE TO PASS THROUGH.
17. -BATHTUBS, SHOWERS AND ADJACENT WALLS SHALL BE FINANCED WITH A NONABSORBENT SURFACE. SUCH WALL SURFACES SHALL EXTEND A MIN. OF 6'-0" A.F.F.
18. -WALLS + CEILINGS OF BATHROOMS + SHOWERS SHALL BE CONSTRUCTED OF CEMENT, FIBER CEMENT OR GLASS MAT GYPSUM BACKERS. (OR OTHER APPROVED MATERIAL)
19. -INSTALL 5/8" TYPE "X" GYPSUM WALL BOARD ON ALL WALLS, CEILINGS, BEAMS, POSTS, ETC. IN ATTACHED GARAGES WHERE LIVING SPACE IS ADJACENT TO GARAGE. WHERE LIVING SPACE OCCURS OVER THE GARAGE PROVIDE (2) LAYERS 5/8" TYPE "X" WALL BOARD. FASTENER SPACING = 12" O.C. FIELD + 4" O.C. @ PERIMETER
20. -WINDOWS ARE RECOMMENDED TO HEAD AT DOOR HEIGHT. MAXIMUM SILL HEIGHT IN BEDROOMS = 44" A.F.F. SUCH WINDOWS (EGRESS WINDOWS) SHALL HAVE NO LESS THAN 5.7 SQUARE FEET CLEAR OPENING, MINIMUM CLEAR HEIGHT OF 24" AND MINIMUM CLEAR WIDTH OF 20"
21. -TEMPERED GLASS IS REQUIRED IN SLIDING DOORS, FIXED + SLIDING PANELS OF SLIDING GLASS DOORS, STORM DOORS, DOORS + ENCLOSURES OF SHOWERS, HOT TUBS, WHIRL POOLS, SAUNAS, STEAM ROOMS, WINDOWS IN THESE COMPARTMENTS, GLAZING WITHIN 60" OF ANY WALKWAY, WITHIN 24" OF A DOOR'S SWINGING ARC, GLAZING WITHIN 18" OF FINISHED FLOOR.
22. -PROVIDE SCREENS ON ALL OPERABLE WINDOWS + SLIDING GLASS DOORS.
23. -EMERGENCY ESCAPE + RESCUE OPENINGS WITH A FINISHED SILL HEIGHT BELOW THE ADJACENT GROUND ELEVATION SHALL BE PROVIDED WITH A WINDOW WELL IN ACCORDANCE WITH SECTION R310 2003 IRC.
24. -WINDOW WELL REQUIREMENTS = REFER TO WINDOW WELL DETAIL IN PLANS.
25. -FLASH COUNTERFLASH + CAULK ALL EXTERIOR WINDOWS + DOORS AS PER MFG. INSTALLATION INSTRUCTIONS.
26. -PROVIDE 9" FLASHING @ EXTERIOR WINDOWS + DOORS SILL PLATE OR PER MFG. INSTRUCTIONS + LOCAL CODE.
27. -SHOWER COMPARTMENT ACCESS SHALL HAVE MINIMUM OF 22" CLEAR + UNOBSTRUCTED FINISHED WIDTH.
28. -ALL JETTED BATHTUBS SHALL HAVE ACCESS TO CIRCULATORY MOTOR. MIN. OPENING = 12"X12". OR 16"X8" WHERE MOTOR IS MORE THAN 2' AWAY. ACCESS SHALL BE UNOBSTRUCTED + LARGE ENOUGH TO REMOVE MOTOR.
29. PROVIDE MINIMUM OF 4 MIL. VAPOR BARRIER AT INSULATED WALL + CEILING ASSYS. ON THE INTERIOR (WARM) SIDE.
30. PROVIDE GI. FLASHING OR 15 FELT BETWEEN FRAMING + ANY CONCRETE. ANY FRAMING MEMBERS IN DIRECT CONTACT WITH CONCRETE SHALL BE PRESSURE TREATED / DECAY RESISTANT PER IRC, R311

ELECTRICAL NOTES

1. -ELECTRICAL SUBCONTRACTOR SHALL COORDINATE REQUIREMENTS AND SIZE ELECTRICAL SERVICE, PANELS AND EQUIPMENT WITH GENERAL CONTRACTOR, OWNER AND MECH. SUB-CONTRACTOR. ELECTRICAL SUBCONTRACTOR SHALL ALSO PROVIDE APPROPRIATE DEVICES FOR FUTURE OWNER EXPANSION OF ELECTRICAL SYSTEM. VERIFY WITH GENERAL CONT. + OWNER
2. -ALL ELECTRICAL EQUIPMENT, FIXTURES, WIRING AND INSTALLATION SHALL BE IN ACCORDANCE WITH I.R.C., LATEST EDITION OR PER GOVERNING LOCAL CODES.
3. -PROVIDE MIN. CLEARANCE OF 30" WIDTH, 36" DEPTH AND 6'-6" IN HEIGHT FOR PANEL ACCESS NO PANEL SHALL BE LOCATED IN A BATHROOM, FIRE WALL OR CLOSET SPACE. 200 AMP SERVICE TYPICAL (U.N.O.) SERVICE DISCONNECT REQUIRED.
4. -TEMPORARY CONSTRUCTION WIRING SHALL CONFORM W/ I.R.C., LATEST EDITION OR PER GOVERNING LOCAL CODES.
5. -BATHROOMS WITHOUT GLAZING REQUIRE MIN. 50 C.F.M. VENTILATION FAN (INTERMITTENT) OR 20 C.F.M. VENTILATION FAN (CONSTANT.) MINIMUM OF 3.5 AIR CHANGES PER HOUR
6. -PROVIDE SECONDARY GROUND W/ (1) 20' MIN. #4 REBAR OR BARE #4 COPPER CONDUCTOR TIED DIRECTLY TO FOUNDATION REINFORCEMENT WITHIN AND NEAR TO THE BOTTOM OF THE FOOTING / FOUNDATION. GROUNDING TO WATER SYSTEM AND/OR USE OF ALUMINUM GROUNDS IS PROHIBITED.
7. -(1) SMOKE ALARM / CO DETECTOR IS REQUIRED AT EACH LEVEL OF THE STRUCTURE INCLUDING BASEMENTS BUT EXCLUDING ATTICS (UNFINISHED) AND CRAWLSPACES. SMOKE ALARMS REQUIRED IN EACH SLEEPING ROOM + MIN. (1) IN ADJACENT HALLWAYS. WIRE ALL ALARMS IN SERIES WITH BATTERY BACK-UPS. ALL ALARMS SHALL BE AUDIBLE OVER BACKGROUND NOISE WITH ADJOINING DOORS CLOSED. ALL SMOKE/CO DECTORS SHALL BE AFCI PROTECTED.
8. -ALL KITCHENS, LAUNDRY ROOMS AND BATHROOMS SHALL BE SUPPLIED WITH INDIVIDUAL BRANCH CIRCUITS.
9. -ELECTRICAL PENETRATIONS IN FIRE-RESISTANT RATED WALLS, FLOORS AND CEILINGS SHALL BE PROTECTED BY APPROVED METHODS TO MAINTAIN RATING OF ELEMENT PENETRATED.
10. -ELECTRICAL EQUIPMENT SHALL BE FIRMLY SECURED TO THE SURFACE TO WHICH IT IS MOUNTED. WOODEN PEGS DRIVEN INTO CONCRETE, MASONRY OR PLASTER SHALL NOT BE USED.
11. -CENTRAL HEATING EQUIPMENT OTHER THAN FIXED ELECTRICAL SPACE HEATING SHALL BE SUPPLIED BY AN INDIVIDUAL BRANCH CIRCUIT.
12. -CONVENIENCE RECEPTACLES SHALL BE INSTALL SO THAT NO POINT ALONG THE FLOOR LINE IN ANY WALL SPACE IS MORE THAN 6'-0" FROM AN OUTLET IN THAT SPACE. SWITCH TOP HALF OF CONVENIENCE OUTLETS ONLY.
13. -GROUND-FAULT CIRCUIT INTERRUPTION RECEPTACLES ARE REQUIRED AT ALL BATHROOMS, GARAGES, DECKS, PORCHES, PATIOS, CRAWLSPACES, UNFINISHED BASEMENTS, KITCHENS BARS, BOAT HOUSES, AND ELECTRICALLY HEATED FLOOR RECEPTACLES. EXEMPT RECEPTACLES PER E3902, 2009IRC.
14. -BRANCH CIRCUITS SUPPLYING 125-VOLT, SINGLE PHASE, 15- AND 20- AMPERE OUTLETS / RECEPTICLES INSTALLED IN EVERY ROOM/SPACE SHALL BE PROTECTED BY ARC-FAULT CIRCUIT INTERRUPTERS.
15. -INSTALL WEATHERPROOF BUBBLE COVERS AT ALL EXTERIOR CONVENIENCE OUTLETS
16. -INSTALL 110 VOLT CONVENIENCE RECPTICLE WITHIN 25 FEET OF A/C UNIT(S)
17. -ONE AND TWO FAMILY DWELLINGS SHALL BE SUPPLIED BY ONLY ONE SERVICE. SERVICE DISCONNECT REQD.
18. -CABLES, CONDUCTORS, SLEEVING, TAPE, INSULATORS EXPOSED TO DIRECT SUNLIGHT SHALL BE MARKED AS BEING SUNLIGHT RESISTANT.
19. -STRUCTURES SUPPLIED BY BRANCH CIRCUITS OR FEEDERS REQUIRE AN INDEPENDANT W.E.R. (GROUND)
20. -UNUSED OPENINGS IN PANELS + SWITCHES SHALL BE CLOSED USING IDENTIFIED, APPROVED ENCLOSURES.
21. -CEILING FANS SHALL BE SUPPORTED INDEPENDANTLY OF AN OUTLET BOX. PROVIDE SECURE BACKING
22. -ALL 125V, 15 + 20 AMP RECEPTACLES IN EVERY KITCHEN, FAMILY ROOM, DINING ROOM, LIVING ROOM, PARLOR, LIBRARY, DEN, SUNROOM, BEDROOM, REC. ROOM OR SIMILAR ROOM OR AREA OF DWELLING UNITS SHALL BE LISTED TAMPER-RESISTANT RECEPTACLES. THESE RECEPTACLES SHALL ALSO BE PROVIDED WHERE THEY ARE PART OF A LUMINAIRE OR APPLIANCE, LOCATED WITHIN CABINETS OR CUPBOARDS, CONTROLLED BY A WALL SWITCH OR LOCATED OVER 5.5 FEET ABOVE THE FLOOR
23. -A MINIMUM OF 50 PERCENT OF THE LAMPS PERMANENTLY INSTALLED LIGHTING FIXTURES SHALL BE HIGH EFFICIENCY LAMPS.
24. - ALL BEDROOM LIGHTING SHALL BE AFCI PROTECTED.

MECHANICAL NOTES

1. -MECHANICAL UB-CONTRACTOR SHALL PROVIDE ENERGY CALCULATIONS FOR SPECIFIC LOCATION, LOT AND BUILDING LOCATION AND SHALL SIZE AND DESIGN HEATING AND COOLING EQUIPMENT AND SYSTEMS IN ACCORDANCE THEREWITH. MECHANICAL SUB-CONTRACTOR SHALL PROVIDE EQUIPMENT / SYSTEMS SPECIFICATIONS INCLUDING, BUT NOT LIMITED TO, PERFORMANCE CHARACTERISTICS, ALTERNATES AND/OR OPTIONS, WARRANTY INFORMATION, TOTAL INSTALLED PRICE, ETC., FOR OWNERS APPROVAL
2. -ALL HEATING + VENTILATING EQUIPMENT SHALL BE INSTALLED IN ACCORDANCE WITH THE I.R.C., LATEST EDITION.
3. -PROVIDE 3" CLEARANCE ON COMBUSTION AIR SIDE OF FURNACE ROOM + 36" CLEAR WORKING SPACE IN FRONT OR ALL HEATING CONTROLS PER I.R.C., LATEST EDITION.
4. -PROVIDE OUTSIDE COMBUSTION AIR BY DUCTS LEADING FROM THE APPLIANCE ENCLOSURE TO THE OUTSIDE OF THE BUILDING. COVER THE INLET OF SUCH DUCTS WITH A CORROSION RESISTANT METAL SCREEN OF 1/4" MESH, PER I.R.C., LATEST EDITION. (2) OPENINGS ARE REQUIRED IF THE COMPARTMENT IS LESS THAN 50 SQUARE FEET, ONE IN TH. E UPPER 12" + ONE IN THE LOWER 12" EQUALLY DIVIDED OR AS NOTED ON PLAN.
5. -DRYER VENTS MUST TERMINATE OUTSIDE THE STRUCTURE WITH A MINIMUM OF 4"ø DUCT. MAXIMUM DUCT LENGTH SHALL NOT EXCEED 25'-0". 5'-0" REDUCTION FOR EACH 90° + 2'-6" FOR EACH 45°. PROVIDE BOOSTER FAN IF REQD.. VENTS MUST BE SMOOTH WALL METAL DUCT WITH BACK-DRAFT DAMPERS AND NO MORE THAN (2) 90° ELBOWS. VENTS MAY NOT CONNECT OT ANY OTHER VENT DUCTS OR CHIMNEYS / FLUES.
6. -FLUE + EXHAUST VENTS SHALL TERMINATE OUTDOORS + A MINIMUM OF 3' FROM IN ANY DIRECTION FROM OPENINGS INTO BUILDINGS. EXHAUST VENT TERMINATIONS SHALL BE EQUIPPED WITH BACKDRAUGHT DAMPERS. SCREENING SHALL NOT BE INSTALLED @ DUCT TERMINATION.
7. -SEISMIC STRAPS @ END EXPANSION TANK ARE REQUIRED ON ALL WATER HEATERS @ UPPER AND LOWER 1/3 S. PROVIDE PRESSURE RELIEF VALVE ON WATER HEATER. INSTALL PER 2903.6.1
8. -PROVIDE MINIMUM 36" CLEARANCE FROM RANGE TOP TO COMBUSTIBLE MATERIALS SIDE CLEARANCE SHALL BE SPECIFIED WITH PERMANENT MARKING ON THE APPLIANCE RANGE HOODS SHALL SHALL BE VENTED TO OUTSIDE AIR WITH SINGLE WALL PIPE WITH MINIMUM CLEARANCE OF 1" OF COMBUSTIBLE MATERIALS
9. -FIREPLACE, FURNACE + ALL OTHER FLUES SHALL EXTEND 2'-0" ABOVE ANY ROOF LINE WITHIN 10'-0". MASONRY CHIMNEYS SHALL HAVE DOUBLE WALL LININGS + MIN. 4" CONC. CAP
10. -ALL HEATING + VENTILATION EQUIPMENT SHALL BE INSTALLED PER I.R.C., LATEST EDITION
11. -FURNACE + WATER HEATERS SHALL BE INSTALLED SO THAT THEY CAN BE REMOVED INDIVIDUALLY
12. -JOINT FOR RESIDENTIAL HEAT DUCTS SHALL BE MECHANICALLY FASTENED WITH MIN. OF (3) SHEET METAL SCREWS. DUCTS + DUCT SUPPORT SHALL COMPLY WITH I.R.C., LATEST EDITION
13. -FURNACE EFFICIENCIES SHALL BE OBTAINED FROM A MEC CHECK CALCULATION
14. -GASEOUS HYDROGEN SYSTEMS SHALL BE INSTALLED IN ACCORDANCE WITH SECTION M1307.4 AND M1903.1 + ALL OTHER APPLICABLE CODES
15. -PROVIDE GAS SHUT OFF VALVE(S) AT ALL APPLIANCES + FIXTURES WITHIN 6' OF APPLIANCE OR FIXTURE WITH READY ACCESS PER IRC G2420

PLUMBING NOTES

1. -COMBUSTION AIR FOR WATER HEATER TO BE SUPPLIED FROM OUTSIDE AIR.
2. -LOW-FLUSH TOILETS REQUIRED, 1.6 MAX. GALLONS PER FLUSH. PROVIDE MINIMUM CLEARANCE OF 24" IN FRONT OF FIXTURE + MINIMUM FINISHED CLEAR WIDTH OF 30" IN COMPARTMENT.
3. -PROVIDE ANTI-SIPHON + BACK FLOW PREVENTATIVE FREEZE LESS HOSE BIBS PROVIDE ACCESSIBLE SHUT OFF BALL VALVE.
4. -PLUMBING STACKS SHALL RUN UNDIMINISHED IN SIZE (3" MIN.) AND AS DIRECT AS POSSIBLE FROM THE MAIN DRAIN TO OUTSIDE AIR ABOVE THE ROOF. VENTS SHALL TERMINATE AT LEAST 3' ABOVE OR 10' AWAY FROM ANY OUTSIDE INTAKE AIR OPENING
5. -"FLAG POLING" OF PLUMBING VENTS IS PROHIBITED EXCEPT WHERE ROOF IS OCCUPIED
6. SLIP JOINT PLUMBING IS PROHIBITED IN CONCEALED PLACES W/O 24"X24" ACCESS
7. -PROVIDE PRESSURE REGULATORY VALVE ON MAIN WATER LINE.
8. -MAXIMUM FLOW RATE FOR SHOWER HEADS = 2.5 GPM
9. -HOT WATER LINES IN UNFINISHED BASEMENTS, CRAWL SPACES, WALLS OR FLOORS EXPOSED TO UNHEATED AREAS SHALL BE INSULATED WITH MIN. OF 1/2" INSULATION PER I.R.C., LATEST EDITION
10. -ANTI-SCALD FAUCETS REQUIRED ON ALL SHOWER HEADS + TUB FAUCETS (120° MAX.)
11. -FLOOR DRAINS SHALL BE OF DEEP SEAL TRAP OR TRAP SEAL PRIMER DESIGN PER I.R.C.
12. -ALL APPLIANCES SHALL BE EQUIPPED WITH TIP LEGS PER MFG. + I.R.C., LATEST EDITION.
13. -ALL SANITARY DRAINAGE JOINTS + CONNECTIONS BETWEEN ABS PLASTIC PIPE AND FITTING SHALL COMPLY WITH CHAPTER PART 7 IRC, 2012
14. -" " DRAIN + WASTE VENTS/FIXTURES IN BASEMENTS SHALL BE PROVIDED W/ BACK WATER VALVES
15. -LAV LAVATORY FAUCETS FLOW RATE SHALL BE 2.2 GPM @ 60 PSI
16. -SINK FAUCETS FLOW RATE SHALL BE 2.2 GPM @ 60 PSI
17. -ER FANS SHALL BE INSTALLED PER IRC M1309 REQUIREMENTS



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HEATLOSS CALCULATIONS
EQUIPMENT SPECIFICATIONS
MANUFACTURED TRUSS CALCULATIONS
GAS LINE DIAGRAM

DYMOND DESIGN

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN PERMISSION OF DYMOND DESIGN. VISUAL CONTACT WITH THESE DRAWINGS OR PLANS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS. ANY UNAUTHORIZED DISCLOSURE OR USE SHALL BE ACTIONABLE AGAINST THE RECIPIENT FOR ALL DAMAGES, INCLUDING, WITHOUT LIMITATION, CONSEQUENTIAL DAMAGES, LOST PROFITS AND ATTORNEY'S FEES. ANY UNAUTHORIZED DISCLOSURE OR USE IS ALSO A VIOLATION OF U.C.A. 13-24-2 ET. SEQUENCE AND OTHER LAWS. DEFENSE UNDER 18 U.S.C. SECTION 1836, UNAUTHORIZED DISCLOSURE THAT CONSTITUTE TRADE SECRET MISAPPROPRIATION.

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

FILE NO.
84-DALY 7

DRAWN BY:
B.D.

CHECKED BY:
B.D.

ORIGINAL DATE:
01/04/2020

REVISION 1:
PLAN REVIEW 1, 03/23/2020

REVISION 2:
04/22/2020, SITE LS

REVISION 3:
05/18/2020, RAIL & TUB

SCALE: 1" = 10'

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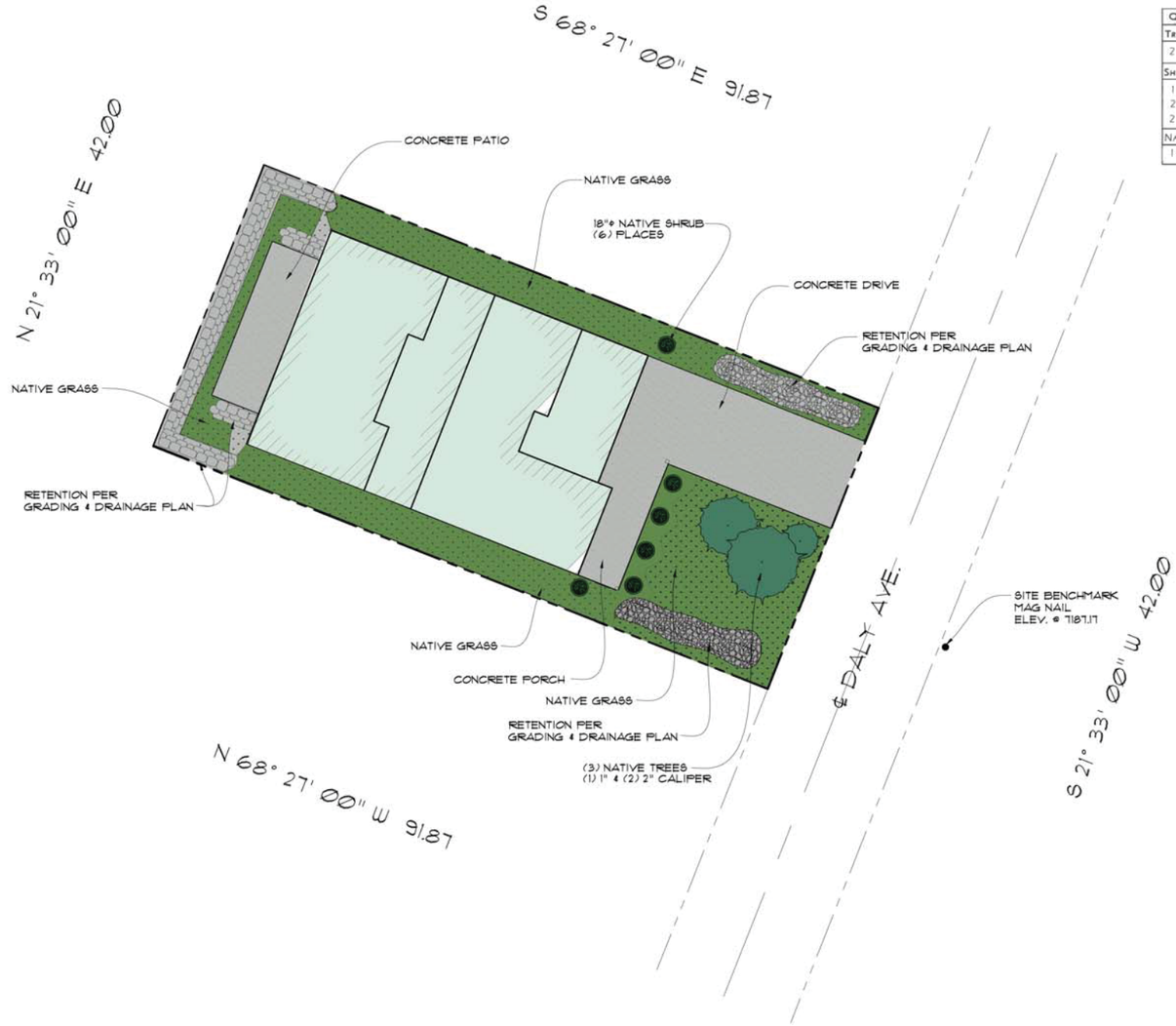
02.07.2020

DYMOND DESIGN

ZONING: HR-1
BUILDING HEIGHT: 35' LOW FF.E / HIGH T.O.W.
EXCEPTION: ADA ELEVATOR/GARAGE, 35' MAX. HT.
ELEVATION VARATION: MIN. 10' OFFSET ON DOUN HILL SIDE
GRADING VARATION: 4' WITHIN EXIST. GRADE

SETBACKS:
FRONT: 10' TO HABITABLE / 18' TO GARAGE
SIDE: 5'
REAR: 10'

LOT CRITERIA:
LOT AREA: 3859 SQ. FT.
BUILBABLE ENVELOPE: SQ. FT.



Qty	Notanical name	Common Name	Size/Cond./Remarks
Trees			
2	Acer freemanii	Autumn Blaze Maple	2"
Shrubs			
1	Amelanchier alnifolia	Saskatoon serviceberry	15Gal
2	Pinus mugo	Dwarf Mugo Pine	5Gal
2	Rhus glabra	Smooth Sumac	5Gal
Native Grass			
140	Festuca glauca	Blue Fescue grass	1 Gal

N

LANDSCAPING PLAN

DRAWN BY: BD
DRAWN FOR: PHERSON
FILE: 84 DALY AVE
DATE: 03/28/19
REVISION: 01/20/20

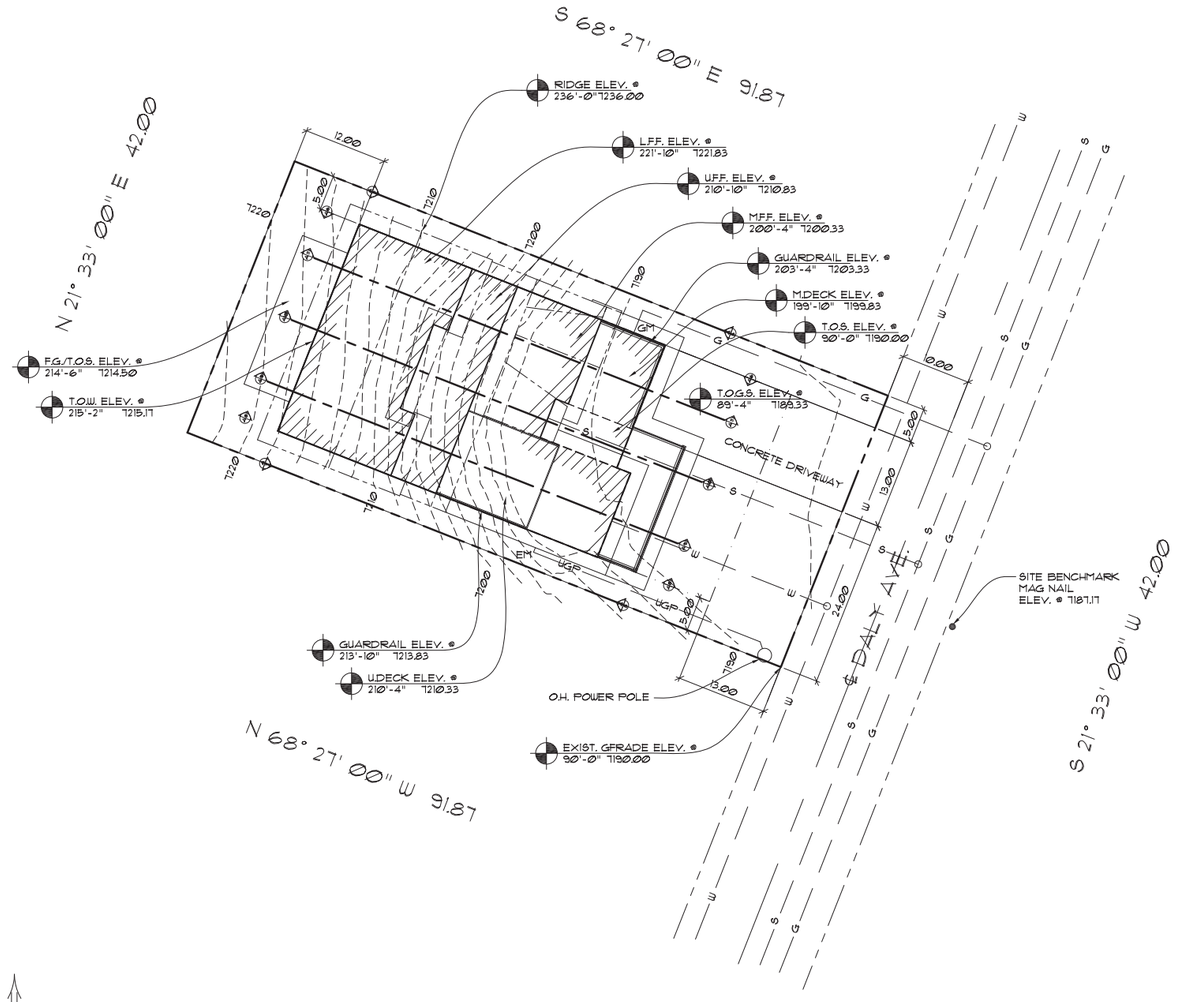
84 DALY AVE.
PARK CITY, UTAH

SCALE: 1" = 10'

0 5 10 20 50 100

DYMOND DESIGN

ZONING:	HR-1
BUILDING HEIGHT:	35' LOW F.F.E / HIGH T.O.W.
EXCEPTION:	ADA ELEVATOR/GARAGE, 35' MAX. HT.
ELEVATION VARIATION:	MIN. 10' OFFSET ON DOWN HILL SIDE
GRADING VARIATION:	4' WITHIN EXIST. GRADE
SETBACKS:	
FRONT:	10' TO HABITABLE / 18' TO GARAGE
SIDE:	5'
REAR:	10'
LOT CRITERIA:	
LOT AREA:	3859 SQ. FT.
BUILBABLE ENVELOPE:	1552 SQ. FT.
PROPOSED FOOTPRINT:	1546 SQ. FT.

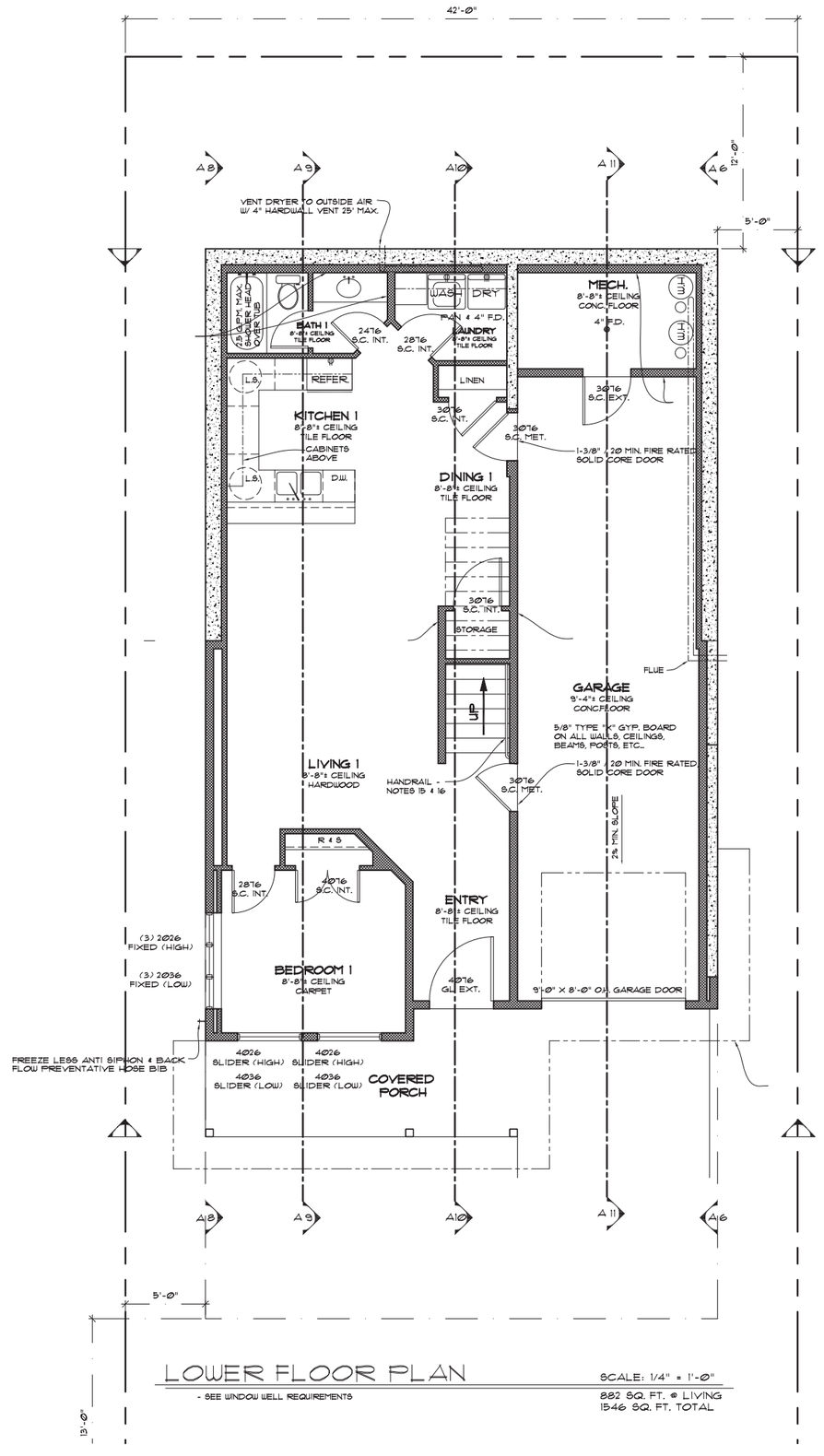


N

84 DALY AVE.
PARK CITY, UTAH 983

SITE PLAN

DRAWN BY:	BD
DRAWN FOR:	PHERSON
FILE:	84 DALY AVE 2
DATE:	03/28/19
REVISION:	01/20/20
REVISION:	04/22/2020
REVISION:	05/04/2020



LOWER FLOOR PLAN

- SEE WINDOW WELL REQUIREMENTS

SCALE: 1/4" = 1'-Ø"

882 SQ. FT. @ LIVING
1546 SQ. FT. TOTAL

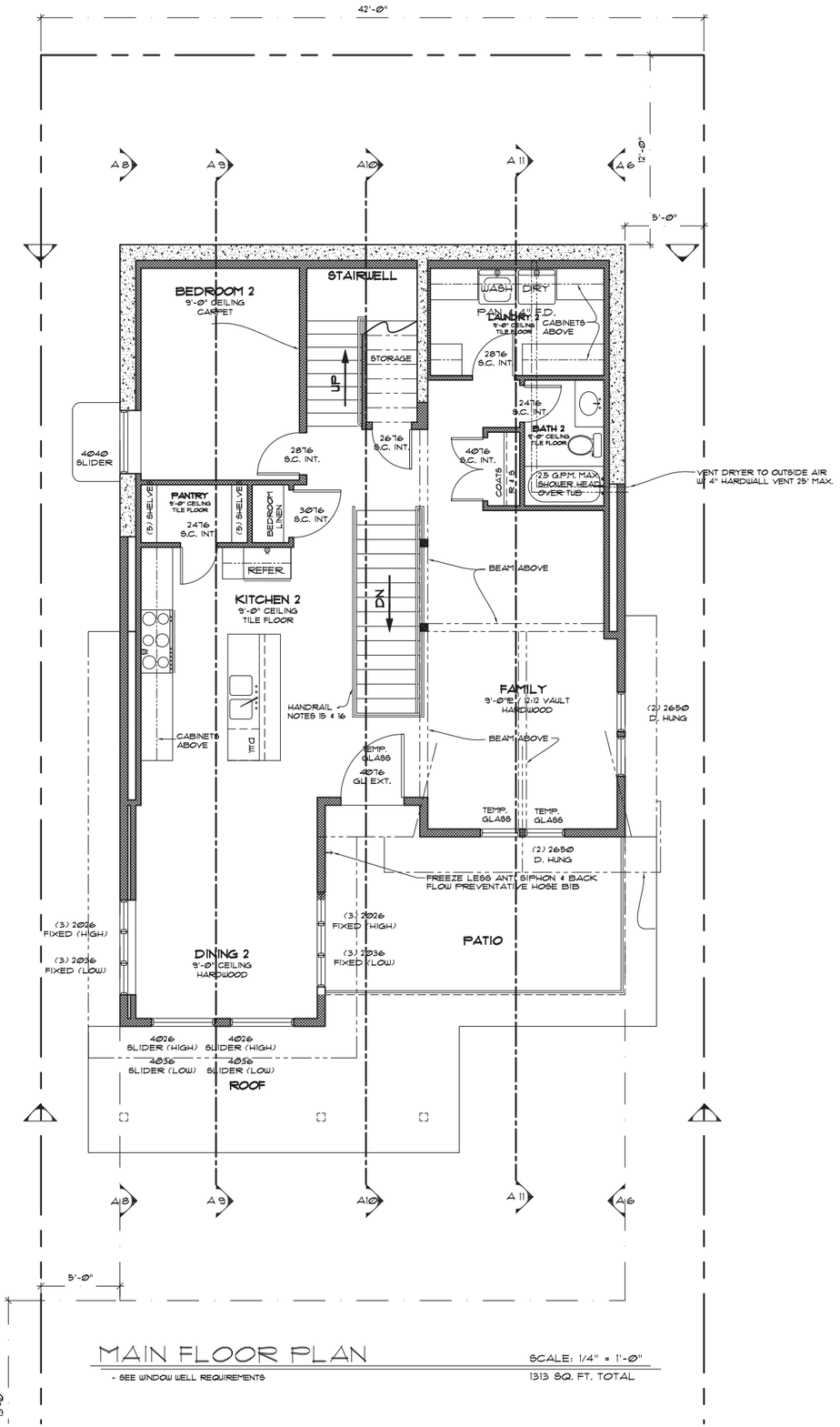
NOTE:
IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR & ALL SUB-CONTRACTORS TO THOROUGHLY REVIEW THESE PLANS FOR DIMENSIONS & SIZES PRIOR TO ANY CONSTRUCTION OR CONCRETE PLACEMENT. PLEASE CONTACT DYMOND DESIGN WITH ANY DISCREPENCIES PRIOR TO CONSTRUCTION OR CONCRETE PLACEMENT. DIMENSIONS TAKE PRECIDENCE OVER SCALE.

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A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

FILE NO.
84-DALY 7
DRAWN BY:
B.D.
CHECKED BY:
B.D.
ORIGINAL DATE:
02/04/2020
REVISION 1:
04/22/2020, DIMS OFF
REVISION 2:
04/24/2020, HDDR RANGE
REVISION 3:



MAIN FLOOR PLAN

- SEE WINDOW WELL REQUIREMENTS

SCALE: 1/4" = 1'-0"

1313 SQ. FT. TOTAL

NOTE:
IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR & ALL SUB-CONTRACTORS TO THOROUGHLY REVIEW THESE PLANS FOR DIMENSIONS & SIZES PRIOR TO ANY CONSTRUCTION OR CONCRETE PLACEMENT. PLEASE CONTACT DYMOND DESIGN WITH ANY DISCREPENCIES PRIOR TO CONSTRUCTION OR CONCRETE PLACEMENT. DIMENSIONS TAKE PRECIDENCE OVER SCALE.

985

DYMOND DESIGN

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE PRIOR WRITTEN PERMISSION OF DYMOND DESIGN. ANY UNAUTHORIZED USE OF THESE IDEAS, DESIGNS, ARRANGEMENTS AND PLANS WILL CONSTITUTE A VIOLATION OF U.C.A. 1953 61-3a-1 ET. SEQUENCE AND OTHER LAWS.

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

FILE NO.
84-DALY 7

DRAWN BY:
B.D.

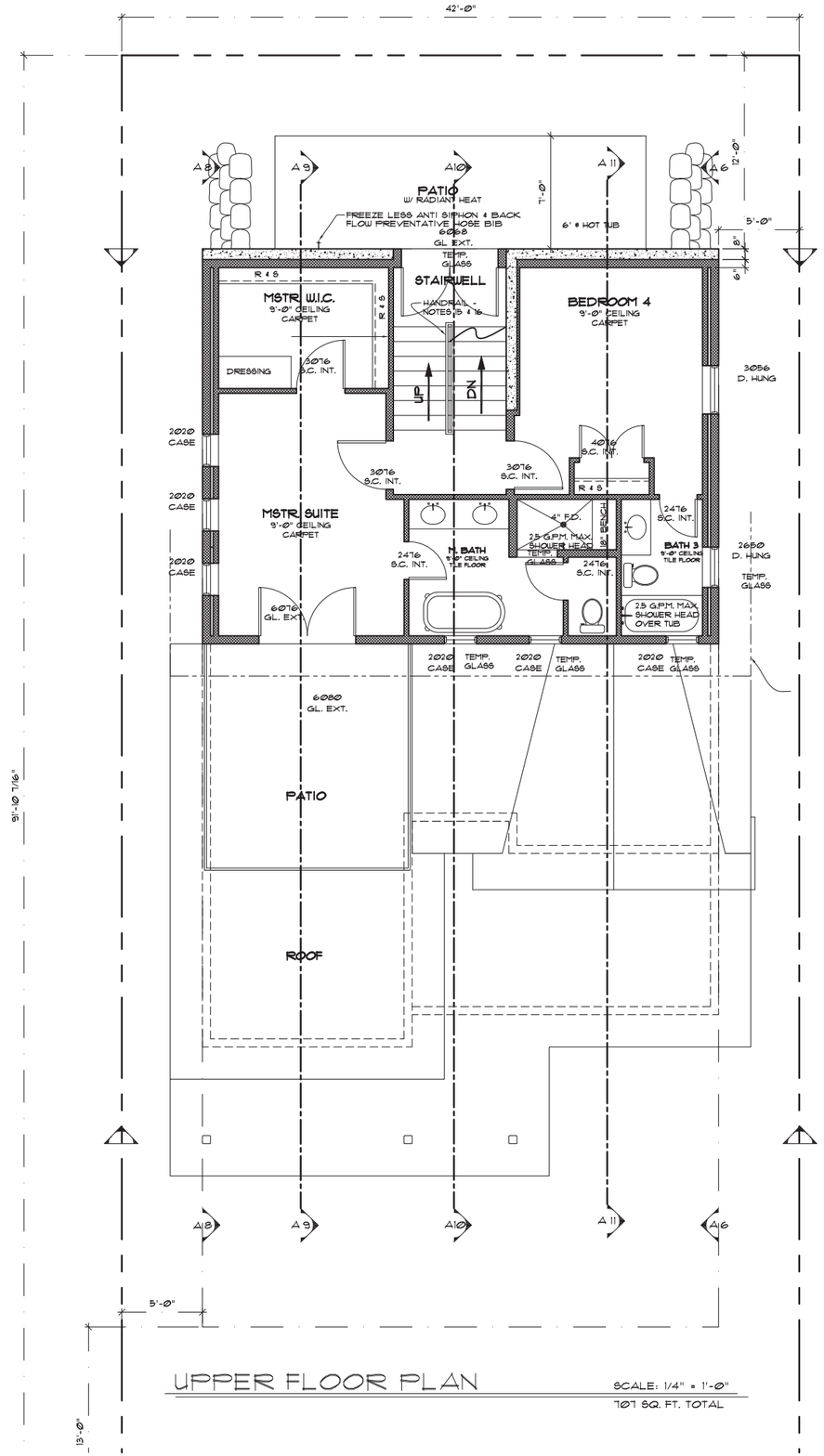
CHECKED BY:
B.D.

ORIGINAL DATE:
02/04/2020

REVISION 1:
PLAN REVIEW 1, 03/23/2020

REVISION 2:
04/22/2020, DIMS OFF

REVISION 3:
05/18/220, DECK & TUB



UPPER FLOOR PLAN

SCALE: 1/4" = 1'-0"

707 SQ. FT. TOTAL

NOTE:
IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR & ALL SUB-CONTRACTORS TO THOROUGHLY REVIEW THESE PLANS FOR DIMENSIONS & SIZES PRIOR TO ANY CONSTRUCTION OR CONCRETE PLACEMENT. PLEASE CONTACT DYMOND DESIGN WITH ANY DISCREPENCIES PRIOR TO CONSTRUCTION OR CONCRETE PLACEMENT. DIMENSIONS TAKE PRECIDENCE OVER SCALE.

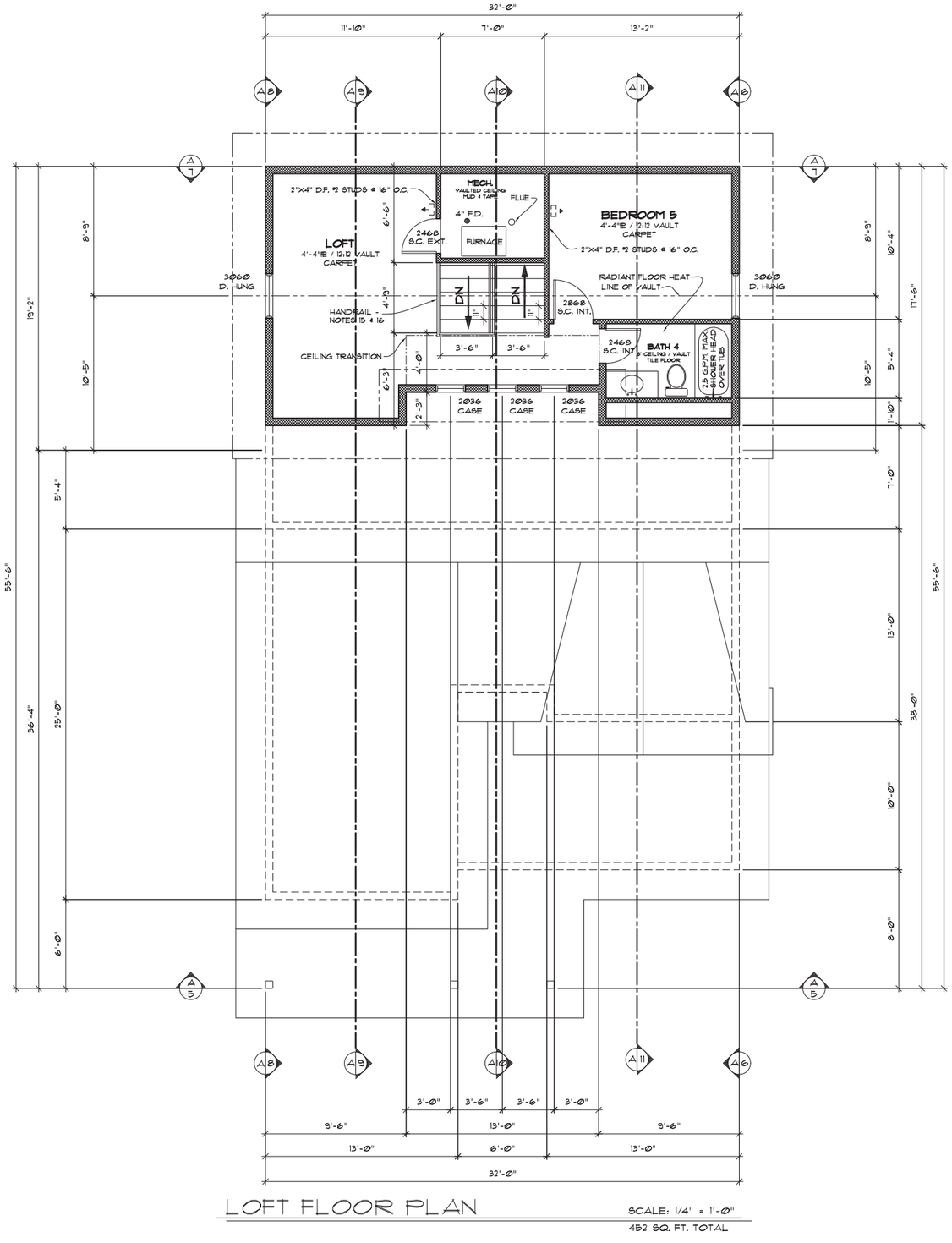
986

DYMOND DESIGN

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE PRIOR WRITTEN PERMISSION OF DYMOND DESIGN. VISUAL CONTACT WITH THESE PLANS AND SPECIFICATIONS SHALL CONSTITUTE PRIMA FACIE EVIDENCE OF ACCEPTANCE OF THESE RESTRICTIONS. ANY UNAUTHORIZED USE OF THESE DRAWINGS WILL BE A VIOLATION OF U.S.C. 17-301 ET. SEQUENCE AND OTHER LAWS. OFFENSE UNDER 18 U.S.C. SECTION 1905. UNAUTHORIZED DISCLOSURE IS "MAY CONSTITUTE TRADE SECRET. MISAPPROPRIATION."

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

FILE NO. 84-DALY 7
DRAWN BY: B.D.
CHECKED BY: B.D.
ORIGINAL DATE: 02/04/2020
REVISION 1: 04/22/2020, DIMS OFF
REVISION 2:
REVISION 3:



LOFT FLOOR PLAN

SCALE: 1/4" = 1'-Ø"

452 SQ. FT. TOTAL

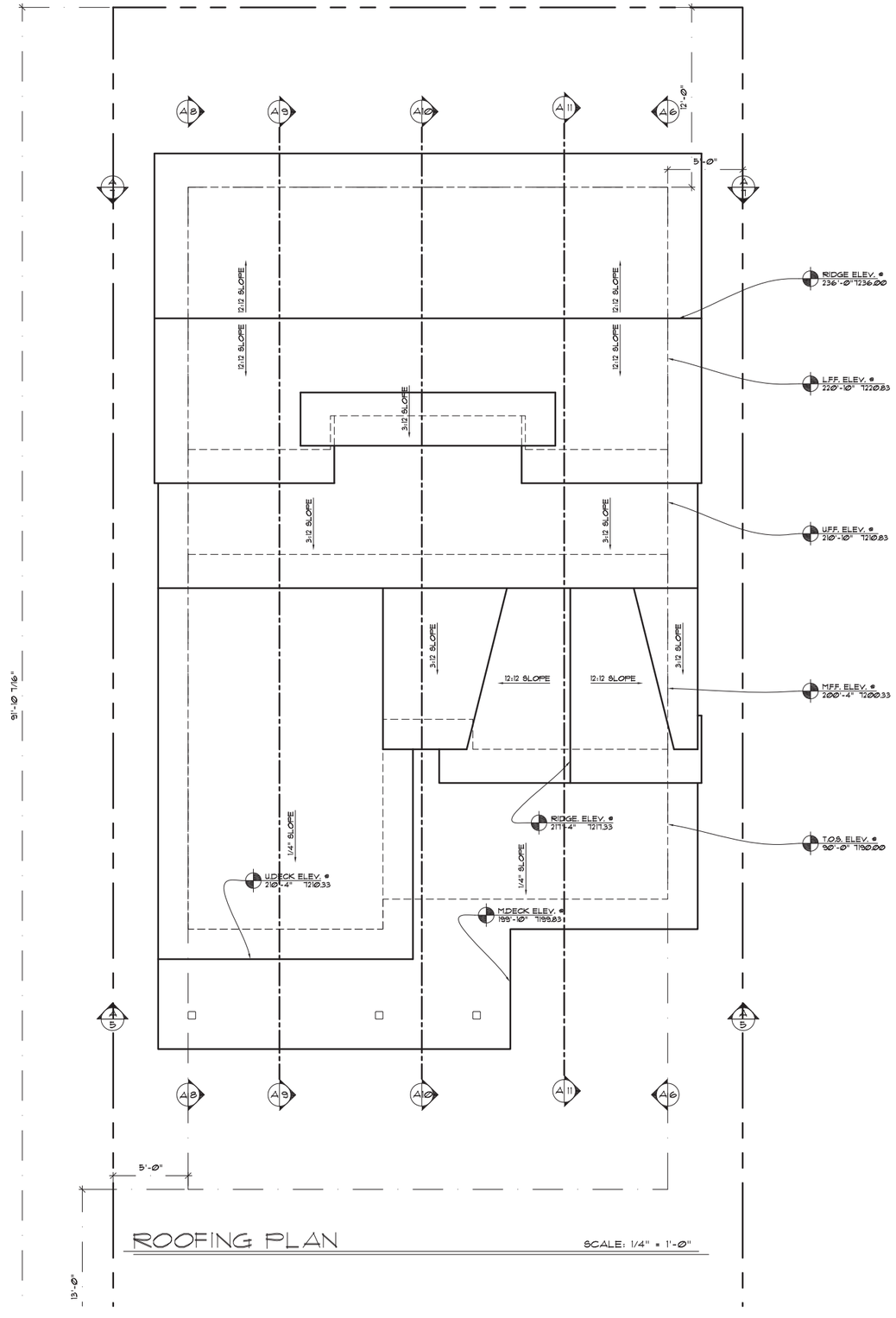
NOTE:
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ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS MAY BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN CONSENT OF DYMOND DESIGN, AND IT IS AGREED THAT THE ELEMENTS DESCRIBED IN THIS PARAGRAPH CONSTITUTE TRADE SECRET, THE APPROPRIATION OF WHICH BY ANY PERSON, FIRM OR CORPORATION IN VIOLATION OF U.C.A. 13-24-2-3-1 ET. SEQUENCE AND OTHER LAWS OF THIS STATE IS ACTIONABLE UNDER § U.S.C. SECTION 1606. UNAUTHORIZED DISCLOSURE MAY CONSTITUTE TRADE SECRET, THE APPROPRIATION IN VIOLATION OF U.C.A. 13-24-2-3-1 ET. SEQUENCE AND OTHER LAWS OF THIS STATE IS ACTIONABLE UNDER § U.S.C. SECTION 1606. UNAUTHORIZED DISCLOSURE MAY CONSTITUTE TRADE SECRET, THIS APPROPRIATION IN VIOLATION OF U.C.A. 13-24-2-3-1 ET. SEQUENCE AND OTHER LAWS OF THIS STATE IS ACTIONABLE UNDER § U.S.C. SECTION 1606.

DYMOND DESIGN

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

FILE NO. 84-DALY-6-1
DRAWN BY: B.D.
CHECKED BY: B.D.
ORIGINAL DATE: 02/04/2020
REVISION 1:
REVISION 2:
REVISION 3:



ROOFING PLAN

SCALE: 1/4" = 1'-0"

NOTE:
IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR & ALL SUB-CONTRACTORS TO THOROUGHLY REVIEW THESE PLANS FOR DIMENSIONS & SIZES PRIOR TO ANY CONSTRUCTION OR CONCRETE PLACEMENT. PLEASE CONTACT DYMOND DESIGN WITH ANY DISCREPENCIES PRIOR TO CONSTRUCTION OR CONCRETE PLACEMENT. DIMENSIONS TAKE PRECIDENCE OVER SCALE.

886

DYMOND DESIGN

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF DYMOND DESIGN. ANY PUBLICATION IN VIOLATION OF THIS RESERVED RIGHT IS AN INFRINGEMENT OF COPYRIGHT UNDER 17 U.S.C. SECTION 1401. ALL RIGHTS RESERVED. IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE WRITTEN PERMISSION OF DYMOND DESIGN. ANY PUBLICATION IN VIOLATION OF THIS RESERVED RIGHT IS AN INFRINGEMENT OF COPYRIGHT UNDER 17 U.S.C. SECTION 1401. ALL RIGHTS RESERVED. DISCLOSURE THAT CONSTITUTE TRADE SECRET MISAPPROPRIATION UNDER UTAH CODE SECTION 13-24-2 ET. SEQUENCE AND OTHER LAWS.

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

FILE NO.
84-DALY-6-1
DRAWN BY:
B.D.
CHECKED BY:
B.D.
ORIGINAL DATE:
02/04/2020
REVISION 1:
04/22/2020, ROOFING PLAN
REVISION 2:
REVISION 3:

RIDGE ELEV. ●
236'-0" 1236.00

LFF. ELEV. ●
210'-10" 1220.83

UFF. ELEV. ●
210'-10" 1210.83

MFF. ELEV. ●
200'-4" 1200.33

T.O.S. ELEV. ●
190'-0" 1189.00



EAST, FRONT ELEVATION

SCALE: 1/4" = 1'-0"

HEAD HEIGHTS LISTED ARE INDUSTRY STANDARDS FOR FINISH SIZE. ROUGH OPENING HEIGHTS WILL VARY
WALL HEIGHTS LISTED ARE INDUSTRY STANDARD SIZES

NOTE:
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DYMOND DESIGN

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A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

FILE NO.
84-DALY 7
DRAWN BY:
B.D.
CHECKED BY:
B.D.
ORIGINAL DATE:
02/04/2020
REVISION 1:
PLAN REVIEW 1, 03/23/2020
REVISION 2:
04/22/2020, DIMS OFF
REVISION 3:
04/24/2020, HDDR RETAINING/WW-05/18/2020, DECK & TUB

DYMOND DESIGN



ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE PRIOR WRITTEN PERMISSION OF DYMOND DESIGN. UNPUBLISHED RIGHTS RESERVED UNDER U.S.C. SECTION 1404 (17-301-1). ET. SEQUENCE AND OTHER LAWS. THE RECEIPT OR POSSESSION HEREOF DOES NOT CONVEY, LICENSE OR 1 IMPLY A RIGHT TO USE OR AUTHORIZE THE USE OF THIS DRAWING OR THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS INDICATED OR REPRESENTED HEREIN, NOR TO MANUFACTURE, USE OR SELL ANYTHING THAT IT MAY DESCRIBE, SHOW OR EMBODY. ANY SUCH UNAUTHORIZED USE, DISCLOSURE OR OFFENSE UNDER 18 U.S.C. SECTION 1836. UNAUTHORIZED DISCLOSURE MAY CONSTITUTE TRADE SECRET MISAPPROPRIATION IN VIOLATION OF (C.F.A.) 13-24-1 ET. SEQUENCE AND OTHER LAWS.

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

NOTE:
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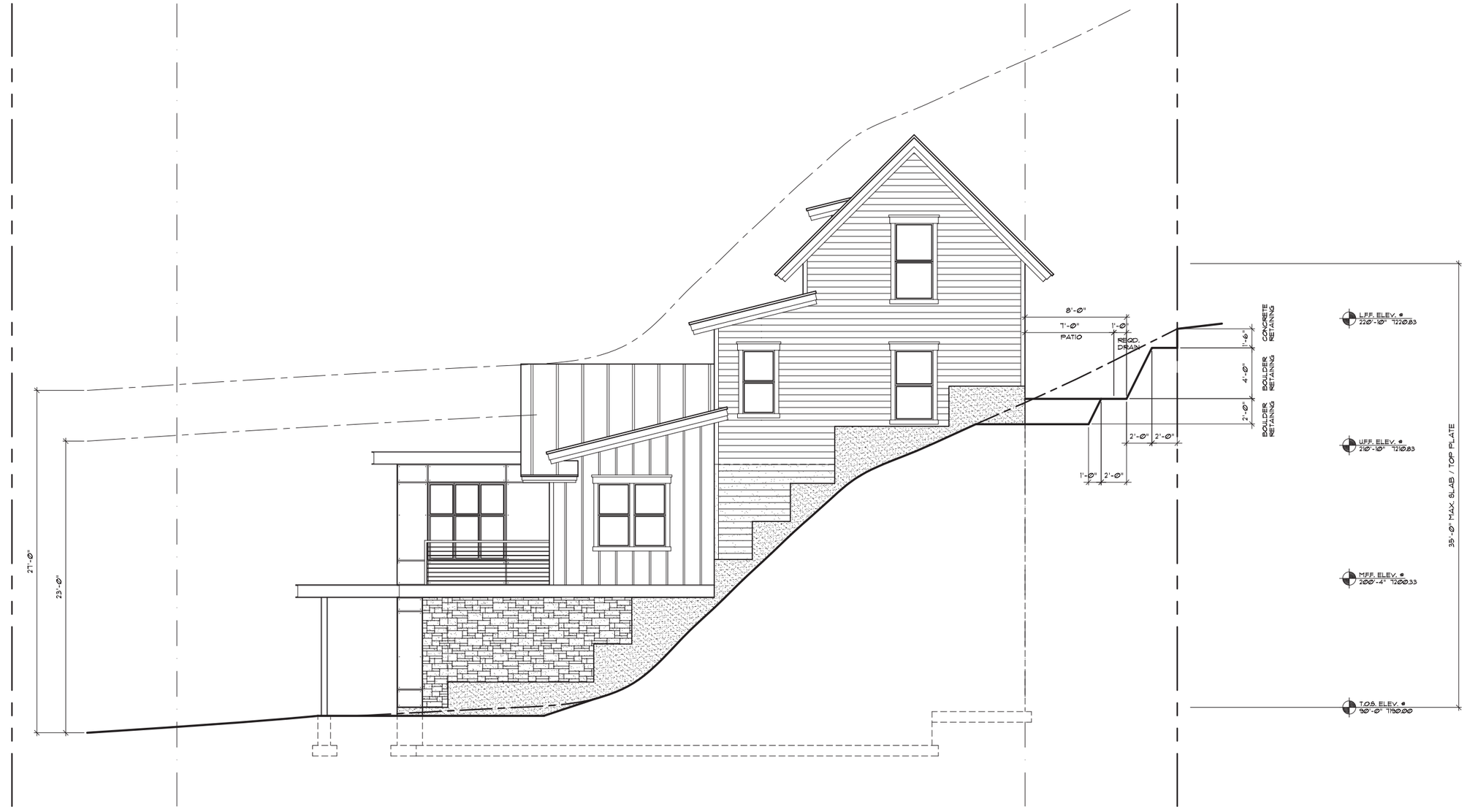
SOUTH SIDE ELEVATION

SCALE: 1/4" = 1'-0"

HEAD HEIGHTS LISTED ARE INDUSTRY STANDARDS FOR FINISH SIZE. ROUGH OPENING HEIGHTS WILL VARY
WALL HEIGHTS LISTED ARE INDUSTRY STANDARD SIZES

FILE NO.
84-DALY 7
DRAWN BY:
B.D.
CHECKED BY:
B.D.
ORIGINAL DATE:
02/04/2020
REVISION 1:
04/22/2020, DIMS OFF
REVISION 2:
04/24/2020, HDDR RETAINING/WW
REVISION 3:
05/18/2020, DECK & TUB

DYMOND DESIGN



ALL IDEAS, DESIGNS, ARRANGEMENTS, AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON, AND IN CONNECTION WITH THIS SPECIFIED PROJECT. NONE OF THE IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER, EXCEPT AS AUTHORIZED IN WRITING BY DYMOND DESIGN. THE IDEAS AND DESIGNS INCORPORATED IN THIS DRAWING (AS AN INSTRUMENT OF SERVICE) ARE PROTECTED BY FEDERAL COPYRIGHT LAW. SECTION 102 OF THE COPYRIGHT ACT, 17 U.S.C. SECTION 102, AS AMENDED DECEMBER 1990, PROVIDES PROTECTION TO THE ARCHITECTURAL WORKS CREATED ON OR AFTER DECEMBER 1990. ANY UNAUTHORIZED USE, DISCLOSURE OR COPYING IN VIOLATION OF U.S. COPYRIGHT LAWS AND OTHER LAWS MAY RESULT IN CIVIL LIABILITY AND CRIMINAL PENALTIES. ANY DISCLOSURE OR COPYING NOT SPECIFICALLY AUTHORIZED BY DYMOND DESIGN MAY CONSTITUTE TRADE SECRET MISAPPROPRIATION IN VIOLATION OF UTAH CODE ANN. 13-24-2(1) ET. SEQUENCE AND OTHER LAWS.

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

NOTE:
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NORTH SIDE ELEVATION

SCALE: 1/4" = 1'-Ø"

HEAD HEIGHTS LISTED ARE INDUSTRY STANDARDS FOR FINISH SIZE. ROUGH OPENING HEIGHTS WILL VARY
WALL HEIGHTS LISTED ARE INDUSTRY STANDARD SIZES

FILE NO.
84-DALY 7
DRAWN BY:
B.D.
CHECKED BY:
B.D.
ORIGINAL DATE:
02/04/2020
REVISION 1:
04/22/2020, DIMS OFF
REVISION 2:
04/24/2020, HDDR RETAINING/WW
REVISION 3:
05/18/2020, DECK & TUB

02.07.2020

DYMOND DESIGN

SOLID BLOCKING W/ SIMPSON VPA
RIDGE VENT 1/300 METHOD
METAL ROOFING OVER 15# FELT OVER 5/8" OSB (GAP 1/8") OVER FRAMING PER PLAN
R-49 INSULATION
LINE OF SETBACK
12
12
BEAM PER PLAN
ICE AND WATER SHIELD FROM EAVES TO 24" INSIDE WALL LINE AND IN ALL VALLEYS
INSULATION BARRIER W/ 1" AIR SPACE
SOLID BLOCKING W/ SIMPSON VPA
SOLID BLOCKING W/ SIMPSON VPA
R-49 INSULATION
INSULATION DEPTH MARKERS AT 300 SQ. FT. INTERVALS
METAL ROOFING OVER 15# FELT OVER 5/8" OSB (GAP 1/8") OVER FRAMING PER PLAN
LOFT
12
3
ALUMINUM DRIP EDGE
1"X FILLER
11-7/8" FASCIA
VENTED ALUMINUM SOFFIT & ALUMINUM FASCIA
4'-4"
4'-4"
(2) 2"X6" PLATE
3/4" T&G OSB GLUED & NAILED OVER JOIST PER PLAN
SOLID BLOCKING
SOLID BLOCKING W/ SIMPSON HI ANCHOR
CEMENT SIDING OVER (1) LAYER 15# FELT OVER 7/16" OSB OVER 2"X D.F. #2 STUDS PER PLAN W/ R-21 INSULATION
4" NOMINAL CONC. TOPPING W/ RADIANT HEAT OVER KERDI BRAND 60 MIL. FELT TOPPED MEMBRANE SYSTEM PER REGS. OVER 3/4" T&G OSB GLUED & NAILED OVER JOIST PER PLAN
R-49 INSULATION FOLY SPRAY & BLOW IN UNVENTED ASSEMBLY
12" FLOOR SYSTEM
(2) 2"X6" PLATE
2"X4" PLATE
BEAM PER PLAN
(2) 2"X6" PLATE
BEAM PER PLAN
4" NOMINAL CONC. TOPPING W/ RADIANT HEAT OVER 3/4" T&G OSB GLUED & NAILED OVER JOIST PER PLAN
9'-0"
7'-6"
SLOPE 6" 10'
M. CLOSET
M. SUITE
9'-1"
1/2" GYPSUM BOARD ON ALL WALLS, BEAMS, CEILINGS, ETC.
2"X4" P.T. PLATE
2"X6" PLATE
GUARDRIAL - 1-1/4" X 2-5/8" CROSS-SECTIONAL DIMENSION, RETURN ENDS INTO WALL. 4" MAX. SPACING BETWEEN BALLUSTERS
3'-6" MIN.
1/4" SLOPE
14" C CHANNEL FASCIA TRIM
18" FLOOR SYSTEM
(2) 2"X6" PLATE
2"X4" PLATE
BEAM PER PLAN
(2) 2"X6" PLATE
BEAM PER PLAN
STEEL PANEL CLADDING PER MFG. OVER 15# FELT OVER 7/16" OSB OVER 2"X D.F. #2 STUDS PER PLAN W/ R-21 INSULATION
35'-0"
9'-0"
7'-6"
BEDROOM 2
PANTRY
KITCHEN 2
DINING 2
9'-1"
4" NOMINAL CONC. TOPPING W/ RADIANT HEAT OVER 3/4" T&G OSB GLUED & NAILED OVER JOIST PER PLAN
GUARDRIAL - 1-1/4" X 2-5/8" CROSS-SECTIONAL DIMENSION, RETURN ENDS INTO WALL. 4" MAX. SPACING BETWEEN BALLUSTERS
GALV. FLASHING OR 30# FELT BETWEEN FRAMING & CONCRETE
1-6" MIN.
1/4" SLOPE
3'-6" MIN.
2"X6" PLATE
2"X4" P.T. PLATE
19'-4"
18" FLOOR SYSTEM
(2) 2"X6" PLATE
2"X4" PLATE
BEAM PER PLAN
BEAM PER PLAN
14" C CHANNEL FASCIA TRIM
BEAM PER PLAN
STEEL PANEL CLADDING PER MFG. OVER 15# FELT OVER 7/16" OSB OVER 2"X D.F. #2 STUDS PER PLAN W/ R-21 INSULATION
9'-0"
7'-6"
BATH 1
KITCHEN 1
LIVING 1
CLO.
BEDROOM 1
COV. PORCH
10'-6"
8'-7 1/4"
2"X6" P.T. PLATE W/ 5/8" A. B. PER S.W. SCHED. W/ 3" X 3" X 1/4" I.B. WASHERS 7" MIN. IMBED. INTO CONCRETE 12" MAX FROM CORNERS
2"X4" P.T. PLATE
4" CONC. FLOOR W/ RADIANT HEAT OVER 6 MIL. VAPOR BARRIER 4" FREE DRAINING GRAVEL OVER PREP. SUB GRADE
2"X6" P.T. PLATE W/ 5/8" A. B. PER S.W. SCHED. W/ 3" X 3" X 1/4" I.B. WASHERS 7" MIN. IMBED. INTO CONCRETE 12" MAX FROM CORNERS
EXISTING GRADE
FINISHED GRADE
6" SLOPE 10'
(2) COATS ASPHALT EMULSION
FOUNDATION WALL & FOOTING PER PLAN
COMPACTED FILL OR UNDISTURBED SOIL

RIDGE ELEV. @ 236'-0" 7236.00
LINE OF SETBACK
PROPERTY LINE
13'-0"
T.O.F.W.ELEV. @ 225'-0" 7225.00
L.F.F. ELEV. @ 220'-10" 7220.83
T.O.F.W. ELEV. @ 218'-10" 7219.83
U.F.F. ELEV. @ 210'-10" 7210.83
T.O.F.W. ELEV. @ 209'-4" 7209.33
GUARDRAIL ELEV. @ 203'-4" 7203.33
27'-0"
M.F.F. ELEV. @ 200'-4" 7200.33
M.DECK ELEV. @ 199'-10" 7199.83
T.O.W. ELEV. @ 98'-8" 7198.66
T.O.F. ELEV. @ 89'-8" 7189.66
T.O.S. ELEV. @ 90'-0" 7190.00
T.O.G.S. ELEV. @ 89'-4" 7189.33

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESS WRITTEN PERMISSION OF DYMOND DESIGN. ANY PUBLICATION OR REPRODUCTION OF THESE DRAWINGS WITHOUT THE EXPRESS WRITTEN CONSENT OF DYMOND DESIGN IS STRICTLY PROHIBITED AND CONSTITUTES A VIOLATION OF U.C.A. 61-3-1 ET. SEQUENCE AND OTHER LAWS. ANY PERSON, FIRM OR CORPORATION IN

02.07.2020

DYMOND DESIGN

SOLID BLOCKING W/ SIMPSON VPA
RIDGE VENT 1/300 METHOD
METAL ROOFING OVER 15# FELT OVER 5/8" OSB (GAP 1/8") OVER FRAMING PER PLAN
R-49 INSULATION
R-49 INSULATION POLY SPRAY & BLOW IN
SOLID BLOCKING W/ SIMPSON VPA
LINE OF SETBACK
12
12
3
ICE AND WATER SHIELD FROM EAVES TO 24" INSIDE WALL LINE AND IN ALL VALLEYS
BEAM PER PLAN
INSULATION BARRIER W/ 1" AIR SPACE
MECH.
R-21 INSULATION
SOLID BLOCKING W/ SIMPSON VPA
CEMENT SIDING OVER (1) LAYER 15# FELT OVER 7/16" OSB OVER 2"X D.F. #2 STUDS PER PLAN W/ R-21 INSULATION
R-49 INSULATION
INSULATION DEPTH MARKERS AT 300 SQ. FT. INTERVALS
METAL ROOFING OVER 15# FELT OVER 5/8" OSB (GAP 1/8") OVER FRAMING PER PLAN
STAIRWELL
MIN. CLEAR
8'-1"
ALUMINUM DRIP EDGE
4'-4"
1"X FILLER
11-7/8" FASCIA
VENTED ALUMINUM SOFFIT & ALUMINUM FASCIA
SOLID BLOCKING
HANDRAIL HT.
34"-38" MIN. - MAX.
SOLID BLOCKING W/ SIMPSON HI ANCHOR
12" FLOOR SYSTEM
8" MIN.
(2) 2"X6" PLATE
11"
3'-6"
2"X4" PLATE
BEAM PER PLAN
CEMENT SIDING OVER (1) LAYER 15# FELT OVER 7/16" OSB OVER 2"X D.F. #2 STUDS PER PLAN W/ R-21 INSULATION
METAL ROOFING OVER 15# FELT OVER 5/8" OSB (GAP 1/8") OVER FRAMING PER PLAN
(2) 2"X6" PLATE
SLOPE 6" 10'
T.O.W. ELEV. @ 215'-6" 7215.50
F.G.T.O.S. ELEV. @ 214'-6" 7214.50
L.F.F. ELEV. @ 216'-2" 7216.17
HALL
M. BATH
9'-1"
(2) 2"X6" PLATE
1 1/4"
1 1/2"
MIN. CLEAR
SOLID BLOCKING
2"X6" PLATE
2"X4" P.T. PLATE
SOLID BLOCKING W/ SIMPSON HI ANCHOR
CEMENT SIDING OVER (1) LAYER 15# FELT OVER 7/16" OSB OVER 2"X D.F. #2 STUDS PER PLAN W/ R-21 INSULATION
R-49 INSULATION POLY SPRAY & BLOW IN UNVENTED ASSEMBLY
35'-0"
9'-0"
7'-6"
18" FLOOR SYSTEM
HANDRAIL HT.
34"-38" MIN. - MAX.
BEAM PER PLAN
4" NOMINAL CONC. TOPPING W/ RADIANT HEAT OVER 3/4" T&G OSB GLUED & NAILED OVER JOIST PER PLAN
4" NOMINAL CONC. TOPPING W/ RADIANT HEAT OVER KERDI BRAND 60 MIL. FELT TOPPED MEMBRANE SYSTEM PER MFRS. OVER 3/4" T&G OSB GLUED & NAILED OVER JOIST PER PLAN
HANDRAIL - 1-1/4" X 2-5/8" CROSS-SECTIONAL DIMENSION, RETURN ENDS INTO WALL. 4" MAX. SPACING BETWEEN BALLUSTERS
GUARDRAIL - 1-1/4" X 2-5/8" CROSS-SECTIONAL DIMENSION, RETURN ENDS INTO WALL. 4" MAX. SPACING BETWEEN BALLUSTERS
STO.
STAIRWELL
6'-8" MIN. CLEAR
6'-9" MIN.
9'-1"
1/4" SLOPE
3'-6" MIN.
GALV. FLASHING OR 30# FELT BETWEEN FRAMING & CONCRETE
MIN. CLEAR
34" - 38" MIN. - MAX.
14" C CHANNEL FASCIA TRIM
2'-7"
19'-4"
18" FLOOR SYSTEM
(2) 2"X6" PLATE
2"X4" PLATE
BEAM PER PLAN
(2) 2"X6" PLATE
BEAM PER PLAN
BEAM PER PLAN
GALVANIZED FLASHING OVER STONE W/ 22 GA G.I. TIES @ 16" O.C. BOTH WAYS OVER 15# FELT OVER 7/16" OSB OVER 2"X D.F. #2 STUDS PER PLAN W/ R-21 INSULATION W/ WEEP HOLES BELOW
LAUNDRY
LINEN
DINING
ENTRY
COV. PORCH
4" CONC. FLOOR W/ RADIANT HEAT OVER 6 MIL. VAPOR BARRIER 4" FREE DRAINING GRAVEL OVER PREP. SUB GRADE
STO.
2"X6" P.T. PLATE W/ 5/8" A. B. PER 6'-0" SCHED. W/ 3" X 3" X 1/4" IE WASHERS 7" MIN. IMBED. INTO CONCRETE 12" MAX FROM CORNERS
2"X4" P.T. PLATE
2"X6" P.T. PLATE W/ 5/8" A. B. PER 6'-0" SCHED. W/ 3" X 3" X 1/4" IE WASHERS 7" MIN. IMBED. INTO CONCRETE 12" MAX FROM CORNERS
EXISTING GRADE
FINISHED GRADE
6" SLOPE 10'
10'-6"
8'-7 1/4"
5/16"
11"
HANDRAIL HT.
(2) COATS ASPHALT EMULSION
FOUNDATION WALL & FOOTING PER PLAN
COMPACTED FILL OR UNDISTURBED SOIL

RIDGE ELEV. @ 236'-0" 7236.00
LINE OF SETBACK
PROPERTY LINE
13'-0"
T.O.F.W.ELEV. @ 225'-0" 7225.00
L.F.F. ELEV. @ 220'-10" 7220.83
T.O.F.W. ELEV. @ 218'-10" 7219.83
U.F.F. ELEV. @ 210'-10" 7210.83
T.O.F.W. ELEV. @ 209'-4" 7209.33
GUARDRAIL ELEV. @ 203'-4" 7203.33
M.F.F. ELEV. @ 200'-4" 7200.33
M.DECK ELEV. @ 199'-10" 7199.83
T.O.W. ELEV. @ 98'-8" 7198.66
T.O.F. ELEV. @ 89'-8" 7189.66
T.O.S. ELEV. @ 90'-0" 7190.00
T.O.G.S. ELEV. @ 89'-4" 7189.33

ALL IDEAS, DESIGNS, ARRANGEMENTS AND PLANS INDICATED OR REPRESENTED BY THIS DRAWING ARE OWNED AND THE PROPERTY OF DYMOND DESIGN AND WERE CREATED, EVOLVED AND DEVELOPED FOR USE ON AND IN CONNECTION WITH THE SPECIFIED PROJECT. NONE OF SUCH IDEAS, DESIGNS, ARRANGEMENTS OR PLANS SHALL BE USED BY OR DISCLOSED TO ANY PERSON, FIRM OR CORPORATION FOR ANY PURPOSE WHATSOEVER WITHOUT THE EXPRESSED PRIOR WRITTEN CONSENT OF DYMOND DESIGN. UNLESS OTHERWISE PROVIDED BY STATUTE. ANY UNAUTHORIZED USE, DISCLOSURE OR OTHER ACT IN DEROGATION OF THE FOREGOING SHALL CONSTITUTE MISAPPROPRIATION IN VIOLATION OF I.C. 24-2-3-1 ET. SEQUENCE AND OTHER LAWS.

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH

FILE NO. 84-DALY-6-1
DRAWN BY: B.D.
CHECKED BY: B.D.
ORIGINAL DATE: 02/04/2020
REVISION 1:
REVISION 2:
REVISION 3:

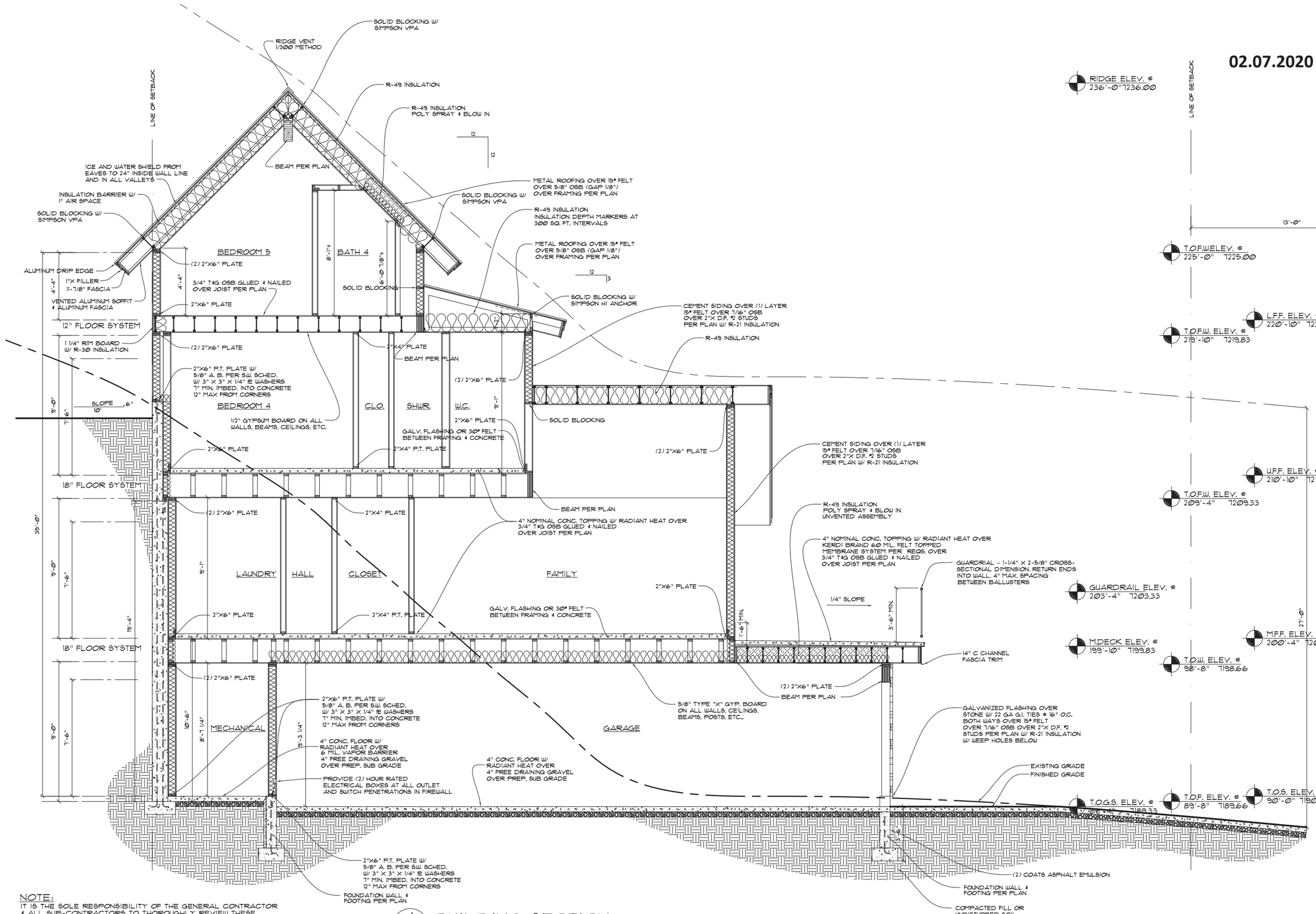
NOTE:
IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR & ALL SUB-CONTRACTORS TO THOROUGHLY REVIEW THESE PLANS FOR DIMENSIONS & SIZES PRIOR TO ANY CONSTRUCTION OR CONCRETE PLACEMENT. PLEASE CONTACT DYMOND DESIGN WITH ANY DISCREPENCIES PRIOR TO CONSTRUCTION OR CONCRETE PLACEMENT. DIMENSIONS TAKE PRECIDENCE OVER SCALE.

A BUILDING SECTION SCALE: 3/8" = 1'-0"

02.07.2020

DYMOND DESIGN

A NEW HOME FOR NEXT LEVEL HOMES
LOCATED AT 84 DALY AVE
PARK CITY, UTAH



A BUILDING SECTION SCALE: 3/8" = 1'-0"

NOTE:
IT IS THE SOLE RESPONSIBILITY OF THE GENERAL CONTRACTOR & ALL SUB-CONTRACTORS TO THOROUGHLY REVIEW THESE PLANS FOR DIMENSIONS & SIZES PRIOR TO ANY CONSTRUCTION OR CO TE PLACEMENT. PLEASE CONTACT DYMOND DESIGN WITH AI SCREPENCIES PRIOR TO CONSTRUCTION OR CONCRETE PLACE DIMENSIONS TAKE PRECIDENCE OVER SCALE.

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FILE NO. 84-DALY-6-1
DRAWN BY: B.D.
CHECKED BY: B.D.
ORIGINAL DATE: 02/04/2020
REVISION 1:
REVISION 2:
REVISION 3:

SUBJECT PROPERTY

84 DALY AVE.



NOTE:
VISUAL REPRESENTATIONS OF BUILDING HEIGHTS ARE SKEWED DUE TO THE LOW ANGLE PERSPECTIVE OF THE PHOTOGRAPHS. PHOTOGRAPHS WERE SCALED BY MATCHING SURVEYED DATA TO FRONT FACES OF STRUCTURES.

10' 0 10' 20'

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: MICHAEL DEMKOWICZ
BLAYDE MCINTIRE

DATE: 3/25/20

STREETSCAPE
84 DALY AVE
SSCUP & HDDR SUBMITTAL

FOR: NEXT LEVEL HOMES
JOB NO.: 4-12-19
FILE: X:\ParkCitySurvey\dwg\Projects\84 Daly Ave\CUP & HDDR\Streetscape.dwg

SHEET 1 **OF** 1

996


997


998


999



1. East side of house, facing house



2. East side of house, facing opposite



3. South side of house, facing house (1)



4. South side of house, facing house (2)



5. South side of house, facing opposite



6. West side of house (1)



7. West side of house (2)



8. North side of house, facing house



9. North side of house, facing opposite



10. Street view of house (south), 60° angle



11. Street view of house (south), 30° angle



12. Street view of house (north), 30° angle



13. Street view of house (north), 60° angle



14. Back of house from above (south)



15. Back of house from above (north)



16. Cross canyon view of house

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: **Amended and Restated Development Agreement for Flagstaff Mountain (2007) – Technical Report #6 Addendum**
Author: **Hannah M. Tyler, AICP – Senior Planner**
Date: **May 27, 2020**
Type of Item: **Administrative**

Summary Recommendation

Staff recommends the Planning Commission review and consider adopting the 2019 Flagstaff Mountain Resort Historic Preservation Plan Update as an addendum to Technical Report #6 of the Amended and Restated Development Agreement for Flagstaff Mountain (2007).

Acronyms in This Report:

DA	Amended and Restated Development Agreement for Flagstaff Mountain (2007)
EPMOA	Empire Pass Master Owners Association
FSMMH	Friends of Ski Mountain Mining History
HDC	Historic District Commission
HPB	Historic Preservation Board
HPP	Historic Preservation Plan
MOA	Memorandum of Agreement
MPD	Master Planned Development
PCMC	Park City Municipal Corporation
UPK/UPCM	United Park City Mines

All capitalized terms are Defined Terms in LMC Chapter 15-15.

Background

In December of 2001, the Planning Commission approved 12 Technical Reports to the 1999 Flagstaff Development Agreement (these reports are also referred to as “Plans” in Section 2.1 of the Development Agreement). Technical Report #6 of the Flagstaff Development Agreement is the Historic Preservation Plan. No amendments were made to Technical Report #6 when the City approved the Amended and Restated Flagstaff Development Agreement in 2007.

Staff has provided a timeline on the following page detailing the background and evolution of the SWCA’s HPP’s between 2000 and the adoption of the Technical Reports in December 2001.

All other developmental history, from 2002 – January 2019, for projects located within the Flagstaff Mountain Resort Boundary can be found in the January 23, 2019 Planning Commission Work Session Staff Report.

Recent background and context (fall 2019 – present) is included immediately after the timeline.

Flagstaff Mountain Resort Technical Report #6: Historic Preservation Plan Timeline

1. Annexation and Development Parameters

OVERVIEW:
Throughout the 1990s, United Park City Mines (UPCM) sought to annex the land we now know as Flagstaff or Empire Pass into Park City Limits from Unincorporated Summit County. The Planning Commission and a special Flagstaff Task Force held meetings between 1995 and 1997 with the public and stakeholders to gather feedback. Subsequently, City Council adopted development parameters that were initially rejected by the applicant. The applicant began to pursue development through Unincorporated Summit County, but then approached the City again and City Council revised the development parameters which were ultimately adopted as outlined below. This was the beginning of the Flagstaff Mountain Resort project.

September 1998
City Council adopted Resolution 12-98 Amending the Development Parameters for Flagstaff Mountain as a prerequisite to approving an annexation for development within City Limits.

June 1999
City Council adopted Ordinance 99-30 (page 135) and Resolution 20-99 approving the annexation and the Flagstaff Mountain Development Agreement.

2. Technical Report Review (establishment of Historic Preservation Plan)

OVERVIEW:
With the Development Agreement approved for the Flagstaff Mountain Resort, the individual technical reports (also referred to as Exhibits) were completed and reviewed by the governing Land Use bodies. For Historic Preservation, this included both the Historic District Commission (HDC) and the Planning Commission. Exhibit 6 of the Development Agreement was the Historic Preservation Plan which is now known as Technical Report 6 Historic Preservation Plan.

August 2000
SWCA Environmental Consultants completes a 196-page Historic Preservation Plan for Flagstaff Mountain Resort (Exhibit F)

October 2001
Planning Commission approves a 127-page Exhibit 6 (Technical Report) Historic Preservation Plan.

December 2001
The Planning Commission revised and approves a 10-page Exhibit 6 (Technical Report 6) Historic Preservation Plan to include the following (the 127-page HPP is included as an attachment to the new Exhibit 6):

- ❑Matrix identifying 21 mine sites (the majority of which are waste dumpsand work recommendations
- ❑Exhibit A: Flagstaff Mountain Resort Historic Preservation Plan map identifying location of 21 mine sites
- ❑Physical Mine Hazards Mitigation Plan by HDR Engineering, Inc.

3. Memorandum of Agreement (MOA), Long-Term, and Short-Term Historic Preservation Planning

OVERVIEW:
Since 2001, there have been supplemental land use applications for developments within the Flagstaff Mountain Resort boundary that have been subject to the 1999 and 2007 Development Agreements and obligations set forth in Exhibit 6. A complete history of development applications can be found here. The amended 2007 Development Agreement did not discuss or amend Technical Report 6. Since 2001, there have been Historic Preservation efforts consistent with those outlined in Exhibit 6. However, there have been concerns raised by City staff, the public, and local organizations (Park City Museum and Historic Society/Friends of Ski Mountain Mining History [FSMMH]). The following is an outline of recent efforts to determine next steps and resolve compliance concerns.

January 2019
Staff proposed a two-step action plan (Short-Term and Long-Term) to Planning Commission to address compliance concerns in Technical Report 6:

Short-Term Plan:
- ❑The EPMOA to provide one-time reimbursement to Park City Museum for the cost of Little Bell Ore Bin Stabilization
- ❑Storied Development will make one-time payment for Judge Mining and Smelting Office Historic Preservation work.

Long-Term Plan:
The EPMOA will enter into a MOA with the City that would require:
- ❑Updated Survey and HPP
- ❑Funding Mechanism for Short-Term Plan obligations
- ❑Bi-Annual Work Plan
- ❑Funding Sources
- ❑Conservation Easements and Licenses

4. Historic Preservation Plan Update

OVERVIEW:
In an effort to fulfill the requirements of the MOA (Long-Term Plan), Empire Pass Master Owners Association (EPMOA) retained SWCA Environmental Consultants to conduct a Historic Preservation Plan (HPP) Update for Flagstaff Mountain Resort. The 2001 HPP surveyed 21 resources. The objective of the 2019 HPP Update was to assess the condition and compliance for 17 resources which are located on land owned by the EPMOA and an additional 2 resources which were partially located on land owned by the EPMOA. SWCA did not survey the remaining 2 resources because they are not located on land owned by the EPMOA. SWCA compared the 2019 condition of each resource surveyed and determined if the 2001 recommended treatments had occurred. Of the 19 sites surveyed, only 5 have met all treatment recommendations from 2001. Based on the 2019 HPP, staff has provided a general overview of compliance issues and concerns:

Interpretive Signs
11 of the 19 sites have not installed an interpretive sign.

Revegetation of Waste Dumps
Of the 11 waste dump sites required to revegetate, only 3 have reached substantially complete revegetation. The remainder are partially or mostly revegetated.

Building/Structural Preservation
Of the 19 sites, 7 are considered buildings or structures. Of those 7 sites, only 2 had recommended structural treatments which have not been fully completed, including:
- ❑**Judge Mining and Smelting Company Office:** Complete restoration and reuse has not been achieved.
- ❑**Little Bell Ore Bin:** All-weather roofing has not been installed.

In August of 2019, the Empire Pass Master Owners Association (EPMOA) retained SWCA Environmental Consultants to conduct a Historic Preservation Plan (HPP) Update for Flagstaff Mountain Resort. The objective of the 2019 HPP Update was to assess the condition and compliance for 19 of the 21 resources originally identified in Technical Report #6, which was adopted as a part of the Development Agreement Technical Reports by Planning Commission in December 2001.

The 2019 HPP Update is based on the 19 resources (located entirely or partially on land owned by EPMOA) outlined in the December 2001 approved 10-page Technical Report #6 resource matrix. Staff finds that while the 127-page HPP is included as an attachment to the approved Technical Report #6, the resource matrix identifies the specific preservation treatments obligated by the revised and approved Amended and Restated Development Agreement for Flagstaff Mountain. This does not mean that resources outlined in the 127-page HPP cannot receive additional Historic Preservation treatments outside of the underlying 2001 obligations for the 21 resources identified in the approved 10-page Technical Report #6.

The Final SWCA 2019 Historic Preservation Plan Update submitted by EPMOA references land owned by EPMOA. Of the resources surveyed in 2019, 17 are located completely on EPMOA land and 2 are partially located EPMOA land. SWCA did not survey 2 of the 21 resources that were originally identified in 2001 because they are not located on EPMOA land, including the following:

TABLE 1: Resources Not Surveyed for 2019 Historic Preservation Plan Update
Excerpted from page ii of the 2019 HPP Update (Exhibit A)

Important Sites Identified in 2001 HPP	Surveyed for 2019 HPP Update	2001 HPP Summary Work Recommendations Fully Met?
Flagstaff Mine Shaft	No (not on land owned by the EPMOA; not subject to Flagstaff Development Agreement)	N/A
Explosives Bunker	No (not on land owned by the EPMOA; not subject to Flagstaff Development Agreement)	N/A

SWCA accomplished the following tasks for each of the 19 resources:

- Comprehensive survey of each resource, including the identification of current deficiencies and suggested mitigation or maintenance work (if not already implemented after the 2000 HPP or if new conditions warrant further action)
- An assessment of progress in preserving the resources, in accordance with the recommendations in the Flagstaff Development Agreement and the 2001 HPP Summary
- Photographic documentation of each resource
- Collection of spatial data on the location of each resource

On November 7, 2019 (Staff Report and Minutes, page 4), the Planning Department presented the 2019 HPP Update in a Study Session and asked City Council to consider the following policy questions:

- Prioritizing expenditures on compliance items within the 2001 Flagstaff Mountain Resort Historic Preservation Plan (19 of 21 resources - see below) and confirm site-specific prioritization and prescribed treatment options.
- Proactively work with responsible parties for the necessary treatments and actions to achieve compliance with the 2001 Flagstaff Mountain Resort Historic Preservation Plan.

- Determine if City Council wishes to create additional funding mechanisms to assist in historic preservation efforts, such as:
    - General Fund
    - Reallocate a part of the Real Estate Transfer Fee
    - Grant Funding

To summarize the November 7, 2019 meeting, City Council gave direction and feedback on the following:

- City Council identified and agreed upon outstanding work requirements, and what 2001 work plans remained incomplete;
- Directed City Staff to proactively work with the EPMOA to finalize the MOA so staff could create a work plan to move forward and also create the prioritization list;
- Directed City Staff to bring forward additional/potential funding mechanisms to assist in the Historic Preservation of structures that were part of the 2001 obligation or since identified as a new priority due to current conditions.

On February 27, 2020 (Staff Report and Minutes, page 1), the Planning Department returned to City Council with a Work Session to provide and update on the following:

- Progress Update for the Judge Mining and Smelting Roof Repair
- Relevant Real Estate Transactions within Flagstaff Development Agreement Boundary
- Historic District Grant Program Mine Site Eligibility

Staff worked with Mayor Beerman to double the Memorandum of Agreement (MOA) contributions from the EPMOA and other developers to match contributions to date, and annually with an amendment to the Open Space/Transit fee disbursements. In the February 27, 2020 Work Session, staff also requested City Council review and provide feedback on the following:

- Amended MOA – with new funding amounts
- Site-Specific Priority List for Expenditures

City Council gave staff direction to return with the Final Draft of the MOA so they could review and direct the Mayor to execute the agreement. City Council also reviewed the Site-Specific Priority List for Expenditure (work plan list) and provided positive feedback as proposed. Staff will be working from the Site-Specific Priority List for Expenditures (included as Table 7 in this staff report) as they work on an annual basis with the EPMOA to determine the annual project or projects.

On March 5, 2020 (Staff Report and Minutes, page 9), City Council directed the Mayor to execute the MOA and directed Planning staff to proceed before the Planning Commission to review and amend Technical Report #6 of the Amended and Restated Development Agreement for Flagstaff Mountain.

In April 2020, City Staff, the EPMOA, and members of the FSMMH and Park City Museum met to discuss the proposed 2020 projects list and utilization of the initial funding of the Memorandum of Agreement. The proposed 2020 project list involves multiple projects, including the Daly West Headframe. This was a productive conversation and feedback was given on the proposal for the Daly West Headframe specifically. A Historic District Design Review application will be required for the Daly West Headframe which will provide ample opportunity for further public input and collaboration.

The MOA has a timing mechanism that that established two (2) items that must be completed within six (6) months of execution:

1. Determine a work plan
2. Amend Technical Report #6 of the Development Agreement documents.

Tonight, Staff requests that the Planning Commission review the 2019 HPP Update and consider adopting the Update as an addendum to Technical Report #6 of the Amended and Restated Development Agreement for Flagstaff Mountain.

Analysis

As previously stated, the 2019 HPP Update conducted by SWCA assessed 19 of the 21 resources included in the 2001 HPP (Technical Report #6). These resources are often referred to as "mine sites" which is a term that is used generally and refers to different types of resources that could include any of the following or a combination thereof:

- Waste Dumps
- Shafts
- Buildings
- Structures

Not all resources identified contain buildings or structures that required structural treatments under the 2001 HPP. In fact, a majority of the resources are Waste Dumps that called for revegetation and interpretive signs. Staff has reviewed the 2019 HPP Update and made the following conclusions with respect to compliance with the 2001 Technical Report #6: HPP for all 19 resources. Of the 19 resources, only five (5) have complied with all treatment recommendations from Technical Report #6 according to the 2019 HPP Update. Complying resources are shaded in green:

TABLE 2: Compliance Summary of Treatments Recommendations for all 17 Resources

⚒ = NOT COMPLETE N/A = NOT APPLICABLE ✓ = COMPLETE **2001 TREATMENT RECOMMENDATIONS**

NAME (*listed in order of 2001 HPP Chart*)	RESOURCE TYPE	SIGN	REVEGETATION (% COMPLETE)	BUILDING/ STRUCTURAL
Ontario Mine Shaft No.3	*Shaft*	⚒	⚒ (70%)	N/A
Anchor (Daly-Judge) Drain Tunnel	*Structure*	⚒	N/A	
Judge Mining and Smelting Company Office	*Building*	✓	N/A	⚒
American Flag Mine Waste Dump	*Waste Dump*	✓	⚒ (50%)	N/A
Daly Mine No.1 Waste Dump	*Waste Dump*	⚒	✓	N/A
Daly Mine No.2 Shaft	*Shaft*	⚒	N/A	N/A
Daly-West Mine Headframe, Shaft, and Hoist	*Structures (2) and Shaft*	⚒	N/A	N/A
Daly-West Mine Fire Hydrant Shacks	*Structures (3)*	⚒	N/A	N/A
Daly-West Mine Waste Dump	*Waste Dump*	⚒	⚒ (50%)	N/A
Quincy Mine Hoist Plant	*Structure*	✓	N/A	N/A
Quincy Mine Shaft and Waste Dump	*Shaft and Waste Dump*	✓	✓	N/A
Little Bell Mine Ore Bin	*Structure*	✓	N/A	⚒
Little Bell Mine Waste Dump	*Waste Dump*	✓	✓	N/A
Diamond-Nemrod Mine Waste Dumps	*Waste Dump (2)*	⚒	⚒	N/A

			(30-50%)	
Anchor Mine Waste Dump	*Waste Dump*	✓	✓	N/A
White Pine Mine Log Structure	*Structure*	✓	N/A	N/A
White Pine Mine Waste Dumps	*Waste Dump (2)*	⚒	⚒ (0-40%)	N/A
Flagstaff Mine Waste Dump	*Waste Dump*	⚒	⚒ (% not determined)	N/A
Naildriver Mine Waste Dump	*Waste Dump*	⚒	⚒ (% not determined)	N/A

Staff has created three (3) different categories to better understand the outstanding compliance issues with the 2001 Technical Report #6: HPP. Staff has included a supplemental Category #4 which includes recommended next steps for resources that have experienced maintenance issues outside of those resources that obligated treatment in 2001 – Category #4 is not derived from the 2001 HPP obligations set forth in the adopted Technical Report #6.

Category #1: Buildings and Structures:
There are only two (2) resources that *required* structural treatments as a part of the 2001 HPP obligation (Technical Report #6). Staff finds that these two (2) resources should be the top priority for compliance measures.

Staff has created Table 3 below which excerpts the 2019 HPP Recommendations and highlights the outstanding building/structural treatments – Table 3 information derived from Table 3 of the 2019 HPP Update.

TABLE 3: Outstanding Building/Structural Treatments

Resource	2001 Recommended Building/Structural Treatment	Outstanding Building/Structural Treatments to comply with 2001 Recommended Treatments
Judge Mining and Smelting Company Office	• The building site will be cleaned of debris in summer 2001. • With the first phase of Flagstaff development the restoration of the building will be initiated, interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. • After restoration, the building is anticipated to serve as office and recreation uses for the Flagstaff development. (SWCA 2001)	• The 2001 HPP Summary recommendation relating to the restoration and reuse of the building did not take place. Instead, measures have been taken to stabilize the building in its current condition. Additional work required to achieve stabilization is outlined below.
Little Bell Ore Bin	• With the first phase of Flagstaff development the Little Bell Ore bin will be provided permanent shelter in the form of all weather roofing. • Interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. • Additional building stabilization will occur in summer 2001. (SWCA 2001)	• An all-weather roof has not yet installed or constructed over the ore bin. To reduce or eliminate snow accumulation and further moisture damage on the bin interior, the addition of a flat covering remains a recommendation; this covering could consist of weathered boards with gaps between them, or it could consist of a more impermeable roof concealed under boards or set slightly below the wall tops on the bin interior to minimize visual changes. Adequate ventilation must be maintained on the bin interior. • The majority of serious structural issues relating to the wood posts have been corrected to meet the 2001

recommendations.

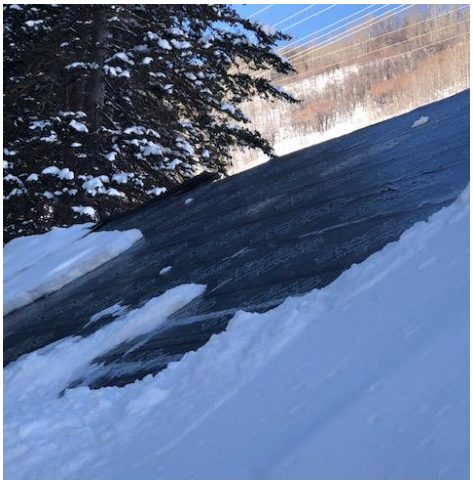
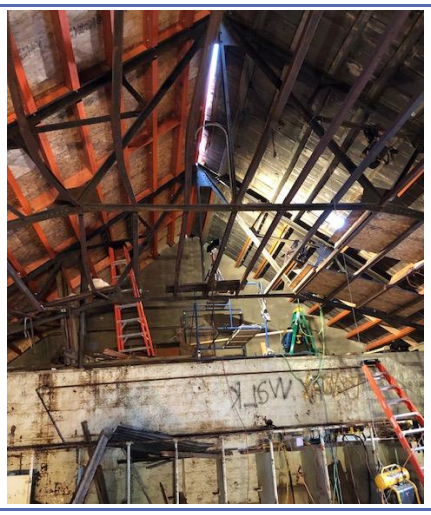
- (*interpretive sign still outstanding – see Category #2* below)

Judge Mining and Smelting Company Office:

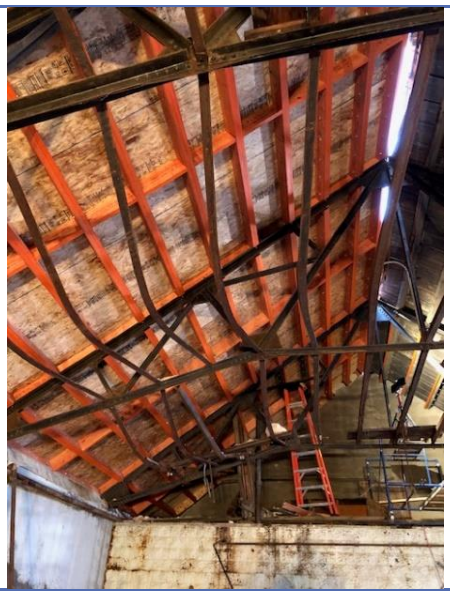
At the November 7, 2019, Study Session, City Staff and Council stressed the importance of immediate action for the compromised roof structure of the Judge Mining and Smelting Building. The EPMOA was able to obtain permission to access the building and have made excellent progress.

Staff has included a series of before and after photographs to detail the amount of work that the EPMOA's contractor and construction team has accomplished. While more work will need to be completed on the building in its entirety, staff is pleased with the progress thus far, and interior stabilization work will be completed before April. The exterior roof finishes will be completed after the snow has melted.

TABLE 4: Judge Mining and Smelting Company Office Building – Stabilization Progress Update

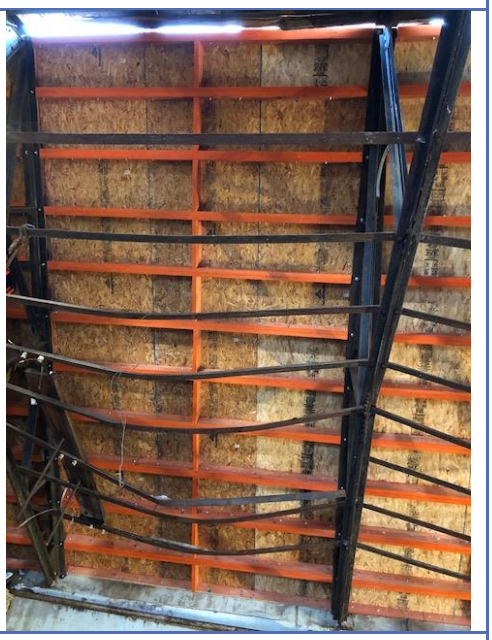
Before	After
	
Exterior of the Building – Southeast Side Roof Structure	
	
Interior of the Building – looking at interior roof structure and framing	





Interior of the Building – looking at interior roof structure and framing





Interior of the Building – looking at interior roof structure and framing

The 2001 recommendation was for this structure to serve as an office or recreation building. Staff's recommended priority is to work with the EPMOA to take necessary steps with the owner to stabilize the structure and roof, providing seasonal protection from the elements as soon as possible. After structurally stabilizing the site, staff will confirm future use and next steps depending on the needs to the end user. The Planning Staff will continue to monitor the stabilization work and will work the EPMOA to identify a viable end user at this location.

