



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
April 4, 2023**

The Council of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online with options to listen, watch, or participate virtually. [Click here](#) for more information.

CLOSED SESSION - 1:30 p.m.

The Council may consider a motion to enter into a closed session for specific purposes allowed under the Open and Public Meetings Act (Utah Code § 52-4-205), including to discuss the purchase, exchange, lease, or sale of real property; litigation; the character, competence, or fitness of an individual; for attorney-client communications (Utah Code section 78B-1-137); or any other lawful purpose.

STUDY SESSION

2:30 p.m. - Historic Park City Alliance Discussion
[HPCA Update Staff Report](#)
[Exhibit A: CAST Survey Responses](#)

WORK SESSION

3:15 p.m. - Discuss FY24 Operating Budget Requests
[Preview FY24 Operating Requests Staff Report](#)
[Exhibit A: List of FY24 Operating Budget Requests](#)

3:45 p.m. - Discuss FY24 Transportation Operations and Capital Budget Requests
[Transportation Operations and Capital Program Staff Report](#)
[Exhibit A: Richardson Flat Survey Results](#)
[Exhibit B: 5-Year Fund Revenue and Expense Projections](#)
[Exhibit C: Capital Projects](#)
[Exhibit D: PC Forward Vision Project List](#)

4:45 p.m. - Short Range Transit Plan Update
[Short Range Transit Plan Staff Report](#)
[Exhibit A: Park City Short Range Transit Plan](#)

5:15 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. Landscaping Incentive and Backflow Updates

[Water Staff Report](#)

2. Dark Sky Week
[Dark Sky Week Staff Report](#)
3. 2023 Spring Runoff Preparations - FEMA-Designated Special Flood Hazard Areas within Park City Limits
[2023 Special Flood Hazard Areas Staff Report](#)
[Exhibit A: Special Flood Hazard Areas](#)
[Exhibit B: March 27 Statewide SITREP](#)
[Exhibit C: Utah NFIP Substantial Damage Resident Fact Sheet](#)
4. Ranked Choice Voting
[RCV Staff Report](#)

III. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

IV. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from March 9 and 16, 2023
[March 9, 2023 Minutes](#)
[March 16, 2023 Minutes](#)

V. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Construction Agreement, in a Form Approved by the City Attorney, with MC Contractors, Inc., to Construct the Homestake Road Waterline Replacement Project, in an Amount Not to Exceed \$1,424,315.50
[Homestake Waterline Replacement Project Staff Report](#)
2. Request to Approve a Contract with Musco Sports Lighting LLC pursuant to the State of Utah Cooperative Contract to Replace the City Park Multi-Purpose Field Sports Lights, Poles, Electrical Service Panel, and Lighting Controls in a Form Approved by the City Attorney, in an Amount Not to Exceed \$675,806
[City Park Ball Fields Lighting Staff Report](#)
[Exhibit A: Musco Sports Lighting- City Park Fieds Proposal](#)

VI. OLD BUSINESS

1. Public Hearing on the Proposed Water Rate Structure Modifications
(A) Public Hearing (B) No Action
[Water Rate Revision Staff Report](#)
2. Consideration to Approve an Interim Use of 1959 Cooke Drive
(A) Public Input (B) Action
[1959 Cooke Drive Staff Report](#)
3. Consideration to Authorize the City Manager to Approve a New Health Insurance Policy with Aetna, Inc. for PCMC Employee Health Insurance, with the Annual premium Not to Exceed \$5,682,620 in Year One
(A) Public Input (B) Action
[Health Insurance Provider Staff Report](#)
[Exhibit A: Aetna PowerPoint](#)
[Exhibit B: Premium Outline](#)
[Exhibit C: Plan Design Outline](#)
[Exhibit D: Aetna Best and Final Proposal](#)

VII. NEW BUSINESS

1. Consideration to Authorize the Mayor to Sign an Olympic Guarantee in a Form Approved by the City Attorney's Office
(A) Public Input (B) Action
[2030/34 Winter Olympic and Paralympic Games Update and Guarantee Letter Request Staff Report](#)
[Exhibit A: Letter to Mayor Nann Worel - Olympic Guarantee Request](#)
[Exhibit B: Draft Olympic Guarantee Letter Park City](#)
[Exhibit C: Olympic Guarantee Summary](#)
2. Consideration to Approve the Extension of the Main Street Dining Deck Program for 2023, and Authorize the Mayor to Lease City Property/Right-of-Way with Nine Main Street Restaurants in a Form Approved by the City Attorney
(A) Public Input (B) Action
[Dining Deck Staff Report 2023](#)
[Exhibit A: Street Dining Operational Restrictions 2023](#)
[Exhibit B: HPCA Letter Regarding Dining Decks](#)
[Exhibit C: Updated Dining Deck Lease 2023 DRAFT](#)
[Exhibit D: Proposed Dining Deck Map 2023](#)
3. Discuss Blue Ribbon Council Report on Mayor and Council Compensation
(A) Public Input
[Mayor and Council Compensation Staff Report](#)
[Exhibit A: Comparison Communities](#)
4. Review and Approve 2023 City Council Liaison Assignments
[Council Liaison Assignments 2023 Staff Report](#)
[Exhibit A: City Council Liaison Guide](#)
[Exhibit B: City Council Liaisons List](#)
5. Consideration to Approve the Following Applications for the Historic District Grant Program 2023 Competitive Cycle: Silver King Coalition Hoist House, Thaynes Mine Hoist House, 1128 Park Avenue, 517 Park Avenue, and 22 Prospect Street
(A) Public Hearing (B) Action
[Historic District Grant Program Awards Staff Report](#)
[Exhibit A: Draft Final Action Letters](#)
[Exhibit B: Recommended Awards - Historic Preservation Board](#)
[Exhibit C: FY 23 Summary of Applications](#)
[Exhibit D: RDA Map](#)
[Exhibit E: Historic District Competitive Grant Program Application - FY 2023](#)
[Exhibit F: FY 23 Postcard](#)
6. Consideration to Continue an Ordinance Approving the North Norfolk Plat Amendment to June 15, 2023
(A) Public Hearing (B) Continue to June 15, 2023
[North Norfolk Continuation Report](#)
7. Consideration to Approve Ordinance 2023-14, an Ordinance Approving the 1313 Park Avenue Subdivision, Located at 1313 Park Avenue, Park City, Utah
(A) Public Hearing (B) Action
[1313 Park Avenue Subdivision Staff Report](#)
[Exhibit A: Draft Ordinance](#)

Exhibit B: Proposed plat
Exhibit C: Original Park City Plat Map
Exhibit D: 1980 Building Permit
Exhibit E: Ordinance 07-48
Exhibit F: Setbacks Planning Director Determination 02.17.2023
Exhibit G: Recorder Document Entry # 108963

8. Consideration to Approve Ordinance 2023-15, an Ordinance Approving the First Restated Black Diamond Plat, Located at 2280 Deer Valley Drive, Park City, Utah
(A) Public Hearing (B) Action
2280 Deer Valley Drive Staff Report
Exhibit A: Draft Ordinance No. 2023-15
Exhibit B: Original CUP-MPD Application
Exhibit C: Summit County Recorder Entry No 575647
Exhibit D: Twelfth Amended and Restated Deer Valley Resort Large Scale Master Planned Development
Exhibit E: Square Footage Comparisons
Exhibit F: Original Building Permit

VIII. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

***Parking is available at no charge for Council meeting attendees who park in the China Bridge parking structure.**

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section: STUDY SESSION

Subject:

2:30 p.m. - Historic Park City Alliance Discussion

Suggested Action:

Attachments:

[HPCA Update Staff Report](#)

[Exhibit A: CAST Survey Responses](#)

Subject: Historic Park City Association (HPCA) Update
Author: Sarah Pearce, Jenny Diersen
Department: Executive
Date: April 4, 2023
Type of Item: Study Session

Summary

Council Liaisons and an HPCA sub-committee met over the past three months to evaluate options to consider how to replace a Main Street Business Improvement District (BID) self-assessment tool used to fund the organization. Through this work, we:

- Researched other mountain town business districts and their funding sources;
- Considered the existing and future needs of the Main Street trash and recycling programs; and,
- Considered the context of the HPCA compared to other trade associations in town (lodging, restaurant, etc.) and the desire to maintain a centralized communications liaison.

This study session will provide Council and HPCA an opportunity to discuss the future of the association and options for funding and coordination as the [BID for Special Services Contract](#) expires on June 30, 2023.

Background

Under current Utah state law, improvement districts are entities created to operate and provide defined services, including dispatch, garbage, airports, libraries, and law enforcement. Improvement districts may acquire and operate service systems, including water, sewage, stormwater, electricity, and natural gas.

In 2007, the Main Street BID was proactively created for trash management because of Summit County's decision not to provide commercial trash services. At the time, the HPCA asked PCMC for assistance and voted to self-impose a business improvement fee to promote, preserve and protect the interests of Main Street businesses. Thus, the Main Street BID was created under the Utah Parking and Business Improvement Act. For further information, see a complete [BID History](#).

The BID fee was \$243, collected annually by the City's Finance Department and returned to the HPCA for business/event promotion, garbage management, and member coordination. Separately, Main Street businesses also pay trash fees directly to Republic Services. Business promotion and the salary of an executive director are additional and historic uses of BID revenue.

Business promotion is no longer authorized under Utah law. Therefore, there is no express authorization for the BID's continued operation, despite a desire for coordinated services and communication between Main Street merchants and PCMC.

On November 17, 2022 ([report](#) p.35, [minutes](#) p.7), City Council approved a seven-month extension to the BID Special Service Contract. This was done to provide additional time to work with HPCA to contemplate options and to better align with the City's Fiscal Year (July 1 – June 30).

Additional Funding from Parking Revenues

On February 25, 2010 ([Work Session Report](#) p. 1, Action p. 4 and 17), Council approved donating \$40,000 to HPCA as part of the Park Silly Sunday Market contract and parking revenues. At the time, HPCA agreed to use the funding to program upper Main Street. Beyond the 2010 Council approval, no formal documentation exists for the \$40,000. In November, the \$40,000 was prorated to HPCA to reflect a seven-month extension.

Main Street Trash and Recycling Program

Main Street businesses have unique challenges for waste. Historic buildings, lack of space, and increasing waste volumes can overwhelm the current waste system. The system, implemented in 2007, did not contemplate recycling or food waste collection and cannot easily be expanded to handle additional volume.

On [March 21, 2022, City Council approved](#) a contract for a Downtown Trash and Recycling Project Manager. The project manager is working with the City, HPCA, and individual merchants for two years to develop a plan/program to meet Council waste diversion goals and resolve service issues with the current trash and recycling program. Results will be presented to Council in spring 2024.

Analysis

The Main Street business district is somewhat unique when compared to other commercial locations in Park City. For one, PCMC owns, regulates, and operates major aspects of the overall area, including streets, sidewalks, plazas, stairs, walkways, Transit, Drop and Load Zones, and coordinated trash infrastructure. The street's historic aspects also require an additional level of careful and complex planning and zoning regulations.

The relationship between the City and HPCA is also unique due to the need for focused collaboration on Convention Chain Store Regulations, Dark Store Front Regulations, infrastructure projects, parking plans, special events, and trash and recycling. City departments regularly coordinate and collaborate with the HPCA executive director on a myriad of initiatives, including:

- Management of trash and recycling services;
- Centralized communications between the City and the 280 individual businesses; and
- Coordination of parking, filming, and special events logistical issues.

Future Funding Source Options and Ideas

HPCA and PCMC researched how other business districts are funded.

- Salt Lake City's Downtown Alliance – funded through a special assessment of commercial properties in the Commercial Business District. Their approximately \$2.5 million budget is comprised of 40% special assessment funds and 60% sponsorships, donations, attendance fees, and partnerships with other organizations.
- Ogden Business Alliance – Through a service agreement with the City, they produce a variety of community events including the Farmers Market. Additional funding comes from event sponsorships and marketing grants.

- Prospector Square Property Owners Association – Property owners pay a fee for a 30-hour/week executive director, snow removal, and other property management services.
- Colorado Association of Ski Towns (CAST) Survey. **Exhibit A**

The following funding source ideas have been considered:

- Grants - HPCA applies for a variety of grants to support marketing efforts focused on inspiring and educating visitors about Main Street businesses.
- PCMC contract for centralized coordination and communication.
- Membership dues

This study session is an opportunity for City Council and the HPCA to brainstorm organizational and funding alternatives.

Exhibits

Exhibit A - CAST Survey Results

CAST Survey- Main St Business District Association								
Questions	City of South Lake Tahoe, California	Truckee, California	Grand Junction, Colorado	Granby, Colorado	Vail, Colorado	Snowmass Village, Colorado	Frisco, Colorado	Ketchum, Idaho
Does your City/Town have a main street or local business district association? If so, how many?	Two districts- 1- a tourism improvement district and 2- a business improvement District for a small commercial section called ski run Boulevard	Yes- one entity, Truckee Downtown Merchants Association	Yes- We recently combined the Downtown Development Authority (DDA) and the Downtown BID into one entity. (one single geographic area and entity)	Designated Main Street Community (only one entity)	No	No	No	No
How is the entity funded, and what is the annual budget?	1- flat rate fee for every night booked at all transient accommodations within the city limits. This generates approx.. \$3M annually and is used for event promotion and tourism management 2. This is mostly in place to assist in landscape maintenance issues.	Truckee's General Fund subsidizes the Chamber of Commerce in exchange for marketing and operations, but no funding goes directly to the merchants' association	The DDA/BID was funded primarily by special assessment (appx. 67%), with remaining revenues coming from the City, PILT, sponsorships, fees, and grants.	Budget is approximately \$650,000. Currently 45% of this is funded by the Town and the other portion is made up of sponsorships and fee collection for different events. They are not a membership organization.				
Are there restrictions on the funding?			No restrictions on expenditures unless otherwise noted by law or fee restrictions.	None				
What is the entity's management structure?			The organization was small – one ED and two staff (events & administration/marketing) and all overhead was provided by the City (finance, HR, etc.).	Executive Director under a Board of Directors				
What is the role of the City/town versus the role of the association?			The association was tasked with building and developing a thriving main street economy and largely advocated for business development and driving tourism to downtown events.	The Town funds them in a manner to produce events for the community. Farmers market, art in the park, 3 lakes fishing tournament, etc.				
Any other additional input or context about your main street association or business district that could be helpful to others? What works well today, or lessons learned?		Our lodging district has a BID, which self-assesses a 1.25% transient room fee. We collect the fee and remit it back to the lodging district. We also have a Community Facilities District for downtown, but it is only for the maintenance of streetscapes and landscaping. This is administered as a property tax.	If you've ever been to GJ's downtown during an event, you understand the importance of this. The City in turn provided in-kind support for events such as public safety services and tourism marking support via Visit Grand Junction. A member of City Council also sat on the board of directors to help with policy direction. Annual budgets were adopted by the Council.		We have an Economic Advisory Council comprised of local business owners. The participants can discuss anything including employees, housing, and transit. Vail provides ongoing updates on their initiatives.			

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Budget, Debt & Grants

Item Type: Staff Report

Agenda Section: WORK SESSION

Subject:

3:15 p.m. - Discuss FY24 Operating Budget Requests

Suggested Action:

Attachments:

[Preview FY24 Operating Requests Staff Report](#)

[Exhibit A: List of FY24 Operating Budget Requests](#)



City Council Staff Report

Subject: Overview of FY24 Operating Budget Requests

Author: Budget Team

Department: Budget, Debt, and Grants

Date: April 4, 2023

Type of Item: Discussion

Summary Recommendation

Review and discuss the draft FY24 operational budget requests and provide initial feedback in anticipation of additional budget discussion and eventually adopting the FY24 Tentative Budget on May 11, 2023.

Executive Summary

As previously discussed, our revamped budget process focuses on greater collaboration and coordination between City Council, Managers, and the Budget and Executive Team. Over the last few months, managers shared future plans, projects, initiatives, and some of the challenges (inflation, increased demand/utilization, elevated expectations, equipment, etc.) shaping FY24 operating budget requests. This report will focus on General Fund operating recommendations for your consideration and inclusion in the FY24 Tentative Budget.

Importantly, and as we do each year, a comprehensive list of every single departmental operating request submitted to the City Manager is provided as Exhibit A.

FY24 Budget Process Timeline

Dec:

- Budget and Economic Update with Council
- Managers discuss FY24 proposals with Exec
- HR begins developing upcoming Pay Plan strategy
- Managers begin reviewing Fee Policy changes

Jan-Feb:

- Budget FY24 revenue projections calculated
- Managers present detailed FY24 proposals to Council (big initiatives)
- Managers submit FY24 proposals to CIP, Results Team, Executive
- Final Executive review of Results Team/CIP committee recommended budgets

March:

- Review and Finalize Tentative Budget
- Determine organizational wages and benefits adjustments
- Consider Blue-Ribbon Compensation Committee for Elected Officials

April-May:

- April 4 – Comprehensive Operating Budget Review
- April 27 – Comprehensive Capital Budget Review, Proposed Fee Changes

- May 11 - Misc/Outstanding Items, **Adopt Tentative Budget**

June:

- May 25, June 8, 15 - Follow up presentations as needed
- June 22 - Final Budget and Fee Schedule Adoption

Analysis

As you know from our previous presentation, the near-term revenue outlook for Park City is stable. Still, growth is likely to taper with some financial cautions on the horizon - escalating interest rates, inflation, and recent bank failures. The Budget Team will continue providing comprehensive revenue projections as part of the ongoing budget presentations as additional information becomes available. The underlying premise regarding FY24 departmental budget requests targets a conservative approach while balancing some of the operational strains associated with increased utilization and demand, inflationary cost increases, and the elevated expectations of our residents and visitors.

Despite this conservative mindset, requests still outweigh available new funding. Early revenue projections target approximately \$3.3M in additional sales tax and fees to assign to the increased business costs, elevated expectations, and new initiatives for FY24.

The total new General Fund requests come in well over \$6M.

One-Time Expense (OTE) requests	\$ 793,580
Same Level of Service (SLOS) requests	\$ 246,426
Personnel (New, Reclassifications, Front Line On-call Pay Increase)	\$ 1,962,094
Acute Requests (CyberSecurity, Law Enforcement, Soil Testing, etc.)	\$ 1,027,327
75th Percentile Pay Plan Increase	\$ 2,300,000
Grand Total	\$ 6,329,427

While our sales tax projection is somewhat conservative, we are also working to fund organizational and community needs with additional revenue from user fees and fines. By default, these assign better actual costs to public services for those using the services. The Budget Team will provide a comprehensive fee update on April 27.

One significant factor that will require Council consideration is the use of one-time money versus ongoing to manage departmental requests. For example, one-time expenses can be funded with carryover fund balance or by reducing CIP project budgets. Ongoing expenses, on the other hand, require new and perpetual revenue projections into the General Fund. For example, the Resort Tax is currently split three ways between the ongoing operational expenses in the General Fund and one-time expenses in Capital and Transportation Funds. However, the Resort Tax could be used to partially pay for these projects in perpetuity.

FY24 Budget Requests

Acute Requests \$529k – Essential ‘Must Haves’ to maintain PCMC operations at current standards

- **IT \$50k** – Outsourced Cybersecurity detection and response
- **Police \$19k** – Replacement tasers (additional \$12k/yr for next five years, total replacement cost is \$84k) and cloud-based secure evidence storage.
- **Public Works \$60k** – Additional \$50k in the Snow Removal Contingency Fund and \$10k in supplies for additional trailheads, signage, and other areas PCMC assumed maintenance, such as Bonanza to SR248 near Quinns Junction trail.
- **Environmental Regulatory \$20k** – Soil sampling Program (work session with more information scheduled April 2023)
- **Engineering \$21k** – Engineering is now fully staffed with two additional FTEs due to the Economic Development Department reorganization—additional funds to support professional development, equipment, and training.
- **Community Engagement \$20k** – Customer Relationship Management (CRM) software/text messaging outreach platform for targeted messages based on location or topic of interest
- **Trails \$12k** – Employee Training, Commercial Drivers License certifications, and operations of snow removal equipment.
- **Special Events \$285k** – Increase use of a pool of contractor labor to support peak days, special events and bollard installation, Community identifying Events, 4th of July drone show, and pre-Olympic Project Management.
- **Ice \$21k** – Asset management software, increased facility maintenance, and additional inventory for retail sales (partial revenue offset).
- **Human Resources \$21k** – Employee support programs, including wellness/mental health counseling, appreciation programs

Same Level of Service (SLOS) \$196k – Inflationary increases and greater utilization of municipal facilities continue to increase the cost of conducting existing public services. These requests maintain the current program/projects at the same levels as the prior year:

- **Police \$22k** - Materials, Supplies, Uniforms
- **Human Resources \$14k** - Employee Longevity Service Awards Recognition Program
- **Engineering \$38k** – Supplies, Printing, Contract Engineering, and Design Services, Bank Charges (fee for accepting credit card payments)
- **Housing \$5k** – Financial and policy training programs
- **Ice Facility \$2k** – Supplies, Bank Charges (fee for accepting credit card payments)
- **Library \$3k** – Equipment, Supplies
- **MARC/Rec/Tennis \$41k** (partial revenue offsets) – Small fitness equipment (bands, balls, etc.), Supplies, Uniforms
- **Trails \$17k** – Supplies, Public Notices, Title Reports, Surveys, and Appraisals
- **Executive \$33k** – Intergovernmental membership inflationary increases (ULCT, MAG, etc.), Lobbying, and Supplies
- **Events \$20k** – The Sundance Contract requires annual inflationary increases

Operating One-Time Expenses (OTE) - \$738k

- **General Plan Update – \$300k** – A Council and community priority that will be put out to RFP in the calendar year 2023 but paid with FY24 funding.
- **Essential Vehicles & Equipment - \$239k**
 - Street Maintenance - \$49k – Vehicle to support peak day traffic, special events, and street sign maintenance
 - Street Maintenance - \$100k – CAT Skid Steer with bucket and snowblower
 - Engineering - \$40k - Support Engineering and Environmental Regulatory Teams for on-site inspections (right of way, water connections, road closures, site investigations)
 - Special Events - \$50k – Vehicle to transport equipment and supplies to events and peak period neighborhood traffic mitigation
- **Gordo Clean-up – \$38k** – Funds for required sampling and risk assessments, per the Utah Department of Environmental Quality (DEQ) requirements. This will determine what soil is safely removed from the property.
- **Multiple Departments Miscellaneous Equipment – \$11k** – Tables, shelving, minor office improvements, monitors, and other small office equipment.
- **Compensation Study – \$150k** – To maintain the pay philosophy established in FY22, a compensation study is necessary to evaluate positions and corresponding market pay. Conducting a study every three to five years is a best practice and provides an objective, third-party assessment of competitive wages. The previous study was completed in 2020, and we recommend an FY24 survey for potential implementation in FY25.

Personnel \$1.6M (includes all taxes, insurance, and benefits) – New Positions, Reclassification of existing positions, and adjustments to Front-Line On-Call Pay

- **Procurement Manager \$176k** (wages, benefits, and payroll taxes) - Internal customer service and support to ensure training, compliance, transparency, and competitive processes.
- **Police Officer \$259k** (wages, benefits, equipment, vehicle) – Support traffic mitigation, peak period management, special events, and accident investigations. The Officer will train in advanced commercial vehicle inspections and safety, as well as all other law enforcement duties
- **Senior Project Manager \$198k** – Special project management to ensure adequate oversight on capital projects and municipal initiatives (Mine Bench, Gordo, Homestake, Recreation, etc.)
- **Library Programming \$100k and Library Facilities Manager \$114k** – Move library event space, tenant, contracts, leases, technology, and general facility maintenance in-house. Programming Librarian to meet increased utilization and community demand.
- **Senior Financial & Performance Management Analyst \$157k** – Support PC Stat, financial modeling, and data analytics
- **Parks Part-Time/Seasonal \$56k** - Over the last couple of years, we have implemented neighborhood street enhancement projects using planters to calm and reduce traffic, beautify streetscapes, as well as additional neighborhood

access stairs. This will be split between Summer and Winter labor to ensure adequate maintenance.

- **Streets Part-Time/Season \$20k** - Richardson Flat Annexation requires additional labor to maintain (snow, salt, sand, paint, trash, etc.).
- **Increase wages for Part-Time Law Clerks by \$27k** - Vital administrative support roles within the City Attorney's office are challenging to fill at current salaries. Marginal increases yield market competitiveness and reduce attrition.
- **Update On-Call Front-Line Pay throughout City to \$62/day \$59k** – The Compensation Committee recommends increasing and standardizing on-call employee pay to \$62/day throughout the various City departments. Rates currently range from \$26-\$48/day.
- **Reclass Part-Time A/V Specialist to Full-Time \$67k** – Support new technological support expectations and the number of offsite public and community meetings requiring IT technical support and expertise.
- **Reclass Contractors to Full-Time Regular \$247k** – Five existing positions historically classified as Contractors but qualify as full-time employees. Our policies require reclassification and an adjustment to align the budget with actuals.
- **Increase Wages for Part-Time Ice Rink Operators \$27k** – The Ice Arena struggles to fill critical customer service roles and depends upon rink operators on weekends, from 5 pm until close on weekdays/holidays. Rink Operators run the building, make ice every 1-2 hours, sharpen skates, check system/logs, and clean. The additional commitment of rink operators is unsustainable at current rates.
- **Reclass Part-Time Front Desk to Full-Time at PC MARC \$91k** - A full-time team member to eliminate the front desk turnover and create better continuity and customer service.
- **Reclass Accountant, Business License Specialist, and City Treasurer \$23k** – Reorganizing roles and reporting structure to recognize the evolution and expansion of duties within the Finance and Accounting Teams.
- **Budget Neutral Technical Adjustments** – **Building:** Reclass wage ranges on Associate Building Inspectors and Senior Building Inspectors to distinguish necessary skill levels, experience, and duties performed. **Human Resources:** Reclass Generalist positions to definitive roles that reflect areas of expertise and actual duties performed.

Administrative Infrastructure

Pay Plan – TBD

Employee compensation is a sometimes contentious yet critically important way to meet community expectations. In FY22, Park City committed to trying to provide a compensation methodology whereby the organization would pay 75 percent of the competitive market wage for a position. In FY24, \$2.3M is required for PCMC to maintain the 75th percentile. Various solutions are being explored to balance the important organizational goal of staying at the 75th percentile and also accommodating critical and new budget requests.

Health Benefits - (\$500k) savings!

PCMC provides health insurance as part of our employee benefits package. In January 2023, an RFP was conducted to ensure our employees were offered quality and affordable health care. As a result, [a new provider](#) is available that offers

enhanced benefits and lower premiums. The new contract will be presented for your consideration on April 4, 2023.

Other

Childcare \$2m – Council has held informal discussions on a potential ongoing childcare support initiative in response to community and stakeholder requests. If there is a consideration for an ongoing allocation, we require a considerable discussion and conversation about available resources, the potential impacts on existing commitments, and future revenues. As such, time is reserved at the first Council meeting in May for the first deep discussion on childcare initiatives.

Summary

Balancing the strategic alternatives to fund community needs is central to our budget process. A national weakening of our economic outlook in FY24 is a possible scenario, and caution must be one strategy considered. At this time, the \$6M budget requests in the General Fund cannot be fully funded without new revenue sources or budget cuts.

As a result, we are looking to continue the process of supporting Council prioritization to prepare a Tentative FY24 Budget.

Exhibit A: FY24 Operating Requests

FY24 Operating Requests

SLOS = Same Level of Service Request; Increase due to inflation or aligning budget with actual spending

OTE = One-time Expense. These requests may be funded with alternative funding sources because they are finite in nature

MSS = Materials, Supplies and Services

Department	Subcategory	Request	Request Amount
City Attorney	Personnel	Increase wages for PT law clerks - SLOS	\$ 26,822
Human Resources	Personnel	Regrade HR Business Partners	\$ 46,000
Human Resources	MSS	Annual Employee Party	\$ 10,000
Human Resources	MSS	New Hire Training and Orientation	\$ 11,000
Human Resources	MSS	Employee Assistance Program	\$ 11,400
Human Resources	MSS	Compensation Study (for implementation in FY25) One Time Expense (OTE)	\$ 150,000
Human Resources	MSS	Employee Service Awards - Same Level of Service (SLOS)	\$ 14,000
Total			\$ 242,400
Community Engagement	Personnel	PT Website Content Coordinator	\$ 10,761
Community Engagement	MSS	Text Messaging Outreach Platform	\$ 20,000
Community Engagement	MSS	Travel, Supplies, Materials - SLOS	\$ 600
Community Engagement	MSS	Graphic Design, Video Production and Translation Services	\$ 6,900
Total			\$ 38,261
Police	Personnel	New Senior Police Officer - Includes Wages, Vehicle, Training, and Equipment	\$ 258,690
Police	MSS	Provide safes to Officers to Secure PCMC Issued Weapon - OTE	\$ 28,500
Police	MSS	Inflationary Increase to Cover the Rising Cost of Expenses - SLOS	\$ 22,014
Police	MSS	Additional Annual Increase for Five Years, Includes 30 Tasers	\$ 11,777
Police	MSS	Cloud-Based Evidence Storage	\$ 6,500
Police	On Call Pay	Increase On-Call to PCMC FY24 Suggested Rate	\$ 34,800
Total			\$ 362,281
IT	Personnel	Reclass PT Helpdesk to FTR	\$ 67,000
IT	MSS	Outsourced Cybersecurity Detection and Response	\$ 50,000
Total			\$ 117,000

FY24 Operating Requests

SLOS = Same Level of Service Request; Increase due to inflation or aligning budget with actual spending

OTE = One-time Expense. These requests may be funded with alternative funding sources because they are finite in nature

MSS = Materials, Supplies and Services

Department	Subcategory	Request	Request Amount
Finance	Personnel	Reclass Accountant, Business License Specialist, City Treasurer	\$ 23,279
Engineering	MSS	Travel/Meeting/Conferences	\$ 11,250
Engineering	MSS	Training	\$ 10,000
Engineering	MSS	Dept. Supplies, Office Supplies, Office Equip Repairs, Office Equip Admin - SLOS	\$ 800
Engineering	MSS	Postage, Public Notices, Printing, Photo Copy, Telephone, Cellular - SLOS	\$ 500
Engineering	MSS	Contract Services, Consulting - SLOS	\$ 35,000
Engineering	MSS	Books, Memberships, Mileage Reimbursement, Bank Charges, Equipment Rental - SLOS	\$ 2,880
Engineering	Vehicle	Engineering Vehicle - OTE	\$ 40,380
Engineering	Personnel	Senior Project Manager	\$ 176,000
Engineering	Personnel	Reclass contractor to FTR	\$ 141,126
Total			\$ 417,936
Housing	MSS	Travel/Meeting/Conferences/Training	\$ 4,850
Total			\$ 4,850
Environmental Regulatory	MSS	Gordo Clean-up OTE	\$ 38,000
Environmental Regulatory	MSS	Top Soil Assistance Program	\$ 20,000
Total			\$ 58,000
Environmental Sustainability	MSS	Momentum Recycling \$54k/yr - \$20k Offset from Economy	\$ 34,000
Total			\$ 34,000
BLDG MAINT ADM	On Call Pay	Increase On-Call to PCMC FY24 Suggested Rate	\$ 9,490
Planning Dept.	MSS	General Plan Update - OTE	\$ 300,000
Planning Dept.	MSS	Education, Resources, Meetings	\$ 1,500

FY24 Operating Requests

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MSS = Materials, Supplies and Services

Department	Subcategory	Request	Request Amount
Planning Dept.	MSS	New Scanner that Meets IT Compliance Requirements	\$ 7,000
Planning Dept.	MSS	Office Renovation to Accommodate Current Staff - OTE	\$ 20,000
Planning Dept.	MSS	City-issued Phones and to Meet Newly Issued IT Requirements, Incl Monthly Service Plan	\$ 3,600
Total			\$ 332,100
Budget	Personnel	Procurement Manager - Includes Wages, Benefits and Taxes	\$ 168,960
Street Maintenance	MSS	Street Maint - Additional Funding in Snow Removal Contingency Budget	\$ 50,000
Street Maintenance	MSS	Street Maint - Peak Traffic, Special Events, and Signs Pick-up truck OTE	\$ 49,000
Street Maintenance	MSS	Street Maint -Skid Steer with Bucket and Snow Blower Attachment OTE	\$ 100,000
Street Maintenance	On Call Pay	Street Maint- Increase On-Call pay to align with FY24 Suggested Rate	\$ 4,745
Street Maintenance	Personnel	Streets III Part-Time - Richardson Flat Road Maintenance	\$ 19,787
Total			\$ 223,532
Parks & Cemetery	MSS	Maintenance Supplies for Additional Trails and Maintenance Approved in FY23 Budget	\$ 10,000
Parks & Cemetery	Personnel	Parks - Seasonal Staffing to Maintain Planters, Stairs & Other FY22/23 additions	\$ 55,784
Parks & Cemetery	On Call Pay	Parks - Increase On-Call pay to align with FY24 Suggested Rate	\$ 9,490
Total			\$ 75,274
Ice Facility	Personnel	Increase Wages for Part-Time Ice Rink Operators	\$ 26,916
Ice Facility	MSS	Asset Mangement Software- Annual Subscription	\$ 14,000
Ice Facility	MSS	Enhanced Facility Maintenance	\$ 2,000
Ice Facility	MSS	Rocky Mountain Rink Association Membership	\$ 400
Ice Facility	MSS	Office Supplies - SLOS	\$ 320
Ice Facility	MSS	Purchase/Retail Sales	\$ 5,000
Ice Facility	MSS	Bank Fees - SLOS	\$ 2,000
Total			\$ 50,636

FY24 Operating Requests

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MSS = Materials, Supplies and Services

Department	Subcategory	Request	Request Amount
Library	Personnel	Library Facility Manager	\$ 113,830
Library	Personnel	Library - Public Programming Generalist	\$ 100,000
Library	MSS	Materials, Supplies & Equipment - SLOS	\$ 3,000
Total			\$ 216,830
Events	Personnel	New Special Events Coordinator	\$ 145,727
Events	Personnel	Public Art Manager PT/Seasonal - Move from CIP to Operating	\$ 50,000
Events	MSS	Tables for Miners Hospital - OTE	\$ 1,500
Events	MSS	Equipment for Storage Area - OTE	\$ 4,000
Events	Vehicle	Ford F150 - OTE	\$ 50,000
Events	MSS	Increase Contract Labor for Peak Day Traffic and Special Events	\$ 250,000
Events	MSS	Miners Day and Halloween Event Contractor	\$ 40,000
Events	MSS	Drone Show - 4th of July	\$ 40,000
Events	MSS	Special Event Contingency Fund	\$ 400,000
Events	MSS	Olympic Projects Management	\$ 30,000
Total			\$ 1,011,227
Sundance Contract	MSS	Sundance Contractual Inflation Increase	\$ 20,000
Economy	Personnel	Senior Financial and Performance Management Analyst	\$ 157,000
PC MARC	Personnel	Reclass seasonal/Part-Time front desk to Full-Time	\$ 91,035
PC MARC	MSS	Fitness Supplies, Birthday Room Rental Supplies, Uniforms, etc. - SLOS	\$ 35,900
Total			\$ 126,935
Tennis	MSS	Tennis Balls - SLOS	\$ 3,000
Tennis	Personnel	Reclass Contractors to FTR (4)	\$ 103,773

FY24 Operating Requests

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OTE = One-time Expense. These requests may be funded with alternative funding sources because they are finite in nature

MSS = Materials, Supplies and Services

Department	Subcategory	Request	Request Amount
Total			\$ 106,773
Recreation	MSS	Maintain Required Certifications and Education hours for Staff - SLOS	\$ 1,300
Recreation	Personnel	Full-Time Recreation Coordinator	\$ 121,079
Total			\$ 122,379
City Manager	MSS	Inflationary Increase for Memberships, Lobbyists - SLOS	\$ 33,762
Trails	MSS	Conferences, Meetings, Travel, Training	\$ 2,000
Trails	MSS	Two CDL and Heavy Equipment Training for Maintenance Work	\$ 3,000
Trails	MSS	General Office Supplies - SLOS	\$ 500
Trails	MSS	Special Event Notices, Public Outreach - SLOS	\$ 2,000
Trails	MSS	Appraisals, Title Reports, Surveys, Enviromental Assessments - SLOS	\$ 30,000
Trails	MSS	Equipment Rental for Snow Removal at Trailheads	\$ 7,000
Trails	MSS	Computers, Monitors, Phones - OTE	\$ 5,200
Total			\$ 49,700
Total One-Time Expenses (OTE)			\$ 793,580
Total Same Level of Service (SLOS) Requests			\$ 246,426
Personnel (New, Reclassifications, Front Line On-call Pay Increase)			\$ 1,962,094
Acute Requests (CyberSecurity, Law Enforcement, Soil Testing, etc.)			\$ 1,027,327
75th Percentile Pay Plan Increase			\$ 2,300,000
General Fund Operating Requests Grand Total			\$ 6,329,427
Other Funds	Enterprise Funds - Requests are offset by revenue within the Fund		
Golf	Personnel	Align Part-time/Seasonal Compensation With Current Part-Time Pay Plan	\$ 16,500

FY24 Operating Requests

SLOS = Same Level of Service Request; Increase due to inflation or aligning budget with actual spending

OTE = One-time Expense. These requests may be funded with alternative funding sources because they are finite in nature

MSS = Materials, Supplies and Services

Department	Subcategory	Request	Request Amount
Golf	MSS	Fertilizers, Sand and Other Maintenance Materials for Golf Course	\$ 5,000
Golf	MSS	Replacement Parts for Mowers and Equipment	\$ 4,500
Golf	MSS	Preventative Spraying of Trees to Maintain Health	\$ 3,000
Golf Pro Shop	Personnel	Align Budget with Actuals - 100% revenue offset SLOS	\$ 30,000
Golf Pro Shop	MSS	Inventory for Resale - 100% Revenue Offset	\$ 30,000
Golf Pro Shop	MSS	Software Licenses for New Point of Sale System (sunsetting in FY23)- SLOS	\$ 2,250
Total Golf			\$ 91,250
Water	On-Call Pay	Water - Increase On-Call pay to align with FY24 Suggested Rate	\$ 39,420
Water	MSS	Costs associated with Jordanelle Special Services District (JSSD)	\$ 655,066
Water	MSS	Supplies, Parts Maint - SLOS	\$ 150,509
Water	MSS	Bank Charges - SLOS	\$ 60,000
Total Water			\$ 904,995
Parking	Personnel	Reclass Part-time to Full-time Front Office Role	\$ 89,483
Fleet	On-Call Pay	Fleet - Increase On-Call pay to Align with FY24 Suggested Rate	\$ 9,490
Transportation Oper	Vehicle	Ford F-150 with Emergency Light Package	\$ 50,000
Transportation Oper	Vehicle	Skid Steer with Snowblower Attachment	\$ 100,000
Transportation Oper	Personnel	Transit Bldg Maintenance	\$ 114,640
Transportation Oper	Personnel	Marketing and Outreach Coordinator	\$ 107,181
Transportation Oper	Personnel	Business Analyst	\$ 118,756
Transportation Oper	MSS	Supplies, Maint, HOA - SLOS	\$ 5,639
Transportation Oper	MSS	Equipment - Computers, Monitors, Phones for Additional Staff - OTE	\$ 12,600
Transportation Oper	MSS	Professional Memberships, Conferences, Training	\$ 22,500
Transpo Planning	Personnel	Senior Transportation Planner - Includes taxes, benefits and equipment	\$ 176,019
Total Transportation Fund			\$ 707,335

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Transit

Item Type: Work Session

Agenda Section: WORK SESSION

Subject:

3:45 p.m. - Discuss FY24 Transportation Operations and Capital Budget Requests

Suggested Action:

Attachments:

[Transportation Operations and Capital Program Staff Report](#)

[Exhibit A: Richardson Flat Survey Results](#)

[Exhibit B: 5-Year Fund Revenue and Expense Projections](#)

[Exhibit C: Capital Projects](#)

[Exhibit D: PC Forward Vision Project List](#)

City Council Staff Report



Subject: Transportation Operations and Capital Budget Programs
Authors: Kim Fjeldsted, Julia Collins, Robbie Smoot, Jed Briggs, Erik Daenitz, Sarah Pearce
Departments: Transportation, Budget
Date: April 4, 2023
Type: Work Session

Summary

On April 3, 2023 this report was amended. See amended section in red below.

As part of the FY24 budget process, Transportation operations and capital budget considerations will be previewed with City Council for discussion before creating the Tentative Budget. The discussion will highlight the Transportation Fund's complex revenue and expense projections and focus on operating alternatives and the five-year capital budget.

The Council's feedback will refine our final FY24 budget recommendations.

Transit Service Recommendations and Budget Implications

The best budget practice for an Enterprise Fund is to ensure ongoing revenues cover ongoing expenses. Based on Council direction and rider feedback, the proposed FY24 transit service includes the following new budget requests and is likely to exceed ongoing revenues:

- Richardson Flat Service:
 - On [February 16th](#), Council extended the Richardson Flat Park and Ride transit service through November 11, with adjusted frequency and hours of operation. Service runs from 6:45am to 7:45pm at a 40-minute frequency.
 - We recommend enhanced service from Richardson Flat to both ski resorts next winter based on rider feedback (**Exhibit A**). This entails two routes at a 20-minute frequency in the winter and one route to Old Town at a 40-minute frequency during the shoulder season.
 - Proposed year-round Richardson Flat cost for FY24 - \$1,894,113
 - (compared to \$817,728 for FY23 for one route Nov - June)
- Continued enhanced services for the winter season on the 1 Red, 2 Green, 3 Blue, and 5 Yellow routes. Cost for FY24 - \$403,000
- Microtransit – Publish an RFP to solicit interest in contracting services (see below). Approximate cost for FY24 - \$1.5M

Microtransit

The microtransit pilot program is contracted to end on April 15. We are working with HVT to see if we can extend the pilot to June 30. This will allow Council time to review the 2022-2023 microtransit winter pilot results planned to be presented at the May 25th Council Meeting. If Council expresses interest in continuing microtransit services beyond June 30th, we will also discuss issuing an RFP or continuing our partnership with HVT.

FY24 Operations Budget Requests	
Additional Transit Services	\$2,297,113
Microtransit Year Round	\$1,500,000
Other Adjustments^	\$492,802
Total FY24 Budget Request	\$4,289,915
^ - Includes O&M inflationary as well as administrative staff requests.	
These figures do not include any pay plan increases.	

The table above represents a significant year-over-year increase in the transit operations budget. The financial impact of the new transit service recommendations compared to existing revenue is shown in **Exhibit B**. To make any future increases to the level of transit service, we must look at new reoccurring funding sources. Additionally, implementing the recommendations does not allow contributions from available revenue to be allocated toward capital initiatives outside of replacing buses and maintaining existing assets. New funding sources for transportation capital projects would be needed.

Capital Improvement Projects (CIP)

To accommodate current and future transportation capital infrastructure, the long-range transportation plan, [Park City Forward](#), was developed to provide a forward-thinking vision and recommended package of capital investments. Now that PC Forward has been adopted; we are focused on project prioritization, implementation, and financial strategies.

The City's 5-year CIP includes asset management to maintain operations and viable capital projects. The investments are focused on projects that support 'park once,' maintaining our assets, advancing world-class walking and biking infrastructure, and improving transportation connections and access for residents.

During the [October 4, 2020, City Council meeting](#), the CIP list was updated to remove implemented projects and those no longer relevant (e.g., widening or adding new roads or building additional parking lots). To develop a new 5-year CIP prioritized list, all projects were evaluated against Park City Forward's guiding principles, travel benefits, asset management, community and stakeholder feedback, and staff expertise. Priority projects were presented on [March 2, 2023, as part of the Council retreat](#). Council feedback further influenced the prioritization and grouping into the following categories: **See Exhibit C**.

- Asset maintenance;
- Regional capital initiatives;
- Local capital initiatives;
- Transportation demand management; and
- Capital related to service expansion.

Historically, \$1-2 million a year has been set aside from transportation sales tax revenues to pursue matching Federal and State grants required for major capital projects and equipment and to advance smaller capital projects. In FY24, if all available revenue is directed toward operational enhancement, we must revisit our capital project funding strategy. The Transportation Fund balance can be utilized to fill some of the gap but does not provide a permanent replacement for transportation sales tax.

Many current capital projects already have secured grant funding. However, advancing the entire capital program requires additional funding depending on project timelines and total costs. An FY24 operational expansion leaves an almost \$30M funding gap over five years. **Exhibit C** details the projects and secured grants for the next five years.

Capital Maintenance Improvements

Asset management for existing equipment and infrastructure is required to reduce longer-term maintenance costs. As a rural transit provider that owns, operates, and manages assets used to provide public transportation and receive federal financial assistance, Park City Transit follows the Utah Department of Transportation (UDOT) [Transit Asset Management \(TAM\) plan](#).

To ensure Park City Transit continues to operate safely and efficiently, asset maintenance projects are proposed in the following categories:

- Vehicle Replacement and Fleet Expansion;
- Electric Charging Infrastructure;
- Transit Facility Maintenance;
- Administrative/Vehicle Maintenance Tools and Engine Rebuild;
- Technology – scheduling, planning, and driver communication software;
- Customer Interface Improvements – real-time communication through apps, system signage, and onboard information; and
- Public amenities to support transit usage.

Major Capital Initiatives: Regional and Local

Major capital initiatives serve and benefit various user groups by advancing the City's transportation goals and building new infrastructure to tackle future transportation needs.

Highlights of priority capital projects include:

- Regional:
 - SR-224 Bus Rapid Transit corridor improvements
 - SR-248 Short-term and Long-term corridor solutions (study, plan, and matching grant funds for implementation)
 - Remote parking solutions at gateway entrances (study, plan, and matching grant funds for implementation)
- Local:
 - Bus Stop Improvements, upgrades to shelters, seating, access, and more
 - Park Ave bus shelter comprehensive overhaul and ADA improvements
 - Snow Creek Tunnel walkability project
 - Old Town Improvement Projects

The 5-year CIP is a list of what can reasonably be delivered and built in the next five years. This does not include projects or concepts currently being evaluated, such as any construction on the Gordo parcel, aerial connections, trains, additional parking garages, and other disruptive ideas.

Exhibit D showcases a fiscally unconstrained package of recommended capital projects in Park City Forward, derived from public feedback during the planning process.

Conclusion

The Transportation Fund revenues and expenses for the next five years are projected in **Exhibit B**. As stated, increasing transit service levels negates the ability to fund major capital initiatives without new revenue. The current Transportation Fund balance is quite large, and based on the current 5-year plan, the Transportation Fund wouldn't go into a deficit until FY26 or FY27. However, a solution for additional funding for capital projects will need to be addressed within the next 12-24 months. The budget team recommends maintaining a minimum Transportation Fund balance of \$5 million to cover any future financial uncertainty or unexpected expenses. This conservative budgeting principle has existed for over a decade, and we do not recommend adjustments.

Discussion

The work session will focus on the budget implications of the proposed FY24 operational expenses and how Council might approach the annual transportation sales tax revenue split between operations and capital.

We request feedback and direction on the following:

1. FY24 operational transit service options
 - a. Richardson Flat service expansion to the resorts
 - b. Microtransit Pilot program – End pilot on April 15 as planned or extend the agreement to September 30, 2023?
 - c. Microtransit year-round service or winter only?
2. Does the Council wish to fund the Transportation 5-Year CIP utilizing fund balance while preserving a minimum fund balance of \$5M?
3. Does the Council wish to explore additional funding sources to cover the capital funding gap?

Exhibits

Exhibit A – Richardson Flat Survey Results

Exhibit B – 5-Year Revenue and Expense Projections

Exhibit C - Capital Projects List

Exhibit D – Park City Forward: Vision Project List

Richardson Flat Survey Response Summary

Online Survey – 204 Total Responses

A brief, 8-question survey was available 2/24 – 3/17 on Polco, the new survey administration platform implemented by the Community Engagement department. All existing Park City Polco subscribers were notified of the Richardson Flat survey. It was also promoted through social media, our app/website, targeted outreach to PC Heights, and notifications sent to Engage PC subscribers of the transit service page.

The survey included 5 multiple choice questions:

- 43% of respondents identified as full-time residents of the 84060 zip code, and the majority of respondents had utilized the 6 Silver route at least once over the winter.
- Almost half described the Richardson Flat park-and-ride as their main bus stop for catching the 6 Silver. The second most popular choice was the PC Heights bus stop with 17% of responses.
- 53% listed traveling to a ski resort as the main reason for using the 6 Silver route.
 - The second most popular option was for shopping/dining on Main Street with 38% of responses.

Among the three open-ended questions, a majority of respondents mentioned a need for a direct route from Richardson Flat to Park City Mountain Village and Deer Valley Resort. Many of the respondents also use the route between the hours of 7 a.m. and 6 p.m.

Things respondents like about the route include:

- Positive response to Richardson Flat service
- Ease of use
- Convenience of the route
- Traffic reduction benefits of the service
- Access to parking and/or free parking
- Frequency of the service

Additional feedback and ideas for improvement include:

- Need for a direct service to the resorts (specifically Park City Mountain Village and Deer Valley Resort)
- Need for year-round service
- Expansion of the service area
- Extended hours of service in the evening
- Need for signage and lighting improvements
- Need for lockers & storage at the resorts
- Increase resort involvement
- Need for ski racks
- Improve promotion / awareness of the park-and-ride
- More consistent use of the 248 shoulder bus lane
- Pedestrian enhancements at the park-and-ride
- Troubleshooting on the 6 Silver route in the app

Open-Ended Comment Summary

Please note, this summary includes multiple themes mentioned within a single comment, and not all respondents responded to the three open-ended questions.

Theme	Detail	# of Comments
Direct Access to the Resorts	Need for direct bus access to the resorts	115
Hours of Use	Mentioned bus usage between the hours of 7 a.m. – 6 p.m.	108
Evening Hours	Mentioned bus usage after 7 p.m.	18
Year-round service	Need for year-round service	15
Expansion of service area	Need for expansion of service area	9
Signage & Lighting	Need for signage and lighting improvements	6
Collaboration with Resorts	Need for an increased collaboration between City/resorts to help with traffic & parking	4
Early Morning Hours	Mentioned bus usage before 7 a.m.	3
Amenities	Need for ski racks on buses and at bus stops	3
Promotion of Park & Ride	Need for to promote the park & ride and the bus route serving it	3
Bus Lane Usage	Need for consistent use of the 248 bus lane by the operators to bypass traffic	3

Social Media Comments

A list of the 3 public comments received across Transit's Facebook and Twitter accounts.

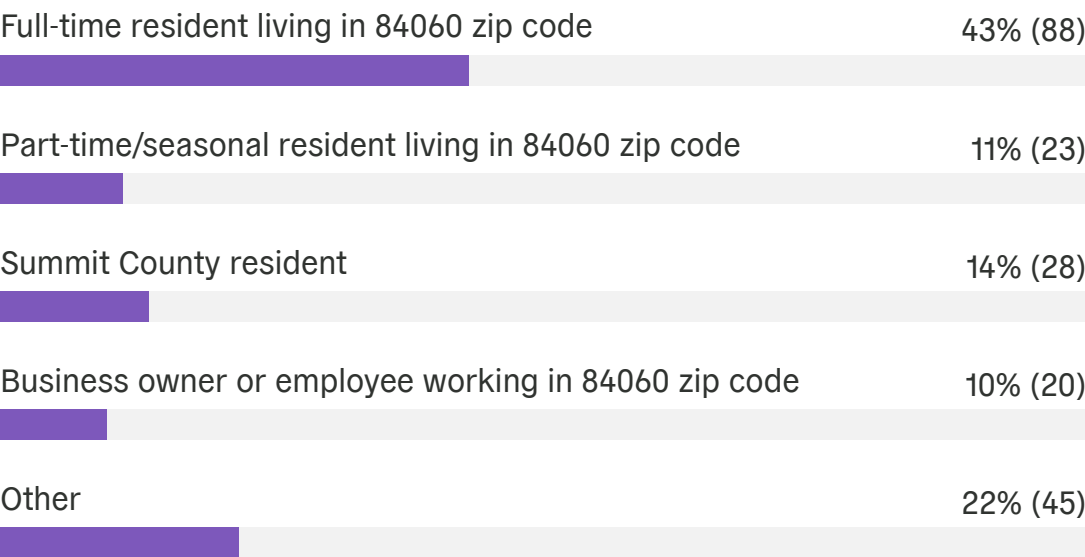
Comments from Social Media - Facebook
You guys need to amend the bus route from Richard flat park n ride to have it stop at Pcmr base before going to main , especially during Sundance , but also every day. Getting off at the high school isn't good - not having to transfer at the Main Street bus station doesn't work either- if you want people to use that lot, it needs to be more convenient
Comments from Social Media - Twitter
only way to make this work 100% is to not have a transfer..
eliminate that transfer and watch usage soar

Help Us Evaluate Future Plans for the Richardson Flat/6 Silver Express Bus Route

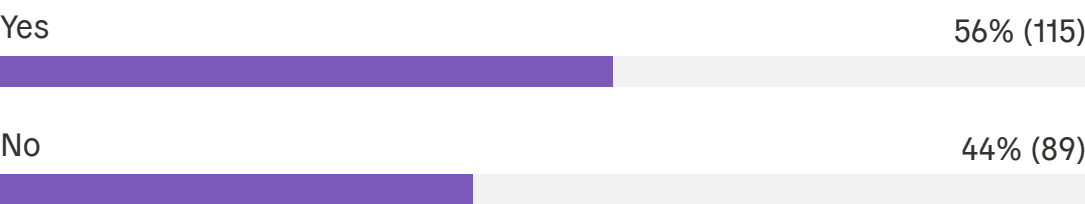
Survey Results
FINAL

03/20/2023

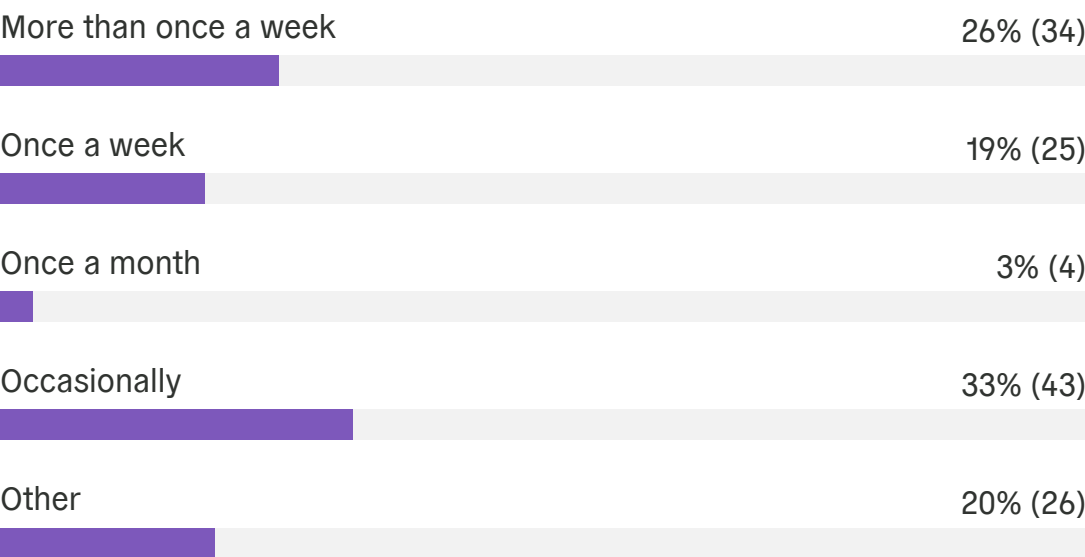
Please tell us about yourself:



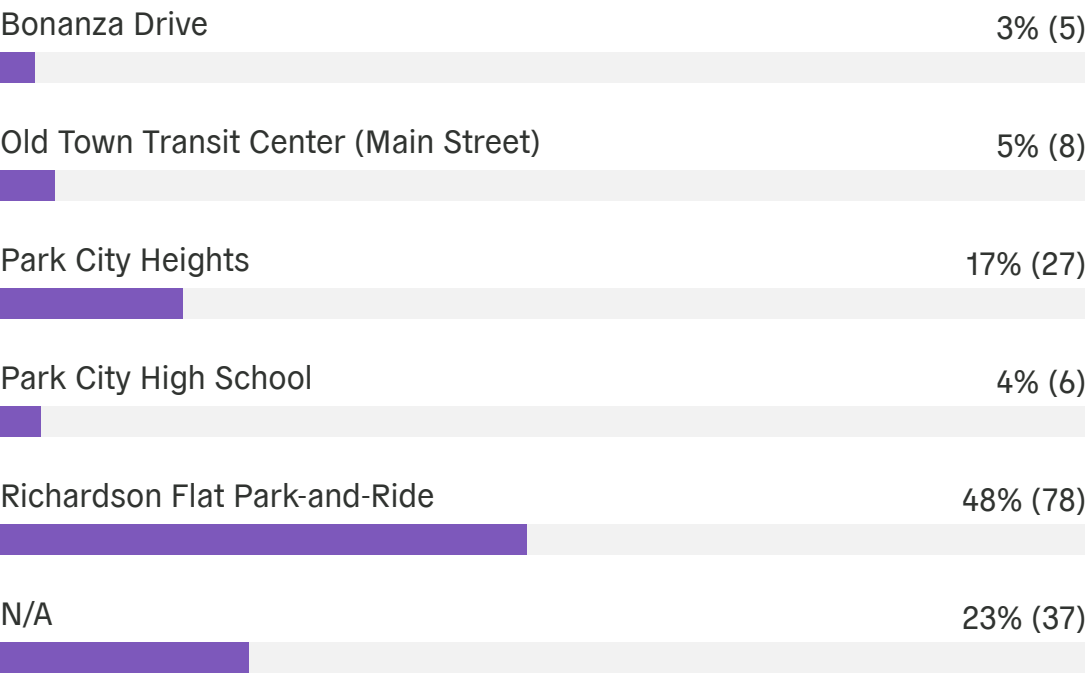
Have you tried the Richardson Flat/6 Silver Express Bus route this winter?



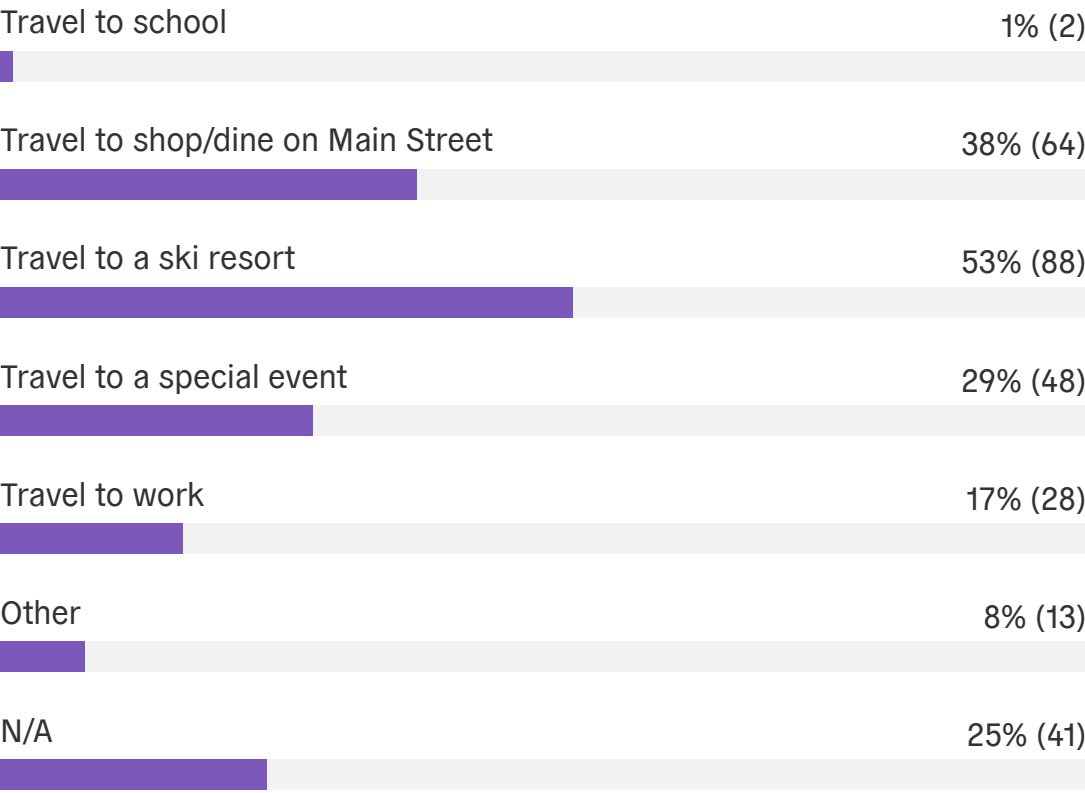
If yes, how often did you ride the Richardson Flat/6 Silver Express Bus route?



Where do you start your ride on the Richardson Flat/6 Silver Express Bus?



How do you use the Richardson Flat/6 Silver Express Bus?
(select all that apply)



We are considering year-round service on the Richardson Flat/6 Silver Express route, with buses departing during morning and afternoon commuting hours. On a typical day, what time do you catch the bus in the morning and afternoon/evening?

6.28am return 5.05 week days 8.00am -2.30pm weekends

2pm and on

I'd want to catch the bus between 8-9am. A return trip between 1-3pm.

8am and 5-10 pm for dinners

9am

8am and later in the evening 5pm and later

8am or 3-4pm

8 in the morning, noon to 1 afternoon

School hours would be great.

7 am, 5 pm

9 am to ski; 3-4 pm home

Afternoon

9am & 4pm

It varies between 9 and 11 AM going to work and I usually take it home between 5 and 7. If going out in the evening it's closer to 7 or 8 and back home by 10 or 11 PM.

Varies based on my work and family constraints.

11 am and 4 pm

noon

n/a

This would depend on if there is a bus line or stop that would go out to Quinn's Junction for the sports services there.

Noon

n/a

Depends on the event timing. I would only use the bus on big summer events (concerts, music, silly market or arts festival)

Evening

9:00

We do not use this route for work, but for recreation.

8am, 4pm, and 11pm

5pm

5:30 pm

After 6pm

occasionally

I quit using it because it requires a transfer to get to the ski resort. Useless.

8:30am

We would catch the bus at 8am and depart at 5.30 or 6pm

8 am and 2 pm

7:30am

I normally catch the bus at 8:05 or 8:25 to head to park city resort in the morning. My return trip can vary. The constant service in the winter is extremely useful when I don't make a clear plan but can still make it back anytime. If there was a stop at the base of PCMR, I would likely catch that mid week just after the resorts close, ~4:30 pm to return to Richardson Flat

9am, 4pm

N/A

0700

8:05

9:00 am, 2:00pm

9 am

9am 3pm

Don't live anywhere near Richardson's flat so would never use the bus

na

Morning 7:30 am

Due to health considerations we still aren't back to riding the bus - we miss the convenience for transportation and the lack of a need to park. But, we live in the Chatham area, and pre-pandemic we rode the Red and Yellow buses multiple times a week; the 6 route doesn't stop as close to us as Red or Yellow. But, per the question: as more and more people live near or beyond the intersection of SR-248 and Browns Cyn/Richardson Flat Road, it sounds like a great option for commuting. Seems worth a try, with periodic reviews of the usage metrics. I don't know how often the buses have used the dedicated bus lane on 248 coming into town, but that's a great motivator for people who don't need to drive a work vehicle, as it would bypass long traffic backups.

I don't use the bus.

During the winter I try to get to Park City Mountain resort by 8:45. I usually leave the resort around 3pm.

I drive in

8:30 am; 3;30 pm

Na

9/4 or 5/10

I would never take this bus. I am surprised that you are asking local residents about taking a bus. Isn't the purpose to keep visitor traffic out of PC - it's not working. Also, remove the no access signs to local streets even for locals - you are catering to the rich.

8 pm

A year-round service is a waste of time. There won't be enough riders in the spring, summer, and fall to justify the cost.

I would definitely ride the bus into the transit center with my bike to catch the shuttle to the montage! Earlier the better! 6:30 am would be awesome.

8-9 am and 5-6 pm

7am and 4pm

either 9:00am or noon to Park City, 5:30pm from the transit center back to Richardson Flat

8 am, 3 pm

6pm

830am

morning

7 am

N/A

8:30am

9:00am

9:00 am

All

Usually around 7 to 8 am in the morning and 4 to 7 pm in the evening

8 -11 am or 5-7 pm

Morning

Morning

8am - 3:30pm- 6:30pm 10/11pm

All hours

8am/5pm

Any time around 8 am and love to take into the town for dinner and back.

7am and in evening after 4 or 5 pm

9 am 3 pm

Mid morning early evening

For weekend skiing (morning and early/mid afternoon); weekend evenings to dine on mainstreet

6.30am after 5pm

Eight am

By 8am or at 6pm for special events

My daughter is the one who uses it occasionally after school. But it was done accidentally.

6pm

If there isn't express service to ski hills it is of no use to me.

1pm to 5 pm

9.30 am 6.30 pm

Morning

9am / 4pm

8

4:00 pm

2 pm

6 PM

I ride it mostly for skiing and going to Old Town for dinner. Honestly, probably wouldn't use it outside of ski season. But it is awesome!

5:30am, 5:30pm

9AM. 9:00PM

Around 8AM returning around 3Pm

10am & 6pm

Because the silver bus does not go to resorts, I use it for Main St access especially in the evening

8am 4pm

7:30-8:30 am, 4:30-7:30 pm

6 pm

In the morning for skiing but evening for dining

10 am and 6 pm

I would like to see 1/2 hour options on the weekends

8am for morning ride in. 6-7 for evening ride to Main Street

8am 12 pm

Between 7 am and 9 am

815 am. Return 2-3pm.

8:30 and return 2:00

9-11

Usually afternoon/evening

Inconsistent

730A. 4pm

Morning, Afternoon

7:30 am 3:00-5:00 pm or 9:45-10:45 in the evening

7 am

830 am to ski pcmr. Various returns. 7 pm for dining.

Usually around 10am and 7pm

8:30 am and 4:30-6:30 in the evening

9ish and 6ish

9am to 11

Need all day, consistent service to make it useful

7:30 AM from Bonanza Drive and 5:30 PM from the Old Town Transit Center. Sometimes, I work late at night and may need to catch the bus at 9:30 or 10:00 PM from the Old Town Transit Center.

6.25 am bus return 5.05 bus

No specific time - I would use for getting to Main Street area for events/shopping/dining

7:30 AM

9:05 am out/5:05 or 9:05 pm back

9 and 4

I hate driving out to Richardson Flat. It needs to be closer or have an entry from 248.

8:30

8am - 10am 4pm - 9pm

Between 3 - 4 pm and 10 - 11 pm

8:30 and 3:30

Between 9:00-10 AM and 5-6:30 PM

8am/5.30pm

10am 3pm

10 am and 6pm

What do you like about the Richardson Flat/6 Silver Express route?

Have an alternative to driving

I don't like that it is not direct to PCMR or Deer Valley.

Accessibility

Consistent schedule is way more effective than the prior dial a ride

Access to Main Street stores and restaurants

Direct route to Main St from Park City Heights

Convenient times and parking. Helps to avoid parking issues and contributes to less pollution.

It does help traffic.

Nothing

Stops at PC Heights

Access to main not having to park or uber

Amazing now that it's not dial a ride. Consistent too!

It's convenient and reliable. If I miss the bus I can wait 20 minutes and catch the next one. I like that it stops at the high school and goes to transit center without stopping at ski area. I like that it starts early and goes late.

Convenience from PC Heights, direct to a destination Main Street (without DV or PCMR first) and it encourages park and ride bus use from a satellite park and ride.

easy and comfortable

meh

n/a

As an old town resident I'm hoping that it reduces the number of personal cars, SUVs and trucks that come into town clogging up the streets.

It's a start.

n/a

Nothing right now

That it will reduce traffic in town

All my friends who used to live in town live over that way now

It's free

We like that it's not crowded, plenty of parking spots, quick to Main St bus depot. Being a new bus rider, I was confused as to which stops occurred as our drivers didn't stop at each, leaving me to question how one would get on/off if it didn't stop for riders or new passengers? Perhaps because it was new route? One evening, we had assumed that the bus would go to where we parked & it didn't, leaving us needing to make a return trip. The driver got testy with us and claimed we were being rude when we were simply unaware. We like that we can take it to Main St depot with no need to find parking in town.

Great drivers, fast to downtown, the high school and return to the Richardson flat park and ride

Convenience

Provides parking option off of 40 to help reduce traffic in Park City proper.

Easy to park, no traffic and it is essential for park city's future

Central location to meet friends

ease of destination

If it actually went to the ski resorts, I would use it almost daily. Since it doesn't, there is no reason to use it.

Easy

ability to go around traffic at Park City heights or Gordo intersection.

Don't. Doesn't take us directly to ski resorts. This is winter only

NA

I love that it is an express route with only three stops between its two end points.

easy to get to and ample parking

I like that it keeps cars OUT of town.

NOTHING

Nothing

Frequent schedule

Easier then parking in town

It alleviates car traffic in Park City

It skips the ski traffic that backs up on deer valley drive/Kearns/park ave.
Runs every 20 min

Will never use

Every 20 min, few stops.

If the buses can make it through the traffic congestion, it would be a great way to get in and less time

I live in town, so have never had to use this bus...but I totally support it. I like that it keeps cars out of the main artery and I LOVE that the buses can and do use the bus lane

I'm glad it's available. There's a lot of parking at Richardson Flat, and it isn't that far from hwy 40 and town.

It could be a good option for Park City workers

I like the location and it's a large lot.

It was good when there was no parking during Sundance

Na

It is close to home

Nonstop access to Main Street to and from Bonanza

Good for US-40 parking overflow

I like that it comes frequently and it's easy to use transit during busy times instead of driving my car.

Kids being able to ride to town for playdays and after school activities. Me being able to go downtown without worrying about parking. I am planning on utilizing the bus more in the future to commute to work.

it provides easy access to town without traffic. Also that I can travel into town on foot easily by walking to the bus.

speed with which it gets you to either the High School or transit center

I live on Iron Horse. It is a great route for getting to and from Deer Valley or Main Street without diverting over to Park City Mountain.

always a parking spot

Not having to worry about parking at the ski resort.

Glad you have created it. Should attract Heber, Coalville, Silver Creek, Hideout, Kamas and Silver Summit areas, BUT.....

one more option
Nothing
N/A
Gets me to the ski area, somewhat
Free parking
Avoiding traffic and parking in PC
Consistent and efficient. It gets me to town quickly for all activities I need, don't have to worry about car or parking.
Fast, uses shoulder on the way in, on time
Don't have to worry about parking in town, reduces congestion, convenient
It's the closest bus stop to my house (browns canyon) and gives me a free option to get into town without driving
The fact that it exists, it's and express bus and by going to the transit station it opens my options to go anywhere.
Takes me to my friends houses from park city
I love the ease, parking, bus lane. Runs on time and so easy to use for everything.
It finally exists
not much. need direct to mountain during ski season. might have used this year expect for transfer
I can dine responsibly and not worry about driving
That is stops at PC Heights where I live
I now have the choice to use public transportation
Convenient, helps alleviate traffic
I like having a bus stop. I just haven't used it this winter.
Quick walk down to the bus stop in my neighborhood.
That something exists to take out of town people to resort without clogging up our streets even more.
Easy to get to Main Street. Nice to not have to worry about parking.
Quick and easy
I live in Black Rock so I now have a way to get into Park City without driving.
Not having to worry about parking at the ski resorts
Easy, expreas transportation to ski resorts encouraged me to not drive and park.
You can bypass the traffic coming into town
Ease of getting to main street
Quick and easy access to Main St
Very dependable - extremely convenient
No need to find parking
Easy to use, don't have to deal with parking. Adds marginal time for convenience.
Convenient
Every 20 min to main st
It's an excellent add on to the bus system
Keeps vehicles out of the mess that is park city traffic. Easy, convenient way to get to ski resorts or to dinner on Main Street.

Only option to paying for parking at the mtn and downtown. Really needs to go directly to the resort. It adds so much time to our day when every minute counts because of childcare.

Always on time!

I love that it is an option for skiers, Sundancers, employees, and others wanting to get into town without driving!

Convenient, don't have to worry about parking or speeding. Saves resources.

It was useful during Sundance for those going to Main Street.

Convenient, don't have to mess with parking, it's a green solution.

Bus lane avoids traffic

Finally making use of the parking lot

Stopped using after 3 trial trips to PCMR. Takes too long to get to PCMR. Driving is faster.

Convenient and times it runs

Not having to drive to town. The fact that I am cutting down on emissions

Easy to park and ride into park city for restaurants and events. No hassle parking.

Plenty of parking, friendly and helpful drivers

Riding on the shoulder

Avoiding traffic, Bus Drivers helpful

Stop at park city heights on a regular basis

It's direct without a lot of stops so you can get where you're going quickly. I also liked that it seemed to run every fifteen minutes. Maybe that was only during Sundance?

Park & ride to ski areas. But transferring w/all our gear is a pain in the butt. Would only do this again if the routes end up at DV and PCMR base areas.

Convenient

Convenience for wasatch springs residence, eliminates need to pay to park in park city, and park city resort

Finally a connection from PC Heights. Opportunity to use the Bus Lane.

Do not have to deal with parking. One less car on the road in PC

Doesn't drive all over town and passes traffic on 248

This bus is the answer to all of my transit troubles. I see many people in my neighborhood (Bonanza Park) walk from Bonanza Drive to Fresh Market on Park Avenue to catch a bus to the Old Town Transit Center. This means we have to walk 15 minutes in the opposite direction we need to travel to catch a bus, and have to cross two busy streets (Bonanza Drive and Park Avenue) to do so. Also, once we catch a bus on Park Avenue, many of them first go to PCMR and through Old Town, which adds significant time to a commute from Bonanza Park to Old Town. The direct 6 Silver Express from Bonanza Park to Old Town fills an important transit gap for the community. If this service continues, I will take advantage of it and this means one less car in traffic.

Fast and we now have an option

Express Service to Main St.

Convenient and helps to reduce traffic in and out of Park City

No fighting with traffic and trying to find parking.

Allows transportation into Park City without having to go into town

Limited stops straight to transit center...bypassing traffic on the shoulder

People taking these busses would most likely be tourist county residents and skiers from Salt Lake. Not 84060.

We always love the bus and it's always on time! It's passes the single occupant cars in the am!

Direct access to main Street

It's a mile from my condo and there is parking available. There always seems to a bus waiting and I haven't had to wait long to get on the bus.

It goes from Bonanza to Main Street without stopping at PCMR!

That I can enjoy an evening out on Main Street with worrying about driving and parking.

Easy parking, on time, friendly drivers, 3 buses per hour

Convenient and helps reduce traffic. Environmentally friendly.

What change would you suggest for the Richardson Flat/6 Silver Express route?

Going to Pc and deer valley as well as knowing it would be 2 pick ups an hour rather than 3

Add a stop at PCMR so no transfer is necessary

The bus should offer direct service to PCMR and Deer Valley. This morning (2/24/23) there were hundreds of cars, if not more, that I believe could've been diverted off 40 and 248 if there was direct service. The cars were backed up past PC Heights on Richardson Flats and backed up on both off ramps of 40. They were all going into Park City.

Needs to go to ski areas. Only. PC mountain base and Deer Valley base. Needs to run very frequently 0730-0930, and can be less frequent the rest of the day. And true for all ski buses: we need SKI RACKS on the outside of the bus. Carrying skis inside takes up space, is dangerous, and makes for an uncomfortable ride. Why the buses that serve ski areas in town don't have ski racks is a mystery I have wondered about for 13 winters now. Richardson flat parking lot would be much more useful if there was direct access from 248 just to the east of the 40 interchange. Why would anybody fight traffic halfway into town on 248 and then willingly turn left and go backwards? Alternatively, are there other potential areas for a large parking structure? Perhaps where that dirt repository was going to go? Or the current snow repository on Round Valley? Direct access to ski areas please. Get buy in from the resorts- let them have mountain host people in the bus who can help people with buying tix, rentals, etc before they get to the mountain. Make the ski bus experience better than driving. Long term- wherever we park people at 224/KJ and 248/QJ- these need "day lodge" facilities- coffee/breakfast/tix/ski school desks/information desks, so people drive, park, get ready for the day- and just see the bus that drops them off slope side as the first lift of the day.

A direct route to PCMR during the winter so people with kids could use the bus more easily

It's great! No changes

Expand hours of going out in the evening to return back to park city heights later in the evening/night

Route to Park City Mountain Resort

Direct route to resorts during the peak skiing months

It should go right to the reaorts, not the transit center.

An actual non-stop express to the ski resorts in the winter, emperor employees. A buss lane out of town, so thw bus isn't stuck in the traffic. No reason tonride it, if I can get home much faster by driving.

Do not remove the stop at the high school for skiing. Main Street lift is no good.

Direct to ski area

I would improve the High School South stop so you're not standing in snow on the side of kearns waiting for the bus. Other than that I think it's great and wouldn't change anything. I use it multiple times a day and hardly drive anymore.

Either have it go direct to a resort in the winter, people don't like the required transfer, or implement a new hub in prospector with frequent express route to the resort bases and main street....minimize the time spent waiting for a bus stuck in the same traffic i would experience in my own car which is morw comfortable and convenient.

wish the route included some of the neighborhoods in Deer Valley, like Oaks/Solamere

need stops in solamere

n/a

Add another express line that goes to Quinn's Junction.

Direct to resorts without having to change busses

n/a

Direct bus to DV or PC. Having to switch or stop multiple times makes the bus useless.

Later routs to make it work for employees that work later than 11

Go directly to PCMR. No other stops.

It should stop at the mountain in the winter

We do wish there was a way to take it to either Deer Valley or Park City Resort without a transfer (with gear that's more trouble than it's worth IMO.

Direct service to ski resorts in winter

I love the current schedule. A 30 minute schedule would probably work in the non-ski season

None

A more direct out into the lot from quinns junction

None

none

Direct service to ski areas. Maybe the resorts should be paying for all or part of the cost. Direct service is essential. Waiting to transfer at the high school, to a bus that is already full, takes an already long trip and makes it longer and unpredictable.

Later times at night for restaurant workers.

more often bus departures AND on snowy days more consistent bus lanes. These are often not plowed

Direct to PCMR and DV

Transit to PCMR and DV

I would love to see the 6 Silver stop at PCMR base and Deer Valley base areas in the winter. An express bus service to both ski resorts with ample parking just off hwy 40 would be massively popular. And more than likely significantly reduce traffic on 248.

From what I've heard, I there should be direct 3 non-stop service only to/from DV, PCMR or Canyons from Richardson Flat. And if necessary, each resort should provide direct non-stop service to their own resort.

Feedback I have heard is that during the Winter at least, the bus should go straight to PCMR and then on to DV Resort

In needs desperately to go to both PCMR & DV; with NO STOPS

The route needs to go to the ski areas in the winter. I understand that they should pay for this service however doing a route to the transit center does not make sense. In the summer the transit center may make more sense...

I don't think people know about it, I didn't.

there needs to be a direct bus to the resorts, most people I know that live out of town won't use it because it's annoying and extra time to transfer.

Direct to Park City Mountain and back

Direct to ski resorts

It needs to become a more viable alternative since parking is so limited at

the ski resorts and main street.

OTTC needs a place for #6 buses to stop with signage, maybe close to electric bus charging stop.

Train

I'm sure you are tired of hearing this complaint, but there has got to be express buses to the resorts. You'll get MANY more people using this route if it goes right to the resorts. From what I understand, Vail and Alterra put up no money for this program. They need to pony up some funds so that these buses can become expresses. Getting people to their properties should not fall on the city's plate

In addition to a commuter line, I'd highly recommend a dedicated express ski bus line from Richardson Flat & PC Heights, direct to PCMR and DV bases. Avoid transfers at the high school or in old town, ugh. The high school doesn't work well for parking when school's in session, and it doesn't work well as a transfer point on busy days. Other routes service it. A direct-to-ski route would encourage riders to go directly to Richardson flat instead of driving into town.

I typically park at PC High School because Richardson Flat doesn't stop at the PC Ski Resort which is silly. Parking at the HS is absolutely crazy on the weekend and people park their cars illegally such that you sometimes cannot get out of your space.

Day-use lockers for skiers/resort users at the Transit Hub (like most other transit hubs in the developed world). The convenience/security/autonomy/speed of driving in is too great otherwise, especially if you plan après ski activities downtown that are hindered by ski boots.

Add the Park City Mountain bus stop on Lowell Ave to the route, this would remove the need for folks to transfer buses on t

Stop at the ski resorts. Transferring at Old Town Transit Center is very inconvenient with skis and boots.

Make a gondola or rail option. Then people would really use it.

Make a stop at the mountain base

Add a train or gondola from Salt Lake.

This bus must serve the ski resorts (Deer Valley and PCMR) directly. Two buses is one too many

None

Direct to the resorts with no stops. Use smaller 28-30 passenger vehicles for intermediate stops.

no bus change routes directly to PCMR and/or Deer Valley

A lot of people are saying that they would prefer it if it went direct to the ski resorts. I say have it go direct to PCMR. For Deer Valley I think transferring at Old Town would be fine for them. Might encourage more ridership.

I understand it may not be possible to have it go straight to the resorts during the winter, but there could be express route times every three hours. 7 am, 10 am, 2 pm, 4pm where the two inbound and outbound buses skips it's normal route and goes straight to PCMR, then Deer Valley and back to richardson flat...just an idea!

include a stop at the base of PCMR.

simply publicize even more to get more riders. very well used during Sundance (I, too, was a volunteer and film goer)

I only wish it ran more often. Summer would be nice too.

A DIRECT shuttle for the ski resort DURING THE SEASON.

BUT....there are no affordable housing developments out there (well, Park City Heights) and so to actually attract riders, the bus route should go to Park City Mountain and Canyon Village destinations for the skiers. That would take a few cars off the road on that 248 Carmageden fiasco.

we need more bus runs

Actually express routes to the resorts

N/A

DIRECT route to PCMR. LOTS more people said they would ride it if it were direct to ski areas

direct bus to the resorts to make it more appealing

Stop at PCMR

For skiing, it would be much less hassle if the bus went directly to the PC or DV mountains before or instead of the transit center

Run bus service from town to park and ride later on weekend nights.

Direct to resorts

Run later on weekends from town.

With the amount of new condos at the intersection of Richardson Flats & Browns Canyon, it would be amazing if the route looped around that way, adding stops on Jordanelle Parkway (Wasatch Springs) and 248 (Black Rock condos & hotel). We all commute to Park City to Work, Ski, dine ... and there is no option but to drive or pay for transportation

One stop at high school, then PCMR....worthless otherwise

I actually like it just the way it is.

More times

Keep it year round for sure.

I don't use it enough, but want to use it more.

need direct to mountain during ski season. might have used this year expect for transfer

Easy. Make the route direct from Richardson Flatts to ski resorts without having to transfer!!! You all know this. A lot of people want it yet no movement toward it.

More direct access off highway from park city turnoff. Having to go into the park city traffic to access it or go all the way around the back side makes it less desirable for those coming from Heber and Utah Valley to access Parkcity through the bus system..

A DIRECT ROUTE TO THE SKI RESORTS IN WINTER TIME

Do not remove stop at highschool on weekends for easy access to switch busses To go To PCMR base. Riding to mainstreet to catch town lift SUCKs

That it go to PCMR on a loop then to the transit center

Stop at PCMR

If it went direct to the ski resort and had a direct bus back from the resort I would use it regularly.

Add a stop at Park City Mountain!! The High School is too busy in the winter so you end up waiting for the bus a second time.

The route should be direct to with no stops. And o don't love that it stops at the high school allowing people who don't live her to mingle with school age children.

Love it. Works great. Would like a stop at Canyons Village during winter.

You need color coded well marked buses that go DIRECT TO RESORTS!

Better signage for the park and ride

Provide micro transit from Black Rock to Richardson Flat

During the winter weekdays, have a stop at PC mtn to help with the traffic

Have it extend to deer valley without changing busses

An express route to PCMR. Having to changing buses is a hassle.

None - it has really been a game changer for me. Please keep it!

Frequent buses.

Make it a loop and come up to Black Rock.

Get to DV and PCMR easier than just main st drop off only

Add ski resort stops

Add a starting point at black rock hotel.

Direct to PCMR and DV -so many more people would use it!

Skiers would use it more if they didn't have to switch busses at the transit center.

Nothing! It's fantastic!

Please have bus stop at PCMR. I do not want to switch buses in order to go to PCMR

The route should go directly to the mountain base at PC and you will see ridership jump. The way the route is set up, it doesn't make sense to have to change buses. It is a huge waste of time.

Direct route to ski bases!!!!

Go to resorts. Bus lane coming out of town

Needs two buses- one direct to PCMR and one to DV. The current route was not convenient, I don't want to change the bus with my skis.

Direct route to PCMR. Changing buses is a full stop for me.

Next year I will only ride it if is a direct route, otherwise I'll just go to deer valley to ski. It's too hard getting on and off 2 busses to get to the ski area. That's why none of my neighbors use the bus

Go directly to the ski resort

Direct to the ski resorts

Allow overnight parking. Add stop at black rock

It would have been great if it dropped off at the ski resorts in the winter, or at least Park City

Go to resort bases. Every 30 minutes. Smaller buses.

Direct Route to PC Mountain

Add Direct service to park city mountain resort

I don't have any suggestions except to run more frequently. It's a great route, especially if you live at Park City Heights, like I do.

Go direct to pcmr.

Direct buses to Deer Valley and PCMR are needed

Direct route to park city mountain base with out need to transfer at park city high school

Include a stop at PC Heights on the MyStop app so I can see when the next bus is expected to arrive. Direct access to the Ski Resorts in the winter. Evening service in the summer so we can dine in town without driving and parking.

None, keep it 20 or 30 minute intervals max or people won't use it

There are two pedestrian crossings with flashing lights on Bonanza Drive. However, even after pushing the buttons to activate the lights to cross, it often takes several cars passing through the flashing lights before drivers

acknowledge they need to yield to pedestrians. It does not feel safe, especially when the pedestrian crosswalk is covered with snow. Pedestrian crossing improvements in this area would be much appreciated. There have been several times I sadly watch the 6 Silver bus pass by the Bonanza Drive bus stop while I am waiting on the other side of the street for cars to stop so I can cross. I have noticed as a driver that the first southbound bus stop for this line on Bonanza Drive is located near one of the pedestrian crossings. When I am driving by, sometimes I stop to yield for pedestrians, only to realize they are not wanting to cross the street -- they are waiting for the bus. Relocating this bus stop or adding a bus shelter may help clarify pedestrian presence on the sidewalk. Covered bus stop facilities with benches would be appreciated. Snow removal to allow for access to the bus without climbing over the mountain of snow would be greatly appreciated. In general, it would be helpful if the buses ran on a stricter and more predictable schedule. Missing a bus can make or break an entire shift for some riders. When buses depart from bus stops early, it can be frustrating, especially if the next bus is not scheduled to arrive for quite some time,

Going to PCMR in the winter , the teal goes to Deer Valley , equal opportunity

None

Go out to the two neighborhoods at the end of Richardson Flats Road (Black Rock Ridge and The Retreat) - you will have many more people taking the bus into Main Street, benefitting local shops and restaurants.

no transfers to resort bases, improve the road, so there are bike lanes each way

I hate driving out to Richardson Flat. It needs to be closer or have an entry from 248. Also, it should go directly to Deer Valley and/or Park City resort. two lines every 10min. I took this bus for the world cup and we waited too long with lines. If you want to offer this type of service every 20min is too long. every 10min for sure on big events, and maybe even every 5 min as it gets closer to starting times.....

Run it later in the evening so I can have dinner/drinks on Main Street

Needs to go direct to resort in winter

During ski season the buses should go as directly as possible to one resort or the other and the skiers should not have to get off of a bus to change buses with their equipment. Too much trouble and they would just as soon drive to their resort.

I know neighbors talk about it going straight to the resort but I make due with whatever.

Please keep this bus route all year round.

make it all year round for residents as well as employees and run as often as those groups need a ride.

Keep it running all day all year long.

Just that it be consistent in timing and run later at night on the weekends during the summer and fall.

Direct to pcmr in wintere

Any additional feedback you’d like to share?

Consider a winter route going to the resorts or just PCMR as there’s good alternatives to deer valley from transit. More marketing richardson flats to PCMR and a summer route as is with may be just 1 bus . We still Need it for school kids

The Richardson Flats / Silver Express bus route is underutilized for a few reasons. First, the lot is in a bad location and not easily accessible from Rt 248 or Rt 40. People have to go out of their way to get there. Many probably don't even know it's there. Second, the bus is not direct to either of the ski resorts and I think most of your riders would be skiers. It's easier to park on your own at the ski area or at the high school than to drive out of the way to the parking lot and have to transfer in full gear. An idea that might help locals to ride the bus is to have locker space available for full-time residents at PCMR at affordable rates. It could be a joint venture between PCMR and the City. Right now I think there is a long waiting list or the price is exorbitant to have a locker. I would ride the bus, even with a transfer, if I didn't have to commute fully ski-dressed and walk in my boots and carry my skis and poles. I'm over 60 and this is getting more difficult to do each year. I feel like the City and ski areas are catering to out-of-towners and totally forgetting about tax paying residents! Thank you for listening to our feedback.

We appreciate and use the bus service.. thank you!!!

Thanks for having the service

Possible ski racks on the outside of the buses

We like to use the bus for skiing with a transfer at the high school. Or to go out to Main Street on weekend evenings.

Thank you for making this year round. Guests staying at my house also love that they can use it

Please don’t limit to rush hour times. That will drastically reduce ridership. If you have to limit anything I would say every half hour instead of 20 minutes but not reduce the hours of service. We’re so isolated out here in park city heights. The route has been a game changer. It would be really sad to lose it. We have zero amenities out here. Without the bus you have to drive to go anywhere. It would disconnect our neighborhood from the city and out more cars on the road.

Main Street is no longer a feasible hub and busses cannot continue to loop through all three major destinations. It makes the rides too long and makes route timing incredible inconsistent. The best use of the Bonanza/Prospector/Arts development is to create a primary transit hub from which busses go directly to the resorts, main street, events and other attractions. Neighborhood loops should go through that hub and then on to either, PCMR, Main Street or DV. Prospector WILL be an ideal location, as main street WAS if the development of Bonanza development is done right shops, dining, workforce residences, and community (workforce/resident/pass only) parking.

I didn't know this route existed.

I think you should make this a year round service.

the bus lane is a waste of space and does nothing to help the traffic in the morning or afternoon

I think it's great that the city is working on expanding the bus routes. But we need more of them that run more often.

Alterra and Vail are huge corporations making significant amounts of profit. The companies should provide private shuttles at their expense (not local

tax payer expense) for their customers during the entire ski season. It is not the Park City residents' responsibility to support their companies particularly as the companies are not doing anything to benefit the local community / residents other than disrupt our lives with noise, traffic, crowds, etc. Furthermore, I would rescind the 10 days / season that Deer Valley is allowed to park on the loop. It is disruptive and dangerous for the local residents. Please do not provide any services or benefits to Alterra and Vail that are underwritten by the taxpayers or interfere with our quality of life.

n/a

Have direct buses to DV or PC mountain other wise kill the service.

I live between Old Town and Deer Valley (Snowpark), so I am not likely to use the Richardson Flat bus (except maybe to take my mountain bike out to that area). I do think it is a good idea for commuters and will hopefully reduce traffic in town.

We reside in the area of snow park base, but i believe it is essential to provide and encourage bus transit for area residents to commute to park city, deer valley and other inner city destinations in an effort to alleviate excessive traffic and congestion on the already overcrowded streets.

Not stopping at the mountain in the winter is the most ridiculous thing

It's a great service. Perhaps more publicity in the Park Record, ski resorts and otherwise would increase usage.

Great service. Service can run every 30 minutes in the non ski season

Richardson's Flats P&R did well considering our partners did not promote it consistently or on their customer platforms/websites 24/7. Partners is a very kind adjective for the two largest traffic generators when you consider their lack of investment in the winter pilot.

Given that so amount of traffic coming into park city is frightening, there has to be an incentive and ramped up service at Richardson flats to positively impact the community.

None

This is the future of Park City traffic mitigation. It can't be that hard to provide quality service that takes people where they want to go, but the present service is an embarrassment.

No just regularity of service and snow days plus a stop at the Dog park at the hospital. A new bus turn around would have to be built there but this would be an easy "station" instead of going to Richarsons flats

Dedicated bus lane on 248

If this route were to be kept year round I would like the winter service to stay unchanged. Summer service, again stopping at the PCMR base area, would be nice for mountain biking as well. At least a test to see if others would utilize. I ride the purple line quite often in the summer. So the OTTC stop and transfer could be handy Please please please remind all 6 Silver drivers that they can and should use the bus lane. I have ridden it a couple of times, when conditions were safe, and sat in traffic on the bus. I would also like to see a bigger push from the city, transit, resorts, etc to encourage more ridership of this route. The Richardson Flat lot has so much capacity, that could reduce traffic on a major choke point (248).

Traffic congestion will only get worse, not better in future years. All resort traffic will benefit from free direct non-stop shuttle to/from Richardson Flat.

Do anything and everything you can to get people to use ALL of the Park and Rides. Public Transportation has GOT to be the way people get in and out of town if they are coming in to work or ski or in the summer do other forms of recreation.

The road to Richardson Flat parking should be a straight road from 248 to the parking lot instead a windy road and you should include more lighting, it's scary for women and a bathroom.

It is doomed to fail unless it goes to the ski resorts. Whoever envisioned it working is nearsighted.

I think employees take a lot of parking spots, they need to be for the guests and customers. How about requiring downtown and vail employees use the bus?

Our home is in lower deer valley, so Richardson Flats parking does not make sense for us, but is critical to reducing traffic in Park City. Congestion and traffic woes are ruining Deer Valley.

I live off of the 101 and 102 bus routes so I don't see using the Richardson Flats bus. I would love for others to use it to decrease traffic!

I live in Park Meadows near the Peaks Hotel so don't have need to ride the Silver Express, but I do support running public transit along that route.

Need bus to go straight to ski areas from Richardson flat

Doesn't effect me

I get on at PC Heights Bus Stop with my bike to get back to OTTC.

If this was a European ski area that would be trains coming in from each direction one from Heber, and one from Salt Lake

I'm going to reiterate that there needs to be express buses to the resorts

Thank you for asking for input on this.

How about you go from Richardson Flat to Park City Resort. That is all I need. I can't understand why this bus stops at main street and not the resort.

Monorail from Kimball to Montage. It's the only solution.

I catch the 1 Red from Prospector for my regular travel route.

Stop on south side of Kearns across from PC High School.

Our community will not embrace buses as a whole. They will embrace a gondola or rail option, especially with appropriate incentives such as tolling and paid parking in town. Let's get the cars out of old town!

Prohibit or super-tax shared ownership and airbnbs in park city.

While I did not ride the bus from Richardson Flat since I live in Old Town, I did closely follow the initiative and monitor usage as it does impact traffic flow in and around the Old Town area. In addition, I am concerned about providing affordable and convenient commuter routes for those living out of town but working in Park City. It is my opinion this option was not clearly and consistently promoted to those coming from out of town (other than by a few flag signs and an occasional message on the lighted boards coming into town on 248 west of 40). I did not see any signage off 248 near Blackrock coming from Kamas until you pass 40. More should be done to promote the use of this route and the ski resorts should share in the cost. I believe more information should be gathered to determine if this route is consistently used during the off-peak season by regular commuters. If the route is used, I would support regular year-round service from Richardson Flat.

It good to see someone taking this serious (finally). A train or monorail from Richardson Flats to a transit hub then lifts to the resorts and Main St. makes more long term sense. Nobody, nobody, enjoys riding a bus.

Please don't take away resources from the 10 White express bus for the 6 Silver route, it is very much needed as well and the current lack of staffing / reduction in route service frequency is causing overcrowding. It should go back to 10 minute frequency during peak season and hours of the day.

During the winter, express routes to PCMR and DV run from Richardson flat at certain times of day to further incentivize bus use.

Love the new route

please keep the bus year round

thank you!!

I'm utilizing the Silver line from Bonanza Drive/Iron Horse Blvd. For me it is a great bus to get to Main Street or Deer Valley.

we should be building a multilevel parking garage at richardson flats and kimball junction to compensate for a Deer. Valley expansion and Park City expansion. We Need to get AHEAD of what is to come.

I rode ONCE because it took longer to go the route than it would if I was to just go directly to the ski resort and park. It defeats the purpose of minimizing congestion because no one wants to get on the bus then switch busses to go to the resort. Bad planning.

we need better transportation from downtown and prospector to Canyons Resort

None

Could probably use a smaller bus to ride to ski areas if it's not going to be a direct route. Many people said they won't ride since it's not direct. Including me. Too much work lugging ski equipment and it takes too long to get to PCMR. I'm done skiing park city

Best thing park City planning has done in a long time. It's a no brainer to keep this running year round and expand service, especially with the development continuing east of Hwy 40

Over night parking. We have taken the bus for a night out on Main St but had ti be back to move our car by 11pm. It would be nice if we could leave our car over night.

If cost is an issue, maybe running one bus during the keweek from 9:30am - 3:30pm I'm not sure if this helps financially, but a thought. And I'd just like to say THANK YOU...

Make a direct route from Richardson Flatts to ski resorts. Your server is not written very well as you try to focus and constrain the survey recipient to RF/6 Silver vs. asking the more important questions on routes directly to ski resorts.

Get the ski resorts to use richardson Flat for direct shuttles when the high school is in, so you don't have to do multiple stops throughout town.

Richardson flat should be a direct park and ride to the resorts with NO CONNECTIONS. This would decrease traffic into town each day. Thank you ...

Most people ride this to ski. Access to PCMR base is preferred by all. No one wants to go to Main Street to ski.

Living out in Pc heights we are affordable home and having a direct bus to the mountain with the limit parking would be a bonus. Can go to town for dinner and not have to worry about parking and trying to get a Uber home

Catch basin for drainage between parking and bus stop. Icy conditions when snow melts and drains is very damaging in the morning.

In the summer I'll be more likely to use it if it runs late enough to get dinner in town.

Right or wrong, I prefer to use the bus when I don't have to change buses and can go directly to my destination. I feel safer allowing my kids to use the bus when it's a direct route as well. Please consider adding a stop at PCMR during the winter on the Silver Line.

All of the people I know who want to use it are irritated that it isn't a direct line to resort. We live in park meadows so have other issues with transit in our neighborhood, but I agree. Make it easy and quick for people who try to help with our traffic issues. Make the resorts pay for parking to/from town to Richardson Flats. They should be 100% on the hook for helping alleviate issues they created, not the tax payers.

Please keep this all year!

You need color coded well marked buses that go DIRECT TO RESORTS! I've written letters, filled out multiple surveys, yet we keep getting more surveys. The Richardson Flats bus park and ride is a good start, but it would be SO MUCH BETTER with buses direct to resorts. Many more locals and visitors would use it. Plus, more satellite parking lots should be added with the same services. And small "pocket park" lots for locals.

Make signage better on how to access park and ride

Casey Snyder is a corrupt politician. Dakota Pacific sucks.

I live in Hideout. If I can take a bus from Richardson Flats directly to Deer Valley, I would stop driving there 4+ times a week. But it has to go to Deer Valley. I will not transfer to another bus.

Keep it running. More people keep moving to this area every month and the traffic will on Kearns is bad. This bus reduces cars on Kearns

Would love to see it year round. I'd get into more of a habit of using it more consistently.

Instead of trains and Gondalas, we just need direct bus routes with park and rides. Direct routes are critical just like so many other resorts have.

I live at Black Rock Ridge and am thrilled to see this option being developed. I work winters and haven't had the need/opportunity to use this bus but I look forward to using it in spring and summer to get to town for dinner, movies, music, biking, Park Silly Sundays, etc. If there was a bus from this park and ride that went to Canyons, PC base and Sno Park, maybe even weekends only, I bet that bus would be filled in winter. The shoulder bus lane is fantastic! Thank you for all you do to find ways to keep cars out of Park City!

Please keep it!!

Ridership with increase with simple changes to the route. Our neighborhood(Black Rock Ridge) would use it more if the route was time sensitive. We agree traffic is ridiculous, but people's time is worth something. Changing buses at the now scheduled stops do not help where majority of us are traveling to.

No

Running only morning and afternoon service makes the route useless for split shift workers and unreliable. It's already a challenge using a seasonal bus system that changes 4 times a year. We don't have a mud season anymore. Either run service year round with extra ski season buses or don't waste your time.

Please have a direct route next season. In summer I will take the bus into town..

It has been wonderful having the bus out this way. I'm sure I will use it just as much in the summer as I have this winter if not more. Thank you for the bus service

Great location and easy parking

Better signage/communication of buses and routes

Please don't discontinue this service.

None

Only negative was when too many people would cut through Richardson Flat rd on busy days and ultimately slow the bus down too by jamming up the road.

Please add direct express service from RF to the ski resorts.

Thank you for having the bus route. I use it several days a week

I do not use the richardson flat park & ride because I live out in Jeremy and the 10 White or 101 is more efficient I believe.

Please don't take this away or make the times so far apart it's hard to use, Park City Heights finally has transit service that makes sense

I greatly appreciate the 6 Silver bus and hope this route continues to provide consistent service for those in the Bonanza Park neighborhood who commute directly to Old Town. Thank you for taking time to review this input.

DONT STOP THE BUS, put more info out there about it. The flashing sign for traffic is in the wrong place it needs to be closer to the buildup of traffic after the hospital turn off. It scrolls so fast you don't have time to read it.

It's a great service. Please continue it.

It has been GREAT having this service, but a shame that people have to drive to the bus stop.

ski racks, please

Please get a bus over to Silver Creek Village!

Driving out there is a pain and I already sit thru traffic. Please get a better access point than a back road.

Since I live in Park Meadows (lucky me) I don't use the shuttle, but I have been thinking it is the perfect place to have a coffee and pastry kiosk to make the environment user friendly. Putting up an amenity or two would entice more to use the Richardson Flat parking lot. Let's make it inviting!!

Family's with children and older skiers that are skiing at DV or PC for more than one day need ski storage conveniently located at base resorts. Only exist now at DV. If a ski bus has a lot of stops the driver becomes tourist guides for the skiers with questions. If some of these problems are not solved buses will never solve traffic problems during ski seasons.

I moved here without a car because of transit. We are a family of 5 with one car and transit is amazing!

Please keep this bus route all year round.

I totally endorse this project whether I take the bus or not.

I believe the route services a considerable number of people who live on 248 between Park City and Kamas. We are in Wasatch County but have our addresses in Summit County. With the number of stops limited - it makes taking the bus more appealing than one that makes stop after stop. I have only heard good things about it. My guests loved it when they were here and skiing Deer Valley.

We need a route that serves Park City Heights and the park and ride lot, as well as more routes for Bonanza. Having so many busses traveling on Bonanza this winter has been wonderful!

I definitely think if you used smaller buses more frequently, more people would use the service. Just knowing that I'd only have to wait 10 minutes between buses would be a huge incentive.

With Vail's new parking policies this is an essential service during the winter

Exhibit B: 5-Year Fund Revenue and Expense Projections

Beginning Balance FY23	\$33,350,724
Less Minimum Fund Balance	\$5,000,000
Unrestricted Fund Balance	\$28,350,724

	FY23	FY24	FY25	FY26	FY27	FY28
Operating Revenues	\$24,701,297	\$20,603,330	\$20,225,445	\$22,206,090	\$21,133,020	\$21,815,148
Operating Expenses	\$16,855,677	\$21,215,801	\$20,101,868	\$20,841,620	\$21,609,152	\$22,405,522
Remaining Operating Revenues	\$7,845,620	(\$612,471)	\$123,577	\$1,364,470	(\$476,132)	(\$590,374)
Capital Project Expenses Funded by Fund Balance	\$11,917,362	\$8,367,862	\$12,666,576	\$11,789,623	\$11,958,522	\$7,207,914
Ending Fund Balance	\$24,278,982	\$15,298,649	\$2,755,650	(\$7,669,503)	(\$20,104,157)	(\$27,902,445)

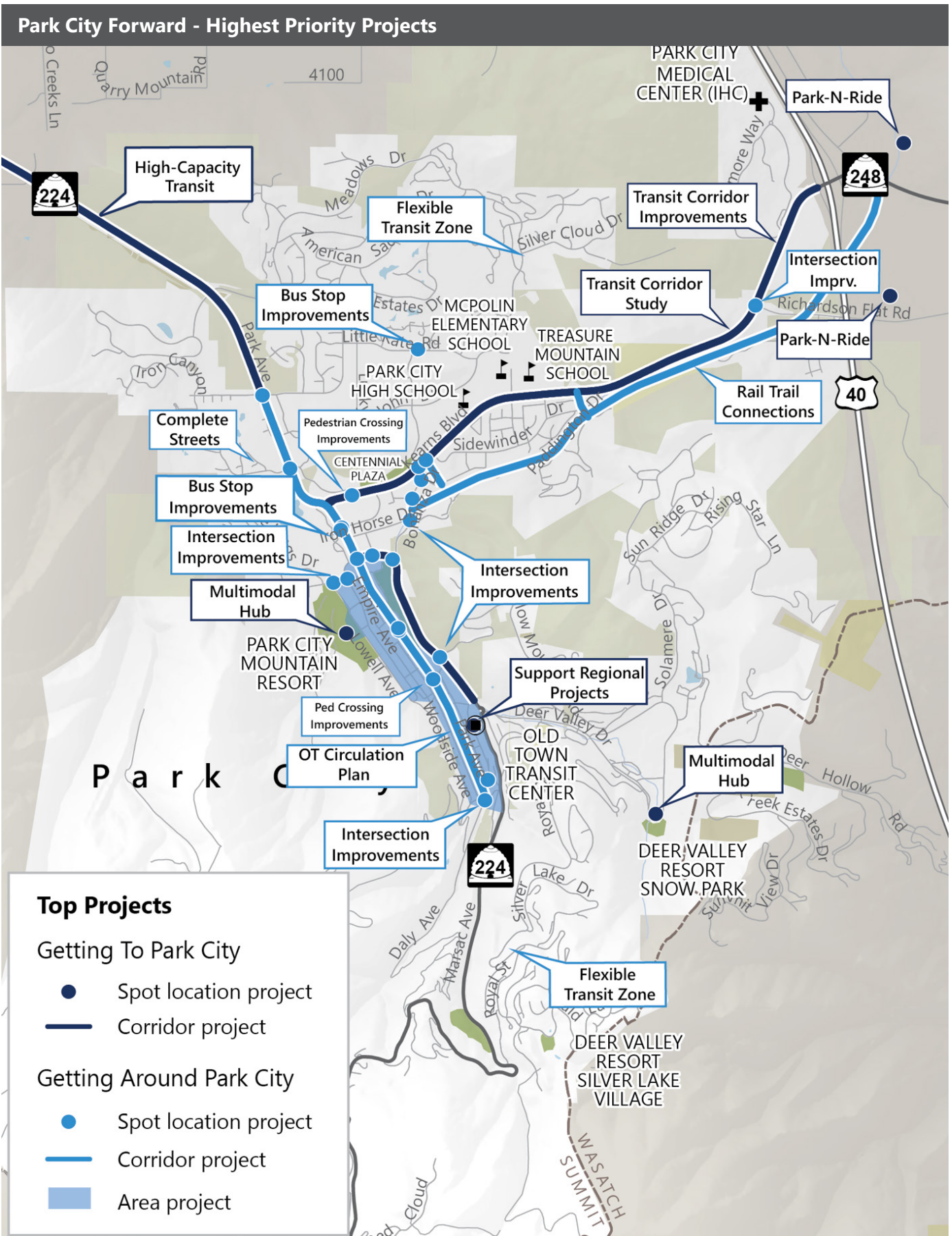
Capital Project Expenses Funded by Grants*	\$36,982,302	\$10,582,185	\$7,517,151	\$80,000	\$194,088	\$376,930
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*Grant funds are not included in this table

Exhibit C: Draft Capital Projects List

Title	Total Project Estimate (5-years)	Awarded Grant Funding / Other City Sources	Draw from Fund Balance/Transit Sales Taxes
Asset Maintenance and Improvements:			
These projects are used for asset, facility, and capital maintenance and improvements. Upcoming projects include a security fence around the Iron Horse property, replacement of concrete pads as well as a minor remodel to the public works facility, replacement overhead doors, purchasing a bus lift, fuel pump replacement, etc.			
Transit Facility Capital Renewal Account	\$2,647,160	\$0	\$2,647,160
Transit Onboard Security Cameras	\$50,000	\$0	\$50,000
Emergency Response Trailer	\$100,000	\$0	\$100,000
Operations Radios Upgrade	\$200,000	\$0	\$200,000
CAD/AVL Replacement	\$1,000,000	\$0	\$1,000,000
SRTP Implementation	\$1,000,000	\$0	\$1,000,000
Transit Snow Plow Equipment	\$98,000	\$0	\$98,000
Transportation Field Vehicle	\$60,000	\$0	\$60,000
Intercept Lot Park & Ride Amenities	\$80,000	\$0	\$80,000
Public Transit Bus Engine Replacement	\$100,000	\$0	\$100,000
Transit GIS/AVL System	\$500,000	\$400,000	\$100,000
Bike Share Improvement Program	\$100,000	\$100,000	\$0
Parking Asset Maintenance & Improvements	\$665,760	\$665,760	\$0
Transportation Contribution to Other City Department Projects	\$104,257	\$0	\$104,257
Subtotal	\$6,705,176	\$1,165,760	\$5,539,416
Transit Fleet Replacement, Expansion and Electrification			
Transit Rolling Stock Replacement	\$30,402,000	\$25,058,871	\$5,343,130
Regional Capital Initiatives: Major capital projects on gateway corridors and intersections that serve regional users and benefit local residents.			
SR224 Bus Rapid Transit Project	\$6,000,000	\$0	\$6,000,000
SR248/US 40 Park and Ride Program	\$14,000,000	\$1,800,000	\$12,200,000
SR-248 Corridor and Safety Improvement Program	\$16,850,000	\$5,348,554	\$11,501,446
Box of Rocks Study	\$65,000	\$0	\$65,000
Subtotal	\$36,915,000	\$7,148,554	\$29,766,446
Local Capital Initiatives: Local projects to advance residential access to transit and transportation options.			
Bus Stops Capital Improvements	\$15,500,000	\$3,827,952	\$11,672,048
Enhanced Bus Stops at Fresh Market	\$2,457,661	\$1,819,903	\$637,758
Lower Deer Valley Drive Bike and Pedestrian Project	\$550,000	\$550,000	\$0
Snow Creek Crossing Tunnel	\$12,731,893	\$8,838,195	\$3,893,698
Bonanza District Transit Stops	\$2,700,000	\$1,620,000	\$1,080,000
Bonanza District Multi-Modal and Street Improvement Analysis	\$300,000	\$300,000	\$0
Transit and Transportation Land Acq Fund	\$1,000,000	\$1,000,000	\$0
Bike and Ped Improvements in Thayne and Payday Area	\$1,600,000	\$1,110,000	\$490,000
Old Town Complete Street Improvement Program	\$5,000,000	\$0	\$5,000,000
Local Park City Parking Needs Assessment	\$300,000	\$300,000	\$0
Subtotal	\$44,045,291	\$21,271,787	\$22,773,504
Technology and TDM: Evaluation of innovative transportation technologies that are disrupting mobility, grant program advancement, transportation planning and the transportation demand management program.			
Transportation Demand Management Program	\$610,532	\$610,532	\$0
Bike and Pedestrian Master Plan	\$135,000	\$70,000	\$65,000
Transportation Plans, Policy and Grant Support Program	\$356,331	\$0	\$356,331
Emerging Disruptors in Transportation	\$130,000	\$80,000	\$50,000
Subtotal	\$1,231,863	\$760,532	\$471,331
Grand Total	\$119,299,331	\$55,405,504	\$63,893,827

Exhibit C



10 For a complete list of investments, please see Chapters 4-6 of the full Park City Forward plan.

PRIORITY PROJECT PLAN

Park City Forward elevates the projects that will best help us reach our goals and fulfill our vision. The map on the next page shows some of the highest priority projects to keep Park City moving forward.

GETTING TO PARK CITY



Park City is working to decrease the amount of traffic coming into town by providing robust mobility options, including new regional services, parking areas outside of town via intercept lots, and enhanced transit service.

Priority Projects

- **SR-248 Corridor Mobility Improvement Project**
- **Support Regional Projects (PC-SLC Connect)**
- **SR-224 High-Capacity Transit**
- **SR-248 Transit Corridor Study**
- **Park-and-Ride Facilities**
- **Park City Mountain Resort (PCMR) Multimodal Hub**
- **Deer Valley Resort Multimodal Hub**
- **Peak Day Mitigations**
 - » Wayfinding, Real-time Information, and Data
 - » Marketing & Communications
 - » Real-time Travel Information

GETTING AROUND PARK CITY



When people are in Park City, we focus our investments in projects and modes that support parking once, using non-driving modes as able, and improving connections for the local community.

Priority Projects

- **Pedestrian Crossing Improvements**
- **Rail Trail Connections**
- **Park Avenue Complete Streets**
- **Old Town Circulation Plan**
- **Intersection Improvements**
- **Flexible Transit Zones**
- **Bus Stop Improvements**

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Transportation Planning

Item Type: Work Session

Agenda Section: WORK SESSION

Subject:

4:45 p.m. - Short Range Transit Plan Update

Suggested Action:

Attachments:

[Short Range Transit Plan Staff Report](#)

[Exhibit A: Park City Short Range Transit Plan](#)

Subject: Short Range Transit Plan
Author: Alex Roy, Senior Transportation Planner
Scott Burningham, Transit Service Planner
Kim Fjeldsted, Transit Manager
Department: Transit and Transportation Planning
Date: April 4, 2023
Type of Item: Work Session

Summary

Receive a comprehensive overview of the final Short Range Transit Plan (SRTP). PCMC and Jason Miller, Project Manager/Fehr & Peers, will present and facilitate a discussion to help advance the SRTP. This project is an important step in the Park City Forward guiding principle of *develop and improve the internal Park City Transit system*.

In 2021, after High Valley Transit (HVT) took over responsibility for regional transit routes, we sought to reevaluate the Park City Transit. The Utah Department of Transportation and the Federal Transit Administration helped provide funding to support the project.

On March 17, 2022, a work session was held to update the Council on the project background, existing conditions, and community engagement ([agenda](#) and [council meeting](#)). As a result, a final refinement was made, culminating in the final SRTP report (**Exhibit A – Draft Park City Short Range Transit Plan**).

Project Background

The most recent SRTP was completed for Park City and Summit County in 2016 ([available here](#)). Most projects and services outlined in the 2016 plan were implemented. Two developments necessitated an updated SRTP: the passage of additional transit taxes in 2016 and 2018 and transit operations by Summit County. These two developments were major shakeups to the transit network and an opportunity to focus on PC transit. Keeping this plan current also helps the City compete for federal and state grants.

The SRTP covers the 2023/2024 – 2027/2028 time horizon and includes an in-depth study of the City's existing transit routes and ridership. While the SRTP seeks to develop a blueprint for near-term transit improvements, individual route changes were evaluated for cost and effectiveness and brought to Council through the regular seasonal service change process. The winter service plan timeline, for example, is as follows:

- July – Winter service plan proposed
- August - Outreach and refinement
- September – Final winter service plan presented to Council

Community Engagement

Given the importance of community and stakeholder feedback, the SRTP included:

- Stakeholder introductory interviews
- Community Survey

- Over 500 total responses
- English and Spanish versions
- Thirteen Informational Pop-up/Focus Group discussions
- An in-person community open house
- Virtual open house
- Common issues: Transit service frequency, transit travel time is too long, bus stops are too far, limited service in their area
- Improvements areas: Increasing bus frequency, direct routes to Old Town and major destinations, improve connectivity between neighborhoods, increase convenience

Project Recommendations

The SRTTP identified several new transit routes and modifications to Park City transit, built to enhance the highest-performing routes and present new routes to critical areas. While planning efforts are sometimes criticized as items that “sit on a shelf, the SRTTP has already had several recommendations implemented this past winter.

Recommendations of the SRTTP include:

- Building high-performance routes with more frequent service on core routes (Yellow and Red);
- Peak and Base transit plans, recognizing that Park City has different service needs throughout the year;
- Having the Yellow route use Deer Valley Drive for more direct and fast service;
- Reducing vehicle volumes on SR248 with two peak service routes from Richardson Flat to High School, Old Town Transit Center, and ski resorts;
- One off-peak service from Richardson Flat to High School, Old Town Transit Center, and ski resorts ;
- Microtransit to improve transit coverage in neighborhoods;
- Route consolidation (Teal combined with Silver/Richardson Flat service);
- Simplification of the Green route to provide more direct and faster service from Park Meadows; and
- Neighborhood Shuttles to ensure additional coverage during peak periods.

Conclusion

With multiple local and regional transit systems changes, including HVT and the SR224 BRT project, the SRTTP identifies several near-term transit improvements in the next five years. The SRTTP also remains flexible to enable modifications as new land use developments, public infrastructure, and transportation projects develop over time.

Exhibits

Exhibit A – Draft Park City Short Range Transit Plan

PARK CITY SHORT RANGE TRANSIT PLAN



DRAFT



PREPARED BY

FEHR & PEERS



[DATE]

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Executive Summary

Public transit in Park City provides a means of addressing the mobility needs of a successful and growing resort region while helping to mitigate the need to expand roadway and parking capacity. The purpose of a Short-Range Transit Plan (S RTP) is to give local decision-makers an opportunity to evaluate and plan public transportation services and make recommendations to guide the day-to-day operations for the coming five years.

What is a Short-Range Transit Plan?

The Park City Transit S RTP contains the following elements:



Elements of a short-range transit plan

Key Issues

The key issues of the S RTP, along with key questions addressed within the plan, include:



Key issues of the Park City Short-Range Transit Plan

Plan Goals

The identified plan goals are:



Primary goals of the Park City Short-Range Transit Plan

Plan Process

The SRTTP planning process has included five distinct phases carried out over approximately 18 months.



The planning process

Final Park City Short Range Transit Plan Overview

The five-year SRTP details focus areas and core tenets for transit investments in Park City.



Core tenets of the Five-year Service Plan

Route Hierarchy

The SRTP is based upon a route hierarchy designed to deliver appropriate levels of service based on existing and potential transit demand, key connections needed, and land use density.



Express Routes

- High frequency, direct connections, limited stops
- Operating with BRT and transit priority elements
- Routes in SRTP: Pink, Teal



Core Routes

- High frequency at peak times, efficient connections, serving key stops
- Operating on major corridors
- Routes in SRTP: Yellow, Green



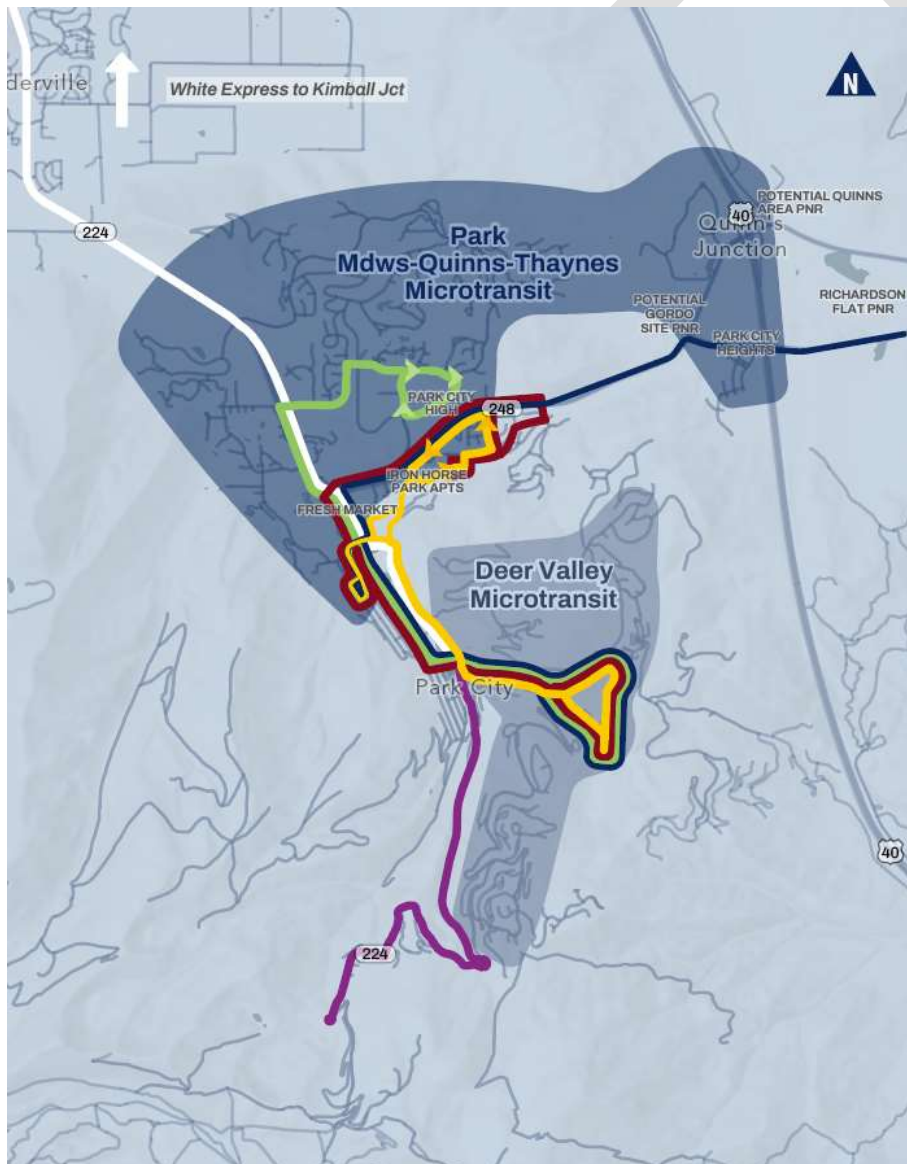
Local Routes

- Mid-frequency (30-minute) typically serving more areas and more stops
- Operates on a mix of streets
- Routes in SRTP: Red, Blue, Orange, Purple

Levels of routes providing different levels of connectivity and service

Base System

The SRTP has a base system designed to provide connectivity during shoulder season, spring and fall.



System map for the base final SRTP system vision.

Characteristics

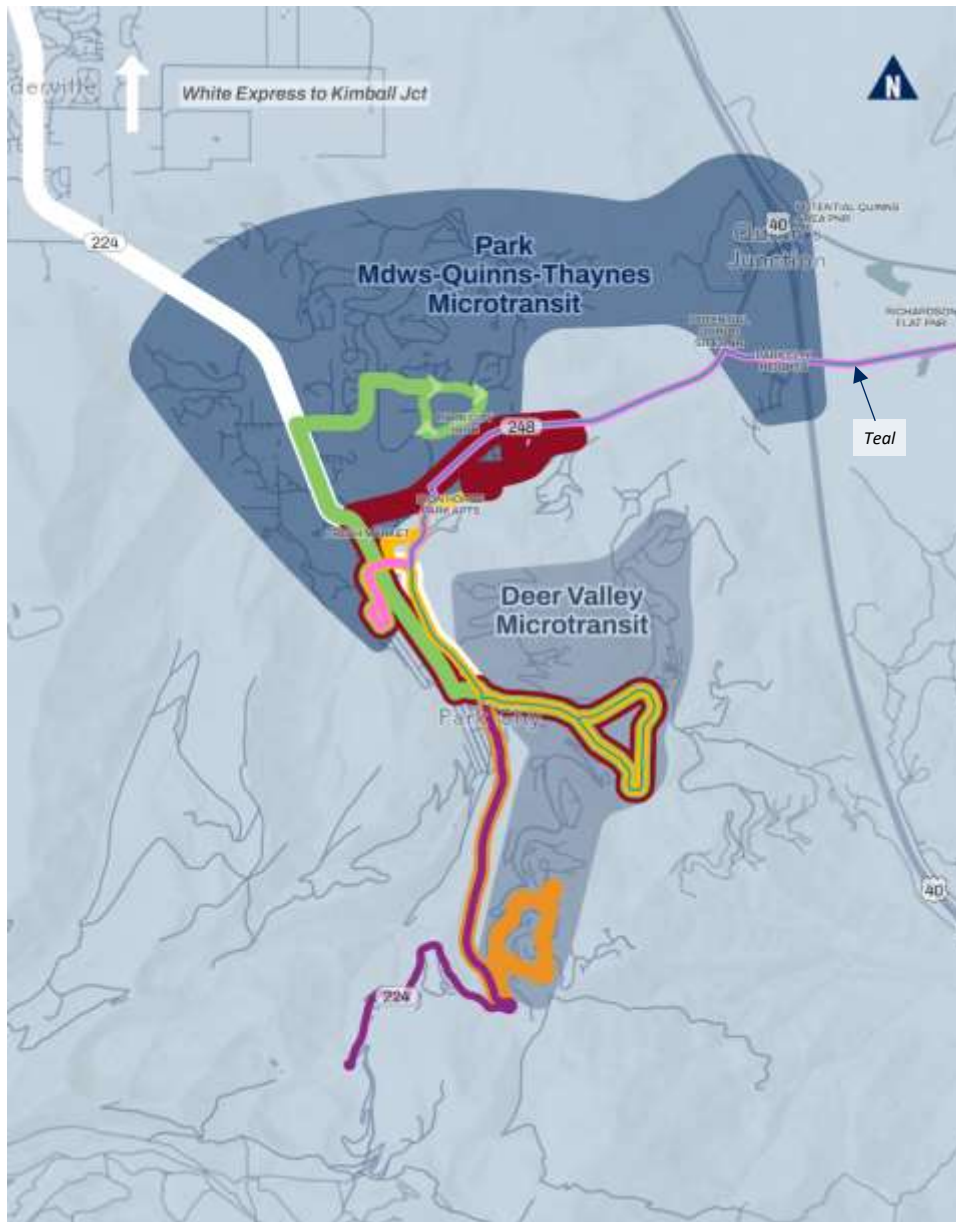
The characteristics of the base SRTP system include:

- Five primary Park City routes plus White Express (through 2024, when White becomes a High Valley Transit route) and Trolley
- Two microtransit zones
- Requires 12 buses and three microtransit vans
- 8% more vehicle service hours than the current system
- The Trolley route remains the same as it is currently and is not shown on the map for simplicity

DRAFT

Peak System

The SRTP system vision increases during peak winter and summer season to accommodate peak demands.



System map for the peak SRTP system vision.

Characteristics

The characteristics of the base SRTP system include:

- Seven Park City routes plus White Express, Citywide, and Trolley
- Two microtransit zones
- Requires 21 buses and seven microtransit vans at peak hours
- 23% more service hours in the winter peak season and 37% more service hours in the summer peak season

than the current system (without the White route)

Trolley and Citywide Night Service (winter) remain the same as current and are not shown on the map for simplicity.

Implementation: Stay Opportunistic and Flexible

The SRTP defines implementation strategies that are flexible in response to different funding environments.

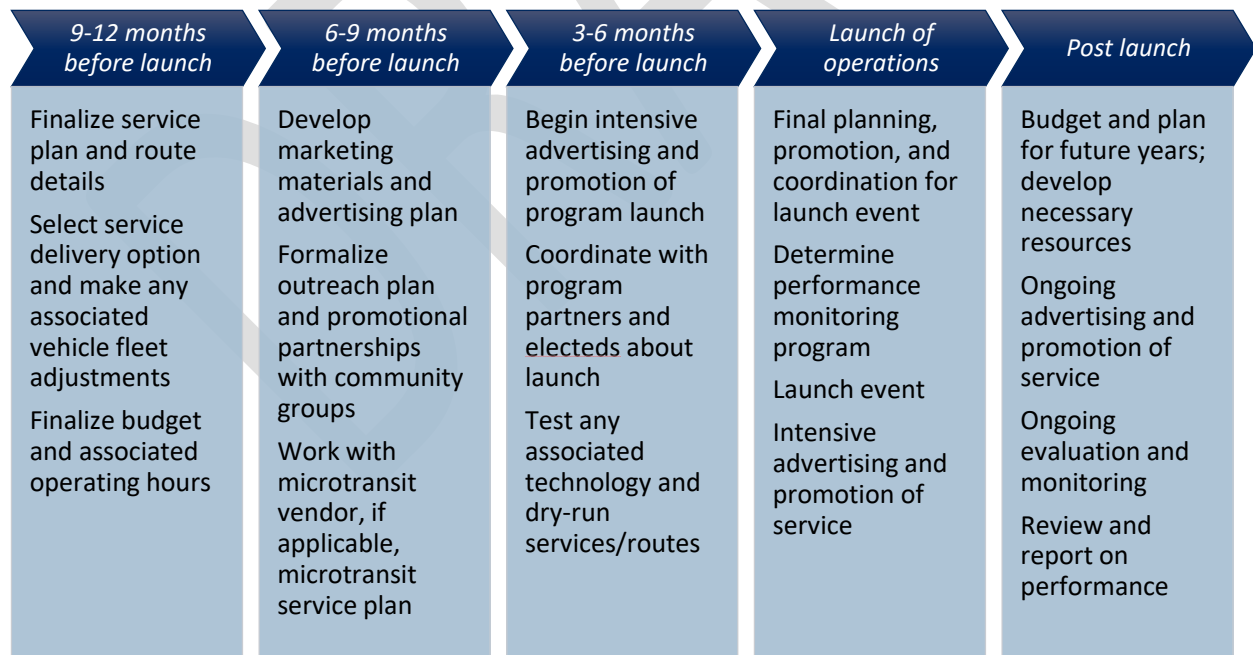


Opportunistic implementation strategies

Next Steps

As Park City begins to implement the system vision of the SRTP, several next steps should be considered ahead of implementation.

- ▶ Winter 2022-2023 Service Plan
- ▶ SRTP Plan Approval
- ▶ Community Awareness Building
- ▶ Steps Ahead of New Service Launch



Process for readying service launch

Chapter 1: Introduction and Background

Chapter 1. Introduction and Background

Public transit in Park City provides a means of addressing the mobility needs of a successful and growing resort region while helping to mitigate the need to expand roadway and parking capacity. It also enhances the region's attractiveness as a tourism destination and aids businesses by offering current and potential employees a cost-effective option for reaching employment within Park City. The purpose of a Short-Range Transit Plan (SRTTP) is to give local decision-makers an opportunity to evaluate and plan public transportation services and make recommendations to guide the day-to-day operations for the coming five years.

This SRTTP for Park City Transit (PCT) is being developed under exceptional circumstances. The world is still dealing with the impacts of the global COVID-19 pandemic, which has significantly affected all aspects of the economy and travel, especially travel on public transit. Second - after decades of jointly providing transit services, Summit County and the Park City Municipal Corporation (PCMC) are now each operating their own independent transit systems within their respective jurisdictions. This SRTTP gives Park City the guidance it needs to adapt to the impacts of the pandemic, refocus on transit needs within Park City boundaries, and plan for future operations.

What is a Short-Range Transit Plan?

An SRTTP is a plan focused on actionable implementation steps for route, service, and organizational improvements over a five-year time horizon. It serves as a business plan and operational playbook for PMT and how it adapts for the next five years and beyond. This SRTTP contains the following:



Figure 1. Elements of a short-range transit plan

Key Issues, Goals, and Process

Key Issues

The key issues of the SRTP, along with key questions we are seeking to answer, include:



Figure 2. Key issues of the Park City Short-Range Transit Plan

Plan Goals

This SRTP has these four primary plan goals:



Figure 3. Primary goals of the Park City Short-Range Transit Plan

Plan Process

The SRTP planning process has taken place from summer 2021 through fall 2022 and has incorporated the steps shown in the graphic below. At each step of the process, we have incorporated significant public outreach and education that has helped shape the plan.



Figure 4. The planning process

Review of Relevant Projects and Studies

The first step in any planning effort is to thoroughly understand what has been studied in the past. A review of past projects and plans is provided below, starting with the most recent.

Park City Forward: A Transportation Blueprint 2022

The purpose of the Park City Forward, the Long Range Transportation Plan, is to engage and educate the community about citywide development and transportation trends, seek input on mobility needs, articulate values, and a shared vision, and define an actionable set of projects and priorities. Park City Forward is an update to the 2011 Transportation Master Plan, which looks to improve safety, protect the natural environment, expand transportation choices, and maintain the high quality of life for those that live, work, and play in Park City. Park City Forward was adopted as the long-range plan in 2022.

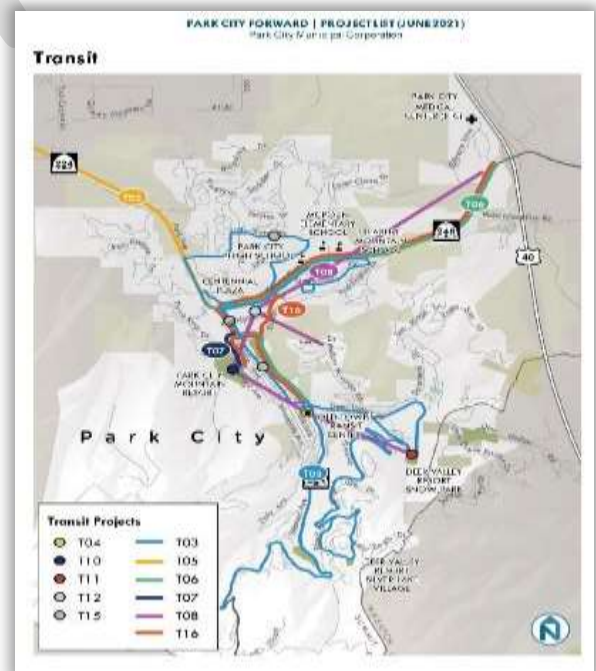


Figure 5. Transit map from the Park City Forward Plan

SR-224 Bus Rapid Transit I Corridor and Safety Improvement Studies

2017, 2021

The Utah Kimball Junction Area Plan includes three alternatives to address the traffic challenges at the intersection of Interstate 80 and S.R. 224. This is part of a broader SR-224 corridor plan, which includes a bus rapid transit (BRT) system to shuttle riders from the interstate and adjacent park-and-ride lots to the traffic magnets of Park City's ski resorts and Main Street.

In 2021, the BRT locally preferred alternative for SR-224, as part of an environmental assessment, was completed for the Deer Valley Drive segment of the alignment. The study recommended a maintaining the current roadway configuration with an added uphill bike lane for this segment based on comments received, a cost/benefit analysis, and experiences from other similar national transit projects.

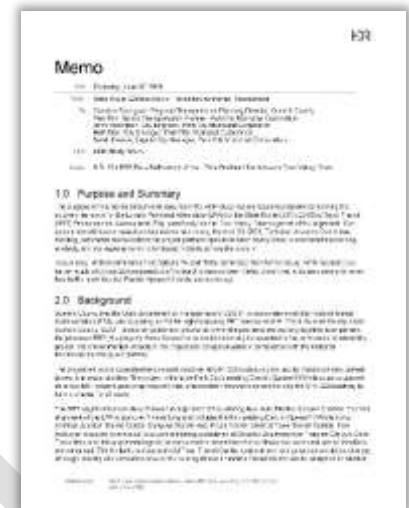


Figure 6. The SR-224 BRT Corridor and Safety Improvement Study memo

Wasatch County Transit Feasibility Study

2020

This study aimed to identify transportation needs in Wasatch County and develop a long-term strategy for enhancing passenger transportation services to meet current and future needs. The study was a cooperative effort of Wasatch County, Heber City, Midway, the Mountainland Area Association of Governments (MAG), the Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and Park City. The study recommended development of a commuter service from Heber City to Park City. In 2022, High Valley Transit implemented a route from Heber Valley Hospital to the Fresh Market/Park Ave Condos stop in Park City. Other stops in Park City include the Medical Center and there are 8 departure times a day.

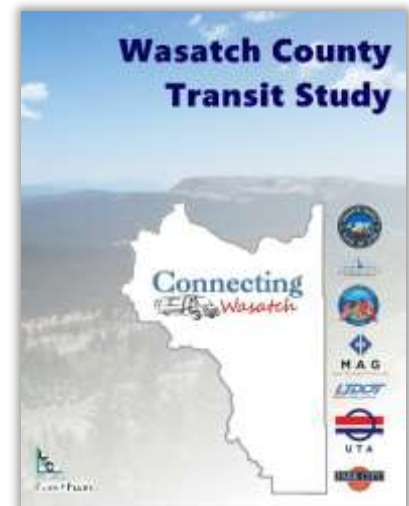


Figure 7. The Wasatch County Transit Study document

SR-248 Corridor and Safety Improvement Study

2019

This study aimed to address existing and future congestion within the SR-248 corridor through operational improvements, transit enhancements, bicycle and pedestrian improvements, and gateway aesthetic improvements. Ultimately, the study recommended to widening SR-248. This plan was stopped due to community members and elected officials not supporting the project. Recent internal Park City and UDOT efforts have focused on improving transportation along SR-248 without roadway widening.

The Bonanza District Study

2017 to Present

In 2017, the City purchased a 5.24-acre parcel located at the corner of Bonanza Drive and Kearns Boulevard for the development. Early visioning led to the proposal of a world-class arts and culture experience. The Planning Department has recently released an RFP for both a visioning process for the City owned parcel and a Bonanza District small area plan. This feasibility study included transportation and circulation plans.

Park City and Summit County Short Range Transit Development Plan

2016

The previous Short-Range Transit Plan (SRTTP) was completed in 2016 and addressed the services covering both Park City and Summit County. The plan reviewed demographics and transit services, evaluated transit demand, developed service alternatives, and recommended service modifications and new services. Specific recommendations included:

- **Call-a-bus** – Door-to-corner on-demand transportation in four defined zones.
- **Kimball Junction Transit Center and Timed Transfer** – develop a network of timed transfers where the KJTC would serve as a primary hub to connect to east/west routes from the north/south routes and vice versa.
- **Express Service** - Expanded express service from park and ride lots to Old Town with a 15- minute frequency of service.

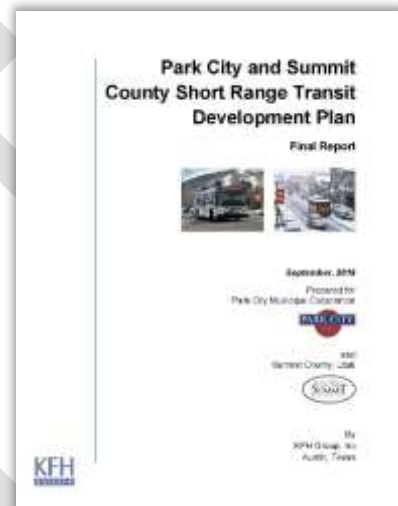


Figure 8. The Park City and Summit County Short-Range Transit Development Plan document

Additionally, the service plan called for continued fine-tuning and preparing for future growth, as well as regular service reviews.

Park City General Plan

2014

The Park City General Plan was completed in 2014 and provides ongoing guidance for land use development. The General Plan was divided into four sections based on the Park City Visioning Core Values (Small Town, Sense of Community, Natural Setting, and Historic Character). Furthermore, characteristics and ideas for individual neighborhoods were also included, and ideas for supporting public transit are addressed for neighborhoods.



Figure 9. The Park City General Plan document

Chapter 2: Community Conditions

Chapter 2. Community Conditions

Existing Travel Markets

Study Area

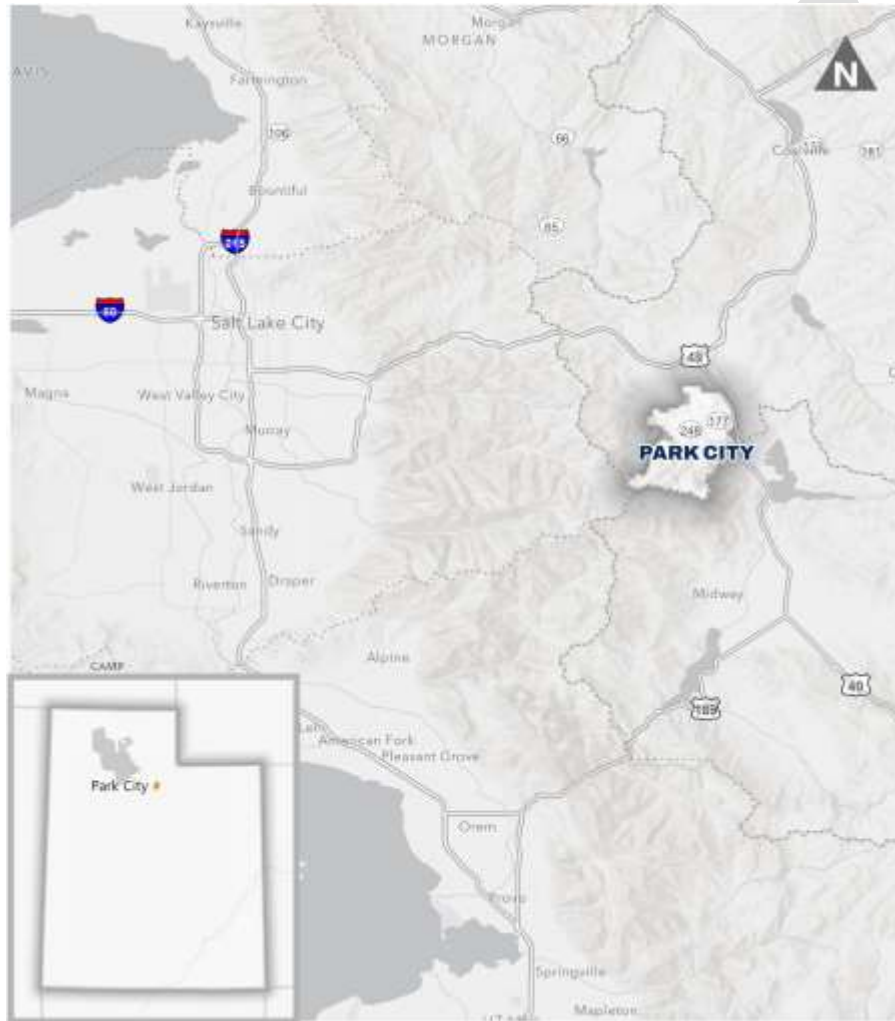


Figure 10. The study area extents. (Source: Fehr & Peers)

Park City, Utah, is in Summit County in the Wasatch Mountains, roughly 30 miles east of Salt Lake City. Park City is famous for its skiing opportunities and various recreational, cultural, and historical resources and events. Figure 10 illustrates the study area, including its proximity to other cities in Utah.

Major roadways directly accessing Park City are limited to State Road 224 (SR-224) and State Road 248 (SR-248). I-80 provides regional access to Salt Lake City to the west and Coalville to the east. US Highway 40 diverges from I-80 east of the Snyderville Basin, heading south to Heber City and beyond. SR-224 is the major roadway that provides access to Park City

from I-80; Kimball Junction, the Canyons Resort, and Park City Mountain Resort are all located off this route. Once in town, SR-224 becomes Deer Valley Drive and serves the Main Street area of the City and beyond to Guardsman Pass and recreation areas. SR-248 begins east of SR-224 in Park City (also known as Kearns Boulevard within Park City) and traverses east past the Prospector Square area of Park City, and connects to the Quinn's Junction/US Highway 40 area of Summit County.

Special Events

Park City is home to a number of special events that attract attendees from all over the world. During the major events, Park City Transit provides extra service to offset potential traffic and parking issues. These recurring events include:



Figure 11. Recurring special events in Park City

In addition to the above events, other events occur throughout the year, including ski and snowboard competitions, celebrity ski events, cultural events, and other athletic events.

Economy and Employment

Park City has a tourist-oriented employment base. A list of the top employers in Park City from 2020, as shown in **Table 1**, indicates that the largest employers are ski resorts and other hospitality/tourism businesses. Other large employers include local government, the hospital, and public education.

Table 1. Top Employers in Park City, 2020

Rank	Employer	Service	Location	# of Employees
1	Deer Valley Resort	Outdoor Recreation	Park City	1,000-1,999
2	Park City Mountain Resort	Outdoor Recreation	Park City	1,000-1,999
3	Park City School District	Public Education	Park City	500-999
4	Park City Municipal Corporation	Local Government	Park City	500-999
5	Park City Hospital	Hospital	Park City	250-499
6	Stein Eriksen Lodge	Accommodations/Resort	Park City	250-499
7	Montage Hotels and Resorts	Tourism	Park City	250-499

Source: State of Utah Department of Workforce Services, 2021.

With tourism being affected by the coronavirus pandemic, employment has also been impacted. **Table 2** presents employment data by month for the last two-and-a-half years for Summit County. Up until March 2019, unemployment was extremely low, at just 2.3% to 2.9%. However, when the pandemic hit, unemployment reached as high as 20.4% in April 2020. It averaged 7.9% over the year, but by June 2021, it had recovered to pre-pandemic lows.

Table 2. Summit County Employment Rates

Month		Labor Force	Employment	Unemployment	
				#	%
2021	June	25,670	25,065	605	2.4%
	May	25,442	24,814	628	2.5%
	April	25,962	25,278	684	2.6%
	March	25,033	24,240	793	3.2%
	February	24,177	23,253	924	3.8%
	January	22,857	21,571	1,286	5.6%
2020	December	23,091	21,776	1,315	5.7%
	November	23,636	22,089	1,547	6.5%
	October	23,960	22,341	1,619	6.8%
	September	24,345	22,727	1,618	6.6%
	August	24,642	22,806	1,836	7.5%
	July	25,039	23,308	1,731	6.9%
	June	25,190	22,790	2,400	9.5%
	May	24,382	20,236	4,146	17.0%
	April	24,160	19,237	4,923	20.4%
	March	25,254	24,519	735	2.9%
	February	25,333	24,633	700	2.8%
	January	25,425	24,764	661	2.6%
2019	December	25,541	24,942	599	2.3%
	November	25,476	24,888	588	2.3%
	October	25,403	24,821	582	2.3%
	September	25,332	24,748	584	2.3%
	August	25,272	24,679	593	2.3%
	July	25,209	24,604	605	2.4%
	June	25,129	24,511	618	2.5%
	May	25,033	24,402	631	2.5%
	April	24,926	24,285	641	2.6%
	March	24,838	24,187	651	2.6%
	February	24,782	24,120	662	2.7%
	January	24,753	24,078	675	2.7%

Source: State of Utah Department of Workforce Services, 2021.

Another analysis revealing the pandemic impact is the trend in sales in Park City. Total lodging, retail, restaurant and bar, services, and other sales are depicted in **Table 3**. As indicated, total sales increased through fiscal year (FY) 2019 but dropped in FY 2020 by 8%. A closer look by quarter shows that the fourth quarter of FY2020 (April through June) had a 40% drop from the year prior.

Table 3. Park City Sales Trends

Area	Total Sales ¹ by Year (in Millions)				
	FY17	FY18	FY19	FY20	FY21 ²
Deer Valley	\$265,656	\$276,567	\$301,782	\$276,771	\$19,523
Entryway	\$128,323	\$136,585	\$138,557	\$134,186	\$33,914
Main Street	\$164,692	\$188,939	\$192,422	\$174,748	\$42,048
Park Meadows	\$16,951	\$16,702	\$21,188	\$19,401	\$5,010
Prospector	\$74,401	\$75,866	\$76,796	\$61,013	\$12,910
Rest of City	\$50,515	\$29,601	\$31,635	\$40,101	\$10,562
Thaynes	\$15,755	\$16,501	\$18,175	\$16,096	\$7,075
Treasure Mountain	\$142,289	\$130,677	\$153,020	\$134,852	\$9,696
Total	\$858,582	\$871,438	\$933,575	\$857,168	\$140,738
Change over the Previous Year		1.50%	7.13%	-8.18%	NA
Quarter	FY17	FY18	FY19	FY20	FY21
Q1 (Jul-Sept)	150,528	144,361	149,893	171,816	140,738
Q2 (Oct-Dec)	195,973	189,097	204,607	221,673	
Q3 (Jan-Mar)	407,782	422,472	465,365	396,301	
Q4 (Apr-Jun)	104,299	115,508	113,710	67,378	

Source: Park City Budget, Debt & Grants Dept.

Population and Housing

As shown in **Table 4**, the population in Park City has grown at an average annual rate of 1.4% in the past ten years, compared to a very slow rate of 0.1% annually during the prior decade. The rate of growth is just slightly lower than in Summit County (1.8% annually) and in the State of Utah (1.7% annually). Population projections, developed by the Kem C. Gardner Policy Institute, are shown in **Table 5**.

Table 4. Historical Population Trends Park City Sales Trends

Year	Park City		Summit County		Utah	
	#	Average Annual Growth	#	Average Annual Growth	#	Average Annual Growth
2019	8,526	1.4%	42,145	1.8%	3,205,958	1.7%
2010	7,558	0.1%	36,324	2.2%	2,775,213	2.4%
2000	7,462	6.6%	29,736	9.2%	2,244,502	3.0%
1990	4,484	5.9%	15,518	5.2%	1,729,722	1.7%
1980	2,823	--	10,198	--	1,472,595	--

Source: US Census Bureau; mountainland.org; macrotrends.net/states/utah/population.

¹ Includes lodging, restaurant/bars, service, and other sales. The fiscal year is from July to June (i.e., FY 17 = July 2016 to June 2017).

² FY 2021 includes the first quarter only (July-Sept 2020).

Table 5. Population Forecasts

Year	Park City	Summit County	Utah
2020	8,517	42,829	3,325,425
2030	8,758	50,558	3,889,310
2040	8,893	57,983	4,463,950
2050	8,961	63,097	5,017,232

Source: <https://gardner.utah.edu/demographics/population-projections/>. Park City is estimated to continue growing at 0.34% annually.

The total population by census tract and block group is shown in **Table 6**. This data is drawn from the most recent American Community Survey (five-year data from 2014-2019), as the 2020 census data was not yet available at this level of detail as of the development of this section. The census tracts do not exactly overlap the boundaries of Park City, so the total population is not an exact match. Census Tract 9644.02, block group 4, while the smallest area block group is the most populous with 2,472 persons. This area includes Prospector Square.

Table 6. Demographic Characteristics of Park City

Census Tract ³	Block Group	Population	Youth (Ages 10-17)		Seniors (Ages 65 and older)		Ambulatory Disability		Persons in Poverty		Households with Zero or 1 Vehicle			
											0 Vehicles		1 Vehicle	
			#	%	#	%	#	%	#	%	#	%	#	%
9643.08	1	843	132	15.7%	194	23.0%	28	3.3%	19	2.3%	0	0.0%	49	5.5%
	2	702	215	30.6%	127	18.1%	23	3.3%	83	11.8%	51	17.8%	112	45.2%
	3	1,886	137	7.3%	408	21.6%	62	3.3%	46	2.4%	0	0.0%	147	88.0%
9644.01	1	818	62	7.6%	175	21.4%	14	1.7%	23	2.8%	0	0.0%	76	24.5%
	2	789	23	2.9%	45	5.7%	13	1.7%	137	17.4%	0	0.0%	167	51.7%
9644.02	1	430	0	0.0%	35	8.1%	10	2.3%	181	42.1%	19	11.0%	87	19.7%
	2	918	141	15.4%	62	6.8%	21	2.3%	56	6.1%	0	0.0%	85	46.7%
	3	222	0	0.0%	37	16.7%	5	2.3%	88	39.6%	0	0.0%	46	34.1%
	4	2,472	337	13.6%	63	2.5%	57	2.3%	104	4.2%	0	0.0%	180	29.2%
Total		9,080	1,047	11.5%	1,146	12.6%	234	2.6%	737	8.1%	70	2.2%	949	29.8%
Park City		8,375	938	11.2%	1,103	13.2%	201	2.4%	737	8.8%	70	2.4%	899	30.4%
Summit County		41,103	5,433	13.2%	4,854	11.8%	863	2.1%	2,289	5.6%	335	2.4%	3,065	21.6%

Source: US Census Table B082-1, American Community Survey 5-7 year 2015-2019.

High Transit Potential Population

Nationwide, transit system ridership is drawn largely from various groups of persons who make up what is often called the “transit-dependent” population. This category includes youths, older adults, people with disabilities, people with lower income, and members of households with no available vehicle. In a resort community such as Park City, while transit ridership is more significantly generated by local workers and visitors (as subsequently

³ Some census tract block groups listed are both within and outside of the limits of Park City. Thus, totals exceed the Park City sums.

discussed), it is important not to lose sight of the needs of the local population, particularly those who may have transportation access challenges. The maps and figures presented in this section are derived from the U.S. Census Bureau and have limited explanations or interpretations provided for the data sets.

Youth Population

Youths represent a transportation-dependent population, as those under 16 years of age are unable to drive and may not have a parent available to transport them. As shown in **Table 6** and graphically in Figure 12, the youth population ages 10 to 17 totaled 1,047 in Park City in 2019. The average percentage of youths is 11.8, with up to 30% (in block group 3 of census tract 9643.08) and zero in block group 1 of 9644.02.

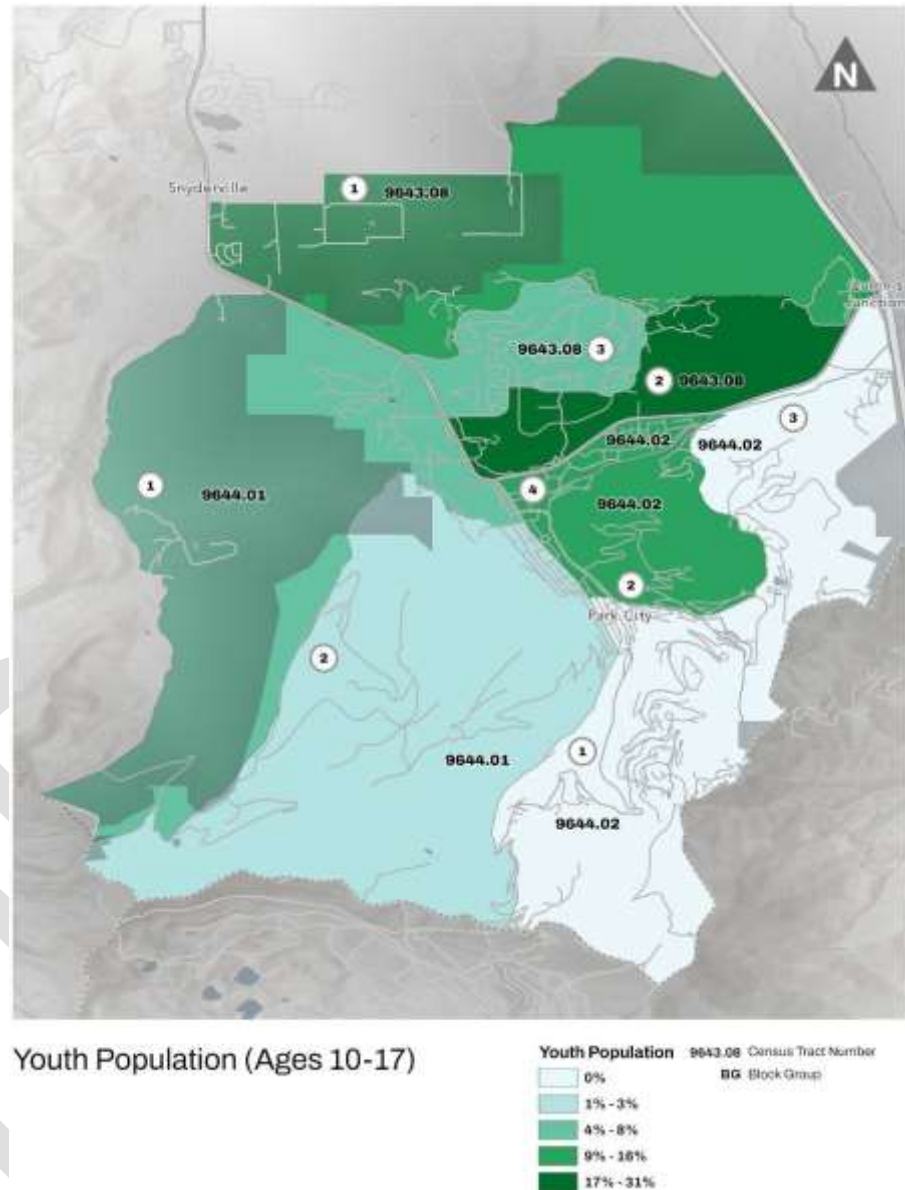


Figure 12. The population of Park City between the ages of 10 and 17 years old. (Source: U.S. Census Bureau)

Older Adults Population

Another important group that has a high potential for transit use is older adults. Many older adults who choose not to drive, or are unable to drive, need to make a variety of transportation connections. As presented in **Table 6** and Figure 13, residents over the age of 65 comprised 13.2% of Park City's population. The greatest proportion of older adults is found in the northern half of Park City, particularly in census tract 9644.01, block group 1.

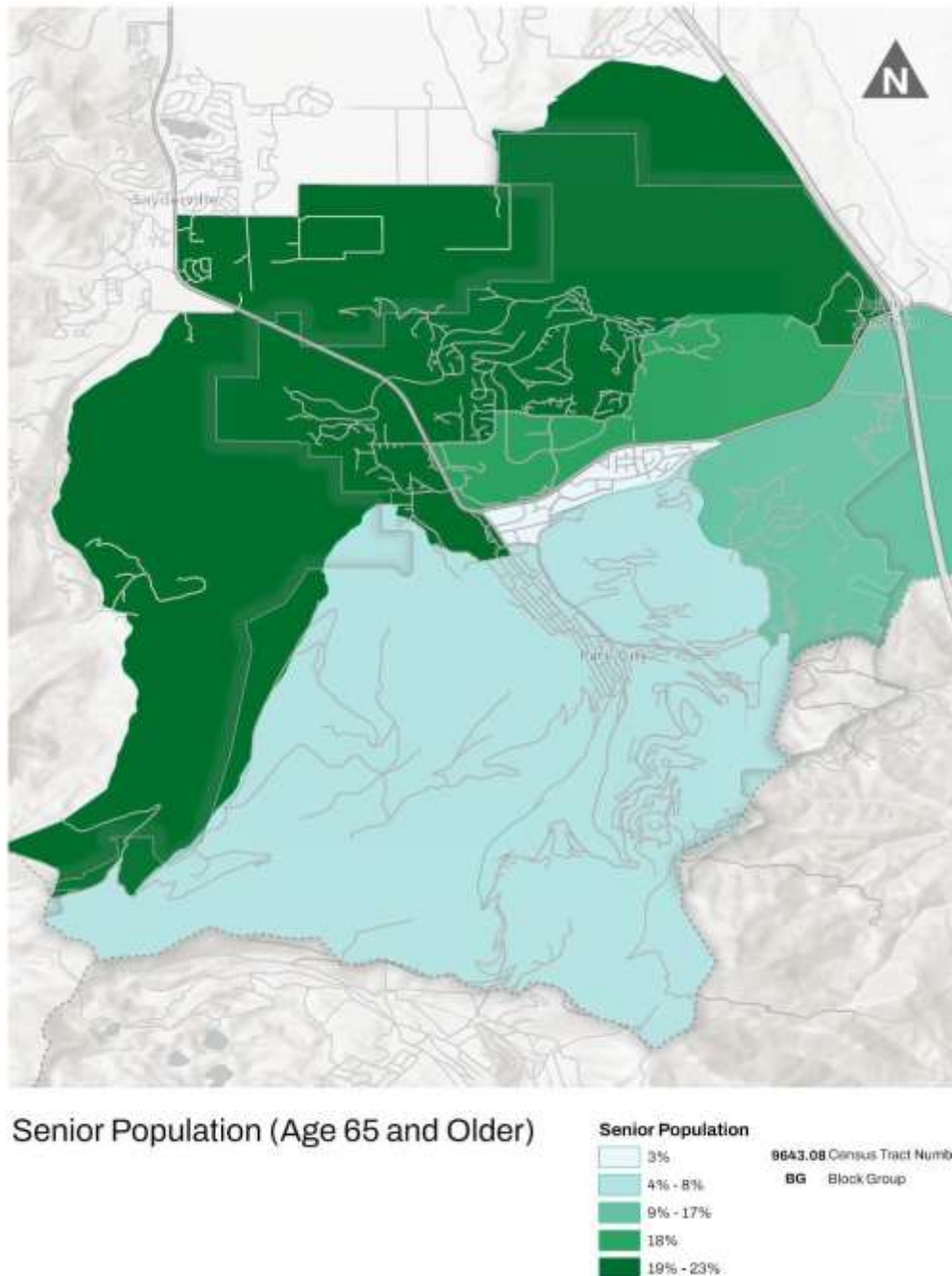
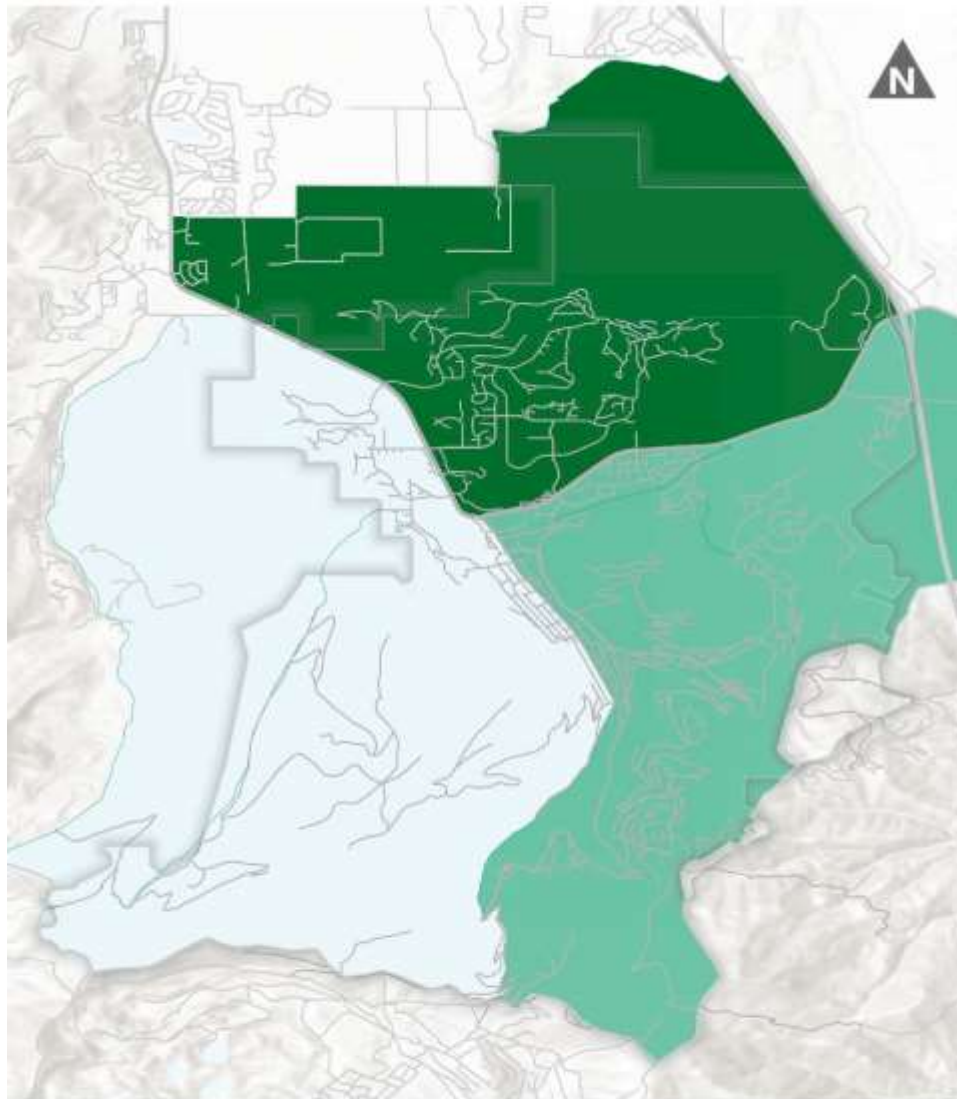


Figure 13. The population of Park City aged 65 years and older. (Source: U.S. Census Bureau)

Ambulatory Disability Population

The US Census Bureau collects data on multiple types of disabilities which affect people's ability to drive to varying degrees. The category which best indicates a population's likelihood to use transit is "ambulatory difficulty." **Table 6** shows this population by census tract. The data was available as a percentage of the census tract and applied to the population of each block group. As indicated, 2.4% of Park City's population identifies as having an ambulatory difficulty, with 3.3% in census tract 9643.08. This data is depicted in Figure 14.