Little Bell Ore Bin:

There was great progress made on the Little Bell Ore Bin by the Friends of Ski Mountain Mining History (FSMMH) in the summer of 2019. The FSMMH made improvements to the Little Bell Ore Bin by structurally stabilizing failed structural members and making related improvements to

failed materials. This was in accordance with the 2001 HPP recommendation of "additional stabilization".

With that said, the 2001 HPP also recommended a "permanent structure with an all-weather roof" be installed at this site – staff interprets this as either a free-standing structure hovering above the Little Bell Ore Bin or a physical roof attached the Little Bell Ore Bin. The Design Review Team has reviewed this requirement (in its two potential forms). The Chief Building Official has reviewed the concept of adding a roof structure on top of the Little Bell Ore Bin – this would require additional structural members be installed on the structure in order for the structure to carry the snow load. The Design Review Team finds that altering the structure to add more structural members will negatively impact the Historic Integrity. In addition, a free-standing structure that would hover around the Little Bell Ore Bin would also detract from the Historic Integrity.

In short, staff finds that seasonal monitoring of the overall condition of the Little Bell Ore Bin is a better Historic Preservation solution than the requirement for a roof structure (free standing or attached) due to the detrimental effects on the Historic Integrity of the site. Staff requests to remove the requirement of "permanent shelter in the form of all-weather roofing" from the 2001 HPP recommendations/obligations. If Planning Commission agrees, then the Little Bell Ore Bin will have achieved compliance with the remaining 2001 obligations. This will not take away from the requirement of continued maintenance and seasonal monitoring.

Category #2: Interpretive Signs:
All 19 resources were required to install interpretive signs. According to the 2019 HPP Update and input from the Park City Museum, only eight (8) resources have installed interpretive signs. There are 11 resources that have outstanding interpretive sign installations. The 2019 HPP Update reports that the Judge Mining and Smelting Company Office has not installed an interpretive sign; however, the Park City Museum has pointed out that this site does have an interpretive sign installed. All Tables in this staff report reflect this new information. Staff finds that the installation of interpretive signs is a low hanging fruit that could be addressed concurrently or as soon as the buildings and structures outlined in Category #1 come into compliance.

Table 5 identifies sites that have outstanding interpretive sign installations:

TABLE 5: Outstanding Interpretive Signs

Resource Name	Resource Type
Ontario Mine Shaft No.3	*Shaft*
Anchor (Daly-Judge) Drain Tunnel	*Structure*
Daly Mine No.1 Waste Dump	*Waste Dump*
Daly Mine No.2 Shaft	*Shaft*
Daly-West Mine Headframe, Shaft, and Hoist	*Structures (2) and Shaft*
Daly-West Mine Fire Hydrant Shacks	*Structures (3)*
Daly-West Mine Waste Dump	*Waste Dump*
Diamond-Nemrod Mine Waste Dumps	*Waste Dump (2)*
White Pine Mine Waste Dumps	*Waste Dump (2)*
Flagstaff Mine Waste Dump	*Waste Dump*
Naildriver Mine Waste Dump	*Waste Dump*

Category #3: Revegetation:

The 2001 HPP required revegetation of 11 resources – all 11 resources have attempted revegetation with differing success rates. Four (4) of the 11 resources have completed the required revegetation (achieving at least 90% revegetation). The remaining seven (7) resources have attempted revegetation, but for unknown reasons, the revegetation efforts have not achieved at least 90% revegetation. Staff finds that revegetation is important in restoring the landscape and requests that the EPMOA provide a timeline for future revegetation over the course of the next growing season to come into compliance with the 2001 HPP.

Table 6 identifies the current revegetation percentages of sites that need further revegetation efforts.

TABLE 6: Outstanding Revegetation

Resource Name	Resource Type	Revegetation Percentage (%)
Ontario Mine Shaft No.3	*Shaft*	*70%*
American Flag Mine Waste Dump	*Waste Dump*	*50%*
Daly-West Mine Waste Dump	*Waste Dump*	*50%*
Diamond-Nemrod Mine Waste Dumps	*Waste Dump (2)*	*30-50%*
White Pine Mine Waste Dumps	*Waste Dump (2)*	*0-40%*
Flagstaff Mine Waste Dump	*Waste Dump*	*% not determined*
Naildriver Mine Waste Dump	*Waste Dump*	*% not determined*

Category #4: Historic Preservation Priority List Beyond 2001 Technical Report #6 Obligations

The 2019 HPP Update provides an in-depth analysis and assessment of all 19 resources. The current conditions (2019) were identified and historic preservation treatments are recommended beyond what the 2001 obligation required. Some of the resources were not obligated to complete further historic preservation treatments in 2001 because they were in operation at the time of the adoption of Technical Report #6 (ex: Daly-West Mine and its associated buildings).

Once compliance with the underlying 2001 obligations is achieved, staff recommended to City Council that they adopt a priority list of future resources that could receive additional historic preservation treatments to ensure continued care and maintenance. Table 6 outlines the Site-Specific Priority List for Expenditures reviewed by City Council on February 27, 2020 – this includes sites that are and are not obligated by 2001 Technical Report #6. The specific treatment recommendations for resources not obligated by the 2001 Technical Report #6 can be found in Table 6 of the November 7, 2019 Staff Report.

Priority List of Resources Based on 2001 Treatment Recommendations and 2019 Additional Work Recommendations

⚒ = NOT COMPLETE N/A = NOT APPLICABLE ✓ = COMPLETE = ADDITIONAL RECOMMENDED WORK

Priority Order *(unless otherwise noted)*	NAME	RESOURCE TYPE	SIGN	REVEGETATION (% COMPLETE)	BUILDING/ STRUCTURAL
1st Priority: Buildings, Structures, and related Site Improvements					
1	**Judge Mining and Smelting Company Office**	*Building*	✓	N/A	⚒
	Anchor (Daly-Judge) Drain Tunnel	*Structure*	⚒	N/A	N/A
2	**Little Bell Mine Ore Bin**	*Structure*	✓	N/A	⚒

3	**Daly-West Mine Headframe, Shaft, and Hoist**	*Structures (2) and Shaft*	⚒	N/A	🚶
	Daly-West Mine Fire Hydrant Shacks	*Structures (3)*	⚒	N/A	🚶
	Daly-West Mine Waste Dump	*Waste Dump*	⚒	⚒ (50%)	N/A
4	**White Pine Mine Waste Dumps**	*Waste Dump (2)*	⚒	⚒ (0-40%)	🚶
2nd Priority: Sites with Revegetation and Signs – *Priority Order To Be Determined (TBD) by EPMOA*					
TBD	**Diamond-Nemrod Mine Waste Dumps**	*Waste Dump (2)*	⚒	⚒ (30-50%)	N/A
TBD	**Daly Mine No.1 Waste Dump**	*Waste Dump*	⚒	✓	N/A
TBD	**Daly Mine No.2 Shaft**	*Shaft*	⚒	N/A	N/A
TBD	**Ontario Mine Shaft No.3**	*Shaft*	⚒	⚒ (70%)	N/A
TBD	**American Flag Mine Waste Dump**	*Waste Dump*	✓	⚒ (50%)	N/A
TBD	**Flagstaff Mine Waste Dump**	*Waste Dump*	⚒	⚒ (% not determined)	N/A
TBD	**Naildriver Mine Waste Dump**	*Waste Dump*	⚒	⚒ (% not determined)	N/A
3rd Priority: Resources Located Outside of the EPMOA Boundary					
1	**Ontario Mine Water Tank**	*Structure*	🚶	N/A	🚶
2	**Alliance Drain Tunnel Site – Wooden House**	*Building*	🚶	N/A	🚶
	Alliance Drain Tunnel Site – Pump House	*Building*	🚶	N/A	🚶
	Alliance Drain Tunnel Site – Steel Building	*Building*	🚶	N/A	🚶
3	**Explosives Bunker**	*Structure*	🚶	N/A	🚶
4	**Judge Aerial Tram Towers**	*Structure(s*	🚶	N/A	🚶
	Judge Aerial Loading Station	*Structure*	🚶	N/A	🚶

Summary Recommendation

Staff recommends the Planning Commission review and consider adopting the 2019 Flagstaff Mountain Resort Historic Preservation Plan Update as an addendum to Technical Report #6 of the Amended and Restated Development Agreement for Flagstaff Mountain (2007).

Exhibits:

Exhibit A: SWCA 2019 Historic Preservation Plan Update
Exhibit B: Technical Report #6: Historic Preservation Plan
Exhibit C: Executed Memorandum of Agreement

Historic Preservation Plan Update for Flagstaff Mountain Resort in Park City, Summit County, Utah

OCTOBER 2019

PREPARED FOR

Empire Pass Master Owners Association

PREPARED BY

SWCA Environmental Consultants

HISTORIC PRESERVATION PLAN UPDATE FOR FLAGSTAFF MOUNTAIN RESORT IN PARK CITY, SUMMIT COUNTY, UTAH

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SWCA Project No. 57171

SWCA Cultural Resources Report No. 19-632

October 2019

EXECUTIVE SUMMARY

Flagstaff Mountain Resort consists of approximately 1,750 acres of private land in Park City, Summit County, Utah. The original Flagstaff Mountain Resort developers included United Park City Mines Company and certain other private property owners. A Development Agreement was negotiated between the developers and Park City Municipal Corporation (PCMC) as a prerequisite to Park City's annexation of the Flagstaff Mountain Resort property, which took place on June 24, 1999; as part of this a Historic Preservation Plan (HPP) was commissioned by United Park City Mines Company and completed in 2000.

The 2000 HPP identified historic mining-related resources within the Flagstaff Mountain Annexation Boundary and provided information that was intended to help the resort developers and PCMC make informed decisions regarding possible treatment plans for these properties. The 2000 HPP provided the following key information:

- A historic context for the area
- An inventory of historic resources largely within the Flagstaff Mountain Annexation Boundary, including descriptions, historic functions, condition assessments and suggested mitigation work, and interpretation recommendations
- General information about developing treatment plans
- A treatment plan for Flagstaff Mountain properties

The HPP identified and described 32 historic mining resources; from these, 21 resources were selected as "important sites" or resources (Table ES1) (Bowes et al. 2000). A summary of the HPP was prepared in May 2001 and revised and approved in December 2001 by PCMC (SWCA Environmental Consultants [SWCA] 2001). Exhibit 6 of the HPP Summary included a chart that synthesized information from the 2000 HPP and provided more detailed work recommendations. Fulfillment of these work recommendations formed part of the Development Agreement between Flagstaff Mountain Partners (the original developers) and PCMC. The chart has served as a treatment plan in the ensuing years and has guided preservation efforts by Flagstaff Mountain Partners and its successors.

The maintenance and ongoing protection of many of the historic mining resources have become the responsibility of the Empire Pass Master Owners Association (EPMOA), which has replaced Flagstaff Mountain Partners in management of much of the land encompassed by the 2000 HPP. The EPMOA sought to update the 2000 HPP and assess progress in preserving the important resources identified in the HPP that are also subject to the Flagstaff Development Agreement between the EPMOA and PCMC. The EPMOA retained SWCA to document and assess the condition of the resources, including to assess whether treatment recommendations listed in the 2001 HPP Summary had been met (see Table ES1). Of the 21 original important resources, 17 were surveyed by SWCA and two (which were partially located on land owned by the EPMOA) were reported on by the EPMOA. The remaining two resources are not on land owned by the EPMOA, are not subject to the Flagstaff Development Agreement, and were not included.

The condition of the 19 resources assessed in 2019 varied widely. Some were in good condition, while others, such as the Judge Mining and Smelting Company Office and the Little Bell Mine Ore Bin, exhibited significant deterioration conditions. For 14 of the 19 resources, the 2001 HPP Summary recommendations have not been fully satisfied (see Table ES1).

Table ES1. Summary of Important Historic Mining-Related Resources Identified in the 2000 HPP, 2019 Survey Status, and 2001 HPP Summary Treatment Recommendation Status

Important Sites Identified in 2000 HPP	Surveyed for 2019 HPP Update	2001 HPP Summary Work Recommendations Fully Met?
Judge Mining and Smelting Company Office	Yes	No
Anchor (Daly-Judge) Drain Tunnel	Yes	No
American Flag Mine Waste Dump	Yes	No
Ontario Mine Shaft No. 3	Yes	No
Daly Mine No. 1 Waste Dump	Yes	No
Daly Mine No. 2 Shaft	Yes	No
Daly-West Mine Headframe, Shaft, and Hoist	Yes	No
Daly-West Mine Fire Hydrant Shacks	Yes	No
Daly-West Mine Waste Dump	Yes	No
Diamond-Nemrod Mine Waste Dumps	Yes	No
Anchor Mine Waste Dump	Yes	Yes
Quincy Mine Hoist Plant	Yes	Yes
Quincy Mine Shaft and Waste Dump	Yes	Yes
Little Bell Mine Ore Bin	Yes	No
Little Bell Mine Waste Dump	Yes	Yes
White Pine Mine Log Structure	Yes	Yes
White Pine Mine Waste Dumps	Yes	No
Flagstaff Mine Waste Dumps	No (only a small part of dump is on land owned by the EPMOA and subject to Flagstaff Development Agreement)	No
Naildriver Mine Waste Dump	No (mine and most of dump not on land owned by the EPMOA; only a small area subject to Flagstaff Development Agreement)	No
Flagstaff Mine Shaft	No (not on land owned by the EPMOA; not subject to Flagstaff Development Agreement)	N/A
Explosives Bunker	No (not on land owned by the EPMOA; not subject to Flagstaff Development Agreement)	N/A

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INTRODUCTION

Background

Flagstaff Mountain Resort consists of approximately 1,750 acres of private land in Park City, Summit County, Utah. The original Flagstaff Mountain Resort developers included United Park City Mines Company and certain other private property owners. A Development Agreement was negotiated between the developers and Park City Municipal Corporation (PCMC) as a prerequisite to Park City's annexation of the Flagstaff Mountain Resort property, which took place on June 24, 1999.

A Historic Preservation Plan (HPP) was commissioned by United Park City Mines Company to satisfy PCMC's requirements for the documentation and protection of historic mining-related resources on the property, as described in the Development Agreement. There were no federal or state requirements for the HPP, which was completed in 2000 (Bowes et al. 2000).

The 2000 HPP identified historic mining-related resources within the Flagstaff Mountain Annexation Boundary and provided information that was intended to help the resort developers and PCMC make informed decisions regarding possible treatment plans for these properties. The 2000 HPP provided the following key information:

- A historic context for the area
- An inventory of historic resources largely within the Flagstaff Mountain Annexation Boundary, including descriptions, historic functions, condition assessments and suggested mitigation work, and interpretation recommendations
- General information about developing treatment plans
- A treatment plan for Flagstaff Mountain properties

The HPP identified and described 32 historic mining resources; from these, 21 resources were selected as "important sites" or resources (Table 1) (Bowes et al. 2000). A summary of the HPP was prepared in May 2001 and revised and approved in December 2001 by PCMC (SWCA Environmental Consultants [SWCA] 2001) (Appendix A). Exhibit 6 of the HPP Summary included a chart that synthesized information from the 2000 HPP and provided more detailed work recommendations. Fulfillment of these work recommendations formed part of the Development Agreement between Flagstaff Mountain Partners (the original developers) and PCMC. The chart has served as a treatment plan in the ensuing years and has guided preservation efforts by Flagstaff Mountain Partners and its successors (see Table 1).

Table 1. Summary of Important Historic Mining-Related Resources Identified in the 2000 HPP and 2019 Survey Status

Important Sites Identified in 2000 HPP	Surveyed for 2019 HPP Update
Judge Mining and Smelting Company Office	Yes
Anchor (Daly-Judge) Drain Tunnel	Yes
American Flag Mine Waste Dump	Yes
Ontario Mine Shaft No. 3	Yes
Daly Mine No. 1 Waste Dump	Yes
Daly Mine No. 2 Shaft	Yes
Daly-West Mine Headframe, Shaft, and Hoist	Yes
Daly-West Mine Fire Hydrant Shacks	Yes
Daly-West Mine Waste Dump	Yes
Diamond-Nemrod Mine Waste Dumps	Yes

Important Sites Identified in 2000 HPP	Surveyed for 2019 HPP Update
Anchor Mine Waste Dump	Yes
Quincy Mine Hoist Plant	Yes
Quincy Mine Shaft and Waste Dump	Yes
Little Bell Mine Ore Bin	Yes
Little Bell Mine Waste Dump	Yes
White Pine Mine Log Structure	Yes
White Pine Mine Waste Dumps	Yes
Flagstaff Mine Waste Dumps	No (most of dump on Extell land [formerly Mayflower] not owned by EPMOA; small remaining area subject to Flagstaff Development Agreement reported on by EPMOA)
Naildriver Mine Waste Dump	No (mine and most of dump on Naildriver Mining Company land not owned by EPMOA; small remaining area subject to Flagstaff Development Agreement reported on by EPMOA)
Flagstaff Mine Shaft	No (resource on Extell land [formerly Mayflower]; not subject to Flagstaff Development Agreement)
Explosives Bunker	No (resource on LEC Properties land; not subject to Flagstaff Development Agreement)

Objectives

The maintenance and ongoing protection of many of the historic mining resources identified in the 2000 HPP have become the responsibility of the Empire Pass Master Owners Association (EPMOA), which has replaced Flagstaff Mountain Partners in management of most of the land encompassed by the 2000 HPP. The EPMOA sought to update the 2000 HPP and assess progress in preserving the important resources identified in the HPP that are also subject to the Flagstaff Development Agreement between the EPMOA and PCMC.

Of the 21 resources originally identified in the HPP, 17 are fully on land currently owned by the EPMOA and are included in this HPP Update (Figure 1; see Table 1). Two resources (Flagstaff Mine Waste Dumps and Naildriver Mine Waste Dump) are partly on land owned by the EPMOA and are subject to the Development Agreement. Per initial direction from EPMOA, these sites were not included in the field survey. Subsequent ownership review determined that the Flagstaff Mine Waste Dumps are partially located on land owned by the EPMOA and partially on land owned by Extell. The Naildriver Mine Waste Dump is partially on land owned by EPMOA and partially on land owned by the Naildriver Mining Company. Both sites were included in the condition assessment using data provided by EPMOA.

Additionally, two resources (Flagstaff Mine Shaft and Explosives Bunker) are not located on land owned by the EPMOA and are not subject to the Development Agreement; these resources were not included in the survey. The Flagstaff Mine Shaft is on land owned by Extell. During the project, the question was raised about whether the Empire Canyon Explosives Bunker should be included on the list. Alliance Engineering surveyed the location of the bunker and confirmed that it is on the Marsac Mining Claim owned by LEC Properties. It was therefore determined that the EPMOA should not be accountable for this historic resource because the underlying property is not subject to the Flagstaff Development Agreement; the Empire Canyon Explosives Bunker was therefore also not included in the survey.

The objectives of this HPP Update were to document and assess the condition of the 17 resources fully on land currently owned by the EPMOA through the following tasks:

- Comprehensive survey of each resource, including the identification of current deficiencies and suggested mitigation or maintenance work (if not already implemented after the 2000 HPP or if new conditions warrant further action)

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- An assessment of progress in preserving the resources, in accordance with the recommendations in the Flagstaff Development Agreement and the 2001 HPP Summary
- Photographic documentation of each resource
- Collection of spatial data on the location of each resource

In summary, a total of 19 resources were included in the condition assessment. These included the 17 resources surveyed by SWCA, as well as the Flagstaff Mine Waste Dumps and the Naildriver Mine.



Figure 1. Resource location map.

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METHODOLOGY

The survey of historic mining resources was divided into two parts: documentation and condition assessment. SWCA's principal investigator Anne Oliver served as the historic architecture team lead and architectural conservation specialist. SWCA historic preservation specialist Kate Hovanes served as the project manager and conducted fieldwork and completed report preparation; she was assisted by SWCA historic preservation specialist Megan Daniels. Oliver, Hovanes, and Daniels meet the professional qualifications for architectural history, defined in 36 Code of Federal Regulations 61.

Documentation

Fieldwork was conducted on August 27 and 28, 2019. The SWCA project team identified historic mine resources requiring assessment; photographed each resource using a digital single-lens reflex (SLR) camera at 18-megapixel resolution; recorded locational data using a handheld global positioning system (GPS) unit; and conducted full condition assessments of the exterior and, when applicable, the interior of each resource.[1] SWCA coordinated these site visits with Douglas Ogilvy (EPMOA), who provided important logistical information and knowledge about the mining resources. After fieldwork, the data were processed, organized, and evaluated in accordance with the project objectives. Two of the 19 sites were not visited by SWCA but aerial imagery was provided by EPMOA.

Condition Assessment

For each resource, condition assessment involved visual inspection and recordation of current conditions with photographs and notes. Visual inspection included examining roofs, walls, foundations, doors and windows, and any additional architectural features, when present, for signs of deterioration or condition problems. When appropriate and necessary, more in-depth assessments of building components were conducted, which in some cases involved probing exposed wood members to test for rot, observing the structural systems of resources (when relevant), and identifying probable causes of detected deterioration. The condition of two of the 19 sites was not assessed by SWCA but EPMOA conducted a visual inspection.

Treatment Recommendations

Each resource was inspected to assess progress in implementing the treatment recommendations of the 2001 HPP Summary, which was incorporated in the Flagstaff Development Agreement. Treatment recommendations were then developed for the 19 mining resources fully or partially on EPMOA land. The treatment recommendations first note any work still required to fulfill recommendations in the 2001 HPP Summary and are then prioritized by importance for the ongoing preservation of the resource. All treatment recommendations are consistent with *The Secretary of the Interior's Standards for Rehabilitation and Illustrated Guidelines for Rehabilitating Historic Buildings* (Morton et al. 1992).

[1] The GPS unit was a geographic information system (GIS)–grade Trimble, accurate to within 1 meter.

CONDITION ASSESSMENT AND TREATMENT RECOMMENDATIONS

The following section describes each historic mining resource using excerpts from the 2000 HPP and summarizes existing conditions and work recommendations from Exhibit 6 of the 2001 HPP Summary (SWCA 2001). This section also provides an updated condition assessment, an assessment of work required to meet 2001 HPP Summary recommendations, and additional recommended work for each resource. Photographs of each resource documenting its current condition are also included.

This report does not include a historic context or detailed descriptions of resources, except when the appearance of a resource has changed significantly from that described in the 2000 HPP (Bowes et al. 2000). For a historic context of mining in Park City and for histories and descriptions of specific resources, see Bowes et al.'s (2000) report.

Judge Mining and Smelting Company Office

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Judge Mining and Smelting Company Office, which is excerpted here, and includes a floor plan:

> The Judge Mining & Smelting Company office building is located adjacent to the extension of the Anchor (Daly-Judge) Drain Tunnel portal. It is a simple, front-gabled, one-story, concrete-walled structure that is divided into two functional areas.
>
> [Figure 2] shows the building layout. The front section was used as an office and is subdivided into six rooms, consisting of a Reception (Room 1) and Main Office (Room 2) at the north end of the building, a Small Office (Room 3) adjoining the south wall of Room 2, a Restroom (Room 4), Closet 1 and Closet 2 (Room 5 and Room 6), and a large walk-in Vault (Room 7) with a steel door.
>
> The rear section consists of a large Changing Room (Room 8) for miners, with toilet, lavatory, shower, dressing benches, and clothing storage facilities. Room 8 connects with the Anchor (Daly-Judge) Drain Tunnel via a doorway in its east wall.
>
> A small shed-roofed extension on the west side of the building serves as the entry to the rear section. There is no physical connection between the front and rear sections, except for an opening between the attic area in the front section and the loft area in the rear.
>
> There is an attic area in the front section, but it is not known if it was ever used, since an employee of United Park City Mines Company indicated that the attic stairway was built for the purpose of filming a movie, and may not have replaced an earlier stairway. The rear section of the building does not have an attic, although it has a loft area above some of the rooms of the front section.
>
> The roof of the building extends over the wood-frame extension of the Anchor (Daly-Judge) Drain Tunnel portal. The roof of the drain tunnel behind the portal is constructed of concrete and abuts the east wall of the changing room.
>
> All of the building's outer walls, plus at least one internal wall, are constructed of poured concrete. The walls of the vault may also be concrete. The exterior walls are finished with stucco, which shows no obvious evidence of paint and retains its natural appearance. The stucco appears to be original and has the logo "J. M. & S. Co. – 1920" incised into the front gable above the entrance.
>
> The structure is built partially into the hillside. The rear (south) wall of the building is embedded into the slope to a level just below the eaves of the roof. Judging by the large rocky outcroppings in the hillside and the size of the trees growing immediately behind the building, the slope has not subsided since the building was constructed, and the current grade is close to the original. (Bowes et al. 2000:51–52)

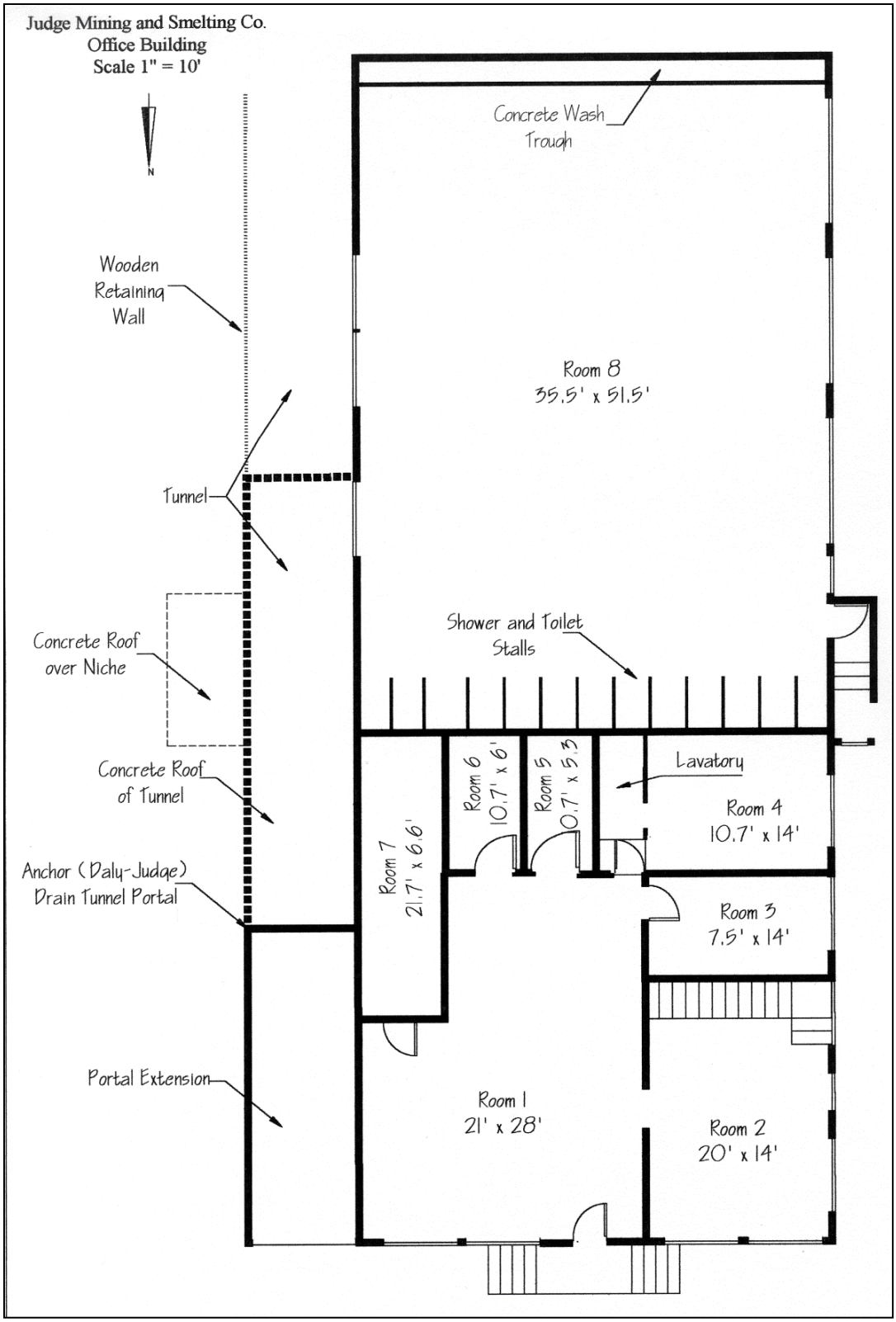


Figure 2. Floor plan (first floor), Judge Mining and Smelting Company Office building (from Bowes et al. 2000).

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Existing conditions were described in the 2001 HPP Summary as follows:

> All of the building's walls, plus at least one internal wall, are constructed of poured concrete. The exterior walls are finished with stucco, which shows no obvious evidence of paint and retains its natural appearance. The stucco appears to be original and has the logo "J.M. & S. Co. -1920" incised into the front gable above the original entrance. All of the windows, with the exception of three windows on the east wall of the Changing Room, are wood-framed, double-hung windows, without counterweights or springs. The building appears to be in fair condition but is in need of some repairs. (SWCA 2001)

Work recommendations in 2001 were as follows:

- The building site will be cleaned of debris in summer 2001.
- With the first phase of Flagstaff development the restoration of the building will be initiated, interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
- After restoration, the building is anticipated to serve as office and recreation uses for the Flagstaff development. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The building's interior was cleared of debris in 2005 (personal communication, Douglas Ogilvy, August 27, 2019).
- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed.
- The 2001 recommendation relating to the restoration and reuse of the building did not take place. The revised goal of the EPMOA is to stabilize the building in its current condition. Measures to achieve that goal have included the following:
    - The roof on the northeast end of the building was shored up with heavy timber to brace the purlins in 2005 (personal communication, Douglas Ogilvy, August 27, 2019).
    - Windows and door openings were boarded up in 2005 (personal communication, Douglas Ogilvy, August 27, 2019).

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 3–14):

- Intrusive vegetation and debris have built up against the foundation and wall bases on the southeast and southwest sides of the building. The weight of this build-up has caused structural cracking and displacement of the walls, although it is unclear whether wall movement is ongoing; the weight of water saturating soils during the spring thaw and rain events, as well as freeze-thaw cycling, may exacerbate this problem.
- Portions of concrete on the southeast and northwest walls are spalling due to water infiltration and the freeze-thaw cycle. The concrete walls of the entrance vestibule to the changing room on the northwest side of the building are friable and extensively eroded and exhibit significant material loss. However, the concrete walls are structurally stable, including the entrance vestibule (McMullin 2019).

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- The roof is partially collapsed on the southeast side of the building. Wood purlins have collapsed, resulting in the overall collapse of the roof; the metal trusses remain intact. Deterioration over time and rolling over combined with overstressing likely resulted in the purlins' collapse. Overstressing is the result of a heavy snow load. Before its abandonment, the building would have been heated through the winter, reducing the weight of snow; now that it is vacant, large amounts of snow build up on the roof and remain late into the season because of the shaded location.
- Corrugated metal roofing panels are damaged, detached, and missing. Some panels have holes where flues and stovepipes were originally located; these holes were patched, but in some cases the patching has been detached or damaged.
- Portions of the corrugated metal cornice are detached.
- Most of the plywood boards remain over window and door openings, but large holes have been made in boards on the northwest and northeast sides, allowing access to the interior of the building.
- Significant amounts of animal refuse are present in the interior of the building.

As a part of the 2019 condition assessment, the EPMOA also contracted with Ingenium Design (Ingenium) to conduct structural observations and calculations for the Judge Mining and Smelting Company Office. Ingenium conducted a site visit on October 13, 2019, after which it produced general structural notes, a roof framing plan, and framing details (McMullin 2019). Key observations from the report are excerpted here; the full report is included as Appendix B:

- The failure of the purlins resulted in the collapse of large sections of roofing.
- The original purlins are 70% overstressed (by code). This alone did not account for their failure; deterioration over time and rolling over combined with overstressing likely resulted in their collapse.
- Remaining purlins can be retrofitted by adding a 1 ¾"x5 ½" LVL on one side and nailing/bolting it to the existing purlin.
- Where the purlins are broken, it is possible to use (2) 1 ¾"x5 ½" LVL or a solid member of similar dimensions to replace the original member. These are about twice as strong as the existing members.
- Blocking should be added along the steel trusses to keep the [purlins] from rolling over.
- A spot check of the bottom chord of the metal truss revealed that stress was within reasonable levels. Based on a visual condition assessment, there is no need to retrofit the bottom chords of the metal trusses.
- The walls on the southwest end of the structure are tipping to the northwest and soil build up on the southeast side is pushing the southeast wall, which is then pushing the northwest wall by way of the trusses. However, the southeast wall may be stabilizing the slope above it; removing the soil is therefore not advised without oversight by a geotechnical engineer.
- It is unclear if the walls are continuing to move. Yearly monitoring of wall movement is therefore recommended. If movement over 2 to 3 inches at the tops of the walls is detected, it is recommended to develop a repair plan.

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Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign explaining the history and function of this building and describing its relationship with other historic mining-related resources in the immediate vicinity should be created and installed to meet recommendations in the 2001 HPP Summary.
- The 2001 HPP Summary recommendation relating to the restoration and reuse of the building did not take place. Instead, measures have been taken to stabilize the building in its current condition. Additional work required to achieve stabilization is outlined below.

Additional Recommended Work

- Before implementing any interior treatments, clean the interior of animal refuse to ensure worker health and safety.
- Monitor walls for movement on a yearly basis. If movement greater than 2 to 3 inches at the top of the walls is detected, develop a treatment plan (McMullin 2019).
- Monitor vestibule to changing room on northwest side of building for increasing or ongoing deterioration. If necessary, install an unobtrusive bracing system or reconstruct the vestibule to match the original in design and materials.
- Treat spalling concrete of main walls by improving site drainage through the removal of soil and debris and by repairing the roof; however, removing soil has the potential to destabilize the slope and is not a recommended treatment unless ongoing structural damage to walls is noted (McMullin 2019).
- Replace broken boards at window and door openings. For a more substantial and vandal/animal-proof option, replace or cover the boards with nonreflective sheet metal or back them with metal gratings.
- Stabilize the roof framing system. Fully document the roof system with drawings and photographs before and after treatment. According to the engineer's report, the metal truss system can be retained (with the addition of bracing as indicated) and remaining intact purlins can be braced. Collapsed purlins can be replaced as indicated in the engineer's report (McMullin 2019).
- For the roof covering, replace damaged or missing corrugated panels with galvanized, corrugated steel panels of identical or (if an exact match is not possible) a similar appearance (i.e., matching panel size and corrugation frequency/height). Leave existing panels in place or reuse whenever possible and refasten as needed. All holes in roofing materials (where pipes or chimneys were originally located) should be covered to prevent moisture infiltration.
- Reattach detached corrugated metal cornice or replace in kind as necessary.
- Clear spruce trees from the slopes southeast and southwest of the building that would comprise the structural integrity of the building through extensive root systems or cause roof collapse in the event of tree falls.
- If determined necessary from wall movement monitoring, clear potentially intrusive vegetation and heavy debris from southeast and southwest slopes. All work should be done under the oversight of a geotechnical engineer to assess and monitor slope stability (McMullin 2019).
- If determined necessary from wall movement monitoring, install an additional drainage system at the base of the southeast and southwest slopes to prevent water infiltration from snowmelt and structural damage caused by the weight of overburdened soil. Direct additional drainage to the existing drain in front of the principal (northeast) wall.

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Figure 3. Overview of Judge Mining and Smelting Company Office, facing southwest.



Figure 4. Northeast and northwest sides of Judge Mining and Smelting Company Office, facing south.



Figure 5. Northwest side of Judge Mining and Smelting Company Office, facing east.



Figure 6. Southwest side of Judge Mining and Smelting Company Office, facing east.

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Figure 7. Entrance on northwest side of building, facing south. Note damaged roofing and deteriorated concrete, as well as earth piled against the building.



Figure 8. Southeast side of Judge Mining and Smelting Company Office, facing north. Note collapsed roof.



Figure 9. Southeast side of Judge Mining and Smelting Company Office, facing west. Note collapsed roof and spalling concrete of wall.



Figure 10. Detail of collapsed roof with twisted wood purlins visible in foreground at right, facing west-northwest.

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Figure 11. Interior of Judge Mining and Smelting Company Office, first floor, facing south-southwest. Note the use of pressed tin for wall finishes.



Figure 12. Interior of Judge Mining and Smelting Company Office, first floor, facing northwest. Note the wood partition wall, which may have originally contained windows.



Figure 13. Interior of Judge Mining and Smelting Company Office changing room, facing southwest. Note accumulation of debris on floor and collapsed roof, but with intact metal truss system.



Figure 14. Interior of Judge Mining and Smelting Company Office changing room. Detail of collapsed roof with intact metal truss system, facing south.

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Anchor (Daly-Judge) Drain Tunnel

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Anchor (Daly-Judge) Drain Tunnel, which is excerpted here:

> The portal of the Anchor Drain Tunnel (known later as the Daly-Judge Drain Tunnel) is located approximately one mile up Empire Canyon. The portal's covered extension is directly adjacent to the east wall of the Judge Mining & Smelting Company office building. Access to the tunnel is secured with a hinged steel grating that allows ventilation. A doorway in the changing room in the rear section of the office building connects directly to the tunnel. This doorway allowed miners to conveniently enter the tunnel from the changing room. This opening is covered with a steel grating. The portal itself is of concrete construction, and its covered extension is a wood-frame structure with galvanized corrugated steel panels. (Bowes et al. 2000:49)

Existing conditions were described in the 2001 HPP Summary as follows:

> The portal appears to be in generally good condition. The tunnel is being maintained as part of Park City's culinary water system, and it is assumed that this feature is still structurally sound. However, there are some wooded patches on the east wall of the portal extension that may need to be secured. The condition of the sills and the bottoms of the wooden posts in the east wall is unknown. There are some loose corrugated roofing panels at the northeast corner of the roof of the Judge Mining & Smelting Company Office building, this problem would be addressed by deficiency mitigation work on that structure. (SWCA 2001)

Work recommendations in 2001 were as follows:

- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 15–18):

- Some evidence of water infiltration (such as staining and minor cracks in concrete) is present, but no evidence of significant or ongoing damage is visible.
- The shed-roofed portal protecting the entrance to the tunnel was installed in 2008 (as evidenced by the date inscribed on the metal posts supporting the roof). The roof framing partially obscures the historic inscription panel over the tunnel entrance.
- The tunnel continues to be maintained by the municipality as part of Park City's culinary water system and is generally in good condition.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign explaining the history and function of the tunnel in relation to the Judge, Anchor, and Daly Mines and its ongoing function as the water source for Park City should be created and installed to meet recommendations in the 2001 HPP Summary.

Additional Recommended Work

No additional work is recommended at this time.



Figure 15. Covered entrance to Anchor (Daly-Judge) Drain Tunnel, facing southwest.



Figure 16. Entrance to Anchor (Daly-Judge) Drain Tunnel, facing southwest. Note modern metal posts supporting roof and modern gate over entrance.



Figure 17. Embossed concrete panel over Anchor (Daly-Judge) Drain Tunnel, facing southwest. Note roof framing partially covering embossed panel, as well as minor cracks and evidence of water infiltration.

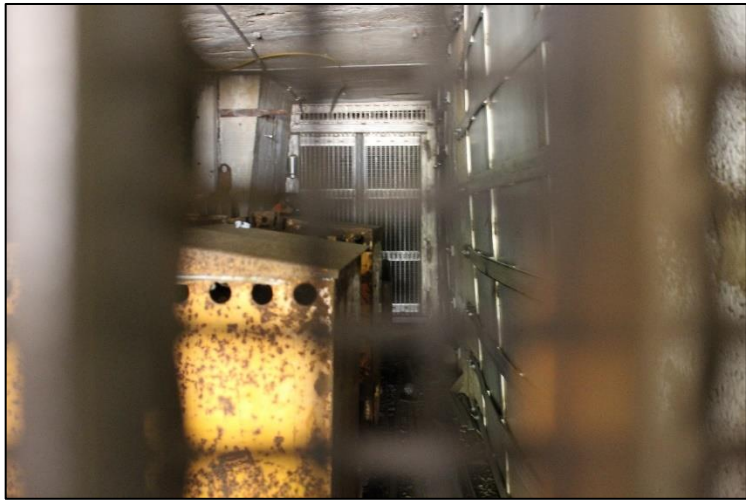


Figure 18. View of Anchor (Daly-Judge) Drain Tunnel entrance, through gate. Note additional modern gate and spalling concrete on ceiling.

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American Flag Mine Waste Dump

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the American Flag Mine Waste Dump, which is excerpted here:

> The American Flag Mine and its associated dump are located about one mile up Empire Canyon, on the east side of the canyon and opposite the site of the Daly-Judge Mill. Very little remains of the American Flag Mine itself, although it may have some potential to yield archaeological remains. A portion of its waste dump is still visible, but landslides and subsequent road construction have altered much of it. (Bowes et al. 2000:63)

Existing conditions were described in the 2001 HPP Summary as follows:

> The basic form of the waste dump has been significantly altered by landslides and other activities in the area. Vegetation has been growing up on portions of the dump. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump.
- This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance.
- The steepness of the slope of this feature will restrict and lengthen the revegetation process. Stabilization of some of the mine waste will likely be necessary.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with the other historic mining-related feature s in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has been addressed. An interpretive sign for the American Flag Mine is located across the road from the dump.
- Attempts have been made to revegetate the slope, but as noted above, the steepness of the slope and likely the soil composition are not conducive to rapid revegetation.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 19–22):

- The waste dump slope is approximately 50 percent revegetated; the rest of the slope remains bare.
- No serious condition issues (such as erosion) were noted; it is likely that the vegetation and the rock retaining wall at the base of the slope prevent or limit erosion.

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Work Required to Meet 2001 HPP Summary Recommendations

- Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.

Additional Recommended Work

No additional work is recommended at this time.

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Figure 19. Overview of American Flag Mine Waste Dump, facing northeast.



Figure 20. Overview of American Flag Mine Waste Dump, facing east.



Figure 21. Overview of American Flag Mine Waste Dump slope, facing north. Note areas of vegetation cover mixed with areas of unvegetated tailings.



Figure 22. Overview of nearby American Flag Mine site, with interpretive sign, facing east.

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Ontario Mine Shaft No. 3

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Ontario Mine Shaft No. 3, which is excerpted here:

> Ontario Mine Shaft No. 3 is located in middle Ontario Canyon, west of and adjacent to State Road 224, also known as the Guardsman Pass road. The associated complex is situated atop a large historic mine waste dump, which is easily seen by visitors passing by on State Road 224. All of the surface works were replaced in the 1970s and consist of a complex of metal buildings that house offices, a workshop or garage, concentrator equipment, conveyors, the shaft works, and the [former] Silver Mine Adventure museum in the shaft works buildings. There are also various tanks, pieces of mounted equipment, and smaller structures throughout in the complex. Some of the modern buildings are still in use as office and maintenance facilities for United Park City Mines Company.
>
> Although the surface structures are modern, the Ontario No. 3 Shaft is historic and was used almost continually from the late 1870s into modern times. It also represents the last working mine in the Park City area, having ceased mining operations in 1982. Despite the end of mining activities in the area, the shaft is still operational. Until the Silver Mine Adventure was closed in 1999, the shaft was used to transport visitors down into the mine works, and it still serves the needs of underground work crews who continually maintain several miles of drain tunnels that supply water to the Park City culinary water system and to the Jordanelle Water Conservancy District. (Bowes et al. 2000:39)

Existing conditions were described in the 2001 HPP Summary as follows:

> The No. 3 shaft and the modern surface works appear to be in good overall condition. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:[2]

- Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump.
- This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance.
- The steepness of the slope of this feature will restrict and lengthen the revegetation process. Stabilization of some of the mine waste will likely be necessary.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with the other historic mining-related features in the immediate vicinity. (SWCA 2001)

[2] The 2001 HPP Summary conflates the Ontario Mine Shaft No. 3 with the nearby Ontario Mine Shaft No. 3 Waste Dump. The 2001 summary offers few work recommendations relating specifically to the preservation or interpretation of the shaft and related buildings and surface works.

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed.
- Attempts have been made to revegetate the slope, but as noted above, the steepness of the slope and likely the soil composition are not conducive to rapid revegetation.

Conditions and changes observed during the 2019 condition assessment[3] are as follows (Figures 23–30):

- The hoist house, headframe, and shop buildings remain in good condition and are still in use. The hoist remains operable.
- Some site elements to facilitate interpretation for visitors were present, including a square-set timber framework on the front of the primary building and a tram tower moved to the site from its original location.
- The slope of waste dump is approximately 70 percent revegetated; the rest of the slope remains bare. The exposed sections are likely unvegetated due to the steepness of the slope.
- No serious condition issues (such as erosion) were noted; it is likely that the vegetation prevents or limits erosion.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Ontario Mine Shaft No. 3 and Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary.
- Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.

Additional Recommended Work

- Additional signage describing nonoriginal site elements, such as the timber framework and tram tower, would also facilitate interpretation of the Ontario Mine Shaft No. 3.

[3] The Ontario Mine Shaft No. 3 was not visible due to surrounding buildings; the site as a whole was surveyed, but a detailed condition assessment of the shaft was not conducted.

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Figure 23. Overview of Ontario Mine Shaft No. 3, facing northwest.



Figure 24. Overview of Ontario Mine Shaft No. 3 hoist and associated buildings, facing west-northwest.



Figure 25. Overview of Ontario Mine Shaft No. 3 building north of hoist, facing north. Note square-set timbering and tram tower, later additions to building.



Figure 26. Overview of Ontario Mine Shaft No. 3 buildings south of hoist, facing west.

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Figure 27. Overview of Ontario Mine Shaft No. 3 Waste Dump, from top, facing northwest.



Figure 28. Overview of Ontario Mine Shaft No. 3 Waste Dump, from top, facing southeast.



Figure 29. Overview of Ontario Mine Shaft No. 3 Waste Dump, from base, facing northwest.



Figure 30. Overview of Ontario Mine Shaft No. 3 Waste Dump, from bottom, facing northwest.

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Daly Mine No. 1 Waste Dump

Summary of 2000–2001 Existing Conditions and Work Recommendations

The 2001 HPP Summary provides a brief description of the Daly Mine No. 1 Waste Dump, which is excerpted here:

> This dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits. The dump is located in upper Empire Canyon, about a half mile further up the canyon than the Anchor (Daly-Judge) Drain Tunnel portal. This site is located on 0.51 acres. (SWCA 2001)

Existing conditions were described in the 2001 HPP Summary as follows:

> This basic form of the waste dump remains intact. Some recontouring has taken place in portions of the dump. It is a highly visible feature of a mining landscape. Vegetation has grown up on portions of the dump, although there is still a small amount of bare materials exposed to view. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- Revegetation efforts have already begun on this mine site.
- A mulch has been spread over the dump and a seed mix used that contained species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed.
- The slope of the waste dump is approximately 90 to 100 percent revegetated and is considered complete. Stands of aspen and spruce, along with bushes and forbs, cover the entire slope. Due to recontouring, recent residential development to the northeast, and revegetation, the slope is no longer easily identifiable as a waste dump.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 31–34):

- No serious condition issues (such as erosion) were noted; it is likely that the vegetation prevents or limits erosion.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Daly Mine No. 1 Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary.
    - As discussed in the following section for the Daly Mine No. 2 Shaft, SWCA recommends installing an interpretive sign only for the Daly Mine No. 1 Waste Dump, which can also be used to discuss the associated shaft.

Additional Recommended Work

No additional work is recommended at this time.



Figure 31. Overview of Daly Mine No. 1 Waste Dump, facing north.



Figure 32. Overview of Daly Mine No. 1 Waste Dump, facing southwest. Note extensive revegetation.



Figure 33. Overview of Daly Mine No. 1 Waste Dump and possible stone wall, facing southeast.



Figure 34. Overview of Daly Mine No. 1 Waste Dump showing revegetation, including tree growth, facing north-northwest.

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Daly Mine No. 2 Shaft

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Daly Mine No. 2 Shaft, which is excerpted here:

> The Daly Mine Shaft No. 1 and Shaft No. 2 are located in upper Empire Canyon, about a half mile further up the canyon than the Anchor (Daly-Judge) Drain Tunnel portal. Little remains today from these operations, except some scattered rock foundations or retaining walls, composed of coursed and uncoursed rough stone. (Bowes et al. 2000:67)

Existing conditions were described in the 2001 HPP Summary as follows:

> The rock walls are in poor condition and the area has been heavily disturbed. (SWCA 2001)

The 2000 HPP provides additional details:

> These rock walls represent the extraction and maintenance processes in a mining system. More specifically, they could be associated with boarding houses or bunkhouses . . . but their exact function has not been ascertained. (Bowes et al. 2000:67)

For work recommendations, the 2001 HPP Summary conflates the Daly Mine No. 2 Shaft with the Daly Mine No. 1 Waste Dump. Therefore, the work recommendations and observations relate primarily to the No. 1 Waste Dump. Work recommendations and observations in 2001 were as follows:

- Much of this mine feature has been covered.
- A thick soil cover will be placed on this mine dump.
- This will be followed by the addition of a seed mix that will consist of species a close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

The Daly Mine No. 2 Shaft could not be found during survey, and no condition assessment was possible. Field crews consulted maps and information provided by the EPMOA, but the shaft has likely been obscured as part of the fulfillment of the 2001 work recommendations (personal communication, Douglas Ogilvy, August 27, 2019).

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed.
- Because the shaft could not be found, it is presumed that revegetation has been successful.

Work Required to Meet 2001 HPP Summary Recommendations

- Given the distance between the estimated locations of the Daly Mine waste dump and shaft, the unclear present location of the shaft, and the lack of extant resources, SWCA recommends that no

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separate interpretive sign for the Daly Mine No. 2 Shaft be installed. The installation of a sign for the Daly Mine No. 1 Waste Dump, discussed above, that incorporates a discussion of the shaft will adequately meet the 2001 HPP Summary recommendations.

Additional Recommended Work

- No additional work is recommended at this time.

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Daly-West Mine Headframe, Shaft, and Hoist

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Daly-West Mine Headframe, Shaft, and Hoist, which is excerpted here:

> The Daly-West headframe and Daly-West shaft are located in upper Empire Canyon, about a quarter of a mile above the Daly No. 2 Shaft. The headframe is directly over the Daly-West shaft, and both of these features are still in operable condition. The shaft provides an emergency exit and a ventilation shaft for the Ontario Drain Tunnel No. 2 and other workings.
>
> The headframe is a distinctive mining-related feature that probably dates from 1913, when the mill and hoisting works were destroyed in a fire. It is constructed of riveted steel "laced girders" that are typical of that period. The entire framework is exposed and it presents an impressive sight. A chain-link fence surrounds the headframe for security reasons.
>
> Just upslope of the Daly-West headframe and shaft are traces of the waste dump and/or surface operations of the Meears Company Shaft No. 1, although very little remains of this operation. The Meears Company Shaft No. 2 operation was located immediately to the northeast of the Daly-West headframe and shaft, but no remains of this operation were noted. (Bowes et al. 2000:70)

Existing conditions were described in the 2001 HPP Summary as follows:

> These features are still in operable condition and are maintained as an emergency exit and ventilation source for the drain tunnels. (SWCA 2001)

Work recommendations in 2001 were as follows:

- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with the other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 35–38):

- The headframe, shaft, and hoist are all still present at the site. However, the headframe collapsed in 2018 and now lies on its side near the other resources. Therefore,
  - the metal structural members of the headframe are deformed;
  - a wood fence has been erected around the headframe, shaft, and hoist to prevent access to the area; this fence replaces a chain-link security fence present in 2000 (Bowes et al. 2000:70);

  - the fence blocks the view of the resources from the ground, although they are visible from a nearby hillside; and
  - the wood fence significantly changes the overall design of the site from its 2001 configuration.
- The shaft is no longer operable and is now covered with a metal grate.
- The hoist is corroded, and the concrete pad has minor amounts of spalling.
- Plant growth surrounds the shaft.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Daly-West Mine Headframe, Shaft, and Hoist should be created and installed to meet recommendations in the 2001 HPP Summary.

Additional Recommended Work

The collapse of the Daly-West Mine headframe represents a significant condition issue, and the following additional work is recommended:

- If possible, the headframe should be returned to its original upright configuration.
- If re-erecting the headframe is not feasible due to cost, insufficient integrity of metal structural members, or other factors, the headframe should be left as-is and interpretive signage explaining its original use and the circumstances of its collapse should be provided.
- The current wood fence, which blocks the view of visitors to the site, should be removed and replaced with a fence allowing greater visibility while also providing security, such as a chain-link or metal post fence.

The hoist mechanisms and shaft also show evidence of deterioration:

- Areas of corrosion on the hoist mechanism should be scraped to a sound surface, and previously painted areas should be repainted to match the current color.
- Plant growth should periodically be removed from around the shaft opening.
- Concrete should be monitored for further deterioration; if deterioration becomes severe or pervasive, it should be repaired using National Park Service (NPS 2007) preservation standards.



Figure 35. Overview of Daly-West Mine Headframe, Shaft, and Hoist, facing north. Note collapsed headframe.



Figure 36. Overview of Daly-West Mine Hoist, facing northeast, with collapsed headframe in background.



Figure 37. Detail of Daly-West Mine Shaft, facing southeast.



Figure 38. Overview of collapsed Daly-West Mine Headframe, facing southeast.

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Daly-West Mine Fire Hydrant Shacks

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Daly-West Mine Fire Hydrant Shacks, which is excerpted here:

> These three fire hydrant or water-connection shacks are located at the Daly-West Mine, just upslope from the headframe. One shack has a fire hydrant inside and the others have smaller water pipes and valves. All are painted red with white trim, perhaps as a requirement to indicate their function as water sources for fire fighting.
>
> The cedar shake shingles have been covered with corrugated galvanized steel panels, one of which is missing, exposing the shingles underneath.
>
> All three of these shacks are single-unit, side-gabled structures with one doorway and no windows. The doors are simple batten-type doors and are still intact and operational. The wood frame construction incorporates a variety of lumber sizes, mostly rough-sawn, and the shacks vary somewhat in construction technique, as though they were made up without plans or by different people. The shacks all have board-and-batten siding. The type of wood used for the siding was not determined. The shack closest to the headframe seems to be somewhat newer than the others, judging by the planking used in its construction and some other details, but all appear to be historic. (Bowes et al. 2000:73)

Existing conditions were described in the 2001 HPP Summary as follows:

> Other than some missing galvanized roofing panels and typical weather, these sheds are in reasonably good condition and do not appear to have been significantly altered over time. (SWCA 2001)

Work recommendations in 2001 were as follows:

- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed.

Three fire hydrant shacks were present. For each, conditions and changes observed during the 2019 condition assessment are as follows (Figures 39–42):

- Fire Hydrant Shack No. 1
  - Fire Hydrant Shack No. 1 is on the south side of the ski area near which all three shacks are located; Fire Hydrant Shack No. 1 is separate from the other two shacks.
  - Settlement has occurred, resulting in vertical displacement of wood sills and walls.
  - Rodent holes are present at the foundation.
  - Weathered wood is present on the walls.

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  - Wood shingles are missing and detached from the roof.
  - Signs of insect activity (bore-holes) are present in the wood of walls and roof.

- Fire Hydrant Shack No. 2
  - Shacks No. 2 and No. 3 are on the north side of the ski run, just west of the Daly-West Mine Headframe, Shaft, and Hoist. Shack No. 2 is slightly downhill from Shack No. 3 and is the farthest east of the two shacks.
  - Plant growth is occurring against walls and inside building.
  - Corrugated metal roofing is partially detached on west side and entirely missing on east.
  - Walls have weathered wood, and boards are missing in places.
  - For roof, wood shingles on east side are detached and missing.
  - Door is missing from building.
- Fire Hydrant Shack No. 3
  - Shack No. 3 is west (uphill) of Shack No. 2.
  - Settlement resulting in vertical displacement of foundation and walls.
  - Significant plant growth is occurring against walls and inside building.
  - Walls have weathered wood.
  - Door is missing from building.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Daly-West Mine Fire Hydrant Shacks should be created and installed to meet recommendations in the 2001 HPP Summary.

Additional Recommended Work

- Foundations should be stabilized for Shacks No. 1 and No. 3 by replacing wood sills in kind as needed.
- For all buildings, detached, missing, or deteriorated building elements, such as wood wall boards or roofing materials, should be reattached or replaced in kind.
- Vegetation growing around and inside Shacks No. 2 and No. 3 has the potential to increase moisture in foundation and walls. Vegetation should be cleared from around buildings.
- Doors similar in design and materials to that of Shack No. 1 should be installed on Shacks No. 2 and No. 3 to reduce animal activity and the amount of moisture entering the buildings.

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Figure 39. Overview of Daly-West Mine Fire Hydrant Shack No. 1, facing north.

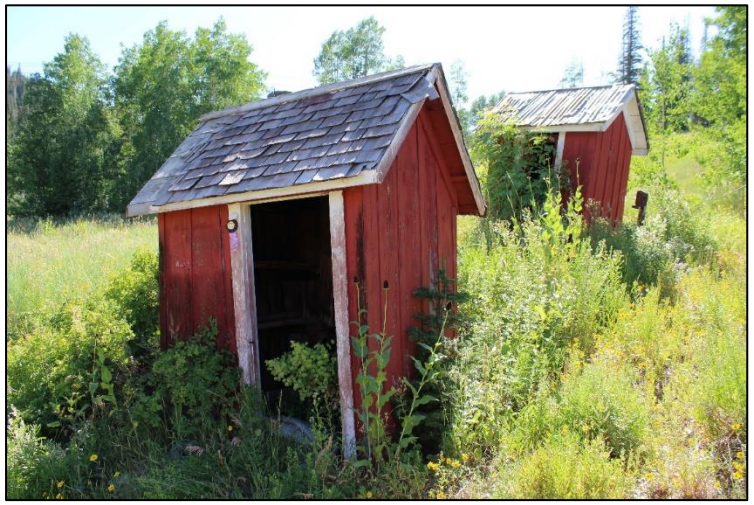


Figure 40. Overview of Daly-West Mine Fire Hydrant Shacks No. 2 (foreground) and No. 3 (background), facing west.

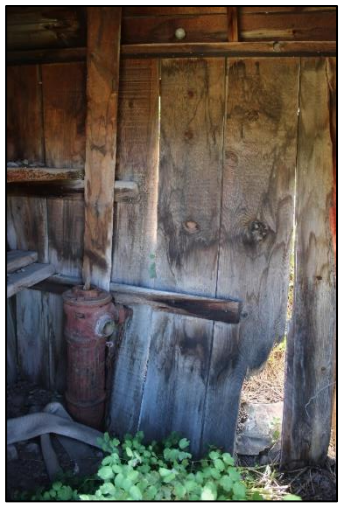


Figure 41. Interior of Daly-West Mine Fire Hydrant Shack No. 2, facing west. Note damaged wood on wall.



Figure 42. Detached roofing on Daly-West Mine Fire Hydrant Shack No. 2, facing east.

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Daly-West Mine Waste Dump

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Daly-West Mine Waste Dump, which is excerpted here, and includes a floor plan:

> This feature is a large waste dump in the middle part of Empire Canyon that is associated with the Daly-West mine. It is a substantial feature that is visible from a great distance. (Bowes et al. 2000:77)

Existing conditions were described in the 2001 HPP Summary as follows:

> The basic form of the waste dump remains intact. Some recontouring has taken place in portions of the dump. It is a highly visible feature of a mining landscape. Vegetation has grown up on portions of the dump, although there is still a large amount of bare material exposed to view. (SWCA 2001)

Work recommendations in 2001 were as follows:

- Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump.
- This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed.
- The slope of the waste dump is approximately 50 percent revegetated; the rest of the slope remains bare.
    - The exposed sections are likely unvegetated due to the steepness of the slope or their use as roads and ski runs.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 43–46):

- The dump has been regraded to create dirt roads and a ski slope.
- An artificial stream and pond have been constructed on the west side of the dump.
- No serious condition issues (such as erosion) were noted; it is likely that the vegetation and grading prevent or limit erosion.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Daly-West Mine Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary.
- Partial revegetation has been successful, and unvegetated parts of the waste dump are used for ski runs and roads; no additional revegetation efforts are recommended.

Additional Recommended Work

No additional work is recommended at this time.



Figure 43. Overview of Daly-West Mine Waste Dump, facing west, from Highway 224.



Figure 44. Overview of top of Daly-West Mine Waste Dump, facing northwest.



Figure 45. Overview of Daly-West Mine Waste Dump, facing southwest.



Figure 46. Overview of Daly-West Mine Waste Dump, facing northeast.

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Diamond-Nemrod Mine Waste Dumps

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Diamond-Nemrod Mine Waste Dumps, which is excerpted here:

> The Diamond-Nemrod waste dumps are located high on the steep hillside above the Daly-West Mine, and are clearly visible from a distance. The associated Farish Shaft is filled and no longer visible. (Bowes et al. 2000:97)

Existing conditions were described in the 2001 HPP Summary as follows:

> The basic form of the dump[s] remains relatively intact. Vegetation has been growing up on portions of the dump, although there is still some bare material exposed to view. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- These mine dumps will be mulched with a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance.
- However, access to these sites is limited and the merits of establishing access for the purpose of revegetating the mine dumps will have to be made prior to any work.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with the other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed for either waste dump.
- The slope of the Diamond Waste Dump is partially revegetated (approximately 30 percent); large portions of the slope remain bare, likely due to the steepness of the slope and soil composition.
- The slope of the Nemrod Waste Dump is partially revegetated (approximately 50 percent); large portions of the slope remain bare, likely due to the steepness of the slope and soil composition.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 47–54):

- A mountain bike trail parallels the northwest side of the slope of the Diamond Waste Dump.
- A large hole (approximately 12 feet in diameter) is present in the ground at the northwest corner of the Nemrod Waste Dump; the cause of the hole is unclear but may be mining related.
- No serious condition issues (such as erosion) were noted.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Diamond Mine Waste Dump and for the Nemrod Mine Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary.
- Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.

Additional Recommended Work

No additional work is recommended at this time.

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Figure 47. Overview of Diamond Waste Dump, facing west.



Figure 48. Overview of Diamond Waste Dump, facing northeast.



Figure 49. Overview of Diamond Waste Dump, facing south.



Figure 50. Overview of Diamond Waste Dump, facing southeast.

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Figure 51. Overview of Nemrod Waste Dump, facing west.



Figure 52. Overview of Nemrod Waste Dump, facing east.



Figure 53. Overview of Nemrod Waste Dump, facing north.



Figure 54. Hole in ground northwest of Nemrod Waste Dump, facing northeast.

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Anchor Mine Waste Dump

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Anchor Mine Waste Dump, which is excerpted here:

> The Anchor Mine waste dump is a massive feature located in upper Empire Canyon. It is clearly visible from a great distance and is one of the largest and best preserved of the dumps in Empire Canyon. (Bowes et al. 2000:101)

Existing conditions were described in the 2001 HPP Summary as follows:

> The basic form of the dump remains relatively intact. It is a large waste dump and a highly visible part of a mining landscape, although there has been major recontouring of the east side of the dump for a ski run. Vegetation has been growing up on portions of the dump, although there is still a considerable area of bare material exposed to view. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- Some revegetation has already taken place on this mine feature.
- This is one of the largest mine features in the Flagstaff Project.
- The steep long slopes of the mine dump will make any revegetation efforts difficult.
- The surface of the dump will be covered with soil as it is available.
- The top of the steep slopes will be mulched and seeded with a mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has been addressed. An interpretive sign for the Anchor Mine is at the top of the slope.
- The slope of the waste dump is almost entirely revegetated (approximately 90 percent) with low grass. The exposed sections are likely unvegetated due to the steepness of the slope.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 55–56):

- Terracing was observed on the slope; the cause is unclear but may be intentional and represent regrading.
- No serious condition issues (such as erosion) were noted.

Work Required to Meet 2001 HPP Summary Recommendations

- None. Work recommendations from the 2001 HPP Summary have been fulfilled.

Additional Recommended Work

No additional work is recommended at this time.



Figure 55. Overview of Anchor Mine Waste Dump, facing north.



Figure 56. Overview of Anchor Mine Waste Dump, facing northwest. Note terracing of slope.

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Quincy Mine Hoist Plant

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Quincy Mine Hoist Plant, which is excerpted here:

> This feature consists of the remains of the hoist plant for the Quincy Mine shaft. It is located in middle Empire Canyon, just upslope of the Daly-West Mine. A rectangular area and traces of rock foundations define the area that was occupied by the hoist building.
>
> A two-cylinder steam-driven hoist is still mounted on its concrete pad. The hoist is powered by a double-acting, crosshead-type engine, which, like many hoist engines and marine windlasses, is integrated into the same iron frame as the hoist. Historic photos depict what appears to be the same kind of hoist being used as a winch at the Anchor Mine for raising ore cars in an incline. This hoist could even be the same hoist as the one at the Quincy, since it was common to buy, sell, trade, and move equipment from one mine to another.
>
> Located between the hoist engine and the mine shaft, and apparently within the area once covered by the hoist building, are the remains of a boiler, consisting of the lower portion of its brick enclosure and the boiler's lower water drum.
>
> The larger, upper drum has been removed, and the bricks from the upper part of the brick enclosure are scattered around the base of the boiler. There are also some remaining vertical iron or steel straps that may have acted as supports or anchors for the brick boiler enclosure. It is difficult to make a determination of the boiler type without removing the debris that covers the remains of the boiler and firebox.
>
> In addition to the boiler and engine, the remains of a mortared-brick pad are located immediately north of the hoist engine. Large bolts protrude from the pad in several places. The north edge of the pad is located approximately 12 feet north of the north edge of the hoist engine pad. This feature may have been associated with the headframe structure. Most of the pad is covered with soil and could not be examined.
>
> The foundation of the hoist plant is little more than a trace, with some irregular rocks visible at the ground surface level. More of the foundation may be intact below the ground surface. (Bowes et al. 2000:79–80)

Existing conditions were described in the 2001 HPP Summary as follows:

> The hoist building is no longer standing, but some pieces of lumber and roofing material can be seen on the ground within the area defined by the hoist building foundations. These items are badly deteriorated and mixed with forest detritus. (SWCA 2001)

Work recommendations in 2001 were as follows:

- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has been addressed. An interpretive sign for the Quincy Mine is located across a ski run approximately 400 feet to the northeast.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 57–60):

- As noted in the 2000 HPP, only the foundation, hoist, and building elements (including scrap metal, bricks, and concrete) remain (Bowes et al. 2000:79–82). These elements are all in poor condition.
    - The portions of mortared brick are severely deteriorated, including mortar loss and the displacement of bricks.
    - Concrete is also deteriorated, including cracking and scaling.
    - Metal elements of the hoist are corroded.
    - Other building elements are dispersed throughout the undergrowth and were visible only to a limited extent.
    - Extensive plant growth has occurred throughout the site, with plants often growing directly on or through building elements; in some cases, this plant growth has resulted in heaving or displacement.

Work Required to Meet 2001 HPP Summary Recommendations

- None. Work recommendations from the 2001 HPP Summary have been fulfilled.

Additional Recommended Work

- Although the condition of the hoist plant is poor, the level of difficulty in stabilizing an already extremely decayed resource likely makes most treatment options unfeasible. Possible treatment options to assist in the long-term preservation of resources include the following:
    - Pruning plants to prevent additional damage to building elements and to make existing resources more visible to visitors. However, this option may result in theft or vandalism of the remaining materials.
    - Conducting additional archaeological survey to fully record the site. This option would be time- and cost-intensive and was not required by the 2001 HPP Summary.
    - Implementing treatments to stabilize extant resources, such as repairing concrete or replacing and repointing brick. This option would be time- and cost-intensive and was not required by the 2001 HPP Summary.



Figure 57. Overview of Quincy Mine Hoist Plant, facing west.



Figure 58. Overview of Quincy Mine Hoist Plant brick foundations, facing west.



Figure 59. Overview of Quincy Mine Hoist Plant, facing south.



Figure 60. Overview of Quincy Mine Hoist Plant, facing northwest.

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Quincy Mine Shaft and Waste Dump

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Quincy Mine Shaft and Waste Dump, which is excerpted here:

> The Quincy Mine shaft is located in the middle Empire Canyon area, directly above the Daly-West Mine site. Little remains of the shaft, since it has been filled in. However, the fill has settled, and a depression clearly shows where the shaft is located. The shaft is directly adjacent to the remains of the hoist plant.
>
> The waste dump at the Quincy Mine is located in the middle Empire Canyon area, directly above the Daly-West Mine site. From a distance, it is the most visible feature of the Quincy Mine. (Bowes et al. 2000:83–84)

Existing conditions were described in the 2001 HPP Summary as follows:

> The shaft has been filled in and concavity exists over the filled shaft to suggest its location adjacent to the hoist plant. The basic form of the waste dump remains intact. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- Revegetation efforts at the top of this mine dump have already started.
- The upper slopes have also been mulched.
- There is a good population of pine trees on the slope of the dump and efforts to cover the steep slope of the dump have been restricted by the trees.
- A seed mix that consists of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance was used.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has been addressed. An interpretive sign for the Quincy Mine is located across a ski run approximately 400 feet to the northeast.
- The slope of the waste dump is entirely revegetated with grass, forbs, and pine trees.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 61–64):

- The ground above the shaft has subsided, leaving a depression marking the original location of the shaft.
- No serious condition issues (such as erosion) were noted.

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Work Required to Meet 2001 HPP Summary Recommendations

- None. Work recommendations from the 2001 HPP Summary have been fulfilled.

Additional Recommended Work

No additional work is recommended at this time.



Figure 61. Overview of Quincy Mine Shaft site, facing south.

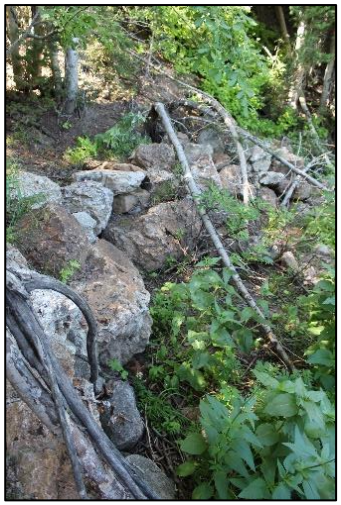


Figure 62. Overview of Quincy Mine Shaft, facing west.



Figure 63. Overview of Quincy Mine Shaft, facing south.



Figure 64. Overview of Quincy Mine Waste Dump, facing southeast.

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Little Bell Mine Ore Bin

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Little Bell Mine Ore Bin, which is excerpted here:

> The Little Bell ore bin or "bunker" is a historic structure in middle Empire Canyon, located on the east-facing slope of the Little Bell Mine waste dump and approximately 175 feet east of the Little Bell Mine shaft.
>
> A modern ski slope is located approximately 15 feet east of the ore bin, and two water pipes used for snow-making operations are located about ten feet northeast of the structure. The ski slope occupies the area where the mine's boarding house once stood, and also covers a road that once passed in front of the ore bin. Preliminary research on the Little Bell Mine suggests a construction date of ca. 1900.
>
> The ore bin was used for short-term storage and redistribution of ore from the Little Bell mine, sometimes called “staging.” Ore car tracks, now gone, went from the shaft works to the top of the ore bin. Ore cars were tipped to dump their loads into the ore bin, which would hold the ore until the next horse-drawn ore wagon arrived, at which time the gates at the bottom of the ore bin were opened to allow the ore to pour into the wagon. From there, the wagons transported the ore to beneficiation facilities, such as a mill or smelter. . . .
>
> The ore bin is constructed of wood, excepting the steel-and-iron loading gate doors, nails, steel bracing rods, and other fasteners. The wood is probably a fir species that was imported from the Pacific Northwest. It was quite common at that time to import wood from out of state, since the area's mining operations had used up most of the mature trees in the area for mine timbers and building surface works.
>
> The footprint of the structure measures 12' x 24'. For descriptive purposes, the structure can be divided into two basic components: the ore bin itself and the support structure. The ore bin itself is approximately 17'4" high, plus the height of the support structure. The front wall of the ore bin, including the support structure, is approximately 24 feet high from the top of the front footing. The back wall of the ore bin is approximately 17'4" high from the top of the rear footing.
>
> The support structure consists of a framework of rough-sawn timbers. The front portion of the support structure consists of seven vertical posts, six cross-braces, and a beam across the top, which is in two pieces, joined by a shiplap joint at the center. The timbers in the front portion of the support structure consist of 8" x 8" posts, beams, and cross braces, with slight dimensional variations in their cross sections. The cross braces lean toward the center of the front of the structure (i.e., the three cross braces on the left side lean to the right, and vice-versa). This assembly rests upon a 16" x 16" timber footing.
>
> It is not known if anything lies below this footing. The rear section of the support structure consists of a timber footing placed in the side of the mine waste dump. Owing to the condition of the rear footing, it is difficult to ascertain the original dimensions of the timbers or if anything lies behind or below them. The front and rear sections of the support structure are joined by seven 8" x 8" beams laid front-to-rear, which rest on the top beam of the front support assembly and on the rear footing. Each of these seven

> beams are supported by a 6" x 8" cross brace between the mid point of the beam and the intersection of the corresponding front vertical support post and the front footing.
>
> The ore bin itself is a single-cell structure that has a steeply slanted floor (approximately 45 degrees) that allows the ore to slide down toward the two loading gates that are located at the bottom of the front wall. Its basic construction consists of a timber framework that is lined with wooden planks to form the ore storage cavity. The ore bin uses a greater variety of rough-sawn dimensional lumber than the support structure. Its construction is relatively simple, and all elements are visible, with the exception of certain internal joint structures, such as mortise-and-tenon joints. The preliminary inspection revealed no evidence of paint, varnish, shellac, or other finish coating on the structure. . . .
>
> Seven steel or iron rods are used to secure the front and rear walls against the outward force of ore in the bin. These rods are located about two-thirds of the way up the front wall of the ore bin, and join the front and rear wall posts together. The ends of the rods are threaded and secured with a nut and a cast-iron washer. One of the rods is broken (missing a section inside the bin), but its ends are intact.
>
> The two gate doors were operated by a rack-and-pinion mechanism that raised and lowered them inside a cast-iron track mounted inside the jambs. Two cast-iron rack gears are still riveted to each of the steel gate doors, but the pinion assemblies are missing. (Bowes et al. 2000:88–90)

Existing conditions were described in the 2001 HPP Summary as follows:

> The overall effect of the damage to the ore bin is that the entire structure is supported only by the central support posts and cross braces at the front and rear of the structure, making its support base effectively much smaller and creating a precarious and dangerous situation. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- With the first phase of Flagstaff development the Little Bell Ore bin will be provided permanent shelter in the form of all weather roofing.
- Interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
- Additional building stabilization will occur in summer 2001. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has been addressed.
- The 2001 recommendation relating to the installation of a roof over the ore bin has not been addressed.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 65–72):

- Stabilization measures have been taken, such as the replacement of rotted wood posts and the installation of concrete footings for the posts. The posts have also been excavated; soil no longer touches the wood structural members. All sagging and displacement have been corrected.

1085

- Lack of a roof (installation/construction of which was included in the 2001 HPP Summary work recommendations) likely contributes to deterioration. Rain infiltrates the base and walls of the structure, and it fills with snow during the winter. Due to the high walls, snow likely remains for an extended time, resulting in extensive moisture infiltration and damage to lower structural elements, such as the floor joists.
- Other wood boards are weathered and cracked. Some boards have been lost.
- If left untreated, these conditions may result in further deterioration and eventual collapse of the bin.

Work Required to Meet 2001 HPP Summary Recommendations

- Work recommendations in the 2001 HPP Summary relating specifically to the interpretive sign have been fulfilled.
- An all-weather roof has not yet installed or constructed over the ore bin. To reduce or eliminate snow accumulation and further moisture damage on the bin interior, the addition of a flat covering remains a recommendation; this covering could consist of weathered boards with gaps between them, or it could consist of a more impermeable roof concealed under boards or set slightly below the wall tops on the bin interior to minimize visual changes. Adequate ventilation must be maintained on the bin interior.
- The majority of serious structural issues relating to the wood posts have been corrected to meet the 2001 recommendations.

Additional Recommended Work

- Rotted joists or other structural members should be monitored and replaced in kind when their condition threatens the structural stability of the ore bin.
    - Rotted or damaged wood members should be consolidated and retained to the greatest extent possible, using epoxy or another appropriate compound. If retention of the original materials does not prove feasible, rotten sections of wood should be replaced in kind with treated lumber, whereas sound sections should be retained to the maximum extent possible.
- Missing boards or wall elements should be replaced in kind when required to preserve the physical or structural integrity of the ore bin.

1086



Figure 65. Overview of Little Bell Mine Ore Bin, facing northwest.



Figure 66. Overview of Little Bell Mine Ore Bin, facing southwest.



Figure 67. Overview of Little Bell Mine Ore Bin, facing southeast.



Figure 68. Overview of Little Bell Mine Ore Bin, facing east.

1087



Figure 69. Overview of Little Bell Mine Ore Bin, facing west. Note deteriorated boards at top of walls.



Figure 70. Concrete footings and repaired wood posts supporting Little Bell Mine Ore Bin, facing south.



Figure 71. Deteriorated structural member, north end of Little Bell Mine Ore Bin, facing northwest. Note the 1-foot-long probe illustrating depth of rot.



Figure 72. Close up of north gate for Little Bell Mine Ore Bin, with damaged and missing boards visible, facing west.

1088

Little Bell Mine Waste Dump

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Little Bell Mine Waste Dump, which is excerpted here:

> The Little Bell Waste dump is located in middle Empire Canyon, adjacent to the Little Bell ore bin and shaft and south of the Quincy Mine. The mine shaft has been filled in and very little remains of that feature, but the dump is still visible. (Bowes et al. 2000:94)

Existing conditions were described in the 2001 HPP Summary as follows:

> The dump is essentially unaltered part of a mining landscape. Vegetation has been growing up on portions of the dump, although there is still a considerable area of bare material exposed to view. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- This feature has been partially revegetated.
- Efforts will continue by adding mulch and available soil to the surface.
- A seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has been addressed.
- The slope of the waste dump is mostly revegetated (approximately 90 percent) with grass and low forbs.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 73–75):

- No serious condition issues (such as erosion) were noted.

Work Required to Meet 2001 HPP Summary Recommendations

- None. Work recommendations from the 2001 HPP Summary have been fulfilled.

Additional Recommended Work

No additional work is recommended at this time.



Figure 73. Overview of Little Bell Mine Waste Dump, facing southwest.



Figure 74. Overview of Little Bell Mine Waste Dump, facing west.



Figure 75. Overview of Little Bell Mine Waste Dump, facing northwest.

1090

White Pine Mine Log Structure

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the White Pine Mine Log Structure, which is excerpted here:

> The remains of a log structure are located below the White Pine Mine and above the Anchor Mine. It has been suggested that this structure may have been a miner's cabin associated with the White Pine Mine. Further research would be necessary to determine its history.
>
> The structure consists of a one-room, one-story log [structure], with a footprint of approximately 16' x 22'. The highest point of the remaining structure is the northwest corner, which is about nine feet above the current ground level.
>
> The structure once had an attic or loft, as evidenced by notches cut into logs at ceiling height and the remains of some of the loft's floor joists that are visible in and above the debris. The door opening is at the north side of the structure, facing downslope, possibly in consideration of an escape route in the event of an avalanche. Each of the other three walls have one window opening.
>
> The wall logs were built with V-notch construction, also known as "sharp notch," and vary somewhat in size, typically ranging from about 8 to 11 inches in diameter. The sides of a number of the wall logs, both inside and outside of the structure, have been hewn to form a slightly flattened surface. An initial inspection of a few of the flattened areas showed no evidence of the use of an adz to create the flat sides, which were probably hewn with an axe. Chinking strips, split from logs, were nailed into the interstices between the log courses. Other supplementary chinking materials, such as cement or clay, would have been used to seal the joints, but the actual material(s) used are unknown at this time. The cabin uses cut nails in its construction, which were still in common use until the late 1880s or early 1890s, when wire nails began to take over in popularity as the result of cheaper mass-production methods.
>
> The foundation structure, if any, is unknown. It was typical for simple log structures such as this to have been built upon leveled sill logs, although stone foundations were not unusual. (Bowes et al. 2000:105)

Existing conditions were described in the 2001 HPP Summary as follows:

> The roof is missing and may have fallen in. The attic or loft has fallen down, and a few of its remaining structural elements are still visible, mixed in among the debris inside the structure. These components are in poor condition, due to normal processes of weathering and decay. (SWCA 2001)

Work recommendations in 2001 were as follows:

- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has been addressed.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 76–79):

- The structure is largely collapsed. The roof is no longer extant, and the logs making up the walls have partially shifted and fallen out of their original configuration. According to the 2000 HPP, this condition was present during of original recordation (Bowes et al. 2000:105).
- The lower logs were damp at the time of survey. Given that the structure's location is set into a steep slope, moisture may infiltrate down the slope and collect at the sill logs at the rear of the structure.
- The structure is surrounded by thick vegetation, which increases moisture retention in the logs and accelerates decay.

Work Required to Meet 2001 HPP Summary Recommendations

- None. Work recommendations from the 2001 HPP Summary have been fulfilled.

Additional Recommended Work

- Methods to divert moisture and runoff from the structure, to dry soil, and to prevent further deterioration of log sills should be considered. Possible methods for doing so include the following:
  - Regrading the hill around the cabin to direct waterflow away from the structure
  - Removing low vegetation (such as bushes) surrounding the structure

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Figure 76. Overview of White Pine Mine Log Structure, facing northeast.



Figure 77. Overview of White Pine Mine Log Structure, facing east.



Figure 78. Overview of White Pine Mine Log Structure, facing southwest.



Figure 79. Detail of logs and notching, White Pine Mine Log Structure, facing east.

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White Pine Mine Waste Dumps

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the White Pine Mine Waste Dumps, which is excerpted here:

> **Ridge-Line Waste Dump** – This waste dump is located on a saddle at the ridge line at the top of Empire Canyon. This feature has sometimes been attributed to the Utah Mine. However, it appears to be located on the White Pine claim, whereas the Utah claim is located to the south, on the other side of the ridge line. A map by Gorlinski (1893) depicts a shaft on the Utah claim, but does not show a shaft at the ridge line on the White Pine claim, although if the White Pine shaft was inactive at that time, it may not have been included for that reason. However, a 1901 USGS survey (published 1903) does show a shaft on the ridge line that appears to be in the White Pine claim. Hence, it appears that the ridge-line shaft and associated waste dump are probably associated with the White Pine Mine. In any case, the shaft has been filled and is no longer visible, and its associated waste dump has been heavily disturbed and/or recontoured.
>
> **Downslope Waste Dump** – This feature is located a short distance downslope and to the north of the ridge-line waste dump. It has been attributed to the White Pine operation, although it is apparently adjacent to an adit portal, rather than a shaft. A 1901 USGS survey (published 1903) shows an adit portal at what appears to be the correct location. This adit might lead to the White Pine Mine shaft, but this has not been ascertained. This waste dump is located on the War Eagle claim, which became part of the Anchor Mining Company group of claims, probably in 1885. The relationship of the War Eagle claim to the White Pine claim prior to 1885 has not been determined. This waste dump appears to be intact and basically unaltered from its historic form, other than some minor erosion. (Bowes et al. 2000:103)

Existing conditions were described in the 2001 HPP Summary as follows:

> The ridge-line waste dump has been altered significantly by recontouring operations and other work in the area. The downslope waste dump appears to be intact and in stable condition. (SWCA 2001)

Work recommendations in 2001 were as follows:

- This small mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Progress toward fulfilling the 2001 HPP Summary work recommendations is as follows:

- The 2001 recommendation relating to the installation of an interpretive sign has not been addressed for either waste dump.
- The slope of the Ridgeline Waste Dump is not revegetated; the waste dump remains open and bare of any vegetation.
- The slope of the Downslope Waste Dump is partially revegetated (approximately 30-40 percent). Grasses cover portions of the waste dump, and a number of spruces are also growing on the slope; the majority of the waste dump remains barren.

Conditions and changes observed during the 2019 condition assessment are as follows (Figures 80–86):

- For the Ridgeline Waste Dump, no serious condition issues (such as erosion) were noted; the flat grade of the dump likely precludes significant erosion.
- The majority of the Downslope Waste Dump appears to be stable, but a significant erosional gully was observed on the east side of the slope.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Ridgeline Waste Dump and for the Downslope Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary.
- Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.

Additional Recommended Work

- Regrade the east side of the Downslope Waste Dump to prevent additional or ongoing erosion.

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Figure 80. Overview of White Pine Mine Ridgeline Waste Dump, facing southeast.



Figure 81. Overview of White Pine Mine Ridgeline Waste Dump, facing north.



Figure 82. Overview of White Pine Mine Ridgeline Waste Dump, facing south.



Figure 83. Overview of White Pine Mine Downslope Waste Dump, facing east.

1096



Figure 84. Overview of White Pine Mine Downslope Waste Dump, facing northeast.

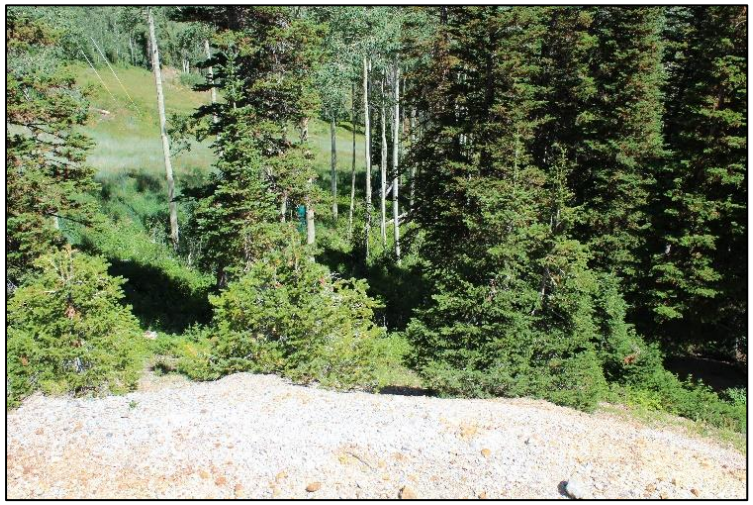


Figure 85. Overview of White Pine Mine Downslope Waste Dump, facing northwest.



Figure 86. Erosion on east side of White Pine Mine Downslope Waste Dump, facing northeast.

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Flagstaff Mine Waste Dumps

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Flagstaff Mine Waste Dumps, which were discussed as a single resource. The description is excerpted here:

> The Flagstaff Mine waste dump is located near the top of Flagstaff Mountain, between Ontario Canyon and Empire Canyon. It is not a tall feature, but is spread over a fairly wide area around the shaft location. It is probably in its original form. (Bowes et al. 2000:113)

Existing conditions were described in the 2001 HPP Summary as follows:

> The basic form of this waste dump appears to be intact and more or less in its original form. Some vegetation is grown on parts of the waste dump, but there is still a considerable amount of bare material exposed to view. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- A seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Per initial direction from EPMOA, this site was not included in field survey. Subsequent ownership review determined that portions of the mine dumps for this mine are on lands subject to Flagstaff Development Agreement. EPMOA advises that revegetation efforts have not been completed on this site and interpretive signage has not been installed.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Flagstaff Mine Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary.
- Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.

Additional Recommended Work

No additional work is recommended at this time.

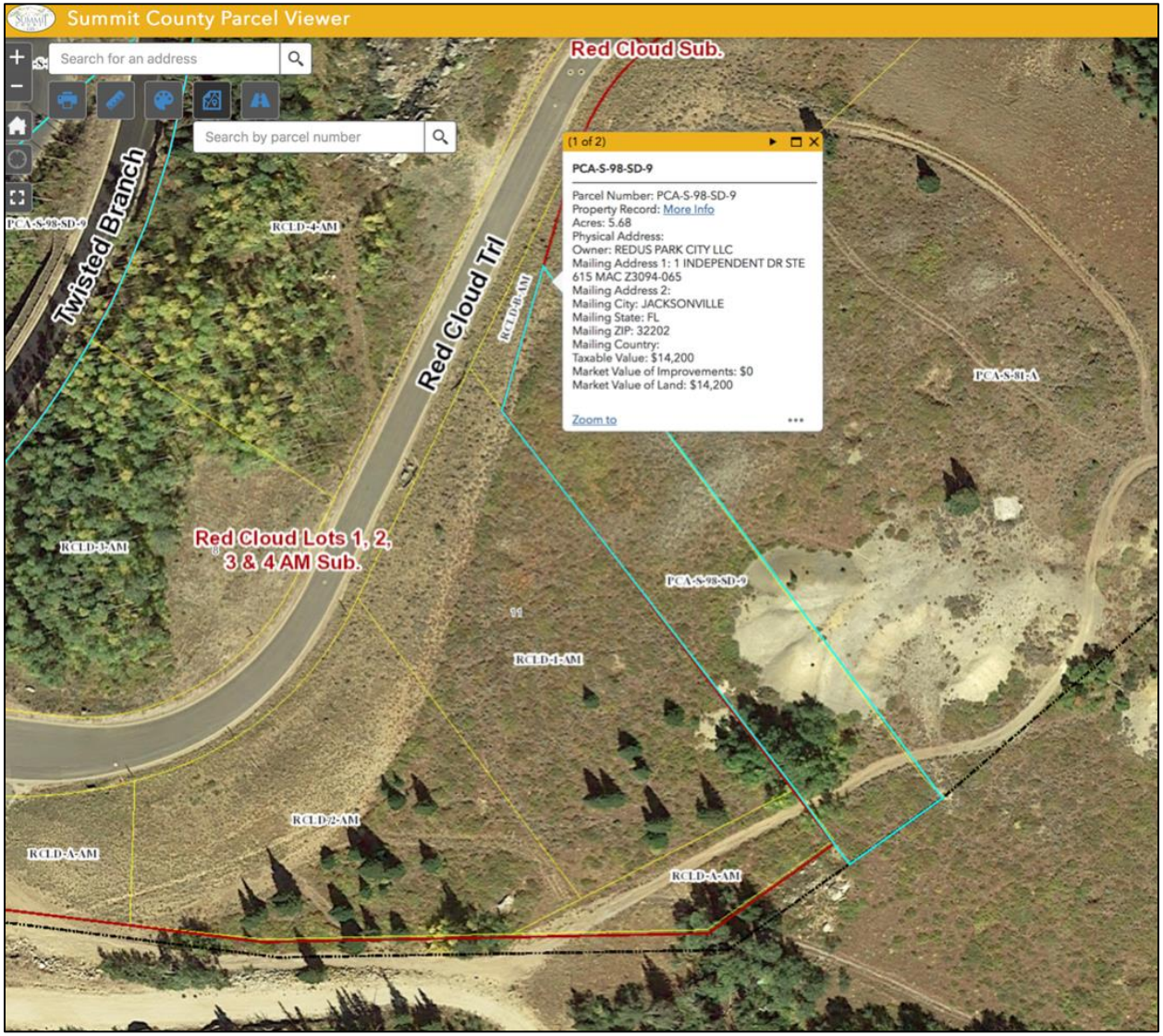


Figure 87. Aerial imagery showing portion of mine dump on property owned by the EPMOA. Image provided by EPMOA.

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Naildriver Mine Waste Dump

Summary of 2000–2001 Existing Conditions and Work Recommendations

The original HPP provides a detailed description of the Naildriver Mine Waste Dump, which is excerpted here:

> The Naildriver Mine waste dump is located in the eastern portion of the Flagstaff Mountain Resort project area. It is the only significant remaining historic feature of the Naildriver Mine. The Naildriver shaft was plugged with concrete in 1980 and no historic features of the shaft remain visible. One item of note is that the Naildriver shaft was 2,980 feet deep—more than the height of two Empire State Buildings. (Bowes et al. 2000:115)

Existing conditions were described in the 2001 HPP Summary as follows:

> The dump has not been significantly altered. Some vegetation is growing on parts of the waste dump, but there is still a considerable amount of bare material exposed to view. (SWCA 2001)

Work recommendations and observations in 2001 were as follows:

- This mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used.
- However access is restricted and an evaluation will need to be completed to assess the merits of establishing access to the mine dump to revegetate it.
- With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. (SWCA 2001)

2019 Condition Assessment

Per initial direction from EPMOA, this site was not included in field survey. Subsequent ownership review determined that portions of the mine dumps for this mine are on lands subject to the Flagstaff Development Agreement. EPMOA notes that revegetation efforts have not been completed on this site and interpretive signage has not been installed.

Work Required to Meet 2001 HPP Summary Recommendations

- An interpretive sign specifically for the Naildriver Mine Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary.
- Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.

Additional Recommended Work

No additional work is recommended at this time.

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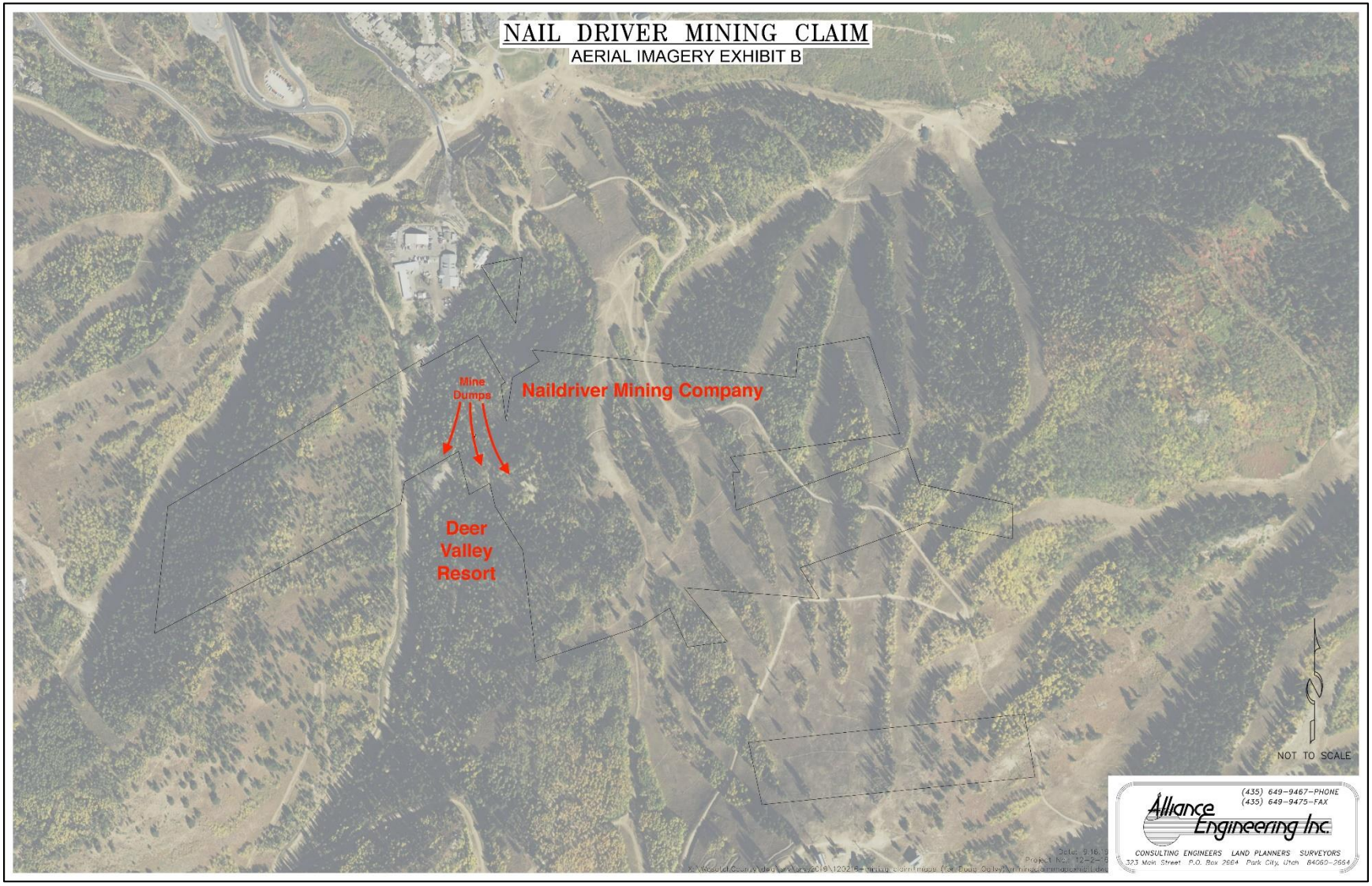


Figure 88. Aerial imagery showing location of Nail Driver Waste Dump and land ownership. The area in the black border is owned by the Naildriver Mining Company. Image by Alliance Engineering, Inc.

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SUMMARY AND CONCLUSIONS

In summary, the mining resources addressed in this HPP Update are dispersed across 19 sites and include 10 buildings or structures, four shafts, and 13 waste dumps (Table 2). All buildings and structures are abandoned and are generally in fair to poor condition. However, except for the Judge Mining and Smelting Company Office, the treatments recommended in the 2001 HPP Summary typically involved the creation and installation of interpretive signage and did not include stabilization or restoration. Interpretive signage has not yet been installed at most of these sites (see Table 2). Additional treatment recommendations in this update are not required by the terms of the Development Agreement between the EPMOA and PCMC but are suggested as measures that will stabilize and preserve the resources in their current condition.

The shafts generally could not be observed but are presumed to be in good condition. The waste dumps are generally in good condition as well. Treatments recommended in the 2001 HPP Summary involved both the installation of interpretive signage and the mulching and seeding of waste dumps. Signage has not been installed at most sites, but efforts at revegetation have been made with some success (see Table 2).

The results of the HPP Update are more fully summarized in Table 3, which presents the resources in order of treatment priority. For each resource, the treatment recommendations are also prioritized according to which are most important for ongoing preservation. The 2019 Treatment Completion Summary column identifies whether the treatment recommendations stipulated in the 2001 HPP Summary have been addressed.

Table 2. Sites Included in the 2019 HPP Update and 2001 HPP Summary Work Recommendation Fulfillment Status

Sites Included in the 2019 HPP Update	Resource Type	2001 HPP Summary Work Recommendations Fully Met?
Judge Mining and Smelting Company Office	Building	No
Anchor (Daly-Judge) Drain Tunnel	Structure	No
American Flag Mine Waste Dump	Waste dump	No
Ontario Mine Shaft No. 3	Shaft	No
Daly Mine No. 1 Waste Dump	Waste dump	No
Daly Mine No. 2 Shaft	Shaft	No
Daly-West Mine Headframe, Shaft, and Hoist	Structures (2) and shaft	No
Daly-West Mine Fire Hydrant Shacks	Structures (3)	No
Daly-West Mine Waste Dump	Waste dump	No
Diamond-Nemrod Mine Waste Dumps	Waste dump (2)	No
Anchor Mine Waste Dump	Waste dump	Yes
Quincy Mine Hoist Plant	Structure	Yes
Quincy Mine Shaft and Waste Dump	Shaft and waste dump	Yes
Little Bell Mine Ore Bin	Structure	No
Little Bell Mine Waste Dump	Waste dump	Yes
White Pine Mine Log Structure	Structure	Yes
White Pine Mine Waste Dumps	Waste dump (2)	No
Flagstaff Mine Waste Dumps	Waste dump (2)	No

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Sites Included in the 2019 HPP Update	Resource Type	2001 HPP Summary Work Recommendations Fully Met?
Naildriver Mine Waste Dump	Waste dump	No

Table 3. Summary of Treatment Recommendations

Resource	2001 Work Recommendation (SWCA 2001)	2019 Condition	2019 Treatment Recommendations	2019 Treatment Completion Summary
Judge Mining and Smelting Company Office	The building site will be cleaned of debris in summer 2001. With the first phase of Flagstaff development the restoration of the building will be initiated, interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. After restoration, the building is anticipated to serve as office and recreation uses for the Flagstaff development.	The building has a number of moderate to severe condition issues (see the 2019 Condition Assessment section for this resource for a detailed description). The most serious issues are the build-up of debris and soil at the foundation and against the walls, wall movement, and the collapse of the roof. Less serious issues include a detached metal cornice, spalling concrete on the walls, damage to the boards blocking windows and doors, and the build-up of animal refuse in the interior.	The building should be stabilized in its current condition. Walls should be monitored for movement yearly, and a treatment plan should be created if severe movement is noted (McMullin 2019). The roof should be repaired; bracing should also be installed, as indicated in the engineer's report (McMullin 2019). The roof system should be fully documented with drawings and photographs before and after treatment. Portions of the detached metal cornice should be reattached or be replaced in kind as necessary. Damaged boards blocking windows and doors should be replaced. Spalling concrete of main walls should be treated by improving site drainage through the removal of soil and debris and by repairing the roof; however, removing soil has the potential to destabilize the slope and is not a recommended treatment unless ongoing structural damage to walls is noted (McMullin 2019). Animal refuse should be removed from the interior of the building. Interpretive sign explaining the history and function of the building should be created and installed to meet recommendations in the 2001 HPP Summary.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed. The 2001 HPP Summary recommendation relating to the restoration and reuse of the building did not take place. Instead, measures have been taken to stabilize the building in its current condition. Additional work required to achieve stabilization is detailed in this HPP Update.
Little Bell Mine Ore Bin	With the first phase of Flagstaff development the Little Bell Ore bin will be provided permanent shelter in the form of all weather roofing. Interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. Additional building stabilization will occur in summer 2001.	Stabilization measures have been taken, such as the replacement of rotted wood posts and the installation of concrete footings for the posts. The posts have also been excavated; soil no longer touches the wood structural members. All sagging and displacement have been corrected. Lack of a roof (installation/construction of which was included in the 2001 HPP Summary work recommendations) likely contributes to deterioration. Rain infiltrates the base and walls of the structure and it fills with snow during the winter. Due to the high walls snow likely remains for an extended time, resulting in extensive moisture infiltration and damage to lower structural elements, such as the joists. Other wood boards are undergoing weathering and cracking. Some boards have been lost.	A noninvasive all-weather roof should be installed or constructed over the ore bin to meet recommendations in 2001 HPP Summary. This covering could consist of weathered boards with gaps between them, or it could consist of a more impermeable roof concealed under boards or set slightly below the wall tops on the bin interior to minimize visual changes. Adequate ventilation must be maintained on the bin interior. Rotted joists or other structural members should be replaced in kind. Rotted or damaged wood members should be consolidated and retained to the greatest extent possible. If retention of the original materials does not prove feasible, rotten sections of wood should be replaced in kind with treated lumber, and sound sections should be retained to the maximum extent possible. Missing boards or wall elements should be replaced in kind.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has been addressed. The 2001 HPP Summary recommendation relating to the installation of a roof over the ore bin has not been addressed.
Daly-West Mine Headframe, Shaft, and Hoist	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with the other historic mining-related features in the immediate vicinity.	The headframe, shaft, and hoist are all still present at the site. The headframe collapsed in 2018 and now lies on its side near the other resources. The metal structural members of the headframe are deformed as a result of the collapse. A wood fence has been erected around the headframe, shaft, and hoist to prevent access to the area; this fence replaces a chain-link security fence present in 2000 (Bowes et al. 2000:70). The wood fence blocks view of resources and changes site layout from 2001 configuration. The shaft is no longer operable and is now covered with a metal grate. There is plant growth surrounding the shaft. The hoist, which is in the open, is corroded and the concrete pad has minor amounts of spalling.	If possible, the headframe should be returned to its original upright configuration; however, if returning it to its upright configuration is unfeasible, it should be left as-is. Areas of corrosion on the hoist mechanism should be scraped to a sound surface, and the painted sections should be repainted to match current color scheme. Plant growth should periodically be removed from around the shaft opening. Concrete should be monitored for further deterioration; if deterioration becomes severe or pervasive, it should be repaired using NPS (2007) preservation standards. The current wood fence, which blocks the view of visitors to the site, should be removed and replaced with a fence allowing greater visibility while also providing security, such as a chain-link or metal post fence. Interpretive sign specifically for the Daly-West Mine Headframe, Shaft, and Hoist should be created and installed to meet recommendations in the 2001 HPP Summary. The interpretive sign should explain its original use and the circumstances of its collapse.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed.