Population with an Ambulatory Disability

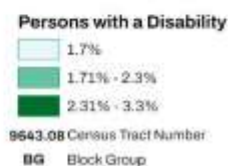


Figure 14. The population of Park City currently living with an ambulatory disability. (Source: U.S. Census Bureau)

Persons Living in Poverty

Low-income persons are another likely market for transit services, as measured by the number of persons living below the poverty level. This information is presented in **Table 6** and Figure 15. An estimated 737 persons were living below the poverty level in Park City in 2019, representing 8.8% of the city's total population. Two block groups, in particular, have very high percentages of people living in poverty—block groups 1 and 3 within census tract 9644.02. These areas are in the southeast of Park City.

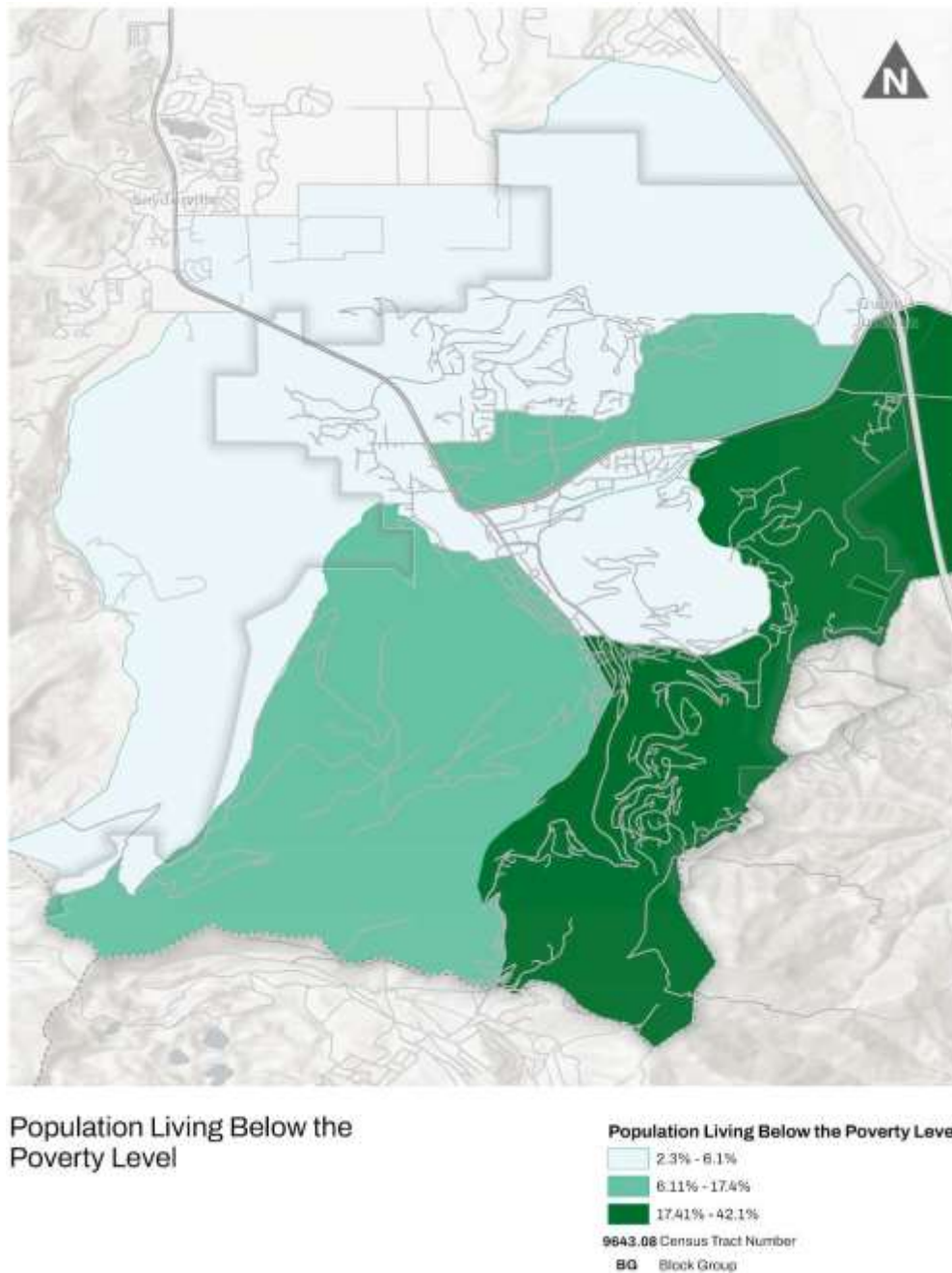


Figure 15. The population of Park City currently living under the Federal poverty level. (Source: U.S. Census Bureau)

Zero Vehicle Households

The number of households without a vehicle available is perhaps one of the strongest indicators of a potentially transit-dependent household. As shown in **Table 6**, seven of the ten block groups have no zero-vehicle households, but two have high percentages of zero-vehicle households. Census Tract 9643.08, block group 2 has 17.8% of households without a vehicle available, and Census Tract 9644.02, block group 1 has 11.0%, as depicted in Figure 16.

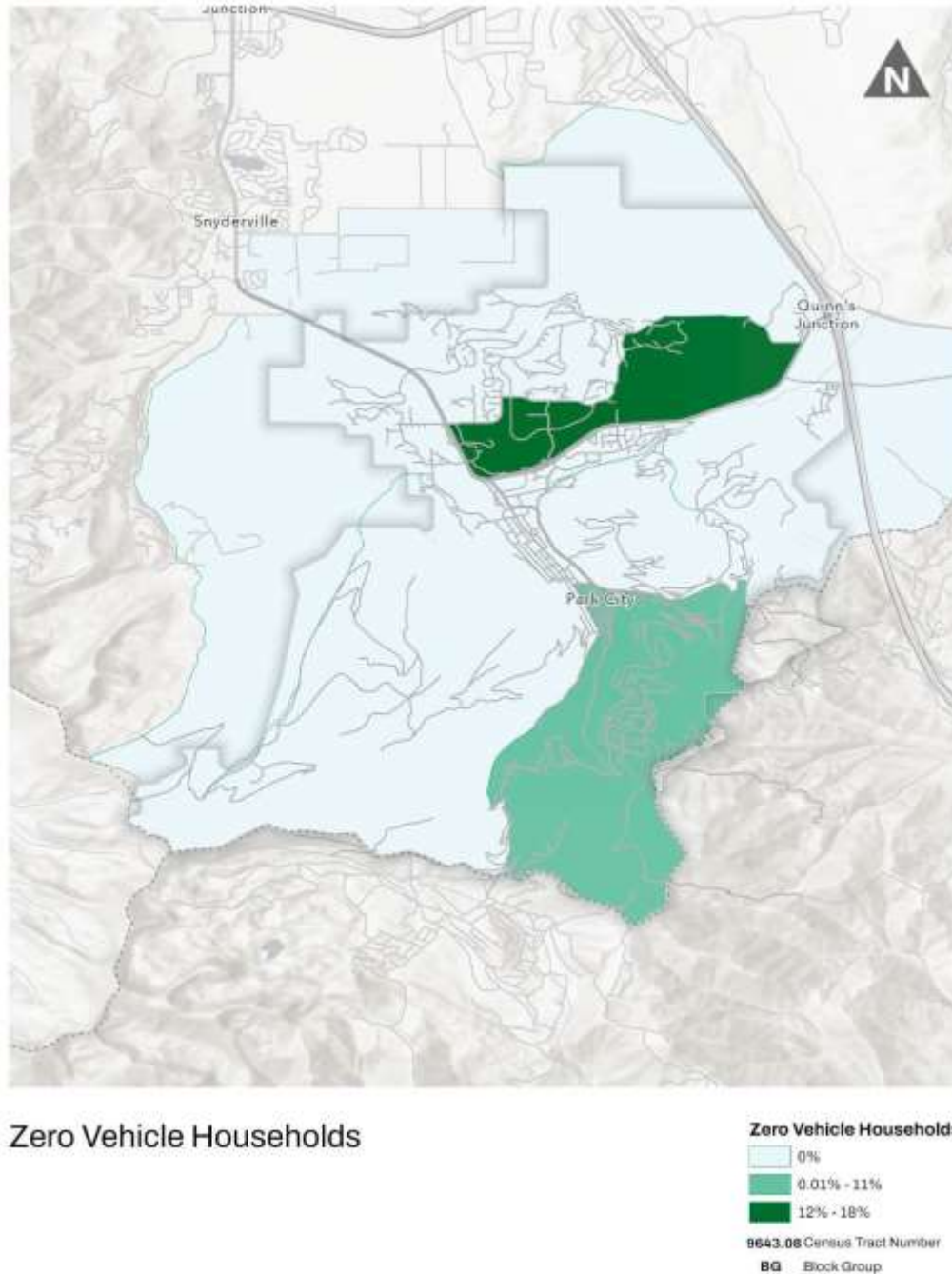


Figure 16. The population of Park City residents who currently do not own a vehicle. (Source: U.S. Census Bureau)

Transit Dependent Index

To better understand transit-dependent population needs, a Transit Dependent Index (TDI) was developed using the data previously described. This combined index compares each measure to the average for the Park City area and scores each metric on a 1 to 5 scale. Population density (per square mile) is also included in the index and rated on a 1-4 scale based on density.

Number of Vulnerable Persons/Households, AVNV or AVE or AVY or AVD or AVBP Value

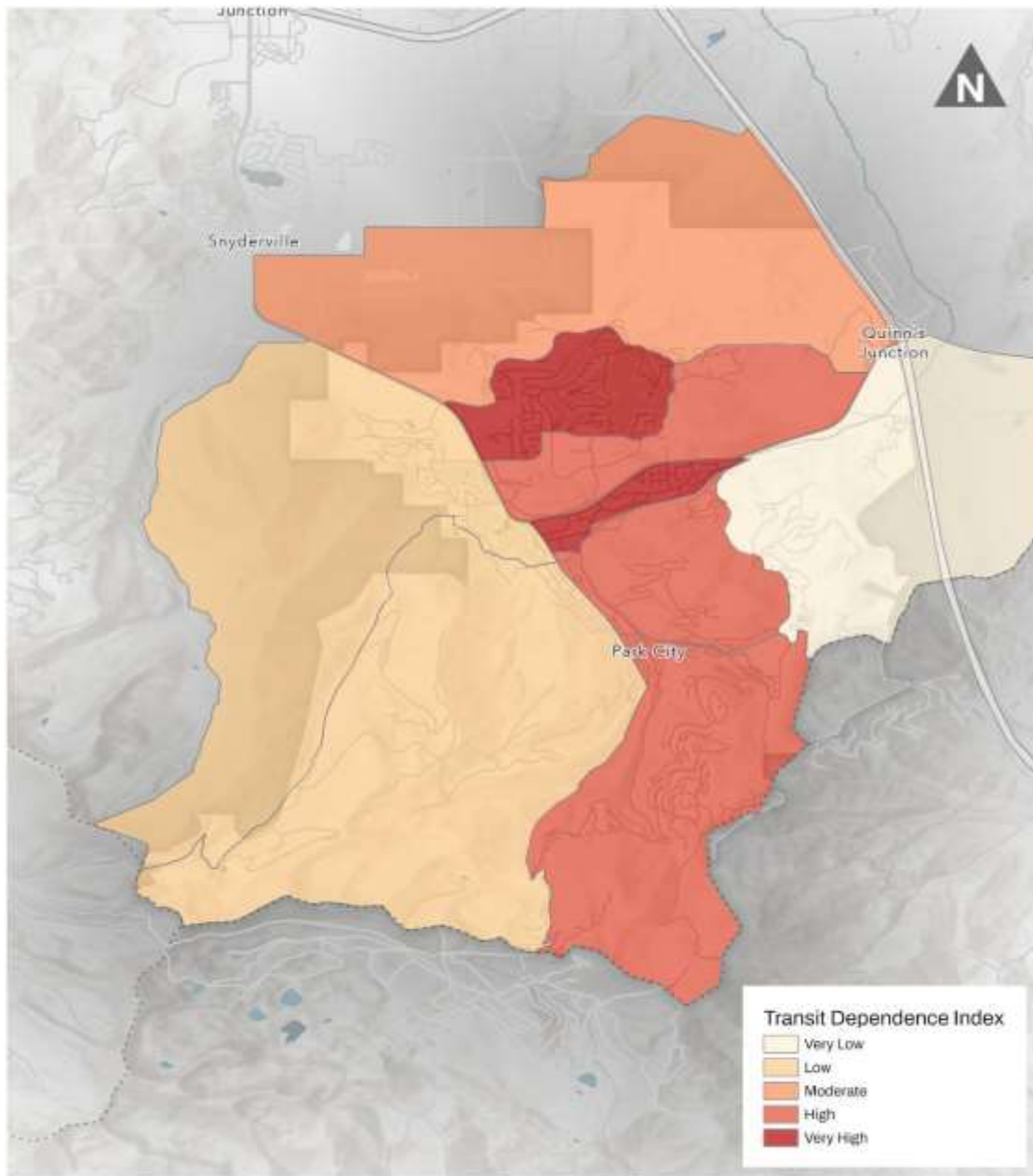
- < Study Area Average = 1
- Study Area Average and < 1.33 times the Study Area Average = 2
- 1.33 times the Study Area Average and < 1.67 times the Study Area Average = 3
- 1.67 times the Study Area Average and < 2.00 times the Study Area Average = 4
- 2.00 times the Study Area Average = 5

Population per Square Mile, PD Value

- 0 = 0
- 0 and < 500 = 1
- 500 and < 1,000 = 2
- 1,000 and < 2,000 = 3
- 2,000 = 4

These scores are combined to develop a TDI value for each census block group using the following formula. Results of the TDI are shown in Figure 17.

$$TDI = \text{population per square mile} \times [\text{zero vehicle household score} + \text{senior population score} + \text{youth population score} + \text{disability population score} + \text{poverty population score}]$$



Transit Dependence Index

Figure 17. The population of Park City that is currently dependent on transit. (Source: U.S. Census Bureau, Fehr & Peers)

The highest transit dependency appears to be in census tract 9643.08, block group 2, and census tract 9643.08, block group 3. Based on this, service to these two block groups should be a key consideration as both areas have a transportation equity concern and are also likely to generate higher ridership than others based on their demographic makeup.

Affordable Housing

Park City currently has 640 deed-restricted housing units, roughly a quarter of occupied housing units or approximately 19% of all households. Most of the housing units are within easy walking distance of Park City Transit

routes (winter and summer services), except for 68 units at Park City Heights. However, Park City Heights is served by on-demand transit service.

A map of Park City Transit routes with affordable housing locations and the number of units is shown later in this document in Figure 30 and Figure 31.

Visitor Population

The visitor population drives a sizeable portion of transit demand within Park City, particularly during the winter ski season and increasingly in the summer and shoulder seasons. The Chamber of Commerce and Ski Utah track lodging visits and skier days, as described below.

Overnight Visitors

Data provided by the Park City Chamber of Commerce and Visitor's Bureau shows that over the past decade, there was an average of 4 million overnight visitors annually in Park City, as shown in **Table 7**. In the five years prior to the pandemic, there was an average of 4.5 million overnight visitors annually, but that number dropped to 3.1 million in 2020. Prior to the pandemic in 2020, winter season visitation increased by 26% during the previous decade, while summer increased by 78% and shoulder season by 87%, emphasizing the increasingly year-round popularity of Park City. Overnight visitors by season is depicted in Figure 18.

Table 7. Park City Visitor Nights by Month

Month	2011	2012	2013	2014	2015	2016	2017	2018	2019	% change 2011-19	2020	2021
January	439,745	447,549	467,070	511,845	502,940	554,812	575,715	548,897	548,897	24.8%	595,476	307,383
February	442,448	439,199	475,000	491,653	498,281	560,571	551,468	521,000	560,410	26.7%	613,595	459,402
March	457,888	439,199	510,090	519,747	494,239	552,199	550,457	550,642	609,982	33.2%	278,185	553,834
April	118,722	409,815	125,745	149,535	175,151	178,691	195,548	204,369	159,611	34.4%	2,580	182,177
May	82,074	142,672	125,547	144,862	184,469	175,937	176,808	200,710	219,035	166.9%	31,996	178,700
June	158,017	114,959	283,776	310,115	366,300	318,609	327,037	379,181	391,004	147.4%	101,492	365,321
July	354,215	243,732	446,877	443,365	496,849	470,327	491,230	474,722	503,519	42.2%	273,741	573,841
August	322,249	400,162	376,641	433,708	435,070	432,875	414,585	472,104	464,250	44.1%	295,072	
September	216,452	346,631	316,912	267,633	331,776	349,795	401,211	381,714	391,004	80.6%	282,973	
October	141,686	265,812	208,952	206,318	308,899	253,454	239,519	301,937	256,559	81.1%	245,301	
November	112,033	190,428	158,881	158,881	203,781	164,362	177,848	212,814	190,857	70.4%	166,859	
December	324,841	131,632	323,086	331,865	388,952	397,165	381,487	381,348	393,565	21.2%	307,514	
Year Total	3,170,370	3,571,790	3,818,577	3,969,527	4,386,707	4,408,797	4,482,913	4,629,438	4,688,693	47.9%	3,194,784	
Change over Previous Year		11.2%	6.5%	3.8%	9.5%	0.5%	1.7%	3.2%	1.3%		-46.8%	
Winter Total 1	1,558,019	1,650,788	1,583,792	1,846,331	1,827,325	2,056,534	2,074,805	2,002,026	2,100,637	34.8%	1,880,821	1,628,133
Summer Total 2	834,481	758,853	1,107,294	1,187,188	1,298,219	1,221,811	1,232,852	1,326,007	1,358,773	62.8%	670,305	--

Shoulder Total	670,967	1,355,358	936,037	927,229	1,204,076	1,122,239	1,190,934	1,301,544	1,217,066	81.4%	729,709	--
3												



Figure 18. Park City Overnight Visitors by Season. (Source: Park City Chamber of Commerce/Convention & Visitors Bureau, Sept. 2021)

Skier Days

Given the ski-based industry of Park City, another important factor to consider is the number of skier days. Skier days are used to measure the total number of skiers in an area and include the skier visits in the area for both out-of-town guests and locals. Information provided by the Park City Chamber of Commerce and the Ski Utah organization shows that the winter 2020-21 season had a total of 2,186,863 skier days in Park City, as shown in **Table 8** and Figure 19. The 2020-21 ski season represents a record number of skier days despite the coronavirus pandemic. This was an increase of 19% from the previous year, though 2019-20 (mostly pre-pandemic) had a decrease of roughly 12.5% after growing by 17.2% the year before that. **Table 8** also indicates the proportion of Utah skiers that are at Park City resorts, which is consistently in the 44% range (as high as 48% and as low as 41%). While the number of skier days is ultimately reflected by ski conditions, the strong 2020-21 season shows visitors were comfortable with outdoor activities during the pandemic.

Table 8. Historical Skier Days

Year	State of Utah		Park City Area Resorts ¹		Park City Market Share of Utah	Skier Days per Overnight Winter Visitor
	Skier Days	% Change	Skier Days	% Change		
2011-2012	NA	--	1,782,212	-5.7%	NA	1.1
2012-2013	4,018,812	-5.7%	1,770,069	-0.7%	44.0%	1.1
2013-2014	4,148,573	3.1%	1,838,641	3.9%	44.3%	1.0
2014-2015	NA	--	1,705,492	-7.2%	NA	0.9
2015-2016	4,018,812	-3.2%	1,937,887	13.6%	48.2%	0.9
2016-2017	4,584,658	12.3%	1,937,718	0.0%	42.3%	0.9
2017-2018	4,145,321	-10.6%	1,790,650	-7.6%	43.2%	0.9
2018-2019	5,125,441	19.1%	2,099,135	17.2%	41.0%	1.0
2019-2020	4,392,698	-16.7%	1,837,730	-12.5%	41.8%	1.0
2020-2021	5,301,766	17.1%	2,186,863	19.0%	41.2%	1.3

Source: Park City Chamber of Commerce / Convention & Visitors Bureau; Ski Utah. NA = not available.

Park City Skier Days By Year

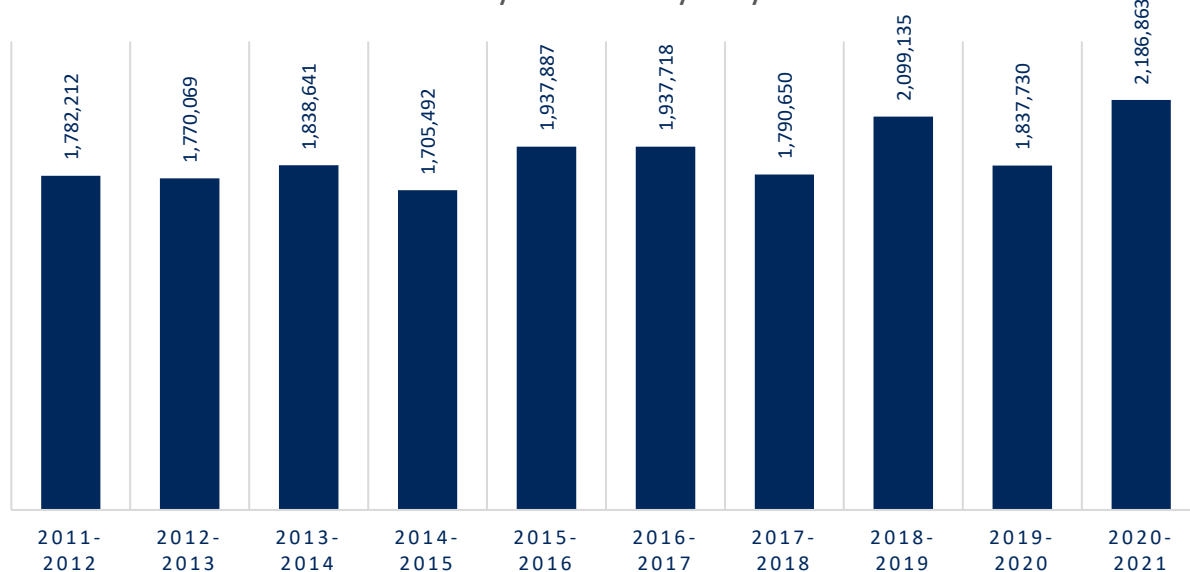


Figure 19. Park City Skier Days by Year. (Source: Park City Chamber of Commerce / Convention & Visitors Bureau & Ski Utah)

Finally, **Table 8** also shows the proportion of skier days per overnight visitor, which has been consistent. However, in 2020-21, there were more skiers per overnight stay than in prior years, indicating a likely increase in day-skiers who do not spend the night.

Chapter 3: Current Traffic and Travel Patterns

Chapter 3. Current Traffic and Travel Patterns

Origin-Destination Analysis

Understanding where people are going to and from is critical for successful transit planning. While onboard survey data provides this for current transit users, it does not provide a more global perspective of all potential users. In the past, this data has been difficult and expensive to collect. However, new technologies have made this more feasible. Big data sets from smartphones and GPS systems are able to provide a rich sample of travel patterns.

For the purpose of this analysis, StreetLight Origin/Destination data was utilized. StreetLight is a data vendor that provides datasets sourced from smartphones and vehicle navigation systems and tracks where people using these devices start and end their trips. StreetLight data does not represent every single trip that occurs in the zones identified but rather a sample of those trips based on the number of devices captured in the sample.

Methodology

Fourteen zones were developed for this analysis. The Park City area was divided into 12 zones, generally following the node definitions from the Park City Long Range Transportation Plan. The Summit County/Wasatch County Travel Demand Model (TDM) boundaries were also used to define the zones so that origin/destination data could be compared to the model outputs.

Two additional zones were developed to serve as gateways to Park City along SR-224 and SR-248. While there are other roadways that connect to the city, these two roadways are the primary ways in and out.

The following provides a brief overview of some key locations included in each analysis zone.

- **Zone 1:** Historic Main Street, Swede Alley, China Bridge, City Park
- **Zone 2:** Park City Mountain Resort, Park City Library
- **Zone 3:** Stein Eriksen Residences
- **Zone 4:** Masonic Hill
- **Zone 5:** Prospector Square, Bonanza Drive, Park City Clinic, Park City High School, Treasure Mountain Middle School, McPolin Elementary School, Park City Market, Double Tree
- **Zone 6:** Park City Golf Course, Glenwood Cemetery, Thaynes Canyon Drive, Payday Drive
- **Zone 7:** Park Meadows County Club, Park City Municipal Athletic and Recreation Center (PC MARC)
- **Zone 8:** Park City Hospital, Park City Sports Complex at Quinn's Junction, Richardson Flat Park and Ride, Park City Heights
- **Zone 9:** Lodges at Deer Valley, Comstock Lodge, Deer Valley Lot 1, Snow Park Lodge, Deer Pond
- **Zone 10:** St. Regis Hotel, Deer Crest
- **Zone 11:** Silver Lake Lodge, Stein Eriksen Lodge, Goldener Hirsch Inn, Black Bear Lodge
- **Zone 12:** Montage, Empire Canyon Lodge

- **Zone 13:** SR-224 Gateway just south of North Brookside Road
- **Zone 14:** SR-248 Gateway just west of US-40 interchange

Figure 20 provides a map of these zones.

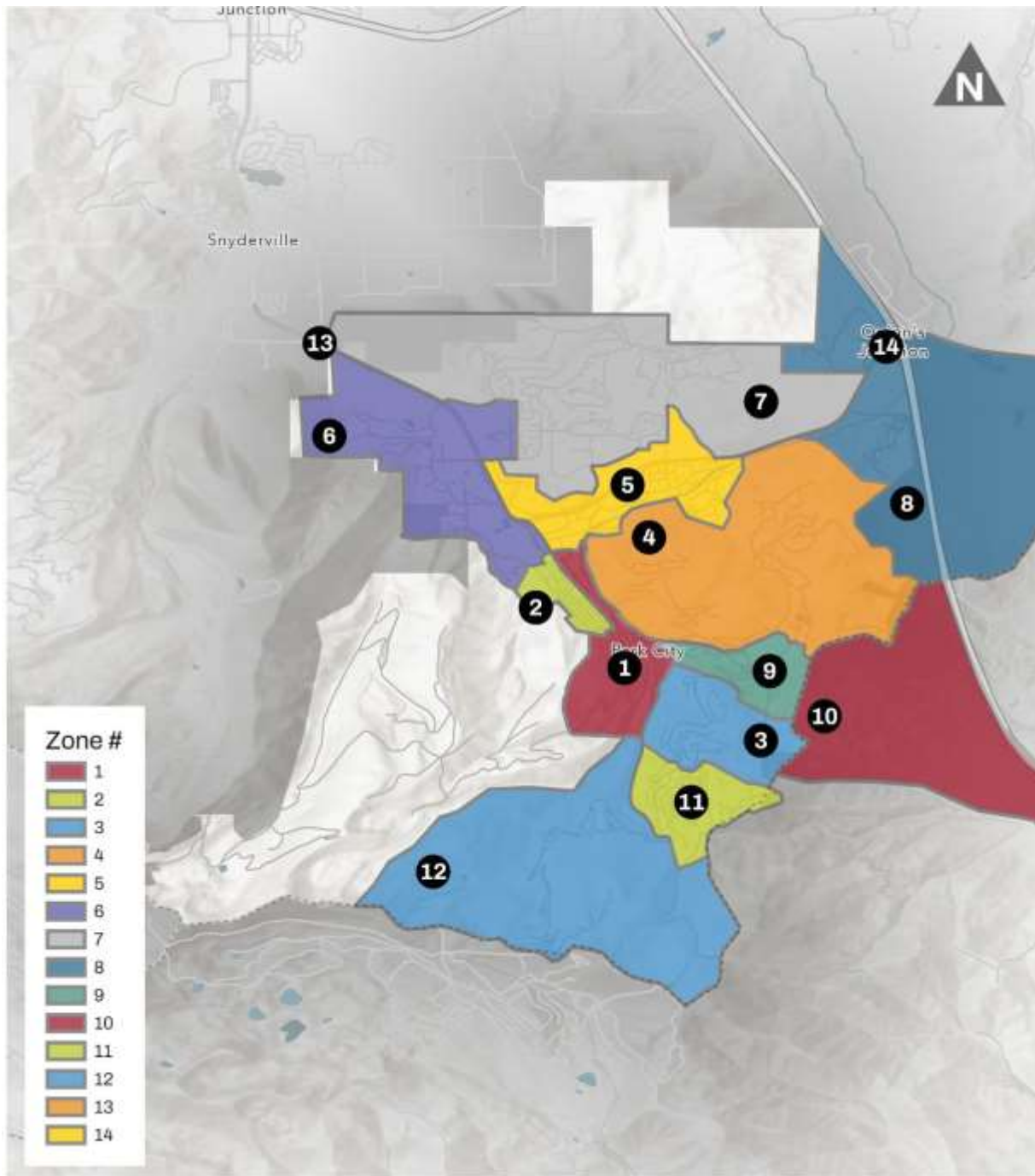


Figure 20. Analysis zones. (Source: Fehr & Peers)

Analysis Zones

Due to the Coronavirus pandemic and its ongoing impact on travel behaviors and mobility, particularly in 2020, 2019 data was used for the analysis. To understand how travel patterns change based on time of day, day of the week,

and time of year, several datasets were downloaded and analyzed. The following parameters were used:

Date Ranges:

- January 1 through March 31, 2019, and November 1 through December 31, 2019 (Representing Winter conditions)
- June 1 through August 31, 2019 (Representing Summer conditions)
- April 1 through May 31, 2019, and September 1 through October 31, 2019 (Representing Shoulder Season conditions)
- Mode of Travel: All Vehicles (Location-Based Services Data)
- Day Type: All Days (Monday-Sunday), Weekday (Monday – Thursday), Friday (F), Weekend (Sa-Su)
- Day Part: All Day (12am-12am), Early AM (12am-6am), Peak AM (6am-10am), Mid-Day (10am- 3pm), Peak PM (3pm-7pm), Late PM (7pm-12am)

Local Travel Patterns

Winter Conditions Weekday (All Day)

The origin/destination pair with the highest concentration of trips is between Zone 1, which includes old Town Park City, and Zone 5, which includes the Bonanza District and Prospector areas. Trips to and from these pairs make up approximately 11% of all the trips that stay within the Park City area when removing intrazonal trips (those that stay within one zone). Zone 2, which includes Park City Mountain Resort (PCMR), also has a high number of origins and destinations and also has a strong relationship with Zones 1 and 5. Zones 11 and 12 show a relatively strong travel connection, although it is possible that some of this movement is actually skiers moving between these two zones as they explore Deer Valley Resort. Figure 21 shows the highest origin/destination pairs for winter weekday conditions all day.

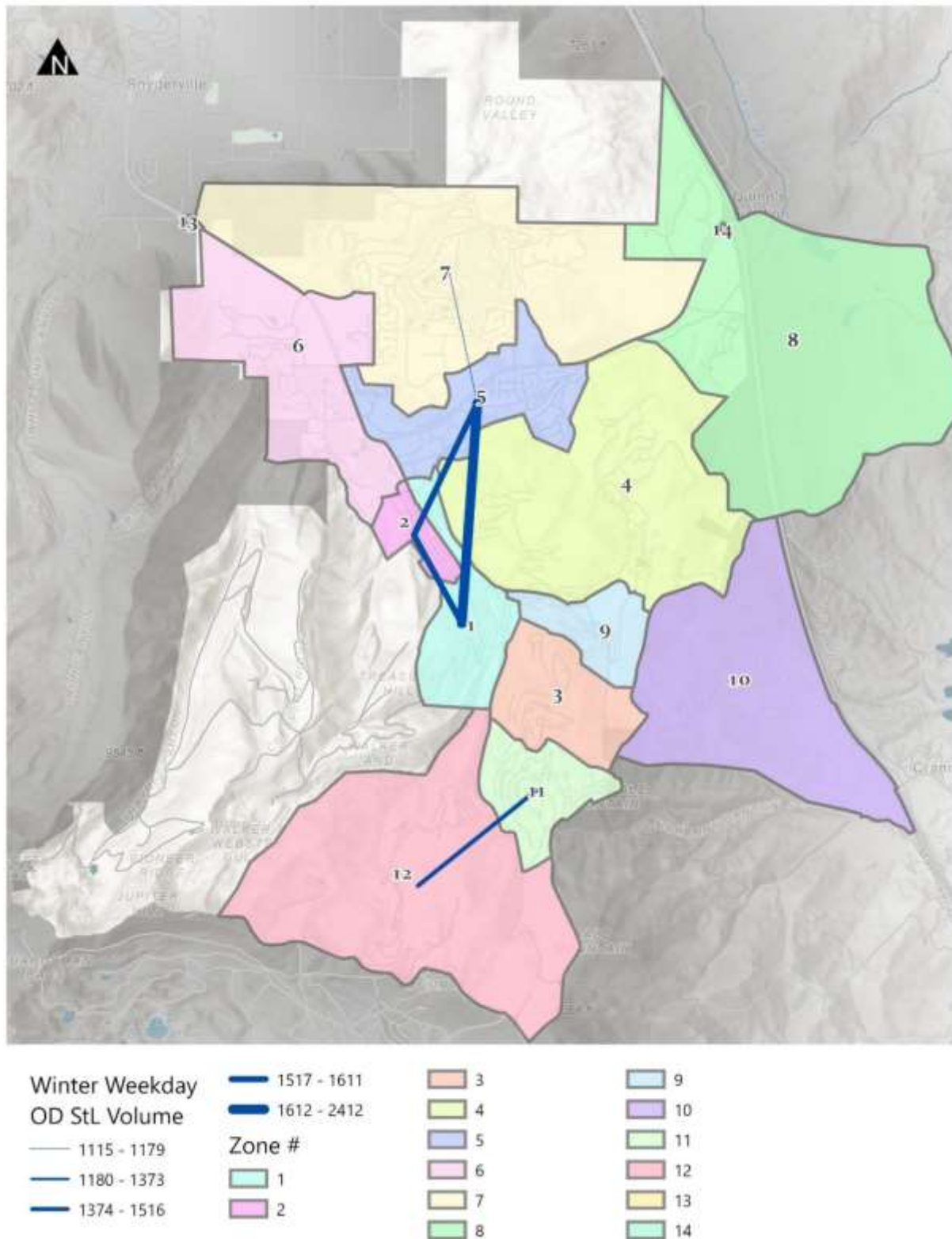


Figure 21. Winter Conditions Weekday (all-day). (Source: StreetLight and Fehr & Peers, Winter 2019)

Winter Conditions Weekday (Peak Periods)

To understand if origin/destination pairs differ depending on the time of day, analysis was also conducted on the

peak travel periods (6am-10am and 3pm-7pm). Results are similar, with Zones 1 and 5 accounting for the largest percentage of trip origins/destinations (11%). During peak periods, there also seems to be a higher concentration of origin/destinations between Zone 5 and Zone 9 (which includes the Deer Valley Ski Resort) and Zones 9 and 11 (which includes the Silver Lake Lodge area and may have some skier movement included). Figure 22 shows the highest origin/destinations pairs for winter weekday peak periods.

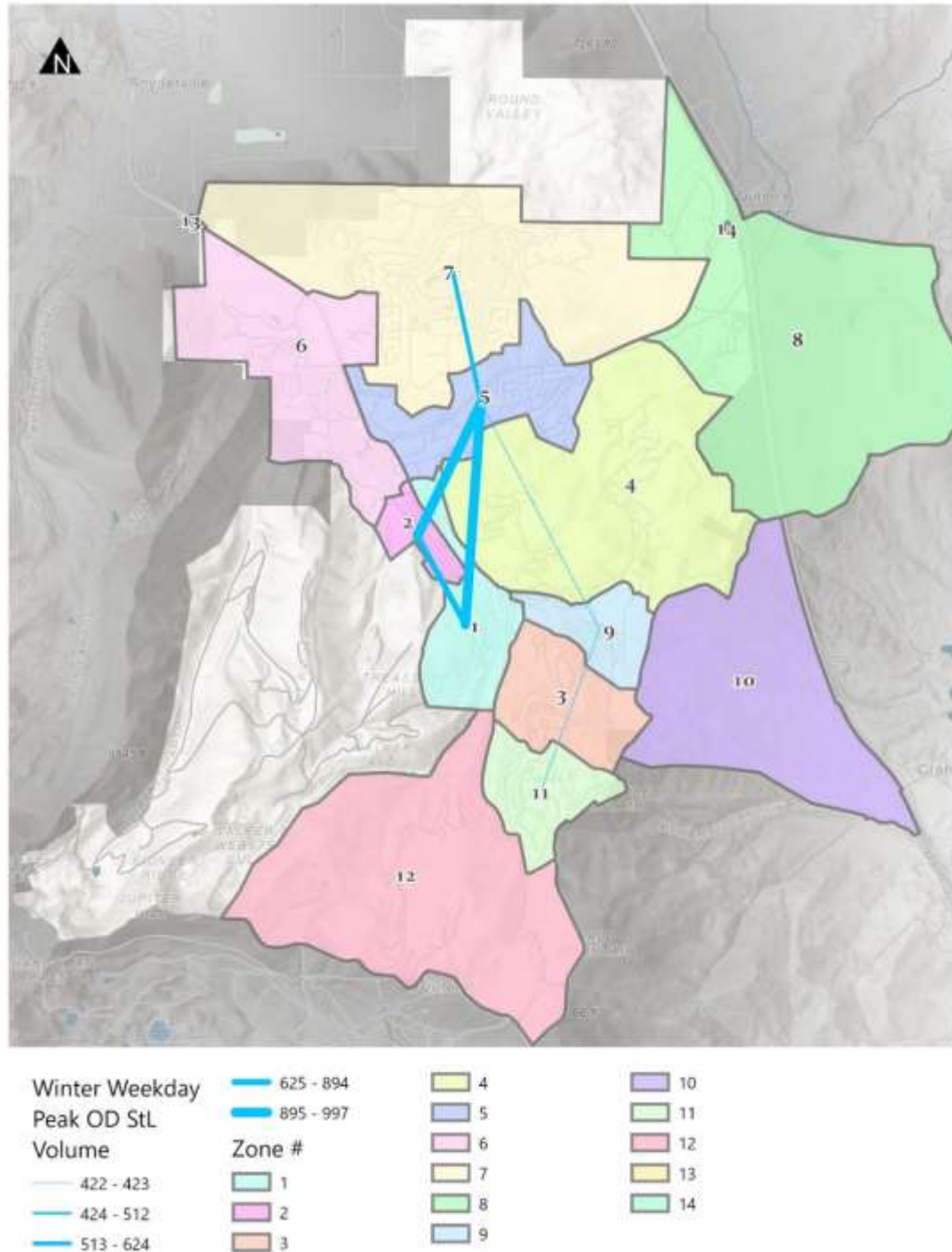


Figure 22. Winter Conditions Weekday (peak periods). (Source: StreetLight and Fehr & Peers, Winter 2019)

Winter Conditions Weekend (All-Day)

To understand if origin/destination pairs differ depending on the day of the week, analysis was also conducted on only the weekend periods (Saturday-Sunday). Similar to both weekday periods, weekend conditions show similar results, with Zones 1 and 5 accounting for the highest share of origin/destinations (12%). Figure 23 shows the highest origin/destination pairs for winter weekend conditions all day.

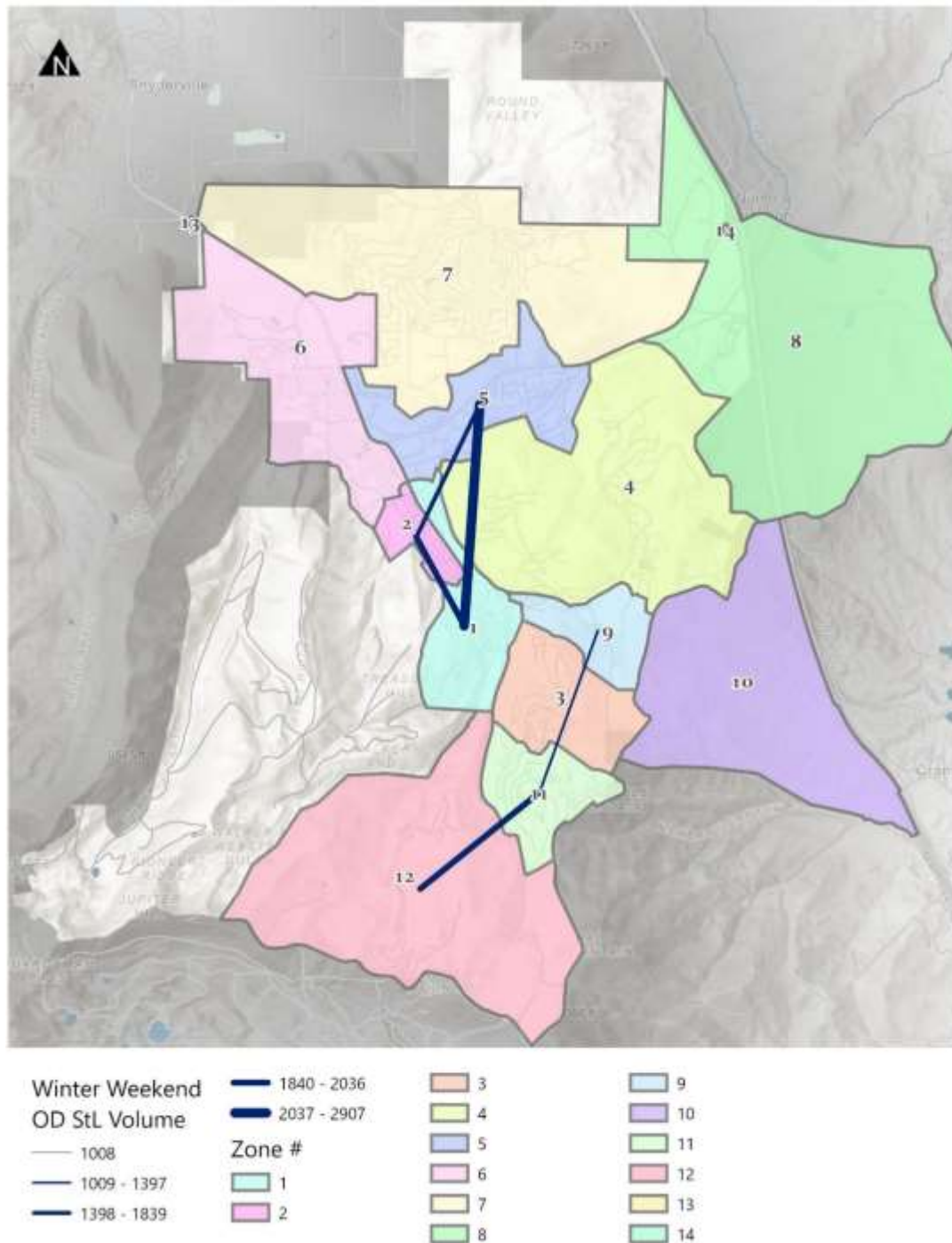


Figure 23. Winter Conditions Weekend (all-day). (Source: StreetLight and Fehr & Peers, Winter 2019)

Summer Conditions Weekday (All-Day)

Summer travel patterns appear slightly different than winter patterns. While Zones 1 and 5 continue to have the highest share of origins/destinations (15%), there is also a larger relationship between Zone 5, Zone 7, and Zone 6 (which includes the Park City Golf Course area). Figure 24 shows the highest origin/destination pairs for summer weekday conditions all day.

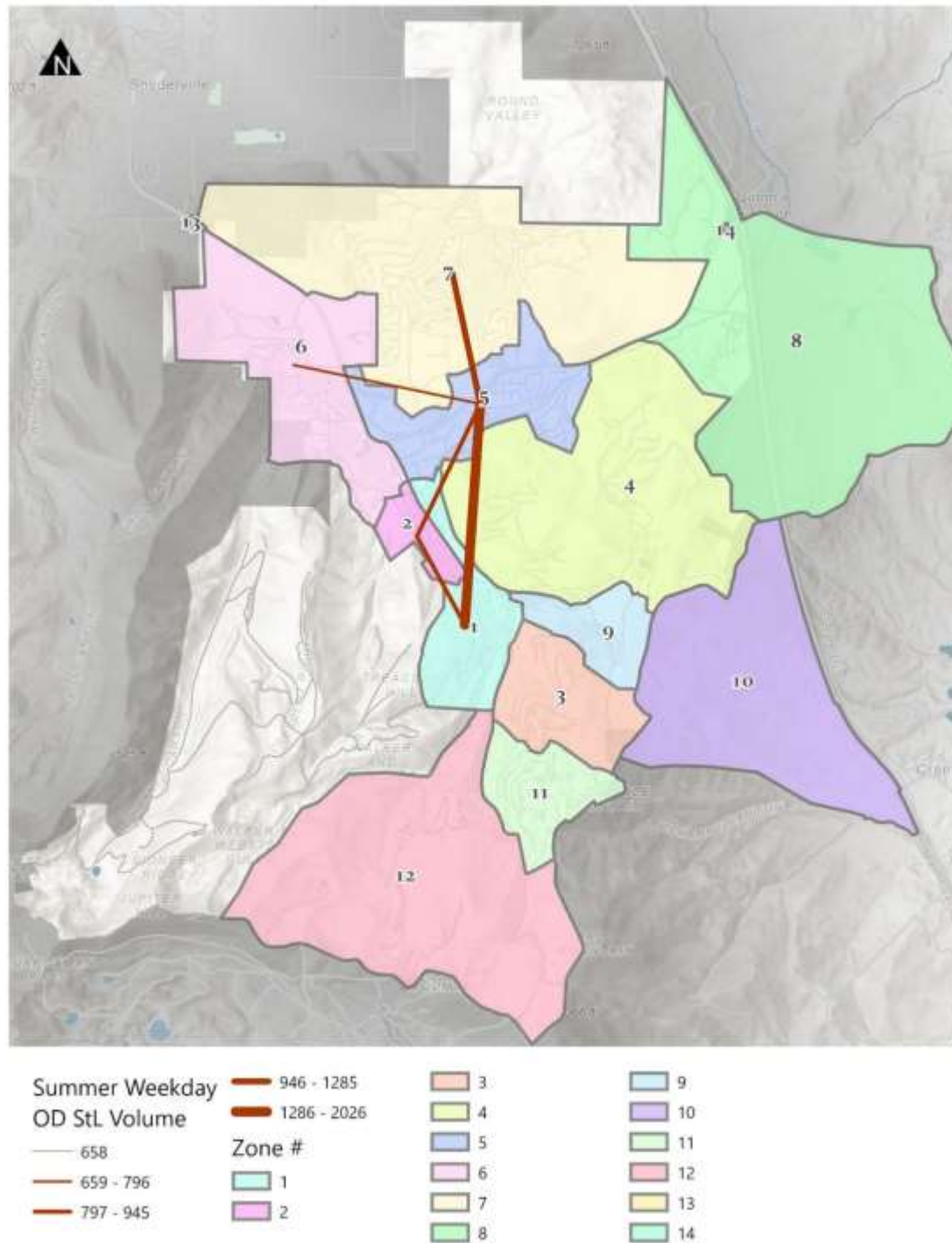


Figure 24. Summer Conditions Weekday (all-day). (Source: StreetLight and Fehr & Peers, Summer 2019)

Summer Conditions Weekday (Peak Periods)

Summer peak travel patterns are very similar to all-day patterns. Approximately 14% of origins/destinations are between Zone 1 and Zone 5. Connections between Zone 5 and Zone 7 are also high. Figure 25 shows the highest origin/destination pairs for summer weekday conditions during peak periods.

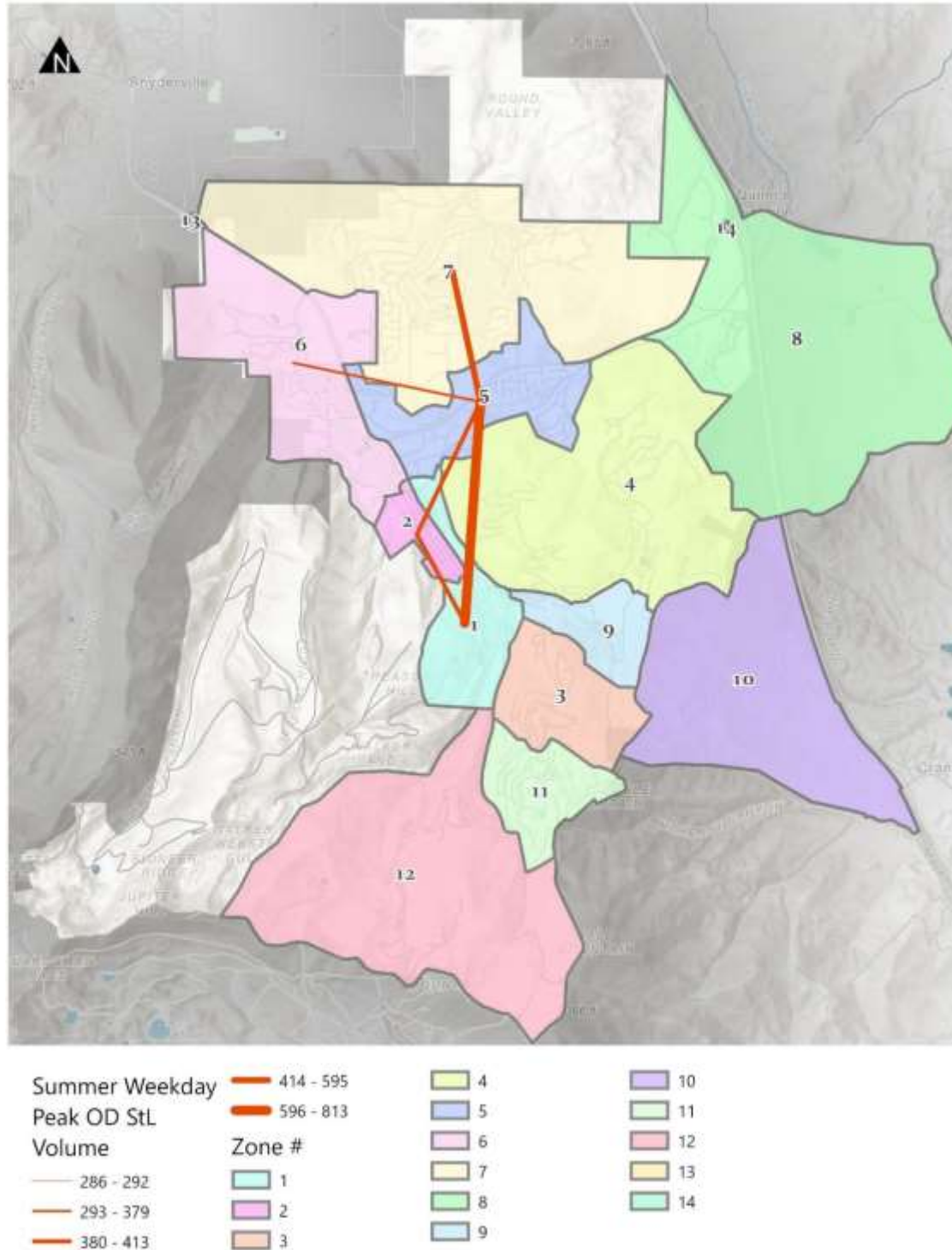


Figure 25. Summer Conditions Weekday (peak periods). (Source: StreetLight and Fehr & Peers, Summer 2019)

Summer Conditions Weekend (All-Day)

Summer weekend travel patterns are somewhat different. While approximately 17% of origins/destinations are between Zone 1 and Zone 5, Zone 1 also has a close origin/destination relationship with both Zone 6 and Zone 9, and there appears to be less of a connection between Zone 5 and Zone 6 than during weekday conditions. Figure 26 shows the highest origin/destination pairs for summer weekend conditions all day.

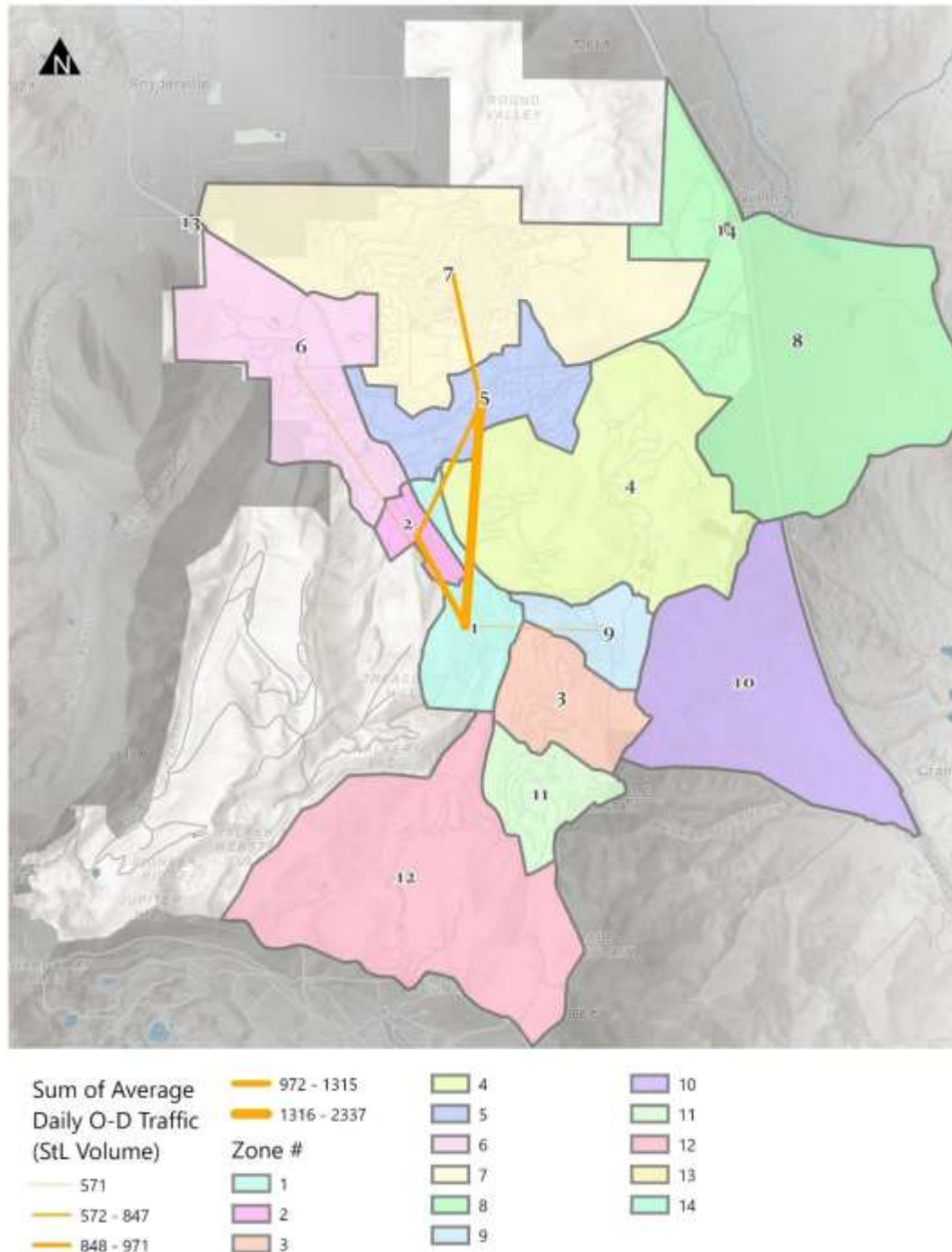


Figure 26. Summer Conditions Weekend (all-day). (Source: StreetLight and Fehr & Peers, Summer 2019)

Shoulder Season Conditions Weekday (All-Day)

Shoulder season weekday condition travel patterns also show the strong connections between Zones 1 and 5 (16% of all origin/destinations) as well Zone 5 and 2 (7% of all origin/destinations). Like summer conditions, there is also a strong relationship between Zones 6/7 and Zone 5. But there is also a strong relationship of origin/destinations between Zone 5 and Zone 8, which includes the Richardson Flat park-and-ride area. Figure 27 shows the highest origin/destination pairs for shoulder season weekday conditions all day.

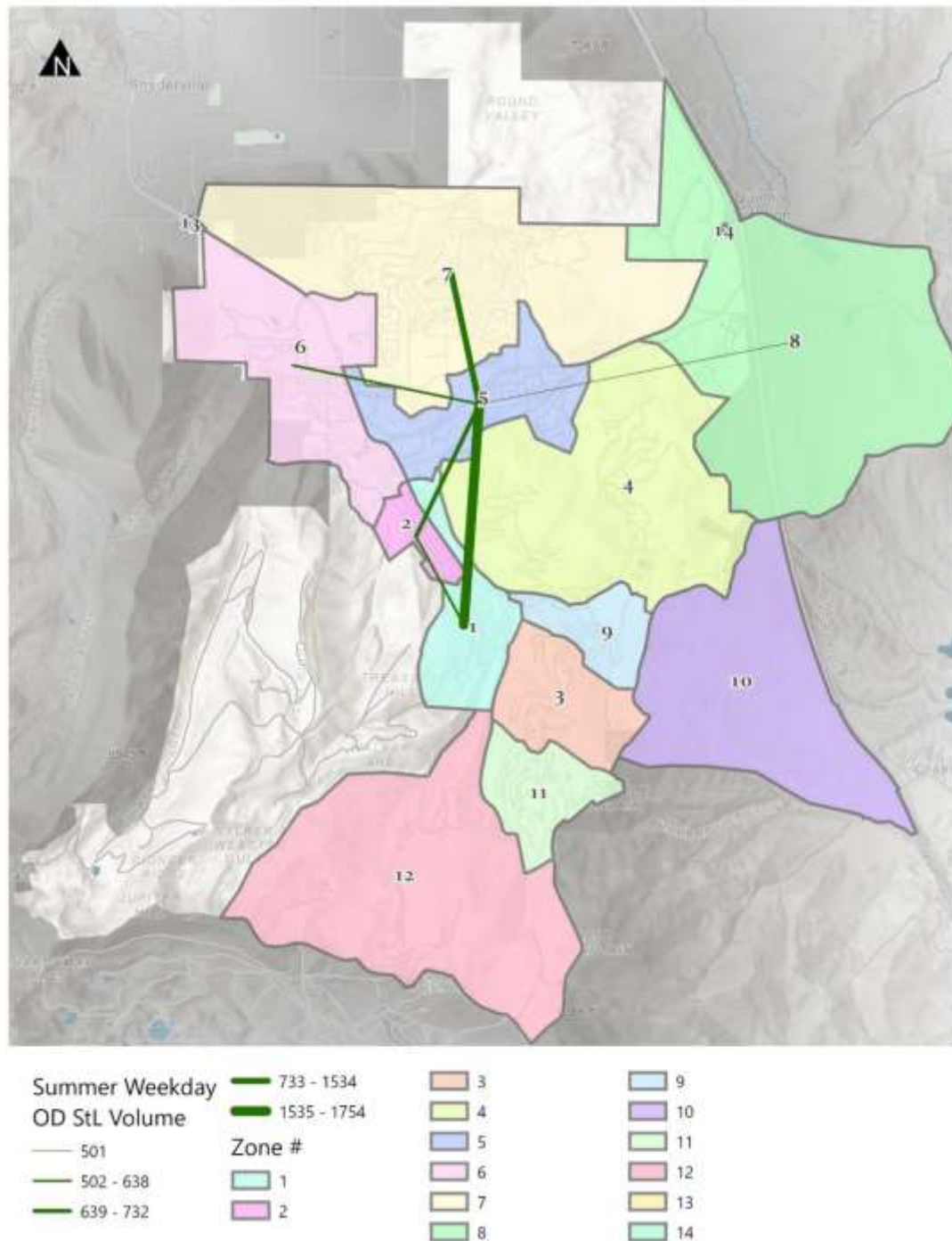


Figure 27. Shoulder Season Conditions Weekday (all-day). (Source: StreetLight and Fehr & Peers, Shoulder Season 2019)

Shoulder Season Conditions Weekday (Peak Periods)

Shoulder season weekday peak period condition travel patterns are generally the same as all-day patterns. Figure 28 shows the highest origin/destination pairs for shoulder season weekday conditions during peak periods.

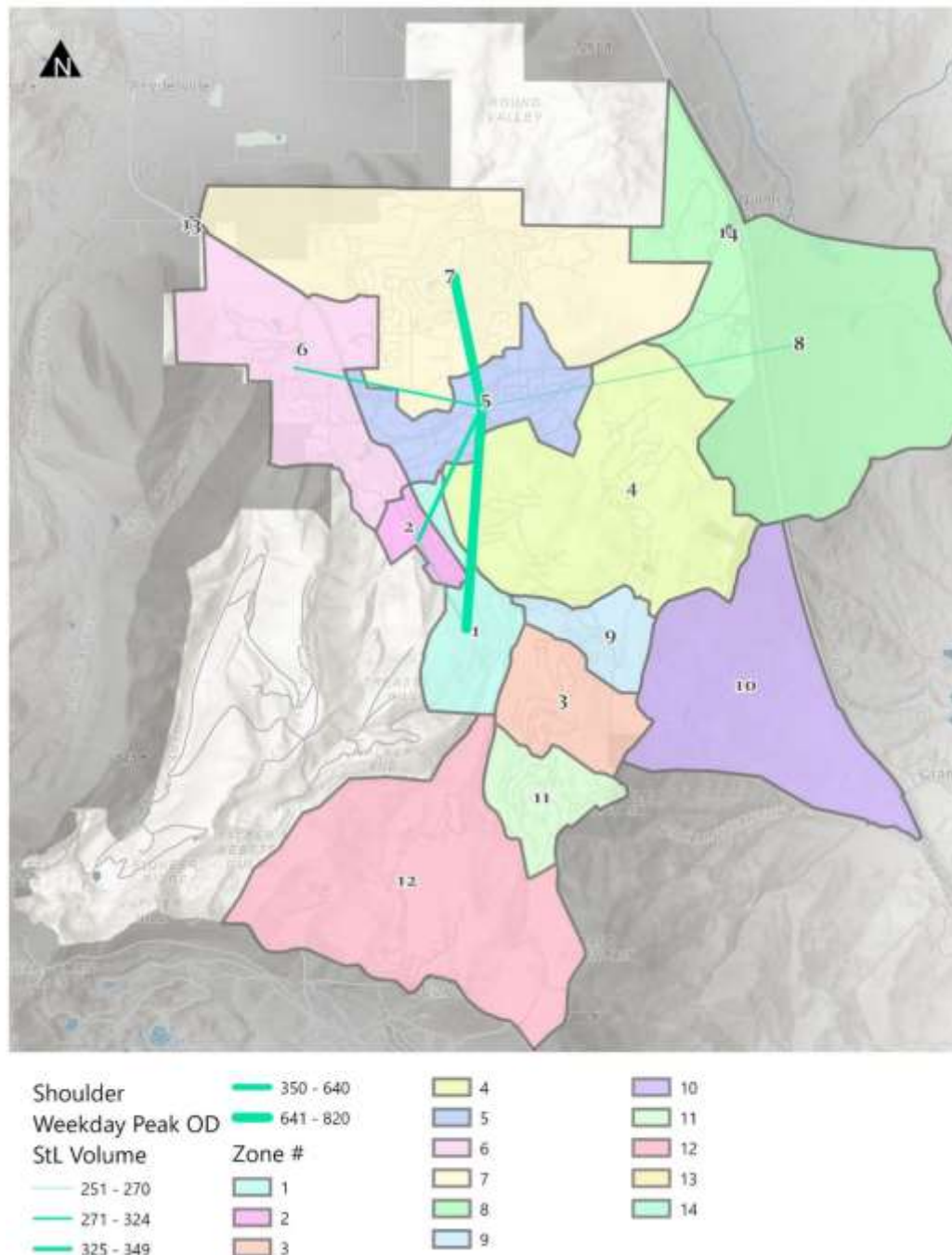


Figure 28. Shoulder Season Conditions Weekday (peak periods). (Source: StreetLight and Fehr & Peers, Shoulder Season 2019)

Shoulder Season Conditions Weekend (Peak Periods)

Shoulder season weekend condition travel patterns are similar to weekday conditions, although there is a slightly stronger relationship between Zones 1 and Zone 6. The relationship between zone 1 and 5 also seems to be even stronger, making up approximately 19% of the trips during this period. Figure 29 shows the highest origin/destination pairs for shoulder season weekend conditions during peak periods.

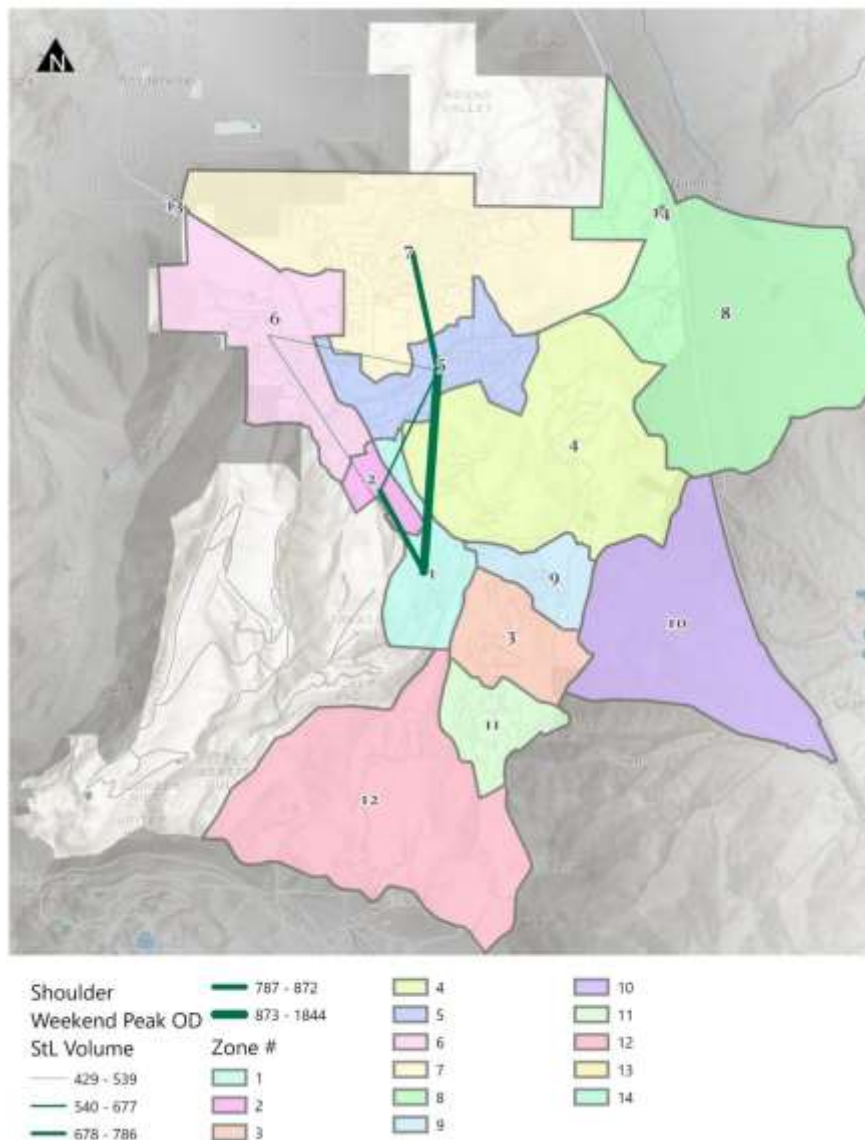


Figure 29. Shoulder Season Conditions Weekend (peak periods). (Source: StreetLight and Fehr & Peers, Shoulder Season 2019)

Key Takeaways

The origin-destination analysis of travel within Park City between the established zones reveals that:

- There is strong travel between Zones 1,2, 5, 6, and 7 in almost all analyses.

- Externally based trips make up a large share of trip patterns, and therefore making good connections to regional transit services is critical to serving the overall travel market.
- The shoulder season has a higher share of externally based origins/destinations, suggesting that commuting patterns make up a greater share of trips during this period.
- SR-224 has more origin/destination activity than SR-248. Both have strong connections to Zones 5, 2, and 1.

Commute Patterns

Commute data can provide insight into another potential group of transit riders. The US Census maintains the “Longitudinal Employer-Household Dataset,” which provides detailed data on the location of employment for an area’s residents, as well as data on the location of residence of an area’s workers. **Table 9** and **Table 10** present the commute data for the overall study area in 2019.

Table 9. Park City Commute Patterns

Where Park City Residents are Employed		
Location	# Jobs	% Total
Park City	1,798	44.7%
Salt Lake City	430	10.7%
Snyderville CDP	272	6.8%
Summit Park CDP	75	1.9%
Millcreek	72	1.8%
West Valley City	60	1.5%
Murray	56	1.4%
Ogden	50	1.2%
Silver Summit CDP	50	1.2%
Sandy	45	1.1%
All Other Locations	1,118	27.8%
Total Number of Jobs	4,026	

Source: US Census LEHD, 2019

Table 10. Park City Commute Patterns

Where Park City Workforce Lives		
Location	Persons	Total
Park City	1,798	14.4%
City of Heber	1,156	9.3%
Snyderville CDP	986	7.9%
Salt Lake City	914	7.3%
Summit Park CDP	896	7.2%
Silver Summit CDP	560	4.5%
Mill Creek	398	3.2%
Sandy	276	2.2%
Midway	249	2.0%
Holladay	206	1.7%
All Other Locations	5,022	40.3%
Total Number of Persons	12,461	

The table on the left represents where Park City residents are commuting for work. There are a total of 4,026 employed residents living in Park City, and 44.7% of them also work in Park City, while 10.7% commute to Salt Lake City, 6.8% commute in nearby Snyderville, and the remaining 37.9% commute to other various locations.

The table on the right shows where the 12,461 employees who work in Park City are commuting from. As shown, 14.4% of Park City employees live in Park City, 9.3% commute from Heber City, and between 7.2 to 7.9% commute from Snyderville, Salt Lake City, and Summit Park.

Means of Transportation to Work

Table 11 shows the commute travel mode split data for Park City, as identified in the 2019 American Community Survey. Within Park City as a whole, the majority of workers (63.6%) drove alone, while 7.6% walked, 6.9% carpooled, and 4.6% used public transportation (not including taxis). 13.6% of Park City workers worked from home and did not commute. Within block group 2 of census tract 9644.01, 18.5% of employees commuted by public transit, which is much higher than national averages.

Table 11. Commute by Mode of Travel

Census Tract	Block Group	Total Workers	Drove Alone		Carpool		Public Transport (Not Taxi)		Walked		Bicycle		Other Means		Worked from home	
			#	%	#	%	#	%	#	%	#	%	#	%	#	%
9643.08	1	394	239	60.7%	31	7.9%	0	0.0%	17	4.3%	0	0.0%	20	5.1%	87	22.1%
	2	300	216	72.0%	0	0.0%	19	6.3%	27	9.0%	0	0.0%	0	0.0%	38	12.7%
	3	1,069	817	76.4%	32	3.0%	17	1.6%	8	0.7%	17	1.6%	7	0.7%	171	16.0%
9644.01	1	306	206	67.3%	0	0.0%	4	1.3%	4	1.3%	0	0.0%	0	0.0%	92	30.1%
	2	623	383	61.5%	5	0.8%	115	18.5%	11	1.8%	0	0.0%	0	0.0%	109	17.5%
9644.02	1	344	95	27.6%	0	0.0%	15	4.4%	152	44.2%	0	0.0%	0	0.0%	82	23.8%
	2	526	324	61.6%	25	4.8%	0	0.0%	87	16.5%	24	4.6%	10	1.9%	56	10.6%
	4	1,685	1,059	62.8%	268	15.9%	70	4.2%	94	5.6%	67	4.0%	67	4.0%	60	3.6%
Total		5,247	3,339	63.6%	361	6.9%	240	4.6%	400	7.6%	108	2.1%	104	2.0%	695	13.2%

Source: American Community Survey 5-year Estimates (2015-2019)

Existing Traffic Conditions

One of Park City Transit's biggest operational challenges is schedule delays due to traffic congestion. During ski season, peak summer, special events, and increasingly in shoulder seasons, the limitations of the road infrastructure has become a serious issue that will require multiple solutions in which transit plays a part. Numerous corridor studies have been completed to address the safety and travel issues in the region, focusing particularly on the State Route 224 and State Route 248 corridors. Recommendations for Bus Rapid Transit (BRT) are among the top and most impactful recommendations. Among the highlights of the findings from these studies:

- Traffic delays that impact transit operations are particularly prevalent at the Park Avenue/ Deer Valley Drive/Empire Avenue intersection, as well as the intersection of Park Avenue and Kearns Blvd (SRs 224/248).
- Traffic delays can be substantial at a variety of times but are particularly challenging at the beginning and end of the ski day in winter.
- Traffic delays on Bonanza Drive, between Kearns and Deer Valley Drive, can be substantial during peak conditions. There are also substantial delays along Kearns Blvd – SR 248 between Park City and Quinn's

Junction during commute times and near school bell times.

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Chapter 4: Park City Transit Overview & Analysis

Chapter 4. Park City Transit Overview and Analysis

Transit service in Park City began in the winter of 1975-1976 as a small, free transit program paid for by local hotels and resorts. After several years of operation, the residents of Park City passed a transit tax to continue support for transit. The system continued to grow, and the service area expanded. In 2006, Park City and Summit County entered into an agreement that formed a transit district that identified separate service areas but operated jointly. In 2017, Park City Transit began to operate its first electric buses. Over the years and with numerous name changes, the system grew to become one of the nation's most robust resort transit services.

In July 2021, Park City and Summit County dissolved their joint operations. Each now operates independently of the other but in coordination. This SRTP is the first to be completed subsequent to the split and will focus on services operated within and on behalf of Park City while also evaluating neighboring services which impact the Park City Transit operations.

Organization and Staffing

Park City Transit is under the direction of the Transit Manager, who reports to the Transportation Director. The Transit Manager works in collaboration with three transportation planners and the ITS program manager and oversees staff, including an Assistant Transit Manager, Executive Assistant, Transit Community Outreach and Marketing staffer, Transit Service Planner, and Finance Administrator. Transit operations staff includes supervisors and lead operators, as well as safety and training staff. The organization plans for 57 full-time transit operators and 18 part-time seasonal operators, though driver shortages are an ongoing issue.

Park City Transit Service Overview

Park City Transit operates services that vary by season. Winter service begins in December and runs through March or sometimes into April. Spring service starts in early- to mid-April. Summer service starts in mid- to late-June, and Fall service begins in mid-September and runs through November. Specific dates are generally determined by the weather. The routes are depicted in Figure 30 (winter) and Figure 31 (summer) and reflect the 2021-2022 season and do not include pilot projects. The figures also show the proximity of affordable housing units to the routes, as shown with red dots and red text. The routes are described below.

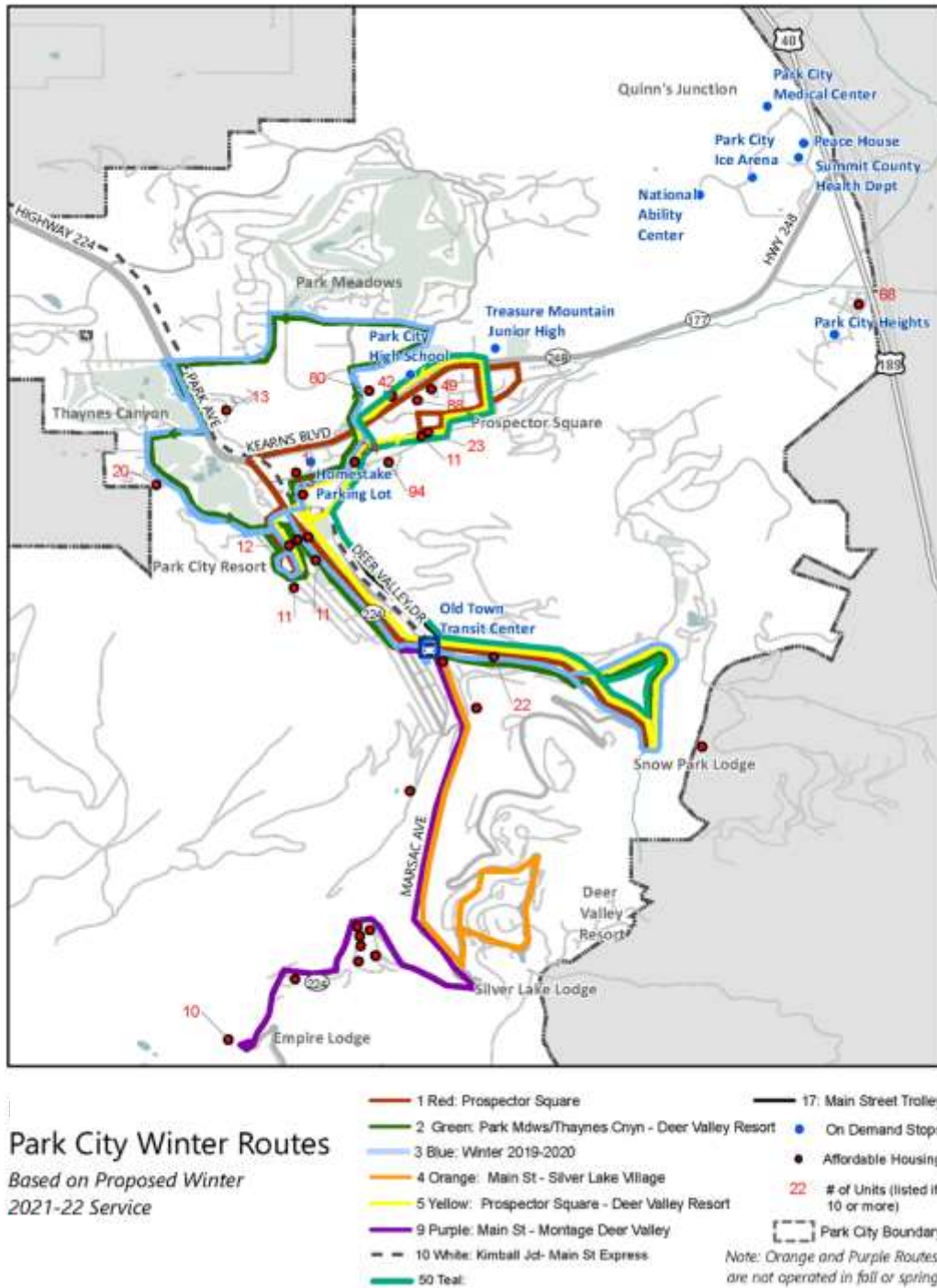
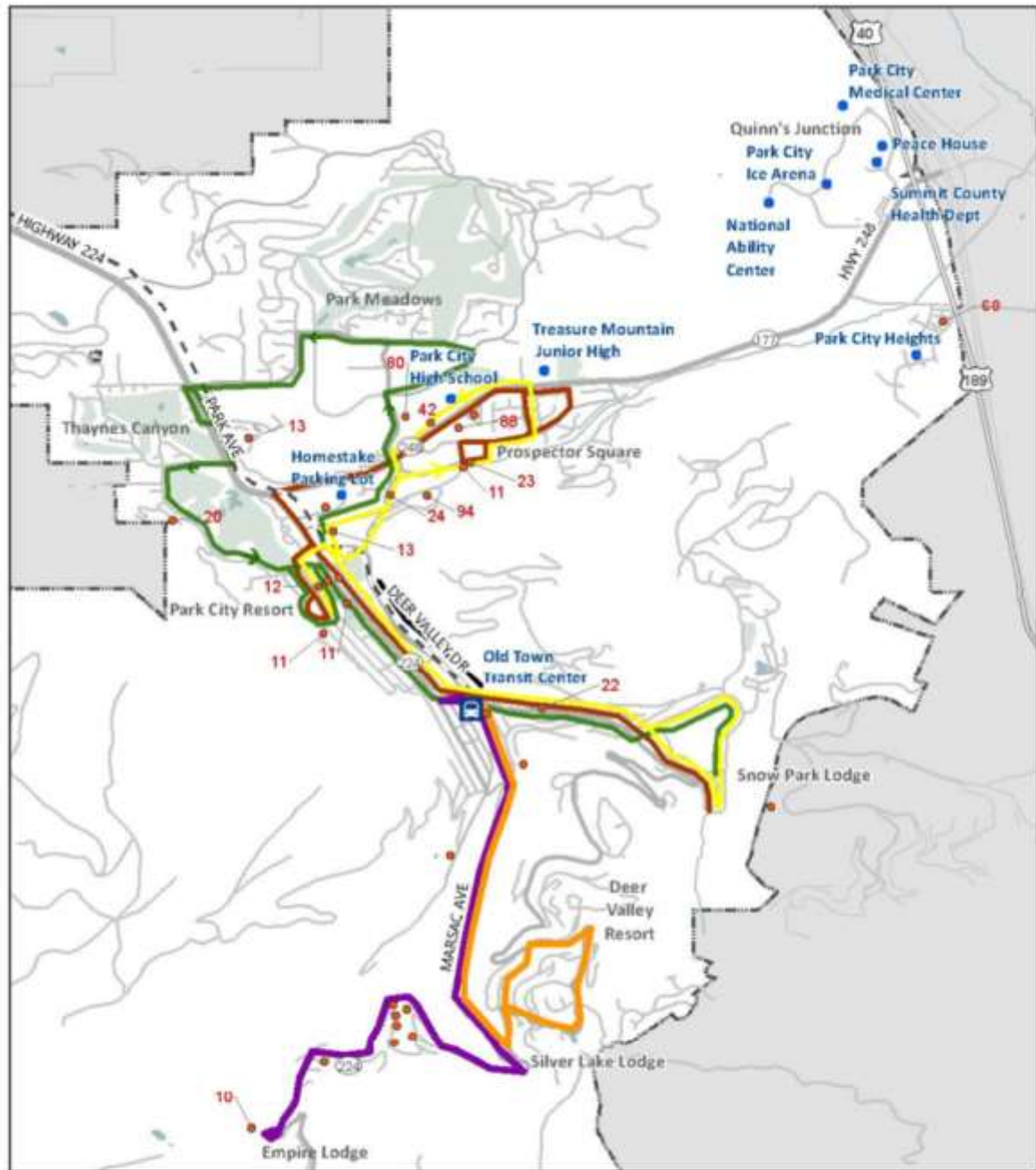


Figure 30. Park City winter routes. (Source: Park City Municipal Corporation)



Park City Summer Routes

Based on Proposed
Summer 2021-22 Service

- 1 Red: Prospector Square
 - 2 Green: Park Meadows/Thayne's Canyon - Deer Valley Resort
 - 4 Orange: Main St - Silver Lake Village
 - 5 Yellow: Prospector Square - Deer Valley Resort
 - 9 Purple: Main St - Mortgage Deer Valley
 - 10 White: Kimball Jct - Main St Express
 - 17: Main Street Trolley
 - Park City Boundary
 - On Demand Stops
 - Affordable Housing
 - # of Units (listed if 10 or more)
- Note: Orange and Purple Routes are not operated in fall or spring**

Figure 31. Park City Summer routes. (Source: Park City Municipal Corporation)

Park City Fixed Routes

All Park City routes are operated on 30-minute headways except the Trolley, which is on 15-minute headways, and 10 White Express, which is operated on 15-minute headways during the day and 30-minute headways evenings on behalf of Summit County. However, several of the routes overlap to give a 15-minute frequency or higher on major corridors, such as 1 Red, 5 Yellow, 2 Green, 3 Blue, and 50 Teal. The routes are summarized in **Table 12** below.

Table 12. Summary of Park City Fixed-Route Transit Services

Fixed Routes											
		1 Red	2 Green	3 Blue	50 Teal	4 Orange	5 Yellow	9 Purple	17 Trolley	Citywide	
		Prospector Square - Deer Valley Resort	Park Meadows/ Thaynes Canyon—Deer Valley Resort	Deer Valley Resort— Park Meadows / Thaynes Canyon	Prospector & Main Street / Deer Valley Express	Silver Lake — Deer Valley Resort	Prospector Square - Deer Valley Resort	Main Street - Montage Deer Valley	Main Street Trolley	1 Red / 2 Green Combo	Total
Winter Service (2021-22 Estimate)											
Daily	Start of Service	6:00 AM	6:12 AM	6:45 AM	6:27 AM	6:42 AM	6:22 AM	6:42 AM	8:00 AM	11:40 PM	
	End of Service	11:58 PM	11:37 PM	5:41 PM	5:40 PM	11:40 PM	11:42 PM	11:05 PM	8:00 PM	1:40 AM	
Service Frequency (Minutes)	Daytime	30	30	30	30	30	30	30	15	NA	
	Evening	30	30	--	--	30	30	30	15	NA	
# Peak Buses in Operation	Daytime	2.0	2.0	1.5	1.5	1.0	2.0	1.0	1.0	0.0	12
	Evening	1.0	2.0	0.0	0.0	1.0	2.0	1.0	1.0	2.0	10
Daily Vehicle-Hours of Service ¹		25.8	33.9	20.9	21.5	17.2	33.6	17.2	14.7	5.42	190.1
Daily Vehicle-Miles of Service ²		12	11	10.9	7.4	6.1	9.8	7.4	1.6	14.0	80.3
Cycle Length (Min)		40	40	30	30	20	32	23	12	40	
Summer Service (2021)											
Daily	Start of Service	6:11 AM	6:18 AM			6:40 AM	6:32 AM	6:40 AM			
	End of Service	11:38 PM	11:33 PM			6:28 PM	11:37 PM	6:35 PM			
Wednesday to Saturday	Start of Service								12:00 PM		
	End of Service								10:00 PM		
Service Frequency (Minutes)	Daytime	30	30			30	30	30	15		
	Evening	30	30			30	30	30	15		
# Peak Buses in Operation	Daytime	2.0	2.0			1.0	2.0	1.0	1.0		9
	Evening	2.0	2.0			0.0	2.0	0.0	1.0		7
Daily Vehicle-Hours of Service ¹		34.0	33.8			11.8	33.8	11.9	10.0		135.2
Daily Vehicle-Miles of Service ²		12	11			6	10	7	2		48.1
Cycle Length (RT Min)		50	52			18	44	50	12		

Note 1: Revenue hours based on run sheets and printed schedules.

Note 2: Route miles per PCMC Transit Department.

Source: LSC Transportation Consultants, Inc.; published schedules at <https://www.parkcity.org/departments/transit-bus/routes-schedules> as of 7/12/2021; PCMC

- ▶ 1 Red: Prospector Square — Deer Valley Resort (year-round): operated from 6:15 AM to 11:30 PM.
- ▶ 2 Green: Park Meadows/Thaynes Canyon — Deer Valley Resort (year-round): operated from 6:15 AM to 11:45 PM. For most of 30 years, this route would discontinue service in Thaynes Canyon during winter and would instead service Snowcreek Drive and Park Avenue Condos before going to Park City Mountain Resort.
- ▶ 3 Blue: Deer Valley Resort — Park Meadows/Thaynes Canyon (winter only): operated from 6:15 AM to 11:30 PM and provides bidirectional service in combination with 2 Green.
- ▶ 50 Teal: Prospector & Main Street / Deer Valley Express (winter only): operated from 6:27 AM to 5:40 PM. This is a newer route developed to provide express service between Prospector Square, Main Street and Deer Valley.
- ▶ 4 Orange: Main Street - Silver Lake Village (winter and summer): operated from 6:40 AM to 6:30 PM.
- ▶ 5 Yellow: Prospector Square — Deer Valley Resort (year-round): operated from 6:40 AM to 11:40 PM.
- ▶ 9 Purple: Main Street — Montage Deer Valley (winter and summer) operated from 6:40 AM to 6:30 PM.
- ▶ Trolley: Main Street — Swede Alley operated from noon to 10:00 PM.
- ▶ City-wide Service: From 11:40 PM to 2:45 AM (winter only⁴). This after-hours route duplicates a combination of the 1 Red Route (from the OTTC to Monitor Drive outbound) and the 2 Green Route from Monitor Drive to Deer Valley.
- ▶ 1 Red, 2 Green, 3 Blue, and 4 Yellow provide service to Park City Mountain Resort and OTTC

Park City On-Demand Services

Park City Transit offers paratransit on-demand service and general public on-demand service. For passengers who have difficulty using the fixed-route service, curb-to-curb service is provided within ¼-mile of the fixed routes per the Americans with Disabilities Act (ADA). The service hours are consistent with the fixed-route service. Additionally, a zone-based on-demand service was introduced in 2019 for the general public. The “Citywide” on-demand service is operated late at night to ensure passengers can get home after regular service hours. The services are operated as described below and in Table 13.

⁴ The Citywide Route is typically a winter only route but was operated from April to November 2020 throughout the day instead of the 1 Red, 2 Green or 5 Yellow due to COVID conditions.

Table 13. Summary of Park City On-Demand Services

Service Parameters		On-Demand Zones			
		Zone 1	Zone 2	Zone 3	Zone 4
		To / From Hospital or Health Clinic	To / From N.A.C. or Ice Arena	To / From Park City Heights	Homestake Parking Lot
Daily	Start of Service	7:00 AM	7:00 AM	7:00 AM	10:00 AM
	End of Service	11:00 PM	11:00 PM	11:00 PM	11:00 PM
Stops Served		1, 3, 4, 5, 6, 7, 8, 9, 10	1, 3, 4, 5, 6, 7, 8, 9, 10	1, 3, 4, 5, 6, 7, 8, 9, 10	1, 2

On Demand Zone Stops

1 Old Town Transit Center	6 Peace House
2 Homestake Parking Lot	7 People's Health Clinic & Summit Co Health Dept
3 Park City High School	8 Park City Ice Arena
4 Treasure Mountain Jr High	9 National Ability Center
5 Park City Medical Center	10 Park City Heights

Calendar Year

Operating Statistics	2019	2020	2021 ¹
Revenue Hours	5,200	5,496	3,288
Revenue Miles	70,170	54,156	40,323
Ridership	10,665	7,092	5,748
Passengers / Hour	2.1	1.3	1.7

Note 1: Through September 13, 2021.

Note 2: Includes general public and paratransit on-demand services

Source: PCMC, LSC, published schedules.

- ▶ Paratransit Service: operated the same hours as fixed-route services in accordance with the ADA. Passengers must be ADA-eligible to use this service.
- ▶ General Public On-Demand Service: From 7:00 AM to 11:00 PM, any passenger can request a ride by phone to arrive within 15 minutes of a specified pick-up time. Rides are completed on a time- and space-available basis, so wait times vary. There are four established zones (see Table 12). Rides are offered between designated stops within each zone and cannot cross zones except in the Quinn's Junction zone.

In 2019, 5,200 revenue hours of service were operated on demand, serving 10,655 passenger trips (an average of 2.1 passengers per hour). This increased to 5,496 revenue hours in 2020, but only serving 7,092 passenger trips (1.3 per hour) due to COVID. Through mid-September 2021, 3,288 hours have been operated, carrying 5,748 passenger trips (1.7 per hour).

High Valley Transit

The summer of 2021 has brought about a historic change to the Park City Municipal Corporation and Summit County Transit as the City and County have separated operations, and now two transit systems are serving the area. The Summit County service has been rebranded as High Valley Transit, and Park City no longer operates what used to be

Routes 6, 7, 8, 11, 12, 13, and 18. However, Park City continues to operate Route 10 White (Park City to Kimball Junction) on behalf of Summit County under contract. This SRTP will consider connectivity with High Valley Transit Services, but in general, the Summit County services are not part of the SRTP analysis.

Park City – Salt Lake City (PC-SLC) Connect

The PC-SLC connect is offered through a cooperative effort between Utah Transit Authority, Park City, and Summit County to provide bus service between Summit County and Salt Lake City during peak commute times. Summit County stops include the Kimball Junction Transit Center (KJTC), with connecting Park City Transit buses to Main Street (Old Town Transit Center). Salt Lake City stops include Downtown Salt Lake City, Salt Lake Central Station, and the University of Utah. Fares are \$5.00 one-way or \$2.50 reduced fares for seniors and other qualifying passengers.

Evaluation of Park City Transit

In addition to Park City and Summit County separating operations, the coronavirus pandemic of 2020 (and beyond) has had a huge impact on operations. As this is a short-range plan, the focus will be on recovering from the pandemic as well as planning for a future with greater normalcy. As such, the “normal” operating seasons (winter 2018-19, summer 2019, and calendar year 2019) will be analyzed as the predictor of future operations for such things as ridership and service levels. Long-term trends, such as increased remote work and learning, trends in visitor travel patterns, and other factors impacted by COVID, will be considered.

Park City Transit Operations

Park City Transit requires nine peak and seven off-peak vehicles in summer (2021) and 12 peak and ten off-peak buses in winter (2021-22) for fixed-route services. In addition, on-demand and paratransit services are operated using shared vehicles, typically requiring two vehicles per day.

Historical Trends in Revenue Hours and Ridership

A review of the Park City routes over the past three fiscal years shows the trends in operations. In FY 2018-19, a total of 49,543 summer revenue hours were operated, serving 1,352,890 passenger trips (an average of 27.3 per hour). The following year, 46,177 revenue hours were operated, reflecting the reduced hours when the coronavirus pandemic began toward the end of the fiscal year. Ridership was 46,177 (an average of 25.0 passenger trips per hour). In FY 2020-21, service was substantially reduced to 28,080 vehicle hours of service, and ridership dropped to 611,430, or 21.8 passenger trips per hour. This data is shown in Table 14. Historical summer trends are depicted in Figure 32 and Figure 33, while winter trends are shown in Figure 34 and Figure 35.

Table 14. Park City Transit Fixed Route Operating Trends

Fiscal Year	Ridership	Revenue Hours	Passengers Per Hour
FY 2018-19	1,352,890	49,543	27.3

FY 2019-20	1,153,617	46,177	25.0
FY 2020-21	611,430	28,080	21.8

Note 1: Data is for Park City routes, which include 1, 2, 3, 4, 5, 9, 17 (Trolley)
Source: LSC, PCMC

Park City Transit Summer Ridership By Routes

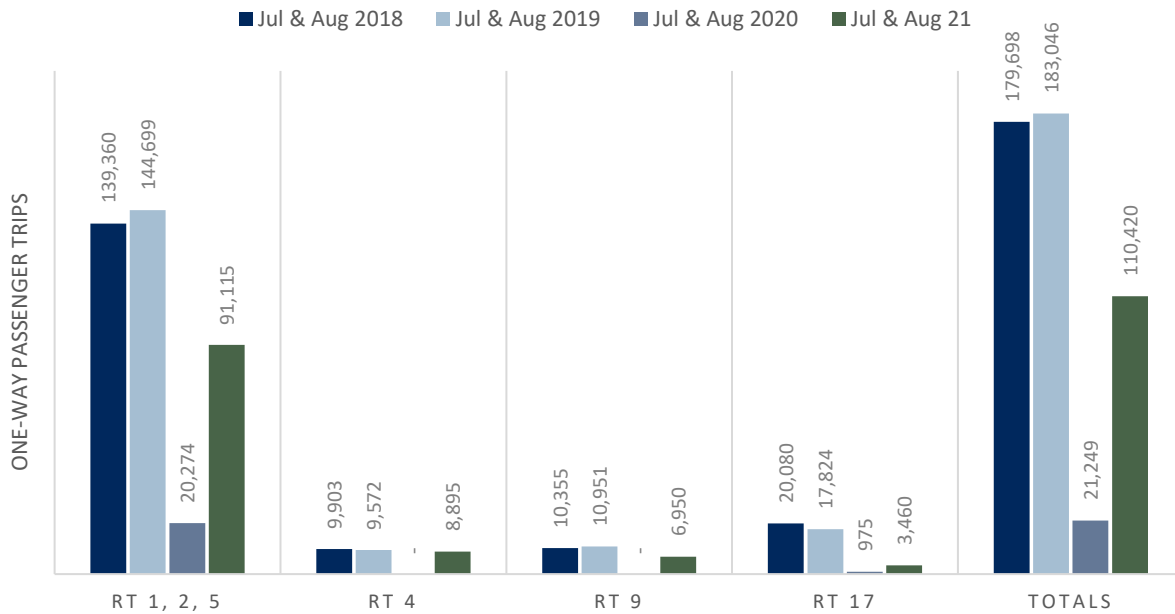


Figure 32. Park City Transit ridership by route - summer. (Source: Park City Municipal Corporation)

Park City Transit Passengers Per Hour By Routes In Summer

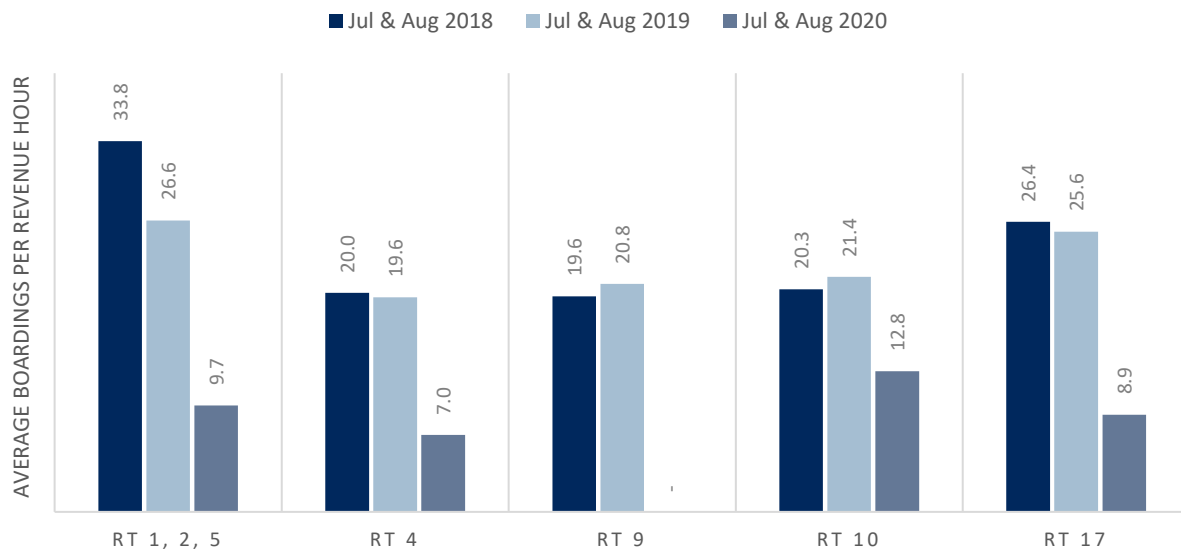


Figure 33. Park City Transit ridership per hour - summer. (Source: Park City Municipal Corporation)

Park City Transit Winter Ridership By Routes

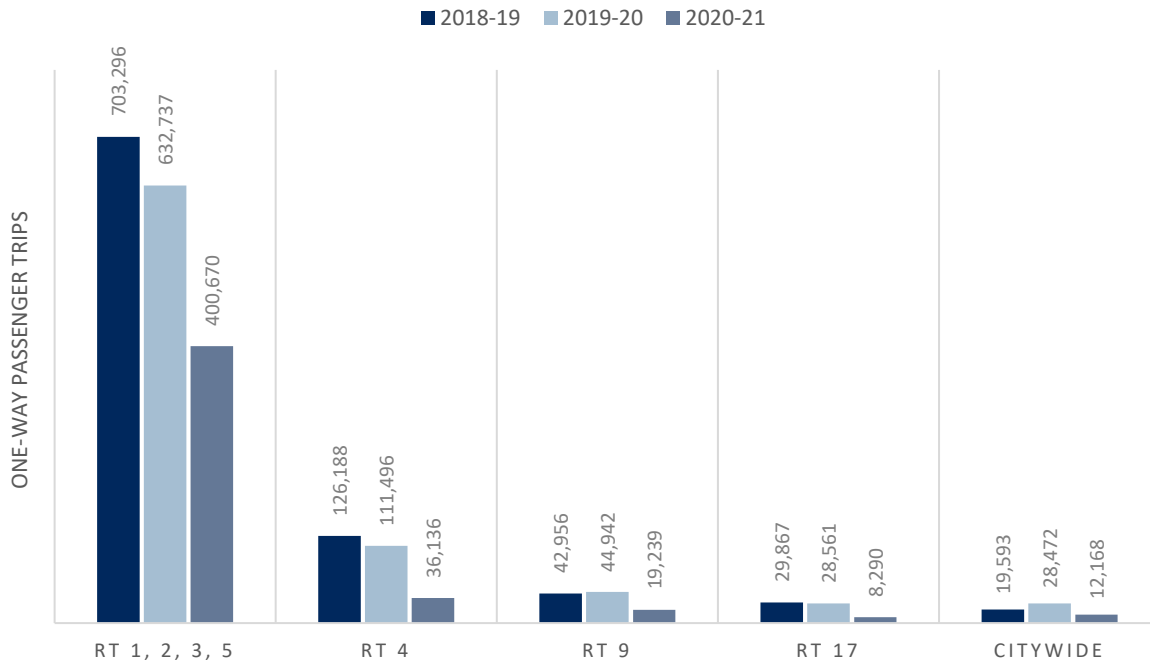


Figure 34. Park City Transit ridership by route - winter. (Source: Park City Municipal Corporation)

Park City Transit Passengers Per Hour By Routes In Winter

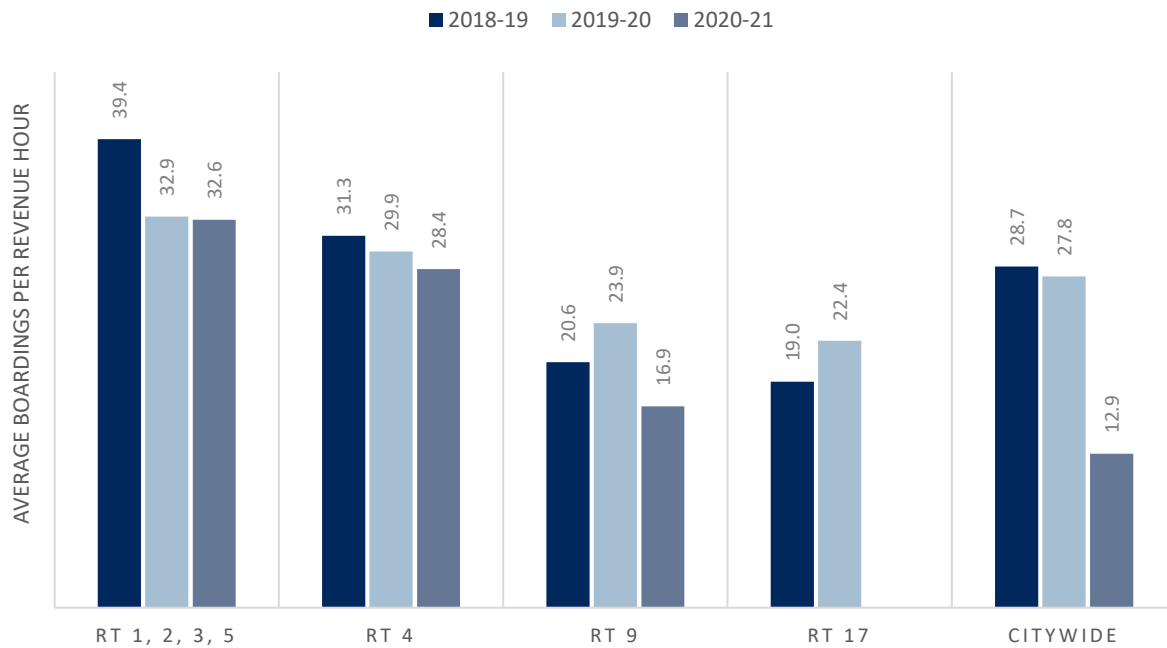


Figure 35. Park City Transit ridership per hour - winter. (Source: Park City Municipal Corporation)

Monthly Ridership by Route

Data from calendar year 2019 was reviewed to best represent pre-COVID trends. Table 15 shows Park City ridership by month. As indicated, the 1 Red route carried a third of the total annual ridership, followed by 2 Green (20%) and 5 Yellow (13%). Additionally, over half of the annual ridership was provided in January through March, reflecting the ski season activity.

Table 15. Park City Transit Monthly Ridership by Route, 2019

Month	Routes									Total	% by Month
	1 Red	2 Green	3 Blue	4 Orange	5 Yellow	9 Purple	17 Trolley	Citywide	On-Demand		
Jan	55,495	50,756	35,508	33,757	57,115	11,797	6,809	6,124	884	258,245	18.0%
Feb	56,080	50,470	40,968	33,894	47,856	10,938	6,591	5,090	869	252,756	17.7%
Mar	51,045	46,274	37,344	31,983	42,431	10,587	8,499	4,644	1,085	233,892	16.3%
Apr	20,848	9,918	3,694	2,999	4,587	1,963	4,364	414	979	49,766	3.5%
May	20,951	7,884	0	0	0	2,037	5,238	0	894	37,004	2.6%
June	34,428	14,922	0	3,027	645	4,305	8,682	0	786	66,795	4.7%
July	46,237	21,882	0	4,996	1,095	5,892	10,780	0	799	91,681	6.4%
Aug	45,017	20,899	0	4,576	9,569	5,059	7,044	0	859	93,023	6.5%
Sept	28,980	11,837	0	345	373	5,628	6,457	0	828	54,448	3.8%
Oct	22,558	8,548	0	0	421	3,875	5,599	0	984	41,985	2.9%
Nov	25,195	10,009	0	2,097	0	3,579	4,293	323	774	46,270	3.2%
Dec	66,446	33,641	24,626	27,536	25,060	11,673	8,290	6,660	924	204,856	14.3%
Total	473,280	287,040	142,140	145,210	189,152	77,333	82,646	23,255	10,665	1,430,721	
% by Route	33.1%	20.1%	9.9%	10.1%	13.2%	5.4%	5.8%	1.6%	0.7%		

Source: LSC, PCMC

Trip Patterns

Boarding Activity

Automatic vehicle location (AVL) and automatic passenger counter (APC) data for 2019 was reviewed to determine where passengers boarded buses. The data was adjusted to reflect the average daily passenger trips for winter (January, February, March, and December 2019) and summer (July and August 2019) and mapped. As shown in

Figure 36 (winter), there is steady ridership from Prospector Square to Snow Park Lodge, with the highest ridership at the Old Town Transit Center, Park City Resort, Snow Park Lodge, and Homestake Parking Lot. Summer trends are similar (Figure 37), though there is less activity along Iron Horse and Thaynes Canyon.

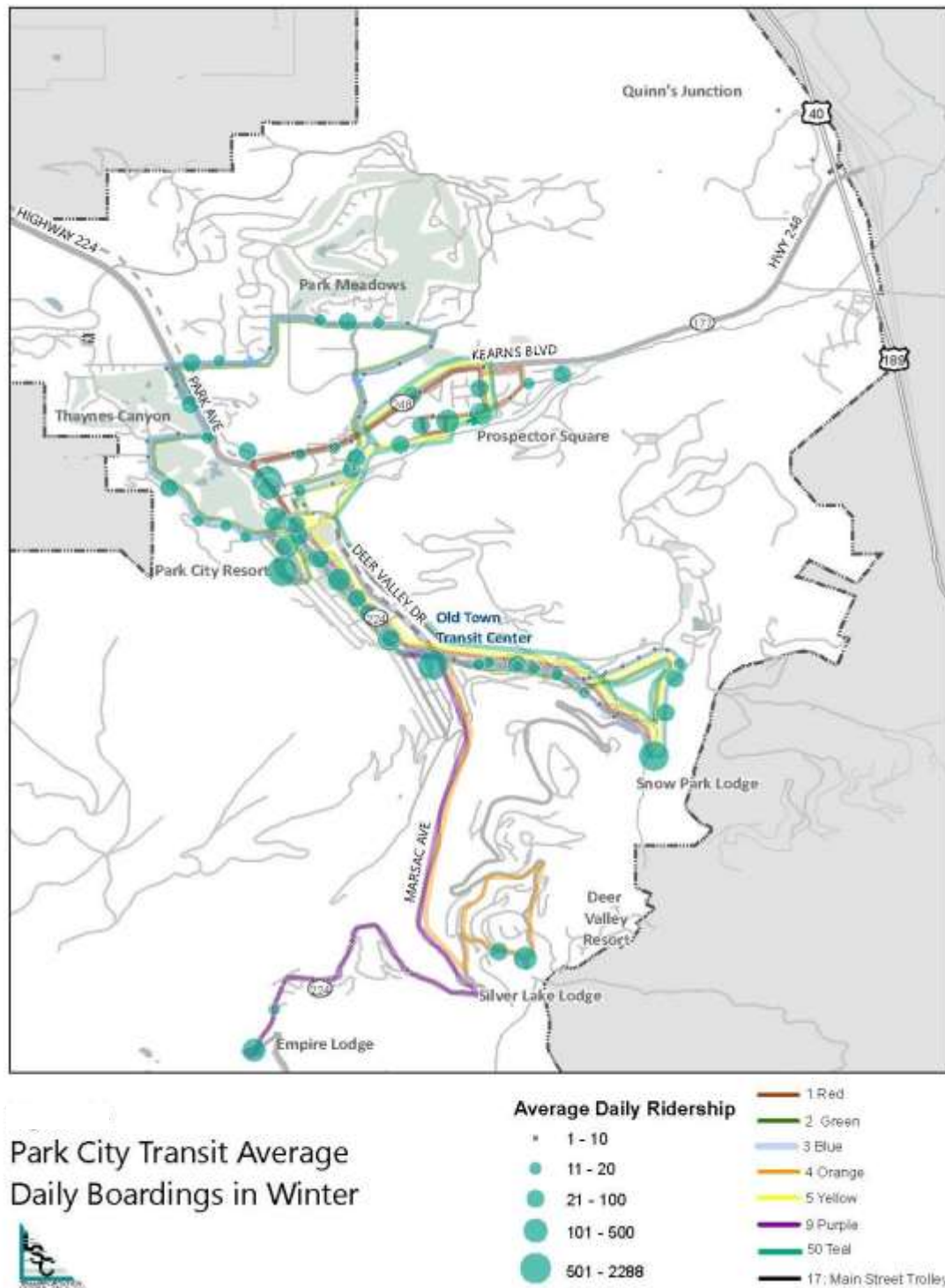


Figure 36. Park City Transit average daily boardings in winter. (Source: Park City Municipal Corporation)

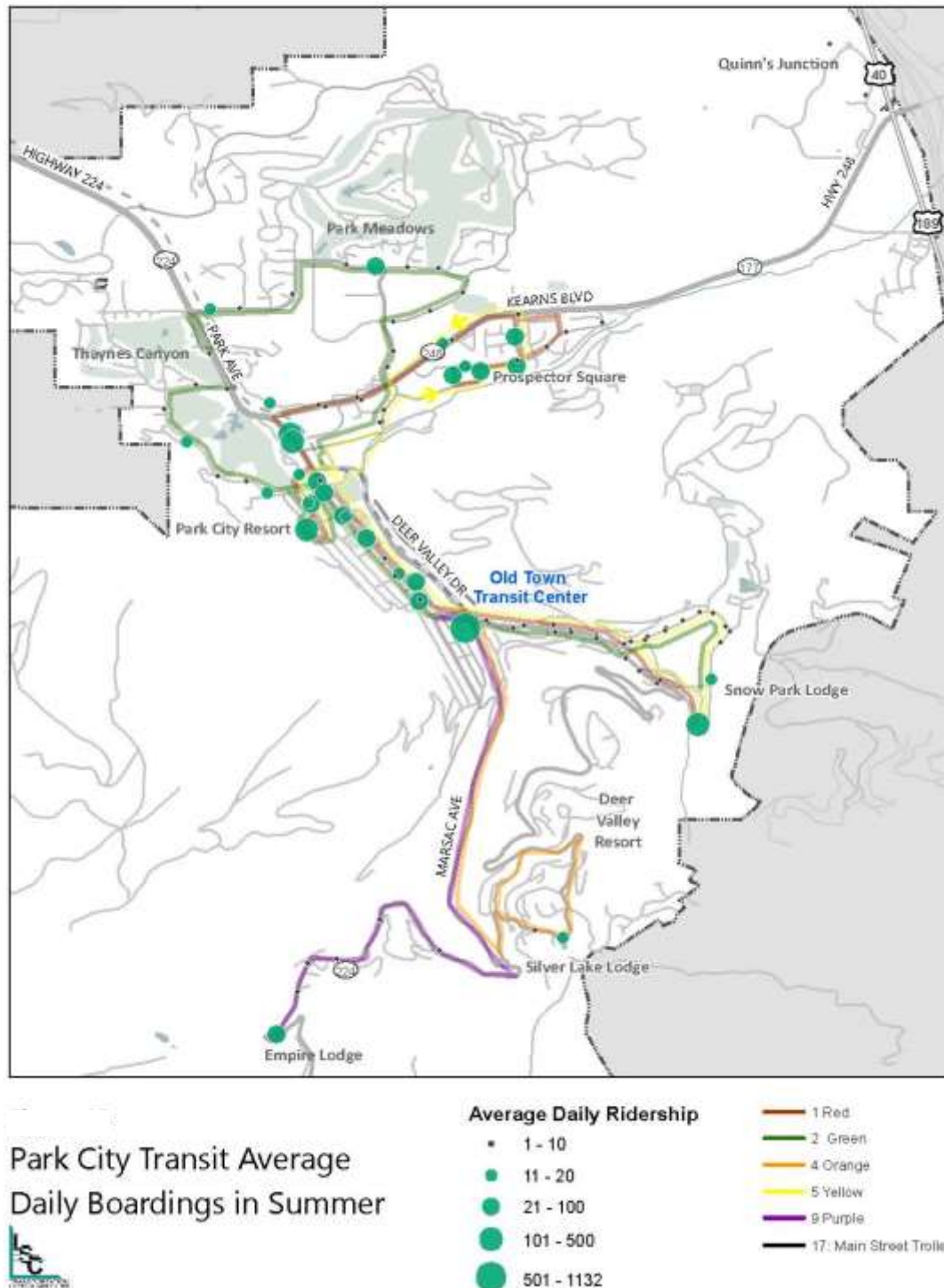


Figure 37. Park City Transit average daily boardings in summer. (Source: Park City Municipal Corporation)

Origin / Destination Patterns of Riders

Passengers surveyed in March 2019 and July 2019 were asked where they were boarding and where they would exit

the bus. This data was compiled and adjusted by average daily ridership to portray origin and destination patterns. Figure 38 depicts the winter origin and destination patterns, and Figure 39 depicts the summer origin and destination patterns. This data helps determine where high-frequency demand is most warranted.

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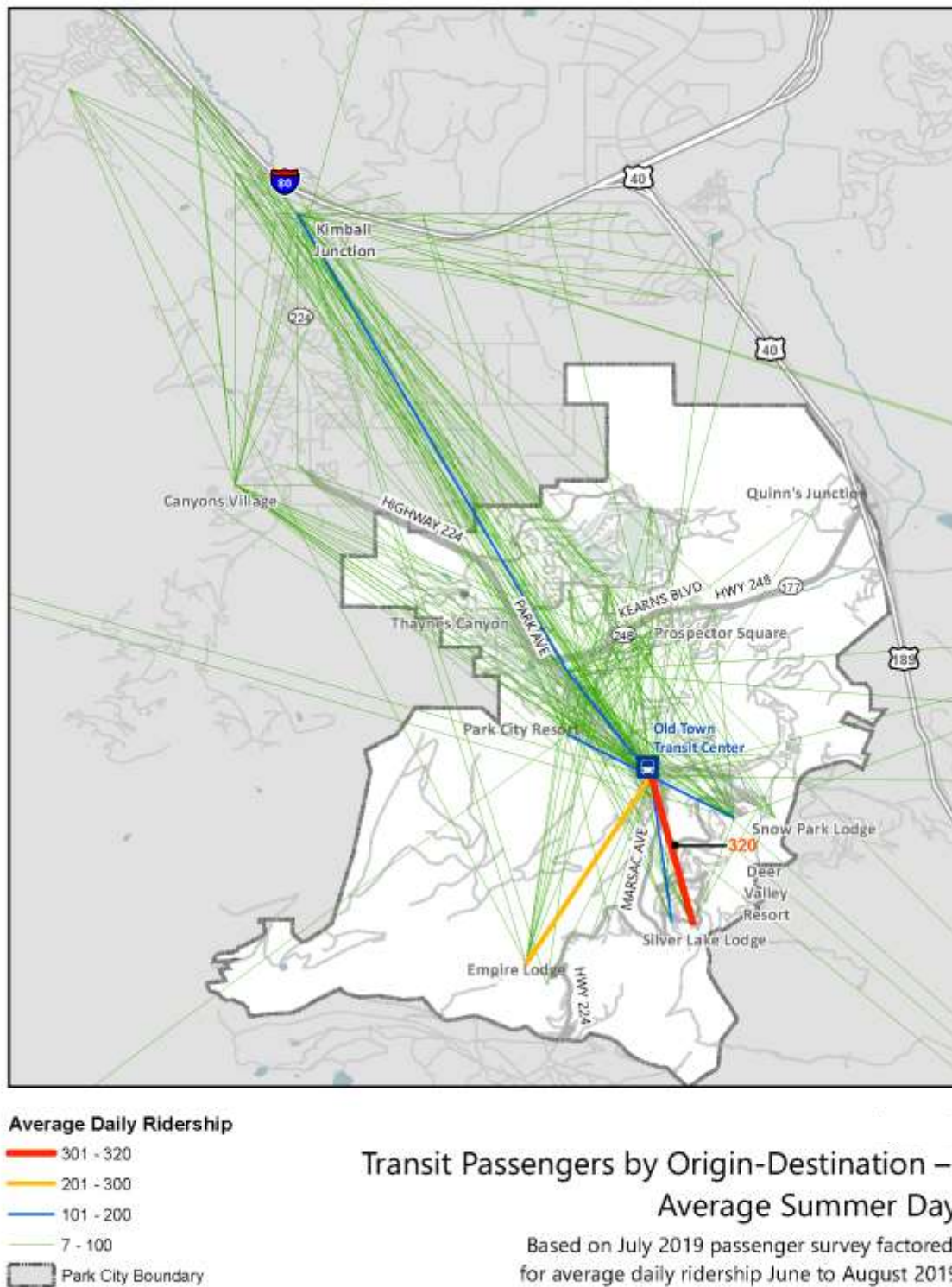


Figure 38. Transit Passengers by origin-destination, Average Summer Day. (Source: Park City Municipal Corporation, Nelson Nygaard Transit Onboard Survey 2019)

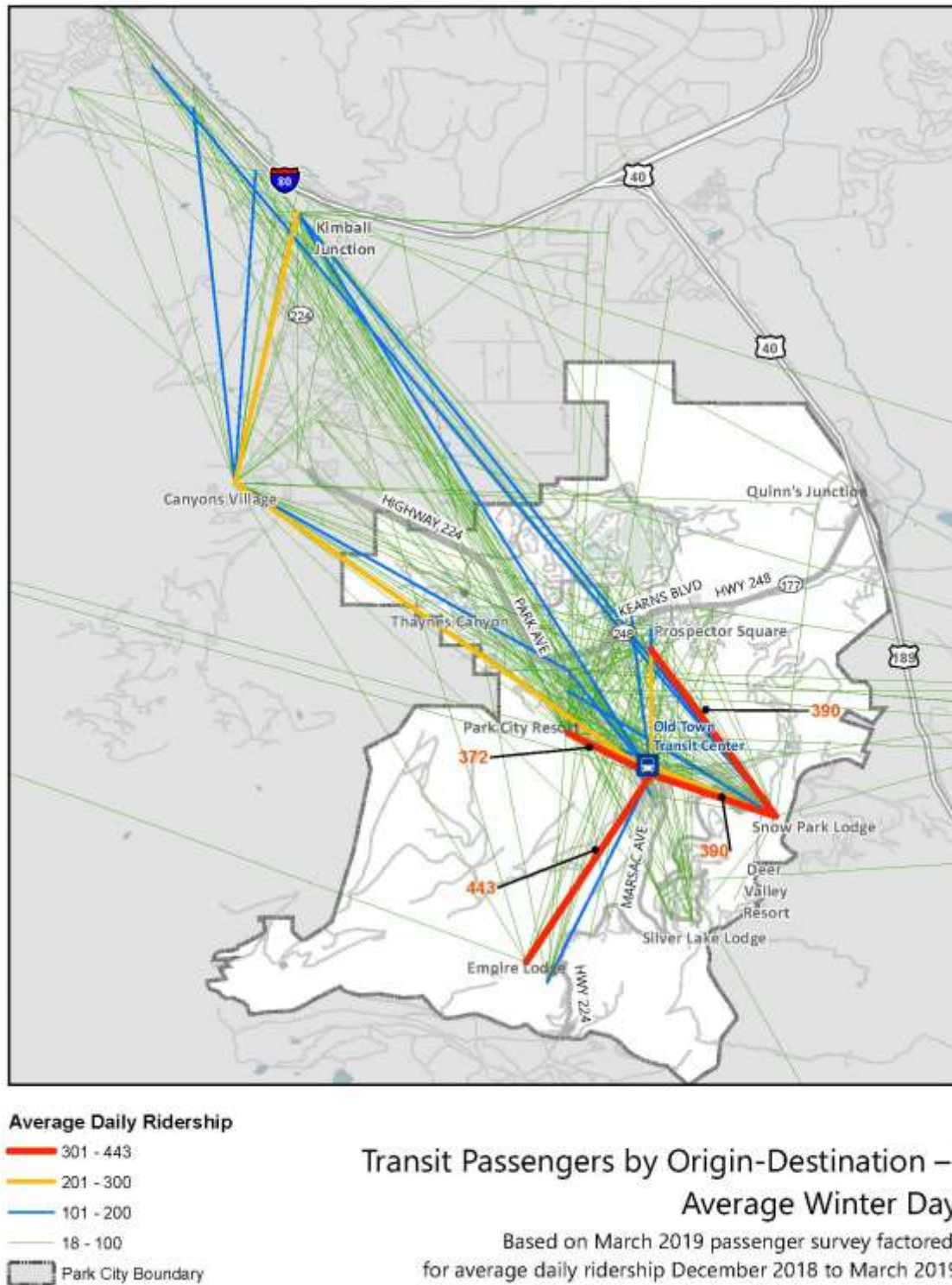


Figure 39. Transit passengers by origin-destination, average winter day. (Source: Park City Municipal Corporation, Nelson Nygaard Transit Onboard Survey 2019)

In winter, the heaviest use of the transit system is between the Old Town Transit Center (OTTC) and Snow Park Lodge, Park City Resort, and Empire Lodge, as well as between Snow Park Lodge and Prospector Square. Other high-volume corridors are between the OTTC and Prospector Square, the OTTC and Canyons Village, and Canyons Village and Kimball Junction.

In summer, all of the heaviest use of the transit system has one leg of a trip start or end at the OTTC. The heaviest use is between the OTTC and Silver Lake Lodge, followed by trips between the OTTC and Empire Lodge. Other high-use trip pairs include the OTTC and Park City Resort, Snow Park Lodge, and Kimball Junction.

On-Time Performance

On-time performance data from peak winter (January 2019) was evaluated to determine at what times and which routes experienced significant delays. **Table 16** summarizes this data to include the total minutes a bus is late, the 90th percentile of late service, and the percentage of runs each route operates late by time of day. While the 10 White Route is a High Valley route, it was included as connections to Park City Transit are an integral part of the scheduled service in the area.

Table 16. Summary of Late Runs by Route and By Hour -- January 2019

ROUTE	6:00AM	7:00AM	8:00AM	9:00AM	10:00AM	11:00AM	12:00PM	1:00PM	2:00PM	3:00PM	4:00PM	5:00PM	6:00PM	7:00PM	8:00PM	9:00PM	10:00PM	11:00PM	12:00AM	AVERAGE PER ROUTE
AVERAGE MINUTES LATE																				
01 Red	0	4	7	11	9	7	8	9	10	14	21	18	13	11	8	6	5	5	5	9
02 Green	--	3	2	3	3	3	3	2	3	6	8	10	8	4	2	2	1	1	--	4
04 Orange	2	4	4	5	5	4	4	3	4	5	9	10	10	8	7	4	3	4	--	5
05 Yellow	0	2	3	3	2	3	4	4	5	8	9	10	6	3	3	4	3	2	4	4
09 Purple	2	3	2	1	1	2	2	1	1	3	2	4	3	1	1	1	1	2	--	2
10 White	0	4	8	12	12	12	13	12	13	10	11	15	15	11	7	5	5	4	6	9
90TH PERCENTILE LATE (MINUTES)																				
01 Red	--	17	20	24	23	27	28	28	27	24	28	34	29	26	26	30	29	26	25	26
02 Green	--	--	19	25	34	32	30	26	24	26	26	29	30	30	28	28	25	19	--	27
04 Orange	--	22	22	22	31	33	30	24	21	27	27	27	30	33	26	20	23	31	--	26
05 Yellow	--	--	16	18	19	20	27	28	26	27	26	33	31	30	33	29	41	30	22	28
09 Purple	--	26	48	60	--	17	19	24	--	21	23	25	29	--	--	--	--	26	--	29
10 White	--	20	22	25	25	25	27	29	32	30	23	26	31	31	31	28	29	30	26	27
PERCENT OF ALL RUNS LATE (>5 MINUTES)																				
01 Red	--	26%	47%	62%	55%	40%	51%	55%	62%	83%	88%	64%	67%	60%	40%	27%	24%	24%	25%	50.0%
02 Green	--	23%	12%	19%	13%	10%	10%	12%	18%	38%	45%	45%	36%	14%	10%	7%	5%	8%	100%	23.6%
04 Orange	10%	28%	27%	33%	25%	18%	16%	16%	23%	28%	53%	52%	43%	45%	43%	29%	20%	17%	--	29.1%
05 Yellow	--	12%	19%	16%	12%	17%	18%	19%	27%	44%	49%	44%	26%	15%	14%	18%	10%	11%	29%	22.4%
09 Purple	6%	13%	5%	3%	1%	3%	5%	6%	3%	20%	10%	14%	12%	3%	3%	2%	5%	9%	100%	11.9%
10 White	--	22%	53%	62%	60%	61%	58%	51%	53%	53%	69%	74%	61%	49%	35%	29%	26%	24%	32%	48.4%

Total

Source: LSC

Buses are considered "late" if they depart a stop five minutes or more later than the published schedule indicates. As shown in the table, Routes 1, 10, and 17 (Trolley) operate late for the majority of the day, and all of the routes except Route 9 operate 8 to 21 minutes late during the afternoon peak (roughly 4:00-6:00 PM).

Table 16 also shows the minutes late for the 90th percentile of late runs. For example, while Route 9 averages just 2 minutes late, during its poorest performance (in the 90th percentile), it runs as much as 60 minutes late and averages 29 minutes late. All the routes run 26 to 29 minutes late in the 90th percentile.

Finally, **Table 16** shows the percentage of time each run of each route runs late throughout the day. As indicated, when service is running late, it does so on nearly half of the runs on Routes 1, 10, and 17, while Routes 2, 4, and 5 run late between 22 and 29% of the time. Route 9 only runs late 12% of the time but always runs late during its last hour.

Existing Peak Season (Winter) Service Quality Matrix

A useful tool in evaluating a transit service is to consider the quality of service from the point of view of the customer (rider) in terms of three key factors influencing individual trips:

- ▶ The actual travel time that is required to complete the trip via transit
- ▶ The frequency of service
- ▶ The need to transfer between buses (which is typically seen as a substantial negative factor)

A system of nine key trip origin/destination locations was defined, covering the Park City Transit service area. For each, a specific stop (on the existing bus schedules) was selected to represent the zone. For each trip origin/destination pair, the existing schedules were used to identify the typical travel time needed to complete the trip, as well as the overall frequency (based on the least frequent route) and the need to transfer. Note that on specific trips with multiple routes, the times between buses may vary; the analysis is based on the average headways during peak periods.

To reflect the average time required from when a passenger first desires to travel to when they arrive at their destination, the headway in minutes (on the least frequent service needed to complete the trip) was divided in half and added to in-vehicle travel time. In addition, a 10-minute travel time “penalty” was included for trips requiring a transfer, which is a standard transit planning means of reflecting the inconvenience felt by passengers who must transfer. For the Quinn’s Junction On-Demand service, a 15-minute wait time was assumed for pickup, along with the actual travel time of +10 minutes for time needed to serve other passengers.

The resulting travel time matrix is shown in **Table 17**. In addition to the total perceived travel times (in minutes), the need to transfer is noted. The various cells are shaded to reflect the average minutes between service times (frequency). A review of **Table 17** indicates the following:

- ▶ Individual trip times range from as short as 9 minutes to as long as 91 minutes.
- ▶ Trips between the key hubs of Old Town, Park City Mountain Village (old PCMR), and Deer Valley are provided with a high level of transit service quality, with an average frequency of service every 10 minutes and overall travel times (including wait times) of 20 minutes or less.
- ▶ On the other hand, trips to and from Quinn’s have a very high perceived travel time, reflecting the combination of wait times for a pickup, travel times that can include stops to serve other passengers, and (for many trips) transfers to fixed routes. At the extreme, a trip from Quinn’s to Thaynes Canyon can have a perceived travel time (incl. transfer penalty) of 91 minutes. Given the growth in Quinn’s, this indicates the current demand response service plan is likely not the appropriate strategy.

- ▶ Many trips fall within the range of 30-60 minutes in overall perceived travel time, particularly those not to or from the three key activity centers.
- ▶ Overall, weighting each origin/destination pair equally, the average perceived travel time is 43 minutes.

DRAFT

Table 17. Park City Transit Travel Times, Transfer Requirements, and Service Headways

26	Travel Time in Minutes
T	T = Transfer Required

Italics = Includes On-Demand Service

		Average Peak Period Service Frequency								
		10 Minute Frequency			15 Minute Frequency		30 Minute Frequency			
		ZONE TO								
Stop Name		Old Town Transit Center (OTTC)	Deer Valley Resort	Park City Mtn Village Transit Hub	Prospector Square	Bonanza Iron Horse	PC MARC	Silver Star - Thaynes Canyon	Silver Lake	PC Med Ctr - Quinn's Junction
Stop ID (Route/Letter)		1, 2, 5B or 4, 10A	1, 2, 5A or 6J	1, 2, 5D	1 I or 5F	5I	2F	2I	4B	11D, OD5
ZONE FROM	Old Town Transit Center (OTTC) 1, 2, 5B or 4, 10A		9	12	26	34	32	41	23	41
	Deer Valley Resort 1, 2, 5A or 6J	13		20	30	42	40	49	41	64
	Park City Mtn Village Transit Hub 1, 2, 5D	12	16		15	27	24	33	40	54
	Prospector Square 1 I or 5F	25	29	18		19	44	53	50	53
	Bonanza Iron Horse 5I	28	32	21	40		40	49	61	37
	PC MARC 2F	33	39	26	64	67		21	76	84
	Silver Star - Thaynes Canyon 2I	27	33	20	58	61	66		70	78
	Silver Lake 4B	25	43	44	55	76	61	70		76
	PC Med Ctr - Quinn's Junction 11D, OD5	41	60	57	56	37	83	91	74	
			T	T	T		T	T	T	

Source: LSC Transportation Consultants, Inc.

Comparison of Auto Travel Times to Transit Travel Times

Research shows that travel time is a key consideration in an individual's choice of travel mode. Given all the time constraints on daily activities, travelers tend to prefer the travel mode that gets them where they want to go in the shortest time. As a result, an important element in designing options for the private automobile (such as a transit system) is the relative travel time needed to complete a trip by transit compared to the travel time by car.

Table 18 presents the auto travel time (in minutes) between the various areas of Park City (using the zones defined in **Table 17** regarding transit travel times). These values are drawn from the median of the range of "typical travel time" between each trip origin and destination, as reported by Google Maps, based on actual cellphone tracking data. The transit travel time can then be divided by the typical auto travel time to identify the transit/auto travel time ratio.

Table 18. Comparison of Auto and Transit Travel Times

LEGEND		13	Typical Auto Travel Times in Minutes (1)								
		0.0	Ratio of Auto Travel Time to Transit Travel Time, Shaded from Low (Green) to High (Red)								
		ZONE TO									AVERAGE
		Old Town Transit Center (OTTC)	Deer Valley Resort	PC Mtn Village Transit Hub	Prospector Square	Bonanza Iron Horse	PC MARC	Silver Star - Thaynes Canyon	Silver Lake	PC Med Ctr - Quinn's Junction	
ZONE FROM	Old Town Transit Center (OTTC)		6	7	7	4	9	10	8	16	
			3.2	3.1	4.7	8.5	3.6	4.1	2.9	2.6	4.1
	Deer Valley Resort	6		10	10	8	12	12	10	18	
		3.8		3.0	3.7	5.25	3.3	4.1	4.1	4.1	3.9
	PC Mtn Village Transit Hub	7	10		7	4	9	5	12	16	
		3.1	2.6		3.1	6.75	2.7	6.6	3.3	4.0	4.0
	Prospector Square	7	10	7		3	4	8	12	12	
		4.6	3.6	3.6		6.3	11.0	6.6	4.2	5.0	5.6
	Bonanza Iron Horse	4	8	4	3		3	6	9	10	
		7.0	4.0	5.3	13.3		13.3	8.2	6.8	3.7	7.7
	PC MARC	9	12	9	4	3		6	14	12	
		3.7	3.3	2.9	16.0	22.3		3.5	5.4	7.0	8.0
	Silver Star - Thaynes Canyon	10	12	5	8	6	6		14	13	
		2.7	2.8	4.0	7.3	10.2	11.0		5.0	6.0	6.1
	Silver Lake	8	10	12	12	9	14	14		18	
		3.1	4.3	3.7	4.6	8.4	4.4	5.0		4.2	4.7
	PC Med Ctr - Quinn's Junction	16	18	16	12	10	12	13	18		
		2.6	3.9	4.2	5.3	3.7	6.9	7.0	4.1		4.7
AVERAGE		3.8	3.4	3.7	7.2	8.9	7.0	5.6	4.5	4.6	5.4

Note 1: Based on Google Maps, typical travel times in busy traffic periods.
Source: LSC Transportation Consultants, Inc.

At the low end, travel by transit from the Park City Mountain Village to Deer Valley Resort and from Old Town to/from Quinn's Junction has a transit/auto travel time ratio of 2.6. At the other extreme, this ratio is as high as 22.3 for the 3-minute auto trip from MARC to Bonanza, which requires two buses and a transfer by transit. In general, transit service to/from the key hubs of Old Town, Deer Valley Resort, and Park City Mountain Village have relatively low ratios compared with other portions of the service area. Some of the results also reflect the current one-way loops, such as travel from the MARC to Thaynes Canyon (a ratio of 3.5) compared to Thaynes Canyon to the MARC (11.0).

Park City Transit Revenues and Expenses

Park City Revenues

Park City Transit operations and capital projects are funded by a variety of sources, as shown in Table 19 and Figure 40. As indicated, revenues ranged from \$16.8 million to \$25.8 million. The largest source of funding is Federal Transit Administration (FTA) grants, which fund both operations and capital projects, and in FY 2020-21, included Coronavirus Aid, Relief, and Economic Security (CARES) Act funding. The next largest source of funding has been the Regional Transit Revenues, which were funds Summit County paid to Park City to fund services provided on behalf of the County. Now that Park City is no longer contracted for Summit County services (other than for the White Route through 2024), these monies will no longer flow to Park City. Regional Transit Revenues accounted for \$3.1 million in FY 2016-17 and peaked at \$7.3 million in FY 2018-19. In FY 20-21, the Regional Tax Revenue dropped to \$2.4 million, or half the amount the previous year and just a third of the amount received in FY 18-19. The reduction reflects the lower service levels during the pandemic and the discontinuation of Summit County services in June 2021.

Table 19. Park City Transit Revenue History

Revenue Source	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21
Transit Sales Tax	\$2,790,839	\$2,940,337	\$3,220,361	\$4,703,322	\$5,280,075
Resort Tax (Transportation)	\$2,442,355	\$2,677,528	\$2,907,971	\$2,856,983	\$3,168,369
Business Licenses	\$658,504	\$813,278	\$818,991	\$814,444	\$775,741
Night Rental License Fee	\$105,903	\$142,733	\$131,867	\$133,120	\$132,045
Federal Grants ¹	\$15,972,589	\$2,686,154	\$3,891,860	\$5,674,532	\$11,032,958
State Contribution	\$0	\$0	\$0	\$0	\$70,000
Fare Revenue	\$29,735	\$29,492	\$31,886	\$18,495	\$1,735
Bus Advertising	\$51,358	\$37,980	\$32,800	\$17,100	\$2,220
Regional Transit Revenue	\$3,125,518	\$6,179,804	\$7,360,362	\$5,250,741	\$2,452,283
Interest Earnings	\$161,324	\$181,628	\$182,264	\$47,960	\$42,607
Rental Income	\$49,421	\$67,166	\$91,253	\$111,457	\$124,313
Sale of Assets	\$69,340	\$11,345	\$10,679	\$4,246	\$44,175
Other Miscellaneous	\$371	\$262,359	-\$111	\$1,638	\$1,933
Donations	\$176,922	\$215,156	\$208,254	\$288,796	\$305,496
Other Contributions	\$185,963	\$590,116	\$276,085	\$131,904	\$963,355
Total Transit Revenues	\$25,820,143	\$16,835,075	\$19,164,520	\$20,054,738	\$24,397,304

Note 1: Includes capital revenues. Source: Park City Municipal Corporation

Park City Transit Revenues by Source and Fiscal Year

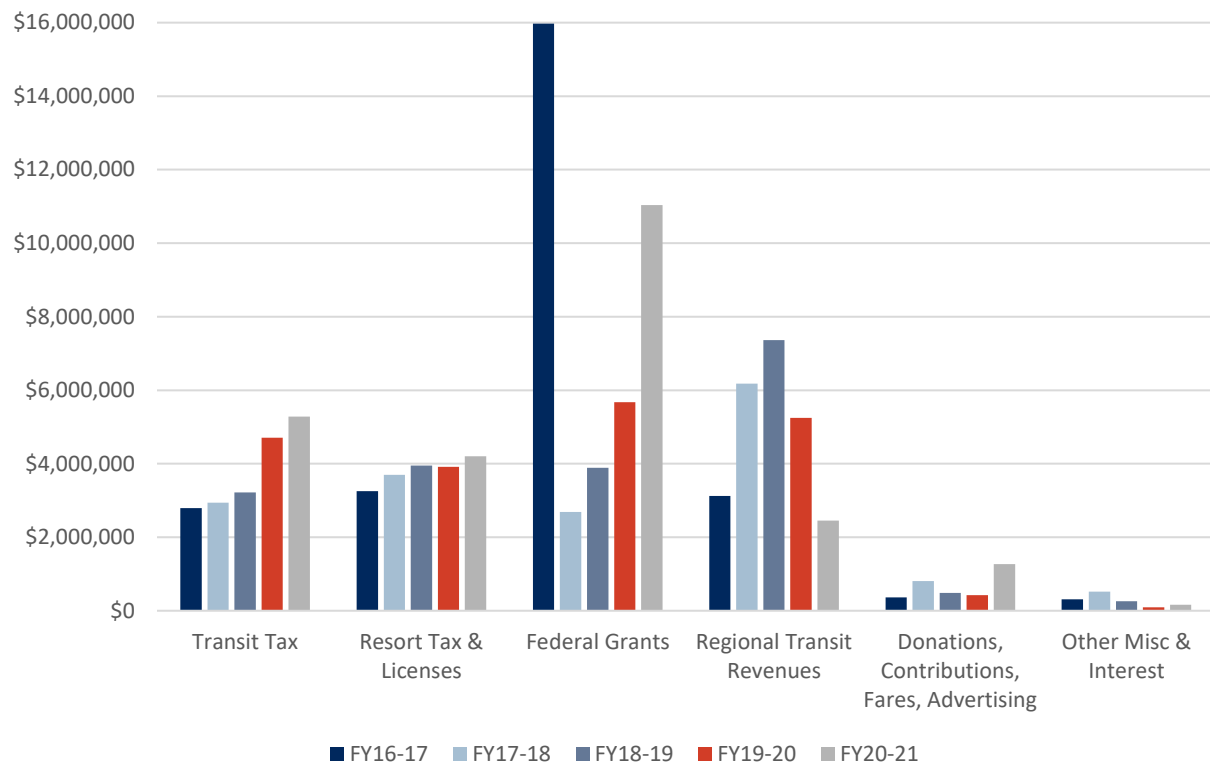


Figure 40. Park City Transit Revenues by Source and Fiscal Year. (Source: Park City Municipal Corporation Transit)

Sales Taxes also play a significant role in funding transit. Of the 9.05% sales tax on general purchases in Park City, the municipality levies a combined 1.25% transit tax, which generated \$2.7 million in FY 2016-17 and \$5.2 million in FY 2020-21 (increase partially due to new sales tax that started in 2020). Additionally, the Transit Resort Tax generates between \$2.4 million to \$3.1 million annually. Despite the reduced transit service levels in FY 2020-21 due to the pandemic, visitation to Park City was high, as reflected in both the sales tax and resort tax revenues. The city uses the transient room tax revenue to fund capital projects. “Other Contributions” include Flagstaff Transfer Fees, which are assessed as part of planned developments or, in some cases, property sales in planned communities.

Park City Expenses

Park City Transit expenses were reviewed for the past five years, as summarized in **Table 20** and Figure 41. This period included services for both Park City and Summit County. As of the writing of this section, the current budget without Summit County services is still under review and adjustment. While overall costs are expected to decrease significantly due to the reduced services, the administrative and overhead costs will not be proportionally decreased, which will bring new challenges to Park City Transit.

Table 20. Park City Transit Expense History

Expense Items	FY				
	16-17	17-18	18-19	19-20	20-21
Personnel Costs					
Salaries - Full Time / Benefitted	\$2,120,005	\$2,750,438	\$3,720,011	\$3,855,881	\$3,605,799
Salaries - Part-Time and Seasonal	\$1,277,424	\$1,556,899	\$1,419,811	\$1,550,458	\$886,815
Benefits	\$1,900,409	\$2,382,469	\$3,192,971	\$3,556,976	\$2,884,339
Overtime, Bonus Pay	\$233,540	\$573,875	\$742,158	\$556,095	\$259,710
Subtotal	\$5,531,379	\$7,263,681	\$9,074,951	\$9,519,409	\$7,636,662
Materials, Supplies, Services					
Subscriptions, Memberships	\$2,790	\$18,494	\$34,056	\$40,389	\$20,508
Recruitment, Training, Travel	\$87,029	\$110,872	\$118,654	\$46,081	\$20,762
Supplies, Office Equipment, Janitorial	\$148,342	\$133,274	\$94,077	\$114,272	\$156,785
Uniforms, Radios	\$58,663	\$49,219	\$62,925	\$25,751	\$66,532
Electric, Gas, Cellular, Waste, Sewer, Alarms, Rent	\$137,747	\$343,424	\$400,372	\$421,927	\$398,858
Contract Services, Professional Services	\$273,251	\$1,073,867	\$969,239	\$975,976	\$973,084
Contracted Bus Service	\$266,681	\$333,622	\$343,928	\$473,506	\$380,863
Public Notices, Postage, Print/Copy, Marketing	\$45,349	\$68,174	\$76,171	\$43,120	\$45,506
Bank Charges	\$3,891	\$3,856	\$14,342	\$17,365	\$17,545
Diesel fluid, testing, other	\$0	\$3,553	\$0	\$0	\$0
Equipment & manpower, street signs	\$25,113	\$13,499	\$39,274	\$8,917	\$42,880
Inventory adjustment	\$0	\$0	-\$80,366	\$72,068	-\$49,214
Subtotal	\$1,048,856	\$2,151,854	\$2,072,672	\$2,239,372	\$2,074,110
Capital					
Buildings	\$0	\$0	\$141,107	\$123,447	\$122,808
Office Equipment	\$13,681	\$10,055	\$4,511	\$10,537	\$6,309
Vehicles	\$52,903	\$54,398	\$62,330	\$1,299	\$0
Subtotal	\$66,584	\$64,453	\$207,948	\$135,282	\$129,117
Interfund Transfer					
Admin Charge	\$777,832	\$931,966	\$977,397	\$977,397	\$977,397
Garage Maintenance	\$1,025,000	\$1,135,000	\$1,334,000	\$1,316,000	\$1,220,000
Garage Gas	\$797,750	\$609,000	\$783,000	\$655,000	\$460,000
Insurance	\$144,100	\$174,834	\$288,883	\$331,620	\$386,104
Subtotal	\$2,744,682	\$2,850,800	\$3,383,280	\$3,280,017	\$3,043,501
Total	\$9,391,501	\$12,330,788	\$14,738,851	\$15,174,081	\$12,883,390

Source: Park City Municipal Corporation

As shown in **Table 20**, personnel costs make up the majority of the budget each year (59 to 63% of the total), followed by the interfund expenses (23 to 29% of the total). Personnel costs include salaries and benefits for operating and administrative staff. The interfund expenses include an administrative charge for using services of other City departments, as well as maintenance, fuel, and insurance costs. The capital costs are for building and equipment supplies and minor vehicle supplies and do not include vehicle purchases.

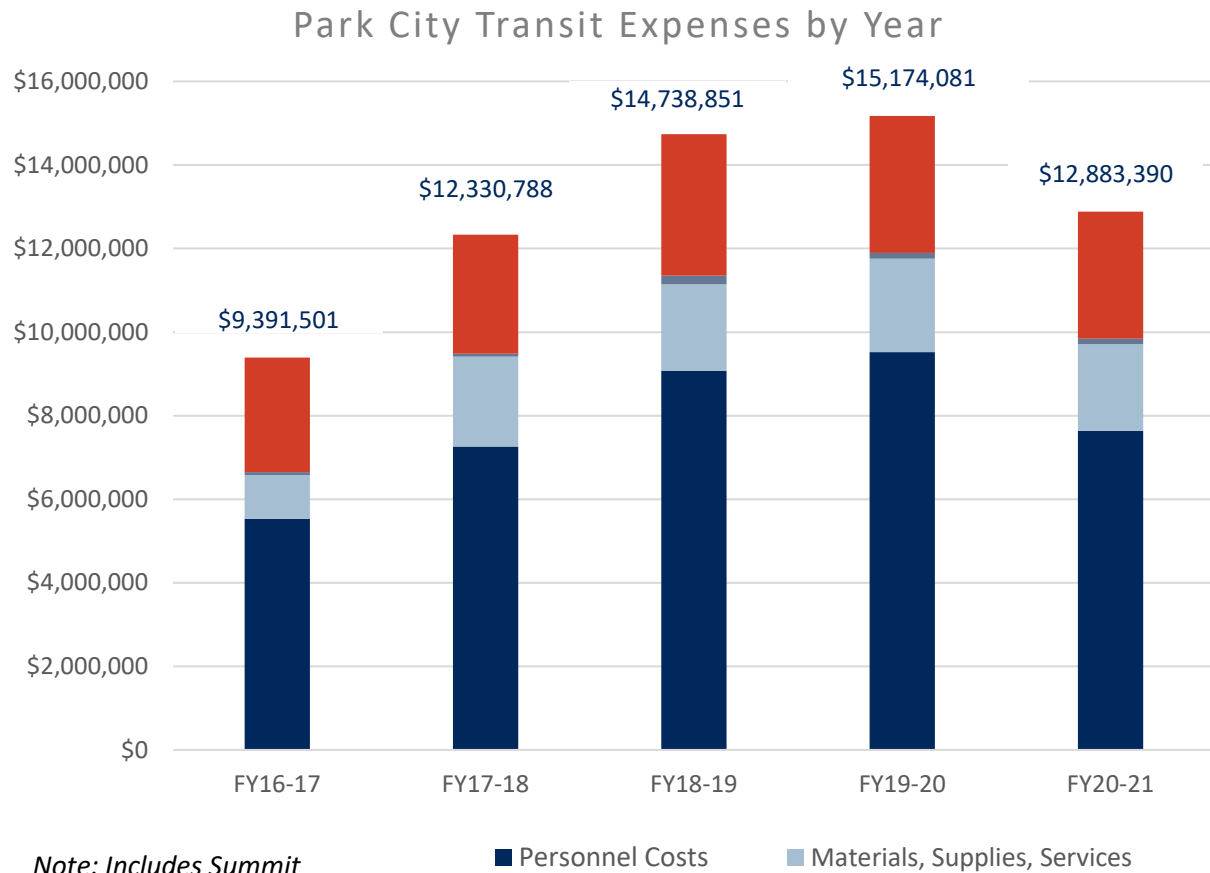


Figure 41. Park City Transit Expenses by Year. (Source: Park City Municipal Corporation)

As shown in Figure 41, the expenses increased significantly in 2017-18 (by 31%) and 2018-19 (by 20%), with increases reflected in nearly all categories. There was only a 3% increase in 2019-20 over the prior year, and a 15% decrease in 2020-21, primarily due to the reduced level of staffing due to COVID-19.

Park City Transit Cost Allocation

Each year, Park City Transit develops a cost allocation model to evaluate transit performance. Transit operating costs are analyzed to assess those factors that impact cost levels. Each cost item is allocated to that quantity (vehicle service hour, vehicle service mile, or fixed cost) upon which it is most dependent. Vehicle maintenance costs, for example, are allocated to vehicle service miles. When divided by the total quantity of service budgeted, a cost equation can be developed. In 2018-19, for example, Park City determined this equation to be:

$$\begin{aligned} \text{Operating Cost} = & \$80.94 \times \text{annual vehicle service hours} + \\ & \$2.31 \times \text{annual vehicle service miles} + \\ & \$4,875,891 \text{ in annual fixed costs} \end{aligned}$$

This equation can be used to estimate the performance of services in FY 2018-19. In 2019-20, the cost formula was \$66.77 per hour and \$1.50 per mile, and in FY 2020-21, it was \$61.75 per hour and \$1.88 per mile. A new cost model is being developed for the current fiscal year, which can be used to evaluate changes in service, such as the operation of additional routes or changes in daily hours of operation. The new model will be used in subsequent tasks as part of this study to evaluate the cost impacts of service alternatives.

Park City Transit Cost Performance by Route

The cost formulas provided by PCMC were used to evaluate performance by route and by season, as shown in **Table 20**. The top half of the Table reports the operating characteristics (ridership, revenue hours, and revenue miles by route and season), and the bottom half of the table shows the marginal operating cost per route and per passenger trip for routes and seasons. The performance is also depicted in Figure 42 for summer and Figure 43 for winter.

Table 21. Park City Transit Summer Performance

Characteristics	Summer			Winter		
ROUTES	FY18-19	FY19-20	FY20-21	FY18-19	FY19-20	FY20-21
Passenger Trips						
Rt 1, 2, 5	139,360	144,699	20,274	703,296	632,737	400,670
Rt 4	9,903	9,572	0	126,188	111,496	36,136
Rt 9	10,355	10,951	0	42,956	44,942	19,239
Rt 17	20,080	17,824	975	29,867	28,561	8,290
Citywide	0	0	0	19,593	28,472	12,168
Total	179,698	183,046	21,249	921,900	846,208	476,503
Revenue Hours						
Rt 1, 2, 5	4,121	3,365	2,093	17,859	19,247	12,294
Rt 4	496	489	0	4,037	3,724	1,271
Rt 9	527	526	0	2,081	1,880	1,137
Rt 17	760	697	110	1,573	1,274	0
Citywide	0	0	0	684	1,023	940
Total	5,903	5,078	2,203	26,234	27,148	15,642
Revenue Miles						
Rt 1, 2, 5	57,450	39,924	28,676	216,134	205,157	133,454
Rt 4	8,089	7,794	0	53,015	35,266	17,540
Rt 9	8,578	7,887	0	30,684	20,297	16,898
Rt 17	7,376	6,485	470	14,346	12,901	0
Citywide	0	0	0	10,372	10,866	13,149
Total	81,493	62,089	29,146	324,551	284,487	181,040
Marginal Operating Cost ¹						
Rt 1, 2, 5	\$466,144	\$284,549	\$183,122	\$1,944,334	\$1,592,865	\$1,010,017
Rt 4	\$58,816	\$44,373	\$0	\$449,107	\$301,570	\$111,428
Rt 9	\$62,453	\$46,982	\$0	\$239,272	\$155,987	\$102,002
Rt 17	\$78,498	\$56,297	\$7,677	\$160,429	\$104,416	\$0
Citywide	\$0	0	0	\$79,274	\$84,592	\$82,772
Total	\$665,912	\$432,200	\$190,799	\$2,872,416	\$2,239,430	\$1,306,219
Marginal Cost / Psgr Trip						
Rt 1, 2, 5	\$3.34	\$1.97	\$9.03	\$2.76	\$2.52	\$2.52
Rt 4	\$5.94	\$4.64	\$0.00	\$3.56	\$2.70	\$3.08
Rt 9	\$6.03	\$4.29	\$0.00	\$5.57	\$3.47	\$5.30
Rt 17	\$3.91	\$3.16	\$7.87	\$5.37	\$3.66	\$0.00
Citywide	\$0.00	\$0.00	\$0.00	\$4.05	\$2.97	\$6.80
Total	\$3.71	\$2.36	\$8.98	\$3.12	\$2.65	\$2.74

Note 1: Per PCMC, in FY18-19, \$80.94/hr and \$2.31/mi; in FY19-20, \$66.77/mi and \$1.50/mi; in FY20-21, \$61.75/hr and \$1.88/mi.
Source: LSC Transportation Consultants, Inc.

Marginal Cost Per Passenger Trip - Summers

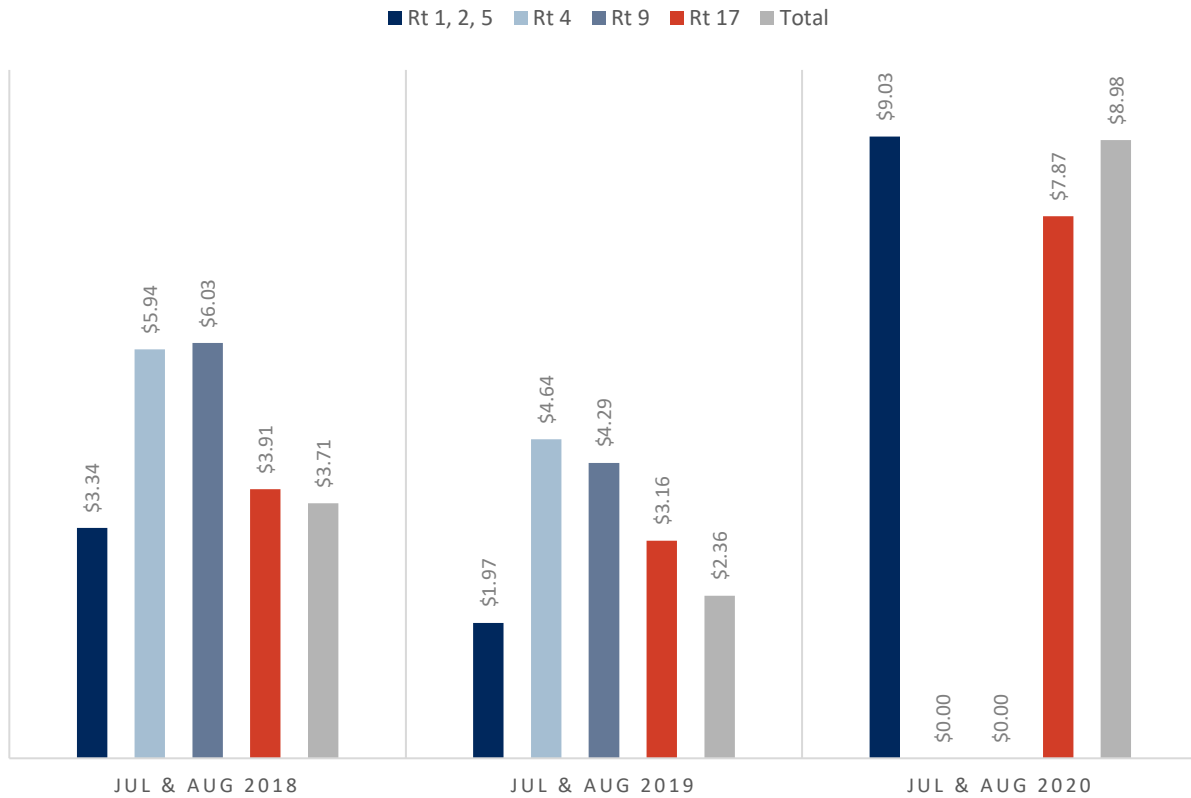


Figure 42. The marginal cost per passenger trip - summer. (Source: LSC Transportation Consultants, Inc.)

Figure 42 illustrates the cost-effectiveness of Routes 1, 2, and 5 (which were combined due to interlining and reporting) and Route 17 (Trolley) compared to Routes 4 and 9 in the summers of 2018 and 2019. In 2020, route service was reduced due to the pandemic, and all routes had significantly increased marginal costs per passenger trip carried.

Marginal Cost Per Passenger Trip - Winters

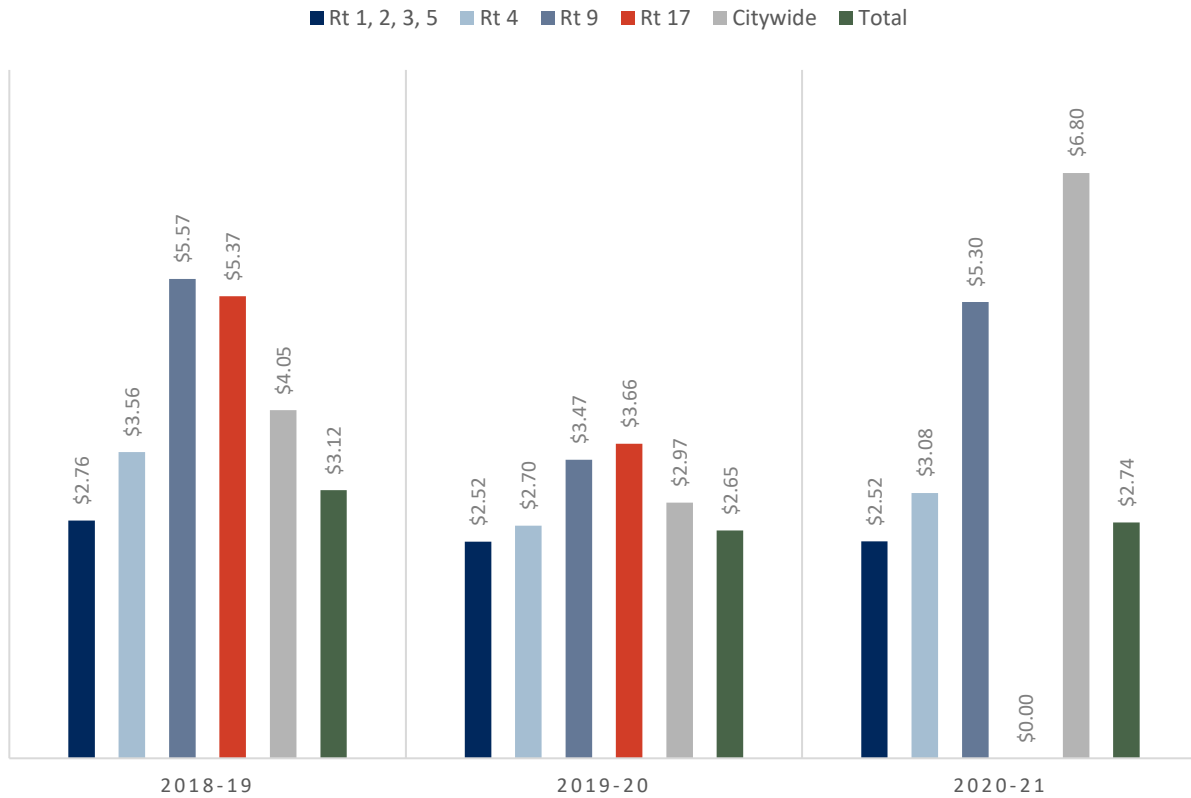


Figure 43. The marginal cost per passenger trip - winter. (Source: LSC Transportation Consultants, Inc.)

Figure 43 shows a similar pattern, although winter routes in 2018-19 and 2019-20 generally had greater cost-effectiveness than summer routes, especially in 2019-20. Service was just beginning to be impacted by the pandemic in the winter of 2020-21, with the Citywide route showing less effectiveness.

Park City Capital Assets

Vehicle Fleet

Park City Transit currently has a fleet of 40 revenue vehicles, all of which are wheelchair accessible. Three of the vehicles are Ford 450 cutaways used for on-demand service, and the remainder are larger vehicles and a trolley used for fixed-route service, including six 40-foot and seven 35-foot battery-electric Proterra buses. The non-electric buses are ultra-low-sulfur diesel. **Table 22** depicts the current fleet, grouped by type of vehicle.

Table 22. Park City Transit Vehicle Fleet

VEHICLE DESCRIPTION	MODEL YEAR	AVERAGE MILEAGE	FUEL TYPE	BENCH LIFE	# OF VEHICLES
Ford E450 Cutaway	2019	8,000	Ultra-low sulfur diesel	10	3
Gillig Low Floor BRT	2016	227,219	Ultra-low sulfur diesel	12	8
Gillig Low Floor BRT	2017	186,941	Ultra-low sulfur diesel	12	3
Proterra 35' Electric Bus	2018	70,690	Electric	12	3
Proterra 35' Electric Bus	2019	51,189	Electric	12	4
Gillig 35' Low Floor	2006	583,371	Ultra-low sulfur diesel	12	6
Gillig 35' Low Floor	2008	518,500	Ultra-low sulfur diesel	12	4
Gillig 35' Low Floor	2010	506,341	Ultra-low sulfur diesel	12	3
Proterra 40' Electric Bus	2016	242,392	Electric	12	2
Proterra 40' Electric Bus	2017	221,333	Electric	12	4
Total					40

*Note: Does not include service vehicles
Source: Park City Municipal Corporation*

The cutaways have a Useful Bench Life (UBL), which is an industry standard for the average useable life of a vehicle type of 10 years, and the remainder of the revenue fleet has a UBL of 12 years. The average age of the fleet is just over seven years, with 12 vehicles reaching their UBL in 2022/23 and 10 more reaching their UBL in 2028/29. However, with the city and county separating operations, Park City Transit will be adjusting its fleet to reflect future needs and recommendations from this study.

Park City Transit Centers

There are currently two transit center locations in Park City: Old Town Transit Center (OTTC) and Park City Mountain Resort. These locations provide important connections between routes and, in the case of the OTTC, to High Valley Transit. The OTTC includes visitor information services, indoor seating, and restrooms. There is a lower level that is utilized by transit staff for training. The Snow Park Village (Deer Valley) development is also envisioned to include a transit hub.

Park City Transit Bus Stops and Shelters

Park City Transit has a total of 122 active bus stops along all of the routes. Among these stops, there are currently a total of 21 bus shelters.

Recommended Bus Stop Access Improvements for Park City

Park City Transit bus stops were reviewed to determine if improvements are necessary and recommended. Several criteria were considered to determine if a bus stop needs a crosswalk, sidewalk, or both. For each stop, the bus stop activity (average daily boardings) was reviewed. Higher activity stops are prioritized for improvements. Additionally, the connectivity between stops was considered. The criteria for recommending crosswalks at a stop are based on bus stop activity and distance to the nearest existing crosswalk.

The recommendations are summarized in **Table 23**. The bus stops for the six routes that serve the city are listed generally from south to north, starting at Montage Deer Valley and continuing to Treasure Mountain Junior High School, but also by route (so not necessarily in directional order). Only stops in Park City limits are included. The name of each stop was copied directly from the Park City Transit website. Each stop listed includes route direction, the average number of daily winter boardings, routes served at the stop, and a recommended access improvement. Access improvements can either be sidewalks, crosswalks, or both. At crosswalks, either a rapid rectangular flashing beacon (RRFB) or a high activity walk (HAWK) signal would be appropriate. Determining which is preferred would require further study.

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Table 23. Park City Bus Stop Recommended Access Improvements

Stops are generally listed south to north by route order.

Bus Stop	Direction		Average Daily Boardings	Route						Recommended Sidewalk	Recommended Crosswalk
	Out bound	In bound		Red	Green	Orange	Yellow	Purple	Trolley		
Hawkeye Place Up	✓		0					✓		Along Marsac Ave - Hawkeye to Grand Lodge	Across Marsac
Hawkeye Place Down		✓	9					✓			
Aimee Court Up	✓		0					✓			
Aimee Court Down		✓	3.3					✓			
Grand Lodge Up	✓		2					✓			
Grand Lodge Down		✓	2					✓			
Stein Ericksen	✓		29			✓					Across Royal St at Stein Way
Courchevel	✓		5		✓						Across Deer Valley Dr E
Courchevel		✓	45		✓						
Lake Side South	✓		5	✓							Across Deer Valley Dr. S at Lakeside Cir
In The Trees Condos		✓	5	✓			✓				
Lake Side North	✓		3	✓							
Aspenwood Condos South		✓	4	✓			✓				
The Lodges	✓		5		✓		✓				Across Deer Valley Drive @ Lodges at Deer Valley
The Lodges		✓	20		✓						
Wildflower	✓		16		✓		✓				Across Deer Valley Dr. E at Queen Esther Dr
Queen Esther		✓	12		✓						
Solamere		✓	8		✓						Across Deer Valley Dr N at Solamere Dr
Daystar	✓		9		✓		✓				
Deer Valley Plaza	✓		8	✓							Across Deer Valley Dr. S at Deer Valley Grocery Café
Aspenwood Condos North		✓	11	✓			✓				
Mellow Mountain	✓		18	✓	✓		✓				Across Deer Valley Dr. at Mellow Mountain Rd
Stonebridge		✓	13	✓	✓		✓				
Park Station East	✓		67	✓	✓		✓				Across Park Ave at 10th St
10th Street		✓	31	✓	✓		✓				
11th and Park Ave	✓		28	✓	✓		✓				Across Park Ave at 11th St
12th and Park Ave		✓	8	✓	✓		✓				
City Park	✓		30	✓	✓		✓				Across Park Ave at 14th St
14th Street		✓	80	✓	✓		✓				

Sunflower Condos		✓	44	✓	✓	✓			
7-11 Park Ave	✓		40	✓	✓	✓			Across Park Avenue at 7-11 (15th and Park Ave)
Silvertown Condos		✓	93	✓	✓	✓			
Silver King	✓	✓	45	✓	✓	✓			Across Empire Ave Between Silver King Dr and Shadow Ridge Rd
Edelweiss Haus	✓	✓	211	✓	✓	✓			
Walgreens		✓	11			✓			Across Iron Horse Dr at Shortline Rd
Lot G		✓	21			✓			Across Prospector Ave in front of Saltbox parking lot
Liquor Store and The Market		✓	24	✓					Across Snow Creek Dr at Liquor Store
Homestake and Kearns	✓		14	✓	✓				Across Kearns Blvd East of Snow Creek Dr ¹
Zions Banks		✓	2	✓					
Adolphs		✓	78	✓		✓			Across Kearns Blvd at Sidewinder Dr ¹
Wyatt Earp	✓		22	✓				Through the neighborhood along Sidewinder Dr	Across Wyatt Earp Way at Coshise Ct
Buffalo Bill	✓		15	✓					
Building 7 North	✓		30	✓					Across Sidewinder Dr at Comstock Dr
Building 7		✓	117	✓		✓			
Carriage House		✓	53	✓					Across Poison Creek Dr Midblock
Lucky John and Monitor	✓		10		✓				Across Lucky John Dr at Monitor Dr
Little Kate and Lucky John		✓	6		✓				Across Lucky John Dr at Little Kate Rd
Prospector and Payday		✓	2		✓			W Side of Prospector Dr @ bus stop	
Hotel Park City		✓	19		✓			N Side of Thaynes Canyon Dr between Park Ave and Webster Dr	
Webster Court		✓	3		✓				
III Kings and Thaynes Canyon		✓	1		✓			3 Kings Dr Thaynes Cnyn Dr to Silver Star Dr	
Snows Lane		✓	5		✓				
Silver Star Condos		✓	27		✓				Across 3 Kings Dr at Payday Condominiums
Crescent Rd		✓	13		✓			3 Kings Dr - Crescent Rd to Silver King Dr	Across Crescent Rd.
III Kings Clubhouse		✓	19		✓				Across 3 Kings Dr

Note 1: Probably requires a high activity walk (HAWK) signal.

Source: Park City Municipal Corporation, LSC

The recommendation is for 28 crosswalks (which would serve a total of 47 bus stops in Park City). Additionally, six sidewalks are recommended in areas that would serve a total of 14 stops. In the analysis, there were no stops that warrant both a crosswalk and a sidewalk. It should be noted that Park City is carrying out a separate bus stop access improvement plan that addresses many of these identified issues and will be referenced in the capital infrastructure plan described later in this final plan.

Peer Analysis

While every transit system is unique, it can be instructive to look at how other transit systems are operated and what challenges and solutions apply. A general overview of peer transit systems was conducted in order to share lessons learned. The transit systems selected the following:

- ▶ Summit Stage serving Summit County, Colorado
- ▶ Roaring Fork Transit Agency (RFTA) serving Aspen, Colorado
- ▶ ECO Transit, serving Eagle County, Colorado (between Gypsum and Vail)
- ▶ Breck Free Ride, serving the town of Breckenridge
- ▶ Eastern Sierra Transit Authority (ESTA) serving the town of Mammoth and Mammoth Lakes Ski Resort
- ▶ Southern Teton Area Rapid Transit (START) serving Jackson, Wyoming

All of the peers serve ski resort towns, and each has varying levels of off-season and summer resort activity. The basic metrics of each transit system and the communities they serve are shown in Table 24. Below is an overview of each peer and a discussion of the lessons learned for Park City.

Table 24. Park City Transit Peers

METRIC	PARK CITY TRANSIT	SUMMIT STAGE	RFTA	ECO TRANSIT	BRECK FREE RIDE	ESTA	START	Average
Annual Ridership	2,677,927	1,747,746	5,212,525	1,117,311	1,308,780	1,123,564	1,098,706	2,040,937
Operating Expenses	\$12,602,292	\$10,630,010	\$34,825,962	\$10,067,616	\$4,721,751	\$4,413,734	\$4,660,951	\$11,703,188
Service Hours	138,529	81,428	276,514	83,246	53,545	58,337	63,255	107,836
Service Miles	2,241,211	1,476,471	4,946,740	1,806,527	496,347	944,365	869,784	1,825,921
Passenger trips/Hour	19.3	21.5	18.9	13.4	24.4	19.3	17.4	18.9
Passenger trips/Mile	1.2	1.2	1.1	0.6	2.6	1.2	1.3	1.1
Cost/Hour	\$90.97	\$130.54	\$125.95	\$120.94	\$88.18	\$75.66	\$73.69	\$108.53
Cost/Mile	\$5.62	\$7.20	\$7.04	\$5.57	\$9.51	\$4.67	\$5.36	\$6.41
Cost/Passenger Trip	\$4.71	\$6.08	\$6.68	\$9.01	\$3.61	\$3.93	\$4.24	\$5.73

SERVING	PARK CITY / SUMMIT	SUMMIT STAGE, CO	ASPEN, CO	EAGLE COUNTY, CO	BRECKEN-RIDGE, CO	MAMMOT H LAKES CA	JACKSON WY	Average
Year-Round Population	42,829	31,011	56,946	55,127	4,938	17,977	33,510	34,620
Skier Days	1,837,730		1,550,000	1,634,250	1,600,750	1,128,500	715,100	1,411,055
Overnight Visitors	4,688,693					965,000	1,802,000	2,485,231

Source: 2019 National Transit Database, Park City Chamber and Tourism Bureau, Jackson Chamber and Tourism. Skier Days are estimated from the best available data.

Summit Stage

Summit Stage is a well-developed regional transit system that connects communities in Summit County, Colorado, including Breckenridge, Keystone, Arapahoe Basin, Copper Mountain, and Silverthorne. Importantly, like Park City, it is free to the rider. Breck Free Ride provides local service in the town of Breckenridge, so the only local service provided by Summit Stage is in Silverthorne. Service is funded in part by a local $\frac{3}{4}$ cent regional sales tax.



Figure 44. Summit Stage bus. (Source: Summit Daily)

RFTA

The Roaring Fork Transportation Authority (RFTA) evolved from a relatively small system that served Aspen and Snowmass to become the largest of the peer systems, serving Pitkin County and much of Garfield County. RFTA is a Joint Powers Authority between nine jurisdictions, including Pitkin County and cities within Pitkin and Garfield Counties (excluding Garfield County and the City of Silt). There are many funding sources that vary by jurisdiction, including sales taxes, resort fees, and parking fees.



Figure 45. RFTA Bus (Source: Federal Transit Administration)

RFTA provides local and regional services. The main service is the 40-mile Roaring Fork Valley corridor between Glenwood Springs and Aspen, which includes Bus Rapid Transit (BRT) at 10-minute frequencies at peak times. RFTA also provides intercity services on the 70-mile stretch from Aspen to Rifle. The Roaring Fork Valley (Aspen to Glenwood) and Hogback (Glenwood to Rifle) services

have relatively high fares (up to \$10.00 per one-way trip for the full length). However, many employers subsidize the fares for their employees. The City of Aspen contracts with RFTA to operate five local Aspen routes and a Snowmass route, which are fare-free. The City designs and manages the service, which is operated by RFTA. It has been very effective in limiting traffic congestion, which has not significantly increased in 20 years.

ECO Transit

ECO is Eagle County, Colorado's regional transit service operating mostly commuter routes between Gypsum, Vail, and Minturn, as well as Leadville. The routes serve several park-and-rides along Interstate 70. Base fares between Vail and Gypsum, Vail and Minturn, and Vail and Edwards are \$4.00 one way, with an \$ 8.00-day pass or \$85 monthly pass available. Express service between Vail and Beaver Creek and service to Leadville are \$8.00 one-way (or a \$ 14.00-day pass or \$200 monthly pass).



Figure 46. ECO Transit bus (Source: Town of Avon, CO)

Breck Free Ride

Breck Free Ride is a fare-free transit system serving the town of Breckenridge and Breckenridge Ski Resort. They operate the Main Street Trolley, which is popular among tourists, and a number of bi-directional local routes and routes to the ski resorts. The services are operated on 20- to 30-minute headways. The service is supported in part by paid parking.



Figure 47. Breck Free Ride logo. (Source: Town of Breckenridge, CO)

Eastern Sierra Transit Authority (ESTA)

ESTA is a Joint Powers Authority between the towns of Bishop and Mammoth Lakes and the County of Inyo, California. ESTA provides several services, including:

- ▶ Intercity Routes along Interstate 395 (fare service)
 - ▶ Lone Pine, CA to Reno, NV (a 265-mile route, one way—one round trip operated each weekday)
 - ▶ Mammoth Lakes to Lancaster, CA (a 240-mile route, one way—connects to rail into Los Angeles—one round trip operated weekdays)
 - ▶ Lone Pine Express (Lone Pine to Bishop, 58 miles one way—3 to 4 round trips on weekdays)
 - ▶ Mammoth Express (Bishop to Mammoth Lakes, 40 miles one way—4 round trips on weekdays)
- ▶ The **community routes** (fare service) comprise the root of the ESTA service. They connect Benton to Bishop, Tecopa to Pahrump, and Bridgeport to Gardnerville.
- ▶ The **Town of Mammoth Lakes** provides free year-round bus service throughout Mammoth Lakes, including a year-round route, an all-day summer trolley, a winter evening trolley, and seasonally adjusted local routes (including some with 15-minute headways).
- ▶ **Mammoth Lakes Basin Trolley** provides free service from Mammoth Lakes to Lake Mary
- ▶ **Dial-a-Ride** is offered in Lone Pine, Bishop, Mammoth Lakes, and Walker (fares apply in Walker). DAR is open to the general public in Bishop.

The National Park Service contracts with ESTA to provide service in summer to the Devil's Postpile. Nearly all visitors to Devil's Postpile must take the Red Meadows Shuttle to visit in summer and must pre-purchase tickets (\$15.00 round trip, or \$7.00, discounted for children). ESTA was originally asked to operate eight buses per day but was unable to hire enough drivers to serve this level. Summer operations require more vehicles for



Figure 49. ESTA routes. (Source: Eastern Sierra Transit)



Figure 48. Mammoth bike shuttle. (Source: LSC)

operations than winter service.

Mammoth Lakes also provides access to trailheads, as it is a gateway to Yosemite and to the John Muir Wilderness area. On the transit website, they demonstrate the transit options available for through-hikers. Many of the transit vehicles also have bike capacity, even to the extent that summer trolleys pull a trailer to haul bikes. These activities enhance the summer and off-season attractiveness of the area.

Southern Teton Area Rapid Transit (START)



Figure 50. START Bus. (Source: Town of Jackson, WY)

The Southern Teton Area Rapid Transit (START) is operated as a department of the Town of Jackson, WY. Service includes fare-free in-town services and fare-based regional services, and commuter services. The bulk of ridership comes from transporting people from within Jackson to the ski resort 7 miles outside of town. Additionally, Jackson just selected a contractor to provide microtransit service, slated to begin in late November 2021. The microtransit service will replace some of the local fixed-route services, allowing START to operate more efficiently.

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Though START is operated by the Town of Jackson, it also receives funding from Teton County. Federal grants provide the bulk of the operating revenues, but the Town pays for approximately 11% of operations, and contracts with resorts cover approximately 8% of revenues. Fares contribute a sizeable farebox income, and a transfer fee levied on the sale of properties helps support transit.

Peer Lessons

A review of peer transit systems reveals that there are numerous consistencies among ski resort communities.

- ▶ Transit is very popular in ski town communities
- ▶ Transit is an integral part of the overall transportation systems for providing mobility without over-reliance on private vehicles
- ▶ In many of these areas, the resorts could not function without transit. There is not enough parking or roadway capacity to support the number of visitors and employees in these communities
- ▶ Transit is important for maintaining a reliable workforce, particularly in resort communities where employees must commute significant distances
- ▶ Visitors and employees drive the demand for these systems
- ▶ Oftentimes it requires cooperation between multiple jurisdictions—for planning, operating, and funding the transit services
- ▶ Providing contracted services can be a means of getting more value out of available resources
- ▶ Providing summer and off-season transit enhances the attractiveness of resort areas

Chapter 5: Multimodal Assessment

Chapter 5. Multimodal Assessment

Bicycle and Pedestrian Needs

Of the 307 bus stops on the Park City network, 56 were identified for bicycle and pedestrian improvements. Figure 51 shows the locations of stops with fifteen or more average daily riders that were identified for pedestrian and bicycle improvements.

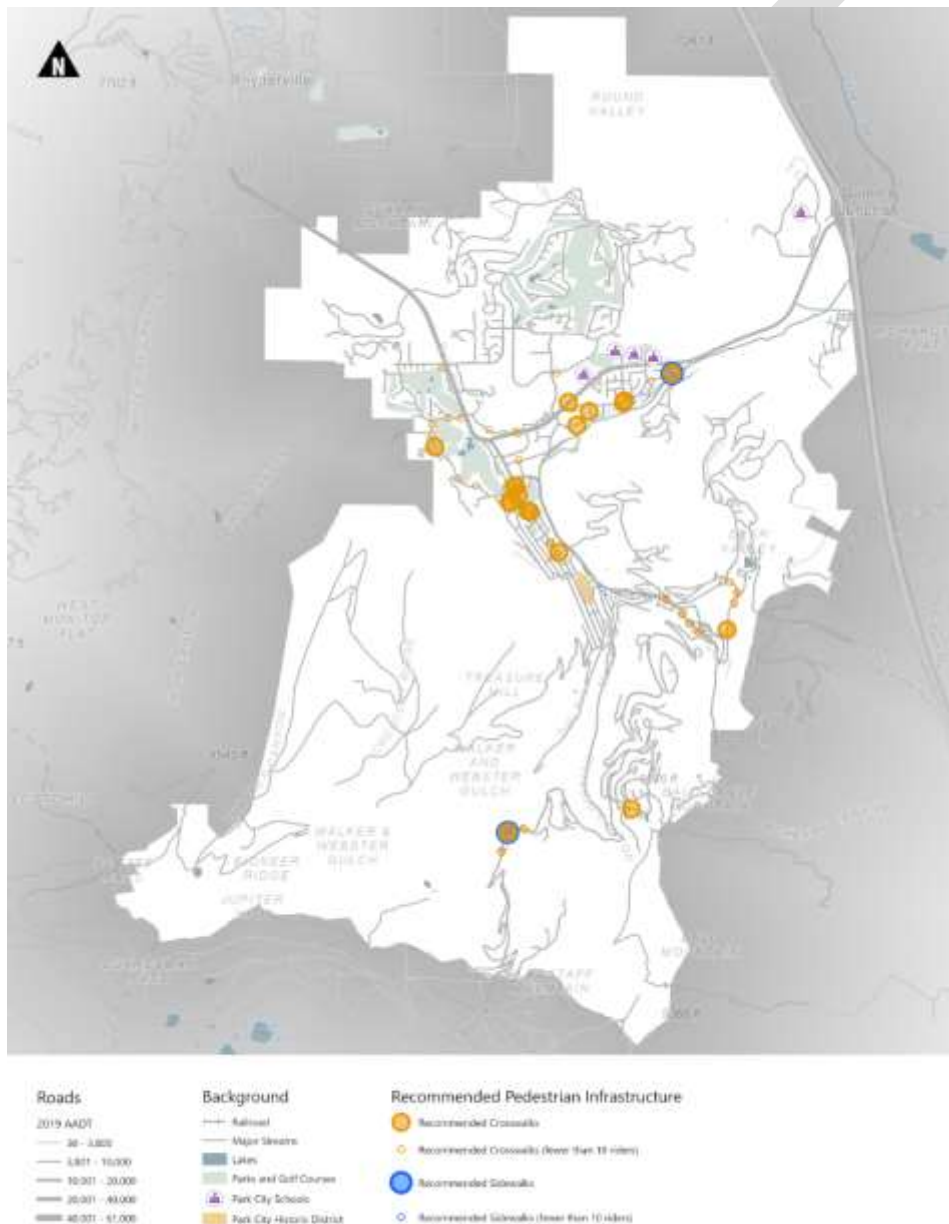


Figure 51. Recommended Bicycle and Pedestrian Infrastructure. (Source: LSC, Fehr & Peers)

These bus stops' specific locations and recommendations are found in **Table 25**.

Table 25. Recommended Bicycle and Pedestrian Infrastructure

Stop Location	Avg Daily Ridership	Recommended Sidewalk	Recommended Crosswalk	Notes
Edelweiss Haus	112	No	Yes	Across Empire Ave Between Silver King Dr and Shadow Ridge Rd
Adolphs	78	No	Yes	Across Kearns Blvd at Sidewinder Dr
Building 7	66	No	Yes	Across Sidewinder Dr at Comstock Dr
Silvertown Condos	49	No	Yes	Across Park Avenue at 7-11 (15th and Park Ave)
Courchevel	45	No	Yes	Across Deer Valley Dr E
City Park	41	No	Yes	Across Park Ave at 14th St
Park Station East	33	No	Yes	Across Park Ave at 10th St
Carriage House	32	No	Yes	Across Poison Creek Dr., Midblock
Sunflower Condos	31	No	Yes	Across Park Avenue at 7-11 (15th and Park Ave)
Aimee Court Down	23	Yes	Yes	Crosswalk across Marsac; Sidewalk along Marsac/Hawkeye to Grand Lodge
Lot G	23	No	Yes	Across Prospector Ave in front of the Saltbox parking lot
Stein Ericksen	22	No	Yes	Across Royal St at Stein Way
Silver Star Condos	17	No	Yes	Across 3 Kings Dr at Payday Condominiums
Wyatt Earp	15	Yes	Yes	Crosswalk across Wyatt Earp Way at Cochise Ct; Sidewalk through the neighborhood along Sidewinder Dr

These improvements will support first-mile and last-mile connections. It should be noted that these recommendations for improvements will be reviewed as part of the ongoing Park City Active Transportation Plan.

Park City Bike Share Program

Park City participates in the Summit County bike share program. Launched in 2017, the Summit County bike share program was the first electric-assist bike share system in North America. Providing a new active transportation option for its residents and visitors, the County currently operates 190 electric-assist bikes at 20 stations, nine of which are located within Park City, as shown in Figure 52.

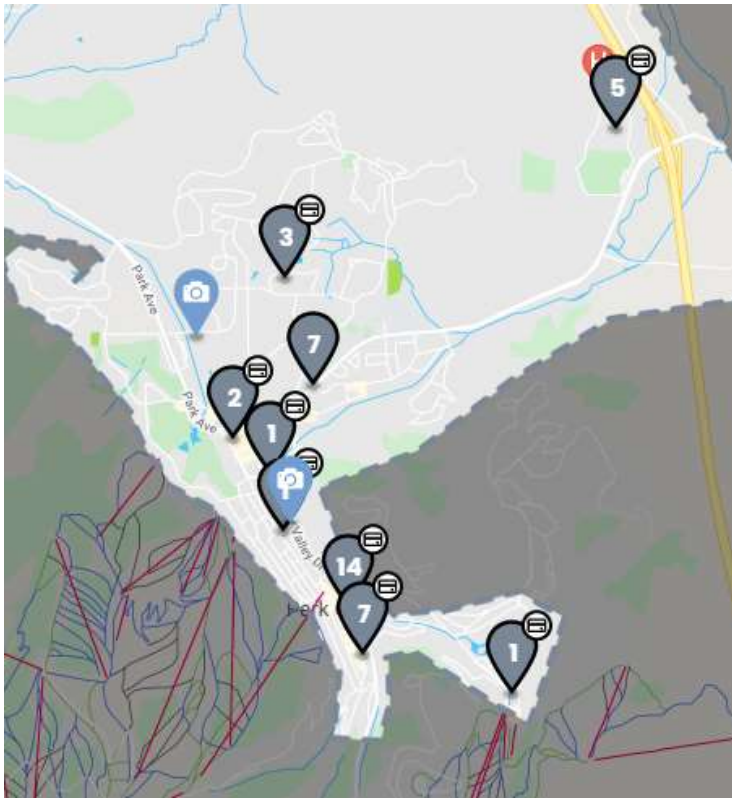


Figure 52. Summit County Bike Share Stations within Park City. (Source: Summit Bike Share)

Customers can unlock bikes via card at the kiosks or via the mobile app. Rides are available on a per-use or subscription basis, in addition to an employer membership package. After completing the payment process, riders unlock the bike from the dock and can return it at any station after their ride. From January 2021 through September 2021, riders have traveled over 75,000 miles on over 19,000 rides. Since the introduction of the system in 2017 up through September 2021, riders have traveled nearly 320,000 miles on over 125,000 rides. As of September 2021, Park Avenue, Newpark Plaza, and the Old Town Transit Center are the three most popular bike share stations on the system.



Figure 53. Summit County Bike Share Bike Station at OTTC. (Source: Bewegen)

Park City allows e-bike use on soft-surface trails wider than five feet and on all paved multi-use paths within city limits. E-bike use on single-track trails is prohibited, although individuals over the age of 65 or persons with mobility

disabilities may ride Class I e-bikes (including the Summit Bike Share bicycles) on single-track trails. The City conducts outreach campaigns to educate riders on the safe and respectful use of e-bikes on trails. These programs cover the use of e-bikes on certain types of trails, as well as e-bike safety and general trail etiquette.

Related Bicycle and Pedestrian Planning

Park City is home to 150 miles of trails connected to another 150 miles of trails in greater Summit County, as shown in Figure 54.

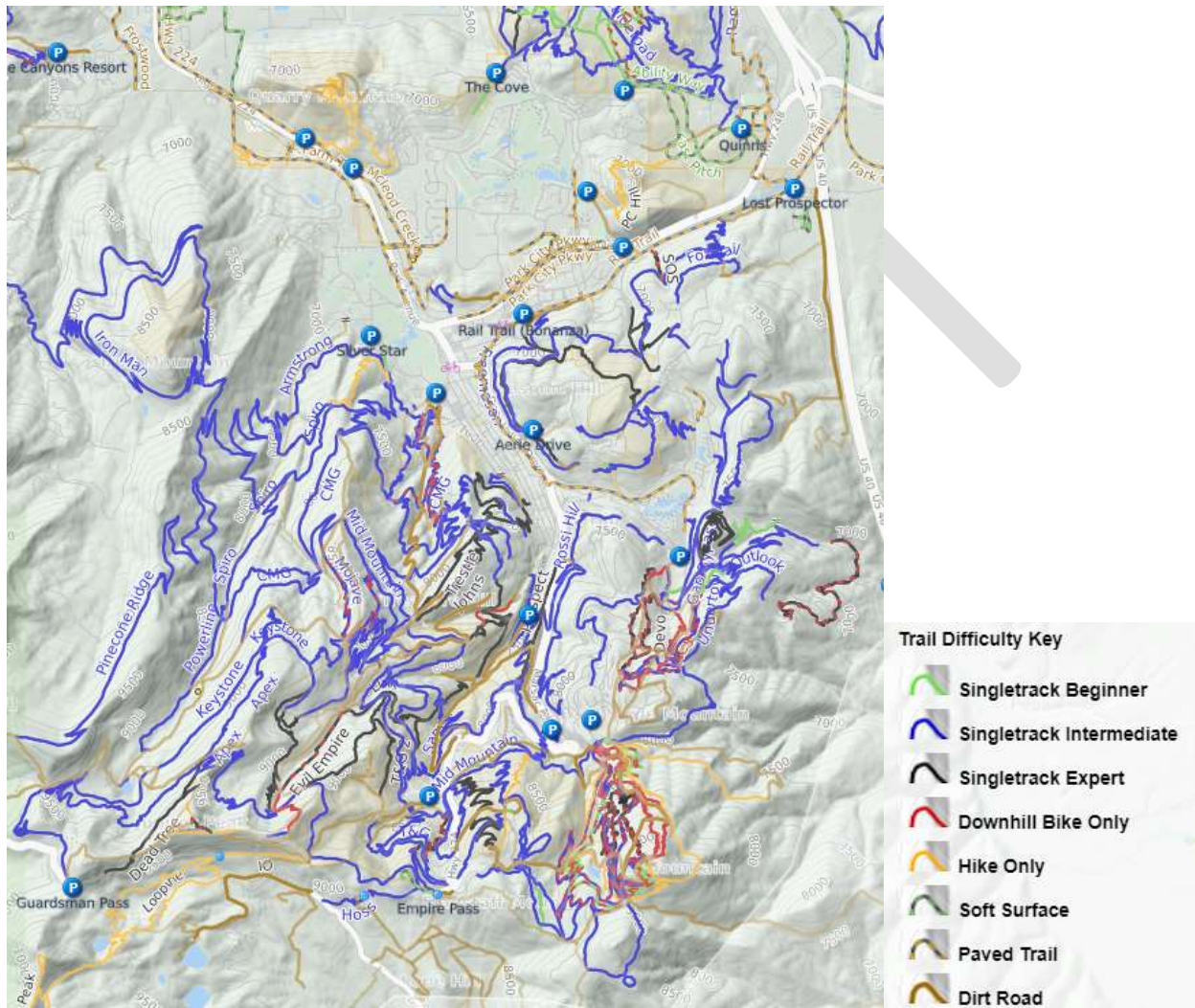


Figure 54. Park City Trail Map. (Source: Mountainland Trails)

Trails are vital to the active outdoor lifestyle of the City's residents and tourists. The Park City General Plan (2014) focuses on four primary goals: small town, natural setting, sense of community, and historical character. Bicycle and pedestrian improvements are mentioned in the sense of community and historic character goals. Pedestrian-oriented developments preserve the city's historic character, while safe active transportation infrastructure connections between parks and neighborhoods enhance the natural setting of residents' daily lives. Improving pedestrian and bicycle connections at Bonanza Park is listed as a specific strategy to increase the sense of community. Another strategy is to improve access to recreational facilities by ensuring that all residential

neighborhoods have connective trail access to Parks and Recreation facilities. The General Plan calls for establishing a long-range active transportation plan to build upon the Walkability Study and Implementation Plan from 2007, which was only intended to address issues within a three- to five-year timeframe. A long-range plan should incorporate existing conditions, previous plans/studies, connectivity strategies and goals, a project list, funding opportunities, and a maintenance plan. The Park City Bicycle and Pedestrian Plan (PC BPP) currently underway and should be completed by late summer 2023.

The Summit County Active Transportation Plan (2019) outlines recommended active transportation improvements throughout the County, with specific improvements for Park City shown in Figure 55.

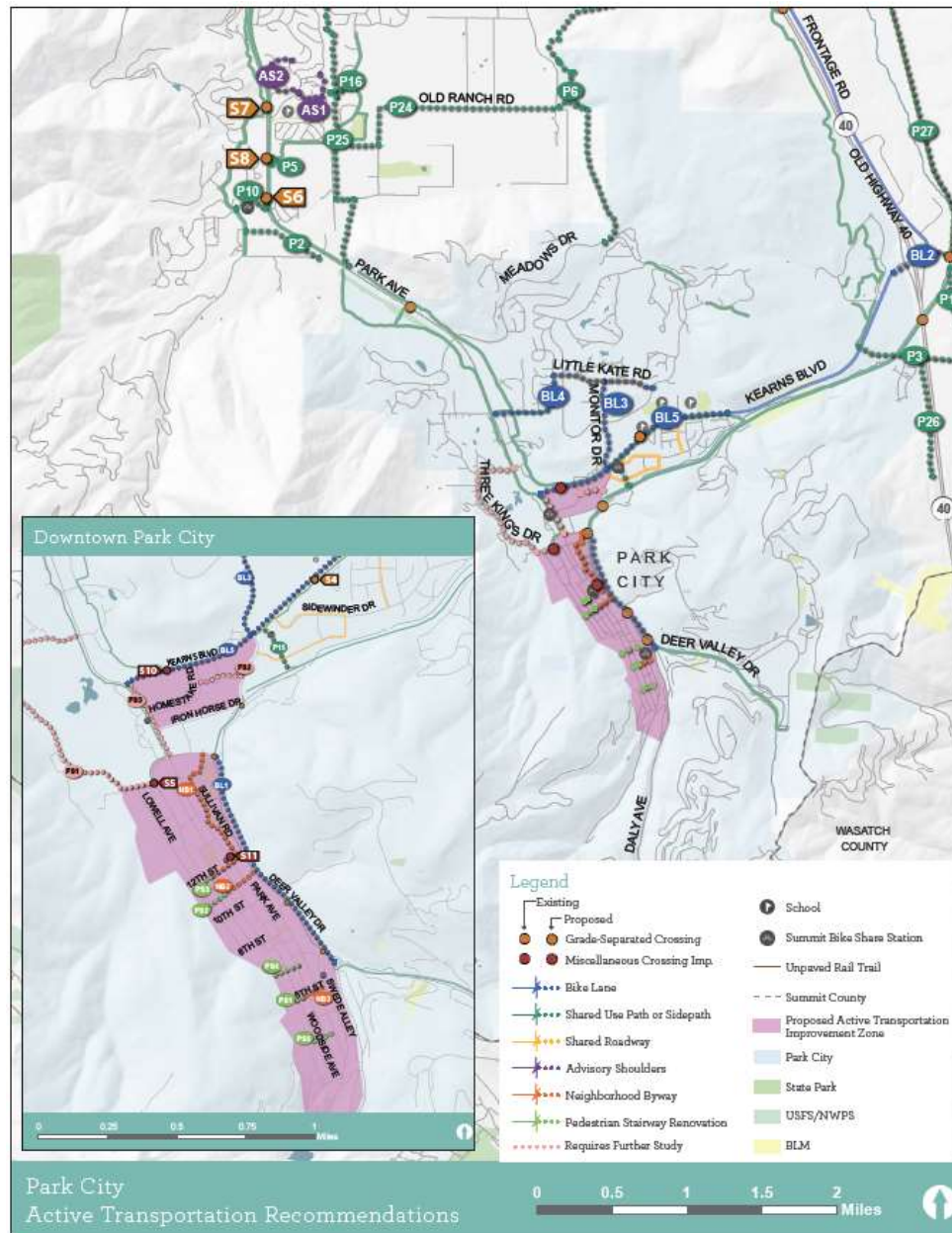


Figure 55. Park City Active Transportation Recommendations. (Source: Summit County)

The Plan identifies several projects for major improvements. The Rail Trail is the County's longest trail connecting Park City to the Snyderville Basin, Wanship, Hoytsville, and Coalville. While the trail is currently primarily used as a

recreational facility, it will become an important active commuter corridor as the area grows. The Plan recommends paving the trail between Silver Creek and SR-248 to improve bike commuting ease and efficiency. Although this paving improvement is slightly outside of Park City limits, this could open up long-term transportation opportunities as technologies develop and modes such as personal rapid transit (PRT) are considered for the corridor.

The Plan also proposes bike lanes on Marsac Ave, Monitor Dr, Little Kate Rd/Holiday Ranch, and SR-248, as well as neighborhood byways on 12th St, 11th St, and 5th St to create low-stress roadways that prioritize pedestrians and cyclists. Several Old Town stairways are identified for renovation to provide space for two-way pedestrian traffic, wayfinding, and cross-street safety improvements.

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Chapter 6: Future Travel Demand and Markets

Chapter 6. Future Travel Demand and Markets

The Summit & Wasatch County Travel Demand Model (TDM) is a four-step travel demand model jointly developed and maintained by UDOT, Summit County, and the Mountainland Association of Governments (MAG). The model includes functionality to forecast different seasons and days of the week to better capture the different travel behavior specific to those time periods.

For the purpose of this plan, the travel model was used in several different ways. This includes:

- ▶ To estimate future household, population, and employment growth in the Park City area.
- ▶ To estimate future traffic growth on key gateway corridors (i.e., SR-224 and SR-248).
- ▶ To estimate future origin/destination pairs for the year 2026.

Population and Employment Forecasts

Based on Traffic Analysis Zone (TAZ) level socioeconomic forecasts from the Summit and Wasatch County TDM developed by UDOT and Summit County, the population of the Park City area is forecasted to grow by approximately 3.7% between 2021 and 2026. In addition, employment is forecasted to grow by approximately 5.8% over that same time frame. Both are slightly below the anticipated growth for Summit County, where the population is forecasted to grow by 8.4%, and employment is anticipated to grow by 8.6%.

Figure 56 shows the forecasted population growth by TAZ for the Park City area, Figure 57 shows the forecasted household growth, and Figure 58 shows the forecasted employment growth.

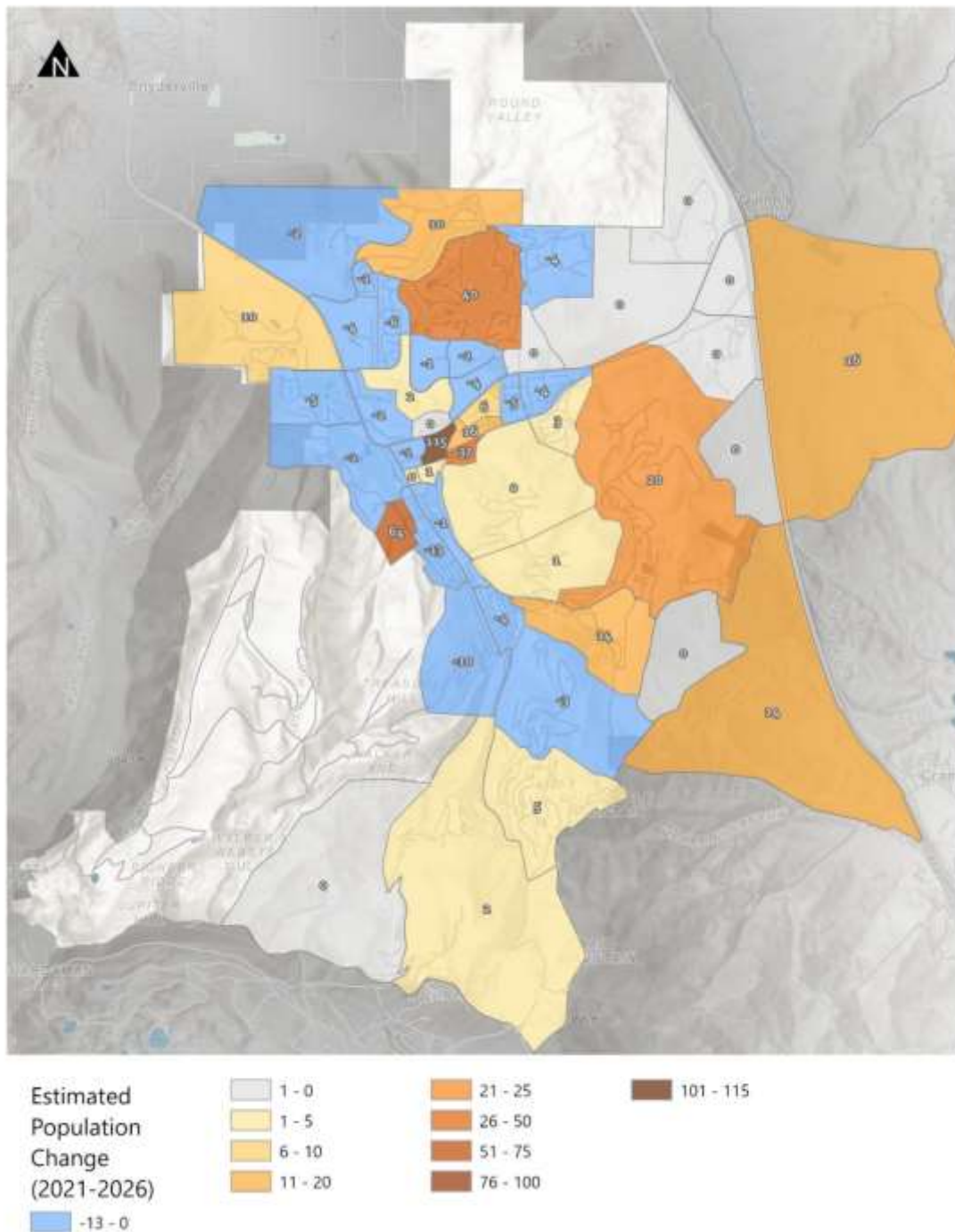


Figure 56. Estimated population change between 2021 and 2026. (Source: Summit & Wasatch County Travel Demand Model)

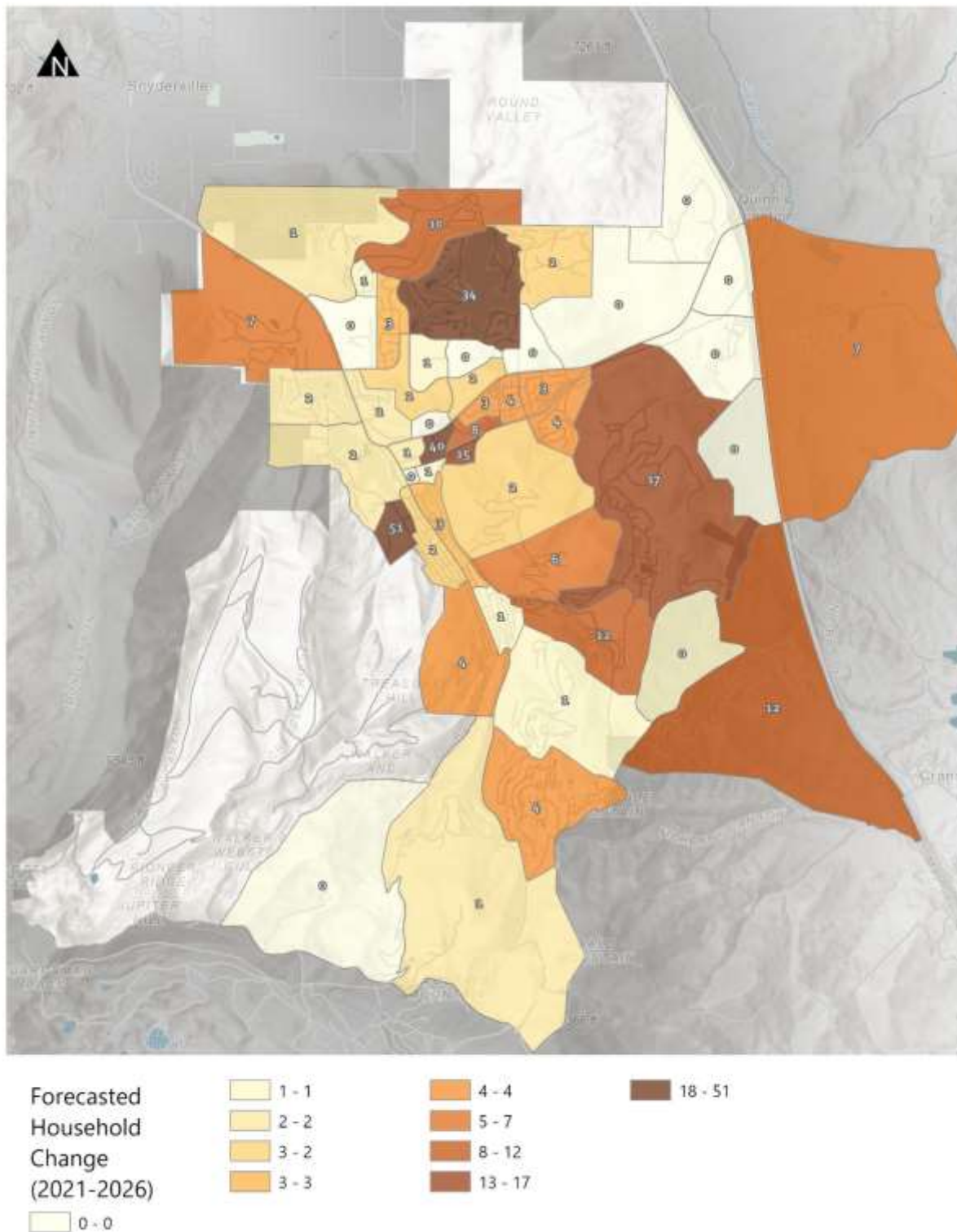


Figure 57. Forecasted change in households between 2021 and 2026. (Source: Summit & Wasatch County Travel Demand Model)

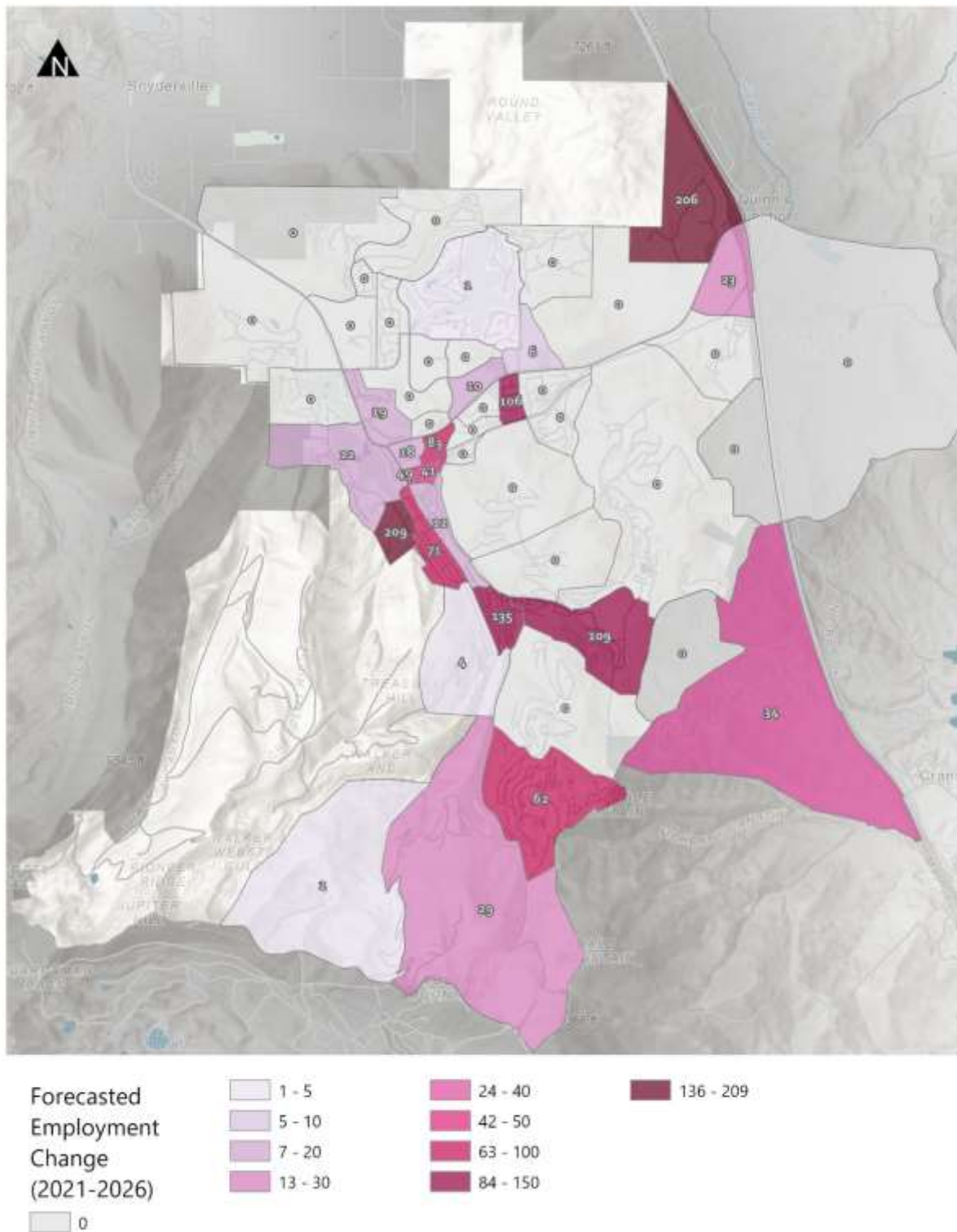


Figure 58. Forecasted employment change between 2021 and 2026. (Source: Summit & Wasatch County Travel Demand Model)

Many of the areas in the city are anticipated to have little population growth, and several are forecasted to lose population slightly. This is most likely due to an anticipated shift towards smaller household sizes. However, there are several locations where population growth is expected to increase, particularly south of SR-248 between

Homestake Road and Bonanza Drive, the Park City Mountain Resort area, and the area around the Park Meadows Country Club.

Employment growth is forecasted to occur most heavily near Park City Hospital and the Quinn's Junction area, the area around Park City Mountain Resort, Old Town Park City, and the Deer Valley areas.

Planned Developments

The following are development projects within the study area that have the potential to impact transit ridership or operations.

- ▶ **Park City Mountain Resort Redevelopment:** Proposes redevelopment of the existing Park City parking lots along Lowell Ave and Empire Ave to provide new residential development. Envisioned to include a 249-room hotel and 233 condominium and apartment units (including 89 employee units). It also includes 73,000 square feet of retail floor area.

- ▶ **Snow Park Village Development:** As shown in Figure 61, this project involves approximately 15 acres where the Snow Park Lodge parking lots are located. According to the conditional use permit submitted to the city, the project will transition the current surface-level parking to underground paid parking. Other aspects of the proposal include



Figure 59. Snow Park Village Development Site Map. (Source: Deer Valley Resort)

- dedicated pickup and drop-off zones, a transit hub, and expanded lodging, retail, and dining options. The project is proposed in three phases, the first of which is the overall site plan and south parcel parking structure, and transit and mobility hub (already submitted). The next two phases will be residential and hotel developments.
- ▶ **Bonanza District:** As mentioned under review of plans in Chapter 1, just over five acres at Bonanza Way and Kearns is being developed and a Small Area Plan is being developed.

Forecasted Traffic and Travel Patterns

Local Travel Patterns

Utilizing the seasonal functionality of the Summit & Wasatch TDM, future 2026 origin/destination patterns were developed. Figure 60, Figure 61, and Figure 62 show the top origin/destination pairs for winter, summer, and shoulder season conditions.

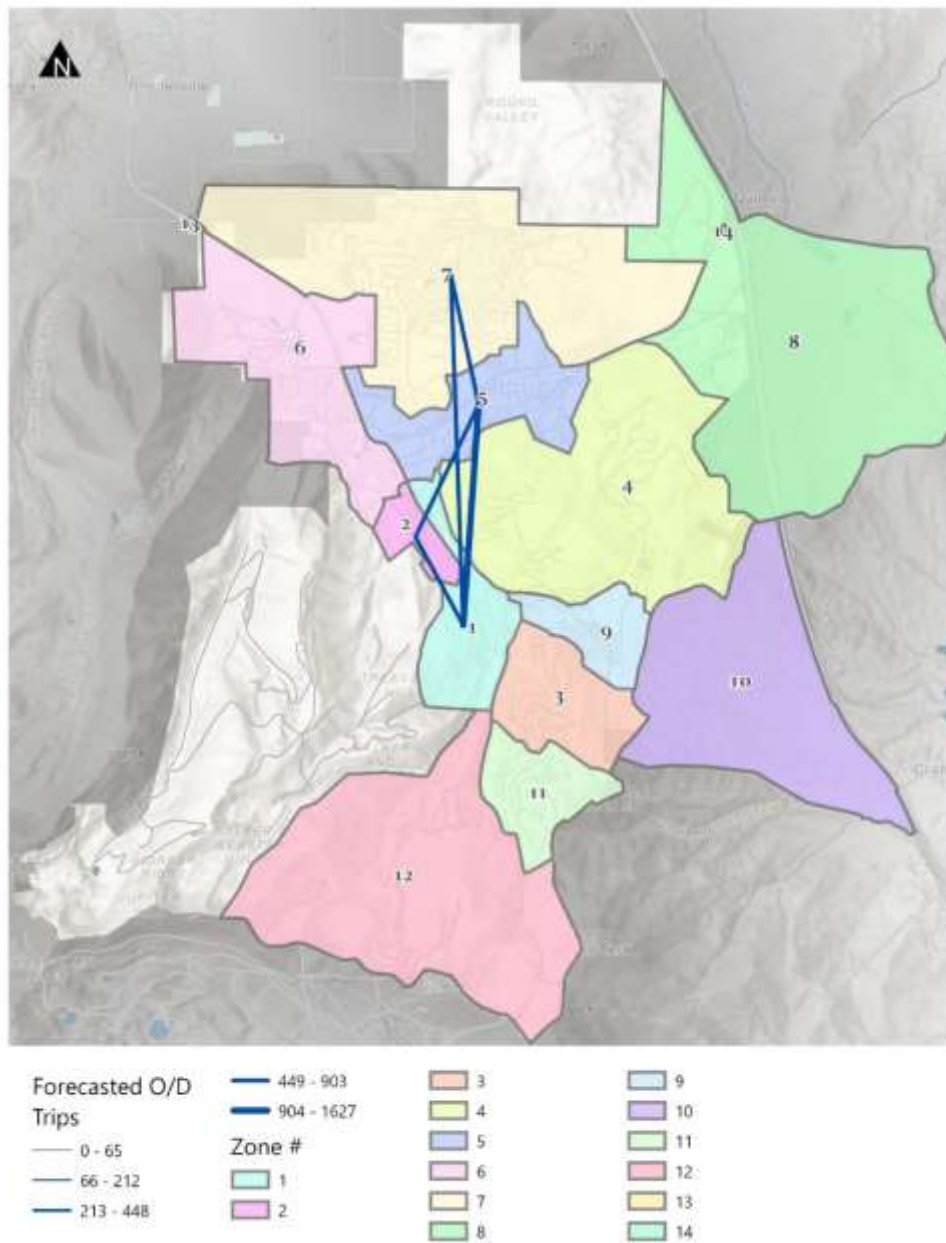


Figure 60. Forecasted 2026 origin and destination trips for winter. (Source: Summit & Wasatch County Travel Demand Model)

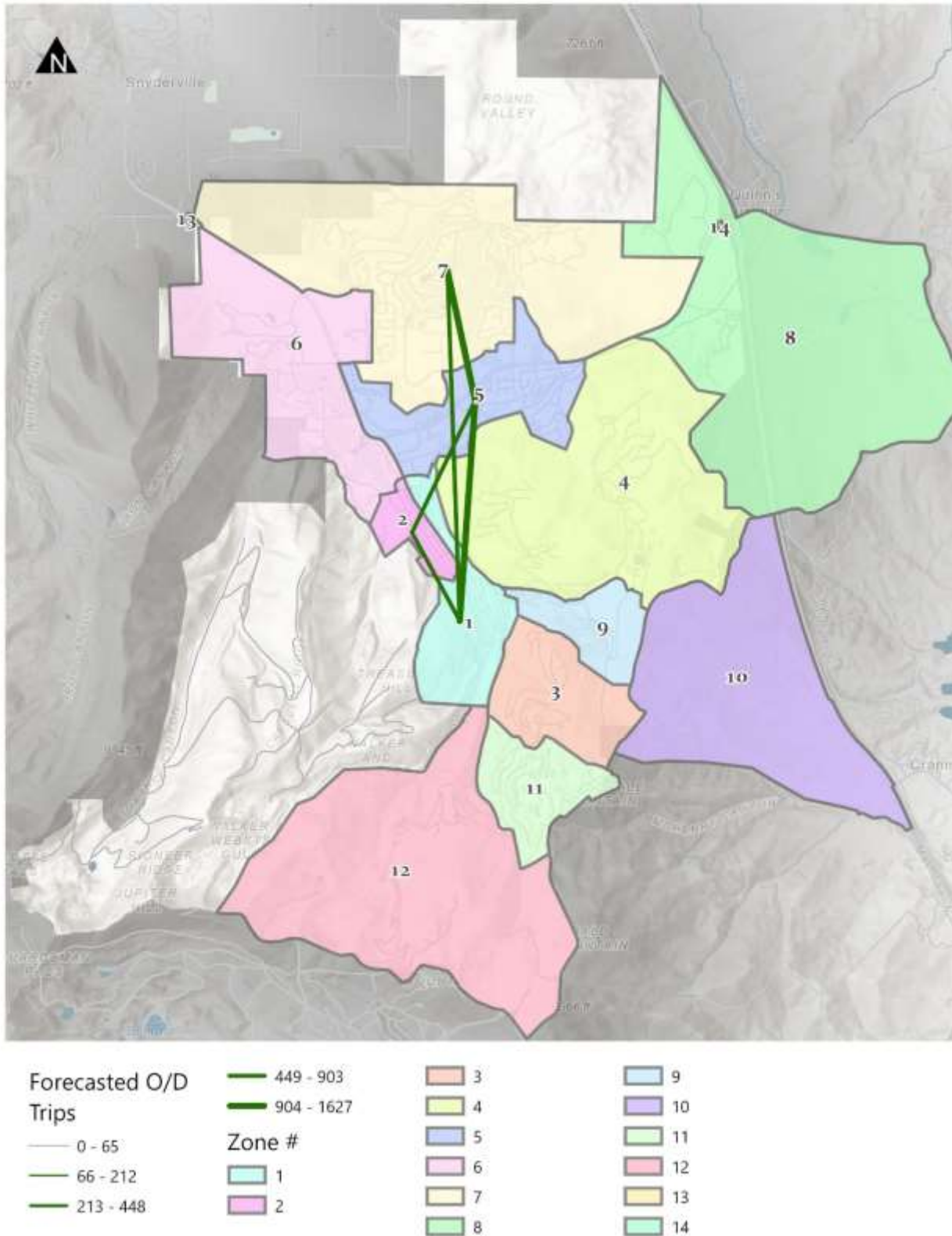


Figure 61. Forecasted 2026 origin and destination trips for summer. (Source: Summit & Wasatch County Travel Demand Model)

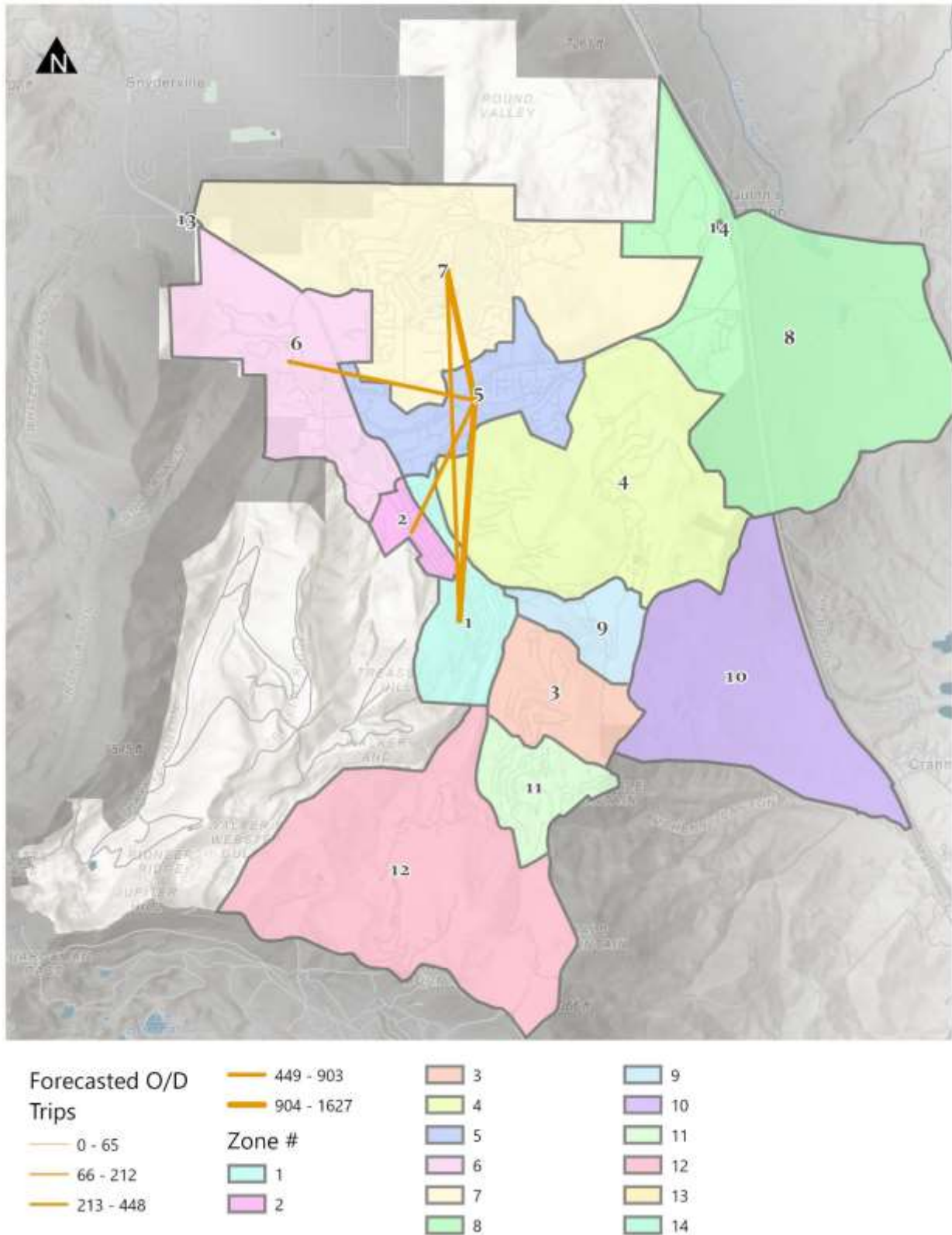


Figure 62. Forecasted 2026 origin and destination trips for shoulder seasons. (Source: Summit & Wasatch County Travel Demand Model)

The forecast suggests that future patterns will remain fairly similar to existing conditions, at least for where the

strongest origin/destination pairs are anticipated to be. Zones 5, 1, and 2 all continue to have a strong origin/destination relationship, no matter the season. Zones 5 and 1 have the strongest connection under all conditions.

The model suggests that under all conditions, there will be a large share of trips going to/coming from Zone 7 to Zones 5 and 1. This suggests that transit services that serve these key areas with quick and reliable service will continue to be in demand in future years, even when employment growth is expected to be further dispersed.

Regional Travel Patterns

A select link analysis was performed to understand the travel patterns of trips passing through the SR-224 and SR-248 gateway areas using the 2026 Summit & Wasatch TDM. While this was performed for all three seasons (winter, summer, and shoulder seasons), outputs did not differ substantially.

Results were similar to the findings from the regional StreetLight data analysis, where SR-224 trips seemed to be heavily related to Zones 5, 2, and 1 and, to a lesser extent, Zones 9, 7, and 11. Figure 63 shows the result of the SR-224 select link output.

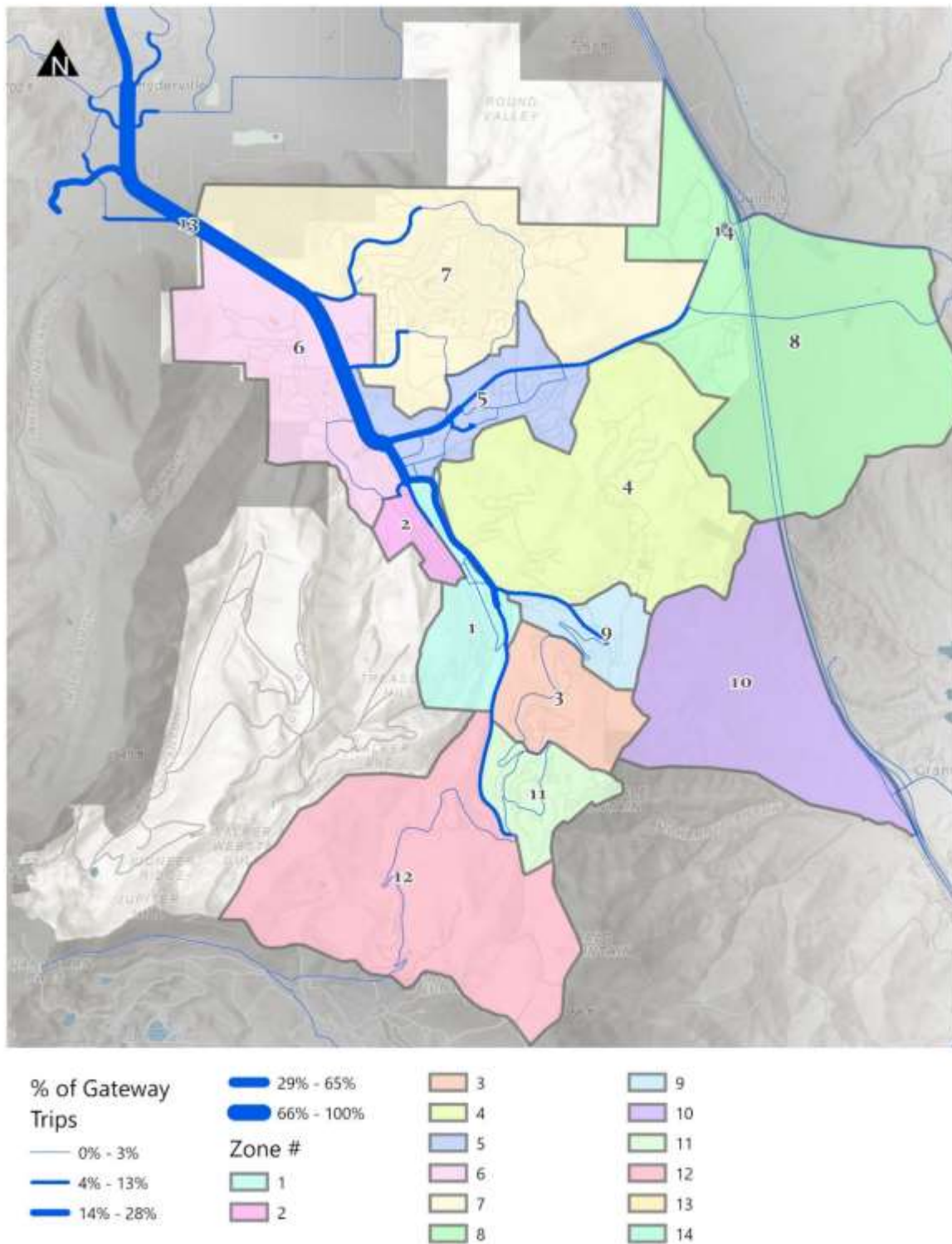


Figure 63. Percent of SR-224 gateway trips. (Source: Summit & Wasatch County Travel Demand Model)

SR-248 also had similar results to the StreetLight analysis, where trips using the SR-248 gateway were closely associated with zones 5, 1, and 2. However, it also appears that zone 9 also has a high relationship with trips utilizing SR-248. This is likely driven by the increase in jobs forecasted in that area. Figure 64 shows the result of the SR-248 select link output.

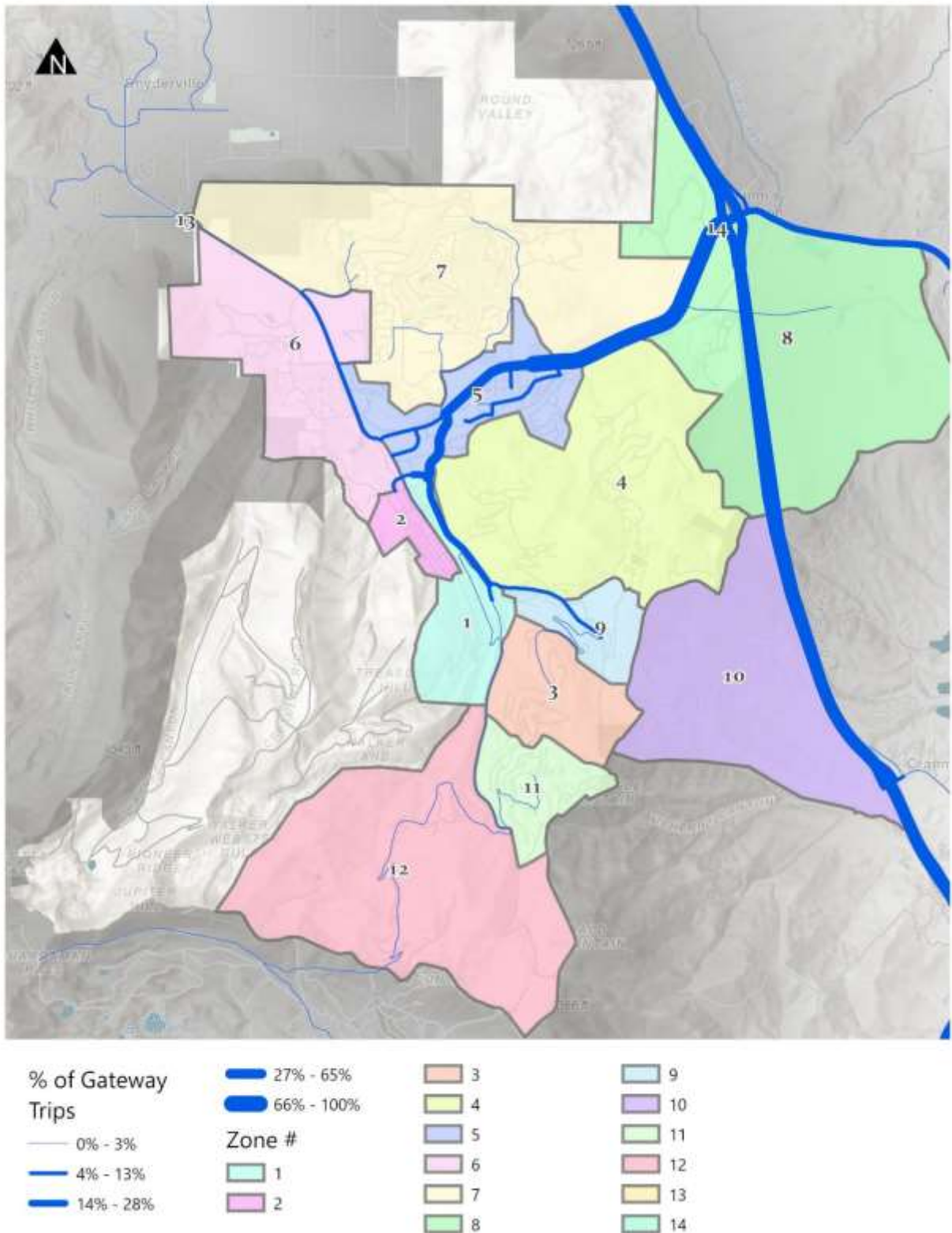


Figure 64. Percent of gateway SR-248 trips. (Source: Summit & Wasatch County Travel Demand Model)

This suggests that travel patterns stay fairly similar to existing conditions in the short term, with potentially higher regional demand to zone 9 as employment is expected to grow.

Future Traffic

The two key gateway corridors to Park City are SR-224 and SR-248. Congestion on these two roadways presents a challenge for transit operational challenges, and the growth expected on them are relevant for transit service. The driver to traffic growth is the location and amount of development in and around Park City. The population and employment forecasts show higher growth near Quinn's Junction (SR-248/SR-224), south of SR-248, and in downtown Park City, with little to no growth in areas along SR-224. The Summit & Wasatch TDM, that takes into accounts the location and amount of development, indicate an annual growth of 1% and 1.5-3.5% for SR-224 and SR-248 near Park City. With the current issues both corridors currently experience and the expected growth, traffic will likely present issues similar to the current conditions.

Emerging Mobility Trends

Transportation Demand Management

Transportation demand management (TDM) refers to the range of voluntary programs and municipal ordinances designed to reduce single-occupancy vehicle trips to places of employment and other highly frequented locations. Numerous towns, cities, counties, and even states have implemented trip reduction ordinances, which require large employers to implement a range of strategies to incentivize employees to travel to work by carpooling, transit, bike, or walking. These strategies include employee education, financial commute benefits and subsidies, preferential parking for carpools and vanpools, employer-run shuttles, and more. However, many employers and large destinations like stadiums choose to implement TDM programs on their own to make efficient use of parking and improve environmental sustainability. Park City works to advocate for TDM programs, including Ride Amigos, with local employers to implement TDM programs at the workplace to spark behavior change among their employees. Ultimately, TDM programs have the potential to reduce congestion by getting people out of their cars and onto transit, bikes, and other modes.

A relevant example of a successful TDM program in a mountain ski resort community comes from the Jackson Hole Mountain Resort (JHMR), as shown in Figure 67. In 1998, Teton County, Wyoming, approved the Teton Village Resort Master Plan that reduced the bed base and skier capacity while providing a framework

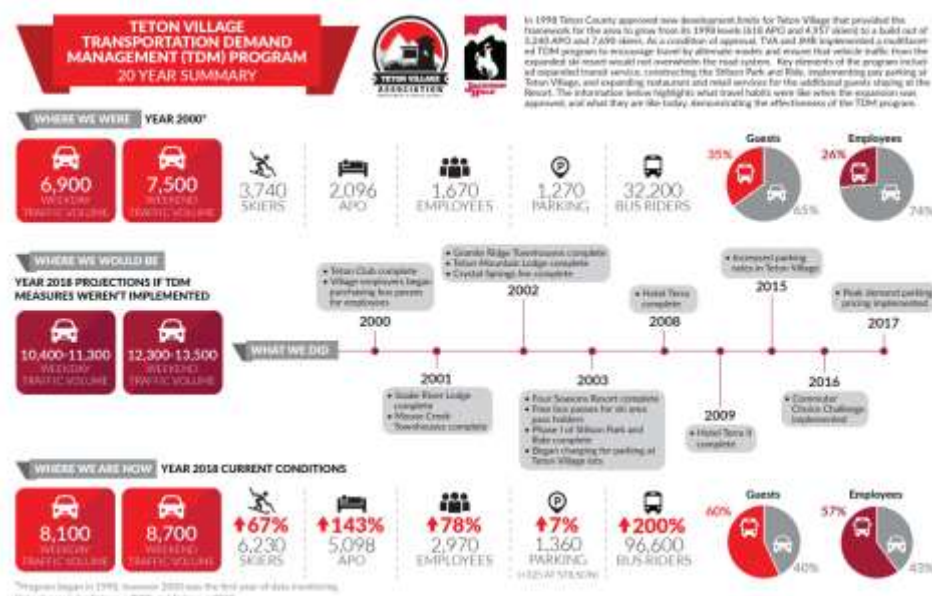


Figure 65. Teton Village Transportation Demand Management Program. (Source: TVA)

for the area to grow from its 1998 levels. As a condition of approval, an association was created to help JHMR implement a multifaceted TDM program to encourage travel by alternate modes, thereby ensuring that vehicle traffic from the expanded ski resort would not overwhelm the local road system. Key elements of the program included expanded transit service, constructing the remote Stilson park and ride lot located six miles from the JHMR, and implementing paid skier parking at Teton Village. The 20-year data from Teton Village, shown here, indicates that the TDM program has helped keep overall traffic to the year 2000 winter levels.

Microtransit

Microtransit is a form of demand response transit that leverages smartphone technology using a smartphone app to match trip requests in real-time to dynamic/flexible routes in a defined service area. For users, it is similar to using ride-hailing services such as Uber or Lyft with the ability to request a trip within a short timeframe (typically 15 minutes or less) and be picked up and dropped off within a short distance of their origin and destination points (typically 1-2 blocks or less). Microtransit typically operates with smaller vehicles, such as cars, vans, or shuttle buses (example shown in Figure 68), and microtransit passenger trips are often combined as the vehicle moves along a dynamic route or pattern.



Figure 66. Example of microtransit. (Source: Fehr & Peers)

Microtransit service is typically established by a city, county, or agency through a contract with a microtransit provider, which can be a turn-key provider of the technology platform, vehicles, and drivers or a provider of the technology platform only and utilizing agency or service contractor vehicles and drivers.

Microtransit operates in a defined geographic service area. In some cases, microtransit service operates completely on-demand within the service area, while in other cases, microtransit can often incorporate predefined stops and/or a predefined trip pattern with on-demand zones where passengers can request pick-up or drop-off locations at or near their destination.

At least a portion of a microtransit vehicle fleet is accessible for people in wheelchairs or using mobility devices, and a call-in option is incorporated into the service for those without smartphones. The microtransit vehicles are also clearly branded as a public transportation service.

Microtransit Success Factors

In the past five years, microtransit has matured as a public transportation service option. As a result, many lessons have been learned about what success factors contribute to a successful microtransit program:

- ▶ Service area size of two to five square miles per vehicle, depending on the density
- ▶ Key destinations within the service area, such as shopping/retail, employment centers, transit hubs or high-frequency transit, medical services, and social services
- ▶ A mix of population densities within a service area, often matching low to medium-density housing with higher-density commercial areas
- ▶ Ability to group trips to/from key destinations at similar times

- ▶ Fare structure that balances convenience, affordability, and ridership goals
- ▶ Robust marketing and public education
- ▶ ADA-accessible vehicles and call-in option for those without smartphones

Microtransit Performance

Setting reasonable financial and ridership performance expectations is necessary prior to establishing microtransit service. When comparing typical applications and results, microtransit does not perform as well as most fixed-route bus routes in terms of riders per vehicle service hour or cost per rider, but microtransit performs better in terms of cost per vehicle service hour. It also performs better than most paratransit or demand response systems in terms of ridership per hour and cost per passenger. Microtransit ridership productivity can vary widely, ranging from two passengers per vehicle service hour to eight passengers per vehicle service hour, based on service characteristics and service area.

Autonomous Vehicles, Shuttles, and Rapid Transit



Figure 67. Autonomous and Connected Vehicles. (Source: US DOT)

Autonomous vehicles and shuttles (AV), connected vehicles (CV), and autonomous rapid transit (ART) are three rapidly evolving technologies with the potential to significantly impact future travel patterns and behavior. AVs sense the environment and move through the street network with either little or no human intervention. CVs communicate with one another and connected infrastructure like traffic signals to improve roadway safety and efficiency. This technology allows roadway operators like UDOT to send notifications about traffic, road conditions, and more directly to drivers to improve

travel time and help avoid dangerous situations. Both technologies are still being perfected and more widely implemented but will have major implications for infrastructure soon.

The costs and benefits of AVs have been widely debated in the transportation and infrastructure community. AVs will increase transportation access for youth, older adults, and disabled individuals by allowing them to independently operate a vehicle when they otherwise couldn't. Though the validity of this claim remains to be seen, a major argument in favor of AVs is that they will improve traffic safety by reducing or removing human operation of vehicles, with human error cited as the cause of 94% of crashes. If transportation network companies replace their current model with a shared fleet of autonomous, electric vehicles that continually circle, picking up and dropping off passengers, space currently used for private vehicle parking could be converted to other public use like parks, seating, pick-up/drop-off areas, and delivery vehicle parking.

On the other hand, they have the potential to drastically increase vehicle miles traveled (VMT) and demand for public space for parking and travel lanes in the alternate scenario that every current car owner and new users, drawn by the ability to multitask or to independently operate a vehicle, purchase an AV. Like transportation network companies, AVs could also draw users from transit due to the appeal of new technology. It's also been suggested that they will incentivize sprawling land use development as users don't mind longer commutes because they are

able to make more effective use of their time.

Although perfected technologies are not currently on the market, Park City can preemptively implement policies to lay the groundwork for positive outcomes from AVs and CVs in relation to transit. These strategies include setting land use policies that promote compact, walkable development; encouraging shared AVs and the use of AVs for transit; repurposing space for people walking and people biking; reducing or eliminating parking requirements; and requiring data sharing from AV companies.

AV Shuttles



Figure 68. Autonomous Shuttle at Yellowstone National Park. (Source: Fehr & Peers)

There have been over two dozen AV shuttle pilots and early deployments in the US and a handful of demonstrations of AV technology operating on full-sized buses in revenue service. The shuttles have been limited to protected “geofenced” routes and areas where they could operate at low speeds and with few conflicts with pedestrians, cyclists, and other vehicles. Most also require a safety driver to be onboard to assist the vehicle through difficult situations.

According to a 2018 study by the Federal Highway Administration, slow-speed autonomous shuttles “are undergoing frequent hardware and software updates and should still be considered prototypes. Many systems have somewhat limited technical capabilities and may require frequent intervention from an onboard attendant.”⁵ They also state that, at present, making frequent service stops in congested areas with high volumes of vulnerable road users in varying road and weather conditions can present particular challenges for current-generation sensing systems and control algorithms.

Concerns of operating currently available AV shuttles in active mountain resort settings include:

- ▶ Operating in snow and other poor weather conditions or periods of low visibility,
- ▶ Operating speeds that are, in most cases, too slow for vehicles to mingle smoothly with general traffic,
- ▶ The need for a safety driver to deal with unusual or overly complex on-street situations.

Autonomous Transit

The operation of autonomous transit at higher speeds in dedicated lanes is ongoing in many locations with full-size buses in Bus Rapid Transit (BRT) operating environments. ART is already in operation in China and in on-road testing in the Netherlands, Singapore, Minnesota, and Oregon.

In the US, testing on public roads includes:

- ▶ Automated bus operations on freeway shoulders in Minnesota, which resulted in similar on-time performance to human-driven shoulder service with significantly fewer customer complaints, and a slight improvement in reported driver satisfaction.

⁵ Low-Speed Automated Shuttles: State of the Practice Final Report, Cregger et al, 2018, <https://rosap.nsl.bts.gov/view/dot/37060>

- ▶ ART substitution for a conventional BRT service in Lane County, Oregon, that demonstrated favorable rider responses on vehicle control, smoothness, and speed performance.

Connecticut DOT was recently awarded a federal grant to operate full-size autonomous buses on an existing BRT corridor between New Briton and Hartford, CT. In addition, the Michigan DOT has selected a partnership between Sidewalk Labs and Waymo (subsidiaries of Alphabet) and Ford, GM, BMW, Honda, and Toyota to perform a feasibility analysis for the development of the corridor between Detroit and Ann Arbor for connected autonomous vehicles (CAV) for buses and shared mobility vehicles.

The timeframe for the operational readiness of ART or AV shuttles in snowy, mixed road conditions at existing Park City roadway speeds is outside of this study's timeframe, based on the current state of the technology.

Mobility-as-a-Service



Figure 69. Mobility-as-a-Service. (Source: Skedgo)

Mobility as a Service, or MaaS, is a newer concept in transportation planning that describes the integration of multiple transportation modes into a single app where a user can pay for, reserve, and plan trips. This app integrates modes including transit, bike share, scooter share, car share, ride-hailing, and more. In the most advanced systems, within a single app, a user could plan a transit trip, book a rideshare service, reserve a carshare vehicle, or search for nearby scooters or bikes, unlock one, and pay for the ride. As Park City Transit and High Valley Transit operate a free fare service, applicability may be limited to non-transit services.

The idea is that rather than any individual owning a private automobile and paying for costs like the loan, insurance, parking, and fuel, personal transportation spending could instead shift to paying for trips on a fully operational network of transportation options tailored to what someone needs in any given moment, with the holistic landscape of transportation options creating an economy of scale to reduce the costs of each trip. Paying for transportation “as a service” in this way could be through a subscription to the system or pay-as-you-go (with a range of options tailored to your habits) through the app. For example, subscriptions could range from a package including unlimited reservations of car and transit trips to a subscription for people that make fewer trips and only want to include a few scooter, bike, and transit trips per month. This has the dual benefit of reducing individuals’ transportation costs while also decreasing congestion, reducing emissions, making efficient use of public infrastructure, and informing transportation providers with the data they need to be effective.

Though MaaS systems are so far limited in the U.S. as transportation providers are beginning to integrate services within the same apps. For example, RTD (Denver, CO) has partnered with Uber and Lyft to be able to book transit services in their apps and vice versa. Uber and Lyft also allow users to search and pay for their scooters, bikes, and car rides within the same app.

PCT can encourage and facilitate MaaS by requiring private providers to share data on the most common origins and destinations with the City to facilitate better transit trip planning. PCT could pursue a partnership to integrate trip planning and payment with transportation network companies. Finally, PCT could explore using private providers to

complement and supplement public transit, as discussed in the microtransit section below. These partnerships can also help improve human service transportation provision.

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Transportation Network Companies

Ride-hailing, also known as technology-enabled ride-sharing, is a privately-operated form of demand response transportation that uses a smartphone app and an online platform to pair passengers needing a ride in real-time with drivers operating their own personal cars to perform the ride. Ride-hailing utilizes smartphones with GPS capability to identify the rider's pick-up location and inform the rider how long it will take for the driver to arrive, which is often 15 minutes or less. Payment is exchanged entirely through the application. The companies that provide ride-hailing are generally known as Transportation Network Companies (TNCs), the largest of which are Uber and Lyft.

TNC vehicles are generally not accessible for people with mobility devices, and drivers do not meet Federal Transit Administration (FTA) drug and alcohol requirements and are not trained in accommodating people with disabilities.

The cost of a ride with a TNC increases with the distance traveled. Therefore, TNCs are most popular for short-distance trips, where they are more convenient than a city bus or dial-a-ride service.

In recent years, cities, counties, and transit agencies have experimented with partnering with TNCs companies to provide a form of public transportation whereby the TNC ride is subsidized by the agency according to the terms of a cost-sharing agreement. Under this scenario, the passenger is able to request a trip using their smartphone, or in some cases by calling a dispatcher, and the trip is fulfilled by a TNC driver, just as it would be if anyone else were using a ride-hailing app. The difference is that for the passenger, the cost of the ride-hailing trip is subsidized by the public agency – trips are often free or significantly discounted, subject to certain restrictive parameters that limit when, how, and where the trip takes place (e.g., only to/from a rail station during commute hours within a two-mile radius of the station).

TNC Partnership Success Factors

Public agency TNC partnerships for subsidized ride-hailing services have generally found that success is dependent on:

- ▶ Clear definition of subsidy limits and eligibility that determine who can use the service and for what types of trips (this often determines whether the program succeeds long-term)
- ▶ Addressing the accessibility challenges of how someone without a smartphone or with a mobility device uses the service (providing ADA-accessible service can often come at a high price that can make the overall TNC program cost prohibitive)
- ▶ Determining the right price point for the passenger portion of the fare
 - ▶ If a passenger pays too little, demand may exceed the project budget
 - ▶ If a passenger pays too much, the service may struggle to attract enough users
- ▶ Addressing FTA funding eligibility and driver requirements, which can be difficult to resolve for TNC partnerships
- ▶ Having robust marketing and public education

TNC Partnership Performance

The performance of TNC partnerships can be hard to determine due to the lack of transparency and performance

data provided by TNCs. These data and information are often considered proprietary; therefore, it is difficult to gain complete insights into how a ride-hailing program is performing.

Generally, ride-hailing trips are one passenger in one vehicle at a time without combining passenger trips, although one TNC vehicle can serve multiple trips per hour by performing multiple single-passenger trips in succession, given that trip lengths are typically short.

Micromobility

Park City's suite of micromobility options – shared bicycles, scooters, and other lightweight personal vehicles – is currently limited to the Summit Bike Share program previously described. This program offers affordable and environmentally sustainable options for trips in and around the Park City / Kimball Junction area. Other types of micromobility, like electric scooter share, might support people making connections to transit. Summit County currently bans electric scooter share companies.



Figure 70. E-scooter (Source: Fehr & Peers)

Chapter 7: Initial Public Outreach & Engagement

Chapter 7. Initial Public Outreach & Engagement

At the beginning of the project, a Public Involvement Plan (PIP) was developed to define and guide the Plan's public involvement and community outreach activities. This chapter summarizes the first community outreach phase, where problems, issues, needs, and opportunities were identified. For the second section of community outreach, which focused on collecting feedback on three proposed alternatives, see Chapter 9.

Guiding Principles

The overarching goal of the Park City SRTP public involvement process is to provide opportunities for mutual learning, increased awareness, and meaningful input. Residents, community groups, partner agencies, City departments, and other stakeholders came together to define a shared vision for Park City Transit in the coming years.

The plan's public outreach and engagement efforts are based on the following guiding principles:

- **Meaningful and Participatory.** We deployed outreach tools and structured activities to enable participants to provide specific, usable inputs to the technical team. The Fehr & Peers team prioritized engagement tools that also allow participants to learn about community transit issues and options and consider a wide range of ideas.
- **Responsive and Flexible.** Using a mix of creative and traditional approaches, City staff and the project team proactively reached out and engaged diverse community and stakeholder groups in a variety of settings within Park City. While setting clear expectations, the process was structured to adapt to findings and conditions throughout the project and to deftly shift available resources based on lessons learned at each phase of the process.
- **High-Touch and High-Tech.** Many people respond well to personal, face-to-face communication. Outreach methods such as intercept events and meetings with existing boards and organizations allowed for "high touch" face-to-face interactions. In addition, the project employed parallel digital tools to provide a "high tech" aspect to engagement through online platforms.
- **Clear, Focused, and Understandable.** Activities had a clear purpose and use for the input and were described in language that was accessible and easy to understand.

Key Audiences

The SRTP study process allowed Park City to further build a network of diverse and engaged community members to collectively contribute to improving Park City's transportation system. In particular, the public involvement process sought out and considered the viewpoints of hard-to-reach groups, such as communities of color, low- and moderate-income residents, seniors, youth, and people with disabilities, in the course of conducting public outreach and involvement activities. As a result, the key audiences listed below were targeted through the appropriate public involvement and outreach methods.

- Park City residents and community members
- Elected and appointed officials, including City Boards
- City staff
- Other local and regional transportation agencies
- Transportation, public health, and community advocacy and resource groups
- Large employers and local businesses
- Chamber of Commerce and visitor-focused organizations
- Residents and families with limited mobility and access
- Spanish-speaking residents, employees, and visitors
- Seniors and older residents
- Youth and students
- People with disabilities
- Visitors and second homeowners

Engagement Activities

Given the recent public involvement through *Vision 2020* and the *Park City Forward* Long Range Transportation Plan (LRTP) process and the timeframe for project completion, public outreach and stakeholder engagement were focused on maximizing input using the most efficient and targeted means. As a result, the following methods of public outreach were employed:

- One-on-one stakeholder interviews at the beginning of the project to solicit input on the planning process and desired outcomes
- A project Advisory Committee (AC) that includes PCMC staff, engaged community members, and other members of relevant transportation advisory groups
 - The SRTP AC met to identify needs, review the preliminary system design, and review the preferred system alternative
- An online community survey about transit needs, gaps, and priorities within the Park City Transit service area
- An online AC and stakeholder survey about possible evaluation criteria for system alternatives
- A public open house to present future conditions and potential transit system scenarios
- Three pop-up open houses plus additional self-guided or PCMC staff-led pop-up open houses
- Facebook Live for Spanish Speaking Audience
- Review and summary of the public input from Vision 2020 and LRTP
- Two presentations to PCMC City Council

Public outreach and engagement efforts were compatible with ongoing public health guidelines and CDC COVID-19 protection recommendations. As a result, some outreach components were hosted online instead of in person for community safety.

Schedule

The initial public involvement schedule is shown below and corresponds with key milestones in the study

development process.



Figure 71. Initial public involvement schedule

Stakeholder Committee

Introduction

This section details the initial community outreach carried out to inform the development of the Park City Transit Short-Range Transit Plan. Included in this memo is a review of:

- Stakeholder input gained from stakeholder interviews with key community representatives
- Input from members of the project advisory committee
- An online community survey in both English and Spanish.
- An online survey to staff and advisory committee members regarding the establishment of evaluation criteria

Key Stakeholder Input

To solicit input on the challenges, needs, and opportunities for developing the SRTP, key stakeholders from throughout the Park City community were brought into the process through stakeholder interviews and the formation of an AC.

Stakeholder Interviews

To better understand the unique transportation needs of the Park City area, ten stakeholder interviews were conducted by Fehr & Peers between the project kick-off in late June and mid-October 2021. These stakeholder interviews afforded more in-depth conversations with representatives from a broad cross-section of community leaders and organizations within Park City. The stakeholders interviewed (and the constituents they represent) were identified by Park City staff to incorporate an array of perspectives from people who are interested in or impacted by potential changes to Park City Transit.

The stakeholders, organizations, and groups interviewed included:

- Park City Mountain Resort
- Deer Valley Resort

- Summit County
- Park City Municipal Corporation
 - City council members (2)
 - Mayor
 - Staff, including City Manager and Deputy City Manager
- Park City Transit
 - Supervisors and management team
 - Bus operators

Advisory Committee

In the first months of the project, the AC was formed to help guide the SRTP development process and provide input at key points throughout the project process. AC members were identified by Park City staff based on interest, past involvement in transportation issues, and association with community organizations. In some cases, there was overlap between the stakeholders interviewed and those who volunteered to participate in the AC.

The AC is comprised of members with the following interests or affiliations:

- Park City Chamber of Commerce
- Utah Department of Transportation (UDOT), regional and state representatives
- Existing Park City Transit riders
- The National Ability Center
- Multiple homeowner associations (HOAs) or neighborhood groups
- Christian Center of Park City
- Recycle Utah
- Park City School District
- Parents of school-age children in the Park City School District
- Park City Community Foundation
- Historic Park City Alliance
- Summit County
- Park City City Council
- Vail Resort - PCMR
- Deer Valley Resort
- High Valley Transit (HVT)

Common Stakeholder Themes

Peak Traffic Concerns

The most prominent concern we heard was around the impact to both visitors and locals of peak traffic at certain times of the day during the peak tourist seasons, as well as during commute hours on certain roadways

such as SH 248 and SH 224. Many stakeholders also expressed concerns that the bus has to sit in this same traffic within Park City and, as a result, is not able to operate efficiently during peak traffic periods.

Bottlenecks and Current Roadway Limitations

Related to traffic concerns was a general recognition by stakeholders that the existing roadway network is physically constrained and is laid out in such a way that creates bottlenecks and delays for cars and buses. A few stakeholders wondered if an aerial transportation solution such as a gondola would be a way to move people more efficiently, avoiding the congested bottleneck areas.

Need for More Direct and Faster Connections

Another common theme we heard from stakeholders was the need to improve routes so that connections between key destinations are time competitive with personal vehicle travel times. Many stakeholders expressed the need for direct, fast connections between major activity centers such as Bonanza/Prospector, Old Town, and Deer Valley.

Microtransit Interest (and Caution)

Many people we met with and spoke to expressed interest in microtransit, perhaps as a result of High Valley Transit's new microtransit service. Many saw opportunities for microtransit in areas of Park City, while some expressed doubts about the ability of microtransit to move large numbers of people. Most of the conversations around microtransit concluded that it could be part of the solution for certain areas of Park City where running large fixed-route buses may not make sense. There was also a concern from some people about microtransit being detrimental to the local taxis.

Clean Slate Approach

Some people felt it was important to take a fresh look at how transit operates within Park City and the surrounding areas and incorporate a clean slate approach to thinking about the future of Park City

Transit. Those who expressed this idea thought that nothing about the current system should be viewed as sacrosanct.

Coordination of Services with High Valley Transit

Another common topic was the need for proactive and ongoing coordination with Summit County's new transit agency, High Valley Transit (HVT). A few people were concerned that having two transit agencies would be confusing to riders, may create longer travel times, and may result in possible duplication of service (perception of inefficiencies of two agencies versus one). It was mentioned that this is a current problem for paratransit (ADA) riders in navigating whom to contact for trip requests.

Defining Who is Served by Park City Transit

A common discussion point was whom Park City Transit should focus on from a travel market perspective. There was no consensus on this point, as some people felt visitors and day skiers should be the focus, others thought locals were the primary market, and others thought commuters should be the focus.

Service to Quinn's Junction Area

Most stakeholders believed that a new connection to the Quinn's Junction Area was important, especially with the construction of a new park-and-ride lot planned for SH 248 and US 40. Many people thought it would be helpful to local traffic if commuters were to park at Quinn's and take the bus into Park City, while others saw a new Quinn's route as important in connecting to the various medical and recreation destinations in Quinn's and the Park City Heights affordable housing area. An additional park-and-ride opportunity was also identified for the city-owned Gordo lot.

Better Bus Stops and Wayfinding

Some stakeholders identified the need for much-improved bus stops (through the development of bus shelters, lighting, benches, sidewalk and pathway connections, etc.) as a way to build ridership and make transit more attractive. There was also discussion around how the current bus stop signage and route information, as well as general transit system wayfinding, need to be easier for users to understand. With many users of Park City Transit being visitors who are new to the system and likely not regular transit riders generally, this need was identified as particularly important.

Integrated Multimodal System

Some stakeholders expressed a desire for transit to connect more seamlessly with other modes, such as walking and biking. Ideas for improvement included building safe crosswalks near bus stops, building new sidewalks to connect to bus stops, having bike racks at all bus stops, and locating more shared mobility options such as the Summit Bike Share at more bus stops. The need for more complete parking management as a tool to move people from driving to taking the bus was also mentioned.

Account for Major New Development

Another topic of conversation among some

stakeholders was the need to consider how new property developments and redevelopments will create the need for different transit solutions. We were encouraged to account for the impact of these planned developments, especially the Deer Valley Snow Park Lodge project and the PEG Park City Mountain Resort Base Area redevelopment project.

Takeaways

Some key comments included:

- *“Make sure you include underrepresented groups in the planning process and develop service with an eye towards equity.”*
- *“Everyone knows our roads are overcapacity at certain times, but there is no room for carving out bus lanes or expanding intersections.”*
- *“With High Valley Transit now focusing on regional service, this is Park City Transit’s chance to take a completely fresh look at how best to provide services and how to incorporate innovation.”*
- *“We need the public to know that there is no silver bullet when it comes to reducing congestion – if we really want to get serious about making transit the best option for getting around, then there are serious trade-offs we should talk about.”*
- *“Let’s make sure that transit moves the greatest number of people quickly between key nodes.”*
- *“The easiest and most important thing we should do is improve the bus stops.”*

Community Survey Results

A public survey in English and Spanish was conducted to help best identify transit needs, gaps, and priorities within the Park City Transit (PCT) service area. The survey consisted of 26 questions, separated by whether the respondent had or had not ridden PCT before taking the survey. The survey was open from September 22 to November 8, 2021, and received 574 total responses (544 in English and 30 in Spanish).

Common Themes

When asked to describe their transportation challenges, common issues were:

- Transit service is too infrequent/limited frequency
- Transit travel time is too long
- Bus stops are too far from their origin or destination, or there is no service in their area
- Service on Royal Street

When asked how they would prioritize potential improvements, people's preferences were:

- Increasing bus frequency (more buses per hour)
- Making bus routes more direct with shorter travel time between destinations (more comparable to car travel time)
- Improve connectivity between neighborhoods, downtown, and other major destinations
- Convenience and frequency of busses are high priorities.

Those Who DID Ride Park City Transit

Over 90% of survey respondents had ridden PCT before. The respondents who said they did ride PCT rode one to four times per month before the onset of the COVID-19 pandemic. Their primary trip purpose was skiing, snowboarding, or other recreation, and they rode PCT to avoid dealing with parking. While they had ridden less since then, the majority stated that after the pandemic is over, they plan to return to riding PCT as much as they did before.

Those Who Did NOT Ride Park City Transit

Of the 43 respondents who indicated they did not ride PCT, 45% indicated that it was because they don't have bus service or bus stops where they live or want to board. This is also supported by the 12 comments received concerning what might encourage people to try riding PCT. When asked how they would prioritize potential improvements, the top-ranking options were:

- Increase bus frequency (more buses per hour)
- Make bus routes more direct with shorter travel time between destinations (more comparable to car travel time)

General Demographic and Travel Behavior

In total, three-quarters of respondents live in Utah, with the majority in Park City. In terms of age, respondents were mostly adults between the ages of 36-65.

When respondents were asked what they thought were the top three most important trips PCT should serve for locals and visitors, the highest-ranked option was neighborhoods to and from Old Town. Conversely, the lowest-ranked option was neighborhoods to and from Propector.

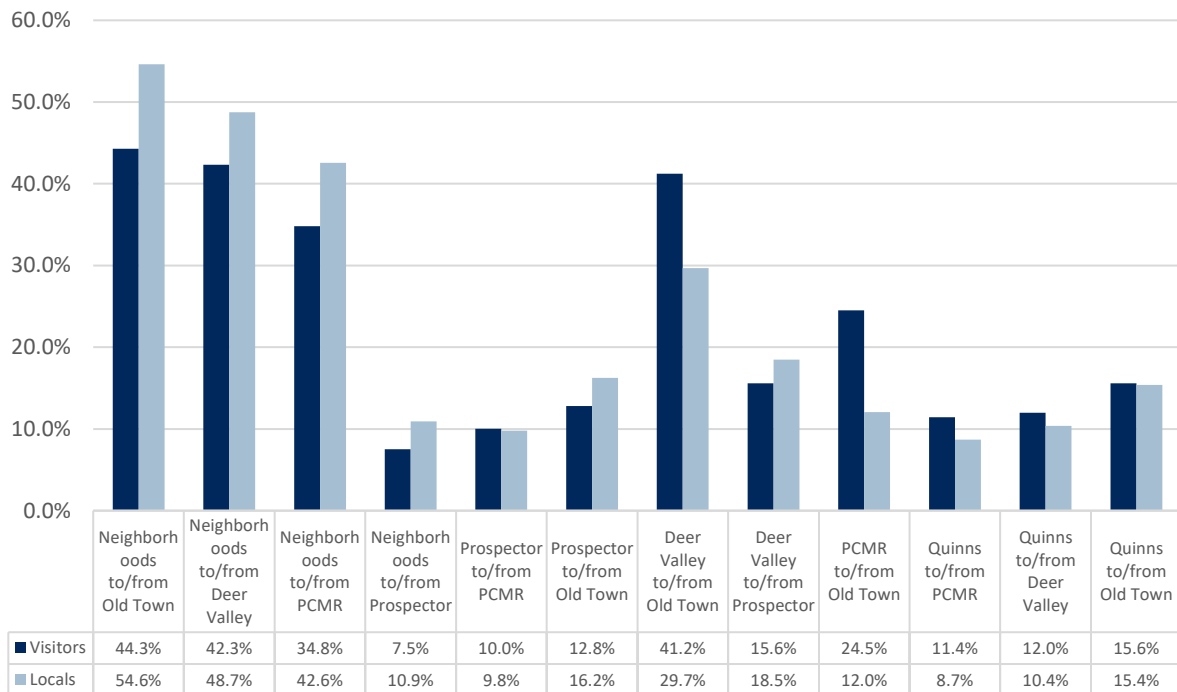


Figure 72. The most important trips PCT should serve, according to survey respondents.

Source: Fehr & Peers, 2021.

Project Website

Park City created a website: <https://www.parkcity.org/departments/transportation-planning/transportation-plans/short-range-transit-plan>, to update the public on upcoming events and the project process.

Community Engagement via Social Media

Park City staff also engaged with the community through city social media channels throughout the project, regularly giving updates on open houses, project progress, and promotion of online surveys.

Chapter 8: System Alternatives Development and Analysis

Chapter 8. System Alternatives Development and Analysis

Route and Service Opportunities

Based on input from the community, stakeholders, Park City and High Valley Transit Agencies, and the data analysis, three transit service alternatives were identified as options for future transit service.

- **Alternative 1: Cover New Areas**
- **Alternative 2: Fast Direct Service Between Key Points**
- **Alternative 3: Minimize Transfers**

These alternatives were reviewed against the evaluation criteria and presented to local stakeholders and community members for feedback to determine which service would best address community transportation needs. Each alternative focused on a specific set of benefits but was broadly communicated that the final alternative would combine the best parts of these three alternatives. The details of each alternative are discussed on the following pages.

Alternative 1: Cover New Areas

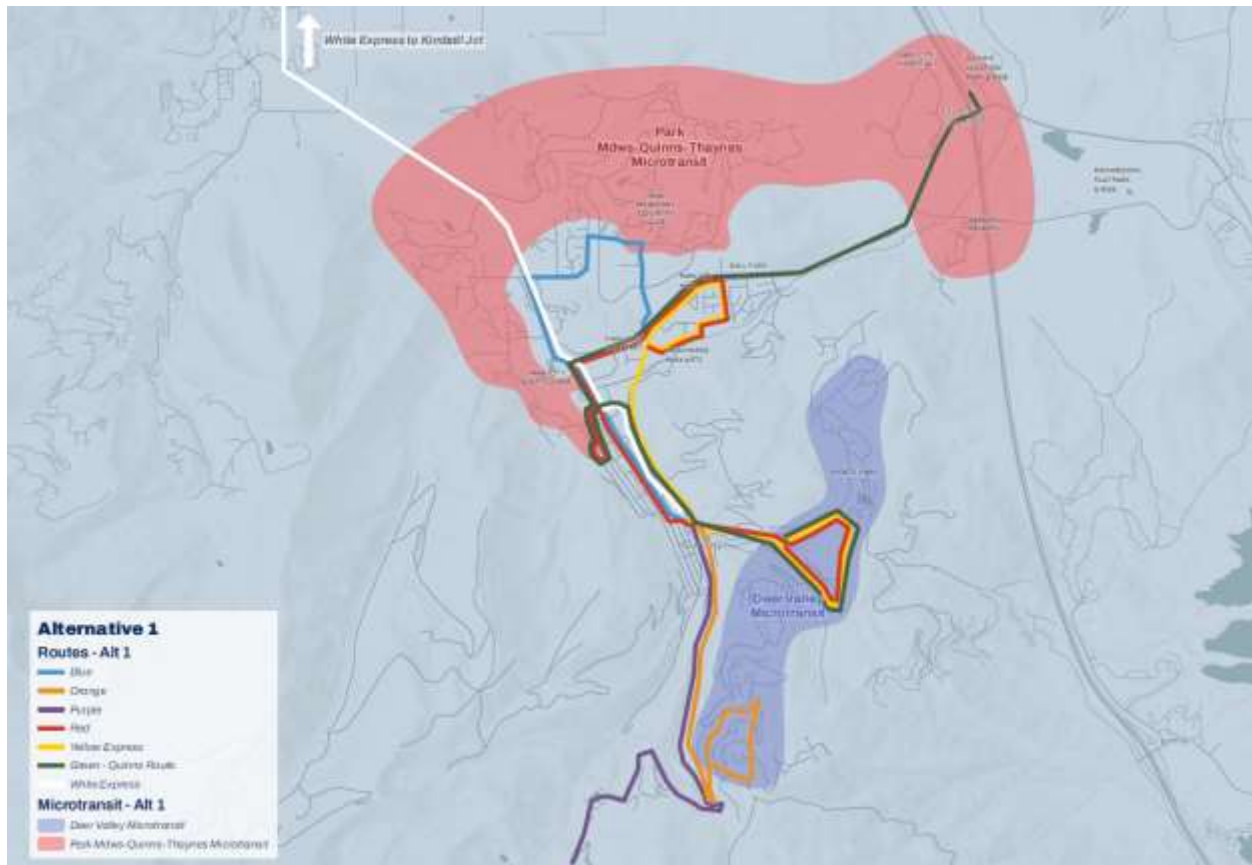


Figure 73. Alternative 1 conceptual routing. (Source: Fehr & Peers)

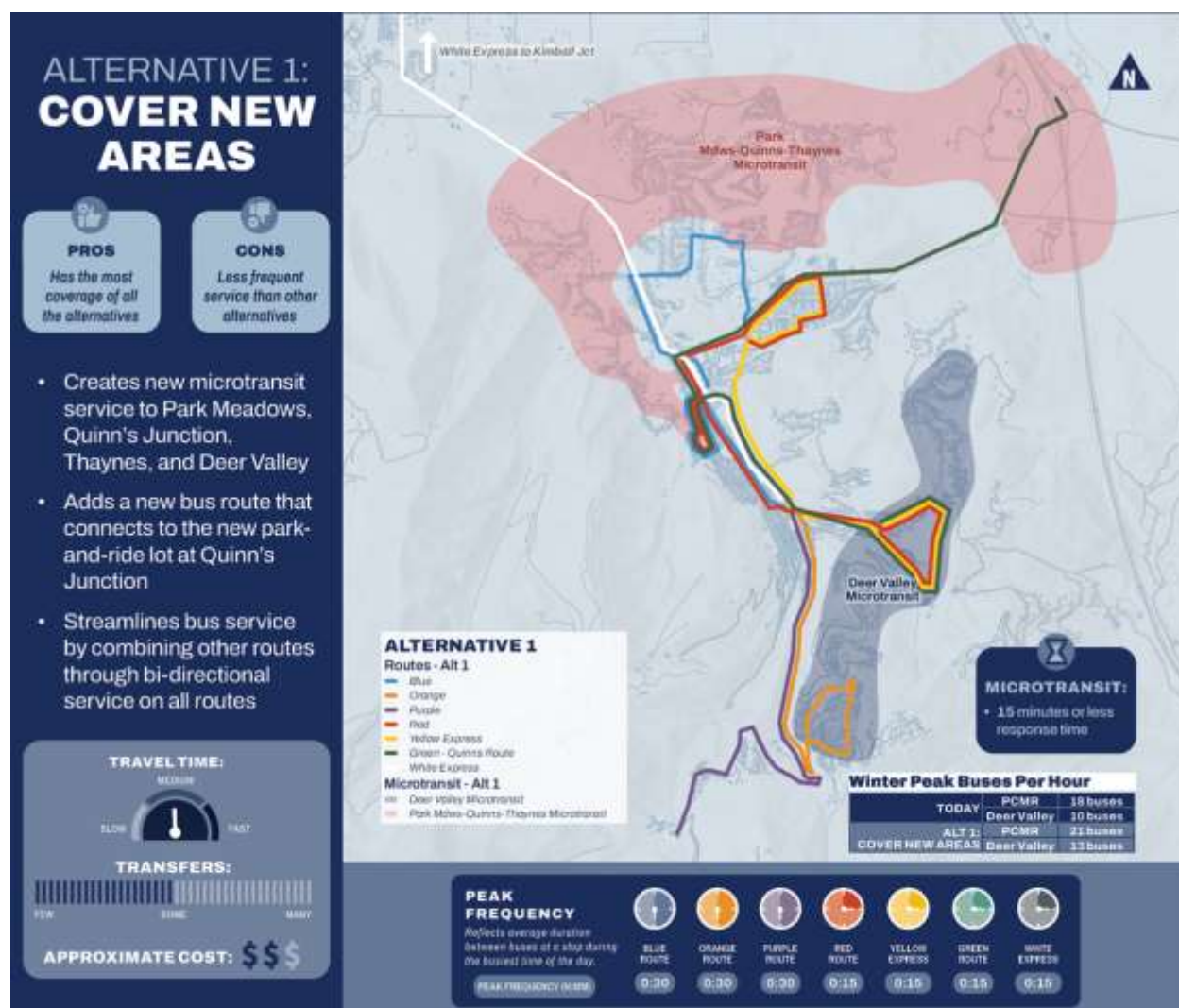


Figure 74. Alternative 1 overview. (Source: Fehr & Peers)

The first alternative would extend service out to areas previously not served by transit. This includes a new bus route connecting the Quinn's Junction area and any existing or new park-and-ride lots and a new microtransit service to Park Meadows, Quinn's Junction, Thaynes, and Deer Valley. In addition, this alternative would streamline bus service by combining other routes with bi-directional service on all routes. The Alternative 1 conceptual route map is shown in Figure 73, and the analysis of performance and considerations is shown in Figure 74.

Key Advantage: Has the most coverage of all the alternatives

Key Disadvantage: Less frequent service than other alternatives, involves more transfers to make certain trips

Alternative 2: Fast Direct Service Between Key Points

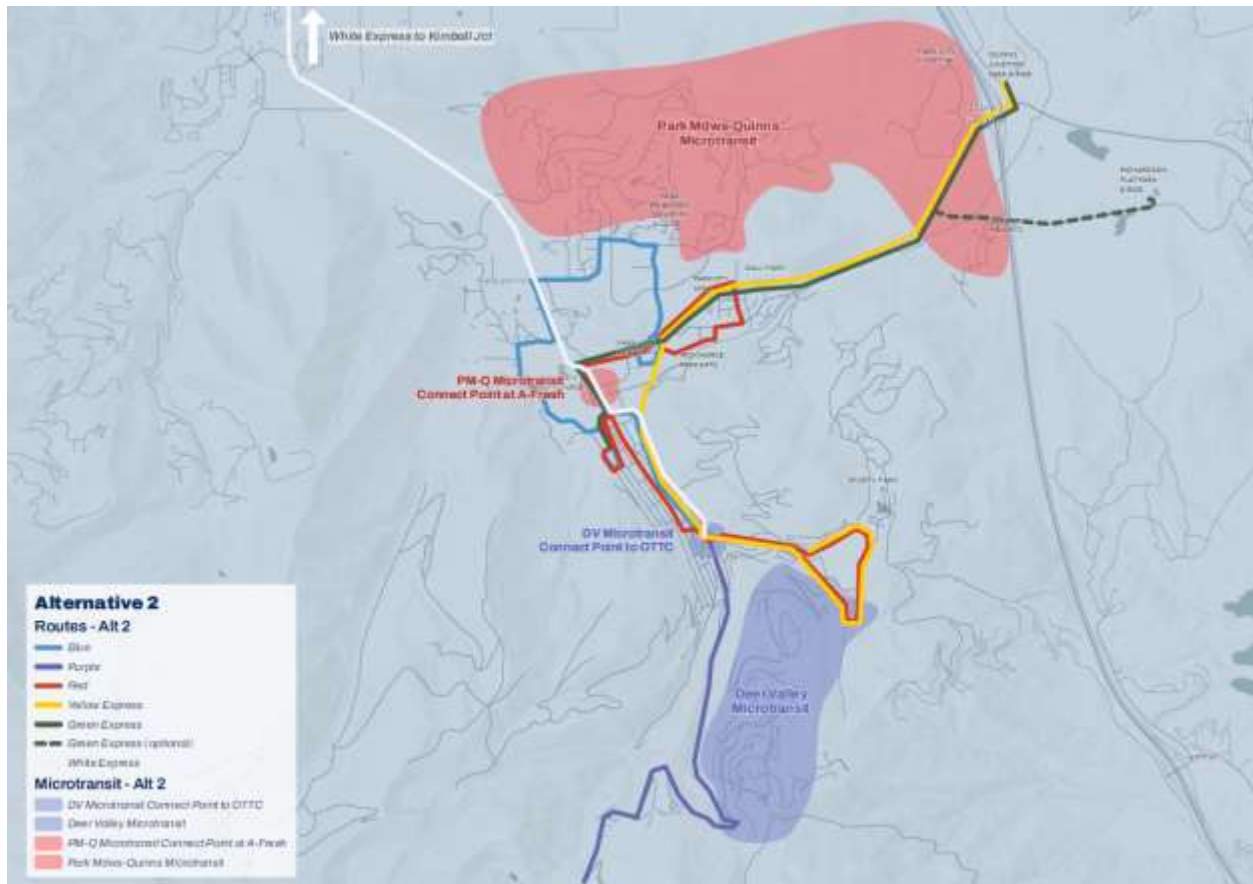


Figure 75. Alternative 2 conceptual routing. (Source: Fehr & Peers)

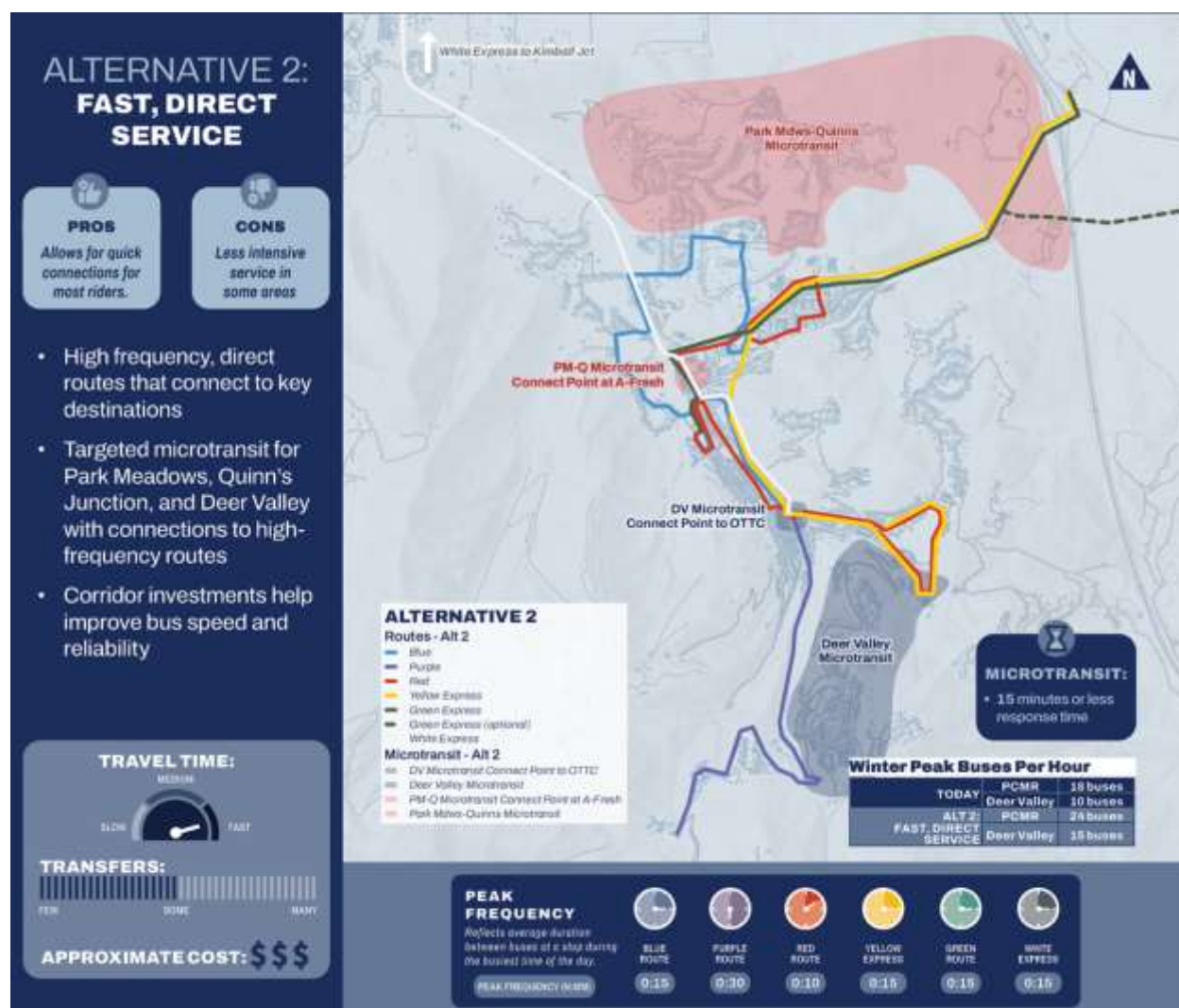


Figure 76. Alternative 2 overview. (Source: Fehr & Peers)

The second alternative would provide faster and more direct service than the other two alternatives. These high-frequency, direct routes connect riders to key destinations in addition to targeted microtransit for Park Meadows, Quinn's Junction, and Deer Valley areas with connections to high-frequency routes. Overall corridor investments would also help improve bus speed and reliability. The Alternative 2 conceptual route map is shown in Figure 75, and the analysis of performance and considerations is shown in Figure 76.

Key Advantage: Allows for quick connections for most riders

Key Disadvantage: Less intensive service in some areas

Alternative 3: Minimize Transfers

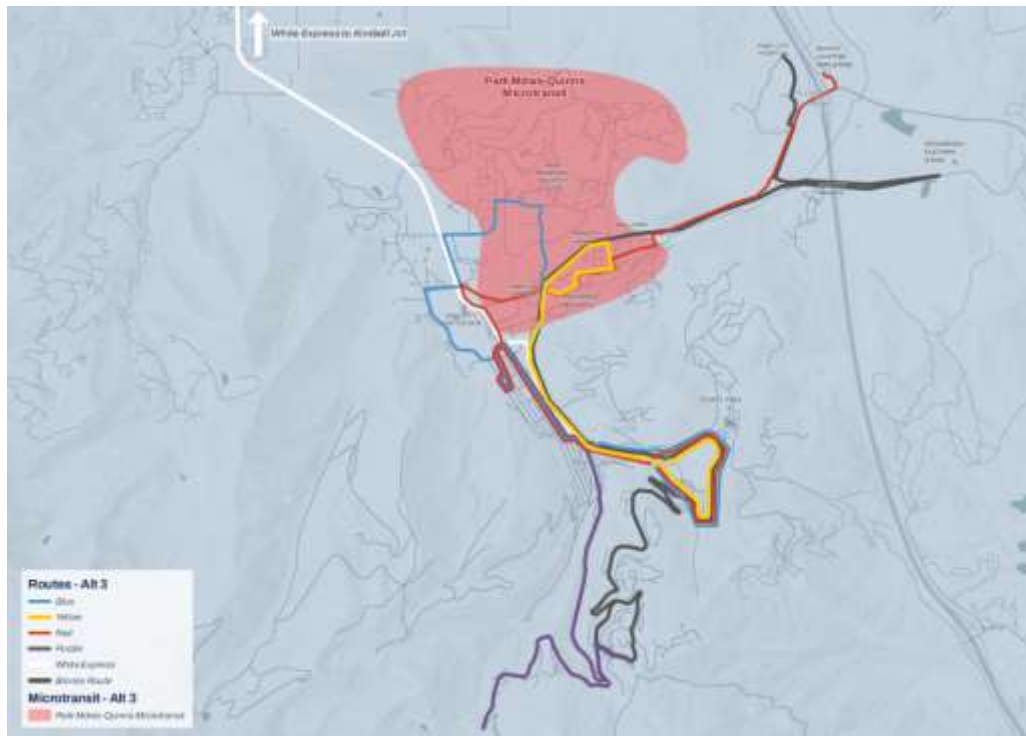


Figure 77. Alternative 3 conceptual routing. (Source: Fehr & Peers)

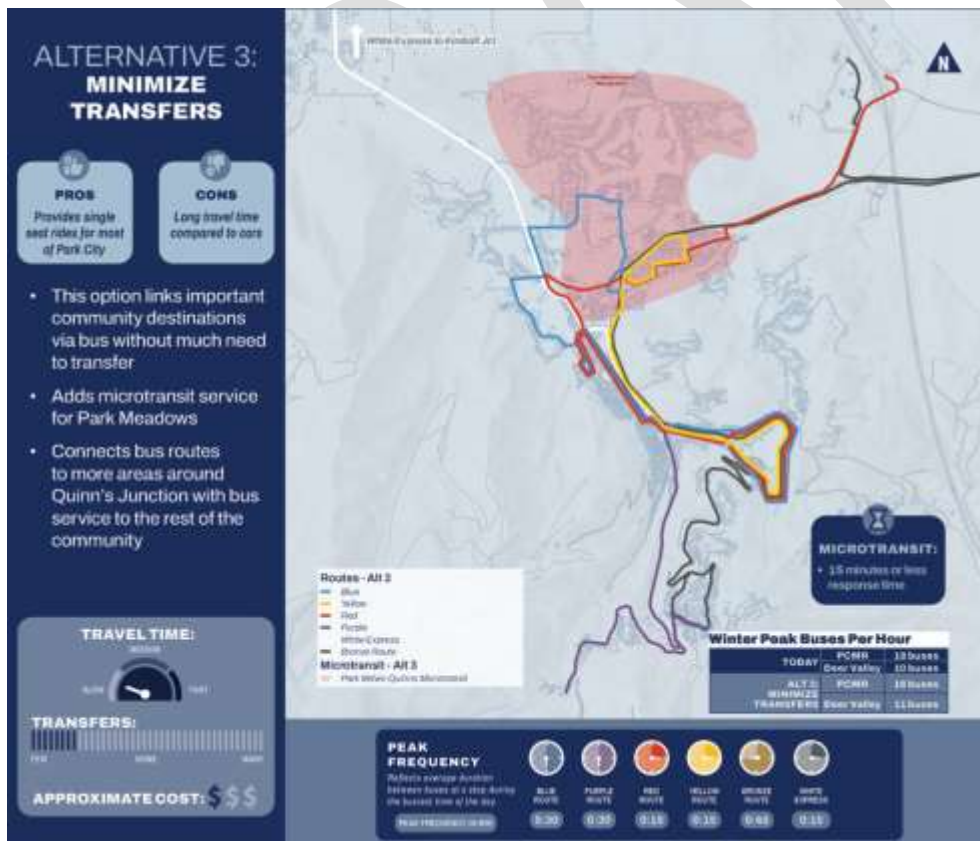


Figure 78. Alternative 3 overview. (Source: Fehr & Peers)

The third alternative would link to important community destinations via bus without much need to transfer. Moreover, it connects bus routes to more areas around Quinn’s Junction with bus service to the rest of the community. In addition, this alternative would add a microtransit service for Park Meadows. The Alternative 3 conceptual route map is shown in Figure 77, and the analysis of performance and considerations is shown in Figure 78.

Key Advantage: Provides single-seat rides for most of Park City

Key Disadvantage: Long travel time compared to cars

Evaluation of Alternatives

Identification of Evaluation Criteria

A short online survey was created and distributed to the AC and Project Management Team regarding criteria for evaluating potential route and system alternatives. The goal of the survey was to create the top evaluation criteria to be used for rating new route and system alternatives.

As shown in **Table 26**, the top four evaluation criteria identified by survey respondents were:

- Potential to increase total ridership
- Potential to make connections between key destinations quicker, more direct for the majority of riders (impact on overall travel time)
- Ease of use for passengers, especially new riders (are routes and services easy to understand and convenient?)
- Potential to reduce peak traffic

All four of these criteria were ranked as important by at least 50% of the respondents. Close behind these four was the “Impact on the number of transfers,” rated as important by 46% of respondents. All other evaluation criteria were rated at 25% or lower.

Table 26. Results of Evaluation Criteria Survey

EVALUATION CRITERIA OPTIONS	NUMBER OF RESPONSES	PERCENT OF RESPONDENTS
Potential to increase total ridership	16	66.67%
Potential to improve productivity (riders served per hour)	6	25.00%
Potential to make connections between key destinations quicker and more direct for a majority of riders	19	79.17%
Potential to serve a larger area of Park City	3	12.50%
Potential to reduce peak traffic	12	50.00%
Ease of use for passengers, especially new riders	15	62.50%
Impact on fleet needs	1	4.17%
Impact on transit department staffing needs	1	4.17%
Impact on ongoing transit operational budget	2	8.33%
Impact on street infrastructure (how do current streets operate?)	4	16.67%

Impact on transit infrastructure (bus stops, transit centers, etc.)	4	16.67%
Impact on the number of transfers between routes/buses required	11	45.83%

Source: Fehr & Peers, 2021.

Evaluation of Alternatives

The alternatives were reviewed against the evaluation criteria, and the summary of findings for that analysis is shown in **Table 27**. The results of the community and stakeholder input on these alternatives are outlined in **Chapter 9**.

Table 27. Alternatives Evaluation Summary

	Ridership Potential	Fast, Direct Service for most passengers	Ease of use	Reduce peak traffic
Alt 1 Covers New Areas	 Medium	 Medium	 Medium	 Medium
Alt 2 Fast Direct Service Between Key Points	 Most	 Fast	 High	 Most
Alt 3 Minimize Transfers	 Least	 Long	 Medium	 Least

 Favorable,  Somewhat Favorable,  Unfavorable

Alternatives Analysis of Travel Time Impacts

As shown in Table 28, an analysis of impacts on travel time and service quality (frequency) was performed for the three alternatives between key origins and destinations. Green indicates an improvement in travel time and service quality, while gray indicates no real change, and red indicates a worsening of quality and travel time, as compared to the current system.

Table 28. Summary of Overall Service Quality Impact by Trip Origin/Destination Pair

		Net Reduction in Service Quality	No Significant Net Change in Service Quality	Net Improvement in Service Quality
Origin/Destination Pair		Alternative 1	Alternative 2	Alternative 3
<i>Between</i>	<i>And</i>	<i>Alternative 1. Coverage for New Areas Focus</i>	<i>Fast Direct Service Focus</i>	<i>Minimize Transfers Focus</i>
Old Town Transit Center	Montage	No Change	No Change	A small increase in Travel Time
Old Town Transit Center	Silver Lake	No Change	Increase in travel time due to transfer between route and microtransit service, but larger service area	No Change
Old Town Transit Center	Deer Valley	More service in winter peak, less service in other periods	More service in peak winter and summer, less service in winter off-peak and evening	More service, except for a small reduction in evenings.
Old Town Transit Center	PCMR	More service in winter and summer peaks, less service in other periods	More service in peak winter and summer, less service in winter off-peak and evening	More service in winter evenings and summer, less service in winter daytime
Old Town Transit Center	Prospector	More service in all periods, more express service in peak winter and summer	Substantial increase in peak service and express service, and in winter off-peak service	Increase in service and express service, particularly in winter off-peak service
Old Town Transit Center	Quinn's	Convenient fixed route service to PnR, less convenient service to other activity centers via microtransit	Convenient fixed route service to PnR with high frequency, less convenient service to other activity centers via microtransit	Convenient fixed route service to PnR and direct service to other activity centers
PCMR	Prospector	Additional service in winter and summer peak periods, no change in other periods	Additional service in winter and summer peak periods, smaller expansion in winter off-peak	Two fewer departures in the winter peak period, no change in other periods
PCMR	Park Meadows / Thaynes Canyon	No Change	Two additional buses per hour in peak winter, no change in other periods	No Change
Deer Valley	Quinn's	Slight improvement in frequency in peak winter	Additional departures in all periods, with up to 8 (summer) with direct service	Additional departures in all periods, with up to 5.3 buses per hour (winter) with direct service
Deer Valley	Park Meadows / Thaynes Canyon	No change in frequency, but transfer required	Improved frequency, but transfer required	No Change
Prospector	Park Meadows	No Change	Two additional buses per hour in peak winter, no change in other periods	No Change
Prospector	Quinn's	Convenient fixed route service to PnR, less convenient service to other activity centers via MT	Convenient fixed route service to PnR with high frequency, less convenient service to other activity centers via MT	Convenient fixed route service to PnR and direct service to other activity centers

Chapter 9: Public Outreach & Engagement on Alternatives

Chapter 9. Public Outreach & Engagement on Alternatives

Public outreach was vital in developing the Park City Short-Range Transit Plan by presenting the three system alternatives developed. Surveys, open houses, and targeted events were open to the public, many of which were available in English and Spanish. In addition, a stakeholder group informed the alternatives development throughout the process, representing residents, resorts, and government agencies. Feedback from all groups and events was used to refine the transit alternatives and develop the final plan.

Common Themes

Throughout all means of public outreach and input, several common themes were mentioned:

- Throughout all means of public outreach and input, several common themes were mentioned:
- Dedicate and use bus-only lanes (particularly on SR-224 and SR-248)
- Questions about microtransit as it is a recent technology
 - Microtransit may work better to serve new areas rather than replacing current areas served by fixed-route transit
- Increase bus hours and frequencies to better meet the needs of service and hospitality industry employees with non-traditional works shifts (6:00 am shift starts to 11:00 pm/12:00 am shift ends)
- Connections to park and ride lots are vital for increasing transit ridership and reducing traffic
- The increased frequency will decrease reliance on timetables and increase the ease of use of the system
- Need for fast, direct connections for most riders and a general preference for elements of Alternative 2
- Certain elements of Alternatives 1 and 3 should be incorporated into the final plan

Stakeholder Committee Alternative Evaluation Meeting

Stakeholders met with Park City Transit on March 17th and March 18th, 2022, to discuss the proposed transit alternatives:

Alternative 1

The group would like to see better service to and from Quinn's Park & Ride, as well as a possible connection to Richardson Flat Park & Ride. Microtransit coverage in Alternative 1 for Park Meadows and Deer Valley areas was well-received overall. There was a discussion of whether microtransit would have enough capacity to serve the Thaynes Canyon area. The introduction of Alternative 1 brought up some general comments on microtransit and service options, as discussed in the Overall Comments section below.

Alternative 2

The stakeholder group noted that maintaining consistent service to park and ride lots will be important for employees to establish transit as a reliable commuter mode in all seasons. The group was also interested in establishing an optional Yellow express route and an interim route to Richardson Flats Park & Ride until the Quinn's Park & Ride is completed.

The efficiency of microtransit, particularly at Park Meadows/Quinn's, came into question as connecting at a fixed-route stop might be faster than connecting to a specific drop-off/pick-up point. The group also noted that the Deer Valley microtransit does not account for the commuter based on service hours and lack of

service to Solamere, whose residents have been vocal about the lack of transit service; suggested considering expanding the Deer Valley microtransit service area to include this community.

Alternative 3

This alternative was noted as being a simpler option that might be better for visitors but does not necessarily meet all the needs of residents and workers. Deer Valley mentioned they were considering starting a shuttle service into Solamere and wondered if establishing a public-private partnership would be possible to service residents (an encompassing Solamere and up Empire Pass).

Overall Comments

The group expressed a desire for express lanes on SR-224 as High Valley Transit reported that their microtransit experiences the most delays due to traffic congestion. It was also noted that microtransit might perform better at Deer Valley than at PCMR due to the easier flow of traffic within Deer Valley. There were overall questions about the efficiency of microtransit and how microtransit could support the hauling of passenger ski gear. Additionally, the group questioned if microtransit would increase the number of vehicles on the roadways.

Open House

To communicate information on the development of the SRTP, Park City and Fehr & Peers conducted an Open House on Wednesday, March 16th, 2022, in the Park City Library. In addition to promotion across social media and newsletters, invitations were mailed to every residential address in Park City.

Informational boards were displayed around the library's Community Room, with team



Figure 79. Attendees at the March 16th open house

members available throughout to answer questions. All materials were presented in both English and Spanish, and a fluent Spanish-speaking team member was present to assist. For those unable to attend in-person, the materials were also made available online, both in English and Spanish. Boards were also left in a prominent location of the library for approximately one week and received 12 additional comments. Sticky notes and pens were provided for library patrons to write comments in the same format as the open house. The online option also included numerous opportunities to provide feedback. Open house participants learned about the current service, the options considered for this short-range transit plan, and the proposed transit alternatives.

Transit Services and Elements

Open house participants liked high-intensity bus routes that run frequently to reduce reliance on timetables. Participants also appreciated the electric vehicles and hoped that the High Valley Transit vehicles will also convert to electric soon. Microtransit was noted as a good option for neighborhoods not currently served by transit. Participants liked express buses for peak winter season travel to/from the park and ride lots to the ski resorts. Direct connections to key destinations from park and ride lots were noted as important to increase ridership. Specialty transit was seen as helpful for Park City's outdoor recreational amenities. Overall, people would like to see increased frequency and extended service hours. Pedestrian and bicycle connections were common issues, and people expressed support for dedicated bus lanes and transit signal priority to improve transit service speed and reliability. Many people like using the smartphone transit app for reliable information on bus services and would like to see integration with High Valley Transit routes.

Alternative 1

Participants primarily had questions and comments about microtransit, the park and ride lots, and eliminated service to Wyatt Earp and Sidewinder areas. Participants liked that the Yellow express route bypassed all the traffic at PCMR, the expanded coverage, and the frequent connections to the park and ride lots. However, participants didn't like some of the lost connections (Canyons, Trailside, Park City Heights), having Deer Valley and PCMR on the same route, and the lack of connection to the hospital, dog park, and ice arena.

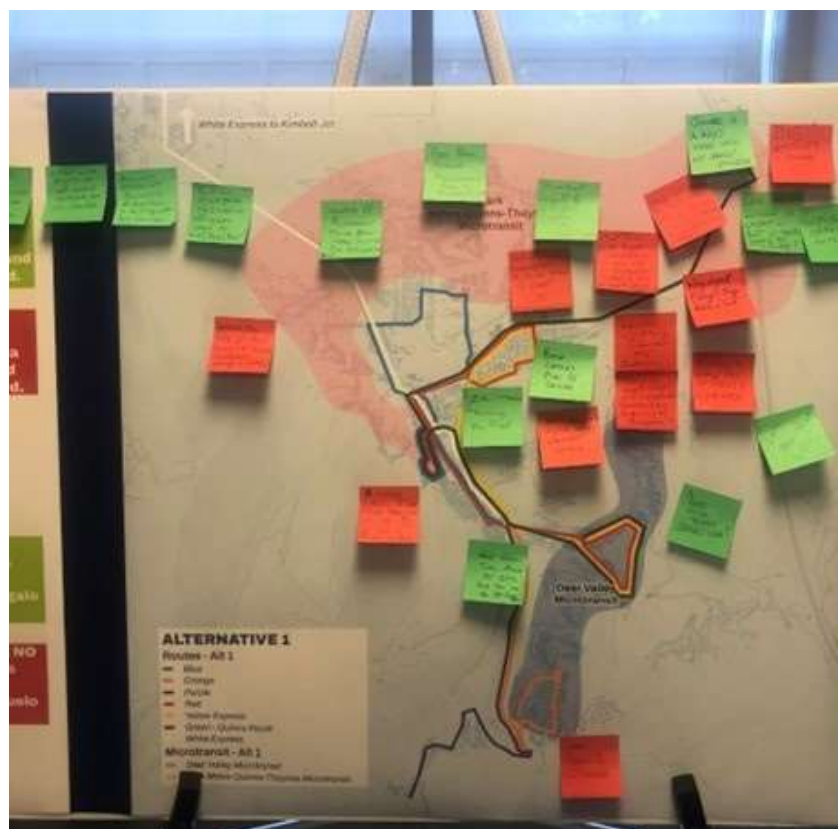


Figure 80. Community feedback on Alternative 1

Many participants liked the concept of microtransit, particularly for Park Meadows and Deer Valley, resulting in a simpler Blue route, while others had questions about its feasibility and effectiveness. There were also some mixed opinions on the service to the park and ride lots – some wanted as much service as possible to encourage ridership, but others questioned if Quinn's Park Ride had enough demand for two routes. There were several concerned comments about the elimination of direct service at Wyatt Earp/Sidewinder and Butch Cassidy. One comment was disappointed with the elimination of the McPolin Elementary pick-up stop.

More general comments included a request to make parking more expensive to encourage folks to ride the bus, to have the Green route turn around at OTTC and not go to Deer Valley, to combine the Purple and Orange routes, and to increase ski lockers at the resorts and around town to reduce reliance on personal vehicles.

Alternative 2

This alternative received the most support overall. Participants liked the increased frequencies, the separate routes for PCMR and Deer Valley resorts, the coverage, and the fast travel times. However, participants did not like losing the Orange route, the inconvenience for Prospector residents to reach the Yellow express route, the lack of a direct connection between Quinn's Junction and the resorts, and the high cost.

This alternative also received comments about eliminating the stops at Wyatt Earp/Sidewinder and Butch Cassidy. Comments concerned the feasibility and safety of crossing SR-248 to catch the inbound bus. There was a request to add the Thaynes Canyon area to the microtransit zone. There was also a desire for an express connection from the Richardson Flat Park & Ride to both resort base areas. One comment suggested replacing bike lanes with bus lanes, especially on Park Avenue, to improve bus travel time.

Alternative 3

Participants noted the dangerous inbound left-turn from Quinn's at Wyatt Earp. They also requested an improved pedestrian crossing at the bus stop on the 1300 block at Park Avenue and a "No Parking" sign along the stop. Participants liked the reduced transfers, although it was noted that it might be more helpful for visitors than residents who know where they are going. They also liked the coverage, cost, microtransit in Park Meadows, Royal Street bus, and the direct route to the hospital. Participants did not like the circuitous routes and their long travel times, lack of express buses, reduced routes for PCMR and Deer Valley, infrequent service, and reduced coverage.

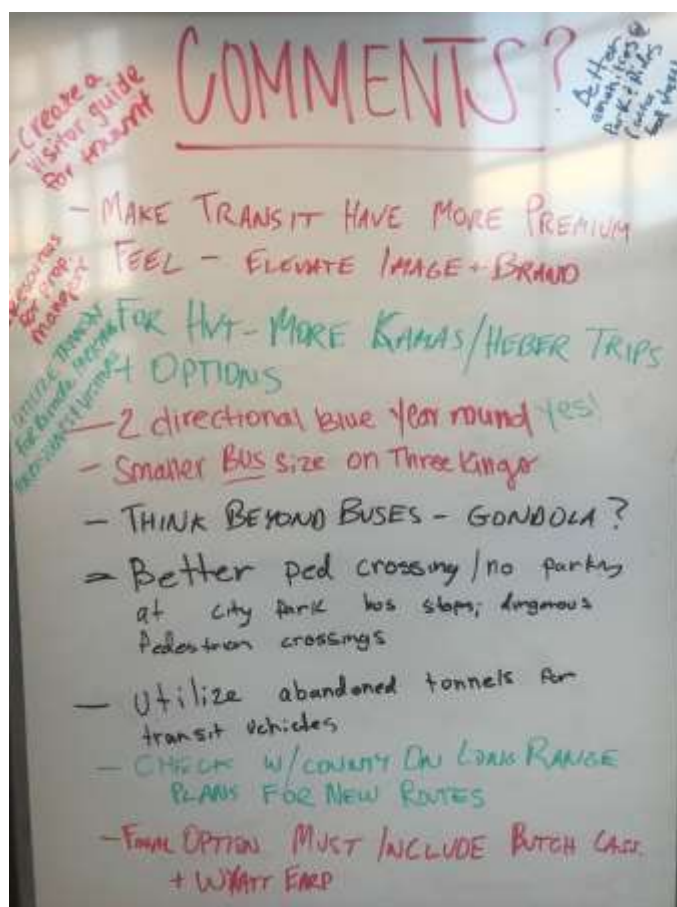


Figure 81. Overall comments collected at community open house

Overall Comments

In general comments about the overall service, participants seem to struggle with the separation of Summit County Transit into High Valley Transit and Park City Transit. The High Valley Transit service received more critical comments than the Park City Transit service, most commenting on reliability. A few comments expressed a need for service into Silver Lake as well as increasing the frequency and/or service window of the Purple and 101 routes. There was a request to bring back the Lime route (#6) to access Park Avenue from Kimball Junction. While the High Valley Transit Route provides service from Kimball Junction to OTTC, it runs along Deer Valley Drive rather than Park Avenue. Snow Creek Drive was noted as a potential transit hub for most routes. Another comment requested that buses run later weekends. Participants stressed the importance of improved pedestrian and bicycle infrastructure and connections, extended service hours to serve commute trips, as well as quality service to park

and ride to encourage transit use. Dedicated and utilized bus lanes were noted for their potential to improve travel times for transit.

Online Interactive Survey

An online interactive survey was another public input tool utilized to solicit input on the draft alternatives. The survey was active from mid-March until early May of 2022 and was available in both English and Spanish. Survey participants were shown the various transit vehicles and service types that were explored in this short-range transit plan. Most participants found all of the options to be helpful in enhancing transit options and traffic mitigation in Park City. Express buses received several positive comments as participants noted the touristic nature of the city – most people have the same few key destinations, and the quicker they can get there, the better. Participants also indicated that a bus rapid transit (BRT) service would also be useful in



Figure 82. Landing page of the online interactive survey/virtual open house

decreasing travel time if buses could utilize the bus-only lanes. Microtransit received mixed reviews, as some participants thought it could be helpful for areas not currently served by transit, and others thought it did not apply to Park City's specific transit needs and abilities. Outside of the options presented, many participants expressed a need for higher frequencies of routes, particularly during peak season.

Participants were then shown various corridor enhancements and supporting infrastructure elements of a transit system to improve comfort, reliability, and travel time. These included bus stop improvements, integrated transit apps, park and ride lots, transit signal priority, and queue jumping. Next, they were asked for their thoughts and comments regarding the supporting transit elements in corridor enhancements. Most participants stated that all the options shown would be helpful in increasing rider comfort, transit convenience, and overall travel time and reliability. Some participants submitted their own ideas, including providing reliable Wi-Fi on buses and stops, bike racks/lockers, and bus stop operations and maintenance improvements, especially in the winter, for improved snow removal.

Comments received on Facebook promoting the survey:

- "Be on time. I check the app and it states the minivan will be coming. They never come. I have never been able to book a microtransit. App always states none are available."
- "Reinstate the Pink route through Sliver Springs"
- "Address the lack of options for those whose trip into PC starts outside of PC. There are zero reasonable bus options for those traveling 248."
- "No more big buses with fixed routes, more microtransit covering ALL of park city (e.g., 84098 and 84060 as a whole)."

The online survey then presented the three alternatives for feedback.

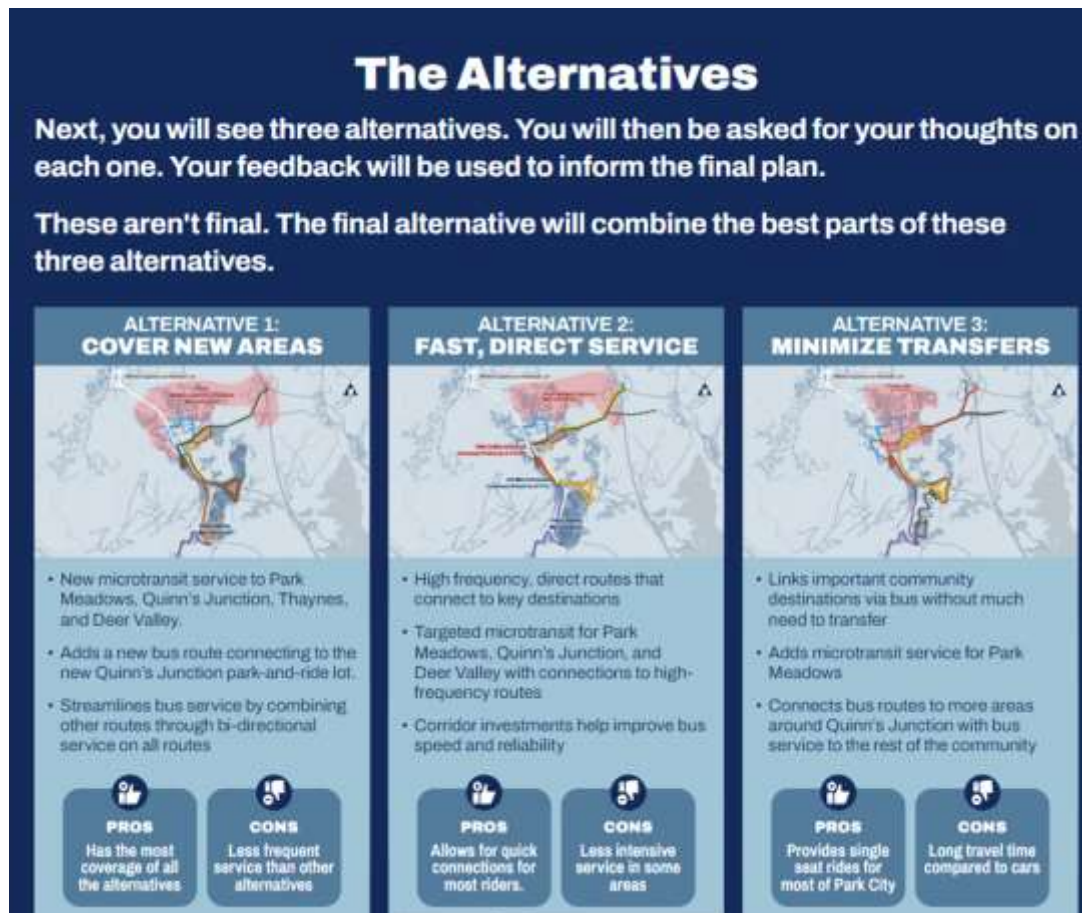


Figure 83. Overview of the Alternatives

When presented with Alternative 1, participants liked:

- 15-minute frequency from Quinn's Park & Ride to the resorts
- Added coverage (primarily due to the routes near Quinn's Junction and the new microtransit service areas)
- The Yellow express route to Old Town, bypassing PCMR traffic
- Low cost

Participants did not like:

- Lack of service along Snow Creek Drive
- PCMR and Deer Valley being on the same route
- Leaving out Park City Heights
- Stops between Quinn's Junction and the resorts – should be express
- Lower frequency in Park Meadows
- Lack of service to the ice rink

Regarding Alternative 2, participants liked:

- High-frequency routes
- Quick connections for most riders
- Good coverage of the area by standard routes, supplemented by targeted microtransit

- Focus on potential regional transit market capture

Participants did not like:

- Less service in some areas, Including Snow Creek Drive and Aerie Drive
- The high cost
- Microtransit and potential problems staffing microtransit
- Less access to ski resorts

For Alternative 3, participants liked:

- Transfers between routes were not necessary for many connections
- The microtransit zone in Park Meadows
- Red Route service on Snow Creek Drive

Participants did not like:

- Circuitous routes with long travel times
- That Aerie and other neighborhood areas were not included
- The lower amount of microtransit overall
- No express route options

The survey concluded by asking participants if they had any further comments related to this project or the Park City Transit bus services in general. General comments included:

- *"Look at Gordo Lot for park and ride instead of proposed Quinn's lot"*
- *"Microtransit for Park Meadows will work well"*
- *"Think about more consistent service for Snow Creek Drive with possible mobility hub"*
- *"Finding enough drivers for expanded service will be a challenge in today's labor market"*
- *"Concerns about service quality, coordination, and route connectivity since the split of Park City "Transit and High Valley Transit and changes to schedules and routes"*
- *"Microtransit should serve locals, and big buses should serve skiers and commuters"*
- *"Pedestrian safety improvements and improved sidewalks and crosswalks are needed, especially crossing SR-224 or SR-248"*
- *"Dedicated bus lanes are needed as traffic gets worse, especially noticeable increase recently on SR-248"*
- *"Buses need to be more frequent (every 15 minutes or less) during winter mornings and late afternoons"*
- *"Need large park and ride lots outside of town to reduce in-town traffic"*

Targeted Group Outreach

McPolin Elementary School PTO Meeting

Park City staff participated in a Parent/Teacher Organization (PTO) meeting at McPolin Elementary School on February 1st, 2022. The group spoke about the need to address the workforce transit needs in Park City and Summit County. While recreational trips for visitors are a critical issue, many who commute to work in and around Park City could make their trips via transit. The group mentioned that transit would be useful for students if it went to primary destinations without many transfers. In addition, most thought transit was safe for older kids.

Park Silly

Park City conducted a meeting with the Executive Director and the Director of Operations for Park Silly on February 2, 2022. Reliability was pointed out as an issue, as well as service hours not reaching employees' commuting times. Park Silly staff also noted that people did not seem to be aware of the Homestake lot and that the target users were not being reached. As Park Silly staff suggested, an effective way to reach the target users was to encourage the translation of messages from managers to the target users. In addition, real-time apps were of interest as buses often get delayed at the ski resorts.

Park Silly visitors are often repeat visitors and can be influenced from one year to the next. People seemed to like the messaging on reader boards. Future potential messaging strategies could include reaching out to local non-profits and businesses, hosting a creative booth for transit at the Park Silly event, or providing stickers for riding the bus and/or riding a bike to the event (Tahoe has a similar program). Staff noted that it is difficult to convince wealthier residents and tourists to ride the bus and that many people are unaware of microtransit (or

that it's free). Spreading messaging about the varied services and their cost (or lack thereof) will make others aware of alternative transportation options.

Montage Resort

On February 10, 2022, Park City staff held a virtual meeting with 34 Montage resort staff members. Staff expressed the need for transit to run earlier and later than current operations as some employee shifts start at 6:00 am, and others end at 11:00 pm. The resort remains open into May and will need transit service up until then. Transit service is important to employees but less so to guests – most guests prefer to take the shuttle operated by Montage into Old Town. Staff expressed a desire for a direct connection between Prospector Square and the resort as most employees live in Prospector and Old Town. As the affordable housing supply runs low, staff are living further from the resort, and microtransit seemed desirable as a way to connect employees outside of the current service area to fixed-route service. Staff were concerned, however, about needing to download a separate app for microtransit services. Finally, bus-only lanes were of interest to speed up service and increase reliability.

Park City Restaurant Association

Park City staff met with the Park City Restaurant Association on February 14, 2022. The group was mostly interested in increasing bus frequencies and service hours on weekends if the City had the capacity to do so. Improved weekend service was of interest; the City and the ski resorts could work together to establish possible weekend service routes. The conversation around microtransit was primarily introductory as most were unfamiliar with the service.

Historic Park City Alliance (HPCA)

The Park City team met with the Historic Park City Alliance (HPCA) on February 15th, 2022. HPCA provided positive feedback for High Valley Transit's microtransit service, although they were wary of it becoming similar to private TNC companies (such as Uber and Lyft) and wanted to see microtransit usage continue to be restricted to certain boundaries. They liked that the service ran earlier and later than traditional transit so that employees could commute to and from work and that, overall, it was preferable to traditional transit. The group also noted that some popular parking lots, such as China Bridge or the library, overflow and that they look forward to Richardson Flat Park & Ride becoming more popular. The group also acknowledged that it is difficult to convince reluctant transit riders to sit in the same traffic as personal vehicles – a dedicated lane for buses would provide a visible advantage to riding the bus. Exploration of an underground option was encouraged to further avoid surface-level traffic delays. The Transit to Trails project seemed to be appreciated, and the group suggested allowing access to city vehicles in exclusive areas to promote ridership for recreational activities.

Park City Library

The Park City Library leadership and employees met with Park City on February 15, 2022, to discuss their experience with transit and recommendations for the Short-Range Transit Plan. Staff noted that many employees utilized transit before the COVID-19 pandemic. Staff noted that traffic is an issue when it comes to transit reliability – providing and using dedicated lanes would greatly improve service. It was noted that the traffic signal at Richardson Flat causes congestion and that motorists use alternative backroads to avoid the congestion. Staff would like to see better connections to and from park and ride lots: Quinn's Park & Ride should connect to the Rail Trail,

noting that a pedestrian crossing would be of interest; the Richardson Flat Park & Ride would also be an advantageous connection due to the upcoming development in that area; Heber traffic into the Richardson Flat Park & Ride is difficult and needs improvement; and Ecker Hill and Kimball could also benefit from improved access.

Library staff discussed microtransit with Park City staff, noting that some were reluctant to use the service due to a perceived lack of training of the current High Valley Transit microtransit operators and that they would feel safer with Park City staff conducting the vehicles. Staff noted that Upper Deer Valley might not be a successful microtransit service area due to the lack of affordable housing options in the area.

Overall, the library staff liked Alternative 3 for its frequency, proximity to desired destinations, and one-seat rides (transfers were noted as prohibitive for some riders). An additional barrier brought up by library staff were first/last-mile issues – walking to a bus stop and waiting at the stop is not often a pleasant experience. Staff recommended installing heaters at bus stops, allowing dogs on buses, and improving the loading and unloading process with gear (ski and bike). Alternative transit modes such as gondolas and underground options were brought up as additional ideas to overcome existing issues.

Deer Valley Resort

Park City staff met with Deer Valley managers in a virtual meeting on February 17, 2022, to discuss the three proposed transit alternatives. Alternative 3 was the least preferred option due to the long ride and wait times. A combination of Alternatives 1 and 2 was preferred. Staff would like to see higher utilization of the park and ride lots, suggesting that direct express buses from the park and ride lots to the resorts would encourage higher utilization. Furthermore, dedicating and using bus-only lanes would further decrease the travel time and encourage an alternative option to a

personal vehicle. Even promotional items such as free coffee on buses could incentivize workers and others to take the bus. Staff recognizes that getting people out of personal vehicles and into transit will be the most effective way to reduce traffic and travel times. A permit system for local personal vehicles into Park City bounds, paired with regional high-speed transit with Wasatch County, could effectively reduce the number of personal vehicles in town.

Deer Valley staff also provided input as to where employees live. They estimated that 50% of employees live in the Salt Lake valley, 30% live in Heber or Kamas, and 20% live in Kimball Junction or Park City. Due to the majority of the employees commuting from outside Park City bounds, park and ride lots with efficient connections are vital. Express buses to and between resorts were of great interest to serve those working at or visiting one or multiple resorts. These express buses could be limited to peak commuting and/or visiting hours of the day – other time periods could have the more traditional longer routes. Finally, Deer Valley staff noted that High Valley Transit and Park City Transit could have more cohesion to limit confusion between services.

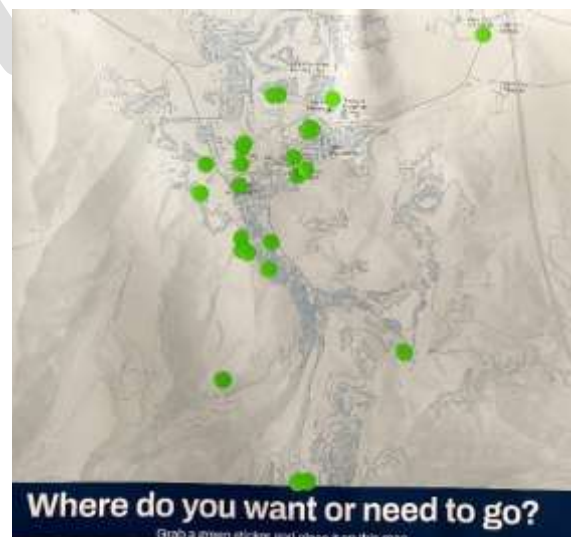
Park City High School CAPS

On February 18, 2022, Park City staff presented the Short-Range Transit Plan alternatives to the Park City High School Centers for Advanced Professional Studies (CAPS), a national hands-on learning program. Students placed dots on a map indicating where they would like to transit to/from. A handful of students live or want to travel outside Park City boundaries. While many student questions revolved around High Valley Transit, they suggested providing more service near Kimball Junction and Heber City. In addition, they liked the idea of integrating park and ride lots and microtransit in neighborhoods to encourage alternative modes of transportation to the personal vehicle.

Stein Erickson Resort

On February 22, 2022, Park City staff set up a table presentation in the lunchroom of the Stein Erickson resort to gather feedback from resort employees. Common themes noted were a desire for earlier and later service to accommodate work staff. Early shifts start just before 7:00 am, and late shifts end around 11:00 pm or midnight. Staff also noted that even if Park City buses ran late enough, the SLC-PC Connect bus does not operate late enough to serve transfers after work. As a result, some staff utilize vanpools to travel to and from the valley.

Staff expressed a desire for separate, reliable routes to the different resorts with minimal transfers. They did not like Alternative 2 because it required a transfer from a fixed route to microtransit in order to reach Stein Erickson resort. Staff noted that dedicated bus lanes would increase reliability and that providing information inside the bus about how to get around before and after service hours would be extremely helpful. A manager of events also noted that summer is her busiest time with events such as company retreats – she would like to see higher frequency service kept all



year.

Figure 84. Community feedback from pop-up events

Ski Utah

Park City staff met with Ski Utah on February 23, 2022,

at the group's monthly meeting. Park and ride lots for skiers were noted as a good plan for encouraging mode shifts, but the service has to be good enough to convince people to no longer drive to the resorts. At this point, paid parking at resorts was not being discussed. One attendee stressed the need to get resorts involved in and paying for more since much of the traffic is directly related to them.

Park City Lodging Association

The SRTP alternatives were discussed with the Park City Lodging Association on March 2, 2022. The association mentioned that many of their guests use the bus system, and that Park City Transit effectively reaches major destinations from the larger hotels in the area. Smaller or nightly rentals would likely use a microtransit service, but some higher-end hotels either provide transit or the customers would use a higher-cost taxi/TNC/shuttle service. Though this project is not working on this topic, airport service is a principal issue for this group.

Park City Council

Park City presented the proposed alternatives to the Park City Municipal Corporation (PCMC) Council on March 17, 2022. Microtransit received much of the attention at the meeting. Operationally, there were concerns about staffing, required licenses, and budget. Councilmembers Ryan Dickey and Becca Gerber were interested in a microtransit pilot to extend service to communities that are not able to support a fixed route and to better understand the operations, funding, and public reaction to the service. A constituent requested that Park City staff and council educate the public on how microtransit works and that it isn't a free TNC service.

There were also some comments about bus stops and a request for clarification between a bus shelter and a bus stop. There was a request to learn which bus stops do not receive high ridership and how the proposed service

changes would impact these stops. A public comment noted too many buses on Park Avenue and Heber Avenue and suggested adding a transit center to the resort center and unifying regional transit. However, it was noted that this would likely lead to reduced service for the Park City community. A constituent also requested a plan for bus stop improvements that includes unique, community-led designs to reflect the local character.

Overall, the group liked the goal-focused approach and outreach efforts and are aware of the decision between service offerings and associated costs.

Park City Heights Open House

Park City staff met with Park City Heights residents at an open house event on April 19, 2022, to discuss transportation needs for the neighborhood and review how the different alternatives could benefit Park City Heights. Residents indicated that they appreciate the existing on-demand service and stated that they like having the call-in option. Many people said they did not like to transfer at Park City High School and would rather transfer at the A-Fresh market stop. Staff indicated that they could add this as a courtesy stop going forward. Many residents said they commute to Salt Lake City and were not sure they would use any new service for commuting. The most important trip purposes indicated for getting into Park City were for youth and youth activities, shopping/dining, and accessing services.

Regarding the possible improvement of service through the development of a microtransit zone covering Park City Heights, residents were interested in this possibility and were curious about how it would work and where it would connect. Some residents wondered if a sidewalk could be added to Richardson Flat Road to connect to a possible new route on SR 248. Generally, Park City Heights residents did not prefer microtransit to a route as long as easy connectivity into Park City was provided.

Park City Transit Operations Staff

On April 14, 2022, the project team met with PCT staff to review the alternatives in detail. Generally, PCT staff believe that incorporating new microtransit zones and new routes connecting to park and ride lots outside of the core of Park City are both viable concepts. The groups discussed that microtransit should complement and not compete with fixed-route service and that there are mixed perceptions of microtransit in the community.

For Alternative 1, the PCT staff liked the Green Route connection to Quinn's but thought that a connection to Quinn's might not be needed in the off-season. The Yellow Route was viewed positively and would be effective with a 15-minute peak frequency. In addition, the staff liked the microtransit areas.

For Alternative 2, PCT staff thought that fast, direct connections would move the most people and be successful, although the need for service to Quinn's Park & Ride and Richardson Flat Park & Ride was deemed less necessary during spring and fall. The Deer Valley microtransit zone was viewed favorably and making the zone larger was discussed. Improvements noted for Alternative 2 included adding Orange Route back and making sure that the Quinn's route could be operated independently of the rest of the system.

For Alternative 3, PCT staff did not favor this option overall but did like aspects such as the routing of Blue Route and connection to Richardson Flat Park & Ride for the winter season only.

Other general comments centered around the need for the system to be more adaptable to seasonal service needs with perhaps different service models for different seasons (e.g., fixed-route during peak season, microtransit in off-seasons).

Old Town Transit Center Pop-Up Open House

On Friday, March 25, Park City Transit Staff and a fluent Spanish-speaking team member set up a "pop-up" open house at the Old Town Transit Center to discuss the service alternatives with transit riders. Staff spoke with about 20 people, including five bus operators from both Park City Transit and High Valley Transit. Major themes included service reliability and performance of High Valley Transit routes. Other comments included the need for all-day service, every 30 minutes or better, to Quinn's Junction. One comment mentioned the need for better service on Park Avenue between Kimball Junction and Deer Valley (like the service offered on the 6 Lime route prior to the High Valley Transit split). Other comments stressed the importance of service that ran earlier and later in the day, especially on weekends. One participant commented about loving the idea of no transfers in Alternative 3. Among bus operators, staff availability for microtransit was a concern in the current labor market. Other comments from bus operators stressed the need for better service information at bus stops to reduce the number of questions asked at major bus stops, which drastically slows down service and increases boarding times in already-congested areas, such as the Park City Mountain base area.