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Resource	2001 Work Recommendation (SWCA 2001)	2019 Condition	2019 Treatment Recommendations	2019 Treatment Completion Summary
Daly-West Mine Fire Hydrant Shacks	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	The Fire Hydrant Shacks were subject to a range of conditions, including the following: • Wood shingles and corrugated metal roofing missing and detached from roof • Vertically displaced wood sills and walls • Weathered wood and missing boards on walls • Plant growth against walls and inside building • Missing doors • Rodent holes at foundation • Signs of insect activity (bore-holes) in wood of walls and roof	Detached or missing roofing materials should be reattached or replaced in kind. Foundations should be stabilized for Shacks No. 1 and No. 3. Detached, missing, or deteriorated building elements, such as wood wall boards, should be reattached or replaced in kind. Vegetation should be cleared from around buildings. Doors similar in design and materials to that of Shack No. 1 should be installed for Shacks No. 2 and No. 3. Interpretive sign specifically for the Daly-West Mine Fire Hydrant Shacks should be created and installed to meet recommendations in the 2001 HPP Summary.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed.
White Pine Mine Log Structure	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	The structure is largely collapsed. The roof is no longer extant, and the logs making up the walls have partially shifted and fallen out of their original configuration. According to the 2000 HPP, this condition was present during the original recordation (Bowes et al. 2000:105). The lower logs were damp at the time of survey. Given that the structure's location is set into a steep slope, moisture may infiltrate down the slope and collect at the sill logs at the rear of the structure. The structure is surrounded by thick vegetation, which may also cause moisture retention.	Methods to divert moisture and runoff from the structure, to dry soil, and to prevent further deterioration of log sills should be considered. Possible methods for doing so include regrading the hill around the cabin to direct waterflow away from the structure and removing low vegetation (such as bushes) surrounding the structure.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has been addressed.
Quincy Mine Hoist Plant	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	As noted in the 2000 HPP, the foundation, hoist, and building elements (including scrap metal, bricks, and concrete) remain (Bowes et al. 2000:79–82). All remaining building elements are in poor condition.	Although the condition of the hoist plant is poor, the level of difficulty in stabilizing an already extremely decayed resource likely makes most treatment options unfeasible. Possible treatment options to assist in the long-term preservation of resources include the following: • Trimming back plants to prevent additional damage to building elements and to make existing resources more visible to visitors • Conducting additional archaeological survey of the site to record resources • Implementing treatments to stabilize extant resources, such as repairing concrete or replacing and repointing of brick	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has been addressed.
Ontario Mine Shaft No. 3	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. The steepness of the slope of this feature will restrict and lengthen the revegetation process. Stabilization of some of the mine waste will likely be necessary. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with the other historic mining-related features in the immediate vicinity.	The hoist house, headframe, and shop buildings remain in good condition and are still in use. The hoist remains operable. Slope of waste dump is partially revegetated (approximately 70 percent); portions of the slope remain bare. No serious condition issues (such as erosion) were noted; it is likely that the vegetation prevents or limits erosion.	Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation. Interpretive sign specifically for the Ontario Mine Shaft No. 3 and Waste Dump should be created and installed to meet recommendations in the2001 HPP Summary. Additional signage describing nonoriginal site elements, such as the square-set timbering and tram tower, would also facilitate interpretation of the Ontario Mine Shaft No. 3.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed. Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.
White Pine Mine Waste Dumps	This small mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	For the Ridgeline Waste Dump, no serious condition issues (such as erosion) were noted; the flat grade of the dump likely precludes significant erosion. The majority of the Downslope Waste Dump appears to be stable, but a significant erosional gully was observed on the east side of the slope.	Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation. The east side of the Downslope Waste Dump should be regraded to prevent additional or ongoing erosion. Interpretive signs specifically for both waste dumps should be created and installed to meet recommendations in the 2001 HPP Summary.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed. Slope of Ridgeline Waste Dump is not revegetated; the waste dump remains open and bare of any vegetation. Slope of Downslope Waste Dump is partially revegetated (approximately 30–40 percent). Grasses cover portions of the waste dump, and a number of spruces are also growing on the slope; the majority of the waste dump remains barren.

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Resource	2001 Work Recommendation (SWCA 2001)	2019 Condition	2019 Treatment Recommendations	2019 Treatment Completion Summary
Quincy Mine Shaft and Waste Dump	Revegetation efforts at the top of this mine dump have already started. The upper slopes have also been mulched. There is a good population of pine trees on the slope of the dump and efforts to cover the steep slope of the dump have been restricted by the trees. A seed mix that consists of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance was used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	The ground above the shaft has subsided, leaving a depression marking the original location of the shaft. No serious condition issues (such as erosion) were noted.	No additional work is recommended at this time.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has been addressed. Work recommendations from the 2001 HPP Summary have been fulfilled regarding revegetation. Slope of waste dump is entirely revegetated with grass, forbs, and pine trees.
Diamond-Nemrod Mine Waste Dumps	These mine dumps will be mulched with a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. However, access to these sites is limited and the merits of establishing access for the purpose of revegetating the mine dumps will have to be made prior to any work. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with the other historic mining-related features in the immediate vicinity.	Slope of Diamond Waste Dump is partially revegetated (approximately 30 percent); large portions of the slope remain bare. The exposed sections are likely unvegetated due to the steepness of the slope. Slope of Nemrod Waste Dump is partially revegetated (approximately 50 percent); large portions of the slope remain bare. The exposed sections are likely unvegetated due to the steepness of the slope. A mountain bike trail parallels the northwest side of the slope of Diamond Waste Dump. A large hole (approximately 12 feet in diameter) is present in the ground at the northwest corner of Nemrod Waste Dump; the cause of the hole is unclear but may be mining related. No serious condition issues (such as erosion) were noted.	Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation. Interpretive signs specifically for both waste dumps should be created and installed to meet recommendations in the 2001 HPP Summary.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed for either waste dump. Work recommendations from the 2001 HPP Summary have been partially fulfilled regarding revegetation.
American Flag Mine Waste Dump	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. The steepness of the slope of this feature will restrict and lengthen the revegetation process. Stabilization of some of the mine waste will likely be necessary. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with the other historic mining-related feature s in the immediate vicinity.	Slope of waste dump is partially revegetated (approximately 50 percent); the rest of the slope remains bare. No serious condition issues (such as erosion) were noted; it is likely that the vegetation and the rock retaining wall at the base of the slope prevent or limit erosion.	Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has been addressed. Work recommendations from the 2001 HPP Summary have been partially fulfilled regarding revegetation.
Little Bell Mine Waste Dump	This feature has been partially revegetated. Efforts will continue by adding mulch and available soil to the surface. A seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature describe its relationship with other historic mining-related features in the immediate vicinity.	Slope of waste dump is mostly revegetated (approximately 90 percent) with grass and low forbs. No serious condition issues (such as erosion) were noted.	No additional work is recommended at this time.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has been addressed. Work recommendations from the 2001 HPP Summary have been mostly fulfilled regarding revegetation.

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Resource	2001 Work Recommendation (SWCA 2001)	2019 Condition	2019 Treatment Recommendations	2019 Treatment Completion Summary
Daly-West Mine Waste Dump	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	The dump has been regraded. Portions of the waste dump are in use as dirt roads. The dump has also been regraded for use as a ski slope. An artificial stream and pond have been constructed on the west side of the dump. No serious condition issues (such as erosion) were noted; it is likely that the vegetation prevents or limits erosion.	Interpretive sign specifically for the Daly-West Mine Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary. Due to the partial revegetation and the use of portions of the waste dump for ski runs and roads, no additional revegetation efforts are recommended.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed. Slope of waste dump is partially revegetated (approximately 50 percent); the rest of the slope remains bare.
Flagstaff Mine Waste Dumps	A seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature describe its relationship with other historic mining-related features in the immediate vicinity.	Per initial direction from EPMOA, this site was not included in field survey. Subsequent ownership review determined that portions of the mine dumps for this mine are on lands subject to the Flagstaff Development Agreement. EPMOA advises that revegetation efforts have not been completed on this site and interpretive signage has not been installed.	Interpretive sign specifically for the Flagstaff Mine Waste Dumps should be created and installed to meet recommendations in the 2001 HPP Summary. Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed. Work recommendations from the 2001 HPP Summary have not been fulfilled regarding revegetation.
Naildriver Mine Waste Dump	This mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. However access is restricted and an evaluation will need to be completed to assess the merits of establishing access to the mine dump to revegetate it. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	Per initial direction from EPMOA, this site was not included in field survey. Subsequent ownership review determined that portions of the mine dumps for this mine are on lands subject to Flagstaff Development Agreement. EPMOA advises that revegetation efforts have not been completed on this site and interpretive signage has not been installed.	Interpretive sign specifically for the Naildriver Mine Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary. Revegetation efforts, including the broadcasting of mulch, should continue in order to support ongoing revegetation.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed. Work recommendations from the 2001 HPP Summary have not been fulfilled regarding revegetation.
Daly Mine No. 1 Waste Dump	Revegetation efforts have already begun on this mine site. A mulch has been spread over the dump and a seed mix used that contained species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	Stands of aspen and spruce, along with bushes and forbs, cover the entire slope. Due to recontouring, recent residential development to the northeast, and revegetation, the slope is no longer easily identifiable as a waste dump. No serious condition issues (such as erosion) were noted; it is likely that the vegetation prevents or limits erosion.	Interpretive sign relating specifically to the waste dump should be created and installed to meet recommendations in 2001 HPP Summary.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed. Slope of waste dump is almost entirely revegetated (approximately 90–100 percent).
Anchor (Daly-Judge) Drain Tunnel	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	Some evidence of water infiltration (such as staining and minor cracks in concrete) is present, but no evidence of significant or ongoing damage is visible. The shed-roofed portal protecting the entrance to the tunnel was installed in 2008 (as evidenced by the date inscribed on the metal posts supporting the roof); roofline partially obscures historic inscription panel over tunnel entrance. Tunnel continues to be maintained by the municipality as part of Park City's culinary water system.	Interpretive sign explaining the history and function of the tunnel in relation to the Judge, Anchor, and Daly Mines and its ongoing function as the water source for Park City should be created and installed to meet recommendations in the 2001 HPP Summary.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed.
Daly Mine No. 2 Shaft	Much of this mine feature has been covered. A thick soil cover will be placed on this mine dump. This will be followed by the addition of a seed mix that will consist of species a close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	The Daly Mine No. 2 Shaft could not be found during survey.	For work recommendations, the 2001 HPP Summary conflates the Daly Mine No. 2 Shaft with the Daly Mine No. 1 Waste Dump. Interpretive sign specifically for the Daly Mine No. 1 Waste Dump should be created and installed to meet recommendations in the 2001 HPP Summary. Given the distance between the estimated locations of the Daly Mine waste dump and shaft, the unclear present location of the shaft, and the lack of extant resources, no separate interpretive sign for the Daly Mine No. 2 Shaft needs to be installed. The installation of a sign for the Daly Mine No. 1 Waste Dump that incorporates a discussion of the shaft will adequately meet the 2001 HPP Summary recommendations.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has not been addressed.

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Resource	2001 Work Recommendation (SWCA 2001)	2019 Condition	2019 Treatment Recommendations	2019 Treatment Completion Summary
Anchor Mine Waste Dump	Some revegetation has already taken place on this mine feature. This is one of the largest mine features in the Flagstaff Project. The steep long slopes of the mine dump will make any revegetation efforts difficult. The surface of the dump will be covered with soil as it is available. The top of the steep slopes will be mulched and seeded with a mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.	Terracing was observed on the slope; the cause is unclear but may be intentional and represent regrading. No serious condition issues (such as erosion) were noted.	No additional work is recommended at this time.	The 2001 HPP Summary recommendation relating to the installation of an interpretive sign has been addressed. Slope of waste dump is almost entirely revegetated (approximately 90 percent) with low grass. The exposed sections are likely unvegetated due to the steepness of the slope.

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APPENDIX A

2001 Historic Preservation Plan Summary: Exhibit 6

FLAGSTAFF MOUNTAIN RESORT

A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

HISTORIC PRESERVATION PLAN

EXHIBIT 6

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

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HISTORIC PRESERVATION PLAN

Prepared for

FLAGSTAFF MOUNTAIN RESORT

Plan Summary

Exhibit 6

May 2001
Revised and Approved December 2001

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Figure A – Historical Preservation Map

EXECUTIVE SUMMARY

The Historic Preservation Plan dated August 2000 is a 127-page detailed document produced for Flagstaff Mountain by SWCA, Inc., Environmental Consultants. The document describes in great depth the history of the area and the historic sites found within the Flagstaff Mountain Annexation Boundary.

Accompanying this plan summary is a chart that reviews the same information in an abbreviated format. It includes a brief description of every important site within the Boundary, together with a short history, an overview of the existing conditions, and recommendations for preservation work associated with each. Additionally, the chart includes information regarding a proposed phasing timeline for restoration or remediation of the sites together with a proposed signage format.

Figure A is a map depicting the Historic Sites and is intended as an aid to the reader in locating each site within the Flagstaff Mountain Annexation Boundary.

Concurrent with the first CUP authorizing construction of residential units, FMP will submit to Staff a plan detailing the repairs and stabilization of the historic structures and public protection plan for these structures and mining features. The maintenance and ongoing protection efforts for those buildings, which are not part of an ongoing operation, will become the responsibility of the master homeowners association.

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FLAGSTAFF MOUNTAIN

Historic Sites and Preservation Plan

CHART – 5 PAGES

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Ontario Mine Shaft No.3	The shaft was used to haul ore and waste rock from the workings and to transport miners and equipment in and out of the mine. It also served as an extra exit point and ventilation shaft.	The No.3 shaft is located in the middle Ontario Canyon, west of and adjacent to State Road 224. The associated complex is situated atop a large historic mine waste dump. All of the surface works were replaced in 1970s and consist of a complex of metal buildings that houses offices, a workshop or garage, concentrator equipment, conveyors, the shaft works, and the Silver Mine Adventure museum in the shaft works building. This site is located on 6.19 acres.	The No.3 shaft and the modern surface works appear to be in good overall condition. Despite the end of the mining activities in the area, the shaft is still operational, and still serves the needs of underground work crews who continually maintain several miles of drain tunnels that supply water to the Park City Culinary water system and to the Jordanelle Water Conservancy district.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. The steepness of the slope of this feature will restrict and lengthen the revegetation process. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Anchor (Daly-Judge) Drain Tunnel	The tunnel and its portal are associated with ventilation, water drainage, ore haulage, and access for equipment, utilities, and employees.	The drain tunnel is located approximately one mile up Empire Canyon. The portals covered extension is directly adjacent to the east wall of the judge Mining & Smelting Company office building. Access to the tunnel is secured with a hinged steel grating that allows ventilation. A doorway in the changing room in the rear section of the office building connects directly to the tunnel. This opening is covered with steel grating. The portal itself is of concrete construction, and its covered extension is a wood frame structure with galvanized corrugated steel panels.	The portal appears to be in generally good condition. The tunnel is being maintained as part of Park City' culinary water system, and it is assumed that this feature is still structurally sound. However, there are some wooded patches on the east wall of the portal extension that may need to be secured. The condition of the sills and the bottoms of the wooden posts in the east wall is unknown. There are some loose corrugated roofing panels at the northeast corner of the roof of the Judge Mining & Smelting Company Office building, this problem would be addressed by deficiency mitigation work on that structure.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Judge Mining & Smelting Company Office	The building housed administrative offices for the Judge Mining & Smelting Company operations, which include mining, milling, and smelting operations, and their continued maintenance. It also provided shower and lavatory facilities for mine workers.	The office is located adjacent to the extension of the Anchor (Daly-Judge) Drain tunnel portal. It is a simple, front-gabled, one-story, concrete-walled structure that is divided into two functional areas. The front section was used as an office and is subdivided into six rooms. The rear section consists of a large Changing Room for miners that connects with the Anchor (Daly-Judge) Drain tunnel via a doorway in its east wall. A small shedroofed extension on the west side of the building serves as an entry to the rear section.	All of the building's walls, plus at least one internal wall, are constructed of poured concrete. The exterior walls are finished with stucco, which shows no obvious evidence of paint and retains its natural appearance. The stucco appears to be original and has the logo "J.M. & S. Co. -1920" incised into the front gable above to the original entrance. All of the windows, with the exception of three windows on the east wall of the Changing Room, are wood-framed, double-hung windows, without counterweights or springs. The building appears to be in fair condition, but is in need of some repairs.	The building site will be cleaned of debris in summer 2001. With the first phase of Flagstaff development the restoration of the building will be initiated, iterpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. After restoration, the building is anticipated to serve as office and recreation uses for the Flagstaff development.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Explosives Bunker	The bunker was used to store explosives, which is clear from the large incised sign on the façade.	This feature is located against a hillside, a few hundred feet north of the Judge Mining & Smelting Company office building. It consists of a concrete explosives bunker that appears to have been used by the Judge Mining & Smelting Company.	This bunker appears to be in excellent condition and unaltered, with the possible exception of some hasps or locking hardware that might be original, but could have been welded to the steel door at a later date. However, the interior of the structure was not available for inspection, so its condition is unknown.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
American Flag Mine Waste Dump	This dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	This feature is located one mile up Empire Canyon, on the east side of the canyon and opposite the site of the Daly-Judge Mill. Very little remains of the American Flag Mine itself, although it may have some potential to yield archaeological remains. This site is located on .60 acres.	The basic form of the waste dump has been significantly altered by landslides and other activities in the area. Vegetation has been growing up on portions of the dump.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. The steepness of the slope of this feature will restrict and lengthen the revegetation process. Stabilization of some of the mine waste will likely be necessary. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly Mine No.1 Waste Dump	This dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located in upper Empire Canyon, About a half mile further up the canyon than the Anchor (Daly-Judge) Drain Tunnel portal. This site is located on .51 acres.	This basic form of the waste dump remains intact. Some recontouring has taken place in portions of the dump. It is a highly visible feature of a mining land landscape. Vegetation has grown up on portions of the dump, although there is still a small amount of bare material exposed to view.	Revegetation efforts have already begun on this mine site. A mulch has been spread over the dump and a seed mix used that contained species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly Mine No.2 Shaft	The shaft was used to haul ore and waste rock from the workings and to transport miners and equipment in and out of the mine. It also served as an extra exit point and ventilation shaft.	The shaft is located in upper Empire Canyon, About a half mile further up the canyon than the Anchor (Daly-Judge) Drain Tunnel portal. Little remains today from these operations, except some scattered rock foundations or retaining walls, composed of coursed and uncoursed rough stone.	The rock walls are in poor condition and the area has been heavily disturbed.	Much of this mine feature has been covered. A thick soil cover will be placed on this mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly - West Mine Headframe, Shaft and Hoist	The headframe, shaft, and hoist was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft.	The headframe, shaft, and hoist are located in upper Empire Canyon, about a quarter of a mile above the Daly No.2 Shaft.	These features are still in operable condition and are maintained as an emergency exit and ventilation source for the drain tunnels.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Daly - West Mine Fire Hydrant Shacks	These features provided sources of pressurized water for fire fighting or other purposes.	These three fire hydrant or water connection shacks are located at the Daly-West Mine, just upslope from the headframe. One shack has a fire hydrant inside and the others have smaller water pipes and valves. All are painted red with white trim, perhaps as a requirement to indicate their function as water sources for fire fighting.	Other than some missing galvanizing roofing panels and typical weathering, these sheds are in reasonably good condition and do not appear to have been significantly altered over time.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly - West Mine Waste Dump	The dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	This feature is a large wasted dump in the middle part of the Empire Canyon that is associated with the Daly-West mine. This site is located on 14.55 acres.	This basic form of the waste dump remains intact. Some recontouring has taken place in portions of the dump. It is a highly visible feature of a mining land landscape. Vegetation has grown up on portions of the dump, although there is still a large amount of bare material exposed to view.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Quincy Mine Hoist Plant	The boiler and hoisting engine were used to operate the Quincy Mine shaft equipment, which was used to carry miners, equipment, and supplies in and out of the mine workings, and to haul ore out of the mine.	This feature consists of the remains of the hoist plant for the Quincy Mine Shaft. It is located in middle Empire Canyon, just upslope of the Daly-West Mine. A rectangular area and traces of rock foundations define the area that was occupied by the hoist building.	The hoist building is no longer standing, but some pieces of lumber and roofing material can be seen on the ground within the area defined by the hoist building foundations These items are badly deteriorated and mixed with forest detritus.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Quincy Mine Shaft and Waste Dump	The shaft was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft. The dump was used to discard waste rock that was removed from a mine in order to access high-garage ore deposits.	These two features are located in the middle Empire Canyon area, directly above the Daly-West Mine site. Little remains of the shaft, since it has been filled in. However, the fill has settled, and a depression clearly shows where the shaft is located. This site is located on 1.92 acres.	The shaft has been filled in and concavity exists over the filled shaft to suggests its location adjacent to the hoist plant. The basic form of the waste dump remains intact.	Revegetation efforts of the top of this mine dump has already started. The upper slopes have also been mulched. There is a good population of pine trees on the slope of the dump and efforts to cover the steep slope of the dump have be en restricted by the trees. A seed mix that consists of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance was used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Little Bell Mine Ore Bin	The ore bin was used for short-term storage and redistribution of ore from the Little Bell mine, sometimes called "staging."	The bunker is located in middle Empire Canyon, on the east-facing slope of the Little Bell Mine waste dump and approximately 175 feet east of the Little Bell Mine shaft. The ore bin is constructed of wood, excepting the steel-and-iron loading gate doors, nails, steel bracing rods, and other fasteners. The footprint of the structure measures 12' x 24'.	The overall effect of the damage to the ore bin is that the entire structure is supported only by the central support posts and cross braces at the front and rear of the structure, making its support base effectively much smaller and creating a precarious and dangerous situation.	With the first phase of Flagstaff development the Little Bell Ore bin will be provided permanent shelter in the form of all weather roofing, and interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. Additional building stabilization will occur in summer 2001.

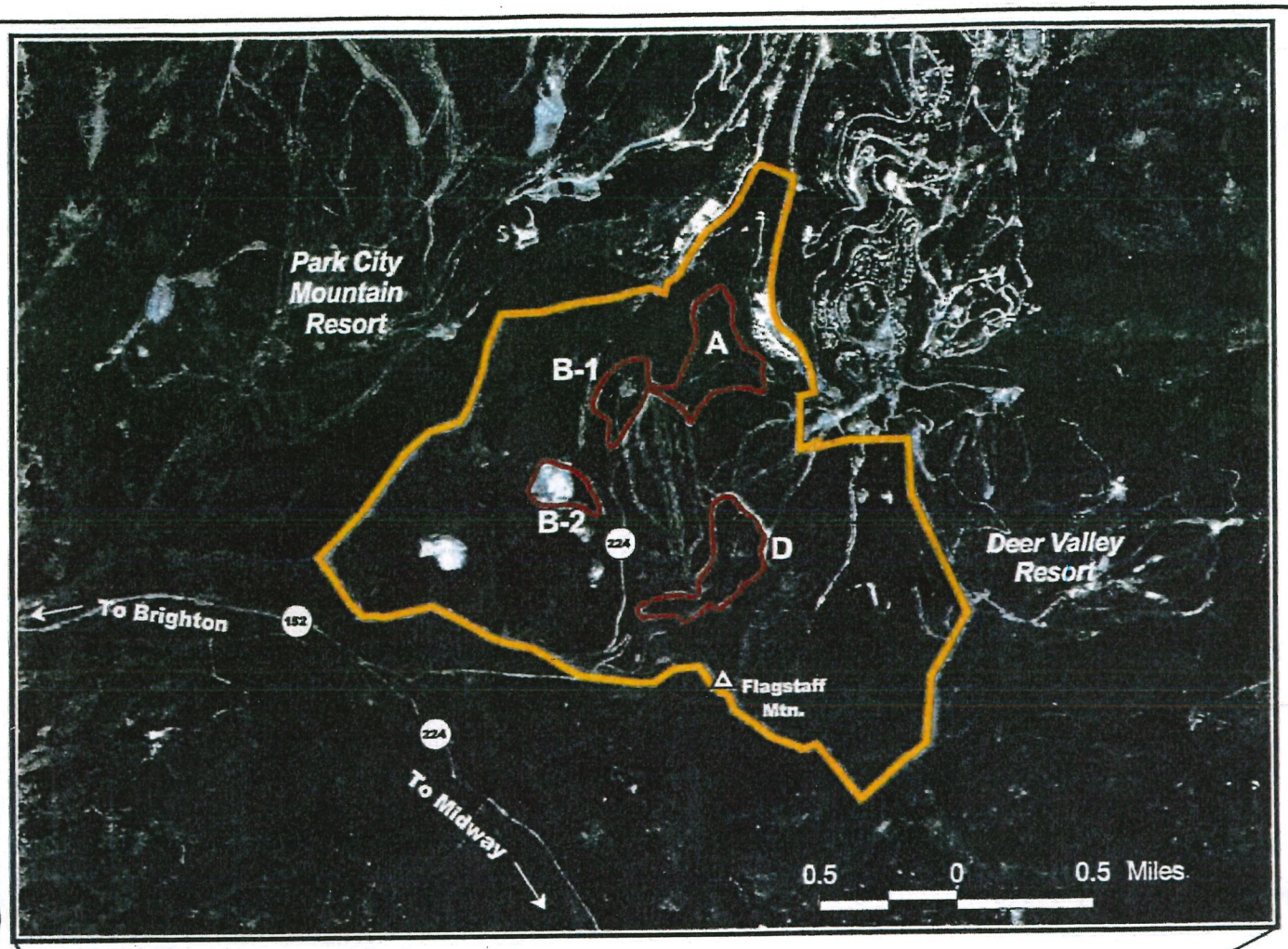
NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Little Bell Mine Waste Dump	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The waste dump is located in middle Empire Canyon adjacent to Little Bell ore bin and shaft and south of the Quincy Mine. The mine shaft has been filled in and very little remains of that feature, but the dump is still visible. This site is located on 2.82 acres.	The dump is essentially unaltered part of a mining landscape. Vegetation has been growing up on portions of the dump, although there is still a considerable area of bare material exposed to view.	This feature has been partially revegetated. Efforts will continue by adding mulch and available soil to the surface. A seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Diamond-Nemrod Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located high on the steel hillside above the Daly-West Mine, and are clearly visible from a distance.	The basic form of the dump remains relatively intact. Vegetation has been growing up on portions of the dump, although there is still some bare material exposed to view.	These mine dumps will be mulched with a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. However, access to these sites is limited and the merits of establishing access for the purpose of revegetating the mine dumps will have to be made prior to any work. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Anchor Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is a massive feature located in upper Empire Canyon. It is clearly visible from a great distance and is one of the largest and best preserved of the dumps in Empire Canyon.	The basic form of the dump remains relatively intact. It is a large waste dump and a highly visible part of a Mining land landscape, although there has been major recontouring of the east side of the dump for a ski run. Vegetation has been growing up on portions of the dump, although there is still a considerable area of bare material exposed to view.	Some revegetation has already taken place on this mine feature. This is one of the largest mine features in the Flagstaff Project. The steep long slopes of the mine dump will make any revegetation efforts difficult. The surface of the dump will be covered with soil as it is available. The top of the steep slopes will be mulched seeded with a mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
White Pine Mine Log Structure	The original purpose of this structure has not been determined. It may have been a residence, or it could have functioned as an administrative building.	The remains of the log structure are located below the White Pine Mine and above the Anchor Mine. The structure consists of a one-room, one story log building, with a footprint of approximately 16' x 22'. The highest point of the remaining structure is the northwest corner, which is about nine feet above the current ground level.	The roof is missing and may have fallen in. The attic or loft has fallen down, and a few of its remaining structural elements are still visible, mixed in among the debris inside the structure. These components are in poor condition, due to normal processes of weathering and decay.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
White Pine Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The Ridge-Line Waste Dump is located on a saddle at the ridge line at the top of Empire Canyon. The Downslope Waste Dump is located a short distance downslope and to the north of the ridge-line waste dump. This site is located on .43 acres.	The ridge-line waste Dump has been altered significantly by recontourinig operations and other work in the area. The downslope waste dump appears to be intact and in stable condition.	This small mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Flagstaff Mine Shaft	The shaft was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft.	The shaft is located near the top of the Flagstaff Mountain, which lies between Empire Canyon and Ontario Canyon. The shaft has been capped with a concrete slab and very little remains of the mining operation other than its waste dump and some scattered materials.	The structural integrity of the slab is unknown. Some dilapidated fencing surrounds the concrete slab, but is no longer protecting it.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Flagstaff Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located near the top of the Flagstaff Mountain, between Ontario Canyon and Empire Canyon. It is a tall feature, but is spread over fairly wide area around the shaft location. This site is located on 1.07 acres.	The basic form of this waste dump appears to be intact and more or less in its original form. Some vegetation is growing on parts of the waste dump, but there is still a considerable amount of bare material exposed to view.	This mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Naildriver Mine Waste Dump	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located in the eastern portion of the Flagstaff Mountain Resort project area. It is the only remaining historic feature of the Nail Driver Mine. This site is located on .43 acres.	The dump has not been significantly altered. Some vegetation is growing on parts of the waste dump, but there is still a considerable amount of bare material exposed to view.	This mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. However access is restricted and an evaluation will need to be completed to assess the merits of establishing access to the mine dump to revegetate it. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

APPENDIX A

FIGURES

Figure 1. Location of Project Area
Figure 2. Open Space



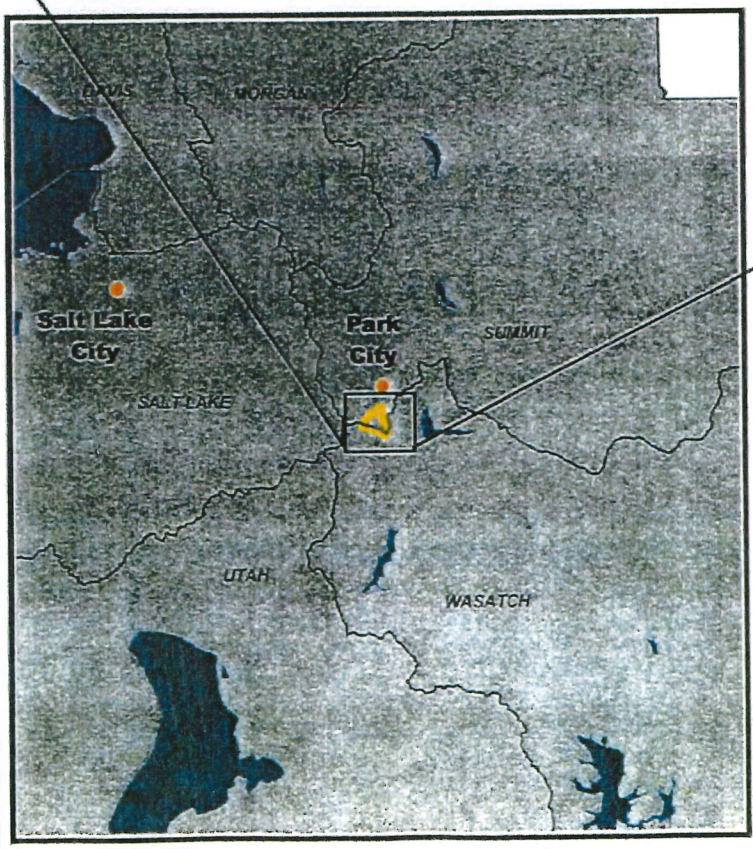


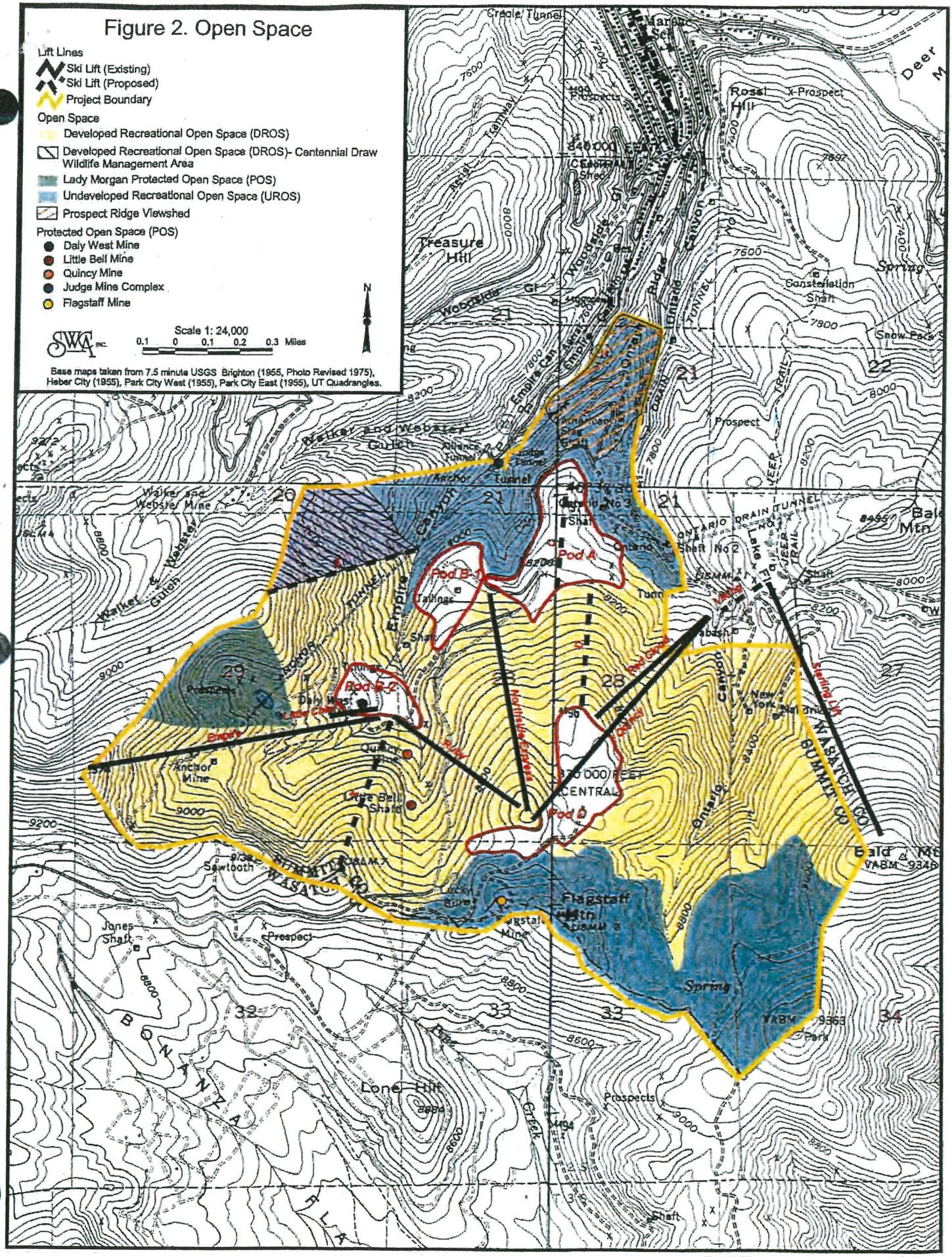
Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah.

SWCA INC.

N

d:\deer valley\dmb_natural.apr\Figure 1. Flagstaff Project Location Layout (10-11-2000)

Figure 2. Open Space


Lift Lines
Ski Lift (Existing)
Ski Lift (Proposed)
Project Boundary
Open Space
Developed Recreational Open Space (DROS)
Developed Recreational Open Space (DROS)- Centennial Draw Wildlife Management Area
Lady Morgan Protected Open Space (POS)
Undeveloped Recreational Open Space (UROS)
Prospect Ridge Viewshed
Protected Open Space (POS)
Daly West Mine
Little Bell Mine
Quincy Mine
Judge Mine Complex
Flagstaff Mine
N
Scale 1: 24,000
0.1 0 0.1 0.2 0.3 Miles
SWA INC.
Base maps taken from 7.5 minute USGS Brighton (1955, Photo Revised 1975), Heber City (1955), Park City West (1955), Park City East (1955), UT Quadrangles.
Pod A
Pod B-1
Pod B-2
Pod C
Pod D
Treasure Hill
Flagstaff Mtn
Lone Hill
Bald Mtn
Empire Canyon
Walker & Webster Gulch
Ontario Canyon
Deer Valley
Bonanza Flat
Lake Flat
Summit Co
Wasatch Co
Anchor Mine
Little Bell Shaft
Quincy Mine
Daly West
Jones Shaft
Constellation Shaft
Ontario No 2 Shaft
Ontario Drain Tunnel
Empire Canyon Tunnel
Alliance Tunnel
Anchor Tunnel
Woodside Gulch
Woodside Ridge
Creole Tunnel
Marsac Sch
Rossi Hill
Prospect
Spring
Snow Pack
Trail
Jeep Trail
Lake Flat Drain Tunnel
Sterling Lift
Northside Express
Red Cloud
Daly Chute
Lake Chute
Ridge
Sawtooth
Prospects
Shaft
Tailings
Tunnel
Creek
Ridge
Canyon
Gulch
Mine
Trail
Drain Tunnel
Lift
Chute
Express
Cloud
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APPENDIX B

2019 Engineering Report for Judge Mining and Smelting Company Office

October 9, 2019

JUDGE BUILDING STABILIZATION
19.077

DOUGLAS OGILVY
Empire Pass EPMOA
Park City, UT

RE—STRUCTURAL FINDINGS & RECOMMENDATIONS

DEAR DOUGLAS—

This letter summarizes the findings of our structural observations and calculations for the Judge Mine Office Building. We visited the structure on October 13, 2019 and visually observed the condition of the building and took dimensional field measurements.

Based on our observations and calculations, we have prepared roof repair drawings. These address missing, broken, and overstressed wood purlins and decking. The structural steel trusses have adequate capacity.

The walls on the south end of the structure are tipping towards the west. It appears the soil build up on the east side is pushing the east wall, which is then pushing the west wall by way of the trusses. Because the east wall may be stabilizing the slope, we do not recommend removing the soil in this area, unless a geotechnical engineer assess the slope stability. Additionally, it is unclear if the walls are continuing to move. We therefore recommend monitoring the movement of the walls each year. This can be done by a surveyor, or someone with the necessary knowledge and skill. If the walls show movement over 2-3 inches at the top, we can develop a repair plan.

There is a small, overhang on the west side of the building. The concrete has been eroded here. We do not recommend repair currently, as the concrete is hard in the wall that remains, and the roof framing cantilevers sufficiently to carry the roof loading.

Respectfully,



Paul W. McMullin, SE, PhD
Structural Engineer

10/8/2019 12:52:34 PM

GENERAL STRUCTURAL NOTES

A— General

1) Bring conflicts or omissions in the plans and specifications to the immediate attention of the Engineer.
2) By submission of bid, the contractor shall acknowledge acceptance of the contract documents as adequate definition of the scope of work. Contractor shall familiarize themselves with all contract documents and conduct a complete field survey. Change orders based on inadequate scope definition will not be accepted.
3) Written approval is required for any change to the work. Change approval does not constitute approval of a change order.
4) Shop drawing review does not relieve the Contractor, Fabricator, Erector, or other supplier from completing the work in accordance with the plans and specifications.
5) Do not scale drawings.
6) The Contractor is responsible for means, methods, procedures, techniques and sequences.
7) Perform all work in accordance with owner, local, state, and federal safety requirements.
8) Time material delivery to ensure uninterrupted work.
9) Keep all materials off the ground and protect them from deterioration.
10) Do not cut any structural member without written approval from the Structural Engineer.
11) Plan installation of new work and any modification of existing work to ensure minimal interference with facility operation. All system shutdowns shall be coordinated with the owner.

B— Quality Control

1) Report any non-conforming work immediately to the Contractor and Structural Engineer.
2) Construct work in a thorough, workmanlike manner, according to the plans and specifications.
3) The owner, or owner's agent, shall reject any sub-standard work or material at their sole discretion.
4) Check all dimensions and verify all field conditions and existing equipment locations prior to ordering materials or starting work.
5) Contractor shall ensure quality of work through in-house means or by hiring a third party.
6) Owner shall engage a third party to inspect and test work indicated in the sections below.
7) Special inspectors shall be qualified and demonstrate competence to the satisfaction of the building official or owner.
8) Distribute inspection and testing reports to the Owner, Contractor, Engineer, and jurisdiction when required, within 5 working days.
9) Correct any non-conforming work before continuing with dependent work.
10) Observation of construction work by Ingenium Design is not for approval or special inspection.

C— Basis of Design

Codes

ASCE 7-16

The intent of this project is solely to stabilize the roof structure. It does not bring the structure to a condition that makes it inhabitable.

Risk Category

I

Snow Loads

Importance Factor I_s	0.80
Ground Snow Load p_g	180 lb/ft²
Exposure Factor C_e	1.0
Thermal Factor C_t	1.2
Flat Roof Snow Load p_f	121 lb/ft²
Sloped Roof Snow Load p_s	73 lb/ft²

D— Timber

Conform to the latest edition of the following—

National Design Specification for Wood Construction (NDS)
Manual for Engineered Wood Construction
ASTM D5456 Standard Specification for Evaluation of Structural Composite Lumber Products
AITC A190 American National Standard for Structural Glued Laminated Timber
ASTM AD3737 Standard Practice for Establishing Allowable Properties for Structural Glued Laminated Timber
AWPA U1 and M4

D.1 Materials

Framing Members

	Type	Species/MOE	Grade
Sawn Lumber			
Dressed Lumber		DF	No. 2
5x and greater		DF	No. 1
Studs		DF	Stud
Blocking/Misc		DF	No. 2
LVL		2.0 E	F_b=2,750 lb/in²

Pressure treat, or wrap in tar paper, timber in contact with concrete, masonry, or soil

Other Materials

Structural Panels		
	Typical	Exposure 1
	Outside	Exterior
	High Humidity	Exterior
Wood Bolts		ASTM A307
Connection Plate		ASTM A36
Proprietary Metal Plate Connectors		Simpson™ or approved equal
Nails	All nails sizes are common	
Galvanize		
	Exterior steel	
	Steel in contact with pressure treated lumber	

D.2 Construction

Framing

Coordinate openings with other trades
Fasteners
- Nail as indicated in the plans
- Follow the IBC minimum nailing requirements where not indicated

Structural Panels

Orientation
- Orient long panel dimension perpendicular to framing members

Blocking
- Block roof and floor panels where indicated
- Block all wall panels

Nailing
- Min spacing, 6" at edges, 12" in field

Gap
- 1/8" between panels
- ½" at wall/roof edges

D.3 Quality

Inspection

Construction	Construction follows the plans and specifications
Grade Stamps	Material has grade stamps indicating conformance with the specified material grades above

nd anchor placement

E— Post Installed Anchors

E.1 Standards

Conform to the latest edition of the following—

ACI Manual of Concrete Practice
ACI 301 Specifications for Structural Concrete
ACI 318 Building Code Requirements for Structural Concrete and Commentary
ACI 355.2 Qualification of Post-Installed Mechanical Anchors in Concrete and Commentary
ACI 355.4 Qualification of Post-Installed Adhesive Anchors in Concrete and Commentary

E.2 Materials

Concrete Adhesive Anchors	Standard	Type
Threaded Rod	ASTM F1554	Gr 36, GALV
Adhesives		
Hilti	ICC-ES-ESR-3814	HIT-RE 500 V3
Simpson	ICC-ES-ESR-2508	SET-XP
	IAPMO UES ESR-263	AT-XP

E.3 Construction

1) Use post-installed anchors only where specified in details, or approved in writing.
2) Do not substitute post-installed anchors for cast-in-place anchors unless approved in writing for the specific condition.
3) Alternate manufacturers must be approved in writing by the Structural Engineer prior to use. Alternate submittals must provide minimum capacities equal to or greater than those listed above.
4) Install anchors in strict accordance with ICC Evaluation Reports and manufacturers recommendations.
5) Concrete must be 21 days old before installation of adhesive anchors.
6) Holes in unreinforced masonry shall be drilled with the hammer function off.

E.4 Quality

1) Provide special Inspection according to the ICC Evaluation Report and IBC.
2) Test 50% of non-redundant anchors (column, brace, boundary elements, hold-downs) and 10% of redundant elements.
3) Test anchors to the following loads.

Concrete Adhesive Anchors Tension Test Values

Bar Size	Anchor Diameter (in)	Embedment (in)	Test Force (pounds)
#3	3/8	6	3,500
#4	1/2	6	7,500
#5	5/8	8	11,000
#6	3/4	9	15,000
#7	7/8	11	20,000
#8	1	12	26,000
#9	1 1/8	14	31,000
#10	1 1/4	16	35,000

For embedments shorter than those listed, reduce the test force by the ratio of the actual embedment to embedment listed above

F— Abbreviations

(E)	Existing	HD	Hold Down
AA	Adhesive Anchor	HORIZ	Horizontal
AB	Anchor Bolt	HAS	Headed Stud Anchor
ABV	Above	HVY	Heavy
ADDIT	Additional		
ALT	Alternate	ID	Inside Diameter
		INT	Interior
B/	Bottom of		
B/B	Back to Back	JST	Joist
BLK	Blocking	JT	Joint
BM	Beam		
BN	Boundary Nail	K	kip
BOTT	Bottom	LB	pound
BP	Base Plate	LVL	Laminated Veneer Lumber
BRCG	Bracing		
BRG	Bearing	LW	Lengthwise
BTWN	Between		
		MAX	Maximum
c/c	Center to center	MIN	Minimum
CANT	Cantilever	MISC	Miscellaneous
CJ	Control Joint		
CJP	Complete Joint Penetration	NS	Near Side
		NTS	Not to Scale
CL	Centerline		
COL	Column	oc	On Center
CONC	Concrete	OD	Outside Diameter
CONN	Connection	OH	Opposite Hand
CONT	Continuous	OPP	Opposite
CONTR	Contractor	OSB	Oriented Strand Board
CTR	Center		
CW	Crosswise	PC	Piece
		PEN	Penetration
DBA	Deformed Bar Anchor	PERP	Perpendicular
DBL	Double	PL	Plate
DCW	Demand Critical Weld	PLF	Pounds per Foot
DET	Detail	PNL	Panel
DIA	Diameter	QTY	Quantity
DIAG	Diagonal		
DIM	Dimensions	R	Radius
DWG	Drawing	REF	Reference
		REINF	Reinforcing
EA	Each	REQ	Required
EF	Each Face		
EW	Each Way	SCHD	Schedule
EXT	Exterior	SECT	Section
ϕ	Diameter	SHTG	Sheathing
		SIM	Similar
FLG	Flange	SP	Spaced
FLR	Floor	SS	Stainless Steel
FND	Foundation	STD	Standard
FS	Far Side	STIFF	Stiffener
FTG	Footing	STL	Steel
FV	Field Verify	SW	Shear Wall
		SYM	Symmetrical
ga	Gage		
GALV	Galvanize	T & B	Top and Bottom
GLB	Glue-Lam Beam	T/	Top of
GMN	General Mech Notes	Thru	Through
GRT	Grout	TYP	Typical
GSN	General Struct Notes		
		UN	Unless Noted
		VERT	Vertical
		W/	With

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INGENIUMDESIGN.US

PROFESSIONAL STRUCTURAL ENGINEER
PAUL W. McMULLIN
353895
10/09/2019
STATE OF UTAH

GENERAL STRUCTURAL NOTES
JUDGE ROOF STABALIZATION
JUDGE MINING & SMELTING BUILDING,
EMPIRE PASS (DEER VALLEY, UTAH

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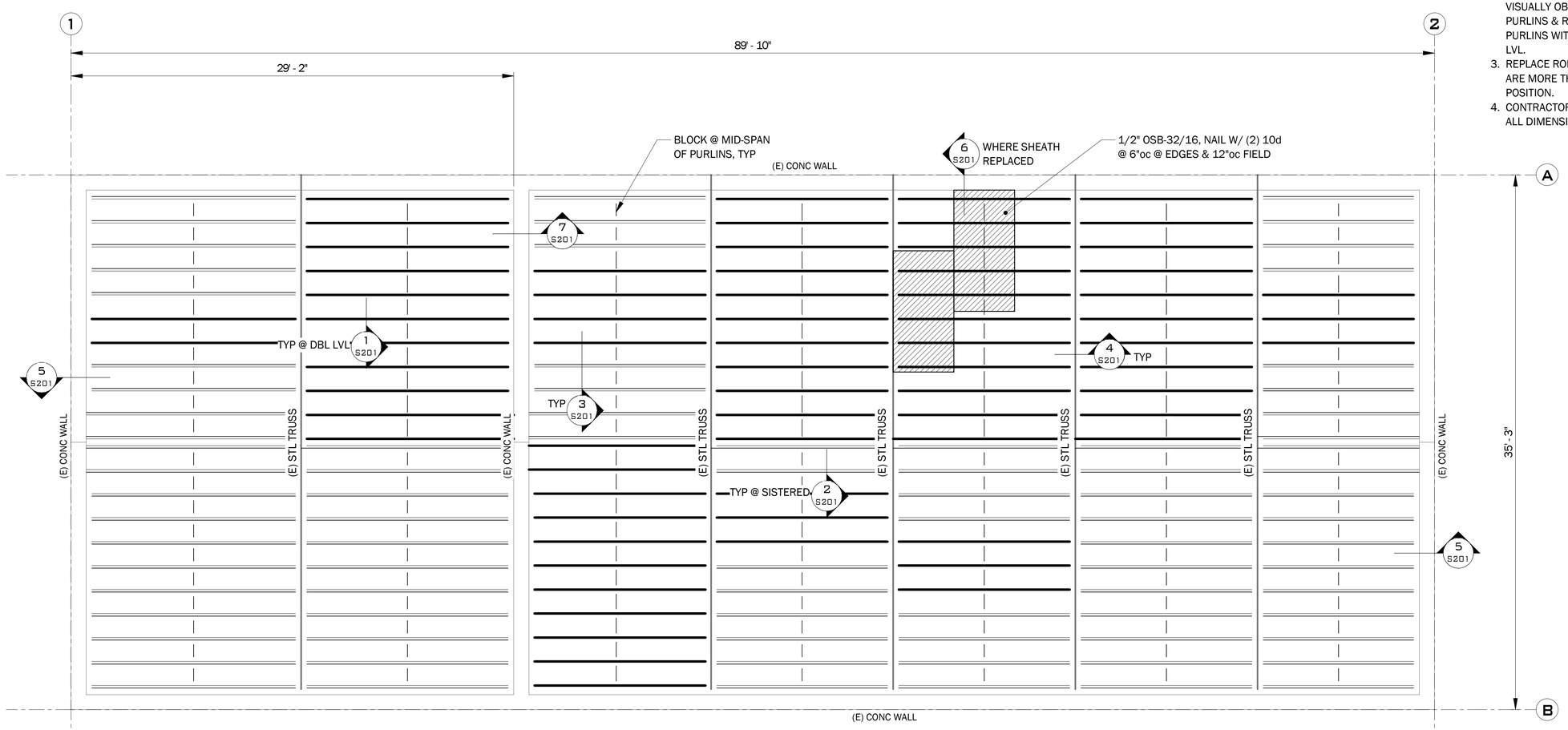
PROJECT #: 19_077
PRELIMINARY
DATE: 2019-10-8
DRAWN: M. Gustafson
ENG: P. McMullin
PHONE #: 801.413.7672

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1 S200 ROOF FRAMING PLAN
1/4" = 1'-0"

PLAN NOTES & LEGEND

(2) 1 3/4"x5 1/2" LVL NAILED TOGETHER

(E) 2 1/2"x5 1/2" TIMBER NAILED TO (1) 1 3/4"x5 1/2" LVL

NOTES

1. CONTRACTORS BID TO CLEARLY INDICATE QUANTITY OF JOISTS TO BE REPLACED & JOISTS STRENGTHENED. PROVIDE UNIT COST FOR EACH.
2. JOIST REPAIR QUANTITY IS BASED ON FIELD OBSERVATIONS FROM THE GROUND. CONTRACTOR TO VISUALLY OBSERVE ALL (E) PURLINS & REPLACE ANY BROKEN PURLINS WITH (2) 1 3/4"x5 1/2" LVL.
3. REPLACE ROLLED PURLINS THAT ARE MORE THAN 15° OUT OF POSITION.
4. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS.

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PROFESSIONAL STRUCTURAL ENGINEER
PAUL W. McMULLIN
353895
10/09/2019
STATE OF UTAH

ROOF FRAMING PLAN

JUDGE ROOF STABALIZATION

JUDGE MINING & SMELTING BUILDING,
EMPIRE PASS (DEER VALLEY, UTAH

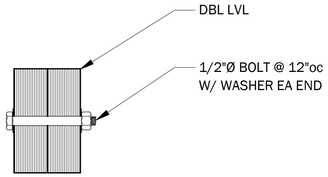
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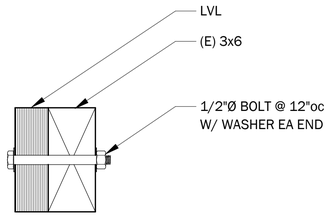
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ENG: P. MCMULLIN
PHONE #: 801.413.7672

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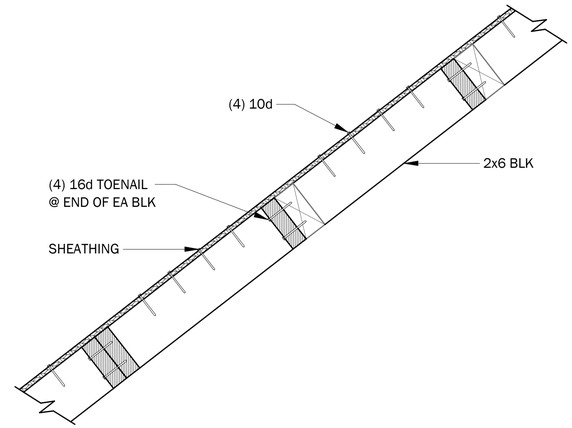
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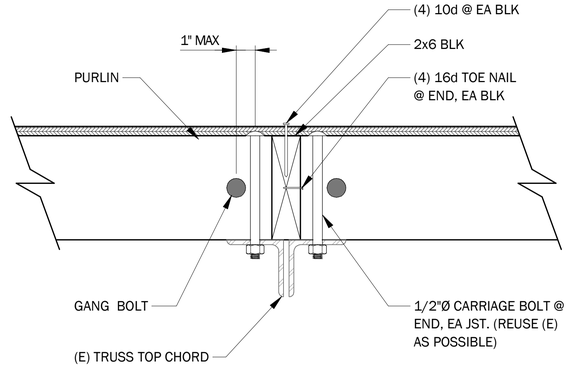
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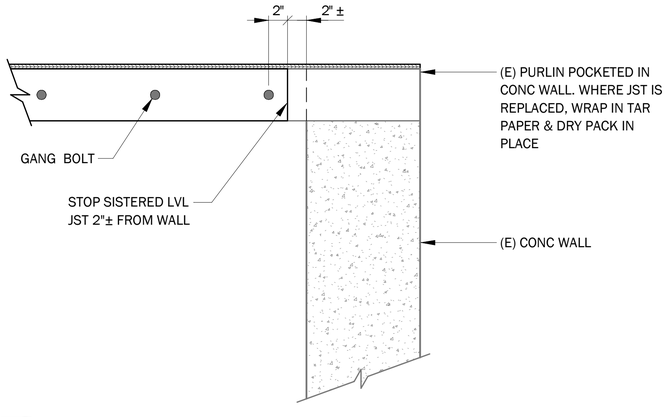
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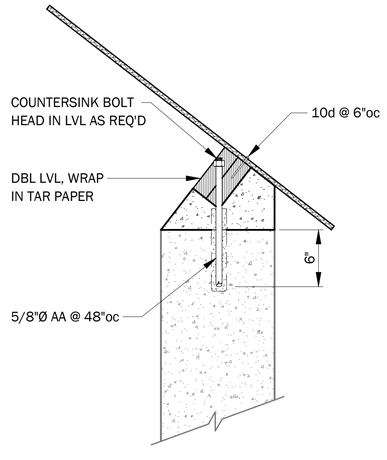
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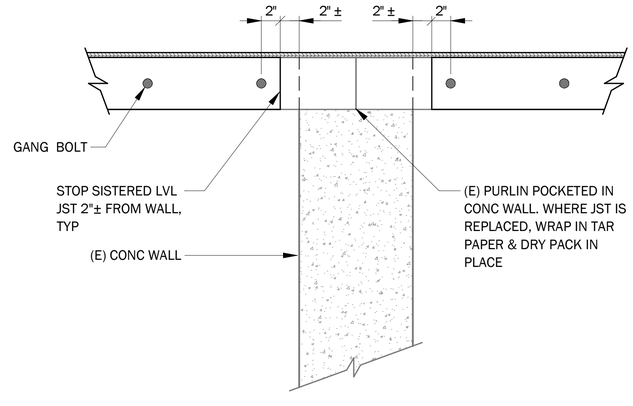
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S201 NO SCALE



6 JOIST PARALLEL TO CONCRETE WALL
S201 NO SCALE



7 PURLIN PERPENDICULAR TO CONCRETE WALL
S201 NO SCALE

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PROFESSIONAL STRUCTURAL ENGINEER
PAUL W. McMULLIN
353895
10/09/2019
STATE OF UTAH

FRAMING DETAILS

JUDGE ROOF STABALIZATION

JUDGE MINING & SMELTING BUILDING,
EMPIRE PASS (DEER VALLEY, UTAH

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REV	DESCRIPTION	DATE	BY
0	FOR CONSTRUCTION	2019-10-8	M. GUSTAFSON

PROJECT #: 19_077
PRELIMINARY
DATE: 2019-10-8
DRAWN: M. GUSTAFSON
ENG: P. MCMULLIN
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FLAGSTAFF MOUNTAIN RESORT

A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

HISTORIC PRESERVATION PLAN

EXHIBIT 6

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

HISTORIC PRESERVATION PLAN

Prepared for

FLAGSTAFF MOUNTAIN RESORT

Plan Summary

Exhibit 6

May 2001
Revised and Approved December 2001

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Figure A – Historical Preservation Map

EXECUTIVE SUMMARY

The Historic Preservation Plan dated August 2000 is a 127-page detailed document produced for Flagstaff Mountain by SWCA, Inc., Environmental Consultants. The document describes in great depth the history of the area and the historic sites found within the Flagstaff Mountain Annexation Boundary.

Accompanying this plan summary is a chart that reviews the same information in an abbreviated format. It includes a brief description of every important site within the Boundary, together with a short history, an overview of the existing conditions, and recommendations for preservation work associated with each. Additionally, the chart includes information regarding a proposed phasing timeline for restoration or remediation of the sites together with a proposed signage format.

Figure A is a map depicting the Historic Sites and is intended as an aid to the reader in locating each site within the Flagstaff Mountain Annexation Boundary.

Concurrent with the first CUP authorizing construction of residential units, FMP will submit to Staff a plan detailing the repairs and stabilization of the historic structures and public protection plan for these structures and mining features. The maintenance and ongoing protection efforts for those buildings, which are not part of an ongoing operation, will become the responsibility of the master homeowners association.

FLAGSTAFF MOUNTAIN

Historic Sites and Preservation Plan

CHART – 5 PAGES

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Ontario Mine Shaft No.3	The shaft was used to haul ore and waste rock from the workings and to transport miners and equipment in and out of the mine. It also served as an extra exit point and ventilation shaft.	The No.3 shaft is located in the middle Ontario Canyon, west of and adjacent to State Road 224. The associated complex is situated atop a large historic mine waste dump. All of the surface works were replaced in 1970s and consist of a complex of metal buildings that houses offices, a workshop or garage, concentrator equipment, conveyors, the shaft works, and the Silver Mine Adventure museum in the shaft works building. This site is located on 6.19 acres.	The No.3 shaft and the modern surface works appear to be in good overall condition. Despite the end of the mining activities in the area, the shaft is still operational, and still serves the needs of underground work crews who continually maintain several miles of drain tunnels that supply water to the Park City Culinary water system and to the Jordanelle Water Conservancy district.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. The steepness of the slope of this feature will restrict and lengthen the revegetation process. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Anchor (Daly-Judge) Drain Tunnel	The tunnel and its portal are associated with ventilation, water drainage, ore haulage, and access for equipment, utilities, and employees.	The drain tunnel is located approximately one mile up Empire Canyon. The portals covered extension is directly adjacent to the east wall of the judge Mining & Smelting Company office building. Access to the tunnel is secured with a hinged steel grating that allows ventilation. A doorway in the changing room in the rear section of the office building connects directly to the tunnel. This opening is covered with steel grating. The portal itself is of concrete construction, and its covered extension is a wood frame structure with galvanized corrugated steel panels.	The portal appears to be in generally good condition. The tunnel is being maintained as part of Park City' culinary water system, and it is assumed that this feature is still structurally sound. However, there are some wooded patches on the east wall of the portal extension that may need to be secured. The condition of the sills and the bottoms of the wooden posts in the east wall is unknown. There are some loose corrugated roofing panels at the northeast corner of the roof of the Judge Mining & Smelting Company Office building, this problem would be addressed by deficiency mitigation work on that structure.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Judge Mining & Smelting Company Office	The building housed administrative offices for the Judge Mining & Smelting Company operations, which include mining, milling, and smelting operations, and their continued maintenance. It also provided shower and lavatory facilities for mine workers.	The office is located adjacent to the extension of the Anchor (Daly-Judge) Drain tunnel portal. It is a simple, front-gabled, one-story, concrete-walled structure that is divided into two functional areas. The front section was used as an office and is subdivided into six rooms. The rear section consists of a large Changing Room for miners that connects with the Anchor (Daly-Judge) Drain tunnel via a doorway in its east wall. A small shedroofed extension on the west side of the building serves as an entry to the rear section.	All of the building's walls, plus at least one internal wall, are constructed of poured concrete. The exterior walls are finished with stucco, which shows no obvious evidence of paint and retains its natural appearance. The stucco appears to be original and has the logo "J.M. & S. Co. -1920" incised into the front gable above to the original entrance. All of the windows, with the exception of three windows on the east wall of the Changing Room, are wood-framed, double-hung windows, without counterweights or springs. The building appears to be in fair condition, but is in need of some repairs.	The building site will be cleaned of debris in summer 2001. With the first phase of Flagstaff development the restoration of the building will be initiated, iterpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. After restoration, the building is anticipated to serve as office and recreation uses for the Flagstaff development.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Explosives Bunker	The bunker was used to store explosives, which is clear from the large incised sign on the façade.	This feature is located against a hillside, a few hundred feet north of the Judge Mining & Smelting Company office building. It consists of a concrete explosives bunker that appears to have been used by the Judge Mining & Smelting Company.	This bunker appears to be in excellent condition and unaltered, with the possible exception of some hasps or locking hardware that might be original, but could have been welded to the steel door at a later date. However, the interior of the structure was not available for inspection, so its condition is unknown.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
American Flag Mine Waste Dump	This dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	This feature is located one mile up Empire Canyon, on the east side of the canyon and opposite the site of the Daly-Judge Mill. Very little remains of the American Flag Mine itself, although it may have some potential to yield archaeological remains. This site is located on .60 acres.	The basic form of the waste dump has been significantly altered by landslides and other activities in the area. Vegetation has been growing up on portions of the dump.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. The steepness of the slope of this feature will restrict and lengthen the revegetation process. Stabilization of some of the mine waste will likely be necessary. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly Mine No.1 Waste Dump	This dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located in upper Empire Canyon, About a half mile further up the canyon than the Anchor (Daly-Judge) Drain Tunnel portal. This site is located on .51 acres.	This basic form of the waste dump remains intact. Some recontouring has taken place in portions of the dump. It is a highly visible feature of a mining land landscape. Vegetation has grown up on portions of the dump, although there is still a small amount of bare material exposed to view.	Revegetation efforts have already begun on this mine site. A mulch has been spread over the dump and a seed mix used that contained species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly Mine No.2 Shaft	The shaft was used to haul ore and waste rock from the workings and to transport miners and equipment in and out of the mine. It also served as an extra exit point and ventilation shaft.	The shaft is located in upper Empire Canyon, About a half mile further up the canyon than the Anchor (Daly-Judge) Drain Tunnel portal. Little remains today from these operations, except some scattered rock foundations or retaining walls, composed of coursed and uncoursed rough stone.	The rock walls are in poor condition and the area has been heavily disturbed.	Much of this mine feature has been covered. A thick soil cover will be placed on this mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly - West Mine Headframe, Shaft and Hoist	The headframe, shaft, and hoist was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft.	The headframe, shaft, and hoist are located in upper Empire Canyon, about a quarter of a mile above the Daly No.2 Shaft.	These features are still in operable condition and are maintained as an emergency exit and ventilation source for the drain tunnels.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Daly - West Mine Fire Hydrant Shacks	These features provided sources of pressurized water for fire fighting or other purposes.	These three fire hydrant or water connection shacks are located at the Daly-West Mine, just upslope from the headframe. One shack has a fire hydrant inside and the others have smaller water pipes and valves. All are painted red with white trim, perhaps as a requirement to indicate their function as water sources for fire fighting.	Other than some missing galvanizing roofing panels and typical weathering, these sheds are in reasonably good condition and do not appear to have been significantly altered over time.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Daly - West Mine Waste Dump	The dump represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	This feature is a large wasted dump in the middle part of the Empire Canyon that is associated with the Daly-West mine. This site is located on 14.55 acres.	This basic form of the waste dump remains intact. Some recontouring has taken place in portions of the dump. It is a highly visible feature of a mining land landscape. Vegetation has grown up on portions of the dump, although there is still a large amount of bare material exposed to view.	Revegetation of this mine feature will involve, from time to time, broadcasting mulch from the top and bottom of the mine dump. This will be followed by the addition of a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Quincy Mine Hoist Plant	The boiler and hoisting engine were used to operate the Quincy Mine shaft equipment, which was used to carry miners, equipment, and supplies in and out of the mine workings, and to haul ore out of the mine.	This feature consists of the remains of the hoist plant for the Quincy Mine Shaft. It is located in middle Empire Canyon, just upslope of the Daly-West Mine. A rectangular area and traces of rock foundations define the area that was occupied by the hoist building.	The hoist building is no longer standing, but some pieces of lumber and roofing material can be seen on the ground within the area defined by the hoist building foundations These items are badly deteriorated and mixed with forest detritus.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Quincy Mine Shaft and Waste Dump	The shaft was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft. The dump was used to discard waste rock that was removed from a mine in order to access high-garage ore deposits.	These two features are located in the middle Empire Canyon area, directly above the Daly-West Mine site. Little remains of the shaft, since it has been filled in. However, the fill has settled, and a depression clearly shows where the shaft is located. This site is located on 1.92 acres.	The shaft has been filled in and concavity exists over the filled shaft to suggests its location adjacent to the hoist plant. The basic form of the waste dump remains intact.	Revegetation efforts of the top of this mine dump has already started. The upper slopes have also been mulched. There is a good population of pine trees on the slope of the dump and efforts to cover the steep slope of the dump have be en restricted by the trees. A seed mix that consists of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance was used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Little Bell Mine Ore Bin	The ore bin was used for short-term storage and redistribution of ore from the Little Bell mine, sometimes called "staging."	The bunker is located in middle Empire Canyon, on the east-facing slope of the Little Bell Mine waste dump and approximately 175 feet east of the Little Bell Mine shaft. The ore bin is constructed of wood, excepting the steel-and-iron loading gate doors, nails, steel bracing rods, and other fasteners. The footprint of the structure measures 12' x 24'.	The overall effect of the damage to the ore bin is that the entire structure is supported only by the central support posts and cross braces at the front and rear of the structure, making its support base effectively much smaller and creating a precarious and dangerous situation.	With the first phase of Flagstaff development the Little Bell Ore bin will be provided permanent shelter in the form of all weather roofing, and interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity. Additional building stabilization will occur in summer 2001.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Little Bell Mine Waste Dump	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The waste dump is located in middle Empire Canyon adjacent to Little Bell ore bin and shaft and south of the Quincy Mine. The mine shaft has been filled in and very little remains of that feature, but the dump is still visible. This site is located on 2.82 acres.	The dump is essentially unaltered part of a mining landscape. Vegetation has been growing up on portions of the dump, although there is still a considerable area of bare material exposed to view.	This feature has been partially revegetated. Efforts will continue by adding mulch and available soil to the surface. A seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Diamond-Nemrod Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located high on the steel hillside above the Daly-West Mine, and are clearly visible from a distance.	The basic form of the dump remains relatively intact. Vegetation has been growing up on portions of the dump, although there is still some bare material exposed to view.	These mine dumps will be mulched with a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. However, access to these sites is limited and the merits of establishing access for the purpose of revegetating the mine dumps will have to be made prior to any work. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Anchor Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is a massive feature located in upper Empire Canyon. It is clearly visible from a great distance and is one of the largest and best preserved of the dumps in Empire Canyon.	The basic form of the dump remains relatively intact. It is a large waste dump and a highly visible part of a Mining land landscape, although there has been major recontouring of the east side of the dump for a ski run. Vegetation has been growing up on portions of the dump, although there is still a considerable area of bare material exposed to view.	Some revegetation has already taken place on this mine feature. This is one of the largest mine features in the Flagstaff Project. The steep long slopes of the mine dump will make any revegetation efforts difficult. The surface of the dump will be covered with soil as it is available. The top of the steep slopes will be mulched seeded with a mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
White Pine Mine Log Structure	The original purpose of this structure has not been determined. It may have been a residence, or it could have functioned as an administrative building.	The remains of the log structure are located below the White Pine Mine and above the Anchor Mine. The structure consists of a one-room, one story log building, with a footprint of approximately 16' x 22'. The highest point of the remaining structure is the northwest corner, which is about nine feet above the current ground level.	The roof is missing and may have fallen in. The attic or loft has fallen down, and a few of its remaining structural elements are still visible, mixed in among the debris inside the structure. These components are in poor condition, due to normal processes of weathering and decay.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
White Pine Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The Ridge-Line Waste Dump is located on a saddle at the ridge line at the top of Empire Canyon. The Downslope Waste Dump is located a short distance downslope and to the north of the ridge-line waste dump. This site is located on .43 acres.	The ridge-line waste Dump has been altered significantly by recontourinig operations and other work in the area. The downslope waste dump appears to be intact and in stable condition.	This small mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

NAME	HISTORY	DESCRIPTION	EXISTING CONDITIONS	WORK RECOMMENDATION
Flagstaff Mine Shaft	The shaft was used to haul ore and waste rock from the workings and to transport miners, equipment, and supplies in and out of the mine. It also served as an extra exit point and ventilation shaft.	The shaft is located near the top of the Flagstaff Mountain, which lies between Empire Canyon and Ontario Canyon. The shaft has been capped with a concrete slab and very little remains of the mining operation other than its waste dump and some scattered materials.	The structural integrity of the slab is unknown. Some dilapidated fencing surrounds the concrete slab, but is no longer protecting it.	With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Flagstaff Mine Waste Dumps	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located near the top of the Flagstaff Mountain, between Ontario Canyon and Empire Canyon. It is a tall feature, but is spread over fairly wide area around the shaft location. This site is located on 1.07 acres.	The basic form of this waste dump appears to be intact and more or less in its original form. Some vegetation is growing on parts of the waste dump, but there is still a considerable amount of bare material exposed to view.	This mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.
Naildriver Mine Waste Dump	This feature represents the discarded waste rock that was removed from a mine in order to access high-grade ore deposits.	The dump is located in the eastern portion of the Flagstaff Mountain Resort project area. It is the only remaining historic feature of the Nail Driver Mine. This site is located on .43 acres.	The dump has not been significantly altered. Some vegetation is growing on parts of the waste dump, but there is still a considerable amount of bare material exposed to view.	This mine dump will be mulched and a seed mix that will consist of species as close to native as possible but focusing on the ability to have sustainable growth and foster soil stability with minimal maintenance will be used. However access is restricted and an evaluation will need to be completed to assess the merits of establishing access to the mine dump to revegetate it. With the first phase of Flagstaff development interpretive signage will be installed to explain the history and function of this feature and describe its relationship with other historic mining-related features in the immediate vicinity.

FLAGSTAFF MOUNTAIN RESORT

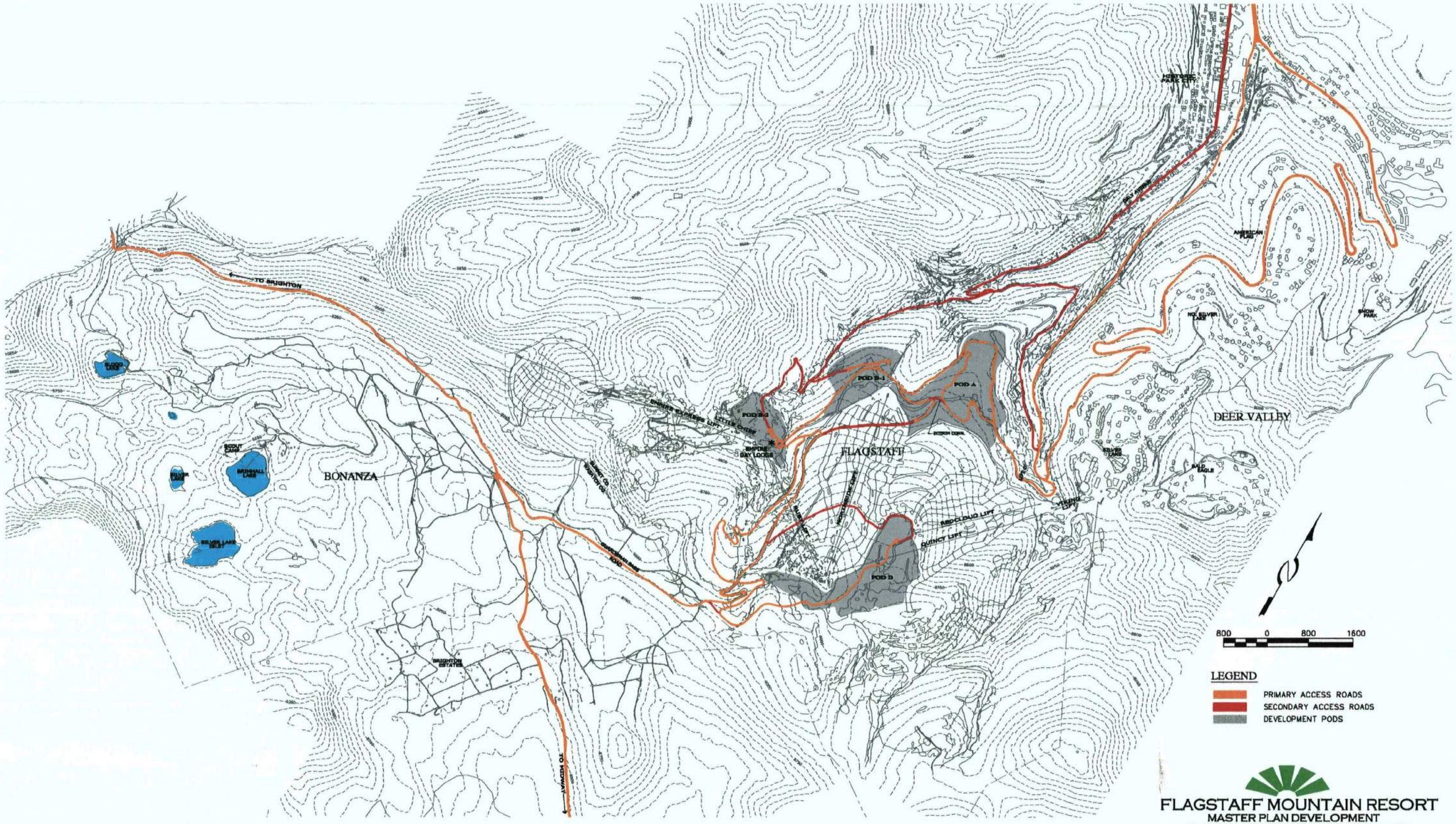
A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

EMERGENCY RESPONSE PLAN

EXHIBIT 7

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH



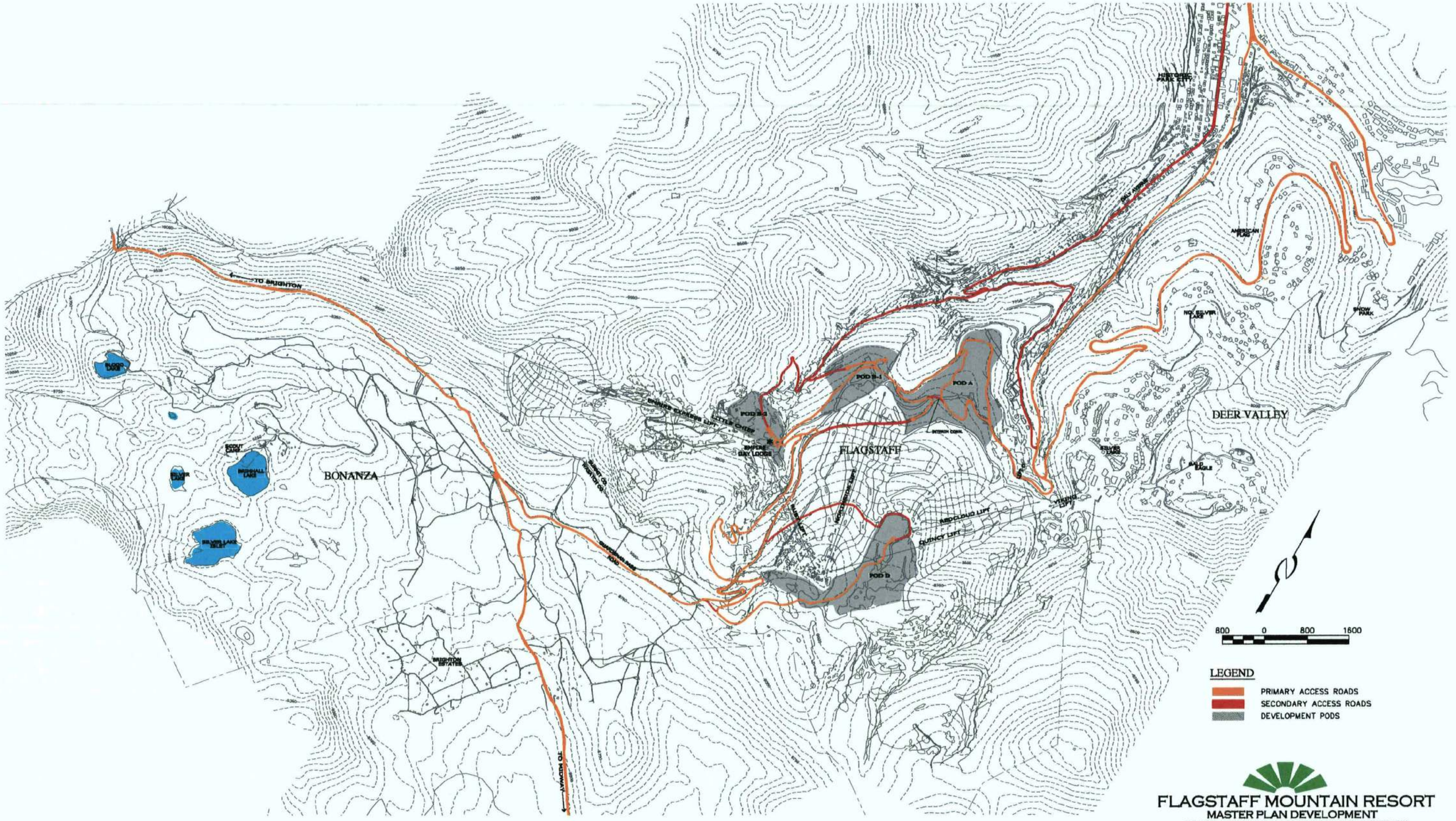
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"

FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
UNITED PARK CITY MINES COMPANY
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8095
PLANS PREPARED BY:
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
DOUGLAS CLYDE PLANNING, PERMITTING, & ENTITLEMENTS

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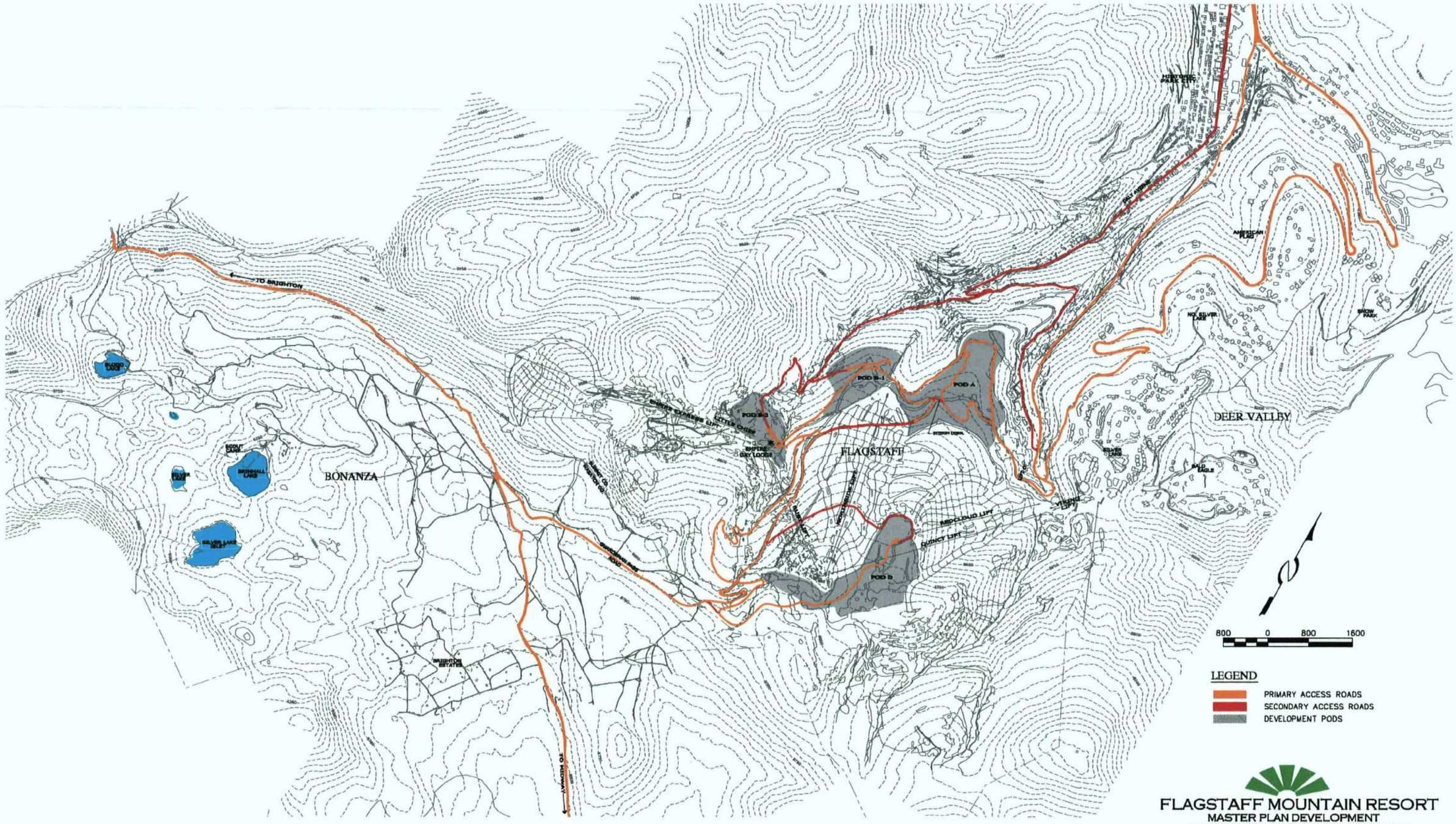
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"

FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
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PLANS PREPARED BY:
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

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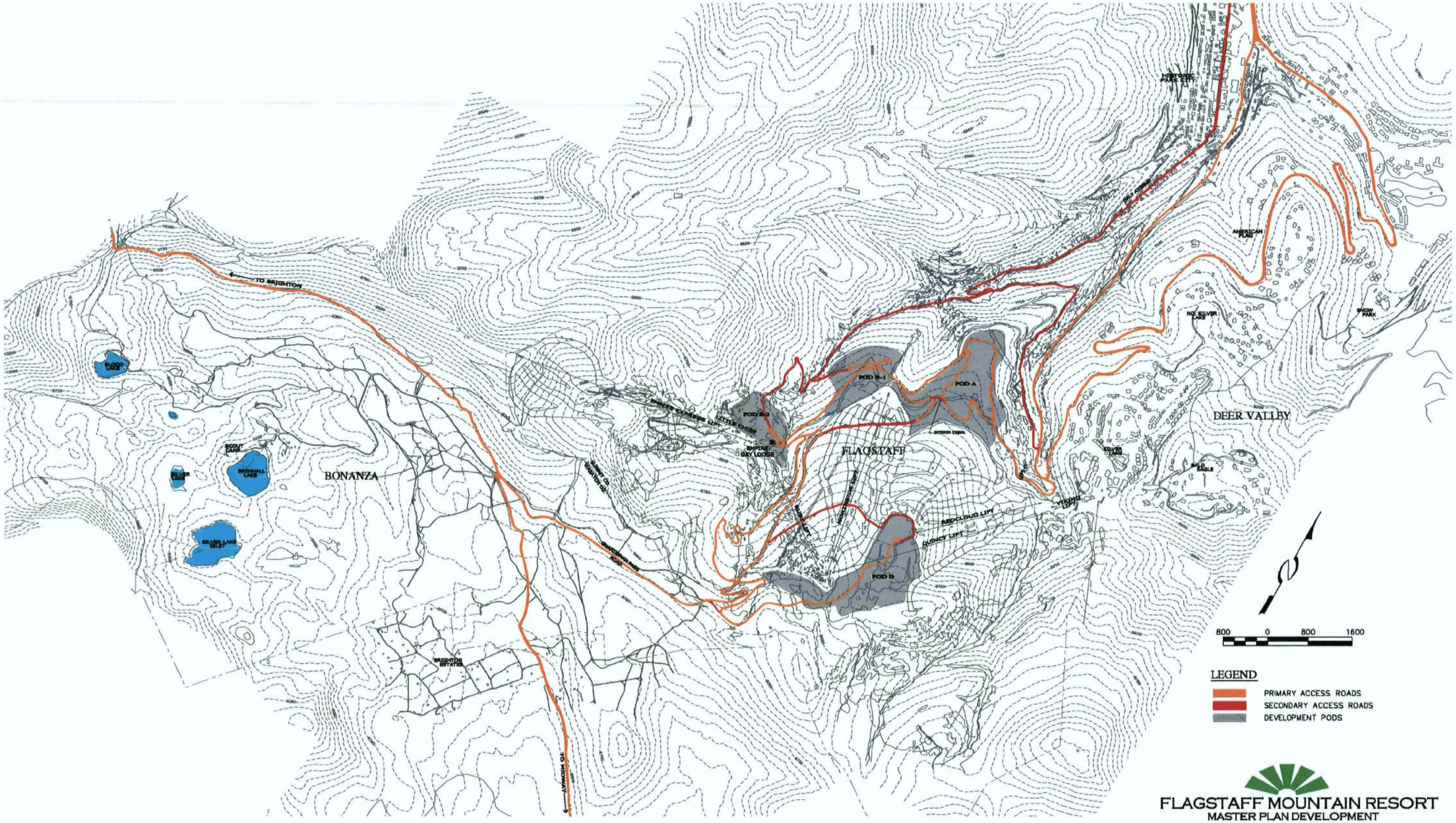
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"

FLAGSTAFF MOUNTAIN RESORT
MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
UNITED PARK CITY MINES COMPANY
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PLANS PREPARED BY:
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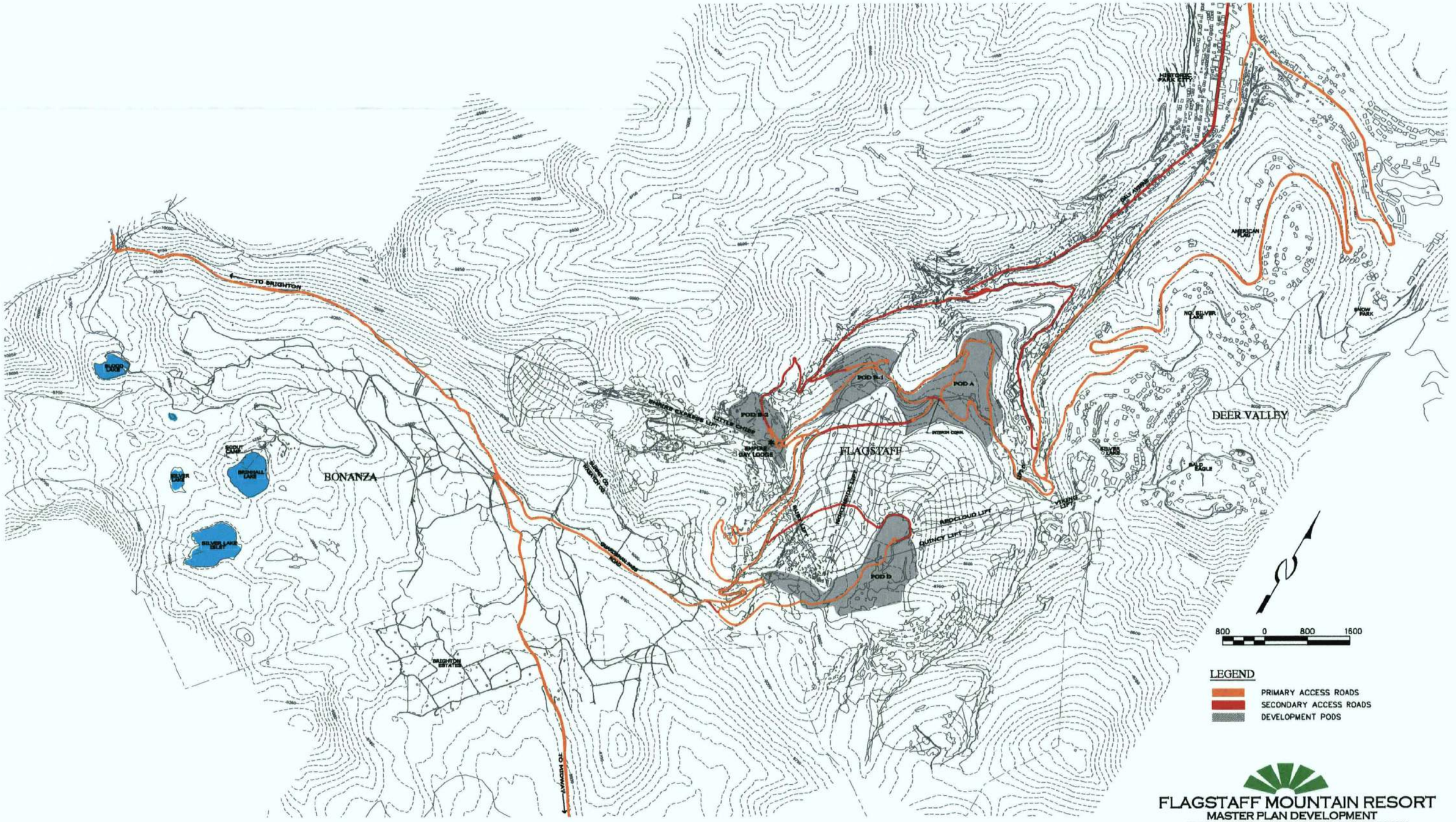
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EXHIBIT "E"