Following the pop-up open house, the boards were left in the transit center for one week, and 27 new comments were received on the three alternatives. While not related to this project, one of the most common themes were concerns about the reliability and performance of High Valley Transit routes, specifically the 101 Spiro. One comment mentioned the need for better frequency on the 101 and the 9 Purple. Multiple comments were received in support of the yellow express and teal express routes, stressing the need for express buses that skip the traffic of Park City Mountain. Multiple comments noted the need for fixed-route service to Silver Lake. One comment praised the cleanliness of Park City Transit bus routes and the excellent customer service provided by PCT drivers.

Chapter 10: Final Service Plan

Chapter 10. Final Service Plan

This chapter details the final service plan and defines the vision for Park City Transit route and service development for the next five years. The final service plan is informed by the system analysis, the community, stakeholder, and staff input, the project Advisory Committee, industry best practices, and a realistic approach to achievability over the next five years.

Five-year Route and Service Plan

The five-year route and service plan detailed in this chapter is largely built from Alternative 2 with specific elements of Alternatives 1 and 3 of the three alternatives outlined in Chapter 8. System Alternatives Development and Analysis.

Overview

The final five-year service plan envisions a more effective, efficient, and connected Park City Transit system. The service plan seeks to create a transit network that is easier and more convenient for riders to use with more direct connections, higher peak frequencies on core routes, innovative new services for currently unserved or underserved areas, and a new focus on high levels of service along the SR-248 corridor. This envisions high frequency / express routes to connect to park-and-ride lots for reduced commuter traffic in town, as shown in Figure 85. The location and function of park-and-ride lots is being discussed and a joint project with Summit County is being developed. It should also be noted that the 10 White route is being developed as a full BRT route to serve as the spine of the SR-224 corridor.



SR-248 Corridor Investments

New Express Routes with 15-20 minute peak frequency
BRT infrastructure long-term



Microtransit for Underserved, Underserved Areas

Park Meadows, Thaynes, Quinn's areas
Deer Valley, Snow Park, Royal Street, Aerie, Solamere



High Frequency Core/Express Routes

Green and Red Routes improve to 15-minute peak frequency
More direct, bidirectional routes



SR-248 Services

Direct service to both base areas during peak seasons
Park and Ride Lots: Richardson Flat near-term, long-term in discussion with County

Figure 85. Core tenets of the Five-year Service Plan

Route Hierarchy

The SRTP vision is for three levels of routes that provide different levels of connectivity and service, as shown in Figure 86.

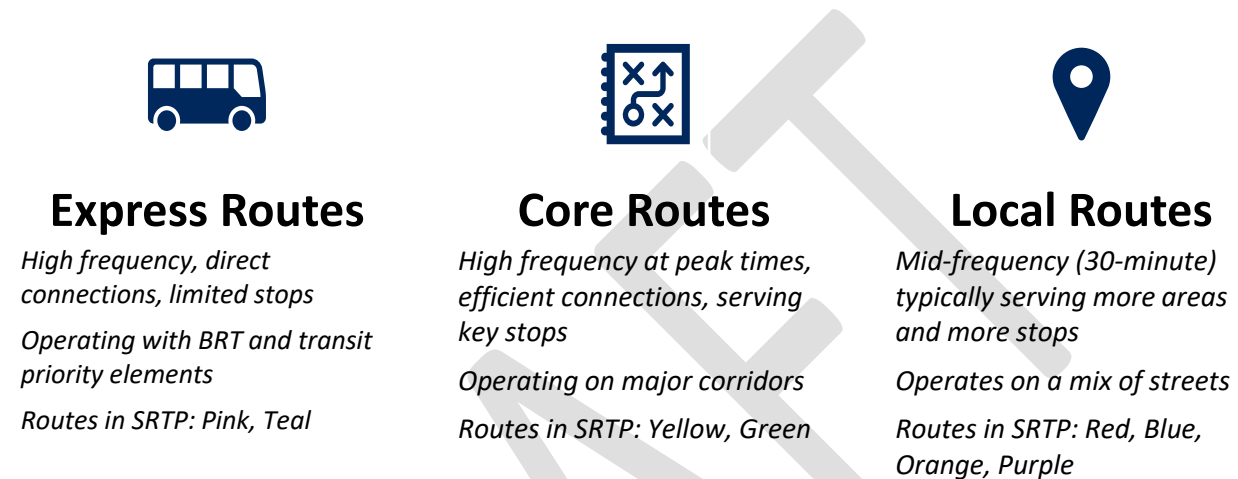
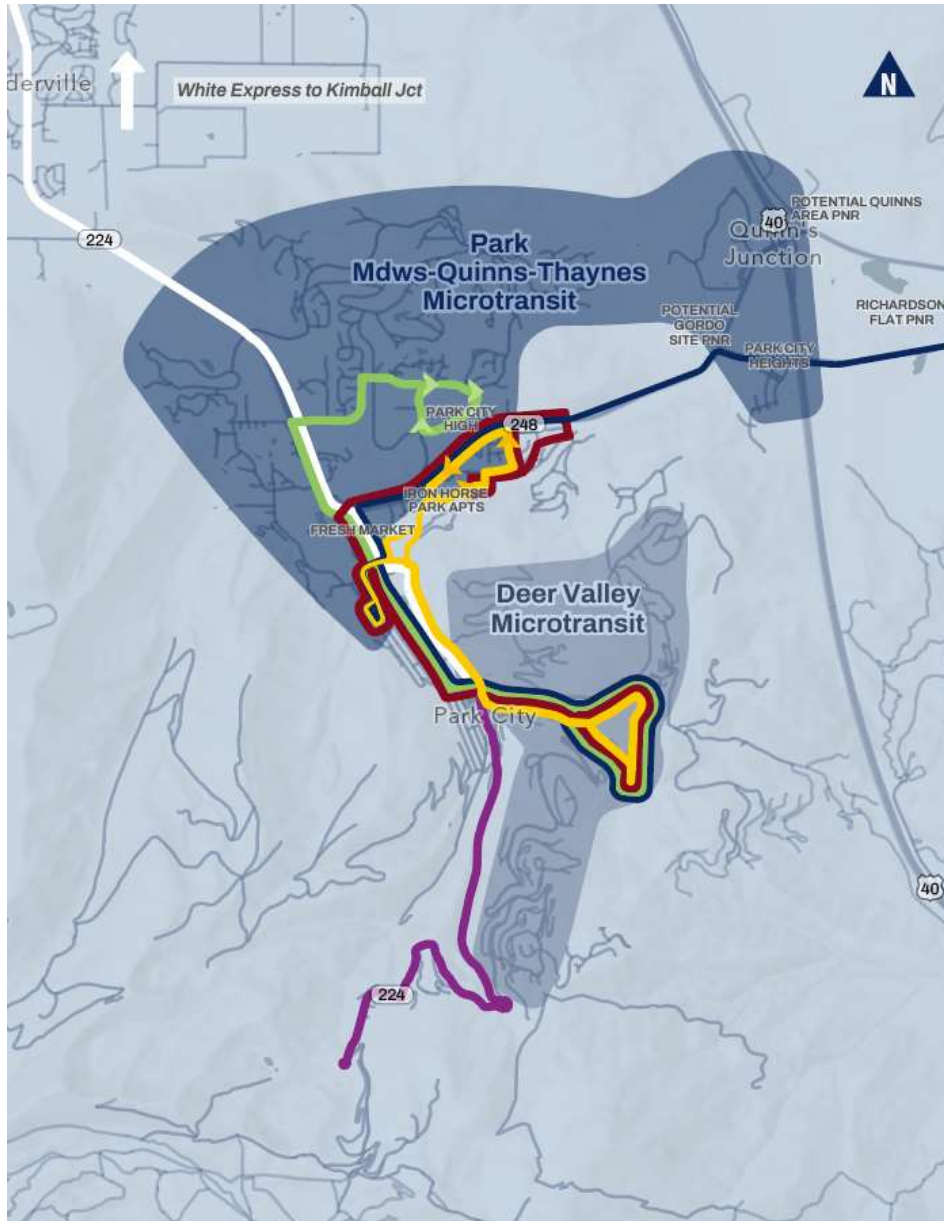


Figure 86. Levels of routes providing different levels of connectivity and service

Base System

The five-year vision for the core base system for the spring and fall shoulder seasons is shown in Figure 87. Frequency and connectivity are added to this base system for peak winter and summer seasons, but the core route



structure stays constant. This system also simplifies the overall system with primarily bidirectional routes, a 15-minute frequency on Yellow Route, and a 30-minute peak frequency on all other routes. Microtransit is added year-round. Red and Yellow routes are similar to the current routing, with the possibility of retooling the Red Route to serve the Park City Hospital area based on future needs. A new Blue Route is added to serve Richardson Flat in the short term and Quinn's Junction in the long term. The Green Route is retooled to serve destinations on SR-224 north of Kearns Blvd/SR-248 more efficiently and no longer serves Thaynes, which is now

served by microtransit.

Figure 87. System map for the base (non-peak) final alternative

Characteristics

- Five primary Park City routes plus White Express (through 2024, when White becomes a High Valley Transit route) and Trolley
- Two microtransit zones
- Requires 12 buses and three microtransit vans
- 8% more vehicle service hours than the current system

- The Trolley route remains the same as it is currently and is not shown on the map for simplicity

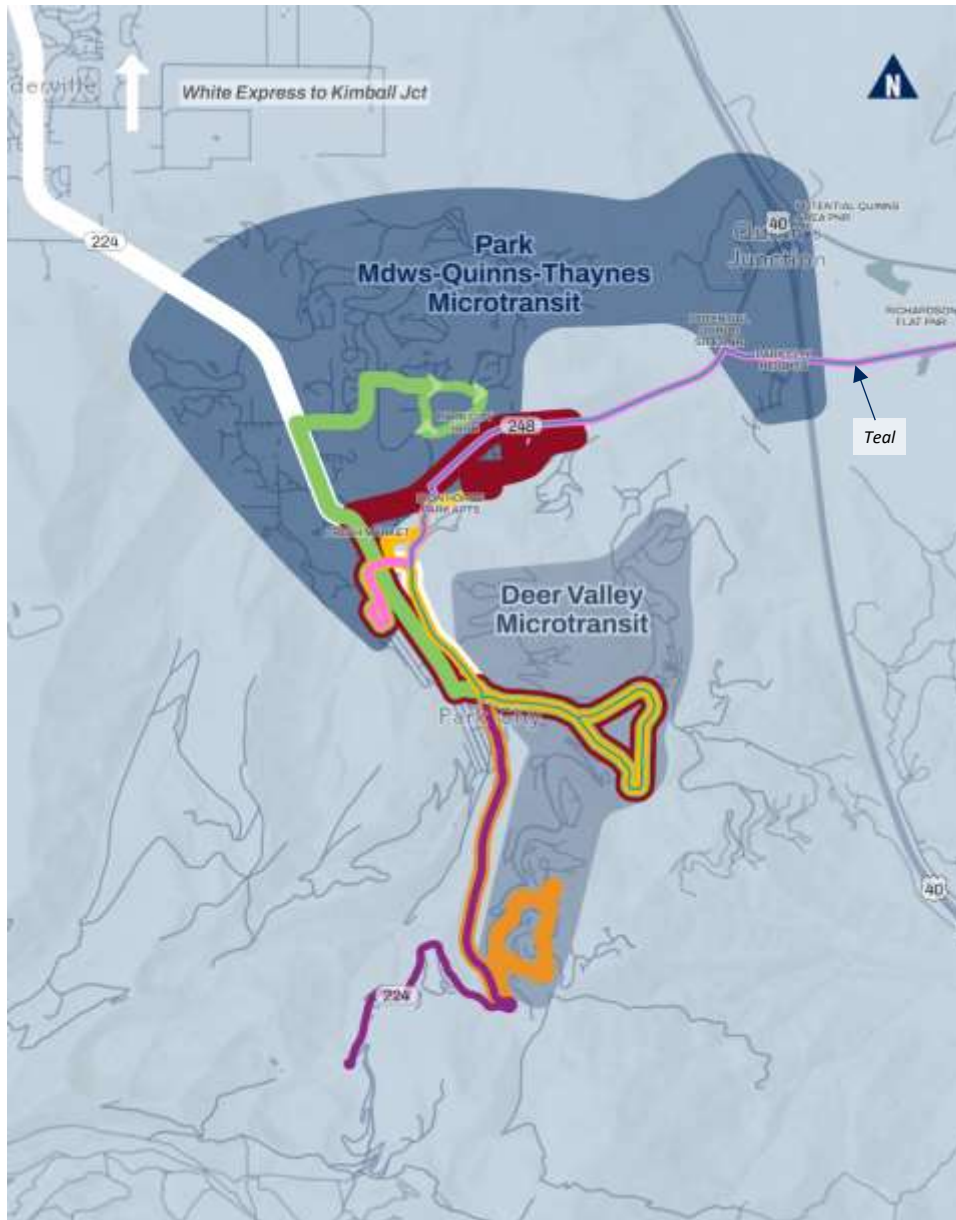


Figure 88. System map for the peak final alternative.

Peak System

As shown in Figure 90, the peak system increases service levels across core year-round routes. New peak express routes (retooled Teal Route and a new Pink Route) to serve Richardson Flat in the short term and Quinn's Junction in the long term. Core routes to have 15-minute peak frequencies. The Orange Route is retained as a peak season route (same as current). Microtransit zones have more vehicles added to retain responsiveness during peak times.

Characteristics

- Seven Park City routes plus White Express, Citywide, and Trolley
- Two microtransit zones
- Requires 21 buses and seven microtransit vans at peak hours
- 23% more service hours in the winter peak season and 37% more service hours in the summer peak season

than the current system (without the White route)

- Trolley and Citywide Night Service (winter) remain the same as current and are not shown on the map for simplicity

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Microtransit

Two new microtransit zones are established as part of the five-year vision. One zone serves Quinn's, Park Meadows, PC Heights, and Thaynes with transfer points at Park City Municipal Athletic & Recreation Center (PC MARC), Park City Mountain Resort (PCMR), Bonanza, and Park City High School. The second zone serves Aerie, Solamere, Deer Valley Snowpark, Royal Street, and Silver Lake, with transfer points at Snowpark and Park City's Old Town Transit Center (OTTC). Same zones year-round.

A new peak winter flex route (shown as a white dotted line) is added for Thaynes as part of the microtransit service for two hours in the morning and two hours

in the afternoon to get skiers to/from Park City Mountain Resort on a regular, frequent schedule (no reservation required).

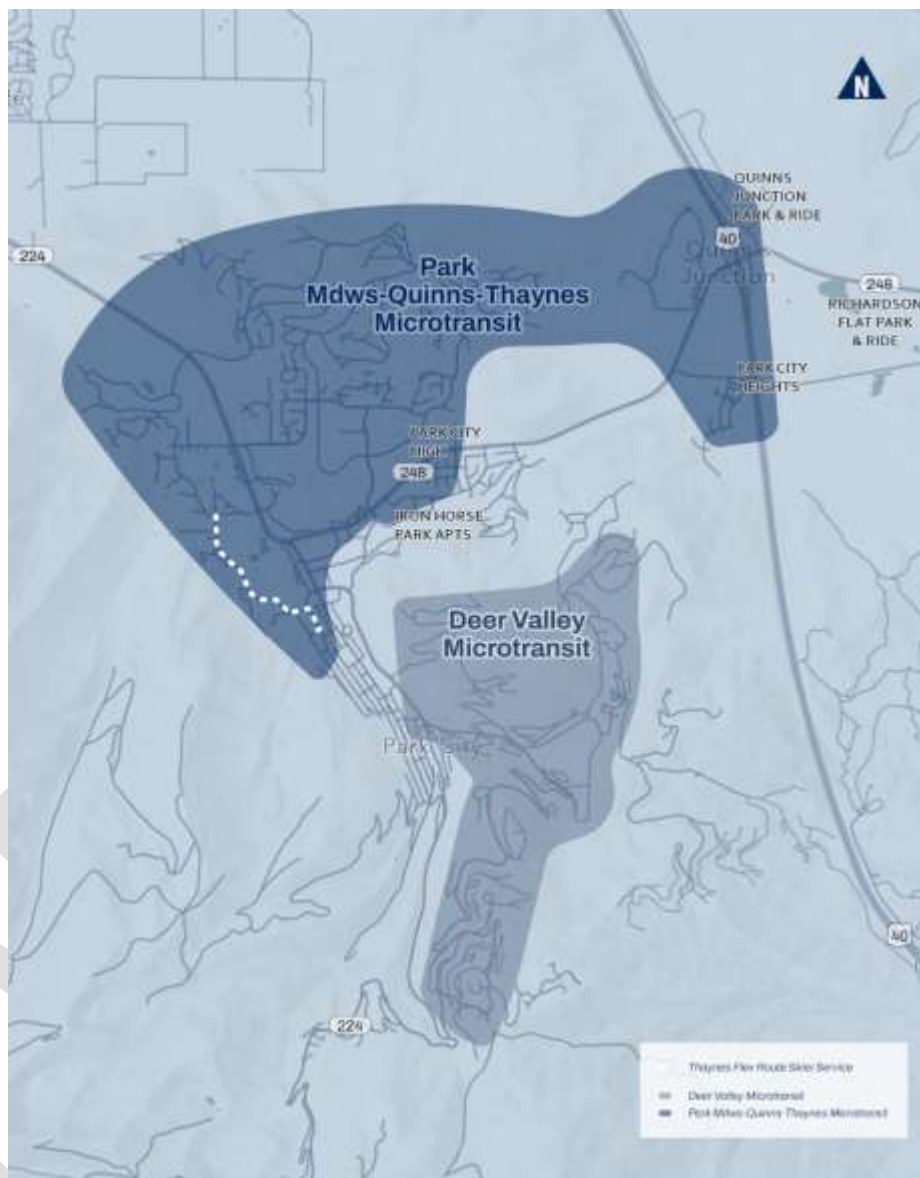


Figure 89. Microtransit zones and Thaynes Flex Route skier service

Characteristics

- 15-minute response time for peak season, 20-minute for base season
- 6:30 AM until 10:30 PM service year-round with additional late night service during peak winter season
- Requires 5-7 vans during winter/summer peak seasons and three during base/shoulder seasons
- 44-81 vehicle service hours per day, depending on the season

- Flex route established for Thaynes for peak skier demands

Red Route

The Red Route serves as a local route with consistent service levels year-round. As shown in Figure 90, the routing matches the current Red Route, with the long-term possibility of serving Park City Hospital and Studio Crossing Development. Route frequency and travel time will need to be reviewed prior to implementation of the extension.



Figure 90. Routing for the Red Route

Characteristics

- Peak and Base seasons: 30-minute frequency all day and evening
- 60-minute roundtrip cycle time with recovery
- Two buses all day and evening

Yellow Route

The Yellow route is a core route, similar to the current Yellow Route but uses Deer Valley Drive as shown in Figure 91. Service frequency is increased for peak hour and peak season service levels.

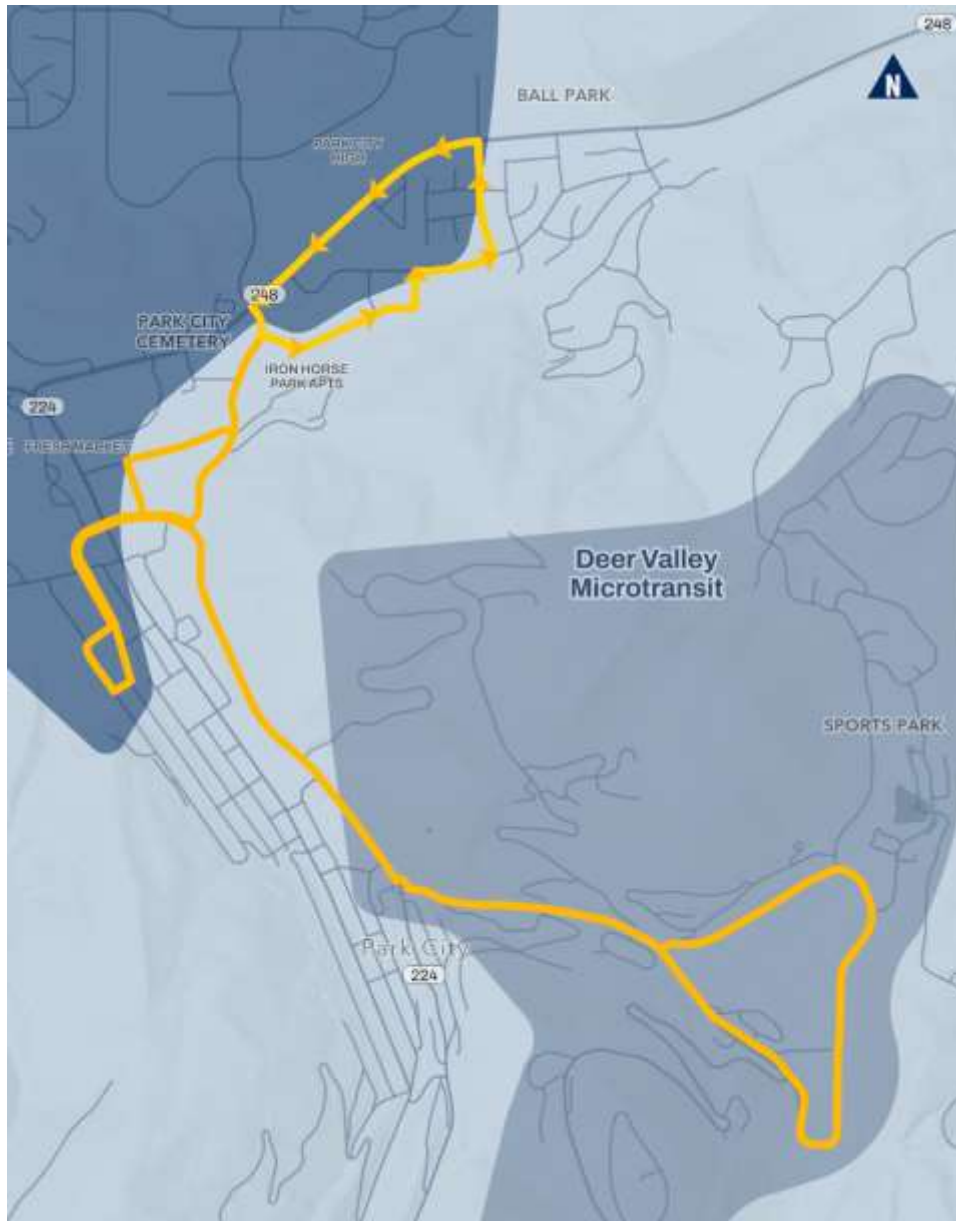


Figure 91. Routing for the Yellow Route

Characteristics

- Winter season: 15-minute frequency 6:30 AM until 6:30 PM and 30-minute during evening hours
- Summer and base seasons: 15-minute frequency during peak AM and PM commuter hours; 30-minute frequency midday and evening
- 60-minute cycle time with recovery
- Four buses for peak 15-minute frequency, two buses for 30-minute off-peak frequency

Green Route

The Green Route is a core route that works in conjunction with the Park Meadows microtransit zone. It provides more direct, bi-directional service to hotels on SR-224, north of Kearns Blvd. In addition, this route keeps buses out of Bonanza/Prospector area, which is now well-served by other routes. The Green route is operated more directly because Thaynes is now served by microtransit. The Green route, shown in Figure 92, runs as a bidirectional route for the entire route, apart from the loop near Park City Municipal Athletic & Recreation (PCMARC).



Figure 92. Routing for the Green Route

Characteristics

- Winter season: 15-minute frequency 6:30 AM until 6:30 PM and 30-minute during evening hours
- Summer season: 15-minute frequency during peak AM and PM commuter hours; 30-minute frequency midday and evening
- Base seasons: 30-minute frequency all day and evening
- 60-minute cycle time with recovery
- Four buses for peak 15-minute frequency, two buses for 30-minute off-peak frequency

Purple Route

The Purple Route, as shown in Figure 93, is a local, year-round route that is the same as the existing Purple Route, with the potential to consider adding a connection to Silver Lake during base shoulder seasons when Orange is out of operation.



Figure 93. Routing for the Purple Route

Characteristics

- Peak seasons: 30-minute frequency all day and evening (extended evening hours during winter)
- Base seasons: 30-minute frequency all day, no evening service
- 30-minute cycle time with recovery
- One bus for peak and base seasons

Orange Route

The Orange Route, shown in Figure 94, is a peak season local route that is the same as the existing Orange Route. It is recommended that Park City Transit considers changing this route to a long-term route once microtransit is in place, especially during the summer.



Figure 94. Routing for the Orange Route

Characteristics

- Peak seasons: 30-minute frequency all day and evening (extended evening hours during winter)
- Base seasons: No service

- 30-minute roundtrip cycle time with recovery
- One bus required

Teal Express Route

The new Teal Express route is based partially on the current Teal Route but operates as an express route during winter and summer peak seasons to Richardson Flat park-and-ride lot short-term (or Quinn's Junction area park-and-ride long-term if/when built) to provide a direct park-and-ride connection to Park City's Old Town Transit Center and Deer Valley Snow Park, as shown in Figure 95.



Figure 95. Routing for the Teal Route

Characteristics

- Peak seasons: 15-minute frequency during peak AM and PM commuter hours, 30-minute frequency midday and evenings
- Base seasons: no service
- 60-minute roundtrip cycle time with recovery
- Four buses during peak hours, two buses during midday and evenings

Pink Express Route

As shown in Figure 96, the new Pink Express Route is a peak season express route that provides a direct park-and-ride connection from Richardson Flat park-and-ride (or Quinn's Junction area park-and-ride long-term if/when built) to Park City Mountain Resort.



Figure 96. Routing for the Pink Route

Characteristics

- Winter peak season: 10-minute frequency during peak AM and PM commuter hours, 20-minute frequency midday; No evening service
- Summer peak season: 20-minute frequency all day
- Base seasons: no service
- 40-minute roundtrip cycle time with recovery
- Four buses during peak hours, two buses during midday

Blue Route

The new future Blue Route would connect Richardson Flat in the near-term and Quinn's in the long-term to both resort base areas, as shown in Figure 97. It would operate during base seasons when Teal and Pink are not operating. In addition, it would only operate when/if base (shoulder) season demand for park and ride connection is warranted.



Figure 97. Routing of the new Blue Route

Characteristics

- Base season: 30-minute frequency 6AM until 6PM
- 60-minute roundtrip cycle time with recovery (assume less base season traffic)
- Two buses required

White Express

The White Express, shown in Figure 98, is the same as the current White Route with no planned service level changes. However, in mid-2024, the White Express Route will become a High Valley Transit route.

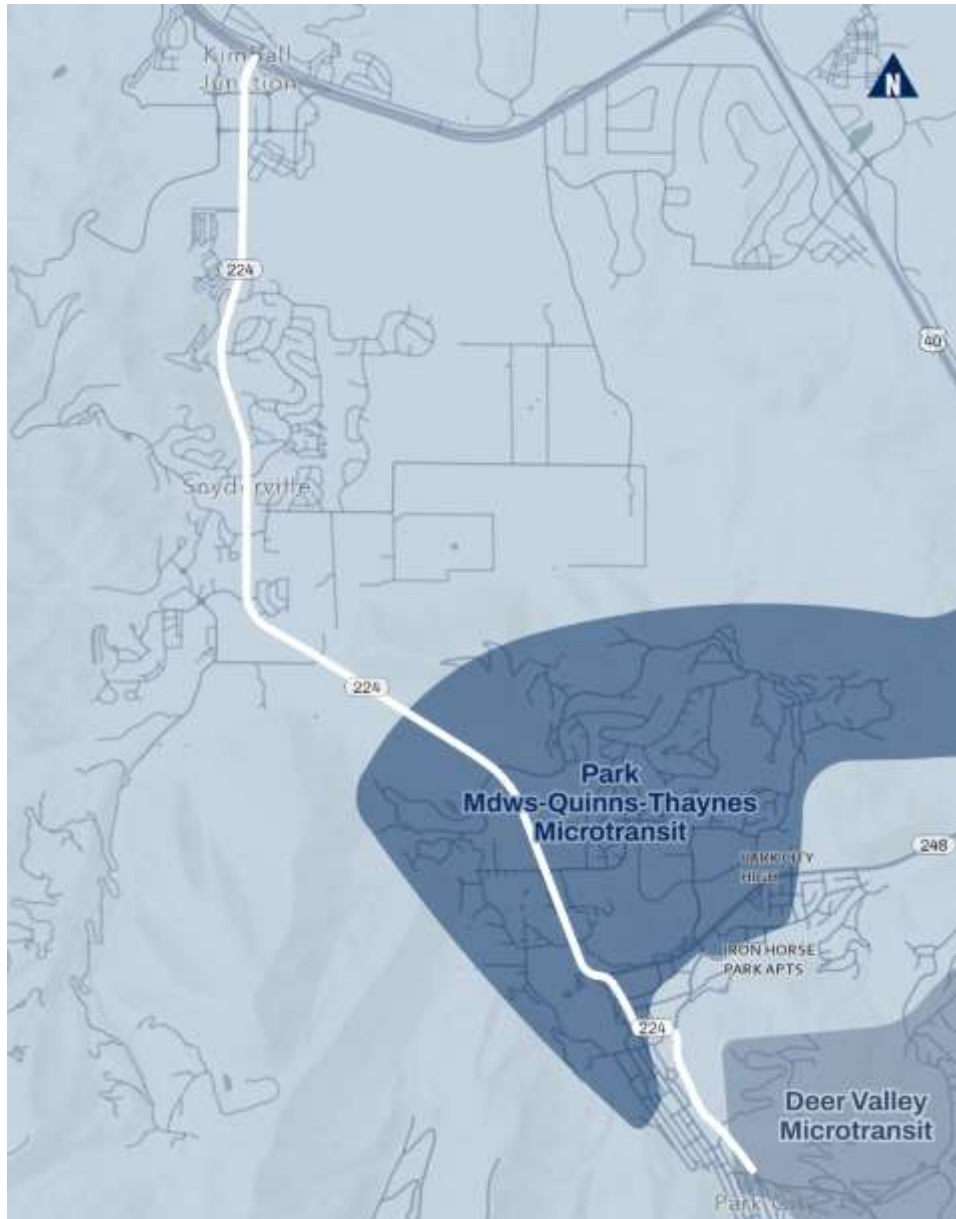


Figure 98. Routing of the White Express Route

Characteristics

- 15-minute peak, 30-minute off-peak frequency
- Requires four peak buses

Analysis of Final Service Plan

The final service plan presented within this chapter improves service quality through more direct routes that operate more frequently. The following sections detail the exact service levels for each route and service by season, as well as presenting the estimated ridership.

Seasonal Service Levels

As shown in **Table 29**, **Table 30**, and **Table 31**, seasonal service levels, not including 10 White, are:

- 56,800 winter peak season revenue service hours, 23% more than current
- 24,900 summer peak season revenue service hours, 37% more than current
- 22,400 base season revenue service hours, 8% more than current
- A total of 104,100 revenue service hours, which is 19,000 more service hours than current (22% more)

Table 29. Winter Service Levels

		Fixed Routes										On-Demand/Microtransit				Total Hours per Day	Total Season Days	Total Seasonal Hours
		Red	Green	Teal Express	Pink Express	Purple	Orange	Yellow	Trolley	Citywide	Total Fixed Route	Park Meadows Microtransit	Deer Valley Microtransit	Total Microtransit				
Winter Service																		
Daily	Hours of Daytime Service	8	8	8	8	8	8	8	9	-		7	7					
	Peak	4	4	4	4	4	4	4	-	-		4	4					
	Hours of Evening Service	5	5	5	-	5	5	5	3.5	2.5		4	4					
Service Frequency (Minutes)	Daily Daytime Off peak	30	15	30	20	30	30	15	15	NA		15-minute or less average response time	15-minute or less average response time					
	Daytime Peak	30	15	15	10	30	30	15	15	NA								
	Evening	60	30	30	-	30	30	30	15	30								
# Peak Vehicles in Operation	Daytime Off peak	2	4	2	2	1	1	4	1	-	17	3	2	5	22			
	Daytime Peak	2	4	4	4	1	1	4	1	-	21	4	3	7	28			
	Evening	1	2	2		1	1	2	1	2	12	3	2	5	17			
Cycle Length (Min, with Recovery Time)		60	60	60	40	30	30	60	15	60		--	--					
Daily Vehicle-Hours of Service		29	58	42	32	17	17	58	11	5	269	49	32	81	350	160	56,000	

Table 30. Summer Service Levels

		Fixed Routes										On-Demand/Microtransit				Total Hours per Day	Total Season Days	Total Seasonal Hours
		Red	Green	Teal Express	Pink Express	Purple	Orange	Yellow	Trolley	Citywide	Total Fixed Route	Park Meadows Microtransit	Deer Valley Microtransit	Total Microtransit				
Winter Service																		
Daily	Hours of Daytime Service	8	8	8	8	8	8	8	6			8	8					
	Peak	4	4	4	4	4	4	4	-			4	4					
	Hrs of Evening Service	4	4	4	-	-	-	4	4			2	2					
Service Frequency (Minutes)	DailyDaytime Offpeak	30	30	30	20	30	30	30	15		15-minute or less response time	15-minute or less response time						
	Daytime Peak	30	15	15	20	30	30	15	15									
	Evening	60	30	30				30	15									
# Peak Vehicles in Operation	Daytime Offpeak	2	2	2	1	1	1	2	1		12	2	1		14			
	Daytime Peak	2	4	4	2	1	1	4	1		19	3	2	5	24			
	Evening	1	2	1	-	-	-	2	1		6	2	2		8			
Cycle Length (Min, with Recovery Time)		60	60	60	40	30	30	60	15			--	--					
Daily Vehicle-Hours of Service		28	40	40	24	12	12	40	10		206	32	20	52	258	96	24,500	

Table 31. Base Season Service Levels

		Fixed Routes							On-Demand/Microtransit				Total Hours per Day	Total Season Days	Total Seasonal Hours
		Red	Green	Blue (new)	Purple	Yellow	Trolley	Total Fixed Route	Park Meadows Microtransit	Deer Valley Microtransit	Total Microtransit				
Shoulder Season Service				Replaces Teal and Pink in base seasons			(Wed-Sun Only)								
Daily	Hrs of Daytime Service	12	12	12	12	12	6		12	12					
	Hrs of Evening Service	4	4	--	--	4	4		4	4					
Service Frequency (Minutes)	Daytime	30	30	30	30	15	15		20-minute or less response time	20-minute or less response time					
	Evening	30	30	--	--	30	15								
# Peak Vehicles in Operation	Daytime	2	2	2	1	4	1	12	2	1	3	15			
	Evening	2	2	--	--	2	1	7	1	1	2	9			
Cycle Length (Min, with Recovery Time)		60	60	60	30	60	15		--	--					
Daily Vehicle-Hours of Service		31	32	24	12	55	10	164	28	16	44	1208	109	22,400	

Ridership Estimation

Using assumptions about boardings per hour, also known as productivity, informed by historical Park City Transit productivity by route, ridership estimations have been calculated and are presented in **Table 32**. As shown, the full SRTP implementation will result in an annual ridership of almost 2.5 million. This is 89% higher than today's equivalent ridership (2022 calendar year excluding White Express) of 1.3 million.

Table 32. Estimated Ridership

ROUTES	Total Annual Hours	Productivity Assumption	Estimated Ridership
Existing/ongoing services			
Red	12000	34	410,000
Yellow	12000	32	385,000
Green/Old Blue	16000	26	415,000
Purple	6000	20	120,000
Orange	4000	24	100,000
Trolley	4000	18	70,000
Citywide	800	24	20,000
Paratransit/on-demand	2800	2	5,000
SRTP recommendations			
Microtransit - peak	18000	6	110,000
Microtransit - year-round	4800	4	20,000
Pink - peak seasons	7500	24	180,000
Teal - peak seasons	10600	24	255,000
Blue Route P&R (base seasons)	2700	18	50,000
Green Route 15 minute	700	35	25,000
Yellow Route 15 minute	7300	35	255,000
TOTAL ESTIMATED RIDERSHIP AT FULL SRTP IMPLEMENTATION			2,420,000

Service to Resort Base Areas

At full SRTP implementation, the service to resort base areas will increase by 83% to PCMR and 50% to Deer Valley, as shown in **Table 33**.

Table 33. Estimated service increase with SRTP implementation

Winter Peak Bus Arrivals Per Hour at Resorts		% Increase with SRTP	
Existing	PCMR	18	n/a
	Deer Valley Snow Park	10	n/a
Final SRTP Plan	PCMR	33	83%
	Deer Valley Snow Park	15	50%

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Chapter 11:

Financial

Plan

Chapter 11. Financial Plan

This chapter presents the five-year operating and capital projects and associated budgets required to implement the SRTP recommendations, as well as reflecting ongoing priorities and projects of Park City Transit.

Five-Year Financial Plan

The five-year financial plan for the SRTP is shown in **Table 34**. The table contains columns for each implementation year and rows for the various revenue and expense categories according to the recommended SRTP strategies.

Items important to note about the financial plan include:

- This plan uses Park City Transit’s cost allocation model for 2022/23 as the basis for expense calculations by route/service (\$71.17 per hour and \$2.43 per mile), except for microtransit which uses \$75 per hour plus \$1 per mile.
- An annual inflation rate of 4% is assumed and calculated in cost escalation by year.
- SRTP recommendations are implemented in three phases between FY 2023/24 and FY 2025/26.
- Federal funding is assumed to be a minimum of \$4.5 million per year but may vary depending on changes to Federal Transit Administration 5311 funding levels and UDOT’s allocation formula.
- For the SRTP recommendation of increased frequency on Yellow and Green routes, the costs shown are for the additional hours only versus current service levels which are captured in the base route costs.
- Future years’ expenses and revenues are estimations only and will be subject to change and refinement through Park City Transit’s annual service planning and transit budget processes.

Table 34. Park City Transit Five-Year Financial Plan for Operations

FIVE-YEAR OPERATING FINANCIAL PLAN	FY2023/24	FY2024/25	FY2025/26	FY2026/27	FY2027/28
OPERATING EXPENSES¹					
Fixed Costs	\$ 4,243,563	\$ 4,413,306	\$ 4,589,838	\$ 4,773,431	\$ 4,964,369
Variable Costs (based on route hours and miles)					
<i>Base routes</i>					
Existing Red, Yellow, Green/Blue, Purple, Orange, Teal, Trolley, Citywide	\$ 6,293,566	\$ 6,347,219	\$ 6,601,107	\$ 6,865,152	\$ 7,139,758
Paratransit/on-demand ²	\$ 349,765	\$ 295,955	\$ 307,793	\$ 320,105	\$ 332,909
White Express ³	\$ 2,688,400	\$ -	\$ -	\$ -	\$ -
<i>S RTP recommendations</i>					
Microtransit - peak seasons, both zones	\$ 1,566,000	\$ 1,628,640	\$ 1,693,786	\$ 1,761,537	\$ 1,831,999
Microtransit - base seasons, both zones	\$ -	\$ 434,304	\$ 451,676	\$ 469,743	\$ 488,533
Pink and Teal Express routes - peak seasons	\$ -	\$ 2,071,581	\$ 2,154,444	\$ 2,240,622	\$ 2,330,247
Blue P&R Route, serving Richardson to both resorts - base seasons	\$ -	\$ 309,020	\$ 321,381	\$ 334,236	\$ 347,606
Green Route change w/Thaynes micro-flex route, plus 15 min. peak frequency	\$ -	\$ -	\$ 75,962	\$ 79,000	\$ 82,160
Yellow Route peak frequency to 15 min.	\$ -	\$ -	\$ 792,174	\$ 823,861	\$ 856,815
Annual Operating Expenses Total (fixed costs plus total variable costs)	\$15,141,294	\$15,500,025	\$16,988,161	\$17,667,688	\$18,374,395
OPERATING REVENUES⁴					
Federal	\$3,824,000	\$2,840,000	\$4,131,000	\$2,370,000	\$2,370,000
Local	\$11,317,294	\$12,660,025	\$12,857,161	\$15,297,688	\$16,004,395
Operating Revenues Total	\$ 15,141,294	\$ 15,500,025	\$ 16,988,161	\$ 17,667,688	\$ 18,374,395
NET	\$ -	\$ -	\$ -	\$ -	\$ -
1. Operating expense escalation is assumed at a 4% annual rate of inflation. 2. Existing paratransit/on-demand service is estimated to go down by 35% with peak season microtransit in place and down by 45% when microtransit exists year-round. 3. White Express will shift to High Valley Transit in mid-2024, so expenses are not included for 24/25 and beyond. 4. Local funding includes all non-federal operating sources, such as the transit sales tax and transit share of resort tax, business license fees, and nightly rental license fees, as well as other local sources, such as bus ads, rental income, and donations. 5. All operating revenues are estimates only. Federal and local revenues are subject to fluctuation and adjustments.					

Source: Fehr & Peers, 2022.

Capital Improvement Plan

Overview

This chapter provides details on capital projects (e.g., fleet, bus stop improvements, corridor and intersection safety improvements) and associated costs over the next five years for Park City Transit.

Major Capital Projects

Fleet Replacements

Park City Transit owns and maintains 54 vehicles, most of which are 35-40' low-floor buses. About one-third of these low-floor buses are battery electric. There are five smaller cutaway vehicles or vans for on-demand and paratransit services. The fleet also includes various vehicles for facility maintenance and daily use, including SUVs, pick-up trucks, and a skid steer. The average age of the fleet is 6.7 years old.

Park City Transit's current plan is to replace 19 vehicles within the next five years. This section alters this course of action based on the service plan, as shown in **Table 35**. Electrification includes funds allocated to support the electrification of the city fleet in the continued transition to a full battery electric bus (BEB) fleet, including funding for depot and overhead chargers and supporting electrical equipment. Some internal combustion engine (ICE) vehicles (diesel buses and gas or diesel cutaway buses) are retained over the course of the next five years to provide redundancy and increased spare needs to support battery electric vehicles that have lower operating mileage ranges.

The final service plan presented in Chapter 10 requires the following peak vehicles to be in service:

- Peak winter: 21 fixed route buses plus paratransit
- Peak summer: 19 fixed route buses plus paratransit
- Base seasons: 12 fixed route buses plus paratransit

Park City has not decided on how it may operate microtransit. If Park City were to operate microtransit directly, as opposed to using a vendor who would provide vehicles, there would need to be an additional nine microtransit vehicles (seven peak vehicles in operation plus two spares), likely vans, required to be purchased in addition to the vehicles identified in this capital plan.

Table 35. Fleet Replacement Plan

Vehicle Type/Quantity		TOTALS		REPLACEMENTS/ADDITIONS by YEAR				
		5 year fleet need – retained buses	5 year fleet need – new	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28
Low-floor diesel bus (10 diesel buses retained)	Quantity	10						
	Purchase Cost (\$1m each)	n/a						
Cutaway/body-on-chassis (2 ICE shuttles retained)	Quantity	2						
	Purchase Cost (\$160k each)	n/a						
Vans for paratransit	Quantity	2	2	2				
	Purchase Cost (\$100k each)	n/a	\$200,000	\$200,000				
Other (SUV, pick-up, skid steer)	Quantity	6	3					3
	Purchase Cost (var.)	n/a	\$225,000					\$225,000
Low floor bus (BEB)	Quantity	22	16	5	5	2	2	2
	Purchase Cost (\$1.15m each)	n/a	\$18,400,000	\$5,750,000	\$5,750,000	\$2,300,000	\$2,300,000	\$2,300,000
Cutaway/body-on-chassis (battery electric)	Quantity	0	7	2	2	2		1
	Purchase Cost (\$250k each)	n/a	\$1,750,000	\$500,000	\$500,000	\$500,000		\$250,000
ANNUAL COST			\$20,575,000	\$6,450,000	\$6,250,000	\$2,800,000	\$2,300,000	\$2,775,000

Source: Park City Transit and Fehr & Peers (2023)

Bus Stop Improvements

Throughout the SRTP process, a major community priority heard was to improve Park City bus stops. In recent years, Park City Transit embarked on a Bus Stop Accessibility Study to score the condition of all bus stops in the city to evaluate overall condition and compliance with the Americans with Disabilities Act (ADA). Stop grades shown in Figure 99 considered amenities, sidewalks, ridership, accessibility, and final grading of each stop. Park City Transit ultimately prioritized ten stops and secured competitive grant funding to advance a total of 72 stops through design and construction through FY 2024/2025. These upgrades will be implemented over the next three years, with basic stop maintenance continuing in the following two years.

Improvements to bus stops may include work on surrounding infrastructure, such as trail or sidewalk connections, crosswalks, ADA compliance, retaining walls, concrete flatwork, electrical utilities, shelter pads, and land availability.



Figure 99. Bus Stop Grades (source: PCMC).

As shown in Figure 99, bus stop improvements in 2023 will upgrade deficient stops in Park Meadows, Thaynes Canyon, Prospector Square, Marsac Avenue, the Arts & Culture District, and McPolin & Meadows. 2024 bus stop improvements address poor scoring stops in Park Meadows, Thaynes Canyon, Prospector Square, and Old Town.



Figure 100: 2023 and 2023 Proposed Bus Stop Improvements (source: PCMC)

Park & Rides

The capital budget includes \$660,000 in FY2023/2024 for the SR-248/US 40 Quinn's Junction Park & Ride Lot. In following years, the SRTP estimates Park & Ride maintenance expenses of \$250,000 per year. This figure will continue to be discussed at the policy level. Additional park and ride expenses may be needed to support improvements at the Richardson such as new/refurbished bus shelters, signage, and real-time customer information.

Corridor & Intersection Safety Improvements

One of the top transportation priorities identified in the SRTP public outreach, and in *Park City Forward: Long Range Transportation Plan*, is faster and more direct bus and transit routes. Park City has partnered with High Valley Transit and Summit County to develop bus shoulder lanes along SR-224, and, ultimately the 224BRT to replace the White Express in the next five years. While this corridor has been the first evaluated and advanced toward design, the SR-248 corridor is another key transit facility for the City and County.

In 2019 Park City elected officials and residents moved away from a road widening project along 248 but supported exploring transit or other improvements that did not require a significant ROW expansion. Park City Forward (PCF) identified two projects for SR-248. Phase I of PCF SR-248 High-Capacity Transit improvements. Working with UDOT, PCMC will determine designs for the corridor that improve transit speed and reliability functionality, without requiring ROW expansion or significant environmental analysis.

In the Big Concept Projects phase of PCF, SR-248 Corridor Mobility Improvement Project recommends evaluating alternatives and needs to determine the design and function of future transportation and transit improvements. PCMC envisions a process with regional transportation partners that looks at multiple modes of transit and alignment alternatives. This process will look beyond the current roadway alignment/ROW, and work with partners and the community to determine and advance the best transportation option for Park City.

Corridor and intersection safety improvements budgeted for in the five-year timeframe of the SRTF capital plan include projects along Park Avenue, Deer Valley Drive, and SR 224. In FY 2023/2024, \$7.1 million is allocated for the reconstruction of Park Avenue and for corridor safety improvements along SR 224. The Park Avenue project includes intersection improvements and street reconstruction, which encompasses installation of sidewalks and curb and gutter. These will be completed in tandem with bus shelter improvements.

In FY 2025/2026, \$3 million is allocated for the Deer Valley Drive Complete Streets and Transit Access Project. Along with separate improvements the city is making to the bicycle and pedestrian network, this project will improve transit access on the corridor.

Five-year Capital Expenses

The five-year capital improvement plan that incorporates all of the associated capital projects for Park City Transit is shown in **Table 36**.

For revenues, an 80% federal share with 20% local share was assumed – actual federal share may vary depending on grant program and newly lowered local match requirements for some federal funding programs. The annual Park City budget process will refine and detail capital expenses.

Table 36. Capital Expenses and Revenues

Capital Expenses					
Category	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28
Fleet Replacements	\$6,450,000	\$6,250,000	\$2,800,000	\$2,300,000	\$2,775,000
Electrification	\$130,000	\$546,920	\$300,806	\$0	\$0
Bus Stop Improvements	\$4,545,000	\$5,000,000	\$1,411,974	\$1,000,000	\$1,000,000
Park & Rides	\$300,000	\$360,000	\$250,000	\$250,000	\$250,000
Corridor & Intersection Safety Improvements	\$7,095,134	\$0	\$3,000,000	\$0	\$0
Mobility as a Service Curbside Improvements	\$0	\$0	\$0	\$1,050,000	\$0
Transportation Demand Management	\$250,000	\$250,000	\$0	\$0	\$0
Technology	\$146,172	\$16,172	\$0	\$0	\$0
Equipment	\$175,000	\$78,000	\$0	\$0	\$0
ANNUAL EXPENSES	\$19,091,306	\$12,501,092	\$7,762,780	\$4,600,000	\$4,025,000
Capital Revenues					
Category	FY 2023/24	FY 2024/25	FY 2025/26	FY 2026/27	FY 2027/28
Local/County/State	\$3,818,261	\$2,500,218	\$1,552,556	\$920,000	\$805,000
Federal	\$15,273,045	\$10,000,874	\$6,210,224	\$3,680,000	\$3,220,000

ANNUAL REVENUES	\$19,091,306	\$12,501,092	\$7,762,780	\$4,600,000	\$4,025,000
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Funding Mechanisms

Park City Transit currently utilizes a variety of local and federal funding sources as primary funding mechanisms.

Local

Local funding encompasses all non-federal funding sources that are eligible for use as local match including city, county, and state sources. City funds come from the transit fund, transit sales tax, redevelopment funding, resort sales tax for transportation, bond proceeds, and business license fees. County funding sources include the third quarter county tax, and county/special district contribution.

Federal

For federal funding sources, Park City has primarily utilized FTA 5311 operating assistance program and the 5339 capital assistance program. These sources are anticipated to continue to support transit operations, and through the recently passed Infrastructure Investment and Jobs Act (IIJA) (also known as the “Bipartisan Infrastructure Law”), there are new and/or expanded funding opportunities for capital projects through a variety of programs including:

- Bus and Bus Facilities Competitive Grants
- Mobility Innovation Programs
- Bus and Bus Facilities Formula Grants (5339)
- Charging and Fueling Infrastructure Grants
- Low or No Emission Bus Grants
- Local and Regional Project Assistance Grants (RAISE)
- Federal Land Access Program (FLAP) for transportation linking to federal lands and gateway recreation communities

It is recommended that Park City Transit work with UDOT to prepare for and apply for these programs, as appropriate, to help support the various capital projects identified herein. More information on the Bipartisan Infrastructure Law can be found at <https://www.transportation.gov/bipartisan-infrastructure-law/bipartisan-infrastructure-law-grant-programs>.

Chapter 12: Implementation

Chapter 12. Implementation

Implementation Strategies

As Park City Transit moves forward with the implementation of this SRTP, there are many strategies that should be considered to help stay nimble, flexible, and data-driven in considering possible changes to the timing, scope, and refinements to the strategies.

Stay Opportunistic and Flexible

As Park City moves ahead with the implementation of the SRTP system vision, unforeseen opportunities and potential challenges may make it necessary to adjust implementation, moving quicker or slower. In addition, both capital and operating funding may not follow the plan and create the need to follow the strategies shown in Figure 101 to help stay opportunistic.

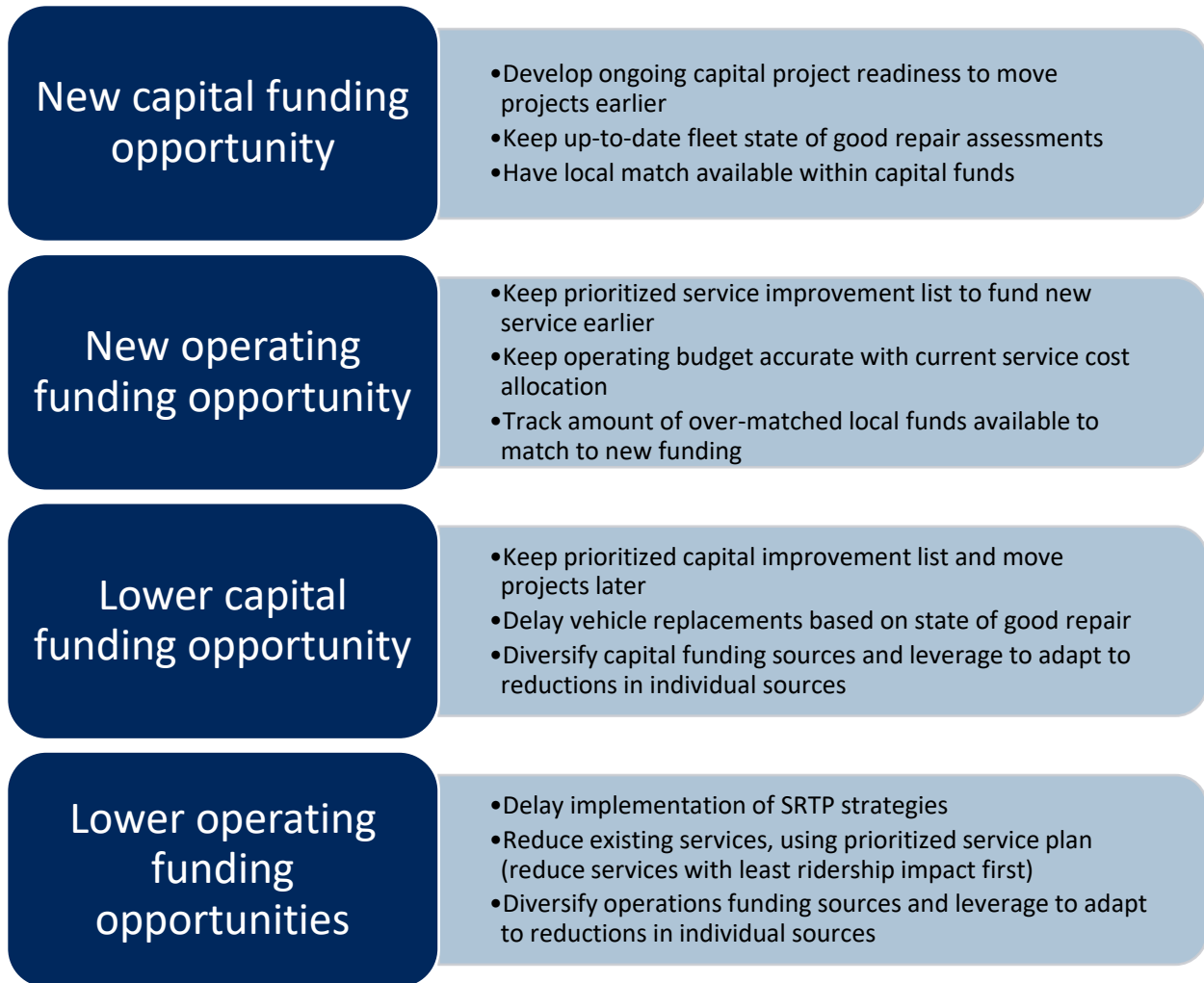


Figure 101. Opportunistic strategies

Unknown Ridership Recovery

Another key factor related to funding needs is ridership and how it continues to recover to 2019 ridership levels and higher. Park City Transit has seen ridership recover strongly, with many routes at 85% of 2019 ridership or better. If this trend continues, it may require more funding to implement the strategies of the SRTP more quickly. Through performance monitoring, Park City Transit should be looking at monthly, quarterly, and seasonal ridership trends to identify how and where ridership is recovering and what resource adjustments may be needed to respond.

Strive for Seamless Integration with Regional Transit

A common theme throughout the SRTP outreach process was the confusion around the separation of regional services into recently formed High Valley Transit – many community members are still unclear on the implications of the split. Additionally, there are operational coordination issues that continue to be addressed and will need ongoing dialogue to solve. Key strategies for maximizing seamless integration include:

1. Quarterly leadership meetings with key staff and elected officials represented.
2. Monthly staff meetings between operations staff from Park City Transit and High Valley Transit.
3. Cooperation on the development of jointly used or needed facilities and associated capital improvement projects.
4. Identification of duplication and development of strategies to maximize coordination.
5. Sharing of data and resources to the maximum extent possible.
6. Continued joint marketing of the overall transit system with identification of who provides different services.

Continued Public Dialogue

Before this SRTP is implemented, additional public outreach and community input should be sought out on the specific goals and recommendations. While the online community survey had a relatively strong response rate, it did not include enough community representation from frequent riders, Spanish-speaking riders, and those living outside of Park City (but working in Park City) who are potential users of the new Quinn's area park-and-ride routes.

A series of public information sessions ahead of any route/service changes should be considered, similar to the process that Park City Transit has recently employed ahead of the launch of winter 2022-2023 service changes.

Marketing and Outreach

At every step in the implementation process, marketing and public outreach are key to the successful launch of any new route or start of any service change. Therefore, funding should be dedicated to marketing and outreach for the next five years of SRTP implementation. This is especially important for completely new routes that need repeated messaging to attract potential new riders and build ridership.

Specific strategies for enhanced marketing and outreach include:

- Develop more resources for continued improvements in traveler information through website improvements and real-time customer information (apps and at stops).
- Build a different brand, with a cohesive look and feel to the current brand, for unique transit services such as microtransit – this allows the community to identify the service as something new.
- Increase local advertising of the transit system on traditional local media and social media.
- Leverage the existing network of community groups to raise awareness and promote service improvements. Key stakeholders should be invited to serve as ambassadors for the new service. This role can be as simple as committing to including Park City Transit as a discussion topic in community events or promoting the service on an organization's website and social media pages.
- Specific partnerships with key employers and ski resort operators to increase awareness and use among employees and commuters.
- Have a presence at all local events, such as markets, sporting events, community meetings, and neighborhood parties. Setting a table with brochures and a friendly community ambassador is a relatively

low-cost way to build awareness and trust in the new service.

Develop Organizational Capacity

There are several organizational recommendations necessary to help support the other SRTP goals and recommendations.

Address the Driver Shortage

Park City Transit has faced a significant shortage of drivers over the past three to five years, and the shortage does not show any signs of abating soon. Park City Transit has recently increased driver pay, offered an end-of-season bonus, and provided short-term housing. These are important strategies and should be continued. Additionally, Park City Transit should consider:

- **Enhance and expand local recruiting**
 - A strategy used successfully by many other agencies is to build a messaging campaign around all the positive aspects of driving, such as schedule flexibility, fun environment, customer service focus, and impact on the local community. For example, a local campaign could include traditional ads, online videos, social media, and local earned media and could be targeted at audiences such as retirees who may want to drive part-time or existing drivers (school bus or private shuttles) who may want to pick up more hours.
- **Market to drivers in summer resort areas**
 - Park City has already had some success with marketing to drivers in other summer resort markets – in late summer of 2022, Park City Transit staff traveled to Alaska to meet with bus drivers who work at cruise ship ports moving passengers from the cruise ship docks to hotels and local attractions. This same strategy could be used at other summer recreation destinations that have significant summer transit operations, such as beach communities, national parks, and amusement parks.
- **Continue to monitor the competitiveness of the driver's wage**
 - Park City Transit recently increased its starting driver wage but is still below some other local driving opportunities. Park City Transit should continue to compare its driver wages to other similar local and regional wages and consider additional wage increases in the future.
- **Continue to invest and partner in increased housing opportunities**
 - Park City Transit has adequate driver housing currently, but more may be needed in the future in order to grow services and meet the demand for both its seasonal and year-round full-time employees. Housing remains challenging and is a key differentiator in recruiting and retaining drivers.

Invest in Support Staff

With a new direction for Park City Transit focused on local services, the indirect support staff roles may need to grow

and/or be organized differently. This recommendation is to ensure that transit service is supported adequately with enough support staff in key functions such as planning, customer/community relations, transit technology, driver training and safety, bus cleaning, administration, special projects, dispatch, or scheduling. Park City Transit and the overall transportation department should assess its support staff and adjust to facilitate high-quality service delivery. It is common for peer transit agencies to be underfunded and understaffed in support functions.

Bring Drivers into System Planning and Improvement

In addition to the strategies listed above to address the driver shortage, there are other opportunities for engaging drivers and increasing a sense of pride in Park City Transit. These can include:

- **Regular employee surveying paired with an actionable follow-up:** Online surveying of bus operators regularly about their level of workplace satisfaction is an effective tool for determining opportunities to make Park City Transit an enjoyable place to work. Pairing online surveying with visible responses to feedback submitted by drivers demonstrates a willingness to make decisions about transit operations collaboratively.
- **Forming a service planning committee:** Collaborating with drivers on planning and implementing service changes can instill a sense of ownership in the system among bus operators. The committee can convene at regular intervals and serve as an opportunity for drivers – the set of Park City Transit employees who are most intimately aware with the system – to weigh in regarding opportunities for improving the system and being more responsive to customer demand. Alternatively, this committee could be facilitated through online means and online surveys for service improvement ideas.
- **Instituting a spot bonus program for drivers:** If Park City begins inviting riders to rate their trips through a smartphone app, then information about the customer's interaction with the driver may also be available. Park City could periodically recognize drivers who are routinely receiving high ratings from riders with a spot bonus. This strategy would require a minor addition to the personnel budget.

Implementation Timeline and Phasing

Table 37 shows the implementation timelines for the major routes and services for the five years of the SRTP. It should be noted that ongoing challenges with hiring drivers and acquiring new buses may necessitate delayed implementation that may require more than five years.

Table 37. Implementation Timeline and Phasing

SRTP Recommendation	2023/2024	2024/2025	2025/2026	2026/2027	2027/2028
Microtransit - peak seasons, both zones					
Microtransit - base seasons, both zones					
Pink and Teal Express P&R routes - peak seasons					
Blue P&R route, serving Richardson to both resort base areas - base seasons					
Green Route change w/Thaynes micro-flex route, plus 15 min. peak frequency					
Yellow Route increased peak frequency to 15min.					

Service Adjustments and Performance Monitoring Plan

An important aspect of the SRTP implementation is monitoring Park City Transit's performance over time through tracking and benchmarking performance measures. Typically, performance measures are organized into performance categories:

- ✓ Ridership
- ✓ Safety
- ✓ Financial
- ✓ Customer Satisfaction

Many possible metrics within each of these categories could be measured, benchmarked, and reported, but it is important to develop a small list of two to three performance measures for each category so that the tracking of these measures over time is not overly burdensome or time-consuming.

Based on current measures, historical performance, and best practices, a list of updated measures and goals are presented in **Table 38**.

Table 38. Performance Monitoring Plan

Category	Performance Measure	Suggested Goal	Frequency of Measurement	Comments
Ridership and Service Delivery	Overall Productivity (passengers per hour)	25	Monthly and YTD	Based on historical performance, this goal is reasonable. Excludes paratransit.
	Core and Express Routes Productivity	28	Monthly and YTD	Based on historical performance, this goal is reasonable.
	Local Route Productivity	20	Monthly and YTD	Based on historical performance, this goal is reasonable.
	On-time Performance (within 0-6 minutes of scheduled time)	92%	Monthly and YTD	Requires accurate CAD/AVL technology. Staff indicate that this goal is reasonable.
	Missed Trips	0	Monthly and YTD	This is an aspirational goal – may not be possible during large snow events.
Safety and Quality	Preventable Crashes per 100,000 miles	< 1.5	Quarterly	Based on goals from similar agencies. Important indicator of safe operations.
	Vehicle Uptime	85% or higher	Monthly	Having maintenance performed quickly and buses available for service is important to service quality.
	Road Calls	< 1 per 15k service miles	Quarterly	Reducing breakdowns that require a bus replacement helps improve service quality.
Financial	Budget vs. Actual	< 10% variance	Monthly and YTD	Tracking budget variance helps identify budget revenue and/or expense issues.
	Cost per Vehicle Service Hour	< \$125	Quarterly	Based on similar systems and current costs, this goal is reasonable. Adjust annually for inflation.
	Cost per Passenger	< \$6.00	Quarterly	Based on historical performance and similar systems, this goal is reasonable. Adjust annually for inflation.
Customer Experience	Rider Survey Rating	90% or more satisfaction rate	Annually	An annual rider survey should ask passengers their overall satisfaction with PCT (90% or more indicating they are satisfied or highly satisfied across various metrics)
	Verifiable Complaints per 100,000 boardings	< 10 (0.1% complaint rate)	Monthly and YTD	Customer complaints registered and reviewed internally to assess legitimacy are a good way to track customer experience.
	Spanish Translation Rate for Schedule and Route Info	100%	Annually	Having all route and schedule information translated into Spanish is important to the overall accessibility of system info.

Source: Fehr & Peers, 2022.

Microtransit Performance

Microtransit performs differently with several unique performance characteristics. **Table 39** shows some recent performance of five different microtransit systems in the western U.S., with a couple of urban examples and a few resort examples.

Table 39. Microtransit system comparison

Metric	Montbello Connector (Denver, CO)	Citibus On-Demand (Lubbock, TX)	High Valley Transit (Park City, UT)	START On Demand (Jackson, WY)	TART (Tahoe City, CA)
Data time frame	Oct 2021 – July 2022	Jan 2022 – July 2022	Jan 2022 – July 2022	Jan 2022 – July 2022	Aug 2021
Ridership	32,000	69,000	172,000	88,760	5,689
Passengers per service hour	5.7	1.9	3.6	8.9	4.4
Average Wait Time	19 minutes	28 minutes	N/A	8 minutes	9 minutes
Average Customer Rating	4.8/5	96%	4.7/5	4.92/5	4.94/5
Shared Rides	25%	53%	N/A	32%	31%
Call-in Rides	7%	60%	N/A	N/A	N/A
Average requests per rider	N/A	30	N/A	N/A	N/A
Average Ride Distance or Time	N/A	N/A	4.75 miles	5 minutes	9 minutes

Source: Various performance reports as provided by each agency (2021, 2022).

Park City Microtransit Goals

As a new service that will likely require service adjustments in terms of hours, service zone, and seasonality, it will be important to track microtransit performance separately. Suggested microtransit performance metrics are shown in **Table 40**.

Table 40. Suggested microtransit performance metrics

Performance Measure	Suggested Goal	Frequency of Measurement	Comments
Productivity – peak seasons	5	Monthly and YTD	Based on smaller zone sizes and experience from other agencies, this goal is reasonable.
Productivity – base seasons	3.5	Monthly and YTD	Based on smaller zone sizes and experience from other agencies, this goal is reasonable.

Average Trip Fulfillment (time from request to vehicle arriving)	15 minutes or less	Monthly and YTD	Service should be responsive to help build ridership.
Average Customer Rating	4.8 out of 5	Monthly and YTD	Passengers are asked to rate each trip in the app after trip completion.
Shared Rides	50%	Monthly and YTD	The more rides that can be shared, the more efficient the service is.

Source: Fehr & Peers, 2022.

Reporting and Adjustments

In addition to the measurements and goals recommended above, Park City Transit should regularly report on these metrics to elected officials, key partners, and the general public. Transparency allows for better decision-making and informed service adjustments.

If certain performance metrics are not being met, it is important to evaluate the causes and understand the context. First, evaluate to understand if the unmet measures are a short-term problem or a long-term trend. Having a long-enough period of time to identify problems is key. Staff should also evaluate if some external factor has negatively impacted performance and may be skewing results. And consideration should be given to any service changes, such as implementing a new route, that may take 18 months or more to achieve the suggested goals. New routes and services need time to build awareness and ridership.

Next Steps

As Park City begins to implement the system vision of the SRTP, several next steps should be considered ahead of implementation.

Winter 2022-2023 Service Plan

Park City Transit has already taken the first step in SRTP implementation with the development and launch of its new winter 2022-2023 service plan, which includes pilot programs for many of the SRTP recommendations, including microtransit and park-and-ride routes to Richardson Flat.

The lessons learned from this 2022-2023 season will be important to incorporate into the implementation of the SRTP, including possible adjustments to route and service plans.

SRTP Plan Approval

The SRTP should be formally adopted by the PCMC city council so that it can be an official guiding document that helps supplement and support the Park City Forward Transportation Master Plan.

Community Awareness Building

As previously recommended, it will be important to engage the community ahead of any major route and service changes.

Steps Ahead of New Service Launch

As each year of the SRTP is implemented, the process for readying for launch is shown in Figure 102.

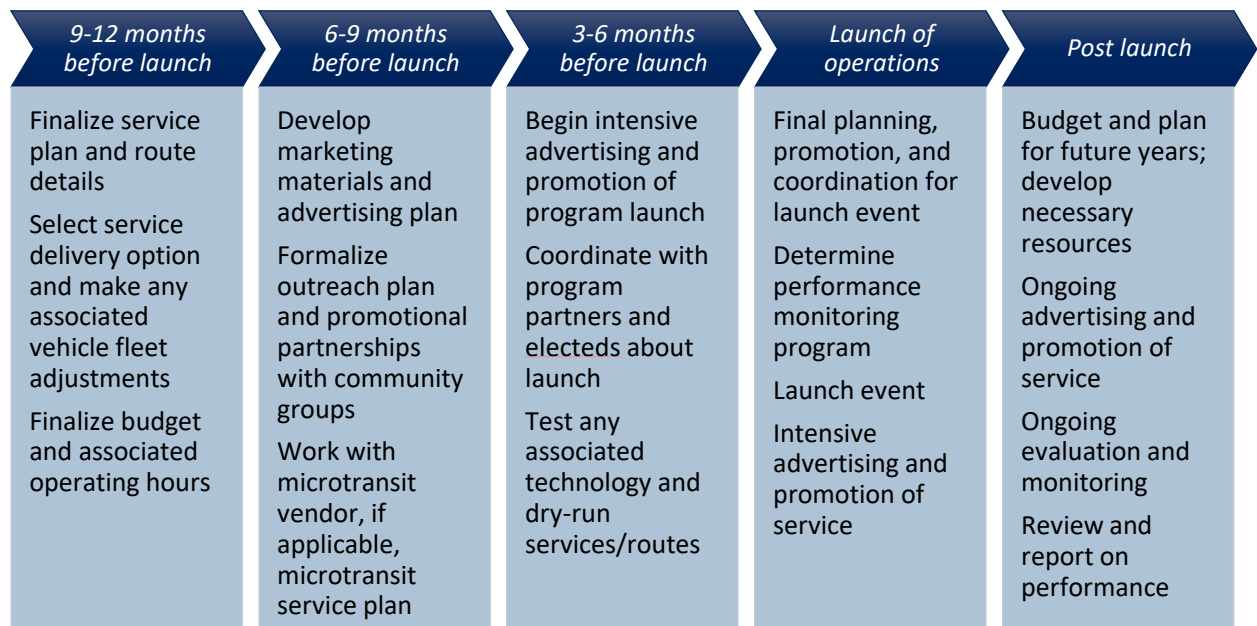


Figure 102. Process for readying service launch

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Information

Agenda Section: WORK SESSION

Subject:

5:15 p.m. - Break

Suggested Action:**Attachments:**

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Landscaping Incentive and Backflow Updates

Suggested Action:

Attachments:

[Water Staff Report](#)

City Council Staff Communications Report

Subject: Landscaping Incentive and Backflow Updates
Author: Jason Christensen, Water Resources Manager
Department: Public Utilities
Date: April 4, 2023

Landscaping Incentive Program

Public Utilities has discussed the launch of a landscaping incentive program with Council most recently on [January 24, 2023](#), and before that on [July 28, 2022](#). This program is intended to support the community's conservation goals and reduce the barriers to the conversion of landscaping into more water-efficient options. Subject to the full program rules, an incentive of \$2.00 per square foot is offered for turf landscaping that is removed and replaced with water-wise and firewise landscaping is listed in [PCMC 14-1-5\(D\)](#).

FY 2023 includes a \$200,000 budget and FY 2024 has an additional \$200,000 budget for this program. Limits of \$10,000 or \$50,000 per property exist, at \$10,000 for single-family and \$50,000 for all others. A website, [available here](#), provides a full outline of the program and provides the necessary forms and information for customers considering this program. Minor improvements to the process have been made such as minimum project size, and clarification to the language to ensure that it is understood that the maximum rebate amount is based on the property. The full application process can be reviewed on the website above.

Public Utilities is working to publicize this program, starting with a [bill insert](#) that went out to all customers on April 3 highlighting the program's impending launch on May 1, 2023. We will also publicize this through social media and other channels as the launch date grows near and are planning for an email campaign to our customers at the same time.

Backflow Testing

Public Utilities provided an update on the Park City backflow prevention efforts on [March 9, 2023](#). Backflow prevention devices are required under the State plumbing code and serve to protect the safety of our drinking water by reducing the risk of contaminants such as cleaners or pesticides entering the drinking water system. Under [Municipal Code](#), and as required by State law, backflow devices are required to be tested annually.

As part of the [SwiftComply](#) software launch, we will send out reminders to approximately 100 Park City residents and customers each month that their backflow devices need to be tested and the results submitted to the City. That number is expected to grow over time. Efforts will focus on education on the importance of

backflow testing and offers of support. Because of the need to protect public health, and in compliance with municipal code, occasionally water services may be terminated until a passing backflow device test is received. Usually, we expect a passing backflow device test will be received by the due date, or after a reasonable extension to the due date upon a showing of good cause.

A webpage that contains an overview of the program is available [here](#).

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Planning

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Dark Sky Week

Suggested Action:

Attachments:

[Dark Sky Week Staff Report](#)



City Council Staff Communication

Subject: Dark Sky Week April 15 to 22, 2023
Authors: Celia Peterson and Rebecca Ward
Department: Environmental Sustainability and Planning
Date: April 4, 2023
Type of Item: Informational

Summary

April 15 to 22, 2023 is International Dark Sky Week – an [International Dark Sky Association](#) (IDA) event to raise awareness about light pollution. In collaboration with the International Dark Sky Association and Audubon Rockies, staff will take the opportunity to remind the community about Park City's Dark Sky Code enacted in 2021 and build understanding about the health, safety, and wildlife benefits that dark skies bring.

Background

International Dark Sky Week is marked every year during the week of the new moon in April and this year it will be observed from April 15 to 22. It is a week to switch off the lights in the evening and marvel at the infinite grandeur of the night sky. The experience of standing beneath a starry night sky inspires feelings of wonder and awe, and encourages a growing interest in science and nature, especially among young people and out-of-town guests.

Light pollution has significantly established economic and environmental consequences, which result in significant impacts on the ecology and human health of communities. Eighty percent of the world's population lives under a dome of light pollution, excessive artificial lighting at night that disrupts natural darkness, and miss out on the visual wonder, as well as ecological and health benefits of living under a dark sky.

Health benefits of darks skies include better sleep and lower levels of stress. Research suggests that artificial light at night can negatively affect human health, increasing risks for obesity, depression, sleep disorders, diabetes, breast cancer, and more. In addition, light pollution represents a waste of natural resources amounting to roughly \$3 billion per year of wasted energy in the United States and contributes to diminished energy security.

Twice each year, billions of birds embark on migrations between wintering and breeding grounds that are many thousands of miles apart. In North America, 70 percent of bird species migrate and, of those, 80 percent migrate at night, using the night sky to help them navigate. Most native songbirds live in grassland or forested habitats that are light-free at night. During nocturnal migration, intense artificial lights can cause birds to collide with windows or walls, or cause them to circle in confusion, leaving them weak and vulnerable during their arduous journeys.

Park City updated its Outdoor Lighting Code in 2021 to align with recommendations from the International Dark Skies Association ([LINK](#)). The Code establishes a maximum of 2,500 lumens per light for Multi-Unit Dwellings with no more than 100,000 lumens per acre, with lighting that does not exceed 3,000 degrees Kelvin. In addition, outdoor lighting fixtures must be fully shielded so that useful light is focused downwards. Updates also address seasonal lights to specify that low-lumen seasonal lights are permitted November 1 to March 1. Residential seasonal lights must be off by 11 p.m., commercial lights off by midnight. Lights for commercial uses in Old Town may be on until 2:30 a.m.

City projects that improve the dark skies include dark sky compliant upgrades to the field lights at Quinn's Junction, street lights, pump stations, the MARC, and the McPolin Barn.

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

2023 Spring Runoff Preparations - FEMA-Designated Special Flood Hazard Areas within Park City Limits

Suggested Action:

Attachments:

[2023 Special Flood Hazard Areas Staff Report](#)

[Exhibit A: Special Flood Hazard Areas](#)

[Exhibit B: March 27 Statewide SITREP](#)

[Exhibit C: Utah NFIP Substantial Damage Resident Fact Sheet](#)

City Council Staff Communication Report

Subject: 2023 Spring Runoff Preparations
Authors: John Robertson, Dave Thacker, Mike McComb
Departments: Engineering, Building, and Emergency Management
Date: April 4, 2023
Type of Item: Informational

Summary

The following is an information report regarding FEMA-designated Special Flood Hazard Areas (SFHA) within Park City limits.

Background

The 2022-23 winter produced a significant snowpack that will increase the spring runoff intensity, typically occurring between mid-April to early June. With this year's snowpack reaching 185% of the 1991-2020 median, we wanted to share information on the limited number of special flood hazard areas (SFHAs) within Park City limits.

The Park City Engineering [webpage](#) contains information on FEMA-designated SFHAs within City limits. The FEMA [map tool](#) linked on that page allows residents and businesses to determine if their structure may be located within those areas. Additionally, the City has launched a [Flood Information Website](#) that includes a variety of resources and information for Park City residents and businesses.

Exhibit A is a compilation of current FEMA SFHA maps for Park City. These maps document areas within City limits with an estimated 1% chance of sustaining flooding, given the right environmental conditions. Therefore, residences and businesses within these identified areas are generally required to carry flood insurance.

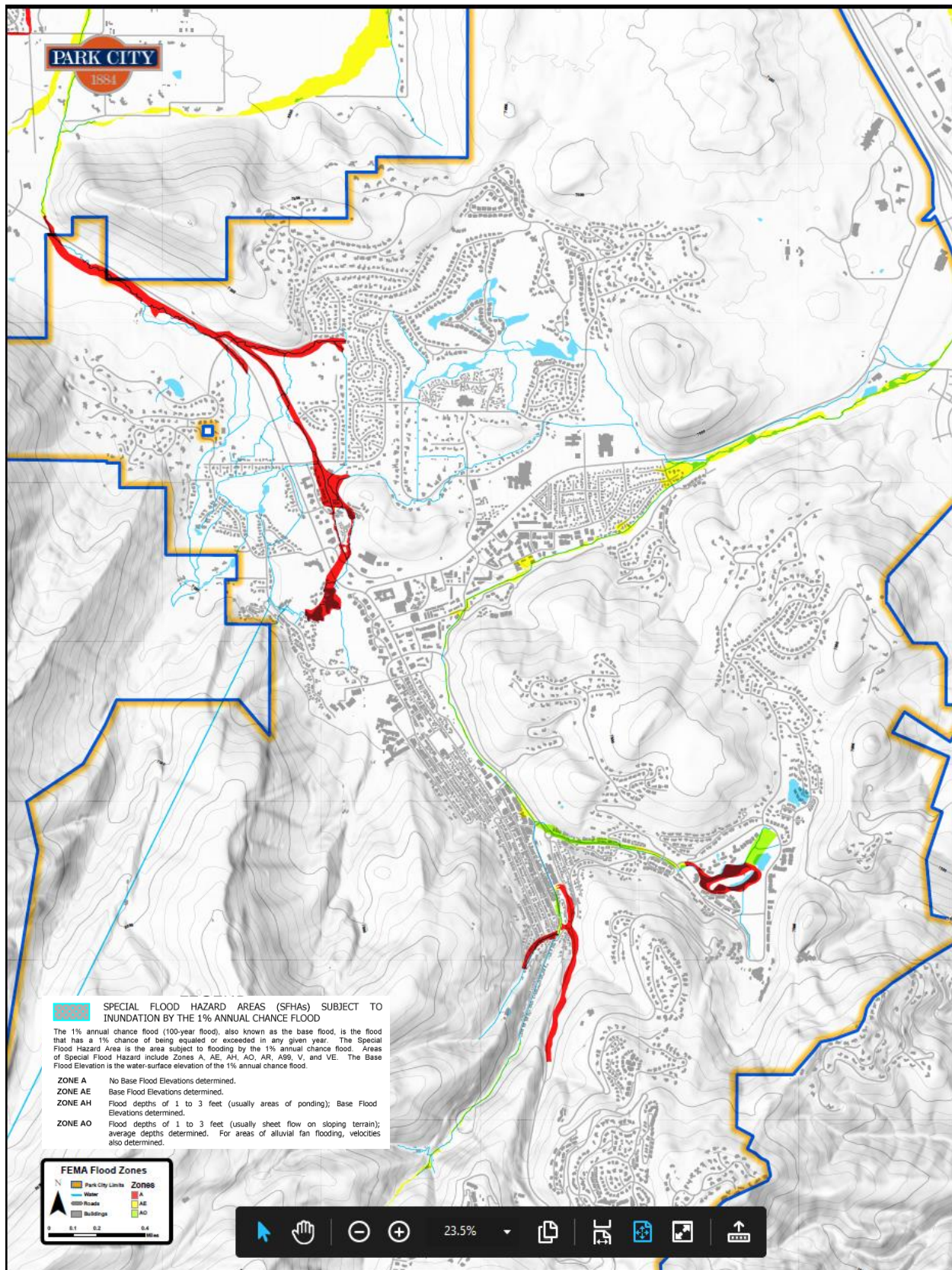
Exhibit B is the most current Statewide situation report on runoff preparations and weather forecasts throughout the State.

Exhibit C is an information reference for residents and businesses located within FEMA-designated SFHAs. Of special note, Federal law requires that structures located within SFHAs that sustain substantial damage (50% or greater of market value) must be restored to comply with local building and floodplain requirements. This is considered an unlikely outcome of runoff within City limits, however, is provided as an information resource for owners.

Residents and businesses are recommended to verify insurance coverage now and regularly check in with their insurance carrier to ensure coverage is adequate and appropriate.

Exhibits:

- A – Current floodplain maps for Park City (84060)
- B – Statewide Situation Report as of March 27, 2023
- C – Resident Fact Sheet – Substantial Damage



Attachment A



STATE OF UTAH SITUATION REPORT

SEOC Status

Level 3
Enhanced
Watch

This information is from the previous 24 hours

March 27, 2023 as of 0700

State Lifeline Status



[CLICK HERE](#) TO SEE A CURRENT MAP FOR INCIDENTS STATEWIDE

Significant State Activity

A lake snow effect will likely cause winter driving conditions in the band between Ogden and Tooele. There is potential for more widespread snow later this week.

Immediate Concerns

- Current flood risk is runoff, snowmelt, and sheet flooding.

Current State (SERT) Actions

- Activated Emergency Support Functions: ESF #1, ESF #5, ESF #15, VDCT, Finance, and Mitigation

Current Operational Requests

- 2 active requests are in progress, regarding State sandbag storage and State volunteer management.

Region 1

- Nothing significant to report at this time.

Region 2

- Nothing significant to report at this time.

Region 3 - Sanpete County

- Active** SR-31 at MP 8-35 (8 MI E of US-89) is closed in both directions due to winter weather conditions. [UDOT]

Region 4

- Nothing significant to report at this time.

Region 5

- Nothing significant to report at this time.

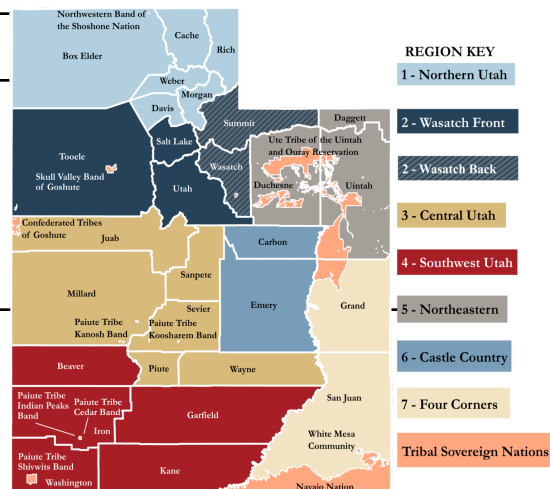
Region 6/7

- Nothing significant to report at this time.

Tribal Nations

- Nothing significant to report at this time.

*Impact and activity information is provided by Local Emergency Management partners, the State Emergency Response Team (SERT), and private and non-profit partners through various coordinating communication channels. *This is a developing situation and information may quickly become outdated. Additional situation reports may be made as verified information becomes available.



TLP: WHITE

Disclosure is not limited.

WEATHER

- **New** Lake-effect snow could potentially impact the Monday morning commute south and east of the Great Salt Lake. [Winter Weather Advisory](#)
- The next storm system will impact the area Wednesday and Thursday bringing widespread mountain snow and a potential for valley accumulations.
- Snowmelt across southern Utah may create locally hazardous backcountry conditions Wednesday and Thursday.
- For a more detailed forecast, click [here](#).

WEATHER RISK OUTLOOK

Risk levels incorporate potential impacts from weather hazards and likelihood of occurrence for a reasonable worse case scenario.

	Sun 3/26	Mon 3/27	Tue 3/28	Wed 3/29	Thu 3/30	Fri 3/31	Sat 4/1
Northern Utah and Uinta County, WY	Snow	AM Snow		Mountain Snow	Snow		
Central Utah				Mountain Snow	Mountain Snow		
Southern Utah				Snowmelt Mountain Snow	Snowmelt Mountain Snow		

Risk Levels Little to None Minor Moderate Major Extreme

*This forecast is accurate as of 3/26/23 at 0944

Lake Effect Snow Tonight into Monday Morning

There is a high chance (65% chance) of lake effect snow tonight. This will cause winter driving conditions for portions of Weber, Davis, Salt Lake, and Tooele Counties.

Lake Effect Band Questions

With very cold temperatures in place, lake effect snow is expected (65% chance).

The main forecast challenges are:

- **Where** the band will develop
- **How long** the band will remain in one place

Current indications place the most likely location of the band from **Ogden to Tooele**.

Accumulations will be heaviest in a more stationary band. Lake effect bands can vary from largely stationary to undulating with time.

Continue to follow @nwssaltlakecity for updates!

Highest Probability Area



= Area most likely to be impacted by lake effect snow

Useful Links for Flooding Awareness:

[NWS SLC Twitter](#) | [Reservoir Levels](#) | [Snow Water Equivalent](#) | [SNOTEL](#) | [Streamflow Gauges](#) | [Avalanche Risk](#) | [Drought Monitor](#) | [Water Dashboard](#) | [River Levels](#) | [NOAA Spring Flood Outlook](#)

Utah Division of Emergency Management

dem.utah.gov

For questions or comments regarding this report, call 801-538-3400 or email esf05planning@utah.gov.

TLP: WHITE

Disclosure is not limited.

Acronyms	
ESF - Emergency Support Function - ESF Purposes	DC - Distribution Center
ESF #1 - Transportation	DNR - (Utah) Department of Natural Resources
ESF #2 - Communications	E - East
ESF #3 - Public Works and Engineering	EO - Executive Order
ESF #4 - Firefighting	ETO - Estimated Time of Opening
ESF #5 - Planning	MI - Miles
ESF #6 - Mass Care	MP - Mile Point
ESF # 7 - Resource Support	NOAA - National Oceanic and Atmospheric Administration
ESF #8 - Health and Medical	NWS - National Weather Service
ESF #9 - Search and Rescue	SERT - State Emergency Response Team
ESF #10 - Hazardous Materials	SNOTEL - SNOpack TELemetry
ESF #11 - Agriculture, Food, Cultural Resources, and Pets	SR - State Route
ESF #12 - Energy	TLP - Traffic Light Protocol
ESF #13 - Law Enforcement	UDOT - Utah Department of Transportation
ESF #14 - Disaster Recovery	US - United States
ESF #15 - Public Information	VDCT - Volunteer and Donations Coordination Team
ESF #16 - Military Support	

SUBSTANTIAL DAMAGE RESIDENT FACT SHEET



Structures located in Special Flood Hazard Areas (SFHAs) that are substantially modified more than 50 percent are required to comply with local building and floodplain requirements. Local community officials (typically floodplain administrators) are responsible for substantial improvement and damage (SI/SD) determinations. These determinations are required for participation in the National Flood Insurance Program (NFIP).

What is substantial improvement and substantial damage?

- **Substantial Improvement:** any reconstruction, rehabilitation, addition, or other improvement of a structure, the cost of which exceeds 50 percent of the market value of the structure before the start of construction of the improvement.
- **Substantial Damage:** damage of any origin sustained by a structure whereby the cost of restoring the structure to its before-damaged condition would equal or exceed 50 percent of the market value of the structure before the damage occurred.

What does market value mean?

- **Market value:** the price at which a property will change hands between a willing buyer and a willing seller; refers to the market value of buildings and structures, excluding the land and other improvements on the parcel.

What happens if my structure is declared as substantially improved?

- To complete the improvements on the structure, you must comply with your local minimum elevation requirements. These will be found in your local floodplain management regulations. Check with your local floodplain administrator to see what the current elevation of your structure is.

How will I know if my structure is considered substantial improved/damaged?

- Residents are notified of the need to comply with floodplain regulations via letter. This letter will state that the structure must be elevated to the height specified in the local code. The letter will also include the calculations and estimated values used to make this determination, in addition to next steps to take to bring the structure back into compliance.

What happens if my structure is determined to be substantially damaged?

- Residents must comply with local floodplain standards when rebuilding/repairing damage. A structure that is designated as substantially damaged often requires a retrofit, a raise in elevation, or change to comply with the ordinance.

What if I don't bring my structure into compliance with local floodplain standards?

- Failure to bring the structure into compliance puts the community at jeopardy of being eligible for the National Flood Insurance Program and the ability to apply for federal assistance following a disaster.

Where can I learn more about the SI/SD process?

- For general flood insurance information, contact your insurance company or agent.
- Visit <https://dem.utah.gov/hazards-and-mitigation/nfip-national-flood-insurance-program/> for more information on the NFIP in Utah.

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Information

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Ranked Choice Voting

Suggested Action:

Attachments:

[RCV Staff Report](#)

City Council Staff Communications Report

Subject: Ranked Choice Voting

Author: Michelle Kellogg, City Recorder/Election Official

Department: Executive

Date: April 4, 2023

Type of Item: Informational

Several Council members and the Mayor recently expressed an interest in studying Ranked Choice Voting (RCV). Given that the 2023 Municipal Election is about to get underway and the Lt. Governor's Office requires that all cities using RCV must notify them by April 28th, we do not have the time nor ability to contemplate a major change in the administration of our local election process. However, we are prepared to respond to Council's request after the 2023 Municipal Election has concluded.

Background

Ranked Choice Voting (also known as instant runoff voting) has voters rank the candidates in order of preference. If someone wins over 50% of the votes during the first round, they are the winner. But if no one crosses that threshold, the last place finisher is eliminated, and that candidate's supporters are reallocated to their next backup choice. That process is repeated until someone wins over 50% of the votes.

In 2018, the Utah State Legislature passed [HB 35](#) that established a pilot program in which cities can use RCV. This is a relatively new voting method and cities that signed up for the program are learning and experiencing the outcomes real-time. Like any new or emerging election methodology, there are many proponents and opponents of RCV.

Analysis

On March 24, several Council members and professional staff attended a RCV forum at Utah Valley University. Former Governor Herbert announced that UVU was researching RCV and would provide a final report by October, 2023. The following is a summary of the forum:

- Speakers and Panelists:
 - Amelia Gardner, Utah County Commissioner and former Utah County Clerk
 - Julie Fullmer, Vineyard Mayor
 - Kelleen Potter, RCV Executive Director
 - Marc Roberts, State Representative for Santaquin (RCV Bill Instigator)
 - Derek Monson, Sutherland Institute Vice President of Policy
 - Doug Welton, House District 65 – Payson
 - Josh Daniels, former Utah County Chief Deputy Clerk
 - Christie Welsh, Vineyard Council Member
- Pros:
 - Higher voter turnout
 - Promotes civility in elections
 - No Primary Election needed

- In 2019, 86% of voters surveyed in Payson and Vineyard liked RCV
- Lower cost for candidates and municipalities
- Election focus was two or three months instead of four to six months
- Cons:
 - Educating residents and language barrier for some voters
 - Bullet voting – only voting for one candidate keeps voters from being part of subsequent rounds of ranking on Election Day. The voters complained their votes did not count. This problem could only be solved with online voting, which would force voters to rank all candidates before submitting their ballots.
 - Confusion on recounts

A couple of questions were taken from the audience at the conclusion of the forum.

Ryan Mecham, Sandy City Council, stated RCV was a disaster for Sandy. There were a lot of legal opinions about the recount. There were 4,000 people who had votes that didn't count because they didn't rank everyone. Welton stated voting for a candidate who isn't the favorite wasn't new and referred to presidential primaries. Roberts stated Sandy City's experience was unfortunate. He thought there was an effort by people against RCV to encourage voters to only vote for one person. Monson clarified voter's choices might be eliminated in the ranking process, but RCV gave voters more options.

Aaron Davidson, Utah County Clerk, stated RCV was an example of an exhaustive ballot. He didn't like RCV. In general, he thought voters might like one to four candidates, but they didn't like the bottom four candidates. If they voted for all the candidates, they would go through all the rounds. He thought this was a shortfall. You should only vote for people you agree with or could live with. The denominator was reduced to get 50% of the vote when all candidates had to be ranked. He didn't think under-voting was a negative thing.

Monson thought it was good for candidates to see where their support came from, whether from the first round, second, third, and so forth. Then they would know if they had a strong mandate or a weak mandate. Daniels stated it was common to have a low approval rating. He didn't think a lower ranking was negative. Voters looked at candidates through different lenses. Welton stated he thought it would be good to have a discussion with representatives from both sides of the issue in the future.

One benefit promoted by RCV advocates is cost savings. In a recent [Deseret News Article](#), Sherrie Swensen, the outgoing Salt Lake County Clerk was interviewed and stated,

"We grossly underestimated the cost. Additional costs were incurred at the county level from the additional time and energy the clerk and staff had to devote to designing and providing instructions for ranked-choice voting ballots which were much longer and more complex than traditional ballots. The cost of these new ballots went beyond tax dollars. I think the biggest challenge really was

voters understanding what this new ballot format was and why it looked like this. The way I see it, for the people like those who called my office and said, 'We don't understand this' and 'I'm only going to pick one', and then you have others who rank all the candidates, I'm not sure it's a level playing field with voter understanding."

In summary, the forum seemed to support RCV with the only negative comments coming from the audience or jurisdictions involved in the pilot programs. Some issues that should be addressed are:

- Selection of multiple open seats on a ballot
- Voters can rank their top 10 candidates on a RCV ballot. Candidates 11 and up aren't ranked.
- Vineyard and Payson voter surveys might not be representative statewide. For example, Heber City issued a voter survey after using RCV in 2021 and 41% of respondents were in favor, 36% were against, and 23% didn't know.
- Budget implications for educating the public versus the cost of a Primary Election.

Clear, transparent, and predictable municipal elections are a top priority for any local City or town. Trust in the election process, how it works, schedules, and methodologies are paramount to effective governance. As a result, we plan to convene Council study sessions with representatives from cities that used RCV, the Summit County Clerk, Lieutenant Governor's Office, and the Park City Recorder after the 2023 Park City Municipal Election has concluded. This will ensure there is no voter confusion and enable any changes in methodology to be completed without the pressure of an existing election process.

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: CONSIDERATION OF MINUTES

Subject:

Consideration to Approve the City Council Meeting Minutes from March 9 and 16, 2023

Suggested Action:

Attachments:

[March 9, 2023 Minutes](#)

[March 16, 2023 Minutes](#)



PARK CITY COUNCIL MEETING MINUTES - DRAFT
445 MARSAC AVENUE
PARK CITY, SUMMIT COUNTY, UTAH 84060

March 9, 2023

The Council of Park City, Summit County, Utah, met in open meeting on March 9, 2023, at 2:45 p.m. in the City Council Chambers.

Council Member Gerber moved to close the meeting to discuss property at 2:45 p.m. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, Rubell, and Toly

EXCUSED: Council Member Dickey

CLOSED SESSION

Council Member Dickey arrived at 2:50 p.m.

Council Member Toly moved to adjourn from Closed Meeting at 3:50 p.m. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

STUDY SESSION

Community Waste Reduction Strategies Discussion:

Luke Cartin, Environmental Sustainability Manager, presented this item and noted this was a continuation of the waste reduction discussion from the March 3rd Council retreat. He stated he looked at Salt Lake City's ordinance for multifamily and nonresidential solid waste and recycling services, and indicated it was broken down into generator, hauler, and special event regulations. The requirements for waste generators who generated more than 96 gallons of solid waste or recyclable items per week would be to contract with a recycle company. Waste haulers would have to be authorized to haul within the City boundaries. There would be regulations set up for haulers. He noted part of the waste plan would include having rules for large special events.

1 Cartin stated some feedback on the plan included a suggestion to designate a shared
2 area for food waste or glass for self-haulers. He noted if this was approved, a timeline
3 needed to be set up. He thought it would be important to notify haulers to see if and/or
4 when they could handle the increased capacity. Mayor Worel asked if there was
5 something written in the Salt Lake City ordinance to share space for small generators.
6 Cartin stated a business district could have one designated space for all the small
7 businesses in that area. He thought the districts were already headed in that direction.
8

9 Council Member Rubell didn't want to create a financial hardship on the commercial
10 sector. Cartin indicated there wouldn't be a big threshold to come into compliance for
11 most businesses. Council Member Dickey clarified it would not affect the residential
12 areas. He asked if the 96-gallon regulation applied to all multifamily residences or to
13 each residence, to which Cartin stated it would apply to the entire property. Council
14 Member Dickey asked if there were times when more than 50% threshold went to the
15 landfill. Cartin indicated the intent of the recovery facility was to keep things out of the
16 landfill. Council Member Dickey indicated he did not want waste to be a burden.
17

18 Council Member Gerber agreed with Mayor Worel that there needed to be some area
19 coordination plans in order to help with traffic. Council Member Doilney thought food
20 waste was the largest piece of the plan. He wanted to figure out who the haulers would
21 be and coordinate the service. He stated some aspects, such as the odor of food waste,
22 should be considered. Overall, he thought people were ready to implement this plan.
23

24 Council Member Toly had some concerns with space and gave examples of multiple
25 bins in different rooms of a business. She noted the health department would not allow
26 food to sit in a restaurant overnight, so there needed to be designated areas for the
27 waste. In general, she was a proponent of the plan, but didn't want it to be a cost
28 burden. Cartin indicated there were tight spaces on Main Street, but some restaurants
29 were making the effort and succeeding. He wanted people to think of ways to reduce
30 the quantity of waste that went to the landfill. He asserted compactors were needed and
31 the bins needed to be hauled daily to eliminate odor.
32

33 Council Member Toly requested having a campaign on reducing consumption so there
34 wouldn't be as much waste. Council Member Dickey asked if Salt Lake City required
35 businesses to separate the waste, to which Cartin stated they did not open bags to
36 verify waste from recyclable trash. Council Member Toly wanted to discuss the concept
37 with stakeholders. Council Member Gerber felt the process might take a while and
38 suggested the discussions with haulers should begin now. She also suggested starting
39 on other parts of the plan as we are able to. She encouraged groups to work together.
40 Cartin stated the Special Event code could be updated to include this plan and an

implementation deadline set. Council Member Doilney liked the code suggestion and felt the City should get started as soon as possible.

WORK SESSION

Affordable Housing Development Update for 1875 Homestake Road:

Jason Glidden, Housing Manager, and Rory Murphy, Ryan Davis, and Chimso Onwuegbu, J Fisher Companies, were present for this item. Murphy stated the development would be called the Engine House. Onwuegbu reviewed that he delved into the history of the area and wanted to tie the development into the mining history and railroad. The creative strategy for the project revolved around the dare devil and the mindful millennial. There would be amenities such as dog washing areas and shared spaces. They were also working to make the building energy efficient and sustainable.

Murphy noted the project received a unanimous recommendation from the Planning Commission. They overparked the area in response to neighbor requests. He also researched electric and magnetic fields (EMF) in response to concerns and reported there was no danger from the nearby substation per several emission readings.

Murphy stated there was concern about overcrowded units. He talked with Mountainlands Community Housing Trust and they related the norm for their developments held one person per room. He also indicated they received low-income tax credits, although the higher interest rates had created problems. He also indicated there was some contaminated soil that would be removed before construction began.

Mayor Worel asked if the plaza would cut through or if it was contained. Murphy stated it was contained and would be a play area for children. Council Member Doilney referred to the development agreement and noted there were some provisions that would probably be modified in the Planning Commission discussion.

Council Member Toly thanked them for their diligent research on EMFs. She stated additional power would go into the substation and wondered how that would affect the readings. Murphy indicated Pacificorp could present to Council and could answer those questions. Council asked for Pacificorp to come to a future meeting. Council Member Toly asked for information on the lobby as a gathering space. Onwuegbu stated the lobby would be about 2,000 square feet and it was still being planned. Council Member Toly asked how the parking would work. Davis stated each unit would be assigned one parking stall. There were five extra stalls underground that could be used as needed. There would also be 12 surface stalls for employees, visitors and rideshare. Council Member Toly asked if there was a plan once the streets were completed to prevent an overflow of second cars. Glidden indicated he was working with Parking Services and

1 they suggested creating an overlay similar to the Old Town area, where there would be
2 resident permits allowing people to park there for no longer than 72 hours. It would
3 allow short-term parking for visitors. He hoped to test the program this summer. Council
4 Member Toly asked if bus stops would be added to Homestake, to which Glidden
5 indicated he was not aware of any plans to put buses on that street.

6
7 Council Member Rubell referred to the substation and asked if the units near the
8 substation would be mixed or only affordable, to which Davis stated it would be mixed
9 affordable and market rate units. Council Member Rubell asked for more information on
10 the development's sustainable efforts. He also asked for concrete parking information.
11 Davis stated the sustainable features could be added as an amendment to the ground
12 lease and they would take out the word "anticipated" from the document. Council
13 Member Rubell asked about the City's contribution to the project and wanted a deeper
14 conversation on the cost. Glidden asked if Council Member Rubell was including the
15 cost of the land, to which Council Member Rubell stated he wasn't including that.

16
17 Council Member Dickey indicated he was a liaison on this project. He thought the
18 developer did great work on the EMF issue and he was satisfied with the data. Council
19 Member Gerber thanked the developer as well. She was surprised to know that parking
20 was not reduced, especially since the development was close to transit and a grocery
21 store. She asked for a future discussion for parking in an affordable master planned
22 development (AMPD). She also noted parking would increase the cost of the project.

23
24 Mayor Worel opened the public input.

25
26 John Greenfield stated this project needed to be done right. If the substation needed to
27 be moved, then it should be moved. He indicated 107 units were 60% area median
28 income (AMI) or above. Only four percent of the units were 40%-50% AMI. Twenty
29 percent of the units were market rate. He hoped Council could contribute more to the
30 project to bring down the rent.

31
32 Megan McKenna, Mountainlands Community Housing Resource Center, stated they
33 were very supportive of the development. She noted homeless employees from the
34 community came to Mountainlands frequently to look for housing. Their affordable
35 rentals had a two-year waitlist. This was an example that there was a serious need for
36 affordable housing.

37
38 Peter Tomai commended the Council for embarking on this public/private partnership.
39 He felt in the end, the City's contribution to the development would be a huge win. He
40 encouraged everyone to keep moving forward.

1 Hailee Hernandez, Christian Center Basic Assistance Needs Coordinator, stated she
2 collected data on homelessness across Summit and Wasatch County and the average
3 time of being homeless was over three months. Personally, she loved working in the
4 community, but she couldn't afford to live here.

5
6 Carolyn Wawra, Recycle Utah, indicated she worked in the Homestake area and
7 thought it was a great area for this development.

8
9 John Kenworthy eComment: "So that the record is clear, I also have a hard time
10 understanding why the EMF study has not had more testing and data recorded
11 alongside each recording's specific date and time. Has this testing and documentation
12 satisfied the code... I really don't know. Has it satisfied a single expert? As stated on
13 the record - I think not. And now that these reports are coming together I want it clear
14 that it is my opinion that this is to be a policy decision made by our city council. We
15 should also acknowledge that the current surrounding/abutting land uses are not as
16 vulnerable as an apartment building will be. Personally, I doubt this surrounding land
17 use was granted by accident. I am not even sure who is the lead on EMF testing,
18 documentation and analysis. I have and continue to agree with Bill that we need a
19 reliable base line. Obviously if an independent city consultant on this project cannot
20 sign off on the health and safety of this site or define what it would take to get someone
21 to do, then we have to be transparent that safety concerns are "unknown". In this
22 scenario, I would suggest at a minimum, that legal should be preparing documentation
23 that tenants will be required to sign off on prior to occupancy. Again, something that city
24 council signs off on. Painfully, the health and safety conclusion we all desire may only
25 be achieved by moving the proposed apartment building away from its current proximity
26 to these power lines. We have all been told repeatedly that electromagnetic fields like
27 those from power lines decrease dramatically as you move or live farther away from
28 them. So, my remaining questions are still quite simple. How far away from "these
29 abutting power lines" are we comfortable with for both current and future EMF levels?
30 And who is willing to sign off on the distance that the applicant is requesting when the
31 experts are not willing to do so? Commissioner Johnson your extended efforts do not go
32 unappreciated."

33
34 Mayor Worel closed the public input.

35
36 **REGULAR MEETING**

37
38 **I. ROLL CALL**
39

Attendee Name	Status
Mayor Nann Worel	Present

Council Member Ryan Dickey Council Member Max Doilney Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	
None	Excused

1
2 **II. APPOINTMENT**

3
4 **1. Consideration to Approve the City Manager's Proposed Appointment of Nike**
5 **Noack as the City Treasurer of Park City Municipal Corporation:**

6 Mindy Finlinson, Finance Manager, stated the Treasurer was an appointed position and
7 she proposed Nike Noack to fill the position. She noted Noack would be moving here
8 from California.

9
10 Council Member Gerber moved to approve the City Manager's proposed appointment of
11 Nike Noack as the City Treasurer of Park City Municipal Corporation. Council Member
12 Doilney seconded the motion.

13 **RESULT: APPROVED**

14 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell, and Toly

15
16 **III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

17
18 **Council Questions and Comments:**

19 Council Member Gerber thanked everyone for the great Council Retreat. She noted
20 Council received an email on the Childcare Stabilization Act. She requested a
21 discussion on childcare with Kristin Schultz with Early Childhood Alliance. The Council
22 members agreed and Council Member Rubell asked that a staff member issue an
23 opinion on the data.

24
25 Council Member Rubell reviewed the Sled Derby was a success, and he hoped it would
26 become an annual tradition. There was a Fire District Board meeting, and the Fire Chief
27 expressed gratitude that he could present to Council at the retreat.

28
29 Council Member Doilney also thanked everyone for the retreat discussions and thought
30 they were very impactful. He requested a study session to discuss the Ranked Choice
31 Voting (RCV) process. He thought it would eliminate primaries and shorten the process.
32 He asked for information regarding who would do the work and how it would impact

Summit County. The Council members agreed to discuss it. Matt Dias suggested having cities that used RCV come for that discussion, as well as the County Clerk and City Recorder.

Council Member Toly thanked Mayor Worel for the State of the City event. She announced microtransit service was available throughout 84060. She thanked Public Works for keeping the roads plowed. She asked for an update on the snowmelt.

Mayor Worel stated yesterday there was an employee appreciation lunch for Public Works and Emergency Management and they discussed plans being made for the thaw. She thanked the Communications team for helping with the State of the City event.

Staff Communications Report:

1. SwiftComply Launch for City Cross-Connection Control and Backflow Prevention Program:

IV. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Bob Theobald stated the State of the City report was good. He complained at the December 9th meeting and to date he hadn't heard anything. On February 16th, he submitted reports on various issues and he wanted to know if Council was going to respond.

Alex Butwinski stated Council had two critical priorities: Housing and Transportation. He complained about the inconsistencies in Transit and asserted dependability was important to users. The Info Point app was off too. He also noted all the buses went to Park City Mountain and he didn't think that was the most effective system. It took 45 minutes to get to Deer Valley Resort. He knew there was a bus driver shortage and suggested paying them more.

Rachelle Flinn indicated she worked at People's Health Clinic and her daughter went to PC Tots. She needed the roads plowed and she needed to have a safe place for her daughter. She requested affordable childcare for the community.

1 John Greenfield supported affordable childcare. He talked about Richardson Flat Park
2 and Ride, and thought there seemed to be joy over its use. Council wanted to pursue
3 the Gordo site for a park and ride as well. He reminded Council that Richardson Flat
4 was the worst option for a park and ride and hoped Council would consider the success
5 that a Quinn's Park and Ride would generate. He liked digital signs at bus stops. He
6 also suggested housing transit drivers at the Gordo site.

7
8 Aldy Milliken, Kimball Art Center Executive Director, noted Betsy Wallace with
9 Sundance Institute announced her retirement this week. He honored her work with
10 Sundance and her partnership in the efforts to promote the arts and culture district.

11
12 Karen Riley eComment: "Thanks for taking the time to hear our family's story about
13 childcare... There is a serious childcare crisis in Park City, both in capacity and
14 affordability. We have been so unbelievably fortunate to have depended on PC Tots for
15 the last 5.5 years. We are two full-time working parents who work in Park City. We got
16 on the waitlist for our first child at 8 weeks pregnant. We were accepted 11 months after
17 being on the waitlist...this was in 2017. It all worked out but it was stressful at that time
18 with only a few weeks left of maternity leave and no definitive childcare in sight. Fast
19 forward to 2019, our second child was on the way and we got on the waitlist at 4 weeks
20 pregnant. We were finally accepted after 12 months on the waitlist, solely because there
21 was a sibling enrolled at the same school (school policy to give priority). During the first
22 week of childcare and Mom's first day back at work, the world shut down. PC Tots
23 closed for 4 months and we were forced to find alternate childcare during that time while
24 we attempted to work full-time. At the end of the day, one parent's take-home pay was
25 \$1/hour after paying a babysitter to continue to work to maintain insurance benefits for
26 the whole family. PC Tots has been an unbelievable resource for our community. Had
27 we not been so fortunate, back in 2017 when we started at PC Tots, one parent would
28 have been forced to leave the workforce. This is unacceptable in a community where
29 we seem to have solutions to almost every problem, though this continues to persist.
30 The dream would be for every single child in Park City to access childcare at an
31 affordable cost. If the community can raise \$5.2 million in one single day (Live PC Give
32 PC, 2022), we can accomplish anything...what better place to start than with kids, the
33 future of our community?"

34
35 Mayor Worel closed the public input.

36 37 **V. CONSIDERATION OF MINUTES**

38 39 **1. Consideration to Approve the City Council Meeting Minutes from February 2** 40 **and 16, 2023:**

Council Member Doilney moved to approve the City Council meeting minutes from February 2 and 16, 2023. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

VI. CONSENT AGENDA

1. Request to Approve the Professional Services Agreement for Historic District Design Guidelines Illustrations with lo LandArch, in a Form Approved by the City Attorney, in an Amount Not to Exceed \$40,000:

2. Request to Authorize the City Manager to Execute a Professional Services Agreement, in a Form Approved by the City Attorney, with Bowen Collins and Associates Inc., to Provide Engineering Services for the 2023 Water Engineering Service Project, in an Amount Not to Exceed \$100,000.00:

3. Request to Authorize the City Manager to Execute a Contract for Environmental Regulatory Consultant Services, in a Form Approved by the City Attorney, with Terracon Consultants, Inc, in an Amount Not to Exceed \$44,000 Plus 10% Sampling Contingency Costs:

Council Member Doilney moved to approve the Consent Agenda. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

VII. OLD BUSINESS

1. Consideration to Approve Ordinance No. 2023-10, an Ordinance Amending Land Management Code Section 15-5-5(N) Landscaping and Section 15-15-1 Definitions:

Spencer Cawley and Lillian Zollinger, Planning Department, presented this item. Cawley reviewed the current code was difficult to read and interpret so staff was given direction to identify opportunities to improve water conservation. The Water Department offered incentives and there were updated state regulations. He noted that currently when a landscape plan was submitted to the Planning Department, plant materials needed to be clarified. Staff reorganized the code and coordinated it with the Wildland Urban Interface. A website page would be created that would list water-wise plants.

1 Mayor Worel asked if most of the plants were available locally. Cawley indicated he was
2 trying to have a lot of local plants available. Council Member Rubell liked the website
3 idea and asked if it would include fire wise practices. Cawley indicated he could include
4 the recommended distance vegetation should be from a residence on the webpage.
5 Council Member Rubell asked if this would be for a landscape overhaul. Zollinger stated
6 small projects would not require an overhaul, but this was required for any project that
7 had grading/excavation. Council Member Rubell asked if the code could capture major
8 landscaping. Zollinger stated the code included provisions for construction and
9 development activity, but she could clarify the language. Council Member Rubell stated
10 this should apply when someone was pulling up landscape to put in something new. He
11 also asked about artificial turf. Zollinger stated it was allowed in the code as an option,
12 but it was discouraged. She stated the artificial turf didn't require water, but water was
13 used to make it and water could not soak into the ground when it was used.

14
15 Council Member Dickey asked about the invasive species language. Zollinger indicated
16 the recommendation was to encourage residents to remove noxious weeds. Under the
17 current code noxious weeds didn't have to be mitigated on empty lots. Council Member
18 Toly asked how much of the yard could be used as a garden and if vegetables could be
19 part of this code. Zollinger stated the code required 50% of the yard to be water wise so
20 a garden could take the other 50%. Council Member Toly asked if landscapers could be
21 certified for Park City water-wise. Zollinger stated that was something that could be put
22 on the website. Margaret Plane, City Attorney, indicated the City tried to avoid
23 recommending some services over others, but there could be a public service campaign
24 for what to look for in a landscaper.

25
26 Mayor Worel opened the public hearing.

27
28 Bob Theobald commended staff and the Planning Commission for looking into this. He
29 asked what would trigger the landscape plan. He thought the language for the trigger
30 was removed.

31
32 Sean Kelleher hoped the website would quantify how much would be saved by utilizing
33 the water-wise plants. He was surprised that cisterns weren't mentioned in the code.
34 He noted his water was reduced because he had one and thought they made financial
35 sense.

36
37 Mayor Worel closed the public hearing.

38
39 Council Member Rubell moved to approve Ordinance No. 2023-10, an Ordinance
40 Amending Land Management Code Section 15-5-5(N) Landscaping and Section 15-15-
41 1 Definitions with amendments to add language that major landscape remodels would

be required to utilize the plans, and to keep metrics during this landscape season to understand how many requested artificial turf and how much grass was used. The motion failed for lack of a second.

Council Member Rubell moved to approve Ordinance No. 2023-10, an Ordinance Amending Land Management Code Section 15-5-5(N) Landscaping and Section 15-15-1 Definitions with an amendment to add or clarify language that major landscape remodels would be required to comply with this ordinance as well. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

Council Member Rubell requested that staff keep metrics this landscape season to understand the number of requests for artificial turf and the approvals of natural turf and return to Council next winter for further discussion. The Council agreed to that request. Council Member Toly asked if cisterns were included in the code. Zollinger stated it wasn't but it could be on the website.

2. Consideration to Approve Three Easements to Rocky Mountain Power for Transmission Lines and Underground Distribution Lines Across City Property:

Dave Gustafson, Project Manager, with Luke Henry and Luke Cartin presented this item. Gustafson noted Mayor Worel met with Mark Fisher regarding his property. He stated the distribution lines were being put underground to the substation. For one segment of the route, he would need to get approval.

Council Member Rubell asked if there was urgency to get the transmission lines in place. Gustafson stated Rocky Mountain Power (RMP) had a lot of projects, so if this project wasn't able to move forward, they wouldn't get back to it for a long time. Council Member Toly asked if the underground lines would go through the cemetery, to which Gustafson stated they would not.

Council Member Doilney asked about visual impacts when the lines went in and out of the ground. Gustafson indicated there was a large pole where the lines would come from the ground to the substation.

Council Member Gerber indicated this item was continued so Mayor Worel and Council Member Rubell could talk to Mark Fisher. Mayor Worel stated they met with Fisher, but this was not discussed. Fisher submitted a letter that was included in the public record. Council Member Doilney asked for information on when RMP could get back to the project if it was delayed now. Council Member Rubell related he heard Fisher's

1 concerns, but he didn't meet with RMP. He recommended having a discussion as part
2 of the Bonanza Park Small Area Plan and collaborate with RMP on good solutions. He
3 asked if this item could be continued until late June. Council Member Gerber felt June
4 was late. She understood RMP had a timeline and didn't want this to drag on. She
5 wanted information on how much it would cost to underground the substation and she
6 also asked if Council could only approve Exhibit D, and then Council Member Rubell
7 could meet with RMP. Gustafson stated they would be undergrounding this summer. He
8 asked what questions Council had for RMP. He noted undergrounding would be costly.
9 It might cost \$25,000 just to do the study on undergrounding the substation. The
10 undergrounded lines would have to come up at some point.

11
12 Mayor Worel opened the public input. No comments were given. Mayor Worel closed
13 the public input.

14
15 Council Member Doilney wanted to move forward with the project because three years
16 of work had been put into this, but he understood it was a good time to request this from
17 RMP. He asked if this could be brought back for approval on May 11. Gustafson stated
18 he would ask, but RMP had other related projects in the area too. He would contact
19 RMP to get a project timeline.

20
21 Council Member Dickey thought it would benefit the Council to have answers to the
22 question of undergrounding the substation. He hoped it would only take a couple
23 months. Cartin indicated it would be hard to get strong pricing on the underground
24 project within two months, but they might give a ballpark figure by then. Council Member
25 Doilney stated the price given a while ago was \$60 million and he didn't think it would
26 drop. He wanted to see the cost to underground the distribution lines, and asserted if we
27 couldn't get it, he was ready to move forward. Council Member Gerber stated this was
28 important to Council Member Rubell and she thought waiting would be worth it. She
29 hoped for a price range within two months. If there were better options, she was willing
30 to continue the item while more information was gathered. If those options did not look
31 attainable or affordable, she favored moving forward with the project as presented.

32
33 Cartin stated there were two easements in the Bonanza area and another one that was
34 outside the water protection area. Cartin stated he would come back to Council with a
35 clean easement to adopt. Council Member Dickey favored trying to negotiate a different
36 deal that included moving the substation and undergrounding the lines. Council Member
37 Doilney didn't support restudying things the City already knew was a waste.

38
39 Mayor Worel summarized there was consensus for her and Council Member Rubell to
40 meet with RMP. There was also urgency to approve one of the easements.

Council Member Gerber moved to approve Easement PCA-110-G-1-X to Rocky Mountain Power for transmission lines and underground distribution lines across City property. Council Member Dickey seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

Matt Dias, City Manager, outlined the next steps would be to negotiate with RMP as soon as possible. Based on the outcome, a report would be given to Council and a determination would be made on whether to bring this item back to Council.

Council Member Rubell moved to continue Easements SA-224-X, PCA-110-X, SCCS-C-X, CRKSD-2-X, and PACA-900-A-X to Rocky Mountain Power for transmission lines and underground distribution lines across City property to a date uncertain. Council Member Gerber seconded the motion.

RESULT: CONTINUED TO A DATE UNCERTAIN

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

3. Consideration to Approve Resolution 03-2023, a Resolution Adopting Procurement Rules for Park City Municipal Corporation:

Sarah Pearce, Jed Briggs, Cate Brabson, and Kirsten Darrington presented this item. Pearce indicated the current procurement policy was 20 years old. She proposed three main areas for amendments: increase the City Manager's approval authority over most contracts to \$100,000, establish a \$30,000 small purchase threshold, and adopt protest and appeal rules. Briggs stated the Summit County manager had approval authority for purchases up to \$500,000. Part of this request was for efficiency reasons. Other reasons included inflation, the City had a bigger operating budget now, and there were more contracts in general.

Brabson stated the new procurement policy would set forth the City Manager as the overall procurement official, but each department would have a procurement coordinator. She noted the proposed process came from the state code, but they added additional rule making. She reviewed the small purchase rules for purchases up to \$30,000. She noted the exemptions, exceptions, and waivers in the policy were also taken from state code. Brabson explained that the City would opt-in to the state process when there were incidents of protests and appeals.

Darrington provided the administrative process based on the information they gathered from the state and staff. They updated purchase guidelines, procedures, and training. Briggs stated there would be a budget request this year for a procurement manager.

1 This position would be a guide for the City departments, and the manager would train,
2 have oversight, give support and guidance, and track the contracts for budgeting.

3
4 Mayor Worel asked if the procurement manager would track when contracts expired.
5 Briggs stated there would be a complete contract tracking list. Council Member Dickey
6 asked if the manager would become the procurement official, or if that title would remain
7 with the City Manager. Brabson stated the procurement manager would make decisions
8 on individual procurements and the City Manager would be over procurement in
9 general. Council Member Dickey thought it would be awkward having the same person
10 being the procurement official and the protest officer. Brabson gave an example of a
11 potential protest and stated the state code allowed this provision. Council Member
12 Dickey asked for a regular staff communication report so Council could see the
13 contracts up to \$100,000. Margaret Plane, City Attorney, stated the contracts would be
14 on Laserfiche, but they could come to Council quarterly too.

15
16 Council Member Toly asked for detail on when the City would use a request for
17 qualifications (RFQ) versus a request for proposals (RFP). Brabson stated staff could
18 choose which one to issue in some cases. But for some contracts, the RFQ was
19 required before the RFP. Council Member Toly clarified stakeholder groups would be
20 formed by the City Manager and not the procurement manager. Plane stated the
21 procurement official would select the selection committee. Pearce indicated the
22 manager could not sit on every selection committee, but they managed the process.
23 Council Member Toly asked what the term "local" meant when giving a five percent
24 discount, to which Brabson stated it meant businesses located in Summit County.

25
26 Council Member Rubell didn't think the procurement official versus the procurement
27 manager made sense. He didn't want the perception of bias in the contract
28 management process. But if the official delegated to others, who in turn chose the
29 selection committees, there was no independence. Brabson stated they were following
30 state code. The proposal was common to other agencies. A selection committee had to
31 have a minimum of three people. It could include people outside the city, but the City
32 had the final decision. Council Member Rubell wanted language to ensure steps were in
33 place so the process would work as it should.

34
35 Council Member Rubell asked how often vendors would have to requalify to be on the
36 approved vendor list. Brabson stated there was a closed list with a maximum term of 18
37 months. An open list of vendors could be added at any time but they had to requalify
38 every 18 months. Council Member Rubell asked how long RFPs had to be advertised.
39 Brabson stated it depended on the project, but most RFPs were out for three weeks.
40 Council Member Rubell asked why the City didn't mandate the 21 day posting. Plane
41 stated they didn't want to bind the City to a bigger posting period in case there was an

1 instance where a contract was needed sooner. The proposed policy met the state
2 requirement and allowed for City best practices. Council Member Rubell suggested
3 giving a bigger discount to local bidders. He discussed concerns with cooperative
4 purchasing and stated the City could use a procurement from another entity as long as
5 it followed their procurement rules. He suggested adding language it had to follow the
6 City's rules. Brabson stated that language was used for the UDOT qualified consultant
7 pool. Plane stated the state was the guardrail for this.

8
9 Council Member Rubell asked if there could be an approved vendor dollar cap. Brabson
10 stated it would be approved by Council if it was over \$100,000. Council Member Rubell
11 asked if there was a cap on exemptions. Brabson stated there wasn't a cap, but they
12 were mostly for real property and grants. Council Member Rubell referred to contract
13 modifications. Brabson stated if a contract changed more than 10% or \$100,000, it
14 would come back to Council for consideration. Council Member Rubell asked about the
15 waiver of process. Brabson stated "convenience of the public" would be a reason to
16 waive a particular type of item. Council Member Rubell was not comfortable raising the
17 approval authority of the City Manager to \$100,000. He thought the policy was too loose
18 and the control was being taken from the policy making body. It also did not implement
19 enough independence measures.

20
21 Council Member Gerber asked Council Member Rubell what he thought the role of the
22 policy making body would be. She was concerned with the work of the procurement
23 official and asked what additional workload would be added to the City Manager. Plane
24 stated many managers ran procurements. The City Manager would delegate to the
25 managers seeking procurements and noted it was being done informally now. Council
26 Member Gerber asked how many hours of review a typical Council packet required.
27 Plane stated staff reports went through multiple levels of review. Council Member
28 Gerber asked if Summit County had a similar operating budget as the City, to which
29 Briggs affirmed.

30
31 Mayor Worel opened the public input. No comments were given. Mayor Worel closed
32 the public input.

33
34 Council Member Dickey stated there were tradeoffs with procurement. Overall the policy
35 approach made sense. He wanted a way to evaluate how the policy was going, such as
36 giving reports on contracts and coming back in six months to review how things were
37 going. He asked if staff had considered a notice provision for protests. Plane stated
38 when Council was the appeal body, other problems would arise. Staff could insert a
39 provision that Council would be notified when there was a protest. Council Member
40 Dickey thought protests would be rare, but a notice would inject some oversight. The

Council might have the authority to create a protest official. Otherwise, he favored approving the policy as-is and review it in six months.

Council Members Toly and Doilney agreed with the recommendation to review this in six months. Council Member Rubell stated the policy lacked independence, there would be real or perceived bias between procurement activities and the people running them, the advertising time period was too short, the local business match should be higher, and the cooperative purchasing could be tighter. Council Member Gerber stated the intent of this was to have a policy where all departments followed procedure. She was happy this would help the City align with state code and allow a higher degree of professionalism. She felt it was a big step in the right direction. Council Member Doilney agreed it made things fast and flexible in terms of the size of the contract. This would improve the process and add transparency. He thought Council Member Rubell showed a lack of trust for staff. Council Member Gerber favored the six-month review. Council Member Rubell stated good policy allowed good people to do their job but prevented bad actors from succeeding. Checks and balances were good practice.

Council Member Doilney moved to approve Resolution 03-2023, a resolution adopting procurement rules for Park City Municipal Corporation with the amendment to have a six-month review. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, and Toly

NAY: Council Member Rubell

VIII. NEW BUSINESS

1. Consideration to Approve Ordinance 2023-11, an Ordinance Approving the 402 and 410 Ontario Avenue Plat Amendment, Located at 402 and 410 Ontario Avenue, Park City, Utah:

Alex Ananth, Senior Planner, with Sean Kelleher and Cameron Stacy, presented this item. Ananth stated the proposed plat amendment would remove interior lot lines from three lots to make two lots of record. Both lots complied with the requirements of the HR-1 Zone.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Dickey moved to approve Ordinance 2023-11, an ordinance approving the 402 and 410 Ontario Avenue Plat Amendment, located at 402 and 410 Ontario Avenue, Park City, Utah. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

2. Consideration to Approve Ordinance 2023-12, an Ordinance Approving the 1150 Park Avenue Plat Amendment, Located at 1150 Park Avenue, Park City, Utah:

Virgil Lund, Planner, stated this was a Landmark historic structure and it was on the Historic Sites Inventory. This plat amendment would remove an interior lot line and add an accessory apartment. He noted nightly rentals were prohibited in this area.

Mayor Worel asked if the historic structure being moved in 1947 affected its status on the Historic Sites Inventory, to which Lund stated it did not.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Dickey moved to approve Ordinance 2023-12, an ordinance approving the 1150 Park Avenue Plat Amendment, located at 1150 Park Avenue, Park City, Utah. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

3. Consideration to Continue an Ordinance Amending Land Management Code Section 15-2.13-2 to Prohibit Fractional Use and Private Residence Clubs in Bellevue Subdivision Phase 1 First Amendment and Bellevue Subdivision Phase 2:

Spencer Cawley, Planner II, stated this item would be continued to April 27th to coincide with the study results. They would come back with additional changes in light of the state legislation.

Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed the public hearing.

Council Member Doilney moved to continue an ordinance amending Land Management Code Section 15-2.13-2 to prohibit fractional use and private residence clubs in Bellevue Subdivision Phase 1 First Amendment and Bellevue Subdivision Phase 2 to April 27, 2023. Council Member Gerber seconded the motion.

RESULT: CONTINUED TO APRIL 27, 2023

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

4. 2023 Legislative Session Update:

Michelle Downard, Resident Advocate, stated there were 867 House Bills during the Legislative Session. She tracked the status of the bills. There were many associations and stakeholder groups that were helping throughout the session. She highlighted a few bills that had direct local impacts. HB406: Land Use Development. Park City used development agreements frequently and this bill prohibited requiring those or requiring landscaping bonds. Council Member Doilney asked if the bill had implications on Richardson Flat. Dias indicated he worked with the Utah League of Cities and Towns (ULCT) to ensure it didn't have anything like the situation in Summit County. He stated this was just for municipalities and targeted small cities that required development agreements for all building.

HB 408: Food Truck regulations and all mobile services. These vendors had reciprocal business licenses that could be used throughout the state. SB174 amended subdivision processes and put regulations on subdivision approvals. SB271 - Fractional ownership passed and the City reached out to HOAs and asked them to consider CCR regulations on this use. Council Member Dickey stated Mayor Worel, Margaret Plane, and other staff did incredible work on this.

Council Member Rubell wanted to know how the following bills would affect the City: HB364 Increasing Low Income Tax Credits, HB224 and HB384 Interlocal Recreation Agreements, SB118 Water Efficient Landscaping Incentives, and SB 250 Public Surveillance (scanning license plates). It was indicated this would come back as a written report.

Council Member Dickey moved to close the meeting to discuss property at 8:49 p.m. Council Member Rubell seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 9:10 p.m. Council Member Rubell seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder



PARK CITY COUNCIL MEETING MINUTES - DRAFT
445 MARSAC AVENUE
PARK CITY, SUMMIT COUNTY, UTAH 84060

March 16, 2023

The Council of Park City, Summit County, Utah, met in open meeting on March 16, 2023, at 5:30 p.m. in the City Council Chambers.

SPECIAL MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Max Doilney (via Zoom) Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Jennifer McGrath, Deputy City Manager Mark Harrington, Senior City Attorney Michelle Kellogg, City Recorder	Present
Council Member Ryan Dickey	Excused

II. PUBLIC HEARING

1. Deer Valley Development Company Petition for the City to Vacate Portions of Right-Of-Way on Deer Valley Drive West and South, and to Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Base Area MPD and Subdivision Application. No Action Will Be Taken:

Mayor Worel indicated Deer Valley Resort would be presenting, but there would not be a staff presentation. The purpose of the meeting was to gain public input on this item. She also quoted Resolution 8-98, which dictated that vacation of public rights-of way (ROW) required findings of good cause for the proposed vacation and that neither the public nor any person would be materially injured by the vacation. Good cause is defined in the Land Management Code as providing positive benefits and mitigating negative impacts, determined on a case-by-case basis to include such things as providing public amenities and benefits, resolving existing issues and nonconformities, addressing issues related to the density, promoting excellent and sustainable design,

1 utilizing best planning and design practices, preserving the character of the
2 neighborhood and Park City, and furthering the health, safety, and welfare of Park City's
3 community.

4
5 Todd Bennett, Deer Valley Resort (DVR) President, with Wade Budge Deer Valley Land
6 Use Attorney, Hannah Tyler, Deer Valley Vice President of Resort Planning, and Jake
7 Romney, Director of Development, were present. Budge reviewed that DVR attained the
8 entitlements for the Snow Park area in 1978. There were 12 amendments since that
9 approval. There were a fixed set of MPD unit equivalents (UE) which were provided for
10 this area. These units would be planned in a way that would be beneficial to the resort
11 as well as the community. He wanted to produce positive benefits for the community.
12 They had meetings for the public in January and were now presenting to the Council.
13 One thing they considered when looking at the "Good Cause" requirement was that this
14 project would incorporate well with City priorities and values, including improvements
15 that would facilitate patrons arriving on transit. The proposed ROW vacation would
16 make the loop continue, but it would continue further to the north. They were moving the
17 front door of DVR to the north. There would also be a multimodal center, multiple drop
18 off locations, and food and entertainment options by the drop off areas.

19
20 Romney explained the layout of the proposed area. He noted the drop offs would be
21 closer to the ski lifts with direct access to the ski school. Bennett stated there would be
22 a new transit center that would include restrooms, lockers, bike parking, a bus charging
23 station, a welcome center with arrival data, and more. Romney indicated they prioritized
24 pedestrians, bikers, and buses. They would widen the paths and roads for the season
25 priority. It would also help with emergency ingress and egress and it could become two
26 lanes for special events. He noted traffic signals and crosswalks would be added to
27 increase safety for pedestrians.

28
29 Budge stated the project emphasized multimodal transportation and he felt DVR was
30 giving back to the community by providing that. But the multimodal center hinged on the
31 ROW vacation. He asserted traffic impacts would be reduced with this plan and a key
32 part of the project was affordable housing. Tyler indicated they planned an affordable
33 housing project in the Bonanza Park area that would accommodate 200-250 units. She
34 thought locating the housing in town would give employees access to more amenities
35 that the rest of the community enjoyed.

36
37 Romney referred to the DVR website where many letters of support were published. He
38 noted Powder Run and Trails End, two communities located next to the project, were
39 supportive of the plan.

40
41 Mayor Worel opened the public hearing.

1 Angela Moschetta stated some of the public did not have the knowledge that staff and
2 the developers had. They depended on the public process to give their voice and
3 opinion. She reviewed the history of DVR. She stated the ROW vacation variance was
4 an exception to the MPD and Council would decide on it. A group was formed to
5 analyze the documents and they determined the ROW should not be granted.

6
7 Laurel Berry, resident of In the Trees, 84060, reiterated that the vacation must not
8 materially injure anyone. She thought the circulation plan and ROW vacation would
9 seriously impact residents entering and exiting her neighborhood. People exiting the
10 neighborhood would not have a safe U-turn as they currently had because of grading.
11 They would have to take alternate routes and that would be an unfair burden.

12
13 Melissa Davidson, Counsel for Lakeside Condo Association, 84060, stated the
14 proposed improved road would not have adequate separation from the Lakeside
15 neighborhood. If Alterra maintained control of Doe Pass Road, the units abutting the
16 road would endure the increased noise and congestion on that road. She asserted
17 patrons were currently not walking that far to ski since there were movers that took
18 patrons from parking lots to the tunnel. She noted the distance was removed from the
19 December packets.

20
21 Carol Chenevert, 84060, via Zoom agreed with what had been stated already and noted
22 the development didn't take into account how the neighbors would be impacted.

23
24 Carol Shanenberg 84060, stated Romney promised to shift traffic with the new plan, but
25 she felt there were unknowns and shifting variables. She indicated Council could not
26 decide on this, but they should verify mitigation of negative effects of the proposal.

27
28 Bob Boone, American Flag HOA president, stated the Alterra attorney asserted DVR
29 submitted an MPD application, which was not true, and there were several inaccurate
30 assertions on the circulation plan and traffic study. He stated the two neighborhoods
31 that supported the plan would get a private access and the other conditioned their
32 support on not having a bus lane. Boone noted Alterra offered a sheltered bus center,
33 but the cars would be sheltered in underground parking.

34
35 Norman Schwartz 84098, stated the road to exit Deer Valley was overstretched and a
36 condition of approval (COA) should be approved to alleviate that. There were many
37 methods to help with that. He suggested a flex lane from Deer Valley Drive to SR-248
38 and UDOT should widen SR-248. This proposed project would create a horrible traffic
39 condition. The approval of the vacation was the first step to the approval of the process.
40 He suggested a Highway 40 entrance to the gondola. Deer Valley should improve the
41 Deer Crest gondola as a condition of the process.

1 Scott Martin, Amber Day Star Board Member, stated Park City had no evidence that
2 paid parking would reduce traffic. DVR was at capacity 26 days this year and
3 overflowed the Treasure Mountain Junior High School overflow parking. He gave other
4 data on parking and indicated there was traffic gridlock even on nonpeak days. He
5 noted the applicant was no longer requesting a parking reduction. He asked for
6 accurate data.

7
8 Lori Frankel, 84060, stated paid parking was not a deterrent for ski elites. She quoted a
9 WCG study that indicated the project would increase traffic and she stated this was
10 reason alone for not approving the ROW vacation. She thought the plan had less
11 residential units and more amenities that would attract non-skiers. She noted all impacts
12 were not considered during peak hours and special events.

13
14 Allison Kitching, 84060, quoted studies of the area from Hales and WCG. She stated
15 the Hales study fell short because nothing compared to field observations. She felt it
16 was essential that cars and people should be counted. Pick up vehicles could be in
17 those areas for an average of 15 minutes. Shuttle drivers took 30 minute breaks and left
18 the shuttles in the drop off areas. She noted the 12-foot lane would only be eight to nine
19 feet in some areas.

20
21 Lisa Wilson 84060, stated she was aware of the streets and relied on them to get in and
22 out. The traffic today was the worst she had seen in 30 years, and she couldn't get out
23 from 4:00 p.m.-6:00 p.m. She felt there needed to be multiple directions to give drivers
24 options. She requested to keep the roads that currently exist.

25
26 Scott Greenberg, 84060, Hidden Oaks HOA President, stated the HOA was not in favor
27 of the ROW vacation and noted that street was the property of the taxpayers. He asked
28 what benefits this would bring to the local residents. He didn't think it was good for the
29 residents, but it only favored Alterra.

30
31 Kristin Gentili 84060, stated the traffic counts were collected in 2020 before the Ikon
32 pass came to Deer Valley. A new traffic study should be performed. Alterra limited the
33 focus to the loop and it should expand to the adjacent neighborhoods. She indicated
34 increased transit adoption would not mean a car reduction if the area was expanded.
35 She thought the plan would increase traffic outside the resort area. Alterra did not offer
36 compensation for the vacation, which was required by code. She felt the ROW was
37 significant and should not be disposed of as stated in the code.

38
39 Mark Mitchem 84060, asked if the road to the resort would be expanded by eminent
40 domain. He pointed out more traffic would lead to more idling which caused more

1 pollution. He stated there were also ordinances that weren't enforced, such as
2 construction trucks using their jake brakes.

3
4 Kim Tessabe 84060, represented Powder Run and stated her comments related to
5 pedestrian safety. The proposed development would make improvements near the
6 neighborhood that would include crosswalks, transit, trails and sidewalks. They
7 supported the ROW vacation.

8
9 Allison Keenan 84060, stated she and her neighbors were dedicated to providing
10 information about the project so there would be an informed discussion on this issue.
11 More than 1,000 people were part of her group. Most respondents were in favor of a
12 base village, but not the proposed plan. She felt the current proposal harmed several
13 people and it was not justified. She asked for a plan that was balanced with resort wants
14 and community needs.

15
16 Brad Bacdru 84060, indicated the vacation ROW would shift all traffic to Doe Pass. That
17 would make it difficult for him to exit.

18
19 Charlotte O'Connell 84060, stated she watched the traffic every day and noted the
20 traffic during peak times. They did noise level tests and traffic noise was over 84
21 decibels, which was not okay. She also wondered what the resort would do about the
22 water going under the mountain.

23
24 Melissa Davidson for William Shepherd: Shepherd stated DVR indicated it could not
25 redevelop without the vacation, but years ago a plan was designed without the ROW
26 vacation. He also noted the ski beach and mobility hub was designed around the ROW.
27 He requested the vacation not be granted.

28
29 Jeanne and Joe Graupmann 84060, lived across the street from Doe Pass Road. They
30 read analyses about the project. They also met with Jake Romney and other team
31 members to discuss their concerns. She thought the resort addressed traffic and
32 parking in their plan. They also did not seek additional density with the plan. She felt
33 DVR was an open and responsive partner. They also had sustainability as a top priority.
34 They supported the proposed plan.

35
36 Amrit had concerns with the plan and felt Alterra was not open. He didn't think they had
37 alternative proposals because they hadn't been forced to design them. He suggested
38 the City ask for alternatives.

39
40 Brian Kinkead eComment: "My wife and I have been full-time residents of Park City
41 since March 2020. We live in Park Meadows. We own a condo at the Silver Baron

Lodge. When we purchased the condo, an important factor driving our decision to buy it was the prospect of the ugly Snow Park parking lots being developed into a ski village. We are excited about the proposed development of Snow Park and believe it will enhance the skiing experience for local and visiting guests alike as well as improving the aesthetics of the area where the parking lots are located. We lived in our Silver Baron Lodge condo for 15 months from March 2020 until Sept 2021, when we moved into our current home. Based on our observations then and our continuing, year-round use of Deer Valley Resort, we don't think the development of the village, including the RAW proposal will adversely affect traffic. The development of the village may or may not attract more out-of-state visitors to Deer Valley, but regardless, please keep in mind that most don't rent cars or if they do, only use them for the trip to and from the airport. While here, they use transportation provided by their lodging, take an Uber, or use the bus or walk. We agree with Deer Valley that the village and its amenities, once opened, will induce many guests to stay for apres ski activities thereby dispersing departure times. We don't think the closure of the loop under the proposed RAW will adversely affect traffic. Most people use one side or the other of Deer Valley Drive, not both, on the same journey. Under the current configuration during ski season, most drivers have to turn to access the drop off point or exit from it. The proposed arrangement is no different. Furthermore, the RAW will allow direct access to the village for guests without having to cross the road, enhancing safety and convenience and making it more likely the village amenities will be used. In sum, we are enthusiastic about the proposed development of Snow Park."

Maureen Murtaugh eComment: "On March 3, 2022, I wrote to you regarding the Alterra request that the city vacates a significant portion of Deer Valley Drive for their project. In my email of March 3, 2022 (appended below), I outlined the following significant concerns: 1) Lack of transparency and following the prescribed process; 2) Traffic impacts along Deer Valley Drive North and East; 3) increase in carbon pollution; 4) handicap access 5) remaining unknowns and most importantly; 6) safety. Few, of my concerns have been mitigated by the process of the past year. In weighing the material good vs. harm of the project I ask that the city council weigh the already bad traffic and the promise of making traffic in lower deer valley and Park City worse within the current Park City infrastructure. The points underlying this material harm are: 1) public safety risks that the traffic introduces (eg reduced access for emergency vehicles). 2) health risks from the pollution from cars emitted when it takes lower Deer Valley Residents an hour to get to Prospector, a 2.7 mile drive that takes 7 minutes without afternoon ski traffic. The material harms associated with air pollution include a reduction in birthweight and increased prevalence of preterm birth (<https://pubmed.ncbi.nlm.nih.gov/35001469/>), adverse effects on neurodevelopment (<https://pubmed.ncbi.nlm.nih.gov/36915692/>). Further information is evident in the 3,333 peer-reviewed papers that appear to the search "air pollution and health effects

(<https://pubmed.ncbi.nlm.nih.gov/?term=air%20pollution%20and%20health%20effects&sort=date&page=2>). In this body of literature, it is suggested that even transient increases in exposure to ozone result in significant adverse health effects. 3) the movement of the Queen Ester and Solamere drive intersections towards worse traffic ratings 4) There is no apparent plan to compensate Park City for vacating the land. Alterra has an already highly successful business that I wish will continue. One could argue that their business is already so successful, that they will need to manage visitors by requiring reservations for IKON pass holders next year. One can't ignore the potential material positive of the development is increased tax revenue. This increased revenue might be used to mitigate the already horrendous traffic. However, any positive is tempered by the approved increase in the number of parking spots under the existing approval and the routing of nearly all traffic in one direction. This routing unfairly increases the traffic burden on the neighborhoods around Deer Valley Dr. North promising to make traffic worse for Deer Valley neighbors. Additionally, Alterra has not provided any evidence to support that the development cannot be successfully completed under the current agreement and still provide the material positive of increased tax revenue. I propose that the city council reject the ROW vacation. Alterra then has several options. They can then move forward within the confines of the existing agreement or proceed in a transparent process with plans to mitigate traffic in alternative plans that have been requested and alluded to but not produced for public comment."

Mayor Worel closed the public hearing.

Council Member Gerber moved to continue Deer Valley Development Company petition for the City to vacate portions of right-of-way on Deer Valley Drive West and South, and to dedicate Doe Pass Road to the City, as part of the Snow Park Village Base Area MPD and Subdivision application to a date uncertain. Council Member Toly seconded the motion.

RESULT: CONTINUED TO A DATE UNCERTAIN

AYES: Council Members Doilney, Gerber, Rubell, and Toly

EXCUSED: Council Member Dickey

III. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section: CONSENT AGENDA

Subject:

Request to Authorize the City Manager to Execute a Construction Agreement, in a Form Approved by the City Attorney, with MC Contractors, Inc., to Construct the Homestake Road Waterline Replacement Project, in an Amount Not to Exceed \$1,424,315.50

Suggested Action:

Attachments:

[Homestake Waterline Replacement Project Staff Report](#)



City Council Staff Report

Subject: Homestake Road Waterline Replacement Project
MC Contractors, Inc– Construction Agreement
Author: Harrison Holley, Public Utilities Engineer
Department: Public Utilities
Date: April 4, 2023
Type of Item: Administrative

Recommendation

Review and consider a request to authorize the City Manager to execute a Construction Agreement, in a form approved by the City Attorney, with MC Contractors, Inc to construct the Homestake Road Waterline Replacement Project, not to exceed \$1,424,315.50

Background

Park City Public Utilities maintains records of water line breaks and pipe condition of underground piping networks. We evaluate the need to replace assets yearly based on our records, along with the asset's criticality, road improvement projects, other construction projects, financial capability, and other factors influencing project priority and timing.

The existing Homestake Road water line is both aging and undersized to provide adequate pressures for fire flow conditions. To mitigate these issues, the existing water line will need to be replaced and upgraded. Doing so will create a looped water system, connecting distribution water lines in Hwy-224 and Hwy-248. Additional benefits to the water line replacement project include:

- The water line is sized to provide adequate flow and pressure to existing and future development, including the proposed Homestake Affordable Rental Housing Project ([Staff Report – March 9, 2023](#));
- Homestake Road is proposed to be reconstructed following the Homestake Affordable Rental Housing project. This water line replacement relocates the existing water meters and fire hydrants to avoid conflicts with future road reconstruction project;
- The water line is sized to provide adequate flow and pressure to the Bonanza Park Area, should it be developed in the future; and
- The new Homestake Road water line will allow Park City Public Utilities to abandon a problematic water line within UDOT Right-of-Way near the Hwy-224 & Hwy-248 intersection.

In July 2018, Horrocks Engineering was contracted to provide water improvements design, construction services, traffic control concerns, and technical expertise.

- Original Contract ([Staff Report – May 3, 2018 - Page 133](#))
- Addendum 1 ([Staff Report – December 9, 2021 – Page 213](#))

In accordance with the City's procurement policy, the project was publicly advertised from February 22 – March 15, and a public bid opening was held on March 15. Bids required two separate bidding items as seen in the Bid Tabulation (Exhibit A):

- Base Bid - Inclusive of all work excluding items in Bid Additive No. 1 (see below).
- Bid Additive No. 1 – Excavation, Hauling, and Disposal of Subsurface Contaminated Material. AND Import of Trench Backfill Material.

Bids were structured in this manner so Public Utilities could contract the services listed in Bid Additive No. 1, should there be a substantial monetary benefit. The contractor's pricing for Bid Additive No. 1 was determined to be acceptable and is included in the desired services. The lowest responsive bidder was selected and has prior experience with similar projects. The project is scheduled to begin April 15th and conclude July 28th.

Working with the City's Public Engagement Department, Community Development, and Engineering Department, an outreach program was developed to proactively educate and inform stakeholders, residents, business owners, and employees of the project's purpose, expected timeline, travel impacts, and any suggested alternate routes.

Funding

The funding for the project is from water service fees and is included in the adopted Water budget.

Exhibits

- A Bid tabulation
- B Public Engagement Outreach Plan

Exhibit A

BID Tabulation

3/15/2022 3:00:00 PM
PARK CITY MUNICIPAL
CORPORATION
Homestake Waterline Replacement
Project



	Contractor	Base Bid	Bid Add 1	Total Bid
1	MC Contractors, Inc.	\$871,815.50	\$552,500.00	\$1,424,315.50
2	Silver Spur Construction	\$1,332,395.00	\$496,700.00	\$1,829,095.00
3	VanCon, Inc.	\$1,583,750.00	\$868,100.00	\$2,451,850.00

Exhibit B

Public Engagement Outreach Plan

Outreach/Timeline: Waterline Replacement, Homestake Road

PROJECT: Replace an undersized waterline along Homestake Road, from SR224 (Park Avenue) to SR248 (Kearns Blvd).

TIMELINE: Construction to start **April 17, 2023**, with estimated completion date July 28, 2023

TRAVEL-RELATED IMPACTS: Parking & intermittent lane closures

OUTREACH GOAL: In coordination with other projects in the area, proactively educate and inform stakeholders, residents, and business owners of the project's purpose, expected timeline, travel impacts, and suggested alternate routes.

STAKEHOLDERS:

- Fresh Market Park City
- Summit Sotheby's International Realty
- Walgreens
- Ironhorse Park Commercial Subdivision residents and businesses
- Claimjumper Condominium HOA/residents
- Homestake Condominium HOA/residents
- The Yard businesses
- Park City Fire Department
- Park City School Bus System
- Park City Transit
- Kimball Art Center
- Transportation companies
- City staff with adjoining/potentially overlapping projects.
- General public
- Recycle Utah

OUTREACH TOOLS/PLATFORMS/DATES:

- Week of March 27, 2023: 'light notice' – email to affected businesses, HOAs/homeowners, noticing construction to begin mid-April and that additional details to follow.
- Week of April 3: Comms, Parking, Public Utilities teams to conduct door-to-door outreach with flyers to directly impacted properties.
- Week of April 3: Email flyer with details to stakeholder contact list.
- April 5: Include as part of City Newsletter.

PROJECT CONTACT:

Park City Municipal, Harrison Holley | harrison.holley@parkcity.org

Contractor: MC Contractors, Inc.

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Engineering

Item Type: Staff Report

Agenda Section: CONSENT AGENDA

Subject:

Request to Approve a Contract with Musco Sports Lighting LLC pursuant to the State of Utah Cooperative Contract to Replace the City Park Multi-Purpose Field Sports Lights, Poles, Electrical Service Panel, and Lighting Controls in a Form Approved by the City Attorney, in an Amount Not to Exceed \$675,806

Suggested Action:

Attachments:

[City Park Ball Fields Lighting Staff Report](#)

[Exhibit A: Musco Sports Lighting- City Park Fieds Proposal](#)

City Council Staff Report



Subject: City Park Ball Fields Sports Lighting
Author: Matthew A. Twombly, Ken Fisher
Department: Engineering and Recreation
Date: April 4, 2023
Type of Item: Administrative – Award of Contract

Recommendation

Review and consider approving a contract with Musco Sports Lighting LLC (Musco) pursuant to the State of Utah Cooperative Contract to replace the City Park multi-purpose field sports lights, poles, electrical service panel, and lighting controls not to exceed \$675,806.

Background

The City Park multi-purpose (rectangular sports field with a softball outfield overlay) sports lights, poles, and electrical system were installed in 1985 as part of the City Park Improvements. The sports lights are currently using 1,000-watt metal halide light fixtures mounted on wooden telephone poles buried in the earth, without concrete footings or base. Currently, the sports lights are controlled manually by a key switch on the centerfield light pole.

City Park was the only lighted public sports field in Park City (and Snyderville Basin) until the Park City Sports Complex (PCSC) at Quinn's Junction in 2006. In 2021, the sports lights for the two multi-purpose fields at the PCSC were reconstructed with LED fixtures and wireless controls by Musco. The new LED lights installed were built to the specifications of the International Dark Skies Association. The new lights have reduced or eliminated most of the issues of light spill and glow from the previous sports lights.

Analysis

In 2019, we reached out to the three major sports lighting manufacturers. After proposals and presentations, checking references, and visiting sites, Musco was determined to be the firm that fit our needs. Musco is one of two vendors in the State of Utah Cooperative Contracts for ballfield sports lights and has a regional office in Salt Lake City.

Musco works directly with International Dark Skies Association to certify their installations to eliminate light spills to adjoining properties while providing optimized light levels and safety on the playing field. Musco installed LED sports lights at the PCSC at Quinn's, City Park tennis courts, Park City High School, and several other locations in the Salt Lake Valley and have always been very responsive to our maintenance and technology requests. Musco has an automated control system that allows the lights to be scheduled and controlled by phone. The control center also sends messages to the City and to Musco headquarters, where troubleshooting and repairs can often be performed remotely.

The State of Utah Cooperative Contract program was established to help provide efficiency and the best value to the Utah procurement process. Selecting a vendor from the Cooperative Contracts program allows eligible users (political subdivisions (PCMC)) to make a purchase and maintain the City's recently adopted procurement process. In addition, the Musco "best value determination" state contract provides a minimum of five percent (5%) off the list price for lighting system hardware and turn-key installation while fulfilling the indemnity and insurance provisions required by PCMC's standard contract language.

Usually, a project of this scale is required to hold formal bidding and award to the lowest bidder. Purchases and contracts from companies approved to participate in Utah State Division of Purchasing and General Services agreements and contracts are not subject to competitive bidding requirements, where selection can instead be based on the quality of the vendor's products and services. Using Musco's sports lights, controls, and turn-key installation at City Park will seamlessly integrate this location (lights, controls, and service) with other PCMC installations, reducing the labor costs for the City's streets and recreation departments.

The Musco proposal/agreement comes with a twenty-five (25) year warranty for all maintenance costs for their ballfield sports lights. The installation will begin directly after the softball season and should take approximately three weeks. Once the contract is approved, materials can be ordered, as there is a 12 to 16-week lead time for the electrical panels, poles, and light fixtures.

Funding

There is adequate funding for the project in the City Park CIP.

Attachments

Exhibit A – Musco Sports Lighting LLC proposal

Quote

Date: March 2023
To: Ken Fisher – City of Park City
Recreation Manager

Project: City Park Fields
Park City, Utah
Ref: 207967

State of Utah
Master Project: 195885, Contract Number: MA3075, Expiration: 12/26/2023
General Purpose of Contract: Ball Field Sports Lighting

Quotation Price – Materials Delivered to Job Site and Installation

City Park Baseball Field w/Multipurpose Overlay – BB 285' x 200' x 300', MP field 360' x 160' \$ 642,009

Installation Adders:

New Panel & Enclosure Adder: \$24,297.00
Electrical Engineering Estimate: \$6,000.00
Special Inspection Report: \$3,500.00

*Sales tax, bonding, labor, and unloading of the equipment are not included.
Pricing furnished is effective for 60 days unless otherwise noted and is considered confidential.*

Light-Structure System with Total Light Control – TLC for LED™ technology - Baseball

Guaranteed Lighting Performance

- Guaranteed light levels of 50 footcandles Infield, 30 footcandles Outfield, and uniformity of 2.0:1 Infield, 2.5:1 Outfield
- BallTracker™ technology – targeted light, optimizing visibility of the ball in play with no glare in the players typical line-of-sight

System Description [Light-Structure System]

- Pre-cast concrete bases with integrated lightning grounding
- Galvanized steel poles
- Factory wired and tested remote electrical component enclosures
- Pole length, factory assembled wire harnesses
- Factory wired poletop luminaire assemblies
- Factory aimed and assembled luminaires, including BallTracker™ luminaires
- UL Listed assemblies

Operation and Warranty Services

- Reduction of energy and maintenance costs by 40% to 85% over typical 1500W metal halide equipment
- Product assurance and warranty program that covers materials and onsite labor, eliminating 100% of your maintenance costs for 25 years for Baseball
- Support from Musco's Lighting Services Team – over 170 Team members dedicated to operating and maintaining your lighting system – plus a network of 1800+ contractors

Payment Terms

Musco's Credit Department will provide payment terms.

Email or fax a copy of the Purchase Order to Musco Sports Lighting, LLC:

Musco Sports Lighting, LLC
Attn: Amanda Hudnut
Fax: 800-374-6402
Email: musco.contracts@musco.com

All purchase orders should note the following:
State of Utah Contract purchase – Contract Number: MA3075



Quote

Delivery Timing

8-10 weeks for delivery of materials to the job site from the time of order, submittal approval, and confirmation of order details including voltage, phase, and pole locations.

Due to the built-in custom light control per luminaire, pole locations need to be confirmed prior to production. Changes to pole locations after the product is sent to production could result in additional charges.

Notes

Quote is based on:

- Shipment of entire project together to one location.
- 480 Volt, 3 Phase electrical system requirement.
- Structural code and wind speed = 2018 IBC, 105 mi/h, Exposure C, Importance Factor 1.0.
- Owner is responsible for getting electrical power to the site, coordination with the utility, and any power company fees.
- Standard soil conditions – rock, bottomless, wet, or unsuitable soil may require additional engineering, special installation methods and additional cost.
- Confirmation of pole locations prior to production.
- Product assurance and warranty program is contingent upon site review and compatibility with Musco's lighting system
- The owner of the field is responsible for the structural integrity of the existing poles.

Thank you for considering Musco for your lighting needs. Please contact me with any questions or if you need additional details.

Aaron Klinge
Sales Representative
Musco Sports Lighting, LLC
Phone: 435-659-9530
E-mail: aaron.klinge@musco.com

City Park Fields



Park City, UT Turnkey Scope of Work

Customer Responsibilities:

1. Complete access to the site for construction utilizing standard 2-wheel drive rubber tire equipment.
2. Locate existing underground utilities not covered by your local utilities. (i.e., water lines, electrical lines, irrigation systems, and sprinkler heads). Musco or Subcontractor will not be responsible for repairs to unmarked utilities.
3. Locate and mark field reference points per Musco supplied layout. (i.e., home plate, center of FB field)
4. Pay for extra costs associated with foundation excavation in non-standard soils (rock, caliche, high water table, collapsing holes, etc.) or soils not defined in geo-technical report. Standard soils are defined as soils that can be excavated using standard earth auguring equipment.
5. Pay any power company fees and requirements.
6. Pay all permitting fees and obtain the required electrical permitting.
7. Provide area on site for disposal of spoils from foundation excavation.
8. Provide area on site for dumpsters.
9. Provide sealed Electrical Plans. (If required)

Musco Responsibilities:

1. Provide required foundations, poles, electrical enclosures, luminaires, wire harnesses, and control cabinets.
2. Provide layout of pole locations and aiming diagram.
3. Provide Project Management as required.
4. Provide stamped foundation designs based on soils that meet or exceed those of a Class 5 material as defined by 2018 IBC Table 1806.2.
5. Assist our installing subcontractor and ensure our responsibilities are satisfied.

Subcontractor Responsibilities

General:

1. Obtain any required permitting.
2. Contact your local udig for locating underground public utilities and then confirm they have been clearly marked.
3. Contact the facility owner/manager to confirm the existing private underground utilities and irrigation systems have been located and are clearly marked to avoid damage from construction equipment. Notify owner and repair damage to marked utilities. Notify owner and Musco regarding damage which occurred to unmarked utilities.
4. Provide labor, equipment, and materials to off load equipment at jobsite per scheduled delivery.
5. Provide storage containers for material, (including electrical components enclosures), as needed.
6. Provide necessary waste disposal and daily cleanup.
7. Provide adequate security to protect Musco delivered products from theft, vandalism or damage during the installation.
8. Keep all heavy equipment off playing fields when possible. Repair damage to grounds which exceeds that which would be expected. Indentations caused by heavy equipment traveling over dry ground would be an example of expected damage. Ruts and sod damage caused by equipment traveling over wet grounds would be an example of damage requiring repair.
9. Provide startup and aiming as required to provide complete and operating sports lighting system.
10. Installation to commence upon delivery and proceed without interruption until complete. Notify Musco immediately of any breaks in schedule or delays.

Demolition (Baseball):

1. Remove and dispose of the (7) existing wooden light poles, fixtures, and electrical enclosures. This will include the recycling of lamps, aluminum reflectors, ballast, and steel, as necessary.
2. Demolish existing wood poles to 12" below grade. Contactor will sawcut, demo and patch of concrete for A pole location in grandstand seating.
3. Leave existing power feed in place for connection to new pole locations. Contractor will extend conduit and wiring from existing pole locations to new pole locations with underground pull boxes.

Foundations, Poles, and Luminaires (Baseball):



Quote

1. Mark and confirm pole locations per the aiming diagram provided. If there are any issues, immediately notify your Musco Project Manager.
 2. Provide labor, materials, and equipment to install (7) LSS foundations as specified on Layout and per the stamped foundation drawings, if applicable.
 3. Remove spoils and dispose of offsite.
 4. Provide labor, materials, and equipment to assemble Musco TLC-LED luminaires, electrical component enclosures, poles, and pole harnesses.
 5. Provide labor, equipment, and materials to erect (7) dressed LSS Poles and aim utilizing the pole alignment beam.
1. grounding grid until resistance of 25 ohms or less is achieved

Electrical:

1. Provide labor, materials, and equipment to reuse existing 480V/ 3 Ø electrical service panels as required. Contractor to verify. Contractor will place equipment rack next to existing electrical service that is right behind scoreboard.
2. Provide labor, materials, and equipment to reuse existing electrical wiring as permitted. Contractor will reuse existing conduit and provide new wiring to new pole locations. Contractor to verify voltage/phasing.
3. Provide as-built drawings on completion of installation, **(if required)**.

****If existing conduit is inadequate for necessary control circuitry, then contractor will have to directional bore for new conduits and conductors and there will be additional charges.**

Control System:

1. Provide labor, equipment, and materials to install (1) 72" Musco control and monitoring cabinet(s) for the baseball field .
2. Provide a dedicated 120 V 20 A controls circuit or a step-down transformer for 120 V control circuit if not available.
3. Check all zones to make sure they work in both auto and manual mode.
4. Commission Control-Link® by contacting Control-Link Central™ at 877-347-3319.



CODE OF CONDUCT

In order to maintain a high-quality jobsite and installation, Subcontractor represents to Musco that it has the supervision necessary to, and shall train, manage, supervise, monitor, and inspect the activities of its employees for the purpose of enforcing compliance with these safety requirements. Subcontractor acknowledges that Musco does not undertake any duty toward Subcontractor's employees to train, manage, supervise, monitor, and inspect their work activities for the purpose of enforcing compliance with these safety requirements, but Subcontractor agrees to abide by any reasonable recommendations made by Musco or Musco representatives with respect to safety.

Subcontractor agrees that it is or will be familiar with and shall abide by the safety rules and regulations of Musco and the Owner, including, but not limited to the Occupational Safety and Health Act of 1970 (OSHA), all rules and regulations established pursuant thereto, and all amendments and supplements thereto.

Subcontractor further agrees to require all its employees, subcontractors, and suppliers to comply with these requirements. Subcontractor shall also observe and comply with all laws with respect to environmental protection applicable to the Project.

Subcontractor shall require all its subcontractors, employees, visitors, suppliers, and agents under its direction to comply with the following:

1. GENERAL JOBSITE SAFETY AND CLEANLINESS.

- a. Subcontractor's employees and agents shall be required to wear appropriate personal protective equipment including, but not limited to, safety glasses with side shields, work shoes, fall protection devices, and hard hats.
- b. Where a walking or working surface has an unprotected side or edge which is six feet or more above a lower level, Subcontractor shall use guardrail systems, safety net systems, or personal fall arrest systems.
- c. Jobsite shall be kept free of debris including, but not limited to, cardboard and packing materials which can become windborne.
- d. Construction equipment shall be parked during non-use in an orderly fashion so as not to create inconvenience to others using the jobsite.
- e. Subcontractor shall provide for and ensure the use of safety equipment for the Project in accordance with Musco's and Owner's safety requirements, to the extent these may be stricter than federal, state, or local standards, or generally recognized industry applicable standards.
- f. Subcontractor shall provide the Musco project manager with an "Emergency List" showing Subcontractor's designated medical doctor, hospital, insurance company, and any other health service providers, such list to be updated within 24 hours of any change in the information provided.
- g. Within eight (8) hours from the time of an accident (or such shorter period as laws may require), Subcontractor shall advise Musco of any accident resulting in injury to any person or damage to any equipment or facility. Upon request, Subcontractor shall promptly furnish Musco with a written report of any such accident as well as a copy of all insurance and worker's compensation claims involving the Project.
- h. Subcontractor shall maintain and inspect all construction equipment, including cranes and other lifting equipment, prior to each use. Subcontractor warrants that all equipment operators shall be qualified for each piece of construction equipment they intend to operate. Documentation of specific training is the responsibility of the Subcontractor.
- i. Jobsite shall be policed daily for compliance to the above conditions.
- j. Subcontractor's employees and agents are prohibited from using drugs and alcohol on the Project property or being under the influence of alcohol or drugs while performing work on the Project. Anyone observed participating in or observed under the influence will be removed from the Project immediately and prohibited from returning, with no exceptions.

2. CONFORMANCE TO STANDARD MUSCO INSTALLATION GUIDELINES.

- a. Review and understand installation instructions are provided with every product installation.
- b. Education of installation personnel to allow for highest efficiency and lowest possibility of failure.



- c. Verify that components have been assembled per Musco installation instructions.
 - d. Verify plumb of concrete foundations prior to standing of poles.
3. PROVIDING A QUALITY INSTALLATION TEAM.
- a. Subcontractor's work directly reflects the quality of the installation and may indirectly relate to the quality of the product upon which Musco's reputation is built.
 - b. Provide and maintain quality installation equipment. Records of maintenance and/or calibration shall be provided upon request.
 - c. Personnel shall be knowledgeable in operation of equipment as well as installation of Musco product.
 - d. All personnel provided by Subcontractor shall understand the relationship developed by and between Subcontractor and Musco, also by and between Musco and the customer, and act accordingly.



Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section: OLD BUSINESS

Subject:

Public Hearing on the Proposed Water Rate Structure Modifications

(A) Public Hearing (B) No Action

Suggested Action:

Attachments:

[Water Rate Revision Staff Report](#)



City Council Staff Report

Subject: Water Rate Update
Author: Clint McAfee
Department: Public Utilities
Date: April 4, 2023
Type of Item: Administrative

Recommendation

Hold a public hearing on proposed water rate structure modifications. This is the first public hearing on the proposed rate structure.

Executive Summary

Council requested that Public Utilities propose modifications to the water rate structure to further incentivize conservation, with a focus on Multi-Family, Commercial, and Irrigation account types. Public Utilities and Budget teams worked with Council during three different work sessions, on [February 16, 2023](#), [July 28, 2022](#), and [April 7, 2022](#), to improve the rate change proposal.

During the most recent meeting, City Council expressed interest in the proposed rate change but desired additional public outreach and the opportunity to hear from the community before making a final decision on the proposal.

As a result, Public Utilities, Community Engagement, and other teams have:

- Presented at Business or Community Associations
 - Historic Park City Alliance
 - Historic Park City Alliance Open House
 - The Park City Chamber
 - Prospector Square Property Owners Association
 - Lodging Association
- Launched an [Engage Park City website](#) to direct individuals for more information.
 - 451 visits to the website as of March 26th
- Hosted an Information Session on April 3, to discuss the proposed rate changes.
- Emailed water customers information on the proposed rate change, directing them to the Engage Park City website and the Information Session for Water Rates.
 - 4,000 emails sent
 - 74% opened
 - 10% clicked on a link in the email

Two public comment opportunities have been scheduled during Council meetings. The first, is today April 4, 2023, and the second is on April 27, 2023. During the April 27 comment period, the Public Utilities team will ask Council whether the City is to proceed

with the proposed wholistic rate revision, a 10% across-the-board inflationary increase, or if they should take another approach.

Analysis

The analysis presented on February 16, 2023, has not changed. Public Utilities is prepared to answer any questions that Council may have, and Council may also review the prior staff report. Public Utilities did discuss the need to rebalance base rates in the future based on individual self-selection, and that need is further discussed below.

Proposed Change to Meter Rate Selection

One of the proposed changes to the current rate structure is to allow a water customer to choose the size of meter they want to be billed, rather than being billed based on their physical meter size, without the burden of physically switching their meter. This proposed change has several advantages which are outlined in the February 16th staff report.

However, as customers move into different base rates or meter rates, a reduction in net base rate revenue is anticipated. To ensure revenue collected continues to be proportional to customers' water consumption, adjustments to the monthly base fee will be required as customers move into different base rates.

The table below shows proposed Commercial base rates for each meter size, the number of customers currently in each meter size, and the total revenue generated from Commercial base rates.

Proposed Base Rates Existing Commercial			
Meter Size	Current Number of Accounts	Proposed Base Rate	Annual Revenue
0.75	87	\$ 85.92	\$ 89,700
1	93	\$ 145.81	\$ 162,726
1.5	79	\$ 311.47	\$ 295,275
2	64	\$ 649.55	\$ 498,853
3	13	\$ 1,690.30	\$ 263,686
4	33	\$ 3,068.84	\$ 1,215,262
6	5	\$ 5,784.86	\$ 347,092
Total	374		\$ 2,872,595

To illustrate the need to adjust base rates as customers move to different meter rates, the table below shows an example redistribution of customers, and adjustments to base rates to generate approximately the same revenue from Commercial base rates.

Example Base Rates (actual increases will vary)
Optimized Commercial

Meter Size	Optimized Number of Accounts	Optimized Base Rate	Percent Increase	Annual Revenue
0.75	200	\$ 85.92	0%	\$ 206,208
1	100	\$ 277.04	90%	\$ 332,451
1.5	42	\$ 778.68	150%	\$ 392,455
2	15	\$ 1,818.73	180%	\$ 327,372
3	13	\$ 3,042.53	80%	\$ 474,635
4	7	\$ 5,523.92	80%	\$ 464,009
6	5	\$ 11,569.73	100%	\$ 694,184
Total	382			\$ 2,891,314

The necessary increases to the base rates will vary depending on how customers decide they want to be billed. The method to calculate the base rate adjustment will be to balance revenue and water consumption for each meter size. Irrigation and Multi-Family base rates will require similar adjustments. If there is significant movement of customers early in the fiscal year, a mid-year fee adjustment may be required to ensure adequate revenue from base fees for the balance of the fiscal year.

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Community Development

Item Type: Staff Report

Agenda Section: OLD BUSINESS

Subject:

Consideration to Approve an Interim Use of 1959 Cooke Drive
(A) Public Input (B) Action

Suggested Action:

Attachments:

[1959 Cooke Drive Staff Report](#)

City Council Staff Report

Subject: Interim Use of 1959 Cooke Drive
Author: Rhoda Stauffer
Department: Housing
Date: April 4, 2023
Type of Item: Administrative

Recommendation

Temporarily repurpose the 1959 Cooke Drive unit (before resale) to support PCMC's short-term employee housing rental pool for at least one year, if not longer. We have several recruitments underway, and the ability to temporarily utilize an additional unit on Cooke Drive is highly desirable for employee recruitment and retention. We plan to return to Council with a policy discussion on longer-term PCMC employee housing options, of which 1959 Cooke Drive should be included.

Background

On January 24, 2023, Council approved the purchase of 1959 Cooke Drive to complete repairs. The staff report is [linked here](#), and the minutes [linked here](#) (page 9). The unit required repairs to meet the standards outlined in the deed restrictions. The unit owner preferred to reduce the sales price to cover the needed repairs rather than completing them on their own. We close on February 23, 2023, and will begin repairs immediately.

During the property purchase discussion, Council requested to update the employee housing assistance policy before deciding the property's future. The policy was last [updated in 2009](#), and market conditions have changed dramatically. The discussion was originally scheduled for March 9, but after additional review and consultation, further analysis is required to ensure a new policy aligns with organizational needs and market conditions. For these reasons, we removed the topic from the March 9 meeting and will reschedule it for later this year.

In the meantime, Housing is requesting the Council temporarily move 1959 into the PCMC employee rental pool to support several pending recruitments. The City will lease to an employee as soon as this spring for up to one year. The estimated cost to do basic repairs and bring the unit up to resale standards, as outlined in the deed restrictions, was \$3,650 which was deducted from the sale price. The Housing Team will solicit bids for more substantial upgrades to use the unit as a rental. The Housing Team will reimburse the upgrade costs with rental income from the non-transit units, which netted \$95,000 in 2022.

Analysis

Fortunately, PCMC owns seven 2, 3 & 4-bedroom units, and the City's Transit department owns 36 studio units for rent to City employees. The demand is high, and all units are committed or occupied. The HR Team completed an employee housing survey in September 2022 with full-time-regular (FTR) employees. Of the City's total 325 full-time employees, 50% (160) responded to the survey. Most PCMC households can afford monthly housing costs of \$901 to \$2,400. The City charges rent based on what is affordable to a 3-person family earning 50% of AMI (\$60,615 for a 2-bedroom unit), which amounts to \$1,515 monthly.

The Employee Rental Housing Committee (Committee) reviews all employee rental requests for non-transit units, and the City Manager has final approval. Recommendations for recruitment moving to the area rank highest, and all other requests are considered in the order submitted.

To understand the full implications of updating the Employee Housing Assistance program, an analysis of multiple issues is needed:

- How many employees might move to Park City if assistance were available?
- What trade-offs are employees willing to make to live in Park City (such as larger yards, more square footage, and single-family detached homes)?
- How much assistance is necessary to effectively assist employees who want to rent or purchase homes in Park City?
- What factors should be considered when determining who qualifies for assistance and how much assistance should be allocated?
- What is the best use of City funds to assist employees in moving to Park City (construction of new units, rental assistance, housing allowances, etc.)

Over the last six months, a Working Group was formed to discuss the complex issue of housing as it relates to employment recruitment and retention. We request additional time to conduct a more comprehensive analysis so we can bring Council well-vetted recommendations for a policy discussion. We anticipate this process will take six to nine months. Therefore, the Housing Team recommends temporarily renting 1959 Cooke Drive to a City employee while we update the Employee Housing Assistance Policy.

Funding

No funding is needed to fulfill this recommendation. Repair costs will be covered by rental income.

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Human Resources

Item Type: Staff Report

Agenda Section: OLD BUSINESS

Subject:

Consideration to Authorize the City Manager to Approve a New Health Insurance Policy with Aetna, Inc. for PCMC Employee Health Insurance, with the Annual premium Not to Exceed \$5,682,620 in Year One
(A) Public Input (B) Action

Suggested Action:

Attachments:

[Health Insurance Provider Staff Report](#)

[Exhibit A: Aetna PowerPoint](#)

[Exhibit B: Premium Outline](#)

[Exhibit C: Plan Design Outline](#)

[Exhibit D: Aetna Best and Final Proposal](#)

[Exhibit E: Underwriting Disclosure Document](#)

City Council Staff Report



Subject: Health Insurance Provider Approval
Authors: Sarah Mangano
Department: Human Resources
Date: April 4, 2023
Type of Item: Administrative

Recommendation:

Consider a request to authorize the City Manager to approve a new health insurance policy with Aetna, Inc. for PCMC employee health insurance. The anticipated annual premium is \$5,682,620 in year one. This provider replaces current provider, Regence Blue Cross Blue Shield. The new policy will provide an initial savings of \$565,389 for year one, with additional savings based on usage of up to \$500,000. The policy includes the option to extend for year two with a maximum increase of 9.9% while still participating in a cost-savings program.

Background and Analysis:

Park City Municipal Corporation provides health insurance as part of our employee benefits package. In January 2023, an RFP was conducted through our healthcare broker, HUB, to ensure our employees were being offered the best healthcare benefits at the most favorable cost to PCMC.

Eight insurance companies responded with proposals:

- PEHP – Public Employees Health Plan;
- Angle Health;
- EMI Health;
- Motiv Health;
- Regence Blue Cross Blue Shield;
- Select Health;
- United Health Care (UHC); and
- Aetna

The proposals answered over 180 questions, including company information, customer service, network availability, claims processing, and performance guarantees. Four insurers were eliminated based on their company longevity, network availability, and customer service. Further evaluation of the four remaining insurers occurred, with one eliminated due to price and one eliminated due to network availability and customer service. An evaluation committee, including Human Resources, Budget and Finance, and our HUB Consultant team, further evaluated the two finalists, Aetna and Regence.

In further evaluation, Aetna, Inc. offered the following benefits:

- Discount of \$565,389 for year one;
- Cost savings program with an opportunity to save an additional \$500,000 in year one;
- Plan design offering beneficial access for our employees to access of a choice of either IHC and University of Utah networks (with annual enrollment);

- Year two maximum plan increase of 9.9% (below current rate); and
- Core Wellness (Health Living Program Support).

Furthermore, Aetna's technology platforms offer improved reporting, access to online portals, open enrollment, and provider tools optimizing DEI searches. An additional benefit for those living in the Wasatch Front is access to CVS Health and Minute Clinic offerings.

These additional benefits are available with minimal disruption in our current offerings with a beneficial 97% physician match.

The proposed maximum increase of 9.9% for year two aligns with traditional annual benefit cost increases. For FY 2023, we were initially quoted between 6-10% increase in annual benefit premiums. The guarantee protects our lower premiums.

The Benefits team recommends approving Aetna, Inc as the City's new employee health benefits provider.

Exhibits:

Exhibit A: Aetna PowerPoint

Exhibit B: Premium Outline

Exhibit C: Plan Design Outline

Exhibit D: Aetna Best and Final Proposal

Exhibit E: Underwriting Disclosure Document



February 2023



Aetna is the brand name used for products and services provided by one or more of the Aetna group of companies, including Aetna Life Insurance and its affiliates (Aetna).

©2022 Aetna Inc.

859906-01-02 (11/22)



Joining you today



Kim Krebs
Account Director



Blythe Keller
Market Head Public & Labor

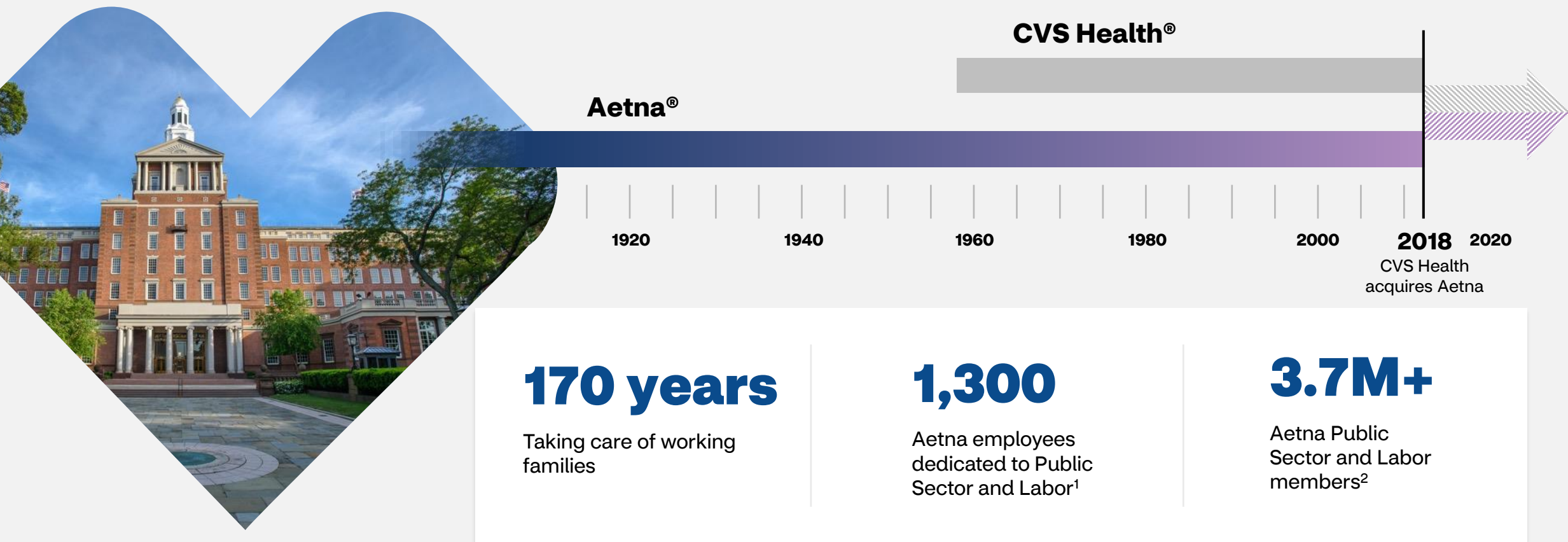


Kevin Lawlor
Director, Network



Kim Shafer
Business Development

History and experience coming together to benefit you



1 As of September 2022.
2 As of September 2022. There are 1,952,867 public sector and labor medical members; 1,774,142 public sector and labor dental members.

We're here for you in Utah

A dedicated presence

323K national employees including **600 Aetna employees** in Utah¹

Local offices in Sandy

Supporting **169K medical members** across Utah²

Invested in you

In Utah to-date since 2004, we've invested **\$2.5M in affordable housing, including \$1.4 in 2021 alone**³

CVS Health and Aetna® employees have volunteered **52K hours** nationally, valued at **\$2.9M**⁴

Employees have volunteered **more than 2K hours**, valued at **\$77.1K** in Utah⁵



¹ National numbers represents CVS Health and Aetna employees as of July 2022.

² Commercial medical membership as of July 2022.

³ CVS Health Utah Community Impact Profile for 2021.

⁴ CVS Health and Aetna internal data, December 31, 2021.

⁵ Employee volunteer hours for calendar year 2021. CVS Health and Aetna internal report.

Surrounding
you with our
whole heart

And creating better health, together

Offering the right health experience for every member, on every journey – one that's seamless, easy to access and **where you want us to be.**



● ENGAGEMENT

● SIMPLICITY

● VALUE

Today's discussion



Part one

How can we best support you?

- Differentiated service experience
- Best in class benefit solutions
- Reporting & system access



Part two

How can we best care for your employees?

- Member experience
- Unrivaled Access
- Connected virtual care

Today's discussion



Part one

How can we best support you?

- Differentiated service experience
- Best in class benefit solutions
- Reporting & system access



Part two

How can we best care for your employees?

- Member Experience
- Unrivaled Access
- Connected virtual care



Your Service Team

Surrounding you with account stewardship

Kimberly Krebs

Account Director

- Owns Aetna's strategy to meet your needs
- Facilitates and leads quarterly and year-end utilization reviews
- Leads renewal process and deliver accounting



Fernando Villasenor

Plan Sponsor Liaison

- Handles escalated member issues
- Subject matter expert on your benefits and products
- Responsible to assure that plan sponsor tools are complete, accurate and current

Jill Fratello

Account Manager Support

- Day-to-day HR contact
- Facilitates delivery of standard monthly reports
- Schedules, facilitates and leads service meetings

Anjali Sharma

Wellness Consultant

- Helps develop & execute wellness plan
- Provides insight based on industry-level trends
- Consults with you to ensure goals are achieved

Some things just go better together

Customers see consistently favorable results when they offer our medical and pharmacy programs together



**BETTER
EXPERIENCE**



**BETTER
OUTCOMES**



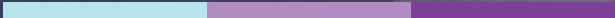
**BETTER
FINANCIAL
RESULTS**



A photograph of three diverse women hugging warmly outdoors. The woman on the left is wearing a beige hijab and a grey sweater, smiling broadly. The woman in the middle is wearing a tan top and has her arms around the other two. The woman on the right is wearing a white fuzzy jacket and a yellow headband, also smiling. The background is softly blurred, showing trees and a warm light source, possibly the sun setting or rising.

Diversity Equity & Inclusion

Ahead of the curve.



Leading the way in health equity

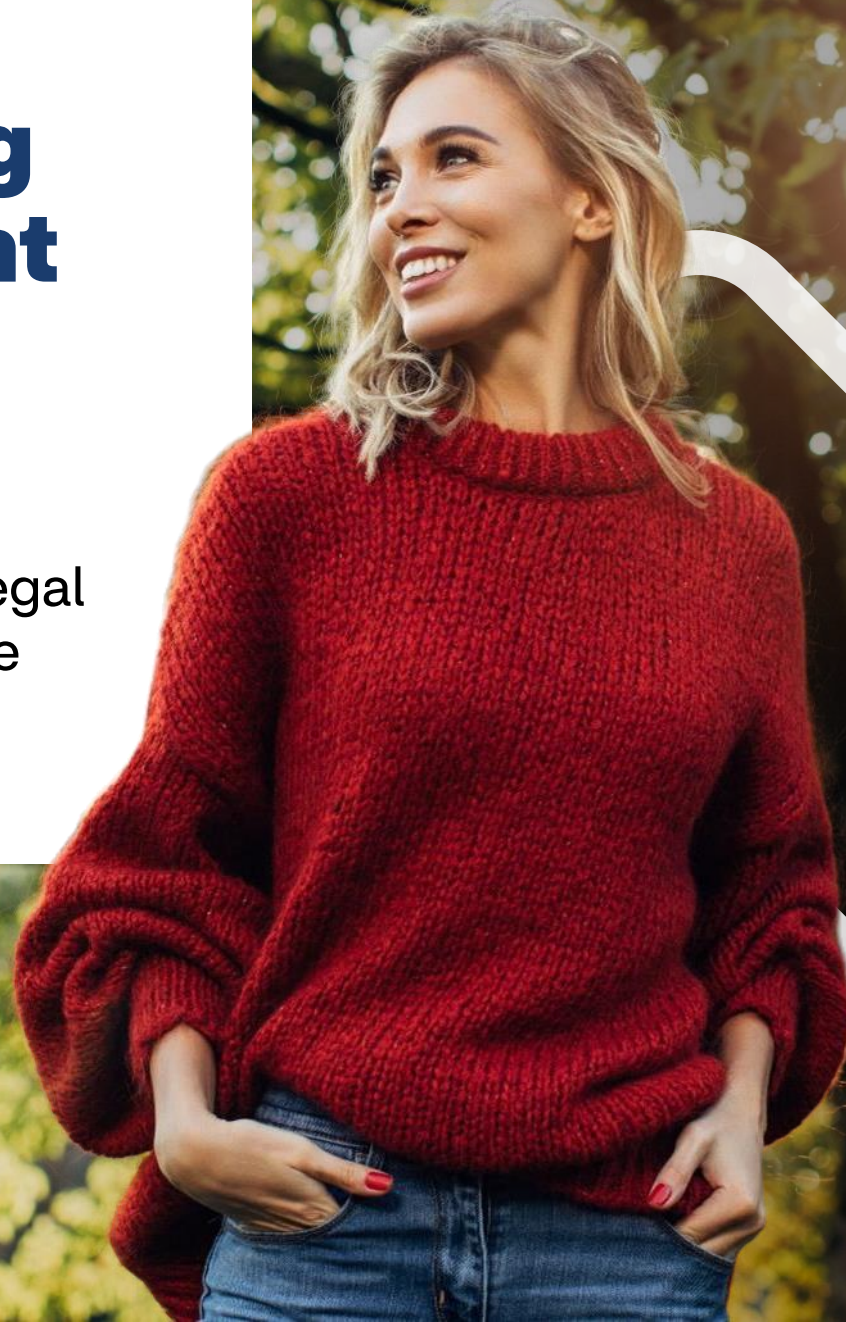
We are investing nearly **\$600M** to support the communities we serve, improve the employee experience and influence public policy to address racial inequality across the country.¹ Our goal is to proactively **address disparities** and **drive change** to improve health across every socioeconomic and minority group.



¹ CVS Health Corporate Social Responsibility Report. Accessed March 2022.

Our ongoing commitment to women's health

Supporting safe and legal access to reproductive health care



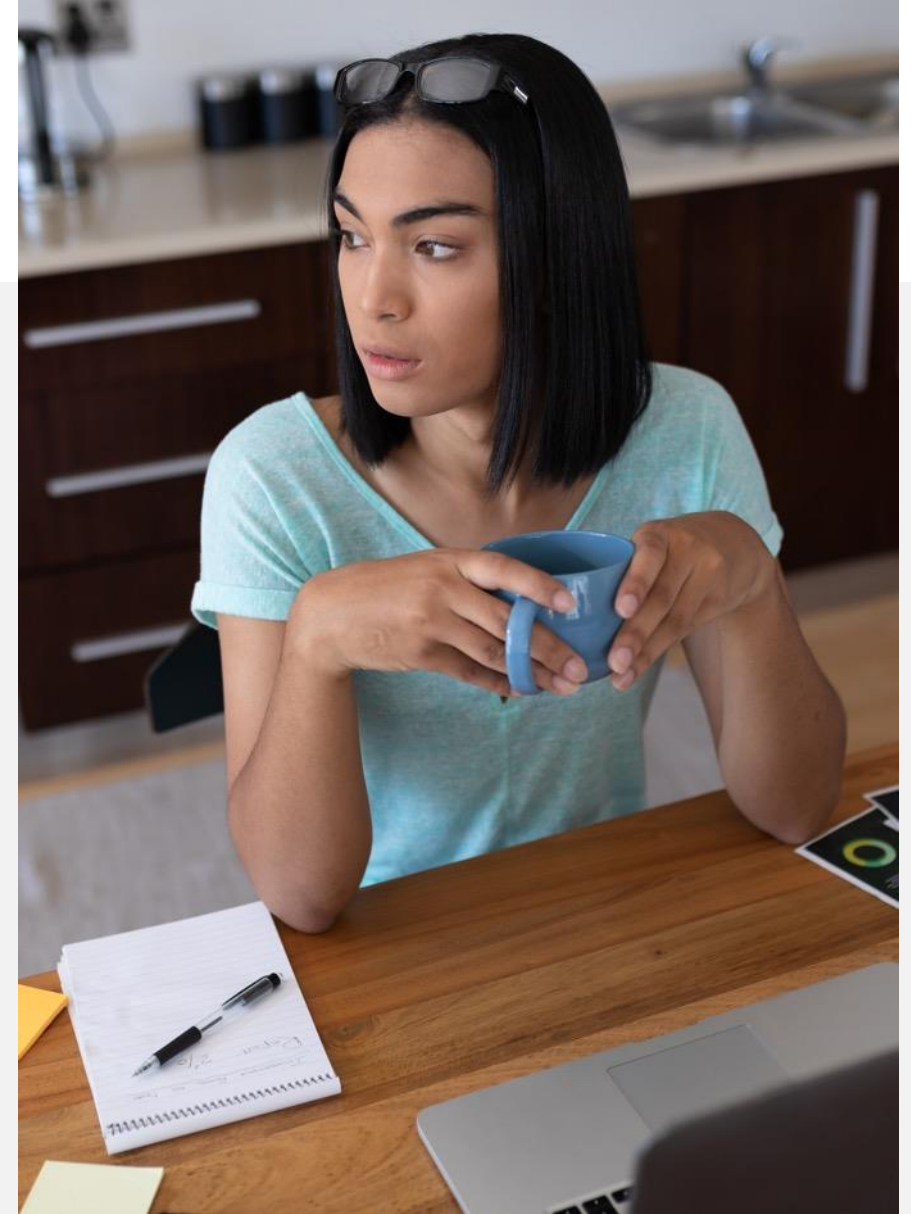
Supporting members on their gender journey

TRANSGENDER ADVOCATE

Care advocates and a member services team are specially trained in care for members who identify as transgender or gender variant.

Advocates provide education, support and resources:

- Understand and access benefits
- Support throughout gender affirmation surgery process
- Referral to online resources and local community support
- Find providers and facilities specialized in transgender care
- Focus on the physical and mental well-being



Next step? Better health

Aetna One® Flex



1:1 nurse support
Behavioral health specialist
Registered dietitian
Social worker
Transgender care advocate**



Hyperlocal CVS Health® support



24-Hour Nurse Line*
Aetna Compassionate CareSM program



Aetna Advice® program
Surgery education and recovery kits
Health concierge



Aetna HealthSM app



Readmission prevention through CVS Health

Average savings¹
\$21.02
PMPM

2.5:1
ROI

*While only your doctor can diagnose, prescribe or give medical advice, the 24-Hour Nurse Line nurses can provide information on a variety of health topics.

**When it is a covered benefit.

¹ Self-insured savings can vary. Most clients see at least a 2:1 ROI with the average self-insured customer experiencing \$21.02, which can vary based on the customer. Based on Internal analysis using Aetna Book of Business results.

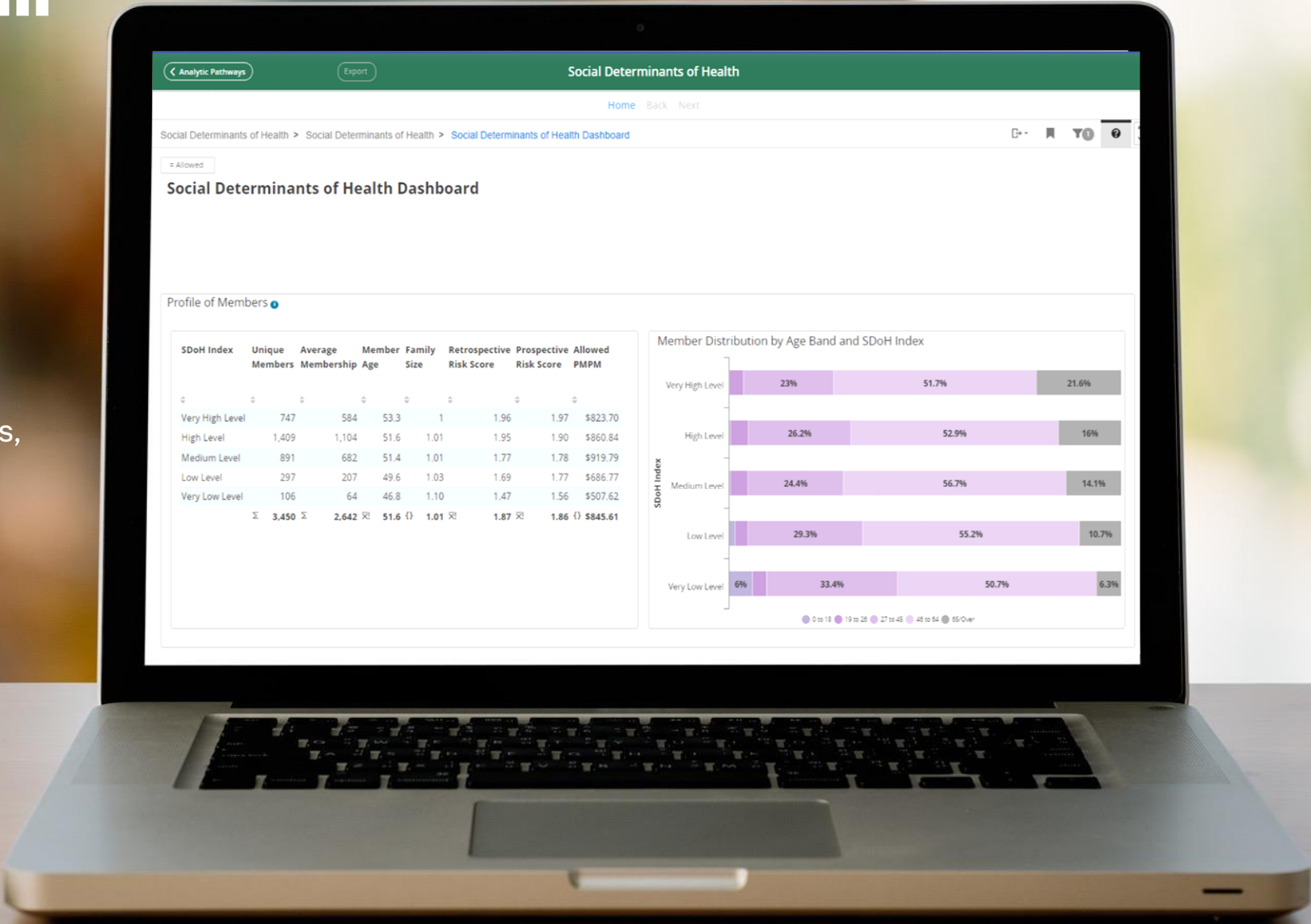
The power of one reporting platform

Secure access to integrated utilization, expenses, networks and clinical data

Comprehensive view with intuitive, simple click-through dashboards and reports

Integrated data with insights from medical, dental and pharmacy claims, plus program and service usage

Analytic, consultative and strategic support to lower costs and improve health



Today's discussion



Part one

How can we best support you?

- Differentiated service experience
- Best in class benefit solutions
- Reporting & system access



Part two

How can we best care for your employees?

- Member experience
- Unrivaled Access
- Connected virtual care

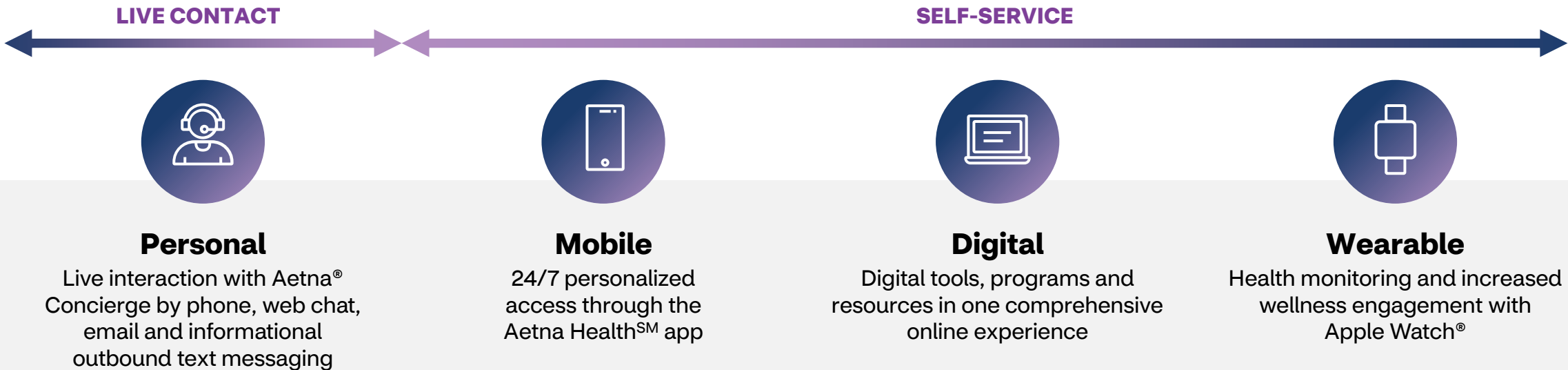
A photograph of two young women laughing joyfully outdoors. The woman in the foreground is wearing a blue denim jacket, and the woman behind her is wearing an orange quilted jacket. They are both smiling broadly, showing their teeth. The background is a soft-focus view of a city skyline under a bright sky.

Member experience

The “how” is just as important as the “why.” Your employees deserve proactive support that’s with them at home or on the go, on their terms.

A horizontal bar composed of three segments: a light blue segment on the left, a purple segment in the middle, and a darker purple segment on the right.

Support when and where members need it



And, for you, we offer comprehensive reporting on how and when members use these resources.

A personal health assistant who goes above and beyond



With a simple, personalized experience, the concierge connects members to the right programs and resources and makes their lives a little easier.

.....

THE CONCIERGE:

Locates providers

Estimates costs

Receives clinical alerts

Educates members on maximizing benefits

Helps schedule doctor visits

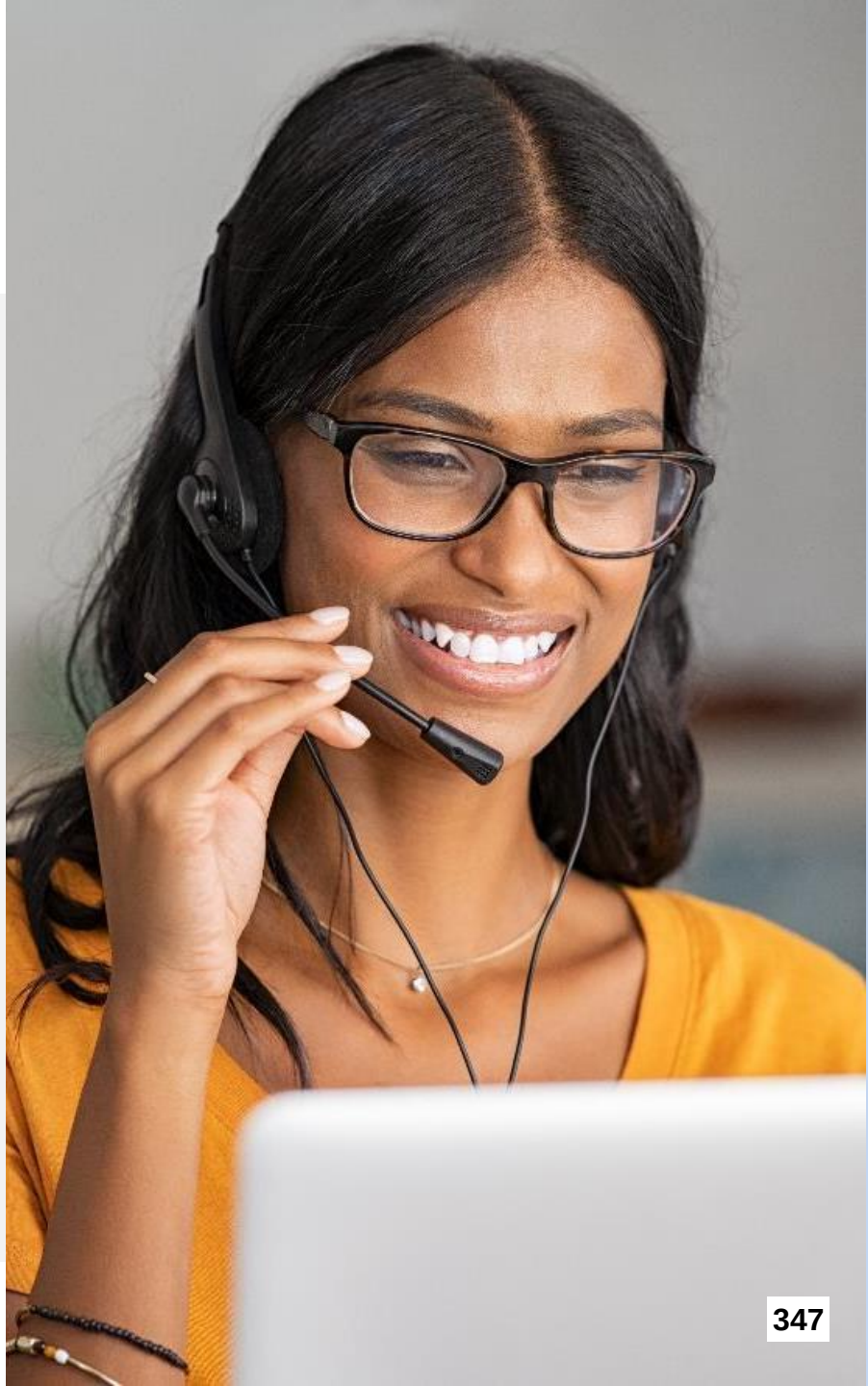
Makes warm transfers

Interacts via webchat

Conducts First Impression Treatment

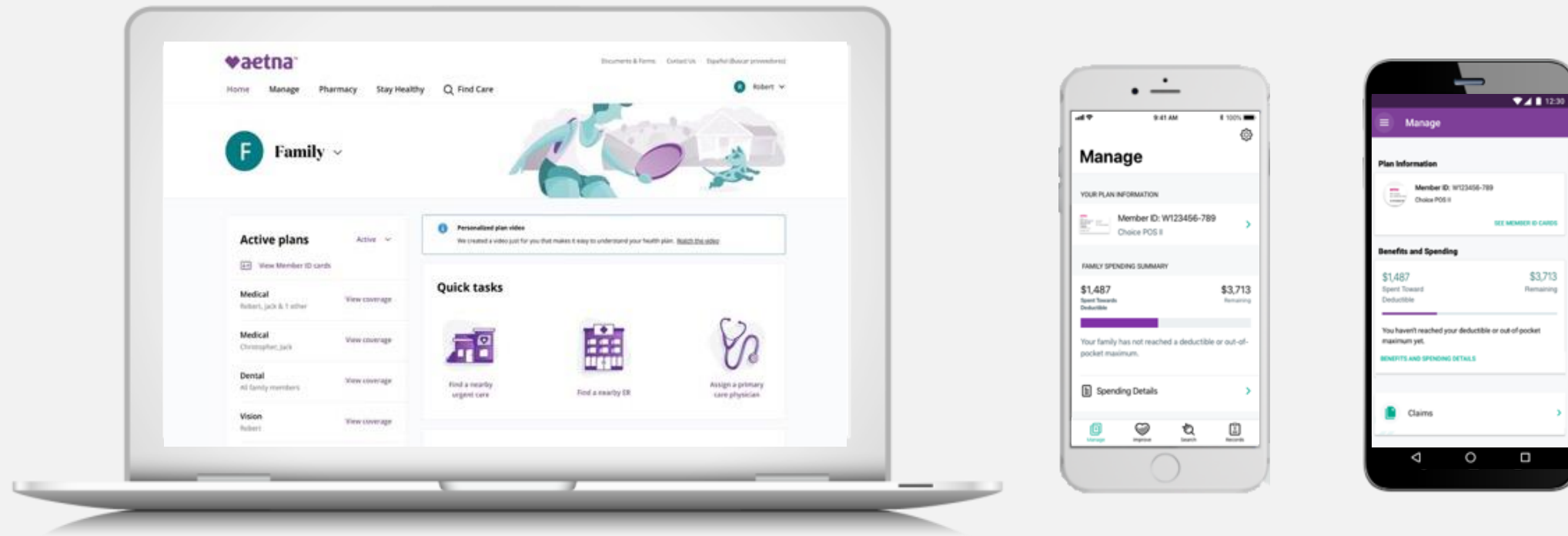
Offers real-time claims reprocessing

Uses predictive analytics to proactively reach out to members



A convenient digital front door to managing your health

Aetna HealthSM online platform



Apple, the Apple logo, iPhone, iPad and the Apple Watch are trademarks of Apple Inc., registered in the U.S. and other countries. App Store is a service mark of Apple Inc.

Names and some details have been changed or omitted to protect member privacy.

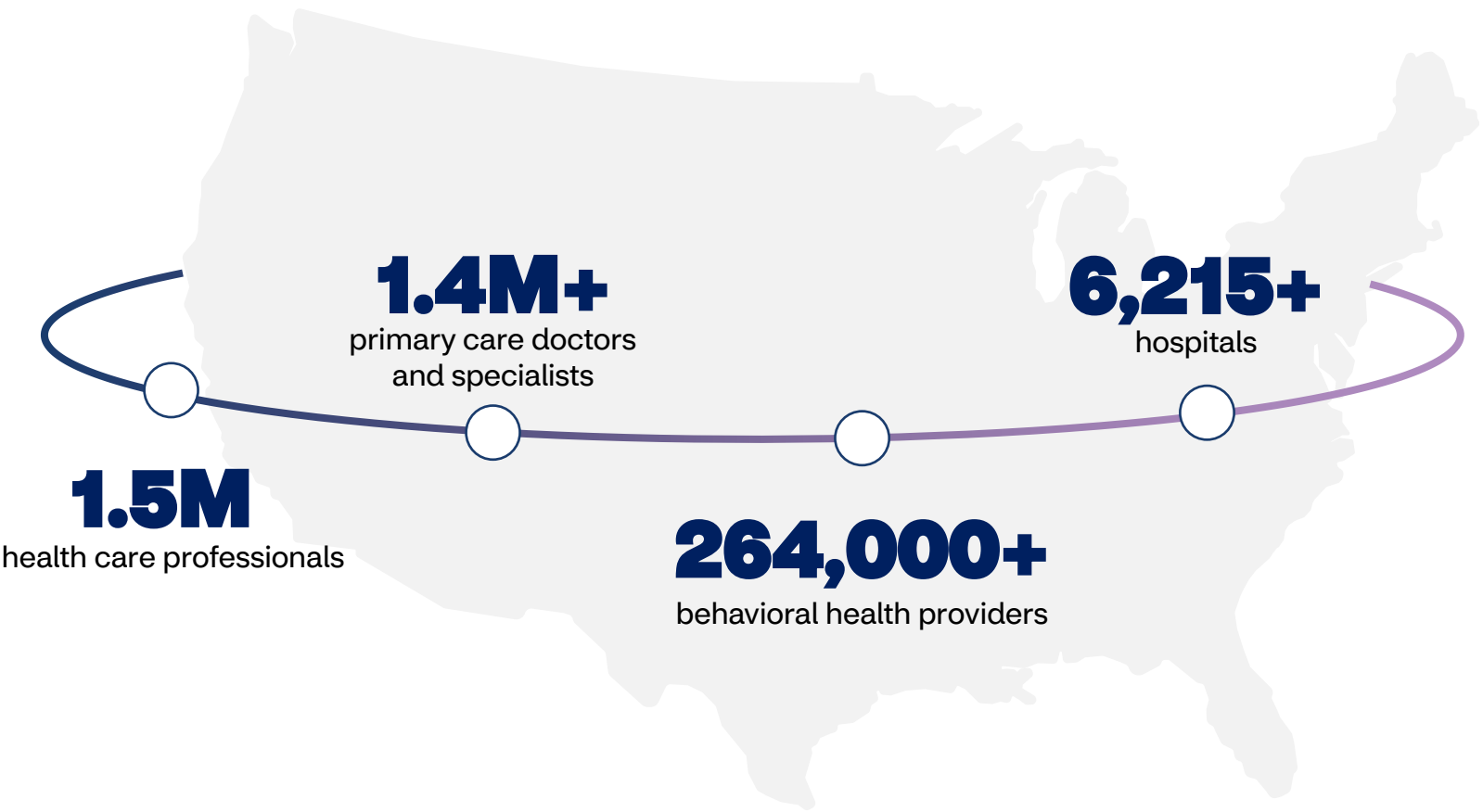
Network access

Together we ensure that your employees have access to the care they need, when and where they need it.



Our national network offers choice and flexibility

COAST-TO-COAST SUPPORT:¹



¹Executive Level Provider Counts (ELPC) report for broad network PPO. Aetna internal data, accessed September 30, 2021.

Two Local Network Options

Standard Network

- University of Utah, MountainStar & Steward Facilities

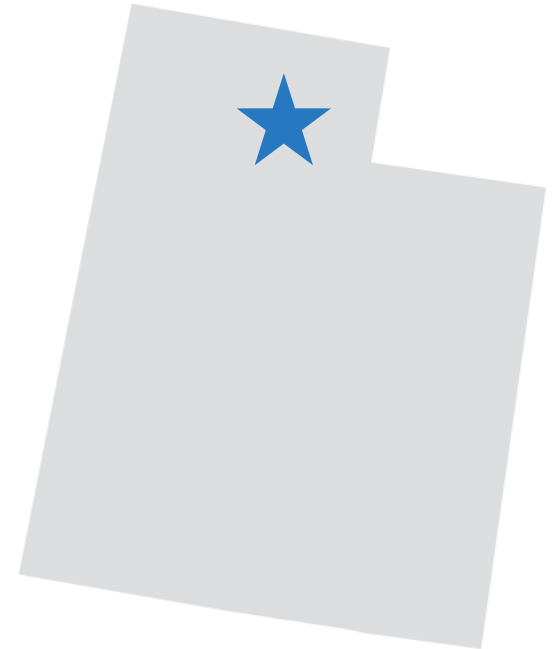
Intermountain Aetna Whole Health

- Intermountain Healthcare Facilities

Offer both network options - **Employee** decides
Plan design & rates are the same

Park City and Heber Valley Hospitals are participating in both network options

Approximately 85% of all primary care type of providers including all major clinics are in both network options



Smooth Transition*



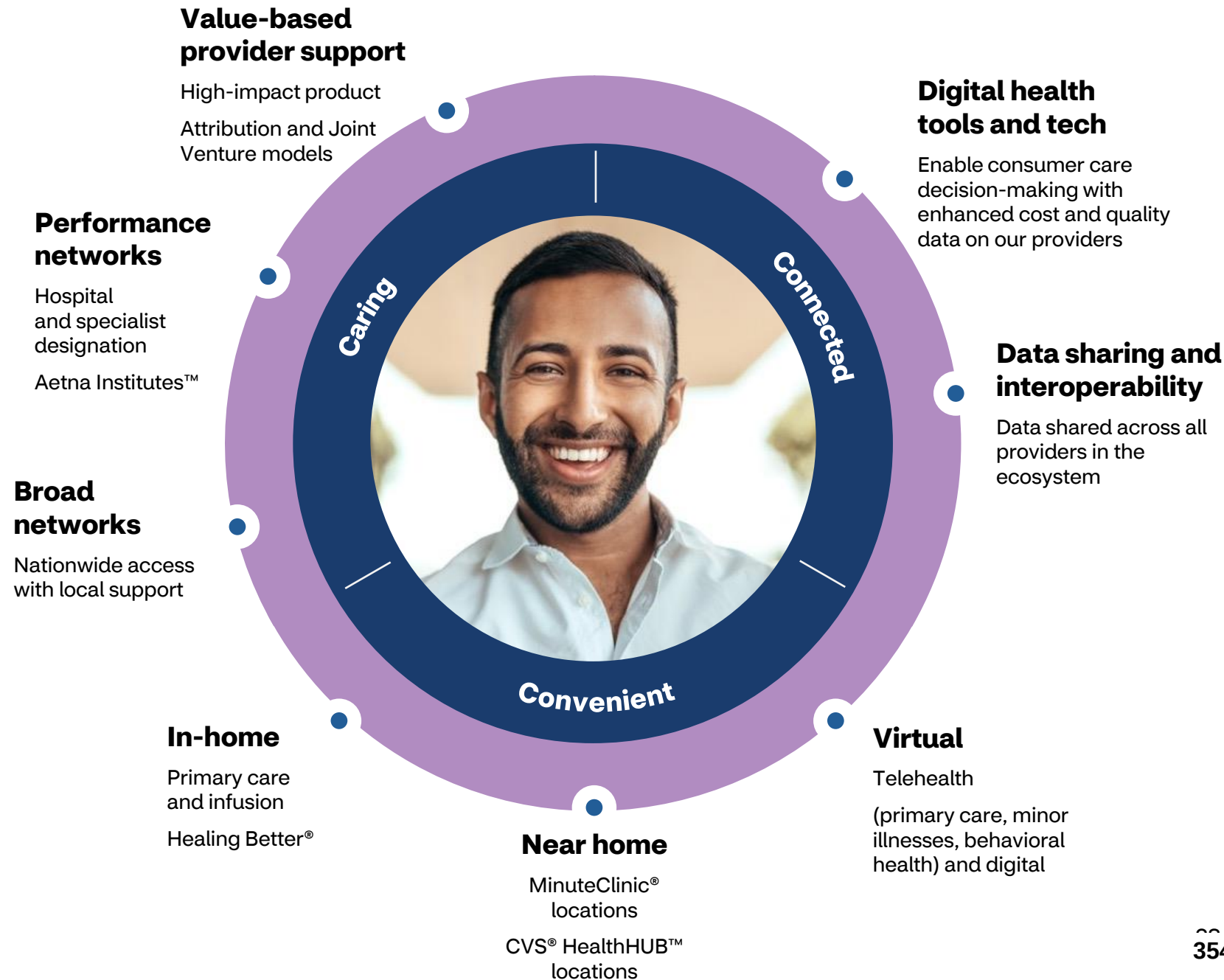
*Results based on analysis of Park City Municipal Corporation top physicians and facilities reports

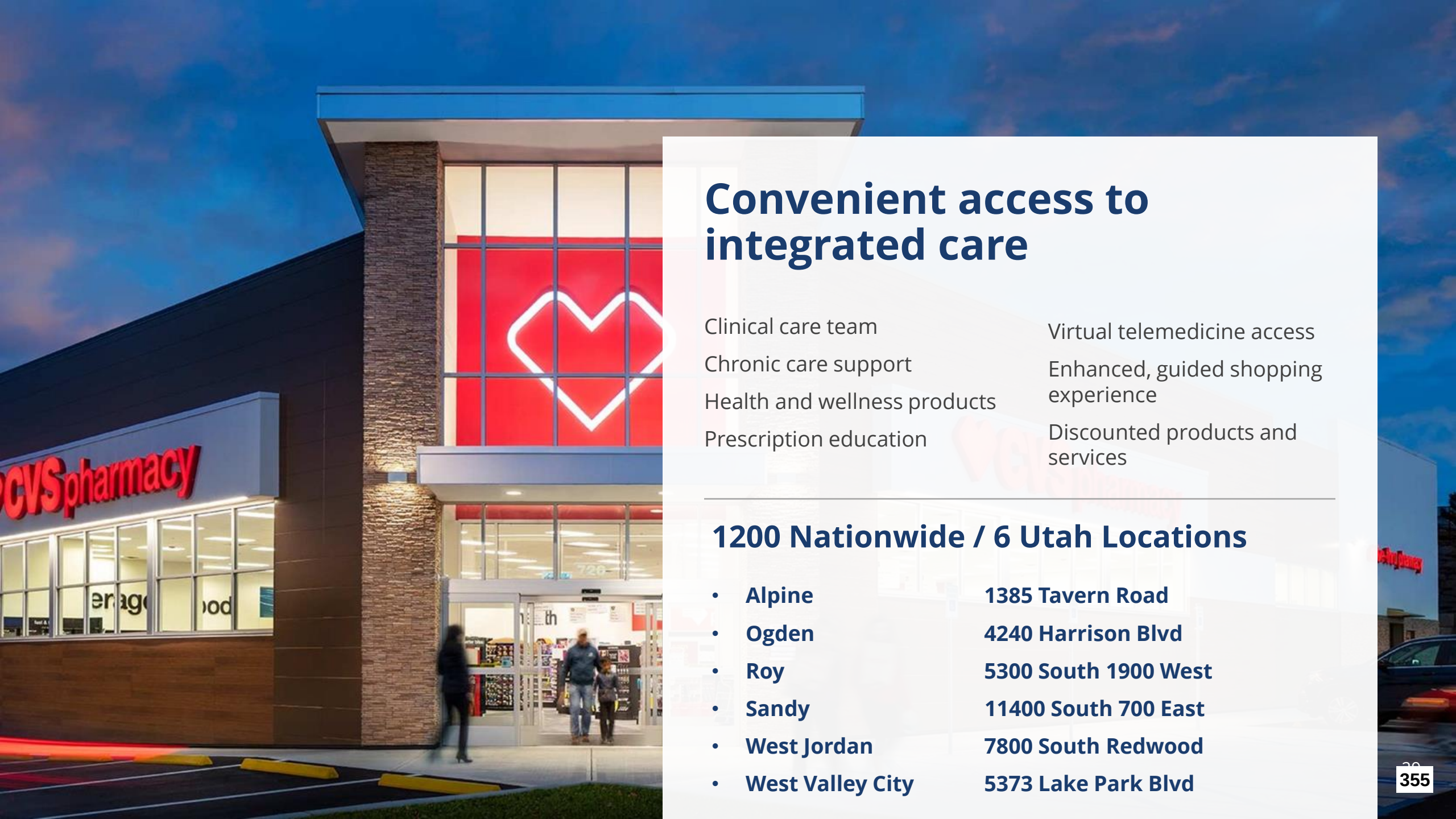
Quality care

From physical health to mental well-being, chronic condition support to everyday wellness - we meet members where they are on their journey.

Access to care where you are

Affordable, quality
care for every person





Convenient access to integrated care

Clinical care team

Chronic care support

Health and wellness products

Prescription education

Virtual telemedicine access

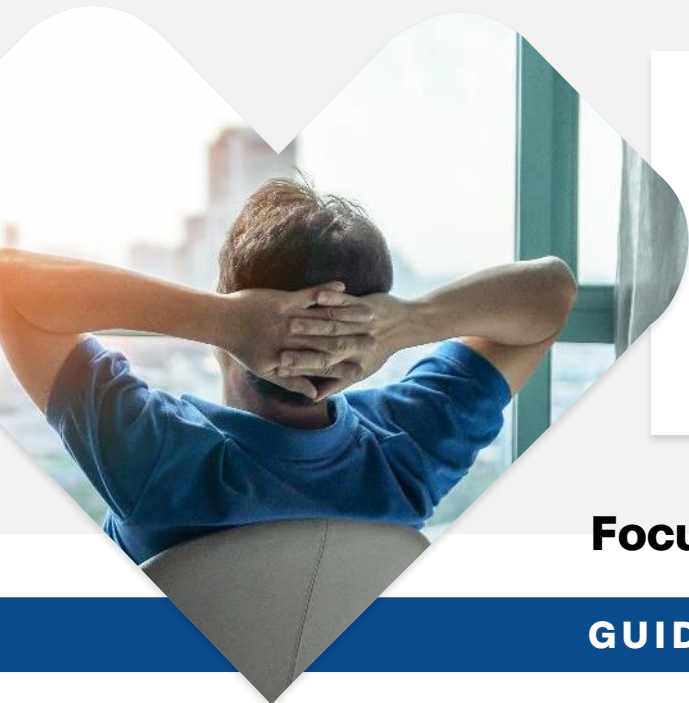
Enhanced, guided shopping experience

Discounted products and services

1200 Nationwide / 6 Utah Locations

- | | |
|--------------------|----------------------|
| • Alpine | 1385 Tavern Road |
| • Ogden | 4240 Harrison Blvd |
| • Roy | 5300 South 1900 West |
| • Sandy | 11400 South 700 East |
| • West Jordan | 7800 South Redwood |
| • West Valley City | 5373 Lake Park Blvd |

Prioritizing mental and emotional well-being



83%

of employees in the U.S. are experiencing mental health issues¹

67%

of employers identified mental and emotional well-being as their top priority²

3 of 5

members with a recent mental health diagnosis did not receive care³

Focused on solutions that can make a difference for your employees

GUIDE

Navigating, supporting and assessing members to help access the best resources available to them.

CONNECT

Using personalization to help members find appropriate care options and network providers.

REINVENT

Continuously improving plan design solutions to ensure members receive access to the best services.

¹ National Alliance of Healthcare Purchaser Coalitions. The American worker in crisis: study finds 83% of U.S. employees are experiencing mental health issues. Available at: [NationalAllianceHealth.org/www/news/news-press-releases/American-worker-in-crisis](https://www.nationalalliancehealth.org/www/news/news-press-releases/American-worker-in-crisis). Accessed November 1, 2022.

² Willis Towers Watson 2022 Best Practices in Healthcare Survey.

³ National Alliance on Mental Illness. Mental health by the numbers. Available at: [NAMI.org/mhstats](https://www.nami.org/mhstats). Accessed November 1, 2022.

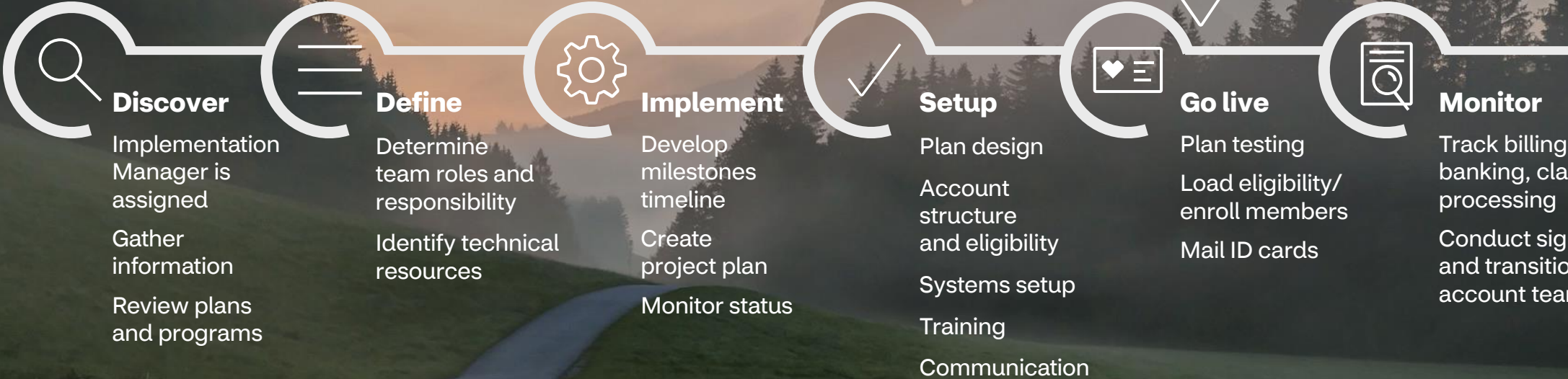
A photograph of a bus driver, a man with a beard and glasses wearing a grey jacket, smiling at the camera while holding the steering wheel. A young woman with long blonde hair, wearing a yellow and blue patterned sweater and a black beanie, is standing next to him, looking down at a small electronic device she is holding. The scene is set inside the driver's cab of a bus, with large windows in the background showing a bright, slightly blurred outdoor environment. A dark blue diagonal graphic element is overlaid on the left side of the image.

Seamless Onboarding

It's all about simplicity. With a connected, all-in-one approach we help ease your administrative burden while offering long-term savings opportunities.

Proven pathway to a successful and seamless implementation

Go Live
7/1/2023



97% overall customer satisfaction with Aetna^{®1}

1 Aetna year-end Performance Tracking Customer Satisfaction Survey results 2020.

Offering support for every step of open enrollment

BEFORE OPEN ENROLLMENT

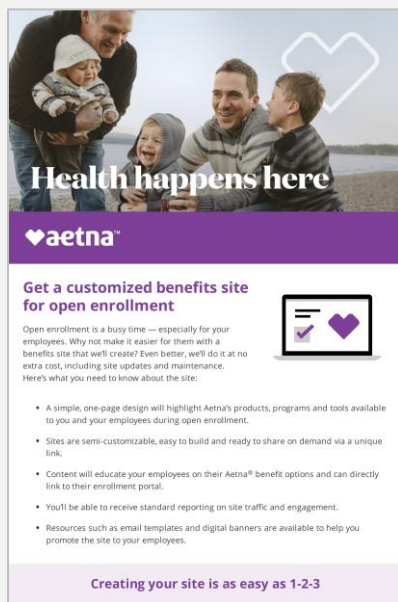
- Planning and strategy
- Custom microsite featuring your offerings
- Custom introductory email
- 24/7 web access

DURING OPEN ENROLLMENT

- Open Enrollment Meetings
- Video and microsite content
- Plan and cost comparison tools
- Custom provider search
- One-on-one customer center support
- Personalized brochures

Communications support: pre- and post-enrollment

Before open enrollment



Planning and strategy

- We'll help you refine your goals and build your campaign with our Strategies to Success guide

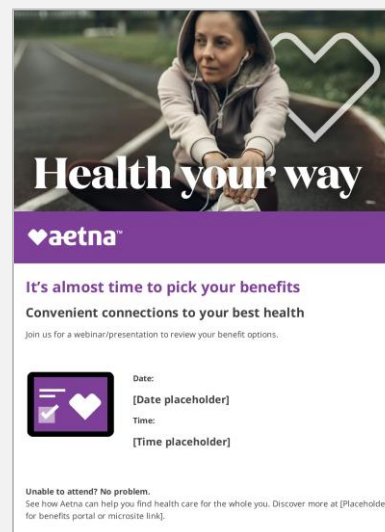
Custom microsite

- We'll design a custom benefits microsite featuring your specific Aetna plans, programs and tools
- We'll help you promote the site with a custom introductory email to send to your employees
- Your employees will have web and mobile enabled access 24/7 so they can learn when and where it is convenient for them

Member Services

- Live member service is available to answer questions via phone, before and during open enrollment

During and after open enrollment



Onsite events

- Open enrollment support
- Informational sessions throughout the year

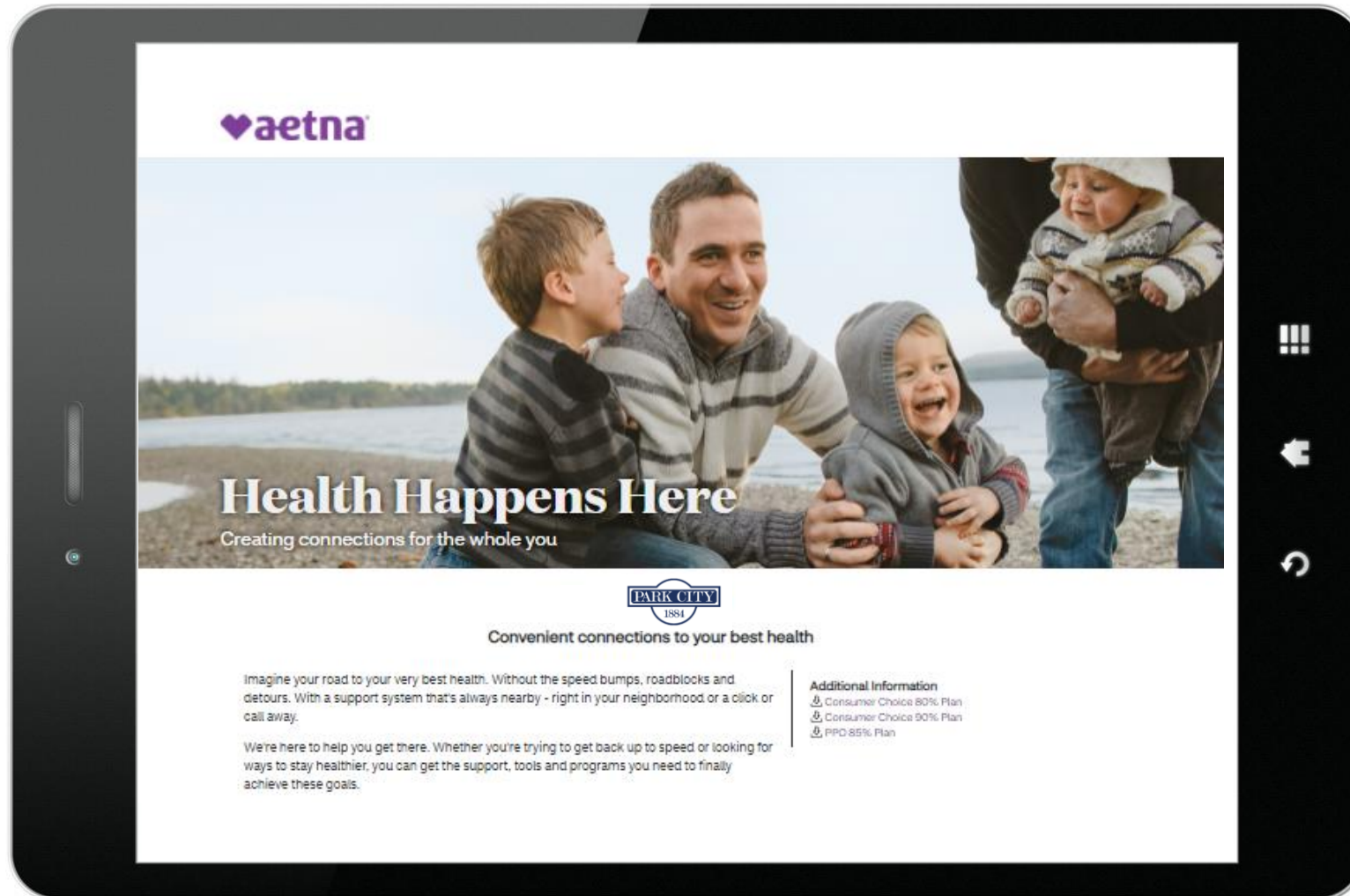
Virtual events

We partner with you to create an end-to-end virtual experience for your employees including:

- Live webinars and video content
- On demand presentations and microsite content
- Plan and Cost comparison tools to help employees make educated decisions
- One-on-one customer Center support to answer questions



It starts with a custom-built microsite



Explore and engage

Search for providers in your network area

Access to helpful resources during open enrollment

Learn about your benefits

View your plan summary

Pharmacy formulary

Review resources to support you and your family

Our Fully-Insured Medical Proposal



Rates

10% below current

9.9% second year rate cap

Performance Guarantees

**Optional* Participating
MCR contract**



Allowances

\$10k Implementation

Monthly Claims Extract



Value Programs

Core Wellness

Aetna One Flex

**Enhanced Maternity
Program**

Concierge



\$29K
Worth of
allowances and
credits

*Park City to choose between rate cap and participating MCR

Our Self-Insured Medical Proposal



Rates

\$37.64 PEPM*

3-month fee holiday

Performance Guarantees

3-year fixed mature fee



Allowances

\$10k Implementation

Monthly Claims Extract



Value Programs

Core Wellness

Aetna One Flex

Enhanced Maternity Program

Concierge

\$69K
Worth of allowances and credits

*Per Employee Per Month, assumes integrated Rx, does not include broker commission



**What matters to
you, matters to us.**

Together we're
focused on
increasing access,
driving engagement
and simplifying the
health experience.



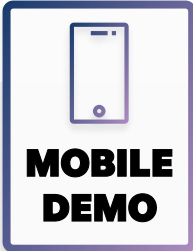
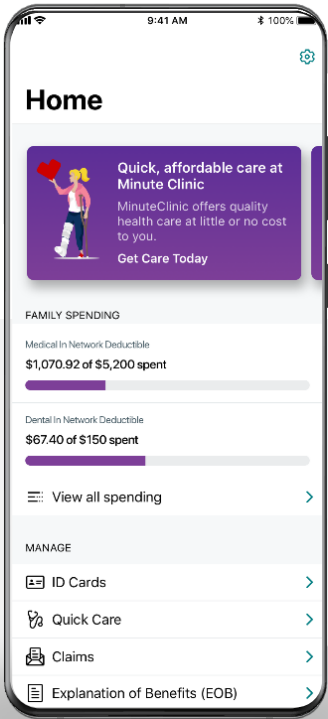
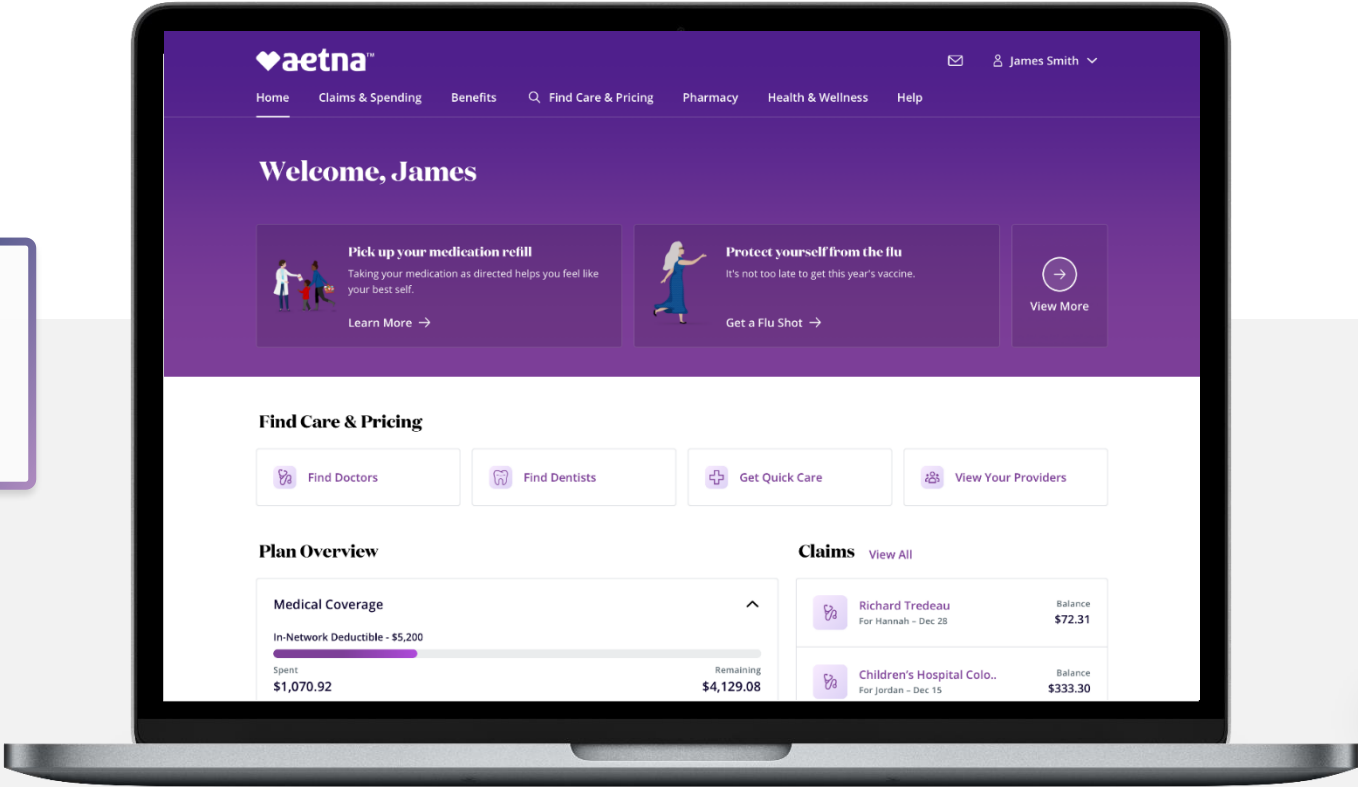


Healthier happens together™



Conveniently manage health, at home or on the go

Aetna HealthSM



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App Store is a service mark of Apple Inc.
Names and some details have been changed or omitted to protect member privacy.

Legal disclaimer

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Aetna, CVS Pharmacy®, MinuteClinic, LLC (which either operates or provides certain management support services to MinuteClinic-branded walk-in clinics) and CVS Caremark® are part of the CVS Health® family of companies.

Providers are independent contractors and are not agents of Aetna. Provider participation may change without notice. Refer to [Aetna.com](https://www.aetna.com) for more information about Aetna® plans. Health information programs provide general health information and are not a substitute for diagnosis or treatment by a health care professional.

For a complete list of other participating pharmacies, log in to [Aetna.com](https://www.aetna.com) and use our provider search tool.

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Note: Premiums illustrated here are based on current enrollment in each plan option sponsored by Park City.

		Aetna				Aetna			
		2023 Plan Year				2024 Plan Year			
		Regular Fully-Insured Plan		Participating MCR Funding Arrangement		Regular Fully-Insured Plan		Participating MCR Funding Arrangement	
		Monthly Rate	Monthly Premium	Monthly Rate	Monthly Premium	Monthly Rate	Monthly Premium	Monthly Rate	Monthly Premium
Current Enrollment									
\$375 Ded Plan									
EE	13	\$ 625.05	\$ 8,126	\$ 625.05	\$ 8,126	\$ 686.93	\$ 8,930	Will be reviewed and underwritten in late 2023/early 2024	
EE+ Sp	14	\$ 1,780.92	\$ 24,933	\$ 1,780.92	\$ 24,933	\$ 1,957.23	\$ 27,401		
Family	52	\$ 1,780.92	\$ 92,608	\$ 1,780.92	\$ 92,608	\$ 1,957.23	\$ 101,776		
Monthly Premium			\$ 125,666		\$ 125,666		\$ 138,107		
\$700 Ded Plan									
EE	62	\$ 600.57	\$ 37,235	\$ 600.57	\$ 37,235	\$ 660.03	\$ 40,922		
EE+ Sp	30	\$ 1,711.17	\$ 51,335	\$ 1,711.17	\$ 51,335	\$ 1,880.58	\$ 56,417		
Family	63	\$ 1,711.17	\$ 107,804	\$ 1,711.17	\$ 107,804	\$ 1,880.58	\$ 118,476		
Monthly Premium			\$ 196,374		\$ 196,374		\$ 215,815		
QHDHP									
EE	29	\$ 566.64	\$ 16,433	\$ 566.64	\$ 16,433	\$ 622.74	\$ 18,059		
EE+ Sp	19	\$ 1,614.51	\$ 30,676	\$ 1,614.51	\$ 30,676	\$ 1,774.35	\$ 33,713		
Family	34	\$ 1,614.51	\$ 54,893	\$ 1,614.51	\$ 54,893	\$ 1,774.35	\$ 60,328		
Monthly Premium			\$ 102,002		\$ 102,002		\$ 112,100		
Total Monthly Premium			\$ 424,042		\$ 424,042		\$ 466,022		
Total Annual Premium			\$ 5,088,505		\$ 5,088,505		\$ 5,592,267		
Allowances/Credits included for the 2023 Plan Year									
Implementation/Communication*			\$ 10,000		\$ 10,000				
Reporting*			\$ 19,000		\$ 19,000				
Annual Premium After Credits			\$ 5,059,505		\$ 5,059,505		\$ 5,592,267		

*Annual allowances may be adjusted if actual enrollment changes by +/-10% from assumptions. Allowances are available only for those expenses performed and billed by a third party (not the plan sponsor).

Aetna						
\$375 Deductible Plan			\$700 Deductible Plan		QHDHP	
In-Network		Out of Network	In-Network	Out of Network	In-Network	Out of Network
GENERAL INFORMATION						
Deductible Single / Family	\$375 / \$700	\$750 / \$1,400	\$700 / \$1,100	\$1,250 / \$2,500	\$1,500 / \$3,000	
Out-of-Pocket Maximum	\$3,000 / \$6,000	\$6,000 / \$12,000	\$3,000 / \$6,000	\$6,000 / \$12,000	\$5,000 / \$10,000	
Coinsurance	20% AD	40% AD	20% AD	40% AD	20% AD	40% AD
Prescription Drug Deductible	None	None	None	None	Shared with Medical	Shared With Medical
Prescription Drug Out-of-Pocket Maximum	Shared with Medical	Shared with Medical	Shared with Medical	Shared with Medical	Shared with Medical	Shared With Medical
Prescription Drugs 30-day at retail	Tier 1: \$15 Tier 2: \$30 Tier 3: \$65	Plan pays up to discounted cost, minus the applicable co-pay. Patient pays balance	Tier 1: \$15 Tier 2: \$30 Tier 3: \$65	Plan pays up to discounted cost, minus the applicable co-pay. Patient pays balance	Tier 1: \$15 Tier 2: \$30 Tier 3: \$65	Play pays up to discounted cost, minus the applicable co-pay. Patient pays the balance.
Specialty Medications at retail	Tier A: 20% Tier B: 30%		Tier A: 20% Tier b: 30%		Tier A: 20% Tier B: 30%	
OFFICE VISITS						
Primary Physician Office Visit	\$25	40% AD	\$35	40% AD	20% AD	40% AD
Secondary Physician Office Visit	\$45	40% AD	\$55	40% AD	20% AD	40% AD
Urgent Care Visit	\$45	40% AD	\$55	40% AD	20% AD	40% AD



An Aetna Proposal
Presented to

Park City Municipal Corporation

July 1, 2023

Park City Municipal Corporation

Why Aetna?

Effective Date: July 01, 2023

We're more than products and programs. **We offer a health care experience that's more caring, more** connected and closer to home. With a holistic approach we join members on their personal health journey, removing barriers along the way. And we work proactively to help every member achieve their goals and stay on a path to better health.

Because you have unique needs we offer customized, tailored solutions. And we have a plan to take care of each of your employees, helping to increase engagement, improve outcomes and boost productivity.

We know health care can be overwhelming. So we work together with you to help make each member of your team a stronger individual. Stronger individuals lead to a stronger workforce. And when you have a stronger workforce, you can achieve stronger results.

You can learn more about Aetna here:

<https://www.aetna.com/about-us.html>

"Aetna" is the brand name used for products and services provided by one or more of the Aetna group of subsidiary companies.

The Aetna companies include:

Aetna Health Inc., Aetna Health of California Inc., Aetna Health of the Carolinas Inc., Aetna Health of Washington Inc., Aetna Health Insurance Company of Connecticut, Aetna Health Insurance Company of New York, Corporate Health Insurance Company; Aetna Life Insurance Company; Aetna Dental Inc.; and/or Aetna Dental of California Inc.; Aetna Health of Utah Inc. Certain dental plans are available only for groups of a certain size in accordance with underwriting guidelines. Managed care plans may not cover all health care expenses. Contracts should be read carefully to determine which health care services are covered. While this material is believed to be accurate as of the print date, it is subject to change. For more specific information about the coverage details, including limitations, exclusions, and other plan requirements, please contact an Aetna representative.

Aetna has various programs for compensating producers (agents, brokers and consultants). If you would like information regarding compensation programs for which your producer is eligible, payments (if any) which Aetna has made to your producer, or other material relationships your producer may have with Aetna, you may contact your producer or your Aetna account representative. Information regarding Aetna's program compensating producers is also available at:

www.aetna.com

The information contained in this proposal is confidential and should not be shared with anyone other than your broker or benefit plan consultant.

Park City Municipal Corporation

Contact Information

Account Executive: Kimberly Shafer Email: KAShafer@aetna.com
 Telephone Number: 801-232-3331

Assumptions

Contract State: UT Lives: 326
 Pooling Level: \$175,000 Sic Code: 9111
 Commissions: \$3.45 PMPM Mem/EE Ratio: 2.75
 Rx Formulary: Advanced Control Formulary Aetna Insured

Proposed Rates **Effective Date:** July 1, 2023 **End Date:** June 30, 2024

The following proposal is for the Conventional Prospective Funding Arrangement

The following proposal includes a 9.9% second year rate cap

Coverage	Lives	Monthly Rate PEPM	Monthly Amount Due
OA POS (Managed Choice)			
Aetna Whole Health OAMC 700 Ded			
EE	70	\$600.57	\$42,040
EE + SP	22	\$1,711.17	\$37,646
EE + Children	14	\$1,711.17	\$23,956
Family	63	\$1,711.17	\$107,804
Total	169		\$211,446

HSA OA POS (Managed Choice)			
Aetna Whole Health OAMC HSA			
EE	32	\$566.64	\$18,132
EE + SP	14	\$1,614.51	\$22,603
EE + Children	5	\$1,614.51	\$8,073
Family	28	\$1,614.51	\$45,206
Total	79		\$94,014

OA POS (Managed Choice)			
Aetna Whole Health OAMC 375 Ded			
EE	12	\$625.05	\$7,501
EE + SP	13	\$1,780.92	\$23,152
EE + Children	1	\$1,780.92	\$1,781
Family	52	\$1,780.92	\$92,608
Total	78		\$125,041

Total Medical Lives 326
Monthly Total Amount Due \$430,502
Total Contract Period Amount Due \$5,166,018

Clarifications

The Medical Pooling Level indicated in the assumptions above represents what was used in your pricing based on company standards for your market and case size. This may be subject to change.

*Rate Cap

Refer to the Second Year Rate Cap document for terms and conditions.

Park City Municipal Corporation

Contact Information

Account Executive: Kimberly Shafer Email: KAShafer@aetna.com
 Telephone Number: 801-232-3331

Assumptions

Contract State: UT Lives: 326
 Pooling Level: \$175,000 Sic Code: 9111
 Commissions: \$3.45 PMPM Mem/EE Ratio: 2.75
 Rx Formulary: Advanced Control Formulary Aetna Insured

Proposed Rates **Effective Date:** July 1, 2023 **End Date:** June 30, 2024

The following proposal is for the Participating MCR Funding Arrangement

Coverage	Lives	Monthly Rate PEPM	Monthly Amount Due
OA POS (Managed Choice)			
Aetna Whole Health OAMC 700 Ded			
EE	70	\$600.57	\$42,040
EE + SP	22	\$1,711.17	\$37,646
EE + Children	14	\$1,711.17	\$23,956
Family	63	\$1,711.17	\$107,804
Total	169		\$211,446

HSA OA POS (Managed Choice)			
Aetna Whole Health OAMC HSA			
EE	32	\$566.64	\$18,132
EE + SP	14	\$1,614.51	\$22,603
EE + Children	5	\$1,614.51	\$8,073
Family	28	\$1,614.51	\$45,206
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Total	78		\$125,041

Total Medical Lives 326
Monthly Total Amount Due \$430,502
Total Contract Period Amount Due \$5,166,018

Clarifications

The Medical Pooling Level indicated in the assumptions above represents what was used in your pricing based on company standards for your market and case size. This may be subject to change.

We guarantee the per member, per month plan renewal premium (conventional prospective arrangement only) for the July 01, 2024 through June 30, 2025 period will not increase by more than 9.9 percent over the per member, per month plan premium effective July 01, 2023 through June 30, 2024.

Any applicable change in Federal (ACA or otherwise) or State Tax, Fees, or Assessments for the subsequent 12-month period will be added to the premium rate increase. Any additional taxes or fees resulting from new Federal or State legislation will be added to the premium before the premium rate increase is applied.

Each plan is renewed separately then reviewed in aggregate against the maximum overall rate increase. Aetna's renewal for the July 01, 2024 through June 30, 2025 period will be produced using claims through October 31, 2023.

Conditions for the Guarantee

We reserve the right to revise or remove the guarantee if any of the following occur during or prior to the guarantee period:

- **Novel Conditions and Circumstances**

This offer does not contemplate the changes in costs, utilization, risk or any form or type of testing associated with novel conditions or circumstances affecting broad populations that place a significant strain on the health care system and/or your plan(s). These conditions include but are not limited to COVID-19. We reserve the right to adjust the terms and factors of this guarantee in response to these conditions and/or circumstances if necessary.

- **Base Year Claims**

We reserve the right to adjust base year/gap claims used in the development of our experience and rate projection to account for the anticipated impact of novel conditions, as stated above. These adjustments would be applied to normalize the experience for the projected impact of these conditions. (Only applies to cases that are partially or fully experience rated at the time of proposal.)

- **Group Size Variation**

- A total of 326 employees are expected to be enrolled in the quoted medical products.
- Of this assumed enrollment, the combined enrolled COBRA, pre-65 retirees, and disabled employees does not vary by more than two percent of the total aetna covered group from the originally assumed enrollment. In addition, we assume that the combined enrolled COBRA, pre-65 retirees, and disabled employees will not comprise more than five percent of total Aetna covered group.

- **Prior Carrier Claims Experience**

We do not receive complete mature claims experience for all current plans including enrollment by month and by plan incurred to July 01, 2023 and paid through October 31, 2023.

- The premium rate increase is subject to the terms and conditions as stated in the caveats.
- A change of greater than 10 percent from the assumed enrollment in total or by plan.
- A change in the quoted plan designs.
- A change of greater than 10 percent from the current employee contributions.
- We are no longer the sole medical and pharmacy carrier including any self-funded plans we offer you.
- Failure to make your required premium payments in accordance with contract provisions.
- The plan is no longer experience rated. (Only applies to cases that are partially or fully experience rated at the time of proposal.)
- The medical plan is put out to bid for the first renewal period.
- Material changes required by legislative or regulatory action or initiated by you to the plan of benefits offered, claim payment requirements or procedures, changes in state premium taxes or assessments, or any other changes affecting the manner or cost of providing coverage.
- Filing changes that affect our ability to offer this guarantee or exercise underwriting judgment.

Park City Municipal Corporation

Programs and Services - Fully Insured Funding		Effective Date: July 01, 2023		
Program Summary	OAMC 700 Ded	OAMC HSA	OAMC 375 Ded	
Implementation/Account Management				
Designated Account Management Team	Yes	Yes	Yes	
Designated Service Center	Yes	Yes	Yes	
Open Enrollment Marketing Material	Yes	Yes	Yes	
ID Cards	Yes	Yes	Yes	
Network Services				
Institutes of Excellence™	Yes	Yes	Yes	
National Advantage™ Program	Yes	Yes	Yes	
National Medical Excellence Program®	Yes	Yes	Yes	
Care Management				
Aetna Enhanced Maternity Program	Yes	Yes	Yes	
Aetna Health Connections - Disease Management SM	Yes	Yes	Yes	
Aetna One® Flex	Yes	Yes	Yes	
Enhanced Clinical Review	Yes	Yes	Yes	
MedQuery® with Member Messaging	Yes	Yes	Yes	
Regional Case Management	Yes	Yes	Yes	
Utilization Management	Yes	Yes	Yes	
Member Resources				
Member Services	Yes	Yes	Yes	
Aetna Concierge	Yes	Yes	Yes	
Member Website and Mobile Experience	Yes	Yes	Yes	
Wellness Programs and Services				
Aetna Healthy Commitments SM - Core	Yes	Yes	Yes	
Simple Steps (Aetna or Redbrick HRA)	Yes	Yes	Yes	
Reporting				
Utilization Management Reporting	Yes	Yes	Yes	
Behavioral Health				
AbleTo Network	Yes	Yes	Yes	
Applied Behavioral Analysis (ABA)	Yes	Yes	Yes	
Behavioral Health Condition Mgmt - Standard	Yes	Yes	Yes	
Managed Behavioral Health	Yes	Yes	Yes	
Allowances				
Implementation/Communication Allowance	Yes	Yes	Yes	
Reporting Allowance	Yes	Yes	Yes	

Your benefit plans may include access to Teladoc® for telemedicine services. Where available and based on state filing approval, your benefit plans may also include access to CVS Health Virtual Primary Care™, as well as CVS Health Virtual Care™.

Programs and Services - Fully Insured Funding	Effective Date: July 01, 2023
Allowances	
We are including the following allowance(s) for your Aetna plans for the July 01, 2023 through June 30, 2024 plan year: • Implementation/Communication: \$10,000 • Reporting: \$19,000 Annual allowance amounts may be adjusted if actual enrollment changes by 10 percent or more from our enrollment assumptions. Implementation/Communication/Reporting allowance can be used for implementation/communication/reporting expenses applicable to the plan year for which they are offered. You can use the allowance to offset expenses you incur as a result of implementing your contract with us, promoting our products, programs or services, communicating with our members, and our system front-end charges. Should you terminate your contract with us, the allowance cannot be used to fund implementation/communication expenses related to the new carrier's contract. The above referenced fund(s) will be available as of the effective date of the plan year. Only those expenses performed and billed by a third party are payable; reimbursement for time and materials incurred directly by the plan sponsor (e.g. hours worked by the plan sponsor's own employees) are not eligible. Our preferred method of payment is directly to the vendor. We will pay allowance related expenses directly to the vendor only after you send us proper documentation outlining the expenses you have incurred. On an exception basis, we can reimburse you directly. In the event the exception is granted, we will require you to submit detailed paid receipts from the vendor. Documentation must be submitted within 60 days following the close of the plan year, otherwise you forfeit the funds. Acceptable documentation includes, but is not limited to: • Vendor invoice(s) summarizing level of work completed, hourly rate and hours spent; and • Invoices or other documentation summarizing any other miscellaneous expenses incurred (such as travel, and other business expenses related to service rendered) The allowance(s) indicated above are forfeited at the end of the plan year if not fully utilized (they do not get rolled over to the following plan year for a cumulative amount). If you have elected to offer wellness incentives through a product reward site, unredeemed vouchers are forfeited at the end of each plan year. We assume the funding of any allowance dollars is either at the request of your Plan Administrator acting in its fiduciary capacity or for the exclusive benefit of your Plan. You are responsible for determining that your use of allowance dollars is appropriate and legally compliant. With respect to allowance dollars that are used in connection with a wellness program, you are responsible for ensuring that the program and any incentives/rewards comply with applicable laws, including limitations on maximum allowable wellness incentives/rewards. We will pay any allowances in accordance with applicable law. We suggest you seek appropriate accounting and legal counsel for all payments to ensure they comply with applicable accounting principles and laws. If you terminate your medical plan with us in whole or in part (defined as a 50 percent or greater membership reduction from the membership we assumed in this proposal) prior to the end of the plan year, you'll be responsible for remitting payment for any allowance amounts used. Payment is due to us within 31 days of the invoice.	

Park City Municipal Corporation

Caveats - Fully Insured Funding

Effective Date: July 01, 2023

We are relying on information from the Plan Sponsor and its representatives in establishing the rates and terms of this proposal. If any of this information is inaccurate or incomplete and has a material impact on the cost of the programs, we reserve the right to adjust our rates and terms. For example, but without limitation, Aetna may change rates if there is a material deviation from the rate quotation assumptions, manufacturer Rebate contracts, or if the Plan Sponsor is unable to provide us with the requested information. As another example, if additional information related to this quotation is made available to us at a later date, we reserve the right to reassess, and potentially revise, this quotation based upon analysis of that information. For states that require approval of rate filings, your final rate may be different if the quoted rates are not approved by the effective date of coverage.

ACO's
Aetna Whole Health Plan There must be plan design differentials between Tier 1 and Tier 2 benefits. A minimum 20.0% differential will be required.
Assumptions
Prospective Quoting The quoted insured medical rates are offered on a prospectively rated basis. No policy year accounting balance will be calculated for these coverages.
Billing and Payment of Premium Amount due is payable on the first day of the month covered by the invoice. If the amount due is not paid in full within 30 days, we reserve the right to terminate the contract and/or assess late premium payment charges.
Claim Fiduciary Aetna will be the claim fiduciary for medical coverages. As claim fiduciary, Aetna will be responsible for final claim determination and the legal defense of disputed benefit payments for medical.
Commissions As requested, we have included \$3.45 PMPM commissions in our quoted rates. Eligible commission recipients must have a valid license and a valid broker of record letter presented by the plan sponsor on plan sponsor letterhead with appropriate signature.
Participation Our rates assume at least 75 percent of eligible employees excluding spousal and parental waivers must enroll in our Medical plans, but not less than 50 percent of all eligible employees regardless of spousal and parental waivers. We may adjust your final rates if our final participation level changes by more than 10 percent from what was assumed or falls below 30 percent of eligible employees regardless of spousal and parental waivers.
Financial Condition Plan Sponsor is a legitimate business and meets underwriting approval for acceptable financial strength. We reserve the right to request additional supporting information in order to evaluate financial status.
Financial History Plan Sponsor must have been in business at least three years.
First Year Renewal The first year renewal will be delivered 60-90 days prior to the anniversary date.
Mandates Benefit provisions are subject to state, local, and federal mandates. Future mandates will be incorporated in the plan(s) as of the date required by law and may require rate adjustments.
Pricing and Underwriting Basis We have assumed that the proposed plan of benefits will be extended to the employee groups included on the census file that was submitted with the request for proposal. Our enrollment assumptions are shown on the rate exhibit(s). Our proposal assumes that coverage will not be extended to additional employer groups without review of supplemental census information and other underwriting information for appropriate financial review.

Park City Municipal Corporation

Caveats - Fully Insured Funding

Effective Date: July 01, 2023

Rate Proposal

Our quoted rates are proposed for the first 12 months of the policy period and are valid as of the effective July 01, 2023. The quoted rates apply only to the benefit levels and conditions specified in the proposal and any variations in benefit level or quotation conditions may require a rate change either before or (unless prohibited by applicable law) after the effective date.

We are relying on information from Park City Municipal Corporation and its representatives in establishing the rates and terms of this proposal. If any of this information is inaccurate or incomplete and has a material impact on the cost of the programs, we reserve the right to adjust our rates and terms. For example, but without limitation, Aetna may change rates if there is a material deviation from the rate quotation assumptions or if Park City Municipal Corporation is unable to provide us with the requested information. As another example, if additional information related to this quotation is made available to us at a later date, we reserve the right to re-assess, and potentially revise, this quotation based upon analysis of that information.

Plan Design

For our fully insured products, all applicable government regulations and state mandates will apply.

Prescription Drug Benefits

Prescription drug benefits are included and will be provided through Aetna Integrated Pharmacy Solutions.

Aetna Specialty PharmacySM Program

The Aetna Specialty PharmacySM program covers specialty prescription drugs when filled through a network retail or specialty pharmacy, including CVS Specialty[®] Pharmacy. CVS Specialty is an ideal specialty pharmacy for members needing injectable and specialty medications. Members receive the full support of CVS Specialty's clinical staff, including pharmacists, registered nurses, certified pharmacy technicians and regional clinical liaisons. In addition to providing convenient access to specialty medications, CVS Specialty provides educational support to help members, their family members and caregivers manage self-injectable medications. CVS Specialty also offers enhanced care coordination and access to health care providers, so care delivery is streamlined and effective.

Each prescription is limited to a maximum supply. Depending on plan design, members may be required to fill specialty drug prescriptions at a network specialty pharmacy, unless an emergency exists.

Point of Service Rebates

This proposal may include point of service rebates ("POS Rebates") favorable to, and shared with, eligible subscribers and dependents. However, Aetna reserves the right to make appropriate changes to the premium offered hereunder in the event POS Rebates are discontinued, in whole or in part, on account of any material changes made to (i) the laws, rules and/or regulations applicable to POS Rebates or (ii) any material drug manufacturer rebate contracts providing the source for POS Rebates.

Rate Mutualization

The enclosed rates are mutualized and assume that either our medical plans are offered on a sole replacement basis without competitor plan offerings, or that competitors' rates are mutualized over exactly the same service areas. Rate mutualization is also offered under the condition that the site specific contribution strategy does not financially disfavor us from any competitor plan offerings. The mutualized rates assume that the plan will be offered in all sites included in the mutualized rates. If actual site-specific enrollment differs significantly from that assumed during the mutualized rate calculation, we reserve the right to recalculate the mutualized rates based upon actual site-by-site enrollment.

Run-In Claim Processing

Expenses associated with run-in claims from any prior plan (claims incurred prior to the effective date of our plan) are excluded from the proposed rates.

SPD Modification

Our premium includes our standard Summary Plan Description language and any customization may require an additional cost.

Total Replacement

We will be the sole carrier for the quoted lines of coverage. In the event alternative carriers or Minimum Essential Coverage plans are to be offered, we reserve the right to reassess our rates.

Underlying Plan

Our quoted rating assumes that there are no underlying plans in effect that will either partially or completely subsidize any member cost sharing including but not limited to co-pays, deductibles, and/or coinsurance balances. We reserve the right to change the quoted rating or decline coverage if we have not been notified of the existence of an underlying plan.

Network Re-Contracting

In addition to standard fee-for-services rates, contracted rates with network providers may also be based on case and/or per diem rates and in some circumstances, include risk-adjustment calculations, quality incentives, pay-for-performance and other incentive and adjustment mechanisms. These mechanisms may include payments to organizations that may refer to themselves as accountable care organizations ("ACOs") and patient-centered medical homes ("PCMHs"), in the form of accountable care payments (ACP) and incentive arrangements based on clinical performance and cost-effectiveness. The ACP amount is based upon an assessment for each member who is already accessing providers in an ACO, and is assessed retrospectively on a quarterly basis and collected through established claim wire. Each ACO will have a different ACP based on the clinical efficiencies targeted and network negotiations. The ACP assists the ACO in funding transformation of the health care system to improve quality, reduce costs and enhance the patient experience by:

- Identifying and engaging patients at risk for health crises sooner through more data-sharing
- Increasing patient engagement in best-in-class care management programs through doctor-driven outreach
- Delivering better health outcomes through increased collaboration between the health plan and ACO providers

Aetna Intellectual Property

Under the Group Policy, you may have access to certain of Aetna's Customer reporting systems. Aetna represents that it has either the ownership rights or the right to use all of the intellectual property used by Aetna in providing the Services under the Group Policy ("Aetna IP"). Aetna will grant you, as the Customer, a nonexclusive, non-assignable, royalty free, limited right to use certain of the Aetna IP for the purposes described in the Group Policy. You agree not to modify, create derivative product from, copy, duplicate, decompile, disassemble, reverse engineer or otherwise attempt to perceive the source code from which any software component of the Aetna IP is compiled or interpreted. Nothing in the Group Policy shall be deemed to grant any additional ownership rights in, or any right to assign, sublicense, sell, resell, lease, rent or otherwise transfer or convey, the Aetna IP to you.

Park City Municipal Corporation

Caveats - Fully Insured Funding

Effective Date: July 01, 2023

We reserve the right to revise the premium, modify the terms of the offer, or terminate if:	
Member/Subscriber Ratio	The enrolled member to subscriber ratio increases or decreases by more than 10% from the 2.75 ratio assumed in this quote.
Enrollment	The actual enrollment in total or by plan changes by more than 10% compared with what was proposed. The plan sponsor offers coverage to employees previously not eligible under the plan without prior notification. (Change in census is based on additions and subtractions - a 60 life group who adds 3 people and takes away 3 others has a 6 person change in census even though they stay at 60 lives.)
Contract Provisions	The final benefit provisions, account structure, claim payment requirements or services change from those proposed.
Information Accuracy/Demographics	The information provided is inaccurate and/or the demographics of the quoted group change resulting in +/- 5% premium difference.
Covered Lives, Demographics	A 5.0% percent change in the demographics and/or geographic mix of the enrolled group in aggregate or in any site with at least 100 enrolled subscribers. A 10 percent change in the total number of subscribers enrolled in each individual product or in aggregate, including the impact of new or terminating locations and/or groups.
Retiree & COBRA Members	The premium rates assume that the pre-65 retirees, COBRA and non-Medicare disabled participants combined comprise less than five percent of the total Aetna covered group and that this group doesn't vary in size by more than two percent from the previous year. For option (slice) offerings, pre-65, COBRA and non-Medicare disabled participants must be eligible for the same benefits as the active population. Retirees are not included among the eligible population. We expect Medicare primary individuals to pursue such coverage. The premium rates assume that COBRA participants comprise less than ten percent of the total Aetna covered group. Include if customer covers Medicare eligible retirees which is non-standard - Medicare eligibles must participate in both Medicare Part A and Medicare Part B.
Quoted Benefits and Administration	A material change is a change that materially affects the cost of the plan. A material change includes, but is not limited to, changes caused by any legislative or regulatory requirement, changes impacting standard contract provisions, claim settlement practices, plan administration, plan benefits or changes to the programs and services we offer you.
Additional Products and Services	Costs for special services, that are not included or assumed in the rate guarantee will be direct-billed after such services have been rendered. For example, the Plan Sponsor will be subject to additional charges for customized communication materials. The costs for these types of services will depend upon the actual services performed and will be determined at the time the service is requested.

Park City Municipal Corporation

Caveats - Fully Insured Funding

Effective Date: July 01, 2023

Additional

Please review the additional important information found at the following URL. This information is incorporated by reference into this package and considered part of your policy. This quote is subject to all the terms and conditions set forth in this URL. In the event that any information contained herein conflicts or is inconsistent with the information in the Underwriting Disclosure Document, the information in your package prevails.

<https://www.aetna.com/document-library/lg-insured-medical-uw-disclosures-01-01-2022.pdf>

Legislative and Regulatory Requirements

Affordable Care Act (ACA) Taxes and Fees

The Affordable Care Act (ACA) imposed several fees/assessments. The Health Insurance Provider Fee (HIF) was applicable in 2020, but a federal omnibus bill signed on December 20, 2019 repealed the HIF for 2021 and beyond.

Still applicable in 2023 is Patient-Centered Outcomes Research Trust Fund fee (PCORI). It applies to issuers of specified health insurance policies and plan sponsors of applicable self-insured health plans. The fee was set to end in 2019, but it was extended for 10 years through 2029. The fee applies to policy or plan years ending on or after October 1, 2012, and before October 1, 2029.

This rate quote includes, as applicable, an estimate of the PCORI fee. We reserve the right to modify the rate, or otherwise recoup such fees, based on future regulatory guidance, subsequent state regulatory approvals, or if estimates are materially insufficient.

Park City Municipal Corporation

Performance Guarantee

Effective Date: July 01, 2023

All references to premium reflect Premium which excludes Producer Service Fee.

General Performance Guarantee Provisions

Aetna Life Insurance Company, on behalf of itself and its affiliates ("Aetna", "our", or "we") provides health benefits administration and other services (set forth in this document) for the fully insured Medical plan(s) operated on behalf of Park City Municipal Corporation (also "you" or "your").

Guarantee Period

The Guarantee Period shall be represented as a one-year guarantee for the period July, 01, 2023 through June, 30, 2024 and shall be on an annual basis thereafter, upon the mutual agreement of the parties (hereinafter the "Guarantee Period").

The performance guarantee below will apply to the fully insured medical plans serviced under the policy. These guarantees do not apply to non-Aetna (HMO Products) benefits and/or networks (e.g., passive networks, customer specific networks, and/or the Rural PPO Network).

This offer does not contemplate significant changes in volume of claims and calls that may occur with novel conditions or circumstances affecting broad populations that place a significant strain on the health care system and/or your plan(s). These conditions include but are not limited to COVID-19. We reserve the right to adjust the terms and factors of this guarantee in response to these conditions and/or circumstances if necessary.

Performance Objectives

We believe that measuring the activities described below is an important indicator of how well we service your account. We are confident that the Member Services provided to you will meet your high standards of performance. To reinforce your confidence in our ability to administer your program, we are offering guarantees in the following areas:

Performance Category	Minimum Standard	Proposed Penalty
Implementation	Average evaluation score of 3.0 or higher	\$12,893
ID Card Production & Distribution	97% of ID cards mailed within 15 business days of receiving eligibility file	\$12,893
Overall Account Management	Average evaluation score of 3.0 or higher	\$12,893
Member Satisfaction	Positive response rate of 80%	\$12,893
Total		\$51,572

Medical Service Guarantee Maximum

The maximum Medical Service Performance Guarantee penalty adjustment will be \$51,572. We reserve the right to revise or remove the guarantee if the assumed enrollment changes by 10 percent or greater.

Termination Provisions

Termination of the guarantee obligations shall become effective upon written notice by us in the event of one of the following occurrences:

- (i) A material change in the plan initiated by you or by legislative action that impacts the claim adjudication process, member service functions or network management.
- (ii) Failure to meet your obligations to remit premiums as stipulated in the policy.
- (iii) Failure to meet your administrative responsibilities (for example, a submission of incorrect or incomplete eligibility information).

These guarantees will not apply if you terminate your Aetna medical plan prior to the end of the Guarantee Period (June, 30, 2024).

Refund Process

We will provide you with final results for the performance guarantee when reporting is available after the end of the respective Guarantee Period. If necessary, we will offset the Guarantee Period direct charges and/or the next renewal period's required premium by an amount equal to any penalties we incurred.

Implementation**Overall Implementation Guarantee**

This guarantee requires a minimum lead time of 90 days from the effective date.

Guarantee:

We utilize the implementation team concept to carefully coordinate all aspects of the implementation. An Implementation Manager will be assigned to your implementation team and develop an Implementation Project Plan for the conversion to the new plan of benefits. This plan will outline the tasks to be accomplished, among which include the distribution of communication and open enrollment materials, the successful transfer of eligibility data, and production of ID cards. The Implementation Project Plan will also indicate target dates for their completion.

Working with your team, the Implementation Manager will help determine the implementation priorities. As new information becomes available and priorities change, the Implementation Project Plan will be updated. However, for the implementation to progress in a timely manner, you will be responsible for providing key information to the Implementation Manager as close to the target dates as possible (e.g., finalized account structure and plan of benefits, accurate eligibility files, signed legal agreements).

This guarantee is effective for the implementation period in the first Guarantee Period. The implementation period begins at the initial implementation meeting and runs through the implementation sign-off.

Penalty and Measurement Criteria:

Via timely responses to the online survey, you agree to make us aware of possible sources of dissatisfaction throughout the implementation period. Each question will be given a rating of 1 - 5 with 1 = lowest, 5 = highest. We will tally the results from the online survey when received. Your responses to the survey are used to facilitate a discussion between you, your Implementation Manager and Account Executive regarding the results achieved. If the online survey is not completed and returned within 30 days of receipt, it is assumed that the service provided to you is satisfactory and the guarantee is deemed met. If, at the end of the implementation process, the score of the final evaluation falls below a 3.0 (meaning that service levels have not improved), we will make a mutually agreed upon reduction in compensation. The maximum reduction will be \$12,893 of the Guarantee Period premiums.

Open Enrollment ID Card Production and Distribution

This guarantee requires a minimum lead time of 90 days from the effective date

Guarantee:

We guarantee that 97 percent of Open Enrollment ID cards will be produced and mailed to your members within 15 business days following the receipt of complete, accurate and viable electronic enrollment files.

Penalty and Measurement Criteria:

We will reduce our compensation by \$12,893 of the Guarantee Period premiums if we fail to produce and mail ID cards to your members within 15 business days of receiving the open enrollment eligibility file. Our records are used to determine whether ID cards were produced and mailed within the specified time frame.

Account Management

Overall Account Management Guarantee

Guarantee:

We guarantee that the services we provide you (i.e., on-going account management, financial, eligibility, drafting and benefit administration) during the Guarantee Period will be satisfactory to you.

https://aetna.co1.qualtrics.com/jfe/form/SV_6DPuqkxjAwTfTP

Penalty and Measurement Criteria:

Via quarterly responses to the Account Management Evaluation Tool at the link above, you agree to make us aware of possible sources of dissatisfaction throughout the Guarantee Period. Your responses will evaluate account management services in the following categories:

- technical knowledge
- professionalism
- proactive management
- accessibility
- responsiveness of personnel

Each category will be given a rating of 1 - 5 with 1 = lowest, 5 = highest. We will tally the results from the report card(s) when received. The results of the survey(s) are used to facilitate a discussion between you and your Account Team regarding the results achieved and opportunities for improvement.

If all report cards based on the frequency of the guarantee are not completed and returned within 15 days after the end of the quarter, it is assumed that the service provided to you is satisfactory and the guarantee is deemed met. If the score on the first report card and the report card(s) for the subsequent survey(s) average a 3.0 or higher, no credit is due. Satisfactory service would equal a score of 3.0 and would be based on the total average of 24 questions with a rating scale of 1 to 5. Should the score from the first report card and the average of the remaining report card(s) fall below a 3.0 (meaning that service levels have not improved), we will make a mutually agreed upon reduction in compensation. The maximum reduction will be \$12,893 of the Guarantee Period premiums.

Member Satisfaction

Guarantee:

We guarantee a positive response rate of 80 percent or better on the following question: "please rate your overall satisfaction with Aetna".

Definition:

The survey assumes a 5 point scale with the top 3 responses viewed as positive. The survey is based on a statistically valid, randomly selected sample of actively enrolled members aged 18-64. Interview are conducted on a continuous basis throughout the year. The survey will be administered on a book of business basis.

Penalty and Measurement Criteria:

We will reduce our compensation by \$12,893 of the Guarantee Period premiums if we fail to meet a positive response rate of 80 percent or better. Results of the Performance Tracking Process are used as the measurement criteria.

The below will serve as our description and agreement regarding the operation of a Participating MCR Arrangement.

Participating MCR Arrangement rating provides full insurance protection to the limits of the plan in exchange for full monthly premiums.

Advantages

- Accountability for experience-rated premiums
- Budgetable cash flow
- ERISA claim fiduciary services
- Full insurance protection
- Full services (plan administration, actuarial, underwriting and field representative services)
- Insurance certificates
- Pooling of large medical claims
- Year end deficits will be carried forward and offset by any future surplus

How it Works

The customer prefunds the cost by paying us a monthly premium. The premium is based on predetermined rates, multiplied by the number of employees insured that month. We pay all claims incurred during the policy year, but only charge the customer's experience with those below any pooling point, if applicable.

Initially and at each renewal, we set the monthly premium rates, Target MCR and corridor percentage, taking into account the group's past experience. We use this information to project the premium needed to cover future claims, reserves, pooling charges and expenses. This may include a margin for claim fluctuation.

As the insurer, we issue claim payment checks and retain full ERISA claim fiduciary responsibility.

Renewal Accounting

After the end of each policy year, we will provide the customer with a summary accounting of premiums paid, claims paid, pooled claims, and change in reserve liabilities in order to assess the year-end accounting balance. We combine all coverages within the customer's experience-rating group to determine the accounting balance, i.e., a surplus or deficit financial position.

Accounting Balance (Surplus/Deficit) - An Actual Surplus results if the ratio of paid non-pooled claims plus pooling charges plus change in reserves divided by paid premium (Actual MCR) is less than the Target MCR less the Corridor. (The Corridor is a pre-established percent variation from the Target MCR.) The amount of surplus payable to the customer equals 50% of this Actual Surplus.

An Actual Deficit results if the ratio of paid non-pooled claims plus pooling charges plus change in reserves divided by paid premium (Actual MCR) is more than the Target MCR plus the Corridor. The amount of deficit allocated to the customer will be equal to 25% of the Actual Deficit. Accumulated deficits are not payable to Aetna, but will apply in offsetting any future surpluses that would otherwise be payable.

Surpluses resulting from a Participating MCR arrangement may not be cross applied with deficits from other financial arrangements as only Prospectively Rated products may be offered alongside a Participating MCR product if an alternate financial arrangement is requested for other products. If the customer terminates in the year of a surplus, that surplus is retained by Aetna.

Renewal Premium

We base renewal premium rates, claim liability limits and cash flow maximums on a projection of the customer's claim experience, including reserve changes, retention and pooling charges and a margin for claim fluctuation. The renewal rates will become effective on the plan anniversary date.

Medical Pooling

We use pooling to provide our customers with protection for individual claim amounts greater than that normally supported by the experience-rated exposure of a particular case.

Pooling these excess amounts reduce claim fluctuations caused by catastrophic claims. This stabilizes the customer's experience. Pooled medical limits are applied on a paid claim/policy-year basis.

For pooled medical coverage, a portion of the premium based on a predetermined per-employee monthly rate is allocated to our pooled account to cover the pooled liability. The rate can vary from year to year based on the pooling point selected and the location of the employees covered under the plan. Overall, the customer's total premium for medical benefits remains unchanged.

We offer a variety of pooling points depending on the customer's size and risk tolerance.

The following restrictions apply to pooled medical coverage, even if they are waived for the medical plan:

- Coverage applies to all eligible charges paid under the plan for covered employees.
- Medical pooling applies only to claims incurred and paid after the effective date of coverage.
- Pooling is not applicable to claims paid following plan termination, regardless of when the claim was incurred.
- We do not pay experience refunds on pooled insurance; however, we periodically review pooling charges and claims, and adjust future rates as necessary.

Example

Rates based on prospective rating plus margin/risk.

- The Target Medical Cost Ratio (MCR) is set by Underwriting each year and published on the proposal or the renewal documents.

Target MCR = (projected non pooled¹ claims + pool charge + margin) / projected premium

- The neutral corridor is a buffer around the Target MCR and is also published on proposal or renewal documents. If Actual MCR falls within the corridor, no surplus or deficit is applied for the year.

- Customer percentage share, after the corridor, is set at 50% for any surplus and limited to 25% for any deficit.

- Customer deficits (-) cannot be collected. They can only be offset by future customer surpluses (+).

Surpluses beyond the "Neutral Corridor" are shared **50/50** between customer and Aetna.

Deficits would be shared **25/75**, with the 25% customer's portion carried forward and applied to customer's portion of future surplus.

- The accounting will occur within 120 days of the end of the policy period using 12 months of paid claims with a reserve component adjustment.

Note that if the customer terminates in the year of a surplus the surplus is retained by Aetna.

Park City Municipal Corporation

Participating MCR Arrangement General Description

Effective Date: July 01, 2023

Example Assumptions:	Year #1
Target MCR =	83.5%
Neutral Corridor +/-	2.0%
Surplus Start =	81.5%
Deficit Start =	85.5%
Customer's Surplus Share Potential	50.0%
Customer's Deficit Share Potential "Carry Forward Only"	25.0%

Scenario #1

Actual MCR =	76.0%
Actual Premium	\$10,000,000
Target Claims	\$8,350,000
Actual Non Pooled Claims + Pool Charges	\$7,600,000
Gross Surplus/Deficit	\$750,000
Corridor Amount	(\$200,000)
Surplus/Deficit "After Corridor"	\$550,000
Customer's Share based on 50% Surplus 25% Deficit	\$275,000
Actual Surplus Payout to Customer	\$275,000
Customer's Current Deficit "Carry Forward" Position	\$0

Scenario #2

Actual MCR =	92.0%
Actual Premium	\$10,000,000
Target Claims	\$8,350,000
Actual Non Pooled Claims + Pool Charge	\$9,200,000
Gross Surplus/Deficit	(\$850,000)
Corridor Amount	\$200,000
Surplus/Deficit "After Corridor"	(\$650,000)
Customer's Share based on 50% Surplus 25% Deficit	(\$162,500)
Actual Surplus Payout to Customer	\$0
Customer's Current Deficit "Carry Forward" Position	(\$162,500)

¹Non Pooled Claims are the medical claims below the prescribed customer specific pooling point. The pooling point applies to each individual member independently during a policy period and is the threshold above which claims no longer apply towards experience. **Example:** If a customer has a \$100,000 pooling point and a member has \$125,000 in paid medical claims during the policy period the non pooled portion for the member is \$100,000.

Large Group and Public & Labor Insured Medical Disclosure as of 01/01/2022

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Large Group and Public & Labor Insured Medical Disclosure as of 01/01/2022

This supplemental underwriting disclosure document (the “Supplement Document”) provides additional information regarding your programs and services and is intended to be used in conjunction with your new business proposal or renewal letter. The Supplemental Document applies to our Large Group and Public & Labor Accounts Insured medical relationships administered by Aetna Life Insurance Company and its affiliates, including Innovation Health Insurance Company, Texas Health + Aetna Health Insurance Company, Banner Health and Aetna Health Insurance Company, Allina Health and Aetna Insurance Company and Sutter Health and Aetna Administrative Services, LLC. For purposes of this document, Aetna may be referred to using ‘we’, ‘our’ or ‘us’ and your company may be referred to using “you” or “your”.

Contract Period

Our policies provide for automatic renewal upon the completion of each contract period unless either party invokes the termination provision requiring 31 days advance written notice of termination to the other party. This provision may be invoked at any time during the continuance of the contract (that is, not just limited to termination occurring on the renewal date).

Eligibility

Employee Eligibility

Eligibility applies to:

- Permanent full-time employees working 25 hours or more per week, on a regularly scheduled basis or as mandated by legislative or regulatory requirements.
- Eligible dependents include an employee's spouse, domestic partner, and children up to the limiting age of the plan or as mandated by legislative or regulatory requirement. Individuals cannot be covered as an employee and dependent under the same plan.
- Children eligible for coverage through both parents cannot be covered by both under the same plan.

Large Group and Public & Labor Insured Medical Disclosure as of 01/01/2022

Dependent Eligibility

Eligible dependents include an employee's spouse and children up to the limiting age of the plan. Individuals cannot be covered as an employee and dependent under the same plan, nor may both under the same plan cover children eligible for coverage as an employee and dependent under the same plan, nor may both under the same plan cover children eligible for coverage through both parents. Dependents must enroll in same benefit option as the employee. Domestic partners may be covered as eligible dependents if the employer elects this designation at contract effective date or renewal date. Coverage is available to eligible dependents who are same sex or opposite sex partners. If the plan sponsor elects to cover domestic partners, the plan sponsor is responsible for determining whether the domestic partner is eligible.

Eligibility Transmission

We will receive eligibility information weekly or biweekly, from the Plan Sponsors location(s) and/or by the Plan Sponsor's designated vendor. Our preferred method of submission is via electronic connectivity. We do not charge for the first 4 electronic reporting (ELR) segments whether associated with one transmission or by multiple methods. Costs associated with more than 4 electronic reporting segments or with any custom programming necessary to accept the Plan Sponsor's eligibility information and/or information coming from a designated vendor are not included in this proposal and will be assessed separately. During the installation, we will review all available methods of submitting eligibility information and identify the approach that best meets the Plan Sponsor's needs or the needs of their designated vendor.

Member ID Cards

Our standard is to provide new customers with physical ID cards for the family ("family style") except where individual ID cards are mandated by state law. The number of cards mailed is dependent on the type of coverage and state laws. For existing customers at renewal, digital ID cards are issued to members with an email address on file when changes are minor. Customers requesting a reissue of ID cards without a business reason may incur an additional charge. Examples of a business reason for reissuing physical ID cards where charges will be waived include, but are not limited to:

- Key Benefit Plan Changes

Large Group and Public & Labor Insured Medical Disclosure as of 01/01/2022

- New Hires/Rehires
- Member elects a different benefit plan option
- Member calls to request a replacement/additional ID card

Customer requests to issue individual ID cards (one card to each member versus family style) may also result in additional fees (except where mandated by state law.)

ID cards and member plan details which include plan deductibles and out of pocket limits are always available electronically through our secure member website. Members can visit www.aetna.com to register and sign into their account.

Producer Compensation

Aetna will honor “Agent of Record” or “Broker of Record” letters when an agent, broker or consultant sells new business or takes over one of its customers from another agent, broker or consultant. Please have an appropriate representative from your company sign such a letter using your company’s letterhead. The change will become effective on the first day of the month following the date the payment unit receives the “Agent of Record” or “Broker of Record” letter unless another future date is designated in the letter. Aetna has various programs for compensating agents, brokers and consultants. If your company would like information regarding commission and additional bonus programs for which your agent, broker, or consultant may be eligible for, payments (if any) which Aetna has made to your agent, broker, or consultant (including commission and applicable bonus payments), or other material relationships your agent, broker, or consultant may have with Aetna, you may contact your agent, broker, or consultant, or your Aetna Account Executive. Information about Aetna’s programs for compensating agents, brokers and consultants is also available at www.aetna.com.

Network Services

Primary Care Physician Referrals

Due to certain provider contractual arrangements with some Independent Provider Associations (IPAs) and medical groups, we will permit specific exemptions to the requirement that a member obtain a referral from their primary care physician (PCP) before receiving care from other providers.

Large Group and Public & Labor Insured Medical Disclosure as of 01/01/2022

California Primary Care Physician Referrals

Given the unique nature of the health care system in California, referral registration for members in California is generally not required *. The delegated model in place in the state already encourages providers to make appropriate referral decisions for our members. We believe this decision is in the best interests of plan sponsors, members and providers. * However, please note that referral registration is required in California in the event that the servicing provider is not in the same network area (e.g., Los Angeles, Northern California, San Diego and Central Valley) as the member or the member's PCP. In addition, PCP selection is required. Par provider claims for members that do not select a PCP will be processed at the par non-authorized level.

Relationship Advisor

At times, we secure the assistance of third parties in support of procuring business and responding to RFPs. Any payments to such third parties will be disclosed to you in case you choose to include such information in your Schedule 5500.

Claim and Member Services

Alternate Office Processing (AOP)

We regularly use both internal and external claim adjudication services to meet service requirements of our business. These services may be located inside or outside of the United States. Aetna quality standards and controls apply to all claims regardless of where they are processed. Standard pricing assumptions are in effect based on type of product, auto-adjudication, plan design, and customer specific requirements. We may adjust rates based on the above factors and/or where plan sponsors wish to limit use of Alternative Office Processing (AOP).

Medical Explanation of Benefits (EOBs)

Aetna doesn't produce paper EOBs for members registered through our member website. Aetna doesn't produce EOBs for claims when there is no member liability. EOBs are always available electronically through our secure member website. Members can visit www.aetna.com to register and sign into their account.

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Utah Provider Network

Effective January 1, 2017, changes will be made to the Utah provider network. Please contact your account manager for details on the changes and information on how to check provider status.

Federal Mandates

Federal Mental Health Parity

The Federal Mental Health Parity and Addiction Equity Act of 2008 (MHPAEA) applies to fully-insured Traditional and HMO Middle Market (MM), Public and Labor (P&L) & National Accounts (NA) commercial plans for plan years beginning on or after October 3, 2009. Please speak to your Account Manager if you would like additional information.

European Union: General Data Protection Regulations (GDPR)

Aetna International has implemented a framework to follow the General Data Protection Regulation (GDPR), which became law in all European Union (EU) and European Economic Area (EEA) countries on May 25, 2018. This law gives people greater protection over their personal data, with the potential for significant fines for privacy breaches. GDPR includes requirements related to data collection, storage and usage among the companies and organizations that process personal data of individuals in the European Union.

Our domestic plans are not in scope. To help support operational requirements of GDPR, members based in the EU and EEA must be enrolled in Aetna International plans.

Health Care Reform

Aetna believes this new business proposal or renewal letter is compliant with health care reform.

For Customers with Grandfathered and Non-Grandfathered Plans

For your company's plans that are currently certified as grandfathered, in order to retain grandfathered status, the plan must meet all grandfathering criteria and must have done nothing to cause the loss of grandfathered status in relation to the benefits in place on March 23, 2010. It is your responsibility to inform us whether changes to your plan have resulted in a loss of grandfathered status. We recommend that you seek the advice of

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legal counsel in making this determination and/or before making changes to your medical plan or your business that might defeat grandfathered status.

You are also required to notify us if your contribution rate changes for a grandfathered plan at any point during the plan year. By accepting your renewal, you represent that your contribution rate towards the cost of coverage for the upcoming plan year has not decreased by more than 5 percentage points below the contribution rate that was in effect on March 23, 2010.

Except for specific and limited scenarios described as transitional rules in the health care reform legislation, if a plan's grandfathered status has been lost, it cannot be regained. If, after reviewing the grandfathering rules with your benefit consultant or counsel, you determine that your coverage could be or is grandfathered, and you want to retain grandfathered status, you should contact your Account Executive for further instructions.

For Customers Claiming Religious Exemption

Certain employers and organizations with a religious or moral objection, may claim an exemption from ACA contraceptive services coverage requirements, or request an accommodation. If you qualify and want to claim an exemption or request an accommodation, please work with your Aetna Account Executive to submit the required Certification so Aetna can handle accordingly. Aetna will treat your plan as subject to the ACA contraceptive services coverage requirements without an executed Certification on file.

Retiree Only Plan Status Certification

Guidance issued by the Internal Revenue Service (IRS), and the U.S. Department of Labor (DOL), and Department of Health and Human Services (HHS) has indicated that "retiree-only" plans are exempt from the benefit mandates under the ACA (though retiree-only plans are subject to certain ACA fees and assessments). In order to demonstrate the establishment of a retiree-only plan, a plan should maintain, separately from the plan for current (i.e., active) employees, a separate plan document and Summary Plan Description (SPD) and file a separate Form 5500. If your company has a retiree-only plan, and wants to be considered exempt, you may be asked to submit a retiree-only certification form and required documentation by your Aetna Account Executive.

The benefits and fees within the new business proposal or renewal letter are subject to change pending any required approvals or future guidance from state or federal regulatory agencies. If you have questions, please contact your Aetna Account Executive.

Waiting Period Requirement

When renewing your plan(s) with us, you represent that:

923854-01-01



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- You will give us effective dates for your employees and their dependents that take into account all state and federal eligibility conditions and waiting period requirements, including a reasonable and bona fide orientation period.
- If this information changes, you will inform us immediately.

Summaries of Benefits and Coverage (SBC)

The SBC must include statements about whether the plan or coverage provides minimum essential coverage (MEC) and if the coverage meets minimum value (MV) requirements. Under the Affordable Care Act (ACA), MV and MEC determinations are associated with the employer shared responsibility provisions. We will review the MV standard for each plan based on the MV calculator criteria provided by the Department of Health and Human Services (HHS) and will indicate within the SBC whether the plan meets or does not meet the MV standard based on this review. We do not provide legal or tax advice and recommend that plan sponsors consult with their own legal and tax counselors when reviewing MEC and MV determinations. We have no responsibility or liability regarding the MV or MEC evaluation, regardless of the role we may have played in reviewing/producing the SBC documents. To the extent you disagree with our evaluation, we will make changes to reflect your determination, as you are responsible for the final determination of these SBC elements.

Employer Reporting Requirements

Under Internal Revenue Code (IRC) Section 6055 health insurance issuers, certain employers, government agencies and other entities that provide Minimum Essential Coverage (MEC) to individuals must report to the IRS information about the type and period of coverage and furnish related statements to covered individuals. This information is used by the IRS to administer the individual shared responsibility provision and by individuals to show compliance with the individual shared responsibility provision.

For insured group health plans, the reporting obligation under Section 6055 is our responsibility. We will report the required information to the IRS about the type and period of coverage provided to each individual member enrolled in our insured plans and will furnish the required statements to subscribers.

IRC Section 6056 requires applicable large employers (those having employed an average of 50 or more full-time employees during the preceding calendar year) to report to the IRS information about the health care coverage they have offered and furnish applicable statements to employees. The purpose is to allow the IRS to enforce the employer responsibility provisions.

To satisfy the 6056 employer reporting requirements, an applicable large employer must file the required returns with the IRS by no later than February 28 of the year following coverage

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(if filing on paper) or March 31 (if filing electronically), and furnish a statement to all full-time employees by January 31st of the year following the calendar year to which the return relates.

State Mandates

Alaska Dental, Vision and Hearing Mandated Offer

Alaska law requires that we offer you a buy-up for optional coverage for hearing, vision and dental benefits at an additional premium.

Arkansas Musculoskeletal Disorders Mandated Offer

In accordance with the provision of Arkansas House Bill 2363, as enacted by the 2001 Session of Arkansas Legislature, Aetna Life Insurance Company must offer coverage, for the treatment of musculoskeletal disorders. Benefits for treatment of musculoskeletal disorders affecting any bone or joint in the face, neck or head, including TMJ and craniomandibular disorder. Treatment includes surgical and non-surgical procedures and diagnosis and treatment whether the conditions are a result of accident, trauma, congenital defects, developmental defect or pathology. Coverage will include in-mouth appliances.

California Infertility Mandated Offer

Per California Ins. Code § 10119.6 & Cal Health & Safety Code §1374.55, we are required to offer you a buy-up option for comprehensive infertility services, available for an additional premium. It provides additional infertility treatment services including gamete intra-fallopian transfer (GIFT). The Comprehensive infertility/GIFT Benefit Rider includes coverage for 6 cycles of ovulation induction, 6 cycles of artificial insemination and 1 cycle of gamete intra-fallopian transfer in the lifetime of the member.

California HMO Outpatient Behavioral Health

Based upon guidance provided by the California Department of Managed Health Care in conjunction with a regulatory filing pertaining to CA HMO plans, certain outpatient benefits, including outpatient medical, behavioral health, and substance use disorder benefits, were re-classified for purposes of federal mental health parity law. As a result, the cost share for certain outpatient medical and surgical benefits require a revision. Please refer to the Rate Exhibit bullet for the specifics. The cost shares for outpatient

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medical and surgical benefits did not change as a result of this outpatient behavioral health reclassification. Outpatient behavioral health and substance use disorder benefits include the following: Mental Health/Substance Abuse Office Visits, psychological testing; medication therapy monitoring, partial hospitalization, intensive outpatient programs, substance abuse day treatment, medical treatment for withdrawal symptoms, autism behavioral therapy/Applied Behavior Analysis (ABA), Home health care for behavioral health or substance abuse disorders. As a result, the cost share for all outpatient behavioral health and substance use disorder benefits changed from \$ Copay to Covered at 100%, no deductible, no copay. The cost share for outpatient behavioral health and substance use disorder benefits did not change as a result of this outpatient behavioral health reclassification.

California Traditional Products Outpatient Behavioral Health

Based upon guidance provided by the California Department of Insurance in conjunction with a regulatory filing pertaining to CA PPO based plans, certain outpatient behavioral health benefits were re-classified for purposes of federal mental health parity law. As a result of mental health parity testing, the cost share for certain outpatient medical and surgical benefits require a revision. Please refer to the Rate Exhibit bullet for the specifics. The cost shares for outpatient medical and surgical benefits did not change as a result of this outpatient behavioral health reclassification. Outpatient behavioral health all other benefits include the following: Electroconvulsive therapy (ECT), Outpatient monitoring of injectable therapy, partial hospitalization, transcranial magnetic stimulation, neuropsychological testing, psychological testing, intensive outpatient programs, outpatient detoxification, ambulatory detoxification, medical treatment for withdrawal symptoms, behavioral health treatment for pervasive development disorder/autism, Home health care for behavioral health or substance abuse disorders. As a result, the cost share for Behavioral Health - All Other benefits requires a revision to be covered at plan coinsurance after deductible. As a result, the cost share for all outpatient behavioral health and substance use disorder benefits changed from \$ Copay to Covered at 100%, no deductible, no copay. The cost share for outpatient behavioral health and substance use disorder benefits did not change as a result of this outpatient behavioral health reclassification.

Connecticut Premium Refund (HB 5669)

CT HB 5669 allows employers to elect to stop paying group premiums for employees and their dependents if: 1) the employee was voluntarily terminated from employment or is terminated for any other reason, but layoff, and; 2) the employer elects to stop payment

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within 72 hours of the termination by notifying both the carrier and the employee. In order to make this election, notify your Aetna billing area.

California HMO Rate Request

Upon receiving such notice of a rate change at least 120 days before the contract renewal effective date, please note the following important information for your large group health care service plan contract in California

- a) The rate does not include any portion of the excise tax paid by the health plan.
- b) Beginning July 1, 2021, upon receiving notice of a rate change, a large group contractholder that has coverage that is experience rated in whole or blended can request the DMHC to review a rate change, if the contractholder makes the request within 60 days of receipt of their notice. A large group contractholder may only request a review of a rate change from a health plan licensed by the DMHC. To apply for a review of a rate change for a particular group, at least one of the followings must apply:
 - The contractholder has a combined total of more than 2,000 enrollees (employees plus dependents) enrolled in all health plans.
 - The rate change is from a health plan that failed to provide you with information required under Article 6.2 of the Knox-Keene Act (Review of Rate Increases) or Section 1385.10 of the California Health and Safety Code (Health Plan Annual Claims Reporting Requirements).
- c) Plan Sponsors may apply to have the Department of Managed Health Care (DMHC) review the rate change by sending an e-mail with the completed form, found on the DMHC website <https://wpso.dmhc.ca.gov/LargeGroupRateReview/>

Connecticut Copayment and Benefit Category Requirements

Please be advised that your renewal plan will meet the Connecticut Insurance Department's (CID) copayment and benefit category requirements. These requirements are explained in CID Bulletin HC-109 issued on February 5, 2016. The bulletin can be found in this URL: <http://www.ct.gov/cid/lib/cid/HC-109-MaximumCostSharing.pdf>

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Delaware Plans

We will provide coverage for expenses for a scalp hair prosthesis worn for hair loss suffered as a result of alopecia areata, resulting from an autoimmune disease. The same limitations and guidelines that apply to other prosthesis as outlined in your Benefit Plan will apply but coverage for scalp hair prosthesis as a result of alopecia areata will not exceed \$500 per year.

Florida Plans

The rates assume that all lives residing in FL and within the HNOOnly or HNOOption service area will be provided HNOOnly or HNOOption plans only and any lives residing outside of the FL or outside the HNOOnly/ HNOOption service area will be provided another plan option. Plan designs will be provided at point of sale.

Illinois TMJ and Craniomandibular Disorder Mandated Offer

Illinois law requires that we offer you optional coverage for the treatment of temporomandibular joint disorder and craniomandibular disorder for an additional premium and subject to standards of insurability. The maximum lifetime benefit for treatment of these disorders must be no less than \$2,500. If you'd like to know more about adding this optional coverage to your plan, please contact your sales representative. Please note that continuing of your plan without adding this optional coverage constitutes a declination of this offer.

Illinois Hearing Related Services Mandated Offer

Illinois law requires that we offer you optional coverage for hearing instruments and related services at an additional premium. Coverage can be limited to a maximum benefit of no more than \$2,500 per hearing instrument every 24 months. If you'd like to know more about adding this optional coverage to your plan's renewal, please contact your sales representative. Please note that renewal of your plan without adding this optional coverage constitutes a declination of this offer.

Illinois Registration of Business Entities

If awarded your business, we will comply with Section 20-160 of the Illinois Procurement Code. If Aetna fails to comply with Section 20-160 of the Illinois Procurement Code, any

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contract between us shall be voidable under Section 50-60 of the Illinois Procurement Code. We have registered as a business entity with the State Board of Elections and our registration certificate is enclosed. We acknowledge that we have a continuing duty to update the registration in compliance with applicable Illinois law.

Kentucky Dependent Age

If you have plans situated in Kentucky that do not have to follow Federal dependent age law, please let us know as the Kentucky dependent age offer may apply.

Louisiana Balance Billing

Health care services may be provided to you at a network health care facility by facility-based physicians who are not in your health plan. You may be responsible for payment of all or part of the fees for those out-of-network services, in addition to applicable amounts due for co-payments, coinsurance, deductibles, and non-covered services. Specific information about in-network and out of – network facility-based physicians can be found at the website address of your health plan or by calling the customer service telephone number of your health plan.

Massachusetts Health Care Reform Law

Massachusetts Health Care Reform Law requires that, a Massachusetts resident age 18 and older must have health coverage that satisfies certain minimum creditable coverage (MCC) requirements or be subject to personal income tax penalties. We must disclose to insured plan sponsors and subscribers with Massachusetts contracts whether their medical plan meets these MCC requirements.

Massachusetts Premium Contribution Non-Discrimination Requirement

Massachusetts laws and regulations as further specified in Massachusetts Bulletin 2007-04 require that a health insurance carrier may only enter into a contract with an employer if: a) the employer offers the same health benefits plan(s) to all of its full-time subscribers living in Massachusetts in the carrier's approved network service area; and b) for each benefits plan, the employer does not make a smaller premium contribution percentage to a full-time subscriber residing in Massachusetts than the employer makes to any other full-time subscriber who resides in Massachusetts and receives an equal or greater total hourly or annual salary. This does not apply to contribution percentages established in a collective bargaining agreement. For information on how you can satisfy these statutory requirements, please refer to Massachusetts Bulletin 2007-04.

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Maine Religious Employer

Maine law allows religious employers to exclude coverage for abortions that are not necessary to preserve the health or life of the mother. Contact your account representative for details on the process for excluding this coverage.

Missouri Groups Offering an EPO Medical Plan

If your group has selected an EPO Plan, a plan offering out-of-network coverage must also be included as a dual option. Enrollees must be given the option to select or reject a plan with out-of-network coverage. Upon request, you must provide to Aetna evidence of the enrollee's election.

Missouri Open Access Managed Choice (OAMC) Notice

Members residing in Missouri may not be enrolled in an OAMC plan. They would need to be enrolled in another product, such as PPO.

New York Religious Opt Out Requirements for Medically Necessary Abortion, Contraceptive drugs and devices

New York Law requires that insurers provide you with the following option: verified religious employers may choose to exclude coverage for medically necessary abortion, contraceptive drugs and devices, as well as tubal ligation. To be a religious employer groups must meet the criteria for being a religious employer as defined in NY State Insurance Law. Contact your account representative for details to learn if you qualify for the exemption processes for medically necessary abortions (including the annual certification requirement) and contraceptive drugs and devices and tubal ligation surgery.

New York Dependent Age 30 Mandated Offer

New York law requires that we offer you the option to provide dependent coverage to age 30 or to allow dependents who reach the maximum age to continue his or her coverage to age 30 under certain conditions.

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New York Out-of-Network Ambulatory Surgical Coverage Mandated Offer

New York law requires an insurer to make available, upon your request, a plan that covers Out of Network Ambulatory Services versus our standard plan setup of Not applicable or not covered benefit Out of Network. If you are interested, please contact your Account Representative regarding quotation.

New York Skilled Nursing Facility Mandated Offer

New York law requires an insurer to make available, upon your request, a plan that provides unlimited benefits (no day limits) for non-custodial care provided in a Skilled Nursing Facility. The services are subject to medical necessity review and pre-authorization. These benefits are also subject to the terms of your plan selected.

New York Hospice Coverage Mandated Offer

Upon request, you can select a plan that provides the following hospice coverage: (i) a total of two hundred ten days of coverage beginning with the first day on which care is provided, for inpatient hospice care in a hospice or in a hospital and home care and outpatient services provided by the hospice, including drugs and medical supplies, and (ii) five visits for bereavement counseling services, either before or after a covered person's death, provided to the covered family members of the terminally ill person.

New York Out-Of-Network Fair Health Mandated Offer

New York law requires an insurer to make available, upon your request, a plan that covers at least 80% of the usual and customary cost of each out-of-network health care service after you meet your deductible or any out of pocket benefit maximum. If you are interested, please contact your Account Representative regarding quotation.

New York National Medical Support Notice

A National Medical Support Notice ("Notice") issued by the New York State Division of Child Support Enforcement pursuant to a court order requires a non-custodial parent to provide health insurance for a dependent child. If we receive a Notice, we must enroll the dependent child and, if necessary, the parent. This applies even if a non-custodial parent fails to sign the required enrollment form. Importantly, if a party fails to comply with the

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court order, that party will be responsible for any health care costs incurred due to that failure. Once the child is enrolled, we will forward ID cards and any other coverage documents either to the custodial parent or, if that parent's name and address is not on the enrollment form, to the issuing agency listed on the Notice. We may include a letter in those materials requesting that the custodial parent contact us regarding a HIPAA authorization form.

NORTH CAROLINA GENERAL STATUTE SECTION 58-50-40

UNDER NORTH CAROLINA GENERAL STATUTE SECTION 58-50-40, NO PERSON, EMPLOYER, PRINCIPAL, AGENT, TRUSTEE OR THIRD PARTY ADMINISTRATOR, WHO IS RESPONSIBLE FOR THE PAYMENT OF GROUP HEALTH OR LIFE INSURANCE OR GROUP HEALTH PLAN PREMIUMS, SHALL: (1) CAUSE THE CANCELLATION OR NONRENEWAL OF GROUP HEALTH OR LIFE INSURANCE, HOSPITAL, MEDICAL, OR DENTAL SERVICE CORPORATION PLAN, MULTIPLE EMPLOYER WELFARE ARRANGEMENT, OR GROUP HEALTH PLAN COVERAGES AND THE CONSEQUENTIAL LOSS OF THE COVERAGES OF THE PERSONS INSURED, BY WILLFULLY FAILING TO PAY THOSE PREMIUMS IN ACCORDANCE WITH THE TERMS OF THE INSURANCE OR PLAN CONTRACT, AND (2) WILLFULLY FAIL TO DELIVER, AT LEAST 45 DAYS BEFORE THE TERMINATION OF THOSE COVERAGES, TO ALL PERSONS COVERED BY THE GROUP POLICY A WRITTEN NOTICE OF THE PERSON'S INTENTION TO STOP PAYMENT OF PREMIUMS. THIS WRITTEN NOTICE MUST ALSO CONTAIN A NOTICE TO ALL PERSONS COVERED BY THE GROUP POLICY OF THEIR RIGHTS TO HEALTH INSURANCE CONVERSION POLICIES UNDER ARTICLE 53 OF CHAPTER 58 OF THE GENERAL STATUTES AND THEIR RIGHTS TO PURCHASE INDIVIDUAL POLICIES UNDER THE FEDERAL HEALTH INSURANCE PORTABILITY AND ACCOUNTABILITY ACT AND UNDER ARTICLE 68 OF CHAPTER 58 OF THE GENERAL STATUTES. VIOLATION OF THIS LAW IS A FELONY. ANY PERSON VIOLATING THIS LAW IS ALSO SUBJECT TO A COURT ORDER REQUIRING THE PERSON TO COMPENSATE PERSONS INSURED FOR EXPENSES OR LOSSES INCURRED AS A RESULT OF THE TERMINATION OF THE INSURANCE.

Oregon Religious Opt Out for Abortion and Contraceptive drugs and devices

Oregon law requires health benefit plans to include coverage for abortion procedures and contraceptive drugs, devices and products. Religious employers may choose to exclude coverage for abortion and contraceptives from the health benefit plan. Contact your account representative for details on the exemption process.

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Tennessee Physical Therapy, Occupational Therapy, and Chiropractic Care

Tennessee law requires that we offer a plan option in which Physical Therapy, Occupational Therapy and Chiropractic Care benefits have member cost share (copayments and coinsurance) that is the same as for Primary Care Physicians. If your current benefit plan offering does not include this feature and you would like to make a plan change, please contact your Account Manager.

Texas In Vitro Fertilization Procedures Mandated Offer

Per Texas Ins. Code § 1366.001-1366.007, we are required to offer you a buy-up option for optional coverage which includes expenses incurred by the employee or dependent wife of a male employee for outpatient in vitro fertilization procedures to the same extent as other pregnancy-related procedures.

Texas Routine Speech and Hearing Exams Mandated Offer

Per Texas Ins. Code § 1365.001-1365.004, we are required to offer you a buy-up option for optional coverage which includes routine speech and hearing exams. Coverage required under this option: (1) may not be less favorable than coverage for physical illness generally under the plan; and (2) must be subject to the same durational limits, dollar limits, deductibles, and coinsurance factors as coverage for physical illness generally under the plan.

Utah Mental Health Reimbursement

Utah state legislation (UT Code Sec. 31A-22-625) requires insurers to offer certain mental health coverage for the evaluation and treatment of a mental health condition at parity with evaluation and treatment of physical health conditions. This legislation applies to Mental/Nervous and Substance Abuse coverage, for all Plan Sponsors with a Utah contract and for covered Utah residents of a non-Utah contract, where UT residents are equal to 25% or more of the enrolled members. Please contact your Account Manager if you would like information on the pricing impact to change your current coverage to meet the Mental Health Parity criteria.

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Notice to large group employers located outside the state of Vermont

This quote is based on the [representation/census] that your plan covers fewer than 25 certificate holders in Vermont. Aetna cannot quote or renew cases that cover 25 or more Vermont residents who work at an employer location in Vermont.

Notice to large group employers located inside and outside the state of Vermont

Health insurers who offer coverage in the state of Vermont must offer employers the option to cover all part-time employees who are Vermont residents and work 17.5 hours or more. Please note, however, that we are not filed and approved to sell medical coverage to employers located in the state of Vermont and must offer coverage to out of state coverage as noted above. Please contact your Account Manager for details.

If you are a person with a disability who needs assistance using our websites (or mobile apps), our Customer Service Representatives can assist you. Please call them at the number on your member ID Card or at 1-855-401-5713 from 9 a.m.-5 p.m. ET Mon-Fri. Persons with a hearing or speech disability can use 711 for Telecommunications Relay Service (TRS). Additional information can be found on the following URL:

<https://www.aetna.com/accessibility/accessibility-services.html>.

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Information

Agenda Section: NEW BUSINESS

Subject:

Consideration to Authorize the Mayor to Sign an Olympic Guarantee in a Form Approved by the City Attorney's Office

(A) Public Input (B) Action

Suggested Action:

Attachments:

[2030/34 Winter Olympic and Paralympic Games Update and Guarantee Letter Request Staff Report](#)

[Exhibit A: Letter to Mayor Nann Worel - Olympic Guarantee Request](#)

[Exhibit B: Draft Olympic Guarantee Letter Park City](#)

[Exhibit C: Olympic Guarantee Summary](#)

City Council Staff Report

Subject: 2030/2034 Winter Olympic & Paralympic Games Update & Guarantee Letter Request

Author: Jenny Diersen

Department: Special Events

Date: April 4, 2023

Type of Item: Administrative

Recommendation

Receive a presentation from the Salt Lake City-Utah Committee for the Games (SLC-UTGC), take public input, and consider authorizing the Mayor to sign an Olympic Guarantee in a form approved by the City Attorney's Office. The request is consistent with compatible requests made of other Utah jurisdictions with historical or proposed Olympic Venues.

Executive Summary

In the fall, Summit County and Park City collaborated with Mountain Mediation to conduct public outreach regarding a possible future Games. The details of the outreach were presented at the joint Park City and Summit County Council meeting on January 24, 2023 ([report](#) p. 3 / [minutes](#) p. 2).

SLC-UTGC anticipates that the International Olympic Committee (IOC) will invite SLC-UTGC into a targeted dialogue regarding hosting a future Olympic and Paralympic Winter Games sometime in 2023. As part of that process, local Guarantee Letters, which confirm information and obligations from public authorities and other organizations, are being sought to enhance the SLC application. The guarantees address both the 2030 and 2034 editions of a potential Olympic Winter Games and provide flexibility for SLC-UTGC and IOC negotiations. A draft letter and document summarizing the guarantees are attached. (**Exhibit A, B, and C**).

Local government plays a crucial role in ensuring the Games' success, particularly in venue accessibility, infrastructure, public services, and commercial and human rights protections. All local and county governments with a competition or non-competition venue for future Games were contacted to provide the guarantee document, including:

- Park City;
- Salt Lake City;
- Kearns;
- West Valley City;
- Provo;
- Ogden;
- Salt Lake County;
- Wasatch County;
- Summit County;
- Weber County

Funding

There is no funding associated with this request. If awarded, we will return when appropriate with other cities and towns to explore various funding and infrastructure strategies for Olympic related services.

Exhibits

- A Letter to Mayor Nann Worel – Olympic and Paralympic Guarantee Request
- B Draft Olympic Guarantee Letter – Park City
- C Summary of Olympic Guarantees

From: Christian Napier <christian@rakonto.io>
Sent: Wednesday, March 22, 2023 9:58 AM
To: Nann Worel <nann.worel@parkcity.org>
Cc: Margaret Plane <margaret.plane@parkcity.org>; Matt Dias <matt.dias@parkcity.org>
Subject: [External] Request for Olympic / Paralympic guarantee letter

[CAUTION] This is an external email.

Dear Mayor Worel,

As you know, The Salt Lake City-Utah Committee for the Games (SLC-UTGC) is in the process of preparing its technical submission to the International Olympic Committee. We express appreciation for the thoughtful approach Park City has taken to ensure the Games may be held in a sustainable manner within the community.

Understandably, the IOC requires a number of commitments from a variety of stakeholders, including local governments. We have prepared a document summarizing the various guarantees required (see attached).

All local and county governments with competition or non-competition venues within the Games theater have been contacted to provide these guarantees, including:

- Park City
- Salt Lake City
- Kearns
- West Valley City
- Provo
- Ogden
- Salt Lake County
- Wasatch County
- Summit County
- Weber County

We have met with Park City officials and briefed them on the specific guarantee requirements. We now wish to formally extend a request to you, as Mayor, to consider the guarantees required by the IOC.

We are most grateful for the fruitful collaboration between Park City and SLC-UTGC. We look forward to continuing to work together. Thank you again, and please let me know if you have any questions.

Kind regards,

--

Christian Napier

Chief Executive Officer

Rakonto Inc

+1-801-633-8181

<https://rakonto.io>



Mr. Thomas Bach
President
International Olympic Committee
Maison Olympique
1007 Lausanne
Switzerland

Dear President Bach:

As Mayor of Park City, I enthusiastically support the Salt Lake City-Utah Committee for the Games to host future Olympic and Paralympic Winter Games in our community.

Winter sport is in the DNA of Park City. During the Salt Lake 2002 Games, more than 40% of the events were held in Park City, including one-third of all medal events. Every Park City venue used during the Games is proudly still in use today and recognized worldwide as premier winter sports venues for recreation and elite-performing athletes.

Park City is also home to the U.S. Ski and Snowboard national governing body, and Utah Olympic Park serves as an official U.S. Olympic training site. More recently, 50 athletes with ties to Park City competed in the Beijing 2022 Games.

The International Olympic Committee (IOC) emphasized the importance of delivering sustainable Games aligned with local and regional long-term planning. Park City's community priorities of Housing, Transportation, Community Design, Livability, Affordability, Diversity, Equity and Inclusion, and Environmental Leadership complement the IOC's vision for responsible, sustainable, and inclusive Games.

To ensure a successful Olympic and Paralympic Winter Games, Park City stands ready to help facilitate the following within our jurisdiction:

- Non-discrimination towards persons with reduced mobility; that national and international accessibility standards will be applied for the Games and that accessibility will be fully integrated into the planning and construction phases of any new venue (G1.3);
- The delivery of (i) power, (ii) telecommunications infrastructure, (iii) fixed and mobile telecommunication capacity as well as (iv) frequencies, in an appropriate level and quality

to meet the needs of the Olympic Games, accompanied by corresponding support services (G1.5);

- The secure and peaceful celebration of the Games, and to provide all the required services to this effect, including efficiently preventing and addressing any type of security threats related to the Games, including with regard to physical and cyber security (concerning without limitation accredited persons and all Games-related information and telecommunication services and infrastructure); and to cooperate with the OCOG and the IOC on security matters, including by sharing with the IOC the necessary information, according to the allocation of responsibility outlined in the Salt Lake City-Utah Preferred Host Submission (G1.9);
- The protection of the health and safety of Games participants, media, other accredited persons, and spectators (including in case health and safety are threatened due to a pandemic or other major health crisis, terrorism or other forms of violence, natural disaster, or any other cause of major importance); Park City's responsibility for all aspects of medical and health services related to the Games; and the ability for team physicians to treat their national delegation within Park City if necessary during the period of the Games (G1.10);
- Public services Park City generally provides the public, with the OCOG only held responsible to pay for incremental costs directly associated with planning and delivering the Games (G1.11);
- The protection of Olympic Properties within Park City through adequate and continuing legal protection of Olympic Properties within Park City in the name of the IOC; appropriate legislation to ensure the protection of the IOC's rights and interests in relation to the Games (such as, without limitation, regarding protection against unauthorized street trading, unauthorized ticket resale, unauthorized live sites, and public viewing events, unauthorized broadcast or retransmission of Games images, ambush marketing, and counterfeit merchandise; and securing of advertising space); and procedures and remedies allowing for timely resolution of disputes (G3.1);
- Binding options from relevant third parties (public or private) for the acquisition of all existing or hereafter developed outdoor advertising space (e.g. billboards) including i. at any premises of the sites at which competitions or official events and activities of the Games will be held as well as any neighboring land and facilities up to five hundred meters in and around the perimeter of such sites; and ii. on public transport (e.g. buses, metro, trams, etc.) and adjacent parking facilities in Park City (G3.2);
- The respect of the Olympic Charter, including the IOC Code of Ethics in all activities related to the organization of the Games, acknowledging the prohibition of any form of discrimination with regard to a country or a person on grounds of race, color, sex, sexual orientation, language, religion, political or other opinion, national or social origin, property, birth or other status (G5.2.i); and

- The assurance that human rights shall be protected and respected in all activities related to the organization of the Games. Any violation of human rights will be remedied in a manner consistent with international agreements, laws, and regulations applicable within Park City, and in a manner consistent with all internationally recognized human rights standards and principles, including the United Nations Guiding Principles on Business and Human Rights, applicable within Park City (G5.2.iv);

I appreciate your consideration and hope Park City can partner with the IOC to share its historic character and love of winter sports with communities worldwide.

Sincerely,

[MAYOR SIGNATURE AND SEAL]

SALT LAKE CITY-UTAH COMMITTEE FOR THE GAMES (SLC-UTCG)
PARK CITY GOVERNMENT GUARANTEE REQUIREMENTS
2030 / 2034 FUTURE HOST ELECTION PROCESS



Background

We anticipate the International Olympic Committee (IOC) will invite Salt Lake City-Utah (SLC-UT) into a Targeted Dialogue regarding hosting a future Olympic and Paralympic Winter Games sometime in 2023. As part of that process, we must obtain guarantees that confirm a range of information and/or obligations from public authorities and other organizations. In order to stay ahead of this process, we hope to complete the guarantees by March 31, 2023.

Local government plays a crucial role in ensuring the success of the Games, particularly in the areas of venue accessibility, infrastructure support, public services and the protection of commercial and human rights. Wherever possible, the guarantees that cover this support should address both the 2030 and 2034 editions of the Winter Games so as to provide flexibility to SLC-UT and the IOC in our negotiations.

Park City government demonstrated unwavering support that underpinned the success of the Salt Lake 2002 Olympic Winter and Paralympic Winter Games. We now look to build on that foundation.

Guarantees Summary

The following table summarizes the IOC requirements for guarantee letters to be provided by local governments in support of Salt Lake City-Utah's ambition to host the Olympic and Paralympic Winter Games.

STATE GOVERNMENT GUARANTEES			
IOC #	SUBJECT	STATE SUPPORT	POTENTIAL SIGNATORY (IES)
G1.3	Venue accessibility	Non-discrimination towards persons with reduced mobility, national and international accessibility standards will apply for the Games.	Mayor Worel or other city authorities as deemed appropriate
G1.5	Infrastructure support	Delivery of power, telecommunications infrastructure, fixed and mobile telecommunication capacity	Mayor Worel or other city authorities as deemed appropriate
G1.10	Medical services & public health	Protect the health and safety of Games participants, media, etc.	Mayor Worel or other city authorities as deemed appropriate

STATE GOVERNMENT GUARANTEES			
		- Responsibility for all aspects of medical and health services related to the Games - Ability for team physicians to treat their national delegation in the host country during the period of the Games.	
G1.11	Other public services	- Public services the different authorities will provide - Whether services will be made available at no cost to the OCOG.	Mayor Worel or other city authorities as deemed appropriate
G3.1	IP protection	- Ensure the protection of Olympic Properties through: - adequate and continuing legal protection of Olympic Properties - appropriate legislation; and - procedures and remedies allowing for timely resolution of disputes.	Mayor Worel or other city authorities as deemed appropriate
G3.2	Advertising space controls	- Options to acquire outdoor advertising space (e.g. billboards) including at: - venues and neighboring land / facilities - public transportation (e.g. buses, metro, trams, etc.) and adjacent parking facilities	Mayor Worel or other city authorities as deemed appropriate
G5.2.i	Respect Olympic Charter	- Respect of the Olympic Charter including IOC Code of Ethics - Prohibition of any form of discrimination.	Mayor Worel or other city authorities as deemed appropriate
G5.2.iv	Human Rights	UN Guiding Principles on Business and Human Rights	Mayor Worel or other city authorities as deemed appropriate

Detailed Guarantee Requirements

The following table is an extract of the detailed guarantees in Annex 1 to the Future Host Questionnaire for the 2030 Games that are requested from local governments.

DETAILED IOC REQUIREMENT		
#	TOPIC	GUARANTEE
G1.3	Venue accessibility	Venue accessibility guarantee ensuring non-discrimination towards persons with reduced mobility, stating that the national and international accessibility standards will be applied for the Games and confirming that

DETAILED IOC REQUIREMENT		
		accessibility will be fully integrated into the planning and construction phases of any new venue.
G1.5	Infrastructure support	Infrastructure guarantee regarding the delivery of (i) power, (ii) telecommunications infrastructure, (iii) fixed and mobile telecommunication capacity as well as (iv) frequencies, in an appropriate level and quality to meet the needs of the Olympic Games, accompanied by corresponding support services.
G1.10	Medical services & public health	Guarantee regarding health and safety, as well as medical and health services confirming: i. the authorities' commitment to protect the health and safety of Games participants, media, other accredited persons and spectators (including in case health and safety are threatened due to a pandemic or other major health crisis, terrorism or other forms of violence, natural disaster or any other cause of major importance); ii. the authorities' responsibility for all aspects of medical and health services related to the Games and; iii. the ability for team physicians to treat their national delegation in the host country during the period of the Games.
G1.11	Other public services	Public services guarantee confirming the type of public services the different authorities will provide and whether such services will be made available at no cost to the OCOG or whether a contribution from the OCOG would apply.
G3.1	IP protection	Guarantee ensuring the protection of Olympic Properties in the host country through: i. adequate and continuing legal protection of Olympic Properties in the host country in the name of the IOC; ii. appropriate legislation to ensure protection of the IOC's rights and interests in relation to the Games (such as, without limitation, regarding protection against unauthorized street trading, unauthorized ticket resale, unauthorized live sites and public viewing events, unauthorized broadcast or retransmission of Games images, ambush marketing and counterfeit merchandise; and securing of advertising space); and iii. procedures and remedies allowing for timely resolution of disputes.
G3.2	Advertising space controls	Brand protection guarantee confirming that binding options from relevant third parties (public or private) for the acquisition of all existing or hereafter developed outdoor advertising space (e.g. billboards) have been secured: i. at any premises of the sites at which competitions or official events and activities of the Games will be held as well as any neighbouring land and facilities up to five hundred metres in and around the perimeter of such sites;

DETAILED IOC REQUIREMENT		
		and ii. on public transport (e.g. buses, metro, trams, etc.) and adjacent parking facilities in the Host City/Region and in cities/regions having an operational role in the staging of the Games (e.g. venue cities, ports of entry, transport hubs, including indoor or outdoor advertising at airports).
G5.2.i	Respect Olympic Charter	Guarantee of key legal commitments i. Respect of the Olympic Charter including IOC Code of Ethics in all their activities related to the organization of the Games, in particular through an acknowledgment of the prohibition of any form of discrimination with regard to a country or a person on grounds of race, color, sex, sexual orientation, language, religion, political or other opinion, national or social origin, property, birth or other status.
G5.2.iv	Human Rights	UN Guiding Principles on Business and Human Rights: Guarantee that necessary measures will be taken so that, in all activities related to the organization of the Games, human rights are protected and respected. Any violation of human rights must be remedied in a manner consistent with international agreements, laws and regulations applicable in the host country and in a manner consistent with all internationally recognized human rights standards and principles, including the United Nations Guiding Principles on Business and Human Rights, applicable in the host country

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Consideration to Approve the Extension of the Main Street Dining Deck Program for 2023, and Authorize the Mayor to Lease City Property/Right-of-Way with Nine Main Street Restaurants in a Form Approved by the City Attorney

(A) Public Input (B) Action

Suggested Action:

Attachments:

[Dining Deck Staff Report 2023](#)

[Exhibit A: Street Dining Operational Restrictions 2023](#)

[Exhibit B: HPCA Letter Regarding Dining Decks](#)

[Exhibit C: Updated Dining Deck Lease 2023 DRAFT](#)

[Exhibit D: Proposed Dining Deck Map 2023](#)



City Council Staff Report

Subject: 2023 Dining Deck Lease Approvals
Author: Jenny Diersen
Department: Special Events
Date: April 4, 2023
Type of Item: Administrative – Lease Approvals

Recommendation

Review and hold a public hearing to consider approving the extension of the Main Street Dining Deck program for 2023. This approval authorizes the Mayor to lease city property/right-of-way with nine Main Street restaurants in a form approved by the city attorney, using the following terms:

- Restaurants adhere to Operational Restrictions (**Exhibit A**), with some exceptions and conditions as outlined in this report;
- Dining Deck Permit fee is \$2,160 per parking space and prorated based on permit dates; and
- Deck construction may begin as early as April 28 and must be removed by October 30 and during the Kimball Arts Festival unless Kimball Art Center (KAC) consents to allow the decks on the street.

Background

Street Dining began in 2010 with three Main Street restaurants. Since then, it was determined that up to 12 restaurants could participate in the program, creating the right balance between adding vibrancy and private activation of public property with other competing needs such as public parking.

The Planning Department issues Administrative Conditional Use Permits (ACUP) for the restaurants listed below, which run with the land. The Council approves annual leases for public property. A term of the ACUP notes *“an annual review by the City Council, with input from the Planning Department will be conducted each year. City Council may terminate or change the terms of this lease at that time.”*

[The annual program](#) is in its thirteenth year and is viewed favorably. Dining deck design standards and street topography require a considerable financial investment from restaurant owners. The Operational Restrictions (**Exhibit A**) also ensure compatibility with the Historic District Guidelines and are essential to Main Street’s vibrancy.

Rental Fees

Rental fees have varied based on market conditions and parking rates (table below). The cost is based on the number of parking spaces a deck displaces (linear feet of deck/20') and the foregone parking revenue. Participation fluctuates annually, with nine restaurants participating in 2021 and 2022.