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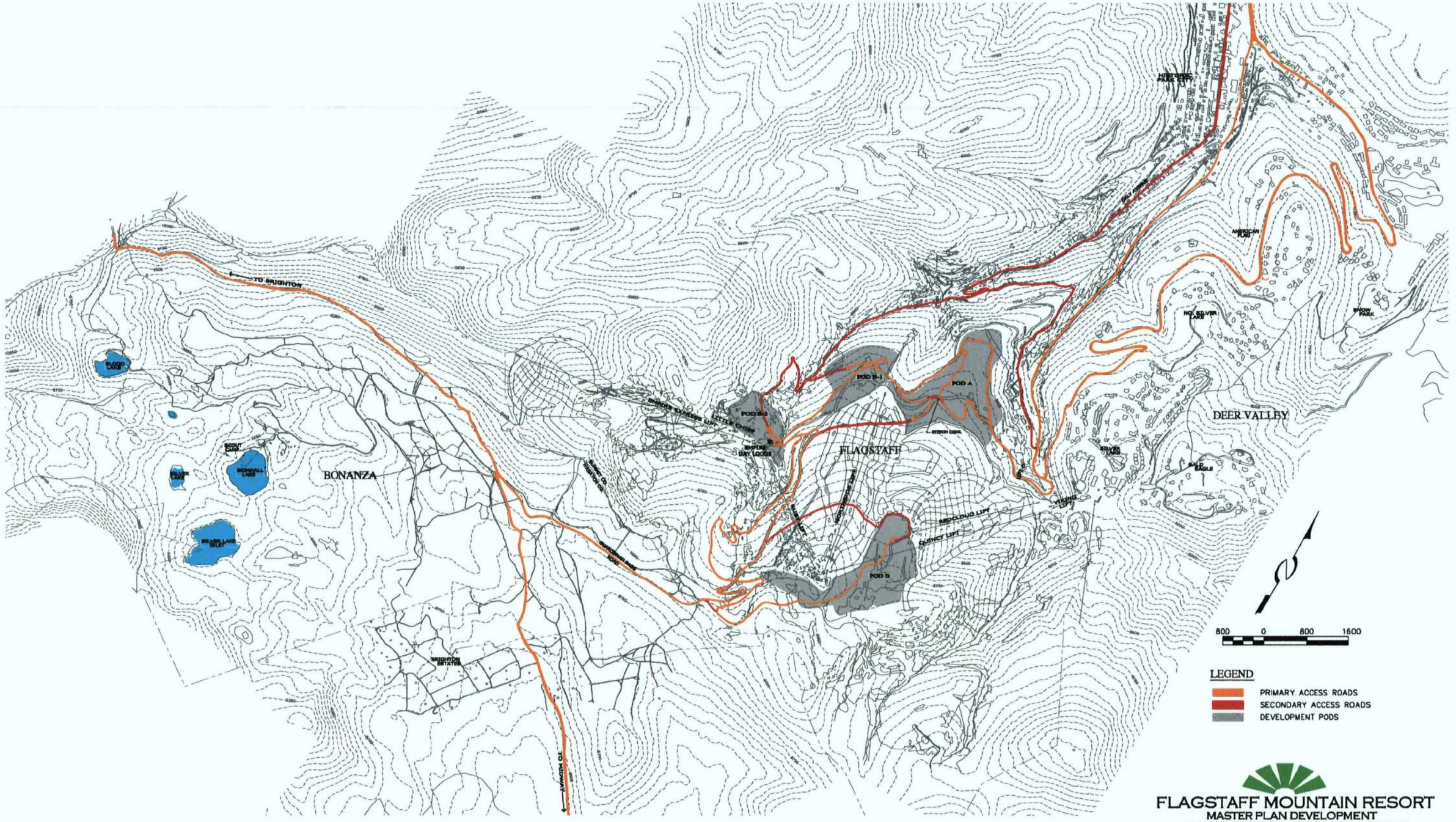
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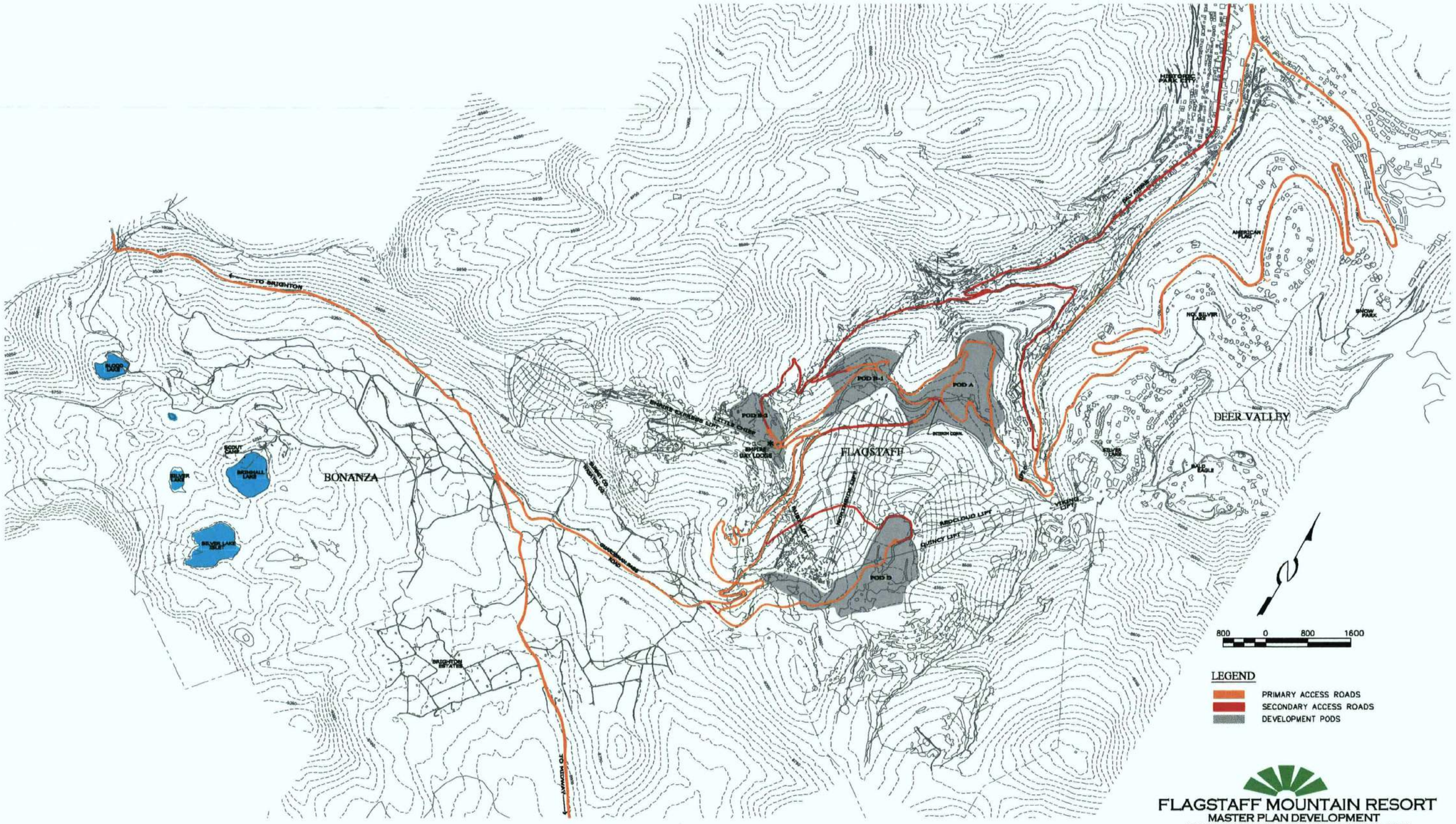
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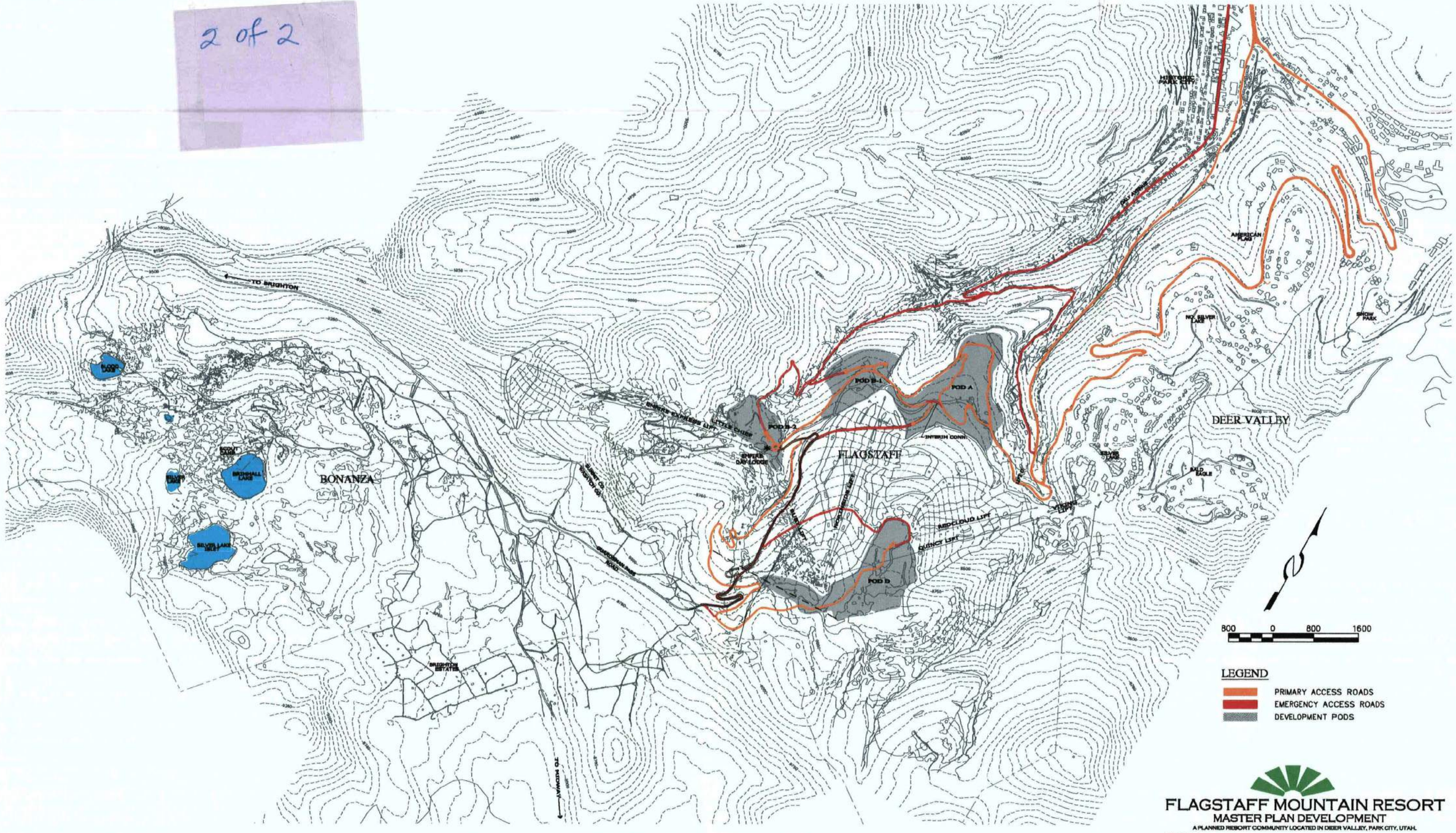
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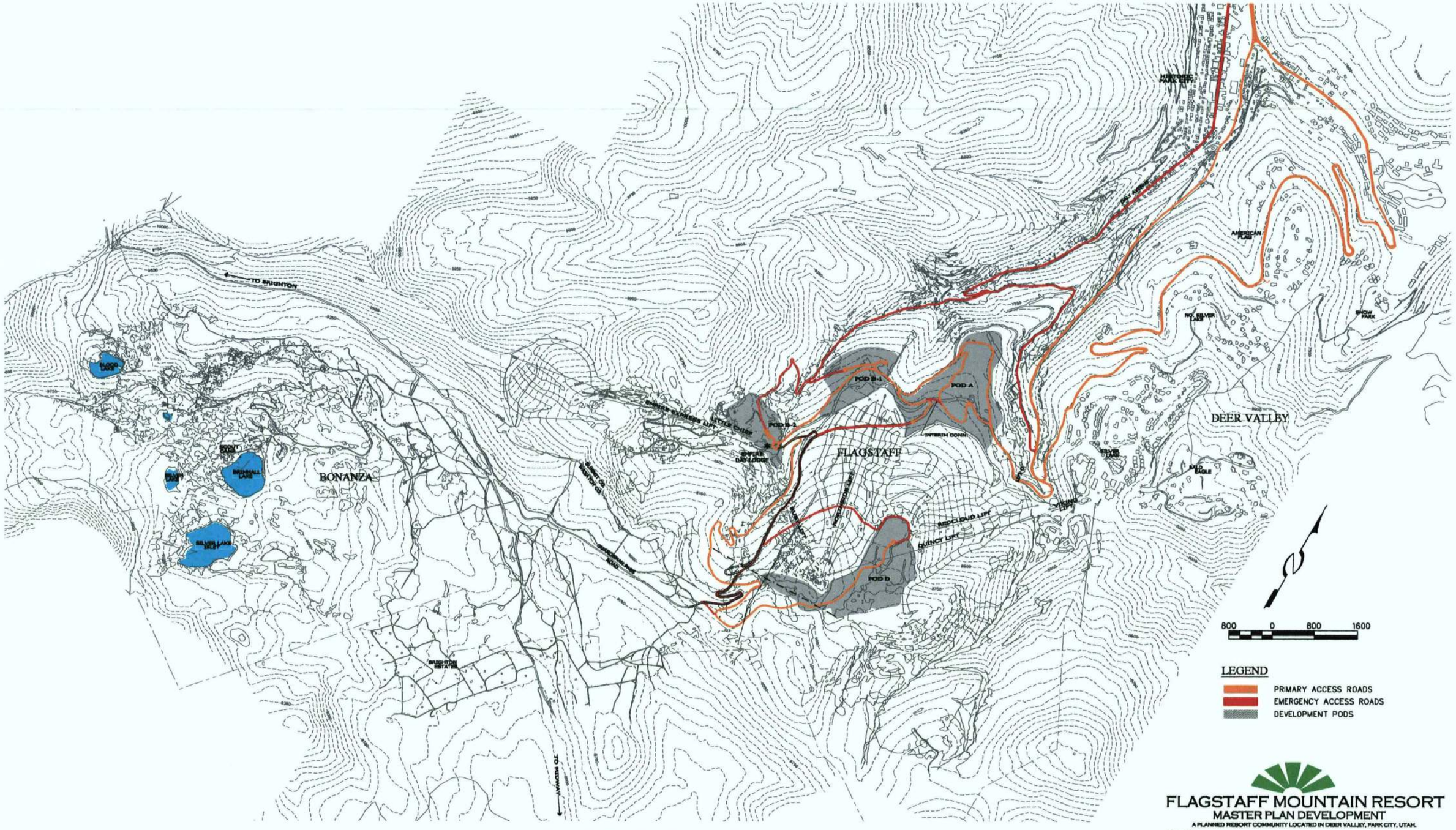
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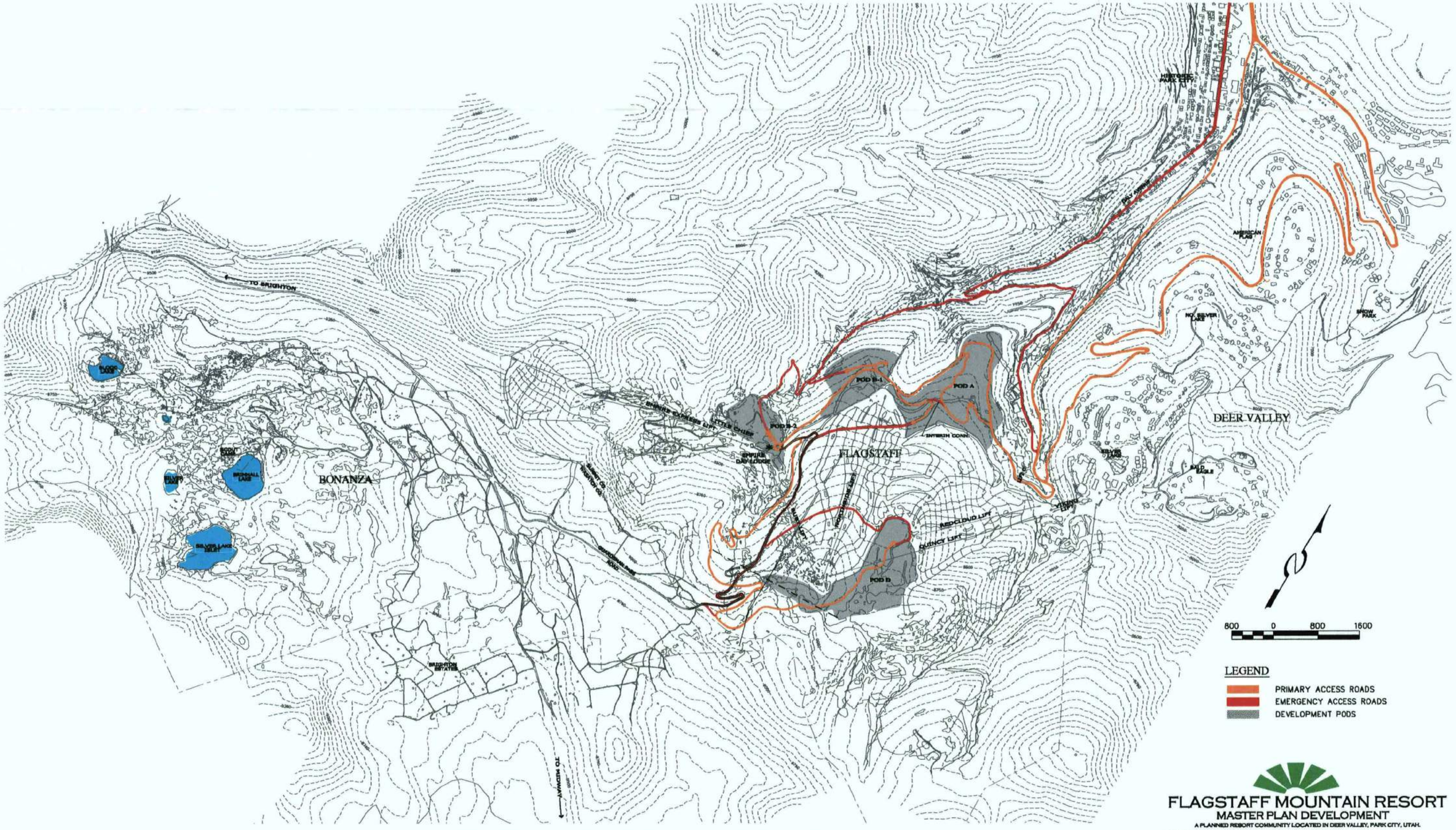
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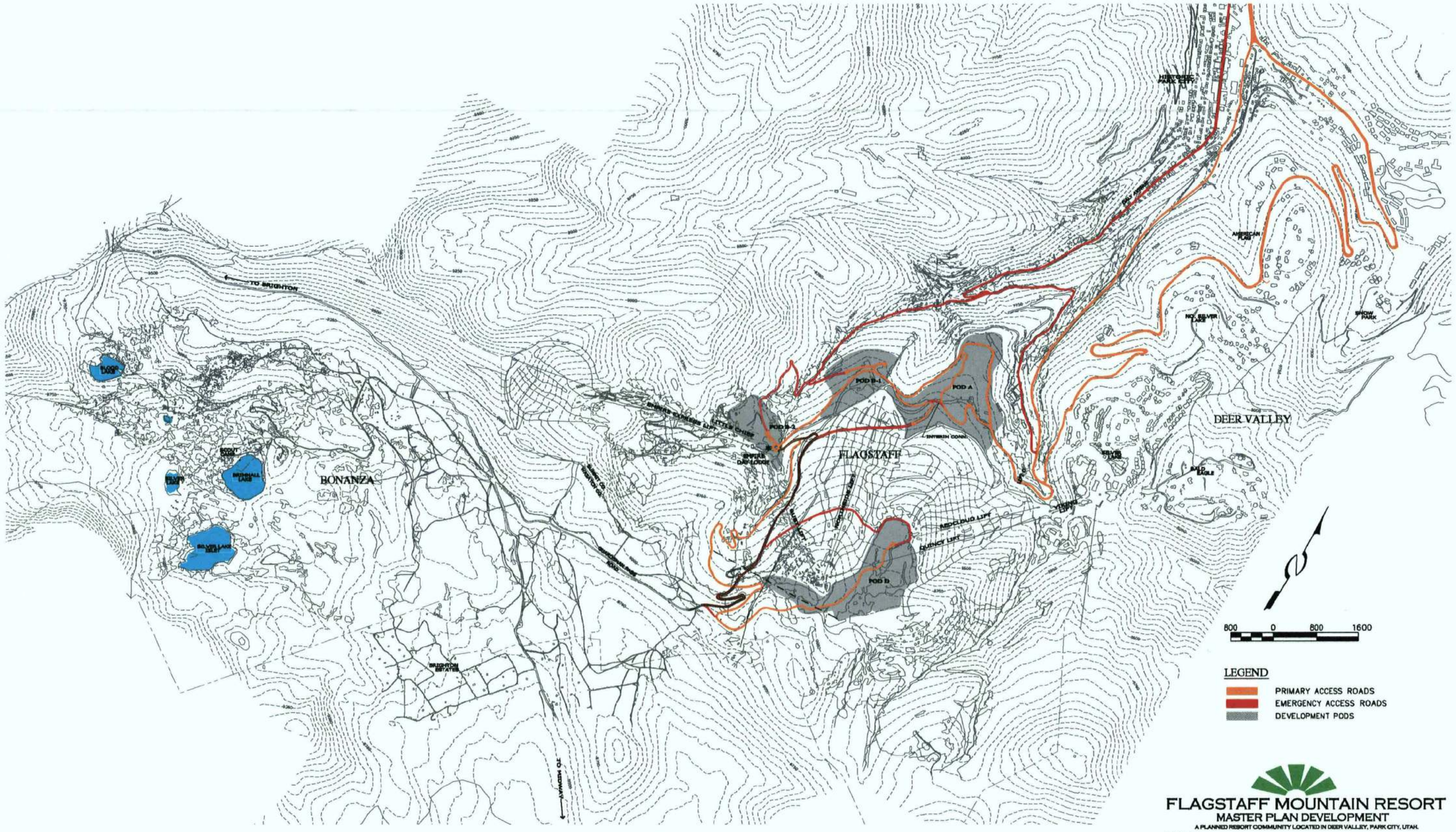
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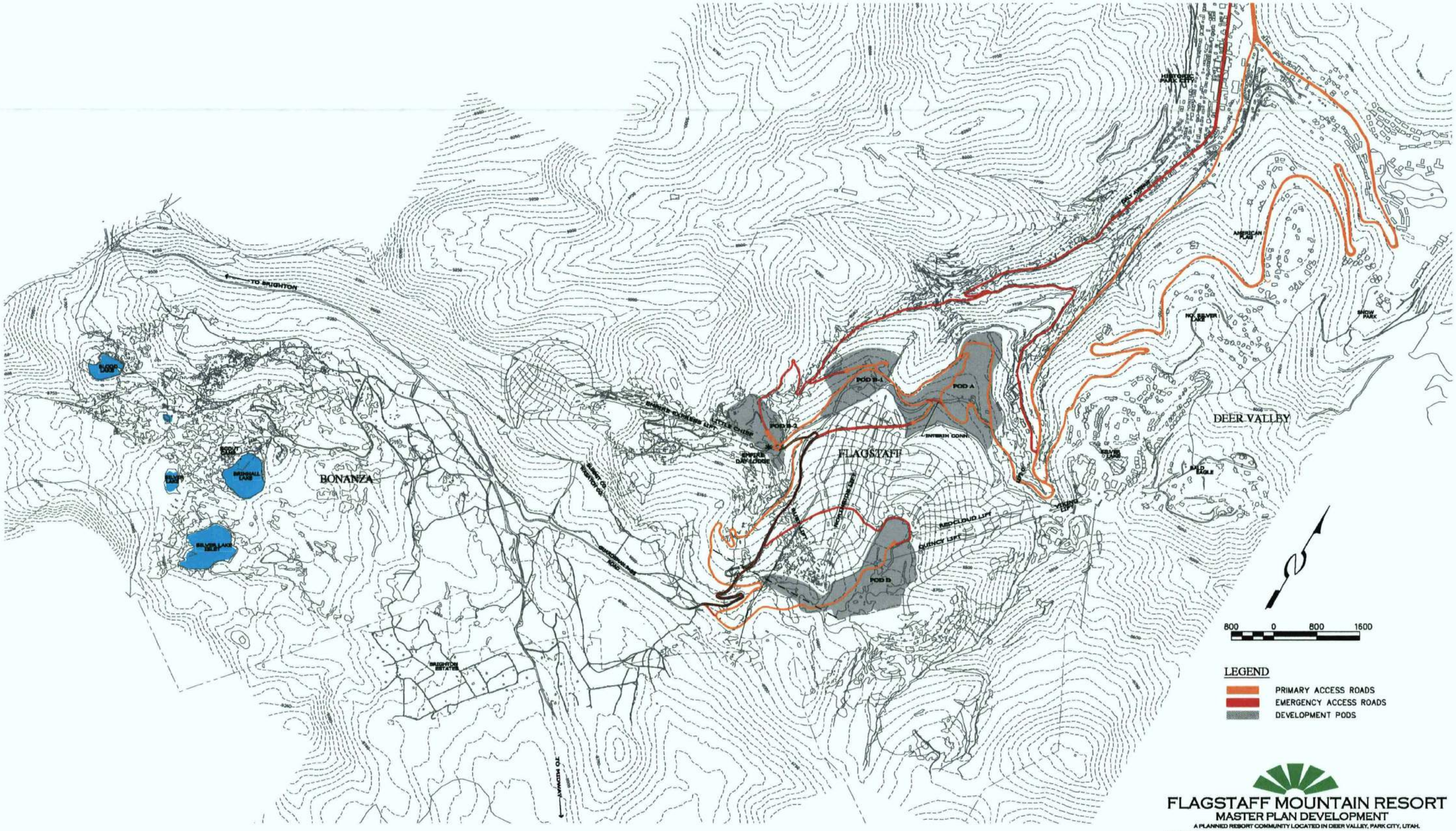
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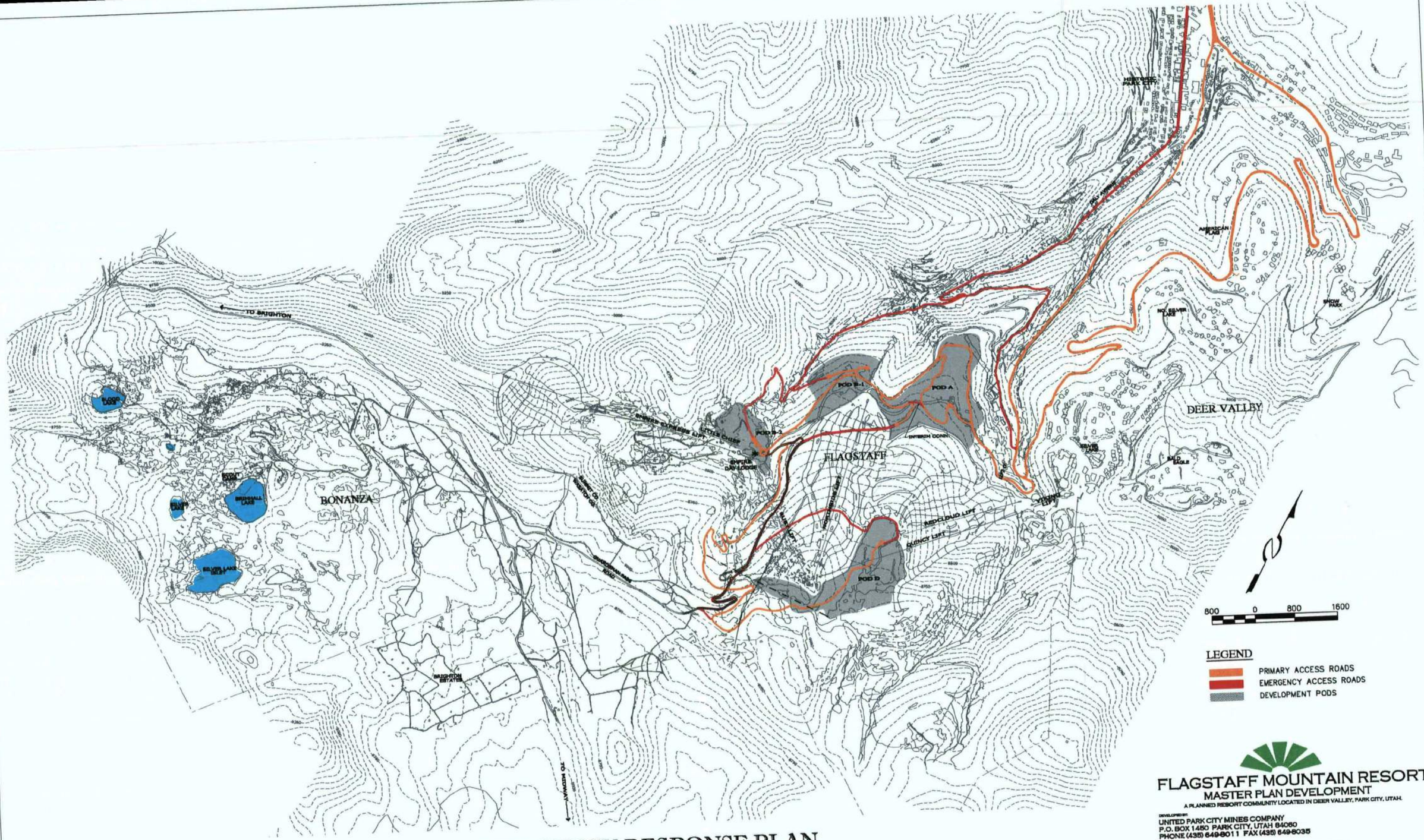
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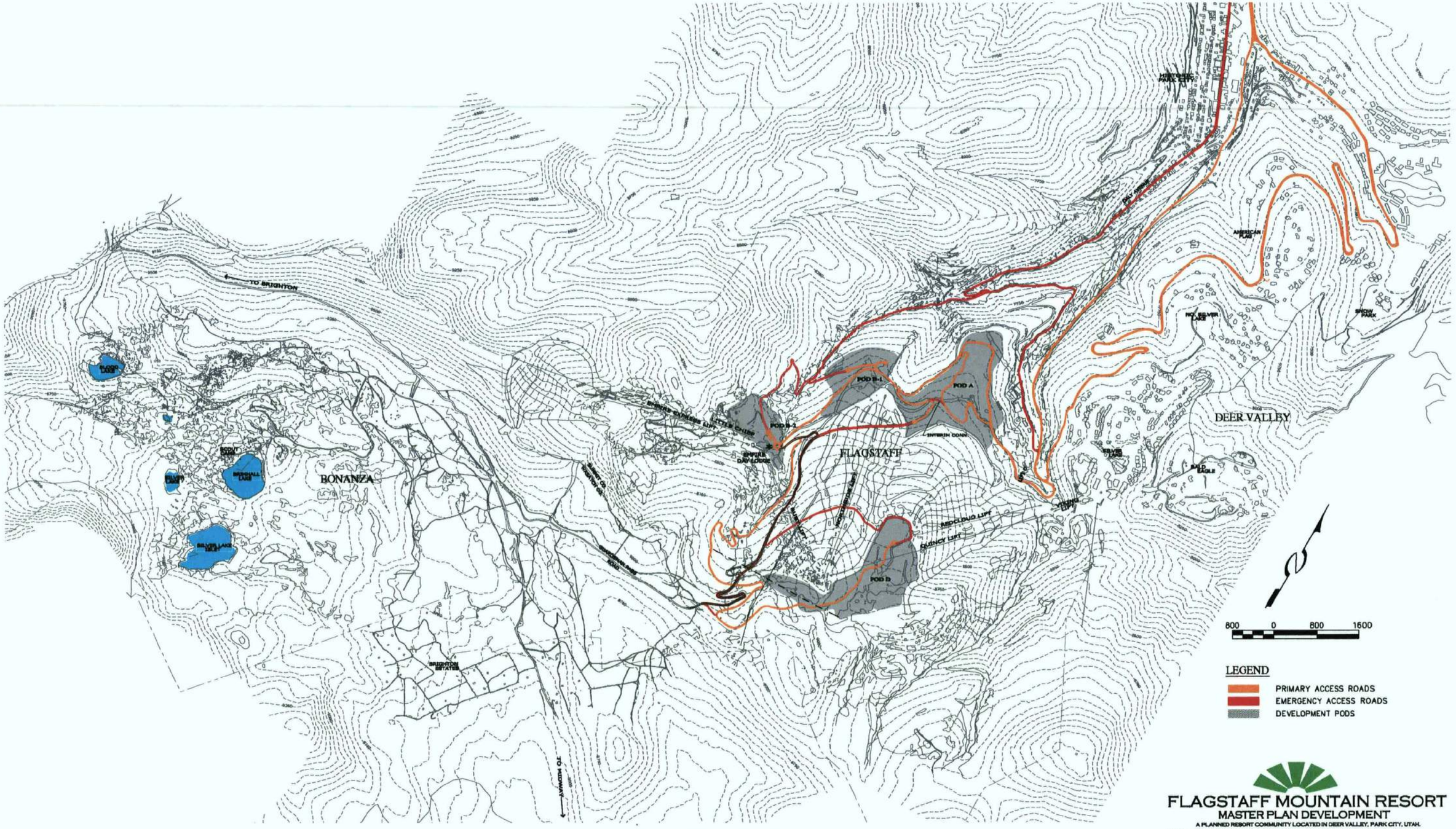
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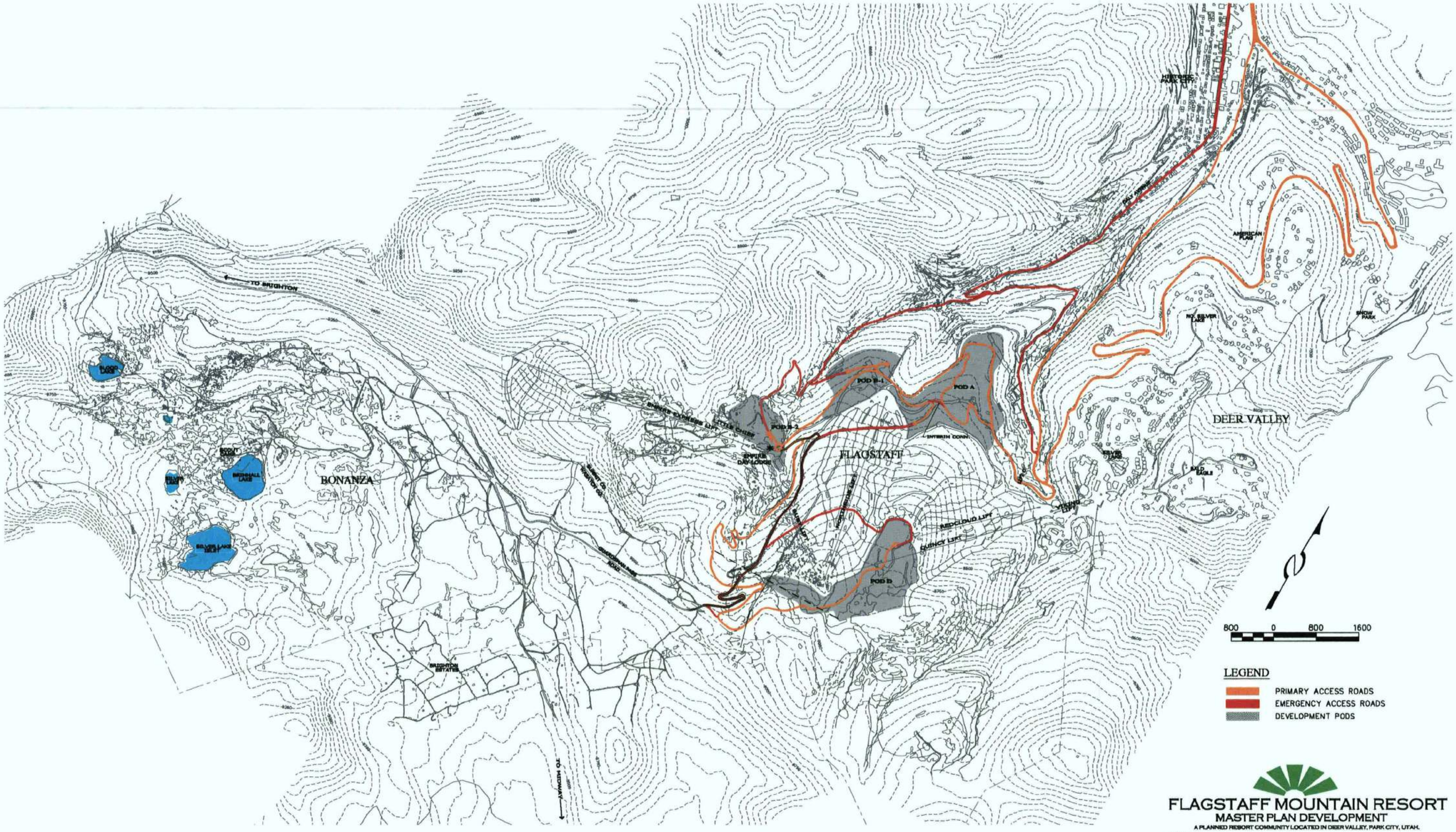
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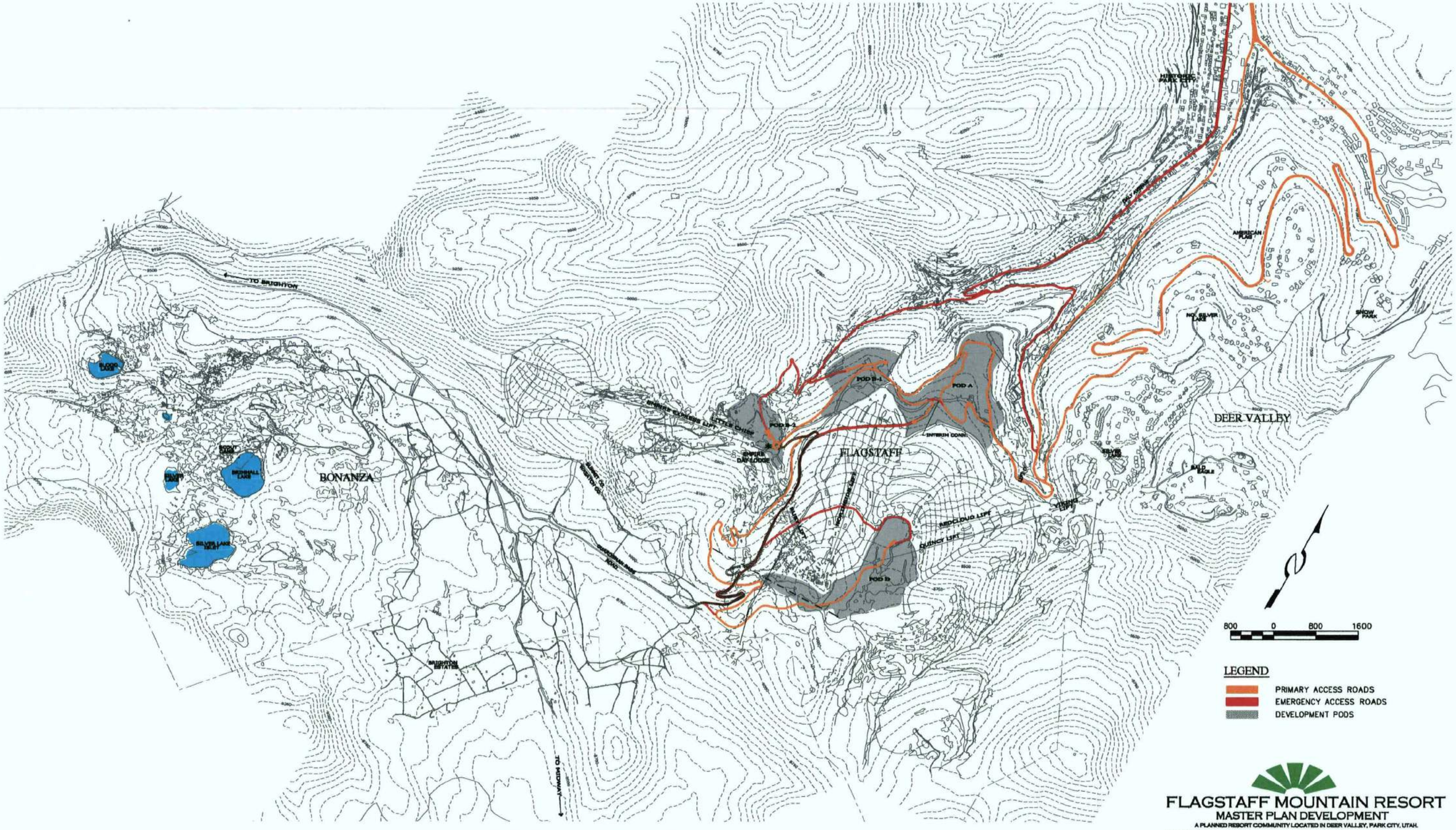
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EMERGENCY RESPONSE PLAN

for

FLAGSTAFF MOUNTAIN RESORT
PARK CITY, SUMMIT COUNTY, UTAH

also know as

EMPIRE PASS

Exhibit 7

May 21, 2001
Revised and Approved December 2001
Revised February 2004

Prepared by

UNITED PARK CITY MINES COMPANY

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I. INTRODUCTION

The Emergency Response Plan (the "ERP") was approved in December of 2001, and is one of several technical reports prepared to support the United Park City Mines Company ("UPK") Large Scale Master Plan Development (LSMPD) application filed in October of 2001. Since LSMPD's are programmatic in nature and subject to evolution and refinement at the time of subsequent Master Planned Development (MPD) and Conditional Use Permit (CUP) applications, this report was viewed in 2001, and should be viewed now, as conceptual in nature, and subject to change as specific plans are developed. The 2001 Emergency Response Plan also stated that details developed at future MPD or CUP stages would not require a modification of such plan provided they comply with the Goals and Objectives stated therein. As a result of ongoing discussions between UPK and Park City, a number of improvements to the ERP have been agreed to, and accordingly, we would like to take to update the ERP.

A. Property Description

Empire Pass is an assemblage of mining claims comprising about 1,655 acres of land located at the southwestern corner of Summit County, Utah. In December of 2003, UPK changed the project name from Flagstaff Mountain Resort to Empire Pass (the "Property"). The Property is bordered by Deer Valley Resort to the east and State Highway 224 (Marsac Avenue) to the northeast, and the Park City Mountain Resort to the northwest. The southern boundary of the Property coincides with the Summit County/Wasatch County line. The Property was annexed into the corporate limits of Park City Municipal Corporation ("Park City") and an Annexation and Development Agreement was executed on June 24, 1999 (the "Development Agreement").

The Development Agreement limited development to the "Mountain Village", which consists of three Development Pods ("A", "B-1" & "B-2") with up to of 84 acres, and the "Northside Neighborhood" (Development Pod "D") with up to 63 acres. In 2002, UPK platted and improved Development Pod B-1, which is located at the base of Deer Valley's Northside lift, and this area has become known as "Northside". To avoid confusion, UPK recently named Development Pod D "Red Cloud", and named Pod A "The Village at Empire Pass".

The maximum density allowed within the Mountain Village by the Development Agreement is 705 Unit Equivalents configured in no more than 470 multi-family or PUD or hotel residential units. Section 1.18 of the Development Agreement states that "each multi-family and PUD residential structure shall consume 1 Unit Equivalent for each 2,000 square feet". In addition, the Mountain Village may also contain up to 16 single-family lots and up to 75,000 square feet of Resort Support Commercial space.

Red Cloud may contain up to 30 single-family lots, and up to 8 "bonus" lots if certain adjacent lands are acquired by UPK or otherwise subjected to the provisions of the Development Agreement.

Current uses include skiing, snowshoeing and snowmobiling in the winter and hiking, biking and horseback riding in the summer. Deer Valley uses adjacent to the Property include hotel lodging facilities, resort support commercial, a variety of multi-family residential units, and single-family lots.

In addition to the residential construction, UPK plans to build a comprehensive package of amenities, including, but not limited to, a transit hub, a social and fitness club (the " Empire Club") in a large, mixed-use building in Pod A, the "Nugget", an on-mountain restaurant similar to "Beano's Cabin" at Beaver Creek, and several ski lifts. To minimize private vehicular use, UPK will connect the residences and the amenities with a dial-a-ride service, sidewalks, ski trails, and hiking and biking trails.

Park City Fire Service District

The Park City Fire Service District (the "District") is a full service emergency services agency that provides fire protection and emergency medical services to an area of approximately 100 square miles of western Summit County, Utah, including all of Park City. The District is bordered by the fire districts serving Morgan County, Salt Lake County, Wasatch County and the North and South Summit County. Approximately 25,000 residents live within the District, while another 1,000,000 plus guests visit the area each year.

The District is governed by an Administration Control Board appointed by the Summit County Commission and employs approximately 65 full-time and part-time firefighters, emergency medical technicians (EMTs) and Paramedics. In addition to fire suppression, emergency medical, rescue and hazard mitigation services, the District provides fire protection planning and inspection services and community education programs. The District has four (4) staffed and one (1) "call" fire stations as described below:

Station #31: Located at 1353 Park Avenue in Park City, Station #31, is the District Headquarters. In addition to the District's administrative offices, and depending upon the time of year, this Station houses a variety of emergency response equipment including two (2) engines, one (1) ladder truck, one (1) auxiliary "brush" truck, one (1) water tank truck and two (2) ambulances. The Station is staffed by six (6) firefighters.

Station #32: Located at 180 Maple Drive in Summit County, the "Summit Park" Station, is an unmanned "call" station primarily used to store equipment during the off-season and to provide an equipment depot for this outlying area.

Station #33: Located at 730 Bitner Road in Summit County, the "Burns" Station, houses one (1) engine with a ladder, one (1) water tanker and two (2) ambulances. The Station is staffed by four (4) firefighters.

Station #34: Located at 7805 Royal Street in Park City, the "Deer Valley" or "Silver Lake" Station, houses one (1) engine and one (1) auxiliary "brush" truck. The Station is staffed by two (2) firefighters.

Station #35: Located at 2575 W. Kilby Road in Summit County, the "Pine Brook" Station, houses one (1) engine, one (1) auxiliary "brush" truck and one (1) ambulance. The Station is staffed by four (4) firefighters.

The District currently has preliminary plans for two (2) future fire stations, one (1) proposed in the area of The Canyons development and one (1) in the area of the Deer Valley Resort and Empire Pass. No firm timetable for these stations has been set.

The District responds to both structure fires and wildfires, and is the first to respond to wildfires within its District boundaries. It has the ability to request support from adjoining fire districts as well as the State of Utah, United States Forest Service and the United States Bureau of Land Management.

Park City Police Department

The Park City Police Department (the "Department") is a full service law enforcement agency that provides police protection and investigation services within the city limits of Park City, Utah, an area of approximately ten (10) square miles. Approximately 6,500 residents live within the city limits while another 1,000,000 plus guests visit the area annually.

The Department is governed by the Park City Council, and employs approximately 25 sworn officers, including four (4) investigators, and ten (10) civilian employees along with ten (10) reserve officers. All of the officers qualify as "state wide enforcement" officers. The Department's Headquarters is located in City Hall. A sub-station is located within the Recreation Building adjacent to the Park City Miner's Hospital in City Park. A second sub-station is planned for the Old Town Transit Center currently under construction adjacent to City Hall, and a third sub-station is planned for the Empire Club building in Pod A of Empire Pass. The Department currently operates 25 patrol vehicles (one vehicle per officer), and is augmented by inter-local cooperation agreements with the Summit County, Wasatch County and Morgan County Sheriff's Departments along with the State of Utah Wildlife Resources Department.

The proposed facility will consist of 3 office spaces, approximately 12' x 12' each, with a combined square footage not less then 500 square feet, plus two reasonably proximate parking spaces. The unit will be made available to Park City as an empty "white box" for no cost, and not subject to HOA dues or other assessments, as soon as occupancy permits are ready to be issued. UPK has agreed that the Empire Club building will be the second stacked-flat building constructed within Pod A.

Goals and Objectives of the Emergency Response Plan

The primary goal and objective of the ERP is to ensure the health and safety of the residents, guests, visitors and employees of Empire Pass, and to protect the built environment and the property of the landowners.

To accomplish this goal, the ERP must provide appropriate infrastructure and access to the Park City Fire Service District and the Park City Police Department, along with other city, county, state and private entities to enable them to efficiently and safely perform their duties, during emergency conditions, or while engaged in education and prevention.

II. EXISTING CONDITIONS AND CONSTRAINTS

Empire Pass is located in heavily vegetated, steeply sloped terrain at elevations from between 7,370 and 9,580 feet above sea level. Together with high precipitation rates, primarily in the form of snowfall, these conditions present several emergency response challenges including the following:

Vegetation: Although the primarily north facing aspect of the Annexation Area decreases the threat of wildfire on this heavily forested area, a lengthy period of drought could easily produce a significant wildfire threat.

Terrain: The general slope of the property, coupled with the numerous steep slopes associated with the primary canyons and ravines create a climate for fast moving fires easily spread by the frequent erratic wind conditions. These conditions present a potential threat of wildfires from off-site ignition points. The geographical terrain of the area limits the fire attack options available.

Climatic Conditions: The high rate of precipitation primarily in the form of snowfall limits wildfire opportunities for much of the year, but complicates emergency access. Conversely, summer drought conditions can significantly increase the threat of wildfire.

Access: Access to the property from Park City is via either Guardsman Road or Daly Avenue. In 2003, UPK finished reconstructing Guardsman Road to current UDOT standards from the Ontario Mine bench up to just beyond the Empire Day Lodge. From this point on, Guardsman Road is a narrow and steep, minimally maintained road, with a surface of deteriorating asphalt. In 2004, UPK plans to construct a new Guardsman Road from above the Empire Day Lodge to the Summit County line, and thereafter, UPK plans to reconstruct Guardsman Road from the County line to its Bonanza Flats property. Daly Avenue provides direct access from Old Town to lower Empire Canyon and then Empire Pass. Daly Avenue has historically been gated to prevent inappropriate uses. The existing gates shall remain.

III. EMERGENCY RESPONSE PLAN

Water

Water will be provided to the Resort by the Park City Municipal Corporation in accordance with i) an *AGREEMENT FOR A JOINT WELL DEVELOPMENT PROGRAM,* dated January 14, 2000 and ii) a *MEMORANDUM OF UNDERSTANDING BETWEEN PARK CITY MUNICIPAL CORPORATION AND UNITED PARK CITY MINES COMPANY CLARIFYING AND IMPLEMENTING THE WATER SERVICE AND WATER SOURCE DEVELOPMENT PROVISIONS OF THE DEVELOPMENT AGREEMENT dated June 24, 1999,* dated January 14, 2000, and iii) numerous other water agreements between the parties, and iv) any future agreements.

Water will be delivered to the 1,000,000 gallon storage tank (Water Tank #1) that UPK constructed on the east side of Guardsman Road, just above the Empire Day Lodge. The primary source of water for Tank #1 is planned to be the Spiro Water Treatment Plant via the 13th Street Pump Station and the Woodside Tank. After necessary upgrades to the existing system are completed, water will be pumped from the Woodside Tank up Empire Canyon to the Pod B-2 Tank via a 10" ductile iron water line. The secondary source that presently supplies Tank #1 is the existing Bald Eagle Tank at the Deer Valley Resort. Water gravity flows to Tank #1 from the Bald Eagle Tank through the water line that feeds the Empire Day Lodge at Pod B-2 via a 10" ductile iron water line that runs along the Banner Ski Trail and across the Northside Ski Runs. Tank #1 is located at an operating elevation of approximately 8,450 feet above sea level and provides approximately 540,000 gallons of fire storage for Pods A, B-1 and B-2. This storage capacity has been calculated to provide the necessary 3,000 gallons per minute for the three-hour duration in accordance with the requirements of the Park City Building Department.

Tank #1 will provide water via a pump station and a 10" ductile iron water line to a second tank (Tank #2) of approximately 500,000 gallons to be located along the ridgeline in the area above Red Cloud. Tank #2 will be located at an operating elevation of approximately 9,150 feet above sea level and will provide approximately 300,000 gallons of fire storage for Red Cloud and for UPK's property in the Bonanza Flats area of Wasatch County. This storage capacity has been calculated to provide 2,500 gallons per minute for the two-hour duration. The fire flow assumptions for this tank have been reduced since the buildings served will be much smaller than those programmed for Pods A, B-1 and B-2. Water will be distributed from these tanks via a series of water mains, with fire hydrants installed along the roads and throughout the development Pods as required by Park City and the District. In addition to the required fire hydrants, fire department connections and standpipe systems, fire hose storage cabinets and their appurtenances will be provided in strategic locations throughout Empire Pass to ensure appropriate resources are available in the event of a fire.

Primary Access

Once certain improvements have been made, Marsac Avenue and Guardsman Road will continue be the primary means of access from Park City to and through Empire Pass.

The Development Agreement describes the required improvements for Marsac Avenue, and sets forth the requirements for a new private road from Pod B-2 to Red Cloud.

In 2001, UPK completed the construction of a runaway truck ramp along the northbound, downhill lane at a location just above the intersection of Hillside Avenue. In 2003, UPK completed the reconstruction and realignment of Marsac Avenue from the Deer Valley turn-off just south of the Ontario Mine bench, to Pod B-2, and UDOT abandoned the corresponding section of the Guardsman Road.

In 2004, UPK is planning to complete the reconstruction of Marsac Avenue from the roundabout below City Hall to the Deer Valley turn-off just south of the Ontario Mine bench. This work will add a passing lane for uphill traffic on Marsac Avenue. Also in 2004, and subject to Park City's approval, UPK plans to build a new private road from Pod B-2 to Red Cloud. Per Park City's LMC, private roads can be dedicated as public streets with approval of the City Council. This road will be built to meet UDOT specifications, and in the future, this road will serve UPK's property at Bonanza Flats. This road will not meet PCMC's requirement for a maximum 10% grade.
The proposed road cross sections included in the Emergency Response Plan approved in December of 2001 have changed, and are attached hereto as Exhibit B.

Emergency Secondary Access

There are three primary types of emergencies:

1) The first is an isolated, short-term emergency (i.e. medical emergency, automobile accident, structure fire, etc.). These emergencies usually do not have significant secondary access requirements, however, depending on the extent of the fire and climate conditions, may require a total or partial evacuation of Empire Pass.

2) The second type of emergency is one that would require an immediate full evacuation of all, or a portion of Empire Pass, such as in the event of a wildfire. This type of an emergency requires immediate secondary access options.

3) Finally, the third type of emergency is a long-term, non-life-threatening situation, such as a road or bridge failure due to landslide, avalanche, collapse or structural failure. This type of an emergency requires a long-term secondary access option.

UPK will develop and implement alliances and procedures with the District, Deer Valley Resort and other pertinent agencies and entities relating to the use of alternative modes of transportation in the event of an emergency situation.

In the event of a long-term closure of Marsac Avenue below Empire Pass, various alternative access routes are available:

1) All-season access is available using Royal Street and the Silver Lake area of Deer Valley Resort to South Deer Valley Drive.

2) Winter emergency access, other then Royal Street, is proposed as an all-weather gravel road with a minimum 20' width that will run from Red Cloud down to Marsac Avenue as shown on Exhibit A1. This is a new route from the previously approved plan. Emergency access will be cleared at the expense of the Master Owners Association under the order of the Police Chief or Fire Marshal.

3) Additional winter access could be utilized by plowing the existing gravel and dirt roads that are also shown in Exhibit A1. They include:

a) The "drift road" that runs from the Ontario Mine bench, around Prospect Ridge and connects with Lower Empire Canyon and then north to Daly Avenue. This road is currently used as a year round access to the Empire Canyon Water Tank and Utah Power's Judge Switchback Substation. The portion that is not open year round could be plowed in the event of a long-term closure. In addition, the maintenance road overlying the new utilities from Daly to B-2 could also be used. This section of road will be a 20' wide platform with a gravel surface.

b) The existing Guardsman Road alignment between Pod B-2 and Red Cloud, could be plowed for emergency use in the event of a long-term problem along the private road from Pod B-2 to Red Cloud.

4) Summer emergency access is considerably more abundant and comes in the form of public roads, and privately maintained dirt roads (see exhibit A2):

a) On the Bonanza side of Guardsman Road, existing roads provide summer access through both Brighton Canyon to Salt Lake and Pine Canyon Road to Midway City in Wasatch County.

b) Finally, there are numerous existing dirt roads, snow cat trails and ski runs available for use if an emergency evacuation is required during the summer months.

c) UPK will ensure that emergency access routes are provided, identified and maintained during the summer months and in other times of high fire danger.

The current infrastructure plan requires of the construction of several bridges and tunnels to provide grade separation for vehicles and recreational users (hikers & skiers). These structures are designed with so-called "dry crossings" to allow vehicular access in the event of a structural failure. In case of a failure, the Fire Marshal and/or the City Police Chief shall direct the Master Owners Association to grade/clear the dry crossings or will facilitate the grading/clearing of the dry crossing at the Master Owners Associations expense.

Before any infrastructure construction is allowed to begin, UPK will submit detailed construction drawings, defensible space drawings, and a construction mitigation plan describing access, staging of materials and equipment, trash management, construction

parking and fire protection measures to Park City and the District for their approval. The proposed road cross sections included in the Emergency Response Plan approved in December of 2001 have changed, and are attached hereto as Exhibit B. No vertical construction will be allowed to commence until the subject parcel has all-weather access and an operational water distribution system to meet fire flow requirements.

Fire Prevention

As previously discussed, wildfires could pose a significant threat to properties at Empire Pass. Accordingly, UPK will incorporate a variety of fire protection measures into the design and operation of Empire Pass so as to prevent fires from starting and to minimize potential losses.

To prevent wildfires, UPK will establish a program to educate its residents, visitors and the general public about fire risk and prevention. This program will include signage at trailheads, posters on bulletin and information boards, pamphlet distribution with equipment rentals, notices on the Empire Pass intranet system, defensible space requirements in the CC&Rs, and safety talks by trail guides.

Measures such as strategically placed firebreak clear zones would be difficult, at best, to construct and maintain and would create significant visual scarring and disturbance to vegetation and wildlife habitat. However, the existing and proposed ski runs, roads and other clearings provide some firebreak zones and will be considered in the overall fire protection strategy for the perimeter of the Development Pods. UPK may also establish the following additional fire protection zones around the Development Pods to slow the spread of wildfires:

> Zone 1 – The area immediately adjacent to combustible vertical construction will be i) cleared of existing trees, ii) cleaned of downed trees, branches and forest under-story and iii) re-vegetated with fire-resistant, irrigated ground cover, shrubs and trees carefully located to prevent erosion and hinder the spread of wild fire. This zone will be a minimum of 50 feet wide.
>
> Zone 2 – The area immediately adjacent to Zone 1 will be i) cleared of existing downed trees and branches along with the forest under-story and ii) thinned by removing dense groupings of trees and limbing-up trees that are to remain. This zone will be a minimum of 25 feet wide. In some instances roadways will provide a clear zone corridor in excess of the 25-foot minimum.

Finally, all structures will be designed and constructed with fire prevention in mind. In addition to the perimeter protection measures for the Development Pods noted above, each individual development project will be required to submit defensible space plans for its buildings.

To the extent possible, roofs and exteriors of structures will be constructed of fire-resistant materials, in compliance with materials permitted by amendments to the International Building Code for the District and for Park City. Structural projections such as balconies, decks and roof gables will be constructed of materials that are fire-resistant or of non-combustible materials. Combustible materials can be used on decks and eaves provided that they are sprinkler-protected, and allowed by the IBC for that building type. To control the fire prior to the District's arrival on site, every building will be equipped with an approved fire suppression sprinkler system. These systems will be designed to protect all areas under roof including all interior spaces, exterior areas and roof overhangs, including balconies and decks.

Fire Suppression and Paramedic/Ambulance

The most effective means of combating a fire, whether a wildfire or a structure fire is to be able to quickly deliver a well-supported suppression attack before the fire can gain momentum. A critical component of this response is early detection. Every building will be equipped with approved fire alarm systems able to detect smoke and heat. These systems will be connected to and monitored by an independent central alarm monitoring station, and by the Empire Pass Master Owners Association. Policy will dictate that the first action by any person monitoring the fire alarm system, on or off site, will be to put in an Emergency 911 call to the Fire District. All other calls and verifications will be secondary to that first call. Once a fire is detected and the alarm is received, the District's response time to the emergency is critical.

Station #34, located within Deer Valley Resort at Silver Lake, is currently the station located closest to the Resort and would provide the first response to an emergency. This station is manned 24 hours per day by two (2) fire fighters and houses one (1) engine and one (1) auxiliary "brush" truck. Station #31, located on Park Avenue in Park City, would provide backup to Station #34 and primary ambulance service.

The District has recently expanded and remodeled Station # 34 to accommodate the development of Empire Pass. Since this facility has the potential to provide back-up services to The Wasatch County Fire District and protect the UPK's Bonanza Flats property in Wasatch County, an inter-local cooperation agreement may be negotiated with and executed by the Park City Fire Service District and the Wasatch County Fire District. To accommodate any future needs for an on-site public safety facility, UPK has designated and will plat and convey a site in the vicinity of Pod B-2 to Park City. This site will have appropriate access.

Police Protection

Police protection for Empire Pass will be coordinated from the Department Headquarters located in City Hall. In addition, UPK will dedicate space for a police sub-station within the mixed-use Empire Club building in Pod A. The Development Agreement requires that 65% of the units be located in Pod A and an additional 15% is approved for Pod B-1 which is contiguous, making 80% of the density in that general area. The building is the location of the transit hub and the general store, and will be core of the Mountain Village.

The proposed facility will consist of 3 office spaces, approximately 12' x 12' each, with a combined square footage not less then 500 square feet, plus two reasonably proximate parking spaces. The unit will be made available to Park City as an empty "white box" for no cost, and not subject to HOA dues or other assessments, as soon as occupancy permits are ready to be issued. UPK has agreed that the Empire Club building will be the second stacked-flat building constructed within Pod A.

IV. CONTRIBUTIONS AND FUNDING

UPK will meet its obligations to fund the remodeling and expansion and further equipping of Silver Lake Station # 34, namely:

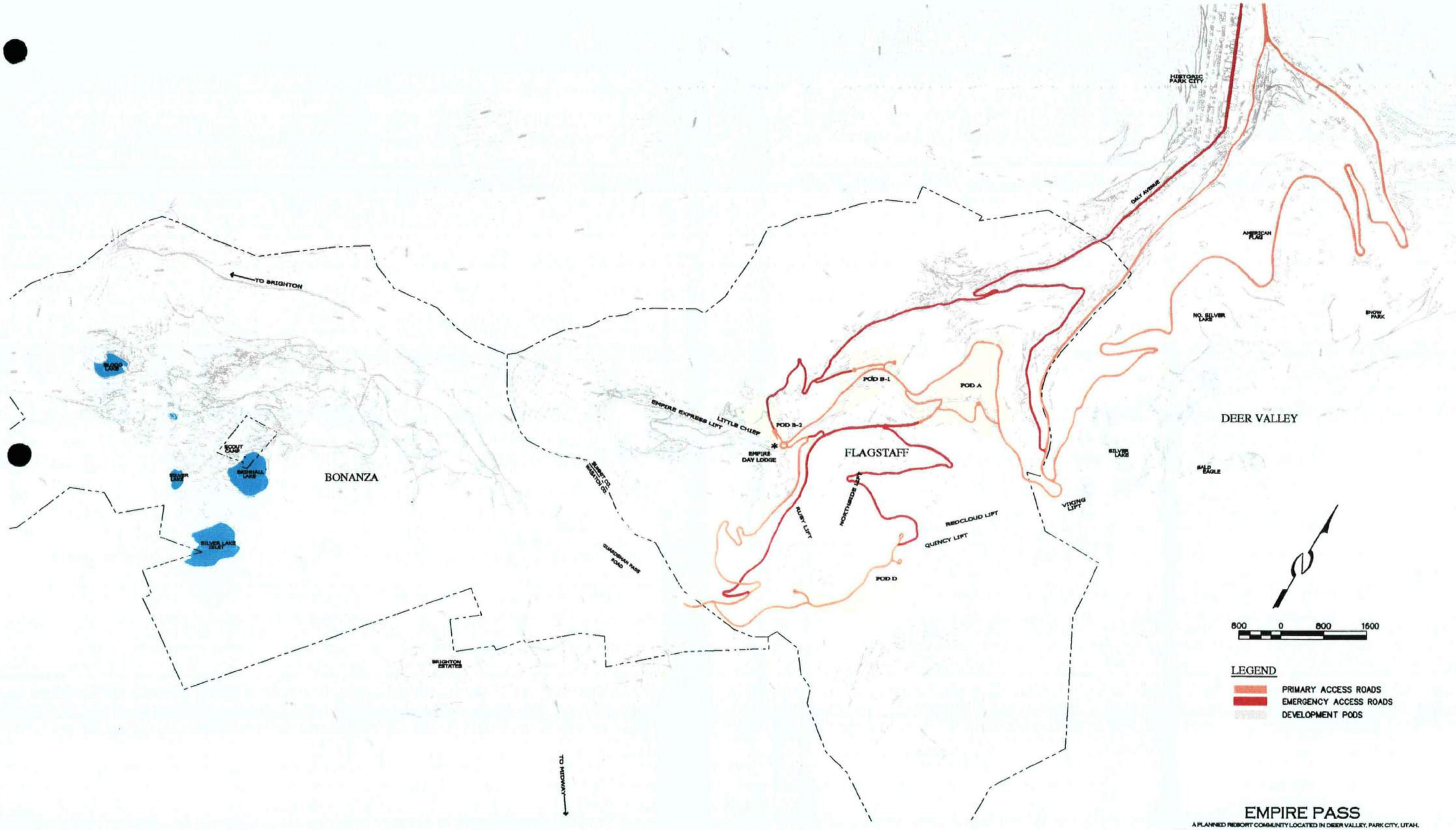
1) A payment of $350,000 has been made for the remodel and expansion of Station # 34

2) A payment of up to $100,000 has been made for the cost of a new ambulance for Station # 34

3) A payment will be made on or before December of 2006 of up to $350,000 for the cost a new all-wheel drive Class A fire truck for Station #34

4) A payment will be made for the cost of personnel necessary to increase the daily staffing of Station #34 from two (2) emergency personnel to four (4), for two years as these costs are incurred by the District.

UPK is prepared to draft and execute appropriate agreements with the District to memorialize the covenants outlined in this Emergency Response Plan.



EMERGENCY RESPONSE PLAN

REVISED: FEBRUARY 16, 2004

EMERGENCY ACCESS PLAN
EXHIBIT "A-1" - WINTER

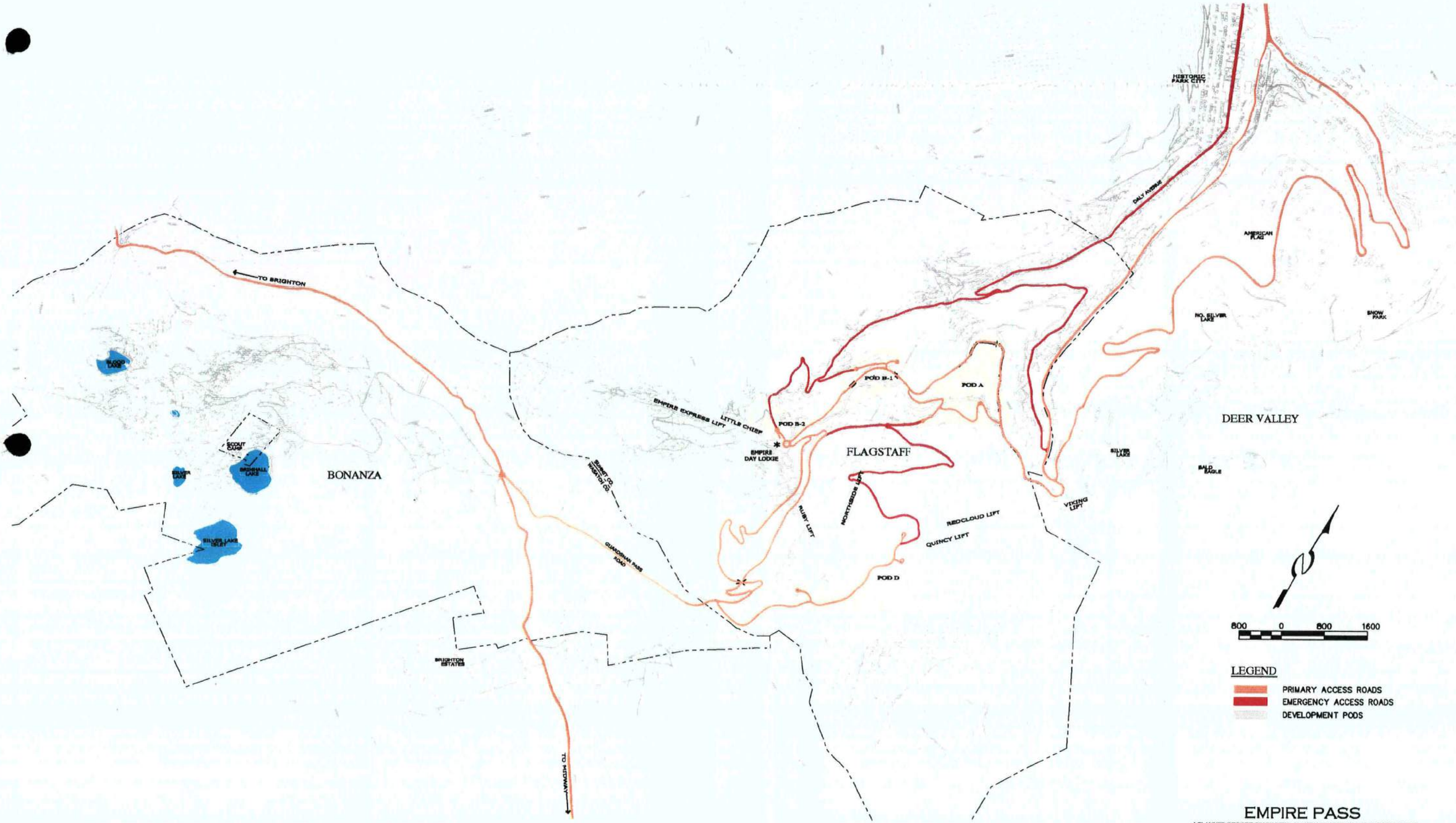
EMPIRE PASS

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
UNITED PARK CITY MINES COMPANY
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLAN PREPARED BY:
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

X:\EMPIRE\DWG\UPCMC\FLAGSTAFF\OVERALL\ERP\EXH-A1



EMERGENCY RESPONSE PLAN

REVISED: February 16, 2004

EMERGENCY ACCESS PLAN
EXHIBIT "A-2" - SUMMER

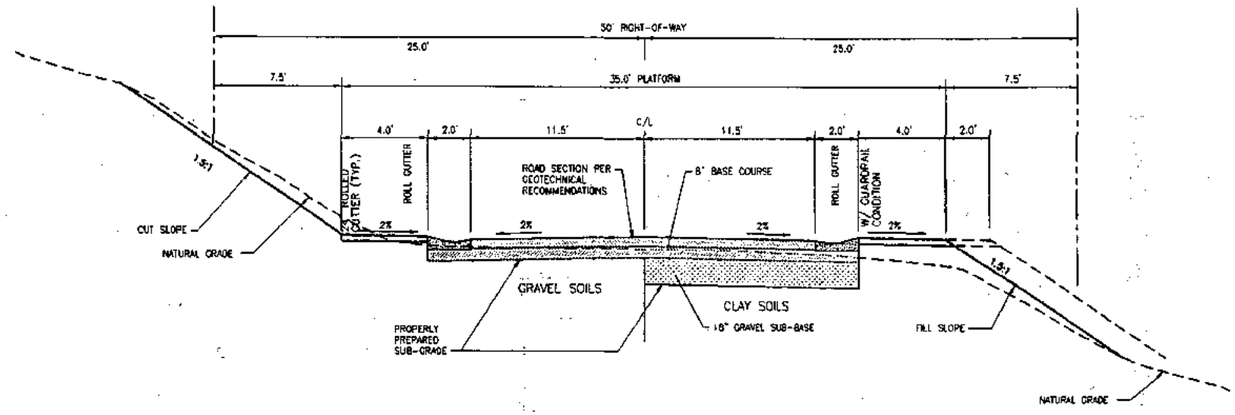
EMPIRE PASS

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
UNITED PARK CITY MINES COMPANY
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-9035

PLANS PREPARED BY:
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

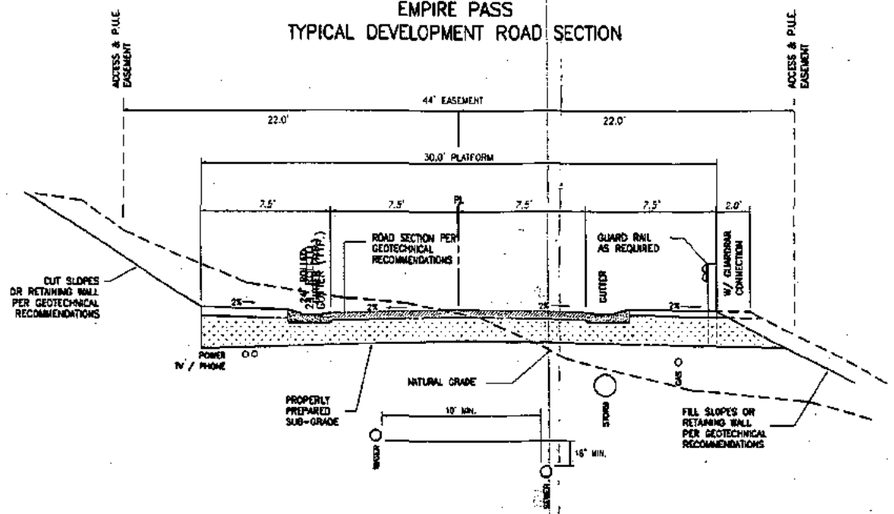
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ACCESS ROAD OUTSIDE DEVELOPMENT SITES

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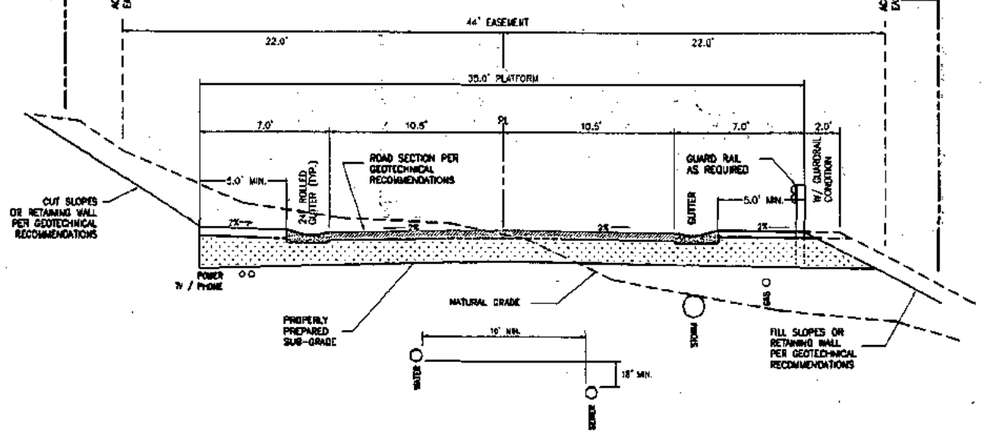
EMPIRE PASS
TYPICAL DEVELOPMENT ROAD SECTION



PRIVATE ROAD 2 WITHIN DEVELOPMENT SITES

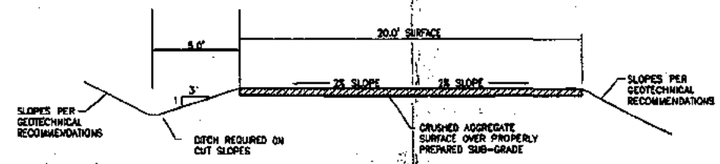
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EMPIRE PASS
TYPICAL DEVELOPMENT ROAD SECTION
50' R.O.W. POD D



PRIVATE ROAD 1 WITHIN DEVELOPMENT SITES

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EMERGENCY ACCESS ROAD

EMERGENCY RESPONSE PLAN

Revised February 16, 2004

ROAD CROSS SECTIONS
EXHIBIT "B"

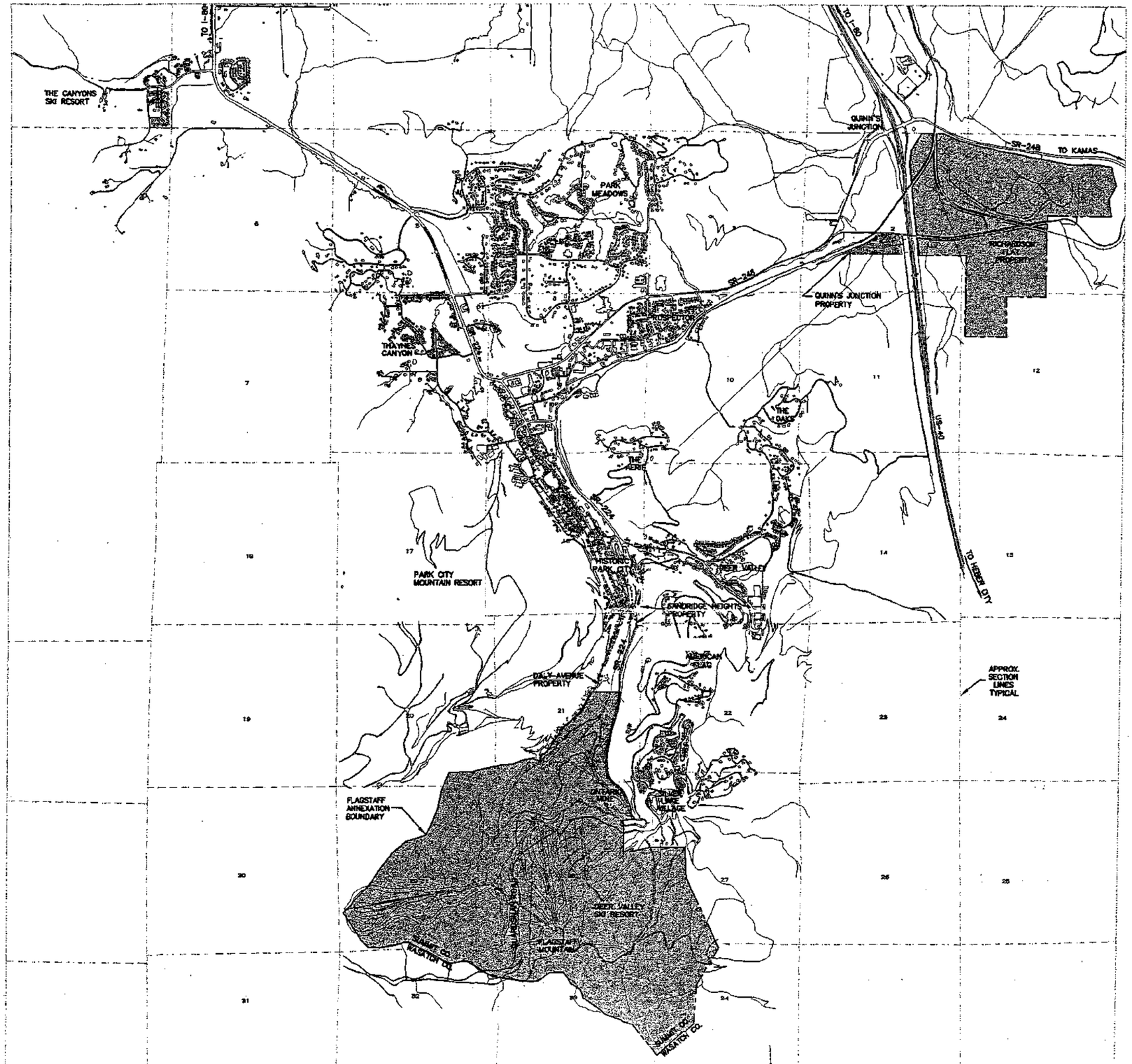
EMPIRE PASS
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
UNITED PARK CITY MINES COMPANY
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-9035

PLANS PREPARED BY:
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
DOUGLAS CLYDE, PLANNING, PERMITTING, & ENTITLEMENTS

REVISED JANUARY 13, 2005

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1600 0 1600 3200 FEET

EMERGENCY RESPONSE PLAN

REGIONAL MAP
EXHIBIT "A"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANNING ASSISTANCE BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



EMERGENCY RESPONSE PLAN

SITE PLAN
EXHIBIT "B"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



Color	Elevation Range		
	7,000'	–	7,500'
	7,500'	–	8,000'
	8,000'	–	8,500'
	8,500'	–	9,000'
	9,000'	–	9,500'
	9,500'	–	10,000 FEET

500' 0 500' 1,000'

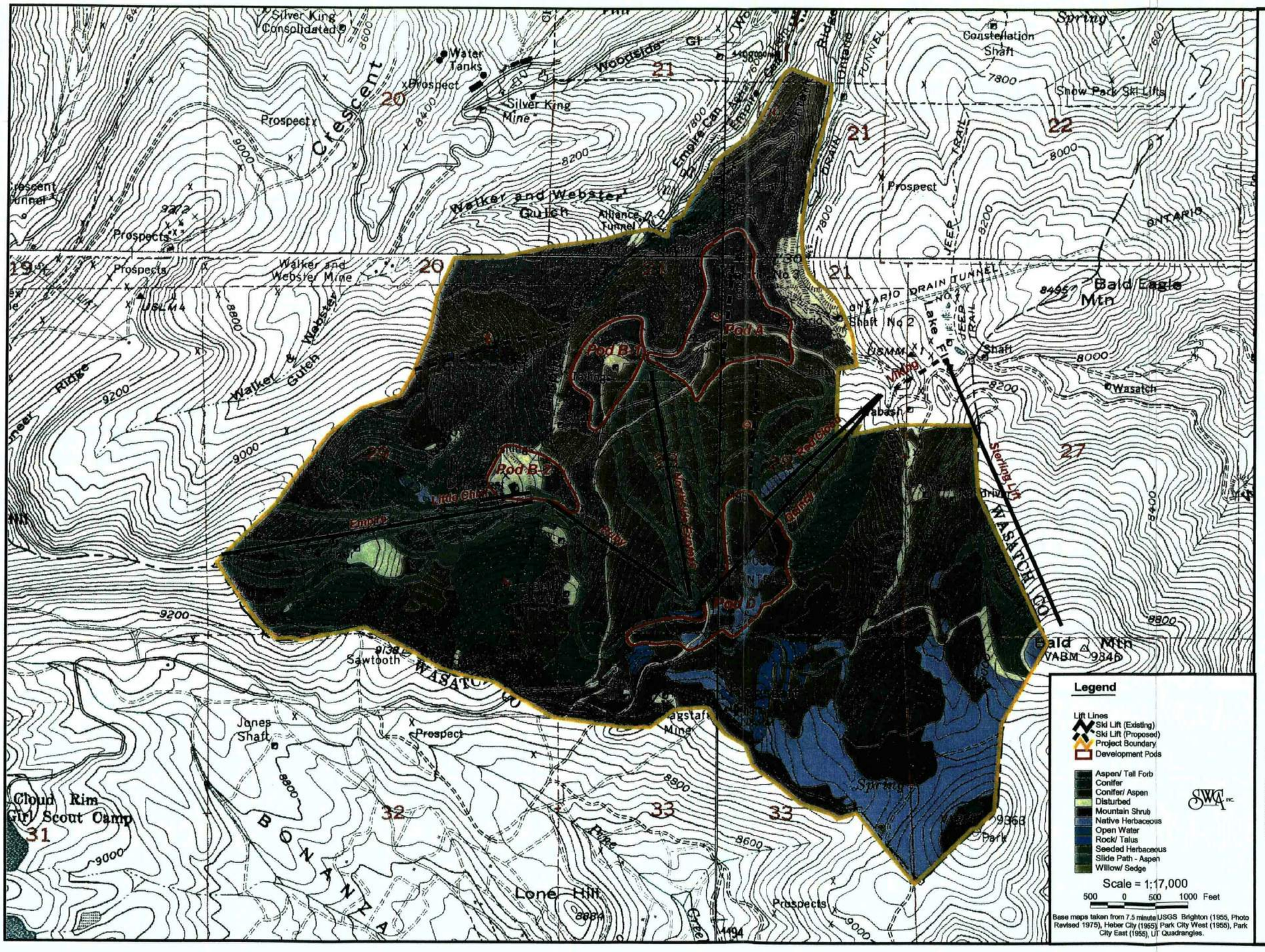
EMERGENCY RESPONSE PLAN

ELEVATION MAP
EXHIBIT C

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
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PLANS PREPARED BY:
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JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



Legend

Lift Lines
- Ski Lift (Existing)
- Ski Lift (Proposed)
- Project Boundary
- Development Pods

- Aspen/ Tall Forb
- Conifer
- Conifer/ Aspen
- Disturbed
- Mountain Shrub
- Native Herbaceous
- Open Water
- Rock/ Talus
- Seeded Herbaceous
- Slide Path - Aspen
- Willow/ Sedge

Scale = 1:17,000

500 0 500 1000 Feet

Base maps taken from 7.5 minute USGS Brighton (1955, Photo Revised 1975), Heber City (1955), Park City West (1955), Park City East (1955), UT Quadrangles.

SWCA inc.

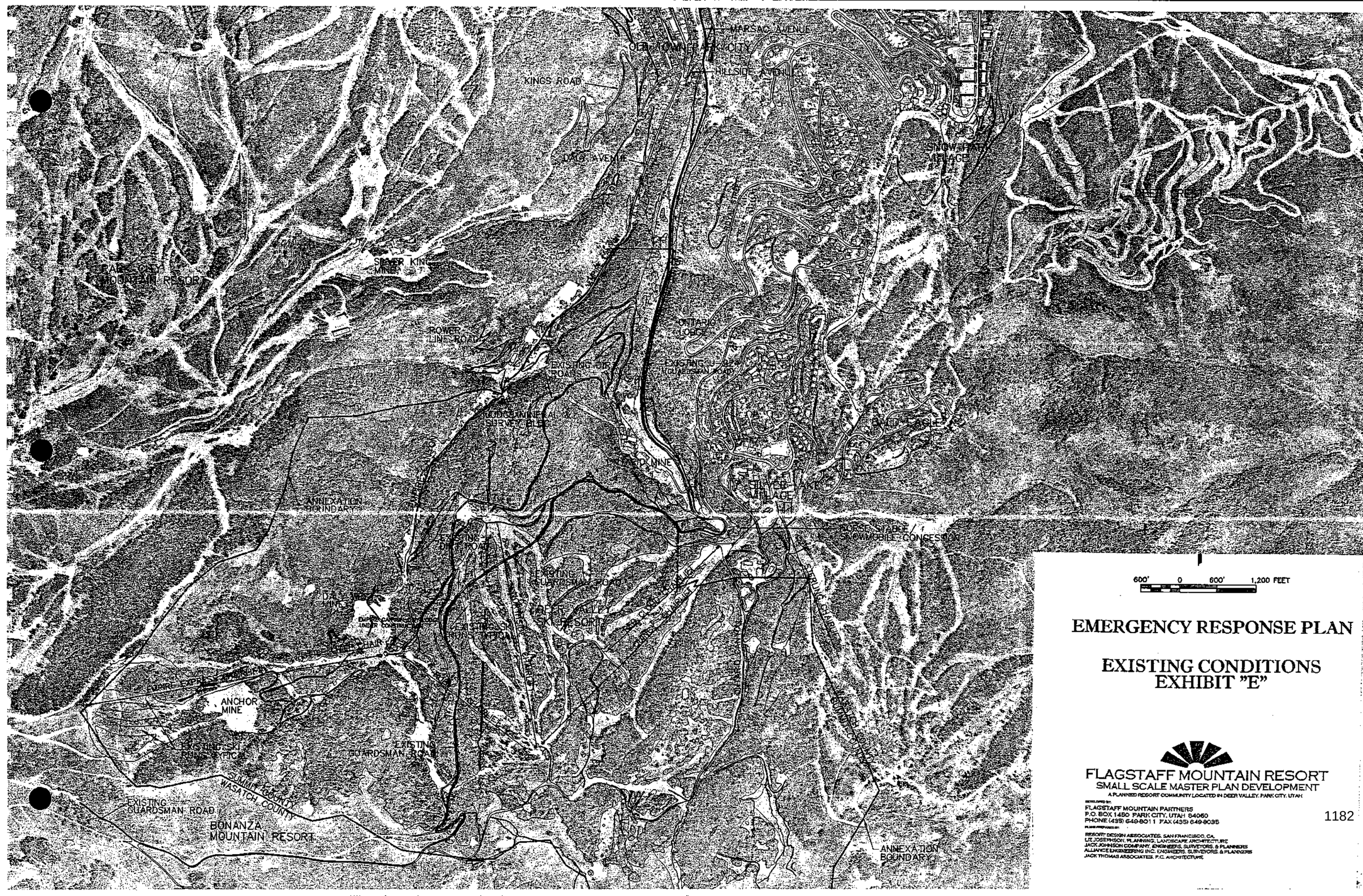
EMERGENCY RESPONSE PLAN
VEGETATION MAP
EXHIBIT "D"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER
FLAGSTAFF MOUNTAIN PARTNERS
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PHONE (435) 649-8011 FAX (435) 649-8035

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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

©\deer valley\dmb_natural.apr\FMR Exhibit D Vegetation 11 x 17 Layout (5-21-2001)



600' 0 600' 1,200 FEET

EMERGENCY RESPONSE PLAN

EXISTING CONDITIONS EXHIBIT "E"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
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PLANS PREPARED BY:
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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

1182

UPGRADE EXISTING 13TH STREET PUMP STATION
INSTALL NEW PUMPS
REPLUMB INTERIOR

400 0 400 800

EXISTING 10" WATER LINE

INSTALL 12" WATER LINE

INSTALL 12" WOODSIDE CONNECTOR WATER LINE

TO WOODSIDE TANK

EXISTING 12" WOODSIDE WATER LINE

EXISTING WOODSIDE TANK 0.5MG

EXISTING 12" WOODSIDE WATER LINE

INSTALL 12" WOODSIDE CONNECTOR WATER LINE

DALY AVENUE

UT RT 224

INSTALL BOOSTER PUMP STATION #1

PRIMARY WATER LINE LINE #1

SUBSTATION

ANNEXATION BOUNDARY

EXISTING EMPIRE TANK 1.0MG

JUDGE PORTAL

LINE 1. SUPPLY LINE FROM PUMP STATION #1

POD B1

LINE 1. SUPPLY LINE FROM PUMP STATION #1

LINE 3. DISTRIBUTION LINE

LINE 3. DISTRIBUTION LINE

POD B2

POD A

NEW SUPPLY LINE TO ONTARIO MINE COMPLEX

LINE 1. SUPPLY LINE FROM PUMP STATION #1

LINE 2. SUPPLY LINE FROM DEER VALLEY (REDUNDANT LINE)

LINE 3. DISTRIBUTION LINE

ISOLATION VALVE

INSTALL TANK #1 DALY WEST 1.0MG

INSTALL BOOSTER PUMP STATION #3

INSTALL BOOSTER PUMP STATION #2

REDUNDANT LINE

ANNEXATION BOUNDARY

LINE 4. SUPPLY LINE FROM PUMP STATION #2

SILVER LAKE VILLAGE

ER LINE TO
ANZA MOUNTAIN RESORT

LINE 4. SUPPLY LINE FROM PUMP STATION #2

LINE 5. DISTRIBUTION LINE

INSTALL TANK #2 COUNTY LINE 0.5MG

NORTHSIDE (POD D)

LINE 5. DISTRIBUTION LINE

ANNEXATION BOUNDARY

DEER VALLEY MAINTENANCE YARD

LINE #2

EXISTING SILVER LAKE TANK

EXISTING BALD EAGLE TANK 1.0MG

400 0 400 800

LEGEND:

- W — WATER LINE
- EW — EXISTING WATER LINE
- SSM — EXISTING SNOW MAKING
- ISOLATION VALVE

EMERGENCY RESPONSE PLAN

CONCEPTUAL WATER MASTER PLAN
EXHIBIT "F"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANS PREPARED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
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JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

ONTARIO MINE #3

POD A

LITTLE BELLE

STEIN ERICKSON LODGE

SILVER LAKE VILLAGE

STAR GAZER

BANNER SKI TRAIL

PEELER

THREE PLY

RED CLOUD CHAIR LIFT

HIDDEN TREASURE

QUINCY CHAIR LIFT

VIKING CHAIR LIFT

TRAINER

HORSE STABLES

DEER VALLEY MAINTENANCE

STREET EAST

100 0 100 200 FEET

EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLA

EXHIBIT "G"

SHEET 1 OF 6

FLAGSTAFF MOUNTAIN RESORT

SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANS PREPARED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

POD B1

POD A

ONTARIO
MINE # 3

100 0 100 200 FEET

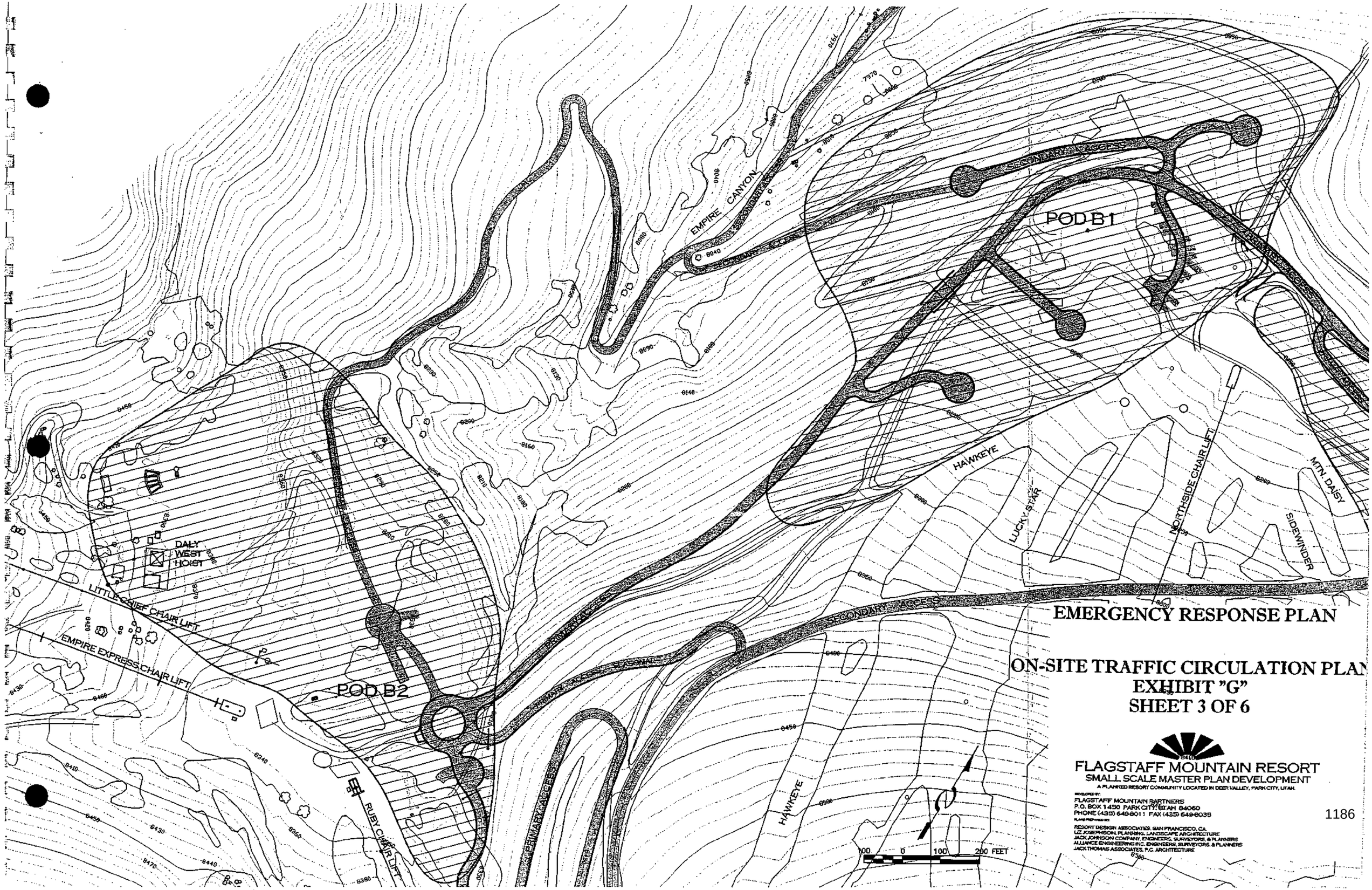
EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "G"
SHEET 2 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8095

PLANNING CONSULTANTS:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIT, JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "G"
SHEET 3 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

POD B2

LUCKY JACK

RUBY CHAIR LIFT

EMBASSY

LUCKY STAR

LOST BOULDER

NORTHSIDE CHAIR LIFT

SIDEWINDER

BLUE BELL

POD D

100 0 100 200 FEET

EMERGENCY RESPONSE PLAN

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SHEET 4 OF 6

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TREE LINE
TYPICAL

EXISTING
DIRT ROADS
TYPICAL

SECONDARY ACCESS

BANDANA

PRIMARY ACCESS

POD D

RUBY CHAIR LIFT

NORTHSIDE CHAIR LIFT

SIDEWINDER

QUINCY CHAIR

100 0 100 200 FEET

EMERGENCY RESPONSE PLAN

ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "G"
SHEET 5 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

1188

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RUBY CHAIR LIFT

NORTHSIDE CHAIR LIFT

QUINCY CHAIR LIFT

BLUE BELL

THREE PLY

RED CLOUD CHAIR LIFT

SQUARE DEAL

HIDDEN TREASURE

POD D

100 0 100 200 FEET

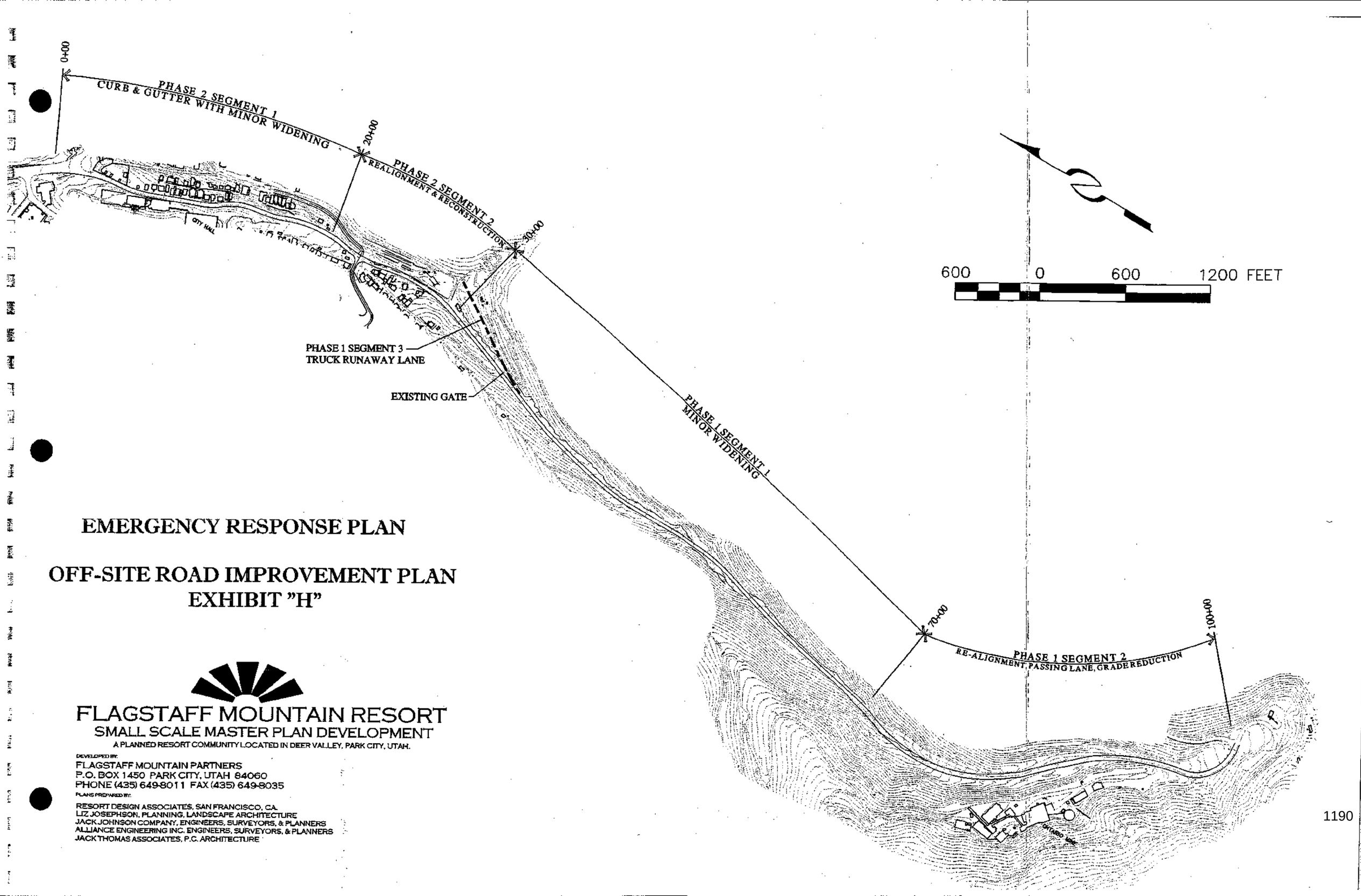
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EXHIBIT "G"
SHEET 6 OF 6

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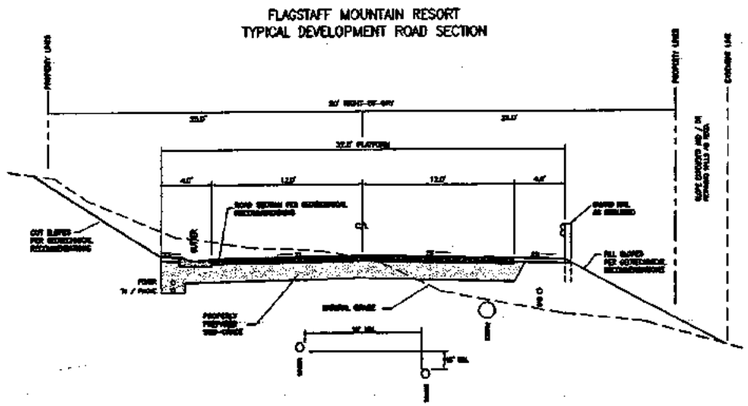
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OFF-SITE ROAD IMPROVEMENT PLAN
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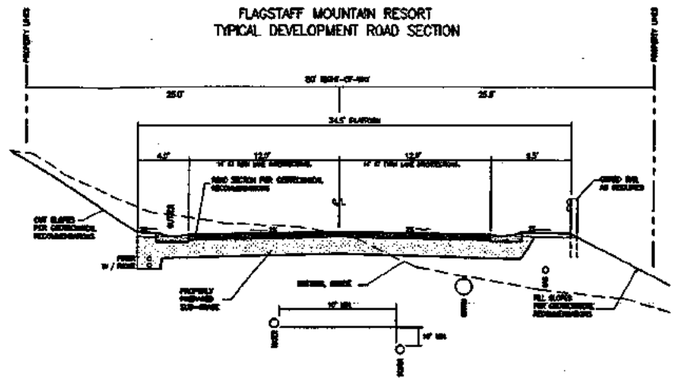
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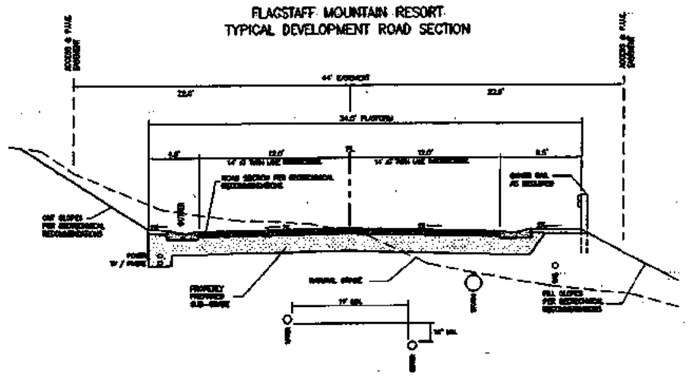
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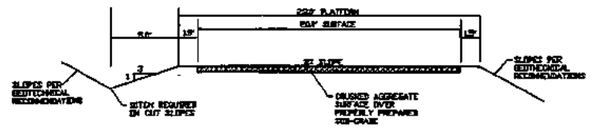
GUARDSMAN ROAD OUTSIDE DEVELOPMENT SITES



GUARDSMAN ROAD WITHIN DEVELOPMENT SITES



TYPICAL DEVELOPMENT ROAD



EMERGENCY ACCESS – PRIVATE ROAD

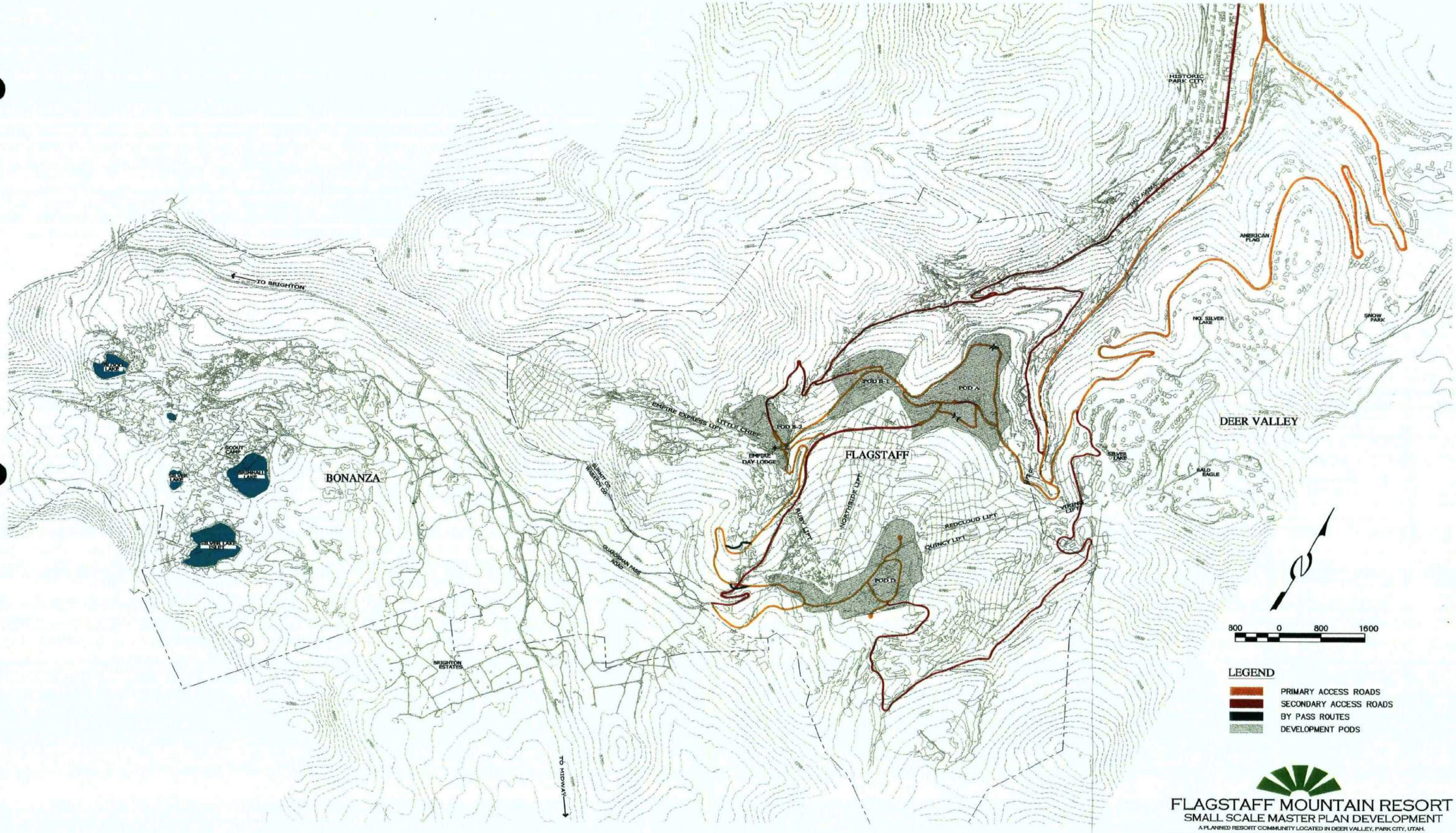
EMERGENCY RESPONSE PLAN

ROAD CROSS SECTIONS
EXHIBIT "I"

FLAGSTAFF MOUNTAIN RESORT
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EMERGENCY RESPONSE PLAN

SECONDARY EMERGENCY ACCESS PLAN
EXHIBIT "J" WINTER

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EMERGENCY RESPONSE PLAN

SECONDARY EMERGENCY ACCESS PLAN
EXHIBIT "J" SUMMER

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FLAGSTAFF MOUNTAIN RESORT

A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

TRAILS MASTER PLAN

EXHIBIT 8

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
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P.O. BOX 1450
PARK CITY, UTAH

TRAILS MASTER PLAN

Exhibit 8

Prepared for

FLAGSTAFF MOUNTAIN RESORT

May 2001
Revised and Approved December 2001

Prepared by

SWCA, INC.
Environmental Consultants

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EXECUTIVE SUMMARY

This Trails Master Plan outlines the goals and objectives of trails planning for the proposed Flagstaff Mountain Resort located in Park City, Summit County, Utah (Figure 1). It presents an inventory of existing conditions, summarizes the results of a recreational use survey for Empire Canyon, and describes other trail planning efforts in the surrounding region.

The management section of this master plan describes the opportunities and constraints related to trail and trailhead development and management at Flagstaff Mountain Resort. The two main public trailheads identified in the Plan Area include the Empire Canyon trailhead located at the top (southern) terminus of Daly Avenue and the Guardsman Saddle trailhead located on the Wasatch/Summit County line. In addition to these public trailheads, the development pods will contain internal trailheads for access to the Plan Area's trail system by resort residents. Deer Valley Resort's Silver Lake Village trailhead, while outside of the Plan Area, provides access to the Flagstaff Mountain Resort trail network and is, therefore, described in this master plan.

Existing trails within the Plan Area are inventoried and presented in Figure 2. The name of each trail, its starting and ending elevation, distance (where possible), and difficulty level are summarized in Table 1. Where existing trails pass through development pods, they will be left intact where possible or rerouted to maintain overall trail connectivity during and after construction. In addition, a variety of new trails will be constructed over the next three years to accommodate increased use by future residents as well as the general public. Proposed, upgraded, and rerouted trails are also described and are depicted in Figure 3.

Detailed design standards including maximum grade and slope angle are provided for various ability levels on pedestrian/hiking trails, equestrian trails, and mountain biking trails. Erosion control, safety, and trail conflict management concerns are addressed along with trail management and maintenance responsibilities.

1.0 INTRODUCTION

1.1 Flagstaff Mountain Resort

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPDs are programmatic in nature and subject to refinement at subsequent Master Planned Development (MPD) or Conditional Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at the MPD or CUP stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

The Flagstaff Mountain Resort (FMR) Plan Area is a 1,600-acre parcel of land located in the southwest corner of Summit County, Utah. Ranging from elevations of 7,800 to 9,000 feet above sea level, it forms the western portion of Deer Valley Resort, a four-season resort facility that specializes in alpine skiing in the winter; hiking, mountain biking, and horseback riding in the summer. Four distinct sites will be developed by Flagstaff Mountain Partners (FMP) as additional year-round residential communities within the boundary of the existing ski area. These sites, or development pods, are depicted along with the overall Plan Area in Figure 1. The proposed development pods include the Mountain Village area (Pods A and B-1), the Daly West area (Pod B-2), and the Northside Neighborhood (Pod D). These pods conform to those sites identified in the Annexation Resolution: Development Agreement for Flagstaff Mountain, Bonanza Flat, Richardson Flat, the 20-acre Quinn's Junction Parcel, and Iron Mountain (Park City Municipal Corporation Ordinance no. 99-30) hereafter referred to as the Development Agreement. It should be noted that ownership of the portion of the Plan Area lying outside of the development pods will ultimately be conveyed from United Park City Mines Company to Deer Valley Resort.

Within the Plan Area, native vegetation comprises a mosaic of quaking aspen and coniferous (primarily Engelmann spruce, subalpine fir, and Douglas fir) forests, Gambel oak, and mountain shrub communities. A few natural meadows occur in the area and are characterized by a variety of native grasses and wildflowers. Wet areas are dominated by willows, sedges, and rushes. Rock outcrops occur on the eastern boundary of Pod D and along the ridge line at the head of Empire Canyon.

Some of the most notable features of the Plan Area are, however, of human origin. Large piles of mine waste rock, or overburden, are located in the FMR Plan Area. These features consist predominantly of un-vegetated grayish-white crushed rock associated with the former Flagstaff, Little Bell, Quincy, Anchor, and Daly West Mines. Ski lifts and runs are another notable human-made feature of the Plan Area. Within the Flagstaff Mountain portion of Deer Valley Resort, there are six existing ski lifts and approximately 36 ski runs, many of which have been cut through forest stands, graded, and seeded with non-native grasses and forbs. Four additional lifts are currently planned for Flagstaff Mountain. One of these will serve the ski-in/ski-out needs of Pod A, one will access existing terrain between the Red Cloud and Northside Lifts (Ski Pod D), and the other two (Ski Pods X and Z) will access new intermediate and advanced ski terrain in Empire Canyon.

1.2 Trail Planning Goal and Objectives

The goal of this document is to establish guidelines to maintain and enhance public access and provide quality public recreation opportunities for hikers, mountain-bikers, and equestrians by guiding the prioritization and development of trail facilities while ensuring the protection of key environmental and wildlife amenities at Flagstaff Mountain Resort.

Any trails or portions of trails that must be closed as a result of development will be rerouted prior to their closure. Thus, trail continuity will be maintained during and after construction. While it may not be possible to recreate the quantity of trails following development, it is the intent of FMP to maintain and, where possible, enhance the quality of the trail experience within the Plan Area. There may be periods during construction when portions of trails must be closed due to the presence and operation of heavy equipment and associated safety concerns. In these cases, notice of trail closures will be publicized at trailheads and via radio announcements. The duration of such trail closures will be minimized. Where and when feasible, temporary trail detours will be established to maintain trail continuity during closures.

In order to comply with the Development Agreement and meet the needs of current and future recreationists, FMP will follow the recommendations outlined in this report. This Trails Master Plan will guide the development and maintenance of trail facilities within the Plan Area. The master plan provides an inventory of existing trails and a conceptual layout of future trails and trail reroutes. Trail design standards and management are also described. As per the Development Agreement, this plan has been submitted to the Park City Community Development Department as a portion of the Large Scale Master Plan Development submittal for Flagstaff Mountain Resort. Details of the plan (e.g., the design of trail relocations and road crossings) will be refined as part of subsequent MPD submittals and, ultimately, the Conditional Use permitting for the individual development projects. Details of trail head design, parking and access will be determined at the subsequent MPD permit level.

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A requirement of the subsequent MPDs and CUPs will be that all trails will be surveyed after construction and the location will be submitted to the Community Development Department. The maintenance of the trails as described in the survey will be the responsibility of the underlying landowner to the standards described in this report, and will become a condition of the respective approval. Where the trails fall within a subdivision they will be platted Rights of Way on the final subdivision map dedicated to the City. Trails can be relocated as an administrative action at the mutual consent of the landowner and the City provided that the relocation meets the Goals and Objectives of this Plan. Relocation of Trails throughout the Open Space zones will be required from time to time in order to manage the multiple uses and changes to the operation of the Ski Area or management of the protected open space that would be expected to occur over time.

2.0 INVENTORY OF EXISTING CONDITIONS & INFORMATION

2.1 Existing Trail Recreation Opportunities

Currently, the roads and trails of the Plan Area exhibit a range of non-motorized uses. Several locations within the Plan Area are favored for equestrian and pedestrian uses and mountain biking. Off-road vehicles (ORVs) and high-clearance four-wheel drive vehicles have utilized the Plan Area in the past but public recreational use of these vehicles is currently prohibited. During the winter, alpine skiing and some backcountry skiing and snowshoeing are the preferred trail uses. Residents of Brighton Estates enjoy snowmobile access through Flagstaff Mountain Resort but recreational use of snowmobiles is discouraged within the Plan Area. The distribution of trails and trailheads is discussed in the following section.

2.2 Existing Trails and Trailhead Facilities

Numerous trails currently exist within the Plan Area. These include improved roadways, jeep trails, single-track trails, and undeveloped game trails. Many of the undeveloped trails are used on a limited basis by local hikers and equestrians. Other trails receive more frequent use and are recognized as serving a broader spectrum of public use. In an attempt to provide a current inventory, existing trails identified by Deer Valley Resort, the 2000 Hiking/Biking Trail Map, and recent field surveys, are displayed in Figure 2. Table 1 identifies and provides information on all of the named trails within the Plan Area. Where trail distance data was available from Deer Valley Resort, this information was included. It should be noted, however, that the Plan Area contains several unnamed trails and trails with no distinct starting and ending points. Thus, while the information on existing trails presented here is the best available at this time, it should not be considered a comprehensive inventory of trails within the Flagstaff Mountain Plan Area.

2.3 Empire Canyon Survey Results

A survey of trail users regarding trail usage was conducted in 1999 by United Park City Mining Company (UPCMC) (Appendix A). Of the 41 respondents, it is unknown how many were mountain bikers versus hikers or equestrians. The survey yielded the following results:

Seventy-six percent of the respondents hike, snowshoe, ski, or bike on trails at least once a week in Empire Canyon;

- Eighty-five percent of the respondents were at least somewhat concerned about access to trails due to UPCMC development plans;
- Eighty-five percent of the respondents do not want a paved trail connecting Park City's Old Town area to the Empire Canyon area;

1203

- Seventy-seven percent of the respondents felt that there should not be a separation of trails for hikers and bikers;

- Seventy-seven percent of the respondents felt that motorized uses were either not at all compatible with existing trail uses in Empire Canyon or compatible only on separate trails;

- Fifty-one percent of the respondents felt that there should be at least some increased signage within the Plan Area; and

- Fifty-five percent of the respondents do not think that trash receptacles should be placed throughout the Empire Canyon trail network.

2.4 Related Trail Planning Efforts

2.4.1 Deer Valley Resort

Deer Valley Resort has developed a brochure and map that describes twenty hiking and mountain biking trails in and around Flagstaff and Bald Mountains. Trail difficulty ranges from beginner to expert. Trail distances range from ½ mile for the "G.S. Trees" Trail to 9 miles for the "TG" Trail. A majority of the established trails are designed for mountain biking use only (trails originating from Bald Mountain are exclusively for biking with the exception of the Hiking Trail), four of the trails are shared hiking and biking use, and one has been set aside for hikers only.

2.4.2 Park City Mountain Resort

Although Park City Mountain Resort (PCMR) does contain a summer trail system, according to Rick Silver, trail manager at the resort, a trail-planning document has not been written for PCMR.

2.4.3 Bonanza Mountain Resort

This is a proposed four-season resort development located just south of the FMR Plan Area in Wasatch County. Public trails in this system will likely interconnect with trails in Wasatch Mountain State Park, Park City Resort, Wasatch-Cache National Forest, and Flagstaff Mountain Resort.

2.4.4 Summit County

Summit County has produced a map entitled "Snyderville Basin Recreation District Trails Master Plan." The intent of the map is for master planning purposes only. The map is intended to minimize adverse impacts to the environment and adjacent private property. Trail corridors may vary to avoid natural resource constraints such as wetlands and steep slopes. The primary link between the Snyderville Basin Trails Plan and this plan is the proposed Mid-Mountain (8,000-foot) trail. This trail is described in more detail in Section 3.2.2, below.

2.4.5 Mountain Trails Foundation

The Mountain Trails Foundation assisted in development of the Snyderville Basin Recreation District Trails Master Plan, which includes areas in unincorporated Summit County. The Mountain Trails Foundation also participated with Snyderville Basin Recreation District and Park City in developing the 2000 Hiking/Biking Trail Map. This map is the most comprehensive and widely distributed documentation of trails in the Park City area. The 2000 Hiking/Biking Trail Map was initially used for depicting existing trails within the Plan Area (Figure 2). This coverage was subsequently revised with input provided by John Gonthier of Rocky Mountain Trails Design for the Empire Canyon portion of the Plan Area. Troy Duffin, Executive Director of the Mountain Trails Foundation, has also been instrumental in the development of the Flagstaff Mountain Resort Trails Master Plan.

3.0 MANAGEMENT PLAN

The intent of the Flagstaff Mountain Resort Trails Master Plan is to provide an array of publicly accessible, non-motorized trail experiences for a variety of trail users of different skill levels on a trail system that is well-linked to destinations beyond the boundaries of the Plan Area. Minor upgrade or development of two trailhead areas is proposed. No overnight camping facilities or designated trail-based picnic areas are being considered. The network of trails evaluated under this plan include beginner to expert mountain biking, hiking, and equestrian trails. While there is and will continue to be snowshoeing and cross-country skiing within the Plan Area, these activities are largely independent of the summer trail system. With the exception of resort maintenance and management uses, snowmobiling and other forms of motorized trail use will be discontinued within the Plan Area.

One of the most important components of the Trails Master Plan is the location of the designated trailhead facilities. All of the trails discussed in this plan are accessible from four identified trailhead locations. These trailheads are integral to the plan's phasing and implementation.

The following section presents the key elements of the trails plan. Some of the proposed trail alignments will require further coordination with adjacent landowners or Deer Valley Resort prior to development.

3.1 Trailheads

This section includes a discussion of trailhead opportunities and constraints with regard to public access (traffic and parking), viewsheds, historic sites, environmental protection, and a description of proposed uses and improvements recommended for each trailhead.

3.1.1 Empire Canyon

Currently, the primary users of the Empire Canyon trailhead (located at the top of Daly Avenue) consist of hikers and mountain bikers. The area is also popular for snowshoeing and cross-country skiing in the winter. No improvements, such as developed parking or interpretive facilities, are currently located at the trailhead. This trailhead is the starting point for the Lower des Suds hiking/biking trail and it serves as an access point for many other trails including Grave Digger, King Road, Daly Grind, Tour des Suds, Black Forest, Jurassic Park, Powerline and others.