Year	Number of Participants:	Fee per Parking Space	Note
2010	3	\$0	Free
2011	9	\$300	Approx. 10% of estimated lost revenue.
2012 - 2014	9	\$550	Approx. 20% of estimated lost revenue.
2015	7	\$915	60% of \$1,525 (\$915): based on 2015 estimated lost revenue.
2016	8	\$1,067.50	70% of \$1,525 (\$1,068): based on 2016 estimated lost revenue.
2017	7	\$1,220	80% of \$1,525 (\$1,225): based on 2017 estimated lost revenue.
2018	6	\$1,678	90% of \$1,809 (\$1,628): based on 2018 estimated lost revenue.
2019	7	\$2,160	30% of \$7,200 (\$2,160): based on 2019 estimated parking revenue – standard fee.
2020	8	\$0	Fees and operational restrictions were waived for one year only due to COVID-19.
2021	9	\$2,160	Standard Fee
2022	9	\$2,160	Standard Fee

- HPCA and PCMC had discussions at the inception of the program to find a balance between private activation of public space that benefits individual businesses with broader benefits to the downtown. Participating merchants were initially concerned about high start-up costs and a lack of financial return. In return, PCMC kept fees low originally and increased them as the program became more financially dependable.
- On [May 2, 2019 \(minutes\)](#), p.10), Council approved charging \$2,160 per parking space to provide a consistent year-over-year fee instead of changing each year. Fees were calculated based on 30% of the maximum lost revenue per parking space ([Parking Fee Schedule](#)).
- Due to the pandemic, on [April 30, 2020 \(minutes\)](#) p 6-7), dining deck fees were waived for one year to help promote physical distancing and support of Main Street small business owners.

Analysis

The executive director of HPCA [performed outreach](#) to past deck lessees, and the restaurant association and coordinated with Main Street businesses to verify support for this year's program. At this time, there are no new participating restaurants anticipated for 2023. Participating decks and exceptions or conditions are outlined below.

Address	Restaurant
317 Main	Eating Establishment
412 Main	Don Goyo
438 Main	Flanagan's

442 Main	Shabu
501 Main	501 on Main
508 Main	The Brick
530 Main	Main Street Pizza Noodle
605 Main	Bangkok Thai
562 Main	Fletchers

Based on responses, and HPCA's support (**Exhibit B**), we recommend renewing the following leases (**Exhibit C**):

- Leases for six dining decks on Main Street, including Eating Establishment, Don Goyo, Flanagan's, 501 on Main, Main Street Pizza Noodle, and Bangkok Thai;
- Shabu: Lease with Shabu for July and August due to staffing challenges with a prorated fee. Shabu requested an allowance of one meal service in June and September due to staffing challenges, but HPCA does not support one meal service dining decks on Main Street.
- The Brick: Lease with the Brick conditioned upon a business license for the new owner subject to payment of an outstanding invoice, pursuant to Park City Code 4-3-6(B)(3); and
- Fletchers: Lease public property for Fletchers located within the Bear Bench Walkway. A physical dining deck is not built, but rather a patio is extended on the back of the restaurant and onto City Property. Fletchers requests allowance to continue to offer one meal service as they have since 2015. HPCA supports the request.

Lease Fee

The fees shown below assume dining decks are operational based on the dates provided by each restaurant. Lease amounts are prorated based on when restaurants secure a permit. Restaurants also pay for Building Permits and Business Licensing fees.

2023 Restaurants / 20' Parking Space	Cost Standard Fee - \$2,160/space
Eating Establishment / 1.35 spaces	\$2,916
Don Goyo / 1.2 space	\$2,592
Flanagan's on Main / 1.24 spaces	\$2,678.40
Shabu / 1.18 spaces	\$840.42 *prorated
501 on Main / 1.0 spaces	\$2,160
The Brick / 1.25 spaces	\$2,700
Main St. Pizza & Noodle / 1.56 spaces	\$3,369.60
Bangkok Thai / 2 spaces	\$4,320
Fletchers / 1.35 spaces (based on sq ft of space – this does not take parking spaces)	\$2,916
Totals: 10.78 parking spaces	\$23,392.42

Lease Terms

We recommend keeping Operational Restrictions and fees consistent for 2023 to ensure predictable costs and operations for restaurants and the parking department. The current fee and terms (April 28 to October 30) balance the private use of the public property when it benefits the overall district as described above. The HPCA supports these terms, with the exceptions and conditions outlined above.

Other Considerations

Drop, Load & Staging (DLS) Zone Impacts

There are currently three dining decks that impact DLS Zones. These include Flanagan's, Shabu, and The Brick. There are no concerns from the City departments or HPCA about minor changes to the DLS program. We will continue to provide additional outreach to HPCA and DLS pass holders before decks are installed and monitor impacts on traffic flow. A dining deck and DLS zone map is attached as **Exhibit D**.

Looking ahead - 2024

- We may need to shorten lease terms by one month (in May or October) due to street maintenance on Main Street.
- If Council desires to raise dining deck fees, we could return at a subsequent meeting for additional consideration.

Funding

Lease fees go to the parking department line in the General Fund. Restaurants are responsible for paying for building permits and business license extensions before decks can be installed.

Exhibits

- A 2023 Operational Restrictions
- B HPCA Letter Regarding Dining Decks
- C 2023 Updated DRAFT Lease Agreement
- D 2023 Proposed Dining Deck Map

Exhibit A – Street Dining Operational Restrictions

Street dining may be allowed by the Planning Department upon issuance of an Outdoor Dining Administrative Conditional Use Permit. Street dining is permitted beginning as early as April 28, and shall terminate on October 30th of each year. A total of twelve (12) street dining decks may be accommodated on Main Street based on the layout of the proposed decks. The Applicant must submit an application, pay an application fee, and provide all required materials and plans. Ongoing monitoring will be provided to ensure compliance with these parameters. The Administrative Conditional Use Permit or the Lease may be revoked for failure to comply with these restrictions.

Required Submittals:

- Dining Site Plan – This plan shall be to scale and indicate: the Applicant's building as it relates to the exact proximity of the street dining deck. The plan shall include accurate locations of proposed chairs, tables, umbrellas, planters, and any other existing public improvements (light fixtures, fire department connections, parking meters, etc.).
- Details/specifications sheets – Shall be submitted for each piece of equipment proposed with the street dining is application. This will include all tables, chairs, umbrellas, etc.

Design Standards:

1. Size. Street dining area shall be limited to the linear frontage a building has on Main Street and shall not exceed nine feet (9') in width. The encroachment of the proposed decks into street will not exceed seven feet, nine inches (7'-9") in width from the curb, as the encroachment of the proposed decks into the sidewalk will not exceed one foot three inches (1'-3"), unless approved by City Council. With the written permission of the adjacent property owner submitted to the City, they may extend into the neighbor's street frontage. Forty-four inches (44") of clear sidewalk width shall be available at all times where the street dining deck is being constructed. Each outdoor dining deck shall not exceed forty (40') feet in length.
2. Location/Proximity/Spacing. The City reserves the right to reject an application for an outdoor dining deck:
 - If the proposed deck is too close to a previously existing deck and would eliminate needed parallel parking along Main Street thus creating a concentrated parking issue.
 - If the proposed deck is for a restaurant that does not have direct access at street level.
 - If the proposed deck is for a business with existing outdoor dining space and the expansion of such is deemed excessive.

- If the proposed deck creates too much private use of the public right-of-way that may be deemed detrimental to the health, safety, and welfare of the area.
 - The Building, Planning, and Engineering Departments will review the location, proximity, and spacing of each street dining deck as well as impacts of traffic and public safety concerns. A recommendation will be given to the City Council for final review and approval.
3. Hours of Operation. The street dining decks shall be utilized for street dining and shall serve lunch and dinner seven (7) days a week for the duration that the decks are in the Right of Way. Lunch service shall start no later than 12:00 p.m. (noon).
 4. Material. Street dining decks may be built of wood or metal platforms and shall have a solid base. The design of the base shall complement the style of the building. The railing shall be painted solid to also complement the building. While outdoor dining deck is not subject to a complete Historic District Design Review (HDDR), the guidelines are applicable to the project.
 5. Height. The maximum height of the deck shall not exceed thirty-six inches (36") measured from existing grade to the base/floor of the deck at any given point. The layout of the deck may include a step to meet the maximum height allowed.
 6. Advertising. Additional signing or advertising beyond what is allowed by the Park City Sign Code is prohibited.
 7. Furniture. All tables and chairs shall be metal, wood, or other comparable material. Plastic furniture shall not be allowed. All furniture must be approved by the Planning Department per the historic district design review.
 8. Umbrellas. Umbrellas must be free standing and are prohibited from extending beyond the dining area. Any umbrellas shall be affixed permanently to the deck as required by the International Building Code requirements (including fire standards) and shall not create any public hazard.
 9. Lighting. No additional electric lighting is permitted, including exterior building lighting.
 10. Planters. Any proposed landscaping or atmosphere pieces shall be reviewed at the time of initial application and shall not create any public hazard or unnecessary clutter. All plant material must be maintained in a manner that ensures their viability throughout the summer outdoor dining season.
 11. Use. The use of the Premises shall not conflict with any previously existing Special Events on Main Street, specifically the Arts Fest ("Kimball Art Center"). The Kimball Art Center has been leased exclusive use of Main Street August 4-6, 2023. The Premises must be vacated (i.e., removal of decks) no later than 10:00 a.m. MT on Thursday, August 3, 2023, for the duration of Arts Fest (including set-up and breakdown) unless the Kimball Art Center consents in writing to allow Tenant's use of the Premises. If the outdoor dining structure is not removed as required, the Landlord will remove the structure at the Tenant's cost. The dates of

the 2023 Kimball Arts Festival are subject to change and as such the vacating of the Premises shall occur at 10:00 a.m. the day prior to the Arts Festival.

12. Licensing. The additional square footage of the dining area must be added to the existing licensed area for the restaurant. The Tenant shall also adhere to other applicable City and State licensing ordinances, including the Department of Alcoholic Beverage Services. It is the responsibility of the Tenant to ensure that all licenses are properly obtained and adhered to.
13. Duration. Street dining is permitted beginning April 28 and shall terminate on October 30th.
14. Health & Safety. The Use shall not violate the Summit County Health Code, Summit County Health Orders, State of Utah Health Orders, the Fire Code, or International Building Code.
15. Music. The use of outdoor speakers and music is prohibited.
16. Maintenance. The dining area shall be clean and maintained in a neat and orderly fashion.
17. Storage. All equipment and other associated materials must be removed and stored on private property during prohibited times (off season). No material associated with the outdoor dining decks may be stored outdoors on-site during the off-season.
18. Removal. Decks must be completely removed from the Right-of-Way prior to the end of business day October 30. If the outdoor dining structure is not removed as required, the City will remove the structure at cost to compensate for the employees and equipment needed to complete the task.
19. Drainage. Design of the deck and its skirting shall not interfere with the existing street drainage. Deck plans shall be reviewed by the City for drainage and may be modified so as to not interfere with the existing drainage patterns of the street. Decks that have drains directly under them or downhill will be required to install screening to ensure waste does not enter the system.
20. Utilities. Access to utilities shall not be hindered by the structures. No outdoor dining decks will be approved if located in an area that blocks access to fire hydrants, etc. No new utility lines shall be installed as a result of the proposed outdoor dining.
21. Insurance Requirement. The tenant shall carry a policy of liability insurance in an amount of at least \$2 million per combined single limit per occurrence and \$3 million per aggregate for personal injury, bodily injury and property damage.

Park City Municipal Corporation shall be named as additional insured by endorsement of each policy.

22. Main Street Improvements. Due to the possible conflicts with scheduled Main Street improvements, the City may postpone approving leases until the construction schedule is finalized to be able to determine appropriate dates.

If at any time the street dining deck needs to be removed, the City will give each affected street dining business owner a minimum of 72 hours to have their decks removed. The City will not be responsible for any associated costs involving deck removal/placement or potential lost revenue.

23. Aesthetics. Due to the Park City environment and storage of the decks over the years, the decks shall be maintained in a safe and high-quality manner. Prior to final installation and occupancy of each deck, the Tenant shall make sure that the structural members can adequately meet their original design and each deck shall look aesthetically pleasing.

24. Violations. The decks shall be in compliance with all County and State Health Orders in addition to Municipal Code § 11-19-3(H) regarding Prohibition Against Issuance of Municipal Permits. From the time that any Notice of Violation is given, the City may withhold permits for any alteration, repair or construction, which pertains to any existing or new structures or signs on the property or any permits pertaining to the use and development of the real property or the structure where a violation is located. The City may withhold permits until a Notice of Compliance has been issued by the enforcement official. The City may not withhold permits that are necessary to obtain a Notice of Compliance or that are necessary to correct serious health and safety violations.



March 22, 2023

RE: Main Street Dining Decks 2023

On behalf of the HPCA, we respectfully submit our feedback regarding Dining Decks on Main Street for the upcoming summer season and specially the required of two-meal service.

The HPCA feels strongly that the two-meal service requirement is very important and should be maintained for dining decks specially on the street. The decks are intended to add vibrancy to the street, and empty/unused decks are not a look we want to see on the street. The HPCA understands that this requirement may force restaurants to adjust their installation and tear down dates accordingly to adhere.

With regards to Fletcher's on Main, and their request to only offer dinner service, because they do not put a deck on the street and are using the back patio area, the HPCA is supportive of this adjustment. The HPCA believes that one meal service at this location does not impact the overall street vibrancy and should be allowed.

Thank you in advance for your time and consideration. Please feel free to contact me if additional discussion is needed.

Ginger Wicks

Ginger Wicks
HPCA Executive Director

**STREET DINING ON MAIN
OUTDOOR DINING LEASE 2023**

This Street Dining on Main Outdoor Dining Lease 2023 (the “Lease” or “Agreement”) is made and executed this ____ day of _____, 2023, by and between **PARK CITY MUNICIPAL CORPORATION**, a Utah municipal corporation, (the “City”, “Park City”, or “Landlord”) and _____, a Utah corporation, (the “Tenant”) located at _____, Park City, Utah.

RECITALS

WHEREAS, the City wishes to enable opportunities for restaurants on Main Street to be able to provide additional outdoor dining opportunities; and

WHEREAS, the City’s goals include the establishment of new and creative opportunities to facilitate the Main Street experience for residents and visitors alike during the shoulder and summer seasons; and

WHEREAS, the City’s goals include the preservation and enhancement of Park City’s character regarding Old Town and the desire to strengthen the pedestrian experience along Main Street; and

WHEREAS, the City recognizes the desire of many visitors and residents to dine outdoors along historic Main Street; and

WHEREAS, the City’s General Plan recommends utilizing street design techniques to encourage slower traffic speeds and a more intimate pedestrian-oriented scale; and

WHEREAS, the City’s goals include maintaining and furthering the resort community’s economic opportunities, as well as enhancing the economic viability of Park City’s Main Street Business District.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah as follows:

TERMS & CONDITIONS OF LEASE

Based upon good and valuable mutual consideration, the Parties agree as follows:

1. **PROPERTY.** The property affected by this Lease is generally described as the street area and sidewalk directly fronting Tenant’s building located at _____, which has a length of ____ feet (X# of parking spaces), and more specifically described in site plan **Exhibit A**, attached hereto and

incorporated herein by this reference, (the "Premises"). The length of the outdoor dining deck per restaurant may not exceed forty feet (40').

2. RENT. Annual rent is for the use of the street for the deck is _____ Dollars (\$XXXX.00) per parking space of a linear length. Tenant shall be solely responsible for payment of any and all costs associated with Tenant's performance under this Lease, including but not limited to additional business licensing fees, insurance, sales taxes and other expenses.
3. TERM. Unless otherwise delayed, suspended or terminated by Summit County health order(s), the term of this Agreement shall commence on _____, 2023, and shall terminate on October 30, 2023 ("Term") unless terminated earlier as provided herein. The Premises may only be utilized for a six (6) month period commencing on _____ 2023, and terminating on October 30, 2023, except the Premises may not be used during the 2023 Kimball Arts Festival (August 4, 2023 through August 6, 2023) unless Kimball Art Center consents in writing to allow Tenant to use the Premises. Additional term restrictions are attached hereto and incorporated herein by this reference in **Exhibit B** (Street Dining Operational Restrictions). This Agreement may be terminated by Park City upon a finding of non-compliance of this Agreement or the attached operational restrictions.

The use of the Premises shall not conflict with any previously existing Special Event recipients on Main Street, specifically the Arts Fest ("Kimball Art Center"). The Kimball Art Center has been leased exclusive use of Main Street in August. The Premises must be vacated (i.e., removal of decks) no later than 10:00 a.m. MT on Thursday, August 3rd, 2023 for the duration of Arts Fest (including set-up and breakdown) unless the Kimball Art Center consents in writing to allow Tenant's use of the Premises. If the outdoor dining structure is not removed as required, the Landlord will remove the structure at Tenant's cost. **The dates of the 2023 Kimball Arts Festival are subject to change, and as such the vacating of the Premises shall occur at 10:00 a.m. the day prior to the Arts Fest.**

4. MAIN STREET IMPROVEMENTS. If at any time the street dining deck needs to be removed due to construction related to Main Street improvements, the City will give each affected street dining business owner a minimum of seventy two (72) hours to have their decks removed. The City will not be responsible for any associated costs involving deck removal/placement or potential lost revenue.
5. USE OF PREMISES. Tenant may use the Premises only for outdoor dining services in a manner consistent with applicable Summit County health orders, Section 15-2.6-12(B)(1) of the Park City Land Management Code and the terms of this Agreement. Additional operational restrictions which must be complied with as part of the conditions of this Lease are attached hereto and incorporated

herein in **Exhibit B**. Park City makes no representations regarding the Premises and Tenant accepts the Premises "AS IS."

6. **IMPROVEMENTS TO THE PREMISES.** Tenant shall not make any improvements to the Premises without first obtaining Park City's written consent. Any improvements approved by Park City shall be completed at Tenant's sole expense and removed at Tenant's sole expense upon expiration of this Agreement. No permanent alterations to the City's property are permitted.
7. **SIGNS.** No signs shall be permitted on the Premises except as specifically approved by the Park City Municipal Corporation Planning Department pursuant to the Park City Sign Code and/or Tenant's Master Sign Plan.
8. **INSURANCE.** Tenant shall, at Tenant's sole expense, carry a policy of general liability insurance in an amount of at least Two Million Dollars (\$2,000,000) per combined single limit per occurrence and Three Million Dollars (\$3,000,000) per aggregate for personal injury, bodily injury and property damage. Park City shall be named as an additional insured by endorsement on each policy. Tenant's insurance is to be primary to Park City's and Park City's insurance shall be non-contributory. A certificate of insurance naming Park City as an additional insured shall be provided to Park City on or before the Lease commencement. Insurance shall be maintained continuously during the term of the Lease and should any of the above described policies be cancelled before the expiration date thereof, Tenant shall deliver notice to Park City within thirty (30) days of cancellation. Tenant may carry whatever other insurance Tenant deems appropriate. The parties agree that Tenant's sole remedy in the event of business interruptions, fire, windstorm, or other loss from hazard shall be its own insurance and Tenant will have no action against Park City. Park City is protected by the Utah Governmental Immunity Act, and nothing herein is intended to waive or limit the protection of the Act on behalf of either entity, but to the extent it is consistent with this intent, it is the purpose of this provision to protect Park City for liability or allegations arising out of the Tenant's use of the Premises.
9. **HOLD HARMLESS.** Tenant covenants and agrees to defend, indemnify, and hold Park City harmless from all claims, loss, damage, injury or liability (hereafter "Liability") resulting from Tenant's use and occupancy of the Premises to the full extent permitted by law and/or the Utah Governmental Immunity Act, including reasonable attorney's fees, but excluding any liability resulting from acts or omissions of Park City, its officers, employees or agents. Nothing herein shall be construed as a waiver of any of the rights or defenses under the Utah Governmental Immunity Act (Utah Code Ann. Sections 63-30-1, et seq.), as amended. The obligations hereunder shall be determined under principles of tort law including, but not limited to, the Governmental Immunity Act. In case of an emergency including but not limited to a flood, storm drain, or utility, the structure may be removed or damaged by response teams at the cost of the Tenant.

Tenant shall indemnify, protect and hold the Landlord harmless from and defend (by counsel reasonably acceptable to Landlord) the Landlord against any and all claims, causes of action, liability, damage, loss or expense (including reasonable attorneys' fees and costs and court costs), statutory or otherwise arising out of or incurred in connection with (i) the use, operation, occupancy or existence of the Premises or the presence of visitors, or any other person, at the Premises during the Term, (ii) any activity, work or thing done or permitted or suffered by Tenant in or about the Premises, (iii) any acts, omissions or negligence of Tenant, any person claiming through Tenant, or the contractors, agents, employees, members of the public, invitees, or visitors of Tenant or any other such person ("Tenant Party" or "Tenant Parties"), (iv) any breach, violation or nonperformance by any Tenant Party of any provision of this Lease or of any law of any kind, or (v) except to the extent resulting from any negligence or intentional torts of Landlord.

10. ASSIGNABILITY. Tenant shall not assign or transfer any interest in this Agreement without the prior written consent of Park City. Any assignment or transfer without written approval is void.
11. PROFESSIONAL PERFORMANCE. Tenant agrees to perform services under this Agreement at the highest professional standards, and to the satisfaction of Park City.
12. COUNTERPARTS. This Agreement may be executed in counterparts, each of which will be deemed an original and all of which together will constitute one and the same instrument.
13. ELECTRONIC SIGNATURES. Each party agrees that the signatures of the parties included in this Agreement, whether affixed on an original document manually and later electronically transmitted or whether affixed by an electronic signature through an electronic signature system such as DocuSign, are intended to authenticate this writing and to create a legal and enforceable agreement between the parties hereto.
14. APPLICABLE LAW. This Agreement shall be governed by the laws of the state of Utah.
15. ENTIRE AGREEMENT. This Agreement constitutes the entire and only agreement between the parties and it cannot be altered or amended except by written instrument, signed by both parties.

Executed the day and year first above written.

Tenant:

a Utah corporation,
dba

By: _____
Name Printed: _____

Title: _____

THE CITY REQUIRES THE TENANT TO COMPLETE EITHER THE NOTARY BLOCK
OR THE UNSWORN DECLARATION, WHICH ARE BELOW.

ACKNOWLEDGMENT

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 2023, personally appeared before me
_____, who being duly sworn, did say that he/she is the _____
of _____, a Utah corporation, **dba** _____,
and acknowledged to me that the preceding Agreement was signed on behalf of the
company, and he/she acknowledged that the company did execute the same for its
stated purpose.

Notary Public

PARK CITY MUNICIPAL CORPORATION,
a Utah municipal corporation

By: _____
Nann Worel, Mayor

Attest:

Approved as to form:

Michelle Kellogg, City Recorder

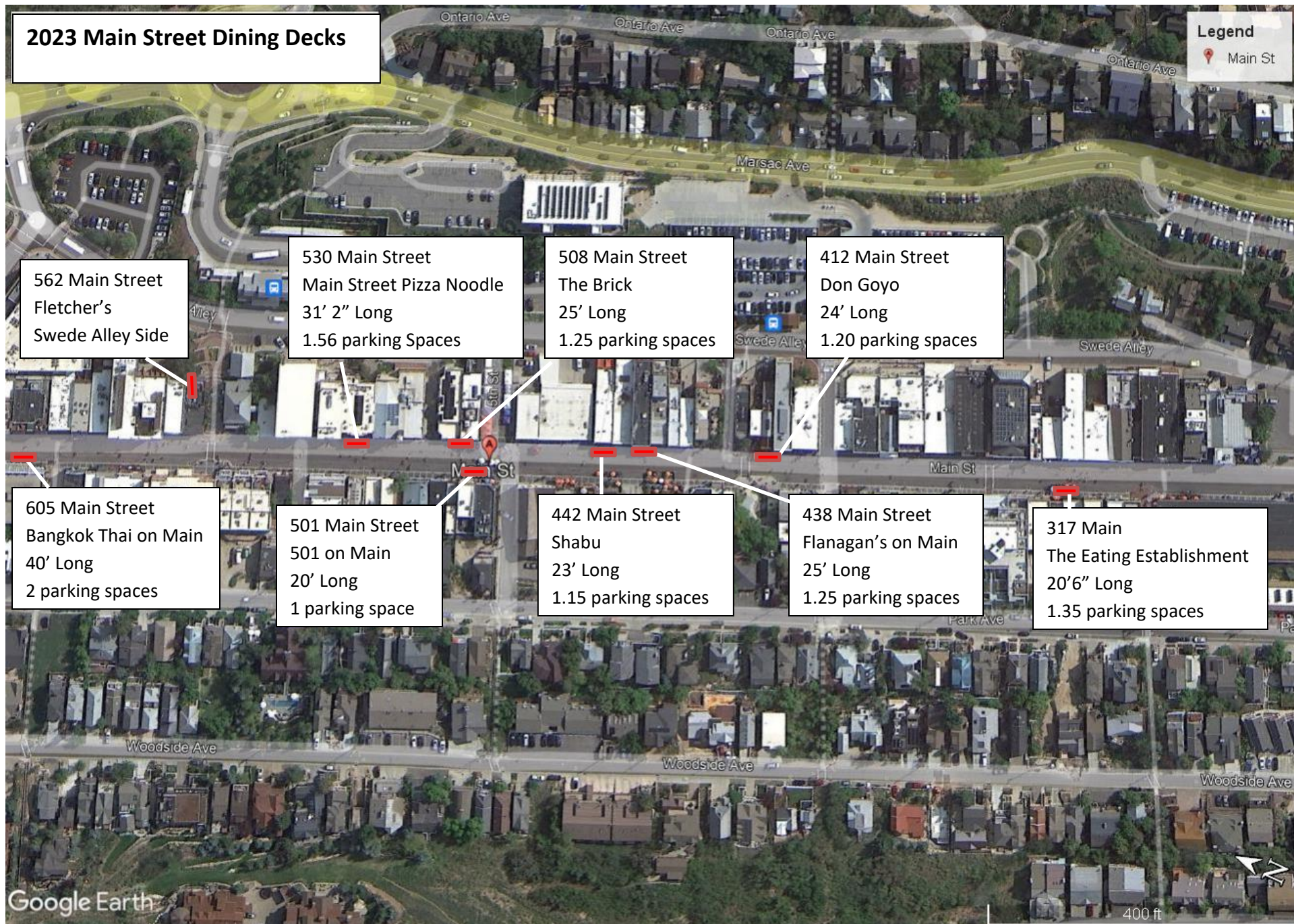
City Attorney's Office

I declare under criminal penalty under the law of Utah that the foregoing is true and correct.
Signed on the ____ day of _____, 2023, at _____
(insert State and County here).

Printed name _____

Signature: _____

DRAFT



Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Human Resources

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Discuss Blue Ribbon Council Report on Mayor and Council Compensation
(A) Public Input

Suggested Action:

Attachments:

[Mayor and Council Compensation Staff Report](#)
[Exhibit A: Comparison Communities](#)

City Council Staff Report



Subject: Blue Ribbon Commission Recommendation for Mayor and Council Compensation
Authors: Human Resources & Blue Ribbon Commission
Department: Human Resources, Sarah Mangano
Date: April 4, 2023
Type of Item: Staff Communication

Recommendation

Convened at the request of Mayor Worel, and after careful consideration and deliberation, the Park City Blue Ribbon Commission recommends Council discuss and consider the following:

- Maintaining the current Mayor and Council compensation and benefits;
- Including the Mayor and Council in annual organizational CPI/inflationary wage or benefit increases; and
- Rebalancing and refocusing non-essential or voluntary Council commitments above and beyond those outlined in Park City code and State law.

Upon review, we are grateful to those who seek to fulfill elected office in Park City. The time commitment inherent in public service is notable, often overlooked, and easily misunderstood. We are fortunate to live in a community with so many dedicated and talented elected officials.

Background

Under direction from the Mayor and City Council on June 16, 2022, a Blue Ribbon Commission of local residents was convened with professional human resource, labor, and compensation experience. The Commission's mission was to obtain comparable information to assess the existing levels of Mayor and Council compensation and provide recommendations for adjustments if warranted.

On December 2, 2022, the Mayor convened Bill Humbert, Greg Hembrock, Stephen Pettise, and Trent Rentfrow. The Commission was supported by Sarah Mangano, Human Resources Director, and Sarah Pearce, Deputy City Manager, and the City's Budget Team. In addition to researching comparable communities, the Commission also evaluated how compensation and commitments for elected office impacts potential candidates from seeking elected office and public service.

Analysis

At the first meeting, the Commission discussed the Mayor and Council's official roles and responsibilities, how to establish adequate compensation comparisons, and how to assess the information based on the following:

- Barriers to entry into public service;

- Official obligations and duties of Park City Council and Mayor;
- Unofficial or *expected* duties of Park City Council and Mayor; and
- Mayor and Council compensation and benefits.

The Commission researched various comparable communities (Exhibit A), including resort towns with similar challenges and government structures. Committee members were assigned specific communities to research their population, housing market, form of government, and size and scope of the municipality.

At the same time, the Human Resources Team researched comparable mayor and council compensation, organizational benefits, and some of the official and unofficial commitments of current elected officials in Park City. The Mayor and Council were individually surveyed to establish a baseline of commitments and responsibilities associated with how they choose to fulfill their tenure.

On January 17, 2023, the Commission discussed the initial research and survey results. The Commission found that several cities with similar forms of government often debate compensation and elected official roles and responsibilities. An underlying tenor was to ensure that local elected official positions remain accessible. For example, Sedona is considering eliminating council compensation and transitioning to an all-volunteer council. One side of that debate speaks to the cost savings that a volunteer council will bring the city while ensuring that only those that have the time and resources to serve in a public capacity run. Conversely, this creates barriers and concerns from individuals without financial independence and time.

On the other hand, Vail and Aspen recommended increasing mayor and council pay to enable elected officials to commit to a full-time work and employment model. Similar discussions about time, effort, responsibilities, etc., are underway in Jackson, Wyoming, South Lake Tahoe, and Truckee, California. In short, Park City is not alone in its evaluation of this complex topic, as it appears common across many local governments.

During the evaluation of other communities, the Commission occasionally referred to elected official positions as full- or part-time jobs. Upon reflection, referring to elected positions (mayor/council) as full- or part-time jobs or occupations can, at best, create a false distinction. At worst, it may make those serving feel underappreciated for their time and effort. That is not the intent.

Instead, mayors are mayors and council members are council members. They obtain their positions by working hard to gain the support of a community's voters. The official and unofficial duties and responsibilities of elected positions are not bound by conventional job descriptions of full-, part-, or quarter-time work parameters. For example, the Mayor/Council is the Mayor/Council around the clock, every day of the week, both in good times and during emergencies and crises.

Park City's form of government does not mandate elected officials work for the municipality full- or part-time. Instead, the number of hours seems to fluctuate and is largely driven by the individual serving and numerous other factors: familiarity and experience with local

government; personal style and ambition; professional and personal responsibilities and circumstances. All of these factors appear to impact and dictate how a local elected official chooses to spend their time in office.

The Commission also discussed the considerable efforts that the Park City Mayor and Council Members make, specifically, to serve the greater community. Park City's elected officials serve on numerous local boards/commissions, attend official meetings as Liaisons with stakeholders and professional staff, attend off-site legislative briefings and lobby legislators, attend local government and trade association conferences, and meet regularly for official City Council meetings. The additional efforts of our local officials are considerable, noteworthy, and easily overlooked by an unknowing public.

At face value, these extra commitments may also inadvertently deter a prospective office seeker concerned about commitment and time availability. Yet they are important actions because they help inform policy decisions and clearly create a more welcoming environment for stakeholders to interact with local elected officials.

After considerable deliberation, the Mayor and Council should discuss a potential rebalancing of unofficial commitments to prioritize time allocations based upon issue-importance. As the Mayor and Council's time is extremely valuable, the Commission recommends the following for your consideration:

- Reconsider the *required* or *expected* Council Liaison assignments to refocus on issues and initiatives of strategic importance, critical community priorities, and time-sensitive initiatives/projects. For example, Council might consider:
 - A better utilization of professional staff to attend non-essential stakeholder monthly update meetings and provide summaries to Council instead of monthly Council attendance;
 - Discuss and revise the expectation of Council attendance at Liaison meetings. For example, attend meetings quarterly instead of monthly, or work with the executive director to determine when attendance is appropriate or desired;
 - Refocus time and energy on critical City operations and Critical Community Priorities, as opposed to ad-hoc committees without pressing business before PCMC;
 - Reorganize Council Liaison participation to specific areas to better reflect subject matter professional expertise and experience; and
 - Adjust meeting times to accommodate family and professional commitments.

Conclusion

The Commission's research and evaluation determined that Park City's Mayor and Council compensation/benefits generally align with other cities and towns of similar populations, governmental structures, housing costs, and scope of municipal services. As a result, no major restructuring is recommended, beyond the prioritization discussion recommended above and the ongoing organizational cost of living/inflationary adjustments.

Exhibits:

Exhibit A: Comparison Communities

Population	Full-time residents
Municipality Budget	To include Operating Expenses, Capital Expenses, Debt (if applicable)
Average 1 Bedroom Apt	Rent and Purchase
Average 3 BDR house	Rent and Purchase; Under 3000 sf
Type of Government	We are 6 member Council with City Manager

BRC Member	Municipality	Full Time Population	Municipality Budget	Purchase		Rent		Type of Government	Transit	Water	Police	Fire	School District	Airport	Other
				Average 1 Bedroom Apt	Average 3 BDR House	Average 1 Bedroom Apt	Average 3 BDR House								
Bill	Aspen, CO	6,949	\$ 172,000,000.00	\$ 85,000.00	\$ 6,000,000.00	\$ 6,500.00	\$ 30,000.00	City Manager	X	X	X		X		Art Cntr
Bill	Vail, CO	4,694	\$ 95,300,000.00	\$ 645,000.00	\$ 1,200,000.00	None available	None available	City Manager	X		X	X			
Bill	Jackson, WY	10,760	\$ 115,000,000.00	\$ 650,000.00	\$ 3,000,000.00	\$ 2,750.00	\$ 4,000.00	City Manager	X	X	X	X		X	Cultural Cntr
Bill	Steamboat Springs, CO	12,336	\$ 122,000,000.00	\$ 500,000.00	\$ 1,500,000.00	\$ 3,950.00	\$ 5,500.00	Home Rule	X		X	X		X	
Bill	Breckenridge, CO	4,945	\$ 196,000,000.00	\$ 749,000.00	\$ 1,300,000.00	\$ 2,700.00	\$ 38,000.00	Home Rule	X	X	X				
Bill	Telluride, CO	2,595	\$ 196,000,000.00	\$ 900,000.00	\$ 3,000,000.00	None available	None available	City Manager	X	X	X				
Greg	Big Sky, MT	3593	no Mayor or City Council	\$ 1,328,300	\$ 3,660,770.00	\$ 2,114.00	\$ 3,370.00	None, no mayor or city council	Yes	Yes	-	-	-	-	
Greg	Truckee, CA	16561	\$ 101,847,644.00	\$ 517,000.00	\$ 850,000.00	\$ 2,017.00	\$ 3,271.00	City Manager	x		x	x		x	
Greg	South Lake Tahoe	21330	\$ 121,086,073.00	\$ 280,284.00	\$ 523,838.00	\$ 1,634.00	\$ 5,500.00	City Manager	x	x	x	x		x	
Greg	Mammoth Lakes, CA	8263	\$ 104,544,000.00	\$ 450,000.00	\$ 773,125.00	\$ 2,000.00	\$ 3,800.00	6 member council with city manager	x		x			x	
Greg	Dillon, MT	3880	\$ 14,082,266.00	\$ 179,000.00	\$ 179,000.00	\$ 841.00	\$ 1,400.00	member council/only a city clerk no manager	x	x	x	x			
Stephen	Killington, VT	811	\$ 4,336,501.00	\$ 370,000.00	\$ 995,000.00	\$ 1,400.00	\$ 3,925.00	Selectboard			x				Solid Waste
Stephen	Stowe, VT	600	\$ 12,084,230.00	\$ 457,500.00	\$ 1,197,600.00	\$ 3,622.50	\$ 6,817.00	Selectboard		x	x	x			Sewer
Stephen	Ludlow, VT	789	\$ 5,418,591.00	\$ 213,500.00	\$ 369,000.00	\$ 290.00	\$ 2,000.00	Selectboard							
Stephen	Sedona, AZ	9697	\$ 105,745,040.00	\$ 415,000.00	\$ 997,900.00	\$ 2,200.00	\$ 4,200.00	City Manager	x	x	x				
Stephen	Taos, NM	6557	\$ 70,275,154.00	\$ 274,000.00	\$ 529,540.00	\$ 1,060.00	\$ 2,495.00	Town Manager		x	x	x		x	
								Says Mayor serves as Chief Exec. There is 1 City Administrator. Not sure structure is the same.							
Trent	Ketchum, ID	3,729	\$ 70,812.00	\$ 1,200,000.00	\$ 37,914,809.00	\$ 533,667.00	\$ 3,652,569.00		X		X	X			
Trent	Bend, OR	103,686	\$ 927,672,900.00	\$ 436,481.00	\$ 1,049,963.00	\$ 1,870.00	\$ 2,913.00	Similar		X	X	X			
Trent	Summit County, UT	43,093	\$ 66,011,828.00	\$ 683,023.00	\$ 2,269,018.00	\$ 2,395.00	\$ 6,894.00	Similar	X	X	X	X		X	
Trent	Wasatch County, UT	36,173	\$ 57,166,770.00	\$ 349,450.00	\$ 1,427,114.00	\$ 1,590.00	\$ 3,862.00	Similar	X	X	X	X	X		
Trent	Heber City, UT	17,290	\$ 76,410,745.00	\$ 499,000.00	\$ 1,208,604.00	\$ 1,233.00	\$ 2,502.00	Similar		X	X		X		Rodeo
	Park City	8,757	\$ 169,900,000.00	\$ 621,589.00	\$ 1,587,912.00	\$ 2,261.25	\$ 8,434.44	City Manager	X	X	X				

comparable cities

Municipality	Base Salary	Retirement	Health Benefits	Car Allowance	Fringe Benefits	Meeting Time Requirement	Committee Time Requirement	Notes
Killington, VT	\$ 6,000.00	no	no	no	nominal	108		
Stowe, VT	\$ 3,000.00	no	no	no	nominal	108		
Aspen, CO	\$ 39,900.00	no	yes	no	nominal	288		effective 1/21 phase in
Vail, CO	\$ 12,000.00	no	no	no	nominal	156		
Jackson Hole, WY	\$ 44,000.00	yes	yes	no	nominal	208		updated 1/23
Big Sky, MT	No Mayor - County Govt							
Steamboat Springs, CO	\$ 13,460.00	no	no	no	nominal	147		
Truckee, CA	\$ 9,288.00	no	no	no	nominal	208		
South Lake Tahoe	\$ 13,671.00	\$ 23,211.00		no	nominal	105		
Mammoth Lakes, CA	\$ 8,820.00	\$ 22,879.00			nominal	108	32	
Breckenridge, CO	\$ 18,000.00	no	yes	no	nominal	156		
Ketchum, ID	No Mayor							
Dillon, MT	\$ 19,200.00	no	\$ 11,442.56		no	108		
Ludlow, VT	no Mayor							
Bend, OR	\$ 15,324.00	no	yes	no	nominal	135		
Sedona, AZ	\$ 9,600.00	no	no	no	nominal	130		
Taos, NM	\$ 48,313.60	yes	yes	no	nominal	108	45	
Telluride, CO	\$ 23,316.00	no	yes	no	nominal	133		
Summit County, UT	\$ 81,771.68	yes	yes	no	nominal	260		full time
Wasatch County, UT	No Lead position		no	no	no	260		
Heber City, UT	\$ 25,000.00	no	no	\$ 3,500.00	\$1,100	120	120	
Park City, UT	\$ 50,053.08	no	yes	\$ 3,000.00	nominal	260		

Mayor

Municipality	Base Salary	Retirement	Health Benefits	Car Allowance	Fringe Benefits	Meeting Time Requirement	Committee Time Requirement
Killington, VT	Volunteer	no	no	no	y -nominal	108	Varies by role
Stowe, VT	Volunteer	no	no	no	y -nominal	108	Varies by role
Aspen, CO	\$ 32,400.00	no	no	no	y -nominal	288	Varies by role
Vail, CO	\$ 7,500.00	no	no	no	y -nominal	156	Varies by role
Jackson Hole, WY	\$ 36,000.00	no	yes	no	y -nominal	208	Varies by role
Big Sky, MT	\$81,599.00				y -nominal		
Steamboat Springs, CO	\$ 10,250.00	no	no	no	y -nominal	147	Varies by role
Truckee, CA	\$ 9,288.00	no	no	no	y -nominal	208	Varies by role
South Lake Tahoe	\$ 10,735.00	\$ 20,606.00		no	y -nominal	105	Varies by role
Mammoth Lakes, CA	\$ 8,820.00	\$ 11,527.00		no	y -nominal	108	Varies by role
Breckenridge, CO	\$ 12,000.00	no	yes	no	y -nominal	156	Varies by role
Ketchum, ID					y -nominal		
Dillon, MT	\$ 2,880.00	no	\$ 3,120.70	no	y -nominal	108	Varies by role
Ludlow, VT	\$ 1,500.00						
Bend, OR	\$ 7,656.00	no	no	no	y -nominal	135	Varies by role
Sedona, AZ	\$ 6,600.00	no	no	no	y -nominal	130	Varies by role
Taos, NM	\$ 24,156.80	yes	yes	no	y -nominal	108	Varies by role
Telluride, CO	\$ 14,916.00	no	no	no	y -nominal	133	Varies by role
Summit County, UT	\$ 60,314.87	yes	yes	no	y -nominal	260	Varies by role
Wasatch County, UT	\$ 56,413.00	yes	yes	no	y -nominal	260	Varies by role
Heber City, UT	\$ 15,000.00	no	no	\$3,500	\$1,100	120	120.00
Park City, UT	\$ 25,855.92	no	yes	no	y-nominal	288	Varies by role

Council Agenda Item Report

Meeting Date: April 4, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Review and Approve 2023 City Council Liaison Assignments

Suggested Action:**Attachments:**

[Council Liaison Assignments 2023 Staff Report](#)

[Exhibit A: City Council Liaison Guide](#)

[Exhibit B: City Council Liaisons List](#)



City Council Staff Report

Subject: City Council Liaison Assignments Discussion
Author: Michelle Downard
Department: Executive
Date: April 4, 2023
Type of Item: Administrative

Summary Recommendation

Review and discuss the scope and purpose of the City Council Liaison function and consider approving updated assignments for 2023.

Analysis

For well over a decade, the Mayor and Council have held numerous Liaison positions for partner organizations, stakeholder groups, and local non-profits. Liaison assignments gather stakeholder input and help to inform public policy decisions and community initiatives. Over time, Liaison assignments have been loosely defined and varied from voting to non-voting, ex-officio, and more. For additional information, see the City Council Liaison Guide (Exhibit A).

During the Strategic Planning Retreat on [September 14, 2022](#), Council agreed to eliminate the Authentic Local Culture and Environmental Leadership Liaison assignment; add Councilmembers Dickey and Toly to Housing; combine Arts & Culture with Bonanza Park; and combine Special Events with Economic Development. In response to Council's request, assignments were also categorized into broader subjects. For example, the Planning Commission, Board of Adjustment, Board of Appeals, Park City Historical Society, and Historic Preservation Board were categorized as Community Development.

On March 23, 2023, Council agreed to reassign the Historic Park City Alliance from Councilmember Toly to Councilmember Dickey.

Council may want to continue to discuss the scope and purpose of liaison assignments and consider finalizing the 2023 assignments. Attached, the Liaison Guide reflects red lines regarding recent Council feedback following the Strategic Planning Retreat on [March 3, 2023](#), and the Blue Ribbon Commission discussion also scheduled on April 4, 2023.

Exhibit

Exhibit A City Council Liaison Guide
Exhibit B 2023 Council Liaison List



GUIDE TO YOUR CITY COUNCIL LIAISON

The Park City Council uses Liaisons to participate on select community boards and commissions in order to ensure direct working relationships and interaction with community partners and stakeholders.

The City Council Liaison role is as follows:

- Serves as the primary communication channel between Council and the board/commission;
- Serves as the primary Council contact for the board/commission;
- Assists in fielding questions the board/commission may have about Park City Municipal;
- Keeps fellow Council Members informed of current events and issues of the board/commission;
- Serves as a conduit to keep the board/commission apprised of City projects and decisions that that affects the organization;
- May speak on behalf of Council at a board/commission meeting when a policy decision has been determined by the Council; and
- Unless specified by applicable agreement or governing rules, Liaisons are not voting members of any board/commission

How you can help your City Council Liaison:

- Send meeting invitations and event information in advance;
- Send an Outlook invitation to help Council members manage their calendars;
- Provide new Council liaisons with an orientation to your Board/Commission and clarify expectations for participation; and
- Consult with your legal counsel to determine how to preserve confidentiality when required or when to exclude Council liaisons from executive discussions which the liaison may be required to share information with the rest of City Council, such as regarding personnel and/or property negotiations with the City
- While you may use your Council Liaison as a conduit to the City, you are still required to work directly with City staff on items like event applications, land use/building permits, and questions that you believe a single department might answer (such as water service to your building). Liaisons are not permitted to represent private interests of third parties, including non-profits, before city departments/agencies.

Important Notes:

- Liaisons provide information and general feedback, not formal policy positions or direction, unless they have Council permission;
- When a liaison sees a City Council agenda item for a board or commission where the liaison may be asked for an feedback, the liaison will usually try to seek input from that Board/Commission; and
- If a new Liaison is needed, the board/commission should make a request to the Mayor or previous Liaison (Council deliberations will follow at the next available Council Meeting).

For further information regarding your Council Liaison, please contact:

Michelle Downard, Resident Advocate | mdownard@parkcity.org | 435.615.5109
or visit: www.parkcity.org/government/city-council

	ENTITY	Type	Primary or Co-Primary Liaison	Alternate	Staff	Schedule
Art & Culture	PUBLIC ART ADVISORY BOARD	Non-voting	Tana Toly	Ryan Dickey	Jenny Diersen	5:00 p.m. on the 2nd Monday of the month
	PARK CITY SUMMIT COUNTY ART COUNCIL	Non-voting	Becca Gerber	Ryan Dickey		5 meetings per year; 5:00 p.m. on the 2nd Tuesday of the month
	ARTS & CULTURE/BONANZA PARK	Non-voting	Becca Gerber	Jeremy Rubell		
Community Development	PLANNING COMMISSION	Observing	"At-will" attendance		Gretchen Milliken	5:30 p.m. on the 2nd and 4th Wednesday of the month
	BOARD OF ADJUSTMENT (BOA)	Observing	"At will" attendance		Gretchen Milliken	5:00 p.m. on the 3rd Tuesday of the month
	BOARD OF APPEALS	Observing	"At will" attendance		Dave Thacker	Infrequent
	PARK CITY HISTORICAL SOCIETY	Non-voting	Tana Toly		Caitlyn Tubbs	8:30 a.m. on the 2nd Thursday of every other month
	HISTORIC PRESERVATION BOARD	Observing	"At-will" attendance		Gretchen Milliken	5:00 p.m. on the first Wednesday of the month
Economic Development	PARK CITY AREA LODGING ASSOCIATION	Non-voting	Tana Toly	Becca Gerber		1st Wednesday of the month
	PROSPECTOR SQUARE	Non-voting	Tana Toly	Ryan Dickey	Matt Dias	Monthly
	HISTORIC PARK CITY ALLIANCE (HPCA)	Non-voting	Nann Worel	Ryan Dickey		8:30 a.m. on the 3rd Tuesday of the month
	PARK CITY CHAMBER/BUREAU BOARD OF DIRECTORS	Non-voting	Tana Toly	Ryan Dickey	Matt Dias	Monthly
	SPECIAL EVENTS/ECONOMIC DEVELOPMENT (Split into two roles?)	Non-voting	Ryan Dickey	Jeremy Rubell	Jenny Diersen	
Environmental Sustainability	RECYCLE UTAH	Non-voting	Becca Gerber	Max Doilney	Luke Cartin	Monthly
	ROCKY MOUNTAIN POWER/UTAH COMMUNITY OF RENEWABLE ENERGY AGENCY	Voting	Jeremy Rubell	Max Doilney	Luke Cartin	1st Monday of the month
Equity & Community Services	LGBTQ+ TASK FORCE (staff as primary liaison?)	Non-voting	Jeremy Rubell		Browne Sebright	5:00 p.m. on the 2nd Wednesday of the month
	PC UNIDOS	Non-voting	Nann Worel		Franco Libertini	12:00 on the last Thursday of the month
	NATIONAL ABILITY CENTER	Non-voting	Ryan Dickey			
	SPECIAL SERVICES CONTRACT SUBCOMMITTEE	Voting	Becca Gerber	Tana Toly	Jed Briggs; Heinrich Deters; Margaret Plane	3-4 meetings each spring
	SENIOR CENTER / AGING ALLIANCE	Non-voting	Nann Worel/Tana Toly			Every Monday and Thursday
	COMMUNITIES THAT CARE	Non-voting	Tana Toly			
	EARLY CHILDHOOD ALLIANCE	Non-voting	Nann Worel			
	MENTAL WELLNESS ALLIANCE (Exec - NW)	Non-voting	Nann Worel	Tana Toly	Matt Dias	
	MOUNTAIN MEDIATION	Non-voting	Nann Worel		Mark Harrington	
	PC TOTS	Non-voting	Becca Gerber			
	PEACE HOUSE	Non-voting	Rhoda Stauffer			Tuesday Afternoons
Essential Services	POLICE COMPLAINT REVIEW COMMITTEE (PCRC)	Non-voting	Jeremy Rubell	Nann Worel	Michelle Downard; Wade Carpenter	Infrequent; 1-2 meetings per year
	PARK CITY FIRE SERVICE DISTRICT ADMINISTRATIVE CONTROL BOARD	Voting – 4 year term	Jeremy Rubell	Ryan Dickey	Fire Marshal/Park City Fire District	1st Tuesday of the month
	FORESTRY ADVISORY BOARD	Observing	"At will" attendance		Mike McComb	10:00 a.m. on the 1st Thursday of the month
	SUMMIT COUNTY BOARD OF HEALTH	Non-voting	Michelle Downard		Michelle Downard	4:00 on Monday once a month
	SUMMIT MOSQUITO ABATEMENT DISTRICT	Voting	Staff- Troy Daley		Troy Daley	5:00 on the 2nd Tuesday of every month
	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	Voting – 4 year term	Ryan Dickey	Jeremy Rubell	Clint McAfee	5:00 on the 3rd or 4th Monday of the month
	PUBLIC UTILITIES	Non-voting	Max Doilney	Jeremy Rubell	Clint McAfee	Quarterly
	LIBRARY BOARD	Non-voting	Tana Toly	Max Doilney	Adriane Juarez	12:00 p.m. on the 3rd Wednesday of the month
Housing	HOUSING TASK FORCE	N/A	Becca Gerber/Ryan Dickey	Tana Toly	Jason Glidden	
	HABITAT FOR HUMANITY	Non-voting	Becca Gerber			
	MOUNTAINLANDS COMMUNITY HOUSING TRUST	Non-voting	Becca Gerber	Ryan Dickey	Jason Glidden	8:30 a.m. on the 2nd Tuesday of the month
	LIVE PARK CITY ADVISORY COMMITTEE	Non-voting	Nann Worel/Ryan Dickey		Jason Glidden; Browne Sebright	
Trails/Open Space	MOUNTAIN TRAILS FOUNDATION	Non-voting	Tana Toly		Heinrich Deters	
	SUMMIT COUNTY OPEN SPACE ADVISORY BOARD		Ryan Dickey		Heinrich Deters	
	TRAILS & OPEN SPACE (NEW)		Tana Toly		Heinrich Deters	
	SUMMIT LANDS CONSERVANCY	Non-voting	Tana Toly		Heinrich Deters	8:00 a.m. on the 3rd Tuesday of the month
	FRIENDS OF THE FARM	Non-voting			Paige Galvin; Heinrich Deters	5:00 on the 2nd Monday of the month
Recreation	SKI UTAH	Non-voting	Max Doilney	Becca Gerber	Matt Dias	

	ENTITY	Type	Primary or Co-Primary Liaison	Alternate	Staff	Schedule
	RECREATION ADVISORY BOARD (RAB)	Non-voting	Max Doilney	Ryan Dickey	Ken Fisher; Tate Shaw	6:00 p.m. on the 1st Tuesday of the month
Regional Coordination	COUNCIL OF GOVERNMENTS (COG)	Voting	Nann Worel	Max Doilney	Matt Dias	Monthly
	COLORADO ASSOCIATION OF SKI TOWNS (CAST)	Voting	Becca Gerber/Max Doilney	Council	Matt Dias	
	ENVIRONMENTAL PROTECTION AGENCY (EPA)	N/A	Nann Worel/Jeremy Rubell		Matt Dias	
	FEDERAL DELEGATION	N/A	Nann Worel	Rotates depending on issue	Matt Dias	
	CENTRAL WASATCH COMMISSION	Voting	Nann Worel		Matt Dias	3:30 on the 1st Monday of the month
	MOUNTAINLANDS ASSOCIATION OF GOVERNMENTS (MAG)	Voting	Nann Worel	Council	Matt Dias	
	MOUNTAINLANDS ASSOCIATION OF GOVERNMENTS (MAG)- Aging Adult Alliance (NEW)		Tana Toly			
	UTAH LEAGUE OF CITIES AND TOWNS (ULCT); LEGISLATIVE POLICY COMMITTEE	Voting	Nann Worel	Max Doilney	Matt Dias	
	2030 OLYPMIC BID	N/A	Nann Worel	Max Doilney	Matt Dias	
	PARK CITY SCHOOL DISTRICT (PCSD)	Non-voting	Becca Gerber	Max Doilney	Matt Dias	
Transportation	TRANSPORTATION	N/A	Jeremy Rubell/Ryan Dickey	Nann Worel		

City Council Staff Report



Subject: Historic District Grant Program Awards
Author: Caitlyn Tubbs, Sr. Planner
Department: Planning
Date: April 4, 2023
Type of Item: Administrative

Recommendation

(I) Review the proposed awards for the Historic District Grant Program FY 2023, and (II) consider awarding funds to the Applicants as recommended by the Historic Preservation Board (HPB).

Summary

Eight (8) property owners or representatives of Historic Sites filed Historic District Grant Program (HDGP) applications for Fiscal Year (FY) 2023. Following a public hearing held March 1, 2023 ([Staff Report](#), [Recording](#)), the Historic Preservation Board (HPB) forwarded a recommendation to award a total of \$100,506 in grant funding to five (5) Applicants. Due to awards exceeding \$5,000, final approval must be obtained from the City Council.

Background

Beginning in 1987, Park City Municipal Corporation (PCMC) has awarded hundreds of thousands of dollars to the rehabilitation and historic preservation of dozens of Significant and Landmark Historic Structures and Sites. Money is set aside annually in the General Fund, the Lower Park Avenue RDA, and the Main Street RDA to fund these grant requests. Historic Sites located in the Lower Park RDA and Main Street RDA (see Exhibit D: RDA Map) qualify for their respective funding and sites outside the boundaries of the two RDAs qualify for funding from the City's General Fund.

Analysis

In 2023 the available funding was as follows:

Lower Park RDA –	\$38,600
Main Street RDA –	\$23,170
General Fund –	\$38,736
Total Funding Available -	\$100,506

Any recipient of grant funding will be required to enter into a five-year lien with the City. Should the property be sold within the five-year period, the Applicant is responsible for repaying the City a pro-rated amount of the grant disbursement.

On March 1, 2023, the HPB recommended an award to five of the eight submitted applications as follows:

Project	Award Amount	Funding Source
Silver King Coalition Hoist House	\$15,000	G
Thaynes Mine Hoist House	\$15,000	G
1128 Park Avenue	\$38,600	LP
517 Park Avenue	\$18,500	M
22 Prospect	\$4,670	M
Contingency/Emergency Reserve	\$8,736	G
Total Awards	\$100,506	

These five projects were selected by the HPB based off merit and work directly related to historic materials or work which would enable future preservation projects on the Structures. Projects which did not receive a recommendation were found to include requests for general building maintenance such as painting and re-roofing. The opinion of the HPB was that costs associated with general maintenance items should be expected when purchasing a historic building and should not qualify for grant funding.

The HPB opted to retain \$8,736 from the General Fund's available budget in case emergency grant funding for Historic Sites is needed, but recommended if no emergency needs arise by June 30, 2023, the \$8,736 be split evenly between the Silver King Coalition Hoist House and Thaynes Mine Hoist House projects.

Any grant awarded over the amount of \$25,000.00 requires the property owner to grant a façade easement in favor of PCMC. A façade easement is a legal document that would be recorded with Summit County detailing the exterior historical features of the subject building to be preserved and protected. The property owner would convey an easement over these features to PCMC who would then have the ability to require the preservation and maintenance of historically-significant features. Easements such as these are typically granted in perpetuity and run with the land, meaning if the property is sold in the future the City would still have the right to require conservation or preservation of the exterior features. Additionally, due to the recommended award of \$38,600 a façade easement is required as a condition of approval if the City Council awards 1128 Park Avenue the grant value recommended by the HPB.

Alternatives

- The City Council may approve the proposed grant award amounts;
- The City Council may deny the proposed grant amounts and direct staff to make Findings for the denial; or
- The City Council may approve modified grant award amounts.

Exhibits

Exhibit A: Draft Final Action Letters

Exhibit B: Recommended Awards – Historic Preservation Board

Exhibit C: FY 23 Summary of Applications

Exhibit D: RDA Map

Exhibit E: Historic District Competitive Grant Program Application – FY 23

Exhibit F: FY 23 Postcard



**CITY COUNCIL
PARK CITY, SUMMIT COUNTY, UTAH
RE: HISTORIC DISTRICT GRANT AWARD**

The Historic Preservation Board met on March 1, 2023 to review Historic District Grant Program Applications and forwarded a positive recommendation to the City Council for final approval. The City Council of Park City, Utah met on April 4, 2023 for a duly noticed meeting. After determining that a quorum was present, the Council conducted its scheduled business.

NOTICE OF CITY COUNCIL ACTION

Project Address: 1128 Park Avenue
Project Number: PL-22-05434
Type of Item: Administrative
Hearing Date: April 4, 2023

Council Action: **APPROVED** – The City Council awarded a Historic District Grant to 1128 Park Avenue to install new windows, finish carpentry, exterior paint, and historic materials reconditioning and preservation as outlined in the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Historic Preservation Board forwarded a positive recommendation to City Council on March 1, 2023.
2. The property is located at 1128 Park Avenue in the HRM Historic Residential Medium Density Zoning District.
3. The Site is designated as Landmark Structure on the Historic Sites Inventory.
4. On October 24, 2022 the Applicant submitted a complete Historic District Grant Program application.
5. On February 1 2023 the Historic Preservation Board held a work session to discuss the FY 2023 applications.
6. On March 1, 2023 the Historic Preservation Board reviewed the Historic District Grant Program application and recommended an award in the amount of \$38,600.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2, Chapter 15-11-9, and Chapter 15-13-2.

Conditions of Approval

1. The grantee must submit a building permit, if required, within 120 days of grant approval.
2. The grantee must submit proof of payment to the Planning Department for disbursement of funds within 30 days of final inspection.
3. Improvements shall be completed in compliance with the Secretary of the Interior's Standards for Rehabilitation.
4. The grantee must maintain the architectural significance of the structure, retain and/or restore the historic character of the structure, preserve the structural integrity of the structure, and perform normal maintenance and repairs.
5. The grantee must enter into a five-year lien with the City. Should the property be sold within the five-year period, the applicant is responsible for repaying the City a pro-rated amount of the grant disbursement. If the property is sold within one year, 100% of awarded funds must be paid back to the City.
6. The Applicant shall submit a photograph of completed work to Planning Staff to include on the City's website showing before and after pictures.
7. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or his/her designee prior to construction.
8. The property owner(s) shall dedicate a façade preservation easement, in a form acceptable to the City Attorney, to Park City Municipal Corporation and shall record such easement with the Summit County Recorder's Office prior to the release of grant funds.

If you have any questions, concerns, or comments regarding this letter, please do not hesitate to contact the Project Planner, Caitlyn Tubbs, at (435) 615-5063 or caitlyn.tubbs@parkcity.org

Regards,

Nann Worel,
Mayor

CC: Caitlyn Tubbs, Sr. Historic Preservation Planner



**CITY COUNCIL
PARK CITY, SUMMIT COUNTY, UTAH
RE: HISTORIC DISTRICT GRANT AWARD**

The Historic Preservation Board met on March 1, 2023 to review Historic District Grant Program Applications and forwarded a positive recommendation to the City Council for final approval. The City Council of Park City, Utah met on April 4, 2023 for a duly noticed meeting. After determining that a quorum was present, the Council conducted its scheduled business.

NOTICE OF CITY COUNCIL ACTION

Project Address: 22 Prospect Avenue
Project Number: PL-23-05527
Type of Item: Administrative
Hearing Date: April 4, 2023

Council Action: **APPROVED** – The City Council awarded a Historic District Grant to 22 Prospect Avenue to sand, prep, caulk and paint the exterior and repair/replace facia and trim as outlined in the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Historic Preservation Board forwarded a positive recommendation to City Council on March 1, 2023.
2. The property is located at 22 Prospect Avenue in the HR-1 Historic Residential Zoning District.
3. The Site is designated as Landmark Structure on the Historic Sites Inventory.
4. On December 19, 2022 the Applicant submitted a complete Historic District Grant Program application.
5. On February 1 2023 the Historic Preservation Board held a work session to discuss the FY 2023 applications.
6. On March 1, 2023 the Historic Preservation Board reviewed the Historic District Grant Program application and recommended an award in the amount of \$4,670.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2, Chapter 15-11-9, and Chapter 15-13-2.

Conditions of Approval

1. The grantee must submit a building permit, if required, within 120 days of grant approval.
2. The grantee must submit proof of payment to the Planning Department for disbursement of funds within 30 days of final inspection.
3. Improvements shall be completed in compliance with the Secretary of the Interior's Standards for Rehabilitation.
4. The grantee must maintain the architectural significance of the structure, retain and/or restore the historic character of the structure, preserve the structural integrity of the structure, and perform normal maintenance and repairs.
5. The grantee must enter into a five-year lien with the City. Should the property be sold within the five-year period, the applicant is responsible for repaying the City a pro-rated amount of the grant disbursement. If the property is sold within one year, 100% of awarded funds must be paid back to the City.
6. The Applicant shall submit a photograph of completed work to Planning Staff to include on the City's website showing before and after pictures.
7. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or his/her designee prior to construction.

If you have any questions, concerns, or comments regarding this letter, please do not hesitate to contact the Project Planner, Caitlyn Tubbs, at (435) 615-5063 or caitlyn.tubbs@parkcity.org

Regards,

Nann Worel,
Mayor

CC: Caitlyn Tubbs, Sr. Historic Preservation Planner



**CITY COUNCIL
PARK CITY, SUMMIT COUNTY, UTAH
RE: HISTORIC DISTRICT GRANT AWARD**

The Historic Preservation Board met on March 1, 2023 to review Historic District Grant Program Applications and forwarded a positive recommendation to the City Council for final approval. The City Council of Park City, Utah met on April 4, 2023 for a duly noticed meeting. After determining that a quorum was present, the Council conducted its scheduled business.

NOTICE OF CITY COUNCIL ACTION

Project Address: 517 Park Avenue
Project Number: PL-23-05530
Type of Item: Administrative
Hearing Date: April 4, 2023

Council Action: **APPROVED** – The City Council awarded a Historic District Grant to 517 Park Avenue to install new windows, finish carpentry, exterior paint, and historic materials reconditioning and preservation as outlined in the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Historic Preservation Board forwarded a positive recommendation to City Council on March 1, 2023.
2. The property is located at 517 Park Avenue in the HR-1 Historic Residential Zoning District.
3. The Site is designated as Landmark Structure on the Historic Sites Inventory.
4. On December 8, 2022 the Applicant submitted a complete Historic District Grant Program application.
5. On February 1 2023 the Historic Preservation Board held a work session to discuss the FY 2023 applications.
6. On March 1, 2023 the Historic Preservation Board reviewed the Historic District Grant Program application and recommended an award in the amount of \$18,500.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2, Chapter 15-11-9, and Chapter 15-13-2.

Conditions of Approval

1. The grantee must submit a building permit, if required, within 120 days of grant approval.
2. The grantee must submit proof of payment to the Planning Department for disbursement of funds within 30 days of final inspection.
3. Improvements shall be completed in compliance with the Secretary of the Interior's Standards for Rehabilitation.
4. The grantee must maintain the architectural significance of the structure, retain and/or restore the historic character of the structure, preserve the structural integrity of the structure, and perform normal maintenance and repairs.
5. The grantee must enter into a five-year lien with the City. Should the property be sold within the five-year period, the applicant is responsible for repaying the City a pro-rated amount of the grant disbursement. If the property is sold within one year, 100% of awarded funds must be paid back to the City.
6. The Applicant shall submit a photograph of completed work to Planning Staff to include on the City's website showing before and after pictures.
7. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or his/her designee prior to construction.

If you have any questions, concerns, or comments regarding this letter, please do not hesitate to contact the Project Planner, Caitlyn Tubbs, at (435) 615-5063 or caitlyn.tubbs@parkcity.org

Regards,

Nann Worel,
Mayor

CC: Caitlyn Tubbs, Sr. Historic Preservation Planner



**CITY COUNCIL
PARK CITY, SUMMIT COUNTY, UTAH
RE: HISTORIC DISTRICT GRANT AWARD**

The Historic Preservation Board met on March 1, 2023 to review Historic District Grant Program Applications and forwarded a positive recommendation to the City Council for final approval. The City Council of Park City, Utah met on April 4, 2023 for a duly noticed meeting. After determining that a quorum was present, the Council conducted its scheduled business.

NOTICE OF CITY COUNCIL ACTION

Project Address: Thaynes Mine Hoist House
Project Number: PL-23-05531
Type of Item: Administrative
Hearing Date: April 4, 2023

Council Action: **APPROVED** – The City Council awarded a Historic District Grant to Thaynes Mine Hoist House to remove and mitigate asbestos TSI insulation as outlined in the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Historic Preservation Board forwarded a positive recommendation to City Council on March 1, 2023.
2. The property is located at the Thaynes Mine Complex in the ROS Recreation and Open Space Zoning District.
3. The Site is designated as Significant Structure on the Historic Sites Inventory.
4. On December 27, 2022 the Applicant submitted a complete Historic District Grant Program application.
5. On February 1 2023 the Historic Preservation Board held a work session to discuss the FY 2023 applications.
6. On March 1, 2023 the Historic Preservation Board reviewed the Historic District Grant Program application and recommended an award in the amount of \$15,000. In the event there are no emergency grant requests by June 30, 2023 the Thaynes Mine Hoist House will receive an additional \$4,368.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2, Chapter 15-11-9, and Chapter 15-13-2.

Conditions of Approval

1. The grantee must submit a building permit, if required, within 120 days of grant approval.
2. The grantee must submit proof of payment to the Planning Department for disbursement of funds within 30 days of final inspection.
3. Improvements shall be completed in compliance with the Secretary of the Interior's Standards for Rehabilitation.
4. The grantee must maintain the architectural significance of the structure, retain and/or restore the historic character of the structure, preserve the structural integrity of the structure, and perform normal maintenance and repairs.
5. The grantee must enter into a five-year lien with the City. Should the property be sold within the five-year period, the applicant is responsible for repaying the City a pro-rated amount of the grant disbursement. If the property is sold within one year, 100% of awarded funds must be paid back to the City.
6. The Applicant shall submit a photograph of completed work to Planning Staff to include on the City's website showing before and after pictures.
7. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or his/her designee prior to construction.

If you have any questions, concerns, or comments regarding this letter, please do not hesitate to contact the Project Planner, Caitlyn Tubbs, at (435) 615-5063 or caitlyn.tubbs@parkcity.org

Regards,

Nann Worel,
Mayor

CC: Caitlyn Tubbs, Sr. Historic Preservation Planner



**CITY COUNCIL
PARK CITY, SUMMIT COUNTY, UTAH
RE: HISTORIC DISTRICT GRANT AWARD**

The Historic Preservation Board met on March 1, 2023 to review Historic District Grant Program Applications and forwarded a positive recommendation to the City Council for final approval. The City Council of Park City, Utah met on April 4, 2023 for a duly noticed meeting. After determining that a quorum was present, the Council conducted its scheduled business.

NOTICE OF CITY COUNCIL ACTION

Project Address: Silver King Hoist House
Project Number: PL-23-05532
Type of Item: Administrative
Hearing Date: April 4, 2023

Council Action: **APPROVED** – The City Council awarded a Historic District Grant to Silver King Hoist House to remove and mitigate asbestos TSI insulation as outlined in the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. The Historic Preservation Board forwarded a positive recommendation to City Council on March 1, 2023.
2. The property is located at the Silver King Mine Complex in the ROS Recreation and Open Space Zoning District.
3. The Site is designated as Significant Structure on the Historic Sites Inventory.
4. On December 27, 2022 the Applicant submitted a complete Historic District Grant Program application.
5. On February 1 2023 the Historic Preservation Board held a work session to discuss the FY 2023 applications.
6. On March 1, 2023 the Historic Preservation Board reviewed the Historic District Grant Program application and recommended an award in the amount of \$15,000. In the event there are no emergency grant requests by June 30, 2023 the Silver King Hoist House will receive an additional \$4,368.

Conclusions of Law

1. The proposal complies with the Land Management Code requirements pursuant to Chapter 15-2.2, Chapter 15-11-9, and Chapter 15-13-2.

Conditions of Approval

1. The grantee must submit a building permit, if required, within 120 days of grant approval.
2. The grantee must submit proof of payment to the Planning Department for disbursement of funds within 30 days of final inspection.
3. Improvements shall be completed in compliance with the Secretary of the Interior's Standards for Rehabilitation.
4. The grantee must maintain the architectural significance of the structure, retain and/or restore the historic character of the structure, preserve the structural integrity of the structure, and perform normal maintenance and repairs.
5. The grantee must enter into a five-year lien with the City. Should the property be sold within the five-year period, the applicant is responsible for repaying the City a pro-rated amount of the grant disbursement. If the property is sold within one year, 100% of awarded funds must be paid back to the City.
6. The Applicant shall submit a photograph of completed work to Planning Staff to include on the City's website showing before and after pictures.
7. Any changes, modifications, or deviations from the approved scope of work shall be submitted in writing for review and approval/denial in accordance with the applicable standards by the Planning Director or his/her designee prior to construction.

If you have any questions, concerns, or comments regarding this letter, please do not hesitate to contact the Project Planner, Caitlyn Tubbs, at (435) 615-5063 or caitlyn.tubbs@parkcity.org

Regards,

Nann Worel,
Mayor

CC: Caitlyn Tubbs, Sr. Historic Preservation Planner

Fiscal Year 2023 Historic District Grant Awards

Project	Award Amount	Funding Source
Silver King Coalition Hoist House	\$15,000	G
Thaynes Mine Hoist House	\$15,000	G
1128 Park Avenue	\$38,600	LP
517 Park Avenue	\$18,500	M
22 Prospect	\$4,670	M
Contingency/Emergency Reserve	\$8,736	G
Total Awards	\$100,506	

G - General Fund

LP - Lower Park Avenue RDA

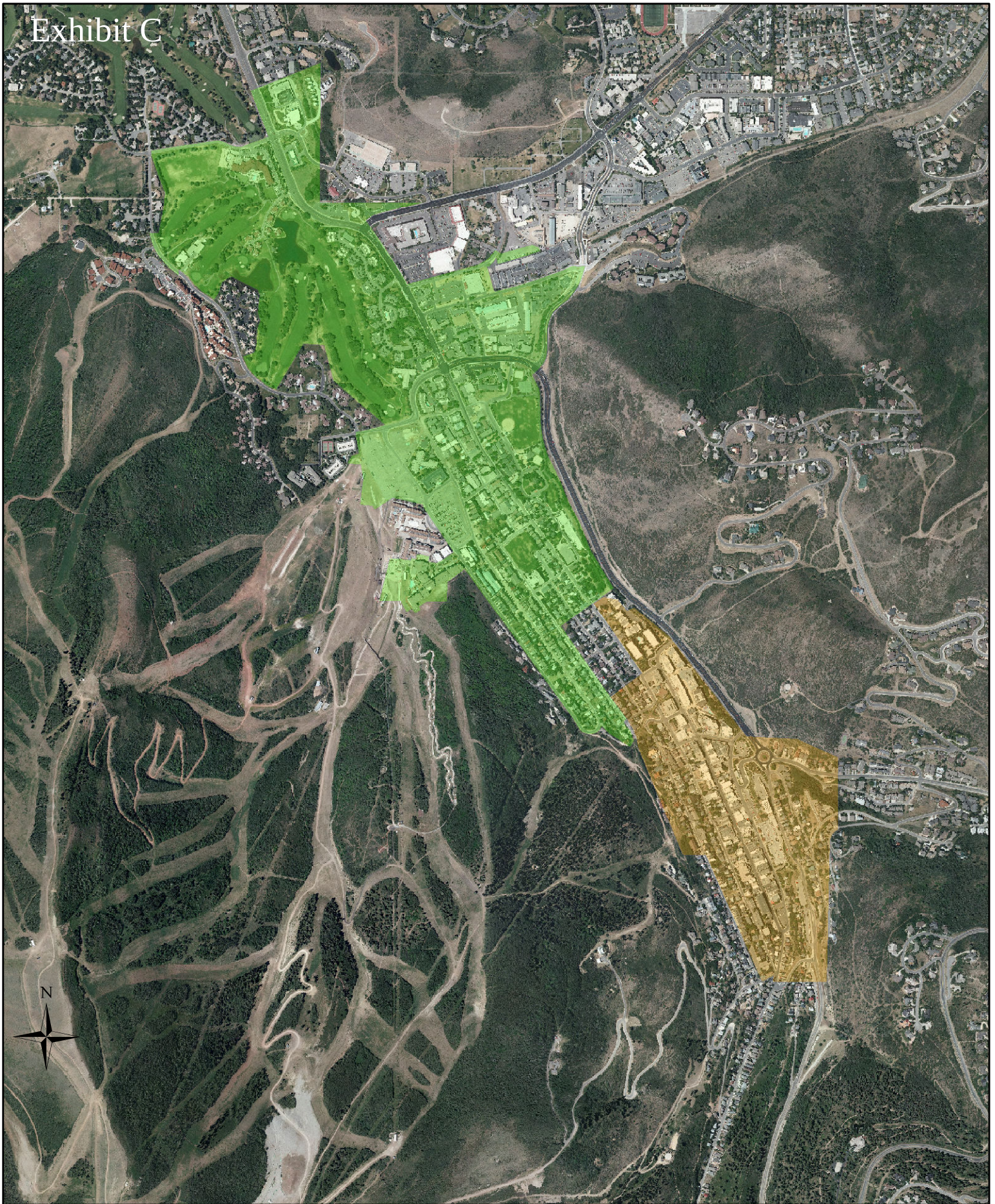
M - Main Street RDA

Fiscal Year 2023 Applications

Application Number	Address	Project Description	Requested Amount
PL-22-05403	690 & 698 Park Avenue	Roof replacement	\$16,290.00
PL-22-05434	1128 Park Avenue	Repairing/restoring windows, repointing masonry, repairing/replacing roof, painting exterior, electrical updating, upgrading insulation, reconstructing porches, restoring historic features, upgrading mechanical systems	\$113,000.00
PL-23-05527	22 Prospect Street	Sand, prep, caulk, paint exterior, repair/paint fascia and trim	\$8,000.00
PL-23-05528	40 Sampson Avenue	Exterior preparation, primer, paint and stain for 5 exterior doors, 2 exterior screens, 5 exterior thresholds, coal shed, and 3 deck railings	\$15,000.00
PL-23-05529	408 Main Street	Demolition, exterior closure, roofing, electrical	\$15,000.00
PL-23-05530	517 Park Avenue	Historic material preservation, structural demolition, new structural framing, historic material reconditioning, exterior finish carpentry, new windows,	\$18,500.00

		waterproofing, roofing, exterior paint, interior finish carpentry, interior finish paint	
PL-23-05531	Thaynes Mine Hoist House	Asbestos removal and debris cleaning	\$15,000.00
PL-23-05532	Silver King Coalition Hoist House	Asbestos removal and debris cleaning	\$15,000.00

Exhibit C



0 0.25 0.5 Miles

HPB Packet 12.5.18

Legend

- Main Street RDA
- Lower Park Ave f465

HISTORIC DISTRICT GRANT PACKET

**2023 FISCAL YEAR
(JULY 2022 – JUNE 2023)**

INFORMATION GUIDE AND APPLICATION

If you have questions regarding the application or submittal process please contact
Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.

HISTORIC DISTRICT COMPETITIVE GRANT INFORMATION GUIDE

Mission Statement:

The Park City Historic District Competitive Grant Program (Grant Program) is designed to financially incentivize the Preservation, Rehabilitation, and Restoration of Historic Structures and Sites designated on the City's Historic Sites Inventory and those Structures and Sites that are eligible for listing on the Historic Sites Inventory to create a community that honors its past and encourages Historic Preservation.

Eligibility:

Competitive Grants are available for Historic Residential or Commercial Structures listed on the [Park City Historic Sites Inventory](#) (HSI) and for Structures and Sites eligible for listing. Structures and Sites currently not listed on the HSI may be eligible* for funding to offset some costs to designate the site to the HSI. The purpose of the Grant Program is to assist in offsetting the costs of Designation, Preservation, Rehabilitation, and Restoration work. This is a 50% matching grant that requires the applicant to provide 50% of the cost.

Eligible work includes Designation, Preservation, Rehabilitation, or Restoration of Historic Architectural features and structural elements.

Examples of eligible work:

- Repairing/Restoring Windows
- Rehabilitating or Reconstructing Historic Porches
- Restoring Historic Features (siding, doors, etc.*)
- Completion of a Determination of Significance application for a Structure or Site for the purpose of listing the Structure or Site on the Historic Sites Inventory
- Preservation Study**

Grant Program applications will be evaluated based on the criteria outlined in Exhibit A.

*Please contact the Planning Department with questions regarding eligibility.

**Does not include studies to be done for Preservation Plans.

Competitive Grant:

Competitive Grant to be awarded for applications to designate a Structure or Site to the HSI, or for those Landmark and Significant Historic Sites listed on the HIS, projects defined as "Preservation, Rehabilitation, and/or Restoration" in the Land Management Code:

- **Preservation:** *The act or process of applying measures necessary to sustain the existing form, integrity, and materials of a Historic Property. Work, including preliminary measures to protect and stabilize the Property, generally focuses on ongoing maintenance and repair of Historic materials and features rather than extensive replacement and new construction.*

If you have questions regarding the application or submittal process please contact Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.

- **Rehabilitation:** *The act or process of making possible a compatible Use for a Property through repair, alterations, and additions while preserving those portions or features which convey its Historical, cultural, or architectural values.*
- **Restoration:** *The act or process of accurately depicting the form, features, and character of a property as it appeared at a particular period of time by means of removal of features from other periods in its history and Reconstruction of missing features from the restoration period.*

Application:

Applications may be submitted to the Planning Department starting at 8 a.m. Mountain Standard Time (MST) on September 30, 2022 and will be accepted through December 27, 2022 at 5:00 p.m. MST. If selected, Applicants will be notified by March 27, 2023. Work proposed to be supported with grant funds must be **completed before June 30, 2023** to qualify for the grant reimbursement. Applications shall be submitted in person or by mail.

The Planning Department is in City Hall at 445 Marsac Avenue, Park City, Utah 84060. Mailed applications shall be addressed as follows:

Park City Municipal Corporation
ATTN: Park City Historic Preservation Planner, Planning Department
P.O. Box 1480
Park City, UT 84060

*THIS APPLICATION CYCLE IS NOT A RETROACTIVE AWARDED OF FUNDS FOR WORK ALREADY COMPLETED.
WORK MUST BE PROPOSED BETWEEN JULY 1, 2022 AND JUNE 30, 2023 IN ORDER TO BE CONSIDERED.*

If you have questions regarding the application or submittal process please contact
Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.

HISTORIC DISTRICT COMPETITIVE GRANT APPLICATION

For Office Use Only

ADMINISTRATIVE REVIEW

PROJECT PLANNER

APPLICATION #

APPROVED

DATE RECEIVED

AMOUNT

EXPIRATION

DENIED

BLDG PERMIT

PROJECT INFORMATION

NAME:

ADDRESS:

TAX ID:

OR

SUBDIVISION:

OR

SURVEY:

LOT #:

BLOCK #:

APPLICANT INFORMATION

NAME:

MAILING

ADDRESS:

PHONE #:

() -

FAX #:

() -

EMAIL:

APPLICANT REPRESENTATIVE INFORMATION

NAME:

PHONE #:

() -

EMAIL:

PRIMARY

ADDRESS:

If you have questions regarding the application or submittal process please contact
Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.

SUBMITTAL REQUIREMENTS

1. Completed and signed **Historic District Grant Application**.
2. Written **Project Description** describing the proposed scope of work, detailed specifications, and reason for applying for a Historic District Grant.
3. Submittal of a **Cost Estimate** for the proposed work.
4. **Breakdown of Estimated Costs** of the proposed eligible improvements (page 6).
5. **Proposed Timeline** of the proposed project (page 7).
6. **Historic District Design Review** approval letter. Please contact the Planning Department if this has not been completed. The grant application **will not** be accepted without this approval letter. Note: This submittal may be waived if the application is related to a Determination of Significance application for a historic site not currently listed on the Historic Sites Inventory.
7. Schematic, conceptual **Drawings** as they apply to the proposed project. This may include but is not limited to site plans, elevations, and floor plans.
8. **Color Photographs** of existing conditions. Include a general view of the building and setting, including the building in the context of the streetscape; the front; perspective view showing front façade and one side, and rear façade and one side; detailed view of affected work area.

If you have questions regarding the application or submittal process please contact
Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.

BREAKDOWN OF ESTIMATED COSTS

SCOPE OF WORK	ESTIMATED TOTAL COST	OWNER'S PORTION (at least 50%)	REQUESTED GRANT (up to 50%)
Total	\$ _____	\$ _____	

Grant Request: \$ _____ (Amount Requested from City)

Match: \$ _____ (Owner's Portion of Total Budget)

Total Project Budget: \$ _____ (Grant Request + Match)

Owner(s) Match Source: _____

If you have questions regarding the application or submittal process please contact Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.

[illegible]

7

472

ACKNOWLEDGEMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge. I understand that my application is not deemed complete until a Project Planner has reviewed the application and has notified me that it has been deemed complete.

I will keep myself informed of the deadlines for submission of material and the progress of this application. I understand that a staff report will be made available for my review three days prior to any public hearings or public meetings. This report will be on file and available at the Planning Department in the Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization with the study.

Signature of Applicant: _____

Name of Applicant: _____

PRINTED

Mailing Address: _____

Phone: _____ Fax: _____

Email: _____

Type of Application: _____

AFFIRMATION OF SUFFICIENT INTEREST

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action. I further affirm that I am aware of the City policy that no application will be accepted nor work performed for properties that are tax delinquent.

Name of Owner: _____

PRINTED

Mailing Address: _____

Street Address/ Legal Description of Subject Property: _____

Signature: _____ Date: _____

1. If you are not the fee owner attach a copy of your authorization to pursue this action provided by the fee owner.
2. If a corporation is fee titleholder, attach copy of the resolution of the Board of Directors authorizing the action.
3. If a joint venture or partnership is the fee owner, attach a copy of agreement authorizing this action on behalf of the joint venture or partnership
4. If a Home Owner's Association is the applicant than the representative/president must attach a notarized letter stating they have notified the owners of the proposed application. A vote should be taken prior to the submittal and a statement of the outcome provided to the City along with the statement that the vote meets the requirements set forth in the CC&Rs.

Please note that this affirmation is not submitted in lieu of sufficient title evidence. You will be required to submit a title opinion, certificate of title, or title insurance policy showing your interest in the property prior to Final Action.

EXHIBIT A – HISTORIC DISTRICT GRANT CRITERIA

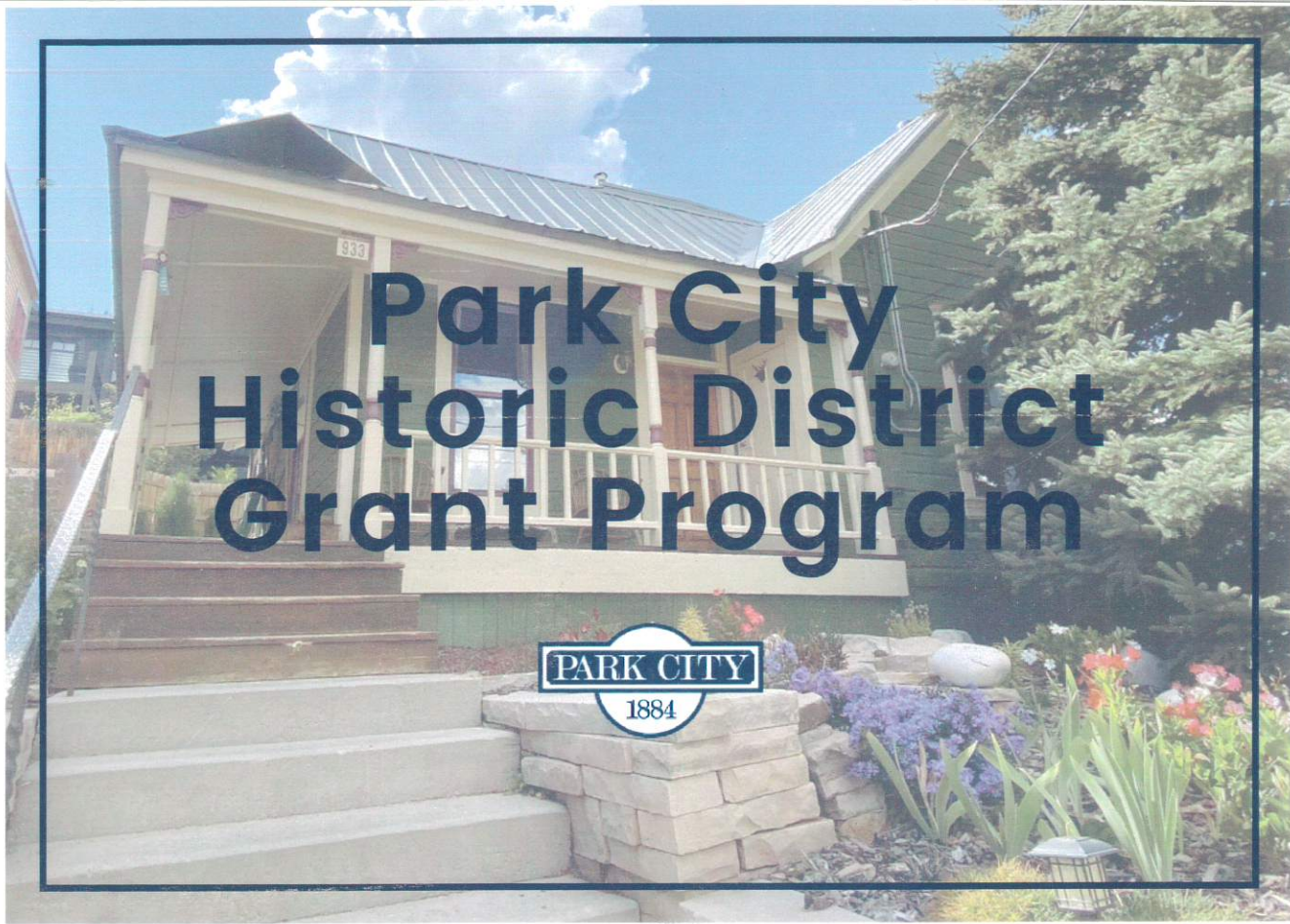
If you have questions regarding the application or submittal process please contact
Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.

Criteria Evaluation	Scoring Value	Staff Score	HPB Score
Character defining historic elements of the structure and/or site will be preserved and/or restored as viewed from the primary right-of-way.	0: Non-visible historic elements will be preserved or restored 1: Few visible historic elements will be preserved or restored 2: Several visible historic elements will be preserved or restored 3: Majority of visible historic elements will be preserved or restored 4: All visible historic elements will be preserved or restored		
Proposed improvements to the site will positively impact the vitality of the historic context of the neighborhood.	0: No proposed improvements 1: Minimal positive impact 2: General positive impact 3: Significant positive impact		
Proposed design and scope of work uses best practices for the treatment of historic materials.	0: None 1: Insufficient 2: Average 3: Above average 4: Exceeds expectations		
The historic features and elements of the structure and/or site will be enhanced by the proposed work.	0: Minimally enhanced 1: Generally enhance 2: Exceeds expectations		
Proposed work facilitates reversal of non-historic elements or alterations.	0: None 1: Some 2: Exceeds expectations *Note: If no non-historic elements or alterations are present mark N/A.		

If you have questions regarding the application or submittal process please contact Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.

Priority is given to restoration and treatment of historic materials, rather than replacing historic materials and features in-kind.	0: No priority given to restoration 1: Minimum priority given 2: Some priority given 3: General priority given 4: Exceeds expectations		
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If you have questions regarding the application or submittal process please contact Senior Planner Caitlyn Tubbs at Caitlyn.Tubbs@parkcity.org or 435-615-5063 or visit www.parkcity.org.



Presorted
First-Class Mail
Permit No. 1000
New York, NY 10001

and Rock Road
9508



RESIDENT
OR CURRENT RESIDENT
PO BOX 1836
PARK CITY, UT 84060



City Council Staff Report



Subject: North Norfolk Plat Amendment
Application: PL-22-05357
Author: Jaron Ehlers, Planning Technician
Alexandra Ananth, Senior Planner
Date: April 4, 2023
Type of Item: Plat Amendment

Summary

The Applicant is proposing a plat amendment to create four Lots from a vacant lot and parcel—1325 Empire Avenue and Parcel SA-200— to eventually develop four Single-Family Dwellings. On February 22, 2023, the Planning Commission reviewed the proposal, conducted a public hearing, and continued the item, requesting the applicant provide additional information ([Staff Report](#) | [Audio](#)).

Recommendation

(I) Open a public hearing and (II) continue the public hearing and consideration of the proposed North Norfolk Plat Amendment to June 15, 2023.

Description

Applicant:	1325 Empire Avenue Holdings, LLC
Location:	1325 Empire Avenue and Parcel SA-200
Zoning District:	Recreation Commercial (RC)
Adjacent Land Uses:	Single Family Dwellings, Park City Library and Field, Condominiums, Nightly Rentals
Reason for Review:	Plat Amendments require Planning Commission recommendation and City Council action ¹

¹ LMC [§ 15-7.1-2\(B\)](#)

City Council Staff Report



Subject: 1313 Park Avenue Subdivision
Application: PL-23-05380
Author: Olivia Cvetko, Planner I
Date: April 4, 2023
Type of Item: Administrative - Subdivision Plat

Recommendation

(1) Review the proposed 1313 Park Avenue Subdivision Plat; (2) hold a public hearing; and (3) consider approving the Subdivision based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in Ordinance No. 2023-14 (Exhibit A).

Description

Applicant: Tisha Stender
Location: 1313 Park Avenue
Zoning District: Historic Residential Medium Density (HRM)
Adjacent Land Uses: Single Family Dwellings, Duplex Dwellings, Multi-Unit Dwellings
Reason for Review: Subdivisions require Planning Commission recommendation and City Council action¹

HDDR Historic District Design Review
HPB Historic Preservation Board
HRM Historic Residential Medium Density
LMC Land Management Code
SFD Single-Family Dwelling

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

Summary

1313 Park Avenue is a 4,579-square-foot Lot in the Historic Residential Medium Density (HRM) Zoning District. 1313 Park Avenue is a metes and bounds parcel and contains a Duplex Dwelling, which according to the Summit County Assessor's website, was built in 1979. The Applicant seeks to create one Lot as reflected in Exhibit B: Proposed Plat.

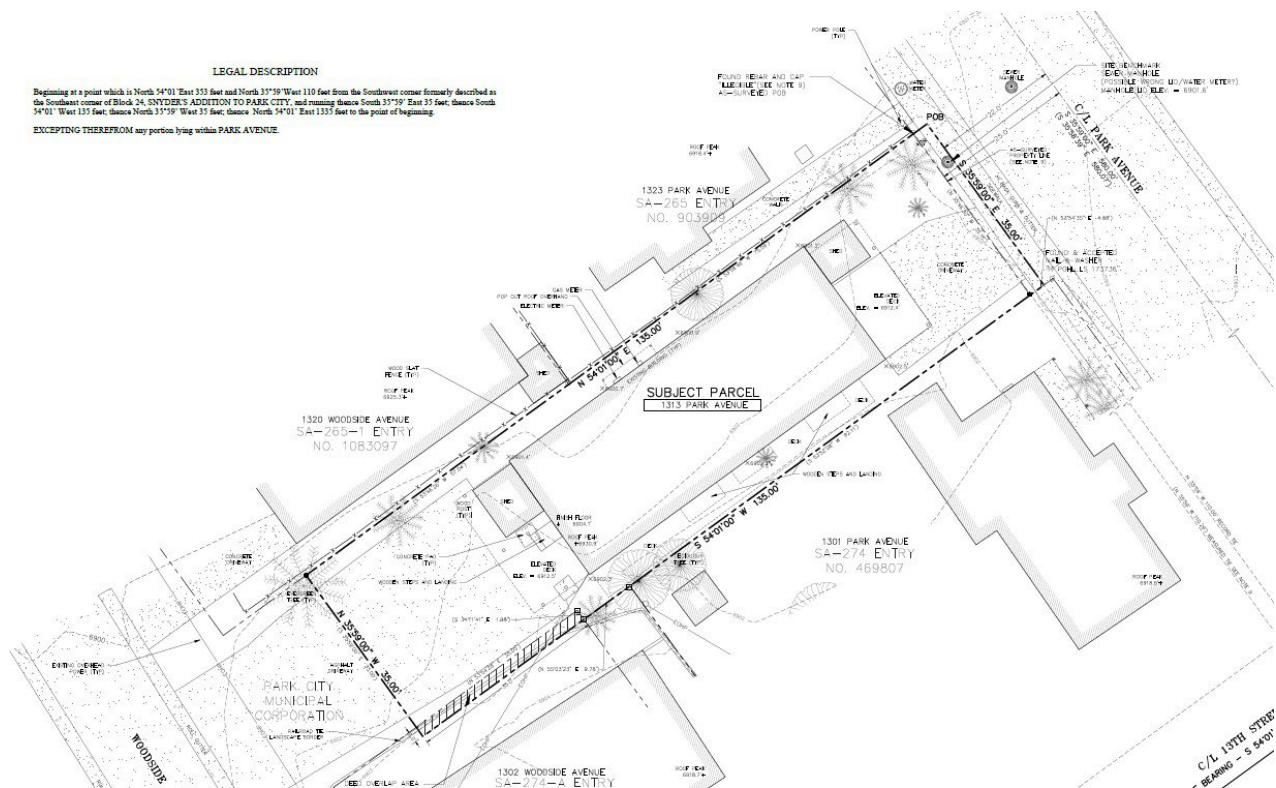
1313 Park Avenue has frontage on two Rights-of-Way, Woodside Avenue and Park Avenue, with vehicle access from both. The Applicant recently submitted Building Permit # 23-025 for an interior renovation, to transform the Structure from a Duplex Dwelling to a Single-Family Dwelling (SFD). The Applicant submitted a Historic District

¹ LMC [§ 15-7.1-2\(B\)](#)

Design Review (HDDR) Pre-Application (PL-23-05524) to remove an exterior door and relocate a window which was reviewed and granted a waiver letter by staff on February 1, 2023, due to the change being minor and having little or no negative impact on the historic character of the surrounding neighborhood, the Historic Structure or the Historic District.

On February 22, 2023, the Planning Commission held a public hearing on the 1313 Park Avenue Subdivision and forwarded a positive recommendation, with a 4 to one vote, for Council consideration with an added Condition of Approval #5 stating that the Applicant will need an access agreement with the City to utilize the Woodside Avenue property owned by the City (see Parking Analysis below) ([Meeting Minutes](#); [Staff Report](#)).

The site plan below is taken from the Applicant's Existing Conditions survey:



Background

1313 Park Avenue was developed in 1979 as a Duplex Dwelling on a metes and bounds Parcel. Staff has been unable to find the original Building Permit approving the original construction of the Duplex Dwelling. However, a 1980 Building Permit indicates the City approved an addition to the Duplex Dwelling (Exhibit D).

Analysis

LMC [Section 15-2.4-2](#) establishes Single-Family and Duplex Dwellings as Allowed Uses in the HRM Zoning District.²

(I) The proposal to create one Lot complies with the HRM Zoning District Lot and Site Requirements

LMC [§ 15-2.4-3](#) outlines the Site and Lot requirements for the HRM Zoning District as follows:

Requirement	Analysis of Proposal
Min. Lot Area for a Duplex (existing Use): 3,750 sf Min. Lot Area for Single Family (Proposed Use): 1,875 sf	Complies Lot contains 4,579 sf
Min. Lot Width: 37.5 ft	Existing Non-Conforming Lot Lot is 35 ft wide – please see analysis below.
Setbacks: Front: Fifteen feet (15') Rear: Ten feet (10') Side: Five feet (5')	Complies <u>Front (north-east):</u> 30 ft (21 ft to shed) <u>Front (south-west):</u> 40 ft (28 ft to deck) Existing Non-Conforming <u>Side:</u> 4 ft 8 in on North, 5 ft 10 in on South, for an average side setback of 5 ft 3 in Condition of Approval 4 states the non-complying encroachment into the north side setback may not be enlarged and there shall be no increase to the degree of the non-compliance of all or any part of the structure. Per LMC §15-2.4.-3(I) , Patios, decks, pathways, steps, and similar Structures not more than thirty inches (30”) in height above Final Grade, not including any required handrail. There is a deck along the southern property line that is less than 30” in height which encroaches into the five-foot setback

² LMC [15-2.4-2](#)

Minimum Lot Width

As indicated in the Background Section, the Duplex Dwelling was constructed in 1979. The property was in the Residential Medium Zoning District at that time and the 1979 Land Management Code required a minimum Lot width of 37.5 feet. However, despite this deficiency, the City issued the 1980 Building Permit for an addition to the Duplex constructed in 1979. Today, the property is in the HRM Zoning District, and the same 37.5-foot width requirement is still outlined in the LMC.

LMC [Section 15-2.4-3\(C\)](#) allows for exceptions from minimum lot width for existing Lots platted in the historic 25 x 75 feet. 1313 Park Avenue is within Block 24 of the Snyders Addition Survey. Block 24 of the Snyders Addition Survey (Exhibit C) is an outlier and as a result, contains metes-and-bounds Parcels that do not meet the minimum 37.5-foot lot width requirement in the HRM Zoning District. For example, in 2007, the City Council approved Ordinance No. 07- 48 (Exhibit E) for a Lot with a 31-foot width within the HRM at 1375 Park Avenue, citing that the Lot size is consistent with the pattern of development in the neighborhood.

Additionally, LMC [Section 15-2.4-3\(C\)](#) authorizes the Planning Director to determine Lot width measurements in the case of unusual Lot configurations. 1313 Park Avenue is an unusual Lot within Block 24 because it fronts two Rights-of-Way: Woodside Avenue and Park Avenue, the south side Lot line has a variation resulting in a Lot width along Woodside Avenue that is only 33 feet and a Lot width along Park Avenue that is 35 feet. The parcel also has six (6) different Lot lines (Exhibit B: Proposed Plat).

LMC [Section 15-4-17](#) allows for Planning Director determination regarding Setback requirements for unusual Lot configurations. On February 16, 2023, the Planning Director determined 1313 Park Avenue has two front Setbacks due to frontage on both Park Avenue and Woodside Avenue, and also that there are variations to the south side Setback and Lot width (Exhibit F).

Due to the unusual configuration of the Lot, the issuance of a building permit to construct an addition to the Duplex in 1980, the allowances for exceptions from the minimum Lot width requirements for Lots within the HRM Zoning District, and Planning Director discretion to evaluate Lot widths for unusual Lot configurations, staff finds 1313 Park Avenue is a valid non-complying Lot. Future development must comply with the LMC regulations in effect at the time an Application is submitted and the existing structure may not be enlarged or expand the existing non-conformity.

Building Height

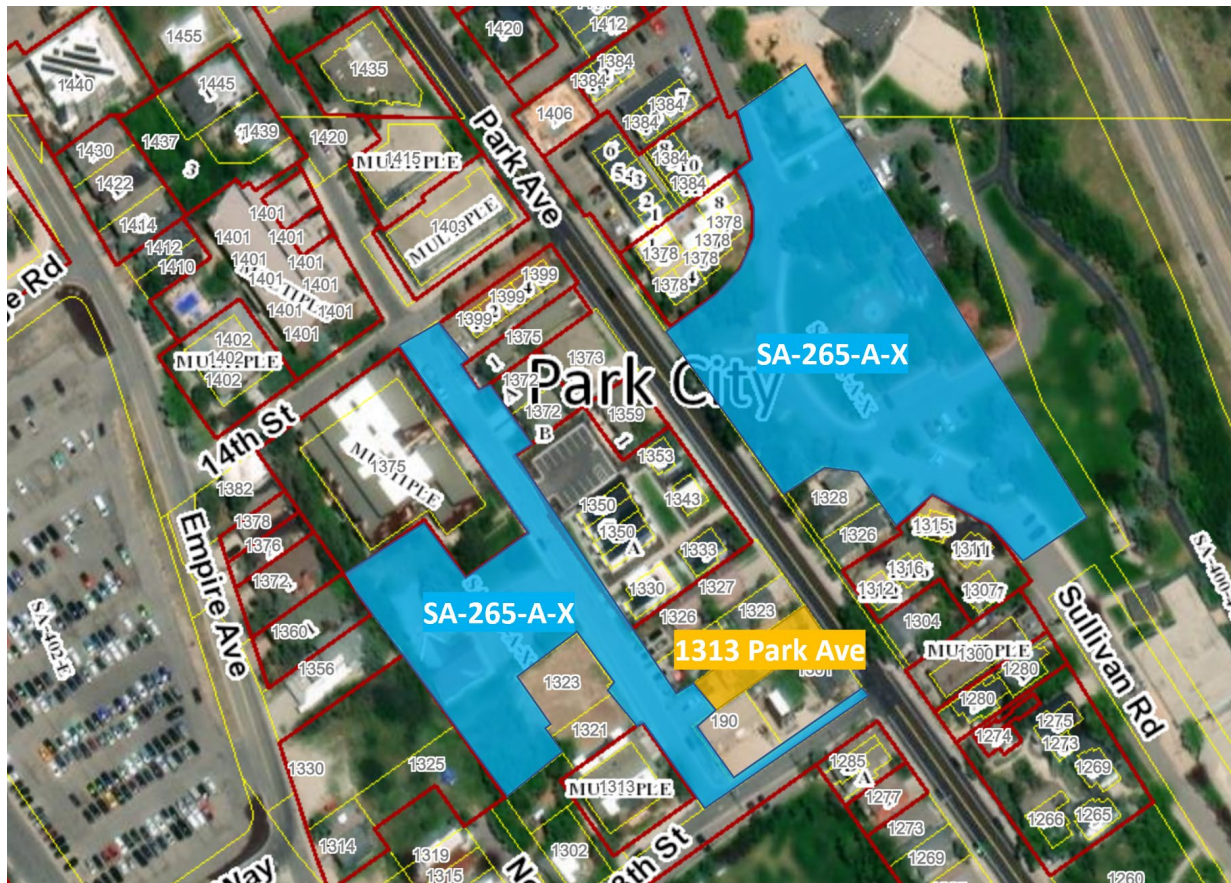
The Maximum Building Height outlined in LMC [§ 15-2.4](#) is 27 ft above Existing Grade. The structure has a roof peak 29 ft above Existing Grade. Condition of Approval 4 states that the structure may be repaired or maintained provided that such repair or maintenance shall neither create any new non-compliance nor shall increase the degree of the existing non-compliances with the LMC.

Parking

The required number of parking spaces for a Single-Family Dwelling outlined in LMC [§](#)

[15-3-6](#) is two and four for a Duplex. 1313 Park Avenue has two designated parking spaces on the Park Avenue side of the Lot to satisfy this requirement for a Single-Family Dwelling as well as two parking spaces on the Woodside Avenue side of the Lot. Park City Municipal owns the land directly abutting this property along Woodside Avenue. The City-Owned area is part of a larger Parcel, Parcel SA-265-A-X, that was deeded to the City in 1969 (Exhibit G: Summit County Recorder Document #108963) and includes much of City Park and the Senior Center. Because of this, Condition of Approval 5 (Exhibit A) requires the Applicant to obtain an Access Agreement with the City to utilize the Parking Spaces on Woodside Avenue.

The image below was taken by Staff from Summit County Parcel Viewer to highlight the existing parcel boundaries for 1313 Park Avenue and Parcel SA-265-A-X.



(II) The Planning Commission found Good Cause for the proposed Subdivision Plat.

Subdivision Plats are reviewed according to LMC [§ 15-7.1-6](#), *Final Subdivision Plat*, and approval shall require a finding of Good Cause and a finding that no Public Street Right-of-Way, or easement is vacated or amended.

LMC [§ 15-15-1](#) defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case-by-case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City Community.”

Two of the purposes of the HRM Zoning District are to allow for the continuation of permanent residential housing in original residential Areas of Park City; and encourage the rehabilitation of existing Structures.³ The creation of a Lot will allow the Applicant to maintain and renovate the Structure.

The Subdivision does not vacate or amend any portion of the platted ROW and no easements are vacated or amended.

Department Review

The Executive, Planning, and Engineering Departments and City Attorney's Office reviewed this staff report. The Development Review Committee reviewed the Subdivision on February 7, 2023.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 6, 2023. Staff mailed courtesy notice to property owners within 300 feet on February 6, 2023. The *Park Record* published notice on February 8, 2023.⁴

Public Input

Staff did not receive public input related to this Application. Public comments made during the Planning Commission's Public Hearing are available at [Minutes](#) 02:02:12.

Alternatives

- The City Council may adopt Ordinance No. 2023-14; or
- The City Council may deny Ordinance No. 2023-14 and direct staff to make Findings for this decision; or
- The City Council may continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Ordinance and Proposed Plat

Exhibit B: Proposed Plat

Exhibit C: Park City Original Plat Map

Exhibit D: 1980 Building Permit

Exhibit E: Ordinance 07-48

Exhibit F: Planning Director Determination Letter

Exhibit G: Summit County Recorder Document #108963

³ LMC [§ 15-2.4-1 Purpose](#)

⁴ LMC [§ 15-1-21](#)

Ordinance No. 2023-14

AN ORDINANCE APPROVING THE 1313 PARK AVENUE SUBDIVISION, LOCATED AT 1313 PARK AVENUE, PARK CITY, UTAH

WHEREAS, the owners of the property located at 1313 Park Avenue petitioned the City Council for approval of the 1313 Park Avenue Subdivision Plat; and

WHEREAS, on February 8, 2023, notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on February 6, 2023, courtesy notice was mailed to property owners within 300 feet of 1313 Park Avenue; and

WHEREAS, on February 22, 2023, the Planning Commission reviewed the application and held a public hearing; and

WHEREAS, on February 22, 2023, the Planning Commission forwarded a positive recommendation for City Council's consideration on April 4, 2023; and

WHEREAS, on April 4, 2023, the City Council reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, the plat is consistent with the Park City Land Management code including § 15-7.1-3(B), § 15-12-15(B)(9), and Chapters 15-2.4 and 15-7.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. APPROVAL. The 1313 Park Avenue Subdivision, located at 1313 Park Avenue, 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 is located at 1313 Park Avenue.
2. The property is within Block 24 of the Snyder's Addition to Park City Survey.
3. The property is in the Historic Residential Medium Density (HRM) Zoning District.
4. The Applicant seeks to create one Lot.
5. The existing non-historic Structure at 1313 Park Avenue was built in 1979 as a Duplex Dwelling, an Allowed Use in the HRM Zoning District.
6. The Applicant has a Building Permit for an interior renovation, transforming the Structure from a Duplex to a Single-Family Dwelling (SFD). The interior remodel has minimal effect on the exterior of the Structure and the applicant submitted a Historic District Design Review (HDDR) Pre-Application (PL-23-05524) which was reviewed and approved by staff on February 1st, 2023.
7. The Lot has Access from two Rights-of-Way; Woodside Avenue and Park Avenue.
8. The Subdivision will allow the Applicant to maintain and renovate the Structure as well as to reduce the Density of the Lot.

9. No easement is vacated or amended as a result of the Plat Amendment.
10. The LMC regulates Lot and Site Requirements for the HRM Zoning District per LMC § 15-2.4-3.
11. A Single-Family Dwelling is an Allowed Use in the HRM Zoning District and requires a minimum Lot size of 1,875 square feet. The proposed Lot size is 4,609 square feet.
12. The minimum Lot width in the HRM Zoning District is 37.5 feet. The existing non-compliant lot is 35 feet.
13. The required Front Setback for Lots in the HRM Zoning District is fifteen feet (15').
14. The required Side Setback for Lots in the HRM Zoning District is five feet (5'). The existing non-compliant Structure is setback four (4) feet and eight (8) inches on the northern side and five (5) feet and ten (10) inches on the south.
15. The Maximum Building Height in the HRM Zoning District is 27 feet above Existing Grade. The existing non-compliant Structure is 29 feet above Existing Grade.
16. In the HRM Zoning District, Single Family Dwellings require two (2) Parking Spaces and Duplex Dwellings require four (4).
17. The findings in the Analysis section of the Staff Report are incorporated herein.

Conclusions of Law

1. The Plat Amendment is consistent with the Park City Land Management Code, including LMC Chapter 15-2.4, *Historic Residential Medium Density (HRM) Zoning District*, and LMC § 15-7.1-6, *Final Subdivision Plat*.
2. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
3. 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

1. The Planning Department, City Attorney, and City Engineer will review and approve the final form and content of the Plat for compliance with State law, the Land Management Code, and the Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one (1) year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this Plat approval 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. Any new development on 1313 Park Avenue, must comply with the Land Management Code.
4. The Applicant of 1313 Park Avenue may repair or maintain the existing Structure provided that such repair or maintenance shall neither create any new non-compliance nor shall increase the degree of the existing non-compliances with the LMC. The Owner may maintain and remodel the existing Dwelling in accordance with the Approved HDDR Pre.

5. The Duplex Dwelling Use requires four (4) parking stalls. Prior to recording the Plat, the Applicant shall obtain an Access Agreement from the City to access the two (2) parking stalls off of Woodside Avenue.
6. The Plat shall note that this Lot is subject to Ordinance 2023-14.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 4th day of April 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

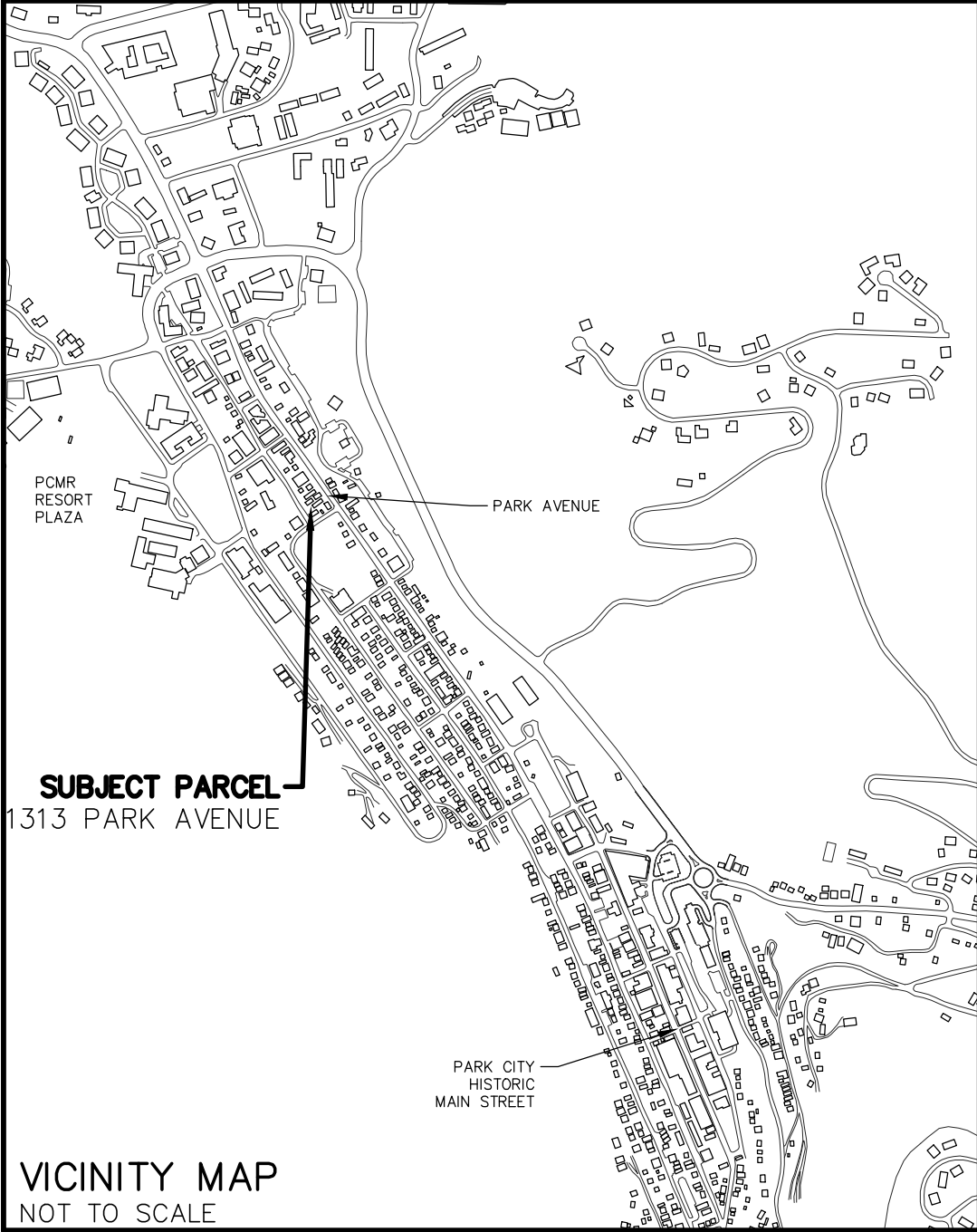
ATTEST:

City Recorder

APPROVED AS TO FORM:

City Attorney

Attachment 1 – Proposed Plat



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 55°39'45" W	8.01'
L2	S 56°27'37" W	21.91'
L3	S 70°09'26" W	2.25'
L4	S 52°23'04" W	2.94'
L5	S 55°03'23" W	9.78'

1320 WOODSIDE AVENUE
OWNER: SOCIAS PELAGIA
RECORDED: DECEMBER 12, 2017
ENTRY NO.: 1083097

OWNER: PARK CITY MUNICIPAL CORP.
RECORDED: FEBRUARY 9, 1984
ENTRY NO.: 216896

1323 PARK AVENUE
OWNER: CECIL R. BUNNEL, TRUSTEE
RECORDED: AUGUST 2, 2010
ENTRY NO.: 903909

LOT 1
1313 PARK AVENUE
CONTAINS 4,609 SQ. FT.

1301 PARK AVENUE
OWNER: MARYA LLC
RECORDED: APRIL 1, 2022
ENTRY NO.: 1186424

1301 PARK AVENUE
OWNER: WILLIAM J. HART, TRUSTEE
RECORDED: AUGUST 15, 2016
ENTRY NO.: 1051430

BOUNDARY LINE
AGREEMENT
ENTRY NO.
RECORDED

S 34°11'41" E 1.98'

FOUND STREET MONUMENT
BRASS CAP IN METAL CASTING
INTERSECTION 13TH STREET
AND NORFOLK AVENUE

FOUND & ACCEPTED
NAIL & WASHER
"R POHL LS 173736"

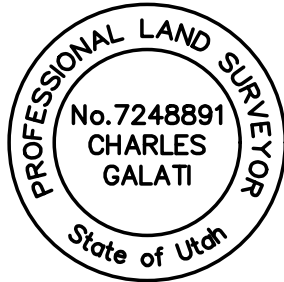
FOUND REBAR AND CAP
"ILLEGIBLE"

C/L 13TH STREET
BASIS OF BEARING - S 54°01'00" W 400.00'

C/L PARK AVENUE
(50' WIDE RIGHT OF WAY)

FOUND STREET MONUMENT
BRASS CAP IN METAL CASTING
INTERSECTION 13TH STREET
AND PARK AVENUE

FOUND STREET MONUMENT
BRASS CAP IN METAL CASTING
INTERSECTION 14TH STREET
AND PARK AVENUE



SURVEYOR'S CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor, and that I hold License No. 7248891, 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 one (1) lot, together with easements, hereafter to be known as 1313 PARK AVENUE SUBDIVISION and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

LEGAL DESCRIPTION

Beginning at a point which is North 54°01' East 353 feet and North 35°59' West 110 feet from the Southwest corner formerly described as the Southeast corner of Block 24, SNYDER'S ADDITION TO PARK CITY, and running thence South 35°59' East 35 feet; thence South 54°01' West 135 feet; thence North 35°59' West 35 feet; thence North 54°01' East 1335 feet to the point of beginning.

EXCEPTING THEREFROM any portion lying within PARK AVENUE.

AS-SURVEYED BOUNDARY DESCRIPTION

A parcel of land situated in Block 24 SNYDER'S ADDITION TO PARK CITY, said parcel also situated in the Northeast Quarter of Section 16, Township 2 South, Range 4 East, Salt lake Base and Meridian and being more particularly described as follows:

BEGINNING at a point on the westerly right-of-way of Park Avenue which is North 35°58'59" West 125.29 feet and South 54°01'21" West 24.93 feet from the Brass Cap Street Monument at the intersection of 13th Street and Park Avenue (Basis of Bearing for this description being South 54°01'00" West 400.00 feet between said 13th Street and Park Avenue street monument to a Brass Cap Street Monument at the intersection of 13th Street and Norfolk Avenue) and running thence coincident with said westerly right-of-way South 35°46'30" East 35.16 feet; thence South 53°52'08" West 87.24 feet; South 55°03'23" West 9.78 feet; South 52°23'04" West 2.94 feet; thence South 70°09'26" West 2.25 feet; South 56°27'37" West 21.91 feet; South 55°39'45" West 8.01 feet; North 35°59'00" West 33.21 feet; North 53°46'26" East 57.04 feet; North 53°58'46" West 75.09 feet to the westerly right-of-way of Park Avenue and the POINT OF BEGINNING.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the above described tract of land, and hereby causes the same to be combined into one (1) lot of record, together with easements as set forth to be hereafter known as 1313 PARK AVENUE SUBDIVISION and does hereby dedicate for the perpetual use of the public the ares shown on this plat as intended for public use. The undersigned owner also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over any public utility easements shown on this plat, the same to be used for installation, maintenance and operation of utility lines and facilities. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2022.
1313 Partners, LLC, a Utah Limited Liability Company.

By: _____, its Authorized Signer

ACKNOWLEDGEMENT

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 2022, _____ 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 signing as _____ of 1313 Partners, LLC, a Utah Limited Liability Company.

Notary Public _____

Printed Name _____

Residing in: _____

My commission expires: _____

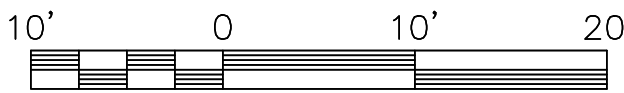
Commission No. _____

NOTES

- This plat amendment is subject to the Conditions of Approval in Ordinance _____.
- See Record of Survey S- _____ on file with Summit County Recorder performed by Allterra Utah and dated 3/28/22.
- Measured bearings and distances, when different from record, are shown in parenthesis ().

LEGEND

- Set 5/8" rebar w/cap "ALLTERRA UTAH" (Unless noted otherwise)
- Found Monument (As-Noted)
- Found Rebar and Cap Monument "R POHL 173736"
- Found Street Monument (As-Noted)



1" = 10'

8/30/22 SHEET 1 OF 1

PROFESSIONAL LAND SURVEYING
AND CONSULTING
ALLTERRA
UTAH, LLC

435-640-4200
463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84036

1313 PARK AVENUE SUBDIVISION
AMENDING A PORTION OF BLOCK 24, SNYDER'S ADDITION TO PARK CITY SURVEY

LOCATED IN THE NORTHEAST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PUBLIC SAFETY ANSWERING
POINT APPROVAL

APPROVED ON THIS ____ DAY
OF _____, 2022

BY _____
SUMMIT COUNTY GIS COORDINATOR

SNYDERVILLE BASIN WATER
RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE
BASIN WATER RECLAMATION DISTRICT STANDARDS
ON THIS ____ DAY OF _____, 2022

BY _____
SNYDERVILLE BASIN WATER RECALATION DISTRICT

PLANNING COMMISSION

RECOMMENDED BY THE PARK CITY
PLANNING COMMISSION
THIS ____ DAY OF _____, 2022

BY _____
CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE
WITH INFORMATION ON FILE IN MY OFFICE
THIS ____ DAY OF _____, 2022

BY _____
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS
____ DAY OF _____, 2022

BY _____
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS ____ DAY OF _____, 2022

BY _____
MAYOR

CERTIFICATE OF ATTEST

I CERTIFY THIS PLAT WAS APPROVED
BY THE PARK CITY COUNCIL THIS
____ DAY OF _____, 2022

BY _____
PARK CITY RECORDER

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED

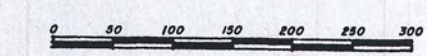
AT THE REQUEST OF _____

FEE _____ RECORDER _____

TIME _____ DATE _____ ENTRY NO. _____

MAP OF
PARK CITY
SUMMIT COUNTY - UTAH

SCALE: 1" APPROX. 10 FEET



Traced from original map July 1927.
by
Caldwell & Richards
ENGINEERS
Salt Lake City, Utah

N

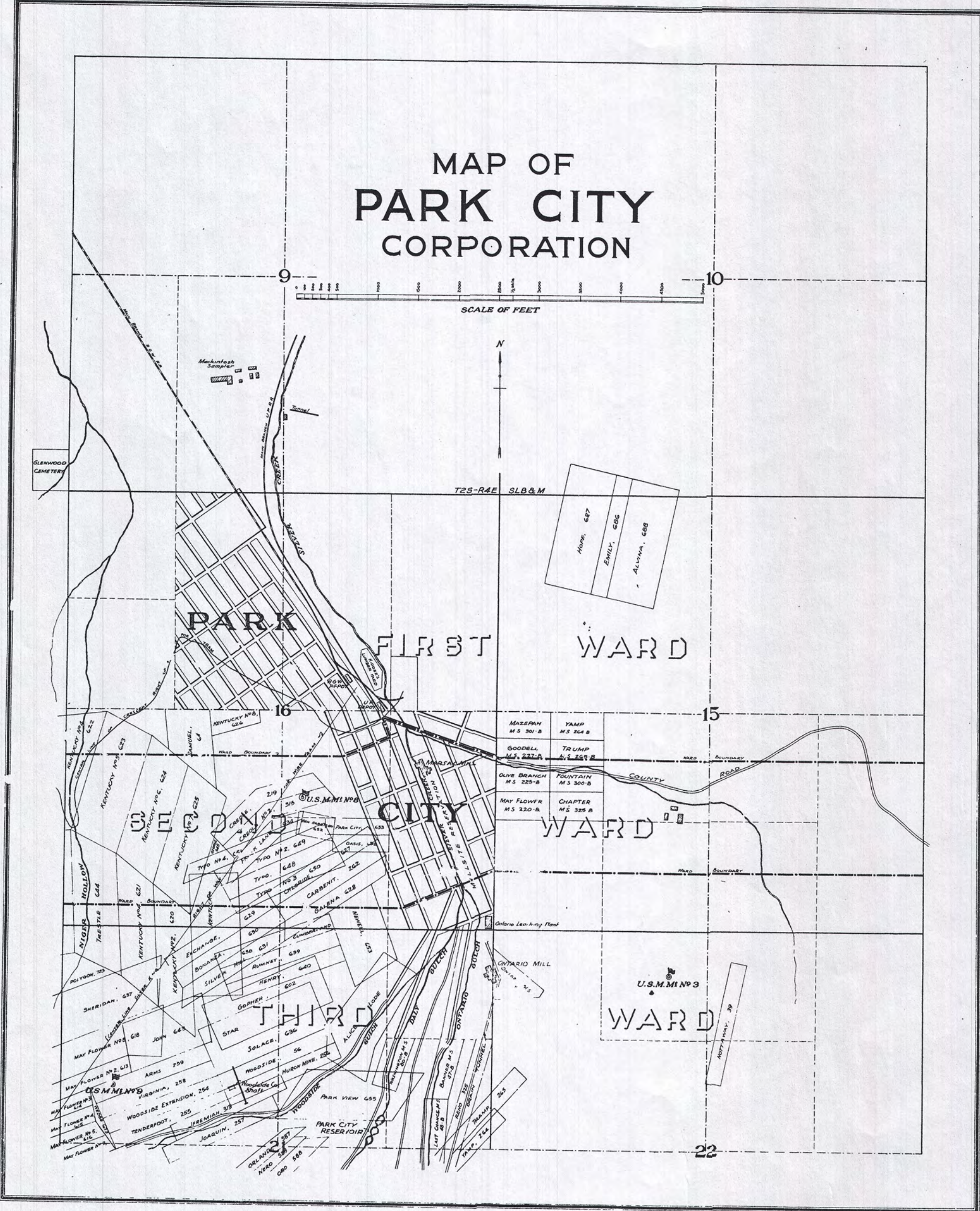
FIRST WARD

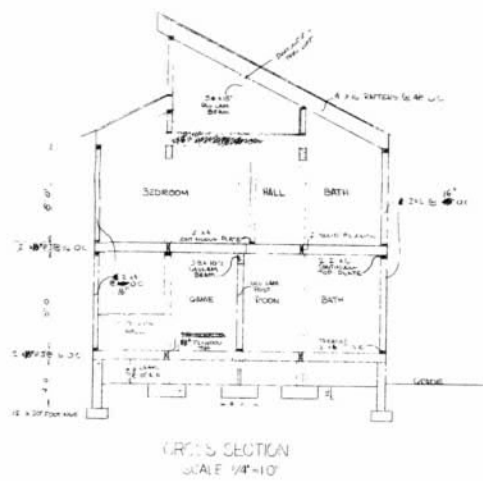
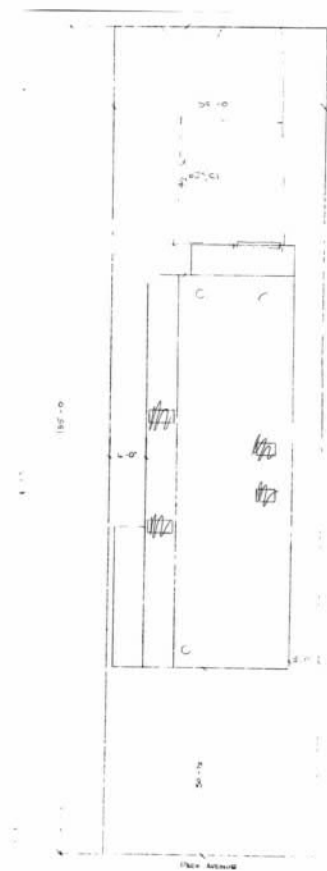
SECOND WARD

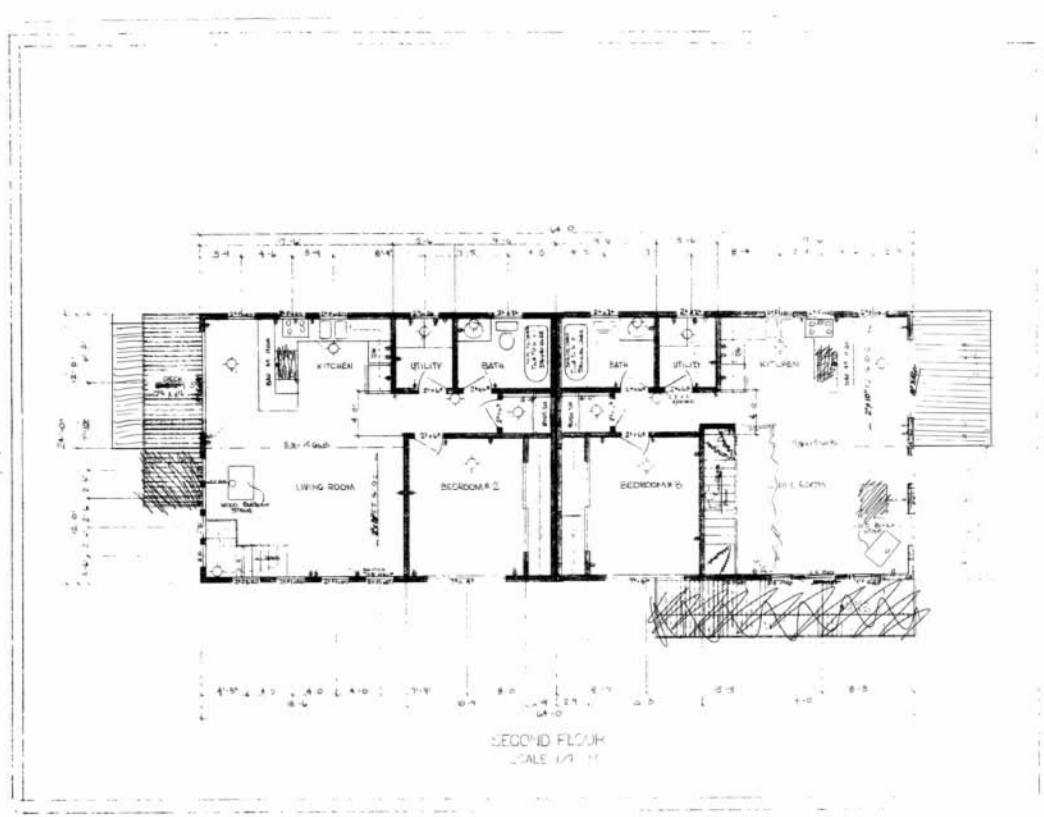
THIRD WARD

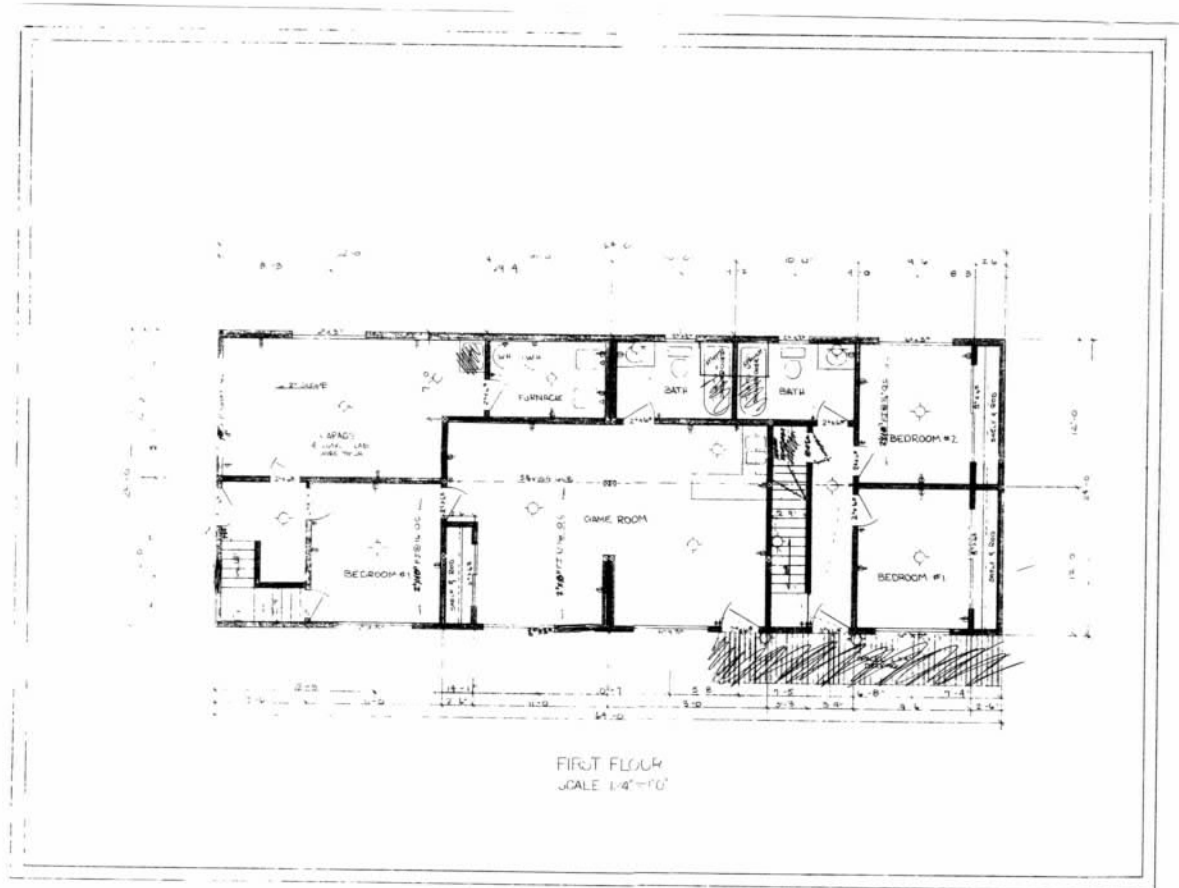
WARD

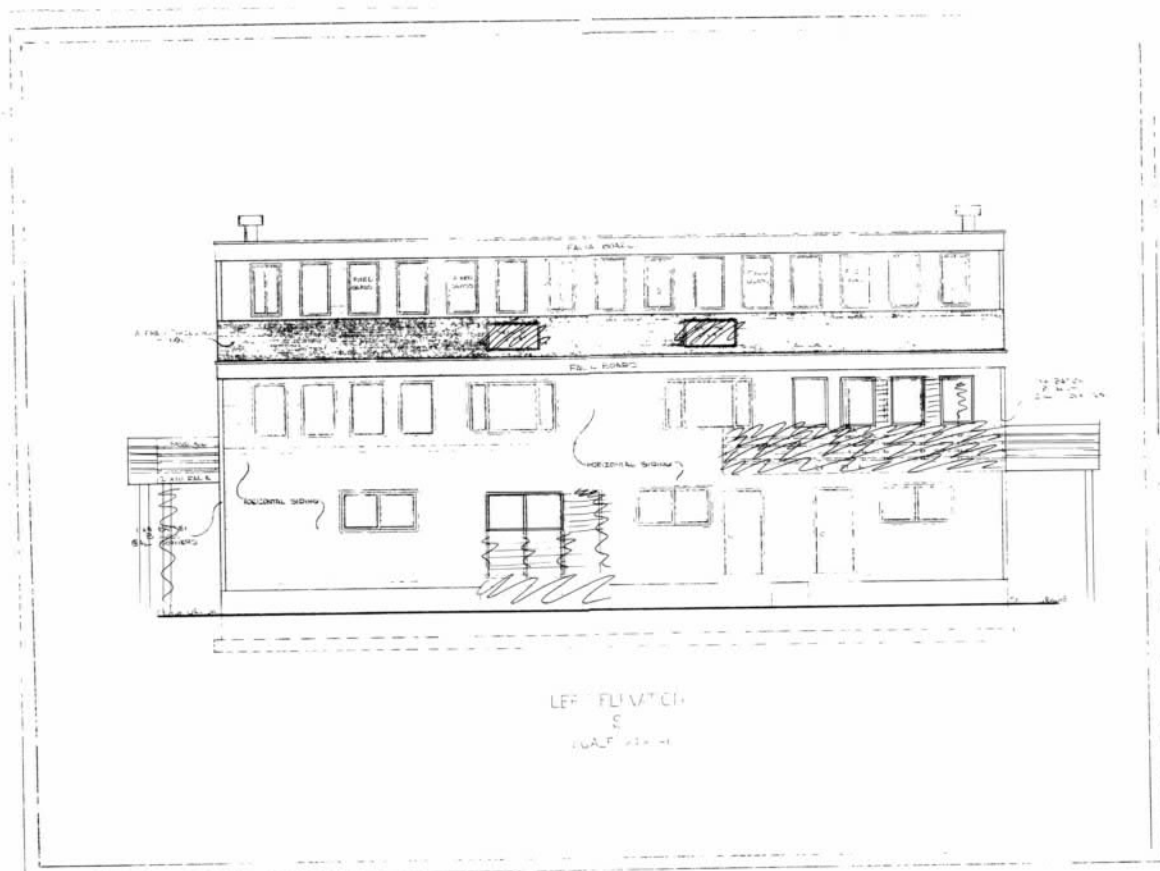
ONTARIO MILLSITE













496

Ordinance No. 07-48

AN ORDINANCE APPROVING THE 1375 PARK AVENUE SUBDIVISION PLAT AMENDMENT LOCATED AT 1375 PARK AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property located at 1375 Park Avenue have petitioned the City Council for approval of the 1375 Park Avenue Subdivision plat amendment; 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 July 25, 2007, to receive input;

WHEREAS, the Planning Commission, on July 25, 2007, forwarded a positive recommendation to the City Council; and,

WHEREAS, on August 9, 2007, the City Council approved the 1375 Park Avenue Subdivision plat amendment; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The plat amendment as shown in Exhibit B are approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 1375 Park Avenue in the Historic Residential (HRM) zone.
2. The HRM zone is a residential zone characterized by a mix of larger contemporary residences and smaller historic homes.
3. The applicant is the owner of two 68' x 31' metes and bounds parcels located in Block 24 of the Snyder's Addition to the Park City Survey.
4. There is an existing non-historic commercial structure on the property.
5. The applicant is proposing to join the parcels into one lot of record to accommodate a residential duplex on the property.
6. The proposed lot will be 4,061 square feet in size.
7. The maximum height for the zone is 27 feet above existing grade.
8. Access to the property comes from both Park Avenue and Woodside Avenue.
9. The applicant will be required to apply for a Determination of Historical Significance prior to any modifications being made to the existing commercial building. The application will be reviewed by the Historic Preservation Board per the requirements of LMC Chapter 15-2-11.

Conclusions of Law:

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 subdivisions.
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:

1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment 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 amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void.
3. Prior to the issue of a building permit, the applicant shall submit for review and approval a historic district design guideline review application.
4. A determination of historical significance will be reviewed by the Historic Preservation Board, and a finding that the structure is not historically significant shall be made prior to the demolition of the building on site.
5. No remnant parcel shall be created as part of this application.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 9th day of August, 2007.

PARK CITY MUNICIPAL CORPORATION



Mayor Dana Williams

Attest:



Janet M. Scott, City Recorder

Approved as to form:



Mark D. Harrington, City Attorney



1375 PARK AVENUE SUBDIVISION

TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE, DAVE AND MERIDIAN
PARK CITY, SALT LAKE COUNTY, UTAH

PLANNING COMMISSION
 APPROVED: _____
 DATE: _____

ENGINEER'S CERTIFICATE
 I, the undersigned, being a duly Licensed Professional Engineer in the State of Utah, do hereby certify that the foregoing is a true and correct copy of the original survey as shown to me by the owner or his agent, and that the same conforms to the requirements of the laws of the State of Utah in that behalf relating to the subdivision of land.

APPROVAL AS TO FORM
 APPROVED: _____
 DATE: _____

CERTIFICATE OF ATTORNEY
 I, the undersigned, being a duly Licensed Attorney at Law in the State of Utah, do hereby certify that the foregoing is a true and correct copy of the original survey as shown to me by the owner or his agent, and that the same conforms to the requirements of the laws of the State of Utah in that behalf relating to the subdivision of land.

CENISE APPROVAL AND ACCEPTANCE
 APPROVED: _____
 DATE: _____

RECORDED
 RECORDED: _____
 DATE: _____



Planning Department

February 17, 2023

Tisha Stender
1313 Partners LLC
778 Westwood Road
Park City, UT 84060

NOTICE OF PLANNING DIRECTOR DETERMINATION

RE: Determination of Setbacks for an Unusual Lot Configuration for 1313 Park Avenue, a portion of Block 24, Snyder's Addition

Parcel SA-270 at 1313 Park Avenue is located between Park Avenue and Woodside Avenue rights-of-way and creates a unique and Unusual Lot Configuration with six unique sides and a variation in lot width.

Land Management Code (LMC) § 15-4-17 outlines regulations for lots with unusual configurations and states, "On those Lots, which border a Street on both the back and front, both sides must have a front Setback, unless otherwise an exception by this Code." The LMC also provides illustrations to clarify setbacks (Figure d.).

Parcel SA-270 is in the Historic Residential Medium Density (HRM) Zoning District. LMC § 15-2.4-3(A) requires a minimum lot area of 1,875 square feet for construction of a Single-Family Dwelling and 3,750 square feet for a Duplex Dwelling. The parcel is 4,579 square feet and currently contains a Duplex Dwelling, which is an allowed use in the HRM Zoning District and meets the minimum lot area requirement.

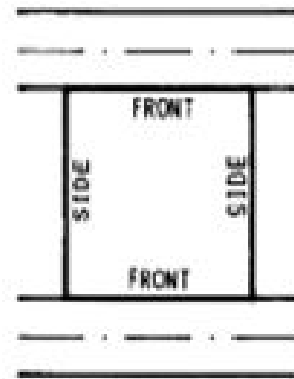


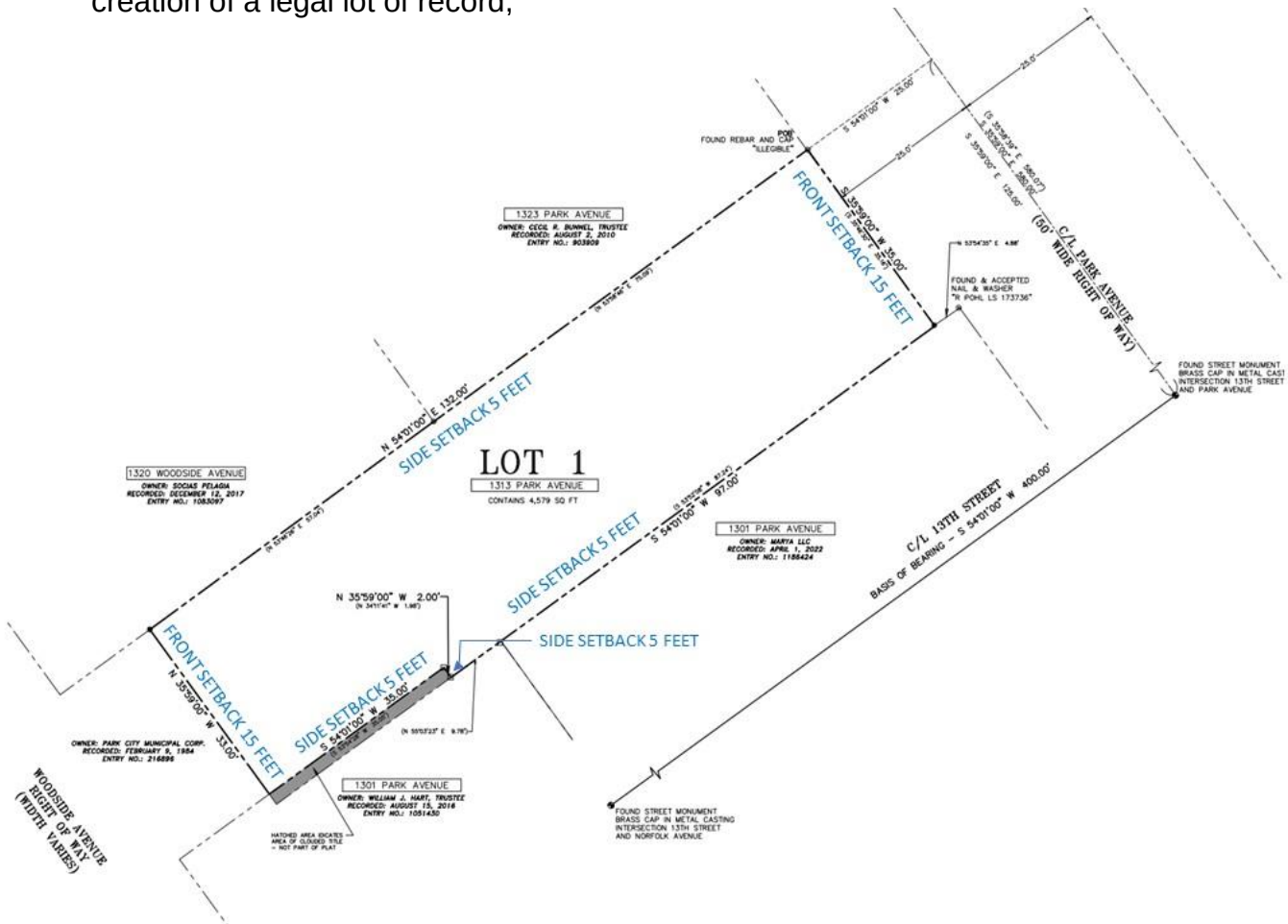
Fig. d.

Setback distances within the HRM Zoning District are dependent upon lot depth and lot width. The lot depth for the proposed lot is 132 feet. At its largest point, the lot width for the proposed lot is 35 feet and at its smallest, it is 33 feet. Due to this unusual configuration, the width is not consistent across the proposed lot.

Pursuant to LMC § 15-2.4-3(D) outlining lot and site requirements for the HRM Zoning District, front setbacks for lots with a depth greater than 75 feet are fifteen feet, for a

total of 30 feet. Pursuant to LMC § 15-2.4-3(H), side setbacks for lots with a width greater than 25 feet are five feet each, for a total of 20 feet. LMC § 15-2.4-3(C) outlines Planning Director determination for the lot width for unusual lot configurations. In this case, due to the unusual configuration, the Planning Director determination is that there are two front setbacks at 15 feet each and four side setbacks at 5 feet each.

The illustration below outlines the Planning Director determination for the potential creation of a legal lot of record,



If you have questions or concerns regarding this Determination Letter, please do not hesitate to contact the Park City Planning Department.

Sincerely,

Gretchen Milliken
Planning Director
(435) 615-5008

gretchen.milliken@parkcity.org

SPECIAL WARRANTY DEED

UNITED PARK CITY MINES COMPANY, a Delaware corporation, qualified to do business in the State of Utah, Grantor, hereby conveys and to the extent herein expressly provided warrants to PARK CITY, a Municipal Corporation of the State of Utah, Grantee, for the sum of Ten Dollars (\$10.00) and other good and valuable considerations, the following described parcels and tracts of land situate in Summit County, State of Utah, to wit:

Parcel One, consisting of one tract containing 7.43 acres, more or less, as the same is more particularly bounded and described on Exhibit 1-A attached hereto and made a part hereof.

Parcel Two, consisting of one tract containing .669 acres, more or less, as the same is more particularly bounded and described on Exhibit 2-A attached hereto and made a part hereof.

Parcel Three, consisting of Tract 1, containing 1.871 acres more or less; Tract 2, containing 2.224 acres more or less; Tract 3, containing .018 acres more or less; Tract 4, containing .025 acres more or less, and Tract 5, containing .230 acres more or less, as the same are more particularly bounded and described on Exhibit 3-A attached hereto and made a part hereof.

Parcel Four, consisting of Tract 1 containing .144 acres, more or less, and Tract 2 containing .856 acres, more or less, as the same are more particularly bounded and described on Exhibit 4-A attached hereto and made a part hereof.

Parcel Five, consisting of Tract 1 containing 2.33 acres, more or less, Tract 2 containing .05 acres, more or less, Tract 3 containing .63 acres, more or less, Tract 4 containing .19 acres, more or less, Tract 5 containing .04 acres, more or less, and Tract 6 containing .07 acres, more or less, as the same are more particularly bounded and described on Exhibit 5-A attached hereto and made a part hereof.

Expressly excepting and reserving, however, unto Grantor, its successors and assigns, all minerals including

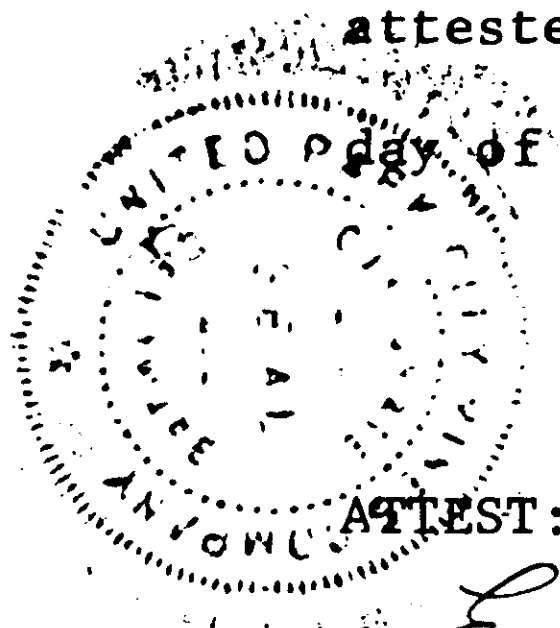
Entry No. 108963	Book 1120
RECORDED 4-14-69 at 3:00 P.M. 615-632	
REQUEST of United Park City Mines	
FEE	WANDA Y. SPRINGS, SUMMIT CO. UTAH
\$ 24.50	BY Wanda Y. Springs
INDEXED	ABSTRACT

BOOK M20 PAGE 615

oil and gas underlying the surface of the above described parcels and tracts of land, together with the right to extract and remove the same, provided, however, that Grantor, for itself, its successors and assigns, covenants and agrees to and with Grantee, its successors and assigns, that Grantor, its successors or assigns in the extraction or removal of the minerals hereby excepted and reserved or in the conduct of mining or other operations will not enter upon the surface of said premises.

Grantor warrants the title to the above described premises against the claims and demands of persons claiming by, through or under Grantor and not otherwise.

IN WITNESS WHEREOF, Grantor has caused this instrument to be signed by its duly authorized officer and its duly attested corporate seal to be hereunto affixed this 2nd day of April, 1969.



ATTEST:

E. L. Oriskany
Secretary

UNITED PARK CITY MINES COMPANY

By

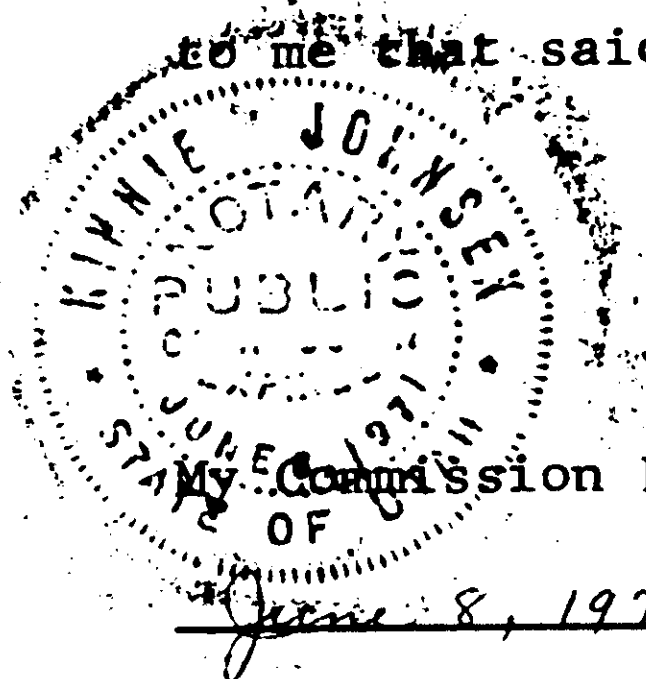
James Ivers, Jr.
Its President

STATE OF UTAH)
 : ss.
COUNTY OF SALT LAKE)

On the 2nd day of April, 1969, personally appeared before me JAMES IVERS, JR., who being by me duly sworn did say that he is the President of UNITED PARK CITY MINES COMPANY, that the above instrument was signed in behalf

BOOK M20 PAGE 616

of said corporation by authority of a resolution of its
Board of Directors, and the said JAMES IVERS, JR. acknowledged
to me that said corporation executed the same.



Kimmie Johnson
Notary Public
Residing at Salt Lake City, Utah

BOOK M20 PAGE 617

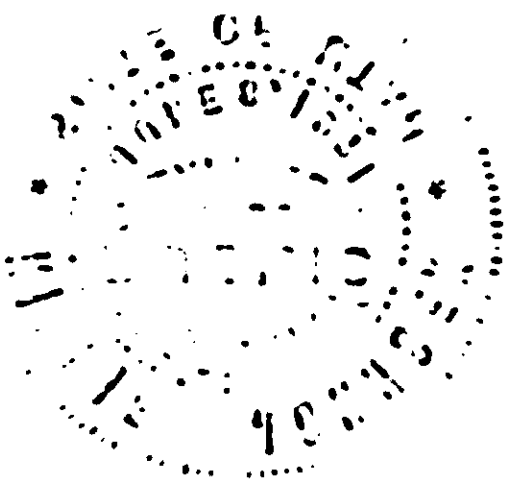


EXHIBIT 1-A

Parcel One

A portion of the southwest quarter of Section 9, Twp. 2 S., R. 4 E. S.L.B.&M. as said Section is shown on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

Commencing at the southwest corner of said Section 9; thence along the south line of said Section 9, east (S.89°29'30"E. calc.), 1436.4 feet; thence leaving said south line, north (N.00°30'30"E. calc.), 681.2 feet to the southwesterly corner of the parcel of land described in the Deed dated June 16, 1964, executed by United Park City Mines Company to The Mountain States Telephone and Telegraph Company, recorded June 19, 1964, entry number 98984, in book "J" of Quitclaim Deeds, page 75, Summit County Records; thence along the southerly line of said Mountain States Telephone and Telegraph Company parcel of land N.64°17'E. (N.64°47'30"E. calc.), 175.0 feet to the southeasterly corner thereof, also being the TRUE POINT OF BEGINNING; thence reversing said last-mentioned bearing S.64°17'W. (S.64°47'30"W. calc.) 54.055 feet to the easterly line of the parcel of land described in the Deed dated October 2, 1963, executed by United Park City Mines Company to Leland L. Thompson, et ux., recorded December 30, 1963, entry number 98033 in book "X" of Deeds, page 382, Summit County Records; thence along said easterly line of said Thompson parcel of land S.23°30'E. (S.22°59'30"E. calc.), 94.26 feet to the southeasterly corner thereof; thence along the southerly line of said Thompson parcel of land S.61°18'30"W. (S.61°49'W. calc.), 120.0 feet to the southwesterly corner thereof; thence S.22°54'07"E. 18.191 feet (calc.) to the northwesterly corner of the parcel of land described in the Deed dated September 13, 1935, executed by Ontario Silver Mining Company to Mrs. Frances Morrison, et ux., recorded in book "F" of Quitclaim Deeds, page 509, Summit County Records; thence along the northerly line of said Morrison parcel of land N.61°18'30"E. (N.61°49'E. calc.), 120.0 feet to the northeasterly corner thereof; thence along the easterly line of said Morrison parcel of land S.23°30'E. (S.22°59'30"E. calc.), 100.0 feet to the southeasterly corner thereof; thence along the southerly line of said Morrison parcel of land S.61°18'30"W. (S.61°49'W. calc.) 2.02 feet to a point in the easterly line of the parcel of land described in the Deed dated August 17, 1935, executed by Ontario Silver Mining Company to Morris Mitchell, et ux., recorded May 23, 1962, entry number 95247, in book "I" of Quitclaim Deeds, page 549, Summit County Records; thence along said last-mentioned easterly line, S.31°18'E. (S.30°47'30"E. calc.) 65.69 feet to the southeasterly corner thereof, also being the northeasterly corner of the parcel of land described in the Deed dated August 17, 1935, executed by Ontario Silver Mining Company to Roy Workman,

BOOK M20 PAGE 618

et ux., recorded February 14, 1936, entry number 56226 in book "Q" of Miscellaneous, page 268, Summit County Records; thence along the easterly line of said Workman parcel of land S.31°18'E. (S.30°47'30"E. calc.) 65.0 feet to the southeasterly corner thereof, also being the northeasterly corner of the parcel of land described in the Deed dated December 1, 1944, executed by Elizabeth Frazier to New Park Mining Company, recorded August 13, 1945, entry number 73561, in book "H" of Quitclaim Deeds, page 42, Summit County Records; thence along the easterly line of said New Park Mining Company parcel of land S.31°18'E. (S.30°47'30"E. calc.) 52.0 feet to the southeasterly corner thereof, also being the northerly line of the parcel of land described in the Deed dated August 14, 1935, executed by Ontario Silver Mining Company to Oluf Henriksor, et ux., recorded March 18, 1936, entry number 56640, in book "F" of Quitclaim Deeds, page 518, Summit County Records; thence along said northerly line of said Henriksor parcel of land N.59°32'30"E. (N.60°03'E. calc.) 8.03 feet to the northeasterly corner thereof; thence along the easterly line of said Henriksor parcel of land S.31°18'E. (S.30°47'30"E. calc.) 60.0 feet to the southeasterly corner thereof, also being the northerly line of the parcel of land described in the Deed dated August 12, 1935, executed by Ontario Silver Mining Company to C. D. Clegg, et ux., recorded December 2, 1935, entry number 55513, in book "F" of Quitclaim Deeds, page 485, Summit County Records; thence along said northerly line of the Clegg parcel of land N.58°38'30"E. (N.59°09'E. calc.) 14.55 feet to the northeasterly corner thereof; thence along the easterly line of said Clegg parcel of land and along the easterly line of the parcel of land also described in the above-mentioned Deed, also conveyed to C. D. Clegg, et ux., S.32°29'E. (S.31°58'30"E. calc.) 101.0 feet to the southeasterly corner thereof; thence along the southerly line of the last-mentioned Clegg parcel of land S.56°35'W. (S.57°05'30"W. calc.) 0.09 feet to the easterly line of the parcel of land described in the Deed dated August 14, 1935, executed by Ontario Silver Mining Company to Francis Thompson, et ux., recorded June 15, 1936, entry number 57400, in book "F" of Quitclaim Deeds, page 574, Summit County Records; thence along said easterly line of said Thompson parcel of land S.36°56'E. (S.36°25'30"E. calc.) 52.70 feet to the southeasterly corner thereof; thence along the southerly line of said Thompson parcel of land S.56°18'W. (S.56°48'30"W. calc.) 178.0 feet to the southwesterly corner thereof; thence S.36°25'30"E., 19.39 feet (calc.) to the northwesterly corner of the parcel of land described in the Deed dated August 14, 1935, executed by Ontario Silver Mining Company to Harris Mills, et ux., recorded May 2, 1936, entry number 57138, in book "F" of Quitclaim Deeds, page 537, Summit County Records; thence along the northerly line of said Mills parcel of land, N.56°25'30"E. (N.56°56'E. calc.), 154.8 feet to the northeasterly corner thereof; thence along the easterly line of said Mills parcel of land S.36°38'E. (S.36°07'30"E. calc.),

BOOK M20 PAGE 619

106.5 feet to the southeasterly corner thereof, also being the northerly line of the parcel of land described in the Deed dated April 8, 1960, executed by Minnie Lewis to Clyde H. Street, et ux., recorded April 13, 1960, entry number 91576 in book "W" of Warranty Deeds, page 108, Summit County Records; thence along said northerly line of the Street parcel of land N.53°29'E. (N.53°59'30"E. calc.), 39.30 feet to the northeasterly corner thereof; thence along the easterly line of said Street parcel of land S.22°29'E. (S.21°58'30"E. calc.), 135.5 feet to the southeasterly corner thereof, also being said south line of said Section 9; thence along said south line of Section 9, east (S.89°29'30"E. calc.), 250.56 feet (calc.) to the westerly line of the Union Pacific Railroad right-of-way, 100 feet wide; thence leaving said south line of Section 9, along said westerly line of above-mentioned Railroad parcel of land, along a tangent of a curve to the right, (the center line of said curve being described as having a radius of 2897.12 feet, a central angle of 29°42', chord length, 1485.00 feet, chord bearing N.17°07'W.) N.16°15'58"W., 346.76 feet and N.2°16'W., 361.85 feet to the end of said above-mentioned curve; (the tangent of said curve is being used for the purpose of this description only) thence continuing along said westerly line of the Railroad parcel of land, N.2°16'W., 45.48 feet (calc.) to a point which bears S.87°45'05"E. from the TRUE POINT OF BEGINNING; thence along said bearing line N.87°45'05"W., 534.68 feet to the TRUE POINT OF BEGINNING.

Cont. 7.43 acres, more or less.

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EXHIBIT 2-A

Parcel Two

A portion of the southwest quarter of Section 9, Twp. 2S., R. 4 E. S.L.B.&M., as said Section is shown on file in the office of the County Recorder of Summit County, described as follows:

Commencing at the southwest corner of said Section 9; thence along the south line of said Section 9, east (S.89°29'30"E. calc.) 1366.0 feet; thence leaving said south line, north (N.00°30'30"E. calc.), 645.0 feet to the southeasterly corner of the parcel of land described in the Deed dated August 19, 1935, executed by Ontario Silver Mining Company to Elizabeth Fraser, a widow, recorded February 13, 1936, entry number 56216, in book "Q" of Miscellaneous Records, page 267, Summit County Records; thence along said Fraser parcel of land N.25°24'W. (N.24°53'30"W. calc.), 153.0 feet to the northeasterly corner thereof; thence N.69°30'E. (N.70°00'30"E. calc.), 30.0 feet more or less to the westerly line State Highway known as Project No. S.R.-224 (SP-1735) (Parcel No. 224:4), also being the TRUE POINT OF BEGINNING; thence reversing said last-mentioned bearing, and along the north line of said Fraser parcel of land S.69°30'W. (S.70°00'30"W. calc.), 215.0 feet to the northwesterly corner of said Fraser parcel of land; thence along a curve to the left, a arc length of 255.47 feet (radius, 162.64 feet, central angle of 90°, chord length of 230.0 feet, chord bearing S.25°00'30"W.); thence S.19°59'30"E. (calc.), 24.53 feet; thence S.76°30'30"W., 50.53 feet; thence N.19°22'09"W., 18.82 feet; thence on a curve to the right, a arc length of 334.01 feet (radius, 212.64 feet, central angle of 90°, chord length of 300.72 feet, chord bearing of N.23°00'30"E.); thence parallel to said north line of said Fraser parcel of land, N.69°30'E. (N.70°00'30"E. calc.), 215.0 feet more or less to said westerly line of State Highway; thence along said westerly line of State Highway, 50.0 feet to the TRUE POINT OF BEGINNING.

Cont. .669 acres, more or less.

BOOK M20 PAGE 621

EXHIBIT 3-A

Parcel Three

Tract 1 - Parcel Three

All that portion of Block 24, as shown on the map entitled "SNYDER'S ADDITION TO PARK CITY", as said map is on file in the office of the County Recorder of Summit County, State of Utah, Described as follows;

Commencing at the northwesterly corner of said Block 24, also being the northwesterly corner of the parcel of land described in the deed dated August 15, 1935, executed by Ontario Silver Mining Company to Adrian Garcia, etux, recorded February 14, 1936 in Book Q of Quitclaims Deeds, page 269, Summit County Records; thence along the northerly line of said Block 24, and along the northerly line of said Garcia parcel of land, N.54°01'E., 175.0 feet to the northeasterly corner of said Garcia parcel of land also being the TRUE POINT OF BEGINNING; thence along the easterly line of said Garcia parcel of land and along the easterly line of the parcel of land described in the deed dated August 14, 1935, executed by Ontario Silver Mining Company to Ray Stevens, etux, recorded April 27, 1936 in Book F of Quitclaim Deeds, page 534, Summit County Records, S.35°59'E., 120.0 feet to the southeasterly corner of said Stevens parcel of land; thence along the southerly line of said Stevens parcel of land S.54°01'W., 175.0 feet to the southwesterly corner of said Stevens parcel of land, also being the westerly line of said Block 24; thence along said last mentioned westerly line, S.35°59'E., 350.0 feet to the northwesterly corner of the parcel of land described in the deed dated August 14, 1935, executed by Ontario Silver Mining Company to Gordon F. Tessman, recorded June 16, 1937, in Book G of Quitclaim Deeds, page 24, Summit County Records; thence along the northerly line of said Tessman parcel of land, N.54°01'E., 45.0 feet to the northeasterly corner thereof; thence along the easterly line of said Tessman parcel of land, S.35°59'E., 80.0 feet to the southeasterly corner thereof, also being the southerly line of said Block 24; thence along said last mentioned southerly line, N.54°01'E., 20.0 feet to the southwesterly corner of the parcel of land described in the deed dated August 15, 1935, executed by Ontario Silver Mining Company to H.D. Bates, etux, recorded May 19, 1936, in Book F of Quitclaim Deeds, page 549, Summit County Records; thence along the westerly line of said Bates parcel of land, N.35°59'W., 106.0 feet to the northwesterly corner thereof; thence along the northerly line of said Bates parcel of land, N.54°01'E., 10.0 feet; thence leaving said last mentioned northerly line, N.35°59'W., 0.50 feet to the southwesterly corner of the parcel of land described in the deed dated June 5, 1952, executed by Ray Elmer Gilbert to Earne H. Anderson, etux, recorded January 30, 1953, in Book U of Warranty Deeds, page 285, Summit County Records; thence along the westerly line of said Anderson parcel of land, N.35°59'W., 50.0 feet to the northwesterly corner thereof; thence along the northerly line of said Anderson parcel of land, N.54°01'E., 6.0 feet of the southwesterly corner of the parcel of land described in the deed dated August 16, 1935, executed by Ontario Silver Mining Company to Mrs. L. V. Trotman, recorded March 4, 1936, in Book F Quitclaim Deeds, page 512, Summit County Records; thence along the westerly line of said Trotman parcel of land, N.35°59'W., 60.0 feet to the northwesterly corner thereof; thence along the northerly line of said Trotman parcel of land N.54°01'E., 75.0 feet to the northeasterly corner thereof; thence along the easterly line of said Trotman parcel of land S.35°59'E., 60.0 feet to the southeasterly corner thereof; thence along the southerly line of said Trotman parcel of land, S.54°01'W., 6.0 feet to the northeasterly corner of said above mentioned Earne H. Anderson parcel of land; thence along the easterly line of said Anderson parcel of land S.35°59'E., 50.0 feet to the southeasterly corner thereof; thence S.35°59'E., 0.50 feet to the northerly line of said above mentioned H.D. Bates parcel of land; thence along said last mentioned northerly line, N.54°01'E., 5.0 feet to the northeasterly corner thereof; thence along the easterly line

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of said Bates parcel of land, S.35°59'E., 106.0 feet to the southeasterly corner thereof, also being said southerly line of Block 24; thence along said last mentioned southerly line, N.54°01'E., 200.0 feet; thence N.35°59'W. 9.0 feet to the southeasterly corner of the parcel of land described in the deed dated June 1, 1959, executed by United Park City Mines Company to George P. Gidley, recorded March 8, 1960, in Book I of Warranty Deeds, page 398, Summit County Records; thence along the southerly line of said Gidley parcel of land S.54°01'W., 102.0 feet to the southwesterly corner thereof; thence along the westerly line of said Gidley parcel of land, N.35°59'W., 3.0 feet to the southeasterly corner of the parcel of land described in the deed dated October 17, 1935, executed by Ontario Silver Mining Company to Ed McPolin, etux, (original deed is not on file in the office of the County Recorder of Summit County; however, United Park City Mines Company has a signed copy of said deed which it will record); thence along the southerly line of said McPolin parcel of land, S.54°01'W., 43.0 feet to the southwesterly corner thereof; thence along the westerly line of said McPolin parcel of land, N.35°59'W., 65.0 feet to the northwesterly corner thereof; thence along the northerly line of said McPolin parcel of land, N.54°01'E., 10.0 feet to a point on the westerly line of the parcel of land described in the deed dated October 2, 1935, executed by Ontario Silver Mining Company to James Sweatfield, etux, (original deed is not on file in the office of the County Recorder of Summit County; however, United Park City Mines Company has a signed copy of said deed which it will record), said point being N.35°59'W., 2.0 feet from the southwesterly corner of said Sweatfield parcel of land; thence along said westerly line of Sweatfield parcel of land N.35°59'W., 33.0 feet to the northwesterly corner thereof, also being a point on the southerly line of the parcel of land described in the deed dated August 17, 1935, executed by Ontario Silver Mining Company to Norman Smith, etux, recorded April 9, 1936, in Book F of Quitclaim Deeds, page 528, Summit County Records, said point being N.54°01'E., 1.0 feet from the southwesterly corner of said Smith parcel of land; thence along said southerly line of Smith parcel of land, S.54°01'W., 1.0 feet to said southwesterly corner of Smith parcel of land; thence along the westerly line of said Smith parcel of land, N.35°59'W., 38.0 feet to the northwesterly corner thereof; thence along the northerly line of said Smith parcel of land N.54°01'E. 17.0 feet to a point which bears S.35°59'E., 1.0 feet from the southwesterly corner of the parcel of land described in the deed dated October 17, 1935, executed by Ontario Silver Mining Company to Ed McPolin, etux, (original deed is not on file in the office of the County Recorder of Summit County; however, United Park City Mines Company has a signed copy of said deed, which it will record); thence along said bearing line N.35°59'W., 1.0 ft. to said southwesterly corner of McPolin parcel of land, thence along the westerly line of said McPolin parcel of land N.35°59'W., 38.0 feet to the northwesterly corner thereof; thence along the northerly line of said McPolin parcel of land N.54°01'E., 114.0 feet to a point from which the southeasterly corner of the parcel of land described in the deed dated November 1, 1956, executed by R. G. Buck, etux to Carl E. Smith, etux, recorded September 6, 1960 in Book W of Warranty Deeds, page 190, Summit County Records, bears S.35°59'E., 3.0 feet; thence along said bearing line N.35°59'W., 3.0 feet to said southeasterly corner of last mentioned Smith parcel of land; thence along the southerly line of said last mentioned Smith parcel of land S.54°01'W., 75.0 feet to the southwesterly corner thereof; thence along the westerly line of said last mentioned Smith parcel of land, N.35°59'W., 35.0 feet to the northwesterly corner thereof; thence along the northerly line of said last mentioned Smith parcel of land N.54°01'E., 75.0 feet to the northeasterly corner thereof, also being the westerly line of Park Avenue; thence along said westerly line of Park Avenue N.35°59'W., 119.0 feet to a point on the southerly line of the parcel of land described in the deed dated August 19, 1935, executed by Ontario Silver Mining Company to David Stonebreaker, etux, recorded December 2, 1935, in Book F Quitclaim Deeds, page 483, Summit County Records, said point bears S.54°01'W., 6.0 feet from the southeasterly corner of said Stonebreaker parcel of land; thence along said bearing line N.54°01'E., 6.0 feet to said southeasterly corner of Stonebreaker parcel of land; thence reversing said last mentioned bearing S.54°01'W., 115.0 feet to the southwesterly corner thereof; thence along the westerly line of said Stonebreaker parcel of land N.35°59'W., 50.0 feet

to the northwesterly corner thereof, also being on the southerly line of the parcel of land described in the deed dated August 14, 1935, executed by Ontario Silver Mining Company to Frank Archer, etux, recorded June 1, 1937, in Book G of Quitclaim Deeds, page 20, Summit County Records; thence along said southerly line of Archer parcel of land, S.54°01'W., 22.0 feet to the southwesterly corner thereof; thence along the westerly line of said Archer parcel of land, N.35°59'W., 156.0 feet to the northwesterly corner thereof, also being the above mentioned northerly line of Block 24; thence along said northerly line of Block 24 S.54°01'W., 44.0 feet to the TRUE POINT OF BEGINNING,

EXCEPTING THEREFROM:

1. That certain parcel of land described in the deed dated August 14, 1935 executed by Ontario Silver Mining Company to Nick Christ, recorded March 6, 1936, in Book F of Quitclaim Deeds, page 514, Summit County Records, described as follows: BEGINNING at a point N.54°01'E. 200 feet and S.35°59'E., 165 feet from the Northwest corner of Block 24, Snyder's Addition Park City, Utah; thence S.35°59'E., 40 feet; thence S.54°01'W., 50 feet; thence N.35°59'W., 40 feet; thence N.54°01'E., 50 feet to beginning.
2. That certain parcel of land described in the deed dated October 28, 1966, executed by United Park City Mines Company to James L. Santy, etux, recorded November 17, 1966 in Book M8 of Official Records, page 534, Summit County Records, described as follows: BEGINNING at a point on the West line of Woodside Avenue, as the same exists on the ground, said point of beginning being South 8.16 feet and East 245.96 feet from the Western most corner of Block 24, Snyder's Addition to Park City, located in Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian and running thence South 54°01' West 80.00 feet; thence South 20°26': 20" East 64.23 feet; thence North 62° 42' East 92.00 feet to said West line of Woodside Avenue; thence North 31°15' West along said West line, 76.03 feet to the point of beginning.
3. That certain parcel of land described in the deed dated July 10, 1967, executed by Park City Corporation to James L. Santy, recorded November 24, 1967, in Book M12 of Official Records, page 504, Summit County Records, described as follows: BEGINNING at a point on the West line of Woodside Avenue, as the same exists on the ground, said point of beginning being South 57.29 feet and East 275.77 feet from the Westerly corner of Block 24; thence S.52°29'W., 91.91 feet; thence South 20°26'20" E., 2.23 feet; thence N.62°42'E., 92.0 feet to said West Line of Woodside Avenue; thence N.31°15'W., 18.56 feet to the point of beginning.
4. Excepting therefrom that portion lying within Park Avenue.

Cont. 1.871 acres, more or less

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EXHIBIT 3-A

Parcel Three

Tract 2 - Parcel Three

All that portion of Block 24, as shown on the map entitled "SNYDER'S ADDITION TO PARK CITY", as said map is on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

Beginning at the intersection of the south line of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, and the easterly line of said Block 24; thence along said easterly line of Block 24, S.32°37'E., 473.2 feet to the southeasterly corner of said Block 24; thence along the southerly line of said Block 24, S.54°01'W. 94.0 feet to the southeasterly corner of the parcel of land described in the deed dated April 4, 1916, executed by Drucilla Cunningham to Edward L. Berry, etux, recorded May 25, 1930 in Book F of Quitclaim deeds, page 559, Summit County Records; thence along the easterly line of said Berry parcel of land, N.35°59'W., 30.0 feet to the northeasterly corner thereof; thence along the northerly line of said Berry parcel of land S.54°01'W., 29.88 feet to the southeasterly corner of the parcel of land described in the deed dated August 13, 1935, executed by Ontario Silver Mining Company to Mary Eberle, recorded February 19, 1936 in Book F of Quitclaim Deeds, page 506, Summit County records; thence along the easterly line of said Eberle parcel of land, N.35°59'W., 57.0 feet to the northeasterly corner thereof; thence along the northerly line of said Eberle parcel of land, S.57°00'W., 48.0 feet, to the Southeasterly corner of the parcel of land described in the deed dated August 16, 1935, executed by Ontario Silver Mining Company to Elmer Maxwell, recorded December 3, 1935, in Book F of Quitclaim Deeds, page 487, Summit County Records; thence along the easterly line of said Maxwell parcel of land, N.35°59'W., 75.0 feet, and N.83°28'W., 36.8 feet; thence S.54°01'W., 49.0 feet to the Easterly line of Park Avenue; thence along said Easterly line of Park Avenue, N.35°59'W., 209.95 feet; thence leaving said Easterly line of Park Avenue, N.54°01'E., 6.0 feet to the Southwesterly corner of the parcel of land described in the deed dated August 14, 1935, executed by Ontario Silver Mining Company to Olaf Henrikson, recorded March 18, 1936, in Book F of Quitclaim Deeds, page 518, Summit County Records; thence along the southerly line of said Henrikson parcel of land, N.54°01'E., 90.0 feet to the southeasterly corner thereof; thence along the easterly line of said Henrikson parcel of land N.5° E, 107.0 feet to the northeasterly corner thereof, also being the southeasterly corner of the parcel of land described in the deed dated August 16, 1935, executed by Ontario Silver Mining Company to Ephriam Adamson, etux, recorded January 21, 1936, in Book Q of Quitclaim deeds, page 253, Summit County Records; thence along the easterly line of said Adamson parcel of land, N.18°00'W., 53.0 feet to the northeasterly corner thereof, also being the northerly line of said Block 24; thence along said northerly line of Block 24, N.54°01'E., 13.0 feet, to said above mentioned south line of Section 9; thence along said south line of Section 9, East 99.37 feet to the Point of Beginning.

Cont. 2.224 acres more or less

EXCEPTING THEREFROM:

All that portion thereof, lying within the boundaries of the Union Pacific Railroad Right-of-way (200' Wide). Comprising of .046 acres more or less

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EXHIBIT 3-A

Parcel Three

Tract 3 - Parcel Three

All that portion of Block 24, as shown on the map entitled "SNYDER'S ADDITION TO PARK CITY," as said map is on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

Beginning at a point N.54°01'E., 406.0 feet from the northwesterly corner of said Block 24, also being the northwesterly corner of the parcel of land described in the deed dated August 16, 1935, executed by Ontario Silver Mining Company to Ephraim Adamson, recorded January 21, 1936, in Book Q of Quitclaim Deeds, page 253, Summit County Records; thence along the westerly line of said Adamson parcel of land and along the westerly line of the parcel of land described in the deed dated October 6, 1958, executed by Orvel W. Henrickson, etux, to Della M. Frazier Welch, recorded October 27, 1958 in Book I of Quitclaim Deeds, page 304, Summit County Records, S.35°59'E., 130.5 feet to the southwesterly corner of said Welch parcel of land; thence S.54°01'W., 6.0 feet to the easterly line of Park Avenue; thence along said easterly line of Park Avenue, N.35°59'W., 130.5 feet to the northerly line of said Block 24; thence along said northerly line of Block 24, N.54°01'E., 6.0 feet to the POINT OF BEGINNING.

Cont. .018 acres, more or less.

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EXHIBIT 3-A

Parcel Three

Tract 4 - Parcel Three

All that portion of Block 24, as shown on the map entitled "SNYDER'S ADDITION TO PARK CITY", as said map is on file in the office of the County Recorder of Summit County, State of Utah, described as follows;

Beginning at a point, N.54°01'E. 406.0 feet and S.35°59'E, 340.0 feet from the northwesterly corner of said Block 24, also being the northwesterly corner of the parcel of land described in the deed dated August 16, 1935, executed by Ontario Silver Mining Company to Elmer Maxwell, recorded December 3, 1935, in Book F of Quitclaim Deed 487, Summit County Records; thence along the westerly line of said Maxwell parcel of land and along the westerly line of the parcel of land described in the deed dated August 13, 1935, executed by Ontario Silver Mining Company to Mary Eberle, recorded February 19, 1936 in Book F of Quitclaim Deeds, page 506, Summit County Records, S.35°59'E., 160.0 feet to a point on the northerly line of the parcel of land described in the Deed dated April 4, 1916, executed by Drucilla Cunningham to Edward L. Berry, etux, recorded May 25, 1930, in Book F of Quitclaim Deeds, page 559, Summit County Records; thence along the northerly line of said Berry parcel of land S.54°01'W. 2.12 feet to the northwesterly corner of said Berry parcel of land; thence along the westerly line of said Berry parcel of land, S.35°59'E., 30.0 feet to the southwesterly corner of said Berry parcel of land, also being the southerly line of said Block 24; thence along said southerly line of Block 24 S.54°01'W., 3.88 feet to the easterly line of Park Avenue; thence along said easterly line of Park Avenue, N.35°59'W, 190.0 feet to a point which bears S.54°01'W, 6.0 feet from the point of beginning; thence along said Bearing line N.54°01'E., 6.0 feet to the POINT OF BEGINNING.

Cont. .025 acres, more or less.

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EXHIBIT 3-A

Tract 5 - Parcel Three

All that portion of the Northeast quarter of the Northwest quarter of Section 16, Twp. 2S, R. 4E, S.L.B. & M., as said Section is shown on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

Beginning at a point on the North line of said Section 16, said point being West, 535.67 feet from the North 1/4 corner of said Section 16, said point being on the Easterly line of Block 24, as said Block is shown on the map entitled "Snyder's Addition to Park City," as said map is file in the office of the County Recorder of Summit County; thence along said Easterly line of Block 24, S32°37'E, 360.0 feet to the intersection of the Westerly line of Union Pacific Railroad Right-of-way and said Easterly line of Block 24; thence leaving said Easterly line of Block 24, Northerly along said Westerly line of Union Pacific Railroad Right-of-way, along a curve to the right, (the center line of said curve being described as having a radius of 2897.12 feet, a central angle of 29°42', chord length of 1485.00 feet, chord bearing of N17°07'W.), 320.0 feet to said North line of Section 16; thence along said North line of Section 16, West 91.0 feet to the point of beginning.

Cont. .230 acres, more or less

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EXHIBIT 4-A

Parcel Four

Tract 1 - Parcel Four

A portion of the southwest quarter of the northeast quarter of Section 16, Twp. 2 S., R. 4 E. S.L.B.&M., described as follows:

Beginning at a point on the east line of said southwest quarter of northeast quarter, north 50.0 feet from the southeast corner thereof; thence along said east line, north 43.97 feet; thence leaving said east line N.66°11'W. 142.63 feet; thence S.31°58'E. 119.75 feet; and thence east 67.1 feet to said east line and the POINT OF BEGINNING.

Cont. 0.144 acres, more or less.

Tract 2 - Parcel Four

Beginning at a point on the east line of said southwest quarter of the northeast quarter, north 231.33 feet from the southeast corner thereof; thence leaving said east line S.65°49'W. 56.38 feet; thence S.24°11'E., 28.28 feet; thence N.72°39'W. 143.0 feet to a point on the southerly line of the parcel of land known as the "KIDDER TRACT", as described in the Deed dated April 6, 1893, executed by George C. Kidder to Jane L. Kidder, on file in the office of the County Recorder of Summit County, said point being N.69°E., 15.9 feet from Post No. 1 of said "KIDDER TRACT"; thence along said southerly line, N.69°E. 109.1 feet to Post No. 2 of said "KIDDER TRACT"; thence along the east line of said "KIDDER TRACT", north, 165 feet to Post No. 3 of said "KIDDER TRACT"; thence along the northeasterly line of said "KIDDER TRACT", N.34°35'W., 159.53 feet; thence east 168.48 feet to said east line of the southwest quarter of the northwest quarter; thence along said last-mentioned east line, south 332.26 feet to the POINT OF BEGINNING.

Cont. .856 acres, more or less.

EXHIBIT 5-A

Parcel Five

Tract 1 - Parcel Five

A portion of Section 16, Twp. 2 S., R. 4 E. S.L.B.&M., known as "MARSAC MILLSITE", lying within the boundaries of the Subdivision entitled "PARK CITY TOWNSITE", on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

Beginning at the southwesterly corner of Lot 1, Block 56 of said above-mentioned Subdivision, thence S.81°17'E. along the southerly boundary line of said Block 56, 206.98 feet to the southwesterly corner of Lot 10, in said Block 56; thence leaving said southerly line S.23°26'E. 525.03 feet to the northerly line of the parcel of land described in the Deed from Daly Mining Company to Park City School District, on file in the office of the County Recorder of Summit County; thence along said northerly line of said Park City School District parcel of land S.66°34'W. 103.97 feet to the northwesterly corner thereof, which said last-mentioned northwesterly corner bears N.66°34'E. 70.0 feet from the southeasterly corner of Lot 2, Block 24 of said above-mentioned Subdivision; thence S.66°34'W., 25.0 feet; thence N.23°38'W. 50.0 feet; thence S.66°22'W. 45.0 feet to the northeasterly corner of Lot 3, in said Block 24; thence N.23°38'W. along the easterly line of said Block 24, 175.0 feet to the northeasterly corner of Lot 10, in said Block 24; thence N.66°22'E. 10.0 feet; thence S.23°38'E. 5.0 feet; thence N.66°22'E. 20.0 feet; thence N.23°38'W. 55.0 feet; thence S.66°22'W. 30.0 feet to the northeasterly corner of Lot 12 in said Block 24; thence N.23°38'W. along said easterly line of Block 24, and along the easterly line of Block 25, of above-mentioned Subdivision, 360.6 feet to the POINT OF BEGINNING.

Cont. 2.33 acres, more or less.

Tract 2 - Parcel Five

Lot 6 and one foot on each side of Silver Creek in Lot 7, Block 56, of the Subdivision entitled "PARK CITY TOWNSITE", on file in the office of the County Recorder of Summit County, State of Utah.

Cont. .05 acres, more or less.

Tract 3 - Parcel Five

A portion of Section 16, Twp. 2 S., R. 4 E. S.L.B.&M., known as "MARSAC MILLSITE", lying within the boundaries of the Subdivision entitled "PARK CITY TOWNSITE", on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

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Commencing at the northwesterly corner of the parcel of land described in the Deed from Daly Mining Company to Park City School District, on file in the office of the County Recorder of Summit County, said northwesterly corner bears N.66°34'E. 70.0 feet from the southeasterly corner of Lot 2, Block 24, of said above-mentioned Subdivision; thence S.23°31'E. along the westerly line of said Park City School District parcel of land, 200.0 feet to the TRUE POINT OF BEGINNING; thence continuing along said above-mentioned westerly line, N.66°34'E. 30.0 feet and S.23°31'E. 157.3 feet to the southwesterly corner thereof; thence along the southerly line of said Park City School District parcel of land, N.66°34'E. 199.8 feet to the southeasterly corner thereof, also being the westerly line of Marsac Ave. as shown on above-mentioned Subdivision; thence along said westerly line of Marsac Ave. S.23°38'E. 100.0 feet more or less to a point which the southeasterly corner of Lot 1, Block 23, bears, N.66°34'E. 300 feet, said Lot 1, Block 23 is shown on above-mentioned Subdivision; thence along said last-mentioned bearing line S.66°34'W. 230.0 feet to a point which bears S.23°31'E. 257.3 feet from the TRUE POINT OF BEGINNING; thence along said last-mentioned bearing line N.23°31'W. 257.3 feet to the TRUE POINT OF BEGINNING.

Cont. .63 acres, more or less.

Tract 4 - Parcel Five

A portion of Section 16, Twp. 2 S., R. 4 E. S.L.B.&M., known as "MARSAC MILLSITE", lying within the boundaries of the Subdivision entitled "PARK CITY TOWNSITE", on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

Beginning at the southeasterly corner of Lot 10, Block 23, as shown on the above-mentioned Subdivision; thence along the easterly line of said Block 23, S.23°31'E. 166.0 feet; thence N.66°29'E. 50.00 feet; thence N.23°31'W. 166.0 feet; thence S.66°29'W. 50.0 feet to the POINT OF BEGINNING.

Cont. .19 acres, more or less.

Tract 5 - Parcel Five

A portion of Section 16, Twp. 2 S., R. 4 E. S.L.B.&M., known as "MARSAC MILLSITE", lying within the boundaries of the Subdivision entitled "PARK CITY TOWNSITE", on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

Beginning at the southeasterly corner of Lot 1, Block 23, as shown on the above-mentioned Subdivision; thence along the easterly line of said Block 23, N.23°31'W. 34.0 feet; thence N.66°29'E. 50.0 feet; thence S.23°31'E. 34.0 feet; thence

S.66°29'W. 50.0 feet to the POINT OF BEGINNING.

Cont. .04 acres, more or less.

Tract 6 - Parcel Five

A portion of Section 16, Twp. 2 S., R. 4 E. S.L.B.&M., known as "MARSAC MILLSITE", lying within the boundaries of the Subdivision entitled "PARK CITY TOWNSITE", on file in the office of the County Recorder of Summit County, State of Utah, described as follows:

Beginning at the southeasterly corner of Lot 11, Block 23, as shown on above-mentioned Subdivision; thence N.66°29'E. 50.0 feet; thence N.23°31'W. 177.6 feet; thence S.66°29'W. 10.0 feet; thence S.23°31'E. 127.60 feet; thence S.66°29'W. 5.0 feet; thence S.23°31'E. 25.0 feet; thence S.66°29'W. 35.0 feet to the easterly line of said Block 23; thence S.23°31'E. 25.0 feet to the POINT OF BEGINNING.

Cont. .07 acres, more or less.

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City Council Staff Report



Subject: First Restated Black Diamond Plat
Application: PL-22-05484
Author: Virgil Lund, Planner I
Date: April 4, 2023
Type of Item: Administrative – Plat Amendment

Recommendation

(I) Review the First Restated Black Diamond Plat, (II) hold a public hearing, and (III) consider approving Ordinance No. 2023-15, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Ordinance (Exhibit A).

Description

Applicant: Dana Herman
Polly McLean, Applicant Representative

Location: 2280 Deer Valley Drive

Zoning District: Residential Development

Adjacent Land Uses: Resort, Recreation and Open Space

Reason for Review: Plat Amendments require Planning Commission recommendation and City Council Final Action¹

CUP Conditional Use Permit
HOA Homeowners Association
LMC Land Management Code
MPD Master Planned Development
RD Residential Development

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

Summary

The Applicant proposes to amend the Black Diamond Plat to convert Common Area to private ownership, shifting 336 square feet from Common to private for Unit 341, and 336 square feet from Common to private for Unit 352. The Applicant also proposes to correct the recorded Plat to reflect as-built conditions and to increase the Common Area by 265 square feet for the ski locker room and après lobby expansion.

On March 22, 2023, the Planning Commission reviewed the proposal, held a public

¹ LMC [§ 15-7.1-2](#)

hearing, and unanimously forwarded a positive recommendation for City Council's consideration. ([Staff Report](#); [Audio Recording](#))

Background

The Black Diamond Lodge is a 27 Multi-Unit Dwelling located in the Residential Development (RD) Zoning District in the Lower Deer Valley neighborhood. On March 8, 2000, the Planning Commission approved a Master Planned Development/Conditional Use Permit Application for the Mountain View Lodge (now known as Black Diamond Lodge) (Exhibit B).

The City Council approved the original Plat on August 31, 2000 (recorded with Summit County on October 27, 2000, Entry No. 575647 (Exhibit C)).

The Black Diamond Lodge is part of the twelfth amended and restated Deer Valley Resort Large Scale Master Planned Development (Exhibit D). The MPD shows 29 Units are permitted for the Black Diamond Lodge, and 27 have been built.

On March 21, 2020, the homeowner association (HOA) voted 80.1% to sell two Common Area spaces to the owners of Units 341 and 352. The HOA approved 336 square feet of common area for private use of Unit 341 and 336 square feet of common area for private use of Unit 352. The additional square footage was taken from attic/roof space and no new construction occurred. The images below show the proposed increase in private ownership square footage for Units 341 and 352:

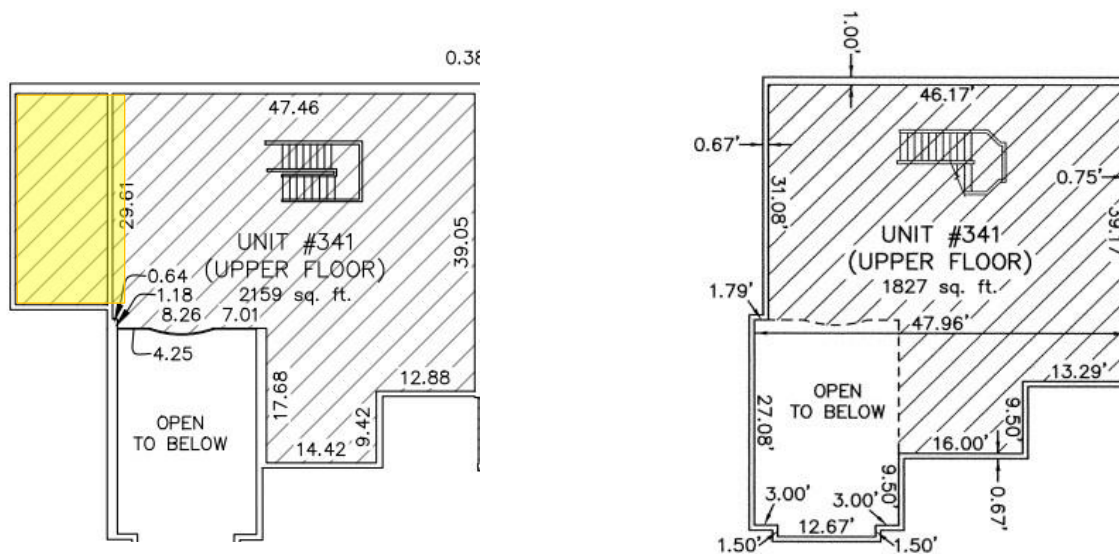


Figure 1: Draft Plat (left) compared to the Original Plat (right) for Unit 341 Additional area highlighted in yellow

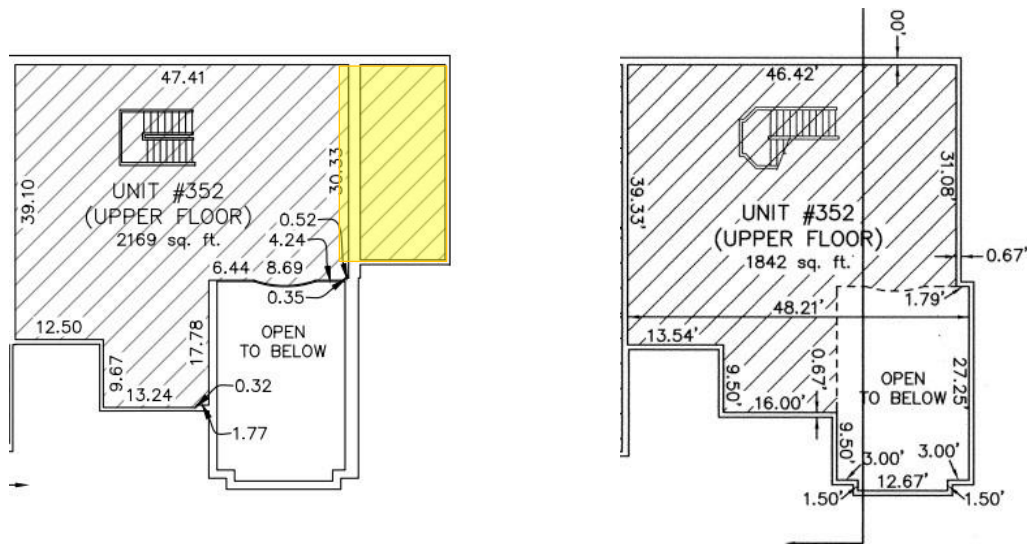


Figure 2: Draft Plat (left) compared to the Original Plat (right) for Unit 352. Additional area highlighted in yellow

The original Plat that is recorded with the County is a pre-construction Plat. This Plat was never amended to include minor changes that occurred during the construction process to show the building and Units in an “as-built” finished state. The Applicant proposes to correct the Plat to reflect what was constructed, instead of the pre-construction plans. 27 Units are shown on the proposed Plat with their as-built square footages. Park City has no record of re-model building permits that would have changed the square footages of each Unit. The original Building Permit for the Black Diamond Lodge, beginning with Building 2, was approved on January 26, 2001 (Exhibit F). The construction altered the square footages slightly to what was originally platted with Summit County.

Exhibit E shows the differences in square footages between the Recorded Plat and the Proposed Plat. There is a total increase of 504 square feet of private ownership square footage, which corrects discrepancies and includes the increase of private ownership for Unit 341 and Unit 352. For Common Area square footage, there is a decrease of 191 square feet between the Recorded Plat and the Proposed Plat. This corrects discrepancies and includes the increase of Common Area for the ski locker room and après lobby expansion. The Limited Common Area shows a decrease in 152 square feet which corrects discrepancies between the Recorded Plat and the Proposed Plat.

The image below shows the original Plat and the Proposed Plat for the increased Common Area:

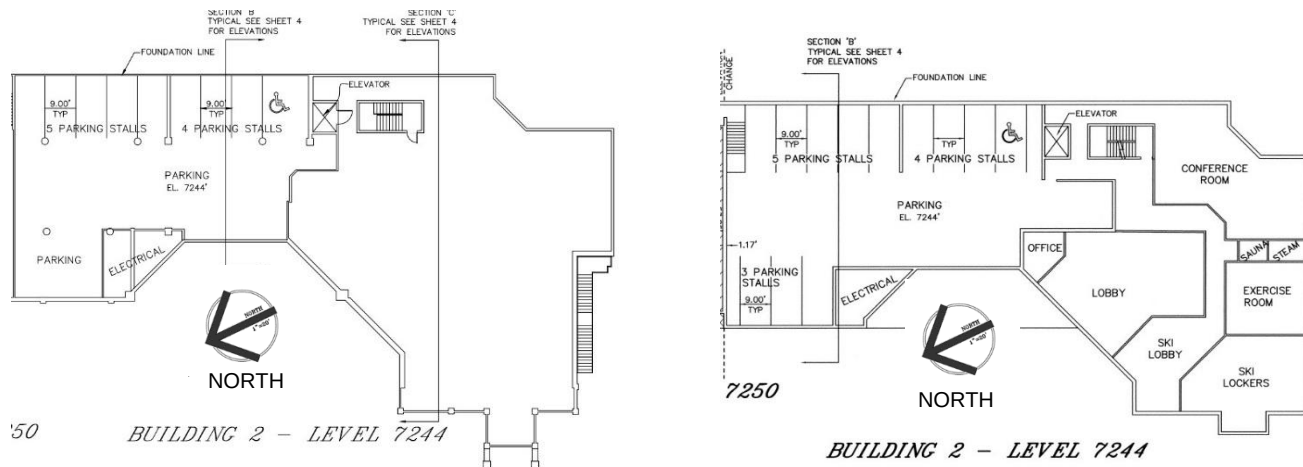


Figure 3: Draft Plat (left) compared to the Original Plat (right)

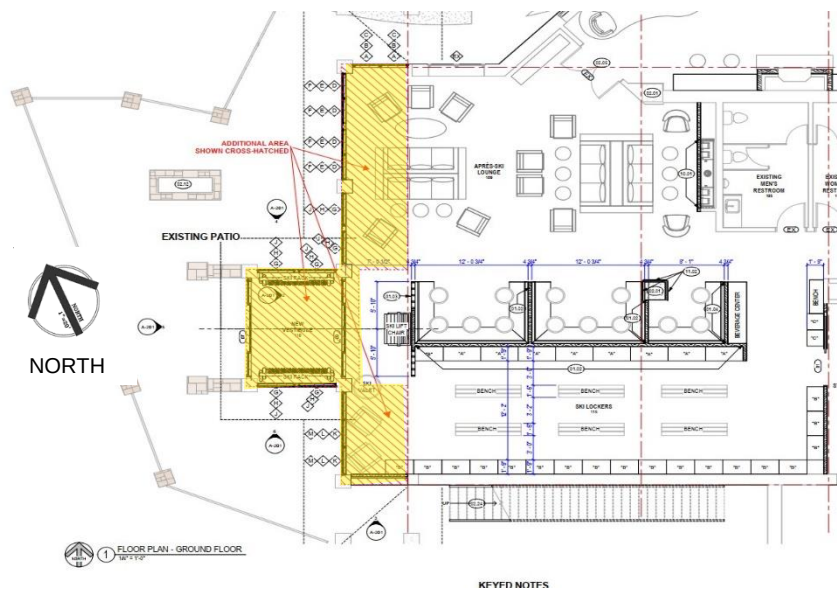


Figure 4: Proposed lobby expansion plans (please note shift in orientation)

On December 16, 2022, the Applicant submitted a Plat Amendment application. On February 16, 2023, staff determined the application was complete.

Analysis

(I) The proposed Plat Amendment complies with the Residential Development (RD) Zoning District Requirements

The proposed Plat Amendment is consistent with the Lot and Site requirements of the RD Zoning District. All proposed changes to the residential units within the Plat are restricted to the building's interior Area and will not change the existing condominium structure. The proposed expansion of Common Area for the ski locker room and après

lobby is within the existing rooflines and meets RD Zoning District Front Setbacks.

The table below outlines the RD Zoning District Lot and Site Requirements established in LMC § [15-2.13-3](#)

RD Zoning District Requirement	Analysis of Proposal
Setbacks: Front: 20 feet Rear: 15 feet Side: 12 feet	Complies The proposed lobby expansion extends toward the Front Setback and complies; the Front Setback is 20.1 feet.

(II) The proposal, as conditioned, complies with LMC § 15-3-6, Parking Ratio Requirements

The following table outlines the current parking requirements required by LMC [§ 15-3-6](#)

Residential Parking Ratio Requirements for Multi-Unit Dwellings	Parking Ratio
Apartment/Condominium not greater than 1,000 sf floor Area	1 Per Dwelling Unit
Apartment/Condominium greater than 1,000 sf and less than 2,000 sf floor Area	1.5 Per Dwelling Unit
Apartment/Condominium 2,000 sf floor Area or greater	2 per Dwelling Unit

The recorded Plat indicates 62 parking spaces were originally planned to be built on the pre-construction Plat for the Black Diamond Lodge Condominiums (Exhibit B). The 2000 CUP/MPD Application (Exhibit C) shows a Condition of Approval that two parking spaces be built for each Dwelling Unit, with additional guest parking spaces provided. With 27 Units and 61 parking spaces built, the Black Diamond Lodge meets the parking requirements.

The Proposed Draft Plat indicates 61 parking spaces were constructed. Under the current parking requirements from the LMC and parking requirements from the approved CUP, 54 spaces are required, plus additional guest parking. The Proposed Draft Plat complies with parking requirements with 61 parking spaces.

(III) The proposal complies with LMC § 15-7.1-3(B) *Plat Amendment*

Changes to platted elements including conversion of Common Area/limited Common Area to private Area within a condominium requires a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC [§ 15-7-1.6](#) and approval shall require a finding of Good Cause.

LMC [§ 15-15-1](#) defines Good Cause as “[Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”

The Planning Commission finds Good Cause for this Plat Amendment because existing issues between the recorded Plat and as-built conditions are corrected, the proposed changes comply with existing zoning regulations, and the Draft Plat is consistent with the planning goals of the original approval as well as the overall goals of the Deer Valley MPD.

(IV) The Development Review Committee reviewed this proposal on February 7, 2023, and did not identify any issues.²

Department Review

The Planning Department, Engineering Department, and City Attorney’s Office reviewed this report and did not find an issues with the proposed Plat amendment.

Notice

Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on March 8, 2023. Staff mailed courtesy notice to property owners within 300 feet on March 7, 2023. The *Park Record* published notice on March 8, 2023.³

Public Input

Staff did not receive any public input related to this application, and no public comments were made at the Planning Commission’s public hearing on March 22, 2023.

Alternatives

- The City Council may adopt Ordinance No. 2023-15; or

² The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney’s Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

³ LMC [§ 15-1-21](#).

- The City Council may deny Ordinance No. 2023-15 and direct staff to make Findings for this decision; or
- The City Council may continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Ordinance No. 2023-15 and Proposed Plat

Exhibit B: Original CUP/MPD Application

Exhibit C: Summit County Recorder Entry No 575647

Exhibit D: Twelfth Amended and Restated Deer Valley Resort Large Scale Master Planned Development

Exhibit E: Square Footage Comparisons

Exhibit F: Original Building Permit

Ordinance No. 2023-15

AN ORDINANCE APPROVING THE FIRST RESTATED BLACK DIAMOND PLAT, LOCATED AT 2280 DEER VALLEY DRIVE, SUMMIT COUNTY, PARK CITY, UTAH

WHEREAS, the owners of the property located at 2280 Deer Valley Drive petitioned the City Council for approval of the First Restated Black Diamond Plat; and

WHEREAS, on March 8, 2023, notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on March 7, 2023, courtesy notice was mailed to property owners within 300 feet of 2280 Deer Valley Drive and notice was posted to the property; and

WHEREAS, on March 22, 2023, the Planning Commission reviewed the application and held a public hearing; and

WHEREAS, on March 22, 2023, the Planning Commission forwarded a positive recommendation for City Council's consideration on April 4, 2023; and

WHEREAS, on April 4, 2023, the City Council reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, the plat is consistent with the Park City Land Management code including § 15-7.1-3(B), § 15-12-15(B)(9), and Chapters 15-2.13 and 15-7.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. APPROVAL. The First Restated Black Diamond Plat Amendment, located at 2280 Deer Valley Drive, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

Background:

1. The Black Diamond Lodge Plat was approved in 2000.
2. The property is located at 2280 Deer Valley Drive.
3. The property is listed with Summit County as Parcel numbers BDL-141, BDL-243, and BDL-352
4. The Black Diamond Lodge is in the Residential Development (RD) Zoning District.
5. The Black Diamond Lodge is subject to the twelfth amended and restated Deer Valley Resort Large Scale Master Planned Development.
6. On March 8, 2000, the Park City Planning Commission approved a Master Planned Development Application/Conditional Use Permit for the Mountain View Lodge (changed to Black Diamond Lodge).
7. This Plat Amendment accurately identifies the square footages for all private ownership and Common Areas in the Black Diamond Lodge.

8. At the time of development, the Planning Commission required two parking spaces per Unit plus additional guest parking for the Black Diamond Lodge.
9. The current LMC requires two (2) parking spaces per Dwelling Units with a Floor Area greater than 2,000 square feet in a Multi-Unit Dwelling.
10. The Plat Amendment complies and provides 61 parking spaces.

Conclusions of Law

1. There is Good Cause for this Plat Amendment because existing discrepancies between the recorded Plat and as-built conditions are corrected, and the original planning goals of the Black Diamond MPD and Deer Valley MPD are accomplished.
2. The Plat Amendment is consistent with the Park City Land Management Code, including Chapter 15-2.13 *Residential Development (RD) Zoning District*, and § 15-7.1-6 *Final Subdivision Plat*.
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

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Plat for compliance with State law, the Land Management Code, and the Conditions of Approval, prior to recordation of the Plat.
2. The Applicant shall record the plat at the County within one (1) year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this Plat approval 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 construction.
4. City Engineer shall review and approve all Lot grading, utility installation, public improvement, and drainage plans for compliance with City standards prior to issuance of any building permits.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 4th Day of April 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

ATTEST:

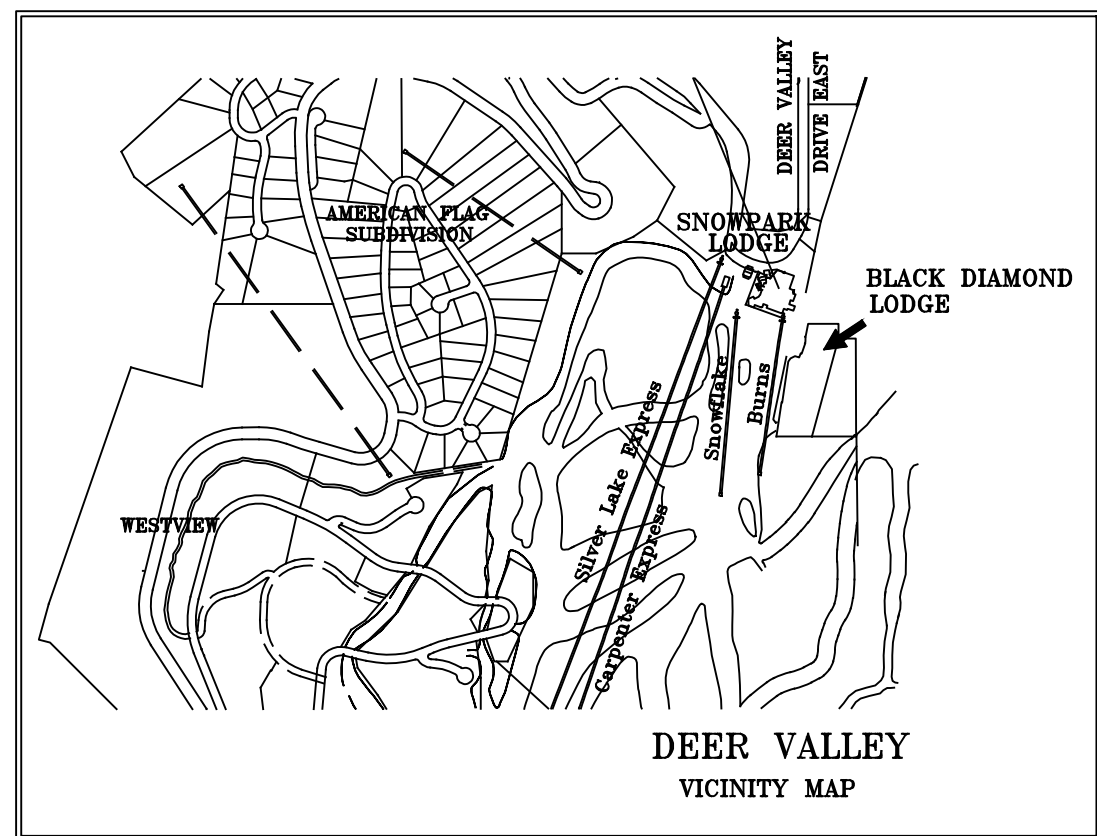
City Recorder

APPROVED AS TO FORM:

City Attorney

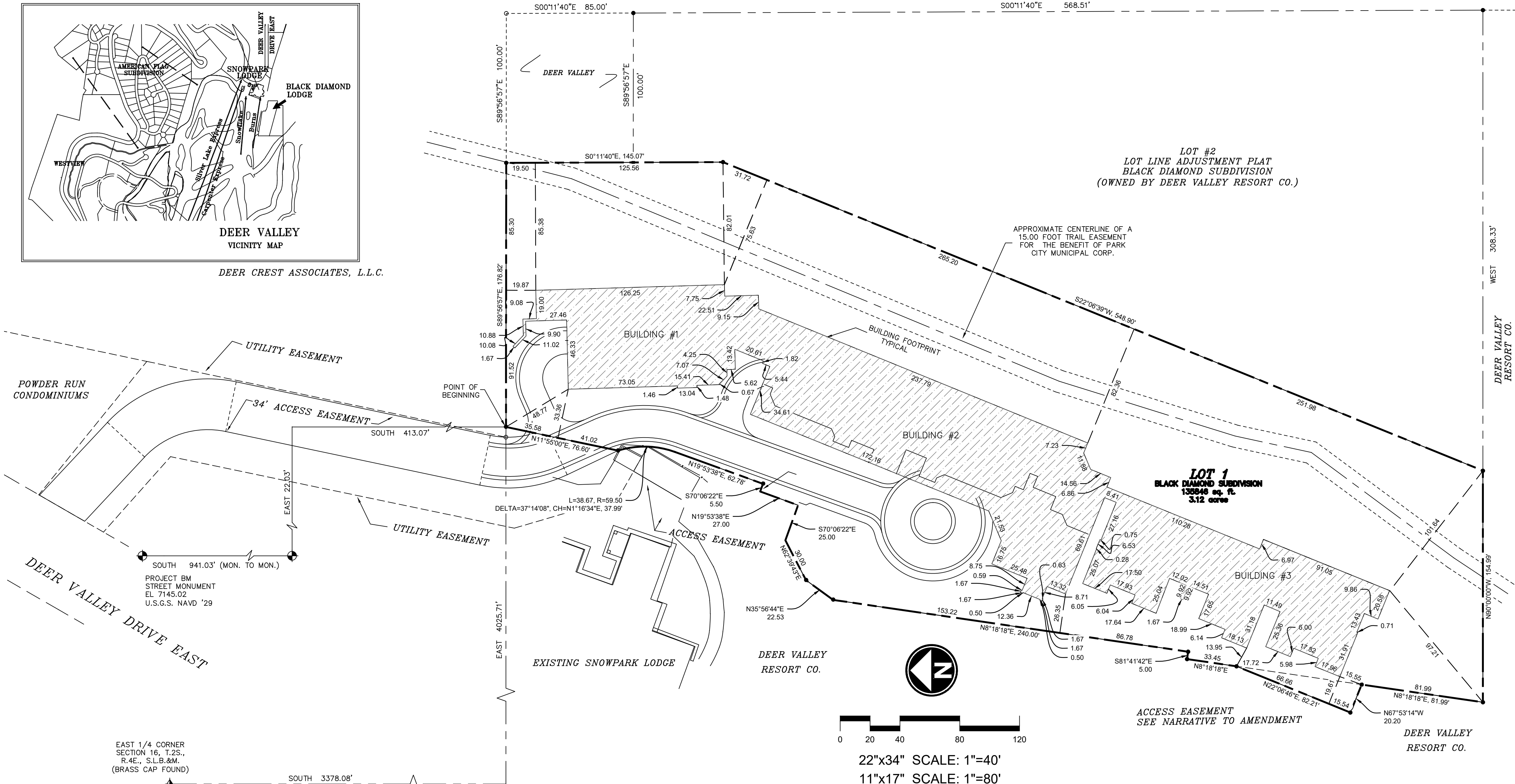
Attachment 1 – Proposed Plat

DEER CREST ASSOCIATES, L.L.C.



DEER VALLEY VICINITY MAP

DEER CREST ASSOCIATES, L.L.C.



GENERAL NOTES

- All the area within boundary shown hereon is common area except building 1, 2 and 3, refer to Sheets 2 and 3 for common area designation.
- Common areas shown hereon, are hereby designated as a non-exclusive utility and access easements.
- The street address of Black Diamond Lodge is 2280 Deer Valley Drive East, Park City, Utah 84060.
- Project Benchmark: Existing Park City Street Monument located Deer Valley Drive East, EL 7145.02, U.S.G.S. NAVD '29, as shown hereon.
- The location of Condominium Units and improvements shown hereon were derived from Architectural drawings and floor plans.
- All conditions of approval of the March 8, 2023 Planning Commission approval of Mountain View Lodge CUP, apply.
- The floor plans, building sections and elevations shown on these Plats were prepared from information furnished by the architect, Otto Walker and Smith Layton and Assoc. As such, slight modifications during construction should be expected and Plat Amendments may be required. The owner agrees to construct the buildings as per this record of survey. If any changes are proposed after recordation of this plat, a plat amendment would be required to remedy any conflicts or differences.
- The Black Diamond Lodge has no frontage on a City Street.
- The Black Diamond Lodge Buildings are served by a 6 inch common sewer lateral. The ownership, maintenance and eventual replacement of the common sewer lateral is the sole responsibility of the Black Diamond Lodge Homeowners Association.
- At the time of any resurfacing of roads within the Black Diamond Lodge development, the Homeowners Association shall be responsible to raise sewer manholes to grade, according to Snyderville Basin Sewer Improvement District Standards.

NARRATIVE TO AMENDMENT OF PLAT

- All the area within boundary shown hereon is common area except building 1, 2 and 3, refer to Sheets 2 and 3 for common area designation.
- Common areas shown hereon, are hereby designated as a non-exclusive utility and access easements.
- The street address of Black Diamond Lodge is 2280 Deer Valley Drive East, Park City, Utah 84060
- All easements dedicated in the original filing of this plat remain unchanged with this restated plat.

ACKNOWLEDGMENT

State of Utah
County of Summit }
On the ____ day of _____, 2023, personally appeared before me Dana Herman, who, being by me duly sworn, did say that he is the agent of Black Diamond Lodge HOA, and that the within and foregoing Owner's Dedication and Consent to Record was signed on behalf of said Association and duly executed the same.

My commission expires: _____
Notary Public

BOUNDARY DESCRIPTION

All of Lot 1, Lot Line Adjustment Plat Black Diamond Subdivision, a two lot subdivision located in the South Half of Section 15, Township 2 South, Range 4 East, Salt Lake Base and Meridian, according to the official plat thereof recorded as Entry No. 573025 on September 18, 2023. In the office of The Summit County Recorder, together with a non-exclusive easement for access to said Lot #1 from Deer Valley Drive, a public street, over a parcel of land being 10.00 feet on each side of the following described centerline: Beginning at a point in Deer Valley Drive, said point being South 52°23'13" East 5030.37 feet from the East Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, Summit County, Utah; thence South 34°27'19" East 92.77 feet; thence South 09°22'15" West 428.07 feet to a point on the Northwesterly property line of said Lot #1.

Also together with a utility easement more particularly described as follows:

Beginning at a point which is South 3378.08 feet and East 4025.71 feet and South 89°56'57" East 6.84 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, (Basis of Bearing being South 00°30'11" West between said East 1/4 Corner and the Southeast Corner of said Section 16); and running thence South 11°55'00" West 76.60 feet to a non-tangent point of curvature of a 59.50 foot radius curve to the right, the center of which bears South 72°39'30" West; thence Southeastly along the arc of said curve 20.16 feet along the arc of said curve 20.16 feet through a central angle of 19°24'48"; thence North 60°22'00" West 39.07 feet; thence North 16°26'32" West 72.95 feet; thence North 11°45'40" East 234.94 feet; thence North 48°23'23" West 67.56 feet to the Easterly Right of Way Line of Deer Valley Drive East; thence North 30°00'00" East along said Easterly Right of Way Line 50.00 feet to the Southwesterly Corner of Powder Run Condominiums recorded Nov. 01, 1985, Entry No. 241128 on file at the Summit County, Utah Recorder's Office; thence South 51°00'00" East 114.86 feet to the Southeastly Corner of said Powder Run Condominiums, said point also being on the Westerly Line of the Deer Crest Associates, L.L.C. Property; thence along said Westerly and the Southerly Line of said Deer Crest Associates, L.L.C. Property the following two (2) courses: 1) thence South 11°55'00" West 245.63 feet; 2) thence South 89°56'57" East 6.84 feet to the point of beginning. Recorded September 9, 2023, as Entry No. 570774, Book 1329, Page 997-1002 on file at the Summit County, Utah Recorder's Office.

Together with a 34.00 foot wide access easement more particularly described as follows:

Beginning at a point on the Easterly Right of Way Line of Deer Valley Drive East, said point being South 3096.16 feet and East 3969.43 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, (Basis of Bearing being South 00°30'11" West between said East 1/4 Corner and the Southeast Corner of said Section 16); and running thence North 30°00'00" East along said Easterly Right of Way Line 34.90 feet; thence South 46°57'49" East 66.68 feet to a point of curvature of a 92.00 foot radius curve to the right, the center of which bears South 43°06'33" West; thence Southeastly along the arc of said curve 94.43 feet through a central angle of 58°48'27"; thence South 11°55'00" West 173.71 feet to a point of curvature of a 58.00 foot radius curve to the left, the center of which bears South 78°05'00" East; thence Southwesterly along the arc of said curve 30.21 feet through a central angle of 28°50'26"; thence South 11°55'00" West 56.85 feet; thence North 23°26'26" West 37.60 feet to a point of curvature of a 92.00 foot radius curve to the right, the center of which bears North 64°33'34" East; thence Northwesterly along the arc of said curve 59.98 feet through a central angle of 37°21'26"; thence North 11°55'00" East 173.71 feet to a point of curvature of a 58.00 foot radius curve to the left, the center of which bears North 78°05'00" West; thence Northwesterly along the arc of said curve 59.49 feet through a central angle of 58°45'54"; thence North 46°57'49" West 58.81 feet to the point of beginning. Recorded September 18, 2023, as Entry No. 573026, Book 1334, Page 40-45 on file at the Summit County, Utah Recorder's Office.

Containing 12,839 Sq. Ft. or 0.29 acres more or less.

SURVEYOR'S CERTIFICATE

I, Jack J. Johnson, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 147851 as prescribed under the laws of the State of Utah. I further certify that a survey has been made of the land shown on this plat and described hereon. I further certify that this plat is a correct representation of the land surveyed and has been prepared in conformity with the minimum standards and requirements of the law.

Jack J. Johnson

Date

OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents: that the undersigned is the owner of the hereon described tract of land, and hereby causes the same to be divided into private units, limited common areas, and common areas, as set forth, in this plat and in the declaration, hereafter to be known as The Black Diamond Lodge At Deer Valley, a Utah condominium project submitting the property to the provisions of the Utah Condominium Ownership Act and the undersigned, does hereby dedicate for the perpetual use of owners of condominiums in The Black Diamond Lodge At Deer Valley all common areas and do further dedicate for the use by emergency and utility service vehicles an ingress and egress easement over the common areas. The owner and it's representatives, hereby irrevocably offer for dedication to the City of Park City all the land for local government uses, easements and required utilities as shown on the subdivision plat and construction plans in accordance with an irrevocable offer of dedication.

Also, the owner hereby dedicates to Snyderville Basin Sewer Improvement District, a non-exclusive easement over the roads, private driveways, common area parcels, emergency ingress/egress easements, and all other easements shown on this plat for the purpose of providing utility installation, maintenance, use, and eventual replacement.

Executed this _____ day of _____, 2023.

Black Diamond Lodge at Deer Valley Association of Unit Owners

By: Black Diamond Lodge HOA President
Dana Herman

FIRST RESTATED
BLACK DIAMOND PLAT

AMENDING THE COMMON AREAS
APPURTENANT TO UNIT 341 AND UNIT 352 AND CORRECTIONS
TO THE ORIGINAL PLAT PER AS-BUILT CONDITIONS
A UTAH CONDOMINIUM PROJECT

LOCATED IN THE SOUTH HALF OF SECTION 15,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 4

CITY COUNCIL

PRESENTED TO THE PARK CITY COUNCIL
THIS _____ DAY OF _____ 20____.
AT WHICH TIME THIS PLAT WAS APPROVED.

MAYOR

CITY RECORDER

CITY ENGINEER

REVIEWED FOR CONFORMANCE WITH
AVAILABLE INFORMATION IN THE
PARK CITY ENGINEERING DEPARTMENT
ON THIS _____ DAY OF _____ 20 ____.

CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK
CITY PLANNING COMMISSION ON THIS _____
DAY OF _____ 20 ____.

CHAIRMAN

SEWER DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE
BASIN SEWER IMPROVEMENT DISTRICT STANDARDS
THIS _____ DAY OF _____ 20 ____.

S.B.S.I.D.

APPROVAL AS TO FORM

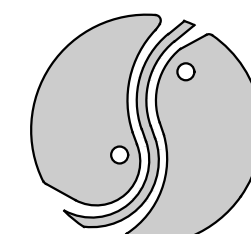
APPROVED AS TO FORM ON THIS _____
DAY OF _____ 20 ____.

CITY ATTORNEY

RECORDED

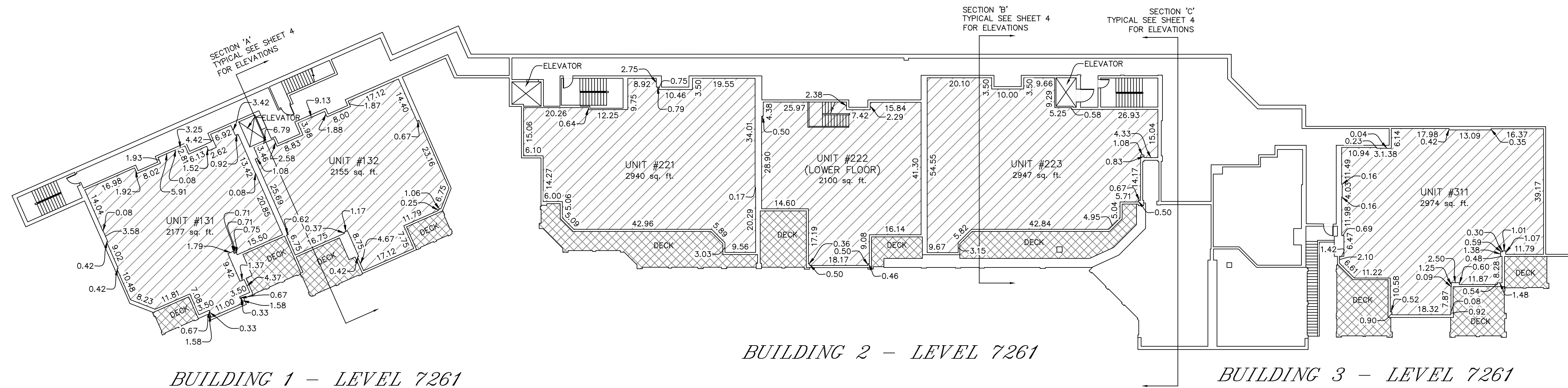
ENTRY NO. _____ BOOK _____ PAGE _____
STATE OF _____ UTAH _____ COUNTY OF _____ SUMMIT
DATE _____ TIME _____
RECORDED AND FILED AT THE REQUEST OF:

COUNTY RECORDER



Jack
Johnson
Consulting

Designing World Destinations
In-Person - 1910 Prospector Avenue - Suite 200 - Park City - Utah 84060
Telephone - 435.645.9001 - Facsimile - 435.776.7590
www.jackjohnson.com

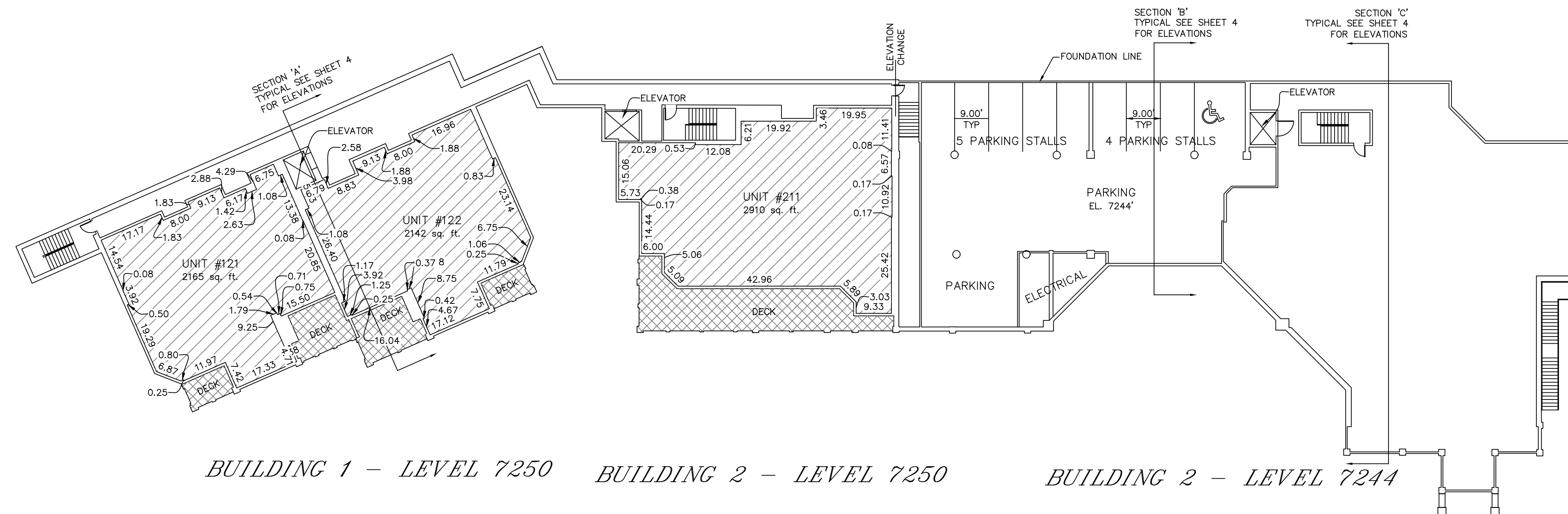


FIRST RESTATED BLACK DIAMOND PLAT

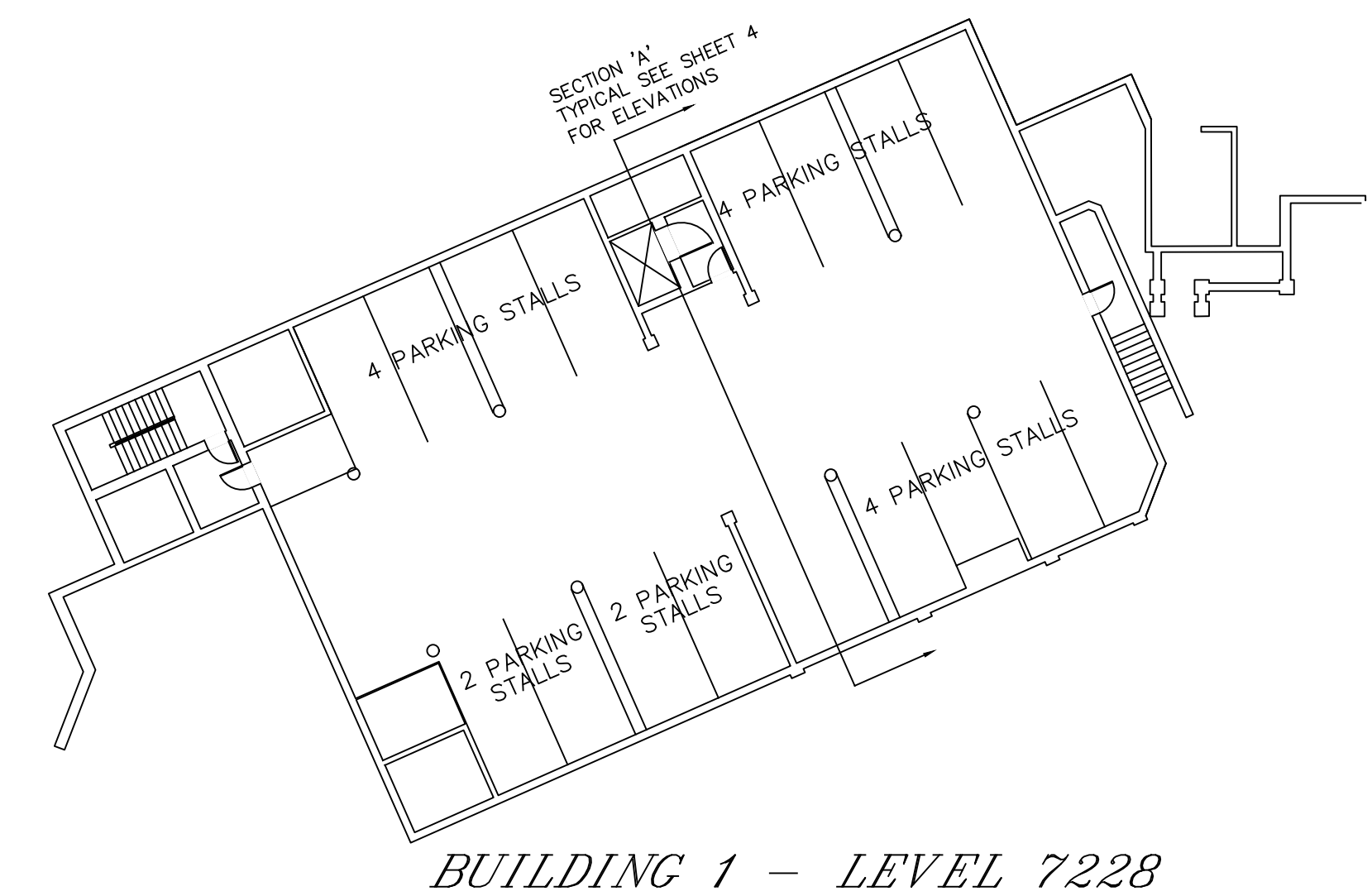
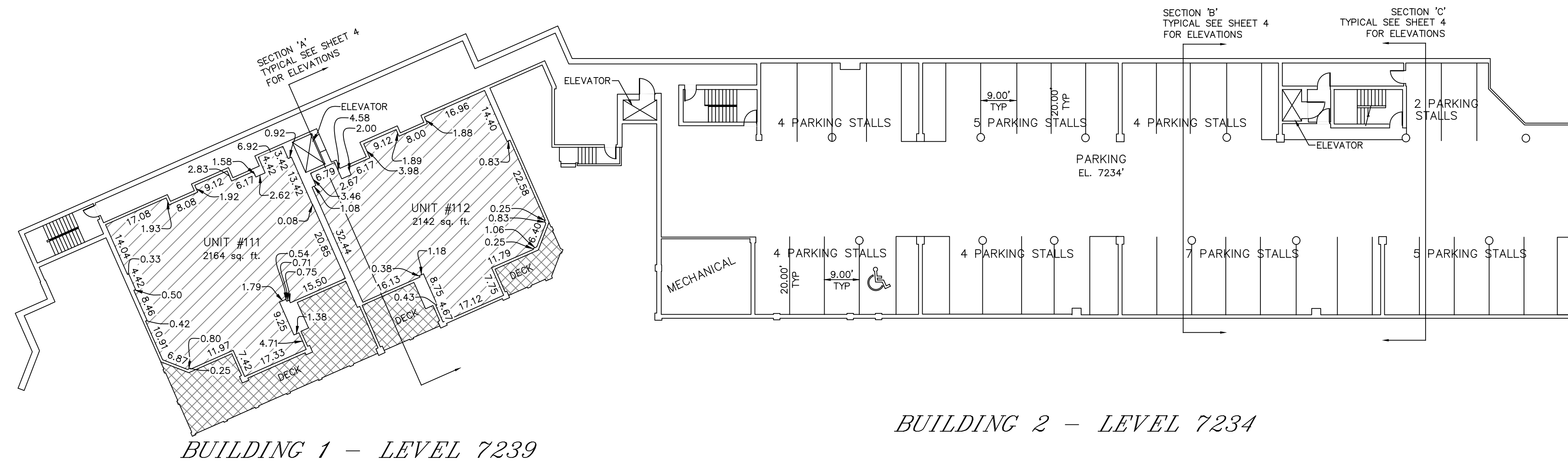
AMENDING THE COMMON AREAS
APPURTENANT TO UNIT 341 AND UNIT 352 AND CORRECTIONS
TO THE ORIGINAL PLAT PER AS-BUILT CONDITIONS
A UTAH CONDOMINIUM PROJECT

LOCATED IN THE SOUTH HALF OF SECTION 15,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 2 OF 4



NOTE: ELEVATIONS SHOWN ARE TO UNFINISHED FLOOR SURFACES.



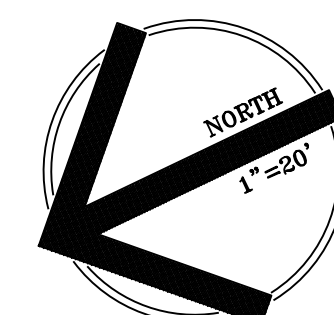
RECORDED

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STATE OF _____ COUNTY OF _____
DATE _____ TIME _____
RECORDED AND FILED AT THE REQUEST OF:

COUNTY RECORDER

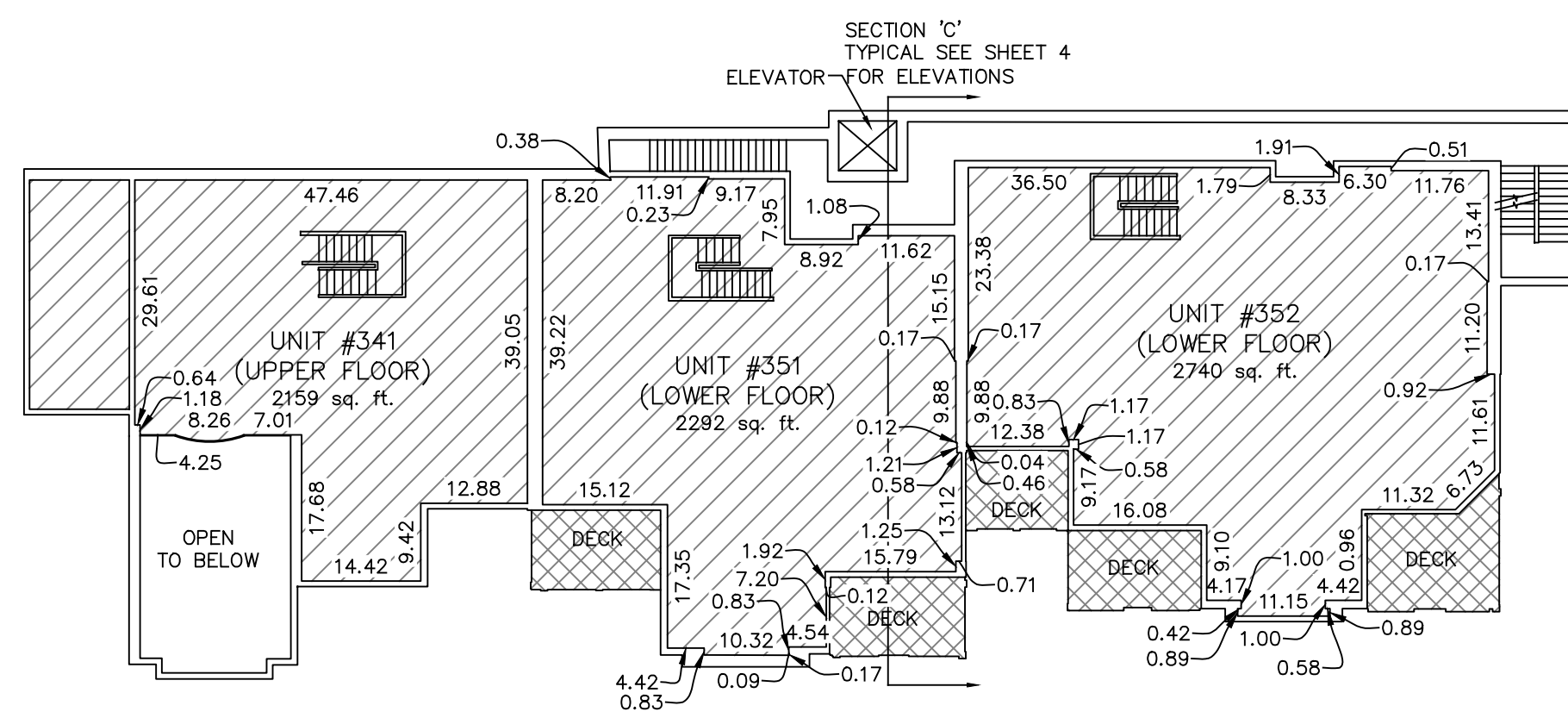
**Jack
Johnson
Consulting**

1910 PROSPECTOR AVENUE, SUITE 200
PARK CITY, UTAH 84060
(435) 645-9001

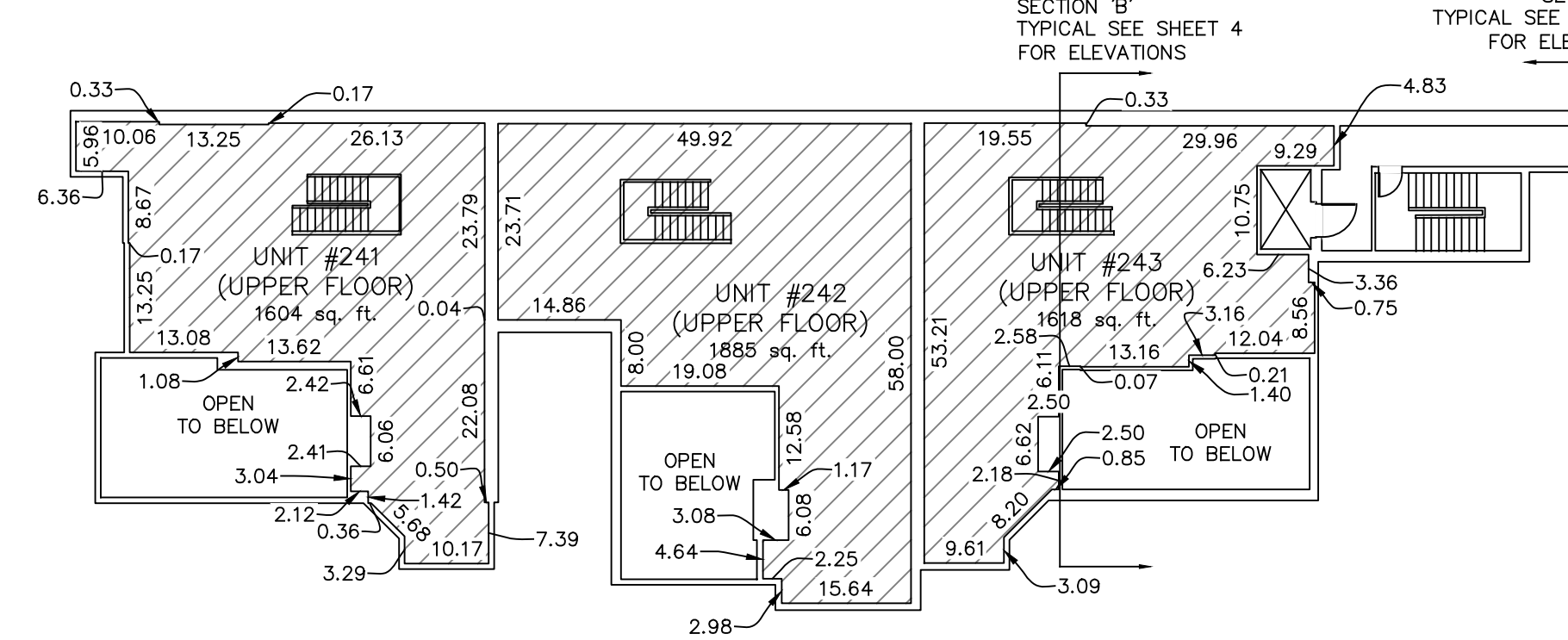


LEGEND

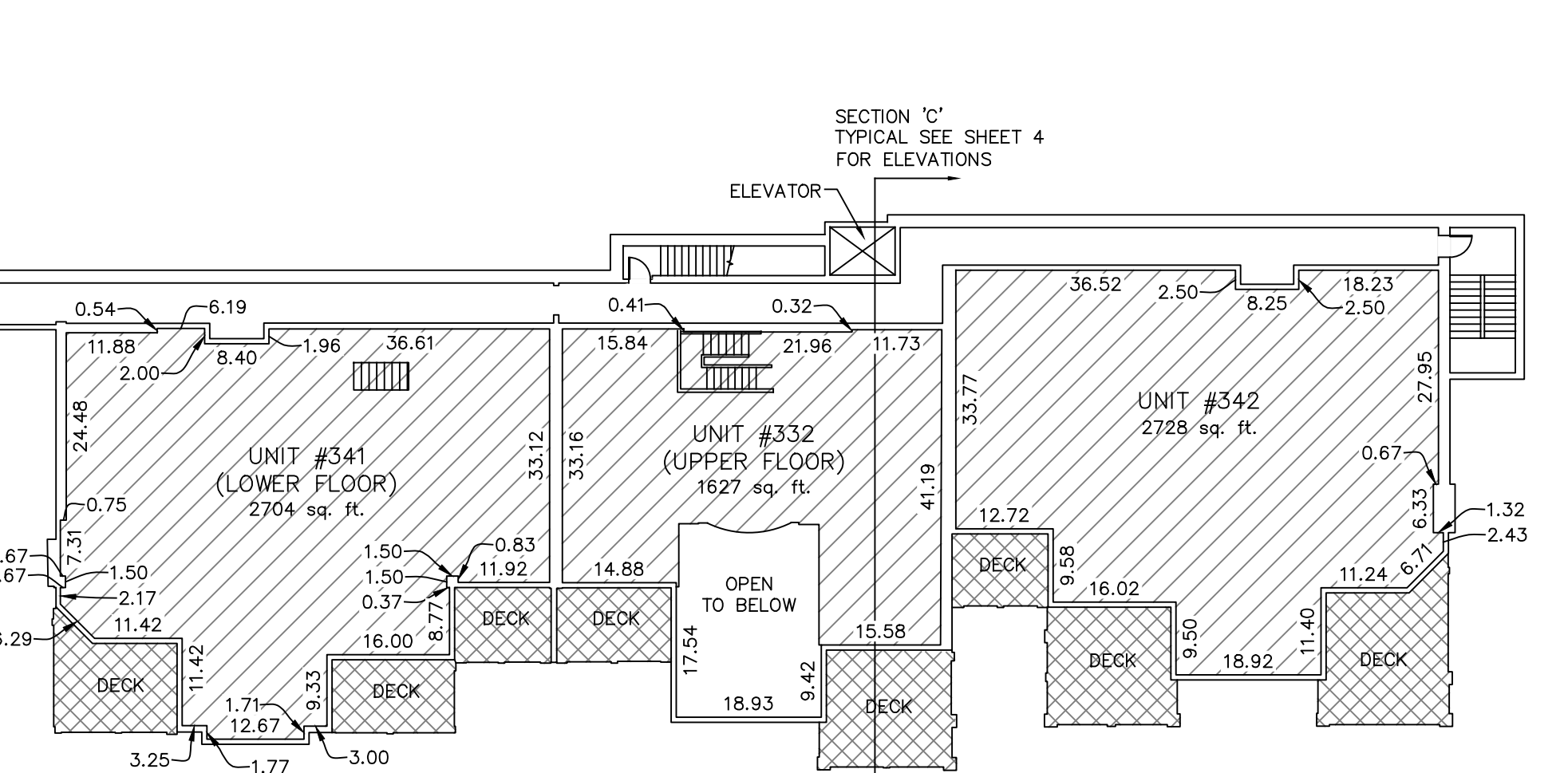
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- LIMITED COMMON AREA
- PRIVATE OWNERSHIP (PO)



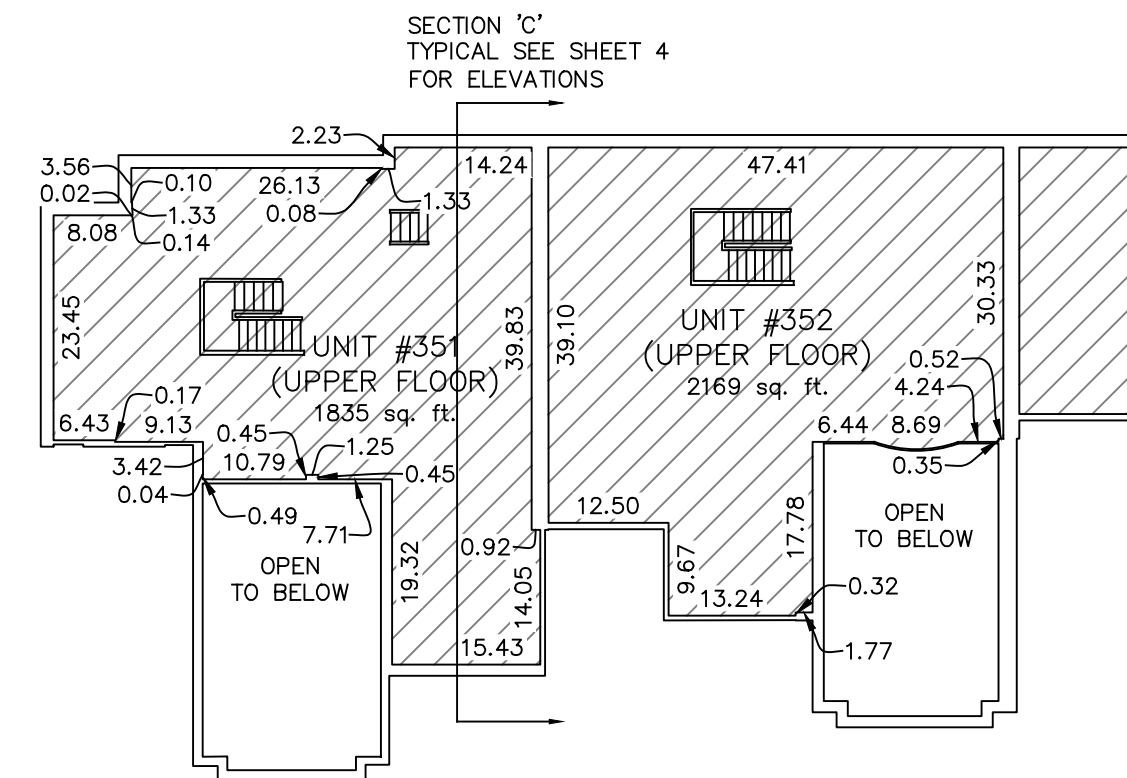
BUILDING 3 - LEVEL 7305



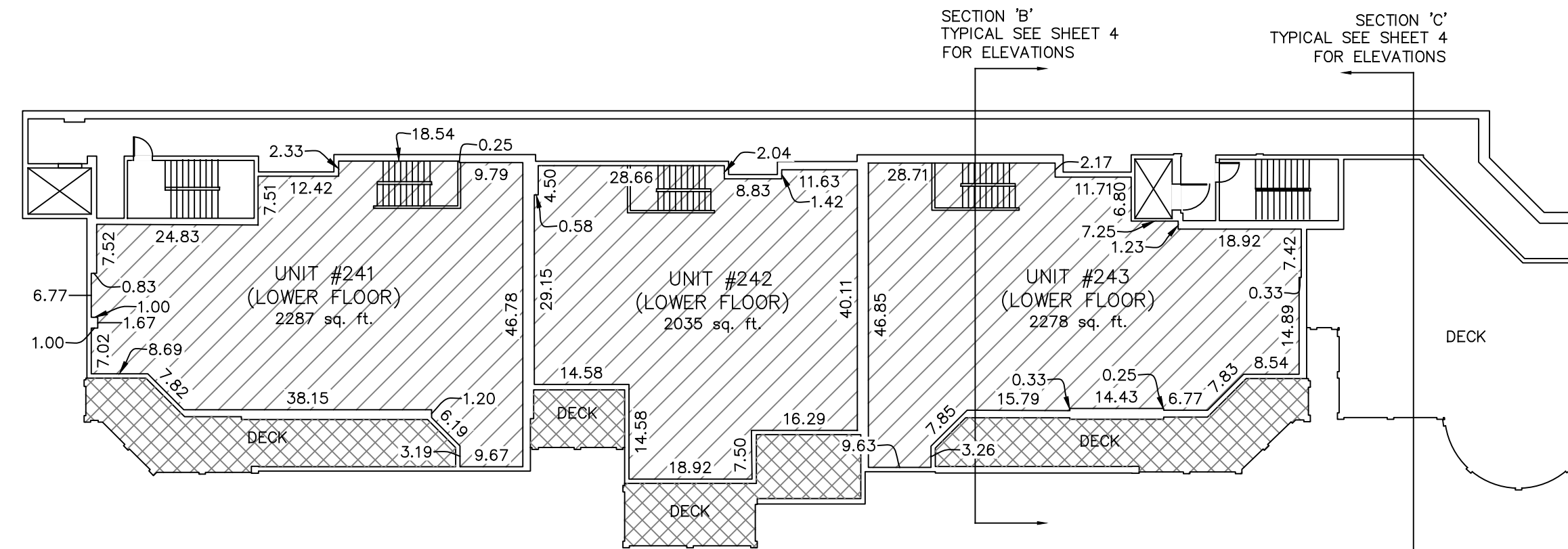
BUILDING 2 - LEVEL 7294



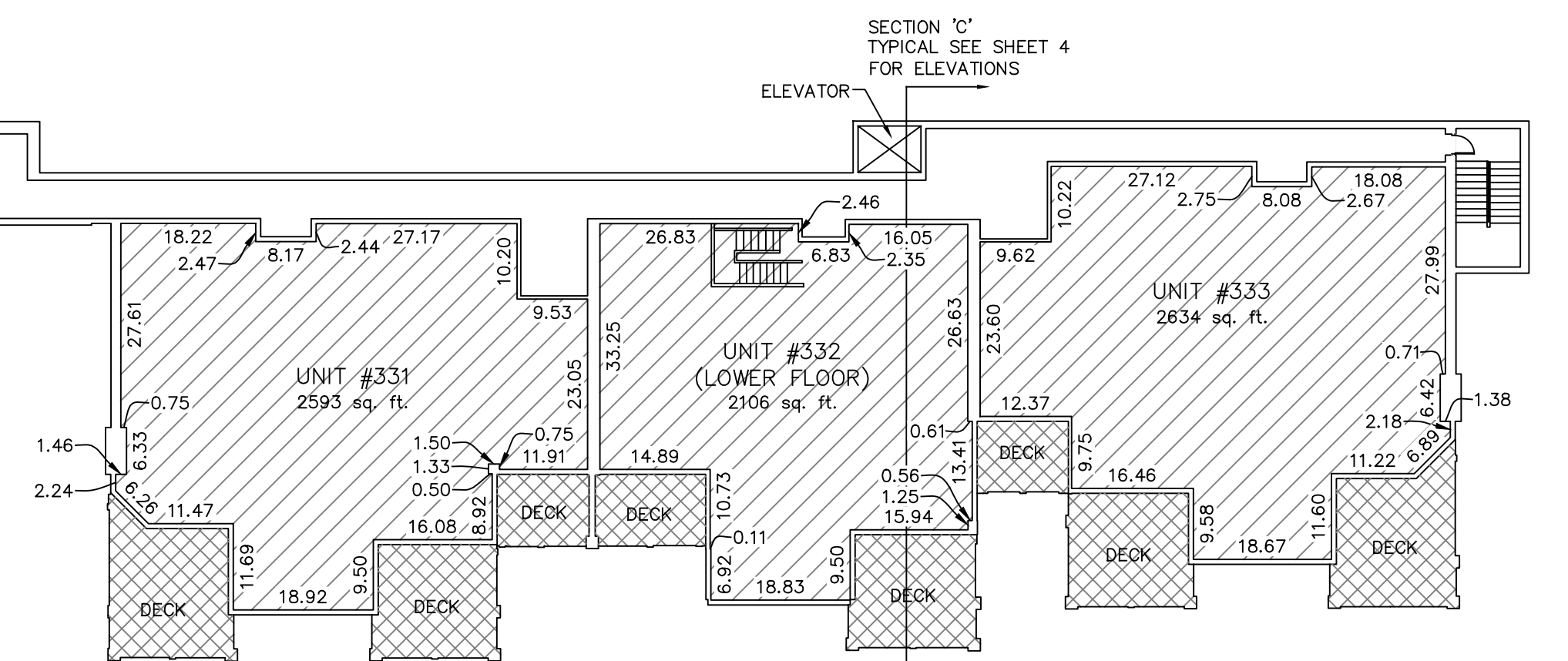
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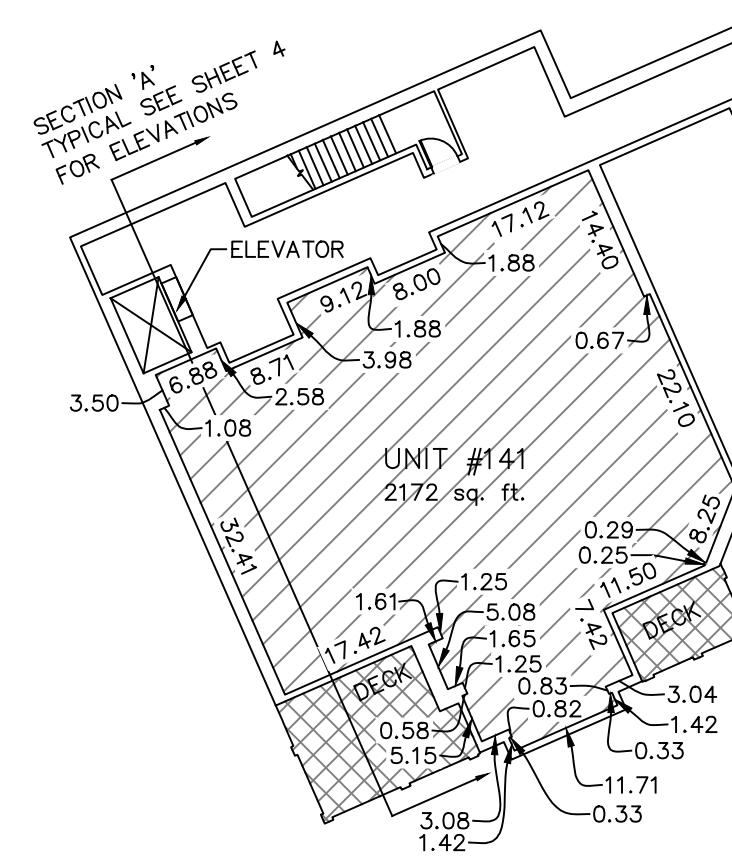
BUILDING 3 - LEVEL 7316



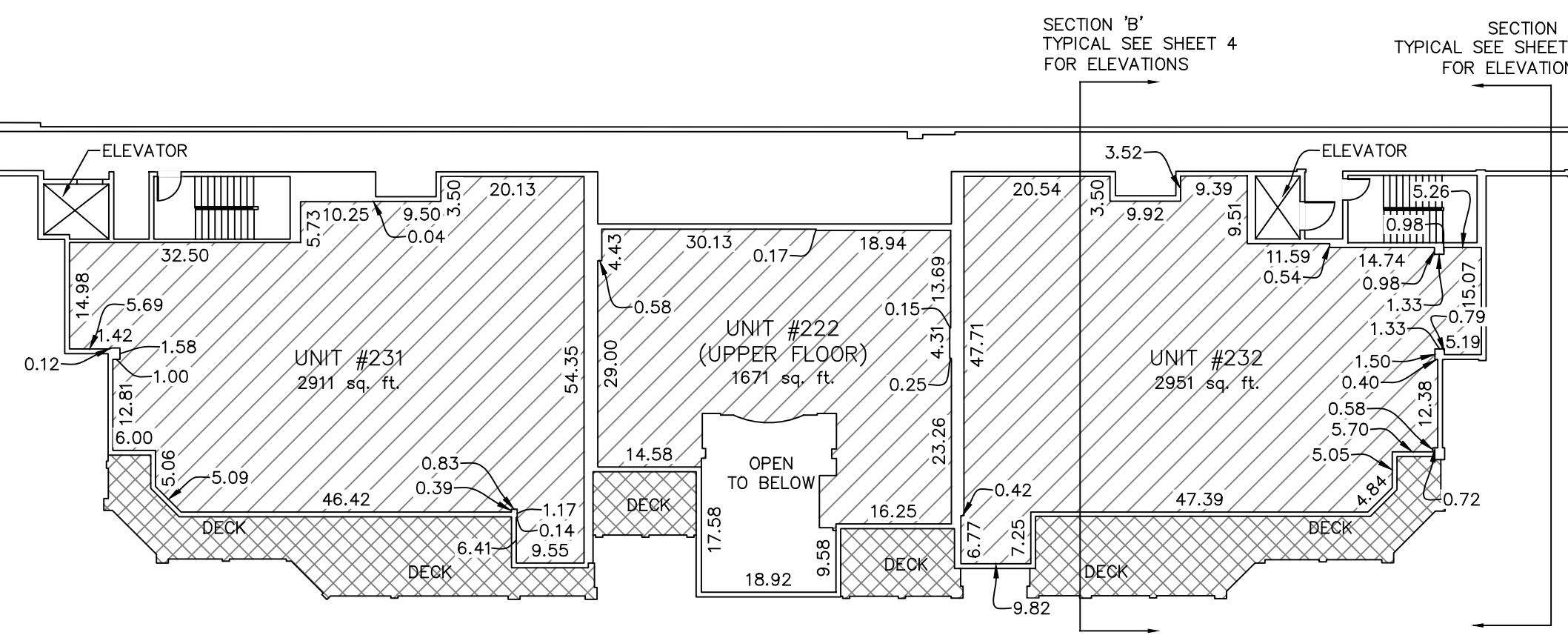
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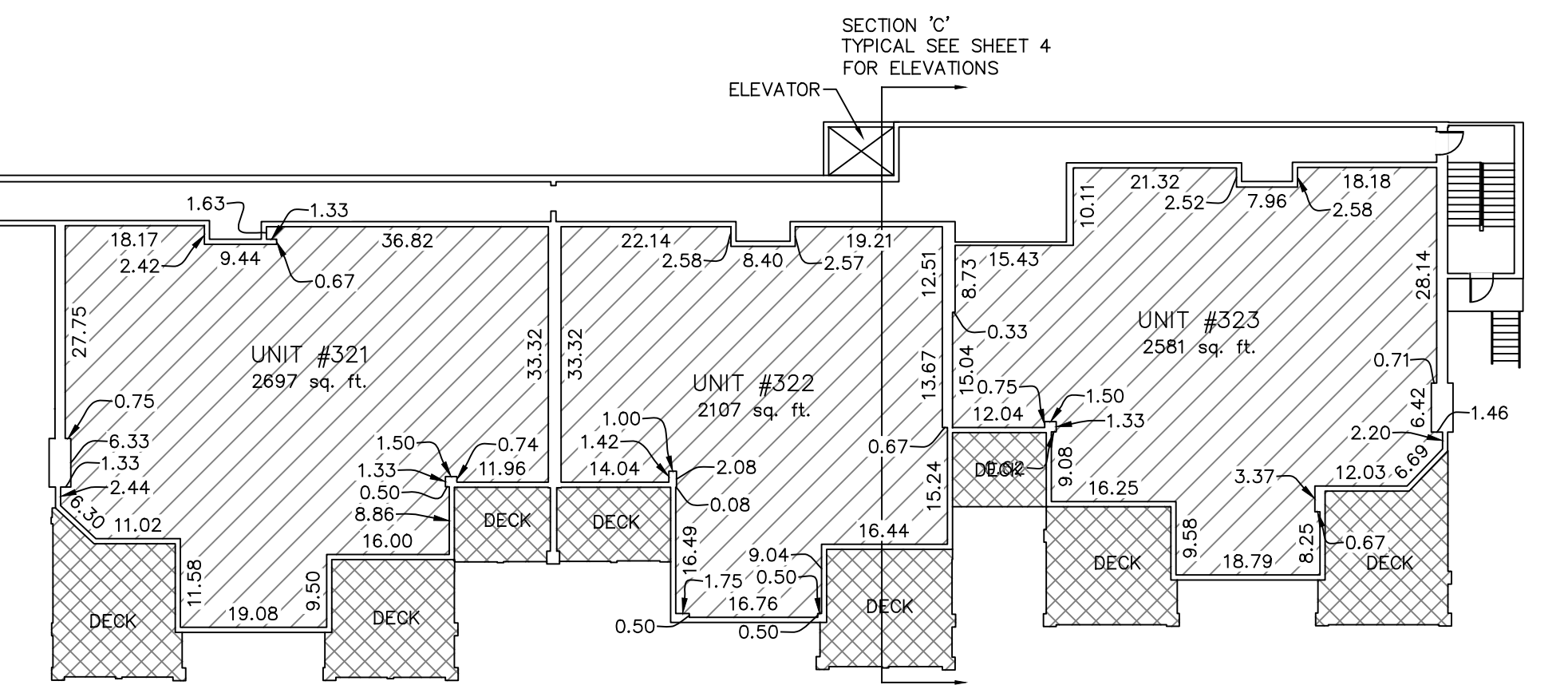
BUILDING 3 - LEVEL 7283



BUILDING 1 - LEVEL 7272



BUILDING 2 - LEVEL 7272



BUILDING 3 - LEVEL 7272

NOTE: ELEVATIONS SHOWN ARE TO UNFINISHED FLOOR SURFACES.

FIRST RESTATED BLACK DIAMOND PLAT

AMENDING THE COMMON AREAS
APPURTENANT TO UNIT 341 AND UNIT 352 AND CORRECTIONS
TO THE ORIGINAL PLAT PER AS-BUILT CONDITIONS
A UTAH CONDOMINIUM PROJECT

LOCATED IN THE SOUTH HALF OF SECTION 15,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 3 OF 4

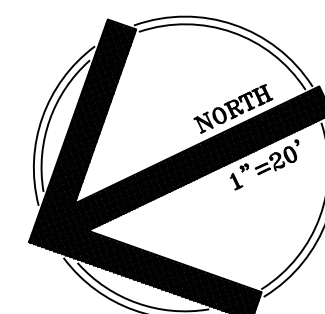
RECORDED

ENTRY NO. _____ BOOK _____ PAGE _____
STATE OF _____ COUNTY OF _____
DATE _____ TIME _____
RECORDED AND FILED AT THE REQUEST OF: _____

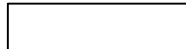
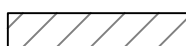
COUNTY RECORDER

 **Jack
Johnson
Consulting**

1910 PROSPECTOR AVENUE, SUITE 200
PARK CITY, UTAH 84060
(435) 645-9001



LEGEND

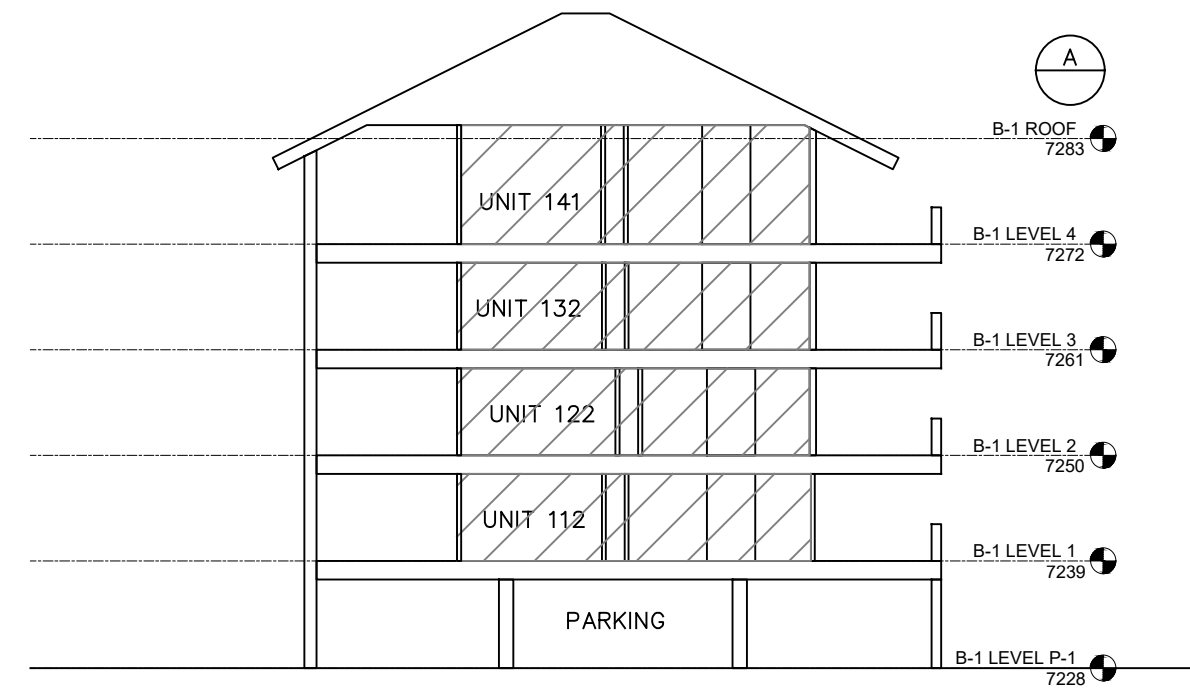
-  COMMON AREA (CA)
-  LIMITED COMMON AREA (Limited Common Area)
-  PRIVATE OWNERSHIP (PO)



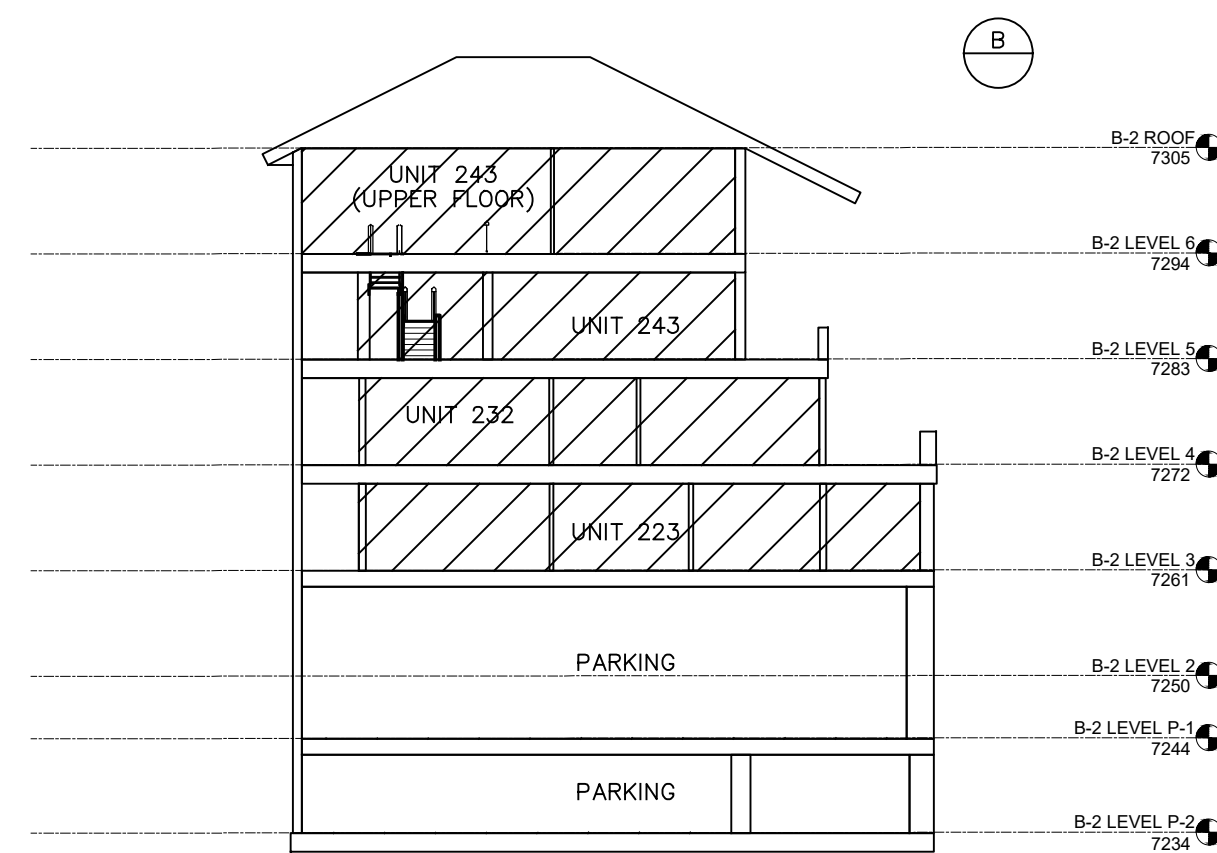
BUILDING 1 – WESTERLY

BUILDING 2 – WESTERLY

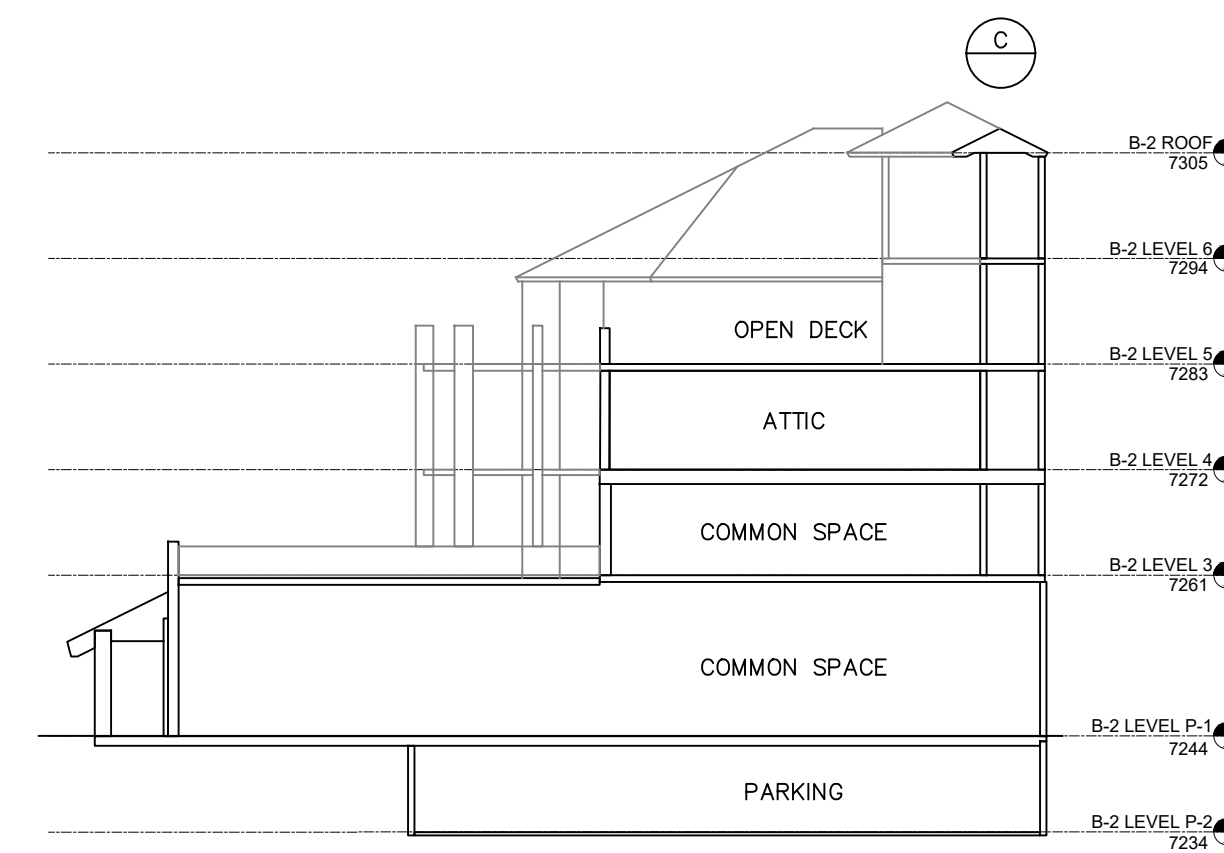
BUILDING 3 – WESTERLY



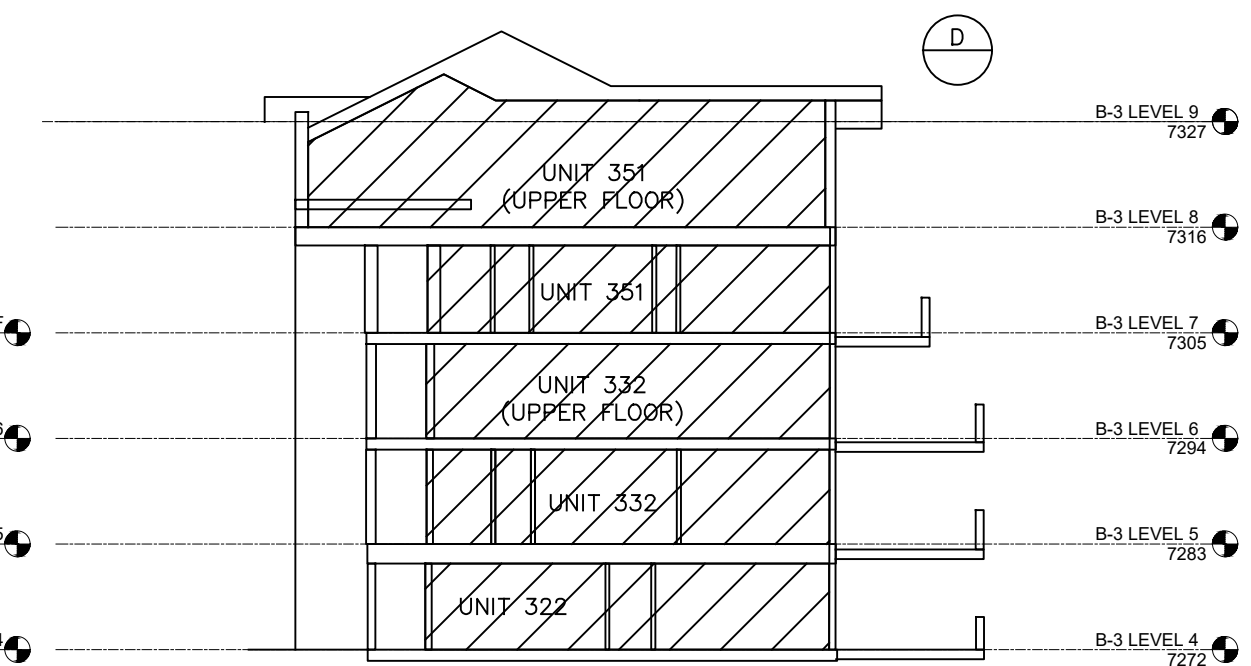
BUILDING 1



BUILDING 2



BUILDING 2



BUILDING 3

Unit Number			
Building 1	Lower Floor Sq Ft	Upper Floor Sq Ft	Total Sq Ft
111	2164		2164
112	2142		2142
121	2166		2166
122	2151		2151
131	2177		2177
132	2155		2155
141	2172		2172
Building 2	Lower Floor Sq Ft	Upper Floor Sq Ft	Total Sq Ft
211	2910		2910
221	2940		2940
222	2100	1671	3771
223	2947		2947
231	2911		2911
232	2951		2951
241	2287	1604	3891
242	2035	1885	3919
243	2278	1618	3896

Building 3	Lower Floor Sq Ft	Upper Floor Sq Ft	Total Sq Ft
311	2974		2974
321	2697		2697
322	2107		2107
323	2581		2581
331	2593		2593
332	2106	1627	3732
333	2634		2634
341	2704	2159	4863
342	2728		2728
351	2292	1835	4127
352	2740	2169	4909

NOTE: AVERAGE FLOOR TO CEILING HEIGHT IS 9'.
NOTE: ELEVATIONS SHOWN ARE TO UNFINISHED FLOOR SURFACES.

LEGEND

	COMMON AREA
	LIMITED COMMON AREA
	PRIVATE OWNERSHIP

FIRST RESTATED
BLACK DIAMOND PLAT

AMENDING THE COMMON AREAS
APPURTENANT TO UNIT 341 AND UNIT 352 AND CORRECTIONS
TO THE ORIGINAL PLAT PER AS-BUILT CONDITIONS
A UTAH CONDOMINIUM PROJECT

LOCATED IN THE SOUTH HALF OF SECTION 15,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN,
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 4 OF 4

RECORDED

ENTRY NO. _____ BOOK _____ PAGE _____
STATE OF _____ COUNTY OF _____
DATE _____ TIME _____
RECORDED AND FILED AT THE REQUEST OF:

COUNTY RECORDER



1910 PROSPECTOR AVENUE, SUITE 200
PARK CITY, UTAH 84060
(435) 645-9001

MASTER PLANNED DEVELOPMENT APPLICATION

CITY COUNCIL

Approved _____

Denied _____

PARK CITY

1834

APPLICATION # _____

PLANNING COMMISSION

Approved 3-8-2000

Denied _____

Park City Municipal Corporation

PO Box 1480

Park City, Utah 84060

(435) 615-5060

(435) 615-4906 fax

RECEIPT # _____

I. PROJECT INFORMATION

NAME:

Mountain View Lodge

ADDRESS/LOCATION:

Snow Park Lodge / Multi-Family Parcel

LEGAL DESCRIPTION:

See Attached

II. APPLICANT

Please check one of the following: ☐ owner

☐ optionee

☐ buyer

☒ agent

☐ other

NAME:

Otto-Walker Associates c/o Mark Walker

MAILING ADDRESS:

PO Box 2672

Park City, UT 84060

PHONE #: 435-649-6373

FAX #: 435-649-6378

Date Received:

3.17.99 to replace 2.15.99

Application - Represent. changed
KAN

III. SUBMITTAL REQUIREMENTS

- ☐1. Completed application form
- ☐2. Application and review fees paid (see fee schedule in the Planning Department).
- ☐3. Names, mailing addresses and stamped addressed envelopes for property owners within 300'
- ☐4. Two (2) complete sets of all plans including an area map, with the project location, existing vegetation, service providers identified, and slope analysis.
- ☐5. 8½" x 11" reduced plans
- ☐6. Copies of any previous agreements between the City and the property owners or between the property owners and a third party.
- ☐7. *The applicant should be aware that there may be a request to provide presentation material for Planning Commission / City Council meetings. The presentation material may or may not include the following:*
 - ❖ 20" x 30" Presentation Boards
 - ❖ Location Map
 - ❖ Elevations &/or Perspectives
 - ❖ 8½" x 11" Overheads of Materials Outlined Above
 - ❖ Photographs/Graphic Illustrations
 - ❖ Massing models
 - ❖ View analysis

PLEASE READ AND SIGN BEFORE APPLICATION SUBMITTAL

As the applicant for this proposal, I understand that my application is not deemed complete until a Project Planner has reviewed the application. I further understand I will be notified by mail when my application has been deemed complete. At that time I expect that my application will be processed within a reasonable time, considering the work load of the Staff Planner.

After you have read the above, please sign your name and date:

Name: _____

M. A. Webb

Date: _____

MARCH 16, 1999.

PROJECT DESCRIPTION

1. On a separate piece of paper, please complete the following requests and attach to this application:
 - a. Give a general description of the proposal and attach to the application.
 - b. Provide a written statement describing the request and any other information pertaining to the proposed project.
2. Existing Zoning : Deer Valley MPD
3. Is project within Sensitive Lands Overlay? ☒ yes ☐ no
4. Current use of the property : Vacant
5. Total Project Area : Acres - 7.8 Square feet - _____
6. Number of Unit Equivalents: allowed: 42 proposed: 42
(per Land Management Code - Section 10.12)
7. Number of residential units: 42
8. Commercial area: None (gross floor area)
_____ (net leasable area)
9. Type(s) of business activity: Lobby & Check-In Desk
10. Number of parking spaces required: 84 Proposed: 92
(per Land Management Code-Section 13)
11. Project accessed via: (check one)
☐ public road ☐ private road ☒ private driveway
12. Ownership/Occupancy: (check one)
☐ owner occupied ☐ lease ☒ nightly rental ☐ condominium ☐ timeshare
13. Water service availability: (check one)
☒ existing ☐ requires extension of the city service
14. Is this project part of an existing approval (MPD, subdivision, etc.)? ☒ yes ☐ no
15. Are there any previous agreements between the City and property owners or between the property owners and a third party? ☒ yes ☐ no

ACKNOWLEDGMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge.

I will keep myself informed of the deadlines for submission of material and of the progress of this application. I understand that a staff report will be made available for my review the week prior to any public hearings or public meetings. This report will be on file and available at the Planning Department, 3rd floor Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization to proceed with the study.

SIGNATURE OF APPLICANT: Mark Walker
NAME OF APPLICANT (please print) Otto-Walker Associates c/o Mark Walker
MAILING ADDRESS: PO Box 2672
Park City, UT 84060
PHONE #: home _____ work 435-649-6373
FAX #: 435-649-6378
TYPE OF APPLICATION: M.P.D.

AFFIRMATION OF SUFFICIENT INTEREST *

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action.

NAME OF APPLICANT: (please print) Deer Valley Resort Company
MAILING ADDRESS: Attn. Bob Wells
PO Box 1087, Park City, UT 84060

STREET ADDRESS/LEGAL DESCRIPTION OF SUBJECT PROPERTY:
See attached

SIGNATURE: SEE ATTACHED SIGNATURE DATE: _____

- *1. If you are not the fee owner, attach another copy of this form which has been completed by the fee owner or a copy of your authorization to pursue this action.
- *2. If a corporation is fee title holder, attach copy of the resolution of the Board of Directors authorizing this action.
- *3. If a joint venture or partnership is the fee owner, attach a copy of agreement authorizing this action on behalf of the joint venture or partnership.

PLEASE NOTE: THIS AFFIRMATION IS NOT SUBMITTED IN LIEU OF SUFFICIENT TITLE EVIDENCE. YOU WILL BE REQUIRED TO SUBMIT A TITLE OPINION, CERTIFICATE OF TITLE, OR TITLE INSURANCE POLICY SHOWING YOUR INTEREST IN THE PROPERTY PRIOR TO FINAL ACTION.

ACKNOWLEDGMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge.

I will keep myself informed of the deadlines for submission of material and of the progress of this application. I understand that a staff report will be made available for my review the week prior to any public hearings or public meetings. This report will be on file and available at the Planning Department, 3rd floor Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization to proceed with the study.

SIGNATURE OF APPLICANT: _____

NAME OF APPLICANT (please print) _____

MAILING ADDRESS: _____

PHONE #: home _____ work _____

FAX #: _____

TYPE OF APPLICATION: _____

AFFIRMATION OF SUFFICIENT INTEREST *

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action.

NAME OF APPLICANT: (please print) DEER VALLEY RESORT COMPANY

MAILING ADDRESS: Attn. B.O. WELLS

Box 1087, Park City, UT 84060

STREET ADDRESS/LEGAL DESCRIPTION OF SUBJECT PROPERTY:

SEE ATTACHED

SIGNATURE: [Signature] DATE: 2/8/99

- *1. If you are not the fee owner, attach another copy of this form which has been completed by the fee owner or a copy of your authorization to pursue this action.
- *2. If a corporation is fee title holder, attach copy of the resolution of the Board of Directors authorizing this action.
- *3. If a joint venture or partnership is the fee owner, attach a copy of agreement authorizing this action on behalf of the joint venture or partnership.

PLEASE NOTE: THIS AFFIRMATION IS NOT SUBMITTED IN LIEU OF SUFFICIENT TITLE EVIDENCE. YOU WILL BE REQUIRED TO SUBMIT A TITLE OPINION, CERTIFICATE OF TITLE, OR TITLE INSURANCE POLICY SHOWING YOUR INTEREST IN THE PROPERTY PRIOR TO FINAL ACTION.

Mountain View Lodge

EXHIBIT A

MOUNTAIN VIEW LODGE

DESCRIPTION OF PROPERTY

Beginning at a point which is South 3378.33 feet and East 4309.36 feet from the East quarter corner of Section 16, Township 2 South, range 4 East, Salt Lake Base and Meridian; thence South 00°11'40" East 843.51 feet; thence South 90°00'00" West 469.89 feet; thence North 08°24'00" East 718.10 feet; thence North 64°30'00" East 62.00 feet; thence North 11°55'00" East 109.02 feet; thence South 89°56'57" East 283.66 feet to the point of beginning.

EXHIBIT 2
PARCELS WITH DENSITY RANGES
14-Apr-93

PARCEL NAME	APPROVED DENSITY OR DENSITY RANGE (1)	HEIGHT RANGE(2)	PARCEL SIZE
	(UNITS)	(FEET)	(ACRES)
DEER VALLEY COMMUNITY			
Snow Park Lodge/Multi-Family	0-42	28-75	5.70
South Multi-Family	20-30	28-45	2.87
Hotel/Sports Facility Parcel (3)	60-105	28-45	5.00
Snow Park Parking Area	0-200	28-45	9.93
TOTAL	263.5		

NOTES:

1. Density above minimum shown for parcels to be determined by site specific review of project plans.
2. Maximum height on parcels with range indicated to be determined by site specific review of project plans, applying standards established under Land Management Code.
3. Up to two (2) lock-out bedrooms per unit permitted as per Section I of the Permit.
 Lock-out bedrooms on these parcels will not be deemed as additional units for density purposes.

EXHIBIT A

MOUNTAIN VIEW LODGE

DESCRIPTION OF PROPERTY

Beginning at a point which is South 3378.33 feet and East 4309.36 feet from the East quarter corner of Section 16, Township 2 South, range 4 East, Salt Lake Base and Meridian; thence South $00^{\circ}11'40''$ East 843.51 feet; thence South $90^{\circ}00'00''$ West 469.89 feet; thence North $08^{\circ}24'00''$ East 718.10 feet; thence North $64^{\circ}30'00''$ East 62.00 feet; thence North $11^{\circ}55'00''$ East 109.02 feet; thence South $89^{\circ}56'57''$ East 283.66 feet to the point of beginning.



Department of Community Development
Engineering • Building Inspection • Planning

March 23, 2000

Mark Walker
Otto/Walker Architects
P O Box 2672
Park City UT 84060

NOTICE OF PLANNING COMMISSION ACTION

<u>Project Name</u>	Mountain View Lodge, 2280 Deer Valley Drive East
<u>Project Description</u>	Small scale MPD for a residential condominium project
<u>Date of Meeting</u>	March 8, 2000

Action Taken By Planning Commission Approved according to the findings of fact and conclusions of law in the staff report. The conditions of approval are listed below.

Conditions of Approval

1. All standard project conditions shall apply.
2. All conditions of approval of the Deer Valley Resort Seventh Amended and Restated MPD continue to apply.
3. A final exterior lighting and landscaping plan consistent with the preliminary landscaping plan, shall be submitted to and approved by the Planning Department prior to issuance of any building permits. All exterior lighting shall conform to requirements of the City's lighting ordinance.
4. Final architectural elevations consistent with the LMC, Park City Design Guidelines and the plans approved by the Planning Commission on October 27, 1999 shall be submitted for review and approval by the Planning Department prior to issuance of a building permit. Final plans shall be reviewed by staff for compliance with the Design Standards of the Sensitive Lands Ordinance. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and staff can not agree on a specific architectural element or detail, the plans will be presented to the Planning Commission for review. A detailed review against specific requirements of the Uniform Building Code is a condition precedent to issuance of a building permit.
5. A Construction Mitigation Plan (CMP) submitted to and approved by the Community Development Department is required prior to issuance of any building permit. The CMP shall address construction phasing, staging, storage, circulation, parking, delivery, re-vegetation of disturbed areas, temporary signs and lighting, dust, mud, and dirt, and clean water standards if

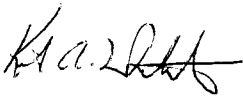
- applicable. The CMP shall also address disposal of all excavated materials. A detailed limits of disturbance plan shall be submitted as part of the CMP.
6. Approval of this Conditional Use Permit is valid for one year from the date of Planning Commission approval.
 7. A financial guarantee, in a form and amount acceptable to the City, for the value of all public improvements, pedestrian amenities and trails, and all landscaping (including all landscaping required to re-vegetate and re-landscape all utility installations) to be completed according to the final approved plans shall be provided to the City prior to building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.
 8. A final record of survey plat shall be submitted to the City for review and approval by the City Council and shall be recorded at the County prior to the sale of individual condominium units. The ADA compliant unit shall be indicated on the record of survey plat as common space in perpetuity. Conditions, Covenants, and Restrictions for this development shall be submitted to the City Attorney for review and approval and shall be recorded at the time of record of survey plat recording. A final subdivision plat shall be approved by the City Council and recorded prior to issuance of a footing and foundation permit.
 9. All signs for this project shall comply with the Park City sign code. Each sign requires a sign permit, reviewed and approved by the Community Development Department prior to installation.
 10. The City Engineer shall review and approve all associated utility, public improvements, grading, and drainage plans for compliance with City standards as a condition precedent to building permit issuance. The final utility plans shall be consistent with the preliminary utility plan on file with the City, dated February 28, 2000. Thirty foot (30') wide easements are required for all public water lines.
 11. The Snyderville Basin Sewer Improvement District review and approval of the sewer plans is a condition precedent to final plat recording and building permit issuance.
 12. Fireplaces in the individual condominium units shall be of a non-solid fuel burning type, such as gas fireplaces or pellet stoves. Wood burning fireplaces are allowed only in common areas.
 13. The main access drive onto Deer Valley Drive East shall be shared with the future access drive for any Deer Crest proposal at this location to minimize drive way cuts and traffic conflicts at this location.
 14. The final parking layout will be reviewed and approved by the Community Development Department and shall be consistent with the plans reviewed by the Planning Commission on October 27, 1999 providing a minimum of 2 spaces per unit with additional guest parking spaces provided. The applicant shall provide details on parking enforcement within the parking structure prior to building permit issuance.
 15. Final location and dimensions of all trails will be delineated on the final plat with guarantees for completion in place prior to granting any building permits for construction of the condominiums.

Mark Walker
Page three
March 23, 2000

16. Final approval regarding snow shedding from roofs and porches will be granted after Community Development Department staff reviews the final architectural and structural plans and finds them in compliance with the City's snow shedding requirements.

Please call me if you have questions. My phone number is 615-5066.

Sincerely,



Kirsten A. Whetstone, AICP
City Planner

KAW/rr

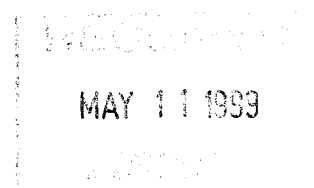
IN REGARDS TO MOUNTAIN VIEW LODGE:

DEER CREST ASSOCIATES I LC
C/O LCC PROPERTIES GROUP LC
2121 AVENUE OF THE STARS, SUITE 1
LOS ANGELES, CA 90067-5041

DEER VALLEY RESORT COMPANY
PO BOX 889
PARK CITY, UT 84060-0889

DEER VALLEY RESORT COMPANY
PO BOX 889
PARK CITY, UT 84060-0889

POWDER RUN HOA
PO BOX 1801
PARK CITY, UT 84060



MOUNTAIN VIEW LODGE PROJECT DESCRIPTION

Located at the base of Deer Valley Resort at Snow Park, the Mountain View Lodge is situated on the eastern hillside overlooking the Snow Park Lodge and the ski facilities located adjacent to it. This proximity provides for direct ski in and ski out access, views of the Olympic venues, access to hiking/biking trails in the summer and other amenities associated with Deer Valley and Park City.

Facilities incorporated into the design of the Mountain View Lodge include 42 condominium units(which include eleven 3000 SF penthouse units, five 3100 SF townhouse units and twenty-six 2100 sf flats), a lobby/check-in area, health club and outdoor pool, guest ski locker area, ski bar, and people mover system. Parking will be handled underground and can accommodate 94 cars. The people mover will transport guests from the ski locker area up the hill to an unloading pavilion located adjacent to Little Stick Run. Ski home access is provided by a 25' trail located near the unloading area of the Burns Lift and ending at the guest ski locker area.

Guests will arrive at the Mountain View Lodge via Deer Valley Drive and then proceeding along an elevated accessway leading to the dropoff area and entrance to the underground parking facility. Within the parking structure, entrance corridors will be designed so as to direct guests to elevators for transport to the lobby and residential units.

The site, approximately 7.8 acres, is primarily wooded with Quaking Aspen and Scrub Oak the predominant species. Evergreens are scattered sparsely across the site. There are no visible rock outcroppings or other significant geological features.

The Lodge is to be set into the hillside so as to minimize its visual impact from surrounding areas and to allow the backdrop of the hillside soften the appearance of the building. The excess material from this site and the expansion of Wide West trail will be utilized as fill for the Olympic Ski venues on Champion and White Owl ski runs.

Mountain View Lodge has been designed with the mountains in mind. Units that step up the hillside, a roofline that also reflects the changing ridgelines, a sensitivity to protecting woodlands, minimizing impacts to viewsheds and blending natural materials into the architecture of the building while providing for the needs of future owners and guests, comprise the elements paramount to the success of this project.





Department of Community Development
Engineering • Building Inspection • Planning

May 11, 1999

**NOTICE OF PUBLIC HEARING
TO ADJOINING PROPERTY OWNERS**

Dear Property Owner:

The Park City Planning Department has received an application for a project to be located in your neighborhood as described below. The Planning Commission will review this proposal at their regularly scheduled meeting on Wednesday, May 26, at 6:30 p.m. in the City Council Chambers at City Hall (The Marsac Building), 445 Marsac Avenue and you are welcome to attend.

Project Location: 2280 Deer Valley Drive, Mountain View Lodge (southeast of the Snow Park Lodge at Deer Valley)

Applicant: Black Diamond Corporation

Project Description: Application for a small scale Master Planned Development to include 42 condominium units, a lobby/check-in area, health club and outdoor pool, guest ski locker area, and people mover system. Parking for 94 cars is located in an underground structure.

If you have any questions or comments regarding the proposal, please contact this office at (435) 615-5066 during normal business hours. You are invited to attend the meeting and address the Commissioners with your comments and questions, or send them to the Planning Staff and we will forward them for you.

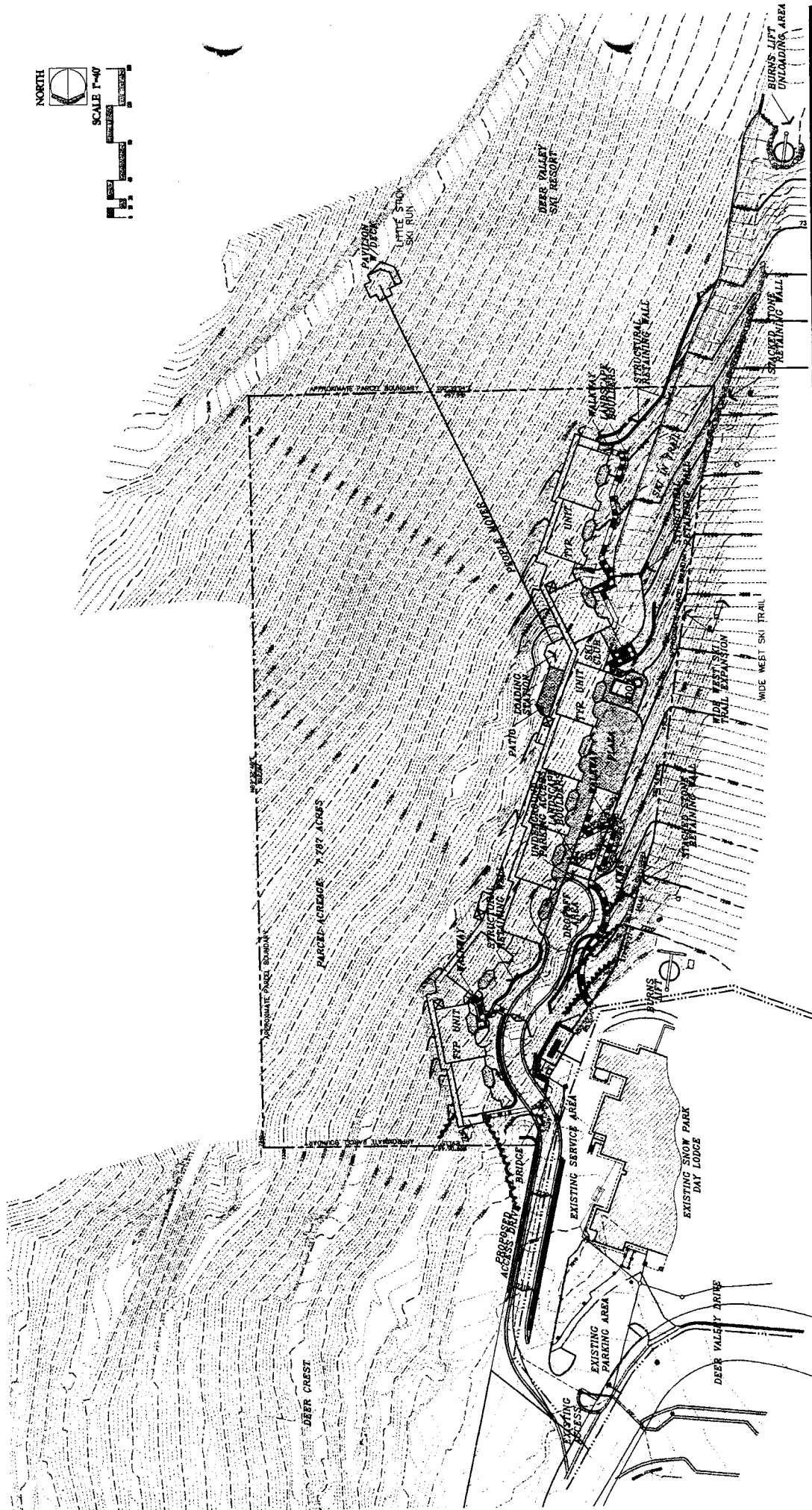
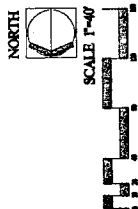
Sincerely,

A handwritten signature in cursive script, reading "Kirsten A. Whetstone".

Kirsten A. Whetstone, AICP
City Planner

KAW/rr

**PARK CITY
PLANNING DEPT.**



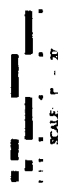
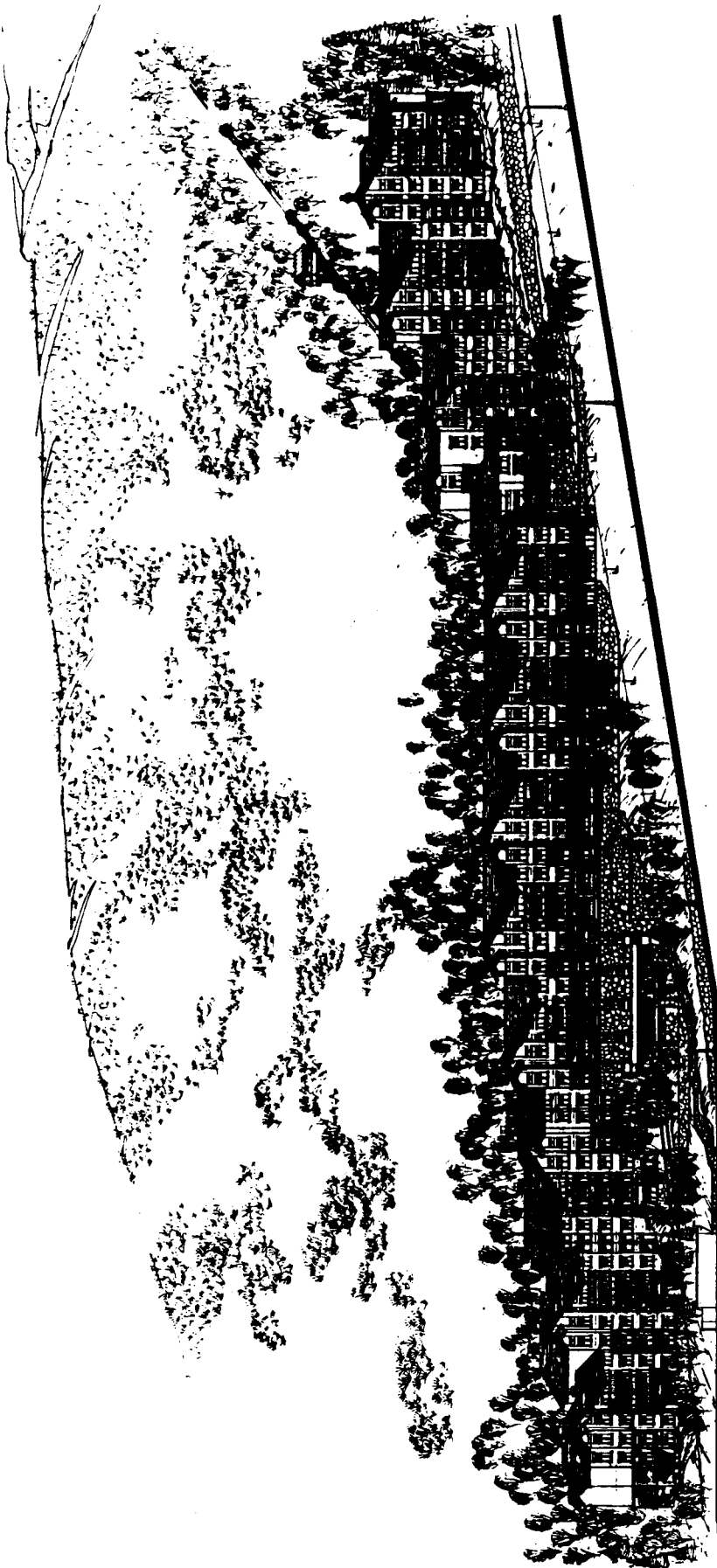
MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

FEBRUARY 1, 1999
SHEET FOUR

**OTTO
WALKER**
architects

1700 Highway 224, Suite Q01, P.O. Box 2672, Park City, Utah 84060 (435) 649-6373

RECEIVED
FEB 05 1999
PARK CITY
PLANNING DEPT.



SCALE 1" = 32'

OTTO
WALKER
architects
1200 Highway 124, Suite 201, P.O. Box 877, Park City, Utah 84060 (801) 966-2173

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

FEBRUARY 1, 1999
SHEET FOURTEEN

ELEVATION

S-18516

COMMITMENT FOR TITLE INSURANCE ISSUED BY

PREPARED FOR:

Deer Valley Resort Company
P.O. Box 889
Park City, Utah 84060
Attn: Bob Wells



cc: Black Diamond Capital Corp.
P.O. Box 3965
Park City, Utah 84060
Leonard Scaglione

cc:

STEWART TITLE GUARANTY COMPANY

STEWART TITLE GUARANTY COMPANY, A Texas Corporation, herein called the Company, for a valuable consideration, hereby commits to issue its policy or policies of title insurance, as identified in Schedule A, in favor of the proposed Insured named in Schedule A, as owner or mortgagee of the estate or interest covered hereby in the land described or referred to in Schedule A, upon payment of the premiums and charges therefor; all subject to the provisions of Schedules A and B and to the Conditions and Stipulations hereof.

This Commitment shall be effective only when the identity of the proposed Insured and the amount of the policy or policies committed for have been inserted in Schedule A hereof by the Company, either at the time of the issuance of this Commitment or by subsequent endorsement.

This Commitment is preliminary to the issuance of such policy or policies of title insurance and all liability and obligations hereunder shall cease and terminate six months after the effective date hereof or when the policy or policies committed for shall issue, whichever first occurs, provided that the failure to issue such policy or policies is not the fault of the Company.

Signed under seal for the Company, but this Commitment shall not be valid or binding until it bears an authorized Countersignature.

IN WITNESS WHEREOF, Stewart Title Guaranty Company has caused its corporate name and seal to be hereunto affixed by its duly authorized officers on the date shown in Schedule A.

STEWART TITLE GUARANTY COMPANY

Stewart Morris Jr.
Chairman of the Board

Countersigned by:

J. Scott Buchanan
Authorized Signatory

HIGH COUNTRY TITLE
Company

PARK CITY, UTAH
City State



Malcolm S. Morris
President

High Country Title
1729 Sidewinder Drive
PO Box 714
Park City, Utah 84060
Fax No. (435) 649-4839

Please direct inquiries to:
J. Scott Buchanan, Title Officer
(800) 812-8779

SCHEDULE A

05/12/98 ms

Order No.: S-18516

1. Effective date: 05/05/98 at 8:00 AM

2. Policy or Policies to be issued:	Amount of Insurance
X (a) A.L.T.A. Owner's	\$
Premium	\$

Proposed Insured:

Black Diamond Capital Corporation, a Delaware corporation

	Amount of Insurance
(b) A.L.T.A. Mortgagee's	\$
Premium	\$

Proposed Insured:

(c) Leasehold	\$
Proposed Insured:	\$

3. The estate or interest in the land described or referred to in this Commitment and covered herein is: Fee Simple as to Parcel 1, and Easement Rights as to Parcel 2.

4. Title to the said estate or interest in said land is at the effective date hereof vested in:

Deer Valley Resort Company, a Utah limited partnership

5. The land referred to in this Commitment is described as follows: Summit County, Ut
PARCEL 1:

BEGINNING at a point which is South 3378.33 feet and East 4309.36 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence South 00°11'40" East 843.51 feet; thence South 90°00'00" West 469.89 feet; thence North 08°24'00" East 718.10 feet; thence North 64°30'00" East 62.00 feet; thence North 11°55'00" East 109.02 feet; thence South 89°56'57" East 283.66 feet to the point of beginning.

(Continued)

S-18516

SCHEDULE A, Paragraph 5, Continued

PARCEL 2:

A 20 foot wide easement, 10 feet on each side of the following described centerline:

Beginning at a point in Deer Valley Drive, said point being South 52°23'13" East 5030.37 feet from the East one-quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Baseline and Meridian, Summit County, Utah; thence South 34°27'19" East 92.77 feet; thence South 09°22'15" West 354.04 feet to a point on a Northwesterly property line of the property known as Snowpark Lodge Multi-Family parcel, said point being North 64°30'00" East 35.91 feet from a Northwesterly property corner.

STEWART TITLE

SCHEDULE B
SECTION 2

Order Number: S-18516

The policy or policies to be issued will contain exceptions to the following unless the same are disposed of to the satisfaction of the Company:

1. Taxes or assessments which are not shown as existing liens by the records of any taxing authority that levies taxes or assessments on real property or by the public records. Proceedings by a public agency which may result in taxes or assessments, or notices of such proceedings, whether or not shown by the records of such agency or by the public record.
2. Any facts, rights, interests or claims which are not shown by the public records but which could be ascertained by an inspection of the land or by making inquiry of persons in possession thereof.
3. Easements, liens or encumbrances, or claims thereof, which are not shown by the public records.
4. Discrepancies, conflicts in boundary lines, shortage in area, encroachments, or any other facts which a correct survey would disclose, and which are not shown by the public records.
5. (a) Unpatented mining claims; (b) reservations or exceptions in patents or in Acts authorizing the issuance thereof; (c) water rights, claims or title to water.
6. Any lien, or right to a lien, for services, labor or materials heretofore or hereafter furnished, imposed by law and not shown by the public records.
7. (Affects this and other property)
Taxes for the year 1998, now a lien, not yet due or payable. Taxes for the year 1997, have been paid. (Serial No. PC-900-4) (1997 Tax Amount \$100,152.18)
8. Said property lies within the boundaries of Park City and is subject to any and all charges and assessments thereof.
9. Said property lies within the boundaries of Park City Water Service District and is subject to any and all charges and assessments thereof.
10. Said property lies within the boundaries of Snyderville Basin Sewer Improvement District and is subject to any and all charges and assessments thereof.
11. Right of Way and Easement 10 feet in width to lay, maintain, operate, repair, inspect, protect, remove and replace pipe lines, valves, valve boxes and other gas transmission and distribution facilities through and across the land herein described, executed by Deer Valley Resort, a Utah limited partnership by Royal Street of Utah, a Utah corporation, its general partner and in favor of Mountain Fuel Supply Company, a corporation recorded October 29, 1981 as Entry No. 185176 in Book 202 at Page 17 of the official records, more particularly described as follows:

Beginning at a point located on the East right-of-way line of an existing Mountain Fuel Supply Company right-of-way, said point being South 3353.72 feet and East 3511.37 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence South 63°56'43" East 216.24 feet; thence South 70°00' East 219.50 feet; thence North 64°30' East 70.00 feet; thence North 20°00' East 92.50 feet; thence North 70°00' West 46.00 feet.

(Continued)

STANDARD TITLE

SCHEDULE B, Special Exceptions, Continued

12. Grant of Easement (30 foot wide Waterline Easement) in favor of Park City Municipal Corporation recorded April 20, 1998 as Entry No. 504727 in Book 1137 at Page 372 of the Official Records, more particularly described as follows:

A strip of land 30 feet wide, 15 feet perpendicularly distant on each side of the following described centerline:

Beginning at a point in Deer Valley Drive East Section "B"; said point being South 52°23'13" East 5030.37 feet, or South 3070.16 feet and East 3984.82 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian (Basis of Bearing being South 0°30'11" East from the East quarter corner of Section 16 to the Southeast corner of Section 16); thence South 34°27'19" East 92.77 feet; thence South 9°22'15" West 334.25 feet; thence South 30°15'07" West 57.33 feet; thence South 83°34'32" West 345.12 feet; thence South 00°53'25" West 467.52 feet; thence South 39°58'28" West 101.67 feet.

13. Grant of Easement (Last Chance Pump Station and adjacent property) in favor of Park City Municipal Corporation recorded April 20, 1998 as Entry No. 504728 in Book 1137 at Page 374 of the Official Records, more particularly described as follows:

Parcel A:

Beginning at a point veing South 49°22'40" East 5311.57 feet, or South 3458.20 feet and East 4031.58 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence South 30°15'07" West 80.86 feet; thence South 66°35'02" West 30.17 feet; thence North 30°15'07" East 24.30 feet; thence North 59°44'53" West 23.85 feet; thence North 30°15'07" East 80.86 feet; thence South 59°44'53" East 41.72 feet to the point of beginning.

and

Parcel B:

Beginning at a point being South 49°22'40" East 5311.57 feet, or South 3458.20 feet and East 4031.58 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence South 59°44'53" East 20.00 feet; thence South 30°15'07" West 80.86 feet; thence North 59°44'53" West 20.00 feet; thence North 30°15'07" East 80.86 feet to the point of beginning.

14. Reservations contained in that certain Special Warranty Deed executed by United Park City Mines Company and recorded August 17, 1979 as Entry No. 158547 in Book M139 at Page 252 of the official records, said reservations being set forth as follows:

(Continued)

SCHEDULE B, Special Exceptions, Continued

"Excepting and reserving unto Grantor, its successors and assigns, all ores and minerals situated in, upon or under the above described tract of land, together with all rights in connection with or relative to the mining, removal or sale of the same (but not including the right to enter upon the surface of the premises)."

15. Subject to a ski trail over, along and across the Southeast corner of the subject property, as disclosed by a Survey performed by Joe Dhaenens, filed December 22, 1994 as File No. S-1853, in the office of the Summit County Recorder.

+++

SCHEDULE C

Order Number: S-18516

The following requirements must be met and completed to the satisfaction of the Company before its policy of title insurance will be issued:

1. Show that restrictions or restrictive covenants have not been violated.
2. Payment to or for the account of the grantors or mortgagors of the full consideration for the estate or interest, mortgage or lien to be issued.
3. Furnish proof of payment of all bills for labor and material furnished or to be furnished in connection with improvements erected or to be erected.
4. Pay all general and special taxes now due and payable including the following:
() Record instrument conveying or encumbering the estate or interest to be insured, briefly described:

Good and sufficient conveyance in favor of Proposed Insured purchaser.

5. Recordation of Easement set forth as Parcel 2 in Schedule A.

Judgments have been checked in the names of Black Diamond Capital Corporation, a Delaware corporation and Deer Valley Resort Company, a Utah limited partnership, and none have been found.

+++

NOTICE TO APPLICANT: If you require copies of any documents identified in this commitment for title insurance, the company will furnish the same upon specific request, either free of charge or for the actual cost of duplication for those copies requiring payment by the Company to obtain.

NOTICE TO APPLICANT: The land described in this Commitment may be serviced by services provided by Cities, Towns, public utility companies and other firms providing municipal type services which do not constitute liens upon the land and for which no notice of the existence of such service charges are in evidence in the Public Records. The applicant should directly contact all entities providing such service and make the necessary arrangements to insure payment for such services and continuation of services to the land.

RECEIPT PARK CITY MUNICIPAL CORPORATION

P.O. BOX 1480
PARK CITY, UTAH 84060
PHONE 615-5221

DATE 2/5/99

REC'D FROM Black Diamond Capital Corp

UF ☐ GF ☐ CASH ☐
CC ☐ FUND ☐ CHECK ☐ \$6300.⁰⁰

WATER SERVICE	
BUSINESS LICENSE	
FINES	
PARKING TICKET NO.	
PARKING PERMIT	
MISC. REVENUES	
<u>HDD</u>	
<u>Mountain View Lodge</u>	
BUILDING PERMIT	
PLAN CHECK FEES	
CONNECTION FEE	
METER	
WATER DEV.	
1% STATE	
IMPACT	
IMPACT	
IMPACT	
IMPACT	
ELECTRICAL	
PLUMBING	
MECHANICAL	
SIGN PERMIT	

40723

REC'D. BY AL

Black Diamond Capital Corp
100 N. Tampa St. Suite 3675
Tampa, FL 33602
(813) 277-0631

Chase Manhattan Bank
New York, NY

1016
2/2/1999

Pay to
the Order Park City Municipal Corp.
Six Thousand Three Hundred and 00/100*****DOLLARS

****6,300.00**

Park City Municipal Corp.
445 Marsac Avenue
Park City, UT 84060

Memo: Submittal Fees/Mtn. View Lodge

#00001016# 100210000211: 323065155#

EXHIBIT A

MOUNTAIN VIEW LODGE

DESCRIPTION OF PROPERTY

Beginning at a point which is South 3378.33 feet and East 4309.36 feet from the East quarter corner of Section 16, Township 2 South, range 4 East, Salt Lake Base and Meridian; thence South 00°11'40" East 843.51 feet; thence South 90°00'00" West 469.89 feet; thence North 08°24'00" East 718.10 feet; thence North 64°30'00" East 62.00 feet; thence North 11°55'00" East 109.02 feet; thence South 89°56'57" East 283.66 feet to the point of beginning.



ACKNOWLEDGMENT OF RESPONSIBILITY

This is to certify that I am making an application for the described action by the City and that I am responsible for complying with all City requirements with regard to this request. This application should be processed in my name and I am a party whom the City should contact regarding any matter pertaining to this application.

I have read and understood the instructions supplied by Park City for processing this application. The documents and/or information I have submitted are true and correct to the best of my knowledge.

I will keep myself informed of the deadlines for submission of material and of the progress of this application. I understand that a staff report will be made available for my review the week prior to any public hearings or public meetings. This report will be on file and available at the Planning Department, 3rd floor Marsac Building.

I further understand that additional fees may be charged for the City's review of the proposal. Any additional analysis required would be processed through the City's consultants with an estimate of time/expense provided prior to an authorization to proceed with the study.

SIGNATURE OF APPLICANT: _____

NAME OF APPLICANT (please print) _____

MAILING ADDRESS: _____

PHONE #: home _____ work _____

FAX #: _____

TYPE OF APPLICATION: _____

AFFIRMATION OF SUFFICIENT INTEREST *

I hereby affirm that I am the fee title owner of the below described property or that I have written authorization from the owner to pursue the described action.

NAME OF APPLICANT: (please print) DEER VALLEY RESORT COMPANY

MAILING ADDRESS: ATTN. BOB WELLS

Box 1087, Park City, UT 84060

STREET ADDRESS/LEGAL DESCRIPTION OF SUBJECT PROPERTY:

SEE ATTACHED

SIGNATURE: [Signature] DATE: 2/8/99

- *1. If you are not the fee owner, attach another copy of this form which has been completed by the fee owner or a copy of your authorization to pursue this action.
- *2. If a corporation is fee title holder, attach copy of the resolution of the Board of Directors authorizing this action.
- *3. If a joint venture or partnership is the fee owner, attach a copy of agreement authorizing this action on behalf of the joint venture or partnership.

PLEASE NOTE: THIS AFFIRMATION IS NOT SUBMITTED IN LIEU OF SUFFICIENT TITLE EVIDENCE. YOU WILL BE REQUIRED TO SUBMIT A TITLE OPINION, CERTIFICATE OF TITLE, OR TITLE INSURANCE POLICY SHOWING YOUR INTEREST IN THE PROPERTY PRIOR TO FINAL ACTION.



M:\CDD\CD\APPL\TNS\COF.DOC

Mountain View Lodge

BASE & MERIDIAN

AT DEER VALLEY
15
PINE INN
85.50 ONE

VALLEY RESORT CO.

09-781

40
LOT 1

900-4

97.01 $\Delta C \pm$

EASEMENT
M 242-261
M 242-262
M 242-263
M 242-264
518-193

DP-5-46-1
B.32-AC

23



file

Department of Community Development
Engineering • Building Inspection • Planning

August 24, 2001

Mr. Lenny Scaglione
Silver Lake Development
PO 3965
Park City, UT 84060

Lynda Fetter
Deer Crest Associates
PO Box 8888
Park City, UT 84060

Mr. Robert Simon, Esq.
Avalon Holdings
4380 SW Macadam Ave Suite 295
Portland, OR 97201

Dear Lynda and Gentlemen:

This letter is to clarify the conditions of approval of the Black Diamond Conditional Use Permit and the Rosewood Conditional Use Permit regarding the approved shared access drive. The Rosewood CUP includes a condition of approval that:

A shared access for this project and Black Diamond Lodge is desired in a location approximately matching the road access shown to the Planning Commission on January 10, 2001, known as option X for the Snow Park site. The applicant (Deer Crest for Rosewood), Black Diamond Lodge, and Deer Valley Resort shall use their best efforts to agree on the construction and maintenance of the shared access in a manner equitable to all parties, monitored by the City Engineer and Community Development Director. The parties, including the applicant, shall agree by April 30, 2001 to an access easement agreement. If an agreement is not reached by this date the Rosewood CUP approval shall be suspended pending a CUP revision for replacement access.

The Black Diamond Lodge representatives have spent many hours working with the City and affected property owners, including Deer Valley Resort, to design a shared access road that does

not require relocation of a primary water main serving all of upper Deer Valley. Black Diamond has worked with the Community Development Department to procure an access easement across the Powder Run parcel, without which the Deer Crest parcels may not have access to Deer Valley Drive East. The design and engineering of this shared access road are approved. The easement for this road, dedicated to the City, is intended to provide permanent, legitimate access for the Black Diamond Lodge.

The Rosewood CUP is currently under suspension, pending either a signed agreement with Black Diamond or submittal and Planning Commission approval of a revised CUP providing alternative access. The Rosewood CUP was approved with the shared access drive, as shown on the site plan for the Snow Park parcel (known as option X). No permits, including grading permits, will be issued for the Rosewood CUP, if the proposed site plan is not in conformance with the approved plans.

The Black Diamond CUP includes a condition of approval stating the following:

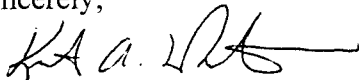
The main access drive onto Deer Valley Drive East shall be shared with the future access drive for any Deer Crest proposal at this location to minimize drive way cuts and traffic conflicts at this location.

The finding of fact for this condition is that access to Deer Valley Drive East at this location is congested with traffic conflicts, due to the location of the skier parking and drop-off, Snow Park service area, Deer Valley Resort access, and future condominium/hotel traffic. The condition for shared access provides a separation in traffic activity and reduction in driveway cuts, to reduce these conflicts and mitigate safety issues on a busy City street.

Black Diamond CUP is in full force and effect and construction is very far along. The Black Diamond Lodge will not be required to submit an amended CUP for Planning Commission review in order to build an access road. Both the undesired access road that requires removal of the water line, and the shared access road have been approved, albeit the undesired access road still requires many technical details regarding utilities and design to be resolved.

The City is highly interested in a shared driveway that does not require relocation of the water line, especially given that a design solution is feasible. Please be aware that the relocation of the water line could jeopardize snow-making for the 2002 Winter Olympics. Thank you for your cooperation on this matter.

Sincerely,



Kirsten A. Whetstone, AICP
Senior Planner

cc. Eric DeHaan, City Engineer
Patrick Putt, Planning and Zoning Administrator



fil

June 25, 2001

Department of Community Development
Engineering • Building Inspection • Planning

Dan Foley
Silverlake Development Corporation
PO Box 3965
Park City, UT 84060

Dear Dan,

The Planning Staff reviewed the plans for the shared driveway at Black Diamond Lodge and Rosewood Hotel. The following is a summary of the comments:

- As submitted, the plan does not address pedestrian access and circulation. The City is requesting a 5' paved sidewalk along the north and east edge of the driveway to accommodate pedestrians and trail users. At the time of construction of the Rosewood Hotel (or parking structure at Snow Park) a set of stairs or a path between the driveway and the Deer Valley parking area will be required to accommodate pedestrian circulation to Snow Park Lodge and the bus stop.
- A landscape plan specific to the shared driveway and retaining wall shall be reviewed and approved by the Planning Department before any permits are issued. The landscape plan shall address re-vegetation of all disturbed areas, including the Powder Run remnant parcel, the Deer Valley parcel, and the Deer Crest parcel (in particular the large area to be re-graded below the two 4' high rock walls). Landscaping in front of the wall is necessary to buffer the impact of this wall. Proper agreements with adjacent property owners may be necessary for all off-site landscaping. Please submit an elevation of the wall showing proposed vegetation.
- Additional design information is required for the wall. How are the logs treated? What type and color of stone is proposed? What is the proposed stone pattern? What type of grout is proposed? Please provide a rendering showing a portion of the wall (or a photo if this wall is similar to an existing one).
- Staff has concerns about the overall design of the wall. Concerns were raised about the compatibility of this wall to other walls in the area, ie. is it similar or is it an entirely new design that has no context to what exists currently. Staff requested additional design options or an explanation of how this proposed wall fits in. The pyramid shaped columns seem out of place. Is there a way to break up the vertical height with some horizontal elements? What is the material and color of the material between the columns? Stucco is

Park City Municipal Corporation • 445 Marsac Avenue • P.O. Box 1480 • Park City, UT 84060-1480
Community Development (435) 615-5055 • Engineering (435) 615-5055 • Building (435) 615-5100
Planning (435) 615-5060 • FAX (435) 615-4906

not consistent with walls in Deer Valley or Park City and will not be approved. Other walls recently approved in Deer Valley, including the wall for a service road at Stein's, was entirely stone. To create sufficient shadowing and relief on a wall of this size, the stone should be raised from the main wall surface by 12-18".

If you have any questions, or would like to meet with me to discuss alternative designs, please do not hesitate to call me at 615-5066. Thank you for your cooperation.

Sincerely,

A handwritten signature in black ink, appearing to read 'K.A. Whetstone', followed by a long horizontal flourish.

Kirsten A. Whetstone, AICP
Senior Planner

copy:

Eric DeHaan, City Engineer

Jim Lavender, Jack Johnson Company

file



Black Diamond Lodge LLC

1245 DEER VALLEY DRIVE #3B
PO BOX 3965
PARK CITY, UTAH 84050
TEL: 435.645.7277 FAX: 435.645.7278

April 10, 2001

Cedar Jordan
Heil Construction Company
P.O. Box 8888
Park City, Utah 84060

Re: Shared Driveway @ Deer Crest / Black Diamond

Dear Cedar,

In our meeting on April 3, 2001 we agreed to the structure of the arrangement between Black Diamond, Deer Crest, and Deer Valley Resort. The structure proposed by Deer Crest would allow for the commencement of the design and development of the shared access road, whereby Black Diamond would agree to pay for the design, up front, as part of its overall contribution towards the road. As I stated in that meeting, Black Diamond agrees to the structure. You are authorized to proceed with the development of the civil and engineering plans for the road, which I understand to be approximately \$16,000.00 (sixteen thousand dollars).

With respect to the overall agreement, we have agreed that our contribution towards the road would be the actual cost to us for our existing road as it relates to our contract with Bodell Construction Company. The cost differential between our existing road and the shared access road would be borne equally by Deer Crest and Deer Valley Resort. We will further agree that the maximum cost to be shared by Deer Crest and Deer Valley Resort can be based on the difference in the Granite cost estimates (as finalized with a little more tinkering) for the two road scenarios, and that any savings achieved (which we expect to be material) can be passed back to Deer Crest and Deer Valley Resort. This arrangement complies with Black Diamond's original agreement, whereby Black Diamond will neither suffer, nor gain financially by virtue of the switch to the shared access road.

Please do not hesitate to give me call if you any further questions with respect to the above.