While there is space for several cars to park along the sides of Daly Avenue near its terminus at the existing gate, there is not a developed parking area at the Empire Canyon trailhead. FMP will construct improved parking and trailhead facilities at this site. These improvements would clearly delineate the beginning of a trail and would concentrate automobile traffic. Trash cans and trail maps placed on a kiosk are other possible improvements for this trailhead. Several abandoned mine facilities lie in close proximity to the proposed trailhead. The Judge Mill and Tunnel, Alliance Mine and Tunnel, Explosive Bunker, and the Anchor Tunnel are all within a half-mile of the trailhead. Given the inherently unsafe conditions of these facilities, the trailhead will display caution signs regarding the old mines. For more information about safety issues and cautionary signage, please refer to the "Treatment Plans" section of the *Historic Preservation Plan for the Proposed Flagstaff Mountain Resort.*

3.1.2 Ontario Mine

There is no existing trailhead in the vicinity of Ontario Mine. Thus, the Ontario Mine Trailhead would be constructed in conjunction with the development of Flagstaff Mountain Resort. The trailhead would be located at approximately 7,700 feet elevation near the entrance to the old "Silver Mine Adventure." Parking for six vehicles will be provided at this trailhead. The Ontario Mine Trailhead will provide access to the Petty Coat Junction and Tour de Suds trails and thereby interconnect with both the Flagstaff Mountain Resort and Deer Valley Resort trail systems.

3.1.3 Guardsman Saddle

This trailhead is located at approximately 9,000 feet on the Summit County/Wasatch County line adjacent to Guardsman Pass Road. Currently, the primary users of the Guardsman Saddle trailhead consist of hikers and mountain bikers. Due to winter road closures, this trailhead is inaccessible (except by snowmobile) during the winter. While there is not a developed parking area at this trailhead, there is space for approximately eight cars to park along the sides of the road. This trailhead is an access point for the Tour des Suds, Game, and T.G., T.G. 1, and T.G.2 hiking/biking trails.

FMP will construct improved parking and trailhead facilities at this site. These improvements will clearly delineate approved trail access points and would minimize ground disturbance caused by unauthorized parking. Trash cans and trail maps placed on a kiosk are other possible improvements being considered for this trailhead.

3.1.4 Development Pods

Trailheads at each of the four development pods will provide access to several existing, rerouted, and new trails within the Plan Area. The development pods will not include public parking areas and will thus primarily serve as trailheads for resort residents only.

3.1.5 Other Existing Trailheads

The following areas have historically served as popular trailhead locations. The Silver Lake trailhead is located outside of the Plan Area at the base of Deer Valley Resort's Sterling Lift. Current use is primarily during late spring, summer and fall. This trailhead provides access to several trails originating from Deer Valley's Bald Mountain including Homeward Bound and Deer Camp. Deer Valley Resort provides lift service for mountain bikers on the Sterling Lift.

Parking facilities for the Silver Lake trailhead currently include three lots. Approximately 75 public parking spaces are available in the underground Silver Lake Village parking garage which allows for free summer season parking. A nearby outdoor lot provides an additional 50-60 spaces on a temporary basis (this lot is on property that will ultimately be developed). Deer Valley Resort also owns an additional 125 parking spaces in the Chateaux at Silver Lake parking garage. Improvements during the summer of 2000 will make this latter space unavailable during this time. It is slated to reopen to the public in 2001. Deer Valley Resort is planning to provide additional underground parking spaces in this area in the future.

Deer Valley's Snow Park Lodge serves as another trailhead. According to the Deer Valley Resort Summer 2000 hiking/biking map, one recognized expert trail, the Four Point Trail, links Snow Park Lodge with Silver Lake Village.

3.2 Trails

3.2.1 Existing Trails

Several existing trails have been documented within the Plan Area. Table 1, below, lists the existing trails within the Plan Area that have been identified by Deer Valley Resort and the 2000 Hiking/Biking Trail Map. Starting and ending elevations and some distance measurements were determined using ArcView GIS software. Where possible, distance measures were derived from Deer Valley Resort's trail map. Where trail data was unavailable, table entries read "n/a."

TABLE 1
Existing Trails Within and Adjacent to the Plan area

No.	Trail Name	Starting Elevation (ft)	Ending Elevation (ft)	Distance (miles)	Difficulty[1]
1	Nail Driver	9,281	8,402	2.9	I
2	Homeward Bound	9,281	8,130	3.0	I/E
3	Super G Trees	8,993	8,875	0.8	I
4	G. S. Trees	8,858	8,701	0.5	I
5	Aspen Slalom	9,183	8,733	2.0	E
6	Twist & Shout	8,707	8,478	0.3	E
7	Deer Camp	9,006	8,793	2.0	I/E
8	Flagstaff Loop	8,927	8,789	4.0	I/E
9	Lower des Suds/Tour des Suds/Chainless Downhill	7,329	9,281	6.0	I/E
10[2]	McHenry's Practice Loop	8,087	8,083	0.5	B/I
11[2]	Sultan Road	8.083	7,907	0.9	B
12	Uphill Route	9,231	8,087	1.8	I
13[2]	Hiking Trail	8,130	9,281	2.0	I
14[2]	Four Point Trail	8,087	n/a	0.5	E
15	Team Big Bear	8,248	8,986	2.0	I
16	Ontario Loop	8,914	8,904	0.3	E
17[2]	Freestyle	8,733	8,425	0.3	E+
18	TG Trail	8,820	8,000	9.0	E
19	Sunset	9,153	8,396	2.5	I
A	Bed Springs	8,361	8,086	0.6	E
B	Bomber	8,329	8,093	0.2	E
C	Daly Grind	7,720	9,210	n/a	I
D	Detour des Suds	8,368	8,293	0.3	E
E	Game Trail	8,865	9,258	1.0	I
F[2]	Grave Digger	7,606	7,743	1.0	I
G[2]	Black Forest	8,963	7,701	1.5	E
H	Sams/John's 99	8,198	8,129	2.5	I
I	Jurassic Park	8,087	7,926	1.0	I
J	Lower Speedbag	7,756	8,212	0.7	E
K	Missing Link	8,378	8,459	0.5	I
L	Ore Cart/Upper Speedbag	8,325	7,838	0.7	E
M	Petty Coat Junction	8,012	8,054	0.4	E
N[2]	Powerline Downhill	8,257	7,616	0.9	I
O	Prospect Ridge	7,884	7,299	0.7	I
P[2]	SST	7,697	8,350	0.3	E
Q	Shovel	8,212	8,386	0.3	E
R	TG I	8,560	8,861	1.0	I
S	TG II	8,448	8,560	0.9	I

[1] Difficulty: B= Beginner, I = Intermediate, E = Expert

[2] Trails connected to the Flagstaff Mountain Trails Network but located outside of the Plan Area.

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3.2.2 Future Trails

A few existing trails will be modified as a result of development. These include the Ontario Loop, Bed Springs, Tour de Suds, Team Big Bear, Jurassic Park, and Petty Coat Junction trails. The general designs of these modifications are shown in Figure 3.

New trails to be developed in accordance with this master plan include the 8,000-Foot or Mid-Mountain Trail which has been proposed for development by the Snyderville Basin Recreational District. This trail is proposed to start near the Winter Sports Park and extend to Silver Lake Village. Near the Plan Area, this trail would run from PCMR's Maintenance Area to Silver Lake Village, a length of approximately four miles (Figure 3). One of the main objectives in the design of this trail is to maintain an elevation as close as possible to the 8,000-foot contour (with minor exceptions due to local terrain features and the avoidance of development pods) so that it will remain a beginner-level trail throughout its entire length. This trail will extend through the Plan Area in the approximate location as shown on Figure 3. Other new trails are proposed to be constructed on the east side of Pod A, around Pod D, and over the top of Flagstaff Peak (Figure 3). These include approximately two and a half miles of beginner trails, three and one-third miles of intermediate trails, and one-half mile of expert trails.

Development of the Mountain Village (Pods A, B-1, and B-2) and Northside Neighborhood (Pod D) will not result in the permanent closure of any major trails. Existing trails that cross through one or more of the proposed development pods will be rerouted around the perimeter of the pod if it is not feasible to retain them in place.

Development of the pods and infrastructure will result in permanent rerouting of the following trails:

- Pods A & B-1 and associated infrastructure will reroute portions of Lower des Suds;
- The new Guardsman Road and Pods B-1 & B-2 will reroute the Bed Springs trail;
- Pod D will reroute portions of the Flagstaff Loop, Ontario Loop, Team Big Bear and Tour des Suds trails.

3.3 Phasing of Plan Implementation

Phasing of trail rerouting and construction will take place over a five-year time period beginning in the late summer and fall of 2001 and extending into the fall of 2004. The infrastructure (roads and utilities) for Pods A, B-1, and B-2 will be in place by 2002. All trails crossing through the construction zones of these three development pods will be permanently rerouted during the 2001 and 2002 construction seasons.

The water and high-pressure natural gas lines extending from Silver Lake Village to Pod B-2 will cause intermittent closure of the Tour des Suds Trail where it coincides with the Banner Trail and Team Big Bear and where it crosses the existing access road to Pod B-1. These closures are expected to last no more than one or two days and the public will be notified of their closure via radio (Troy Duffin of the Mountain Trails Foundation will provide information to the public every Friday morning on KCPW 91.9 FM), newspapers, and detour signs posted at trailheads. A variety of alternate routes exist and brief closures of portions of this trail due to the installation of water and gas lines are not expected to be a problem.

The design and construction of the Mid-Mountain Trail are expected to be completed in the summer of 2001. This trail is expected to play a pivotal role in linking the existing Empire Canyon trails (e.g., Daly Grind, Tour des Suds) with other Northside trails (e.g., Team Big Bear) and Silver Lake Village following the initiation of construction within Pods A, B-1, and B-2.

Construction of the new Flagstaff Mountain Resort road system will begin in the summer of 2001. These roads and development of Pods A, B-1, and B-2 will necessitate the permanent relocation of portions of the Tour des Suds, Chainless Downhill, and Bedsprings Trails. Relocation of these trails may begin as early as fall of 2000 and be completed at the end of the construction season in 2002. Construction of these trails will be completed prior to construction-related closures of existing trails.

Although subject to a yet-to-be-approved phasing plan, the construction of roads and utilities between Pod B-2 and Pod D is scheduled to begin in 2003 and be completed in 2004. Accordingly, trails currently located within Pod D will be reconfigured and/or relocated as shown in Figure 3 during the 2002-2003 construction seasons. Additional beginner-level trails shown in Figure 3 will be constructed in 2004.

As stated in Section 1.2 Trail Planning Goals and Objectives, any trails or portions of trails that must be closed as a result of development will be rerouted prior to their closure. Trail continuity will, therefore, be maintained during and after construction. While it is the intent of FMP to maintain and, where possible, enhance the quality of the trail experience within the Plan Area, there may be periods during construction when portions of trails must be closed due to the presence and operation of heavy equipment and associated safety concerns. In these cases, notice of trail closures will be publicized at trailheads and via radio announcements. The duration of such trail closures will be minimized. Where and when feasible, temporary trail detours will be established to maintain trail continuity during closures.

3.4 Erosion Control

The potential for erosion will be addressed during trail layout and construction. Soil type, slope, and impacts to the slope from human and/or wildlife use affect erosion potential. Characteristics of areas vulnerable to soil erosion include poorly drained soils with a high clay content, steep slopes, and areas experiencing high equestrian and mountain bike use. The Plan Area has a wide variety of soil conditions including some soils susceptible to erosion on steep slopes in areas that are used by OHVs, mountain bikes and equestrians. Generally, the slope soils are very shallow in the Plan Area and, therefore, are highly susceptible to erosion and gully formation. Soil analyses and other special precautions, such as the installation of switchbacks and rolling dips, will be taken on a site-specific basis where necessary to minimize erosion during the construction and use of new and rerouted trails.

3.5 Safety

Safety issues to be addressed within the Plan Area include the potential for human injury due to exposed, rocky, steep terrain; mine hazards; extreme seasonal weather; avalanche; and interface involving hikers, bikers, or equestrians with each other and with wildlife (e.g., moose). FMP will provide adequate information on trail conditions and suggested uses to recreationists before they enter the trail network in order to minimize these problems. During trail design, layout, and construction, FMP will ensure the maintenance of adequate sight distances to minimize the potential for collisions at trail intersections.

3.6 Trail Conflict Management

Equestrians, bikers, and hikers have different requirements for making their trail use experience enjoyable. These requirements can be in direct conflict with other user needs. These conflicts will be minimized by educating users as to proper trail etiquette through the use of signs and literature. Bikers will be informed to yield to hikers and equestrians, and hikers will be instructed to yield to equestrians. In addition, passing will occur on the left and the person passing will give adequate warning to the person he or she is going to pass. One way to avoid conflicts between users is to designate specific trails for specific uses. Given the results of UPCMC's Empire Canyon Survey (see Section 2.3, above), however, FMP does not propose to segregate trail uses. Nevertheless, as some trails are more desirable for a particular use, users may separate themselves out accordingly. For example, bikers cannot travel over as steep and rugged terrain as hikers, so they may avoid the higher gradient trails. Hikers generally do not cover as much ground as bikers or equestrians and are, therefore, likely to stay on shorter trails. Development of a varied trail system can help separate users in this manner.

Trail design will address the tendency for recreationists to wander off the designated pathway. Keeping people on the trail has always been a challenge to trail planners. Some trail users are not satisfied with existing trails and feel the need to explore on their own. Others may simply be trying to find a shortcut to a desired destination. In either case, disruptions to the environment can be significant, particularly impacts to wildlife and vegetation. Choosing appropriate trail alignments, proper switchback construction, defining the trail well, and educating users about the impacts of off-trail use will help to alleviate this problem. Ideally, desirable destinations should not be visible along the entire length of the trail unless there is only one way to reach that destination. Long switchbacks up a steep open slope can encourage shortcutting the switchbacks. Instead, where possible, new trails will be routed through terrain or vegetation that does not provide constant visual access to a destination. Although the Forest Service has developed switchback construction guidelines that help to reduce shortcutting, education is likely to be the best approach for keeping people on the trail. Signage and information materials given to resort visitors will discourage people from disturbing wildlife and creating erosion problems by shortcutting. Boulder or log piles may be used to restrict recreationists from accessing unauthorized trails.

Sufficient parking facilities and trail access are important considerations for trail design. If the parking area is difficult to access, the trail will not be utilized or makeshift parking areas will develop. However, limited parking can also serve to restrict the number of recreationists using a certain trail or trailhead, which may be desirable in some of the more sensitive areas.

Within the portions of Deer Valley Resort that have been developed for downhill skiing, winter use of trails by snowshoers, cross-country and backcountry skiers has the potential to generate conflict with alpine skiers and resort maintenance personnel. Wintertime public access to these areas will thus be coordinated with and governed by Deer Valley Resort in order to ensure adequate safety to skiers and trail users.

3.7 Trail Management and Maintenance

This section designates responsibility and tasks associated with general trail management and maintenance activities.

Trails within the Plan Area will be managed jointly by Deer Valley Resort, FMP, Snyderville Basin Recreation District, and possibly the Mountain Trails Foundation or other volunteer efforts. Deer Valley Resort's maintenance efforts will focus on the trails that are of easy and intermediate difficulty and are linked with other major regional trails. FMP's focus will be on trails immediately adjacent to and connected with the development pods. The Snyderville Basin Recreation District will be responsible for maintenance of the proposed Mid-Mountain Trail. The Mountain Trails Foundation and associated volunteer efforts may focus on the smaller, more difficult trails in the area. Table 2, below, summarizes these maintenance duties.

TABLE 2 *Summary of Proposed Trail Maintenance within the Plan Area*	
Maintenance Entity	**Proposed Maintenance Areas**
FMP	Trailheads at the development pods, trails leading to existing trails from the development pods
Deer Valley Resort	Trail heads and primary trails such as Tour des Suds, Daly Grind, and Team Big Bear (See Deer Valley Summer 2000 pamphlet)
Snyder Basin Recreation District	Mid-Mountain Trail
Volunteers and/or Mountain Trails Foundation	Historically popular trails and more difficult trails such as TG-I and TG-II, Ore Cart, Lower Speedbag, Black Forest

An appropriate agreement will be executed between Deer Valley Resort, FMP and Park City that preserves the right of the public to enjoy trail use in perpetuity throughout the Plan Area.

4.0 RECOMMENDED STANDARDS FOR TRAIL DESIGN

4.1 Criteria for Trail Design

Constraints of trail design include the need to utilize existing topography, minimize the potential for erosion, provide for the safety of users, adhere to appropriate construction standards, minimize user conflicts and off-trail use, and provide adequate access to the trailheads.

Trail design must incorporate existing topography while providing terrain for a variety of users. This means using available meadows, basins, benches, saddles, and ridges over different trail distances to provide for beginner to expert skill levels. This would include the range from a short, low-gradient walking trail easily accessible at low elevations, to longer high elevation trails requiring advanced technical hiking, mountain biking, or equestrian skills. The following standards for trail design are broken down for each of the identified user groups.

4.1.1 Pedestrian/Hiking Trails

While it is FMP's intention to provide multiple use trails, to the extent that any future trails not covered in the current plan are designed exclusively for hiking use, these trails will conform to the following standards.

4.1.1.1 Trail Surface

In most circumstances, trails will be a natural dirt surface, compacted during construction. Width of trails will be four feet to six feet depending on anticipated use. In general, a two percent cross slope will be provided on all trails. Rolling dips and drains will be installed as necessary to protect the trail from erosion and to minimize the trail's ability to capture small drainages crossing the trail. Where perpetually moist areas exist, gravel surface or elevated gravel trail segments may be required.

4.1.1.2 Difficulty Standards

Table 3 presents the general standards adapted from those used by the Forest Service in designing and designating hiking trails for different uses and ability levels.

TABLE 3 *Hiking Trail Design Guidelines*			
Activity	**Level**	**Maximum Grade (%)**	**Length of Maximum Grade (Feet)**
Hiking	Beginner	20	100
	Intermediate	30	300
	Expert	30	500

4.1.1.3 Other Considerations

Family-oriented trails will not exceed the easiest hiking standards. Average trail gradient for these trails will not exceed seven percent. Trails such as the proposed Mid-Mountain Trail will be constructed to this standard. However, for trails in the most difficult category, average gradient is not necessarily a good indication of how steep the trail gets. It is, therefore, important to keep in mind that maintenance and construction costs are higher for trails with steeper sections, even if they possess the same average gradient as other, less difficult trails. In addition, the potential for resource damage and visual impacts is greater on steeper trails.

4.1.2 Equestrian Trails

It is important to note that FMP will not be developing new equestrian trails nor promoting equestrian use in general within the FMR Plan Area. Equestrian trail design guidelines are, therefore, presented here primarily for completeness and for guiding the maintenance of existing equestrian trails where appropriate.

4.1.2.1 Trail Surface

In most circumstances, trails will be a natural dirt surface, compacted during construction. Width of trails will be four feet to eight feet depending on anticipated use. In general, a two percent cross slope will be provided on all trails. Rolling dips and drains will be installed as necessary to protect the trail from erosion and to minimize the trail's ability to capture small drainages crossing the trail. Where perpetually moist areas exist, gravel surface or elevated gravel trail or wood bark segments may be required.

4.1.2.2 Difficulty Standards

Table 4 presents the general standards adapted from those used by the Forest Service in designing and designating equestrian trails for different ability levels.

TABLE 4 *Equestrian Trail Design Guidelines*			
Activity	**Level**	**Maximum Grade (%)**	**Length of Maximum Grade (Feet)**
Equestrian	Beginner	15	200
	Intermediate	25	300
	Expert	30	500

4.1.3 Mountain Biking Trails

4.1.3.1 Trail Surface

Single-track, unpaved trails characterize the majority of trails in the Plan Area. In most circumstances, trails will be a natural dirt surface, compacted during construction. Width of trails will be three feet to six feet and, in general, a two percent cross slope will be provided on all trails to prevent water from ponding on the trail surface. Rolling dips and drains will be installed as necessary to protect the trail from erosion and to minimize the trail's likelihood of capturing small drainages crossing the trail. Where perpetually moist areas exist, a gravel surface or elevated gravel trail segments may be required.

4.1.3.2 Difficulty Standards

Table 5 presents the general standards used by the Forest Service in designing and designating mountain biking trails for different uses and ability levels.

TABLE 5 *Mountain Biking Trail Design Guidelines*					
Activity	**Level**	**Maximum Grade (%)**	**Length of Maximum Grade (Feet)**	**Maximum Sustained Grade (%)**	**Turning Radius (Feet)**
Biking	Beginner	10	100	7	15
	Intermediate	20	100	10	10
	Expert	≤30	200	15	6

4.1.3.3 Other Considerations

Trails with long straightaways can lead to excessive speeds, and these trails will provide a good line of sight so there are no blind corners. Orange trail signs will be used since mountain bikers tend to see these signs better than the less obtrusive, brown carsonite signs. Orange signs allow bikers to make trail choice decisions more efficiently with minimal stop/start and backtracking action. An average overall trail gradient of three to four percent is recommended for the easiest mountain bike trails.

4.1.4 Cross-country Skiing/Snowshoeing

FMP will not be providing maintained cross-country skiing/snowshoeing trails within the Plan Area. While these activities are certainly permissible within the Plan Area, trail breaking and maintenance will be the responsibility of individual back-country recreationists.

5.0 RELATED PLANNING DOCUMENTS

5.1 Flagstaff Mountain Resort Open Space Plan

The Open Space Management Plan has been prepared in accordance with the Flagstaff Mountain Resort Development Agreement. The goals and objectives of open space planning are discussed. An inventory of existing conditions is provided and related planning efforts are summarized. Opportunities and constraints associated with open space planning at Flagstaff Mountain Resort are discussed and Developed Recreational Open Space (DROS), Undeveloped Recreational Open Space (UROS), and Protected Open Space (POS) are identified, described, and delineated within the Plan Area. Management goals and approaches associated with the different open space types are described on both general and site-specific bases.

5.2 Flagstaff Mountain Resort Wildlife Management Plan

The Wildlife Management Plan was prepared to facilitate the preservation of wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. This plan identifies existing wildlife species and habitats that occur within the Flagstaff Mountain Resort Plan Area, and establishes management guidelines to help maintain the biotic integrity of the area while ensuring the long-term attractiveness and marketability of the proposed developments.

5.3 Deer Valley Resort Trails Plan

Deer Valley Resort's Trails Master Plan is a component of its open space management plan. Trails within the Deer Valley ski area or on non-development lands controlled by Deer Valley are the subject of this plan.

Trail maintenance of the biking and pedestrian trails within the Deer Valley ski area or on other non-development lands controlled by Deer Valley is the responsibility of Deer Valley. Maintenance of these trails includes erosion control and prevention.

Deer Valley permits public use of the hiking and biking trails designated on its Trails Master Plan for no fee or charge. Use by the public will be subject to reasonable rules and regulations established from time to time by Deer Valley.

Deer Valley's trail use rules and regulations are intended to and may, among other things:

1. Minimize conflict between trail uses;
2. Prevent abuses and allow for exclusion of abusing parties at the discretion of Deer Valley;

3. Provide for seasonal, field condition and weather closure of trails;
4. Restrict animals; and
5. Prevent motorized vehicles other than service vehicles required by Deer Valley for maintenance and management of the area.

APPENDIX A

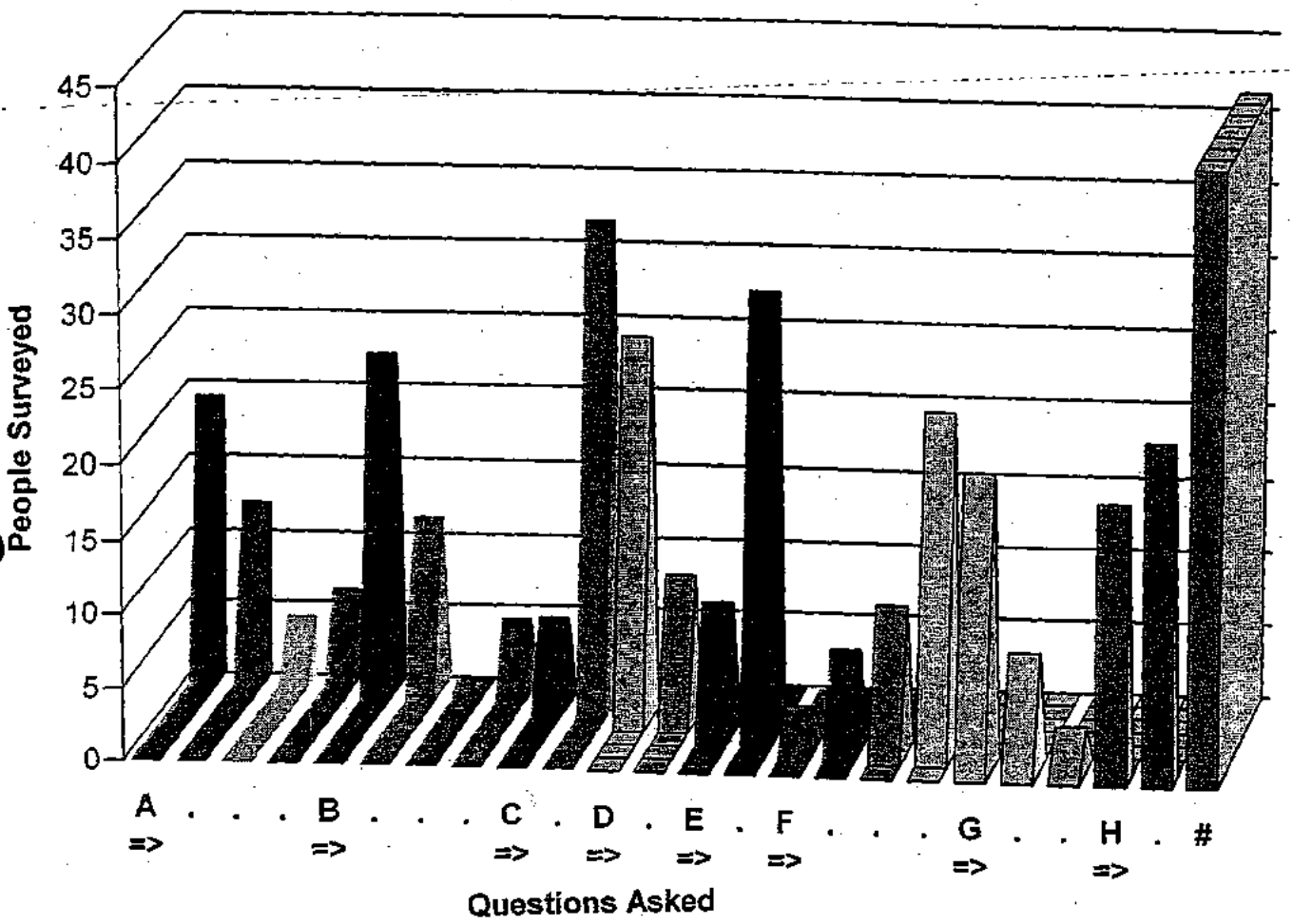
Empire Canyon Survey

EMPIRE CANYON survey

United Park City Mines Company
1999

Reference Number (For Chart)	Questions Asked
A	How frequently do you hike, snowshoe, ski, or bike on trails in Empire Canyon?
B	Are you concerned that the access you are used to will change because of the development planned by UPCMC?
C	Would you like to have a paved trail connect park city's old town area to the Empire Canyon Area?
D	Would you prefer a connection from?
E	Do you think there should be separate trails for bicyclists and Pedestrians?
F	Do you think that motorized trail use, for example snowmobiles and dirt bikes, are appropriate in Empire Canyon?
G	Would you like to see an improved signage system for the trails in?
H	Should trash receptacles be put into place in the Empire Canyon trail network

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People Surveyed
45
40
35
30
25
20
15
10
5
0
A . . . B . . . C . D . E . F . . . G . . H . #
=> => => => => => => =>
Questions Asked

Question A

HOW FREQUENTLY DO YOU HIKE, SNOWSHOE, SKI, BIKE, ON TRAILS IN EMPIRE CANYON?

MORE THAN ONCE PER WEEK	19
WEEKLY	12
MONTHLY	4
INFREQUENTLY	6

Question B

ARE YOU CONCERNED THAT THE ACCESS YOU ARE USED TO WILL CHANGE BECAUSE OF THE DEVELOPMENT PLANNED BY UPCMC?

VERY CONCERNED	23
SOMEWHAT CONCERNED	12
NOT AT ALL	1
NEED MORE INFORMATION	5

Question C

WOULD YOU LIKE TO HAVE A PAVED TRAIL CONNECT PARK CITY'S OLD TOWN AREA TO THE EMPIRE CANYON AREA?

YES	9
NO	33

Question D

WOULD YOU PREFER A CONECTION FROM:

DAILY AVE.	26
THE TOP OF PROSPECT AVE.	10

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Question E

DO YOU THINK THERE SHOULD BE SEPERATION OF TRAILS FOR BIKERS AND HIKERS?

YES	9
NO	30

Question F

DO YOU THINK THAT MOTORIZED TRAIL USE, FOR EXAMPLE SNOWMOBILES AND DIRT BIKES, IS APPROPRIATE IN EMPIRE CANYON?

VERY COMPATABLE	3
SOMEWHAT COMPATABLE	7
COMPATABLE ON SEPARATE TRAILS ONLY	10
NOT AT ALL COMPATABLE	23

Question G

WOULD YOU LIKE TO SEE AN IMPROVED SIGNAGE SYSTEM FOR THE TRAILS IN EMPIRE CANYON?

NO, I LIKE THE TRAILS THE WAY THEY ARE	20
SOME INCREASED SIGNAGE, BUT NOT MUCH	18
MUCH MORE SIGNAGE	3

Question H

SHOULD TRASH RECEPTICALS BE PUT INTO PLACE IN THE EMPIRE CANYON TRAIL NETWORK?

YES	19
NO	27

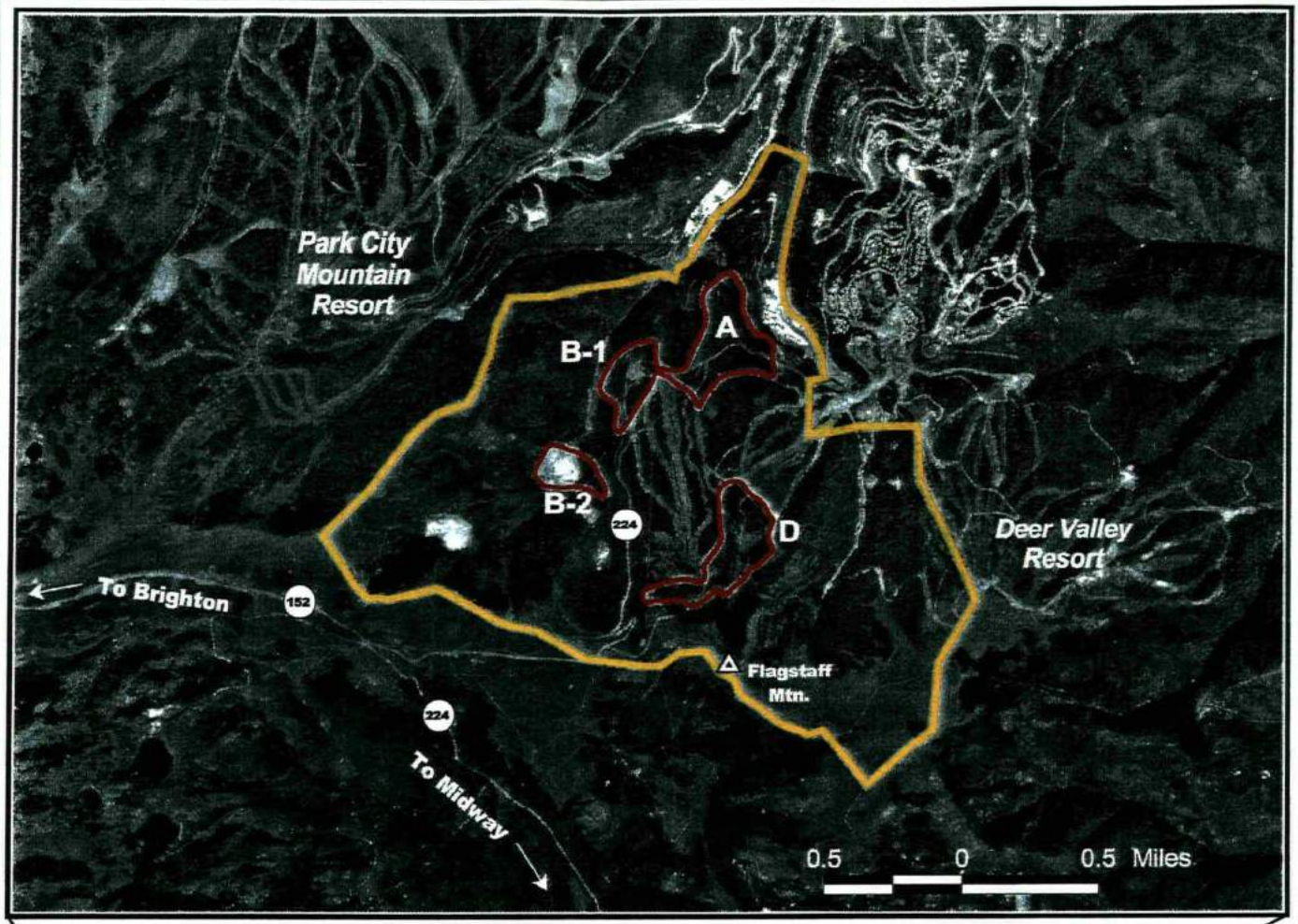
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APPENDIX B

Figures

Figure 1. Location of Plan Area
Figure 2. Existing Trails
Figure 3. Future Trails



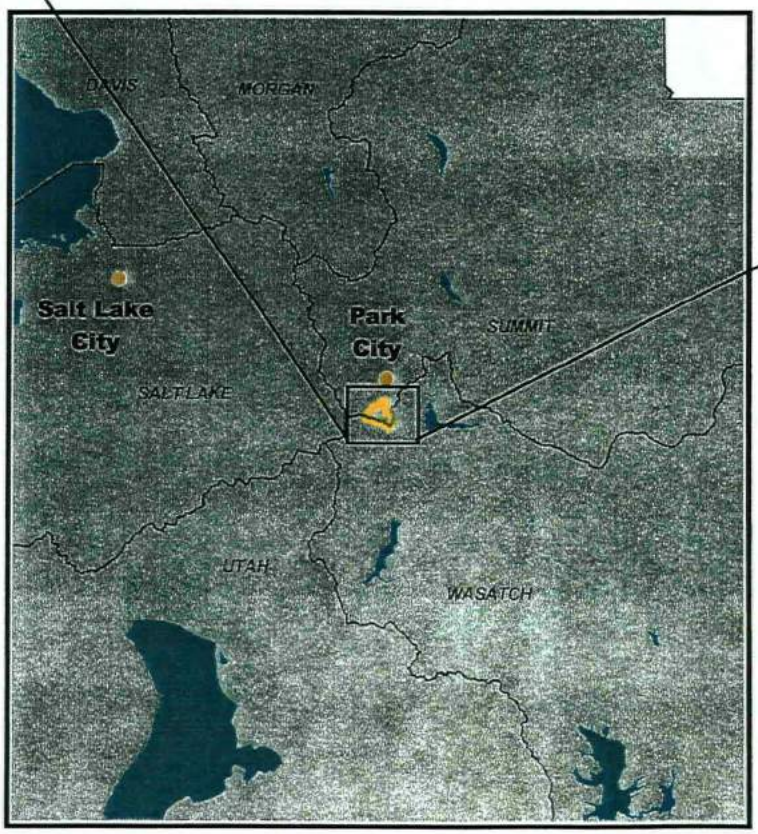
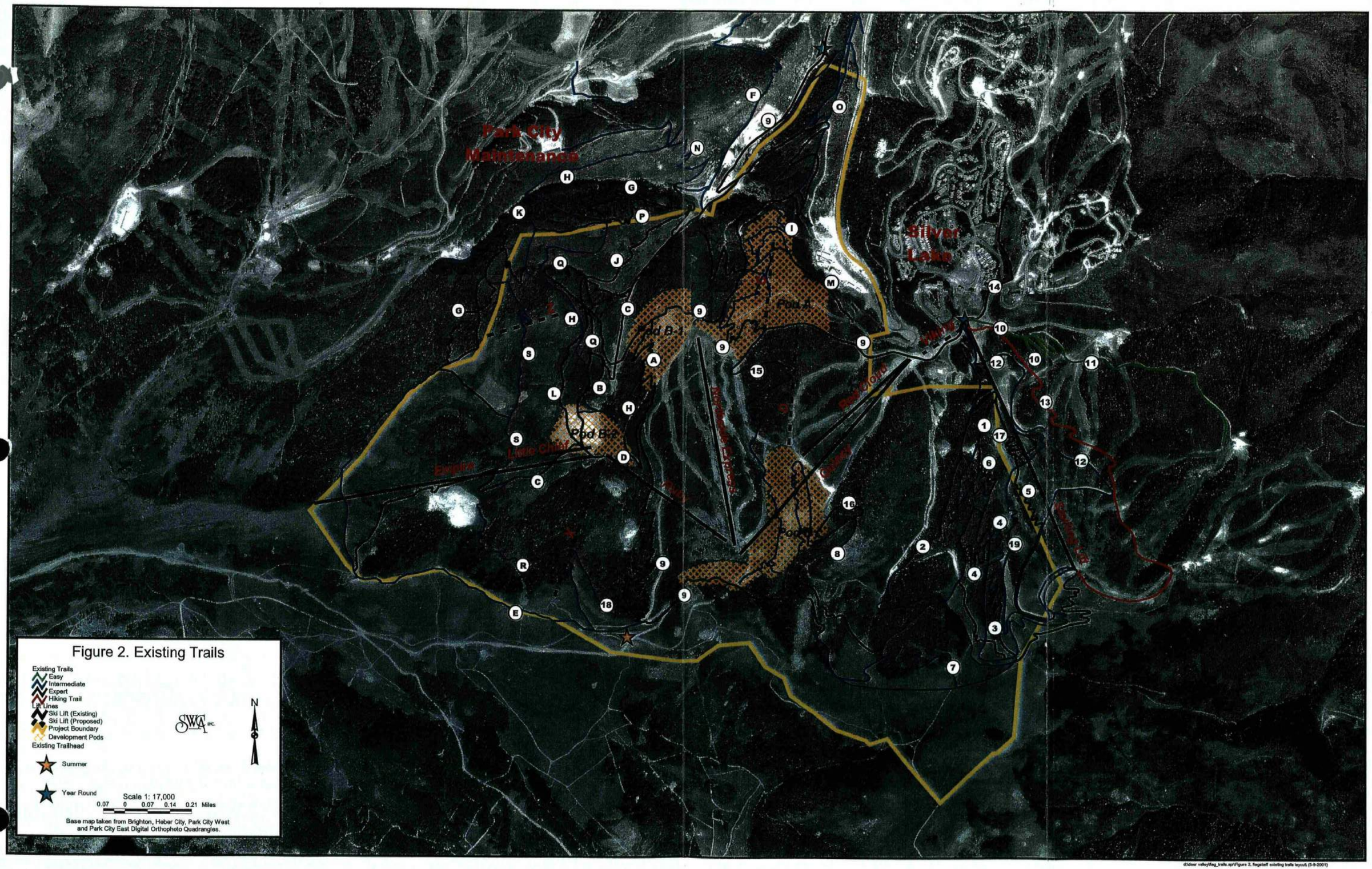


Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah.

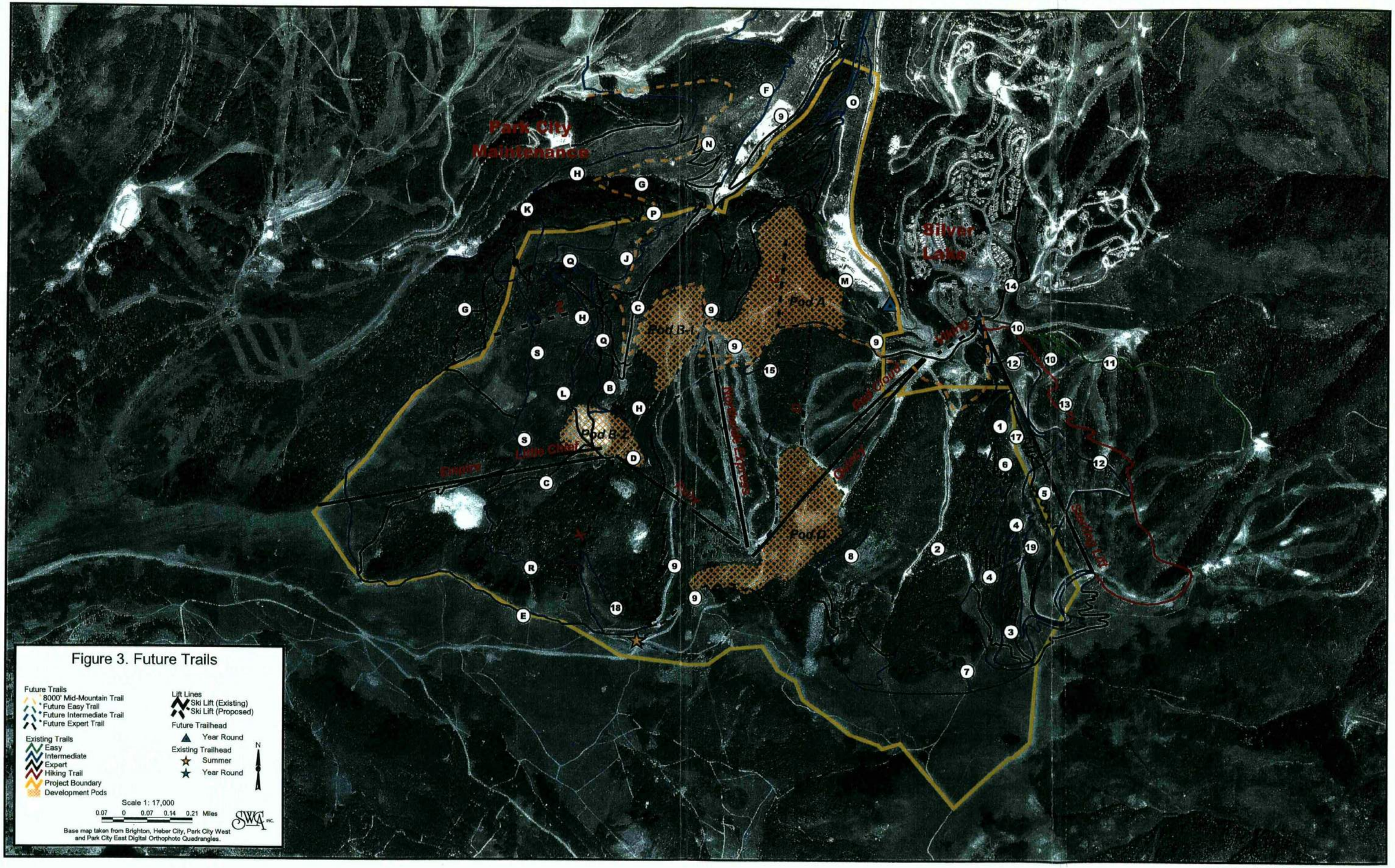
SWCA INC.

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d:\deer valley\dmb_natural.apr\Figure 1. Flagstaff Project Location Layout (10-11-2000)



d:\deer valley\flag_trails.apr\Figure 2, Regatteff existing trails layout\ (5-9-2001)



d:\deer valley\dag_trails.apr\Figure 3. flagstaff Future trails layout (5-9-2001)



FLAGSTAFF MOUNTAIN RESORT

A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

PRIVATE ROAD ACCESS LIMITATION PROCEDURES
EXHIBIT 9

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

Private Road Access Limitation Procedures
for
Flagstaff Mountain Resort
Park City, Summit County, Utah

Exhibit 9

Prepared By:

FLAGSTAFF MOUNTAIN PARTNERS (FMP)

May 2001
(Revised and Approved December 2001)

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EXHIBITS

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Exhibit B – Site Plan
Exhibit C – Existing Improvements
Exhibit D – On-Site Traffic Circulation Plan
Exhibit E – Private Road Plan

I. INTRODUCTION

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPDs are programmatic in nature and subject to refinement at subsequent Master Planned Development (MPD) or Conditional Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at the MPD or CUP stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

General Description of the Property

Flagstaff Mountain Resort ("the Resort") is an assemblage of mining claims totaling approximately 1,655 acres of land (the "Annexation Area") located at the southwestern corner of Summit County, Utah. The Annexation Area is bordered by Deer Valley Resort to the east and State Highway 224 (Marsac Avenue) to the northeast. The southern boundary coincides with the Summit County/Wasatch County line. The Park City Mountain Resort borders the Annexation Area to the west and northwest. The Resort was annexed into the corporate limits of Park City, Utah on June 24, 1999 (refer to Figure "A" attached).

The proposed areas of development will be restricted to i) the "Mountain Village" consisting of three (3) Development Pods ("A", "B-1" & "B-2") limited to a maximum of 84 acres and ii) the "Northside Neighborhood" (Development Pod "D") limited to a maximum of 63 acres (refer to Figure "B" attached).

The maximum density allowed within the Mountain Village is 705 Unit Equivalents configured in no more than 470 residential units. The residential units may be multi-family units, hotel room units or PUD units. In addition to the above-described residential units, the Mountain Village may also contain a maximum of: a) 16 single-family home sites and b) 75,000 sq. ft. of resort support commercial uses.

The Northside Neighborhood may contain a maximum of 38 single-family home sites of which 30 are currently entitled and eight- (8) are subject to further requirements under the Development Agreement.

The Annexation Area is situated on the northern slope of Flagstaff Mountain between Ontario Canyon and Walker and Webster Gulch and includes Empire Canyon. The majority of the Annexation Area is located on a general north-south oriented ridge bounded on the east by Ontario Canyon and on the west by Empire Canyon. Elevations range from 7,370 to 9,580 feet above sea level.

With the exception of the bottoms of the canyons, several high mountain meadows and land developed by Deer Valley Resort as ski area, the Annexation Area is vegetated with a mix of aspen, conifer and mountain shrubs each with its own mix of understory groundcover.

While similar to the greater Park City area in general climatic conditions, Flagstaff Mountain Resort relates more closely with the conditions experienced at upper Deer Valley Resort and upper Park City Mountain Resort. An average of 45 inches of precipitation falls annually, the majority in the form of snowfall between late fall and early spring. This equates to approximately 350 inches of total annual snowfall resulting in an average snow pack in late March of approximately 70 inches.

As mentioned earlier, the Resort is uniquely situated as an expansion of Deer Valley Resort immediately adjacent to the Park City Mountain Resort. Current uses include skiing, snowshoeing and snowmobiling in the winter and hiking, biking and horseback riding in the summer (refer to Figure "C" attached). Adjacent to the Resort, Deer Valley Resort uses include hotel lodging facilities, resort support commercial, multi-family residential units and single-family home sites.

Planned uses for the Resort are intended to include hotel lodging facilities, resort support commercial, multi-family residential units, PUD residential units and single-family home sites. With the exception of snowmobiling, which will be discontinued, recreational uses will remain similar to the current uses described above.

Access to the Resort is via State Route 224 (SR 224). Traveling south in Park City along SR-224 (Marsac Avenue) from the roundabout at the intersection of Deer Valley Drive, SR 224 enters the Resort below the Deer Valley Resort "Silver Lake" area just south of the United Park City Mines Company's Ontario #3 Mine Building Complex. Also known along this stretch as Guardsman Pass Road, SR 224 winds its way up Flagstaff Mountain to the Summit County/Wasatch County Line. Guardsman Pass Road continues down the southern face of the slope within Wasatch County to a point of intersection with Pine Canyon Road. Pine Canyon Road runs in a southeasterly direction through the Brighton Estates Subdivision, Midway City and on into Heber. Guardsman Pass Road continues in a westerly direction to Salt Lake County (refer to Figure "D" attached).

Guardsman Pass Road and Pine Canyon Road have historically been closed during the winter months south of the Silver Lake area and northwest of Midway City. Access along this alignment has been limited to skiing, snowshoeing and snowmobiling.

1234

Goals of the Private Access Limitation Procedures

The primary goal and objective of these procedures is to preserve the existing limited winter time public access to Park City from Wasatch County by continuing the seasonal closure of Guardsman Pass Road through the Resort.

II. EXISTING CONDITIONS

As mentioned above, Guardsman Pass Road is the primary access to and through the Annexation Area and on into Wasatch County.

Guardsman Pass Road through the Resort is a narrow and steep, minimally maintained road with a surface of either deteriorating asphalt or gravel. In Wasatch County, Guardsman Pass Road and Pine Canyon Road are unimproved gravel roads.

The Brighton Estates is a subdivision with 504 platted lots located south and east of Flagstaff Mountain Resort in Wasatch County (refer to Figure A attached). Of the total 504 platted lots within the subdivision, only approximately 63 lots have been developed. The majority of these developed lots are "summer" residences with a limited number used year-round as primary residences.

From late Spring through mid-Fall, Guardsman Pass Road and Pine Canyon Road are used not only by the local residents as primary access to their homes, but are also routes used by tourists to view the countryside.

These alignments have historically been closed from the base of Flagstaff Mountain and above Midway after the first significant snowfall of the season and have not been reopened until the majority of the snow has melted in the spring.

Historically during this winter closure period, year-round residents of Brighton Estates have parked their cars along either Guardsman Pass Road at the base of Flagstaff Mountain or at Wasatch State Park at the base of Pine Canyon Road and have used snowmobiles, traveling along the respective road alignments, to complete their approximately four- (4) to six –(6) mile trek to and from their homes.

III. PROPOSED IMPROVEMENTS

In accordance with the terms of the Development Agreement, Flagstaff Mountain Resort will make certain improvements to Marsac Avenue beginning at the Deer Valley Drive "Roundabout" south to the northern Resort boundary in the area of the existing horse stable/snowmobile concession. Included as part of this work will be the construction of a runaway truck ramp along the northbound, downhill lane at a location just above the intersection of Hillside Avenue and an uphill passing lane just below the Ontario #3 Mine Building Complex.

Guardsman Pass Road from the top of Marsac Avenue to Development Pod B-2 will be re-aligned. This new alignment will have a typical graded platform of 34.5 feet consisting of two- (2) 12 foot paved travel lanes with a 2.5 foot rolled curb & gutter on each side with 1.5 foot gravel shoulder on the uphill side and a 4 foot gravel shoulder on the downhill side providing a total travel surface of 29 feet.

Access to the existing alignment of Guardsman Pass Road will be re-established in the vicinity of Development Pod B-2 for use by the public.

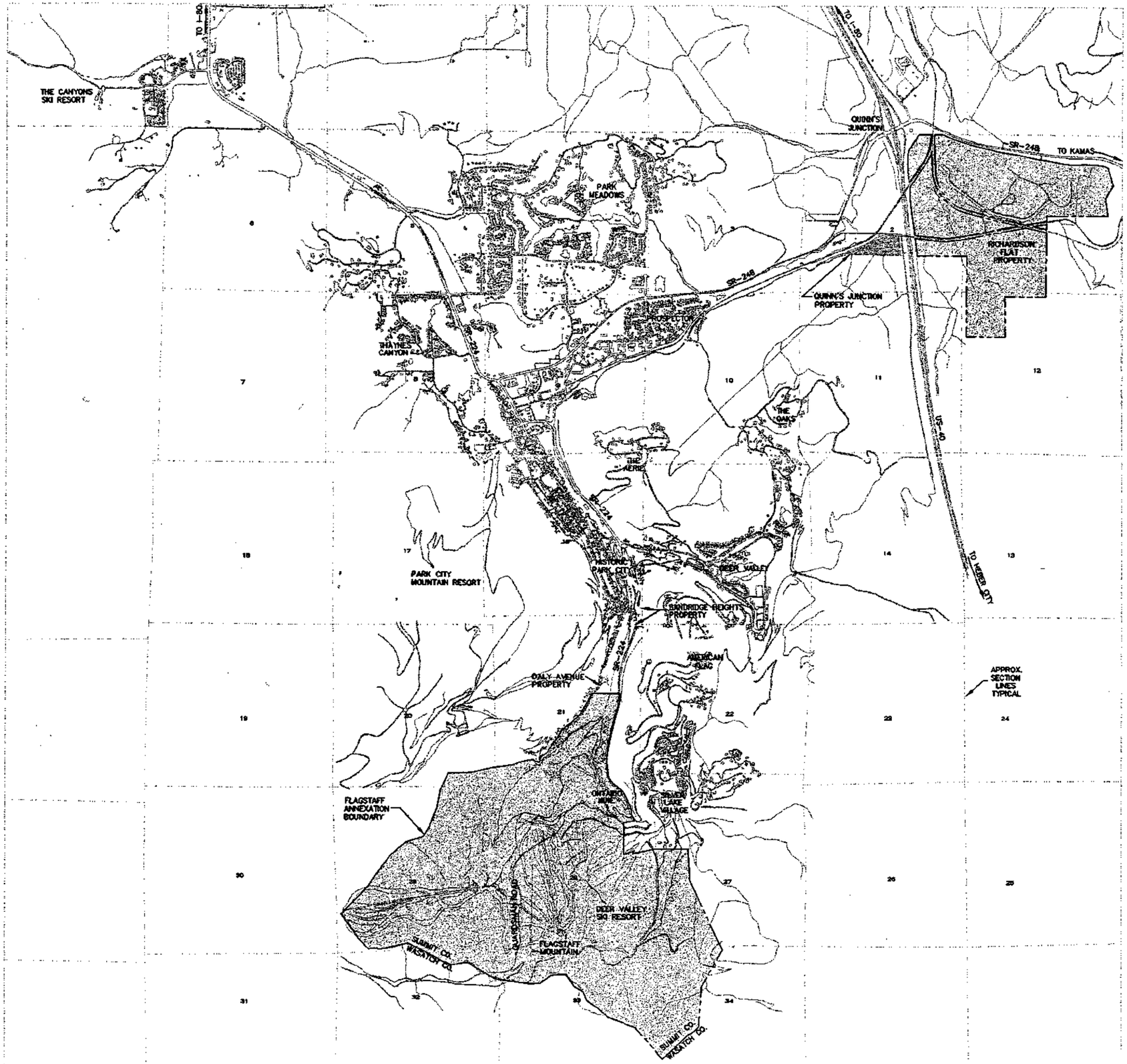
A private road, constructed to the same cross-section described above for the re-aligned portion of Guardsman Pass Road, will be built to serve Development Pod D and the proposed Bonanza Mountain Resort located in Wasatch County (refer to Figure "E" attached). Access to this private road will be limited to the residents of Flagstaff Mountain Resort and Bonanza Mountain Resort along with their respective visitors, guests, employees and service personnel.

IV. PROPOSED ACCESS LIMITATION PROCEDURES

Upon arriving at Development Pod B-2, residents of Flagstaff Mountain Resort and Bonanza Mountain Resort wishing to travel to Development Pod D or Bonanza Mountain Resort via the proposed private road will be required to pass through an access-controlled gate. The type of control feature (*i.e.*; card key, access code, etc.) proposed has not yet been determined, however, only residents will have access to the method of entry. Visitors, guests, employees and service personnel of residents will be allowed through the gate via an intercom/remote access connection to the respective resident of the Resort.

In a similar manner, a gate located near the ridgeline will restrict access to the southern end of the proposed private road. As was described above, residents of Flagstaff Mountain Resort and Bonanza Mountain Resort, along with their respective visitors, guests, employees and service personnel, wishing to travel back to Development Pods D, B-2, B-1, A and/or beyond via the proposed private road will be required to pass through the access-controlled gate in the same manner in which they accessed the gate at Development Pod B-2 upon their arrival. Once on the proposed private road, the gates at either end will open automatically when approached by a vehicle.

Motorists traveling south along Guardsman Pass Road with out the appropriate method of access will be unable to gain access to the private road and will be forced to turn around and return down the mountain.



1600 0 1600 3200 FEET

PRIVATE ROAD ACCESS LIMITATION PROCEDURES

REGIONAL MAP EXHIBIT "A"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-9035

PLANNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



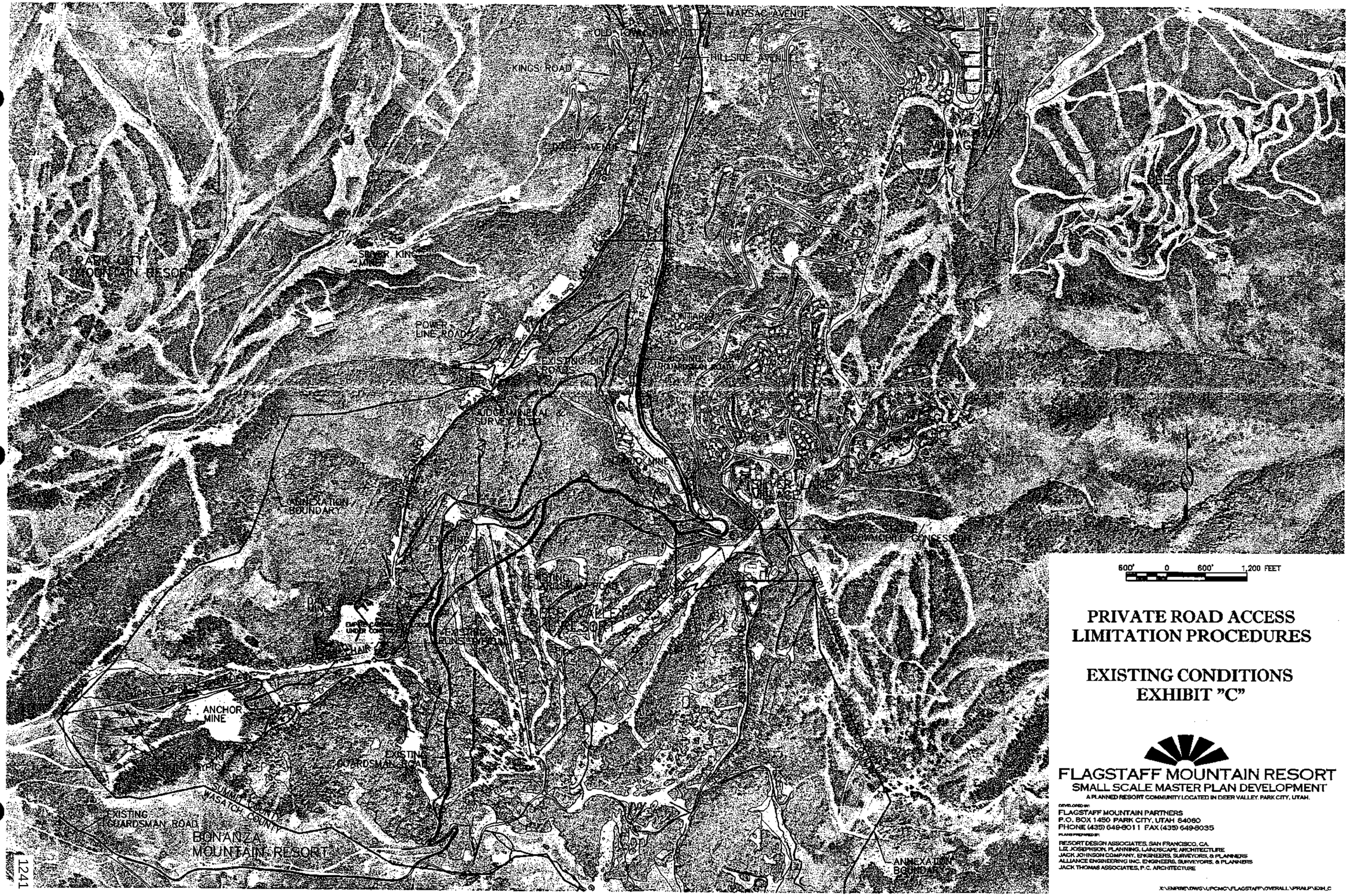
PRIVATE ROAD ACCESS LIMITATION PROCEDURES

SITE PLAN EXHIBIT "B"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
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ALLIANCE ENGINEERING INC., ENGINEERS, (SURVEYORS), & PLANNERS
JACK THOMAS ASSOCIATES, P.C., ARCHITECTURE



600' 0 600' 1,200 FEET

PRIVATE ROAD ACCESS LIMITATION PROCEDURES

EXISTING CONDITIONS EXHIBIT "C"

FLAGSTAFF MOUNTAIN RESORT

SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

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ONTARIO
#3 MINE

POD A

PRIMARY ACCESS

PRIMARY ACCESS

PRIMARY ACCESS

SECONDARY ACCESS

STATE ROAD U224

GUARDSMAN'S CONNECTION

LITTLE BELLE

ROYAL STREET EAST

STEIN ERICKSON LODGE

SILVER LAKE VILLAGE

100 0 100 200 FEET

PRIVATE ROAD ACCESS LIMITATION PROCEDURES

ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "D"
SHEET 1 OF 6

STAR GAZER

PEELER

BANNER SKI TRAIL

HORSE STABLES

VIKING CHAIR LIFT

THREE PLY

TRAINER

RED CLOUD CHAIR LIFT

HIDDEN TREASURE

QUINCY CHAIR LIFT

DEER VALLEY MAINTENANCE AREA

STERLING CHAIR

1242

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

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POD B1

POD A

PRIMARY ACCESS

SECONDARY ACCESS

NORTHSIDE LIFT

MTN. DAISY

BANNER

SIDEWINDER

BLUE BELL

1243

ONTARIO MINE # 3

100 0 100 200 FEET

PRIVATE ROAD ACCESS LIMITATION PROCEDURES

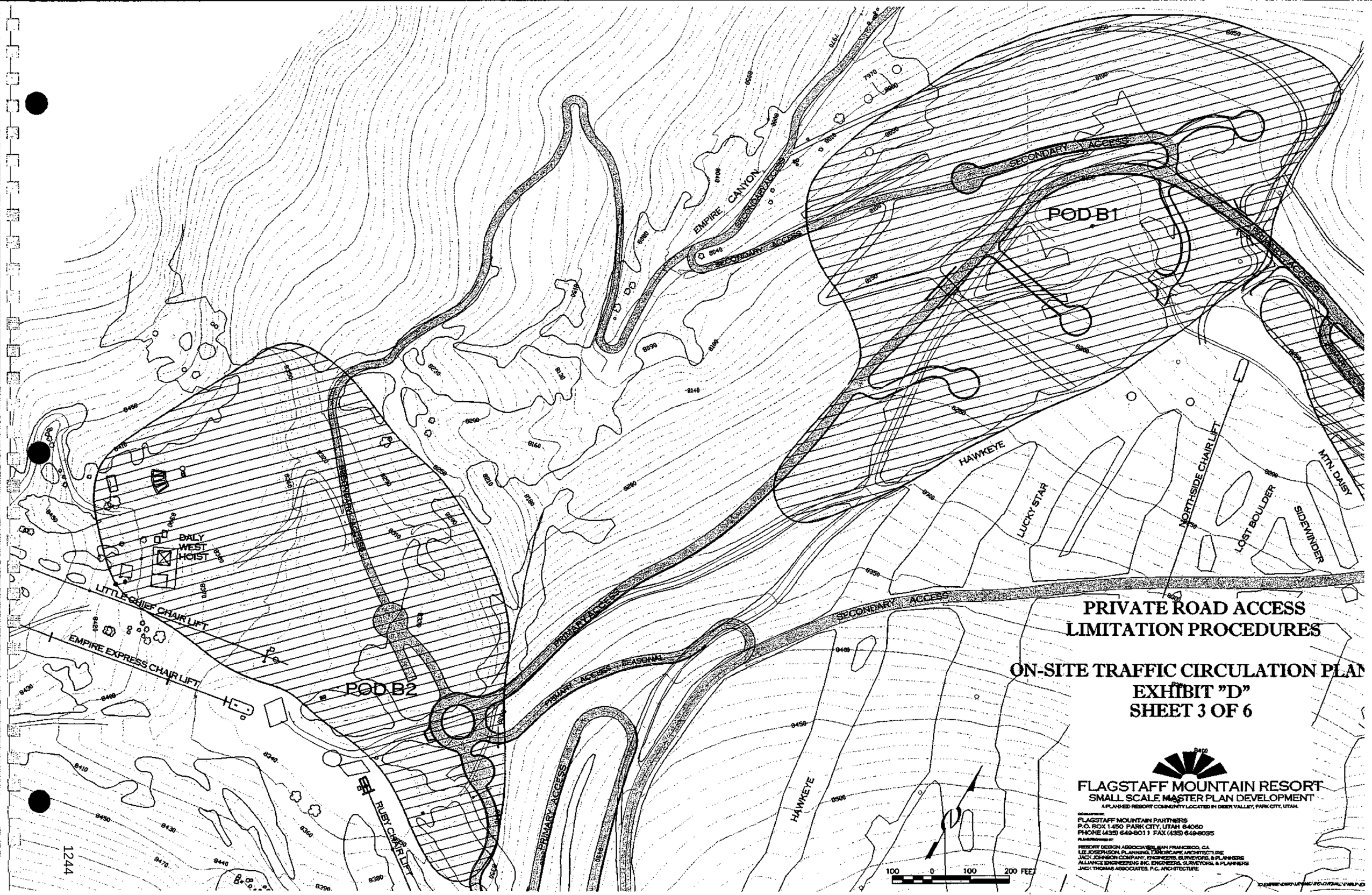
ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "D"
SHEET 2 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

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ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



PRIVATE ROAD ACCESS LIMITATION PROCEDURES

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "D"

SHEET 3 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

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P.O. BOX 1450 PARK CITY, UTAH 84060
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JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

POD B2

LUCKY JACK

PRIMARY ACCESS

BYPASS

LUCKY STAR

NORTHSIDE CHAIR LIFT

LOST BOULDER

BLUE BELL

SUPER CHAIR LIFT

POD D

100 0 100 200 FEET

PRIVATE ROAD ACCESS LIMITATION PROCEDURES

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "D"

SHEET 4 OF 6

FLAGSTAFF MOUNTAIN RESORT

SMALL SCALE MASTER PLAN DEVELOPMENT

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ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

1245

TREE LINE TYPICAL

EXISTING DIRT ROADS TYPICAL

BYPASS

PRIMARY ACCESS

SECONDARY ACCESS

BANDANA

POD D

RUBY CHAIR LIFT

NORTHSIDE CHAIR LIFT

LOST BOULDER

SIDEWINDER

QUINCY CHA

100 0 100 200 FEET

PRIVATE ROAD ACCESS LIMITATION PROCEDURES

ON-SITE TRAFFIC CIRCULATION PLAN

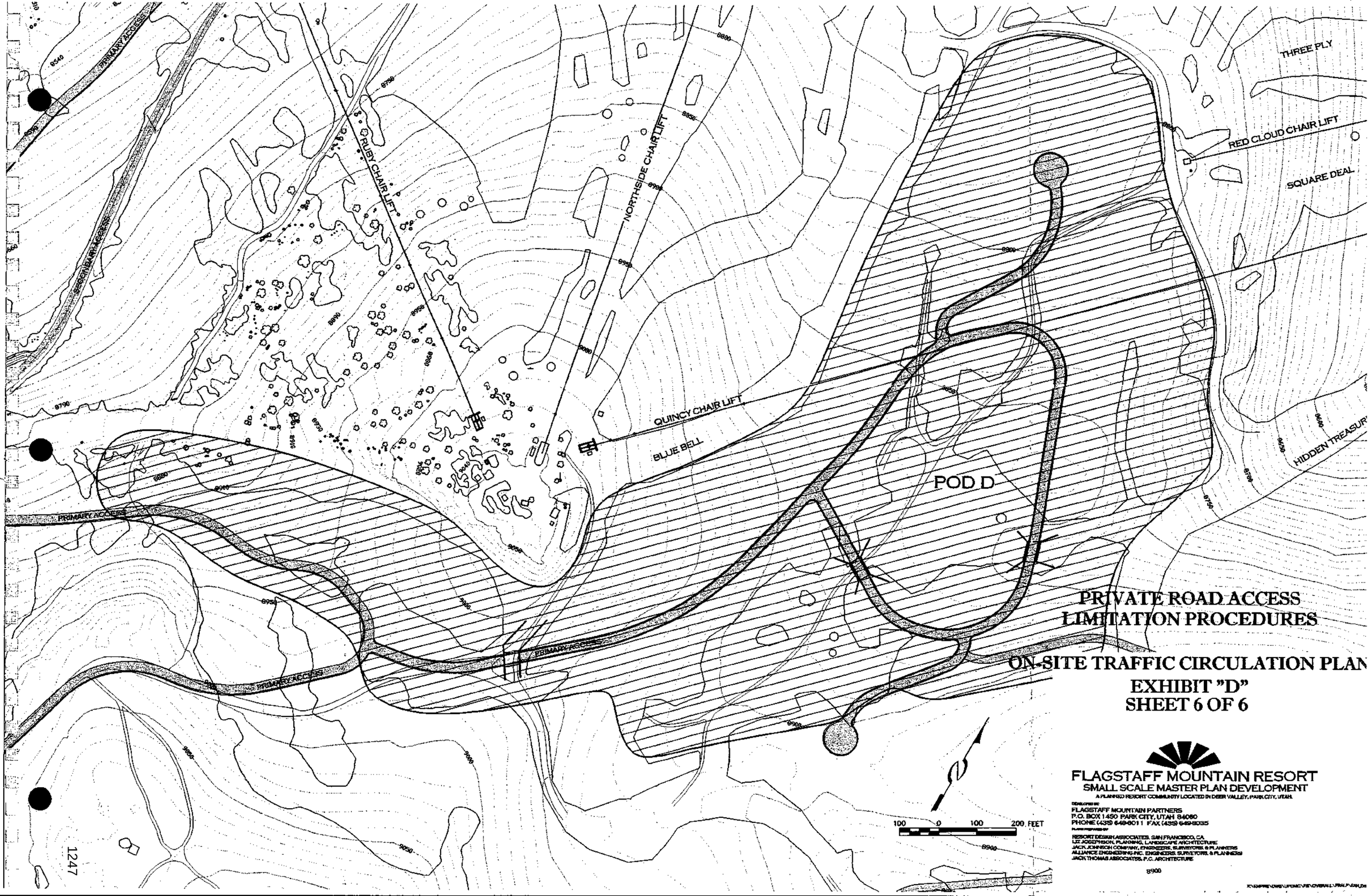
EXHIBIT "D"
SHEET 5 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

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JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

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PRIVATE ROAD ACCESS LIMITATION PROCEDURES

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "D"
SHEET 6 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
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PLANS PREPARED BY:
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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

8900

1247

TO BIG COTTONWOOD CANYON

EXISTING GUARDSMAN ROAD PUBLIC ACCESS LIMITED TO SUMMER USE.

PRIMARY ACCESS FROM BONANZA MOUNTAIN RESORT. PUBLIC ACCESS LIMITED TO SUMMER.

SNOWMOBILE TUNNEL

SNOW MACHINE ACCESS TRAIL ACCESS LIMITED TO X-C SKIERS AND EXISTING BRIGHTON ESTATES YEARROUND RESIDENTS.

PROPOSED BONANZA MOUNTAIN RESORT

EXISTING PINE CANYON ROAD PUBLIC ACCESS LIMITED TO SUMMER. YEAR ROUND ACCESS FOR BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

U.S.F.S. BOUNDARY

TO WASATCH STATE PARK

BRIGHTON ESTATES

BRIGHTON ESTATES

1248

8750

9000

EXISTING GUARDSMAN ROAD PUBLIC ACCESS LIMITED TO SUMMER USE. YEAR ROUND USE FOR BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

SNOWBIRD CHAIRLIFT

LITTLE CHIEF CHAIRLIFT

8500

FLAGSTAFF MOUNTAIN RESORT

8750

200 0 200 400 FEET

POD B2 FLAGSTAFF MOUNTAIN RESORT.

PROPOSED PUBLIC ACCESS REALIGNED GUARDSMAN ROAD AND ROUND-ABOUT. NO ACCESS LIMITATION.

PROPOSED VEHICLE PARKING LOT FOR 6 TO 10 VEHICLES. WINTER MAINTENANCE TO PARKING LOT ONLY.

PROPOSED GATE. ACCESS LIMITED TO POD D AND BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

PROPOSED GATE AND PROPOSED GUARDSMAN ROAD REALIGNMENT. ACCESS LIMITED TO EXISTING BRIGHTON ESTATES YEAR ROUND RESIDENTS ONLY.

PROPOSED PRIVATE DEVELOPMENT ROAD

DEER CHAIRLIFT

EXISTING GUARDSMAN ROAD PUBLIC ACCESS LIMITED TO SUMMER USE. SNOW MACHINE ACCESS FOR EXISTING BRIGHTON ESTATES YEARROUND RESIDENTS ONLY.

PROPOSED PRIVATE ROAD ACCESS LIMITED TO POD D AND BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

EXISTING SNOW MACHINE BYPASS TUNNEL & TRAIL WINTER USE ONLY.

FLAGSTAFF MOUNTAIN

PROPOSED OVERPASS

SNOW MACHINE ACCESS TRAIL ACCESS LIMITED TO XC-SKIERS AND EXISTING BRIGHTON ESTATES YEAR ROUND RESIDENTS.

TO POD D

PROPOSED GATE. ACCESS LIMITED TO BONANZA MOUNTAIN RESORT GUESTS AND HOMEOWNERS.

9600

PRIVATE ROAD ACCESS LIMITATION PROCEDURES

PRIVATE ROAD PLAN EXHIBIT "E"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
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P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANS PREPARED BY:
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JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC., ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

CONSTRUCTION AND DEVELOPMENT PHASING PLAN

for

FLAGSTAFF MOUNTAIN RESORT
PARK CITY, SUMMIT COUNTY, UTAH

Exhibit 10

MAY 2001

Revised and Approved December, 2001
Revised and Approved April, 2005

Prepared by

United Park City Mines Company
(UPK)

TABLE OF CONTENTS

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Exhibits

Exhibit A – Regional Map
Exhibit B – Site Plan
Exhibit C – Existing Conditions
Exhibit D – Off-Site Road Improvement Plan
Exhibit E – On-Site Traffic Circulation Plan
Exhibit F – Construction Phasing

I. INTRODUCTION

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPD's are programmatic in nature and subject to refinement at subsequent Master Planned Development (MPD) or Conditional Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at the MPD or CUP stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

A. General Property Description

The Flagstaff Mountain Resort Property is an assemblage of mining claims totaling approximately 1,655 acres of land located at the southwestern corner of Summit County, Utah. The Property is bordered by Deer Valley Resort to the east and State Highway 224 (Marsac Avenue) to the northeast. The southern boundary coincides with the Summit County/Wasatch County line. The Park City Mountain Resort borders the Property to the west and northwest. The Property was annexed into the corporate limits of Park City Municipal Corporation ("Park City") on June 24, 1999 (refer to Exhibit A attached).

The proposed areas of development will be restricted to i) the "Mountain Village" consisting of three Development Pods ("A", "B-1" & "B-2") limited to a maximum of 84 acres and ii) the "Northside Neighborhood" (Development Pod "D") limited to a maximum of 63 acres (refer to Exhibit B attached).

The maximum density allowed within the Mountain Village is 705 Unit Equivalents configured in no more than 470 residential units. In addition to the above-described residential units, the Mountain Village may also contain a maximum of i) 16 single-family home sites and ii) 75,000 sq. ft. of Resort Support Commercial uses.

The Northside Neighborhood may contain a maximum of 38 single-family home sites of which eight are subject to further requirements under the Development Agreement.

The Property is situated on the northern slope of Flagstaff Mountain between Ontario Canyon and Walker and Webster Gulch and includes Empire Canyon. The majority of the Property is located on a general north-south oriented ridge bounded on the east by Ontario Canyon and on the west by Empire Canyon. Elevations range from 7,370 to 9,580 feet above sea level. The Property slope analysis reveals the following acreage breakdown:

0-10% slopes	less than 100 acres
10-20% slopes	less than 250 acres
20-30% slopes	less than 400 acres
30%+ slopes	approximately 900 acres

Slope aspects generally face north and west with steeper slopes fronting both west and east.

With the exception of the bottoms of the canyons, several high mountain meadows and land developed by Deer Valley Resort as ski area, the Property is densely vegetated with a mix of aspen, conifer and mountain shrubs each with its own mix of understory groundcover (refer to Exhibit C attached).

While similar to the greater Park City area in general climatic conditions, Flagstaff Mountain Resort relates more closely with the conditions experienced at upper Deer Valley Resort and upper Park City Mountain Resort. An average of 45 inches of precipitation falls annually, the majority in the form of snowfall between late fall and early spring. This equates to approximately 350 inches of total annual snowfall resulting in an average snowpack in late March of approximately 70 inches.

As mentioned earlier, the Property is uniquely situated as an expansion of Deer Valley Resort immediately adjacent to the Park City Mountain Resort. Current uses include skiing, snowshoeing and in the winter and hiking, biking and horseback riding in the summer. Adjacent to the Property, Deer Valley Resort uses include hotel lodging facilities, resort support commercial, multi-family residential units and single-family home sites.

In addition to the Deer Valley Resort "Empire" Day Lodge, uses for the Property are intended to include hotel lodging facilities, resort support commercial, multi-family residential units, PUD residential units and single-family home sites. With the exception of snowmobiling, which has been discontinued, recreational uses will remain similar to the current uses described above.

B. Goals and Objectives of the Phasing Plan

The primary goal of this Plan is to provide an overall summary of the proposed construction and development of Flagstaff Mountain Resort including milestones related to: i) the construction of off-site and on-site infrastructure, extension of services and Project amenities; and, ii) the development of the proposed residential and commercial product.

The City's intent is that the multifamily product gets the highest priority in terms of development and that sufficient resources are committed to the Village area early

in the development process to maximize the marketability of the stacked condominium product. It is important that something more than just infrastructure needs to be provided and that some "sense of place" needs to be developed in order to attract developers for high-density product. The success of this product has been confirmed by existing sales and pending projects and the Village is well on its way to fulfilling the concepts in the current Village Master Plan.

UPK phasing plan starts with the facilities that are in place to service Deer Valley's day lodge in 2001. This work provided complete facilities for the stacked units on the west end of pod "A" and the single family and PUD's in B1 around the base of the North Side Lift. The summers of 2002-03 included extending infrastructure to the balance of pod "A" with vertical construction commencing in the fall 2003. The Development Agreement restricts phasing to infrastructure and the amenities set out in the Development Agreement; however, UPK will extend the commitment to include the first phase of the club facilities and the village ski lift in the phasing plan.

As is the case with all projects at this stage of their development, the information provided herein is the best information available at this time. The actual schedule of construction and development will be influenced by a wide range of factors including, but not limited to, the entitlement process, weather conditions, the state of the economy and various market influences.

II. PROJECT PHASING

A. Phasing Schedule

The following schedule lists the activities by year. A more complete description of the proposed activity is found in the following text.

Year	Off Site	On Site	PROJECT AMENITIES, MITIGATION, APPROVALS and CONSTRUCTION PHASING	Comments
2000	♦	♦	• Water and Gas lines from Bald Eagle to Village and Deer Valley Day Lodge	• Complete
		♦	• Mine Site Reclamation	• Required by DA with Project
2001	♦		• Runaway Truck Ramp	• Complete
		♦	• Realign Guardsman Pass Road from the North Side lift to Day Lodge	• Complete • Complete
		♦	• Sewer from Daly to Day Lodge	• Required by DA with Project
		♦	• Mine Site Reclamation	
2002	♦		• Mine Road Improvements from Gate to project entry (delayed to avoid Olympics)	• Scheduled for 2005
	♦		• Connect Water to Woodside Tank	• Required prior to Tank # 1
		♦	• Water Tank # 1 above pod B-2 and water line extension from Daly	• Complete
		♦	• Complete infrastructure to Plat 1 of Phase 1	• Complete
	♦	♦	• Pioneer Road and Infrastructure to Pod A	• Existing Guardsman provides access to Plat 1
	♦		• Divide Well construction or City approved alternative	• Required prior to projects 2nd or 3rd Phase
		♦	• Mine Site Reclamation	• Reclamation Substantially Completed; however, Anchor and Daly W. remain borrow sites deposit for construction
		♦		
	♦			
		♦	• Trail Construction 8000-foot trail	• Completed in 2004
			• Roundabout Payment ($120,000)	• Paid 2002
		♦	• Stabilize Ore Bin and Fire Buildings and install interpretive signs throughout the project	• Plan complete Historical Society (interpretive signs have been installed)
		♦	• Process Village MPD (VMPD)	• Completed in 2004
		♦	• Process CUP for Alpine Club and 1st Phase Amenities	• In process
			• Process Pod Z CUP	• Planned for 2005/2006
2003	♦		• Mine Road Improvements from Northside to Stables	• Complete
		♦	• Finish infrastructure to Pod A	• Complete
		♦	• Begin construction on phase 1 of	• Scheduled for 2005

Year	Off Site	On Site	PROJECT AMENITIES, MITIGATION, APPROVALS and CONSTRUCTION PHASING	Comments
2003(cont.)			Alpine Club	
		♦	• Subdivision Plat Parcel D	• Completed in 2004. Plat is conditioned to require certain Village amenities before vertical construction can begin in 2006 (see text pgs. 3 and 4)
		♦	• Pod Z Ski Lift open for skiing '03/'04	• Scheduled for 2006/7
		♦	• Construct Transit Hub in Pod A	• Begin 2005
	♦	♦	• Judge Mine Building Stabilized	• Historic Mitigation
			• Employee Shuttle Bus	• Scheduled for 2008
		♦	• Prospector Ridge Open Space (PROS) Deed Restrictions	• Completed in 2003
		♦	• PROS Deed Restrictions Lady Morgan/Pod Z	• Completed in 2003
	♦	♦	• Ski Terrain Deed Restrictions	• Completed in 2004
	♦		• Iron Mountain Open Space Easement	• Pending
	♦		• Quit Claim Sand Ridge Lots to City	• Completed in 2003
			• Deed Restricts Sand Ridge Heights to Open Space or Affordable Housing	• Pending affordable housing plan implementation
		♦	• Trail Construction	• See Trails Master Plan
		♦	• Infrastructure to Pod D	• Scheduled for completion in 2006
2004		♦	• Open Club phase 1	• Scheduled for 2006.
		♦	• Install Village Ski Lift for winter '04/'05	• Complete
		♦	• Owners Shuttle service commences	• With opening of Club
		♦	• Snowmaking & Ski Access to Pod A	• Complete
		♦	• Trail Construction Complete	• See Trails Master Plan
			• Restore the Judge Building	• Coordinating with PC Historical Society
		♦	• Infrastructure to D complete	• Scheduled for 2005-6

Trigger		EVENT RELATED PROJECT MITIGATION	Comments
		GONDOLA ALTERNATIVE FEE	
		1st Payment $250,000	Employee Shuttle in 2008
Units	300	2nd Payment $250,000	Mine Road Buses
	450	3rd Payment $250,000	Project Related Transit Mitigation
	600	4th Payment $250,000	Project Related Transit Mitigation
		TRANSIT MITIGATION VEHICLES	
Units	0 - 100	2 - 6 Shuttles	As detailed in Transit Plan
	- 200	6 - 9 Shuttles	

Trigger		EVENT RELATED PROJECT MITIGATION	Comments
	- 300 - 400 - 500 - 600 - 700	9 - 12 Shuttles 12 - 16 Shuttles 16 – 18 Shuttles 18 – 20 Shuttles 20 – 22 Shuttles	
Units		**EMPLOYEE HOUSING**	
Increment	150	10% at each 150 UE incremental C-of-O	As detailed in the Affordable Housing Plan. City sites to be developed first
		OTHER	
EPA		Richardson Flats	Schedule and Use pending results of EPA remediation plan

B. Permitting and Entitlement Processing

1) Village Master Plan

The Development Agreement dated June 24, 1999 between UPK, Deer Valley and Park City grants to UPK "the equivalent of a Large Scale Master Planned Development ("Large Scale MPD") for Flagstaff Mountain." As required by the Development Agreement, UPK has submitted separate reports and plans relating to the Large Scale MPD for Flagstaff Mountain Resort. The DA anticipated that the LSMPD would be followed by a series of SSMPD's that would further refine the project plan. To accomplish this next step, UPK has submitted a Village MPD application that was approved in 2004. The purpose of the Village MPD is to establish unit mix and density for the Mountain Village. The application also addressed overall project infrastructure (including water, sewer, storm drainage, roads and trails) throughout the Annexation Area, along with general building location, architectural themes and elements, grading, building heights, volumetrics, and building massing.

This Village MPD has established the building volumes, location, and density within Pod A. The subsequent CUP's for each multi-family parcel and/or building are intended to provide final architectural review by the Park City Staff and Planning Commission and to demonstrate compliance with the Village MPD and LSMPD. Single family, Town Homes and Planned Unit Developments (PUD's) will be subject only to Staff review for compliance with the LSMPD, VMPD and related Studies.

2) Phase 1 Alpine Club and Project Amenities CUP

Subsequent to the processing of the VMPD, UPK has submitted a CUP for the first phase of the project amenities. This CUP includes details of the phase 1 of the Alpine Club (see discussion in amenities section of this report), the Village Ski Lift, Transit Hub, and Village ski runs and related landscaping. Phase 2 of the Alpine Club will consist of the residential component and will be the subject of a separate CUP.

3) Pod Z CUP

Pod Z is the ski terrain and related lift located to the north of development Pod B2. It provides ski access for a portion of the Village. Wildlife value (primarily elk caving) has been noted in previous studies and the area has been set out as Protected Open Space through the LSMPD process. The DA set forth a limit on the number of ski runs and type of ski run clearing for this Pod. The commission wants further study of the wildlife habitat and usage in order to establish how to implement the concepts in the DA for development of this Pod while minimizing impacts.

4) Pod D CUP and Subdivision Plat

The final subdivision plat for Pod D was completed in 2004, with the first possible vertical construction beginning in 2006, but in no event prior to the issuance of a Certificate of Occupancy for the Phase 1 Alpine Club building and the Phase 1 Project Amenities are built and operational, and/or, for those facilities scheduled for operation in the winter of 2005/06, that they are bonded for completion. In addition, at least one building permit must be issued for a multi-family project in the Village. To date several multi-family units are near completion, under construction or in for building permit. No vertical construction shall begin in Pod D until the following items are completed:

- Approval of the Mountain Village Master Planned Development application (including, but not limited to, the Alpine Club Phase 1, Village Ski Lift, transit hub, village ski runs, and related landscaping) and all related conditional use permits;

- Approval of the Pod D MPD and subdivision plat;

- The Alpine Club Phase 1 resort amenity package shall have commenced in the summer of 2005 or be bonded for completion, including at a minimum a restaurant, bar, convenience store, landscaping, ski runs/pedestrian connections, and concierge's services operated by a management company. Phase 1 of the Alpine Club will consist of approximately of 8,900 square feet of building area;

- A building permit shall be issued for the Mountain Village transit hub and the hub shall be bonded for completion during the winter of 05/06;

- The Village ski lift and run has been constructed

- A building permit shall be issued for construction of at least one multi-family building within the Mountain Village (as approved in the Mountain Village MPD) (Currently one stacked flat is under construction (building 2) and CUP has been granted on two others (Arrowleaf and Grand Lodge)

III. CONSTRUCTION PHASING PLAN

A. Off-site Infrastructure

For the purposes of this Plan, reference to Off-site Infrastructure includes two primary components. The first component consists of the improvements associated with Marsac Avenue and the Mine Road from above the existing roundabout at Deer Valley Drive to the entry to the Project. These improvements include a runaway truck ramp located south of the Hillside Avenue intersection, a passing lane below the Ontario #3 Mine Building Complex, the addition of curb and gutter in the area of City Hall and the residences between the roundabout and Hillside Avenue, and the general widening, resurfacing and drainage improvements associated with the entire length of the road (refer to Exhibit D attached).

The second off-site component is the extension of utility services, including water, sanitary sewer, electric power, telephone, natural gas and cable television, to the Project.

1) Marsac Avenue and Mine Road:

The improvements to the Mine Road began during the Year 2000 construction season. At the request of Park City, UPK began the design and approval process relating to the runaway truck ramp. The construction of this facility was substantially completed prior to the end of the Year 2000 construction season. Revegetation and landscaping of this facility was completed during the Spring of 2001.

In accordance with the terms of the Development Agreement, UPK will address the reconstruction of Marsac Avenue and the Mine Road in two primary phases. Due to the anticipated flurry of events expected in the summer of 2001, the last construction season prior to the 2002 Olympics, the City requested that reconstruction of Marsac Avenue and the Mine Road be postponed until the Summer of 2002. In the summer of 2002 the section of Marsac from the Stables to the Northside lift was started and was substantially complete by winter of 2003. In the summer of 2004 the section of Marsac from Hillside to the Roundabout was completed. However, UDOT did not allow the construction to advance above Hillside due to permit requirements for cultural resources which required an MOA for mitigation between UPK, the City, UDOT and the State Historic Preservation Officer.

The final phase will include the section of Marsac beginning with the reconstruction of the Hillside intersection and finishing at the Guardsman Connection road. This is expected to begin in the summer of 2005.

2) Utility Service Extensions:

As was the case with the Marsac Avenue and Mine Road improvements, extension of utility services to the Project began during the Summer of 2000. Deer Valley Resort, working in concert with UPK, began construction of a water line extension from the existing Bald Eagle Tank, located in Deer Valley Resort, to the site of the Empire Canyon Day Lodge located within Development Pod B-2, also known as the Daly West area. This line will ultimately provide a secondary source of water to Water Tank #1, the primary water storage component for Development Pods A, B-1 and B-2, proposed for this location. This line extension was completed by the end of the Year 2000 construction season.

In addition to the water line extension, Deer Valley Resort entered into an agreement with Questar Natural Gas Company, to extend a high-pressure natural gas line from the Silver Lake area of Deer Valley Resort to the site of the Empire Day Lodge. This line provides natural gas service to the day lodge and to the entirety of Flagstaff Mountain Resort. Construction of this natural gas line extension was completed during the Year 2000 construction season.

In the Spring of 2001, the construction of the balance of the utility services to the Project began. The initial phase of the utility construction was the extension of a sanitary sewer line to the Empire Canyon Day Lodge. This new line now extends from the day lodge through Pods B-2, B-1 and down to a manhole located at the top of Daly Avenue. This line connects to the existing sanitary sewer line in Daly Avenue in lower Empire Canyon

The primary water line in Empire Canyon has been completed up to Tank 1. In 2005 pump station #1 will be constructed which will take water from the Woodside and Empire Tank and deliver it to tank 1.

B. On-site Infrastructure

1) Initial Phase:

The primary focus of the first phase of on-site infrastructure construction is twofold: the first was providing year-round access and sanitary sewer service to the Deer Valley Empire Canyon Day Lodge; and the second was to accommodate initial sales of real estate to third party developers.

Access to the Deer Valley Day Lodge has been provided by the new section of Guardsman Road, which was constructed during the summer of 2001. The new alignment of Guardsman Pass Road extends from the

western edge of Pod A through Development Pod B-1, to Development Pod B-2 (refer to Exhibit E-Sheets 1 through 6). All of the utility distribution lines to the Development Pods are located within or adjacent to this road platform. This work was completed between 2002 and 2004.

Another critical component of this initial phase is the construction of Water Tank #1 in the area of Development Pod B-2. The construction of this tank was completed in 2003. The tank provides domestic water and fire flow capacity for all of the Mountain Village.

Construction of the secondary roads within Development Pods A and B-1 and the emergency secondary access roads servicing all three of the Development Pods are pending the final remediation within Empire Canyon which is expected to be completed in 2006.

Summertime public access to the existing Guardsman Pass Road alignment has been maintained throughout the entirety of this initial phase of construction.

2) Second Phase:

The second phase of on-site infrastructure construction is focused on extending a private road from Development Pod B-2 to the Wasatch County line to provide access to the Northside Neighborhood (Development Pod D) and the proposed Bonanza Mountain Resort.

It is anticipated that the construction of this private road connection to the County line will commence in the Spring of 2005. The extension of this road will include the requisite utility line extensions including the construction of Water Tank #2 that will provide both domestic and fire storage to Development Pod D and the proposed Bonanza Mountain Resort. Construction of these improvements is again anticipated to take two construction seasons and will be substantially complete by the end of the Year 2006 construction season; consequently, the first possible vertical construction start for Pod D is in 2006.

As stated in the Development Agreement, United Park City Mines Company (UPK) agreed to delay development of Development Pod D until after June 24, 2002. Accordingly, absent any additional agreements relating to this development pod, it is anticipated that construction of the private roads leading to and running throughout Development Pod D will commence in the Spring of 2005. The construction of this infrastructure should be complete by the Fall of 2006. See Exhibit F attached for a graphic representation of Construction Phasing.

C. Project Amenities

UPK will develop two primary amenities for use by the residents of Flagstaff Mountain Resort. The first will be an "Alpine Club" providing a wide range of social, recreational and dining opportunities to its members. The second will be ski facilities throughout the Project, primarily Development Pod A, tied into those existing facilities provided by the Deer Valley Resort.

UPK will begin construction of the Alpine Club in the Spring of 2005. This facility is projected to be one of the finest of its kind and the social center of Flagstaff Mountain Resort.

The Alpine Club will offer a full concierge program as well as a fitness and spa facility. The fitness facility will provide cardio-vascular and resistance exercise equipment, aerobic exercise rooms, and a swimming pool. The spa facility will provide the latest in massage therapy and spa services. The Club's living room will provide a considerable range of social activities and amenities such as board games, book and video libraries and a large screen television. An internet/business center ("e"-lounge) will also be a prominent component of the program. A general store will offer residents an assortment of retail items and staples. Ski equipment storage will provide residents a central location to store their ski equipment. Well-appointed locker rooms will provide residents a relaxed atmosphere, both as they prepare for their day of skiing and unwind afterward. Finally, the Club will provide lounge and dining experiences located both indoors and outdoors.

1) Phase I Club Facilities

Phase I of the Alpine Club will be open for the winter of 2005/06. The Club will include a restaurant and bar, convenience store, exercise facilities, aerobic facilities, locker rooms, steam, massage, concierge service and living room. The Club facility will be approximately 8,900 sq. ft. The first phase of the Club will be adjacent to the Village lift and the ski run and will serve as the focus of the Village. The access road to the facility will be marked by quality landscaping that will define the sense of arrival. Ski trails will be merged into the landscaping plan with an emphasis on bringing the outdoor activities within the project to the Club.

2) Club Construction and Management

The Club will be built by UPK and operated under contract by a management company. Memberships will be sold to the public and, over time will be managed by the members through a structure that will be established in the bylaws of the Club, but is essentially the same as the structure that would be found in a private golf club.

UPK has completed the Project related ski facilities for use in the winter of 2004/'2005. These facilities include the construction of the central ski run within Development Pod A and the ski-to/ski-away access-ways, along with the related snowmaking facilities, and the village ski lift that will provide access to the Alpine Club and Deer Valley Resort's ski facilities.

3) Additional Amenities

Additionally, UPK is considering the development of a golf amenity at Richardson Flats. Construction of the 18-hole golf course at the Richardson Flats site is contingent upon an approval of this use by the United States Environmental Protection Agency and the Utah Department of Environmental Quality. UPK has been working diligently with these agencies to satisfy their concerns related to the tailings impoundment area located on this site and other wildlife mitigation issues.

In addition to the above-described amenities, UPK is committed to maintaining and expanding the existing trails system through the Project area. Existing trails have been re-routed around existing construction in conjunction with those construction activities. New trailheads and trails have been and will be constructed as part of each phase of development.

IV. DEVELOPMENT PHASING

As expressed in the Development Agreement, UPK has proceeded with a variety of housing types in each phase of development. To that end, Flagstaff Mountain Resort is providing a wide range of single-family lots, PUD units and multi-family units in the Mountain Village.

In order to accommodate this philosophy, 16 single-family residential lots along with a select group of PUD units and multi-family units throughout Development Pods A, B-1 will be developed beginning in the Spring of 2003. A mix of additional units will be offered as market conditions dictate.

V. PHASING OF ADDITIONAL COMMITMENTS

There are numerous other project commitments that need to be phased-in over the project's development and build out. Most of these issues and commitments are described in greater detail in other studies or reports. This document will attempt to summarize most of those issues.

Construction Mitigation – From the outset UPK will have construction staging locations available at the Ontario Mine yard and at the Daly West Mine location. The Daly West Mine overburden material will be used as the source for road base, sub-base, and pipe bedding materials where possible. This location will also be one of the sites designated as a receiving zone for site excavation materials. During initial development and build-out the construction staging sites will also be used for recycling centers for building materials and removed vegetation.

Mine/Soil Hazard Mitigation – Mine sites and soils issues have been identified and inventoried. Studies have been prepared and submitted to EPA and UDEQ. The majority of anticipated mitigation work has been accomplished during the Summer of 2001-2004, well in advance of development work.

Historic Preservation – Commencing the Summer of 2005 the remaining historic mine sites are scheduled for mitigation and revegetation. After this work is accomplished UPK has funded the Park City Historic Society to complete signage efforts already in process. Beginning in the summer of 2002, UPK has initiated restoration/protection work on the Judge Mining Company Office, the Daly West fire hydrant shacks and the Little Bell Ore Bin. Preservation and signage efforts will continue in the summer of 2005.

Trails –Trail work completed to date includes the re-routing of the lower section of Tour de Suds, the construction of the Ontario bypass trail, the construction of Little Chief and the Mid Mountain link between Pod B2 and the Mountain resort. As construction in Pod D progresses the portion of Team Big Bear that intersects that development will be rerouted. UPK recognizes the importance of trail access to the community and it is UPKs' goal to maintain trail availability during all construction phases.

Water Source Development – UPK and City Public Works are collaborating on Well Source development. UPK has been a participant in the development of the City's Divide Well and is a participant in the Hidden Meadows Well development program. All of this source development work is in advance of demand being created by Flagstaff.

Affordable Housing Plan – The Affordable Housing Plan includes a schedule that will commit the development of affordable housing to the development of Flagstaff housing and demand. The Affordable Housing Plan includes a matrix

that will allow the City and others to track the development of affordable housing as Flagstaff is being developed.

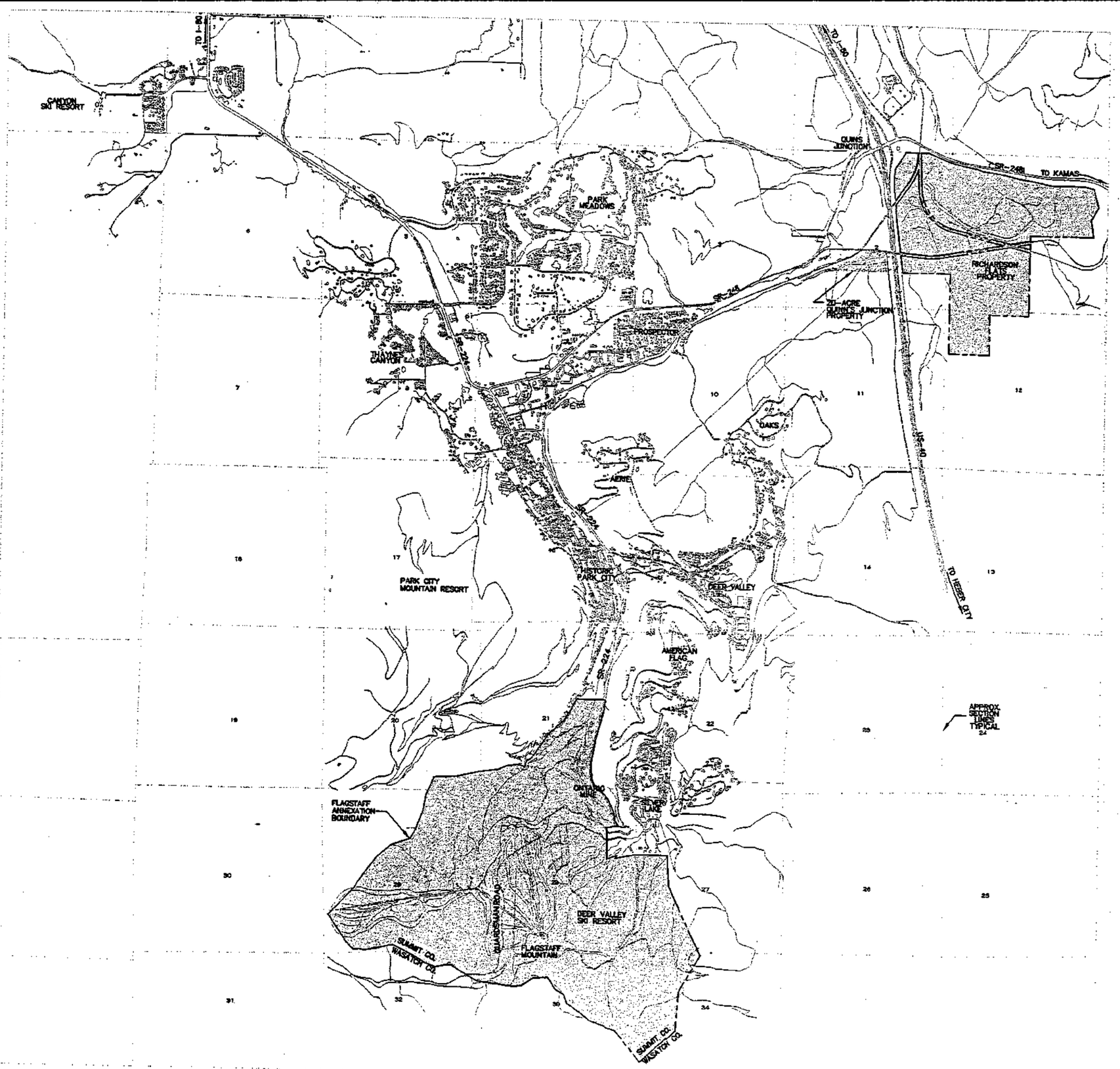
Transit Plan – The Transit Plan relies on an on-demand shuttle service to help alleviate traffic impacts. This component of the Transit plan needs to grow over time to accommodate anticipated demand. It is essential that the shuttle service is in place from the outset to ensure that this service is an integral part of the Flagstaff experience. The Transit Plan includes a commitment of vehicle numbers and type that relates to onsite demand

Public Facilities – The Emergency Response Plan addresses the need for an additional fire station within the boundary of the Flagstaff development and suggests a method and timing for its development and construction. The police facility specified in the Emergency Response Plan is planned in Phase 2 of the Club (the residential phase). This facility will be made available when that project is built, but no later then the granting of the certificate of occupancy for 50% of the residential units in Pod A.

VI. CONCLUSIONS

In conclusion, UPK is committed to an orderly and systematic construction and development phasing plan that extends access and utility services to and through the Project in a timely fashion to facilitate the sale of a wide range of real estate product without undue impacts to Park City, its residents or the environment.

This systematic approach requires the extension of utilities and access to Development Pod B-2 to: i) allow the Deer Valley "Empire" Day Lodge to open by the Winter 2001; and, ii) to provide the potable and fire water storage tank and distribution system required to service any portion of the Project within Development Pods A, B-1 and B-2 that may be constructed.



1600 0 1600 3200 FEET

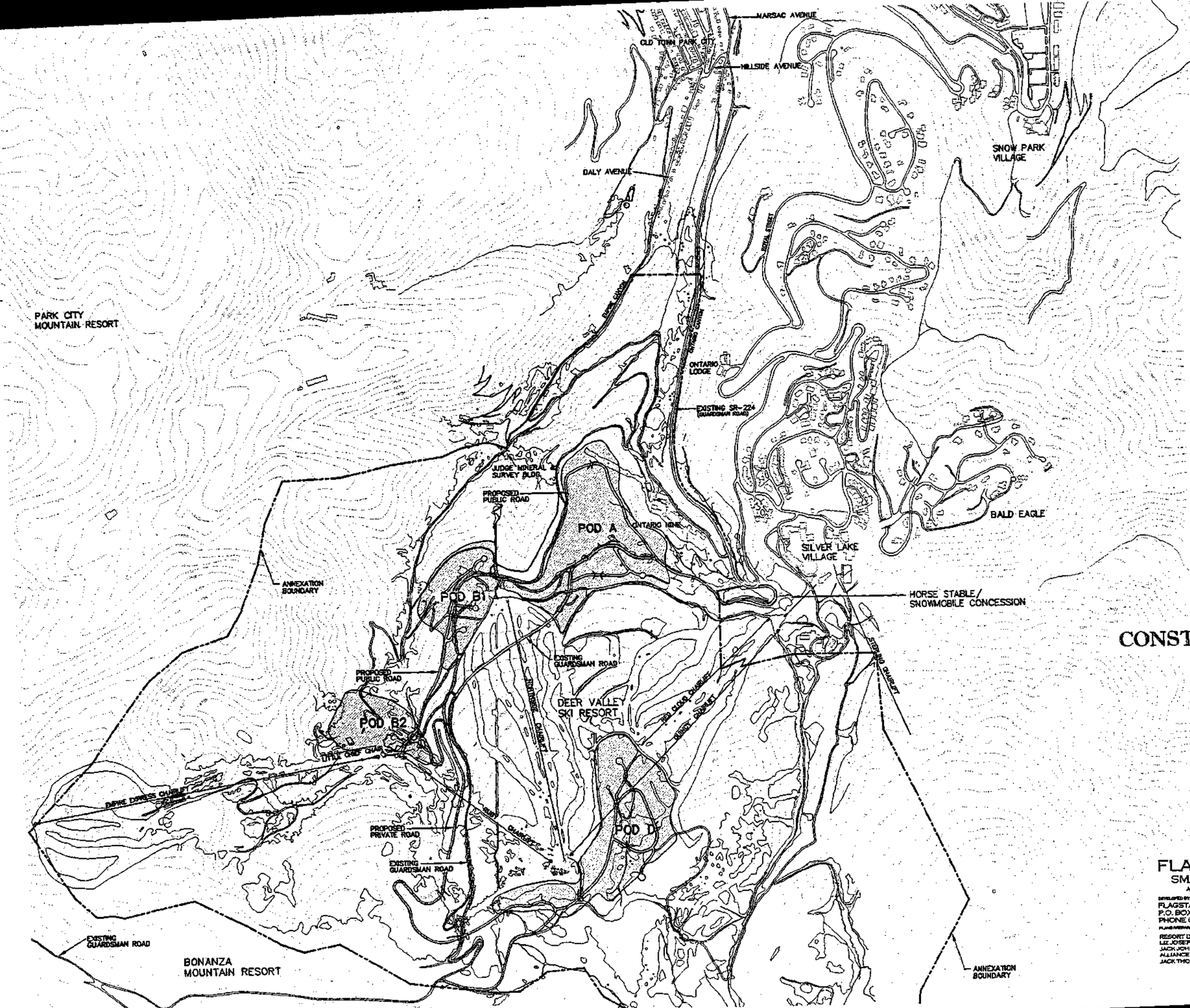
CONSTRUCTION PHASING PLAN

REGIONAL MAP
EXHIBIT "A"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANNED AND DESIGNED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



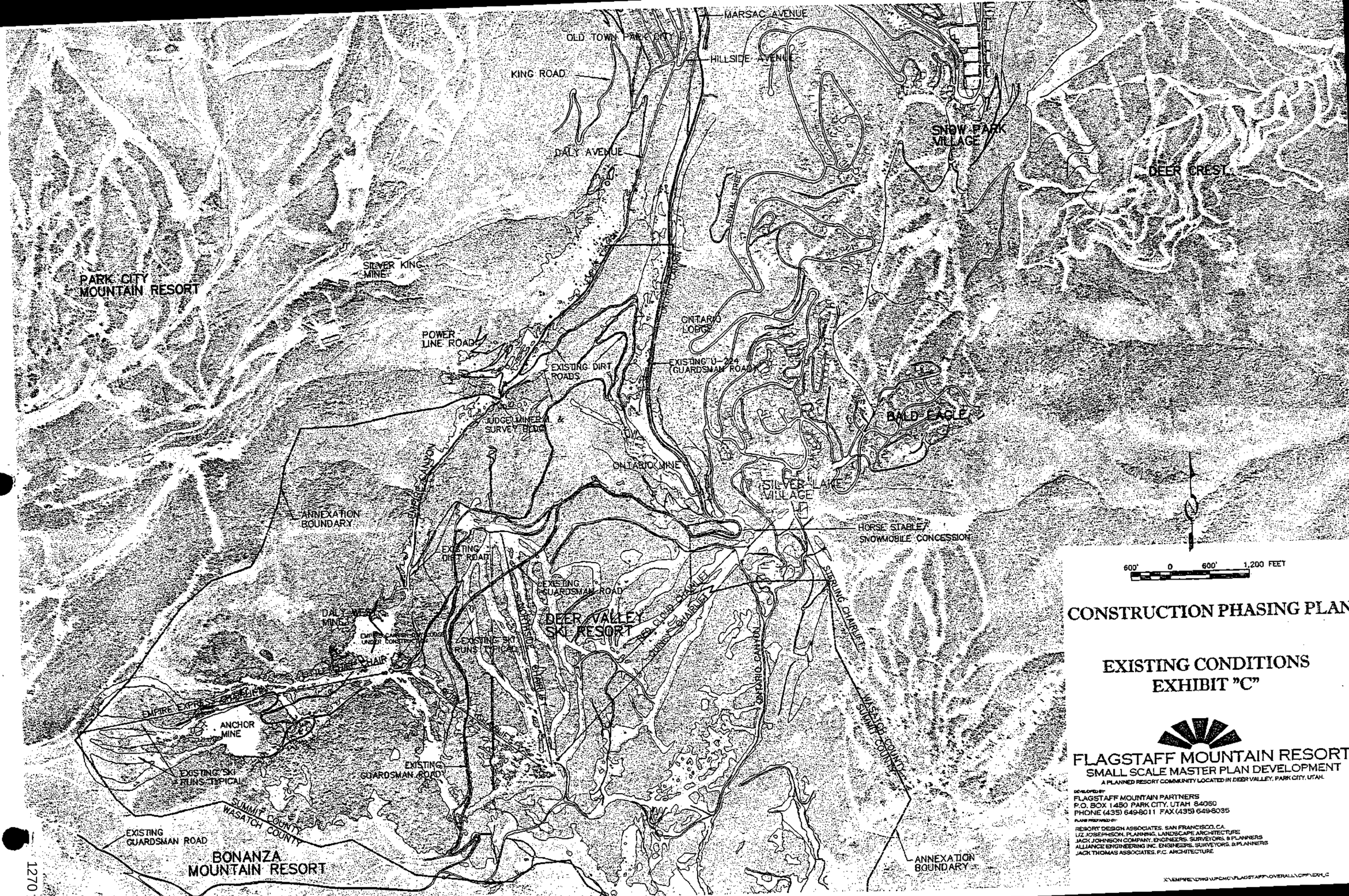
CONSTRUCTION PHASING PLAN

SITE PLAN
EXHIBIT "B"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
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PLANS PREPARED BY:
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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



CONSTRUCTION PHASING PLAN

EXISTING CONDITIONS EXHIBIT "C"

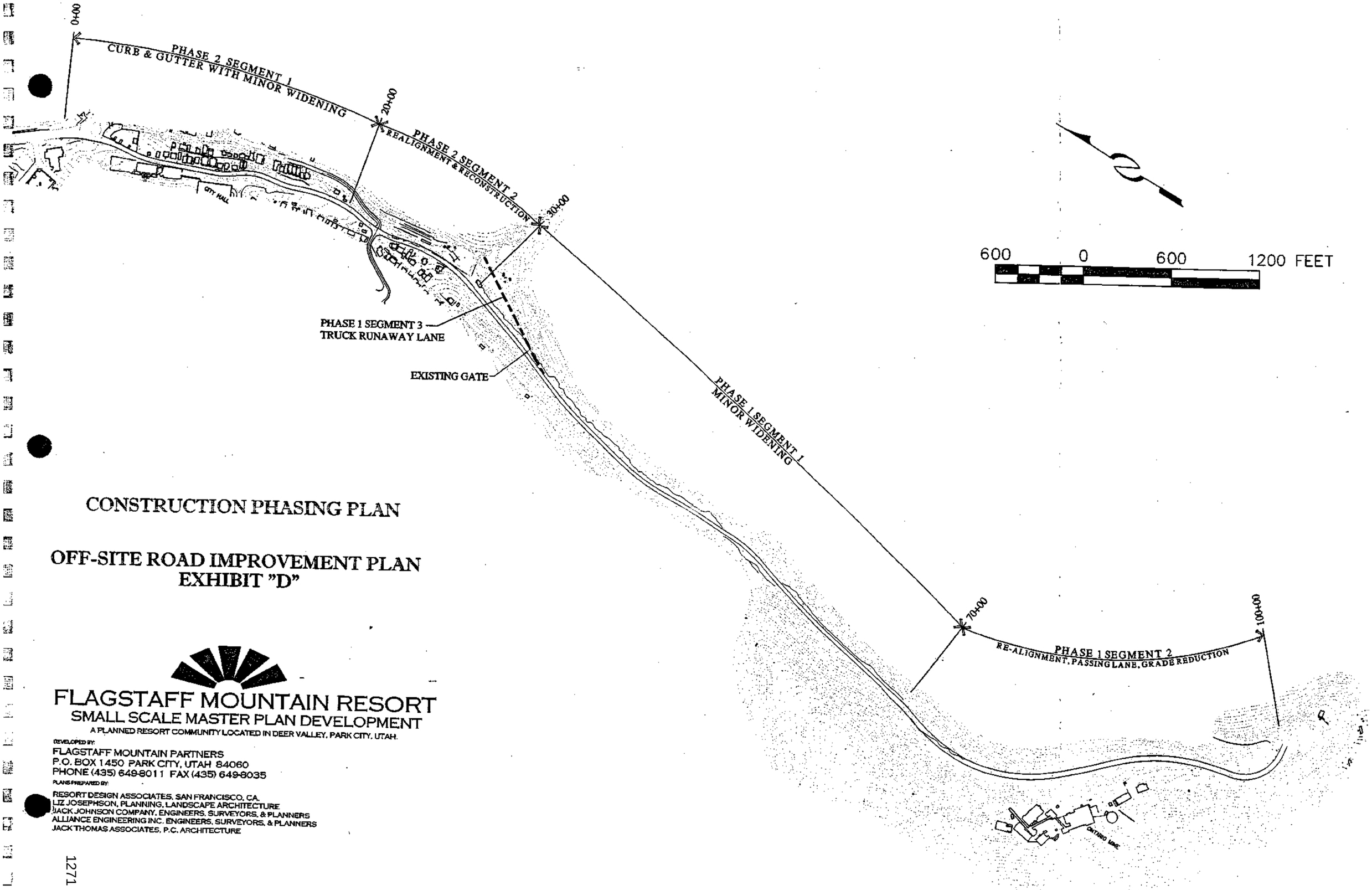
FLAGSTAFF MOUNTAIN RESORT
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CONSTRUCTION PHASING PLAN

OFF-SITE ROAD IMPROVEMENT PLAN
EXHIBIT "D"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

1271

PODA

ONTARIO #3 MINE

PRIMARY ACCESS

PRIMARY ACCESS

PRIMARY ACCESS

SECONDARY ACCESS

STATE ROAD U224

GUARDSMAN CONNECTION

LITTLE BELLE

ROYAL STREET EAST

STEIN ERICKSON LODGE

SILVER LAKE VILLAGE

STAR GAZER

BANNER SKI TRAIL

PEELER

THREE PLY

HIDDEN TREASURE

RED CLOUD CHAIR LIFT

QUINCY CHAIR LIFT

VIKING CHAIR LIFT

HORSE STABLES

TRAINER

DEER VALLEY MAINTENANCE AREA

BRIDGE

STERLING CHAIR

1272

100 0 100 200 FEET

CONSTRUCTION PHASING PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "E"

SHEET 1 OF 6

FLAGSTAFF MOUNTAIN RESORT

SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
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PLANS PREPARED BY:
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ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

POD B1

POD A

PRIMARY ACCESS

SECONDARY ACCESS

NORTHSIDE LIFT

MTN. DAISY

BOULDER

WINDER

BLUE BELL

BANNER

1273

ONTARIO MINE # 3

100 0 100 200 FEET

CONSTRUCTION PHASING PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "E"

SHEET 2 OF 6

FLAGSTAFF MOUNTAIN RESORT

SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

OWNER/DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 6498035

PLANNING/DESIGN:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LD LOOSERPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

POD B1

POD B2

EMPIRE CANYON

SECONDARY ACCESS

PRIMARY ACCESS

PRIMARY ACCESS - SEASONAL

HAWKEYE

LUCKY STAR

LOST BOULDER

SIDEWINDER

MTN. DAISY

DAILY WEST HOIST

E CHIEF CHAIR LIFT

EMPIRE EXPRESS CHAIR LIFT

RUSSELL CHAIR LIFT

NORTHSIDE CHAIR LIFT

100 0 100 200 FEET

CONSTRUCTION PHASING PLAN

ON-SITE TRAFFIC CIRCULATION PLAN
EXHIBIT "E"
SHEET 3 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPER:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANNING PREPARED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LEE JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC, ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

1274

POD B2

POD D

LUCKY JACK

SECONDARY ACCESS

PRIMARY ACCESS

BYPASS

RIDER CHAIR LIFT

LUCKY STAR

NORTHSIDE CHAIR LIFT

LOST BOULDER

BLUE BELL

SIDEWINDER

100 0 100 200 FEET

CONSTRUCTION PHASING PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "E"

SHEET 4 OF 6

FLAGSTAFF MOUNTAIN RESORT

SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-9011 FAX (435) 649-6035

PLANS PREPARED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

1275

TREE LINE TYPICAL

EXISTING DIRT ROADS TYPICAL

SECONDARY ACCESS

PRIMARY ACCESS

BY-PASS

SECONDARY ACCESS

BANDANA

POD D

RUBY CHAIRLIFT

NORTHSIDE CHAIRLIFT

LOST BOULDER

SIDEWINDER

QUINCY CHAIR

100 0 100 200 FEET

CONSTRUCTION PHASING PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

EXHIBIT "E"

SHEET 5 OF 6

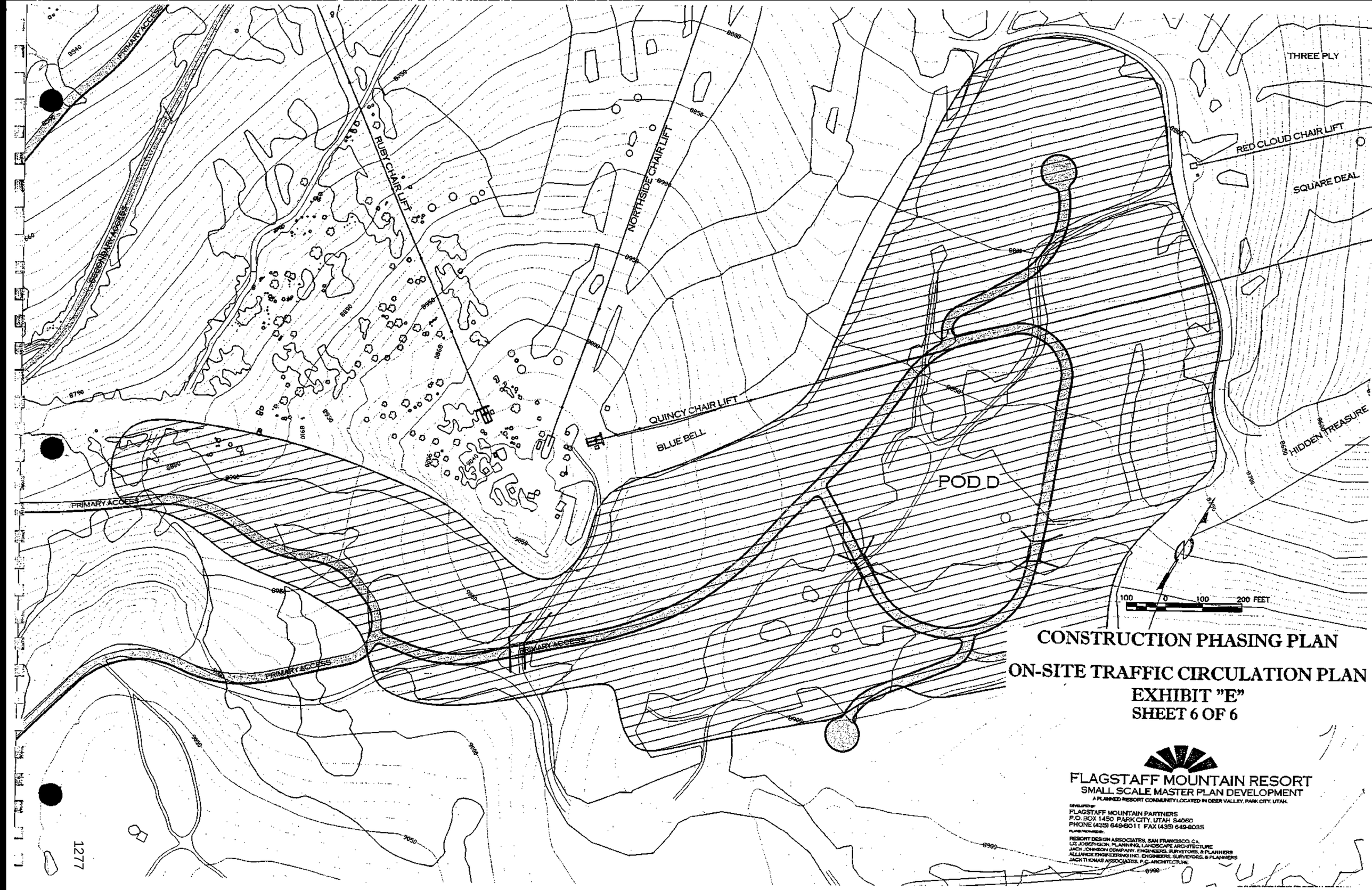
FLAGSTAFF MOUNTAIN RESORT

SMALL SCALE MASTER PLAN DEVELOPMENT

A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

OWNED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-6035

PLANS PREPARED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



CONSTRUCTION PHASING PLAN

ON-SITE TRAFFIC CIRCULATION PLAN

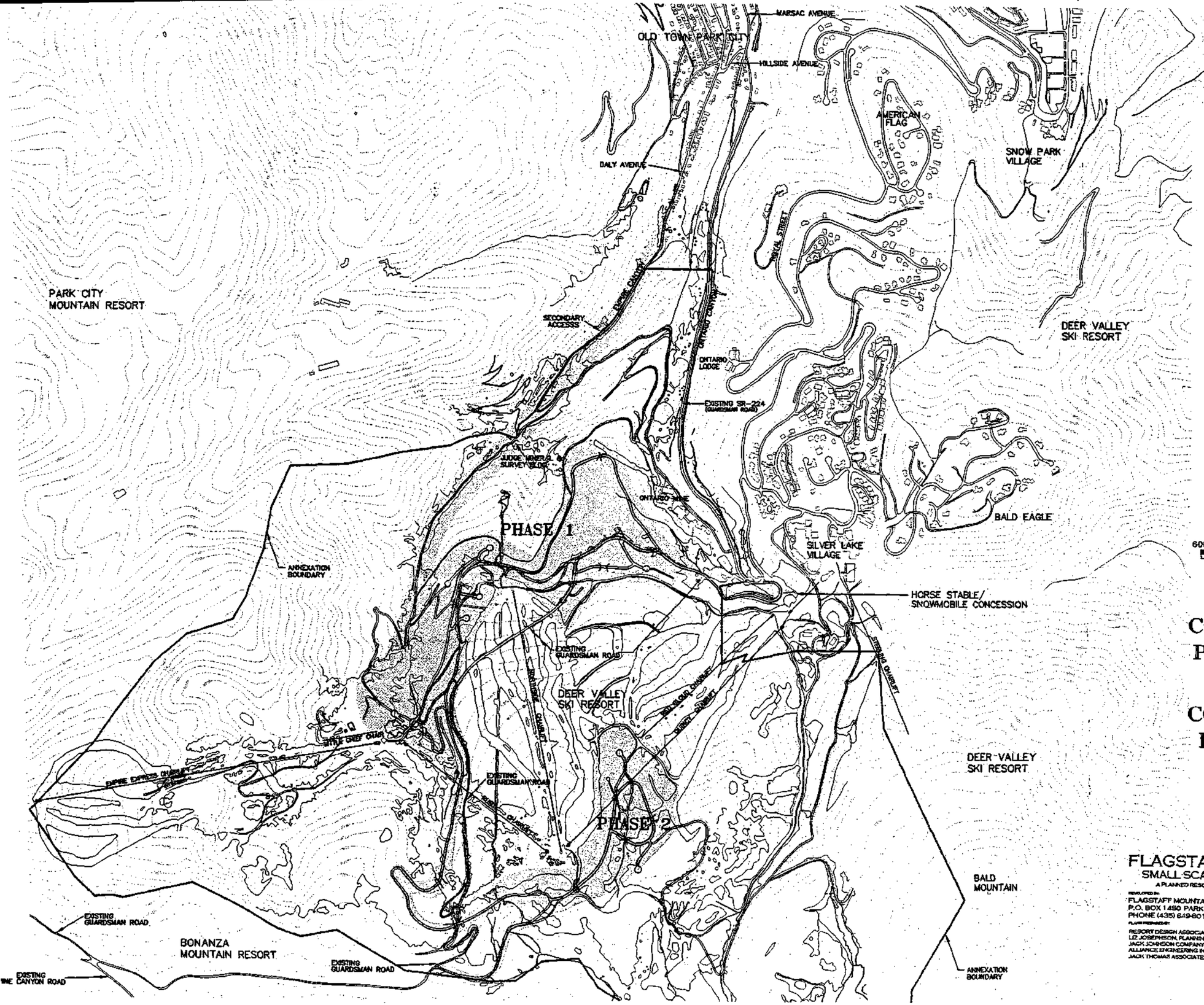
EXHIBIT "E"

SHEET 6 OF 6

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-6011 FAX (435) 649-8035

PLANS PREPARED BY:
RESORT DESIGN ASSOCIATES, SAN FRANCISCO, CA.
LIZ JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE



CONSTRUCTION PHASING PLAN

CONSTRUCTION PHASING PLAN EXHIBIT "F"

FLAGSTAFF MOUNTAIN RESORT
SMALL SCALE MASTER PLAN DEVELOPMENT
A PLANNED RESORT COMMUNITY LOCATED IN DEER VALLEY, PARK CITY, UTAH.

DEVELOPED BY:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450 PARK CITY, UTAH 84060
PHONE (435) 649-8011 FAX (435) 649-8035

PLANS PREPARED BY:
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LEE JOSEPHSON, PLANNING, LANDSCAPE ARCHITECTURE
JACK JOHNSON COMPANY, ENGINEERS, SURVEYORS, & PLANNERS
ALLIANCE ENGINEERING INC. ENGINEERS, SURVEYORS, & PLANNERS
JACK THOMAS ASSOCIATES, P.C. ARCHITECTURE

X:\EMPIRE\DWG\UPCNC\PS\OVERALL\CPP\EXH_F.DWG

MEMORANDUM OF AGREEMENT

THIS MEMORANDUM OF AGREEMENT ("Agreement") is made and entered into effective as of the 16th day of March, 2020, by and between PARK CITY MUNICIPAL CORPORATION, a Utah municipal corporation and body politic ("City"), and EMPIRE PASS MASTER OWNERS ASSOCIATION, INC., a Utah nonprofit corporation ("Association"), each a "Party" and collectively the "Parties" herein.

Recitals

A. The area known as Empire Pass ("Empire Pass") is a residential mountain development located in Park City, Summit County, Utah, a portion of which is located within the boundaries and jurisdiction of the City.

B. Empire Pass is governed by the covenants, conditions, and easements set forth in that certain *Certificate of Amendment and Amended and Restated Master Declaration of Covenants, Conditions and Restrictions of Empire Pass* recorded on December 14, 2004 as Entry No. 719855 in Book 1666 at Page 1054 in the records of the Summit County Recorder, as amended and supplemented from time to time (collectively, "Declaration"). The Association is a Utah nonprofit corporation organized to administer and enforce the terms of the Declaration and to exercise the rights, powers, and duties set forth in the Declaration.

C. Development within Empire Pass is governed by that certain *Amended and Restated Development Agreement for Flagstaff Mountain, Bonanza Flats, Richardson Flats, the 20-Acre Quinn's Junction Parcel, and Iron Mountain* entered into by and between United Park City Mines Company, Deer Valley Resort Company, and Park City Municipal Corporation, a third class city of the State of Utah, and recorded on March 2, 2007, as Entry No. 806100 in Book 1850 at Page 1897 in the records of the Summit County Recorder, as amended or supplemented from time to time ("Development Agreement").

D. The Development Agreement required the Developer, as such term is defined in the Development Agreement, to develop a Historic Preservation Plan, which said 127 page Historic Preservation Plan was prepared by SWCA, Inc., on August 2000 and is entitled, *Historic Preservation Plan for Flagstaff Mountain Association, Park City, Summit County, Utah,* as amended or supplemented from time to time including by that certain *Historic Preservation Plan, Exhibit 6* dated May 2001 (and subsequently Revised and Approved December 2001)(collectively, the "Historic Preservation Plan"). The *Historic Preservation Plan, Exhibit 6* dated May 2001 (and subsequently Revised and Approved December 2001)("Exhibit 6") identified historic preservation work needed at 21 historic mining sites within the Flagstaff Mountain Annexation Boundary and specified that the master homeowner association was responsible for maintaining any site that was not part of an ongoing operation.

E. The Parties desire to enter into this Agreement to set forth a plan for the Association to address the Maintenance, as defined herein, needs of certain historic mining sites thereby satisfying the requirements of the Historic Preservation Plan for the time periods set forth herein.

NOW THEREFORE, in consideration of the foregoing Recitals and the mutual covenants set forth herein, the Parties agree as follows:

1. Recitals. The Recitals A through E are incorporated herein and made a part hereof.

2. Definition. As used herein, the term "Maintenance" or "Maintain" shall mean the maintenance work required to stabilize a structure to arrest decay but not to stop a structure's decay completely. The term "Maintenance" or "Maintain" does not require that any work be performed to make a structure habitable or compliant with any code, regulation, statute, or law. The term "Maintenance" or "Maintain" refers to recommended repairs, stabilization and public protection options in Exhibit 6, and does not require that a structure be restored to habitability.

3. Judge Mining & Smelting Building.

(a) Association agrees to cause the following payments to be made, within 30 days of execution of this Agreement as follows: To EPMOA's segregated Historic Preservation Fund, ("Fund") from Storied Deer Valley LLC, a Delaware limited liability company ("Storied"), and Redus Park City, LLC, a Delaware limited liability company ("Redus"), the amount of Forty Thousand Dollars ($40,000.00) each,), plus the amount of Twenty Thousand Dollars ($20,000.00) each from Lot 2 Empire Pass North LLC and Sommet Blanc Residences 1 LLC for a total of One Hundred Twenty Thousand Dollars ($120,000.00), (collectively the "Developer Contribution") .

(b) City Approval of Open Space/Transit Management Fee Disbursement to Historic Preservation Fund. In consideration of the Association entering into this Agreement, City agrees to forego on a one time basis, One Hundred Twenty Thousand Dollars ($120,000.00) of "Open Space/Transit Management Fee" ("OSTM Fee") proceeds which would otherwise be subject release to the City from transactions according to Section 7.15 of the Declaration. OSTM Fee proceeds forgone by City shall be added to EPMOA's segregated Historic Preservation Fund with Developer Contribution collected by EPMOA per Subsection 3(a) above. The Fund shall be first be used for costs incurred by the Association in completing the roof stabilization and related structure protection work at the Judge M + S building.

(c) The funds in Subsection 3(a) and 3(b) shall be utilized to fund repairs to the Judge M&S building in accordance with the provisions of Section 5 below. Any remaining funds shall be retained for other priorities identified consistent with this agreement and authorized by the Director and agreed to by the Association.

4. Process for Determining Maintenance Work to Be Done on Sites. Each year, the Association agrees to meet with the City's staff ("Staff"), at a minimum, on or before each March 1st (the "Annual Meeting") to discuss prior construction season's Maintenance work and project prioritization and scope of any Maintenance work ("Scope of Work") to be done during the upcoming construction season on any historic mining sites identified on Exhibit 6, with a priority being those projects identified on Exhibit "A" hereto ("Sites"). The Parties acknowledge that the Sites upon which it was mutually agreed that Maintenance work would take place are not located on land owned by or under long term lease to the Association. Notwithstanding any other provision of this Agreement to the contrary, the Parties agree that this Agreement shall be applicable to those Sites to the extent that legal access is provided to the Association, and as may be required to permit the Association to satisfy its obligations hereunder.

(a) At each Annual Meeting, the Parties shall discuss, at a minimum, the following:

(i) Review of the process, timeline and costs associated with the most recent construction season's project(s);

(ii) Determination of Scope of Work, process, responsibility and timeline for documenting and recording the project's work;

(iii) Determination if additional work is needed for the following year for the recently maintained, stabilized or completed Site(s);

(iv) Review of potential need to secure any Sites to which no Maintenance work has been done in order to deter vandalism, damage or destruction, or to stabilize such Sites;

(v) Assessment of remaining funds and identification of funding strategies for the next year's budget;

(vi) Review and update of projects and Sites;

(vii) Preparation by the Staff, after consultation with the Association, of an annual report to the Planning Director;

(viii) The results of City inspection of the Sites to evaluate their condition and potential work to be performed;

(ix) Selection of projects for upcoming construction season;

(x) Communication and coordination, as necessary, with the Park City Historical Society and/or Friends of Ski Mountain Mining History ("FSMMH"); and

(xi) Determination of the necessary permitting process, including timelines and responsible parties.

(b) After the completion of the meeting, the Parties shall agree on the Scope of Work to be done during the upcoming construction season. If the Parties cannot agree, the matter shall be referred to the City Manager and the Association president. If the Parties still disagree on the upcoming year's Scope of Work, the Parties shall submit the matter to the City Council and Association Board who shall appoint authorized members to conduct mediation. The most recently approved prioritization list shall continue to govern the Fund expenditures until such time as a new scope of work is approved.

5. Performance of Work on Sites.

(a) Upon the agreement by the Parties of the Scope of Work to be undertaken during each construction season, Association shall be responsible for project management, oversight and payment of contractors. Association shall provide City with project accounting at end of each construction season.

(b) Unless otherwise agreed in writing, the Association shall be the contracting party on the mutually agreed Maintenance work on the Sites. The Association may apply its customary policies, procedures and requirements, including without limitation, insurance and workmen's compensation requirements, to all contractors, subcontractors and materialmen working at a Site or accessing a Site through Empire Pass.

(c) In connection with, or prior to, any work being performed, the Association shall submit work plans and cost estimates to a City-employed individual designated by the Staff. Association shall be responsible for processing and payment of invoices for approved Scope of Work. In the event that any work is performed directly by Association, Staff shall review and approve any payments to Association from Maintenance Funds. At its option, the Association may also require lien/payment bond waivers from contractors paid from previous draw requests or disbursements (*e.g.*, lien waivers provided "in arrears"), in accordance with ordinary and customary construction practices.

6. Inspection, Maintenance, and Securing of Sites. The obligation to inspect the Sites for the purposes of this Agreement shall be upon the City, and the Association shall have no obligation to inspect or to monitor the Sites. Each construction season, Association shall diligently pursue the completion of Scope of Work agreed to in the Annual Meeting with Staff. To the extent funds on hand are not sufficient to pay for contemplated annual Scope of Work, the Association and City will agree on a revised "Scope of Work" and estimated cost budget for such Maintenance work for the upcoming year based on funds available, subject to the following terms and conditions:

(a) On an annual basis for ten (10) years, on or before May 1st each year, the Association shall contribute half of the annual amount required to establish a maintenance fund in the amount of Eighty Thousand Dollars ($80,000.00) ("Maintenance Fund"). In consideration of the Association entering into this Agreement, the City agrees to forego, annually, Forty Thousand Dollars ($40,000.00) of "Open Space/Transit Management Fee" ("OSTM Fee") income owed to the City each year from transactions according to Section 7.15 of the Declaration. (This forgone OSTM Fee income is in addition to OSTM Fee income forgone per Section 3(b) above.). OSTM Fee income foregone by City shall be added to the Maintenance Fund and City shall allow the Association to utilize such OSTM Fee money for purposes of discharging the obligations described in this Agreement. The Association shall have the option, in its sole discretion, to pay all or a portion of its annual maintenance contribution in advance, and to credit the amount of prepaid maintenance contributions against the next year's or years' maintenance contributions that would otherwise be payable by the Association.

(b) On an annual basis for the ten (10) years commencing 2030, the annual contribution to the Maintenance Fund shall be adjusted as set forth below. On or before the ninth (9th) anniversary of the first maintenance contribution by the Association, the Parties agree to meet to discuss future ongoing funding levels appropriate to continue to satisfy Association's obligations under Exhibit 6 to the Development Agreement. Unless otherwise agreed, the Association and City annual contribution shall be reduced to $30,000.00 ($15,000 each) unless otherwise agreed by the Parties.

(c) The Association shall have the right, but not the duty, to spend monies out of the Maintenance Fund on other historical mining projects other than the Sites so long as such historical mining projects are located within the Flagstaff Annexation Boundary or Empire Canyon watershed and such expenditure is approved in advance by both the Association and the City. After the first ten (10) years, the Association shall have the right, but not the duty, to spend monies out of the Maintenance Fund for open space responsibilities, including funding for the Conservation Easement grantees [City and Summit Land Conservancy] consistent with express purposes of the OSTM pursuant to the Development Agreement, and Open Space Technical Report. The agreement of the Association to spend Maintenance Fund monies on projects beyond those required under the Development Agreement and Historical Preservation Plan shall in no way create any ongoing responsibility for ongoing involvement with such projects.

(d) Maintenance contributions made by the Association for these purposes during this twenty (20) year period which are not spent for such purposes within the calendar year in which they are contributed will be carried over and combined with the maintenance contribution for the following

year, to be applied toward the mutually agreed Scope of Work for the following year, so that yearly maintenance contributions can accumulate to fund larger Maintenance projects, if necessary. Maintenance contributions will be held by the Association in the Maintenance Fund, and disbursed to pay for work upon mutual agreement of the Association and Staff.

(e) Unless otherwise agreed in writing between the Parties, the Association shall be the contracting party for all required Maintenance work to be performed for the agreed twenty (20) year period on Sites, and the Association may require such licenses, bonding, insurance and other conditions and requirements for third parties performing such work on behalf of the Parties as the Association customarily imposes on third party contractors working at Empire Pass. The City shall waive any permit, inspection and other fees applicable to work contracted for by the Association or the City pursuant to this Agreement. Nothing in the Association's status as the "contracting party" shall impose any payment obligations or other financial liability on the Association, except as otherwise expressly set forth herein with respect to the maintenance contribution described above. The Association will use reasonable efforts to solicit three (3) quotes for any third party work and will inform the City Implementation Department of the status of any solicitation for work.

(f) Nothing herein shall be deemed to impose any obligation or legal liability on the Association for Maintenance of Sites, except as expressly provided in the Development Agreement/ Historic Preservation Plan and as mutually agreed between the Association and the City, and no ongoing obligations beyond those exist.

7. Obligations of the Parties. The Parties agree that no later than six (6) months after execution of this Agreement by the Parties, the Parties shall have worked in good faith to prepare and shall have executed an updated historic preservation plan identifying outstanding work requirements on the Sites (the "New Exhibit"). The update will take the form of an amendment to Exhibit 6, and require Planning Commission public hearing and approval, and a written acknowledgment of acceptance from both Parties.

8. Long Term Maintenance License(s) and Access Rights. Association and City shall make best efforts to secure long term maintenance and access rights required for Association to perform maintenance work on third party Sites as prescribed in Section 4 of this Agreement. Association will be the initial point of contact with applicable property owners.

9. Open Space Obligations. To clarify management responsibilities assigned under Section 4.4 of *Flagstaff Mountain Resort Open Space Management Plan, Exhibit 5* dated May 2001 (and subsequently Revised and Approved December 2001) ("Exhibit 5"), the Parties hereby agree and acknowledge that the Association is only responsible for managing any open space areas owned by the Association.

10. No Assumption of Environmental Liability. Nothing in this Agreement or in the Association's acting as contracting party for any of the work contemplated by this Agreement, shall be deemed an assumption of, or impose any liability on the Association, financial or otherwise, for any environmental remediation or clean-up related to the Sites, or the pre-existing conditions thereon.

11. Due Authorization and Execution. Each Party hereto represents and warrants to the other Party that execution and delivery of this Agreement has been duly authorized by all necessary action.

12. Successors and Assigns. The terms, covenants and conditions of this Agreement shall be binding on and inure to the benefit of the successors and assigns of the Parties.

13. Notices. All notices under this Agreement must be in writing and delivered to the notice address below (i) by registered, express, or certified mail, (ii) by courier or messenger service, or (iii) by electronic mail with acknowledgement of receipt. Notice is deemed given on the date delivered or attempted but delivery is refused.

If to the Association:

Empire Pass Master Owners Association, Inc.
Attn: President
4188 SR 248
P.O. Box 99 Kamas, Utah 84036

With a copy to:

Douglas C. Shumway, Esq.
Miller Harrison Lawyers
50 W. Broadway, Ste 450
Salt Lake City, UT 84101

If to the City:

Park City Municipal Corporation
PO Box 1480
Park City, Utah 84060
Attention: Planning Department

With a copy to:

Park City Attorney's Office
PO Box 1480
Park City, Utah 84060

Either Party may change its addresses for notices pursuant to a written notice which is given in accordance with the terms hereof. The foregoing notice requirements are subject to the provisions below. As used herein, the term "business day" shall mean any day other than a Saturday, a Sunday, or a legal holiday for which U.S. mail service is not provided. Whenever any date or the expiration of any period specified under this Agreement falls on a day other than a business day, then such date or period shall be deemed extended to the next succeeding business day thereafter.

14. No Third Party Beneficiaries. Nothing in this Agreement is intended to create an enforceable right, claim or cause of action upon any third party that is not a Party to this Agreement, with the exception of the intended third party beneficiaries Redus Park City LLC and Storied.

15. Miscellaneous.

(a) Counterparts; Facsimile Transmission. This Agreement may be executed by facsimile and/or in any number of counterparts, any or all of which may contain the signatures of less than all the parties, and all of which shall be construed together as but a single instrument and shall be binding on the parties as though originally executed on one originally executed document. All facsimile counterparts shall be promptly followed with delivery of original executed counterparts.

(b) Due Authorization and Execution. Each Party represents and warrants to the other Party that execution and delivery of this Agreement have been duly authorized by such Party, and that this Agreement is valid and binding upon such Party. This Agreement is subject to approval by the City Council within forty-five (45) days of execution.

(c) No Partnership. The parties do not by this Agreement, in any way or for any purpose, become partners or joint venturers of each other in conduct of their respective businesses or otherwise.

(d) Severability. If any clause or provision of this Agreement shall be held to be invalid in whole or in part, then the remaining clauses and provisions, or portions thereof, shall nevertheless be and remain in full force and effect.

(e) Waivers and Amendments. No provision of this Agreement may be waived to any extent unless and except to the extent the waiver is specifically set forth in a written instrument executed by the Party to be bound thereby. This Agreement may be amended or modified only by an instrument to that effect executed by the parties hereto, and only to the extent expressly set forth therein.

(f) Captions. The captions of each section are added as a matter of convenience only and shall be considered of no effect in the construction of any provision of this Agreement.

(g) Attorneys' Fees. If any Party hereto shall bring any suit or action against another for relief, declaratory or otherwise, arising out of this Agreement, the prevailing Party shall have and recover against the other Party, in addition to all court costs and disbursements, such sum as the applicable court may adjudge to be reasonable attorneys' fees.

(h) Governing Law. This Agreement shall be governed by and interpreted in accordance with the laws of the State of Utah.

(i) Time of the Essence. Time shall be of the essence with respect to the performance and observance of the covenants, agreements, terms, conditions and provisions set forth herein.

(j) No Default. Upon their execution of this Agreement, the Parties each acknowledge and agree that neither the Association, nor Redus, nor Storied are in Default under the Historic Preservation Plan. So long as the Parties perform the obligations set forth in this Agreement, including diligently pursuing any additional maintenance or preservation work identified in the New Exhibit with available funding from the Maintenance Fund, there shall be no default under the Historic Preservation Plan.

(k) Interpretation of this Agreement. The Parties agree that the purpose of this Agreement, with its New Exhibit, shall be to modify, clarify and implement the Historical Preservation Plan and to confirm the responsibilities for implementation of the preservation purposes described in the Development Agreement.

[Remainder of page intentionally left blank]

[Signatures on following pages]

EXECUTED AS OF THE DATE FIRST WRITTEN ABOVE.

"CITY"

Park City Municipal Corporation, a Utah municipal corporation and body politic

By: _____
Mayor

Attest:

By _____
City Recorder

Approved as to Form:

By _____
City Attorney's Office

"ASSOCIATION"

EMPIRE PASS MASTER OWNERS ASSOCIATION, INC., a Utah non- profit corporation

By: _____
Douglas Ogilvy, Pres.

PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 1, 1884

EXHIBIT "A"

SITES-

a) *Judge Mining & Smelting Company Office*. This structure is owned by a third party that has granted EPMOA a license to permit Maintenance and stabilization efforts. Any Maintenance and stabilization efforts must be within the parameters permitted by the third party owner. The Parties will work together to determine the scope of the required roof repair and other required Maintenance efforts. The Parties agree that the Association's Maintenance efforts will be limited to the building structure, and that the Association shall not be required to restore the interior in any way or to pursue any adaptive reuse of this structure.

b) *Daly West Headframe.* Deer Valley Resort is under contract to acquire the site in accordance with Exhibit B. Subject to further agreements, access and a license to re-stabilize or otherwise restore the head-frame are anticipated, and the Parties hereby agree the Fund may be considered for such work..

c) *Daly West Mine Fire Hydrant Shacks.* The Parties hereby agree that this structure is still in good condition. There is no apparent need for immediate work other than ongoing Maintenance. Because this structure is owned by a third party, any Maintenance required on this structure is contingent on the Association having secured easements from the third party owner of the structure to perform such repair work.

d) *Little Bell Mine Ore Bin.* The Parties hereby agree that this structure is still in good condition. There is no apparent need for immediate work other than ongoing Maintenance. Because this structure is owned by a third-party, any maintenance required on this structure is contingent on the Association having secured easements from the third-party owner of the structure to perform such repair work.

e) *Interpretive Signs.* The Parties hereby agree that the Association shall install, maintain, and replace those interpretive signs agreed to by the Parties in fulfilment of interpretive signage obligation in the Historic Preservation Plan.

Exhibit B to Memorandum of Agreement

Participation by Deer Valley Resort Company ("DVRC")

DVRC has entered into a Purchase and Sale Agreement with Jordanelle Special Service District ("JSDD"), wherein JSSD agreed to sell and DVRC agreed to purchase the parcel of property commonly referred to as the "Daly West Site". The Daly West Site contains approximately 0.18 acres of real property. The Daly West headframe structure ("Headframe"), previously used for mining activities, is situated on the Daly West Site. The Headframe was severely damaged when the mine below it collapsed in 2015, and has not been restored or repaired following that collapse.

In an effort to save the Headframe from being sold or removed from the area by any potential third parties, DVRC has agreed to purchase the Daly West Site and the Headframe with the understanding and agreement of Park City Municipal Corporation ("PCMC") that DVRC will convey and/or grant historic preservation easement to the Headframe to PCMC, PCHS or other entity of their choice. DVRC will have no affirmative responsibility (financial, operational or otherwise) for restoration of the Headframe, or unless otherwise agreed, have any responsibility for maintenance of the Headframe following any repair and restoration. The easement or other agreement is anticipated to address the possible donation, access, location and timing of any restoration and/or relocation of the Headframe, and any temporary storage shall not interfere with DVRC use of the property.

DVRC is fully supportive of efforts to restore the Headframe, and will grant reasonable access to the Daly West Site to third parties engaged in the restoration, repair and maintenance of the Headframe, provided that such parties have and provide proof of adequate insurance to protect DVRC from all liability arising in connection with such work, and provide assurances acceptable to DVRC that no mechanics liens or other encumbrances may attached to the Daly West Site in connection with such work.

Planning Commission
Staff Report

PARK CITY 1884
PLANNING DEPARTMENT

Subject: 5000 Royal Street
Project Number: PL-19-04374
Author: Alexandra Ananth - Senior Planner
Date: May 27, 2020
Type of Item: Administrative – Proposed 15-Lot Subdivision

Summary Recommendations

Staff recommends the Planning Commission hold a public hearing for the proposed Huntsman Estates, a "Major" Subdivision located at 5000 Royal Street, and consider forwarding a positive recommendation for City Council's consideration on June 25, 2020, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the attached Draft Ordinance. The application would replace the existing Westview/Huntsman MPD and approve a new 15-lot Subdivision under the Deer Valley MPD.

Description

Applicant:	DV Lodge, LLC, represented by Rory Murphy
Location:	5000 Royal Street
Zoning District:	Residential Development (RD), Deer Valley MPD
Adjacent Land Uses:	Residential- Single Family Dwellings, Open Space
Reason for Review:	Subdivision Plats require Planning Commission Review and City Council Action

Executive Summary/Proposal

The applicant is proposing to create a fifteen lot (15-lot) Subdivision to be known as Huntsman Estates, from a 40.69 acre site. The site is located in the Residential Development District (RD) and is also within the Deer Valley Master Planned Development (DV MPD) where it is assigned 15 Units of density. The site lies between Marsac Avenue and Royal Street southeast of the runaway truck ramp off of Marsac Avenue. Adjacent Subdivisions include American Flag to the north and Belleterre to the east. The property is heavily wooded and has a pre-existing Single Family Dwelling that will remain and occupy one of the proposed parcels, utilizing one (1) of the 15 Units of density.

The Planning Commission held a Work Session on this project on February 12, 2020 (Exhibit L –Planning Commission Minutes) and the applicant has submitted additional information since that meeting. Also since that meeting the applicant has decided to break this project into two phases. Phase 1 consists of the 15-lot subdivision with two lots reserved for potential additional density. For the purposes of this application these potential additional lots are shown on the site plan but are part of Lot 12, the lot that includes the existing Huntsmand house. Phase 2 was discussed at the February 2020 Work Session and involves the transfer of density from an adjacent approximatly 20 acre lot into the subject property. Phase 2 requires an amendment to the Deer Valley

MPD to incorporate the adjacent parcel into the MPD, which is expected to take some time, and is why the applicant would like to proceed with Phase 1 at the present time. The Planning Commission expressed support for Phase 2 at the February Work Session subject to the applicant submitting a Sensitive Lands Analysis and agreeing to donate this land the the City to be used as Open Space.

At the February meeting the Planning Commission asked for the following:

1. An image of access to the subdivision from the road; **This is shown on page 10**.
2. Development limits on the proposed lots such as Maximum House Size or Limits of Disturbance; **The applicant has proposed Limits of Disturbance in Exhibit M.**
3. An arborists plan that includes vegetation management and wildl fire prevention strategies; **This has been submitted as Exhibit N.**
4. A Visual Analysis of the proposed development at build-out; **This has been submitted as Exhibit P.**

At the February 2020 Work Session it was decided that a traffic study will not be required for this proposed Subdivision as the density is already contemplated in the Deer Valley MPD and the applicant is proposing a van shuttle service will serve the site.



Figure 1: Subject Property located between Royal Street and Marsac Avenue

Background

The proposed Subdivision is located in the RD Zoning District which allows for a maximum Density of three (3) units per acre. However, the site is also located within the Deer Valley Large Scale Master Planned Development Permit (DV MPD) which overlays additional development requirements and restrictions on the property.

The DV MPD was originally approved in September 1977, and has been amended and restated twelve (12) times. The most recent Twelfth Amendment was approved on November 30, 2016 (Exhibit A). Among other things, the DV MPD authorizes Density within the Deer Valley area. Except for Units where the owner elects to, or is required to utilize the Unit Equivalent formula, there is no size limitation for Units provided that following construction, the parcel contains a minimum of 60% Open Space and otherwise complies with the Deer Valley MPD and all applicable zoning regulations. Employee and/or Affordable Housing obligations for this parcel were satisfied within the Deer Valley MPD. All buildings are required to be fire sprinkled.

The parcel has a long history and appears to be incorporated into the Deer Valley Second Amended and Restated Special Exception Permit dated January 27, 1982. In this Second Amendment the property is referred to at the Bench Single Family Parcel and has a Density Range of 35-36 Units in Exhibit 2 of the MPD. On May 12, 1982, the property was approved by the Planning Commission for a 34-lot Subdivision (Exhibit B) known as the Westview Subdivision which was approved and platted. A road was subsequently graded in, but no further improvements were installed. The Planning Department has not been able to find any more information on this approval. However, by the time of the Third Amendment to the Deer Valley MPD (April 10, 1984) the Parcel is referred to as the Westview Parcel and has an approved Density of 34 Units in Exhibit 2.

This does not change in the Fourth Amendment (February 19, 1985) or the Fifth Amendment (December 23, 1986).

The property was purchased by the Huntsman Family in 1987, and the Planning Commission approved the vacation of the 1982 Westview Subdivision Plat and a 15 Unit Conceptual MPD (which continues to be known as the Westview MPD) for a family compound of up to 15 Units. The Staff Report (Exhibit C – Planning Department Staff Report dated December 11, 1987) notes that the applicant did not intend to subdivide the parcel but that one (1) Unit would be built immediately and the remaining 14 Units were to be built over a long period of time and that the dwellings would all be family owned. This 1987 approval resulted in an overall decrease in density of 19 Units but not necessarily in buildable square footage as no maximum house size was set (Exhibit D – Notice of Planning Commission Action dated December 17, 1987. This approval was conditioned on the re-alignment of a trail easement that crossed the Huntsman property. This trail re-alignment was approved and completed in 1988. The approval also notes that it is not a Subdivision but an MPD. The Huntsman Family subsequently built a family estate on the property utilizing one (1) Unit, however, the 15 Unit entitlement remains intact with 14 development Unit entitlements remaining.

The Westview/Huntsman MPD and Parcel continues to be known as the Westview Parcel in the subsequent Amendments to the Deer Valley MPD. It is located in the North Silver Lake Community of Deer Valley and is identified in Exhibit 1 of the Twelfth Amendment. This Exhibit sets the Permitted Density (Units) at 15 with one (1) Unit already developed (the existing Huntsman Family house). It also limits building height to 28 feet which is the underlying zone Maximum Building Height. The Planning Department notes that the 1987 Conceptual MPD approval for the construction of the Huntsman Family Compound allows for an exception to the building height for this house specifically, but not for the site overall (Exhibit B Condition of Approval #8).

The current use of the site includes a large existing residence (approximately 22,000 square feet) and accessory buildings including a 1,000 square foot carriage house and a 6,000 square foot underground parking garage.

Adjacent to the property to the west is a 19.51 acre parcel (PC-S-46-B-1) also owned by the Huntsman Family that is located outside of the Deer Valley MPD. This parcel is zoned Estate (E) which requires a minimum of three (3) acres per Unit. The applicant has stated that they would be interested in transferring the density located on this adjacent parcel into the proposed Huntsman Estates and as such have designated an area in the Subdivision to accommodate this should this effort be pursued in the future as Phase 2 of this project which would require a Plat Amendment.

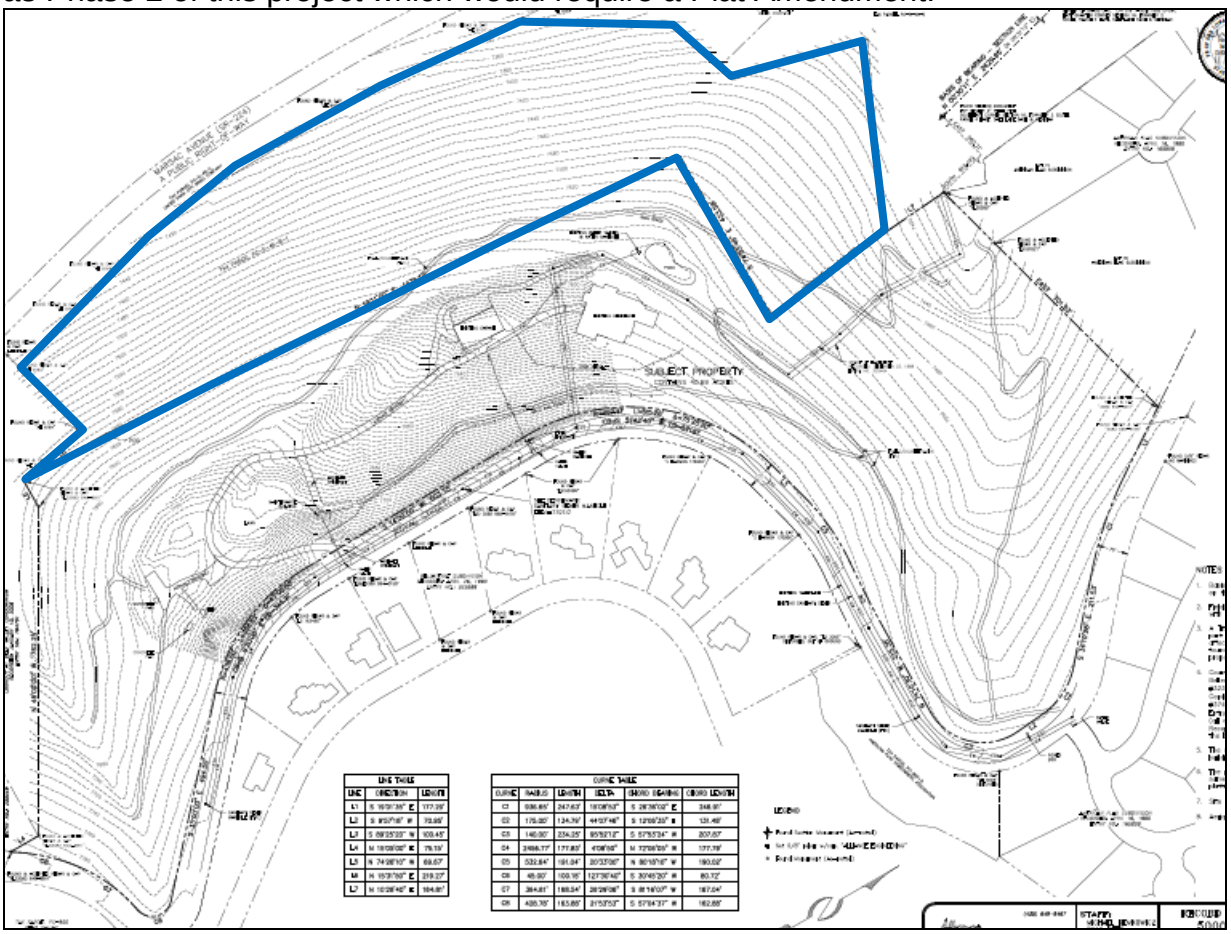


Figure 2: Adjacent 19.51 acre parcel also owned by the applicant

Adding land and/or Density to the Deer Valley MPD also requires the support of Deer Valley and an Amendment to the Deer Valley MPD. The Planning Department believes this may be worth pursuing in exchange for City ownership of this parcel as Open Space so that this heavily wooded and very visible site adjacent to Marsac Avenue remains undeveloped in perpetuity. This parcel is located within the Sensitive Lands Overlay Zone (SLO Zone), and contains trails used by the public and wildlife habitat. Due to its location in the SLO Zone, the Planning Commission may consider a transfer of up to 25% of the Densities of this site to Developable Land subject to a Sensitive Lands Analysis and a Site Suitability Determination. This was discussed at the February 2020 Work Session and the Planning Commission expressed support for the concept. Although the applicant is interested in pursuing this further they have not submitted a complete Sensitive Lands Analysis to the Planning Department yet and have decided that this would be a Phase 2 of the project.

District Purpose and Allowed Uses

The purpose of the Residential Development District is to:

A. allow a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities,
B. encourage the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services,
C. allow commercial and recreational activities that are in harmony with residential neighborhoods,
D. minimize impacts of the automobile on architectural design,
E. promote pedestrian connections within Developments and between adjacent Areas; and
F. provide opportunities for variation in architectural design and housing types.

Allowed Uses	Conditional Uses
1. Single-Family Dwelling 2. Duplex Dwelling 3. Secondary Living Quarters 4. Lockout Unit[1] 5. Accessory Apartment[2] 6. Nightly Rental[3] 7. Home Occupation 8. Child Care, In-Home Babysitting[4] 9. Child Care, Family[4] 10. Child Care, Family Group[4] 11. Accessory Building and Use 12. Conservation Activity Agriculture 13. Parking Area or Structure with four (4) or fewer spaces 14. Recreation Facility, Private 15. Salt Lake City 2002 Winter Olympic	1. Triplex Dwelling[6] 2. Multi-Unit Dwelling[6] 3. Guest House 4. Group Care Facility 5. Child Care Center[4] 6. Public and Quasi-Public Institution, Church, and School 7. Essential Municipal Public Utility Use, Facility, Service, and Structure 8. Telecommunication Antenna[7] 9. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter[8] 10. Raising, grazing of horses 11. Cemetery 12. Bed and Breakfast Inn 13. Hotel, Minor[6]

Games Olympic Legacy Displays[5] 16. Food Truck Location[16]	14. Hotel, Major[6] 15. Private Residence Club Project and Conversion[10] 16. Office, General[6,9] 17. Office, Moderate Intensive[6,9] 18. Office, Medical[6,9] 19. Financial Institution without drive-up window[6,9] 20. Commercial Retail and Service, Minor[6,9] 21. Commercial Retail and Service, personal improvement[6,9] 22. Commercial, Resort Support[6,9] 23. Café or Deli[6,9] 24. Restaurant, Standard[6,9] 25. Restaurant, Outdoor Dining[10] 26. Outdoor Event[10] 27. Bar[6,9] 28. Hospital, Limited Care Facility[6,9] 29. Parking Area or Structure with five (5) or more spaces 30. Temporary Improvement[10] 31. Passenger Tramway Station and Ski Base Facility[11] 32. Ski Tow, Ski Lift, Ski Run, and Ski Bridge[11] 33. Recreation Facility, Public 34. Recreation Facility, Commercial[6] 35. Entertainment Facility, Indoor[6,9] 36. Commercial Stables, Riding Academy[12] 37. Master Planned Development with moderate income housing density bonus[12] 38. Master Planned Development with residential and transient lodging Uses only[12] 39. Master Planned Development with Support Retail and Minor Service Commercial Uses[12] 40. Heliport[12] 41. Vehicle Control Gate[13] 42. Fences and walls greater than six feet (6') in height from Final Grade[10] 43. Salt Lake City 2002 Winter Olympic Games Olympic Legacy Displays[14] 44. Amenities Club 45. Club, Private Residence Off-Site[15]
PROHIBITED USES. Any Use not listed above as an Allowed or Conditional Use is a prohibited	

Use.
[1]Nightly rental of Lockout Units requires a Conditional Use permit [2]See LMC Chapter 15-4-7, Supplemental Regulations for Accessory Apartments [3]Nightly Rentals do not include the Use of dwellings for Commercial Uses and Nightly Rentals are not permitted in the April Mountain and Mellow Mountain Estates Subdivisions [4]See LMC Chapter 15-4-9 for Child Care Regulations [5]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed on the original Property set forth in the services agreement and/or Master Festival License [6]Subject to provisions of LMC Chapter 15-6, Master Planned Development [7]See LMC Chapter 15-4-14, Supplemental Regulations for Telecommunications Facilities [8]See LMC Chapter 15-4-13, Supplemental Regulations for Satellite Receiving Antennas [9]Allowed only as a secondary or support Use to the primary Development or Use and intended as a convenience for residents or occupants of adjacent or adjoining residential Developments. [10]Requires an administrative Conditional Use permit. [11]As part of an approved Ski Area Master Plan. See LMC Chapter 15-4-18. [12]Subject to provisions of LMC Chapter 15-6, Master Planned Development. [13]See Section 15-4-19 for specific review criteria for gates. [14]Olympic Legacy Displays limited to those specific Structures approved under the SLOC/Park City Municipal Corporation Olympic Services Agreement and/or Olympic Master Festival License and placed in an Area other than the original location set forth in the services agreement and/or Master Festival License. [15]Only allowed within a Master Planned Development. Requires an Administrative Conditional Use permit. Is permitted only in approved existing Commercial spaces or developments that have ten (10) or more units with approved Support Commercial space. A Parking Plan shall be submitted to determine site specific parking requirements. [16]The Planning Director, or his designee shall, upon finding a Food Truck Location in compliance with Municipal Code 4-5-6, issue the property owner a Food Truck Location administrative approval letter.

Single Family Dwellings are an Allowed Use within the RD District, as are Duplex Dwellings. Lockout Units require a CUP. Nightly Rentals are allowed in the area. Although there are a number of Allowed and Conditional Uses in the RD Zone, the applicant has agreed to a Condition limiting the lots to Single-Family Dwellings and Accessory Buildings, consistent with the Deer Valley MPD (Condition of Approval #4).

There is a vehicle control gate at the entrance to the property that the applicants would potentially like to improve. Vehicle Control gates require a Conditional Use Permit from the Planning Commission in the RD zone and are subject to the CUP review criteria in LMC Section 15-1-10. In addition, the Commission must find that the following review criteria for Vehicle Control Gates are met:

1. The Applicants demonstrated a need for a Vehicle control Gate to effectively control an ongoing health, safety, and welfare situation or in unique circumstances, to mitigate traffic, parking congestion, or through traffic on Streets within a neighborhood.
2. The private Street is a cul-de-sac and not a through Street. The proposed Vehicle Control Gate does not impact traffic circulation through the neighborhood.
3. The private Street serves primarily single family or duplex residences with individual or shared driveways.
4. There is a major traffic or parking generator or Use, such as the ski area base at lower and upper Deer Valley Resort and Park City Mountain Resort, within a nine hundred foot (900') walking distance of the private Street entrance and there is evidence of spill over parking or other vehicular activity on a regular basis throughout the season.
5. The Vehicle Control Gate is located outside of the City Right-of-Way and maintains all Setbacks of the zone.
6. The Vehicle Control Gate does not impact existing utility easements.
7. The Vehicle Control Gate is designed to permit unimpeded pedestrian, bicycle and equestrian Access through the neighborhood and to existing public trails and walkways. A minimum gap of four feet (4') shall be allowed for these non-vehicular Uses.
8. The Vehicle Control Gate is designed to be minimal in height, scale, and mass to accomplish the goal of preventing unauthorized vehicle traffic, parking, and/or other impacts on the neighborhood. There shall be a minimum bottom clearance of two feet (2') from the bottom of the gate rail to the road surface. A diagonal structural support may cross through the two foot (2') opening to provide additional structural strength for the cantilevered gate (see illustration) and keep the overall gate mass to a minimum. The gate shall be no more than thirty-six inches (36") in height from the bottom rail to the top rail, although allowance may be made for decorative elements. Design and materials shall result in a visually open gate. Any walls associated with the entry gate shall be pedestrian in scale and shall generally not exceed a height of five feet (5'). Column elements may be added for architectural interest, but these column elements shall not exceed a height of nine feet (9').
9. The method of Access for emergency, service, and delivery vehicles shall meet all requirements of the Planning, Engineering, and Building Departments and the Fire Marshall prior to issuance of a Building Permit for the gate construction.
10. Vehicle Control Gates on private Streets are not permitted in all zones. Gates on private Streets are allowed as a Conditional Use in the following Zoning Districts: ROS, E-40, E, and RD.

11. Any signs associated with the gate and/or walls are subject to the Park City Sign Code and require a separate sign permit.
12. A Vehicle Control Gate management plan shall be submitted for Planning Commission approval to address times and situations when the gate will be closed. Applicants shall agree to leave the gate open at all times, except as specified in the approved management plan.

The Planning Department notes that the existing gate does not appear to meet the Front Setback Requirement and any new or improved gate will need a CUP and must meet Setback Requirements.





Photos of Existing Entrance and Gate

Analysis

The proposed Major Subdivision has been reviewed for compliance with the following Land Management Code Sections: 15-2.13 Residential Development (RD) District; 15-7 Subdivision General Provisions; 15-7.1 Subdivision Procedures; 15-7.3 Requirements For Improvements, Reservations and Design; 15-12-15(B)(4) Subdivision Approval; and 15-12-15(B)(9) Subdivision and Condominium Plat and Plat Amendment Review as well as the Deer Valley MPD.

Lot and Site Requirements for the site are as follows:

Zone Allowance:	**Residential Development**	**Deer Valley MPD Overlay**
Lot Size	No Minimum	Same
Density	3 units per acre, (or up to 5 units per acre with a MPD)	15 Units
Setbacks Front Setback Front Setback – New front facing	 20 feet 25 feet	 Same

garages Rear Setback – Main Buildings Rear Setback – Accessory Buildings and detached garages Side Setback	15 feet 10 feet 12 feet	
Building Height	28 feet from existing grade	Same

The proposed Huntsman Estates Subdivision Plat creates fifteen (15) Lots of record from the existing site and one Common Area parcel. The proposal is as follows:

Lot	Lot Size	Proposed Limits of Disturbance (Acres)	Proposed Limits of Disturbance (SF)	Limits of Disturbance as % of Lot Area
Lot 1	0.69	0.21	9,148	0.30
Lot 2	3.04	0.58	25,265	0.19
Lot 3	2.78	0.49	21,344	0.18
Lot 4	0.97	0.3	13,068	0.31
Lot 5	1.2	0.4	17,424	0.33
Lot 6	0.82	0.23	10,019	0.28
Lot 7	0.67	0.21	9,148	0.31
Lot 8	0.62	0.21	9,148	0.34
Lot 9	0.63	0.21	9,148	0.33
Lot 10	0.6	0.25	10,890	0.42
Lot 11	0.54	0.25	10,890	0.46
Lot 12	23.78 22.06*	NA	NA	NA
Lot 13	0.7	0.31	13,504	0.44
Lot 14	0.66	0.28	12,197	0.42
Lot 15	0.67	0.29	12,632	0.43
Common Area	0.88	NA	NA	NA

Parcel				
Additional Land West	1.03	NA	NA	NA
Additional Land East	0.69	NA	NA	NA

**Lot 12 contains the existing Huntsman Family House. As mentioned earlier in this Staff Report the applicant has reserved two lots within the Subdivision should they be approved to transfer Density from the adjacent Estate zoned parcel into this Subdivision in the future. For the purposes of this application the square footage from these lots is part of Lot 12, the lot that includes the Huntsman House. If in the future the applicant is approved to transfer the Density, Additional Land East and Additional Land West Lots would be created and the size of Lot 12 would decrease to accommodate these lots. This will require a Plat Amendment.*

All of the proposed lots meet the Lot and Site Requirements of the RD District and the Deer Valley MPD. Prior to the issuance of Building Permits for individual lots the Planning Department must review proposed plans for compliance with the Architectural Design Guidelines. This is in addition to the Deer Valley Design Guidelines

House Size

Although there is no Maximum House Size Limitations within the Deer Valley MPD for this parcel, the Planning Commission may choose to designate maximum house sizes to ensure Compatibility with the surrounding neighborhood (LMC Section 15-7.3-3(C), Square Footage). Not including the existing Huntsman house (approximately 22,000 SF), the average size of the homes in the adjacent Belleterre and Flagstaff neighborhoods (which also have similar lot sizes to the proposed Subdivision) is approximately 7,000 square feet (Exhibit E). If we were to assume development of the remaining 14 Huntsman Units at 7,000 square feet this would equate to 98,000 square feet of development (or 2.25 acres of new development) on the 40 acre parcel. If average house size increased to 10,000 square feet this would equate to 140,000 square feet of development.

The applicant has expressed concern with voluntarily limiting house size as they feel that it will impact the economics of the project and has not been done in other single-family subdivisions in the Deer Valley MPD, however, they would like to work towards a solution that is acceptable to the Planning Commission as well as themselves. The applicant submitted a list of all of the lots in the single-family neighborhoods in Deer Valley and the corresponding square footages of the houses built on them (Exhibit O). Of the 178 existing homes in the six Deer Valley single-family neighborhoods, 23 homes exceed 10,000. While American Flag has the lowest average home size at 6,330 square feet per lot, the Bald Eagle and Red Cloud subdivision have significantly larger average home sizes at 9,120 and 11,490 square feet respectively.

While the applicant is hesitant to limit house size the applicant has identified Limits of Disturbance (LOD) on the proposed lots which take into account front and side setbacks. These proposed LODs range from 9,148 square feet to 25,265 square feet, based on lot size, with the average LOD being 13,130 square feet (Exhibit M).

Although the Planning Department believes the proposed LODs are on the large size, we acknowledge that LODs do not equate to footprint or building size and that

maximum house size restrictions have not been placed on other single-family subdivisions in Deer Valley in the past. We also acknowledge that the proposed LODs are set towards the front of the lots in order to minimize driveways and tree removal and the Ridge Line is protected from development. The LOD Exhibit estimates Open Space to be at least 88% based on the proposed LOD Areas inclusive of the large house on Lot 12.

Common Area Parcel

The applicant is proposing one 0.88 acre parcel as Common Area that will likely contain amenities exclusive to the property. These may include an outfitters cabin with outdoor equipment and a stocked fishing pond. Tennis and pickleball courts are also being considered. The applicant has agreed to a Condition of Approval (Condition of Approval #8) that none of the amenities will have exterior lighting meant for nighttime use.

Visibility of the Site

The Planning Department notes that there should be minimal impacts on surrounding properties including shadows, loss of solar access, air circulation, views or ridgeline intrusion due to required setbacks and because the building height limitation of 28 feet is less than the height of surrounding trees. Nevertheless, the Planning Department and Planning Commission requested that the applicant submit a Visual Assessment of what the development will look like at build out from the Historic District so that the Planning Commission may fully evaluate the impacts of the proposed Subdivision and necessary tree removal.

On March 4, 2020 the applicant submitted a Visual Analysis (Exhibit P) including views from:

1. City Hall, Marsac Avenue
2. Top of Main Street
3. Sampson Avenue
4. The eight (8) Typical Vantage Points in the Sensitive Land Overlay Zone Regulations Section 15-2.21-3(A)(4)

Submitted materials confirm that the site will have minimal visual impact on the City if developed as proposed, and limited ridgeline intrusion. The applicant has also noted that the average house size of the houses modeled in the Analysis is approximately 10,000 square feet each.

Vegetation Protection and Soils

It will be important to balance the need for tree removal on individual lots for both construction and wildfire prevention with the visibility of the site from the Main Street core/Historic District. The Planning Department notes that care should be taken when siting houses and driveways on the lots in order to minimize disturbance of Significant Vegetation.

Section 15-2.13-10 of the LMC requires that Property Owners protect Significant Vegetation during Development activity including large trees six inches (6") in diameter or greater measured four and one-half feet (4½') above the ground, groves of smaller

trees, or clumps of oak and maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.

As this is a well forested site the applicant submitted a Forest Assessment (Exhibit N) for the proposed subdivision. The forest predominantly contains a mix of white fir and blue spruce species as well as gambel oak and aspen trees. Overall the forest is reported as being healthy but could benefit from some additional management in the form of thinning and dead tree removal, particularly along the periphery of the property.

The Forest Assessment recommends that healthy trees or groups of trees will need to be identified for preservation and protection as lots are developed. This includes consideration of the Critical Rooting Zone (CRZ) of protected trees during construction activity.

The Assessment also recommends fire mitigation strategies such as creating three (3) defensible space zones. Zone 1 is the closest to the home and extending 15-30 feet from the structure. Here almost all flammable vegetation is removed. Zone 2 extends out 100 feet from the structure and removes weakened, diseased and dead trees in an effort to reduce flammable fuels and fire intensity. Zone 3 is the area more than 100 feet from the structure and includes general best practices for forest management including removal of dead trees.

The Planning Department recommends Conditions of Approval (Condition of Approval #9) that include property owners submit a certified Arborists Assessment and Landscape Plan at the time of building permit to the Planning Director for review and approval, that shows the health and viability of all Significant Vegetation on the property within 100 feet of the proposed Limits of Disturbance and a Tree Preservation Plan that indicates trees proposed for removal, how trees will be protected during construction and a tree replacement plan. Plans shall also indicate that trees shall be limited within a 15 foot radius of the house and that diseased and dead trees within 100 feet of the house will be removed, consistent with the Forrest Assessment dated March 28, 2020.

The property is located outside of the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore is not regulated by the City for mine related impacts. If the property owner does encounter mine waste or mine waste impacted soils they must handle the material in accordance with State and Federal law.

Open Space

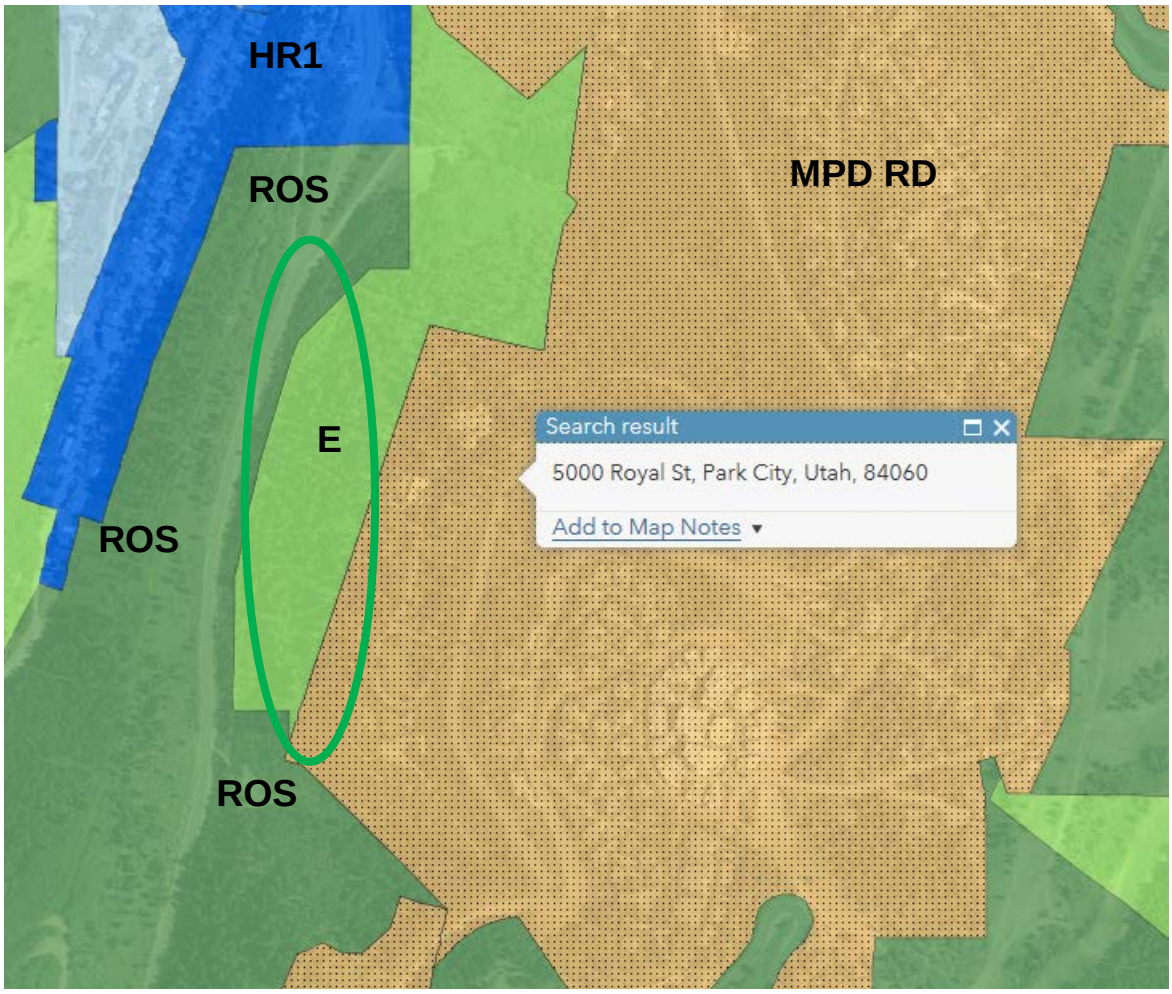
Planning Department Staff requested an Open Space Plan showing proposed LODs to verify Open Space calculations. The LOD Exhibit (Exhibit M) estimates Open Space to be at least 88% based on the proposed LOD areas including the large house on Lot 12.

Trails and Sidewalks

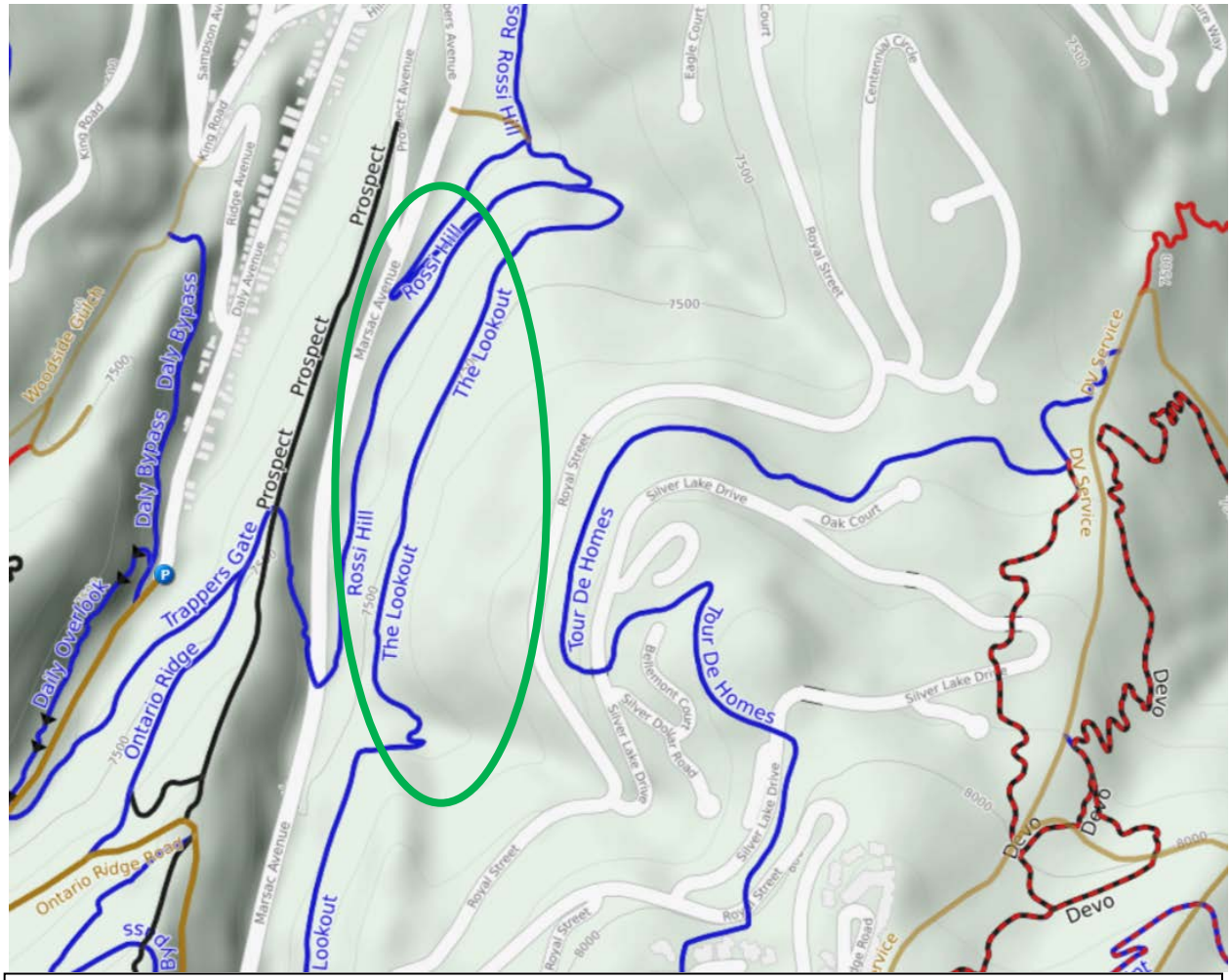
No sidewalks are proposed within the Subdivision. Although walkability is important to the Planning Department, given that the road will be private and maintained by the Homeowners Association, the Planning Department has no objection to this at the current time.

There are single and double-track bike trails on the applicant's adjacent 19.51 acre parcel (the Rossi Hill and Lookout Trails) that the City would like to acquire easements for in order to maintain and improve these trails as necessary. This has been made Condition of Approval #12. The Planning Department also recommends a condition that the applicant grant an easement to the City and post a bond of $25,000 for the construction of a new trail connection between the intersection of the Lookout and Rossi Hill Trails and Royal Street that shall roughly follow the existing sewer line corridor. This is Condition of Approval #13. This new trail would provide a connection for alternative forms of transportation between Old Town and Deer Valley consistent with LMC Section 15-7.3-8, Sidewalks, Hiking Trails, Bike Paths, and Horse Trails, which states "trails shall be provided by the Developer in accordance with the City Trails Master Plan and where otherwise necessary as determined by the Planning Commission. Trails should connect traffic generators such as schools, recreation facilities, commercial Areas, parks, and other significant natural features. Such trails shall be built to City specifications and easements shall be dedicated for such trails. The trails shall be constructed at the time of road construction, unless the Planning Commission determines otherwise, in which case cash deposits shall be required pursuant to Section 15-7.2 of this Code."

As the project is proposed with two phases the Planning Department recommends a Condition of Approval that should Phase 2 move forward, the applicant shall deed the adjacent 20 acre parcel to the City as natural Recreation and Open Space (ROS) extending the ROS corridor south, west and north of this parcel (Condition of Approval #14).



Existing Zoning Map showing the Adjacent 20 acre parcel currently zoned Estate (E) but adjacent to Recreational Open Space zoned land to the south, west and north



Mountain Trails Foundation Map showing the Rossi Hill and Lookout Trails on the adjacent 19.51 acre property and the City's proposed new connecting trail in Yellow.

Traffic

The traffic impacts for this 15-lot Subdivision are expected to be relatively insignificant and well within the capacity of Royal Street. Additionally, in order to reduce traffic from the Subdivision, the applicant is proposing an on-call van that will transport owners and guests to the Silver Lake area as well as the Main Street core and the surrounding resorts utilizing Royal Street. The on-call van service will reduce parking needs and provide an easy ride to the slopes and town, particularly during peak periods. The Planning Department would make this a Condition of Approval (Condition of Approval 14). The Planning Commission discussed traffic at the February 12, 2020 Planning Commission Work Session and decided a traffic study was not necessary for this project given that the proposed 15 Units of Density are contemplated in the Deer Valley MPD.

Development Review Committee

The Development Review Committee reviewed this project on December 17, 2019. The applicant is proposing a 40-foot right of way for the private road that would serve this Subdivision from Royal Street. The private road will be maintained by the Homeowner's Association and will have no more than a 10% grade. Sewer and water mains will be placed under the road and the road will be built to Park City road construction standards. Underground power and gas will be trenched along the outside of the road. A Plat Note shall indicate that no private driveways will be permitted from Royal Street. The Fire Department asked that the width of the cul-de-sac be increased from 75 feet to 96 feet in order to accommodate their trucks. This has been changed on the Lot Exhibit Plan dated April 15, 2020 (Exhibit M). A Construction Management Plan that explicitly prohibits parking on Royal Street during construction will be required prior to the issuance of any building permits.

The Snyderville Basin Sewer Improvement District (SBSID) has an easement for a sewer line through this property. The applicant has agreed to work closely with the SBSID as plans for development progress. Storm water plans must be reviewed and approved prior to the issuance of building permits. The proposed new connection trail would roughly follow this easement.

Consistency with the *2014 Park City General Plan*

The Upper Deer Valley Neighborhood was platted within the Deer Valley Master Plan to create a limited number of single family homes as well as clustered multifamily and hotel development in this resort oriented neighborhood. Housing in this neighborhood is primarily used as second homes as well as nightly rentals supporting this resort neighborhood. Development clusters exist within pods and each pod is surrounded by recreation open space. An extensive single track trail system provides for hiking and biking in the summer and connects Deer Valley to the Main Street Area. The proposed subdivision is consistent with the density allowed in the Deer Valley MPD.

Access from Marsac Avenue and Royal Street provides connections to the Main Street Area. This project will create an on call van service program that will support carpooling to the ski slopes and the Main Street area, particularly during peak periods.

Process

This application is considered a Major Subdivision as it contains more than four (4) Lots. The Planning Department recommends the Planning Commission waive the Preliminary Plat requirements and recommend the proposed subdivision as the Final Plat.

The approval of this Subdivision application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC § 15-1-18.

Significant Impacts

There are no significant impacts from this application.

Recommendation

Staff recommends the Planning Commission hold a public hearing for the proposed Huntsman Estates, a "Major" Subdivision located at 5000 Royal Street, and consider forwarding a positive recommendation for City Council's consideration at their June 25, 2020 meeting based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the attached Draft Ordinance.

Exhibits

Exhibit A: Deer Valley Resort Twelfth Amended and Restated Large Scale MPD
Exhibit B: Notice of Planning Commission Action, December 17, 1987
Exhibit C: Approved 34 Lot Subdivision, 1982
Exhibit D: Planning Department Staff Report December 11, 1987
Exhibit E: Neighborhood House Size Analysis American Flag and Belleterre
Exhibit F: Applicant's Letter of Intent/Description of the Project
Exhibit G: Huntsman Estates Proposed Subdivision Plat
Exhibit H: Record of Survey and Existing Conditions
Exhibit I: Ownership Exhibit
Exhibit J: Aerial Photograph
Exhibit K: Additional Site Photographs
Exhibit L: February 12, 2020 Planning Commission Work Session Minutes
Exhibit M: Limits of Disturbance Exhibit dated 4/15/2020
Exhibit N: Applicant's Forrest Assessment dated 3/28/2020
Exhibit O: Applicant's House Size Analysis
Exhibit P: Applicant's Visual Analysis

Ordinance No. 2020-XX

AN ORDINANCE APPROVING THE HUNTSMAN ESTATES SUBDIVISION PLAT LOCATED AT 5000 ROYAL STREET, PARK CITY, UTAH

WHEREAS, the owner of the property located at 5000 Royal Street petitioned the City Council for approval of the fifteen lot (15-lot) Huntsman Estates Subdivision; and

WHEREAS, on May 13, 2020, the property was posted and notice was mailed according to the requirements of the Land Management Code; and

WHEREAS, legal notice was published in the Park Record on May 13, 2020, according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a Public Hearing on May 27, 2020, to receive input on the Huntsman Estates Subdivision; and

WHEREAS, the Planning Commission forwarded a _____ recommendation to City Council; and

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

WHEREAS there is good cause and it is in the best interest of Park City Utah, to approve the Subdivision Plat.

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

SECTION 1. APPROVAL. The Subdivision Plat as shown in Attachment 1 is approved subject to the following Findings of Facts, Conclusions of Law and Conditions of Approval.

Findings of Fact:

1. The property contains 40.69 acres and is zoned Residential Development (RD) and is located within the Deer Valley MPD Overlay.
2. 5000 Royal Street is improved with a large family estate house as well as accessory buildings including a carriage house and underground garage.
3. The Parcel is known as the Westview Parcel located in the North Silver Lake Community of Deer Valley and is assigned 15 Density Units in Exhibit 1 of the Twelfth Amendment and Restated Deer Valley MPD with one Unit already developed.
4. The Subdivision is classified as a Major Subdivision according to LMC Section 15-7.1-3(A)(2) as it contains four (4) or more lots. The subdivision contains 16 lots including one common parcel.

5. Staff checked for compliance with the Deer Valley MPD and Deer Valley is compliant with its Employee Housing obligations.
6. There are no Maximum House Size limitations or Unit Equivalent limitations on this parcel.
7. Building Height is limited to 28 feet for this parcel with an exception for the existing house which was granted in 1987 as part of the Conceptual MPD approval for the Westview MPD.
8. This Subdivision vacates the previous Westview MPD.
9. Nothing in this approval shall prevent the applicant from transferring up to two Units of density from the adjoining Estate zoned 19.51 acre parcel into this Subdivision in the future subject to a Plat Amendment, an amendment to the Deer Valley MPD and the dedication of this adjacent parcel to the City as Open Space.
10. The proposed Major Subdivision has been reviewed for compliance with all Sections of LMC 15-7, Subdivision General Provisions.
11. Single Family Dwellings are an allowed Use within the RD District.
12. Lockout Units require a CUP.
13. Nightly Rentals are allowed in the area unless HOA rules prohibit them.
14. The proposed 15 lots and Common Area Parcel meet the Lot and Site Requirements of the RD Zone and the Deer Valley MPD.
15. All future buildings shall be reviewed for compliance with the Architectural Design Guidelines of LMC Section 15-5.
16. The applicant submitted a Forrest Assessment from a certified arborist that evaluated the health and viability of the site and makes recommendations on thinning and removing dead standing trees in order to balance the need for tree removal for forest health, build out and wildfire prevention with the visibility of the site.
17. Care shall be taken in the siting of houses and driveways to limit the removal of Significant Vegetation. The applicant submitted LOD Areas for each of the individual lots in a file titled Lot Exhibit dated 4/15/20.
18. The property is located outside the Park City Landscaping and Maintenance of Soil Cover Ordinance.
19. A 40-foot right-of-way will serve the Subdivision from Royal Street. The road will be private and will be maintained by the Homeowner's Association but shall be constructed to City Standards.
20. The Snyderville Basin Sewer Improvement District has an easement for a sewer trunk line through this property that will be maintained.
21. The applicant submitted a Visual Analysis of what the development may look like at full build out from the Historic District and various other points in Park City with considerations made for removal of Significant Vegetation. The Visual Analysis shows that the site as developed should have minimal visual impact on the Historic District.
22. There should be minimal impact on surrounding properties including shadows, loss of solar access, air circulation, views or ridgeline intrusion due to required setbacks and because the building height limitation of 28 feet is less than the height of surrounding trees.
23. In compliance with LMC Section 15-7.3-8, Sidewalks, Hiking Trails, Bike Paths, and

Horse Trails, the applicant has agreed to grant the City easements that cover the routine maintenance and improvements to the Rossi Hill and Lookout Trails on the adjacent 20 acre parcel owned by the applicant.

24. Also in compliance with LMC Section 15-7.3-8, Sidewalks, Hiking Trails, Bike Paths, and Horse Trails, the applicant has agreed to grant an easement to the City and post a bond with the City up to $25,000 for the construction of a new trail connection between the intersection of the Lookout and Rossi Hill Trails and Royal Street that shall roughly follow the existing sewer line corridor. This new trail would provide a connection for alternative forms of transportation between Old Town and Deer Valley.
25. The traffic impacts for this 15-lot Subdivision are expected to be well within the capacity of Royal Street. In order to reduce traffic from the Subdivision the applicant is proposing an on-call van that will transport owners and guests to the Silver Lake area as well as the Main Street core and the surrounding resorts.
26. A traffic Study was not required for this application as the Deer Valley MPD accounts for 15 Units of Density on the site.
27. The applicant has agreed to cooperate with and not restrict or obstruct aerial transportation that may be developed in the future over the property.

Conclusions of Law:

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

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Subdivision Plat for compliance with State Law, the Land Management Code, and the Conditions of Approval, prior to recordation of the Plat.
2. The applicant will record the Plat at the County within two (2) years from the date of City Council approval. If recordation has not occurred within two (2) years time, this approval for the Plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. A Plat Note shall indicate that all roads, cut-de-sac and utilities shall conform to current City Standards.
4. A Plat Note shall indicate that the lots are limited to Single Family Dwellings and Accessory Buildings.
5. A Plat Note shall indicate that all buildings in the Huntsman Estate Subdivision shall be fire sprinkled on both the interior and exterior.

6. A Plat Note shall indicate that the overall development parcel shall contain a minimum of 88% open space and otherwise comply with the Deer Valley MPD and all applicable zoning regulations including building height of 28 feet.
7. A Plat Note shall indicate that all building must be within the LOD Area shown on Lot Exhibit dated 4/15/20. Minor adjustments to the LOD Area shall be allowed by the Planning Director so long as the size of the LOD Area on the lot remains the same.
8. A Plat Note shall indicate that none of the amenities shall have exterior lighting meant to allow for nighttime use.
9. A Plat Note shall indicate that prior to the issuance of building permits for individual lots the applicant or owner of the lot shall submit a certified Arborists Assessment of the lot that analyzes the health and viability of all Significant Vegetation on the property within 100 feet of the LOD, includes a Tree Preservation Plan that indicates trees proposed for removal, how trees will be protected during construction and a tree replacement plan. Plans shall also indicate that trees shall be limited within a 15 foot radius of the house and that diseased and dead trees within 100 feet of the house will be removed, consistent with the submitted Forrest Assessment dated March 28, 2020.
10. A Plat Note shall indicate that if the developer encounters mine waste or mine waste impacted soils they must handle the material in accordance to State and Federal law.
11. A Plat Note shall indicate that no private driveways will be permitted from Royal Street.
12. A Plat Note shall indicate that prior to Plat recording, the applicant shall grant an easement to the City for trail maintenance and improvements on the adjacently owned 20 acre parcel covering the existing Rossi Hill and Lookout Trails.
13. The applicant shall grant and easement and post a bond with the City up to $25,000 for the construction of a new trail connection between the Lookout Trail and Royal Street that shall roughly follow the existing sewer line corridor.
14. Should the applicant move forward with Phase 2 of this project, a Condition of approval will be placed on the Plat Amendment that the applicant shall deed the adjacent parcel to the City as natural Recreational Open Space.
15. A Plat Note shall indicate that the Subdivision shall be served by an on-call van/shuttle service that will transport owners and guests to the Silver Lake area as well as the Main Street core and the surrounding resorts during peak vacation/holiday weeks in order to minimize the traffic impact from this Subdivision. At a minimum this shall include holiday weeks and three day weekends in perpetuity. The shuttle shall utilize Royal Street and shall not utilize Hillside Avenue.
16. A Construction Management Plan that explicitly prohibits parking on Royal Street during construction will be required prior to the issuance of any building permits.
17. A Plat note shall indicate that there shall be no further subdivision of these 15 lots with the exception of Additional Land East and Additional Land West subject to an Amendment of the Deer Valley MPD and the incorporation of the adjacent PC-S-46-B-1 into the DV MPD as Open Space and dedication of this parcel to Park City Municipal Corporation.
18. The Huntsman Estates Subdivision development exceeds one (1) acre and shall meet the requirements of the municipal separate storm sewer system (MS4) storm

water program. A plat note shall indicate that each lot within this common development shall be required to obtain a MS4 storm water permit prior to any construction activity.

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

PASSED AND ADOPTED this 25th day of June, 2020.

PARK CITY MUNICIPAL CORPORATION

_____
MAYOR, Andy Beerman

ATTEST:

_____
City Recorder, Michelle Kellogg

APPROVED AS TO FORM:

_____
City Attorney, Mark Harrington

FEE EXEMPT
UTAH CODE ANNOTATED § 11-13-102

1313

When recorded, Mail to:
Park City Recorder
PO Box 1480
Park City, UT 84060

DEER VALLEY RESORT TWELFTH AMENDED AND RESTATED LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT

November 30, 2016

WHEREAS, Royal Street Land Company, a Utah corporation ("Royal Street") heretofore submitted to the Planning Commission of Park City ("Commission") certain items with relation to a residential, commercial, and recreational development project known as Deer Valley / Lake Flat Area Development ("Project") which items were listed in the original Permit granted for the Project by Commission and are incorporated herein by reference; and

WHEREAS, Commission found that such items submitted by Royal Street complied with and satisfied all applicable requirements of the Park City Land Management Code as then in force, to permit the construction of the Project as a planned unit development pursuant to the planned unit development exception then contained in the Park City Land Management Code; and

WHEREAS, Commission heretofore issued to Royal Street a Special Exception Permit dated September 27, 1977, with relation to the Project, which Special Exception Permit was amended by an Amended Special Exception Permit dated June 27, 1979 issued to Royal Street and by a Second Amended and Restated Special Exception Permit dated January 27, 1982, a Third Amendment to Special Exception Permit dated May 17, 1984, a Fourth Amendment to Special Exception Permit dated February 21, 1985, a Fifth Amended and Restated Special Exception Permit dated December 23, 1986, a First Amendment to Fifth Amended and Restated Special Exception Permit dated November 29, 1989, a Second Amendment to Fifth Amended and Restated Special Exception Permit dated April 11, 1990, a Sixth Amended and Restated Special Exception Permit dated October 10, 1990, a Seventh Amended and Restated Large Scale Master Planned Development Permit dated April 14, 1993, an Eighth Amended and Restated Large Scale Master Planned Development Permit dated April 25, 2001, a Ninth Amended and Restated Large Scale Master Planned Development Permit dated June 28, 2006, a Tenth Amended and Restated Large Scale Master Planned Development Permit dated August 12, 2009, and an Eleventh Amended and Restated Large Scale Master Planned Development Permit dated March 23, 2011, which were issued to Deer Valley Resort Company ("Permittee"), as assignee and successor to the rights of Royal Street under the Special Exception Permit; and

WHEREAS, Permittee and Commission desire to further amend and restate the Large Scale Master Planned Development Permit to reflect actions approved by the Commission with respect to the combination of vacant Deer Valley MPD Silver Lake Village Lots F, G, and H into one Lot I and to transfer 843 square feet of existing residential density (0.4215 unit equivalents (UE)) from Deer Valley MPD Silver Lake Village Lot D (existing Goldener Hirsh Inn) to the new Deer Valley MPD Silver Lake Village Lot I, to accommodate connection, access and circulation between the Goldener Hirsch Inn on Parcel D and the future Goldener Hirsch Residences proposed on Parcel I.

WHEREAS, Permittee has requested modification to the Large Scale Master Planned Development Permit and Commission is willing to grant said modifications as herein set forth; and

FEE EXEMPT
UTAH CODE ANN. STATED § 11-13-102

WHEREAS, Commission finds that it is in the best interest of Park City and its citizens that Permittee be granted the right to construct and develop the Project as a Master Planned Development in accordance with the Park City Land Management Code passed and adopted December 22, 1983, effective January 1, 1984 as the same has been amended by Ordinance to the date hereof (herein designated the "Code") and in accordance with the Large Scale Master Planned Development Permit as amended and restated hereby.

NOW THEREFORE, the Large Scale Master Planned Development Permit is hereby amended and restated to authorize and grant the right, and Permittee is hereby authorized and granted the right, to develop and construct the Project, subject to Planning Commission approval of any required Conditional Use Permits for site specific development and City Council approval and recordation of any required subdivision plats, as outlined and detailed in this: (A) Twelfth Amended and Restated Large Scale Master Planned Development Permit ("Permit") including the Exhibits hereto and those documents and items submitted by Permittee as aforesaid, as a Master Planned Development pursuant to the Master Planned Development provisions contained in the Code; and, (B) the Agreement dated July 12, 1978, between Park City, as "City", and Royal Street, as "Royal Street", as amended by an Amendment to Agreement dated May 29, 1978, a Second Amendment to Agreement dated April 3, 1980, a Third Amendment to Agreement dated August 21, 1980, as amended and restated in its entirety by a Fourth Amendment and Restatement of Agreement, a Fifth Amendment to Agreement dated May 17, 1984, and a Sixth Amendment to Agreement dated February 21, 1985, and all subsequent amendments, which are all incorporated herein by reference and which Agreement as so amended is herein referred to as the "Agreement", and as such Agreement may hereafter be further amended from time to time. Park City is hereinafter referred to in this Permit as "City".

A. Densities. For purposes of determining densities in the Project:

(1) Insofar as the following portions of the Project are concerned, the authorized densities shall be as follows:

Parcel Designation	Authorized Dwelling Units
Northwest Multi-Family (Fawn grove)	80
North Entrance Multi-Family (Pinnacle)	40
North Hillside Multi-Family (Pinnacle)	46
Southwest Multi-Family (Aspenwood)	30
Southwest Multi-Family (Courchevel)	13.5
Northwest Hillside Multi-Family (Daystar)	24
South Entrance Multi-Family (Stonebridge)	50
South Multi-Family (Lakeside)	60
West Multi-Family (Pine Inn and Trails End)	40
Total	383.5

For purposes of determining densities on the parcels designated in this Subparagraph (1), a single family home or an apartment containing two bedrooms or more constituted a dwelling

Unit, a one-bedroom apartment constituted one-half of a dwelling Unit, and a hotel room or lodge room constituted one-half of a dwelling Unit. The parcels in this subparagraph have all been developed as of the date hereof.

(2) Insofar as all portions of the Project other than the nine parcels containing 383.5 dwelling Units identified in Subparagraph A. (1) above are concerned, an apartment Unit containing one bedroom or more shall constitute a dwelling Unit and a hotel room or lodge room shall constitute one-half of a dwelling Unit.

(3) If approved in advance by Commission and Permittee, the owner of any development parcel in the Project shall have the right to have the densities permitted on said development parcel calculated in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) or in accordance with the Unit Equivalent formula contained in Section 10.12 of the Code, as said Unit Equivalent formula may from time to time be amended or modified. In the event of election of an owner to utilize said Unit Equivalent formula and approval thereof by Commission and Permittee, the maximum number of Unit Equivalents which may be contained in the structures built upon said development parcel shall not exceed the permitted number of dwelling Units to be constructed thereon determined in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) and the number of Unit Equivalents as constructed on said development parcel shall for all purposes hereof be deemed the number of units constructed thereon. Approval of use of the Unit Equivalent formula by Commission and Permittee shall not, and cannot, alter or release any private land use covenants between the owner and Deer Valley, or others, concerning development of the property or the density permitted thereon.

(4) Insofar as the following portions of the Project are concerned, the authorized densities, permitted on the development parcels are required to be calculated in accordance with the Unit Equivalent Formula contained in Section 10.12 of the Code as said Unit Equivalent formula may from time to time be amended or modified:

Parcel Designation	Authorized Unit Equivalents
Snow Park Village	209.75
Total	209.75

B. **Unit Size**. Except for units with relation to which the owner elected or elects to or is required to utilize the Unit Equivalent formula, there shall be no size limitation for Units constructed on any parcel provided that following construction the parcel proposed to be developed contains a minimum of 60% open space and otherwise complies with MPD and all applicable zoning regulations.

C. **Development Parcel Designations**. Development parcel designations, prescribed densities, parcel sizes, building height limitations (the height limitation for each parcel will be determined by reference to the Code in effect at time of application for approval of the development of the parcel) and the status of development of the parcels as of the date hereof are reflected on Exhibit 1. Permittee shall have the right to develop a total of 2,110 residential Units (exclusive of employee housing Units) within the Project. Permittee shall have the right to develop 209.75 Unit Equivalents within the Snow Park Village, subject to the conditions and

requirements of the Park City Design Guidelines, the Deer Valley Design Guidelines, and the following:

(1) Conditional Use Review. Prior to the sale by Permittee of the Snow Park Village, Permittee shall submit a site-specific plan with relation to such parcel to the Commission requesting approval for construction on the parcel. In addition, the Permittee shall request the establishment of building site conditions with relation to the parcel. Accordingly, Permittee or persons acting on its behalf shall file with the Community Development Department of City a completed application form supported by the information set forth in Section 15-6 of the Code, as the same may be amended from time to time. The procedure for the approval or disapproval of any site-specific plan shall be based upon the provisions of this Permit and the conditional use criteria of the Code in effect on the date of application. Components of the Project, other than land development parcels, are listed on Exhibits 2 and 3.

D. Subdivision of Development Parcels. Prior to the sale of any individual lots on any parcel listed on Exhibit 1 developed for residential use as a "subdivision" as defined by the City subdivision ordinance and state statute, the party electing to establish a subdivision on said parcel shall comply with all applicable provisions of the City subdivision ordinance in effect at the time of application. The procedure for the approval or disapproval of any subdivision application shall be based upon the procedure provided in the City subdivision ordinance in effect at the time of application.

Prior to the filing of a record of survey map and declaration of condominium to establish a condominium on any parcel listed on Exhibit 1, the party electing to establish a condominium shall comply with all applicable provisions of any City condominium ordinance in effect at the time of application. The procedure for the approval or disapproval of any condominium shall be based upon the Utah Code and any City condominium ordinance in effect at the time of application.

E. Applicability of Sensitive Area Overlay Zone. For projects within the Deer Valley Large Scale Master Planned Development, the density limitations of the Sensitive Area Overlay Zone do not apply because Master Planned Developments approved prior to the adoption of the Sensitive Area Overlay Zone are vested in terms of density. Site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation protection, and building design standards do apply.

F. Relationship to National Standards. The provisions of the Code and any other applicable zoning and development ordinances including national standards with respect to engineering or building requirements as adopted by City, in effect in City on the date hereof, shall govern the development within the Project, except as otherwise provided herein.

G. Off-Street Parking. Parking required with relation to each portion of the Project shall be based upon Code as in effect at the time application for a building permit for such portion of the Project as is filed with City. For purposes of calculating required parking, the Project shall be deemed to be zoned Residential Development District (RD) Master Planned Developments (MPD). Parking for each separate development parcel in the Project shall be determined in accordance with the Code at the time of application for Conditional Use approval. Any additional parking shall not encroach into zoned open space.

If the capacity of the surface parking lots in the Snow Park Community is exceeded on 10% or more of the days during any single ski season the need for constructing additional parking in said area shall be reviewed by the Commission.

H. Commercial Space, Support Commercial, and Meeting Space. Exhibit 2 hereto lists commercial and support space allotted to the Project. The General Snow Park Commercial category is restricted in utilization within the Project to the following parcels in the Snow Park area:

Pine Inn Multi-Family Parcel
Snow Park Lodge Multi-Family Parcel (Black Diamond Lodge)
Snow Park Village (Combination of Snow Park Hotel Parcel and Snow Park Parking Area Parcel)
Snow Park Day Center Parcel

Utilization of portions of the General Snow Park Commercial category within any of the above listed parcels is subject to the specific approval of both Permittee and Commission.

In addition to the Exhibit 2 Commercial Space permitted in the Project, Support Commercial shall be permitted and used as defined in the Code, as amended, at the time of application.

I. Employee Housing. Permittee has been required to cause the development of 112 employee (affordable) housing units pursuant to prior editions of this Permit. Prior to the date of this Permit, Permittee has developed or caused to be developed units qualifying under the low and moderate income housing exception of the Code as follows:

Project Location	Number of Qualifying Units
A. Units in Deer Valley:	
Little Belle Manager Unit	1
Stag Lodge Manager Unit	1
Sterlingwood Manager Unit	1
Bald Eagle Caretaker Units	2
Mt. Cervin Manager Unit	1
Deer Valley Club Manager Unit	1
B. Units Other Than in Deer Valley:	
Parkside Apartments	42
Fireside Apartments / Condos	42
Washington Mill Apts.	8
Peace House	3
Aspen Villas / Silver Meadows (Participation)	9
Fawn grove Employee Unit	1
Total	112

Deer Valley shall be obligated to comply with all applicable ordinances of City relating to the creation and construction of employee housing, including ordinances that are adopted after the date of this Permit. Deer Valley will be given credit for the previously developed units

identified above when computing the employee housing obligation under applicable ordinances. The City acknowledges full satisfaction of Deer Valley's current obligation in the Employee Housing Agreement dated October 6, 1995 executed in conjunction with Deer Valley's contribution to the Silver Meadows project. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing employee / affordable housing units built by Deer Valley or persons acting on its behalf exceeds the number of units required by the new ordinance, credit shall be given against the ordinance imposed obligation, but in no event shall City be obligated to reimburse Deer Valley for any excess, or to permit the assignment of the excess to other parties with a similar employee housing requirement. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing units built by Deer Valley or those acting on its behalf falls short of the newly imposed ratio of employee units to conventional units, Deer Valley agrees to be bound by the provisions of the newly adopted ordinance; provided, however, that the new ordinance shall apply only to those Units on which site specific approval is granted after the adoption of the employee / affordable housing ordinance.

J. **Technical Reports**. Permittee shall submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by Commission as significant changes occur in those systems and as needed for specific project review as required by the Community Development Director and Public Works Director prior to density approval.

K. **Public Use of Ski Facilities**. Use of all ski facilities shall be open to the general public and shall not be restricted to owners of property located in Deer Valley or to members of any private club. Furthermore, all charges, fees and costs paid by the general public for the use of such facilities shall not exceed the charges, fees and costs paid by owners of property located in Deer Valley.

L. **Trails** .There are 4 types of trails in Deer Valley:

(1) Bicycle paths located within street rights-of-way;

(2) Pedestrian paths connecting parcels together within a community;

(3) Connecting paths connecting communities together; and

(4) Hiking trails to provide access to the mountain.

Bicycle paths shall be located within street rights-of-way dedicated to City and shall be operated and maintained by City as shown on the Deer Valley Trails Master Plan and the City Trails Master Plan.

Pedestrian paths shall be hard surfaced, a minimum of five feet wide, a maximum of six feet wide and built to public sidewalk specifications. These paths shall connect development parcels together and connect development parcels to commercial nodes. At the time of conditional use approval of a particular development parcel, the developer of said parcel shall provide a pedestrian path across said parcel connecting to the paths on the adjoining parcels. The location of these paths shall be determined by the parcel developer and by City staff with the Deer Valley Trails Master Plan used as a guide. The locations shall be modified as necessary to take into consideration topography and existing trails, and shall tie into the bus system which serves Deer Valley. These paths shall form a year-round system. Maintenance shall be the responsibility of the parcel owner. A 10 to 15 foot wide easement (easement size

shall be determined at the time of site specific conditional use approval) for each pedestrian path shall be dedicated to City and is required to be shown on the recorded plat for the applicable development parcel.

It is recognized by the parties that the property within the Deer Valley Resort is private property. Public access to ski runs is at the discretion of Permittee. Summer public access and non-destructive summer use which includes casual hiking on ski runs shall be allowed by Permittee subject to reasonable rules and regulations.

In the event that City in its sole discretion determines that City should hold any easements for hiking, City shall make a request that an easement be granted for any or all of the hiking trails that City desires to hold within or adjacent to ski runs shown on the Trails Master Plan. In the event that City obtains a formal agreement, City agrees to maintain such hiking trails, and Permittee will provide legal descriptions, signage and grant to City an easement (minimum of 10 feet to maximum of 15 feet wide) to maintain such hiking trails without hard surface and without winter maintenance. If City desires to upgrade the hiking trails beyond that which currently exists, City agrees to bear the cost of those improvements. The Trails Master Plan shall serve as a general guide in determining the final location of said hiking trails. In the event City obtains and holds formal easements for hiking trails, City shall indemnify and hold Permittee and its successors and assigns harmless from and against any loss, damage, injury or responsibility with relation to any such trail and any claims, demands or causes of action from any person resulting from injuries sustained while utilizing any hiking trails for which City has obtained and holds easements. Said public easement shall also be subject to such additional reasonable rules and regulations as Permittee deems appropriate to eliminate possible interference with the operation and maintenance of the ski resort, or in the interest of safety or security.

M. **Open Space**. With the exception of those parcels identified on Exhibit 1 and those areas and items listed on Exhibit 2 as "commercial and support space", all remaining property in the Project is hereby designated "landscaped open space" as that term is defined in the Code as presently in effect and shall remain substantially free from structures, roads and parking lots except as otherwise approved by City or permitted by the Code as presently in effect. The "landscaped open space" shall be maintained and operated by Permittee at Permittee's sole cost and expense.

N. **Fire Considerations**. All buildings or structures located within the Bald Eagle, Silver Lake, and North Silver Lake Communities shall be fire sprinkled in accordance with UBC 38-1-82.

O. **Water Improvements** .Permittee agrees that, as a condition of and concurrently with issuance to Permittee of a building permit for the construction of any buildings or structures comprising a portion of the Project, Permittee shall be obligated to agree in writing to construct and convey to City storage facilities, pumping facilities, and transmission lines, as agreed upon and approved by the Public Works Director and City Engineer at the time of issuance of said building permit, to the extent necessary to store and transmit culinary water, irrigation water, and water for fire flows to the buildings and structures covered by the building permit and to connect the same to the water system of City, and shall evidence to the satisfaction of City the ability of Permittee to comply with such agreements.

Permittee agrees that completion of the action required by this Section O with relation to any building or structure included in the Project shall be deemed a condition precedent to the

right to occupy and utilize the building or structure. Commission and Permittee agree that the general level of water facilities construction for the Project required by this Section O has been heretofore accomplished by Permittee.

The existing agreement relating to water rights and water facilities for Deer Valley development entered into November 17, 1988 between Permittee as "DVRC", Royal Street as "Royal Street", and City as "Park City" and the Deer Valley Water Facilities Improvement Agreement dated March 31, 1994 between City, Royal Street and Permittee (as "DVRC") and the Amendment to the 1994 Deer Valley Water Facilities Improvement Agreement dated May 12, 2006 between City as "Park City", Royal Street and Permittee (as "DVRC") are made a part of this Permit by reference.

P. **Sewer Considerations** .Although City has no responsibility for sewer approvals; the Snyderville Basin Sewer Improvement District has indicated the following with respect to sewerage in Deer Valley: Projected flow calculations are based on average wastewater flow from residential units and make no distinction regarding size. In other words, the Sewer District does not follow the "unit equivalent" concept as does City.

The Sewer District has previously reviewed both the Upper and Lower Deer Valley sewer systems and made the following comments: Upper System (American Flag / Silver Lake Community) - There are two sections of sewer within the American Flag Subdivision that limit upstream, new growth to approximately 325 additional residential units. There are several sections with only slightly greater capacity. This concern or limitation was eliminated by construction of a new sewer trunk line from Royal Street through the Westview Parcel in 1988. Lower System (Solamere, Queen Esther, Fawn grove) - A portion of the trunk sewer serving this area was replaced in 1985 to provide greater capacity for Hanover and Park Con projects as well as Deer Valley's. These three developers executed an agreement with the District which identified their anticipated development and the percentage of the cost they would fund to "reserve" capacity in the sewer system. Of the present sewer capacity of approximately 1385 units, Deer Valley has approximately 200 units available for future development. However, there are downstream sections of sewer that have less capacity than the new Deer Valley North Road sewer. This problem will be pursued with the developers as necessary.

Q. **Separability**. If any provision or provisions of this Permit shall be held or deemed to be, or shall, in fact, be illegal, inoperative, or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent, whatsoever.

R. **Term of Permit**. The term of this Permit is governed by the Twenty-Ninth Edition of the Land Management Code of Park City as revised as of April 1, 1993.

Approved this 30th day of November, 2016.

PARK CITY PLANNING COMMISSION

By _____

Planning Commission Chair

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
DEER VALLEY COMMUNITY					
Stonebridge & Boulder Creek Multi-Family	50	54	1	28	10.23
Aspenwood Multi-Family	30	30		28	9.21
Pine Inn & Trails End Multi-Family	40	45	1	35	8.52
In The Trees (South Multi-Family) Multi-Family	14	14		28-45	2.87
Black Diamond Lodge (Snow Park Lodge Multi-Family)	29	27		28-75	5.70
Courcheval Multi-Family	13.5	27	1	35	1.82
Daystar Multi-Family	24	24		28	9.84
Fawngrove Multi-Family	50	50		28	12.05
Chateaux Fawngrove Multi-Family	10.5	11	2	28	Incl
Bristlecone Multi-Family	20	20		28	Incl
Lakeside Multi-Family	60	60		28	6.49
Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks)	274	274		28	237.81
Pinnacle Multi-Family	86	86		28	36.80
Comstock Lodge (East Bench Multi-Family)	10.5	21	1	35	3.50
Red Stag Lodge	8.5	11	1	35	Incl
Powder Run Multi-Family	25	33	1	35	3.20
Wildflower (Deer Valley North Lot 1 Multi-Family)	11	14	1	28	1.04
Glenfiddich (Deer Valley North Lot 2 Multi-Family)	12	12		28	1.45
Chapparal (Deer Valley North Lot 3 Multi-Family)	15	20	1	28	1.44
Northeast Multi-Family:					12.65
Lodges @ Deer Valley	73.25	85	3	28-35	
Silver Baron Lodge	42.75	50	12	28-35	
Snow Park Village (Snow Park Hotel & Parking Sites)	209.75	0	4	28-45	14.93
Total Deer Valley Community	1108.75				
AMERICAN FLAG COMMUNITY					
American Flag Single Family	93	93		28	83.04
LaMaconnerie Multi-Family	15	15		28	6.19
Total American Flag Community	108				
NORTH SILVER LAKE COMMUNITY					
Westview Single Family	15	1		28	40.69
Evergreen Single Family	36	36		28	27.60
NSL Homesite Parcel #1	1	1		35	1.90
Belleterre Single Family	10	10		28	11.42
Bellevue Townhomes (NSL Subdivision Lot 1)	24	14	10	28	4.62
Bellemont Townhomes (NSL Subdivision Lots 2A and 2A-1)	18	12	10	28	3.75
NSL Subdivision Lot 2B	54	0		45	5.96
BelleArbor Townhomes (NSL Subdivision Lot 2C)	43	21	10	28-35	8.25
NSL Subdivision Lot 2D Open Space Lot	0	0	5	0	4.03
Total North Silver Lake Community	201				
SILVER LAKE COMMUNITY					
Stag Lodge Multi-Family	50	52	6	28-35	7.34
Cache Multi-Family	12	12		28	1.77
Sterlingwood Multi-Family	18	18		28-35	2.48
Deer Valley Club	20	30	1	28-45	1.53
Double Eagle (SL East Parcel 2 Multi-Family)	18	18		28-35	2.26
Stein Eriksen Lodge Multi-Family	66.75	65	11	28-35	10.86
Little Belle Multi-Family	20	20		28	3.66
Chateaux At Silver Lake Lot 23 Deer Valley Club Estates Subdivision)	65	78	1	28-45	3.24
Sterling Lodge (Lot 2 Silver Lake East Subdivision)	14	14		28-45	0.61
Royal Plaza Multi-Family (Silver Lake Village Lot A)	7.6215	13	1	59 (A)	0.48
Mt. Cervin Plaza Multi-Family (Silver Lake Village Lot B)	7.5	7		59 (A)	0.54
Inn at Silver Lake (Silver Lake Village Lot C)	10	8		59 (A)	0.50
Goldener Hirsch Inn (Silver Lake Village Lot D)	5.5785	18	1	59 (A)	0.35
Mt Cervin Multi-Family (Silver Lake Village Lot E)	16	15		59 (A)	0.53
Silver Lake Village Lot F	0	0		59 (A)	0.35
Silver Lake Village Lot G	0	0		59 (A)	0.38
Silver Lake Village Lot H	0	0		59 (A)	0.44
Silver Lake Village Lot I (combination of Silver Lake Village lots F, G, H)	34.4215	38	13,14,15	59 (A)	1.17
SL Knoll Condominiums	4	4		35	0.76
Knoll Estates Single Family	21	21		35	9.90
Black Bear Lodge (Lot 22 Deer Valley Club Estates Subdivision)	51	51		35	1.39
Knollheim Single Family	20	5	7	35	1.84
Alpen Rose Single Family	2	2		35	0.66
Silverbird Multi-Family	6	6		35	0.80
Ridge Multi-Family	24	24		35	2.34

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
Enclave Multi-Family	17	17		28-35	1.79
Twin Pines Multi-Family	8	8		28-35	1.33
Cottages Single Family	11	11		28	7.06
Alta Vista Subdivision	7	7		35	6.02
Woods Multi-Family	16	7	8	28-35	2.41
Trailside Multi-Family	9	9		28-35	1.46
Aspen Hollow Multi-Family	16	16		28-35	3.18
Ridgepoint Multi-Family	38	38		28-35	5.60
Total Silver Lake Community	614.8715				
BALD EAGLE COMMUNITY					
Bald Eagle Single Family	78	58	9	28	35.65
Total Bald Eagle Community	78				
TOTAL CONVENTIONAL UNITS	2110.6215				
EMPLOYEE HOUSING UNITS					
Little Belle	1				
Stag Lodge	1				
Sterlingwood	1				
Bald Eagle	2				
Mt. Cervin	1				
Deer Valley Club	1				
TOTAL EMPLOYEE HOUSING UNITS	7				

NOTES:

1. These projects have been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density than base permitted density.
2. One small unit was separately permitted in this project using .5 unit of density.
3. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (85) than base permitted density (73.25).
4. This parcel is required to use the Unit Equivalent Formula contained in Section 10.12 of the Code.
5. This parcel has been platted as open space, with the open space applying to the open space requirement of Lot 2B.
6. Two additional units were permitted in this project on land that was not a part of the Deer Valley MPD.
7. This parcel was originally permitted as 20 MF units but subsequently developed as 5 single family homesites.
8. This parcel was permitted as 16 units. Subsequently 9 of the unit development rights were acquired by the homeowners and dedicated as open space.
9. This parcel was originally permitted as a combination of single family and multi-family. The multi-family uses were converted to single family with a density reduction from 78 to 58 units.
10. The development density on these parcels is less than the original permitted density at the election of the developer.
11. The transfer of 1.75 Unit Equivalents to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on June 28, 2006.
12. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (50) than base permitted density (42.75). The transfer of 1 Unit Equivalent to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on March 23, 2011.
13. Prior to issuance of a building permit on Lot I, the Property owner shall submit an Historic Mine Waste report. If Historic Mine Waste is located on the site, a mitigation plan shall also be submitted compliant with the Park City Soils Boundary Ordinance.
14. Building on Lot I shall be designed to be broken into more than one volumetric mass above final grade, exhibiting both horizontal and vertical articulation. Common underground parking is permitted.
15. The transfer of 0.4215 UE from Lot D to Lot I was approved by Planning Commission on November 30, 2016.

A. Lots in the Silver Lake Village Subdivision have a development height limitation tied to a base elevation of 8122' with peak of roof not to exceed elevation 8186'.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 2
COMMERCIAL AND SUPPORT SPACE

LOCATION	RETAIL	RESTAURANT (3)	COMM'L OFFICES	ADMIN., SUPPORT & OTHER	TOTAL	TRANSFER TO RESIDENTIAL	DEVELOPED	REMAINING
SNOW PARK LODGE	13807	26958		85578	126343		126343	0
SNOW PARK TICKET SALES BUILDING				5112	5112		5112	0
SNOW PARK PLAZA BUILDING	3100		16000	4180	23280		23280	0
GENERAL SNOW PARK COMMERCIAL (1)	21890				21890		0	21890
SILVER LAKE LODGE	1200	29160		15790	46150		46150	0
EMPIRE LODGE (4)		22456		12544	35000		30453	4547
SILVER LAKE COMMUNITY (2)	27962		4265	12938	45165	1243	31954	11968
NORTH SILVER LAKE COMMUNITY	8000			6525	14525		0	14525
MAINTENANCE, WHSE, & SHOPS				31724	31724		31724	0
TOTAL	75959	78574	20265	174391	349189		295016	52930

NOTES:

(1) General Snow Park Commercial may only be utilized on certain parcels with approval of Commission and Permittee. 18110 square feet of General Snow Park Commercial has previously been allocated to and is included in totals for Snow Park Lodge.

(2) 10125 square feet of Silver Lake Community commercial has previously been allocated to and is included in totals for Silver Lake Lodge (1994 Silver Lake Lodge expansion 6990 sf and 1998 Silver Lake Lodge expansion 3135 sf).
Remainder of Silver Lake Community commercial consists of:

Developed Space:	
Royal Plaza	14312
Mt. Cervin Plaza	8080
Goldener Hirsch Inn	2062 (see note #5)
Chateaux at Silver Lake	7500
Total	31954
Transferred to Royal Plaza Residential	1243
Allocated but Undeveloped Space:	
Silver Lake Village Lot C	7000
Remainder Unallocated	4968
Total	45165

(3) Includes kitchen, receiving and storage.
(4) Maximum size of Empire Lodge is 35000 sf of which 30453 sf has been developed.
(5) Commercial uses on Silver Lake Village Lot D includes 2,062 sf as allocated from this Amended and Restated Large Scale MPD, plus support commercial uses.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 3
OTHER PROJECT COMPONENTS

ITEM	WITHIN PARK CITY	OUTSIDE PARK CITY
SKI AREA (1)		
CHAIRLIFTS	15	5
GONDOLA		1
SKI TRAILS AND BOWLS	63	34
SNOWMAKING	X	X
SKI PATROL / UTILITY STATIONS:		
BALD EAGLE MTN.	X	
BALD MTN.	X	
FLAGSTAFF MTN.	X	
LITTLE BALDY		X
JORDANELLE BASE		X
EMPIRE CANYON	X	
AMENITIES		
SNOW PARK LAKES & MEADOWS	X	
SNOW PARK PARKING LOTS	X	
PEDESTRIAN TRAIL SYSTEM	X	X
MOUNTAIN BIKING TRAILS SYSTEM	X	X
SOLAMERE SWIM & TENNIS FACILITY	X	
SNOWSHOE TOMMYS CABIN	X	
CUSHINGS CABIN	X	
BIRDSEYE CABIN	X	
JORDANELLE BASE		X
SNOW PARK CONCERT AMPHITHEATRE	X	

(1) ADDITIONAL SKI AREA FACILITIES AS DEMAND DICTATES, SUBJECT TO PROVISIONS OF PARK CITY LAND MANAGEMENT CODE AND OTHER APPLICABLE JURISDICTIONS.

PARK CITY

Community Development/Engineering
Building and Planning Departments

December 17, 1987

Karen Huntsman
c/o Pat Price
2000 Eagle Gate Tower
Salt Lake City, UT 84111

NOTICE OF PLANNING COMMISSION ACTION

Project Name: Conceptual MPD Approval for Westview MPD

Project Description: To vacate the Westview Subdivision plat and to gain MPD approval for a family compound of up to 15 units

Date of Meeting: December 16, 1987

Action Taken By Planning Commission: APPROVED with conditions

Conditions of Approval:

1. Prior to issuance of building permits, Deer Valley and the applicant shall propose an alternative trail location and shall dedicate such easement as a public trail, subject to approval by staff.

2. Prior to building permit issuance of the first dwelling, the Westview Subdivision Plat shall be vacated.

3. Prior to any construction commencing on the site, the City Engineer shall review and approve the road and utility design.

4. Prior to construction of the third dwelling, the road and utilities must be brought up to minimum fire standards.

5. This MPD is not a subdivision. If the applicant ever desires to subdivide, all road and utility improvements will have to be brought up to City Standards consistent with the Park City Standard Design and Construction Specifications.

Park City Municipal Corporation · 445 Marsac Avenue · P.O. Box 1480 · Park City, UT 84060 · (801) 649-9321

6. The buildings in the Westview MPD will have to be fire sprinkled and may require exterior flame spread protection.

7. The Snyderville Basin Sewer Improvement District must be contacted and approvals given for sewerage.

8. No more than 10 percent of the buildings roofline shall extend beyond the 33 foot height limit up to a 40 foot maximum.

Date of Expiration: December 16, 1988

Nora L. Seltenrich — 12/17/87

Nora L. Seltenrich
Principal Planner

Date

ACKNOWLEDGEMENT

I the undersigned, hereby acknowledge the conditions by which the project referred to above was approved.

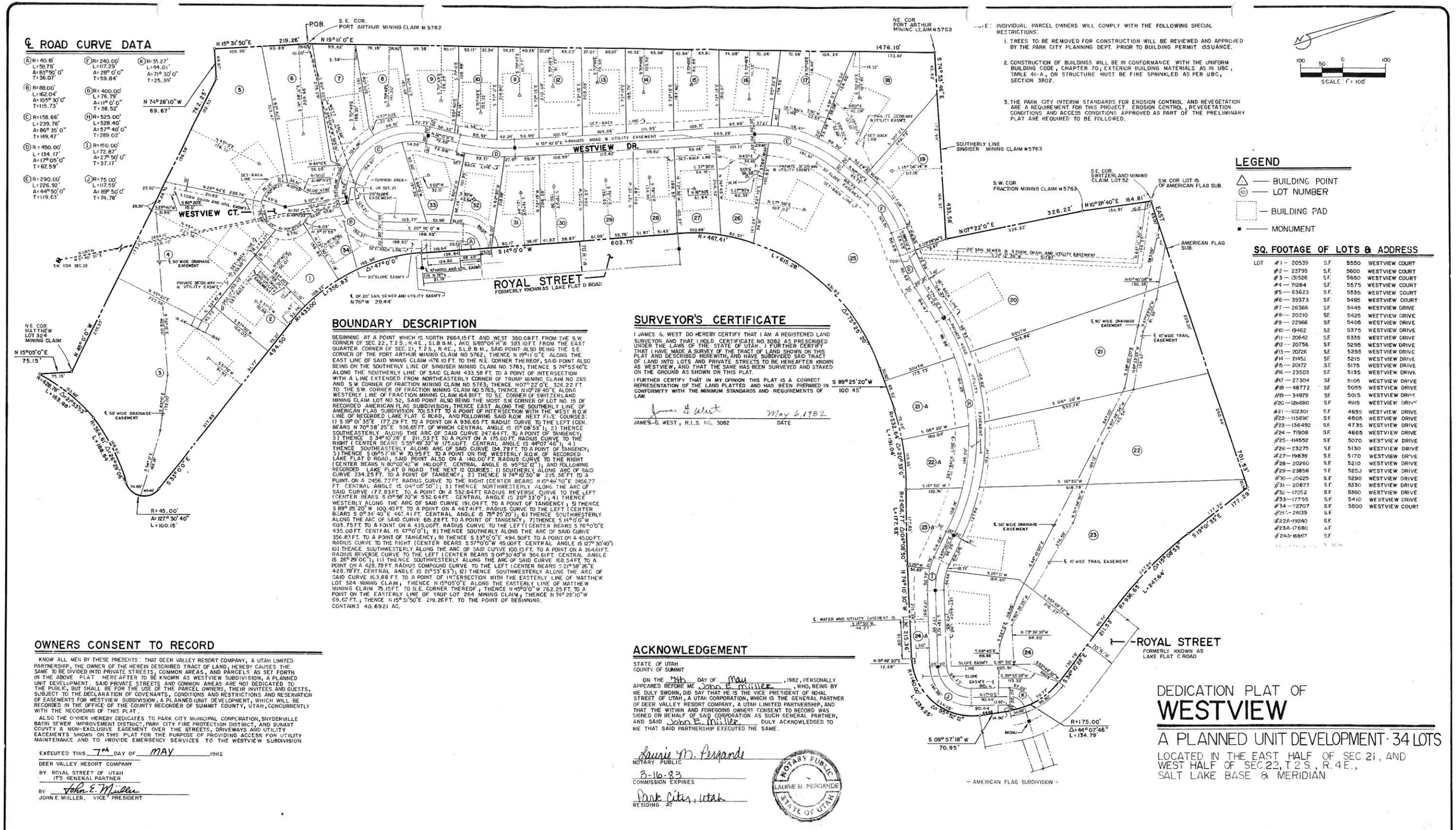
Karen H Hutchinson — 1/22/88

Date

NO CONSTRUCTION SHALL BE PERMITTED UNTIL A SIGNED COPY OF THIS LETTER, SIGNIFYING CONSENT TO THE CONDITIONS OUTLINED ABOVE, HAS BEEN RETURNED TO THE PLANNING DEPARTMENT.

℄ ROAD CURVE DATA

(A) R= 40.18' L=58.79' Δ=83°50' 0" T=36.07'
(B) R= 88.00' L=162.04' Δ=105° 30' 0" T=115.73'
(C) R=158.66' L=239.76' Δ=86° 35' 0" T=149.47'
(D) R= 450.00' L = 134.17' Δ=17°05' 0" T=67.59'
(E) R=290.00' L=226.92' Δ=44° 50' 0" T=119.63'
(F) R= 240.00' L=117.29' Δ= 28° 0' 0" T=59.84'
(G) R= 400.00' L=76.79' Δ=11° 0' 0" T=38.52'
(H) R= 525.00' L=528.40' Δ=57° 40' 0" T=289.02'
(I) R=150.00' L=72.87' Δ= 27° 50' 0" T=37.17'
(J) R= 75.00' L=117.59' Δ= 89° 50' 0" T=74.78'
(K) R=35.27' L=44.01' Δ=71° 30' 0" T=25.39'


P.O.B.
S.E. COR. PORT ARTHUR MINING CLAIM #5762
N.E. COR PORT ARTHUR MINING CLAIM #5762
N.E. COR MATTHEW LOT 324 MINING CLAIM
SOUTHERLY LINE SINGISER MINING CLAIM #5763
S.W. COR. FRACTION MINING CLAIM #5763
S.E. COR. SWITZERLAND MINING CLAIM LOT 52
S.W. COR LOT 15 OF AMERICAN FLAG SUB.
WESTVIEW DR.
WESTVIEW CT.
ROYAL STREET
FORMERLY KNOWN AS LAKE FLAT D ROAD
AMERICAN FLAG SUB.
R=467.41'
R=833.00'
R=175.00'
R=45.00'
R=336.65'
R=140.00'
603.75'
S 89°25'20"W 100.45'
S 09°57'18"W 70.95'
1476.10'
1356.83'
615.28'
247.64'
177.29'
701.31'
433.58'
326.22'
219.26'
762.25'
494.50'
339.00'
100.15'
75.15'
603.75'
N 74°28'10"W 69.67'
N 15°31'50"E
N 19°11'0"E
S 14°0'0"W
S 74°53'59"E
N 0°22'0"E
N 10°28'40"E 164.81'
S 19°01'35"E
S 16°50'W 618.78'
S 19°01'08"E 177.29'
S 15°04'14"W 117.16'
S 74°10'30"E 215.36'
N 74°10'30"W 215.36'
N 74°10'30"W 69.67'
N 15°31'50"E 219.26'
N 15°05'0"E 75.15'
N 74°0'0"W 69.67'
N 74°0'0"W 76.25'
N 74°0'0"W 494.50'
S 33°0'0"E 100.15'
S 74°0'0"E 435.00'
S 74°0'0"E 494.50'
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S 74°0'0"E 435.00

PARK CITY PLANNING DEPARTMENT
Staff Report

TO: Planning Commission
FROM: Planning Staff
DATE: December 11, 1987
RE: Conceptual MPD Approval for Westview MPD

I. PROJECT STATISTICS:

Applicant:	The Huntsman Family represented by Pat Price, and Fred Babcock, Architect
Proposal:	To vacate the Westview Subdivision plat and to gain MPD approval for a family compound of up to 15 units
Location:	Westview Subdivision, Royal Street, Deer Valley. To the North of the proposed North Silver Lake Community.
Existing Zoning:	Residential Development - Master Planned Development
Surrounding Uses:	Open space, single family, planned multi-family development

II. BACKGROUND INFORMATION:

In 1982, the Westview Subdivision was approved and platted. This subdivision contained 34 parcels. A road was subsequently graded in, but no further improvements were installed.

III. PROJECT DESCRIPTION:

The Huntsman family wishes to acquire the Westview Subdivision, vacate the plat, and develop the area as a family compound. The Huntsman's would like to build one house at this time. They are requesting an MPD approval for 15 total units. Those homes would most likely be built over a long period of time. The applicant does not propose to subdivide the parcel. The dwellings will all be family owned.

Because only one dwelling is proposed at this time, the road and utility improvements being proposed now are minimal. The applicant understands that as soon as 3 dwellings are built, Fire Code will require upgrading of the roadway and water system. If there is ever an application for a subdivision, the road and utilities would have to be brought up to minimum City Standards. Until that time, the roadway is proposed to be private.

The MPD shows approximate dwelling locations. The location of the first dwelling is more definite. Because this MPD results in a significant decrease in density and increase in open space, the applicant is requesting a height exception for the first dwelling. Preliminary concept plans will be presented to the Planning Commission. The general philosophy is that the house be lower than the trees surrounding it. Vegetation removal will be limited.

IV. ISSUES FOR DISCUSSION:

Height Exception - This site is very visually prominent from the Historic District. The decrease in total potential units from 34 to 15 will result in a significant improvement in the visual impact which could result on this parcel. The proposed dwelling will be visible from the Historic District if built at the currently required height limit, but will be more visible if a height exception is granted. The architect has represented that his design parameters include keeping the house lower than the trees in the area.

The applicant will have conceptual plans of the dwelling available at the meeting and will provide a visual analysis to assist in your decision making process. The section of the Land Management Code dealing with height exceptions is attached for your use.

Trail Easement - The Westview Subdivision plat currently shows a 10 ft. trail easement running down the canyon on the property. This trail is shown on the Park City Trails Master Plan as well as on the Deer Valley Trails Plan. The Huntsman Family feels very strongly that they do not want a public trail crossing their property, even though the trail would be separated from the developed area. The applicant and Deer Valley are working on a realignment of the trail, so that it connects with Royal Street between American Flag and the subject property. This realignment will be a condition of approval.

V. STAFF RECOMMENDATION:

Staff recommends Approval of the Huntsman Westview MPD, based upon the following findings:

1. The MPD results in an overall decrease in density of 19 units.

Staff recommends the following conditions be placed on this approval:

1. Prior to vacation of the Westview plat, Deer Valley and the applicant shall propose an alternative trail location and shall dedicate such easement as a public trail.

2. Prior to building permit issuance of the first dwelling, the Westview Subdivision Plat shall be vacated.

3. Prior to any construction commencing on the site, the City Engineer shall review and approve the road and utility design.

4. Prior to construction of the third dwelling, the road and utilities must be brought up to minimum fire standards.

5. This MPD is not a subdivision. If the applicant ever desires to subdivide, all road and utility improvements will have to be brought up to City Standards consistent with the Park City Standard Design and Construction Specifications.

6. The buildings in the Westview MPD will have to be fire sprinkled and may require exterior flame spread protection.

7. The Snyderville Basin Sewer Improvement District must be contacted and approvals given for sewerage.

No staff recommendation is being made on the height exception request at this time due to a lack of adequate information.

Surrounding Neighborhood House Sizes

Address	Lot Size	House Size*		
9 Eagle Court	35,547	3,332		
5780 Silver Lake Dr.	53,495	4,157		
6 Royal Ct.	28,233	4,288		
418 Centennial Cir.	23,926	5,083		
4 Royal Ct.	26,781	5,086		
4 Eagle Ct.	14,268	5,160		
406 Centennial Cir.	32,718	5,586		
402 Centennial Cir.	35,084	5,684		
242 Golden Eagle Dr.	27,959	5,842		
12 Eagle Court	73,876	5,979		
6080 Silver Lake Dr.	54,377	6,143		
5890 Silver Lake Dr.	33,113	6,358		
430 Centennial Cir.	20,901	6,550		
238 Golden Eagle Dr.	16,328	6,688		
6 Eagle Court	16,722	6,779		
6050 Silver Lake Dr.	51,545	6,997		
6010 Silver Lake Dr.	34,569	7,033		
7 Eagle Court	30,158	7,282		
426 Centennial Cir.	23,649	7,284		
394 Centennial Cir.	44,418	7,445		
234 Golden Eagle Dr.	150,045	7,570		
6160 Silver Lake Dr.	85,940	7,815		
10 Eagle Court	18,926	7,890		
2 Royal Ct.	25,680	7,929		
5920 Silver Lake Dr.	31,284	8,137		
5850 Silver Lake Dr.	37,804	8,150		
422 Centennial Cir.	21,397	8,166		
6120 Silver Lake Dr.	69,544	8,356		
8 Eagle Court	16,914	8,473		
398 Centennial Cir.	41,626	8,876		
414 Centennial Cir.	24,120	9,623		
10 Royal Ct.	83,679	9,752		
226 Golden Eagle Dr.	35,884	9,934		
Average	**40,015**	**6,952**	**Median**	**6,633**

* Info taking from Summit County Website. Inludes Living Area, Basement Area and Attached Garage Area

November 14, 2019

Mr. Bruce Erickson
Planning Director
Park City Planning Department
PO Box 1450
445 Marsac Avenue
Park City, UT 84060

RE: (Huntsman Family) Subdivision

Dear Bruce,

The applicant, DV Lodge, LLC, is pleased to submit this subdivision proposal to the Park City Planning Office. The parcel is 40.69 acres in size and consists of 15 lots. The lots will range in size from just over a half an acre to over an acre in size. The parcel is located in the RD (Residential Development) Zone within the Deer Valley Master Plan and is assigned 15 units of density. The property is located entirely within the borders of the Park City Municipal Corporation and is also within the boundaries of the Park City Fire Service District, the Weber Basin Water Conservancy District and the Snyderville Basin Water and Sewer District.

The undisturbed area of the proposed subdivision is 36.88 acres with approximately 9.4% hardscape, including proposed building envelopes. This equates to 90.6% open space for the proposal.

The property is densely wooded and has a pre-existing home that will occupy one of the parcels. The topography of the property has a large flat area in its center and it slopes sharply up in elevation to the east and sharply down in elevation to the west. The property is bordered by the American Flag Subdivision and the Belle Terre Subdivision to the east, Marsac Avenue and open space to the west, The Lookout Subdivision to the south and the American Flag Subdivision to the north. The property has several trails that traverse the property and the project is about 10 minutes walking distance to the Main St. core area.

The current use of the site is the existing residence and appurtenant buildings, including a 5,000-square foot underground parking garage that until recently housed Mr. Huntsman's automobile collection as well as outbuildings and a carriage house. The property has an existing pond which is a significant feature for local wildlife habitat. There are several trails that are located on the property and the applicant is open to discussing the highest and best use for the dedication of these trails.

In 1982, the property was apparently subdivided into 34 lots on 40.72 acres. The property was purchased by Jon Huntsman, Sr. in 1987 and the property was assigned 15 ERU's per the Deer Valley Master Plan to arrive at the current allocation of 15 units. The Huntsman Family submitted a 15-unit

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PARK CITY
PLANNING DEPT.

subdivision application with Park City Municipal Corporation and this was approved and recorded in in 1987. Mr. Huntsman subsequently built his Family's estate on the property and the Huntsman Family spent decades enjoying the beautiful property. The 15-unit entitlement remains intact. The Family estate has been deliberately carved into a large lot that occupies the entire north end of the property and consists of approximately 25 acres. This effort was made to preserve the estate in its current form and acknowledge the significant piece of history that it is.

The property is stunningly beautiful and located a short distance from the Silver Lake Village area of Deer Valley Resort. The property is thickly wooded and the trees are large second-generation conifers and aspens that give the property a private and remote feeling from the rest of the Deer Valley Resort. The woods are truly spectacular and the off-site views of the upper mountainous areas of Park City are stunningly beautiful.

Although the project is relatively small in size, any traffic/parking impacts need to be understood and mitigated to the fullest possible extent by the applicant. The project is proposing an on-call van that will transport owners and guests to the Silver Lake area as well as the Main Street core and the surrounding resorts. The on-call van service will reduce parking needs and provide an easy, direct and quick ride to the slopes.

Adjacent to the property to the west is a 19.51-acre parcel that is currently located outside of the Deer Valley Master Plan. This property is also owned by the applicant, but is not part of this Subdivision Application. The property is located within the Sensitive Lands Overlay Zone. The option to add this acreage in the future to the Deer Valley Master Plan is something the applicant would like to consider having the option to propose to the City in the future. For that reason, the applicant has designated an area that is located to the west and south of the existing residence as future additional land should that effort be pursued in the future. Adding land to the Deer Valley Master Plan would require the active participation and support of Deer Valley and an amendment to the Deer Valley Master Plan. The City retains the discretionary authority to determine whether to allow the density located on the adjacent parcel to be transferred to the Huntsman parcel. This concept has benefits for all of the parties concerned and is something to be considered at a future date. Designating a small portion of the property as future additional land allows that possibility to be maintained.

A soils report by Patrick Emory of Gordon Geotechnical Engineering, Inc., dated March, 2017, showed no significant geotechnical or soil concerns associated with the soils on the property. There was no perched groundwater encountered in any of the seven test pits dug and the soil can support conventional footings and foundations. No special geotechnical conditions exist and no extraordinary mitigation efforts were identified or required.

The infrastructure for the project consists of a road with an approximately 1,200-foot cul-de-sac that ends at the existing estate house. The improvements will include a 21-wide road with 2.5-foot roll-top gutters with an additional 5-foot shoulders on each side. The road will be no more than 10% grade that is centered in a proposed 36' ROW. Sewer and water mains will be placed under the road and the road will be built to Park City road construction standards. Underground power and gas will be trenched along the outside of the road.

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The project area will need to be mindful of urban/wildland interface at it relates to fire. As mentioned previously, the property is 100% wooded and there is little in the way of fire breaks and other natural barriers for the spread of wildland fire. Although this is true of most of upper Deer Valley, it should be noted that this project will incorporate enhanced wildland fire prevention measures, such as vegetation clearance around structures as well as exterior sprinklers to minimize the threat of wildland fire.

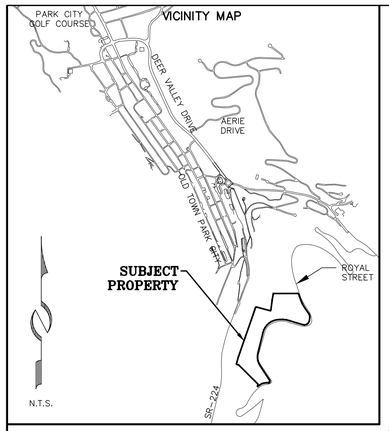
The project will have a host of amenities that will be exclusive to the property. There is planned an outfitters cabin that will have a variety of outdoor entertainment equipment. The applicant is planning to stock ice skates, fishing poles, sleds, snowshoes, cross-country skis as well as food, drinks and other provisions for the benefit of the owners and guests. The outfitters cabin will be located centrally in the project and will provide amenities that are unlike any other property in the Deer Valley area. The cabin and appurtenant infrastructure will be modeled after the old Adirondack mountain vacation areas that were once very popular and remain so to this day. The idea is to unplug the phone and spend some real time with the family. Additionally, as part of the amenities, the applicant intends to construct a fishing pond that will allow for owners and guests, particularly children, to enjoy the recreational pursuit of fishing. The pond will be stocked and maintained by the HOA along with all of the other associated amenities mentioned above. The project is also proposing to incorporate a tennis and four pickleball courts for the enjoyment of the owners and guests.

The applicant truly appreciates the consideration of this proposal by the Park City Planning Staff and the Planning Commission. We are open to any suggestions and ideas that would make this a better, more comprehensive project. The proposal is within all Land Management Code guidelines and does not seek exceptions to the LMC in any fashion. Please do not hesitate to contact us with any questions or comments whatsoever concerning this proposal.

Sincerely,

Rory Murphy
Representative, DV Lodge, LLC
paladinparkcity@aol.com
435-640-5068

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SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR — No. 4857264 — MICHAEL DEMKOWICZ — STATE OF UTAH

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 4857264, as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the tract of land shown on this plat and described hereon, and have combined said tract of land into lots, together with streets, hereafter to be known as HUNTSMAN ESTATES and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that _____, the undersigned owner of the herein described tract of land, to be known hereafter as HUNTSMAN ESTATES, does hereby certify that it has caused this plat to be prepared, and does hereby consent to the recordation of HUNTSMAN ESTATES.

In witness whereof, the undersigned set his/her hand this _____ day of _____, 2020.

_____
_____, Manager
_____

ACKNOWLEDGMENT

State Of _____:
ss:
County of _____:

On this _____ day of _____, 2020, _____ personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he/she is the manager of _____, and that said document was signed by him/her on behalf of said limited liability company by authority of its operating agreement and he/she acknowledged to me that he/she executed HUNTSMAN ESTATES.

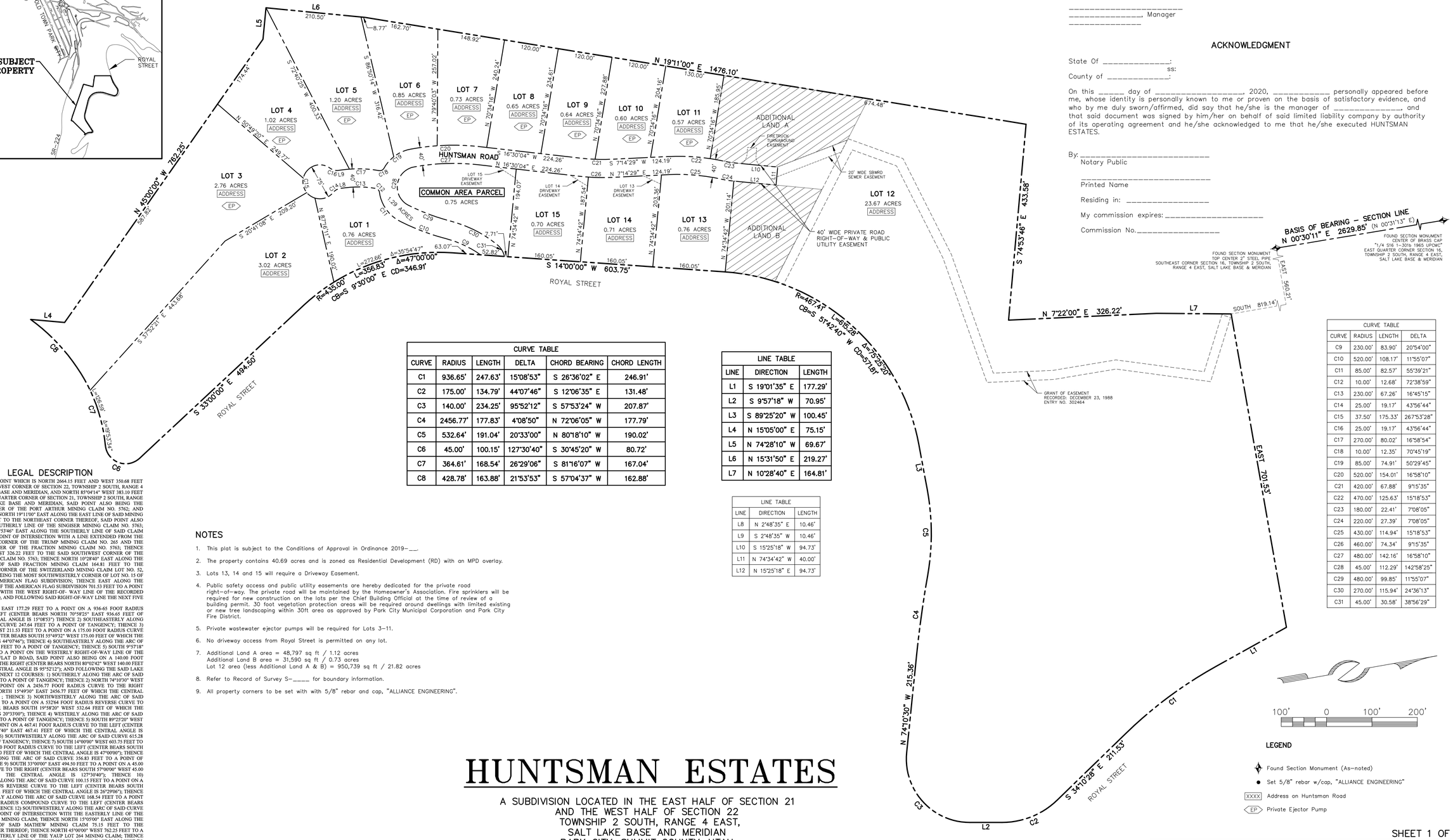
By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____



CURVE TABLE					
CURVE	RADIUS	LENGTH	DELTA	CHORD BEARING	CHORD LENGTH
C1	936.65'	247.63'	15°08'53"	S 26°36'02" E	246.91'
C2	175.00'	134.79'	44°07'46"	S 12°06'35" E	131.48'
C3	140.00'	234.25'	95°52'12"	S 57°53'24" W	207.87'
C4	2456.77'	177.83'	4°08'50"	N 72°06'05" W	177.79'
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LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 19°01'35" E	177.29'
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L3	S 89°25'20" W	100.45'
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L5	N 74°28'10" W	69.67'
L6	N 15°31'50" E	219.27'
L7	N 10°28'40" E	164.81'

LINE TABLE		
LINE	DIRECTION	LENGTH
L8	N 2°48'35" E	10.46'
L9	S 2°48'35" W	10.46'
L10	S 15°25'18" W	94.73'
L11	N 74°34'42" W	40.00'
L12	N 15°25'18" E	94.73'

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C9	230.00'	83.90'	20°54'00"
C10	520.00'	108.17'	11°55'07"
C11	85.00'	82.57'	55°39'21"
C12	10.00'	12.68'	72°38'59"
C13	230.00'	67.26'	16°45'15"
C14	25.00'	19.17'	43°56'44"
C15	37.50'	175.33'	267°53'28"
C16	25.00'	19.17'	43°56'44"
C17	270.00'	80.02'	16°58'54"
C18	10.00'	12.35'	70°45'19"
C19	85.00'	74.91'	50°29'45"
C20	520.00'	154.01'	16°58'10"
C21	420.00'	67.88'	9°15'35"
C22	470.00'	125.63'	15°18'53"
C23	180.00'	22.41'	7°08'05"
C24	220.00'	27.39'	7°08'05"
C25	430.00'	114.94'	15°18'53"
C26	460.00'	74.34'	9°15'35"
C27	480.00'	142.16'	16°58'10"
C28	45.00'	112.29'	142°58'25"
C29	480.00'	99.85'	11°55'07"
C30	270.00'	115.94'	24°36'13"
C31	45.00'	30.58'	38°56'29"

LEGAL DESCRIPTION

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NOTES

1. This plat is subject to the Conditions of Approval in Ordinance 2019-___.
2. The property contains 40.69 acres and is zoned as Residential Development (RD) with an MPD overlay.
3. Lots 13, 14 and 15 will require a Driveway Easement.
4. Public safety access and public utility easements are hereby dedicated for the private road right-of-way. The private road will be maintained by the Homeowner's Association. Fire sprinklers will be required for new construction on the lots per the Chief Building Official at the time of review of a building permit. 30 foot vegetation protection areas will be required around dwellings with limited existing or new tree landscaping within 30ft area as approved by Park City Municipal Corporation and Park City Fire District.
5. Private wastewater ejector pumps will be required for Lots 3-11.
6. No driveway access from Royal Street is permitted on any lot.
7. Additional Land A area = 48,797 sq ft / 1.12 acres
   Additional Land B area = 31,590 sq ft / 0.73 acres
   Lot 12 area (less Additional Land A & B) = 950,739 sq ft / 21.82 acres
8. Refer to Record of Survey S-____ for boundary information.
9. All property corners to be set with with 5/8" rebar and cap, "ALLIANCE ENGINEERING".

LEGEND

- Found Section Monument (As-noted)
- Set 5/8" rebar w/cap, "ALLIANCE ENGINEERING"
- XXXX Address on Huntsman Road
- EP Private Ejector Pump

HUNTSMAN ESTATES

A SUBDIVISION LOCATED IN THE EAST HALF OF SECTION 21
AND THE WEST HALF OF SECTION 22
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

11/14/19 JOB NO.: 3-10-19 FILE: X:\Deer Valley\dwg\srv\plat2019\031019.dwg

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____
DAY OF _____, 2020
BY _____
S.B.W.R.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____
DAY OF _____, 2020
BY _____
CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____
DAY OF _____, 2020
BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____
DAY OF _____, 2020
BY _____
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2020
BY _____
MAYOR

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY
OF _____, 2020
BY _____
PARK CITY RECORDER

RECORDED
STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
_____ FEE
_____ RECORDER
TIME _____ DATE _____ ENTRY NO. _____



SURVEYOR'S CERTIFICATE

I, Michael Demkowicz, certify that I am a Professional Land Surveyor and that I hold License No. 4857264, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

No. 4857264 MICHAEL DEMKOWICZ 11/14/19 PROFESSIONAL LAND SURVEYOR STATE OF UTAH

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NOTES

1. Basis of Bearing for this survey is between the found section monuments as shown on this plat.
2. Field work for this survey was completed November 28, 2018, and is in compliance with generally accepted industry standards for accuracy.
3. A Title Report was not provided to the surveyor and no easements were located as part of this survey. This owner of the property should be aware of any items affecting the property that may appear in a title insurance report. The surveyor found no obvious evidence of easements, encroachments or encumbrances on the property surveyed except as shown hereon.
4. County tax maps, recorded deeds, American Flag Subdivision Plat (Entry #165808), Bellearbor At Deer Valley Plat (Entry #577229), Belleterre Subdivision Plat (Entry #323586), Evergreen Subdivision Plat (Entry #290308), Lookout At Deer Valley Condominium Plat (Entry #764751), North Silver Lake Subdivision Plat (Entry #374325), Ontario Lodge Plat (Entry #233449), Dedication Plat of Westview (Retired, Entry #192634), Records of Survey S-0428, S-1098, S-1244, S-1735 and S-2472 (all aforementioned documents on file and of record in the Summit County Recorder's Office), and physical evidence found in the field were used to determine the boundary as shown on this plat.
5. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
6. The purpose of this survey was to perform an Existing Conditions and Topography survey for the possibility of future improvements to the property, and subdivision platting.
7. Site Benchmark: Sanitary Sewer Manhole, Elevation=7707.0' as shown.
8. Aerial imagery was utilized in mapping some of the trails/doubletracks shown hereon.

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LEGEND

- Found Section Monument (As-noted)
- Set 5/8" rebar w/cap, "ALLIANCE ENGINEERING"
- Found Monument (As-noted)

100' 0 100' 100'

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: MICHAEL DEMKOWICZ, RYAN BETZ

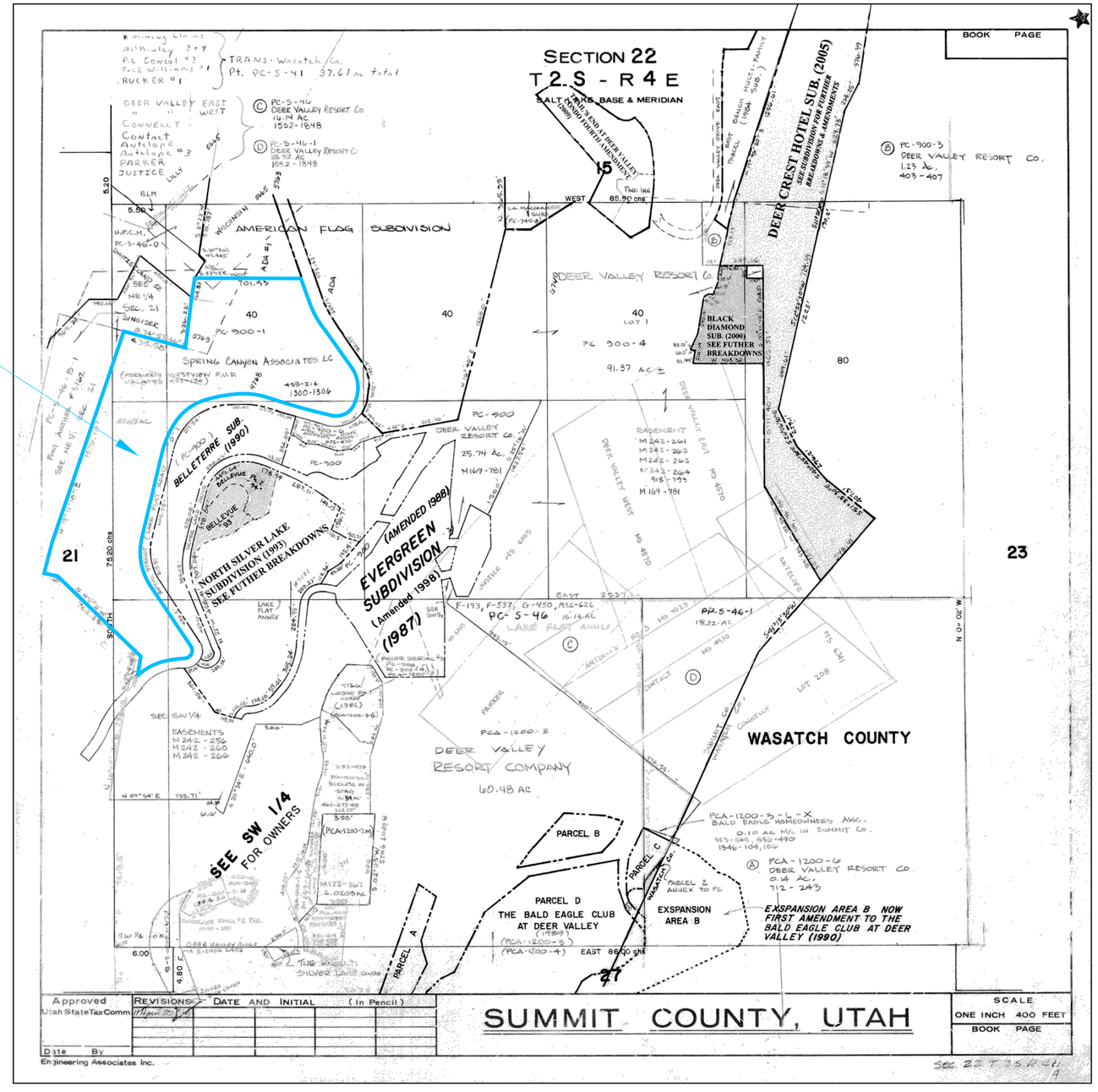
DATE: 11/14/19

RECORD OF SURVEY & EXISTING CONDITIONS
5000 ROYAL STREET, PARK CITY
TAX PARCEL PC-900-1

FOR: DV LODGE LLC
JOB NO.: 3-10-19
FILE: X:\Deer Valley\dwg\srv\srvy2019\031019-5000 Royal\031019.dwg

SHEET 1 OF 1

SUBJECT PROPERTY



(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

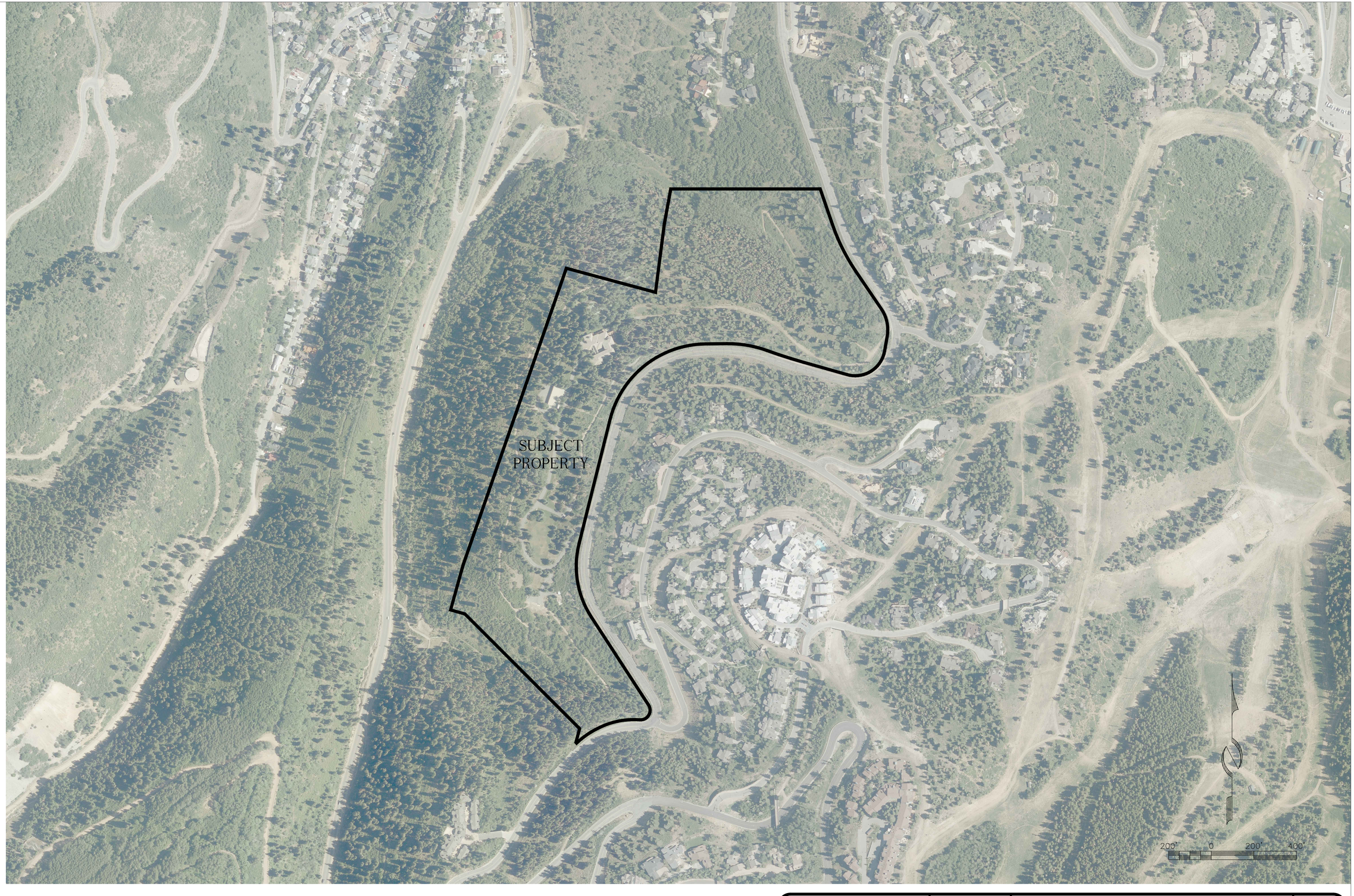
STAFF:
MICHAEL DEMKOWICZ
RYAN BETZ

DATE: 11/14/19

OWNERSHIP EXHIBIT
PROPOSED HUNTSMAN ESTATES
5000 ROYAL STREET

FOR: DV LODGE LLC
JOB NO.: 3-10-19
FILE: X:\Deer Valley\dwg\PlatExhibits\5000 Royal Street-ownership map.dwg

SHEET 1 OF 1



(435) 649-9467

Alliance Engineering Inc

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
RYAN BETZ

DATE: 11/14/19

AERIAL PHOTOGRAPH
PROPOSED HUNTSMAN ESTATES
5000 ROYAL STREET

FOR: DV LODGE LLC
JOB NO.: 3-10-19
FILE: X:\Deer Valley\dwg\PlatExhibits\5000 Royal Street-ortho.dwg

SHEET 1 **OF** 1









PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
FEBRUARY 12, 2020

COMMISSIONERS IN ATTENDANCE:

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

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

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ROLL CALL

Chair Phillips called the meeting to order at 5:35 p.m. and noted that all Commissioners were present except for Commissioner Van Dine, who was excused.

APPROVAL OF MINUTES

January 22, 2020

MOTION: Commissioner Suesser Thimm moved to APPROVE the Minutes of January 22, 2020 as written. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed unanimously.

PUBLIC COMMUNICATIONS
There were no comments

STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES

Director Erickson reported that as of this time there would not be a special work session in March to discuss LMC Amendments. The Staff had cleared the February 26th agenda to devote the entire meeting to the LMC work session. The results of the work session discussion would come back to the Planning Commission on March 26th. Director Erickson suggested that any item that is continued this evening should be not be continued to the February 26th meeting in order to protect that agenda specifically for the LMC.

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Director Erickson noted that Planner Ward had compiled a list of the LMC items to be discussed going back to when Steve Joyce was on the Planning Commission. She was trying to draft a calendar for when each item would be discussed. The Planning Commission would have the opportunity to reorder the calendar or add additional items on February 26th. If the Commissioners had additional input, they should contact Planner Ward prior to the February 26th Staff report.

Commissioner Kenworthy disclosed that he and Mike Sweeney sit on the HPCA Board together; however, their relationship on the Board would not affect his decision this evening.

Commissioner Hall disclosed that she would not be at the February 26th meeting; however, she has met with Planner Ward regarding the LMC Amendments and provided her input.

WORK SESSION

5000 Royal Street – Work Session Discussion of a 15-Lot Subdivision located in the Deer Valley Master Planned Development. (Application PL-19-04374)

Director Erickson announced that the Planning Department was trying a new procedure of bringing projects to the Planning Commission in work session format for the opportunity to provide feedback earlier in the process rather than later.

Planner Alexandra Ananth introduced Rory Murphy and Michael Demkowicz, representing the applicant.

Planner Ananth stated that the project is located at 5000 Royal Street. The proposal is for a 15-Lot subdivision on a 40-acre site. The site is located between Marsac Avenue and Royal Street southeast of the runaway truck ramp. The site is zoned Residential Development, and it is also within the Deer Valley MPD. The lot has an existing single-family dwelling on the site, as well as two accessory buildings, a large garage, and a carriage house. The adjacent subdivisions include American Flag to the north, and Belle Terre to the east of the property. The property is heavily wooded.

Planner Ananth reported that the Deer Valley MPD was originally approved in September 1977, and it has been Amended and Restated 12 times. The 12th Amendment was approved in November 2016. Planner Ananth stated that among other things, the Deer Valley MPD authorizes density within the Deer Valley area.

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

Planner Ananth remarked that the proposed Huntsman Estate Subdivision creates 15 lots of record from the 40-acre site. The proposed lots are located on the flattest portion of the site for the most part in order to minimize grade changes. Single-family dwellings are allowed uses within the District. All the proposed lots meet the requirements of the Residential Development District, as well as the Deer Valley MPD. Planner Ananth noted that the lot shown in green is proposed as common area for the sites surrounded by the 15 lots. The existing Huntsman House on Lot 12, which was outlined in blue, would remain. As discussed in the Staff report, the applicant has reserved two lots within the Subdivision should they choose to pursue and be approved for a transfer of density from an adjacent parcel into the subject property. Planner Ananth clarified that Lot 12 was approximately 23 acres as currently proposed. However, it could be reduced to 21 acres in order to make room for two additional lots.

Planner Ananth outlined the issues for discussion this evening, which included 1) potential limits on maximum house size; 2) appropriate vantage points; 3) limits of disturbance and tree removal; 4) traffic study; 5) other guidelines for development; 6) conditions of approval; and 7) the adjacent parcel. Planner Ananth stated that the purpose of this work session was to get early feedback on these key issues.

Planner Ananth presented a slide that was also an exhibit in the Staff report which talks about the average lot and house sizes in the neighborhood. The average lot size is just under an acre, which is primarily based on the Belle Terre and the Flagstaff subdivision. The average Huntsman sized lot, excluding the large Lot 12, is just over an acre, which is very comparable to the surrounding lot sizes. The average neighborhood house size is approximately 7,000 square feet.

Planner Ananth reported that the Deer Valley MPD and the Land Management Code do not limit maximum house size or footprint. It primarily addresses setbacks and height. A question for discussion is whether the Planning Commission is interested in setting a maximum house size restriction on this subdivision.

Planner Ananth stated that the Sensitive Lands Overlay zone requires a visual assessment of the property from nine typical vantage points. This development site is

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not located in the SLO zone; however, the Planning Departments anticipates that some type of visual analysis will be required. She asked the Planning Commission for their thoughts on the most appropriate vantage points.

Planner Ananth noted that health forests are important for filtering water and air, and in minimizing wildfires and invasive species, and providing for wildlife habitat. The Planning Department requested that the applicant provide a report from a certified arborist evaluating the health of significant vegetation on the site, and to make recommendations for tree removal and the siting of houses and driveways, with consideration for wildfire prevention, and preservation of significant vegetation, as well as the visual impact of this development.

Planner Ananth stated that the Planning Department believes the 15-lot subdivision will have a fairly insignificant impact on traffic. The applicant was an on-call van service that would reduce traffic and transport owners to the Silver Lake area, as well as the Main Street Core. Planner Ananth noted that the 15 units of density were contemplated in the Deer Valley MPD; however, she asked the Planning Commission to discuss whether or not a traffic study is warranted.

Planner Ananth asked the Planning Commission to identify other areas of concern they would like to discuss. She had a working list of conditions of approval. If the Commissioners had specific conditions of approval, she would add them to the list for consideration.

Planner Ananth stated that adjacent to the subject property to the west is a 19-acre parcel that is also owned by the Huntsman family, but it is located outside of the Deer Valley MPD. The parcel is zoned Estate, which requires a minimum of 3-acres per unit. Planner Ananth reported that the applicant was interested in bringing this parcel into the Deer Valley MPD so they can transfer density from this parcel into the proposed Huntsman Estates. Those two lots were designated on the plat and hatched in blue. The Planning Department believed this might be worth pursuing in exchange for a conservation easement to keep this heavily wooded and very visible site from being developed in the future.

Planner Ananth remarked that the Huntsman parcel is located within the Sensitive Lands Overlay Zone and contains trails used by the public, as well as wildlife habitat. The parcel is also steeply sloped. Due to its location in the SLO zone, the Planning Commission can consider a transfer of up to 25% of the density of this site to developable land. However, the applicant needs to submit a sensitive lands analysis for a site suitability determination. The applicant had not yet done that analysis;

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therefore, the Planning Department was not able to confirm the amount of density that may be transferred. However, it is anticipated that this parcel would qualify as a steep slope and that the density transfer section of the ordinance may apply.

Planner Ananth stated that the applicant believes that if allowed, they may be able to transfer up to two units of density to the adjacent Huntsman Estates project. In exchange for this density, the applicant has stated that they would be willing to donate a conservation easement to the City on this 19-acre parcel, so the site remains undeveloped in perpetuity. The Staff would like the Planning Commission to discuss this issue this evening to give the applicant a sense of whether it is worth pursuing.

Planner Ananth noted that a number of existing hiking trails recognized on public trails maps run through the subject property linking Deer Valley and the Main Street core. She stated that the City currently does not have easements on these trails; but would like to either acquire a blanket easement to maintain and improve these trails as necessary, or to own the adjacent parcel outright. The Planning Department was recommending a condition of approval that these trails be deeded to the City via a blanket easement so they can be properly maintained. Planner Ananth pointed out that if only an easement is donated, this parcel may still be developable. In exchange for the ability to transfer some density into the Deer Valley MPD, the applicant may wish to consider donating this land to the City as open space.

Planner Ananth remarked that a number of items still need to be submitted before this project can come back to the Planning Commission, including a visual assessment of the project, a certified arborist report, and projected open space calculations. The applicant also needs to decide whether or not to pursue the SLO analysis.

Rory Murphy, representing the applicant, echoed the points in Planner Ananth's presentation. Mr. Murphy stated that the owner is Deer Valley LLC, which is the Huntsman family. He clarified that he was only acting as an advisor on this property.

Mr. Murphy reviewed the proposed plat, which was still preliminary, showing the building envelopes. He noted that the applicant has been working on the visual analysis and they intend to submit a package with all the other requested items later in the week. Mr. Murphy stated that the parcel under the subdivision was the parcel in question as to whether the Planning Commission was interested in considering some type of density transfer.

Mr. Murphy stated that this property cannot be seen from any of the vantage points called out in the SLO. The applicant put in the simulation from the top of Main Street

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and from the Marsac parking lot and the property is not visible from either of those vantage points and it would not be visible at full buildout. The slide showed part of the land that was in the separate 20-acre lot outside of the Deer Valley MPD.

Mr. Murphy presented a slope map and noted that they would be submitting the Sensitive Lands analysis very soon. He pointed out that there is one developable area on this land. Everything else is in excess of 40% slope and cannot be developed. Mr. Murphy remarked that the SLO Ordinance does allow for some development. Their calculations determined two lots if they agree to a conservation easement and pursue trails.

Mr. Murphy stated that lack of access was a question that was raised; however, the applicant does have access. When United Park City Mines sold the land to the Huntsman family, the Huntsman's insisted on an easement over the United Park City Mines parcel. The easement gives the applicant the ability to access the parcel and put in a driveway but they are choosing not to because it would be visually intrusive. Mr. Murphy remarked that this was the fate of the property if they could not figure out a density transfer.

Commissioner Suesser asked Mr. Murphy to point out the location of the easement and the United Park City Mines property in relation to the buildable area. Mr. Murphy pointed out where the easement runs parallel and stated that United Park City Mines also owns the Star parcel which is accessed from a trail head. Mr. Murphy emphasized that there is one developable spot on this land in lieu of some type of density exchange.

Mr. Murphy outlined the benefits, which included a conservation easement, protected open space, new public trails and access, wildlife habitat, vegetation protection, and site drainage benefits. They would also make a special point of preserving the trail.

Mr. Murphy stated that if the applicant strictly keeps with the 40-acre parcel they would be around 86% open space. If they add the 20-acre parcel, they would be over 90% open space. For this to move forward, Deer Valley would need to actively support it and be a willing participant in amending the MPD. The burden is on the applicant to work with Deer Valley to gain support. They have been speaking with Steve Issowitz at Deer Valley and he is open to the idea. Mr. Murphy stated that the arborist report should be completed by the end of the week. He believed the report would reflect conservation values. Mr. Murphy agreed that vegetation protection is critical because the site is heavily wooded. There was no mining activity in the past. Mr. Murphy was interested in hearing the discussion regarding house size. He noted that SBWRD has an easement through the property and they would like to eliminate an existing turn in

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the sewer line. The applicant has been working on a line extension agreement with SBWRD. The Sewer District is very excited about the possibility of fixing the sewer line that comes through the property. Mr. Murphy was willing to do a traffic analysis if the Planning Commission thought it was relevant. He expected to submit the Sensitive Lands Analysis by the end of the week. Mr. Murphy stated that the applicant would be working with the City Fire Marshall and others on wildland fire protection because it needs to be balanced with keeping as much vegetation as possible. He remarked that the property is special and valued because of its beautiful forest. Mr. Murphy stated that the Staff came up with the idea of doing a macro report and adding a condition of approval that requires every lot to have a lot specific vegetation plan that identifies every tree on the lot. There would also need to be agreement with the Staff on which vegetation could be removed and what should remain.

Commissioner Hall asked if the on-call shuttle would be dedicated to the 15 homes; or whether it was part of an existing service. Mr. Murphy replied that currently they were working with a group that may incorporate their van service into this particular project. One of the outbuildings on the project is a van shuttle that the Huntsman's had on the property. Mr. Murphy did not have a definitive answer on how the shuttle service; however, he could guarantee that a van service would be in place.

Commissioner Suesser asked if there was an image of the proposed access to the subdivision from the road. Mr. Murphy stated that the proposed access was identical to the existing driveway. It was slightly moved in one spot further up to protect existing vegetation. He believed it would be apparent when they reach the point of having the Planning Commission visit the site.

Commissioner Kenworthy asked if this project was approved for nightly rentals. Planner Ananth answered yes.

Chair Phillips opened the public hearing.

Bob Dillon, a resident of American Flag and a Board Member, stated that Rick Barrus, the President of the American Flag HOA, was also present. Mr. Dillon clarified that his comments and questions were his alone and not on behalf of the HOA Board. He stated that the adjacent 19-acre parcel was SLO. The Deer Valley MPD expressly says that nothing in the MPD is subject to the SLO. Therefore, if the parcel is brought into the MPD, he would be against some of the changes in density that might occur. Mr. Dillon wanted to know what the conservation easement would permit or prohibit. For example, recreational open space would permit a gondola. He would not object to the pickle-ball and tennis courts as long as they do not have lights. Regarding house size,

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Mr. Dillon noticed that the Staff compared it to Belle Terre rather than American Flag. He believed American Flag was smaller in size. Mr. Dillon remarked that the main concern was the 20-acre lot and he would like to see a restriction on house size. Under the MPD a hotel could be built with a CUP. He was unsure whether a non-condominiumized hotel would be one unit, but he would not want anything larger than a 22,000 square foot house on that one lot.

Chair Phillips asked Mr. Dillon if he was for or against a gondola through the conservation area. Mr. Dillon replied that he personally did not have an opinion one way or the other.

Mr. Dillon also wanted it clear that he was not concerned about the two additional lots coming over.

Pat Sweeney stated that he lives across Empire a little above this parcel. He liked the proposal and what the Huntsman's were doing with the property.

Melissa Band stated that she has been to this property many times and it has been listed several times over the years. The 22,000 square foot Huntsman home is a lovely home and this piece of property is very special with nice trails. Ms. Band thought it would be a great get for the City to take the conservation easement and give a little density where density already exists. Ms. Band assumed the homes would be second homeowners who are not there a lot. Van service to Silver Lake is a great way to mitigate another unsightly piece on a beautiful hillside.

Chair Phillips closed the public hearing.

Director Erickson noted that Planner Ananth chose to send a courtesy notice to 34 properties, the same noticing required if this item was schedule for action, to give the adjacent property owners the opportunity to comment this evening.

Commissioner Kenworthy asked Mr. Murphy what house size he would like. Mr. Murphy replied that the Planning Staff had concerns with the house size. It is not codified and the Planning Director has influence over the issue. He received the Staff Report on Friday but had not had yet met with the Huntsman's to talk about house size. Mr. Murphy was unprepared to answer the question at this time.

Chair Phillips was curious to know the largest possible outcome based on lot size and setbacks. He was also curious to see what will be proposed with the understanding that the Planning Commission will discuss what house sizes are suitable.

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Commissioner Sletten asked if Mr. Murphy envisioned the applicant subdividing the lots and selling the lots to be built as custom homes; or whether the applicant would build the homes and then sell them. Mr. Murphy replied that the lots would be subdivided and sold. Commissioner Sletten assumed the design guidelines would be strict. Mr. Murphy anticipated that the design guidelines would be similar to Empire Pass or Deer Crest.

Chair Phillips suggested that they pay close attention to outdoor lighting because that is an issue that is easily overlooked.

The Planning Commission discussed the items for discussion listed in the Staff report.

Maximum House Size Limitations

Planner Ananth stated that the Planning Commission has been sensitive about house size in the past and she wanted to understand their thinking on this lot. Planner Ananth pulled up a slide that was also included in the Staff report as Exhibit E. The chart primarily compared the average lot and house sizes for the Belle Terre and the American Flag Lots adjacent to or near this site. Planner Ananth pointed out that the lots sizes are ranged, but the average lot size is just under an acre. She believed the average Huntsman lot size was very comparable at slightly over an acre, removing the large lot from the analysis.

Chair Phillips assumed that the American Flag and Belle Terre homes were built without a maximum house size but were a function of the lot. Planner Ananth stated that from her research, neither of those subdivisions have a maximum house size limit. She believed American Flag has a minimum house size of 2,000 square feet and limits on the length of a driveway. She also recalled that American Flag has more stringent setbacks than the LMC requirement.

Chair Phillips wanted to see an analysis showing the house size if this project was built the same as the other homes in the neighborhood. Planner Ananth stated that she and the developer would be doing that analysis. She noted that the limits of disturbance could also limit the house size. Planner Ananth thought they would be prepared to propose a preliminary number when this comes back to the Planning Commission.

Chair Phillips thought the arborist report might help create the building envelope for some of the lots in an effort to protect the higher priority trees. Protecting the ridgeline trees is one of his priorities.

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Commissioner Thimm asked if the areas of disturbance will be described when this comes back to the Planning Commission for action for the Planning Commission to evaluate; or whether it would be a later consideration. Mr. Murphy stated that the house pads will be proposed. They will also provide the overall arborist plan, which will not talk about specific trees. He agreed with the Staff suggestion to come up with an overall plan initially and then make it very specific in the Development Agreement that every lot must submit a tree specific plan to the Planning Department when each individual lot is built.

Director Erickson noted that the Planning Commission typically see shifts in building pads when there is no architecture of a building. For this project, the strategy is to establish a clearly defined building size, vegetation plan, and wildland fire plan; and then adjust once they have good architecture. Director Erickson pointed out that minor modifications take up a lot of Staff and Planning Commission time because of polices that were established in the 1980. He was more concerned about the forest because many of the trees are mature and there are a lot of dead tops. Director Erickson anticipated that the arborist plan would include forest health amendments in addition to tree preservation. Director Erickson stated that the Staff was trying to be more progressive in doing these subdivisions.

Commissioner Hall thought it would be helpful to know the maximum allowable square footage for the entire property and/or lots. Commissioner Sletten clarified that it would exclude the existing house.

Chair Phillips remarked that if the house sizes are in line with surrounding development it would be easier to go with the proposed and not have special maximums. However, if the house sizes come in considerably larger through the matrix, the Planning Commission may decide to lower some of the house sizes to be more compatible with the neighborhood.

Commissioner Thimm asked if there was a maximum allowable in the underlying zone. Planner Ananth answered no. Commissioner Thimm pointed out that volume would ultimately limit house size.

Chair Phillips understood that the applicant was requesting a height exception of no more than 10% of the building; however, he was unsure from reading the Staff report whether the height was 33’ or 28’. Planner Ananth explained that the height for the residential district was 28’ with the 5’ exception for slope roofs, dormers, etc. However, the Huntsman’s specifically requested an exception for their family house to exceed the

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height, and that was granted within the 1987 conceptual MPD. It was only granted for the house but not for the property in general. Chair Phillips understood that the new lots would be at the 28' height limit. Planner Ananth replied that he was correct.

Commissioner Thimm referred to page 27 of the Staff report and noted that the lot sizes range from .37 acres to 3.02 acres, excluding the large lot. In looking at the house size on median calculations, the result is approximately 1 acre with an average house size of approximately 7,000 square feet. Commissioner Thimm stated that his first thought would be in keeping with the area. If they round the numbers and say that the average size for an acre is 7,000 square feet, he suggested taking a ratio of the acreage and develop a square footage by multiplying that number by 7,000 square feet. Therefore, one acre would yield 7,000 square feet. A .37-acre lot would yield approximately 2600 square feet.

Commissioner Suesser supported that formula. She also supported setting a maximum house limit.

Commissioner Sletten liked the idea of a ratio. However, he not sure if he agreed with Commissioner Thimm's math because it might reduce the house on the smallest lot too far to support the pricing of the neighborhood.

Vantage Points and Visual Analysis

Chair Phillips suggested vantage points from the higher streets such as Woodside or Upper Norfolk. He also suggested vantage points from Rossi Hill such as the end of McHenry.

Commissioner Suesser liked the angle of the images from Main Street and Heber that was shown during the presentation. She found those to be helpful.

Chair Phillips asked about the other vantage points mentioned where the project is not visible. Planner Ananth clarified that the project site is not actually within the SLO and she only used those vantage points as reference. She thought it was more appropriate to use the sites that were selected. Chair Phillips agreed.

Commissioner Suesser wanted to see the project property from the Park City Ski Area. She asked if the property could be seen from the Montage looking down Empire. Neither Mr. Murphy nor Planner Ananth thought it could be seen from the Montage.

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Traffic Study

Planner Ananth asked if the Planning Commission thought a traffic study was necessary for this project.

Chair Phillips and Commissioner Suesser did not believe it was necessary.

Commissioner Thimm stated that 17 homes would generate a limited number of trips per day and he did not think that was overly impactful. Commissioners Sletten and Kenworthy concurred. Chair Phillips noted that the van shuttle would also mitigate traffic impacts and that would be written as a condition of approval.

Commissioner Suesser asked if there was any thought of connecting to the ski resorts through a gondola or other means up to Deer Valley. Mr. Murphy replied that the gondola is the biggest concern he has heard expressed. He met with Steve Issowitz and there is no graceful way to include skiing. It would only work by cutting across American Flag, which the applicant is not willing to consider unless the City approaches the Huntsman family with that preference. Mr. Murphy pointed out that the economics of this project would not support a $30 million gondola or even participation in a $30 million gondola. In conversations with Steve Issowitz, Deer Valley does not believe there is the potential for an alignment. Mr. Issowitz was adamant that if there is an alignment, Deer Valley would never staff it because it is not in their best interest economically or logistically. Mr. Murphy emphasized that this project was not proposing any type of ski access.

Miscellaneous Issues

Planner Ananth asked if the Planning Commission had other items they wished to discuss or something the Planning Staff might have missed.

Commissioner Kenworthy thought it was worth the time and effort for the applicant to submit for the two additional lots. Chair Phillips concurred because it would help protect the lower portion. Commissioner Sletten agreed that preserving that area as open space would be significant.

Commissioner Thimm favored the advantage of those two lots, and he recalled that there were two choices; one was a dedicated conservation easement and the second was to deed the parcel to the City. His preference would be to have the entire parcel deeded over to the City.

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Chair Phillips asked if the applicant had a preference. Mr. Murphy stated that it has been discussed and he did not believe the applicant had a preference. They primarily want to memorialize the trails.

Commissioner Suesser asked for clarification on whether they are existing unofficial trails on both the 19-acre parcel and on the Huntsman property. Planner Ananth pointed out the official existing trails; as well as informal trails that connect up through the Huntsman parcel. Director Erickson noted that there are dogs and a caretaker who vigorously defend the private property. There are existing trails on the Estate property and the City will request proper easements on those trails moving forward.

Director Erickson stated that he and Planner Ananth need to address process. The subdivision is inside the Deer Valley MPD. Separately there is the Estate Parcel that may either be deeded or a conservation easement placed on it. If the Planning Commission and/or the City Council want to transfer the density, the Planning Department needs to figure out a mechanism to do that. Director Erickson clarified that the applicant was proposing to leave those two potential lots part of the large lot, and then come back and replat for those two lots. He explained that the 15 lots would leave the two potential lots attached to the large lot, and the Planning Commission would see a preliminary plat that would show those lots. When there is replat, the Commissioners could go back and determine that those two lots are what was agreed to and approve the replat.

Commissioner Kenworthy asked besides the trails and the two lots whether there were other effects on the existing home and lot. Director Erickson replied that there were no other effects other than carving the two additional lots out of the larger lot. The existing home would remain with the height exception. Everything else would be consistent with the neighborhoods. Commissioner Kenworthy asked if they would be removing the ability to subdivide in the future. Director Erickson stated that the Planning Commission could decide whether to contemplate additional subdivision. The density on this site is limited by the Deer Valley Development Agreement; therefore, no additional development units are allocated to this parcel. Director Erickson assumed Deer Valley would not allow additional subdivision. That could be added as a condition of approval if the Planning Commission had a preference one way or the other.

Commissioner Sletten stated that in terms of a potential transfer of density, he could not imagine a UE available anywhere in Deer Valley. City Attorney Harrington stated that for MPDs that have pods of density that are less than the underlying zoning, the way the State is moving towards administrative subdivisions he cautioned the Planning Commission about leaving themselves vulnerable to a future fight. He believed the

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Commissioners would be see more Staff recommendations for affirmative limitations on further subdivision. Commissioner Sletten clarified that he agreed with the limitations. He was merely making the point that it would probably be difficult anyway.

Commissioner Kenworthy stated that he was also leaning in that direction. Commissioner Thimm supported limiting further subdivision.

Commissioner Thimm referred to public comment about the underlying zoning allowing other uses such as hospitality. Planner Ananth could not remember all of the allowed uses. She would do further research and include all of the allowed uses in the next Staff report. Director Erickson stated that the Deer Valley MPD does not allow commercial activities on this site. They would need to change the document and allocate unit equivalents in order to do that. If they were using the underlying RD zoning, a lodging or commercial activity would be a conditional use and it would come back to the Planning Commission. It is very similar on the Estate property. Commissioner Thimm suggested adding a condition of approval that limits the permitted uses to single-family dwellings and outbuildings.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

6.A. Land Management Code Amendment – Amend Land Management Code §15-7.1-7, Signatures and Recording of the Plat.

Planner Rebecca Ward stated that the State has a new requirement that requires the Staff to submit approved plats to the Utah Geographic Reference Center within 30 days of approval to be entered into the statewide 911 emergency database. Summit County will no longer record a plat unless the County Addressing Authority can verify that there are no duplicated roads or addresses.

Planner Ward noted that the changes have already been implemented; however, the Planning Department is getting questions from applicants regarding the new requirements. The Staff was proposing to add the new requirements to the LMC.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

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MOTION: Commissioner Thimm moved to forward a POSITIVE recommendation to the City Council for the proposed amendment to the LMC 15-7.1-7, Signatures and Recording of the Plat, for the City Council to consider on March 5, 2020 as outlined in the draft ordinance. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

6.B. Land Management Code Amendments – Regarding Historic Preservation in LMC 15-11-12.5 Historic Preservation Board Review for Material Deconstruction. (Application PL-20-04447)

Planner Caitlyn Barhorst stated that the proposed LMC Amendment would streamline the process for the review authorities at the Staff level versus the Historic Preservation Board.

The amendment would allow the Staff to review the lower level smaller scope of projects as defined by ordinary repairs and maintenance, repair or placement of historic architectural details, or removal or replacement of non-historic architectural details. Planner Barhorst stated that currently all these items are reviewed by the HPB in the HDDR process. The Staff was proposing to remove the review from the HPB to the Staff level. The Historic Preservation Board would still review the permanent removal of historic material on the site to accommodate new additions.

Planner Barhorst noted that the Staff reviewed the proposed amendment with the HPB and they forwarded a positive recommendation with clarifying changes to distinguish what would actually be reviewed at the Staff level.

Chair Phillips felt comfortable with the HPB recommendation since this was their purview.

Commissioner Kenworthy asked for a breakdown of the HPB vote. Planner Barhorst replied that it was unanimous to forward a positive recommendation.

Planner Tyler clarified that the Staff would do most of the work and the HPB would usually rubber stamp what they had done. The intent is to simplify the process. It is not worth the HPBs time to review replacing a vinyl window with a wood window. Planner Tyler remarked that in addition to simplifying the process for the Staff and the Board, it will also aid the public in getting through basic items that the Staff can address.

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Director Erickson stated that this amendment was also part of the conversation with the CDD task force in trying to streamline some regulatory affairs.

Commissioner Suesser asked if there is an inspection after approval of these types of repairs. Planner Barhorst answered yes because a building permit is required. The applicant submits a Historic District Design Review pre-application. The Staff reviews it and writes a waiver letter for non-historic items. The applicant is also required to follow the Design Guidelines. Chair Phillips asked if the inspection is done by the Planning Department or the Building Department. Planner Barhorst replied that it is both. The Planning Department does the inspection for planning purposes and the Building Department inspects for building reasons.

Commissioner Suesser asked if there is an HPB inspection. Planner Barhorst stated that the Planning Staff does the inspection and provides a quarterly update or as necessary as projects come in for the next HPB meeting.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

Commissioner Hall asked if there is a requirement to reuse or recycle demolition material. Planner Tyler answered yes. It is a standard condition of approval. Currently, there is nothing in the Code that requires the reuse of materials, but the design guidelines encourage it.

Director Erickson noted that the Planning Department would be coming forward with a CDD recommendation on trying to reuse materials.

Commissioner Hall stated that she always favors streamlining when possible because rubber stamping is a waste of the Staff's time.

MOTION: Commissioner Sletten moved to forward a POSITIVE recommendation to the City Council for the Land Management Code Amendment to 15-11-12.5, Historic Preservation Board Review of Material Deconstruction, for the City Council to consider on February 27, 2020 as outlined in the draft ordinance. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

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6.C. <u>445 King Road – Conditional Use Permit – the Applicant is Requesting a Conditional Use Permit for the Construction of a Single-Family Dwelling, Consistent with the Plat and Master Development Plan</u>.

Planner Liz Jackson reviewed the conditional use permit application for a single-family dwelling called out as the main house on Plat Note 1, which is consistent with the plat for the site in the Sweeney Properties Master Plan. The structure will be in addition to the existing small house, which has been acting as the main house, but will now be considered a guest house.

Planner Jackson reported that last week, just prior to the Staff report being published, the applicant asked to submit new plans. The applicant has indicated that the plans will lower the height in select spots and further break up the massing. However, with the limited turnaround time and the plat specificity regarding footprint and height, which are proposed to be changed, the Staff and the applicant recommend that the Planning Commission open a public hearing this evening and continue this item to March 25th. A continuation will allow the Staff time to review the newly submitted plans in accordance with the plat and the Sweeney Properties Master Plan. Following their review, the Staff will update the Staff report and the Findings of Fact and Conditions of Approval for the March 25th meeting.

Planner Jackson stated that on quick review, the proposed changes appear in accordance with the plat and the SPMP, but the Staff would like to confirm that everything is in accordance and that the Findings and Conditions are consistent.

Planner Jackson noted that the applicants, Mike and Pat Sweeney, as well as the architect, Dave Richards, were present to answer questions.

Chair Phillips thought it would be helpful to have a brief discussion and provide input since the applicants and their architect were present.

Commissioner Thimm had read through the conditions of approval in the Staff report and he was in favor of all the conditions as written.

Commissioner Suesser asked for clarification on the future Phase 3 addition. Planner Jackson stated that the current proposal is what the applicant would like to do. The future phase addition is a potential addition. They will still have footprint to work with from the 3500 square feet and there is a possibility of wanting to fill in the rest of the

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3500 square feet. Planner Jackson pointed out that Phase 3 was not part of the Planning Commission approval this evening. The house design needs to be reviewed through a CUP to mitigate any impacts. However, based on the size of the footprint for a potential future addition, the Staff felt that it could be approved administratively since most of the bulk and mass were proposed with this application.

Pat Sweeney stated that it was important to him to participate in setting the stage on that property forever. They have spoken with Director Erickson and Planner Jackson regarding making the home as intrusive as possible for Old Town, and also for Deer Valley. There was a great deal of thought in putting the house as far back as possible in the building area. They believe the plat as it stands is a good one. Mr. Sweeney commented on a loophole that could be used in the future and he intends to close that loophole. Wording on the plat that addresses the driveway would potentially allow someone in the future to go partway up the driveway and turn into the house. Mr. Sweeney believed that would expose two levels that would not otherwise be visible from the higher reaches of Old Town and Deer Valley. As part of this CUP approval, Mr. Sweeney wanted to enter into an agreement recorded with the City that would prohibit that from occurring. Mr. Sweeney stated that it would create a peninsula of earth and vegetation between the home and the end of McHenry Street, as well as American Flag. Mr. Sweeney remarked that 3,000 square feet of the house is basement, garage, and a shop. The rest of the rooms are bedrooms and facilities for his friends and family.

Pat Sweeney stated that Planner Jackson had done a great job with the Staff report and he thought it was quite thorough and complete. If the Commissioners had additional questions or input, he would like to hear their feedback so they can prepare for the next meeting.

Chair Phillips liked what was presented at this point and he the applicant had good intentions. He looked forward to seeing the updated information at the March meeting.

Director Erickson remarked that Planner Jackson had been working with the Wildland Urban Interface Fire Code for 18 months and she had benchmarked against this property. The Code works well for this particular property because the house is not visible and it meets the intent of the Wildland Fire Code.

Chair Phillips opened the public hearing.
There were no comments.

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Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to CONTINUE the Conditional Use Permit for 445 King Road to March 25, 2020. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

6.D. 802 Empire Avenue – Conditional Use Permit – the Applicant is Requesting to Construct a Shared Driveway Over the Platted Unbuilt City Right-of-Way. (Application PL-19-04113)

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

Planner Ananth introduced Martina Nelson from Park City Surveying; the applicant, Tom Peek, from Old Town Lands; and Jonathan DeGray, the project architect.

Planner Ananth remarked that the project is proposing to combine multiple vacant lots into a new two-lot subdivision and is simultaneously seeking a CUP for a shared driveway to access the two developable lots. The lots are steeply sloped from Empire Avenue down to Crescent Tram. The lots are vacant of any structures.

Planner Ananth provided additional background on the sites. She reported that 802 Empire consists of three lots; a portion of Lot 19 and all of Lot 20 and Lot 21. Over the years a number conveyances affected these lots. The City vacated a portion of Empire Avenue, which was shown in green, and this land was given to the adjacent property owner. Planner Ananth stated that that conveyance enlarged the surrounding lots. Following the vacation, a number of surveys used an incorrect point of beginning, which erroneously shifted some of the deeds in the area south. That area was outlined in blue. Planner Ananth stated that when Tom Peek purchased the land, Park City Surveying provided quit claim deeds to clean up these areas. Quit Claim Deed Area A, which was in the Crescent Tram right-of-way, was given to the City. Quit Claim Area C is the adjacent Treasure Hill parcel that the City now owns. The City Quit Claimed some land to the applicant that was intended to be owned by the applicant.

Planner Ananth presented a slide showing the proposed site plan, which were the two lots currently owned by Tom Peek and Old Town Lands. Another slide showed the CUP area. Planner Ananth explained that the applicant was proposing to go from the

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802 Empire Avenue lot all the way to the edge of pavement in order to access these sites.

Planner Ananth stated that the two lots meet the lot and size requirements of the LMC. Both lots meet the minimum lot size for a single-family dwelling, but not for a duplex. The maximum density on the lots would be two single-family dwellings.

Planner Ananth reported that the applicant would need a CUP for access. There would likely be a Steep Slope Administrative CUP once these lots are further through the process for development, as well as applications to develop in the Historic District.

Planner Ananth noted that at the last meeting she presented a slide giving context to the neighborhood lot size. The average lot size is 3700 square feet. The median lot size is slightly lower at approximately 2800 square feet. Planner Ananth pointed out that the subject lots are slightly lower than the average, but still within the range of the surrounding lot sizes.

Planner Ananth recalled at question at the last meeting regarding potential staircases in the area. She spoke with the Trails and Open Space Coordinator and he clarified that the next prioritized staircase is the 6th Avenue staircase. She noted that money was set aside in the budget for that staircase. Planner Ananth pointed to a potential staircase that could link Crescent Tram up towards Empire Avenue. She overlaid that same potential staircase on an aerial to show that the 802 Empire Avenue parcel would not preclude any type of staircase on City-owned land immediately south of 802 Empire. Planner Ananth had also highlighted the 732 Crescent Tram parcel and noted that the two parcels do not connect. There is approximately 7-1/2 feet of space in between the parcels leaving the potential for a future staircase. Planner Ananth clarified that 732 Crescent Tram is also owned by Old Town Lands. Planner Ananth suggested adding a condition of approval that stating that the owners of 802 Empire would not fight a potential staircase adjacent to their property. She commented on the possibility of needing a minimal easement if there is any stairway encroachment. Planner Ananth believed that could be addressed in a condition of approval for this application if the applicant would agree. Mr. Peek was not opposed because a stairway would be positive for all the properties in that vicinity.

Martina Nelson with Park City Surveying gave a power point presentation. He also gave the Commissioners hard copies of her presentation with the slides numbered.

Ms. Nelson started with the plat amendment for 802 Empire. She noted that all of Old Town was compiled of two major plats; the Snyder's Addition and Park City Survey.

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Those two plats come together at an angle point, which is also an important boundary line for a quit claim deed she would discuss later in her presentation. She noted that the subject property is within Snyder's Addition.

Ms. Nelson stated that in 1968 the City vacated a portion of Empire Avenue to the adjacent landowners. In most states, it is State law that when parts of a right-of-way is vacated it goes to the adjacent landowners. Ms. Nelson stated that in 1991 the parcel at 802 Empire was sold to Tom Peek with Old Town Lands LLC. She noted that moving forward there were various Scribner errors in the deeds. In 2019 those Scribner errors were corrected with the advice of the City Attorney and the City Planning Staff.

Ms. Nelson noted that Commissioner Suesser had raised a question at the last meeting regarding the Empire Right-of-Way. She indicated Empire Avenue shown in green. She stated that the best historical information comes from the old recorded plats, Snyder's Addition, the Park City Survey Plat, and the Bush and Gudgell City Monument Control Maps. Ms. Nelson explained that the Bush and Gudgell Monument Control Maps is a hand drawing rendition of these two plats as they fit together, and it has specific information that surveyors and the City uses for the center line of the rights-of-way.

Ms. Nelson noted that the red dash hatched area was the portion of Empire that was vacated. Ms. Nelson presented another slide showing the 802 Empire boundary as it exists today. The dash lines were the original Snyder's Addition lot lines.

Ms. Nelson showed before and after slides of the deeds that had corrected descriptions. She noted that the deeds were recorded but were incorrect, and they were eventually corrected by the Park City Survey, the City Attorney's Office, and Old Town Lands. Ms. Nelson presented an exhibit showing a 2:3 ratio. Old Town Lands gave two-thirds to the City and the City in turn quit claimed one-third of area to Old Town Lands.

Tom Peek, with Old Town Lands, indicated the piece that was quit claimed and noted that it was right in the middle of the Crescent Tram roadway. He explained that the original idea was to deal with that piece when they deal with the adjoining property that Old Town Lands also owns to accommodate access for a potential future stairway. Mr. Peek stated that the stairway is a positive aspect and Old Town Lands would like to see it happen because it is valuable to the properties on both sides.

Chair Phillips preferred to have that intent written as a condition of approval in case the property is sold and the new owners are not as willing to work with the City. Mr. Peek

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agreed, noting that an application on the other property would be coming to the Planning Commission very soon.

Commissioner Suesser referred to the shift of the piece of property on Crescent Tram and that tail on the piece in red. She originally thought it had been taken care of but after Mr. Peek's comments she understood that was not. Ms. Nelson explained that handling that piece is more complicated and the City decided to address it with the 732 Crescent Tram project. Ms. Nelson clarified that the original intent was to shift it up. Commissioner Suesser asked if it was an error, or whether the property is owned by Old Town Lands. Ms. Nelson replied that there are two elements. One element is that the point of commencement to the point of beginning of the deed is incorrect because it was incorrect by 15'. The deeds that were recorded on the same day were incorrectly shifted south 15'. Ms. Nelson stated that the intent of the red parcel was to be shifted up, which would have eliminated the tail; but currently that tail piece has not been corrected.

Ms. Nelson showed a slide noting that the purple color was the boundary and the green color was the right-of-way. She presented a cleaned-up record of survey that was recorded on Monday of this week. Ms. Nelson noted that Sheet 2 showed the boundary on all the adjacent neighbors. Another slide showed the existing conditions.

Commissioner Suesser stated that there is a wonderful pedestrian access way to Main Street over that tail that goes between two homes and cuts across under the Town Lift. The access way is used regularly by everyone on that side of Old Town. She believed it was a critical pedestrian walkway. Ms. Nelson noted that Mr. Peek is adamant about maintaining an access easement through the 732 Crescent Tram parcel to maintain that access. Mr. Peak pointed out that the tail piece is owned by the City. It is actually an overlap over an easement that the City already owns along that. The Crescent Tram walkway is there with an easement on it, and the City owns over that easement. Ms. Nelson clarified that Old Town Lands owns and easement and the City owns an easement. The 732 Crescent Tram project will be more specific on how they plan to correct the problem. Ms. Nelson suggested that a preliminary work session for that project would be beneficial.

Ms. Nelson presented slides showing how the plat amendment fits with the CUP. She noted that the property could be accessed off of Crescent Tramway; however, that is quite dangerous and the City requested access off of Empire. Another slide showed the boundary and the CUP area in relation to each other. Another slide showed the plat with the two lots and the CUP. Ms. Nelson noted that the CUP goes to the edge of

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asphalt. The shaded hatched areas were the actual roadways as built. Green shading underneath indicated the right-of-way.

Ms. Nelson presented four slides regarding the CUP. A red dashed line was the old platted center line of the Crescent Tram. Another slide showed a configuration with the driveways as built. There will be a snow storage easement within that driveway area.

Planner Ananth presented a slide with the Staff Findings for the subdivision.

Chair Phillips opened the public hearing on the subdivision.

Rick Kienzles stated that he is a homeowner at 808 Empire, adjacent to the subject property. Mr. Kienzles had general concerns that he wanted to express this evening. He noted that his attorney Nick, from Wrona and DuBois spoke on his behalf at the last meeting. Mr. Kienzles had a letter from Wrona and DuBois that he would submit to the Planning Commission at the end of comments.

Mr. Kienzles referred to an earlier project relating to the Huntsman property and that a courtesy notice was sent to the neighbors at the request of the Huntsman's. Noticing was at the heart of his concern for this project. Mr. Kienzles stated that even though he was not speaking for his neighbors, there have been communal conversations around specific issues. Mr. Kienzles remarked that the concerns revolve around complete and total transparency without the neighbors having to hire attorneys or spend time digging for information themselves. Mr. Kienzles stated that all the property owners in the neighborhood have a stake and should have a seat at the table with specific attention on what is being proposed and what is being discussed between the applicant and the City. Rules are rules and laws are laws. As long as everyone plays by the same set of rules and within those rules, there is no issue. Mr. Kienzles stated that the real concern is not necessarily 802 Empire; but as mentioned, Old Town Lands owns the adjacent property as well. The neighbors have not been provided an opportunity to see the overall plan. From his conservations with Mr. Peek he knows there is an overall plan and bits and pieces have been discussed with the Planning Staff. Mr. Kienzles stated that he and his neighbors believe that development of more density is not consistent with the City's stated goals of limiting development in the Historic District. He asked the Planning Commission to take that into consideration when considering this plan.

Mr. Kienzles had two letters from Wrona Dubois that he was asked to hand deliver. One was dated 2018 and he had made copies for the Commissioners. He did not have the opportunity to print a second letter that was written today. Mr. Kienzles would work with the Staff to provide that letter through the appropriate process. Mr. Kienzles noted

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that the current letter references the letter from 2018. It was noted that copies could made be in the Planning Department and given to the Planning Commission this evening.

Commissioner Hall asked if all the owners had received the courtesy notice. Planner Ananth replied that property owners within 300 feet were noticed for both the January public hearing and again for tonight's meeting. Notice was also posted on the site. Planner Ananth stated that she also did her best to apprise the neighbors who provided feedback in January of this February meeting via email.

Commissioner Suesser asked if the neighbors were noticed that there would be a public hearing on the CUP and the Subdivision proposal. Planner Ananth answered yes. Commissioner Suesser asked if the neighbors were told when the Staff report would be available for their review. Planner Ananth replied that they were only given notice regarding the public hearing. It is a standard letter that follows the standard noticing process.

Commissioner Hall asked for clarification on why 802 Empire and 732 Crescent Tram were bifurcated. She understood that former Planner Astorga had originally looked at the two together. Ms. Nelson stated that it was coincidence that Old Town Lands owns both properties. They are not connected and were never anticipated to be connected because of the potential stairway. Ms. Nelson noted that 802 Empire lies within Snyder's Addition plat. The 732 Crescent Tram project lies under the old Park City plat. Both are two separate entities and have two separate legal descriptions. Ms. Nelson remarked that 732 Crescent Tram is complicated like 802 Empire. For that reason, they chose not to tackle them at the same time. The plan was to finish 802 Empire and then move on to 732 Crescent Tram.

Commissioner Suesser thought it would be helpful to see a slide that shows the larger area and the City parcel that separates the two. Planner Ananth presented a slide showing the 732 Crescent Tram parcel outlined in purple. On the north side was the 802 Empire parcel outlined in blue. Everything in between was the Treasure parcel. A yellow property line indicated the center section line which is where the Treasure parcel begins.

Mr. Kienzles pointed out that the driveway and the house depicted in the slide was his. He clarified that through lengthy litigation with the Sweeney's several years ago, he had a non-exclusive easement with what was formerly the Sweeney property and is now owned by the City.

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Mr. Kienzles handed out copies of the letter from Wrona DuBois dated February 12, 2020 as well as the 2018 letter. The Commissioners took a few minutes to read the letters.

Commissioner Thimm was confused as to whether the neighbors were or were not noticed about this meeting. Ms. Kienzles stated that if he correctly understood the comment during the Huntsman property discussion, he thought the applicant made an extraordinary effort to include the neighborhood and explain what they were planning. It was not an attempt to fragment the project or to provide information incrementally. It appeared to him that the Huntsman's wanted to include everyone and hear their input. Mr. Kienzles apologized if he misunderstood the comment regarding noticing. His comment was not intended to be misleading.

Mr. Kienzles responded to Commissioner Thimm's question. Stated that he received his normal notice a week before the meeting, and he sent an email requesting information regarding the project. He promptly received the information he requested and sent it to his attorney at Wrona DuBois. Mr. Kienzles noted that they needed to wait for the Staff report which only came out a few days before the meeting, which did not give them much time to research the application. Chair Phillips pointed out that the Planning Commission has the same window of time between availability of the Staff report and the meeting.

Commissioner Thimm understood that the proper notification was done per the Statute and Ordinance.

Chair Phillips closed the public hearing.

Commissioner Suesser referred to the slide on the screen and asked if the small triangle piece was an additional parcel owned by Old Town Lands. Planner Ananth answered yes. Ms. Nelson pointed out that there are five small parcels in that little area, and easements are granted to give people access through the Crescent Tramway. Mr. Peek pointed out that the driveway would be in that triangle. The Crescent Tram walkway is also in that triangle.

Commissioner Suesser thought it should be clear that there is an additional parcel owned by this developer that could potentially be developed. Mr. Peek noted that the purple area is two parcels. A home in the back burned down and caused issues with the Angel House. The owner of that back parcel sold it to Mr. Peek because there were property line issues. The other piece is where the yellow home is located. Mr. Peek clarified that the historic home is part of the intrigue of that property and there is not

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intention of removing it. Mr. Peek recalled that several years ago he came to the Planning Commission for approval to remove some of the non-historic additions to the yellow home. It was approved and the house was shored up to keep it from falling down.

Mr. Peek reiterated that the purple color was two separate pieces of property. He noted that Old Town Lands was working on different plans for that property. He is available anytime anyone wants to call and ask him questions. Mr. Peek stated that the idea is to either keep it two parcels with adjusted property lines or three parcels. Its square footage is equivalent to six Old Town lots. Access is off of Crescent Tram where the driveway currently exists.

Chair Phillips clarified that the neighboring properties were not part of the application this evening. He thought much of the letter from Wrona DuBois pertained to the historic home. Chair Phillips thought the Commissioners should understand the relationship of the owner owning adjacent lands, but they could not get into the details because an application has not been submitted. The Planning Commission needed to focus on the application before them this evening.

Planner Ananth pointed out that in between these two parcels is where the tail piece drops down into. There will potentially be cleaning up and quit claiming in that area in the future. Ms. Nelson offered to come before the public and the Planning Commission prior to getting to far into the plat work. Chair Phillips thought that would be helpful.

Chair Phillips informed Ms. Nelson that her slides were very helpful. Commissioner Suesser agreed that the slides were helpful and cleared up some issues. However, it would be better if it had captured a larger area to put it in perspective with the adjoining lots, because that is important when contemplating a subdivision.

Commissioner Kenworthy referred to the slide showing the frontage on Empire Avenue. He noted that LMC Section15-3-3, General Parking Area and Driveway Standards, requires a 20' transition period from the back of the curb or where the City Engineer approves a 20' 2% Slope. He wanted to know where that starts and ends. Commissioner Kenworthy thought it appeared that the CUP area had it up against the edge of the asphalt. If that is the case, he wanted to know if that was acceptable to the City as defined in bullet 5 in Section15-3-3.

Planner Ananth stated that the Engineering Department had reviewed this project and since the access from Crescent Tram is dangerous and not the preferred access, the Engineering Department indicated acceptance of the plan presented this evening.

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Commissioner Kenworthy clarified that the City Engineer has approved it coming to the edge of the roadway in absence of a backside of a curb. Planner Ananth answered yes, if she was understanding his question correctly.

Commissioner Kenworthy read from bullet 5 of Section 15-3-3. "Drives serving more than one single family dwelling shall provide a minimum 20-foot transition area at no greater than 2%. Slope being at the back of the curb or as otherwise approved by the City Engineer". Commissioner Ananth agreed that it did not meet the letter of the Code, but the City Engineer had reviewed this project and indicated that access should be off of Empire Avenue.

Chair Phillips asked how they get around the Code compliance issue. Commissioner Thimm pointed out that the Code states, "unless otherwise approved by the City Engineer". Commissioner Kenworthy clarified that the City Engineer has looked at the plans and waived the requirement. Planner Ananth emphasized that the City Engineer has looked at the plans. Beyond that, she was not able to speak for the City Engineer. Commissioner Kenworthy understood that the City Engineer pushed the access to Empire because it is a better solution. However, he was concerned about stretching another area of the Code that may result in public safety issues if they push it all the way to the street. Commissioner Kenworthy understood they were using the edge of the asphalt and asked if it had the 2% or less slope for the 20'. Planner Ananth was not familiar with the exact slope.

Commissioner Thimm noted that page 157 of the Staff report contained slope information showing 12% and 11% driveways.

Commissioner Hall wanted to know the process if the City Engineer can waive the driveway requirement and whether it needs to be included in the Staff report. City Attorney Harrington noted that proposed Condition of Approval #5 requires City Engineer approval consistent with the Code. Mr. Harrington was unsure whether the City Engineer had engineered plans in front of him that he has or has not approved.

The Commissioners discussed the slopes indicated on page 157. Jonathan DeGray, the project architect, noted that the drawings indicate up to 12% on the apron. This was the drawing that was proposed, but he had not seen a direct comment from the City Engineer. If there were other constraints, they would need something in writing from the City Engineer.

Commissioner Thimm commented on the CUP criteria outlined on page 126 of the Staff report which says a driveway shall not exceed 10% slope. The Staff indicated that the

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proposal Complies. He noted that the longer driveway is 11%. Commissioner Thimm questioned how the proposal was in line with the criteria. Mr. DeGray stated that the driveways within the property can be up to 14%. He believed the question of the apron was the issue. Mr. DeGray remarked that the 10% slope is achievable if they need to rework it.

Commissioner Kenworthy clarified that his question was prompted by the public safety issue. Personally, he thought it was a critical concern. Commissioner Kenworthy stated that if the City Engineer does approve the edge of the asphalt as the 20' apron, he would like him to be aware of the safety concerns.

Commissioner Suesser referred to page 162 of the Staff report which had the zone allowance for HR-1 and the proposed lots. She thought it would be helpful to have the existing lots listed as well, and a breakdown what would be buildable on each lot as currently platted versus what is being proposed by the subdivision.

Commissioner Thimm was trying to understand the right-of-way line on page 157. In looking at the map, there is a bold line with double dashes. He asked if that was the right-of-way. Planner Ananth replied that it is the lot line of 802 Empire in total. Commissioner Thimm stated that unless there is another lot in between, he assumed that was the right-of-way line. Planner Ananth replied that he was correct. Commissioner Thimm asked if the 12% driveway needed to be reduced to 10%. Planner Ananth answered yes, unless the 12% is approved by the Engineering Department. Commissioner Thimm did not believe the CUP review criteria could be overruled by the City Engineer. Mr. DeGray thought 10% was achievable. Commissioner Thimm suggested that the portion within the right-of-way should not exceed 10%. Chair Phillips asked if it should be a condition of approval.

Director Erickson remarked that there were questions on the table for both of these projects. One was a question from Commissioner Suesser regarding additional mapping on adjacent properties. If the rest of the Planning Commission supports that request, he would recommend bringing that forward. Director Erickson stated that if there is Planning Commission support on the question about driveways, that would need to come forward as well. Director Erickson thought there was also a question with respect to making sure the pathway location in the 7-1/2' is controlled correctly.

Director Erickson suggested that the Planning Commission open a public hearing on the CUP. If the Commissioners agree with the request for additional mapping and with the questions regarding the driveway in the right-of-way, they need to decide the best action to take this evening. He noted that the Planning Commission could either

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continue this item with direction to the applicant, or they could craft conditions for action this evening.

Commissioner Sletten assumed that a continuance would apply to both items. Director Erickson answered yes. The subdivision is clearer, but access to the subdivision is not. Commissioner Thimm supported a continuance.

Commissioner Hall asked if the project for the other lots were in the pipeline. She asked if the other project was a close enough timeline to address both of them together. Chair Phillips thought the second project would be months behind the project before them this evening. Director Erickson understood that a number of property ownership issues need to be resolved with the second project. Chair Phillips was not in favor of tying the projects together because those are two different properties. Commissioner Sletten concurred.

Commissioner Suesser stated that since this item would likely be continued, she would like the applicant to address the significant vegetation on the site; particularly the large tree on Lot 19 and a grove of trees on the property. She wanted to know the plan for vegetation and whether the trees would be removed.

Mr. DeGray pointed out that the trees need to be determined significant, rather than just by size or diameter. He noted that per the Historic District Design Review, the applicant is required to submit a landscape plan that mitigates the loss of any vegetation. Commissioner Suesser understood that the assessment still needed to be done. Mr. DeGray replied that it would be done as part of the HDDR.

Commissioner Thimm summarized direction to the applicant based on their comments this evening, which included the driveway slope; clarity with regard to access; and the request to show the current buildable parameters on Lots 21, 20 and a portion of 19 versus what is proposed. Mr. DeGray noted that the Planning Commission had also requested an overall larger view of the project area.

Commissioner Hall recalled a comment about an easement for the staircase and having something in writing to that effect. Mr. DeGray thought the overall view would show what is available. He believed the easement was a separate issue.

Commissioner Kenworthy stated that if the City Engineer approves the edge of the asphalt and approves more than a 2%, he would like to see it. If the City Engineer pushes it back to the right-of-way and still requires 2% or less for the 20', it would result in a steeper driveway that the applicant will need to address.

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Commissioner Suesser understood from the analysis that because this is a through lot it has two front setbacks, one on Crescent Tram and one on Empire. She was confused by the language, "…and that frontage can be measured on Crescent Tram in order to meet the minimum lot width". Director Erickson explained that lot width is measured 15' back from the property line and they had to make a determination on where they were measuring the lot width. He noted that the lot width was measured 15' back from Crescent Tram. He offered to make that clearer for the next meeting. Planner Ananth stated that it does not meet the minimum width off of Empire. Since there are two fronts, the Staff made a determination that it could be measured from either Empire or Crescent Tram. In this case it would be measured from Crescent Tram and not from Empire.

Director Erickson noted that the applicant had agreed to a continuance to the first meeting in April.

MOTION: Commissioner Thimm moved to CONTINUE the 802 Empire Avenue Subdivision to April 8, 2020. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

Director Erickson noted that the Commissioners' comments on the subdivision also apply to the comments on the conditional use permit and meeting the criteria.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

Commissioner Suesser referred to a utility pole currently in the driveway and asked if the proposed plan would move the pole or incorporate the pole on the site.

MOTION: Commissioner Kenworthy moved to CONTINUE the Conditional Use Permit for 802 Empire Avenue to April 8, 2020, with the same comments stipulated to in the Subdivision Continuance, with the addition of resolving the power pole question. Commissioner Suesser seconded the motion.

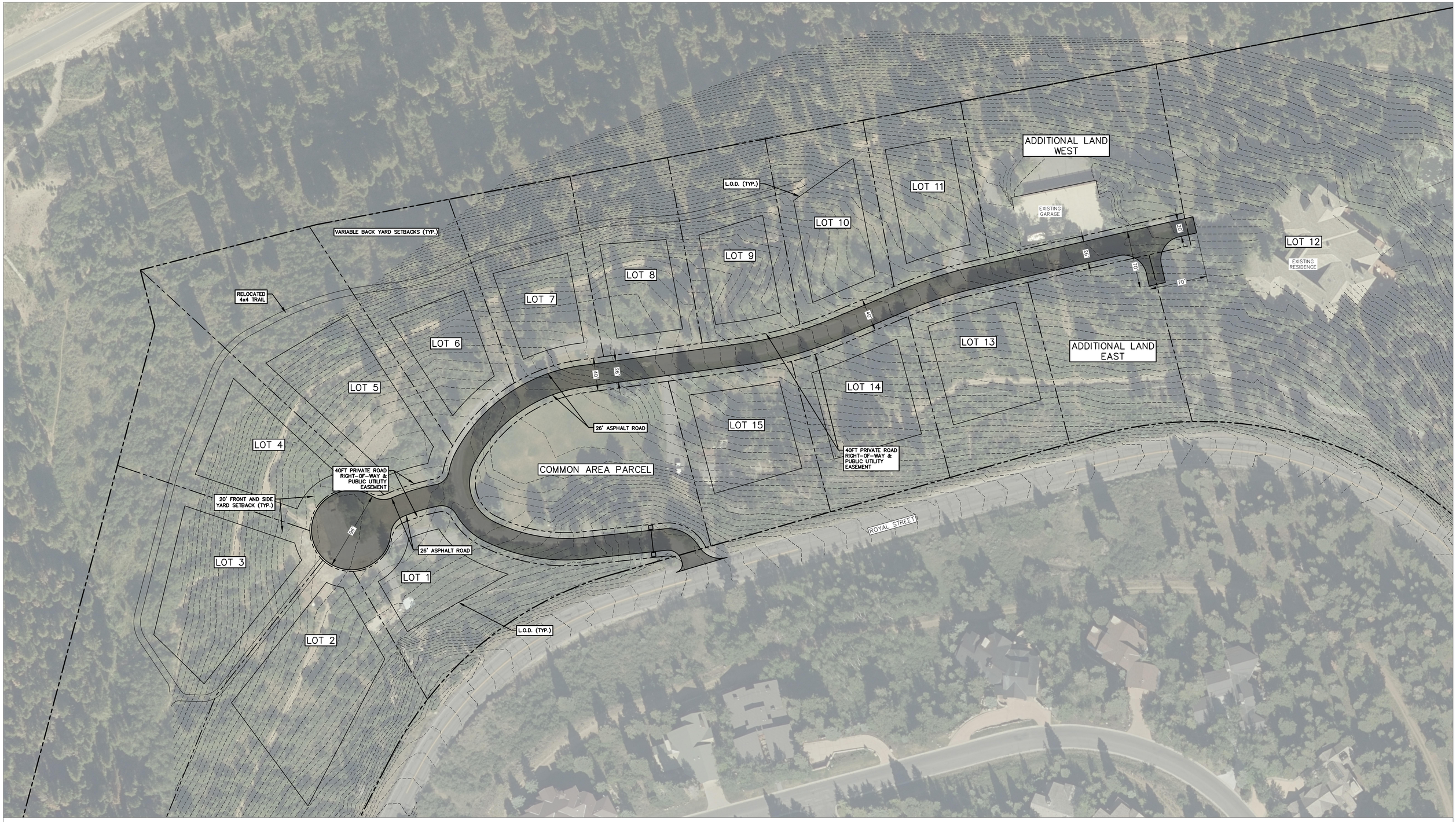
VOTE: The motion passed unanimously.

APPROVED 02.26.2020

The Planning Commission Meeting adjourned at 9:00 p.m.

Approved by Planning Commission: _____

APPROVED 02.26.2020



50' 0 50' 100'

OPEN SPACE CALCULATIONS	
EXISTING RESIDENCE	15,501 SQ FT
EXISTING GARAGE	6,260 SQ FT
NEW IMPROVEMENTS PER LOT	**VARIES**
TOTAL HARDSCAPE	15,501 + 6,260 + 184,069 = 205,830 SQ FT
PARCEL AREA	1,772,552 SQ FT
PERCENT OPEN SPACE	(1,772,552 – 205,830)/(1,772,552) = 88.4%

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
4/15/20
STATE OF UTAH

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
RYAN BETZ
BLAYDE MCINTIRE

DATE: 4/15/20

HUNTSMAN ESTATES SITE DESIGN

LIMIT OF DISTURBANCE PLAN

FOR: DV LODGE LLC
JOB NO.: 3-10-19
FILE: X:\Deer Valley\dwg\projects\Huntsman Estates\031019-civil.dwg

SHEET 1 **OF** 1

LOT AREA TABLE			
LOT NUMBER	LOT AREA (ACRE)	L.O.D. (ACRE)	L.O.D./LOT AREA (%)
1	0.69	0.21	31%
2	3.04	0.58	19%
3	2.78	0.49	18%
4	0.97	0.30	31%
5	1.20	0.40	36%
6	0.82	0.23	28%
7	0.67	0.21	31%
8	0.62	0.21	33%
9	0.63	0.21	34%
10	0.60	0.25	41%
11	0.54	0.25	46%
12	22.06	–	–
13	0.70	0.31	45%
14	0.66	0.28	43%
15	0.67	0.29	43%
COMMON AREA	0.88	–	–
ADDT'L LAND WEST	1.03	–	–
ADDT'L LAND EAST	0.69	–	–

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(435) 649-9475-FA
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

Date: 05-21-20
Project No.: 03-10-19
X:\Deer Valley\dwg\projects\Huntsman Estates\031019-civil.dwg

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HUNTSMAN ESTATES

FOREST ASSESSMENT

For

DV LODGE LLC

For Service At

5000 ROYAL STREET
PARK CITY, UTAH



March 28, 2020

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WHY DID SAVATREE PERFORM THE FOREST ASSESSMENT?

You are seeking to develop approximately 17 acres known as Huntsman Estates. This development is inclusive of 17 lots (1 – 11, 13 – 15, common parcel, additional land A, and additional land B). Park City Planning Department is requesting a Vegetation Analysis. This report includes

- A property overview.
- Tree species description and commentary.
- Forest health discussion.
- Limits of disturbance and tree retention best management practices.
- Fire mitigation considerations and best management practices.

EXECUTIVE SUMMARY

Mostly, the forest is made of a mixed age coniferous forest comprised of white fir and blue spruce. These are climax[1] tree species. The deciduous (leafy) trees include gambel oak and aspen. Oak may perform both as a pioneer[2] and succession[3] species while aspen are exclusively pioneers. Much of the south facing slopes in Lots 2 and 3 are comprised of oak. In the other lots oak exists, however competes with fir. Intentional landscaping includes spruce and aspen plantings in the common areas, roadways and the motor port. The planted spruce are mostly in good condition. In open growing conditions the fir trees are in fair to good condition. There does appear to be an insect infestation on the fir especially in Lot 7. In dense forested areas, there is fir decline and mortality due to forest density and weaker trees being outcompeted. The aspen trees, being a pioneer species, are declining in favor of oak and the mixed conifer forest as succession continues.

Overall, the forest is healthy but could benefit from some additional management in the form of thinning and dead tree removal along the periphery. There is some species diversity which is beneficial. There are many different size and age classes ranging from saplings to mature trees which should be encouraged.

[1] Ecologically the final tree species in a succession. Climax species will remain until the forest is disturbed or reset.
[2] Species first to colonize the bar soil. These trees are fast growing and relatively short lived yielding to successional plant life.
[3] Plant life that pioneers in the landscape, but may be replaced by other species.

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As lots are being developed, limits of disturbance (LOD) will be defined and there will be an interest in preserving existing trees. Protected areas will need to be established in order to preserve ground area around existing trees to maintain roots.

Fire mitigation strategies will include providing clear areas around the structures, removing lower tree branches, limiting the number of trees in groups, and thinning adjacent forested land.

HOW DID SAVATREE CONDUCT THE FOREST ASSESSMENT?

Documents provided and reviewed:
Planning Commission Staff Report February 12, 2020. Project PL-19-04374
Numerous documents prepared by Alliance Engineering including:

- Surveys.
- Slope map.
- Aerial imagery with parcel overlays.
- Vicinity map.
- Photographs.
- Trails map.

The site reconnaissance was conducted on March 23, 2020. Rory Murphy escorted me to the Huntsman estate and provided an overview. Mr. Murphy left and I proceeded to collect data. I began with proposed Lot 1 working in a clockwise fashion. This survey includes Lot 1 – 11, 13 – 15, Additional Land A & B, and Common Area. Survey markers indicated additional land as being Lot 12.

Field data was collected on an iPad tablet using ESRI ArcGIS software. Overlaid onto my map was an ArcGIS layer entitled “Utah Summit County Parcels” onto the data collection map. Data collected is general in nature and I did not collect exact tree sizes or numbers. Data collected includes:

- Lot line survey markers.
- Tree and shrub species.
- Size classes (estimated visually). A few tree heights were measured with a range finder.
- Tree condition – Good, fair, poor, dead.
- Generalized thoughts on the topography and tree density.

I took photographs with a Nikon CoolPix camera.

Wintertime snow covered over 90 percent of the parcels. Weather was sunny with intermittent snow showers.

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PROPERTY OVERVIEW

Walking trails transverse nearly all of the parcels. Improvements include the asphalt surface road as well as irrigation and landscape lighting on at least part of the land.

The forest is primarily populated with white fir (*Abies concolor*) and gambel oak (*Quercus gambelii*). Oak occupies the south facing slopes and is occasionally interspersed with white fir. A remnant stand of aspen (*Populus tremuloides*) exists on the southwest side of Lot 3. A few western serviceberry (*Amelanchier alnifolia*) are on the edge of the gambel oak stands but are not significant. Moving north, white fir dominates with a mixed age cover with pockets of closed canopy forest[4] and open woodlands[5]. In the woodlands, generous white fir sapling reproduction is occuring successfully competing with the gambel oak. Interspersed are a few large Douglas fir (*Pseudotsuga menzeii*).

Blue spruce (Picea pungens) are also found however are usually not as plentiful as the fir except where intentionally planted.

Bigtooth maple (Acer grandidentatum) and subalpine fir (Abies lasiocarpa) would also be expected in this forest, but I did not encounter or make note of these species.

The Huntsman property was developed in and around 1990. Google earth images of the site available on-line from 2002 show small trees growing along Huntsman Road and also in the Common Parcel. Likely these are plantings of blue spruce and aspen planted 25 to 30 years ago.

Due to the snow cover, I did not observe any stumps that would have indicated forest management or clearing for previous planned development.

[4] High density forest growth where light barely penetrates the forest floor.
[5] Low density forest growth with available sunlight reaching the forest floor.

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TREE SPECIES AND DESCRIPTION

Aspen

Aspen is a pioneer tree species colonizing land that has been disturbed. Most common disturbances include mining and fires.

Aspen reproduce and spread almost exclusively through vegetative root sprouting. Very little spread is produced via seed germination. The forested aspen stands are in poor to fair condition with tepid regeneration and copious encroachment by conifer species.

The intentionally planted aspen trees are in fair to good condition.

Gambel oak

Gambel oak is a common associate in mixed-conifer habitats primarily colonizing southern mesic exposures. Gambel or scrub oak may act as a climax or successional tree species. Oak thickets form and spread via rhizomes and easily regenerate with soil disturbance or fire. In some landscapes, gambel oak may be considered invasive requiring control. Thickets may become as dense as to not allow successional species to populate. Here, this thick density has not occurred likely due to the higher-elevational range. On west facing slopes, the oak woodland transactions to white fir. The oak woodlands are mixed age with stems ranging from 1 to 8 inches in diameter.

Younger stems are quite vigorous and healthy. The older and larger stems exhibit broken branches and stem cankers. Overall, the oaks are in fair condition.

Blue Spruce

The spruce are both forested (naturally occurring) and intentionally planted co-existing with the white fir. Spruce are characteristically shallow rooted and typically will only thrive on moist soils or where there is supplemental irrigation. Spruce reproduce by seed. Unless in a riparian zone, spruce are a climax species. The spruce here are in fair to good condition.

White Fir

All the white fir that I encountered appear to be forested. White (concolor) fir is a climax species inhabiting moist or mesic locations in the landscape depending on soil depth and the ability to maintain a deeper rooting system. White fir that have formed groups are in fair to good condition. The exception are those in Lot 7 with dead tops. In dense stands and on steep forested lands, there appears to be moderate mortality of 5 to 10 percent of the population. Left to allow nature taking its course, trees will continue to die and decline as the forest reaches maturity.

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FOREST HEALTH

While it is beyond the scope of this report to discuss the forest cover in each proposed lot, the lots may be broken down into 4 areas as it pertains to forest cover and development. These are

- Lots 1 – 3.
- Lots 4 – 11 including Additional Land A.
- Lots 13 – 15 including Common Area and Additional Land B.
- Open Lands to the West – Proposed Conservation Easement

Lots 1 – 3

In developing these 3 lots, there appears to be minimal future impact to the coniferous forest. The plans that I have been given to review show the proposed building envelopes towards the front of the lots close to the roadway. The limits of disturbance (LOD) presumably will be away from forested land. Planted spruce in the front of Lots 1 and 3 may be impacted. These trees are approximately 30 feet tall and with trunk diameters of about 12 inches.

Lot 2 has some spruce growing near Royal Street that are in good condition. Lot 2 is primarily a south facing gambel oak woodland with stems ranging from 1 to 6 inches in diameter. This woodland abruptly transitions into a mixed conifer forest primarily comprised of white and sub-alpine fir. This transition occurs with a steep elevation grade with a northwest face. The firs look to be in fair condition with 10 percent mortality at the forest edge.

The building envelope for Lot 3 is also primarily in the same gambel oak stand comprising Lot 2. Moving south past the proposed building envelope, the slope transitions to west facing and there is a mixed woodland of aspen, gambel oak and fir. The aspen are in decline as the forest is becoming more mature favoring oak and fir. The southern terminus of this lot also contains the mixed conifer forest.



Photograph 1. Spruce along Huntsman Road in front of Lot 1.

1385

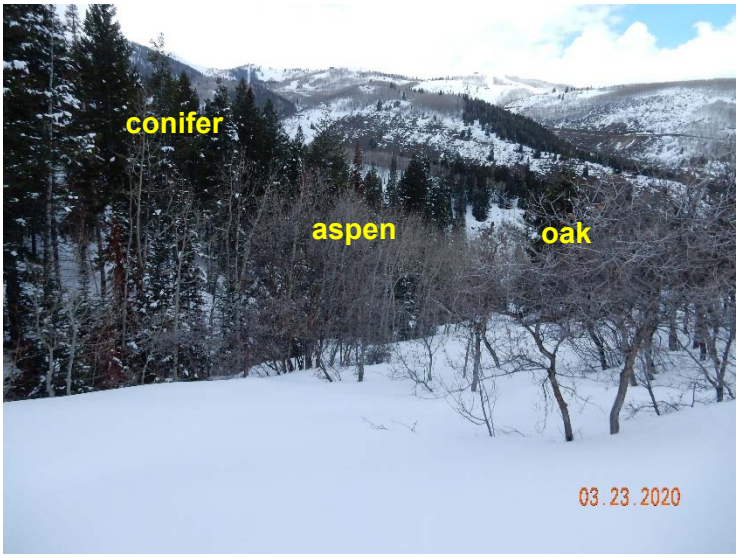
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Photograph 2. Typical gambel oak on Lot 2.



Photograph 3. Lot 3 south of building envelope showing tree species transitions from fir to aspen to oak.

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Lots 4 – 11 including Additional Land A

The western side of each of these parcels butts up against or is inclusive of the dense conifer vegetation on the steep west facing slope. Alliance Engineering indicates this grade to be 40 to 100 percent. Tree density on this steep slope is 400 to 800 stems per acre. Tree conditions here are mostly fair, but with mortality due to overcrowding and shading. Western balsam bark beetle (*Dryocoetes confusus*) and likely other borers and beetles are attacking weakened trees.

The more level portions of Lots 4 and 5 are primarily covered by gambel oak in the 1 to 6 inch diameter class. Up by the roadside are a row of planted blue spruce in the 12 inch trunk diameter class. The oak stand is in fair condition while the spruce are generally in good condition.



Photograph 4. Typical gambel oak in Lots 4 and 5.

Beginning with the north side of Lot 5 and moving northward through Lot 11 the forested white fir become more prominent in the landscape.

Lot 6 has approximately 12 large white fir in a grouping. The trunk diameters appear to be in the 12 to 18 inch diameter class. These trees are in good condition.

There appears to be an infestation of fir engraver (*Scolytus ventralis*) in several of the white fir in Lot 7. Dead and dying tree tops are an indication of engraver attack. Typically this occurs on unhealthy trees. There is a grouping of trees with trunk diameters ranging from 12 to 15 inches and another group of trees with larger trunk diameters around 20 inches. Fir saplings are plentiful as well as gambel oak in the 1 to 4 inch stem class. Again, some planted blue spruce lining Huntsman Road.



Photograph 5. Typical spruce along Huntsman Road.

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Photograph 6. White fir with tree tops dying out in Lot 7.



Photograph 7. Live and dead fir on the back side (west) of Lot 7.

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Lots 8 through 11 are similar. Fir trees in the back of the lot (west) have some decline and mortality. Trees towards the middle and front are in better health. Spruce are primarily along the front. A few large healthy Douglas fir trees are noted. Trunk diameters for the conifers range from 12 to 20 inches with saplings in the open areas. Aspen are found in these lots, but they are not prominent or vigorous.

Additional Land A has been previously developed with a motor port and driveway. Spruce and aspen have been planted. The spruce are in good health, the aspen are cankered and declining.



Photograph 8. Aspen and fir in Lots 7and 8. Aspen are declining and new sapling firs are populating the site.

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Lots 13 – 15 including Common Area and Additional Land B

There are a few dead conifers in the dense tree stands adjacent to Royal Street. Planted aspen are noted and are in fair to good condition. The white fire and blue spruce are in the middle and front of the lots range from 8 to 20 inches in trunk diameter. Here too, there are some successful saplings regenerating in the open areas successfully competing with oak.

The open area and possible part of Lot 15 have been landscaped. The open Common Area looks like a park setting with groupings of trees around the border with an open center. Aerial images show green grassy areas which may be irrigated.



Photograph 9. Healthy fir trees along Huntsman Road along Lot 13. Aspen along the frontage may have been planted. Behind the large fir is oak with sapling firs populating the land.

Open Lands to the West – Proposed Conservation Easement

These are my observations from a cursory observation. The land west of the proposed Huntsman Estates is an extension of the mixed conifer forest consisting of spruce and fir. Openings likely include aspen, however these again are being replaced as part of the normal forest species succession. Density here appears to be 400 to 800 stems per acre. As the trees become larger and with age, weaker trees will become suppressed and die as part of the forest aging process.

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LIMITS OF DISTURBANCE AND TREE PROTECTION

At this time, the lot lines are proposed and with identified building envelopes. Home sizes and configurations are yet to be determined.

Healthy trees or groups of trees will need to be identified for preservation. Home configuration and design, sidewalk and driveway placement, and underground utility trenches will need to be determined.

When considering how close the LOD may come to established trees, the Critical Rooting Zone (CRZ) should be established. This is the ground area that contains the roots that are essential for the health and structural stability of the protected tree. Often the CRZ is defined as 1 foot of soil in radius for every inch in trunk diameter. Thus, a tree with a 10-inch trunk diameter will have a corresponding CRZ 10 feet in radius from the tree trunk. This may be adjusted by tree species and size. Certain species are more tolerant of root disturbance / loss and younger trees are more adapt at recovery than an older individuals. The CRZ is often fenced off and no construction activity or soil disturbance is allowed in this area. Adjustments to the CRZ and specific trees or groups of trees may be made on a case by case basis.

DEFENSIBLE SPACE PLANNING

Here again, much will need to be determined along with home size and design. Tree protection and defensible space planning should be considered at the same time. Defensible space management is often parsed out in 3 zones.

Zone 1 is closest to the home and often extends 15 to 30 feet from the structure. Here most all flammable vegetation is removed. However, it is possible that a tree could be considered part of the structure and integrated into the home design. Of course this is subject to home construction as well as local codes and ordinances governing residential construction. Zone 1 may be extended 5 feet or more on the downhill slope.

Zone 2 is designed to reduce flammable fuels and fire intensity and extends out 100 feet from the structure. Remove weakened, diseased and dead trees. Create canopy distances of 10 feet from each tree. Groupings of 5 trees or less may be retained, but increase the canopy distance between the groups to the next tree to 30 feet. Prune lower tree branches to a height of 10 feet or one-third of the tree canopy – whichever is less. Create a canopy buffer for the driveway.

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Zone 3 is the area more than 100 feet from the structure. This could pertain to Lots 2 through 11. Specific recommendations are usually part of a forest management plan. Removal of dead trees would part of the plan and also creating openings in the forest adjacent to fire roads or in the forest interior to promote a mixed age forest.

Sincerely,

Steven D. Geist, SavATree
Registered Consulting Arborist #340
Board Certified Master Arborist #0116B

Bald Eagle

Lot	Acres	Home SF
BEC-1	0.17	12,109
BEC-2	0.11	9,457
BEC-3	1.48	12,500
BEC-4	0.47	4,099
BEC-5	0.61	8,177
BEC-6	0.88	7,741
BEC-7-8	1.57	14,100
BEC-9	0.7	11,064
BEC-10	0.47	5,329
BEC-11	0.6	9,329
BEC-12	0.46	6,827
BEC-13	0.65	9,356
BEC-14	0.22	10,180
BEC-15	0.51	5,600
BEC-16	0.63	8,000
BEC-17	0.64	9,358
BEC-18	0.55	8,999
BEC-19	0.47	
BEC-20	0.41	8,413
BEC-21	0.48	
BEC-22	0.72	9,389
BEC-23	0.75	8,584
BEC-24	0.78	6,883
BEC-25	0.92	8,457
BEC-26	0.72	
BEC-27	0.46	7,800
BEC-28	0.05	13,000
BEC-29	0.18	3,600
BEC-30	0.41	11,092
BEC-31	0.51	9,040
BEC-32	0.74	7,119
BEC-33	0.7	12,187
BEC-34	0.1	8,918
BEC-35	0.41	6,900
BEC-36	0.57	14,106
BEC-37	0.6	9,272
BEC-38	0.42	8,507
BEC-39	0.92	8,825
BEC-40	0.68	8,402
BEC-41	0.51	10,179
BEC-42	0.71	9,003
BEC-50-1AM	0.12	7,036
BEC-51-1AM	0.34	6,739
BEC-54-2AM	1.26	11,380
BEC-55-2AM	1.11	15,708
BEC-56-2AM	1.16	9,202

Evergreen

Lot	Acres	Home SF
EVG-1	0.39	
EVG-2	0.83	8,470
EVG-3	1.25	
EVG-4	1.48	10,517
EVG-5	1.2	
EVG-6-AM	1.21	6,614
EVG-8	0.38	5,659
EVG-9	0.4	7,054
EVG-10-AM	0.56	11,056
EVG-11	0.54	6,046
EVG-12	0.42	6,322
EVG-13	0.31	4,500
EVG-14	0.24	5,052
EVG-15-AM	0.29	5,520
EVG-16-AM	0.59	10,230
EVG-18	0.52	8,730
EVG-19	0.62	6,997
EVG-20	0.39	8,100
EVG-21	0.75	11,983
EVG-22	0.93	7,035
EVG-23-AM	1.1	9,140
EVG-24	0.23	6,587
EVG-25	0.29	7,068
EVG-26	0.44	4,570
EVG-27	0.53	7,100
EVG-28	0.4	7,000
EVG-29	0.4	5,656
EVG-30	0.38	7,872
EVG-31	0.4	6,042
EVG-32	0.53	6,543
EVG-33	0.41	7,348
EVG-34	0.3	6,061
AVG:	**0.58**	**7,271**

Red Cloud

Lot	Acres	Home SF
RCLD-1-AM	1.45	
RCLD-2-AM	1.22	
RCLD-3-AM	1.5	
RCLD-4-AM	2.72	
RCLD-5	1.01	9,032
RCLD-6	1.73	
RCLD-7	1.7	8,200
RCLD-8	1.46	

American Flag

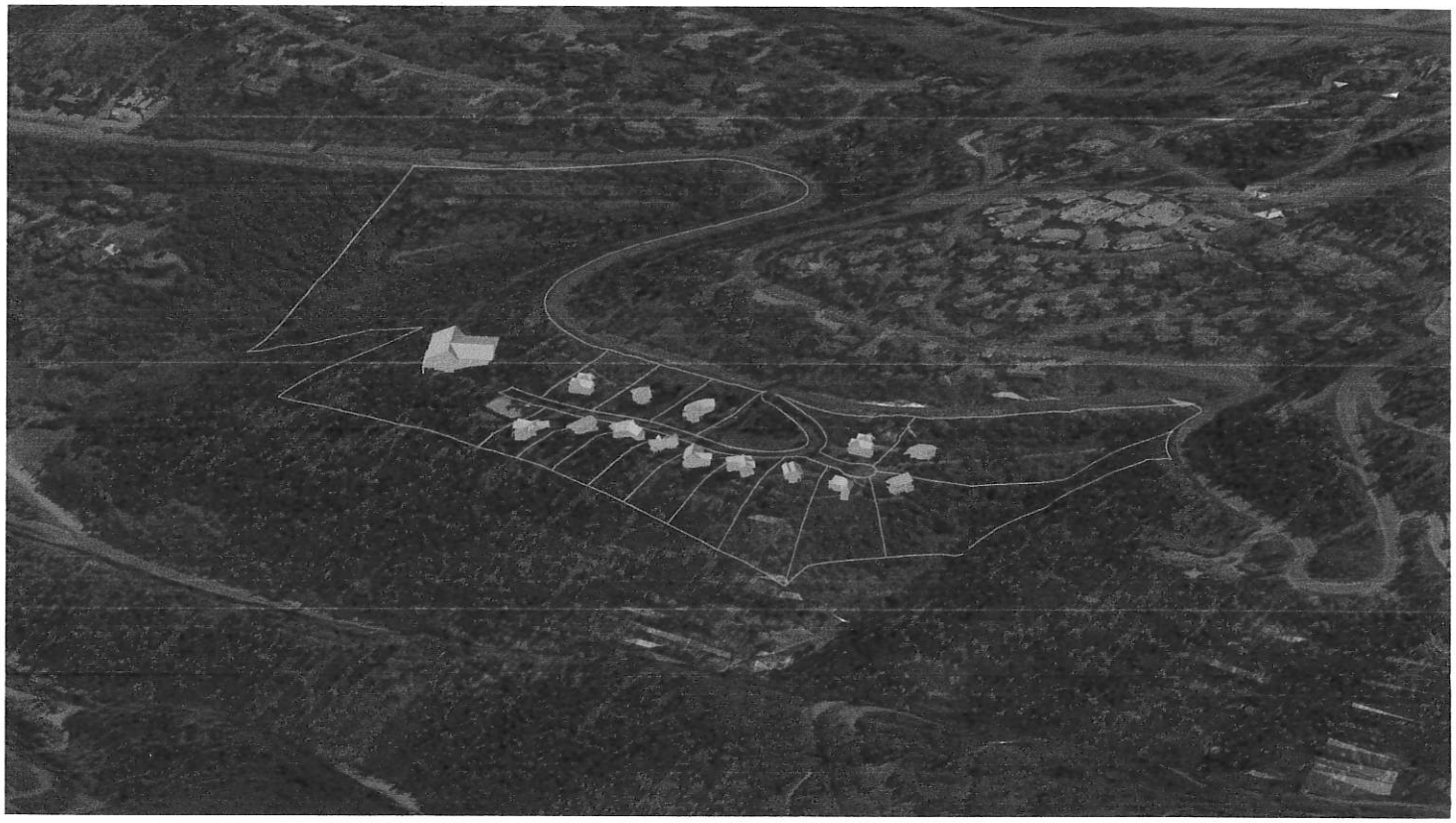
Lot	Acres	Home SF
AF-1	0.68	
AF-2	0.43	3,926
AF-3	0.43	4,868
AF-4	0.44	6,786
AF-5	0.71	5,901
AF-6	0.56	
AF-7	0.81	8,894
AF-8	3.8	
AF-9	3.4	6,471
AF-10	0.37	6,019
AF-11	0.33	4,472
AF-12	0.37	6,011
AF-13	0.36	8,031
AF-14	0.44	6,770
AF-15	1.7	6,913
AF-16	3.6	
AF-17	0.8	3,332
AF-18	0.68	7,282
AF-19	0.54	
AF-20	0.53	
AF-21	0.66	4,882
AF-22	0.41	5,888
AF-23	0.33	
AF-24	0.44	5,625
AF-25	0.33	5,535
AF-26	0.27	3,972
AF-27	0.34	4,074
AF-28	1.86	8,888
AF-29	0.67	
AF-30	0.64	4,288
AF-31	0.61	4,727
AF-32	0.59	6,521
AF-33		
AF-34		
AF-35	2.6	7,782
AF-36	3.06	7,277
AF-37	2.08	8,500
AF-38	1.55	5,476
AF-39	1.6	8,514
AF-40	1.5	91
AF-41	1.8	8,097
AF-42	1.8	8,431
AF-43	1.5	4,805
AF-44	1.8	
AF-45	1.1	9,330
AF-46	0.83	9,400

BEC-57-2AM	0.63	9,570
BEC-58-2AM	0.64	8,863
AVG:	**0.61**	**9,120**
BELLETERRE		
BEL-1	1.22	3,776
BEL-2	0.83	7,715
BEL-3	0.73	6,200
BEL-4	0.7	7,392
BEL-5	0.75	
BEL-6	0.76	6,198
BEL-7	1.16	6,355
BEL-8	1.2	7,000
BEL-9	1.57	7,266
BEL-10	1.9	7,093
Bellemont		
BMDV-1	0.13	4,518
BMDV-2	0.15	4,518
BMDV-3	0.15	4,518
BMDV-4	0.14	4,518
BMDV-5	0.14	4,518
BMDV-6	0.14	4,518
BMDV-7	0.14	5,239
BMDV-8	0.14	5,239
BMDV-9	0.13	5,294
BMDV-10	0.12	5,239
BMDV-11	0.14	5,239
BMDV-12	0.15	6,093

RCLD-9	1.22	8,126
RCLD-10	1	
RCLD-11	1.01	8,146
RCLD-12	1.1	12,021
RCLD-13	1.82	
RCLD-14	2.01	31,225
RCLD-15	1.08	9,693
RCLD-16	1.01	8,103
RCLD-17	1.95	
RCLD-18	1.13	
RCLD-19	1.08	
RCLD-20	2.02	
RCLD-21	2.08	11,360
RCLD-22	1.32	11,649
RCLD-23	1.49	
RCLD-24	1.83	11,883
RCLD-25	1.03	8,438
RCLD-26	1.1	
RCLD-27	1.08	
RCLD-28	1.02	
RCLD-29	1.21	
RCLD-30	1.44	
AVG:	**1.43**	**11,490**

AF-47	0.67	5,082
AF-48	0.59	
AF-49	0.59	4,960
AF-50	0.5	7,397
AF-51	0.56	5,769
AF-52	0.37	
AF-53	0.52	6,448
AF-54	0.52	10,047
AF-55	0.39	4,269
AF-56	0.45	7,473
AF-57	0.66	7,140
AF-58	0.86	10,400
AF-59	0.5	7,172
AF-60	0.52	6,536
AF-61	0.48	6,066
AF-62	0.53	5,579
AF-63	0.54	8,663
AF-64	0.67	
AF-65	0.74	5,600
AF-66	0.79	5,556
AF-67	0.97	7,916
AF-68	1.02	6,726
AF-69		
AF-70		
AF-71	0.41	
AF-72	0.45	
AF-73	0.31	
AF-74	0.32	6,100
AF-75	0.45	5,300
AF-76	0.67	6,000
AF-77	0.44	9,021
AF-78	0.41	5,746
AF-79	0.56	7,239
AF-80	0.46	
AF-81	0.52	5,574
AF-82	0.58	6,586
AF-83	0.65	7,744
AF-84	0.56	5,740
AF-85	0.37	
AF-86	0.37	4,863
AF-87	0.39	2,670
AF-88-2AM	0.69	6,893
AF-90	0.56	6,341
AF-91	0.43	6,000
AF-92	0.41	3,854
AF-93	0.34	7,173
AVG:	**0.83**	**6.330**

HUNTSMAN ESTATES



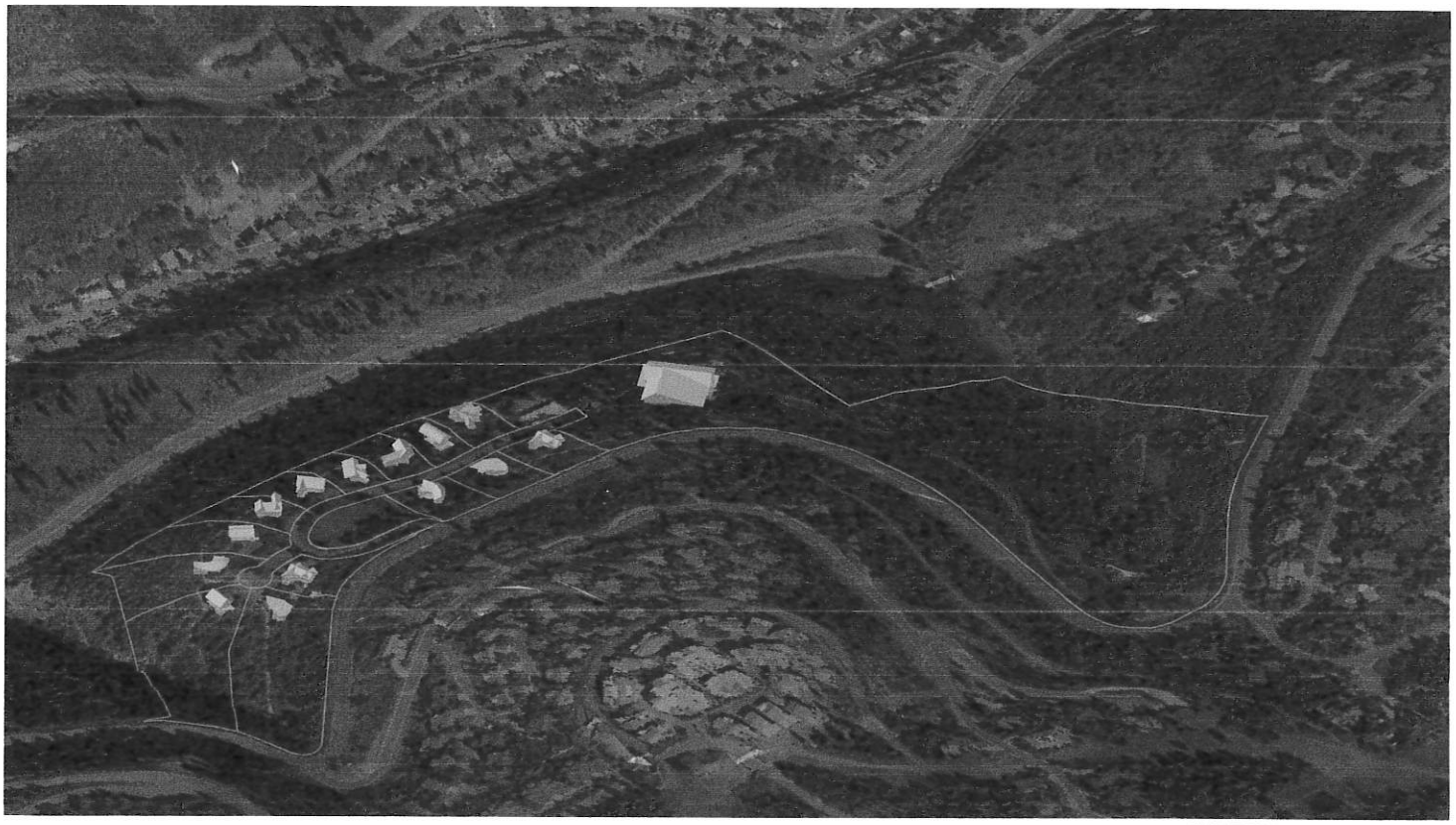
Alliance Engineering Inc.
(435) 649-9467-PHONE
(435) 649-9475-FAX
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

HUNTSMAN ESTATES



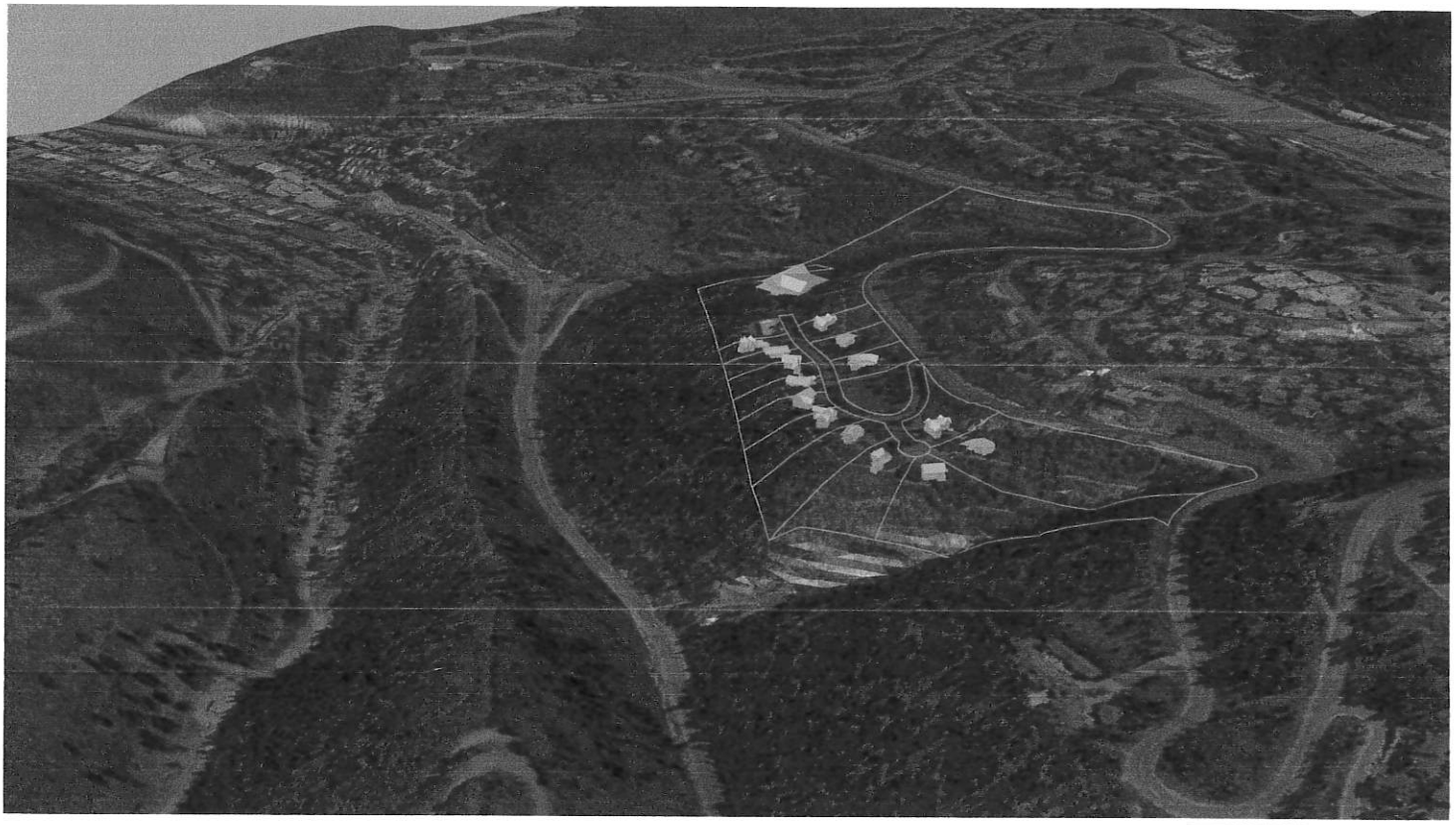
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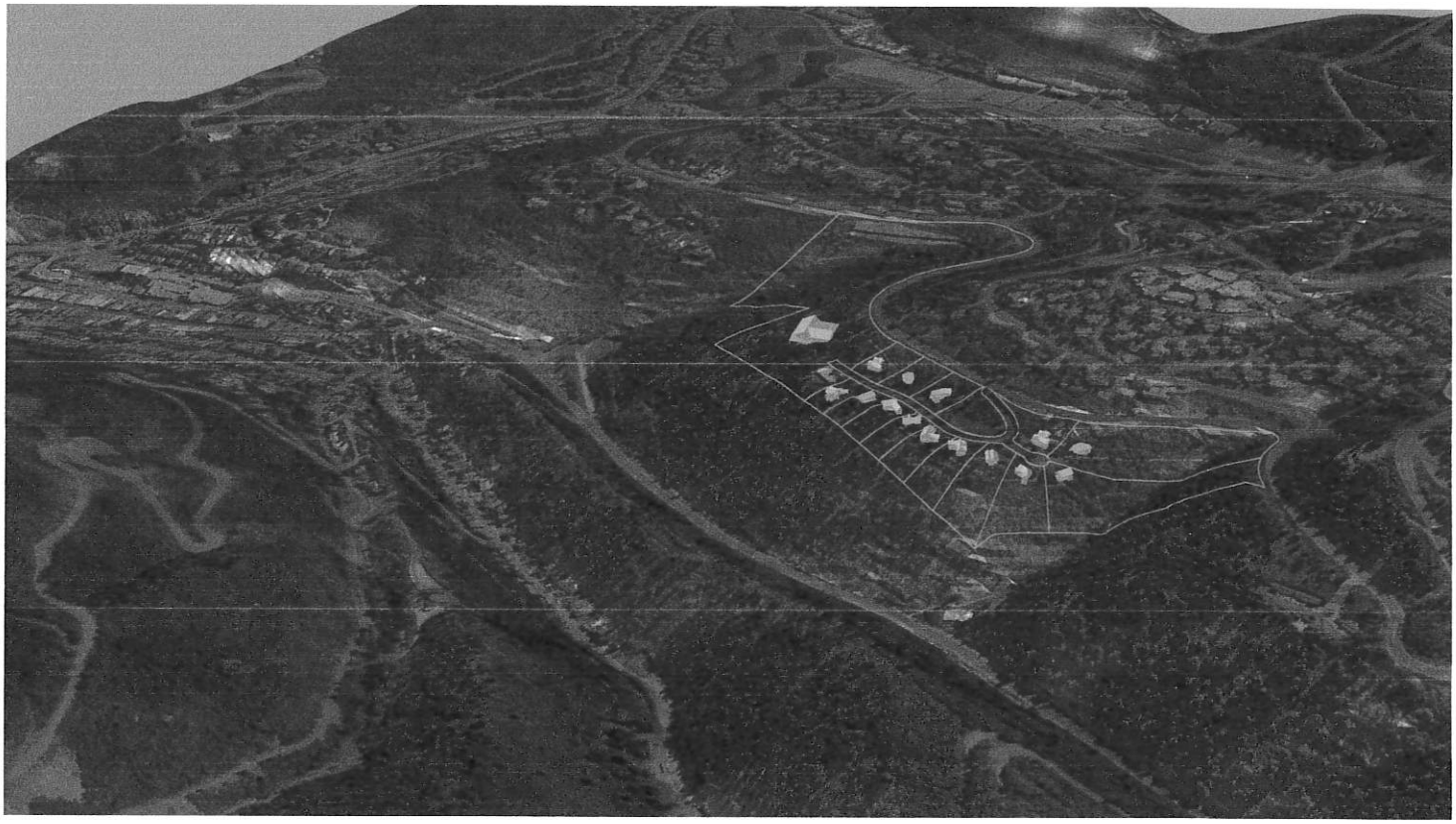
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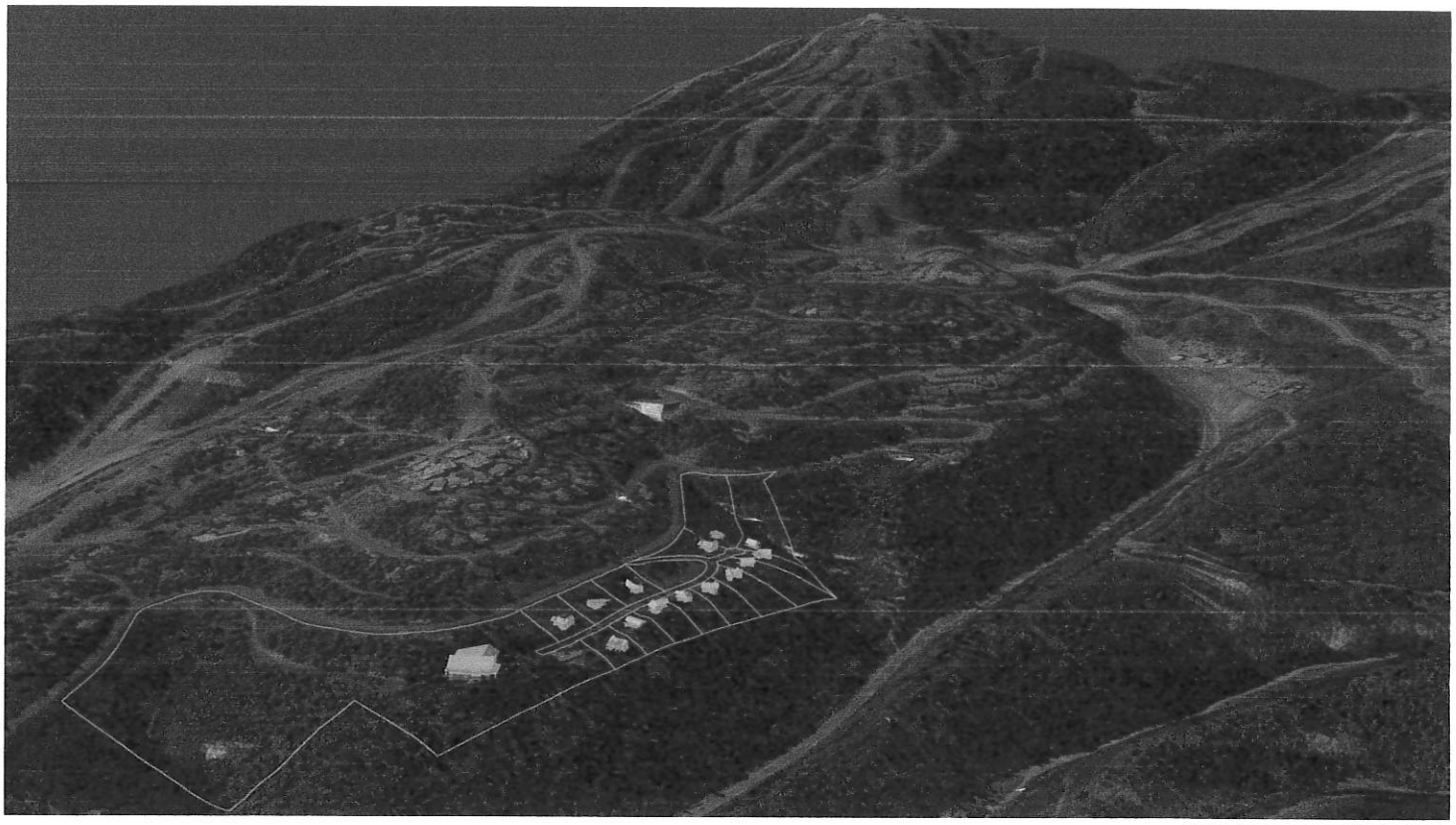
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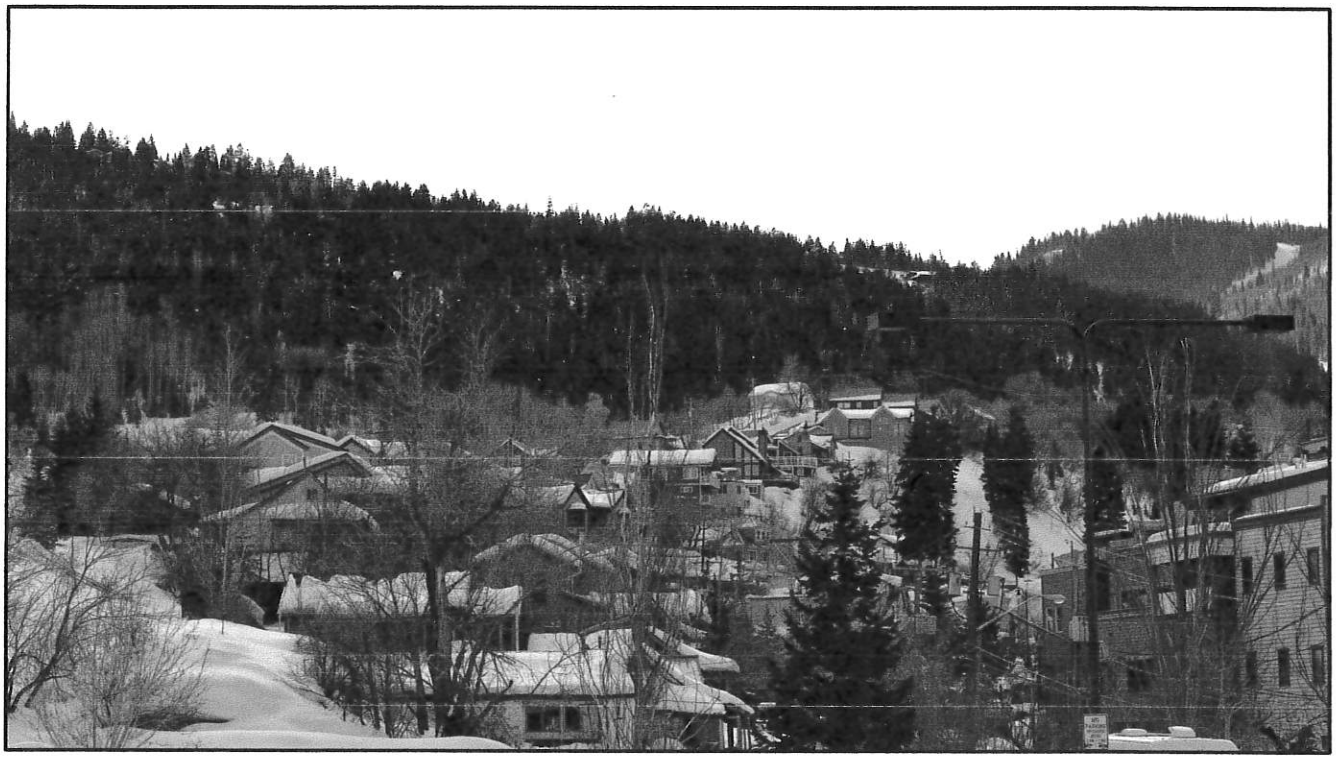
HUNTSMAN ESTATES



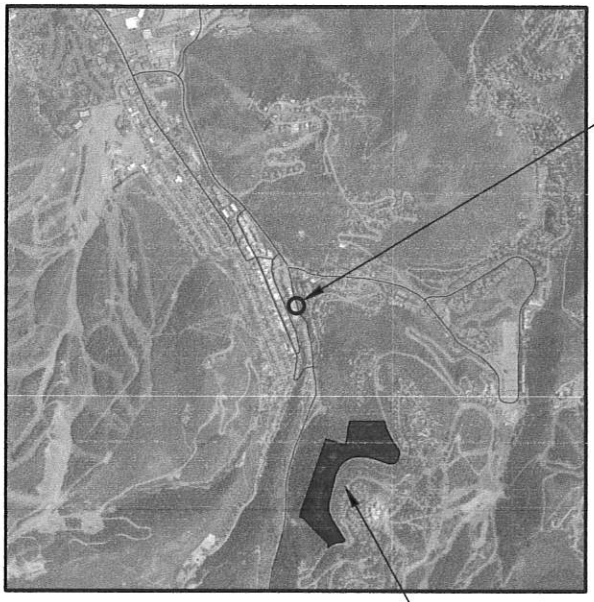
(435) 649-9467-PHONE
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HUNTSMAN ESTATES

Existing Conditions



looking from Marsac Building



key map

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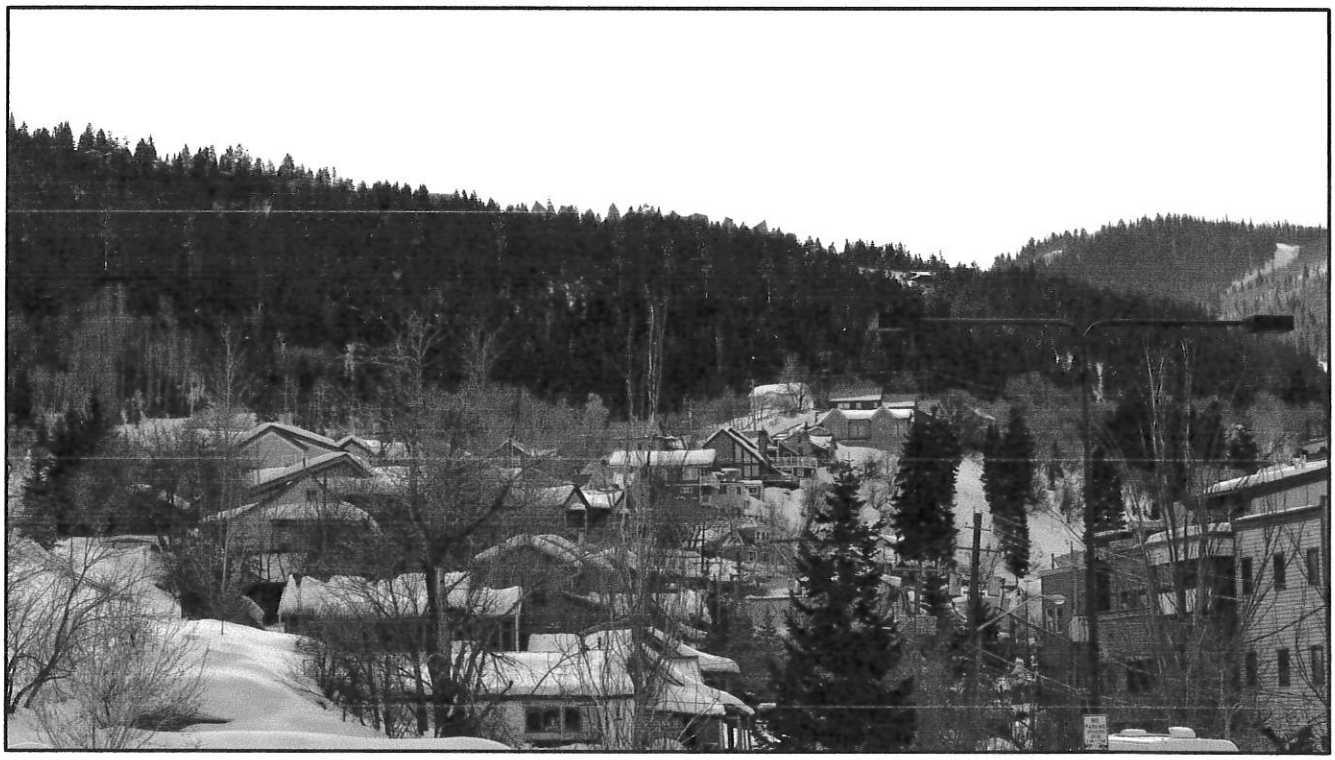
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CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

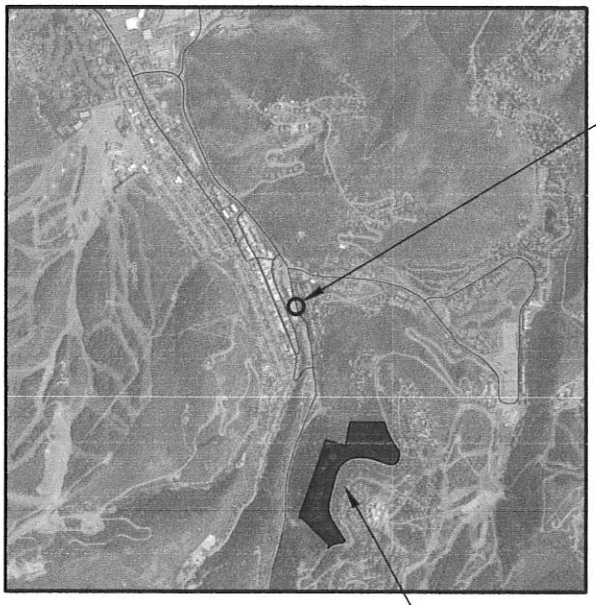
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HUNTSMAN ESTATES

Proposed Home Sites



looking from Marsac Building



key map

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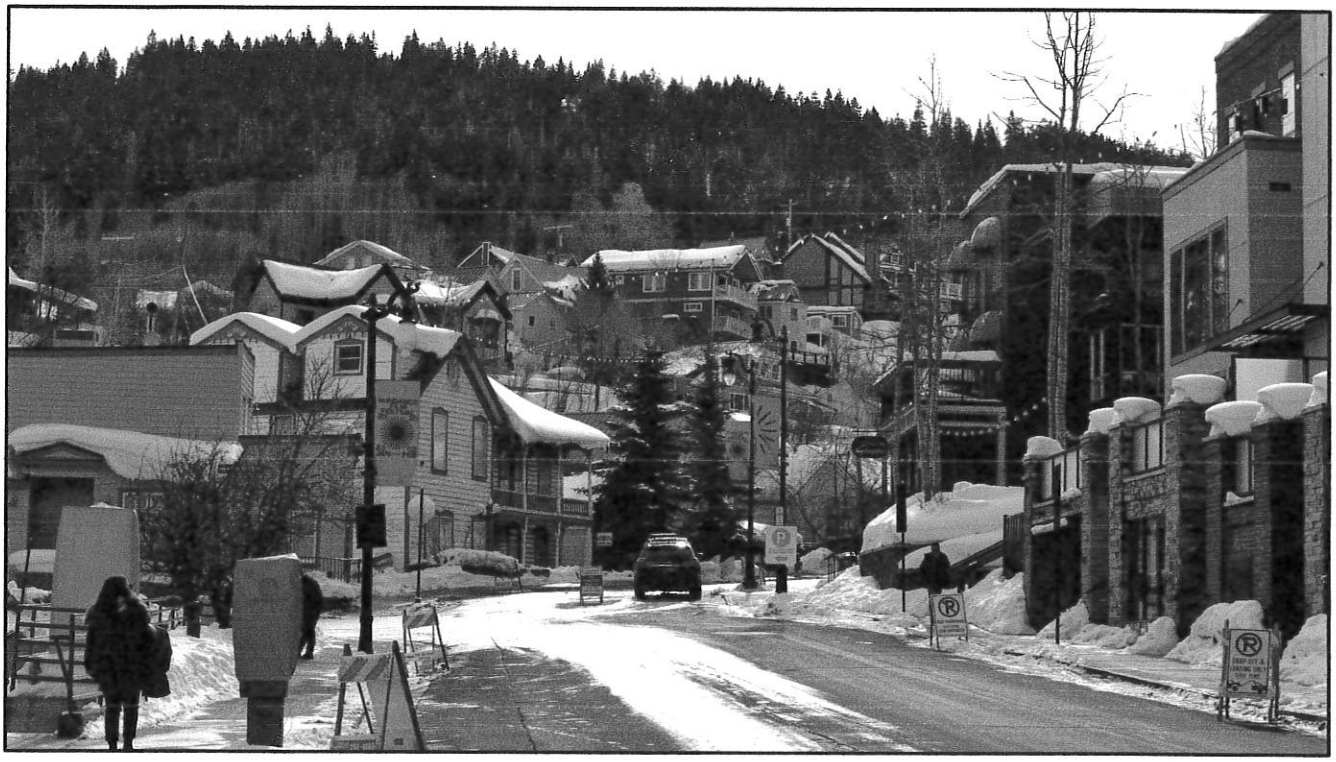
Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

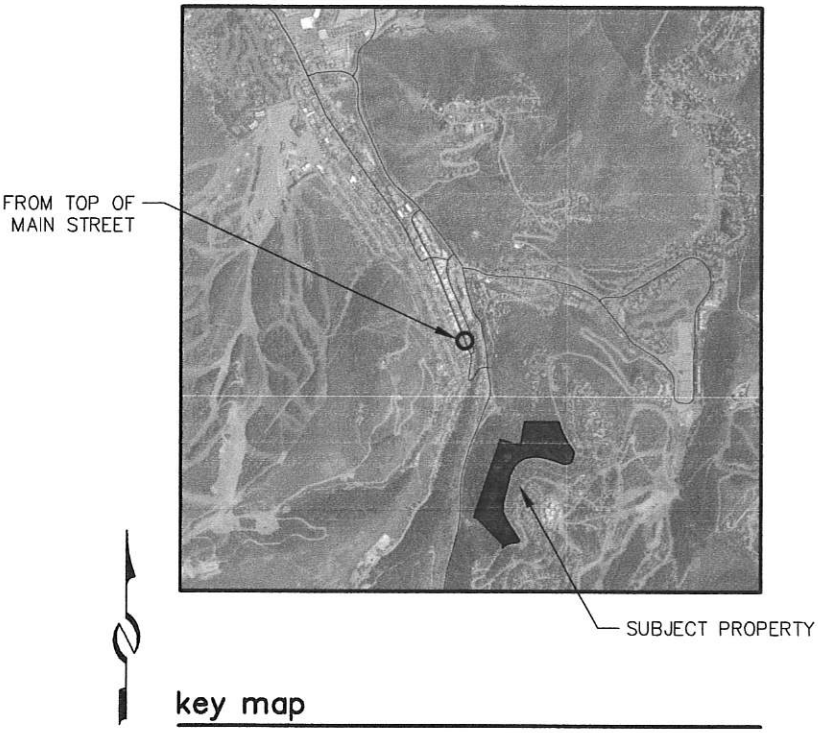
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

HUNTSMAN ESTATES

Existing Conditions



looking from top of Main Street



key map

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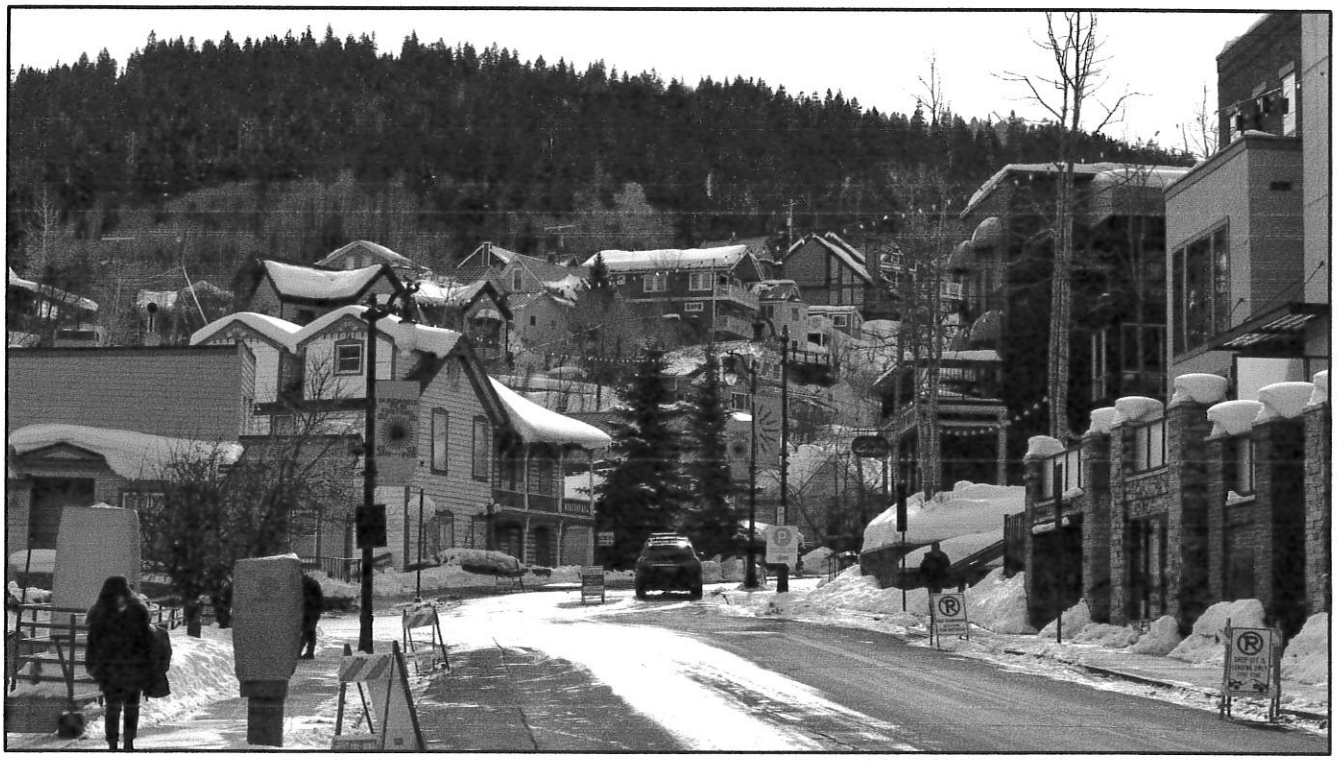
Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

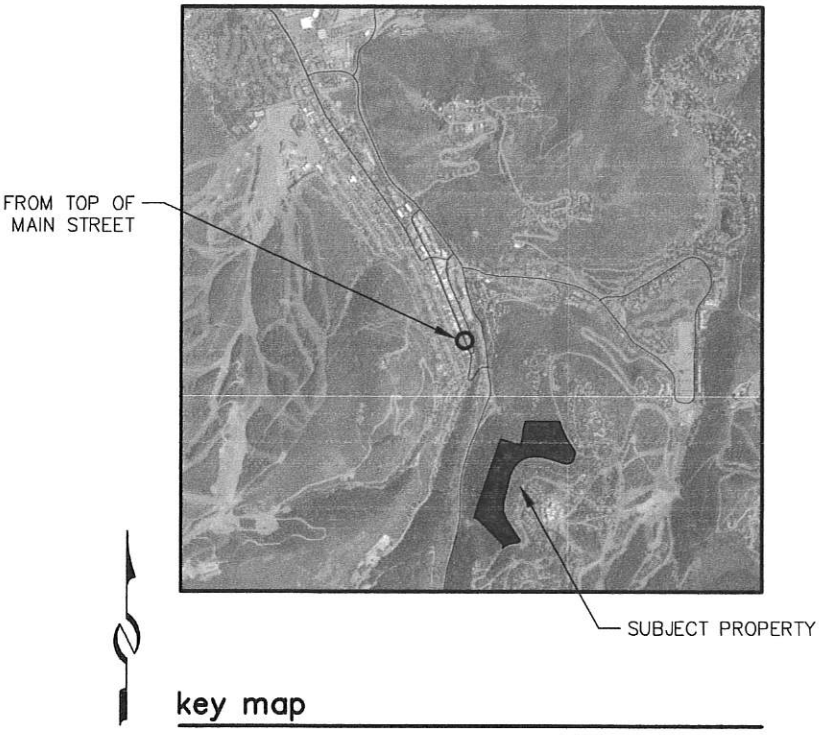
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

HUNTSMAN ESTATES

Proposed Home Sites



looking from top of Main Street



key map

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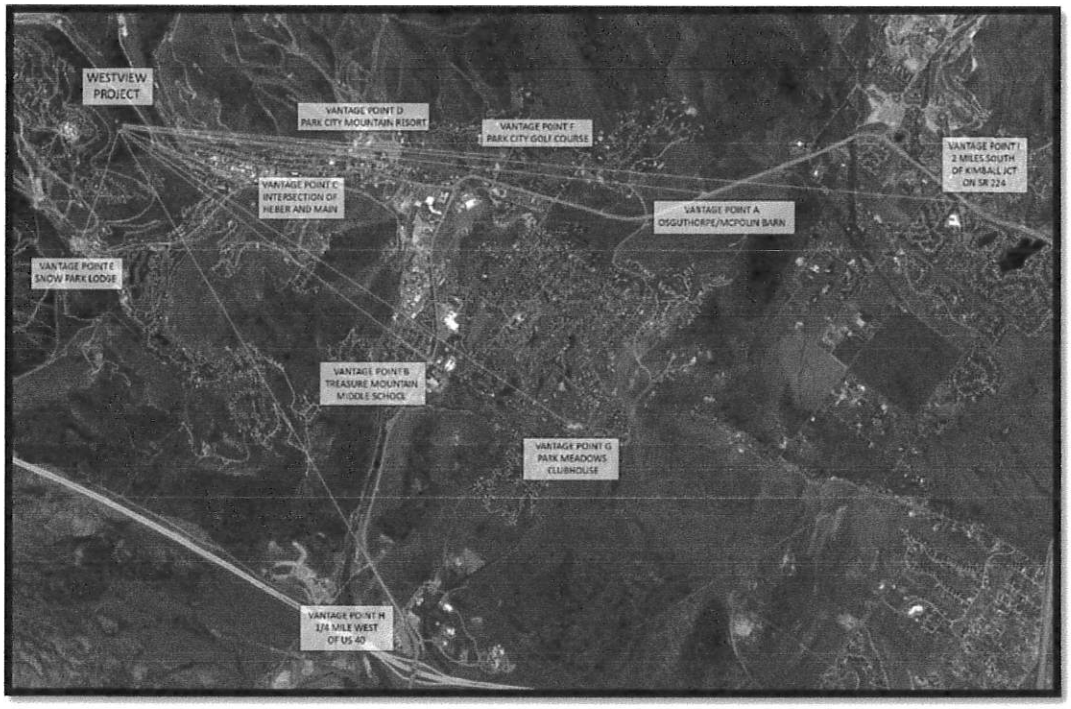
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

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(A) Sensitive Land Analysis

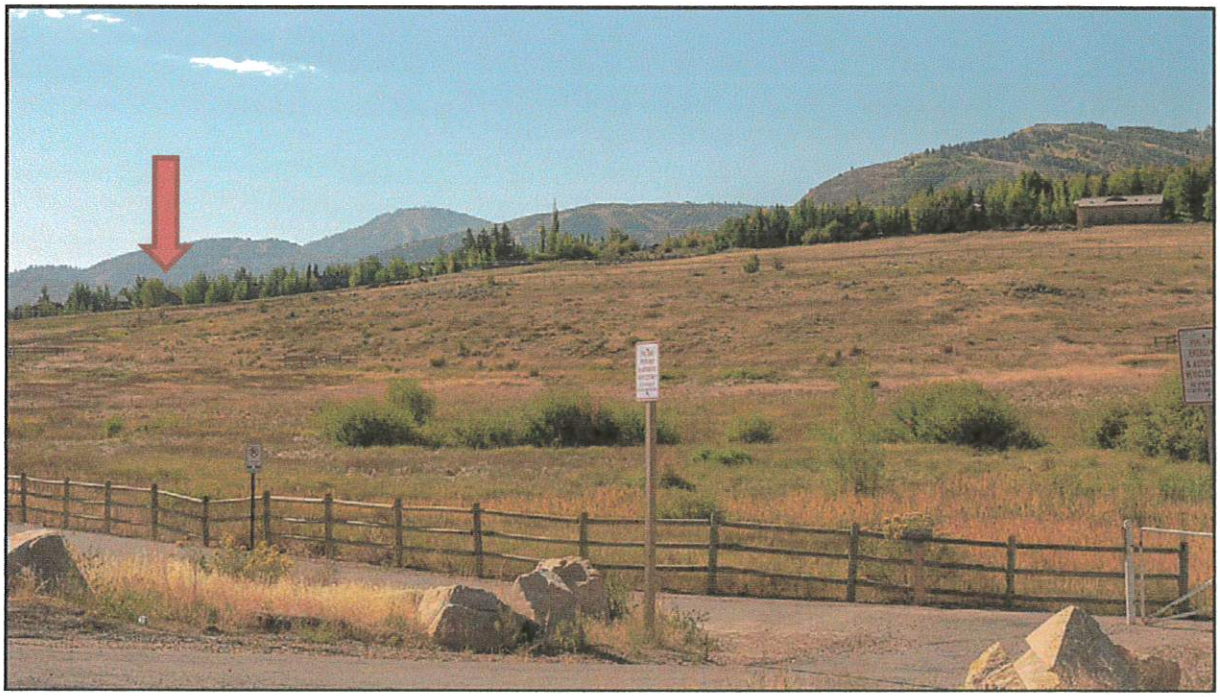
(4) Designated Entry Corridors and Vantage Points

Designated Entry Corridors and Vantage Points (See Attached Exhibit A)



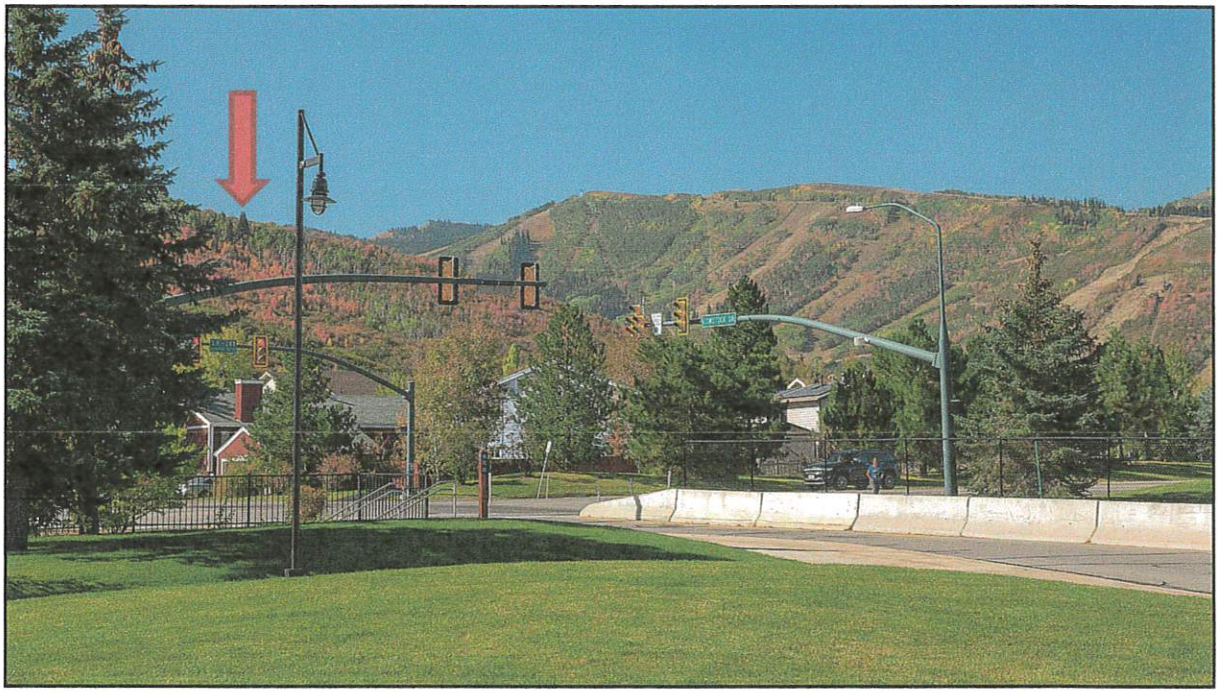
HUNTSMAN ESTATES Project Area – Google Earth Perspective Image





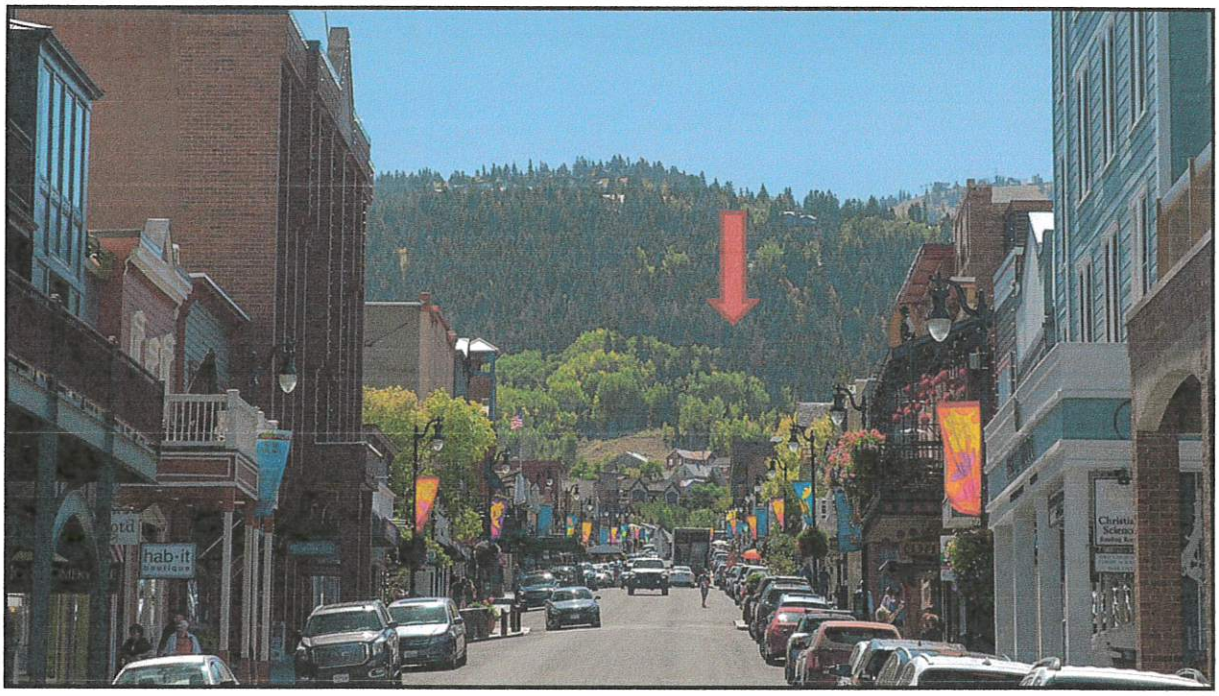
DESIGNATED ENTRY CORRIDOR VANTAGE POINT "A" – Osguthorpe/McPolin Barn

Vantage Point "A" is 3.5 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "B" – Treasure Mountain Middle School

Vantage Point "B" is 2.15 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.

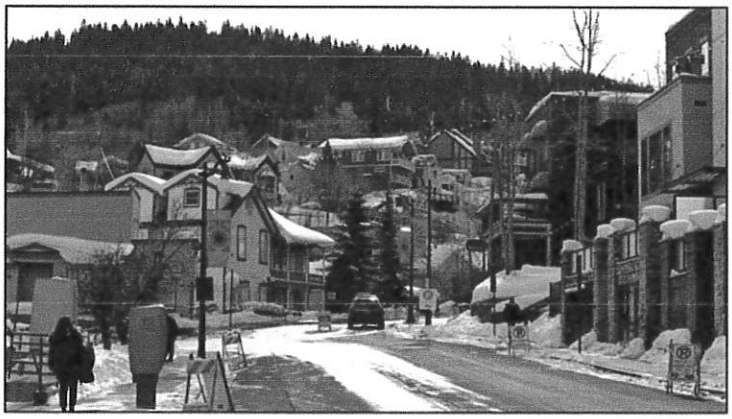


DESIGNATED ENTRY CORRIDOR VANTAGE POINT "C" – Intersection of Main Street and Heber Avenue.

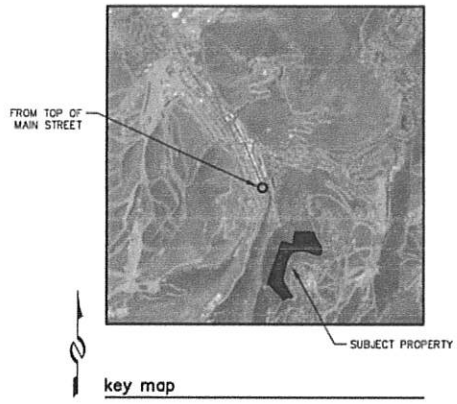
Vantage Point "C" is .75 miles from the project. HUNTSMANS ESTATES is not visible from this vantage point.

The development of Huntsman Estates is located south of the existing house and garage structure and is not visible from the bottom of Main Street. The existing large evergreen trees north and west of the proposed lots and existing house and garage provide a barrier from being able to see the new houses. The following renderings show the proposed development from Main Street and Marsac Avenue.

HUNTSMAN ESTATES
Proposed Home Sites



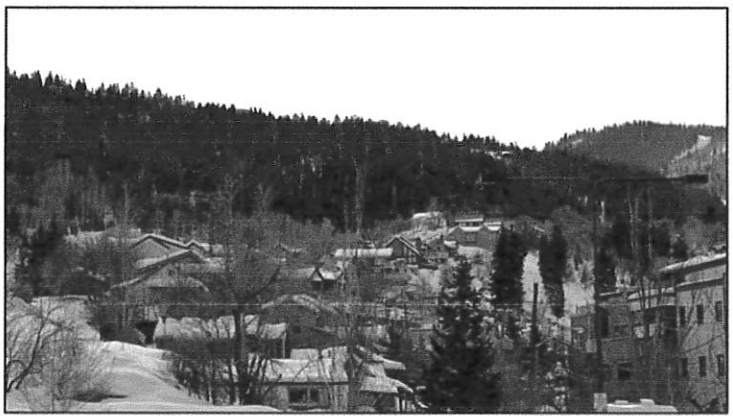
looking from top of Main Street



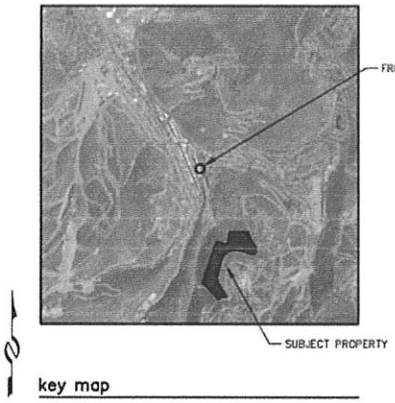
key map

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HUNTSMAN ESTATES
Proposed Home Sites

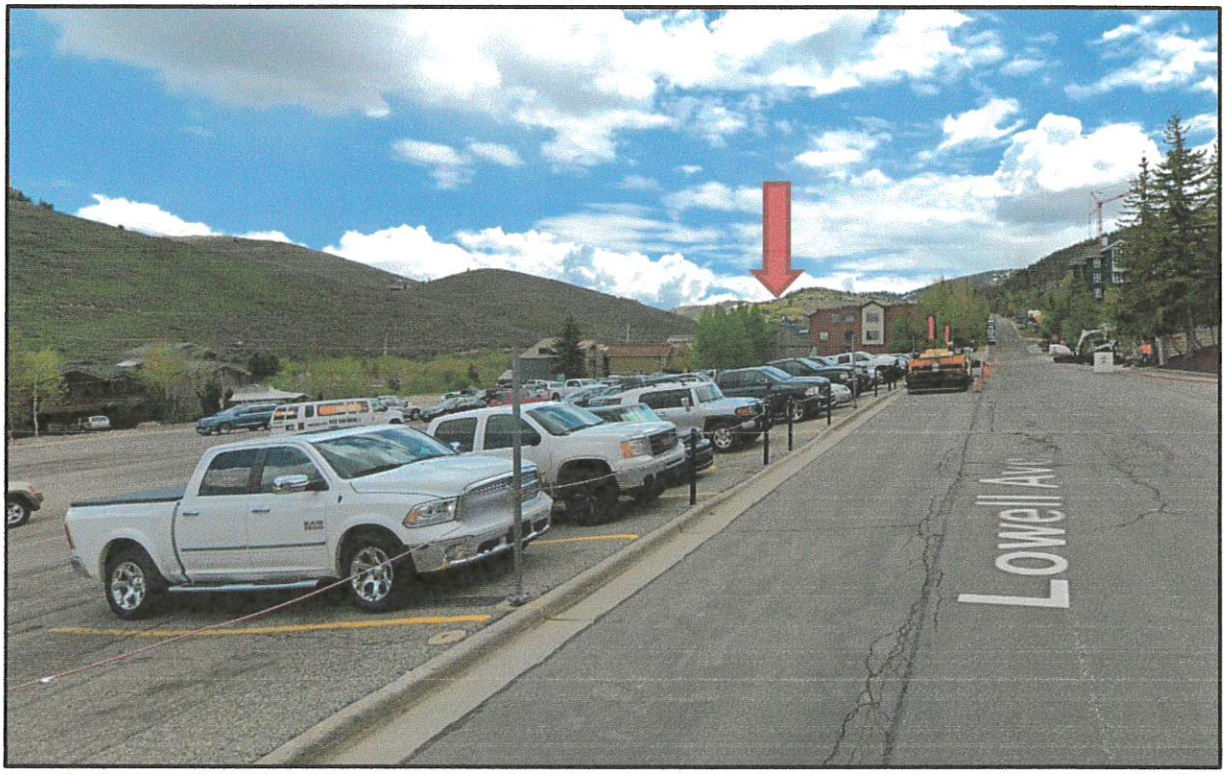


looking from Marsac Building



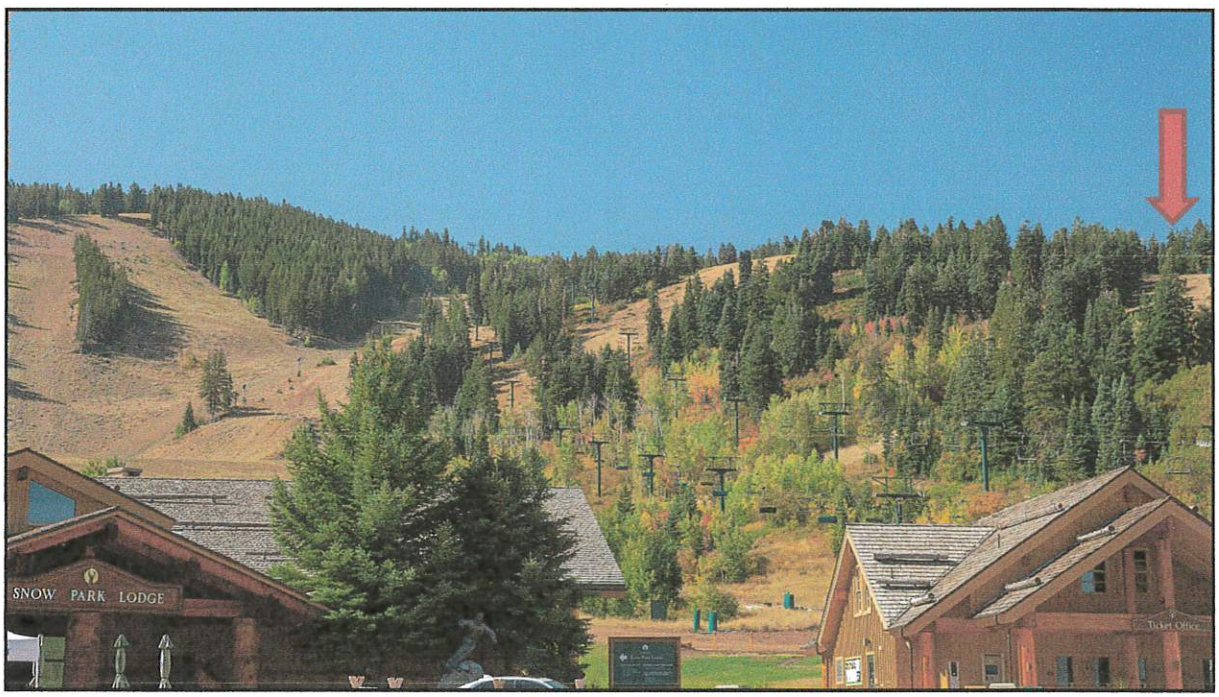
key map

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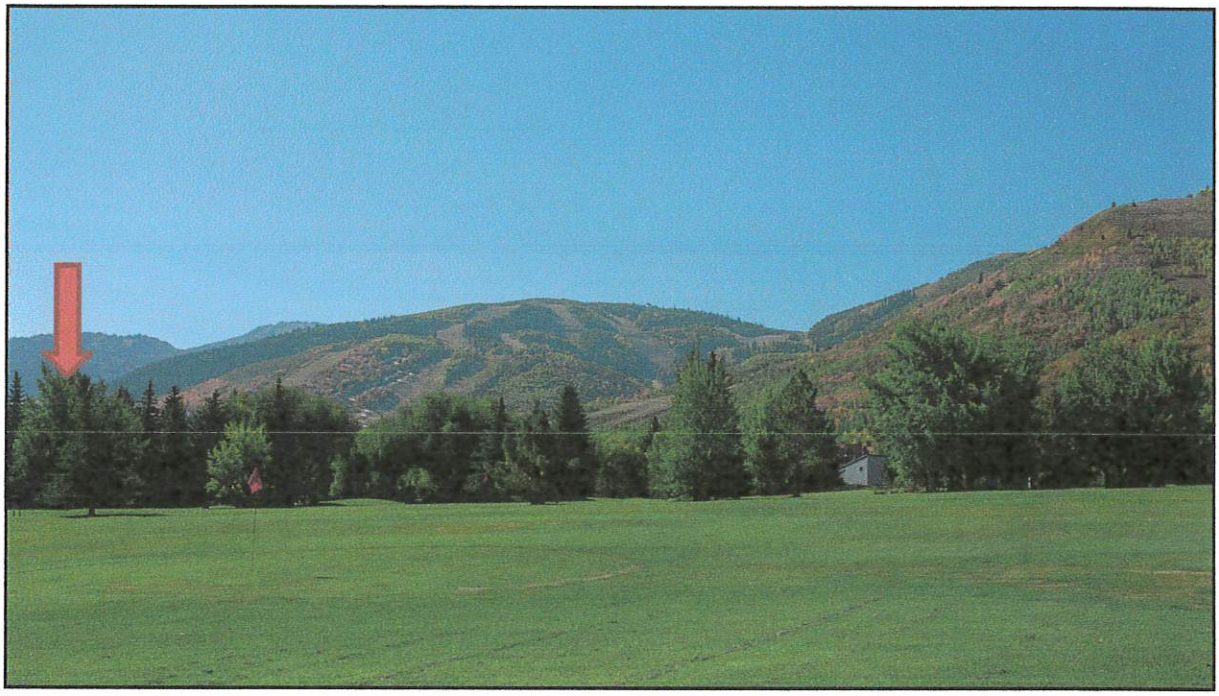
DESIGNATED ENTRY CORRIDOR VANTAGE POINT "D" – Park City Ski Area Base

Vantage Point "D" is 1.45 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.



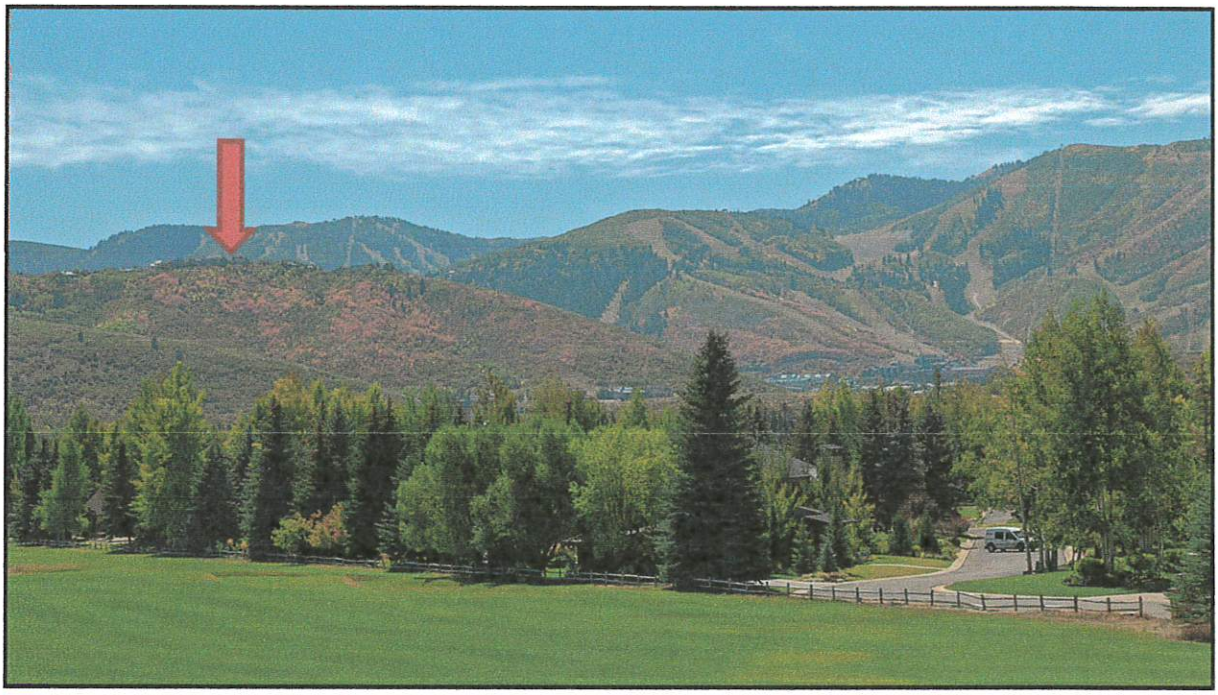
DESIGNATED ENTRY CORRIDOR VANTAGE POINT "E" – Snow Park Lodge

Vantage Point "E" is .75 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.



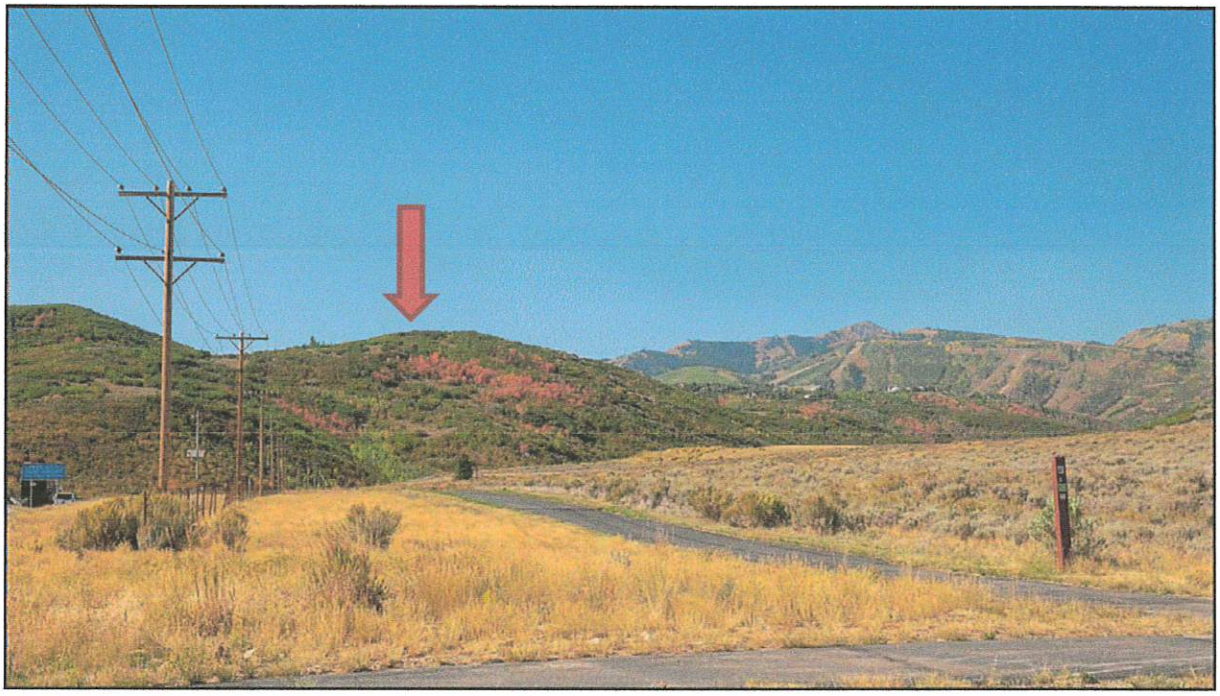
DESIGNATED ENTRY CORRIDOR VANTAGE POINT "F" – Park City Golf Course

Vantage Point "F" is 2.3 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "G" – Park Meadows Golf Course Club House

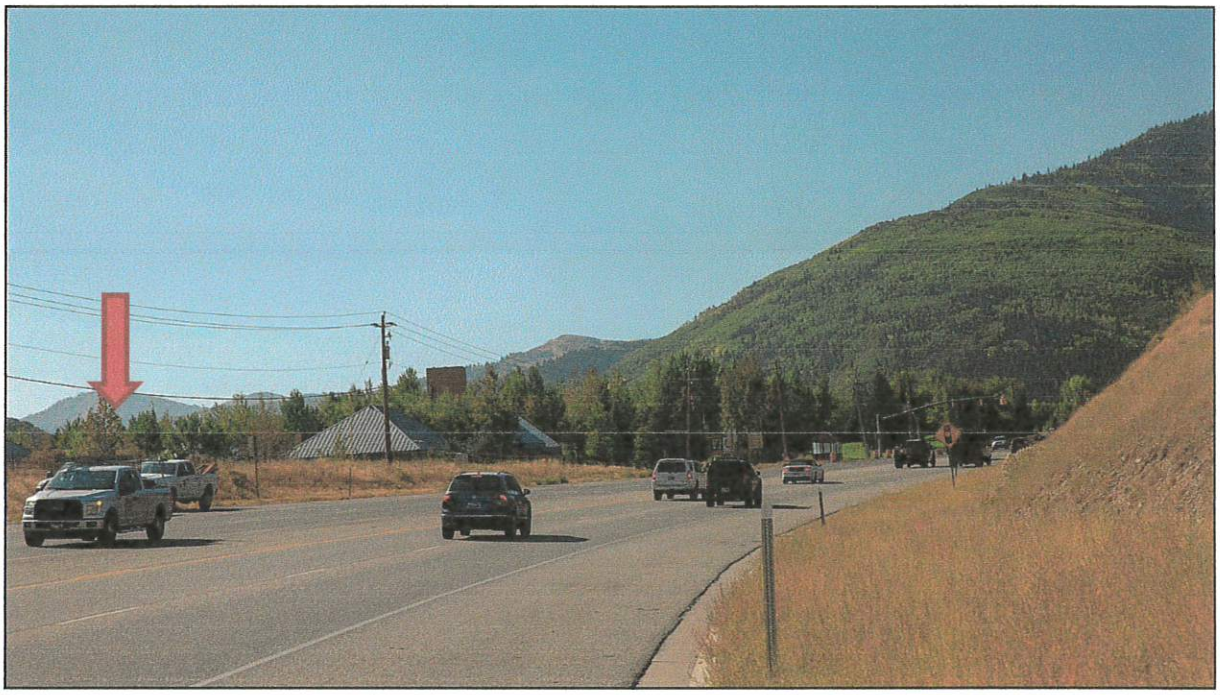
Vantage Point "G" is 3.25 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "H" – Highway 248, ¼ mile from US40

Vantage Point "H" is 3.4 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.

323 Main Street PO Box 2664 Park City, UT 84060 office: 435-649-9467



DESIGNATED ENTRY CORRIDOR VANTAGE POINT "I" – Highway 224, 2 miles south of Kilby Road

Vantage Point "I" is 5.15 miles from the project. HUNTSMAN ESTATES is not visible from this vantage point.