Sincerely,

Leonard Scaglione

Cc: Bob Wells
Lynda Fetter
Eric DeHaan
Doug Heil
Jim Lavender

KAW



April 6, 2001

Lenny Scaglione
Silver Lake Development
P.O. Box 3965
Park City, UT 84060

Re: Shared Driveway @ Deer Crest / Black Diamond

Dear Lenny,

In our meeting on April 3, 2001 with representation from Deer Valley, Deer Crest, and Black Diamond, I thought we had a clear understanding that we would proceed per my March 28, 2001 memo to Lynda Fetter, subject to minor adjustments to the Granite March 21, 2001 cost estimate for the Black Diamond driveway cost.

In our subsequent meeting on April 5, 2001, you indicated you would only proceed on either of the following two options.

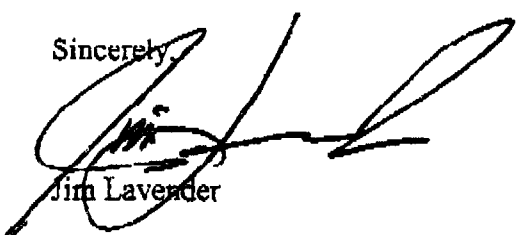
- a) Contribute the credit your contractor gives you for the Black Diamond driveway or;
- b) Negotiate a change order add with your contractor for the differential between Granite's estimates for the Black Diamond driveway and the shared driveway.

This latter approach is unacceptable to Deer Crest, as it would require us to proceed based on an unknown Black Diamond contribution. This contribution is subject to future negotiations between you and your contractor that we do not control.

Therefore, to proceed with the design critical to the construction schedule, we require you to sign off on the Granite estimate (due April 9, 2001, incorporating the scope and quantity adjustment we agreed upon), as your contribution, and send us a letter confirming you will pay the design and development management costs from your contribution.

In my absence for the next two weeks, please respond to Cedar Jordan in our office or with Lynda Fetter so we can release the design as soon as possible.

Sincerely,



Jim Lavender

cc: Dan Foley
Bob Wells
Lynda Fetter

Eric Dehaan
Doug Heil
Cedar Jordan

2354 Keetlev Road Heber City, UT 84032 P.O. Box 8888 Park City, UT 84060
(435) 655-8822 Fax (435) 645-9166



Memo

TO: Lynda Fetter
FROM: Jim Lavender
DATE: March 28, 2001
RE: Rosewood / Black Diamond Shared Access Driveway

Here is a schedule of estimated costs and how the shared access deal could be structured.

Item	Cost Estimate	Payer	Amount	Estimated Payment Date
1. Shared Driveway Design and Development Management	\$ 60,000	Black Diamond	\$ 60,000	May 2000
2. Shared Driveway Construction Cost (excluding heated concrete and Curb / Gutter)	\$ 450,000	Black Diamond Deer Valley	\$ 340,000 \$ 110,000	June 2001 July 2001
3. Heated concrete and Curb / Gutter	\$ 170,000	Rosewood Developer or Deer Crest Deer Valley	\$ 140,000 \$ 30,000	Summer 2003
Total	\$ 680,000		\$ 680,000	

Black Diamond will likely require some financial assurance that the driveway would be finalized (Item #3) by some future date, even if Phase I of the Hotel has not proceeded.

This estimate assumes Black Diamond's driveway construction cost is \$400,000 and assumes the shared driveway construction cost is \$620,000.

Please let me know if you agree with this structure and if you would like us to proceed to coordinate this pursuant to our attached proposal.

From: TIM TWARDOWSKI
To: KIRSTEN WHETSTONE
Date: 1/2/01 12:34PM
Subject: agreement

Hi Kirsten. Ron Ivie forwarded to me a draft "cross property agreement" between Deer Valley and Black Diamond Lodge (for construction of a ski patrol and first aid building and stairway across property lines). I've given the agreement a quick look-over, but need more background info to go any further. Since you were the planner for Black Diamond Lodge, I'm assuming that you can help me out (hoping anyway). Can we meet to discuss this item? Let me know when is a good date/time for you--my calendar is generally open for this week. Thanks.
Tim



Department of Community Development
Engineering • Building Inspection • Planning

June 8, 2000

Mr. Leonard Scaglione
Silverlake Development Corporation
PO Box 3965
Park City, UT 84060

Dear Mr. Scaglione:

The property in question, 2280 Deer Valley Drive, being a part of the approved Black Diamond Subdivision plat, is located within the RD-MPD, Residential Development- Master Planned, Zoning District in Park City, Utah. The proposed use for 30 residential condominium units is permitted in this District subject to all conditions of the Mountain View Lodge Conditional Use Permit granted to you by the Park City Planning Commission on March 8, 2000 (see attached letter). At this time there is not a building moratorium in place in Park City, although during the Olympic Games (February 2002) there may be certain days when access to the site will be severely restricted. If you need additional information, please do not hesitate to call me at 615-5066.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirsten A. Whetstone".

Kirsten A. Whetstone, AICP
Senior Planner

attach.

FAX 645-7278
d. ~~3~~ Handwritten
Copy at

"EXHIBIT D"

DATE

NAME

COUNTY BUILDING AND ZONING DEPARTMENT
ADDRESSRE: *(Legal Description)*
(Street Address)

Dear:

Please provide us with a letter confirming the existing zoning on the above described property, the permitted uses under that zoning designation, and whether the following existing or intended use of the property is permitted under this zoning and any other restrictions that may pertain to the property:

(insert description of the current and/or intended use of the property)

Also, please advise whether there is any building moratorium or other restriction with respect to the property, and if concurrency requirements are applicable.

Please send a copy of your letter to our lender at:

Bank of America, N.A.
Mail Code: FL2-753-18-01
200 Central Avenue, Suite 1800
St. Petersburg, FL 33701
ATTN: Patricia A. Karlik

This information is needed for our files prior to the anticipated loan closing.

Thanks for your help and personal attention.

Yours truly,

BORROWER NAME
BORROWER TITLE

clarification of what actions are being taken. He directed Ms. Ryan to use her judgment in more clearly defining the language so the Planning Commission can debate what should or should not be mandated. In reading the element, he had noted that large administrative and financial requirements would be needed in order to enact many of these items, and if it will be forwarded to the City Council for adoption, it should be accompanied by sufficient funding.

Commissioner Hier stated that he looked at the element as a guideline toward the Development Code, not necessarily as mandating anything.

Commissioner Erickson asked if Resolution 17-99 could be referenced in the new General Plan. Mr. Harrington explained that they avoid specific incorporation into the General Plan because it becomes a matter of mandatory compliance, and the General Plan should be generally directive rather than specific. Commissioner Erickson requested a statement that employee housing requirements are evenly applied against commercial and residential projects.

Discussion regarding the appointment of the Chair & Vice-Chair

Commissioner Larson suggested that discussion of these appointments be continued until the City Council has had an opportunity to appoint new commissioners. The Commissioners concurred.

Chair O'Hara stated that the Land Management Code may require action this evening, which can be addressed during the regular meeting.

Review of Regular Agenda

Consent Agenda

Chair O'Hara explained that the Consent Agenda items will be brought forward as a package, and the Planning Commission must approve or disapprove the Consent Agenda. If an item needs to be pulled from the Consent Agenda, it can be discussed now and pulled off during the regular meeting. He noted that one Consent Agenda item and two items on the regular agenda are listed as being tabled. That language should be revised to "continue to a date uncertain."

Commissioner Larson referred to the Consent Agenda item for ~~1100 Deen~~ Valley Drive, Mountain View Lodge, and the issue of looking for an alternative to utilizing an existing utility easement. He asked if that had been resolved. Planner Kirsten Whetstone replied that City Engineer

Eric DeHaan included language in a condition of approval requiring a 30-foot utility easement for the water line connection into Centennial Drive.

Commissioner Hays referred to 265 Woodside Avenue and asked why it was on the Consent Agenda since there are so many conditions attached. She also asked about the square footage of the structure. Planner Ray Milliner replied that the existing square footage is 700 square feet. The item was placed on the Consent Agenda because a condition of approval states that terracing and other issues will be resolved with the Building Department prior to any building permit issuance. If the Planning Commission prefers more discussion and input, the item can be pulled from the Consent Agenda. Commissioner Hays requested that this item be removed from the Consent Agenda.

Commissioner Larson stated that he had given a lot of thought to the excavation problem, and it was the general direction of the Planning Commission that they do not care if people dig underground. He suggested leaving physical excavation concerns to Ron Ivie and the Building Department.

Commissioner Hays felt that excavation was only one of many concerns which she believed the Planning Commission should address. She did not believe the addition to the house should overwhelm the existing structure, and she noted that this is a one-story historic home with a proposed four-story addition.

There was some debate as to whether the structure was historic. Planner Milliner commented that it was built in the early 70's. Commissioner Hays argued that the structure had been there all her life. Planner Milliner stated that the Staff determined that the structure did not meet the criteria for a historic structure. Commissioner Hays stated that simply because there is not a picture of the home prior to 1970 does not mean it did not exist. Planner Milliner offered to do further research on the structure if directed by the Planning Commission.

Commissioner Hays discussed height issues. She explained that the nature of the street is that there are tall buildings and short buildings. When walking up the stairs, this house creates the feeling that you are not walking next to a skyscraper. There is still a view, and the town can be seen. Adding three stories to the top of the house will prohibit anyone from seeing anything.

PARK CITY

1884

PLANNING COMMISSION REPORT

DATE: March 8, 2000
DEPARTMENT: Planning Department
AUTHOR: Kirsten A. Whetstone, AICP *KAW*
TITLE: 2280 Deer Valley Drive East, Mountain View Lodge CUP
TYPE OF ITEM: Small-Scale Master Planned Development

SUMMARY RECOMMENDATIONS Approve with conditions

DESCRIPTION

A. Topic

PROJECT STATISTICS

Applicant:	Mark Walker for Black Diamond Development Corp.
Location:	2280 Deer Valley Dr East-(SE of Snow Park Lodge)
Proposal:	Small Scale Master Planned Development for 29 residential condominium units and one ADA compliant unit on 5.8 acres.
Zoning:	RD-MPD (Deer Valley MPD)
Adjacent Land Uses:	Deer Valley Resort, Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums
Date of Application:	February 5, 1999
<u>Staff Recommendation:</u>	Approve as conditioned

B. Background

This request for approval of a small scale MPD for a residential condominium proposal at lower Deer Valley, known as Mountain View Lodge CUP, has been under staff and Planning Commission review since March of 1999. A public hearing was held on May 26, 1999. The Commission last reviewed the proposal on October 27, 1999 (**see Exhibit A**) where the applicant presented revisions reflecting 29 units in 3 building masses with underground parking (2 spaces per unit with some additional guest spaces are provided). The Commission spent considerable time at previous meetings discussing grading and site disturbance issues, building massing, architectural design, and building height (restricted to 33' as permitted in the RD

zoning district). At the October 27th meeting the Commission directed staff to draft findings of fact, conclusions of law, and conditions of approval and to return this item as a consent agenda item at the next meeting. Since October, staff and the applicant have been working on details of the preliminary utility plan and ADA compliance issues. Most of those details have been worked out to the satisfaction of the Community Development Department.

Staff has included in the conditions of approval a requirement that the guarantee for public improvements include funds for re-vegetation of landscaped areas disturbed by installation of the water line. At this time the applicants are looking for an alternative to utilizing an existing utility easement that runs between two lots in American Flag Subdivision. This easement is too narrow and also contains significant existing residential landscaping. The remaining minor issues are addressed in the conditions of approval that follow.

ANALYSIS

Land Management Code

Staff reviewed the proposal against the Conditional Use Permit standards for review, Section 1.13 (f) of the LMC (February 25, 1998) and the review criteria for Conditional Use Permits, Section 15-1.10 of the amended LMC (December 31, 1998) (see **Exhibit B** from October 27, 1999 staff report).

As revised and conditioned, the proposed CUP for Mountain View Lodges on the Snow Park parcel of the Deer Valley MPD meets the criteria and standards for review as stated in Chapter 1 of the Land Management Code.

General Plan

Staff has reviewed the proposal against the policies of the Park City General Plan and finds the proposal as conditioned consistent with the General Plan. Specifically, the General Plan encourages resort bed base residential development located in the vicinity of the resorts, directs development to the toe of the slopes to preserve visible hillsides, and encourages alternatives to the use of autos, and discourage driving where feasible. The General Plan also encourages new development to be compatible with the mountain resort character of Park City. The proposal is in-fill, bed base density located at the base of the resort. The proximity to the base area and pedestrian access to a bus route discourages use of the automobile. The proposed architectural character is compatible with the mountain resort, in use of materials and architectural theme, mass and scale. The proposed architectural intent and quality sets the tone and standard for future development in this area.

ADA Compliance

In order to comply with federal ADA (Americans with Disabilities Act) regulations for a hotel/nightly rental management concept, one of the units is required to be ADA compliant and be made available at all times for lease/rental to a qualified (ADA) person(s). The applicant's have agreed to provide one smaller, but comparable, ADA compliant unit to remain in common ownership by the Condominium Association and to be shown on the plat as common space. This unit could not be sold and must stay in the rental pool as an ADA compliant unit. Part of the

existing common area, previously shown as common area for a lounge/lobby/skier gathering space has been converted into this ADA unit. The exterior building massing has not changed as a result of this unit.

Access

In order to address staff's and the Commission's request that this proposal share, with future development at Deer Crest, access off of Deer Valley Drive to eliminate multiple curb cuts and driveways at this location, the applicants agree to move their access drive at such time as an acceptable shared access with Deer Crest is available. At this time the access to the Snow Park parcel is across an existing easement with Deer Valley, which entails moving a City water line. The applicants and Deer Valley have agreed to continue to discuss with Deer Crest the need for shared access.

STAFF RECOMMENDATION

Staff recommends the Commission approve with conditions the small scale MPD for the Mountain View Lodges as described on the Plans submitted and reviewed at the October 27, 1999 Planning Commission meeting, as modified to allow a portion of the common area to be used to construct an ADA compliant unit to be held in common by the entire Condominium Association. Staff bases the recommendation on the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. This proposal requires Small Scale MPD approval, reviewed as a Conditional Use Permit (CUP) because it is a part of a larger MPD known as the Deer Valley MPD.
2. The proposed density of 29 units plus one ADA unit on the 5.8 acre site is consistent with the Deer Valley MPD density designation of 0 to 42 units. No height exceptions are requested. No commercial or retail uses are proposed as part of this CUP.
3. The adjacent street, Deer Valley Drive East, is of a size and capacity to accommodate traffic considerations of this development.
4. Access to Deer Valley Drive East for this development competes with existing access to Snow Park Lodge and future development at Deer Crest creating the potential for traffic conflicts and driveways that do not meet LMC spacing requirements.
5. Utilities must be provided to sustain the anticipated property uses. Easements are necessary for long-term utility maintenance.
6. The project complies with fire and emergency access requirements, by virtue of a fire protection plan that addresses type II non-combustible building materials and structural requirements, 13-D fire sprinkler systems, approved fire and emergency access, and fire separation of structures.

7. A financial guarantee for all landscaping and public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner. The guarantee must include any re-vegetation of ski runs or existing landscaping that is removed to install the water line. This financial guarantee is required prior to building permit issuance or plat recordation.
8. The applicant agrees to provide for City review and approval, prior to issuance of any building permits, a final landscape plan, final grading and utility plans, and detailed architectural elevations consistent with the plans presented to the Planning Commission on October 27, 1999 and consistent with the Preliminary Utility Plan dated February 28, 2000.
9. The applicant stipulates to the conditions of approval.

Conclusions of Law

1. The proposed project complies with all requirements outlined in the Land Management Code, specifically Sections 15.1.10 (December 31, 1998) and Chapter 10 (February 25, 1998).
2. The use is compatible with surrounding structures in use, scale, mass, and circulation.
3. The use is consistent with the Park City General Plan.
4. The use is consistent with the Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development, including compliance with the Design Standards (Appendices A and B) as outlined in the Sensitive Lands Ordinance.
5. Any effects in difference in use or scale have been mitigated through careful planning and conditions of approval.

Conditions of Approval

1. All standard project conditions shall apply (**Exhibit C**).
2. All conditions of approval of the Deer Valley Resort Seventh Amended and Restated MPD continue to apply.
3. A final exterior lighting and landscaping plan consistent with the preliminary landscaping plan, shall be submitted to and approved by the Planning Department prior to issuance of any building permits. All exterior lighting shall conform to requirements of the City's lighting ordinance.
4. Final architectural elevations consistent with the LMC, Park City Design Guidelines and the plans approved by the Planning Commission on October 27, 1999 shall be submitted for review and approval by the Planning Department prior to issuance of a building

permit. Final plans shall be reviewed by staff for compliance with the Design Standards (Appendices A and B) of the Sensitive Lands Ordinance. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and staff can not agree on a specific architectural element or detail, the plans will be presented to the Planning Commission for review. A detailed review against specific requirements of the Uniform Building Code is a condition precedent to issuance of a building permit.

5. A Construction Mitigation Plan (CMP) submitted to and approved by the Community Development Department is required prior to issuance of any building permit. The CMP shall address construction phasing, staging, storage, circulation, parking, delivery, re-vegetation of disturbed areas, temporary signs and lighting, dust, mud, and dirt, and clean water standards if applicable. The CMP shall also address disposal of all excavated materials. A detailed limits of disturbance plan shall be submitted as part of the CMP.
6. Approval of this Conditional Use Permit is valid for one year from the date of Planning Commission approval.
7. A financial guarantee, in a form and amount acceptable to the City, for the value of all public improvements, pedestrian amenities and trails, and all landscaping (including all landscaping required to re-vegetate and re-landscape all utility installations) to be completed according to the final approved plans shall be provided to the City prior to building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.
8. A final record of survey plat shall be submitted to the City for review and approval by the City Council and shall be recorded at the County prior to the sale of individual condominium units. The ADA compliant unit shall be indicated on the record of survey plat as common space in perpetuity. Conditions, Covenants, and Restrictions for this development shall be submitted to the City Attorney for review and approval and shall be recorded at the time of record of survey plat recording. A final subdivision plat shall be approved by the City Council and recorded prior to issuance of a footing and foundation permit.
9. All signs for this project shall comply with the Park City sign code. Each sign requires a sign permit, reviewed and approved by the Community Development Department prior to installation.
10. The City Engineer shall review and approve all associated utility, public improvements, grading, and drainage plans for compliance with City standards as a condition precedent to building permit issuance. The final utility plans shall be consistent with the preliminary utility plan on file with the City, dated February 28, 2000. Thirty foot (30') wide easements are required for all public water lines.
11. The Snyderville Basin Sewer Improvement District review and approval of the sewer plans is a condition precedent to final plat recording and building permit issuance.

12. Fireplaces in the individual condominium units shall be of a non-solid fuel burning type, such as gas fireplaces or pellet stoves. Wood burning fireplaces are allowed only in common areas.
13. The main access drive onto Deer Valley Drive East shall be shared with the future access drive for any Deer Crest proposal at this location to minimize drive way cuts and traffic conflicts at this location.
14. The final parking layout will be reviewed and approved by the Community Development Department and shall be consistent with the plans reviewed by the Planning Commission on October 27, 1999 providing a minimum of 2 spaces per unit with additional guest parking spaces provided. The applicant shall provide details on parking enforcement within the parking structure prior to building permit issuance.
15. Final location and dimensions of all trails will be delineated on the final plat with guarantees for completion in place prior to granting any building permits for construction of the condominiums.
16. Final approval regarding snow shedding from roofs and porches will be granted after Community Development Department staff reviews the final architectural and structural plans and finds them in compliance with the City's snow shedding requirements.

EXHIBITS

- A. Minutes of the October 27, 1999 Planning Commission meeting.
- B. Analysis section from October 27, 1999 Staff Report
- C. Standard Project Conditions

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Commissioner Larson reported that he, Commissioner Zimney, and Chair O'Hara attended the discussion of the skateboard park before the City Council. The City Council wants the Planning Commission to address the skateboard park in an expedited time frame. He stated that he had significant concerns about trying to piecemeal out the City Park. A number of changes are proposed in the next few years, and the Planning Commission should decide whether to plan the Park in total, addressing all the issues, or whether to address the skateboard park in a rapid fashion. He recommended that they continue the temporary skateboard park to allow time to properly plan the City Park. If the City Council wishes to take a different direction, the Planning Commission should be clearly directed to do so.

V. CONSENT AGENDA

~~Deer Valley Drive, Mountain View Lodge - CUP~~

499 Ontario Avenue - CUP for construction on a steep slope

265 Woodside Avenue - CUP for construction on a steep slope

226 Marsac Avenue - CUP

42-1/2 Ontario Canyon Road - CUP

MOTION: Commissioner Larson moved to REMOVE 265 Woodside Avenue from the Consent Agenda, to CONTINUE 226 Marsac Avenue to a date uncertain, and to APPROVE the remaining Consent Agenda. Commissioner Zimney seconded the motion.

VOTE: The motion passed unanimously.

Chair O'Hara noted that 265 Woodside Avenue will be discussed this evening as a regular agenda item.

Findings of Fact - Mountain View Lodge - CUP

1. This proposal requires Small Scale MPD approval, reviewed as a Conditional Use Permit (CUP), because it is a part of a larger MPD known as the Deer Valley MPD.
2. The proposed density of 29 units plus one ADA unit on the 5.8 acre site is consistent with the Deer Valley MPD density designation of

0 to 42 units. No height exceptions are requested. No commercial or retail uses are proposed as part of this CUP.

3. The adjacent street, Deer Valley Drive East, is of a size and capacity to accommodate traffic considerations of this development.
4. Access to Deer Valley Drive East for this development competes with existing access to Snow Park Lodge and future development at Deer Crest, creating the potential for traffic conflicts and driveways that do not meet LMC spacing requirements.
5. Utilities must be provided to sustain the anticipated property uses. Easements are necessary for long-term utility maintenance.
6. The project complies with fire and emergency access requirements by virtue of a fire protection plan that addresses type II non-combustible building materials and structural requirements, 13-D fire sprinkler systems, approved fire and emergency access, and fire separation of structures.
7. A financial guarantee for all landscaping and public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner. The guarantee must include any re-vegetation of ski runs or existing landscaping that is removed to install the water line. This financial guarantee is required prior to building permit issuance or plat recordation.
8. The applicant agrees to provide for City review and approval prior to issuance of any building permits a final landscape plan, final grading and utility plans, and detailed architectural elevations consistent with the plans presented to the Planning Commission on October 27, 1999, and consistent with the Preliminary Utility Plan dated February 28, 2000.
9. The applicant stipulates to the conditions of approval.

Conclusions of Law - Mountain View Lodge

1. The proposed project complies with all requirements outlined in the Land Management Code, specifically Sections 15.1.10 (December 31, 1998) and Chapter 10 (February 25, 1998).

2. The use is compatible with surrounding structures in use, scale, mass, and circulation.
3. The use is consistent with the Park City General Plan.
4. The use is consistent with the Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development, including compliance with the Design Standards (Appendices A and B) as outlined in the Sensitive Lands Ordinance.
5. Any effects in difference in use or scale have been mitigated through careful planning and conditions of approval.

Conditions of Approval - Mountain View Lodge

1. All standard project conditions shall apply (Exhibit C).
2. All conditions of approval of the Deer Valley Resort Seventh Amended and Restated MPD continue to apply.
3. A final exterior lighting and landscaping plan consistent with the preliminary landscaping plan shall be submitted to and approved by the Planning Department prior to issuance of any building permits. All exterior lighting shall conform to requirements of the City's lighting ordinance.
4. Final architectural elevations consistent with the LMC, Park City Design Guidelines, and the plans approved by the Planning Commission on October 27, 1999, shall be submitted for review and approval by the Planning Department prior to issuance of a building permit. Final plans shall be reviewed by Staff for compliance with the Design Standards (Appendices A and B) of the Sensitive Lands Ordinance. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and Staff cannot agree on a specific architectural element or detail, the plans will be presented to the Planning Commission for review. A detailed review against specific requirements of the Uniform Building Code is a condition precedent to issuance of a building permit.
5. A Construction Mitigation Plan (CMP) submitted to and approved by the Community Development Department is required prior to issuance of any building permit. The CMP shall address construction phasing, staging, storage, circulation, parking, delivery, revegetation of

disturbed areas, temporary signs and lighting, dust, mud, and dirt, and clean water standards if applicable. The CMP shall also address disposal of all excavated materials. A detailed limits of disturbance plan shall be submitted as part of the CMP.

6. Approval of this Conditional Use Permit is valid for one year from the date of Planning Commission approval.
7. A financial guarantee in a form and amount acceptable to the City for the value of all public improvements, pedestrian amenities and trails, and all landscaping (including all landscaping required to re-vegetate and re-landscape all utility installations) to be completed according to the final approved plans shall be provided to the City prior to building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Engineer prior to release of this guarantee.
8. A final record of survey plat shall be submitted to the City for review and approval by the City Council and shall be recorded at the County prior to the sale of individual condominium units. The ADA-compliant unit shall be indicated on the record of survey plat as common space in perpetuity. Conditions, Covenants, and Restrictions for this development shall be submitted to the City Attorney for review and approval and shall be recorded at the time of survey plat recording. A final subdivision plat shall be approved by the City Council and recorded prior to issuance of a footing and foundation permit.
9. All signs for this project shall comply with the Park City sign code. Each sign requires a sign permit, reviewed and approved by the Community Development Department prior to installation.
10. The City Engineer shall review and approve all associated utility, public improvement, grading, and drainage plans for compliance with City standards as a condition precedent to building permit issuance. The final utility plans shall be consistent with the preliminary utility plan on file with the City dated February 28, 2000. Thirty foot (30') wide easements are required for all public water lines.
11. The Snyderville Basin Sewer Improvement District's review and approval of the sewer plans is a condition precedent to final plat recording and building permit issuance.

12. Fireplaces in the individual condominium units shall be of a non-solid fuel burning type, such as gas fireplaces or pellet stoves. Wood burning fireplaces are allowed only in common areas.
13. The main access drive onto Deer Valley Drive East shall be shared with the future access drive for any Deer Crest proposal at this location to minimize driveway cuts and traffic conflicts at this location.
14. The final parking layout will be reviewed and approved by the Community Development Department and shall be consistent with the plans reviewed by the Planning Commission on October 27, 1999, providing a minimum of 2 spaces per unit, with additional guest parking spaces provided. The applicant shall provide details on parking enforcement within the parking structure prior to building permit issuance.
15. Final location and dimensions of all trails will be delineated on the final plat, with guarantees for completion in place prior to granting any building permits for construction of the condominiums.
16. Final approval regarding snow shedding from roofs and porches will be granted after Community Development Department staff reviews the final architectural and structural plans and finds them in compliance with the City's snow shedding requirements.

Findings of Fact - 499 Ontario Avenue

1. The proposed dwelling is located within the HR-1 zone.
2. The findings in the analysis section of this report are incorporated herein.
3. The proposed dwelling complies with the zoning requirements of the HR-1 zone.
4. The Board of Adjustment granted a special exception for additional height on July 20, 1999.
5. The CUP will not increase density on the lot.

Conclusions of Law - 499 Ontario Avenue

Black Diamond Capital Corporation

1245 Deer Valley Drive
Suite 3B
PO Box 3965
Park City, UT 84060
(435) 645-7277
Fax: (435) 645-7278

March 6, 2000

Kirsten A. Whetstone, AICP
Planning Department
PO Box 1480
Park City, Utah 84060

Via Facsimile: 615-4906

Dear Kirsten,

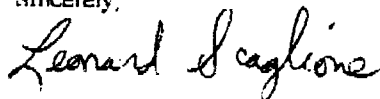
I have received a copy of your Staff Report for the consent agenda meeting on Wednesday, March 8th. While I believe you have accurately described the status of the project, I think the language with respect to the status of the access road requires some clarification.

Currently, via an easement from Deer Valley Resort, the access to our project utilizes the same entry off Deer Valley Drive as the access to Deer Valley's Snow Park Lodge. Using the access easement provided by Deer Valley necessitates the relocation of the existing City water line. Bob Wells is continuing to negotiate with Deer Crest, in an attempt to obtain an easement from them for an alternative access road to the project. We remain optimistic that we will have permission granted from Deer Crest to use their property for temporary construction access to the site, until such time as a permanent easement can be negotiated. The construction easement would allow us until next spring to finalize the plans for the permanent access. The easement would then be incorporated into the plans for the project as the permanent access road, and thus negate the need for the relocation of the water line. The entry point off Deer Valley Drive would remain the same using either easement. Once our permanent access has been constructed, we do not plan on changing or modifying it at that point.

Your Staff Report indicates the City's ultimate desire for shared access, thus minimizing the driveway cuts and traffic conflicts at this location. To accomplish this, the City essentially will have to require Deer Crest to enter their development at the same present Deer Valley access off Deer Valley Drive. I have spoken to Bob Wells again regarding this issue. While Bob indicated that the Resort would agree to cooperate with this condition, there are some underlying concerns as to both the feasibility and practicality of this resolution. That will not be known until there is a design for the Deer Crest project.

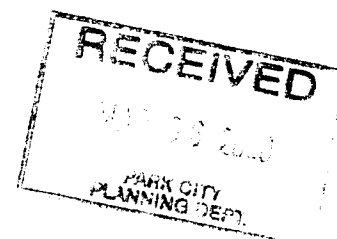
I felt it was imperative to reiterate our understanding with respect to the access road at this time, to eliminate the possibility of miscommunication at this critical juncture of our plans. Please feel free to call me if you have any questions with respect to the above.

Sincerely,



Leonard Scaglione
Black Diamond Capital Corp.

cc: Bob Wells - Deer Valley Resort



DRAFT

February 14, 2000

Kirsten Whetstone, AICP
Park City Municipal Corp.
P.O. Box 1480
Park City, Utah 84060

Re: Mountain View Lodge
Handicap Accessible Unit

Dear Kirsten,

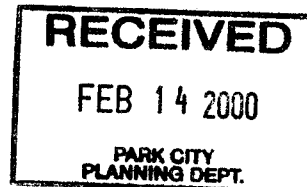
Pursuant to our meeting on January 25, 2000 concerning the development of a handicap accessible unit in the proposed Mountain View Lodge, the following outlines the agreement of the developer for the same.

In addition to the 29 units conditionally approved for the Mountain View Lodge, the developer will construct a single level handicap accessible unit on Level 7261, on the plaza deck, between buildings two and three. The unit will be approximately 1,100 square feet, with finishes similar to those incorporated in the salable units. The unit will be dedicated to the Homeowners Association of Mountain View Lodge by the developer as common space, and as such will never be made available for sale.

I trust the developer commitment reflected above satisfies the ADA requirements for the Mountain View Lodge. Please do not hesitate to call if you have any questions.

Sincerely,

Mark Walker
Applicant for Black Diamond Capital



From: ERIC DEHAAN
To: WHETSTONE, KIRSTEN
Date: 2/24/00 4:10PM
Subject: Re: Mountain View Lodges

The EWP report on Mountain View itemized several improvements that are needed. What I need in my file is a revised Preliminary Utility Plan from Jack Johnson Company adequately incorporating these improvements. You will be interested in the off-site waterline alignment because there could be impacts such as grading and tree removal that I would need your input on. Once we get to that point you could do the normal Planning Commission staff report for their small-scale MPD or CUP, complete with the condition that a financial security for public improvements is required prior to building permit or plat approval, together with all the other usual conditions. The utility plan is expected in about a week, but we will need several days to review it with Jerry Gibbs before we can say it is OK as the utility plan for Mountain View Lodge so you can finalize the staff report.

>>> KIRSTEN WHETSTONE 02/22/00 10:21AM >>>

Please let me know what you need to have in your files, regarding the water line and maintenance agreement with Deer Valley, etc. prior to returning to the Planning Commission for action on Mountain View Lodges. Dan Foley is asking if you will need a letter from Deer Valley and Silver Lake Development regarding this issue, timing, maintenance, thanks. kirsten.

**OTTO /
WALKER**
Architects

2200 Park Avenue

Suite C201

Park City, Utah 84098

435-645-7273

Fax 435-646-6378

February 14, 2000

Kirsten Whetstone, AICP
Park City Municipal Corp.
P.O. Box 1480
Park City, Utah 84060

Re: Mountain View Lodge
Handicap Accessible Unit

Dear Kirsten,

Pursuant to our meeting on January 25, 2000 concerning the development of a handicap accessible unit in the proposed Mountain View Lodge, the following outlines the agreement of the developer for the same.

In addition to the 29 units conditionally approved for the Mountain View Lodge, the developer will construct a single level handicap accessible unit on Level 7261, on the plaza deck, between buildings two and three. The unit will be approximately 1,100 square feet, with finishes similar to those incorporated in the salable units. The unit will be dedicated to the Homeowners Association of Mountain View Lodge by the developer as common space, and as such will never be made available for sale.

I trust the developer commitment reflected above satisfies the ADA requirements for the Mountain View Lodge. Please do not hesitate to call if you have any questions.

Sincerely,



Mark Walker
Applicant for Black Diamond Capital

From: ERIC DEHAAN
To: KIRSTEN WHETSTONE
Date: 1/11/00 9:16AM
Subject: Mountain View Lodge

It took quite a while to get the paperwork in order, but I have now authorized EWP to help the Jack Johnson Company perform the necessary study to determine whether the Mountain View Lodge can be served with water as the Lodge is currently designed, without compromising the City's water system or fire protection elsewhere in Deer Valley. It is my hope that answers will emerge by the first of February.

Please let me know if you have any questions or concerns.

CC: JERRY GIBBS; JOHN LIND; PATRICK PUTT; RICK LEWIS

Commission is about to launch into General Plan amendments, and their two members want the subcommittee to wait until after that process has started before meeting again. She agreed that a new liaison will be necessary.

Commissioner Hier commented that, until the subcommittee meets again, anyone can attend the Snyderville Planning Commission meetings. Manager Shepard reported that she attended the Snyderville Basin meeting the previous evening, and Promontory was discussed at length. Two public hearings are scheduled next week on the Promontory development. She suggested that the Commissioners listen to the radio for details.

IV. PUBLIC HEARING/DISCUSSION/ACTION ITEMS

1. 7700 Marsac Avenue, Park City Silver Mine Adventure - CUP for outdoor dining

This item was withdrawn.

2. 2650 Deer Valley Drive East, Comstock II - Rezone

This item was withdrawn.

3. Environmental Element of the General Plan

The Staff requested that this item be continued to December 15.

MOTION: Commissioner Hays moved to CONTINUE this item to December 15. Commissioner Larson seconded the motion.

VOTE: The motion passed unanimously.

4. 2440 Holiday Ranch - One year review of CUP for horses

This item will be reviewed administratively. Chair O'Hara requested an update.

Administrator Putt explained that this item was advertised in error, and a formal Planning Commission review is not required. A condition of approval called for Staff review at the end of one year. The Staff has received no complaints associated with this CUP. They will verify for compliance with the conditions of approval and take the appropriate action.

5. 2280 Deer Valley Drive, Mountain View Lodge - CUP

The Staff requested that this item be continued to a date uncertain.

MOTION: Commissioner Larson moved to CONTINUE this item to a date uncertain. Commissioner Hays seconded the motion.

VOTE: The motion passed unanimously.

6. 210 Ontario Avenue - Plat amendment

Planner LoPiccolo noted that this application was reviewed by the Planning Commission on October 27 when they discussed the request to replat seven full lots and five partial lots of platted Old Town. The 12 lots will comprise four lots for four single-family dwellings. One dwelling will be off of existing McHenry, one off of Ontario Drive, and a proposed 20-foot-wide driveway will extend to units 3 and 4 on lots 3 and 4. The Planning Commission has discussed the proposed street vacation and reviewed what they perceived as a loss of open space. Planner LoPiccolo reported that the Planning Commission was satisfied with the project subject to findings and conditions and requested that this item return as a Consent Agenda item. The Staff recommended that the Planning Commission forward a positive recommendation to the City Council for the street vacation and the plat amendment.

Chair O'Hara noted that this item was noticed for public hearing although a public hearing was previously held and closed.

Chair O'Hara reopened the public hearing.

There was no comment.

Chair O'Hara closed the public hearing.

Commissioner Larson requested that Matt Twombly tie a trail from McHenry to Second Street on the existing trail at the Virginia Mining Claim to allow people to come off of McHenry, down to Ontario, and into town. He requested that this be included on the trails master plan.

Commissioner Hier asked if that request should be included in the conditions of approval. Administrator Putt stated that the request will be on record in the minutes, and the Staff will pass it along to the trails coordinator.

MOTION: Commissioner Larson moved to forward a POSITIVE recommendation to the City Council on the Ivers plat amendment with the findings of fact, conclusions of law, and conditions of approval outlined in the staff report. Commissioner Hier seconded the motion.

VOTE: The motion passed 5 to 1, with Commissioners Hier, Jones, Larson, O'Hara, and Zimney voting in favor of the motion and Commissioner Hays voting against the motion.

From: ERIC DEHAAN
To: KIRSTEN WHETSTONE
Date: 11/2/99 4:46PM
Subject: Mountain View Lodge

The applicants for Mountain View Lodge still haven't given us a utility plan, to the best of my knowledge. They have showed us two different ones at the two recent meetings we have had, but they haven't left us a copy of their preferred utility plan. Could you call the applicant and get us the latest utility plan? I would like to double check all their water problems, and I would like to meet with Ron Ivie about fire protection to see if there is any way the proposed building can be protected. Thanks.

9. This approval shall expire one year from the date of City Council approval unless this plat amendment is recorded prior to that date.
10. The potential for a lock-out unit is precluded from this property.
8. 2280 Deer Valley Drive, Mountain View Lodge - CUP

Planner Whetstone reviewed the request for a Small Scale Master Planned Development for 29 residential condominium units located south and east of the Snow Park Lodge on Deer Valley Drive East. The Planning Commission has discussed this project over the last few months and seen several concepts. Issues raised at the last meeting relate to the massing of Building 2 and compatibility issues with five-story elements. The Staff met with the applicant to review detailed architectural plans and discuss grading issues, and she indicated the Staff reviewed revisions to the plan, as reflected on the 28-unit alternative in the packet. After discussing grading issues and seeing the retaining wall that would be required behind the building, the Staff felt it was better for the building to retain the slope. The Staff reviewed the 29-unit alternative against the 16 conditional use requirements and policies of the General Plan and recommended approval of the 29-unit configuration. Findings and conditions have been drafted, but utility issues must still be resolved. The intent this evening is to hear final comments from the Planning Commission on the general layout, and the Staff will return with revised conditions at the next meeting.

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Erickson suggested that this item return as a Consent Agenda item at the next meeting.

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From: ERIC DEHAAN
To: JERRY GIBBS; JOHN LIND; RICH HILBERT
Date: 11/18/99 4:35PM
Subject: Mountain View Lodge

I received a new utility plan for the Mountain View Lodge today. This is the proposed hotel/condo next to the Snow Park Lodge in Deer Valley. Once again they proposed to run a series of PRVs for their water supply line off of the high pressure side of the Last Chance Pump Station, reducing the pressure first from 510 psi to 300 psi and then again to 120 psi. I told them that this proposal wasn't in line with our earlier discussions and that I was expecting that **any** connection to the 510 psi side of Last Chance would **not** be acceptable.

CC: KIRSTEN WHETSTONE; RICK LEWIS

PLANNING COMMISSION REPORT

DATE: October 21, 1999 (~~October 27, 1999~~ meeting)
DEPARTMENT: Planning Department
AUTHOR: Kirsten A. Whetstone, AICP
TITLE: 2280 Deer Valley Drive East, Mountain View Lodge CUP
TYPE OF ITEM: Small-Scale Master Planned Development

SUMMARY RECOMMENDATIONS Review revised plan.

DESCRIPTION

A. Topic

PROJECT STATISTICS

Applicant:	Mark Walker for Black Diamond Development Corp.
Location:	2280 Deer Valley Dr East-(SE of Snow Park Lodge)
Proposal:	Small Scale Master Planned Development for 29 residential condominium units on 5.8 acres.
Zoning:	RD-MPD (Deer Valley MPD)
Adjacent Land Uses:	Deer Valley Resort, Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums
Date of Application:	February 5, 1999
<u>Staff Recommendation:</u>	Discussion item only

B. Background

On March 24 the Planning Commission discussed a proposal (Concept 1) for 42 multi-family condominiums on the Snow Park parcel of the Deer Valley MPD (see Exhibit A). On April 20, 1999 the applicants submitted revisions (Concept 2). This second plan was for the same number and mass of units in a taller more tightly clustered plan. Although not discussed at the May 12 meeting, a report discussing Concept 2 and a memo from the legal staff, discussing vested density, were given to the Commission to review. City planning and legal staffs met with the applicants on May 6, 1999 where staff reiterated concerns about the amount of site disturbance, building massing and height, access, compatibility with Snow Park Lodge, and skier/pedestrian circulation issues. The legal department provided clarification of the density issue.

On May 26 the applicants presented a revised concept plan (Concept 3) to the Planning Commission reducing the number of units from 42 to 31 with a 30% reduction in total massing. Two buildings higher on the slope were deleted and total site disturbance was reduced by 40%. Building heights were decreased to a maximum of 55'. Staff indicated that the applicants were moving in the right direction by reducing the mass; proposing heights more compatible with the neighborhood; providing more building separation, adding stepping and articulation; keeping building mass and site disturbance lower on the slope; minimizing slope disturbance, and re-designing pedestrian circulation to Snow Park Lodge.

At the May 26 meeting, the Commission indicated that a height variance was not possible given the vested density of zero, based on reviewing this site independent of the Snow Park parking lot parcels. The base height for the RD zoning district is 33' to the peak of a pitched roof, measured from existing grade. The Commission expressed concern that the proposed buildings should be revised to be more compatible in mass and scale with the Snow Park Lodge.

On July 1 the applicants submitted revisions based on the May 26 Planning Commission comments and public hearing. Concept 4 included three buildings meeting the 33' height limit, as measured from existing grade to the highest point on the ridge. Additional building articulation and stepping was provided. The skier/people mover was deleted in favor of an at grade pedestrian connection and tunnel to Snow Park Lodge. There was a significant reduction in site disturbance and building massing from the original plans as the unit number was reduced by a third and the building envelopes were contained in the lower portion of the parcel, at the toe of the slope. A reduction in overall unit numbers from 31 to 29 from the previous plans was shown. The Commission continued to have concerns about the site grading and general layout as the buildings relate to the ski slope, overall height of exposed west elevations, and compatibility with Snow Park Lodge.

On September 22 the applicants returned to the Planning Commission with revised plans addressing grading, site layout, and height issues. The entire grading concept was re-evaluated and re-designed to focus slope retention behind the buildings. By lowering the drop-off/arrival area by 8' and shifting it to the west the project interfaces with the existing ski run with gradual slopes and pedestrian scale retaining walls and landscaped areas. Open space continued to be in the range of 80% of the parcel with 90% of the open space consisting of land undisturbed by construction and landscaping associated with the proposal. The applicants presented a model and other visual aids to explain additional changes to the architectural elevations to minimize perceived massing. The buildings did not exceed the 33' height limit, as measured from existing grade.

Future development at Snow Park was discussed by the Commission. Bob Wells discussed how development on the parking lot parcels could potentially impact existing developments at Lower Deer Valley to a greater degree than the proposed development and Deer Valley made an offer to agree to utilize the Unit Equivalent formula during development of the parking lot. This would set a massing cap, in addition to a density cap, on future development at Snow Park. Currently there is no unit size restriction, or building massing cap, for the remainder of the parcels at Snow Park.

C. Current Proposal

In response to the Commission's comments regarding building massing at the September 22, 1999 meeting the applicants met with Planning staff to discuss proposed changes to the architectural elevations (see Exhibit B). It was generally agreed that the Commission had concerns with the north end of Building Two and to some extent the five story elements of Building Three. Planning staff was presented with concept drawings revising the elevations for these buildings. The revised elevations did the following:

- Removed a unit from the fourth story of Building Two on the north end and dropped the roof-line to match the roof-line elevation of Building One (see **Building Two- 28 unit option**).
- Shifted the lower three stories of Building Two in the middle portion of the building forward by up to 14' to create a significant horizontal break from the two upper stories, effectively stepping down the slope towards the ski run. This break, coupled with the 10'-20' horizontal and vertical shifts between the north and middle sections of Building Two, provides building articulation that significantly reduces the perception of a flat vertical and horizontal plane (see **site plan**) on the west facing elevation.
- Demonstrated further how the drop-off area and garage entrance near the lobby entrance of the main building acts as a porte-cochere entry, with a 10' to 12' wide common plaza area above, and lends a sense of arrival for the development. Stone columns and walls tie the building to the ground on either side, visually preventing the perception of a building floating above a hole (see **Building Two either option**).
- Added a penthouse element to the middle portion of Building One by raising an existing three story element by half a floor, maintaining the same overall building height of the upper most ridge line (see **Building One -28 unit option**).
- Added lower roof elements at the third story level of Building Three and recessed the porches for the upper levels on the three occasions where there is a fifth story element to break the vertical plane. Horizontal and vertical breaks of 10' to 20' further reduce the perception of this building to a predominantly four story building (see **Building Three elevation**).

Staff is satisfied that these changes reduce the visual perception of building height, create additional stepping with the terrain, and de-emphasize the fifth story elements. The articulation in vertical and horizontal building walls, as well as the articulated and interesting roof lines of this proposal convinced staff that the buildings could be considered compatible with the surrounding area, as well as set a positive tone for future architecture in the area.

Upon review of these changes by the applicant's engineers and grading specialists, a problem surfaced, leading to the submission of the two options for Buildings One and Two in your packet. The problem that surfaced is one of slope retention. If you examine the Grading Study (see Exhibit C) for the two options it becomes clear that the unit removed for the 28 unit option, at the north end of Building Two, was essentially helping to retain the slope behind it. When the unit was removed the grading study necessitated a two level retaining wall to keep the lowered roof

above the level of finished grade to meet UBC requirements. The result is that this retaining wall now becomes visible behind and above the new lower roof line.

Because of this problem, the applicant submitted a second option (**29 unit option**) for the Planning Commission to consider. The 29 unit option does everything the 28 unit option does (as outlined above), except for the following:

- Does not remove a unit from the fourth story of Building Two on the north end. The roof-line from Building One to Two steps up the hill instead of remaining on the same plane. (see **Building Two- 29 unit option**).
- Does not add the penthouse element to Building One, thus keeping the three story element on the west elevation as it previously was (see **Building One- 29 unit option**).

The applicants will demonstrate the differences between these two options at the meeting and will present the two options on larger scaled drawings. Staff has reviewed both options and supports the 29 unit option because of visual impacts of the retaining wall behind Building Two on the 28 unit option.

ANALYSIS

Land Management Code

Staff reviewed the 29 unit proposal against the Conditional Use Permit standards for review, Section 1.13 (f) of the LMC (February 25, 1998) and the review criteria for Conditional Use Permits, Section 15-1.10 of the amended LMC (December 31, 1998)

1. **Size and Location of the Site:** The 5.8 acre site is located within the Deer Valley MPD in the RD zone. It is of sufficient size for the proposed use of 29 condominium in three buildings with underground parking. Multi-family residential developments are conditional uses in the RD zone, subject to the specific requirements of the Conditional Use Review and the Deer Valley MPD. **The proposal complies with this criteria.**
2. **Traffic Considerations:** Additional traffic generated by the 29 units will not impact the capacity of Deer Valley Drive East. Staff is recommending a condition that the access drive to Deer Valley Drive East be shared with the future access drive for any Deer Crest proposal at this location to minimize drive way cuts and traffic conflicts at this location. **As conditioned the proposal complies with this criteria.**
3. **Utility Capacity:** There is water, sewer, and electric capacity for this use. Improvements to the sewer system on lower Deer Valley Drive may be triggered by this or future uses in the Snow Park area. Sewer District sign-off is required prior to recording of the final subdivision plat and prior to issuance of any building permits. **As conditioned, this proposal complies with this criteria.**

4. **Emergency Vehicle Access:** Access to the garage and building is adequate for emergency vehicles and has been reviewed and approved by the Chief Building Official. **The proposal meets this criteria.**
5. **Location and Amount of Off-street Parking:** A minimum of 70 parking spaces are proposed. This number allows for two spaces per unit with an additional 12 guest, lock-out, and employee spaces. In the event of lock-outs, the Deer Valley MPD requires two spaces per unit for units containing up to three bedrooms and three spaces per unit for units containing more than three bedrooms. The final parking layout will be reviewed and approved by the Community Development Department prior to building permit issuance and upon review of the specific floor plans. Parking is located under the buildings. **As conditioned the proposal meets this criteria.**
6. **Internal Circulation System:** The applicant has agreed to provide sidewalks between the residential units and Snow Park Lodge, as well as trails through the property to connect to the trail system at Deer Valley. Final location and dimensions of all trails will be delineated on the final plat with guarantees for completion in place prior to granting any building permits. **As conditioned, the proposal meets this criteria.**
7. **Fencing, Screening and Landscaping to Separate Uses:** There is adequate separation from the proposed building to adjoining uses. A preliminary landscape plan has been submitted and reviewed by Planning staff. There is adequate landscaping and buffering proposed to soften retaining walls and exposed vertical walls associated with the parking structure and buildings. Additional landscaping is proposed to soften the interface between the buildings and ski run. A final landscape plan, consistent with the preliminary plan, is required prior to issuance of any building permits to address in detail all landscaping around the building and site as well as how all disturbed areas will be re-vegetated following construction. **The proposal meets this criteria.**
8. **Building Mass, Bulk, Orientation, and the Location of Buildings on Site; Including Orientation to Adjacent Buildings or Lots:** The development is broken into three buildings, two share a common parking structure. These three buildings are oriented low on the site at the toe of the slope that provides 500 vertical feet of hillside backdrop above the proposed roof lines. Additional landscaping and buffering may be needed to satisfy the needs of Deer Valley Ski Resort in order to minimize conflicts with "ski-to" skiers on the lower ski run.

As revised, the three buildings are compatible in mass and scale with neighboring residential condominium buildings and with the Snow Park Lodge. The buildings are comprised of elements of three, four, and five stories. Building One is predominantly three stories with elements of four. Buildings Two and Three are predominantly four stories with elements of five. Where the building consists of five stories substantial horizontal building stepping, recessed porches, lowered roof elements, and additional balcony detailing are used in combination to reduce the perception of five stories. The

buildings comply with the 33' height limit for the zone, as measured from existing grade to the peak of the roof.

The buildings are oriented in a staggered fashion along the existing ski run and Burns lift. The plans have been revised to reflect a gentle slope and grade transition from the ski run to the buildings, so the buildings do not appear to perch over the ski run and Snow Park Lodge. The view from the public street (Deer Valley Drive East) is of the narrow ends of the buildings situated behind the Snow Park Lodge. The site is not immediately adjacent to the other residential developments at Snow Park and relates more directly to the Deer Valley ski resort and Snow Park Lodge. **As revised, the proposal meets this criteria.**

9. **Useable Open Space:** The MPD requires 60% of the land to be open space. Approximately 80% of the parcel remains in open space, with 90% of the open space consisting of land undisturbed by construction and landscaping associated with the proposal. Staff recommends that the undisturbed open space be platted as unbuildable at the time of the final subdivision plat. **The proposal meets this criteria.**
10. **Signs and Lighting:** No signs are proposed at this time. A master sign plan, if applied for, will be reviewed against provisions of the sign code. Exterior lighting will also be reviewed at the time of building permit review for compliance with the City's lighting ordinance. **As conditioned the proposal meets this criteria.**
11. **Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing:** Architectural details are in keeping with the Park City Design Guidelines and are compatible with surrounding uses. At the time of building permit issuance, the final submitted architectural plans shall be consistent with plans approved by the Planning Commission. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and staff can not agree on a specific architectural element or detail, the plans will be presented to the Planning Commission for review.

The buildings as proposed utilize hardy board composition horizontal and vertical siding with accent stucco in darker shades of compatible earthtones. Trim and fascia are proposed to be rough sawn wood in natural or earthtone stain finishes. Columns throughout are proposed to be of non-combustible materials wrapped with wood trim. Railings are proposed to be iron with wood trim accents. Windows are aluminum clad wood construction bronze in color. Native field stone in a roughly squared random pattern is proposed for all stone work. Actual color samples and final design details must be approved by staff prior to building permit issuance. The roof is proposed to be a 40 year architectural grade asphalt shingle that projects a defined shadow element. The color has not been determined. Additional and specific details, such as trim widths, sill dimensions, siding dimensions and orientation (vertical/horizontal), colors and textures, etc. will be reviewed by staff for compliance with the Design Guidelines, prior to issuance of any building permits. All changes to these details shall be reviewed by staff

and or the Planning Commission in the event of disagreement with staff's decision. **As conditioned, the proposal meets this criteria.**

12. **Noise, Vibration, Odors, Steam, or Other Mechanical Factors That Might Affect People and Property off Site:** Not applicable.
13. **Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash Areas:** As this is a relatively small condominium project with no retail, professional office, or restaurant uses, large delivery vehicles are not anticipated. Service vehicles can load and unload from within the parking garage. A trash dumpster is located in the garages in an enclosure. The garage entrance is designed to allow emergency vehicle and service vehicles (such as garbage trucks) to enter and use the turn around without impacting city streets. **The proposal meets this criteria.**
14. **Expected Ownership and Management of the Project:** It is expected that the individual units will be separately owned condominiums with lock out units (see Exhibit D). The units and lockouts may be placed in a rental pool with the entire project being operated as a condominium hotel with the potential of an on-site management office and check-in lobby. **The proposal complies with this criteria.**
15. **Architectural and Uniform Building Code Review:** The buildings comply with the intent of the Park City Design Guidelines and the general requirements of the UBC. The current site configuration and building materials have received preliminary approval from the Chief Building Official and Fire Marshall. A detailed review against specific requirements of the Uniform Building Code is required as a condition prior to issuance of a building permit. At the time of building permit issuance, the submitted architectural plans shall be consistent with plans approved by the Planning Commission. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and staff can not agree on a specific architectural element, the plans will be presented to the Planning Commission for review. **As conditioned, the proposal complies with this criteria.**
16. **Sensitive Lands Review:** The Deer Valley MPD states that limits of disturbance, vegetation protection, and building design standards as outlined in Appendices A and B of the Sensitive Lands Ordinance do apply. These design standards address building color and materials, windows and glass treatment, parking location and landscaping (not applicable if under the structure), roof top mechanicals, roof pitch and material, height controls, and underground utilities. Vegetation protection regulations in Appendix B address tree and vegetation removal to open view corridors, irrigation limits, and re-vegetation plans and regulations. **As conditioned, the proposal meets this criteria.**

In addition staff reviewed the proposal against the four standards for review as stated in Section 15-1.10 of the amended LMC as follows:

1. The Application complies with all requirements of the Land Management Code;

2. The Use is be Compatible with surrounding Structures in use, scale, mass and circulation;
3. The Use is consistent with the Park City General Plan, as amended; and
4. The effects of any differences in use or scale have been mitigated through careful planning.

As revised and conditioned the proposed CUP for 29 condominium units on the Snow Park parcel of the Deer Valley MPD meets the above criteria for review and standards for review as stated in Chapter 1 of the Land Management Code.

General Plan

Staff has reviewed the proposal against the policies of the Park City General Plan and finds the proposal as conditioned consistent with the General Plan. Specifically, the General Plan encourages resort bed base residential development located in the vicinity of the resorts, directs development to the toe of the slopes to preserve visible hillsides, and encourages alternatives to the use of autos, and discourage driving where feasible. The General Plan also encourages new development to be compatible with the mountain resort character of Park City. The proposal is in-fill, bed base density located at the base of the resort. The proximity to the base area and pedestrian access to a bus route discourages use of the automobile. The proposed architectural character is compatible with the mountain resort, in use of materials and architectural theme, mass and scale. The proposed architectural intent and quality sets the tone and standard for future development in this area.

Other Issues for Discussion

Grading and Utilities

In reviewing the proposal against the CUP review criteria staff finds that the revised plan adequately addresses building location on the site, in terms of grading and interface with both the ski run and the existing slope. Staff is recommending a condition of approval that final grading at the entrance of the project, at Deer Valley Drive East, be reviewed and approved prior to recording of the final plat and issuance of any building permits. A utility issue involving relocation of a major water line serving Deer Valley is currently being reviewed by the City Engineer. Staff is recommending a condition of CUP approval that the water line relocation issue be resolved to the satisfaction of the Community Development Department prior to recording of the final subdivision plat and prior to issuance of any building permits for the condominium development.

Access

In order to address staff's and the Commission's request that this proposal share, with future development at Deer Crest, access off of Deer Valley Drive to eliminate multiple curb cuts and driveways at this location, the applicants agree to eliminate the "service road access" at such time as acceptable shared access with Deer Crest is available. At this time the only legal access to this Snow Park parcel is across an existing easement with Deer Valley. The applicants and Deer Valley will continue to discuss with Deer Crest the need for shared access and the City's

requirement for elimination of multiple access. Resolution of this access issue will also resolve the water line issue.

Excavated Material and Regrading of Deer Valley Ski Runs

Staff recommends that excavated materials from this development be utilized by Deer Valley, to limit the number of truck trips through town. Deer Valley has indicated to the applicants that they intend to use all of the excavated materials in preparing ski runs for the 2002 Olympic events, significantly reducing truck traffic through town.

STAFF RECOMMENDATION

Staff recommends the Commission review the revised plans and determine whether the 29 unit option meets the standards of review for Conditional Use Permits as stated in Chapter 1 of the LMC.

EXHIBITS

- A. Location map
- B. Revised plans- 28 unit option and 29 unit option
- C. Grading study for Building Two
- D. Applicant's letter

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EXHIBIT A

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2. **Traffic Considerations:** Additional traffic generated by the proposal will not impact the capacity of Deer Valley Drive East. Staff is recommending a condition that the access drive to Deer Valley Drive East be shared with the future access drive for any Deer Crest proposal at this location to minimize drive way cuts and traffic conflicts at this location. **As conditioned the proposal complies with this criteria.**
3. **Utility Capacity:** There is water, sewer, and electric capacity for this use. Improvements to the sewer system on lower Deer Valley Drive may be triggered by this or future uses in the Snow Park area. Sewer District sign-off is required prior to recording of the final subdivision plat and prior to issuance of any building permits. A new public water line is required to be constructed to tie into an existing water line in American Flag. Thirty foot wide utility easements are required for all public water lines. **As conditioned, this proposal complies with this criteria.**
4. **Emergency Vehicle Access:** Access to the garage and building is adequate for emergency vehicles and has been reviewed and approved by the Chief Building Official. **The proposal meets this criteria.**
5. **Location and Amount of Off-street Parking:** Parking is provided at a rate of 2 parking spaces per unit with additional spaces for guest parking. This is sufficient parking given the nightly rental character of this use. The final parking layout will be reviewed and approved by the Community Development Department prior to building permit issuance. Parking is located under the buildings. **As conditioned the proposal meets this criteria.**
6. **Internal Circulation System:** The applicant has agreed to provide sidewalks between the residential units and Snow Park Lodge, as well as trails through the property to connect to the trail system at Deer Valley. Final location and dimensions of all trails will be delineated on the final plat with guarantees for completion in place prior to granting any building permits. **As conditioned, the proposal meets this criteria.**

EXHIBIT B

7. **Fencing, Screening and Landscaping to Separate Uses:** There is adequate separation from the proposed building to adjoining uses. A preliminary landscape plan has been submitted and reviewed by Planning staff. There is adequate landscaping and buffering proposed to soften retaining walls and exposed vertical walls associated with the parking structure and buildings. Additional landscaping is proposed to soften the interface between the buildings and ski run. A final landscape plan, consistent with the preliminary plan, is required prior to issuance of any building permits to address in detail all landscaping around the building and site as well as how all disturbed areas will be re-vegetated following construction. **The proposal meets this criteria.**

8. **Building Mass, Bulk, Orientation, and the Location of Buildings on Site; Including Orientation to Adjacent Buildings or Lots:** The development is broken into three buildings, two share a common parking structure. These three buildings are oriented low on the site at the toe of the slope that provides 500 vertical feet of hillside backdrop above the proposed roof lines. Additional landscaping and buffering may be needed to satisfy the needs of Deer Valley Ski Resort in order to minimize conflicts with "ski-to" skiers on the lower ski run.

As revised, the three buildings are compatible in mass and scale with neighboring residential condominium buildings and with the Snow Park Lodge. The buildings are comprised of elements of three, four, and five stories. Building One is predominantly three stories with elements of four. Buildings Two and Three are predominantly four stories with elements of five. Where the building consists of five stories substantial horizontal building stepping, recessed porches, lowered roof elements, and additional balcony detailing are used in combination to reduce the perception of five stories. The buildings comply with the 33' height limit for the zone, as measured from existing grade to the peak of the roof.

The buildings are oriented in a staggered fashion along the existing ski run and Burns lift. The plans have been revised to reflect a gentle slope and grade transition from the ski run to the buildings, so the buildings do not appear to perch over the ski run and Snow Park Lodge. The view from the public street (Deer Valley Drive East) is of the narrow ends of the buildings situated behind the Snow Park Lodge. The site is not immediately adjacent to the other residential developments at Snow Park and relates more directly to the Deer Valley ski resort and Snow Park Lodge. **As revised, the proposal meets this criteria.**

9. **Useable Open Space:** The MPD requires 60% of the land to be open space. Approximately 80% of the parcel remains in open space, with 90% of the open space consisting of land undisturbed by construction and landscaping associated with the proposal. Staff recommends that the undisturbed open space be platted as unbuildable at the time of the final subdivision plat. **The proposal meets this criteria.**

10. **Signs and Lighting:** No signs are proposed at this time. A master sign plan, if applied for, will be reviewed against provisions of the sign code. Exterior lighting will also be reviewed at the time of building permit review for compliance with the City's lighting ordinance. **As conditioned the proposal meets this criteria.**

11. **Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing:** Architectural details are in keeping with the Park City Design Guidelines and are compatible with surrounding uses. At the time of building permit issuance, the final submitted architectural plans shall be consistent with plans approved by the Planning Commission. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and staff can not agree on a specific architectural element or detail, the plans will be presented to the Planning Commission for review.

The buildings as proposed utilize wood or hardy board composition horizontal and vertical siding with accent stucco in darker shades of compatible earthtones. Trim and fascia are proposed to be rough sawn wood in natural or earthtone stain finishes. Columns throughout are proposed to be of non-combustible materials wrapped with wood trim. Railings are proposed to be iron with wood trim accents. Windows are aluminum clad wood construction bronze in color. Native field stone in a roughly squared random pattern is proposed for all stone work. Actual color samples and final design details must be approved by staff prior to building permit issuance. The roof is proposed to be a 40 year architectural grade asphalt shingle that projects a defined shadow element. The color has not been determined. Additional and specific details, such as trim widths, sill dimensions, siding dimensions and orientation (vertical/horizontal), colors and textures, etc. will be reviewed by staff for compliance with the Design Guidelines, prior to issuance of any building permits. All changes to these details shall be reviewed by staff and or the Planning Commission in the event of disagreement with staff's decision. **As conditioned, the proposal meets this criteria.**

12. **Noise, Vibration, Odors, Steam, or Other Mechanical Factors That Might Affect People and Property off Site:** Not applicable.

13. **Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash Areas:** As this is a relatively small condominium project with no retail, professional office, or restaurant uses, large delivery vehicles are not anticipated. Service vehicles can load and unload from within the parking garage. A trash dumpster is located in the garages in an enclosure. The garage entrance is designed to allow emergency vehicle and service vehicles (such as garbage trucks) to enter and use the turn around without impacting city streets. **The proposal meets this criteria.**

14. **Expected Ownership and Management of the Project:** It is expected that the individual units will be separately owned condominiums with lock out units (see Exhibit D). The units and lockouts may be placed in a rental pool with the entire project being operated as a condominium hotel with the potential of an on-site management office and

check-in lobby. In order to meet ADA regulations for this type of management, one ADA compliant unit is required and has been converted from existing common space. This unit needs to remain in common ownership (dedicated on the condominium plat as common space) and available for qualified persons at all times. **The proposal complies with this criteria.**

15. **Architectural and Uniform Building Code Review:** The buildings comply with the intent of the Park City Design Guidelines and the general requirements of the UBC. The current site configuration and building materials have received preliminary approval from the Chief Building Official and Fire Marshall. A detailed review against specific requirements of the Uniform Building Code is required as a condition prior to issuance of a building permit. At the time of building permit issuance, the submitted architectural plans shall be consistent with plans approved by the Planning Commission. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and staff can not agree on a specific architectural element, the plans will be presented to the Planning Commission for review. **As conditioned, the proposal complies with this criteria.**
16. **Sensitive Lands Review:** The Deer Valley MPD states that limits of disturbance, vegetation protection, and building design standards as outlined in Appendices A and B of the Sensitive Lands Ordinance do apply. These design standards address building color and materials, windows and glass treatment, parking location and landscaping (not applicable if under the structure), roof top mechanicals, roof pitch and material, height controls, and underground utilities. Vegetation protection regulations in Appendix B address tree and vegetation removal to open view corridors, irrigation limits, and re-vegetation plans and regulations. **As conditioned, the proposal meets this criteria.**

In addition staff reviewed the proposal against the four standards for review as stated in Section 15-1.10 of the amended LMC as follows:

1. The Application complies with all requirements of the Land Management Code;
2. The Use is be Compatible with surrounding Structures in use, scale, mass and circulation;
3. The Use is consistent with the Park City General Plan, as amended; and
4. The effects of any differences in use or scale have been mitigated through careful planning.

PARK CITY MUNICIPAL CORPORATION
STANDARD PROJECT CONDITIONS

1. The applicant is responsible for compliance with all conditions of project approval.
2. The proposed project is approved as indicated on the final approved plans, except as modified by additional conditions imposed by the Planning Commission at the time of the hearing. The proposed project shall be in accordance with all adopted codes and ordinances; including, but not necessarily limited to: the Land Management Code (including Chapter 9, Architectural Review); Uniform Building, Fire and related Codes (including ADA compliance); the Park City Design Standards, Construction Specifications, and Standard Drawings (including any required snow storage easements); and any other standards and regulations adopted by the City Engineer and all boards, commissions, agencies, and officials of the City of Park City.
3. A building permit shall be secured for any new construction or modifications to structures, including interior modifications, authorized by this permit.
4. All construction shall be completed according to the approved plans on which building permits are issued. Approved plans include all site improvements shown on the approved site plan. Site improvements shall include all roads, sidewalks, curbs, gutters, drains, drainage works, grading, walls, landscaping, lighting, planting, paving, paths, trails, public necessity signs (such as required stop signs), and similar improvements, as shown on the set of plans on which final approval and building permits are based.
5. All modifications to plans as specified by conditions of approval and all final design details, such as materials, colors, windows, doors, trim dimensions, and exterior lighting shall be submitted to and approved by the Community Development Department, Planning Commission, or Historic District Commission prior to issuance of any building permits. Any modifications to approved plans after the issuance of a building permit, must be specifically requested and approved by the Community Development Department, Planning Commission and/or Historic District Commission in writing prior to execution.
6. Final grading, drainage, utility, erosion control and re-vegetation plans shall be reviewed and approved by the City Engineer prior to commencing construction. Limits of disturbance boundaries and fencing shall be reviewed and approved by the Community Development Department. Limits of disturbance fencing shall be installed, inspected, and approved prior to building permit issuance.
7. An existing conditions survey identifying existing grade shall be conducted by the applicant and submitted to the Community Development Department prior to issuance of a footing and foundation permit. This survey shall be used to assist the Community Development Department in determining existing grade for measurement of building heights, as defined by the Land Management Code.
8. A Construction Mitigation Plan (CMP), submitted to and approved by the Community Development Department, is required prior to any construction. A CMP shall address the following, including but not necessarily limited to: construction staging, phasing, storage of materials, circulation, parking, lights, signs, dust, noise, hours of operation, re-vegetation of

EXHIBIT C

disturbed areas, service and delivery, trash pick-up, re-use of construction materials, and disposal of excavated materials. Construction staging areas shall be clearly defined and placed so as to minimize site disturbance. The CMP shall include a landscape plan for re-vegetation of all areas disturbed during construction, including but not limited to: identification of existing vegetation and replacement of significant vegetation or trees removed during construction.

9. Any removal of existing building materials or features on historic buildings, shall be approved and coordinated by the Planning Department prior to removal.
10. The applicant and/or contractor shall field verify all existing conditions on historic buildings and match replacement elements and materials according to the approved plans. Any discrepancies found between approved plans, replacement features and existing elements must be reported to the Planning Department for further direction, prior to construction.
11. Final landscape plans, when required, shall be reviewed and approved by the Community Development Department prior to issuance of building permits. Landscaping shall be completely installed prior to occupancy, or an acceptable guarantee, in accordance with the Land Management Code, shall be posted in lieu thereof. A landscaping agreement or covenant may be required to ensure landscaping is maintained as per the approved plans.
12. All proposed public improvements, such as streets, curb and gutter, sidewalks, utilities, lighting, trails, etc. are subject to review and approval by the City Engineer in accordance with current Park City Design Standards, Construction Specifications and Standard Drawings. All improvements shall be installed or sufficient guarantees, as determined by the Community Development Department, posted prior to occupancy.
13. The Snyderville Basin Sewer Improvement District shall review and approve the sewer plans, prior to issuance of any building plans. A Line Extension Agreement with the Snyderville Basin Sewer Improvement District shall be signed and executed prior to building permit issuance. Evidence of compliance with the District's fee requirements shall be presented at the time of building permit issuance.
14. The planning and infrastructure review and approval is transferrable with the title to the underlying property so that an approved project may be conveyed or assigned by the applicant to others without losing the approval. The permit cannot be transferred off the site on which the approval was granted.
15. When applicable, access on state highways shall be reviewed and approved by the State Highway Permits Officer. This does not imply that project access locations can be changed without Planning Commission approval.
16. Vesting of all permits and approvals terminates upon the expiration of the approval as defined in the Land Management Code, or upon termination of the permit.
17. No signs, permanent or temporary, may be constructed on a site or building without a sign permit, approved by the Community Development Department. All multi-tenant buildings require an approved Master Sign Plan prior to submitting individual sign permits.

December 1, 1999

existing common area, previously shown as common area for a lounge/lobby/skier gathering space has been converted into this ADA unit. The exterior building massing has not changed as a result of this unit.

Access

At this time the access to the Snow Park parcel is across an existing easement with Deer Valley, which entails moving a City water line. The applicants and Deer Valley have agreed to continue to discuss with Deer Crest the need for alternative shared access.

STAFF RECOMMENDATION

Staff recommends the Commission approve with conditions the small scale MPD for the Mountain View Lodges as described on the Plans submitted and reviewed at the October 27, 1999 Planning Commission meeting, as modified to allow a portion of the common area to be used to construct an ADA compliant unit to be held in common by the entire Condominium Association. Staff bases the recommendation on the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. This proposal requires Small Scale MPD approval, reviewed as a Conditional Use Permit (CUP) because it is a part of a larger MPD known as the Deer Valley MPD.
2. The proposed density of 29 units plus one ADA unit on the 5.8 acre site is consistent with the Deer Valley MPD density designation of 0 to 42 units. No height exceptions are requested. No commercial or retail uses are proposed as part of this CUP.
3. The adjacent street, Deer Valley Drive East, is of a size and capacity to accommodate traffic considerations of this development.
4. Access to Deer Valley Drive East for this development competes with existing access to Snow Park Lodge and future development at Deer Crest creating the potential for traffic conflicts and driveways that do not meet LMC spacing requirements.
5. Utilities must be provided to sustain the anticipated property uses. Easements are necessary for long-term utility maintenance.
6. The project complies with fire and emergency access requirements, by virtue of a fire protection plan that addresses type II non-combustible building materials and structural requirements, 13-D fire sprinkler systems, approved fire and emergency access, and fire separation of structures.
7. A financial guarantee for all landscaping and public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner. The guarantee must include any re-vegetation of ski runs or existing landscaping that is removed to

PARK CITY

1884

PLANNING COMMISSION REPORT

DATE: October 21, 1999 (October 27, 1999 meeting)
DEPARTMENT: Planning Department
AUTHOR: Kirsten A. Whetstone, AICP KAW
TITLE: 2280 Deer Valley Drive East, Mountain View Lodge CUP
TYPE OF ITEM: Small-Scale Master Planned Development

SUMMARY RECOMMENDATIONS Review revised plan.

DESCRIPTION

A. Topic

PROJECT STATISTICS

Applicant:	Mark Walker for Black Diamond Development Corp.
Location:	2280 Deer Valley Dr East-(SE of Snow Park Lodge)
Proposal:	Small Scale Master Planned Development for 29 residential condominium units on 5.8 acres.
Zoning:	RD-MPD (Deer Valley MPD)
Adjacent Land Uses:	Deer Valley Resort, Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums
Date of Application:	February 5, 1999
<u>Staff Recommendation:</u>	Discussion item only

B. Background

On March 24 the Planning Commission discussed a proposal (Concept 1) for 42 multi-family condominiums on the Snow Park parcel of the Deer Valley MPD (see Exhibit A). On April 20, 1999 the applicants submitted revisions (Concept 2). This second plan was for the same number and mass of units in a taller more tightly clustered plan. Although not discussed at the May 12 meeting, a report discussing Concept 2 and a memo from the legal staff, discussing vested density, were given to the Commission to review. City planning and legal staffs met with the applicants on May 6, 1999 where staff reiterated concerns about the amount of site disturbance, building massing and height, access, compatibility with Snow Park Lodge, and skier/pedestrian circulation issues. The legal department provided clarification of the density issue.

On May 26 the applicants presented a revised concept plan (Concept 3) to the Planning Commission reducing the number of units from 42 to 31 with a 30% reduction in total massing. Two buildings higher on the slope were deleted and total site disturbance was reduced by 40%. Building heights were decreased to a maximum of 55'. Staff indicated that the applicants were moving in the right direction by reducing the mass; proposing heights more compatible with the neighborhood; providing more building separation, adding stepping and articulation; keeping building mass and site disturbance lower on the slope; minimizing slope disturbance, and re-designing pedestrian circulation to Snow Park Lodge.

At the May 26 meeting, the Commission indicated that a height variance was not possible given the vested density of zero, based on reviewing this site independent of the Snow Park parking lot parcels. The base height for the RD zoning district is 33' to the peak of a pitched roof, measured from existing grade. The Commission expressed concern that the proposed buildings should be revised to be more compatible in mass and scale with the Snow Park Lodge.

On July 1 the applicants submitted revisions based on the May 26 Planning Commission comments and public hearing. Concept 4 included three buildings meeting the 33' height limit, as measured from existing grade to the highest point on the ridge. Additional building articulation and stepping was provided. The skier/people mover was deleted in favor of an at grade pedestrian connection and tunnel to Snow Park Lodge. There was a significant reduction in site disturbance and building massing from the original plans as the unit number was reduced by a third and the building envelopes were contained in the lower portion of the parcel, at the toe of the slope. A reduction in overall unit numbers from 31 to 29 from the previous plans was shown. The Commission continued to have concerns about the site grading and general layout as the buildings relate to the ski slope, overall height of exposed west elevations, and compatibility with Snow Park Lodge.

On September 22 the applicants returned to the Planning Commission with revised plans addressing grading, site layout, and height issues. The entire grading concept was re-evaluated and re-designed to focus slope retention behind the buildings. By lowering the drop-off/arrival area by 8' and shifting it to the west the project interfaces with the existing ski run with gradual slopes and pedestrian scale retaining walls and landscaped areas. Open space continued to be in the range of 80% of the parcel with 90% of the open space consisting of land undisturbed by construction and landscaping associated with the proposal. The applicants presented a model and other visual aids to explain additional changes to the architectural elevations to minimize perceived massing. The buildings did not exceed the 33' height limit, as measured from existing grade.

Future development at Snow Park was discussed by the Commission. Bob Wells discussed how development on the parking lot parcels could potentially impact existing developments at Lower Deer Valley to a greater degree than the proposed development and Deer Valley made an offer to agree to utilize the Unit Equivalent formula during development of the parking lot. This would set a massing cap, in addition to a density cap, on future development at Snow Park. Currently there is no unit size restriction, or building massing cap, for the remainder of the parcels at Snow Park.

C. Current Proposal

In response to the Commission's comments regarding building massing at the September 22, 1999 meeting the applicants met with Planning staff to discuss proposed changes to the architectural elevations (see Exhibit B). It was generally agreed that the Commission had concerns with the north end of Building Two and to some extent the five story elements of Building Three. Planning staff was presented with concept drawings revising the elevations for these buildings. The revised elevations did the following:

- Removed a unit from the fourth story of Building Two on the north end and dropped the roof-line to match the roof-line elevation of Building One (**see Building Two- 28 unit option**).
- Shifted the lower three stories of Building Two in the middle portion of the building forward by up to 14' to create a significant horizontal break from the two upper stories, effectively stepping down the slope towards the ski run. This break, coupled with the 10'-20' horizontal and vertical shifts between the north and middle sections of Building Two, provides building articulation that significantly reduces the perception of a flat vertical and horizontal plane (**see site plan**) on the west facing elevation.
- Demonstrated further how the drop-off area and garage entrance near the lobby entrance of the main building acts as a porte-cochere entry, with a 10' to 12' wide common plaza area above, and lends a sense of arrival for the development. Stone columns and walls tie the building to the ground on either side, visually preventing the perception of a building floating above a hole (**see Building Two either option**).
- Added a penthouse element to the middle portion of Building One by raising an existing three story element by half a floor, maintaining the same overall building height of the upper most ridge line (**see Building One -28 unit option**).
- Added lower roof elements at the third story level of Building Three and recessed the porches for the upper levels on the three occasions where there is a fifth story element to break the vertical plane. Horizontal and vertical breaks of 10' to 20' further reduce the perception of this building to a predominantly four story building (**see Building Three elevation**).

Staff is satisfied that these changes reduce the visual perception of building height, create additional stepping with the terrain, and de-emphasize the fifth story elements. The articulation in vertical and horizontal building walls, as well as the articulated and interesting roof lines of this proposal convinced staff that the buildings could be considered compatible with the surrounding area, as well as set a positive tone for future architecture in the area.

Upon review of these changes by the applicant's engineers and grading specialists, a problem surfaced, leading to the submission of the two options for Buildings One and Two in your packet. The problem that surfaced is one of slope retention. If you examine the Grading Study (see Exhibit C) for the two options it becomes clear that the unit removed for the 28 unit option, at the north end of Building Two, was essentially helping to retain the slope behind it. When the unit was removed the grading study necessitated a two level retaining wall to keep the lowered roof

above the level of finished grade to meet UBC requirements. The result is that this retaining wall now becomes visible behind and above the new lower roof line.

Because of this problem, the applicant submitted a second option (**29 unit option**) for the Planning Commission to consider. The 29 unit option does everything the 28 unit option does (as outlined above), except for the following:

- Does not remove a unit from the fourth story of Building Two on the north end. The roof-line from Building One to Two steps up the hill instead of remaining on the same plane. (see **Building Two- 29 unit option**).
- Does not add the penthouse element to Building One, thus keeping the three story element on the west elevation as it previously was (see **Building One- 29 unit option**).

The applicants will demonstrate the differences between these two options at the meeting and will present the two options on larger scaled drawings. Staff has reviewed both options and supports the 29 unit option because of visual impacts of the retaining wall behind Building Two on the 28 unit option.

ANALYSIS

Land Management Code

Staff reviewed the 29 unit proposal against the Conditional Use Permit standards for review, Section 1.13 (f) of the LMC (February 25, 1998) and the review criteria for Conditional Use Permits, Section 15-1.10 of the amended LMC (December 31, 1998)

1. **Size and Location of the Site:** The 5.8 acre site is located within the Deer Valley MPD in the RD zone. It is of sufficient size for the proposed use of 29 condominium in three buildings with underground parking. Multi-family residential developments are conditional uses in the RD zone, subject to the specific requirements of the Conditional Use Review and the Deer Valley MPD. **The proposal complies with this criteria.**
2. **Traffic Considerations:** Additional traffic generated by the 29 units will not impact the capacity of Deer Valley Drive East. Staff is recommending a condition that the access drive to Deer Valley Drive East be shared with the future access drive for any Deer Crest proposal at this location to minimize drive way cuts and traffic conflicts at this location. **As conditioned the proposal complies with this criteria.**
3. **Utility Capacity:** There is water, sewer, and electric capacity for this use. Improvements to the sewer system on lower Deer Valley Drive may be triggered by this or future uses in the Snow Park area. Sewer District sign-off is required prior to recording of the final subdivision plat and prior to issuance of any building permits. **As conditioned, this proposal complies with this criteria.**

4. **Emergency Vehicle Access:** Access to the garage and building is adequate for emergency vehicles and has been reviewed and approved by the Chief Building Official. **The proposal meets this criteria.**
5. **Location and Amount of Off-street Parking:** A minimum of 70 parking spaces are proposed. This number allows for two spaces per unit with an additional 12 guest, lock-out, and employee spaces. In the event of lock-outs, the Deer Valley MPD requires two spaces per unit for units containing up to three bedrooms and three spaces per unit for units containing more than three bedrooms. The final parking layout will be reviewed and approved by the Community Development Department prior to building permit issuance and upon review of the specific floor plans. Parking is located under the buildings. **As conditioned the proposal meets this criteria.**
6. **Internal Circulation System:** The applicant has agreed to provide sidewalks between the residential units and Snow Park Lodge, as well as trails through the property to connect to the trail system at Deer Valley. Final location and dimensions of all trails will be delineated on the final plat with guarantees for completion in place prior to granting any building permits. **As conditioned, the proposal meets this criteria.**
7. **Fencing, Screening and Landscaping to Separate Uses:** There is adequate separation from the proposed building to adjoining uses. A preliminary landscape plan has been submitted and reviewed by Planning staff. There is adequate landscaping and buffering proposed to soften retaining walls and exposed vertical walls associated with the parking structure and buildings. Additional landscaping is proposed to soften the interface between the buildings and ski run. A final landscape plan, consistent with the preliminary plan, is required prior to issuance of any building permits to address in detail all landscaping around the building and site as well as how all disturbed areas will be re-vegetated following construction. **The proposal meets this criteria.**
8. **Building Mass, Bulk, Orientation, and the Location of Buildings on Site; Including Orientation to Adjacent Buildings or Lots:** The development is broken into three buildings, two share a common parking structure. These three buildings are oriented low on the site at the toe of the slope that provides 500 vertical feet of hillside backdrop above the proposed roof lines. Additional landscaping and buffering may be needed to satisfy the needs of Deer Valley Ski Resort in order to minimize conflicts with "ski-to" skiers on the lower ski run.

As revised, the three buildings are compatible in mass and scale with neighboring residential condominium buildings and with the Snow Park Lodge. The buildings are comprised of elements of three, four, and five stories. Building One is predominantly three stories with elements of four. Buildings Two and Three are predominantly four stories with elements of five. Where the building consists of five stories substantial horizontal building stepping, recessed porches, lowered roof elements, and additional balcony detailing are used in combination to reduce the perception of five stories. The

buildings comply with the 33' height limit for the zone, as measured from existing grade to the peak of the roof.

The buildings are oriented in a staggered fashion along the existing ski run and Burns lift. The plans have been revised to reflect a gentle slope and grade transition from the ski run to the buildings, so the buildings do not appear to perch over the ski run and Snow Park Lodge. The view from the public street (Deer Valley Drive East) is of the narrow ends of the buildings situated behind the Snow Park Lodge. The site is not immediately adjacent to the other residential developments at Snow Park and relates more directly to the Deer Valley ski resort and Snow Park Lodge. **As revised, the proposal meets this criteria.**

9. **Useable Open Space:** The MPD requires 60% of the land to be open space. Approximately 80% of the parcel remains in open space, with 90% of the open space consisting of land undisturbed by construction and landscaping associated with the proposal. Staff recommends that the undisturbed open space be platted as unbuildable at the time of the final subdivision plat. **The proposal meets this criteria.**
10. **Signs and Lighting:** No signs are proposed at this time. A master sign plan, if applied for, will be reviewed against provisions of the sign code. Exterior lighting will also be reviewed at the time of building permit review for compliance with the City's lighting ordinance. **As conditioned the proposal meets this criteria.**
11. **Physical Design and Compatibility with Surrounding Structures in Mass, Scale, Style, Design, and Architectural Detailing:** Architectural details are in keeping with the Park City Design Guidelines and are compatible with surrounding uses. At the time of building permit issuance, the final submitted architectural plans shall be consistent with plans approved by the Planning Commission. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and staff can not agree on a specific architectural element or detail, the plans will be presented to the Planning Commission for review.

The buildings as proposed utilize hardy board composition horizontal and vertical siding with accent stucco in darker shades of compatible earthtones. Trim and fascia are proposed to be rough sawn wood in natural or earthtone stain finishes. Columns throughout are proposed to be of non-combustible materials wrapped with wood trim. Railings are proposed to be iron with wood trim accents. Windows are aluminum clad wood construction bronze in color. Native field stone in a roughly squared random pattern is proposed for all stone work. Actual color samples and final design details must be approved by staff prior to building permit issuance. The roof is proposed to be a 40 year architectural grade asphalt shingle that projects a defined shadow element. The color has not been determined. Additional and specific details, such as trim widths, sill dimensions, siding dimensions and orientation (vertical/horizontal), colors and textures, etc. will be reviewed by staff for compliance with the Design Guidelines, prior to issuance of any building permits. All changes to these details shall be reviewed by staff

and or the Planning Commission in the event of disagreement with staff's decision. **As conditioned, the proposal meets this criteria.**

12. **Noise, Vibration, Odors, Steam, or Other Mechanical Factors That Might Affect People and Property off Site:** Not applicable.
13. **Control of Delivery and Service Vehicles, Loading and Unloading Zones, and Screening of Trash Areas:** As this is a relatively small condominium project with no retail, professional office, or restaurant uses, large delivery vehicles are not anticipated. Service vehicles can load and unload from within the parking garage. A trash dumpster is located in the garages in an enclosure. The garage entrance is designed to allow emergency vehicle and service vehicles (such as garbage trucks) to enter and use the turn around without impacting city streets. **The proposal meets this criteria.**
14. **Expected Ownership and Management of the Project:** It is expected that the individual units will be separately owned condominiums with lock out units (see Exhibit D). The units and lockouts may be placed in a rental pool with the entire project being operated as a condominium hotel with the potential of an on-site management office and check-in lobby. **The proposal complies with this criteria.**
15. **Architectural and Uniform Building Code Review:** The buildings comply with the intent of the Park City Design Guidelines and the general requirements of the UBC. The current site configuration and building materials have received preliminary approval from the Chief Building Official and Fire Marshall. A detailed review against specific requirements of the Uniform Building Code is required as a condition prior to issuance of a building permit. At the time of building permit issuance, the submitted architectural plans shall be consistent with plans approved by the Planning Commission. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature or if the applicant and staff can not agree on a specific architectural element, the plans will be presented to the Planning Commission for review. **As conditioned, the proposal complies with this criteria.**
16. **Sensitive Lands Review:** The Deer Valley MPD states that limits of disturbance, vegetation protection, and building design standards as outlined in Appendices A and B of the Sensitive Lands Ordinance do apply. These design standards address building color and materials, windows and glass treatment, parking location and landscaping (not applicable if under the structure), roof top mechanicals, roof pitch and material, height controls, and underground utilities. Vegetation protection regulations in Appendix B address tree and vegetation removal to open view corridors, irrigation limits, and re-vegetation plans and regulations. **As conditioned, the proposal meets this criteria.**

In addition staff reviewed the proposal against the four standards for review as stated in Section 15-1.10 of the amended LMC as follows:

1. The Application complies with all requirements of the Land Management Code;

2. The Use is be Compatible with surrounding Structures in use, scale, mass and circulation;
3. The Use is consistent with the Park City General Plan, as amended; and
4. The effects of any differences in use or scale have been mitigated through careful planning.

As revised and conditioned the proposed CUP for 29 condominium units on the Snow Park parcel of the Deer Valley MPD meets the above criteria for review and standards for review as stated in Chapter 1 of the Land Management Code.

General Plan

Staff has reviewed the proposal against the policies of the Park City General Plan and finds the proposal as conditioned consistent with the General Plan. Specifically, the General Plan encourages resort bed base residential development located in the vicinity of the resorts, directs development to the toe of the slopes to preserve visible hillsides, and encourages alternatives to the use of autos, and discourage driving where feasible. The General Plan also encourages new development to be compatible with the mountain resort character of Park City. The proposal is in-fill, bed base density located at the base of the resort. The proximity to the base area and pedestrian access to a bus route discourages use of the automobile. The proposed architectural character is compatible with the mountain resort, in use of materials and architectural theme, mass and scale. The proposed architectural intent and quality sets the tone and standard for future development in this area.

Other Issues for Discussion

Grading and Utilities

In reviewing the proposal against the CUP review criteria staff finds that the revised plan adequately addresses building location on the site, in terms of grading and interface with both the ski run and the existing slope. Staff is recommending a condition of approval that final grading at the entrance of the project, at Deer Valley Drive East, be reviewed and approved prior to recording of the final plat and issuance of any building permits. A utility issue involving relocation of a major water line serving Deer Valley is currently being reviewed by the City Engineer. Staff is recommending a condition of CUP approval that the water line relocation issue be resolved to the satisfaction of the Community Development Department prior to recording of the final subdivision plat and prior to issuance of any building permits for the condominium development.

Access

In order to address staff's and the Commission's request that this proposal share, with future development at Deer Crest, access off of Deer Valley Drive to eliminate multiple curb cuts and driveways at this location, the applicants agree to eliminate the "service road access" at such time as acceptable shared access with Deer Crest is available. At this time the only legal access to this Snow Park parcel is across an existing easement with Deer Valley. The applicants and Deer Valley will continue to discuss with Deer Crest the need for shared access and the City's

requirement for elimination of multiple access. Resolution of this access issue will also resolve the water line issue.

Excavated Material and Regrading of Deer Valley Ski Runs

Staff recommends that excavated materials from this development be utilized by Deer Valley, to limit the number of truck trips through town. Deer Valley has indicated to the applicants that they intend to use all of the excavated materials in preparing ski runs for the 2002 Olympic events, significantly reducing truck traffic through town.

STAFF RECOMMENDATION

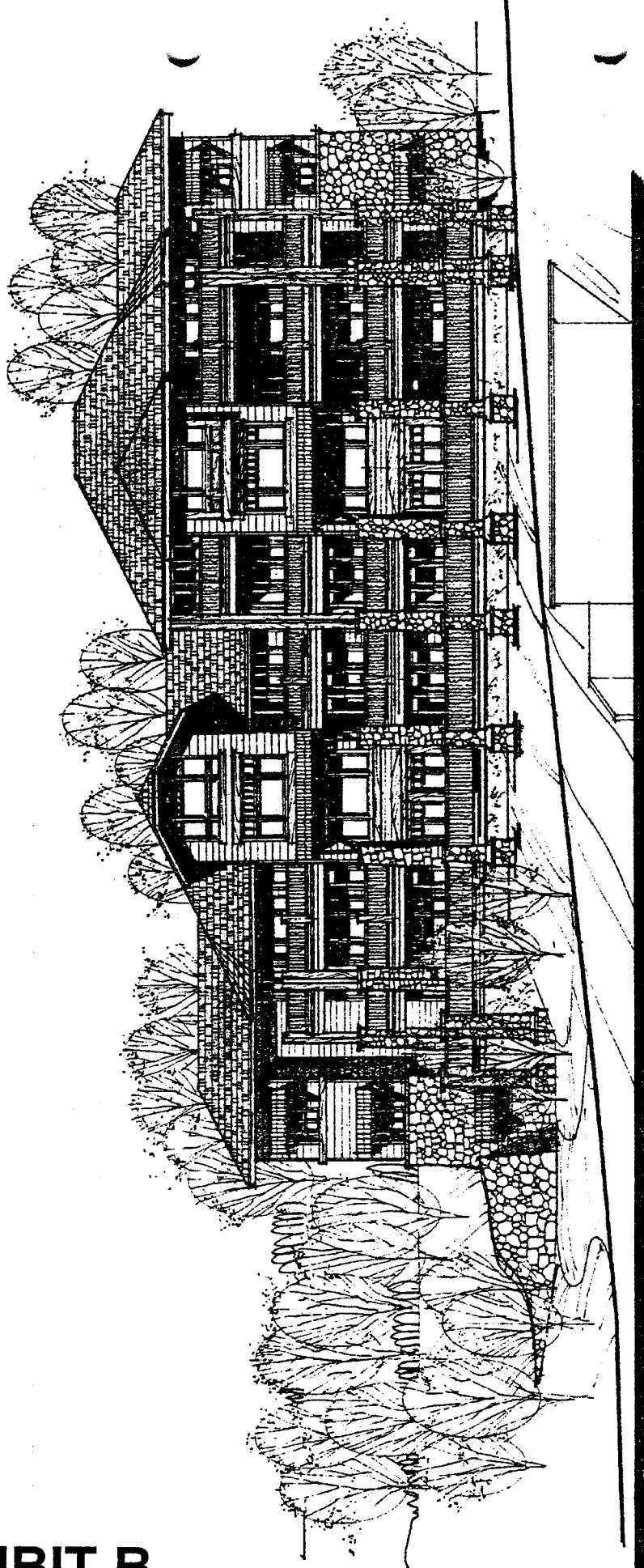
Staff recommends the Commission review the revised plans and determine whether the 29 unit option meets the standards of review for Conditional Use Permits as stated in Chapter 1 of the LMC.

EXHIBITS

- A. Location map
- B. Revised plans- 28 unit option and 29 unit option
- C. Grading study for Building Two
- D. Applicant's letter



EXHIBIT B



RECEIVED

28 UNIT OPTION

OCT 14 1999

PARK CITY
PLANNING DEPT.

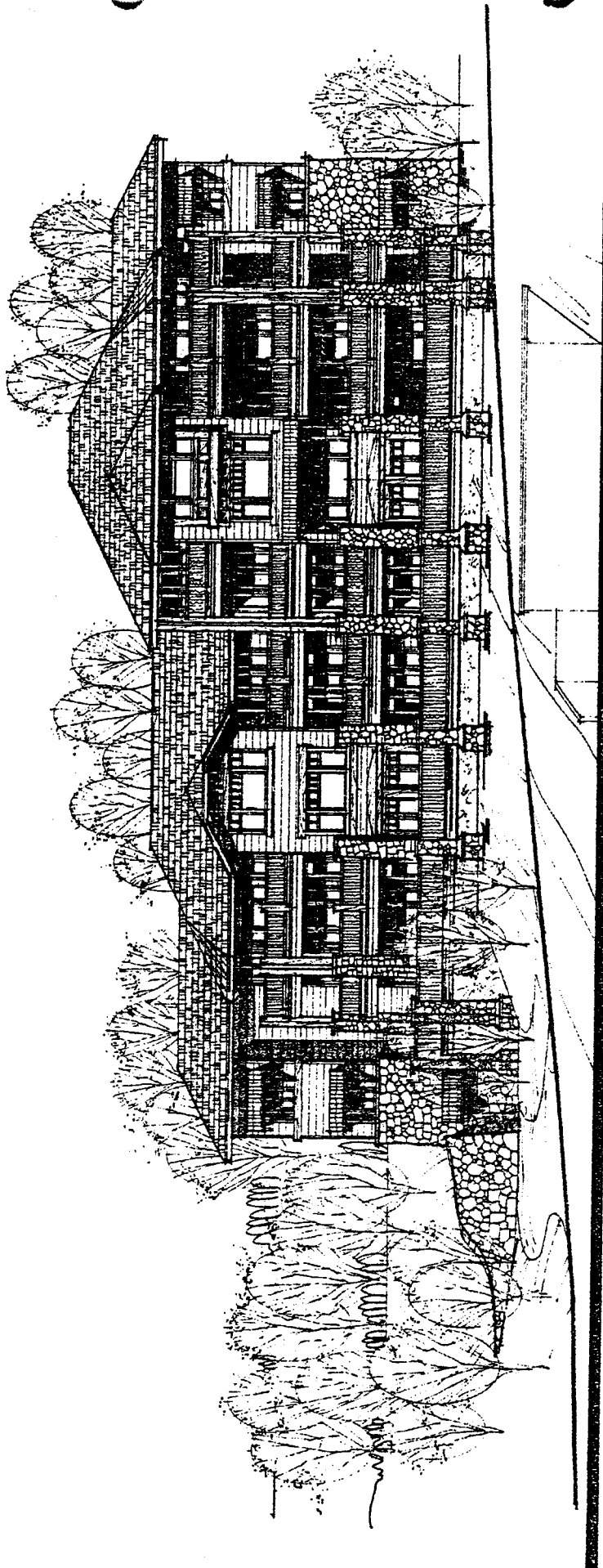
OCTOBER 15, 1999
SHEET FOURTEEN

BUILDING ONE ELEVATION

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

OTTO
WALKER
architects

2200 Highway 224, Suite C201, P.O. Box 3072, Park City, Utah 84060 (801)468-8773



RECEIVED
OCT 14 1999
PARK CITY
PLANNING DEPT.

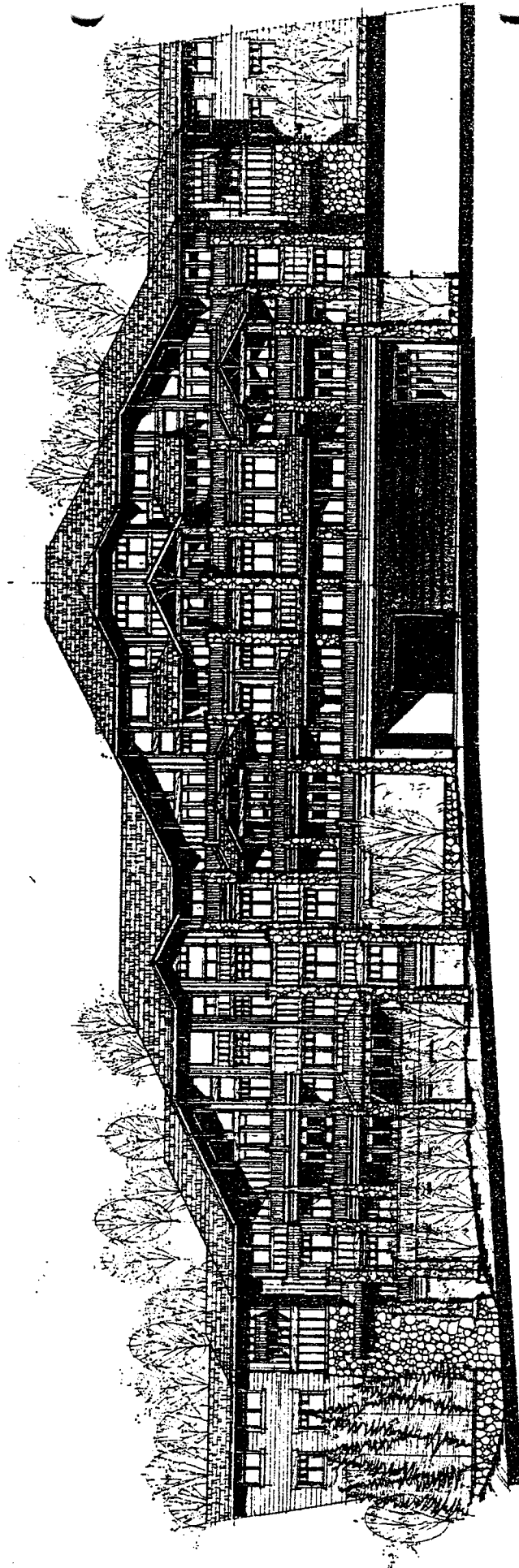
29 UNIT OPTION

BUILDING ONE ELEVATION

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

OCTOBER 15, 1999
SHEET FOURTEEN

OTTO
WALKER
architects
2200 Highway 214, Suite C201, P.O. Box 2272, Park City, Utah 84002 (435) 449-4372



RECEIVED

OCT 14 1999

PARK CITY
PLANNING DEPT.

28 UNIT OPTION

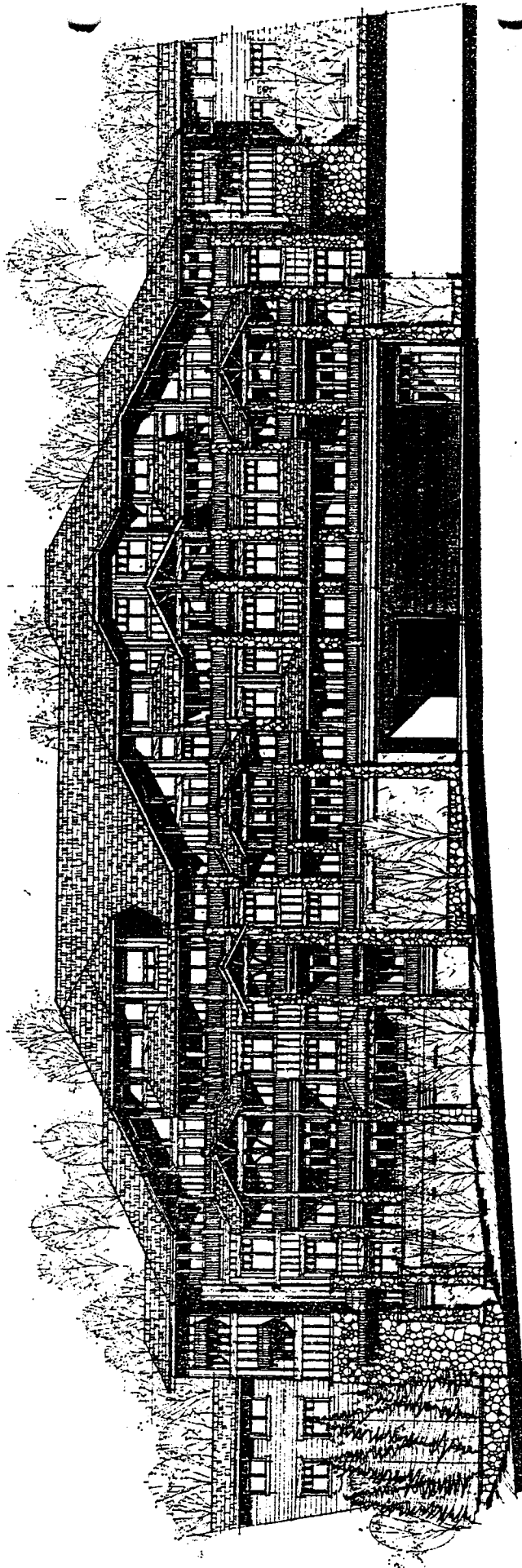
OCTOBER 15, 1999
SHEET FIFTEEN

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

OTTO
WALKER
architects

2100 Highway 224, Suite C101, P.O. Box 2872, Park City, Utah 84060 (435) 466-8379

BUILDING TWO ELEVATION



RECEIVED
OCT 14 1999
PARK CITY
PLANNING DEPT.

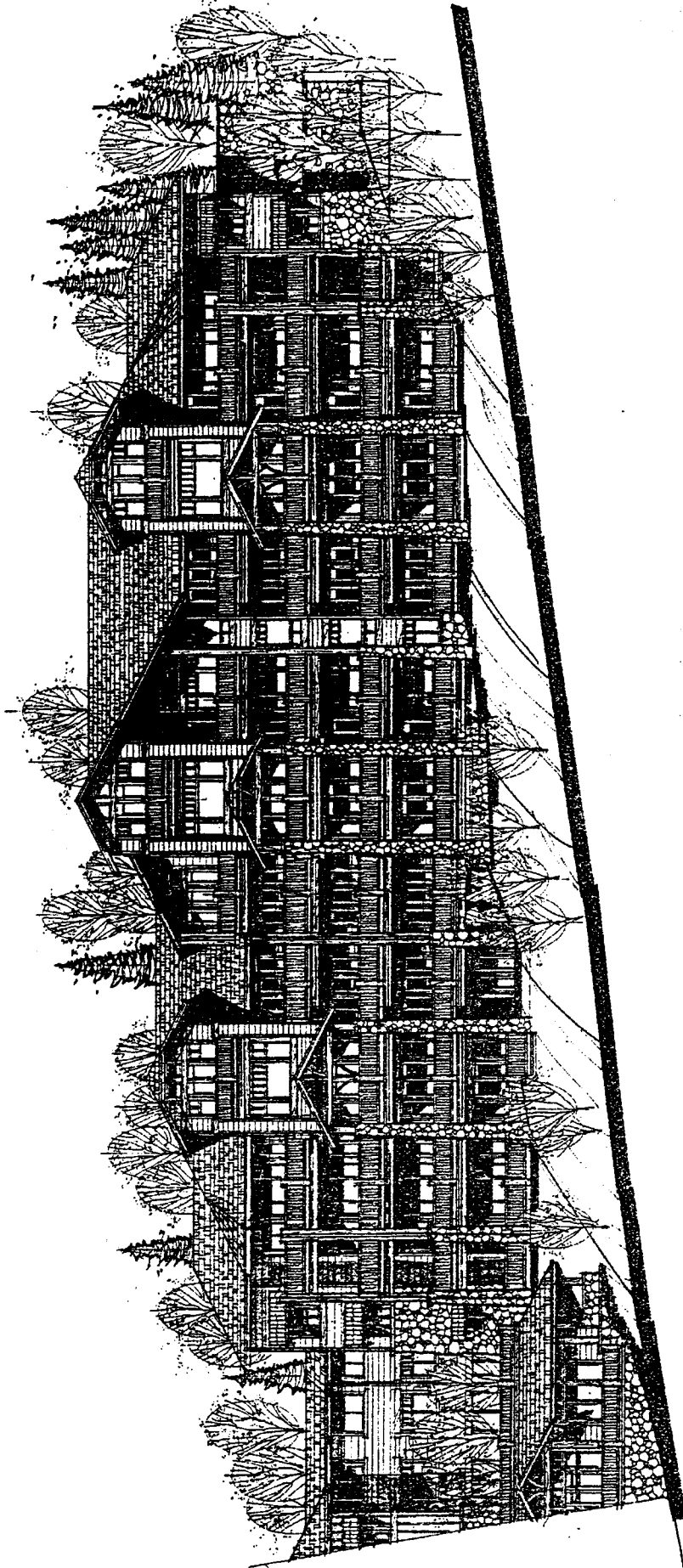
29 UNIT OPTION

OTTO
WALKER
architects
2300 Highway 24, Suite C201, P.O. BOX 2672, Park City, Utah 84006 (435)448-8373

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

BUILDING TWO ELEVATION

OCTOBER 15, 1999
SHEET FIFTEEN



RECEIVED

OCT 14 1999

PARK CITY
PLANNING DEPT.

28 OR 29 UNIT OPTION

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

BUILDING THREE ELEVATION

OCTOBER 15, 1999
SHEET SIXTEEN

OTTO
WALKER
architects

2100 Highway 22.4, Suite C101, P.O. BOX 2572, Park City, Utah 84060 (435)468-4373



LANDSCAPE PLAN

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

**OTTO
WALKER
architects**

3300 Wilshire 334 S.W. 7349 8 Q NOV 1973 Wash DC H4040 14351649-03778

MOUNTAIN VIEW LODGE

ROOF: 40 YEAR ARCHITECTURAL GRADE ASPHALT SHINGLE
WITH HEAVY BUTT-END

FLASHING: COPPER FLASHING AND DRIP EDGE

SIDING: HARDY BOARD COMPOSITION TYPE WOOD SIDING
AND SYNTHETIC STUCCO SYSTEM (DRYVIT) WITH
NATURAL EARTHTONE COLOR

TRIM AND FASCIA: SOLID ROUGH SAWN WOOD TRIM

COLUMNS: NON-COMBUSTIBLE BUILDING MATERIAL
WRAPPED WITH WOOD TRIM

RAILING: ORNAMENTAL IRON WITH WOOD TRIM ACCENTS

WINDOWS: DOUBLE INSULATED CLEAR GLASS WITH
ALUMINUM CLAD WOOD FRAME - BRONZE
COLOR

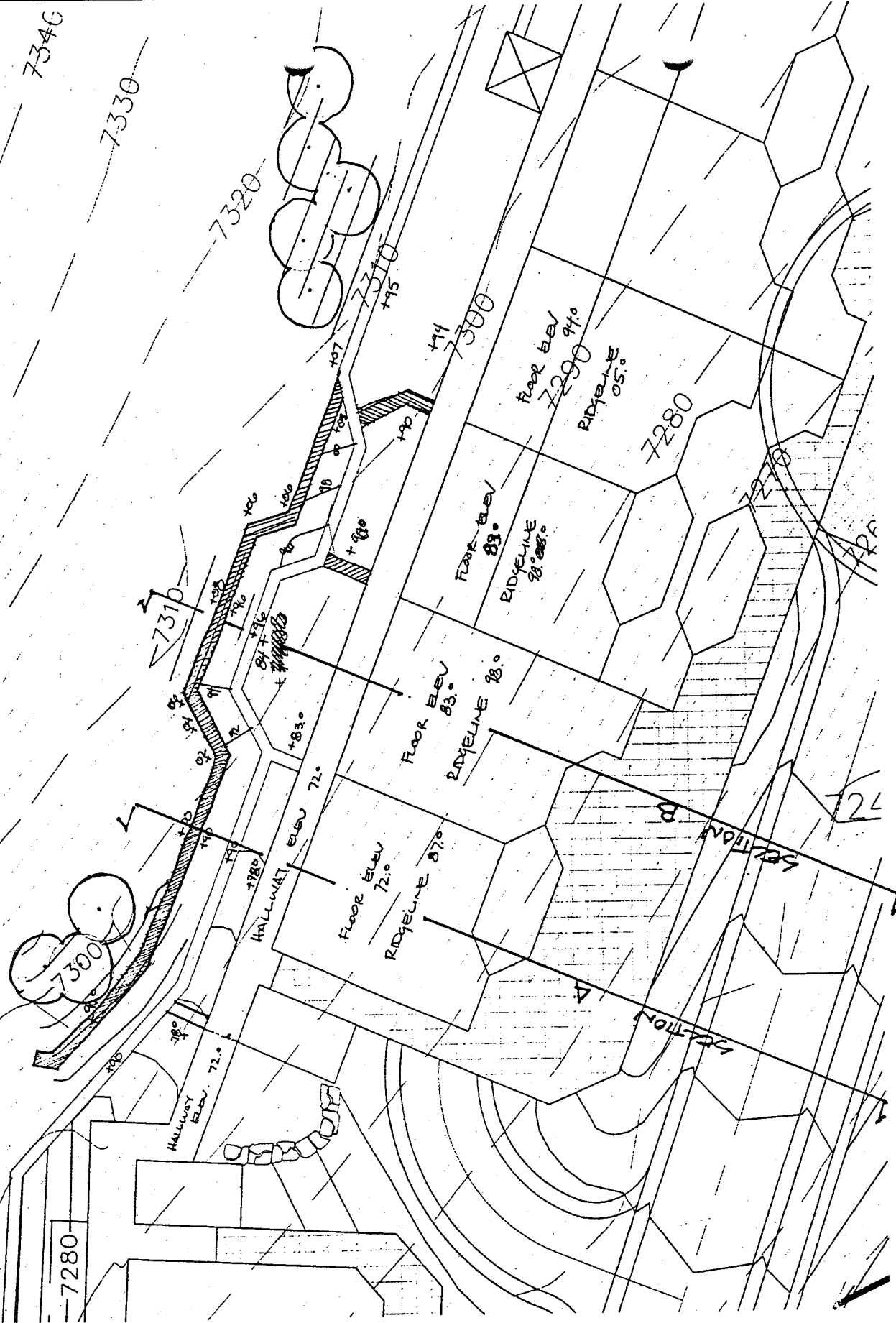
STONE: NATIVE FIELD STONE WITH ROUGHLY SQUARED
RANDOM PATTERN

RECEIVED

OCT 12 1999

PARK CITY
PLANNING DEPT.

EXHIBIT C

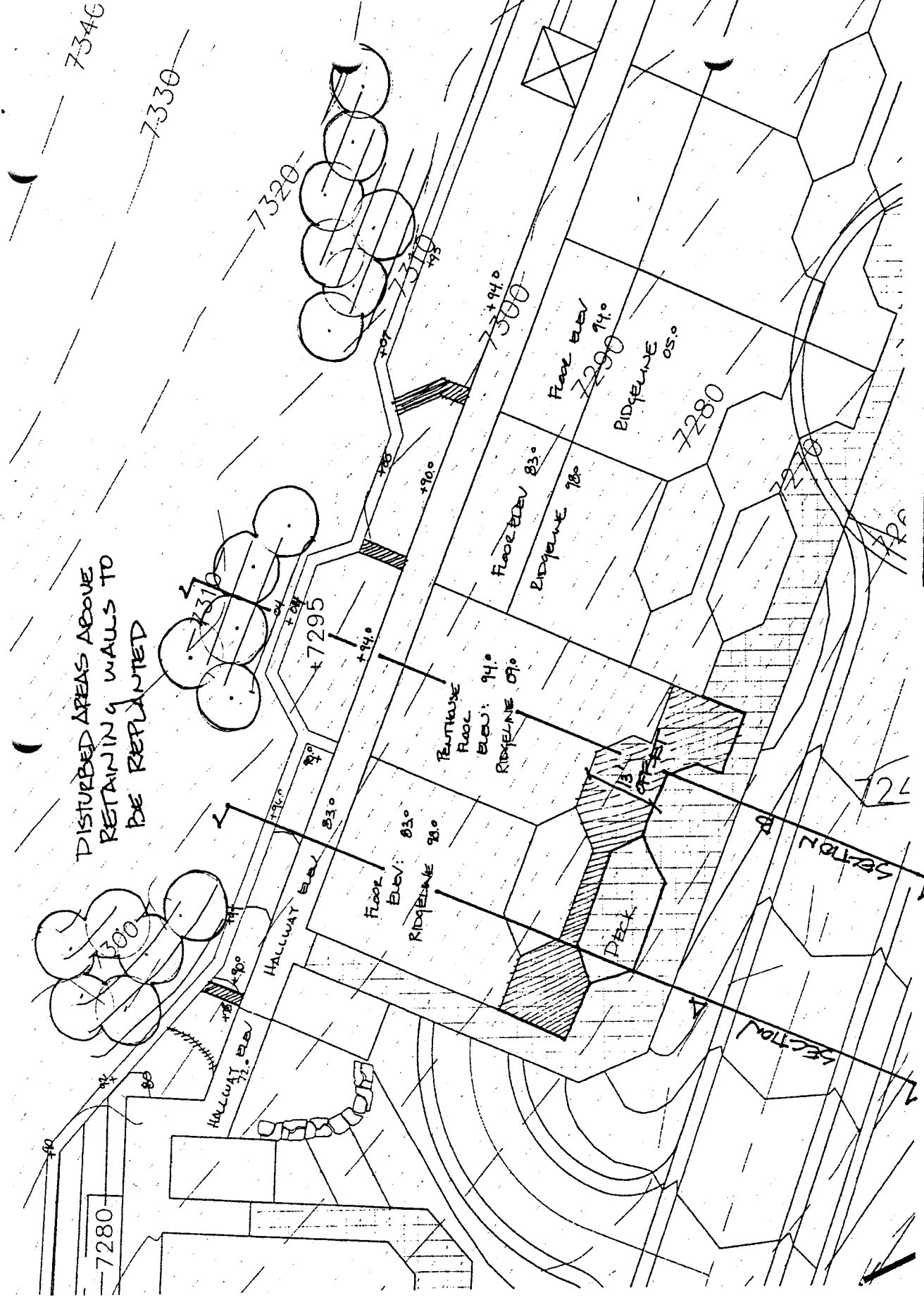


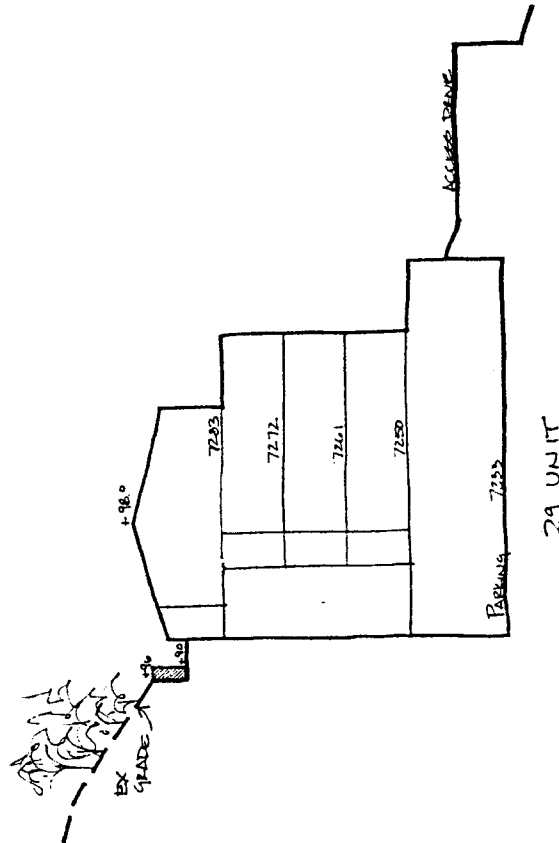
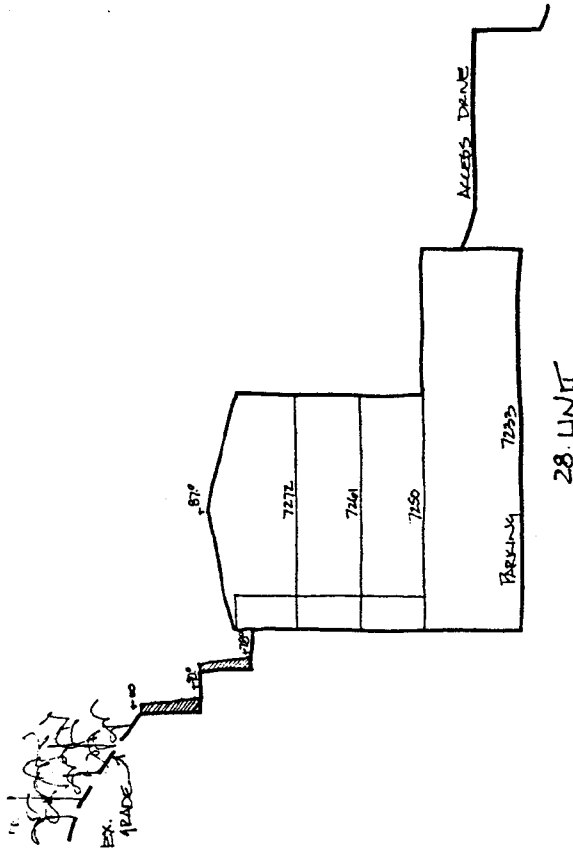
MOUNTAIN VIEW LODGE
BUILDING TWO GRADING STUDY
28 UNIT OPTION

RECEIVED
OCT 14 1999
PARK CITY
PLANNING DEPT.

SCALE: 1"=10'
OCTOBER 1999
JJC

MOUNTAIN VIEW LODGE BUILDING TWO GRADING STUDY 29 UNIT OPTION



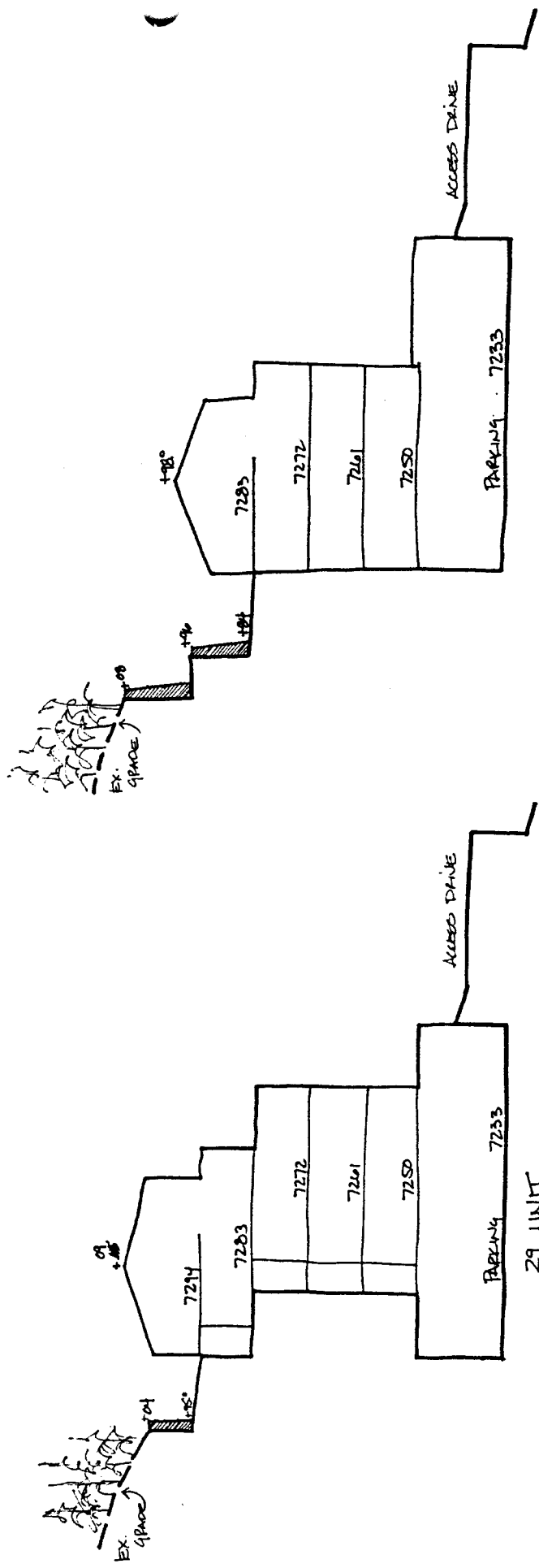


MOUNTAIN VIEW LODGE
BUILDING TWO GRADING STUDY
TYPICAL SECTION

SECTION A

SCALE: 1"=10'
OCTOBER 1999
JLC

RECEIVED
OCT 14 1999
PARK CITY
PLANNING DEPT.



MOUNTAIN VIEW LODGE
BUILDING TWO GRADING STUDY
TYPICAL SECTION

SECTION B

SCALE: 1"=10'
OCTOBER 1999
JJC

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OCT 14 1999
PARK CITY
PLANNING DEPT.

DRAFT

October 15, 1999

Kirsten A. Whetstone, AICP
Planning Department
PO Box 1480
Park City, Utah 84060

Dear Kirsten,

The following is a brief outline of how we are currently envisioning marketing the Mountain View Lodge with respect to the levels of service and amenities that will be available to owners in the event an approval is granted by the Commission to proceed with the project.

I am keenly aware that vehicular activity around the project is a concern to both the Staff and the Commission. Let me begin by saying there will be no commercial or retail facilities associated with the project. The project is solely designed as residential, for use only by the owners and their guests. There will be no generation of traffic relative to commercial deliveries. There are no restaurants, conference rooms, or retail stores. As you know, these are the types of amenities that typically generate the majority of both pedestrian and vehicular traffic. The only amenities contemplated now are an exercise room and perhaps two owner/guest ski locker rooms. The locker rooms will serve to eliminate the need for owners to store their skis in their units. We also anticipate many of the owners taking advantage of the Deer Valley Resort ski rental.

The units will be designed with lockout capabilities for rental purposes. We currently are contemplating on-site management to facilitate owner rentals as well as management of the facility. As such, we will probably incorporate into the final design a small check-in lobby, with office space and baggage storage. The owners will have the option of entering into a rental agreement with the on-site management company, or choosing an off-site management company to handle the management of their units. We anticipate that probably 80% to 90% of the owners looking to rent their units will enter into the on-site management agreement. I have learned that 16 out of 17 individuals under contract at the Chateaux Lodge have entered into on-site rental agreements. This anticipated percentage would dramatically cut down on the number of visits to the project by off-site management companies. We will also incorporate storage closets in strategic areas of the project for the on-site management company to use for storage of supplies necessary to turn over units. Again, this will virtually eliminate the vehicular traffic generated by frequent deliveries.

In summation, I can honestly say that the design, location, and ultimate uses of this relatively small-scale condominium project will lend itself to a minimum amount of vehicular traffic. The proximity of the Project to the base of Deer Valley skiing and the Snow Park Lodge will not only afford owners the opportunity to take advantage of the services which they provide, but also facilitate pedestrian versus vehicular traffic.

Respectfully,

Black Diamond Capital Corp.

EXHIBIT D

From: ERIC DEHAAN
To: KIRSTEN WHETSTONE
Date: 10/19/99 4:11PM
Subject: Mountain View Lodge

I asked the applicant and their engineer to detail the grading and utilities near the entrance to Mountain View Lodge off of Deer Valley Drive East. I haven't heard back from them - have you?

I told them that if they can move the access road up the hill (sharing with future Deer Crest development) or if they can show the road doesn't impact our existing utilities, then (and only then) I will support their project. Until then, I need to make sure they aren't being granted any approvals that would necessitate utility relocation. Please let me know if you have any questions. Thanks.

**OTTO /
WALKER**
Architects

October 11, 1999

2200 Park Avenue

Suite C201

Park City, Utah 84098

435/649-6373

Fax 435/649-6378

Ms. Kirsten Whetstone
Planning Department
Park City Municipal Corporation
445 Marsac Avenue
Park City, Utah

Re: Mountainview Lodge

Dear Kirsten,

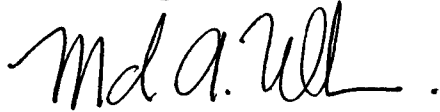
The purpose of this letter is to inform you about a meeting that we had on October 6, 1999 with Mr. Ron Ivie, Park City Building Official and Fire Marshall. As per our meeting the following items were discussed.

1. Approval of the site plan for the Mountain View Lodge.
2. Fire Department access and prevention methods.
3. Type II, non-combustible building classification, as per uniform building code requirements.
4. Different types and uses of building materials for the project that will meet code requirements.
5. The use of solid timbers on the exterior of the building as an accent material was approved.
6. The use of composition type wood siding, such as hardy board, was approved for the siding material.



If you have any questions regarding this meeting and the items discussed please notify me at your earliest convenience.

Sincerely,

A handwritten signature in black ink, appearing to read "M.A. Walker", followed by a period.

Mark A. Walker

cc. Dan Foley, Silver Lake Development



Mr. Harrington stated that he preferred that Fairway Hills not be used as an example because of the litigation pending with that subdivision.

Commissioner Jones commented that the applicants made the case that their situation is unique, but this is not discussed in the CUP process. He asked Planner Whetstone to determine whether the criteria should be evaluated in the CUP process and how it should be done.

MOTION: Commissioner Larson moved to CONTINUE this matter to a date uncertain. Commissioner Jones seconded the motion.

VOTE: The motion passed unanimously.

5. 2280 Deer Valley Drive, Mountain View Lodge - CUP

Planner Whetstone reviewed the request for a CUP for the Mountain View Lodge located at 2280 Deer Valley Drive East. The project is located southeast of the Snow Park Lodge. The parcel consists of 5.88 acres, and 29 residential units are proposed. The Planning Commission has reviewed other concepts in the past, and public hearings have been held. The Staff met with the applicants to discuss concerns and comments raised at the July meeting, including how the project fits into the site with regard to grade and slope retention. The Staff was also concerned about the impacts this project will have on buildings in the Snow Park Lodge area. The applicants have prepared a model to address and explain those concerns. The Staff has looked at the architectural character from the model and from some elevations and believes the architecture is more interesting than some of the more linear projects in the area. She felt the architecture could set the tone for future developments in the parking lot.

Jeff Graham, representing the applicant, presented the model which he believed would help identify some problems and concerns expressed by the Planning Commission. He stated that the model is a massing model which represents a great amount of detail but lacks window treatment and how the facades will be broken up. The purpose of the model is to answer and illustrate how the massing and the project fit together. He indicated the revisions made since the last meeting and reviewed section drawings corresponding with the model. The mass was pulled off the hillside in an effort to cluster the development and keep it from sprawling along the ski run or into the hillside. Vertical mass has been broken up, and the walls were lowered to reduce the turnaround area. Mr. Graham indicated the amount of distance between this project and the Snow Park Lodge and explained why he felt this project was compatible with adjacent projects. He referred to a letter from Bob Wells contained in the staff report and asked the Planning Commission to seriously consider the letter, because Mr. Wells made some strong points relative to this development. He stated that this parcel was historically envisioned for development, and Mr. Graham believed it related to a density issue of what would fit on

the parcel, what is compatible, and how it would work. The reason for the density range and the Snow Park parking lot is to allow flexibility to start reviewing design and how the design fits into the various parcels. He emphasized Mr. Wells' comment that no variance is being requested. The project fits within the current MPD and the Land Management Code. As part of this approval, Mr. Wells stated that he is willing to restrict the Snow Park parking lot to a unit equivalent formula which will help the City limit massing of the project.

Chair O'Hara opened the public hearing.

There was no comment.

Chair O'Hara closed the public hearing.

Commissioner Jones asked for clarification of the garage entry. Mark Walker, project architect, referred to an elevation drawing contained in the Staff report showing the entrance to the parking structure. Commissioner Jones asked about the wall material. Mr. Walker replied that the wall will be concrete, fire rated, and rock faced. Different materials may be used in other areas. The parking garage was discussed. Commissioner Jones commented that the structure appeared to be floating. He asked about pedestrian access. Mr. Walker indicated the pedestrian access points, including the tunnel underneath the driveway with direct access to the Snow Park Lodge.

Mr. Walker commented on the height and noted that it has been a challenge to fit this building on the site without the height imposing over Snow Park Lodge. The current proposal shows a height of five levels articulated with a three-level covered deck area and a separate roof structure to break up the vertical facade. Commissioner Erickson declared that he has a conflict with the Olympic Organizing Committee for disposal of dirt from this property. The projected use of the excavated dirt will go under his contract, but he is not involved with this project.

Commissioner Larson commented on the tremendous amount of progress made on this project. He thanked the applicants for the model which helps in understanding what is happening on the site. He stated that his concern has always been compatibility with surrounding structures. The Planning Commission has purview over building mass, bulk, orientation, location, and uses compatible with surrounding structures from Chapter 15 of the LMC and the Sensitive Lands Ordinance. The surrounding neighboring structures are generally three floors modulating to four. In order to find compatibility for this MPD, he would have to see predominantly three- modulating to four-story structures across all three buildings. He believed that was achieved with Building 1. Building 2 still has 50- to 60-foot vertical elevations, and he wanted to see it stepped down

more. He requested that Building 3 also be changed to three modulating to four levels.

Commissioner Hier agreed with Commissioner Larson that some of the buildings still seem extremely tall. He requested that the applicants further explore the change to unit equivalency for parking lot structures for the rest of the development so there would be a volume cap as well as a unit equivalent cap. He suggested using the 42 units that were originally proposed, subtracting that from the floor cap, and extracting some overall reduction in full density to move forward with this project. Planner Whetstone stated that the master plan already speaks to caps on density, so they would have to look at an amendment to the Deer Valley master plan. One parking lot has a range of 0 to 200. The other one has a range of 65 to 105. Commissioner Hier felt a density reduction would have to be accomplished through a joint agreement between Deer Valley and this project.

Commissioner Jones disagreed and stated that it was his opinion that the important criteria deal with mass and bulk and compatibility with adjoining structures. He stated that he was not bothered by the density in the project or the parking lots because of their adjacency to skiing. He believed it was well within the intent of the General Plan and the Deer Valley plan to concentrate as much density as appropriate adjacent to these primary recreational facilities. He felt that circulation, vehicular access, and related issues should be addressed now rather than later.

Commissioner Hier asked Mr. Graham about the units proposed on a 2,000-square-foot unit equivalency. Mr. Graham replied that they would be in the range of 29 to 31 unit equivalents. Commissioner Hier expressed his preference for using unit equivalents because they would provide more flexibility and cap the volume.

Chair O'Hara agreed with Commissioner Jones that mass, scale, and access are bigger concerns than what is inside. He was more concerned with what the project would look like on the hillside in a prime location.

Mr. Graham stated that this project gets out of the neighborhood they are adjacent to. It gets out of the Snow Park area of the residential neighborhood. It is compatible with Powder Run, but there is a distinct vision line when moving from a residential neighborhood of Snow Park and into the ski area. That is why they felt they were compatible with the Snow Park area. The Planning Commission has raised a height issue, but what they have seen occurring at the Park City Mountain Resort, The Canyons, and 80% of the ski resorts in the Colorado area indicates that height is the latest trend at the base of the ski area. Mr. Graham stated that keeping the buildings to two and three stories would basically kill the project, because there is not a flat spot on the site

less than a 20% slope. They have pulled it down on the hillside, but it takes height to make it fit.

Commissioner Larson informed Mr. Graham that the Planning Commission had said three to four stories, and no one has mentioned two to three stories. The objection is five stories, because there are no five-story structures in the surrounding area.

Chair O'Hara asked for comment from the Commissioners that would provide direction to the Staff to prepare findings. He requested comments on the height and general site plan layout. He felt that the important issue for the life of the project was how much could be put into the project at a certain height and still be viable.

Commissioner Hier stated that he was pleased with the model. He believed subtle changes could be made to the front so it would look less imposing. The grading and overall site plan were an improvement over previous plans. He agreed that it is a ski area which is meant for people to come and stay. Given the overall impact on the rest of the Deer Valley development, he believed they should look at doing something to tie this project to the overall plan for the parking lot structures.

Commissioner Larson found the overall site plan satisfactory. He stated that he needed to see more detail on the parking structure in the middle building to insure that it would not appear to be a floating building. He stated that three to four stories is the test to be met in terms of building height. His primary concern is the side of Building 2, because it does not flow with the topography. He needed to be convinced that Building 3 does not present an imposing vertical structure.

Commissioner Erickson generally favored the applicant's proposal for site planning. He was interested in seeing the alternatives proposed with respect to height.

Commissioner Zimney agreed with Commissioner Erickson.

Commissioner Jones agreed with Commissioner Erickson. With respect to Building 3, the model seemed to represent something lower than what is shown in the rendering, and he needed to understand that height issue.

Chair O'Hara agreed with the site plan. He stated that he did not have much of an issue with the height in that area having seen the other buildings. He requested a finding of fact to provide leverage for keeping this from becoming another Island Outpost. They are not being sold density as much as architectural renderings, and they should be in sufficient detail and conditioned precedent to approval. He felt traffic was an issue in terms of service, delivery, and garbage trucks. He asked to see circulation and access plans for these services.

MOTION: Commissioner Hier moved to CONTINUE this matter. Commissioner Larson seconded the motion.

VOTE: The motion passed unanimously.

6. Hidden Hollow Subdivision

Due to a conflict of interest, Commissioner Zimney abstained from discussing this matter.

Special Projects Manager Nora Shepard reported that the purpose of the meeting this evening is to hold a public hearing. Many of the Planning Commissioners visited the site on Monday and, based on that site review, the applicant agreed to meet with the Staff to talk about building envelope locations. Manager Shepard felt it was helpful to walk around the site and understand where the roads and building locations are proposed. Commissioner Larson volunteered to meet with the Staff and applicants to determine the most appropriate building site locations. Manager Shepard requested that the Planning Commission conduct a public hearing this evening and allow the Staff time to work on some of the issues at a future meeting. She commented on the trails issues and noted that a proposed trail ties in between Deer Crest and the existing trails system in the Solamere area. The possibility of maintaining some kind of trail similar to the existing trail going down through the Aspen and out the dirt road to the Mayflower Frontage Road was discussed. The intent is to preserve a more rustic trail in that location. The Hidden Hollow Subdivision was originally a piece of Telemark Park, which later became Deer Crest. It was included in the litigation settlement for Telemark Park. What was identified at that time and during the annexation into the City was that this was an 84-acre parcel that could have four single-family lots. It is located between Morning Star Estates and the Deer Crest Snow Top subdivision. It is in a hollow and cannot be seen from anywhere in Park City. A visual analysis has been done, and the project can be seen from Highway 40 going toward Kamas. Much of the site is hidden from many vantage points. There are four proposed lots on 84 acres, with the smallest lot being four acres. Primary access for the subdivision comes from Deer Crest through the Snow Top subdivision. The secondary emergency access is a 20-foot-wide dirt road going out to meet the existing emergency access for Morning Star Estates which will be gated. The access will not be through Morning Star Estates or connected to it other than for emergency purposes. This parcel is in Summit County and has been recently annexed to Park City, which makes it different from the rest of the Deer Crest Development which is in Wasatch County. Hidden Hollow is being developed by another party, but it is still subject to the settlement agreement and will become subject to the Deer Crest CC&R's. Issues being discussed with the applicant are house size, whether outbuildings will be allowed, location of the houses, and trails systems. The Staff will continue to work with the applicant on these items as a follow up to the field trip. The project will be served

Manager Shepard commented on the accomplishments of the committee and stated that she believed it was a benefit to the City and to the County.

Review of Regular Agenda

7901 Royal Street East, The Knolls Estates - CUP for entrance gate

Commissioner Larson held to his original opinion that they should wait until the Chateau comes on line to see if the parking situation changes. They should also wait for a demonstration from the Homeowners and Deer Valley to be sure they have exhausted all means of controlling parking in the area before allowing a gate.

Chair O'Hara agreed. The applicants had commented in their previous presentation that if they could dedicate these streets to the City, the police could ticket and tow. This means they can ticket and tow but do not want to.

~~10 Deer Valley Drive, Mountain View Lodge - CUP /~~

Administrator Putt reported that this item was advertised as a public hearing in the paper but will be treated more like a work session. The applicant's architect has put together a model of the project showing the proposed buildings and the associated topo and hillside within the boundaries of the property. They also have a scale model of the Snow Park Lodge to help put the project in context with the surrounding area. The applicant has made significant inroads in dealing with the grading issues associated with this project and how the building relates to the ski runs and terrain directly around the project. The large retaining walls along the back of the building have not changed dramatically, although the buildings tend to mask the height of some of the walls. The applicants have revised the architecture and basic bulk of the three structures. The resulting building mass would have to relate to other projects in the area which were generally three to four stories. This project is generally three to four stories, with the exception of 4-1/2 and 5 story elements in the middle of the project. He requested comments from the Planning Commission on this issue and noted that some of the height could be eliminated, but the result could be less interest in the roof forms. The Staff is looking for an opinion from the Planning Commission regarding the massing. The Staff is satisfied with the general character of the architecture and believes it will set the tone for new construction in that area.

Revisions to Phase I of the Land Management Code rewrite

Administrator Putt reported that Commissioners Larson and Erickson attend the City Council work session in July on Phase I of the Land Management Code revisions. They made positive inroads, and the Planning Commission and City Council agreed on most issues. The City Council has remanded

PLANNING COMMISSION REPORT

DATE: September 13, 1999 (September 22, 1999 meeting)
DEPARTMENT: Planning Department
AUTHOR: Kirsten A. Whetstone, AICP
TITLE: 2280 Deer Valley Drive East, Mountain View Lodge CUP
TYPE OF ITEM: Work session discussion

SUMMARY RECOMMENDATIONS Review and discuss the revised plans. Provide direction on building massing, grading, and site plan. The applicant will present a model of the project and additional visual aids at the work session.

DESCRIPTION**A. Topic****PROJECT STATISTICS**

Applicant:	Mark Walker for Black Diamond Development Corp.
Location:	2280 Deer Valley Dr East-SE of Snow Park Lodge)
Proposal:	Subdivision plat and Small Scale Master Planned Development for 29 residential condominium units on 5.8 acres.
Zoning:	RD-MPD (Deer Valley MPD)
Adjacent Land Uses:	Deer Valley Resort, Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums
Date of Application:	February 5, 1999
<u>Staff Recommendation:</u>	Work session only

B. Background

On March 24 the Planning Commission discussed a proposal (Concept 1) for 42 multi-family condominiums on the Snow Park parcel of the Deer Valley MPD. On April 20, 1999 the applicants submitted revisions (Concept 2). This second plan was for the same number and mass of units in a taller more tightly clustered plan. Although not discussed at the May 12 meeting, a report discussing Concept 2 and a memo from the legal staff, discussing vested density, were given to the Commission to review.

City planning and legal staffs met with the applicants on May 6, 1999 where staff reiterated concerns about the amount of site disturbance, building massing and height, access, compatibility with Snow Park Lodge, and skier/pedestrian circulation issues. The legal department provided clarification of the density issue.

On May 26 the applicants presented a revised concept plan (Concept 3) to the Planning Commission. Concept 3 included the following:

1. A reduction in number of units from 42 to 31.
2. A 30% reduction in total massing of units (approx. 74,000 sf from 103,000 sf plus support areas and underground parking structure).
3. Deleted two buildings, shifted remaining three buildings lower on the site.
4. A 40% reduction in total site disturbance.
5. Decreased building heights (from Concept 1) to 45-55' to peak.
6. An increase in open space to 80% of the site.
7. A people mover to the Little Stick ski run.

Staff indicated that the applicants were moving in the right direction by reducing the mass; proposing heights more compatible with the neighborhood; providing more building separation, adding stepping and articulation; keeping building mass and site disturbance lower on the slope; minimizing slope disturbance, and re-designing pedestrian circulation to Snow Park Lodge.

At the May 26 meeting, the Commission indicated that a height variance was not possible given the vested density of zero, based on reviewing this site independent of the Snow Park parking lot parcels. The base height for the RD zoning district is 33' to the peak of a pitched roof, measured from existing grade. The Commission expressed concern that the proposed buildings were not compatible in mass and scale with the Snow Park Lodge.

On July 1 the applicants submitted revisions based on the May 26 Planning Commission comments and public hearing. Concept 4 included three buildings meeting the 33' height limit, as measured from existing grade. Additional building articulation and stepping was shown. The skier mover was deleted in favor of an at grade pedestrian connection to Snow Park Lodge. There was a significant reduction in site disturbance and building massing from the original plans as the unit number was reduced by a third and the building envelopes were contained in the lower portion of the parcel. A reduction in overall unit numbers from 31 to 29 from the previous plans was shown. The Commission discussed the following issues:

- Building massing (particularly the middle building),
- Overall height of exposed west walls,
- Compatibility with Snow Park Lodge,
- Site grading and general site layout as it relates to the ski slope, and
- Density on the site.

The applicants agreed to re-look at the building design to minimize the vertical walls and to work with the engineers to better understand site grading and how the buildings and retaining walls interface with the ski run. There was concern that the buildings would appear perched over the

ski run and Snow Park lodge given all of the retaining walls and grade differences. The Commission requested the applicants consider moving the buildings further to the west, down the slope and closer to the ski run.

There was also continued concern about the density issue, give the density range of 0 to 42 for this parcel. Planning staff agrees with Commissioner Erickson's comments (see Exhibit A), reiterated by Bob Wells in his September 10, 1999 letter (see Exhibit B), that review of this proposed small-scale MPD is more about site specific project review and deciding whether the proposal meets the review criteria for Conditional Use Permits than about whether density should or should not be transferred off of the Snow Park parking lot sites.

Staff recognizes that there is an indirect transfer of density scenario given that there is an overall unit cap over all of the parcels involved that translates to a potential to "transfer" density between sites based on specific site review of the individual parcels. Development on the parking lot parcels has the potential to impact existing developments at Lower Deer Valley to a greater degree than the proposed development. Deer Valley has made an offer to amend the Deer Valley MPD that would require density in the parking lots be determined pursuant to the Unit Equivalent formula. Currently there is no unit size restriction, or building massing cap, for the remainder of the parcels at Snow Park (see Deer Valley Letter).

C. Concept 5- General Revisions and Characteristics

Concept 5 includes the following revisions (see Exhibit C):

The number of units remains at 29, however some of the units have been relocated to address concerns with building height and overall massing. Building One remains the same. By moving Building Two forward and Building Three southwards the overall heights and top elevation of these buildings has decreased. Building Two has less mass than previously and Building Three has additional mass. Building heights, as measured from existing grade, continue to remain at or below 33'. Vertical facade heights for Building One range from 28' to 38', from 20' to 45' for Building Two, and from 40' to 50' for Building Three. There are some areas of vertical facade heights of 40 to 50 feet that do not incorporate horizontal breaks. Significant horizontal shifting (14-16' in several different location and levels) is now proposed for the center building. Roof elements at various places on the front facade have been added to break up many of the vertical planes.

The entire grading concept was re-evaluated and re-designed to focus slope retention behind the buildings. By lowering the drop-off/arrival area by 8' and shifting it to the west the project interfaces with the existing ski run with gradual slopes and pedestrian scale retaining walls and landscaped areas. The applicants will present a model and other visual aids at the work session in order to explain additional revisions.

Open space continues to be in the range of 80% of the parcel with over 90% of the open space consisting of land undisturbed by construction and landscaping associated with the proposal.

DISCUSSION

CUP Standards for Review

Grading

In reviewing the proposal against the CUP review criteria (Exhibit D) staff finds that the revised plan adequately addresses building location on the site, in terms of grading and interface with both the ski run and the existing slope. The buildings have been moved further west and down to the toe of the slope. Grade retention is now provided behind the buildings allowing the front to blend in to the grade of the existing ski slope. The front retaining wall for the access drive is gradual and pedestrian scale for the majority of the length (10' at the highest, sloping quickly to 5' and fading to 0' as it meets the grade of the slope). The applicants will discuss changes made to the site plan and grading to further explain and illustrate physical location of buildings on this site.

Massing

Staff has remaining concerns regarding compliance with criteria #11, "Physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing". Staff is primarily concerned with the five story vertical elements of Buildings Two and Three and have been working with the applicants over the past several weeks to reduce the visual perception of a four and five story building. Buildings in the surrounding area are primarily three stories, with some vertical elements up to four stories.

While all of the proposed buildings meet the 33' height requirement of the RD zoning district (as measured from existing grade), compatibility with the surrounding three and four structures suggests that the buildings should not read as primarily five story structures. The applicants are continuing to work on the massing of Buildings Two and Three and will present a model to illustrate how they believe the proposed buildings, with both horizontal and vertical stepping; lower roof elements; balconies, decks, and plazas throughout, and additional architectural detailing meets criteria #11.

Massing of the first building, closest to Snow Park Lodge, is compatible with surrounding buildings in the area. Massing of Building Two has been helped by incorporation of the horizontal break and shifting the top stories back. Massing on the third building furthest away from Snow Park Lodge can be made more compatible by eliminating the fifth story elements and lowering the roof lines to diminish impacts of the remaining fourth story elements. Staff is asking the Planning Commission to provide specific direction on the proposed massing.

Access

In order to address staff's and the Commission's request that this proposal share, with future development at Deer Crest, access off of Deer Valley Drive to eliminate multiple curb cuts and driveways at this location, the applicants agree to eliminate the "service road access" at such time as acceptable shared access with Deer Crest is available. At this time the only legal access to the Snow Park Multi-family parcel is across an existing easement with Deer Valley. There are

utility issues with the proposed driveway that still need to be worked out with the City Engineer.

Excavated Material and Regrading of Deer Valley Ski Runs

Staff recommends that the excavated materials be utilized by Deer Valley, to limit the number of truck trips through town. Deer Valley has indicated to the applicants that they intend to use all of the excavated materials in preparing ski runs for the 2002 Olympic events, significantly reducing truck traffic through town. In addition, staff recommends that re-grading of the Wide West Ski Trail be included in this CUP application, with Deer Valley as a co-applicant.

Sensitive Lands Ordinance

As final plans evolve, they will need to comply with the SLO design standards, as outlined in Appendices A and B from the Sensitive Lands Ordinance. These design standards address building color and materials, windows and glass treatment, parking location and landscaping (not applicable if under the structure), roof top mechanicals, roof pitch and material, height controls, and underground utilities. Vegetation protection regulations in Appendix B address tree and vegetation removal to open view corridors, irrigation limits, and re-vegetation plans and regulations.

STAFF RECOMMENDATION

Staff recommends the Commission review the proposed building massing and site plan and provide staff and the applicant with further direction on this proposal.

EXHIBITS

- A. Minutes from the July 1, 1999 Planning Commission meeting
- B. Letter from Bob Wells (September 10, 1999)
- C. Applicant's letter and revised plans
- D. CUP review criteria

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Commissioner Larson stated that 156 Norfolk also illustrates the same concept and fits the goal of the Planning Commission in terms of volumetrics and stepping. It is very sensitive to the goals of the Historic District.

Commissioner Hays did not feel that 156 Norfolk complied as much as the Bush house, which is more in scale with what needs to be on that street.

Mr. Ricks commented that Mr. Bush's house is an exception to most rules. The historic home originally on that lot was three feet from the rear property line at the widest point. The house proposed by Mr. Zaremba is approximately 13 feet from the property line. This house is required to have two parking place. One is achieved by the garage, and the other by parking in front of the garage, which requires 18 feet for one car. Mr. Bush's house does not have 18 feet from the property line to the garage, and he was unsure how that came about. In order to achieve the two parking places, he could not provide a two-car garage. He noted that the proposed house is set back further than the houses on each side by six to eight feet as a result of Code constraints and parking requirements. He agreed that Mr. Bush had a great house and applauded the designer for his adaptive use on an old structure. However, he is dealing with a different situation on a very restrictive site and did not think they should be compared.

Commissioner Jones recognized differences in sites, which is the reason for the CUP process, because criteria do not fit all sites the same. If an applicant is interested in building over 800 square feet, it is his charge to find a design that is appropriate for the site. The criteria are clear, and he believed Planner Satchell had done a good job of outlining the criteria for the project. The Planning Commission expects this project to meet the criteria or they will take action to deny.

2280 Deer Valley Drive, Mountain View Lodge - CUP

Planner Kirsten Whetstone reviewed the request for a CUP for a multi-family project at the base of Deer Valley Resort at the Snow Park Lodge. She reported that this item was reviewed at previous work sessions, and this is the fourth concept plan to come before the Planning Commission. The Planning Commission reviewed the project on May 26 and expressed concerns about the height exception. It was noted that there is a height range on this parcel of up to 70 feet based on density. The density range assigned on the parcel with the Deer Valley Master Plan is 0 to 42. This makes it difficult to move density without knowing how the site was tied to the Snow Park parking lot parcels. The base height in the RD

EXHIBIT A

zone is 33 feet, which is proposed in this fourth concept. On May 26, the Planning Commission directed the applicant to design a building that is more sensitive and compatible to the Snow Park Lodge. Planner Whetstone reviewed the current concept which reduces 42 units to 29 units and reduces total massing of the units from 103,000 square feet to 67,000 square feet. There are three buildings, one of which is smaller and not connected to the others and has its own parking structure. There has been a significant reduction in site disturbance from the initial plan, and the new plan is more clustered at the toe of the slope. The people mover has been eliminated, and there is more open space. The main difference is the decrease in the maximum building height as measured from existing grade. The next step will be to determine the site plan, height, and general massing and volumetrics. It will then be necessary to review the project specifically against the two appendixes in the Sensitive Lands Ordinance and the 15 criteria of the CUP. Once the Staff has received a more complete site plan, they will prepare a detailed analysis. The applicant is looking for direction from the Planning Commission on the site plan before moving forward with architectural details.

Jeff Graham, representing the applicant, gave a brief presentation to identify the project proposed. The entry into the project is through the access service area of the Snow Park Lodge which comes into the project and has a drop-off area approximately 100 feet up from Snow Park Lodge. The new site plan and proposal is for 29 units, with three separate buildings and three parking areas. The people mover was eliminated, and a pedestrian ski access has been provided along a sidewalk corridor from the arrival corridor into the Snow Park Lodge. This will keep people skiing away from the project out of the Burns Lift area as requested by Deer Valley. The building was moved down off the hillside as requested by the Staff and Planning Commission, which clusters the building into three different areas and lowers the height to 28 feet from the peak of the roof line. He reviewed a rendering of the project showing how the development fits into the hillside in relation to other structures and presented sections taken through the project. He felt they had come a long way in response to the direction given by the Staff and Planning Commission to design a building that works within the project and fits within the site.

Chair O'Hara agreed that the applicant had come a long way and believed they still had a long way to go. He complimented them on the architectural renderings showing something that fits into the Deer Valley area much better than the original plan and stated that he was pleased with the reduction in density and height.

Commissioner Larson referred to Mr. Graham's comment that they had no more room to move with respect to massing. He asked if that meant they would not reduce the density any further. Mr. Graham replied that this is a tough site and that it takes a lot of work. In terms of density, he believed they were on the limit of being able to make this project work.

Commissioner Larson stated that he has the same problem with volumetrics and massing that he has had all along. Site planning criteria in the Land Management Code specify that a unit should be clustered in the most developable and least visually sensitive portions of the site. That means they need to cluster the density in the toe of the slopes. He cited the number of buildings with a height of 50 to 60 feet in a zone requiring 33 feet. The adjacent structures meet this height limitation, and he would have a hard time putting together criteria for approval based on the apparent height. Although there is stepping, the amount of stepping in a 50-foot building is insignificant. He stated that he did not understand why the density was being moved from the Snow Park parking lots to this site, and it might necessitate clearly understanding what is going on with the Snow Park site.

Mr. Graham replied by repeating what Bob Wells has previously said, that 247 units are allowed in the parking lot. They have done studies on what should go in the Deer Valley parking lot, and the best program and best design is somewhere around 200 units. Deer Valley has done conceptual studies and is not ready to submit or clarify what is happening there. Based on the studies, there will be some sort of development moving onto this parcel because it is the only place in the Snow Park area where density is allowed to be moved. If Deer Valley does not build up to the 247 units in the parking lot, it opens up the possibility of 42 units on the proposed site. Commissioner Larson stated that he trusted Bob Wells, but this statement smacked of fear, uncertainty, and doubt until the Planning Commission could see it for themselves.

Bob Wells, representing Deer Valley, stated that a lot of work has been done, and he had no objection to sharing it. Deer Valley is not prepared to make a submission at this point, but he had the ability show two full-scale models which illustrate a couple hundred units of mass in the parking lot in a very detailed manner. He offered to show the models at his office or bring them to the Planning Commission.

Commissioner Larson stated that he sensed a level of concern from Mr. Wells. It was obvious that he felt strongly about transferring the density from one site to the other, and he suspected there might be

studies or models that illustrate this concern. Mr. Wells stated that he felt the models would illustrate what the Planning Commission wants to know. He explained that they are not looking at it as a transfer of density from the parking lot; they are looking at a combination of sites which have a maximum amount of density. This is a fine point when one site starts with a zero range.

Commissioner Hays concurred with Commissioner Larson. She still did not feel that this site was appropriate for this amount of density because the land is too sensitive, and she believed that density belonged in the parking lot. She wanted to hear a good reason for transferring the density from the parking lot onto the hillside. There would be a tremendous amount of excavation going into the hillside, and she did not think a 20-foot retaining wall would be sensitive to the site. She believed seeing the whole picture might help her understand the reason for moving density to the hillside.

Commissioner Jones shared concerns about height and how it will be perceived. He commented on the amount of grading proposed relative to the ski run. He wanted to see how this would all work to be sure this building would not end up perched on the bank. He did not understand how much stepping was proposed up to the turnaround level and stated that he was unable to make that determination from the renderings presented this evening.

Commissioner Erickson stated that he had an opportunity to review some of Commissioner Jones's concerns. With respect to the height, he felt it was unfortunate that the Planning Commission did not change the Land Management Code to have height measured from finished grade in all zones, not just the Historic District. He admitted that he had not favored that change in all zones and was willing to recognize that error. He suggested that the Planning Commission propose this change to the Land Management Code. Because he was concerned about Deer Valley, he had gone back to the SEP to try to understand the density transfers. As far as he could tell, this site was not necessarily a transfer-out site nor a transfer-in site to the parking lot. The parking lot site had a density established, and this site had a density of 0 to 42 units, depending on how many units could be achieved. If nothing could be achieved, whatever was left could be put back into the parking lot. He did not believe it was an either-or equation in the SEP. This site had some density on it, and at Deer Valley's option, it could be moved into the parking lot or left on this site. If all 42 units were moved to the parking lot, this site would go to 0. He stated that he was unsure if he was fighting the right battle by forcing them to move all the units into the parking lot.

Work Session Notes

July 14, 1999.

Page 9

He stated that he reviewed the grading and believed there were some external issues that could be resolved this evening. There is a request from Deer Valley to maintain a 25-foot width from the tower to the edge of the ski lift. Commissioner Erickson clarified that the reason the units are moving so far into the hill is due to the 25 feet. He asked Mr. Graham to talk to Deer Valley to see if there is an opportunity to reduce the 25 feet. Another reason the buildings are pushed so far into the hill and are ultimately so tall is the diameter of the turnaround and all the elements that go with it. He suggested reducing the diameter, which would lower the cul-de-sac height, and thereby lower the buildings, which would reduce the excavation. The height of the turnaround is controlled by the access point with Deer Crest and/or Deer Valley, and it currently goes uphill at 10%. He felt that, if they could reduce that by a few percent, everything would start to come back downhill. He was more concerned with the grading issues than density.

Commissioner Hier stated that he was not uncomfortable with the overall density and the fact that Deer Valley would like to put something on that hillside. He noted that the hillside has already been scarred and has regrowth at this point. He was not convinced that forcing that much density into the parking lot was the correct thing to do. He wanted to see the heights reduced, and he concurred that the height should be measured from finished grade or natural grade, whichever is less. He did not think a 60-foot wall of building was attractive. He also took into consideration the fact that Deer Valley would not do anything to detract from the overall appearance of their ski area.

Commissioner Larson stated that he was not opposed to the number of density units, but he was opposed to the way they are stacked. He favored Commissioner Erickson's suggestion to pull some of the units toward the toe of the hill so the buildings step up to the slope.

Mr. Graham felt this could be done, but more in the range of 10 feet than 20 feet. He needed to keep with the concept of the proposal while taking Commissioner Erickson's suggestion into consideration.



DEER VALLEY

September 10, 1999

Kirsten Whetstone
Park City Municipal Corporation
P. O. Box 1480
Park City, Utah 84060

Re: Proposed Mountain View Lodge
Snow Park Lodge Multi Family Parcel

Dear Kirsten:

I would like to restate Deer Valley's rationale for the proposed Mountain View Lodge development. The site has been historically envisioned for development since issuance of the Deer Valley MPD permit. The very nature of the base of a ski resort is the lowland with surrounding hillside. The site location immediately at the resort base fits preferred criteria of keeping development at the base of slopes and off ridgelines and hillsides. Approximately 500 vertical feet of hillside backdrop above building rooftops exists in the current development plan, more than existing surrounding developments. Development on this site puts the guest where they want to be - adjacent to the ski slope, dining and base area services and transit. It allows the resort to provide necessary guest services more efficiently than any other location. Development on this site also results in less impact to existing development in the Snow Park area than any other site; it does not interrupt views of other developments and is not visual to most other developments. The project developer has been responsive to concerns expressed by City staff and Planning Commission members in bringing the proposed project into compatibility with nearby developments. The project as proposed today is significantly more compatible than the originally proposed version. No variances are requested. The building mass climbs the hill less than existing development like Trails End or La Macconerie and is similar to Powder Run. In summary, we submit that the intent of the 0-42 density range assigned to the site in combination with the density range assigned to the parking lots area was to allow for flexibility, not to suggest that development of this site might not be appropriate.

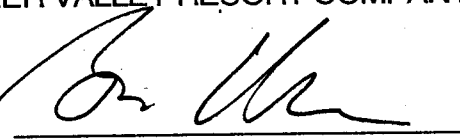
DEER VALLEY®

As you know, since the last Planning Commission meeting on the proposed Mountain View Lodge development, substantially all of the members of the Planning Commission as well as you, Nora, and Brooks from Community Development staff have had the opportunity to view the modeling work that Deer Valley has done in connection with planning for future development on the existing parking lots area at Snow Park. I have not been able to hook up with Kerri yet but am still hoping to do so before the next Planning Commission meeting. To date, everyone has acknowledged the positive effect of development of less than maximum density in the parking lots area. The positive effect is not only with relation to aesthetics and open space versus building mass within the development itself but also with respect to impact of the development on existing surrounding development in the Snow Park area. In connection with Mountain View Lodge review and the discussions related to future development in the parking lots area, I have indicated that Deer Valley is willing to agree to a MPD amendment that would require that density in the parking lots area be determined pursuant to the Unit Equivalent formula of the Land Management Code, i.e., a building mass cap that does not now exist. This will reiterate that offer.

Sincerely,

DEER VALLEY RESORT COMPANY

By


Bob Wells

**Mountain View Lodge
Concept Five Site Plan
Revision Highlights**

August 31, 1999

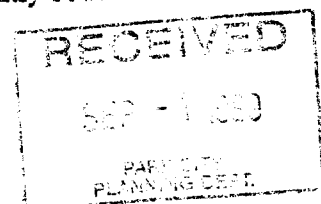
In a continuing effort to address the Planning Commission's concerns with respect to Mountain View Lodges' CUP application, the applicant has revised the site plan and lodge configuration. The primary concerns expressed by members of the Commission continue to focus on building heights from existing grade, perception of height and building stepping, and the visual impact from Snow Park Day Lodge.

Commissioner Erickson with his extensive research of the original SEP, summarized the true issue with respect to vested density, stating that this was not a transfer of density, but that density has indeed been allocated to this site under the original SEP, with the ultimate number of units subject to site specific review to determine what can be realistically achieved. It also our understanding that various members of the Planning Commission and Park City Planning Staff have had the opportunity to meet with Bob Wells to review the models outlining Deer Valleys' planning efforts for the potential parking lot expansion. I assume this visit illustrated the impact adding any additional density over and above Deer Valley's current plan will have on the parking lot sites, and that certainly some level of development is appropriate for the site adjacent to the Snow Park Lodge.

With respect to site plan issues, several areas have been addressed. The arrival/drop-off area has been reduced in elevation by eight feet to an elevation of 7243. The drop-off was also slightly shifted toward the ski run. A section cut perpendicular from the ski trail expansion through the drop-off reveals a six foot stone wall, beginning at elevation 7226, along the Wide West ski trail, 24' of landscaped open space including a pedestrian walkway to a 10 foot retaining wall extending up to the drop-off elevation. As this wall proceeds southward, the 10-foot wall reduces in height to 0 feet. The 6-foot stone wall eventually disappears in the finished grade at the base of the plaza. As the site plan process continues, the applicant will work with Staff to ensure the level of landscaping is appropriate to diminish the visual impact of the drop-off area. As suggested by the Planning Commission, our attempts to reduce the size of the turnaround were unsuccessful due to Fire and Safety requirements.

Siting of the building has been revised in an effort to locate the building as close to the existing ski run as possible. Deer Valley has expressed their desire to maintain the current expansion width as proposed for a variety of reasons. Additionally, siting of the Lodge is also predicated upon building height and roof elevations with respect to the natural existing grade. Building One has been located such that we are at the maximum building height currently allowed within the code but also fits within the grading and access parameters as well. Building Two was moved slightly downhill, but its' location is impacted by the drop-off area. Building Three was moved slightly southward in an

EXHIBIT C



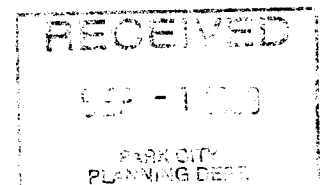
effort to create a larger gap between buildings two and three and to better fit this building into the existing grade.

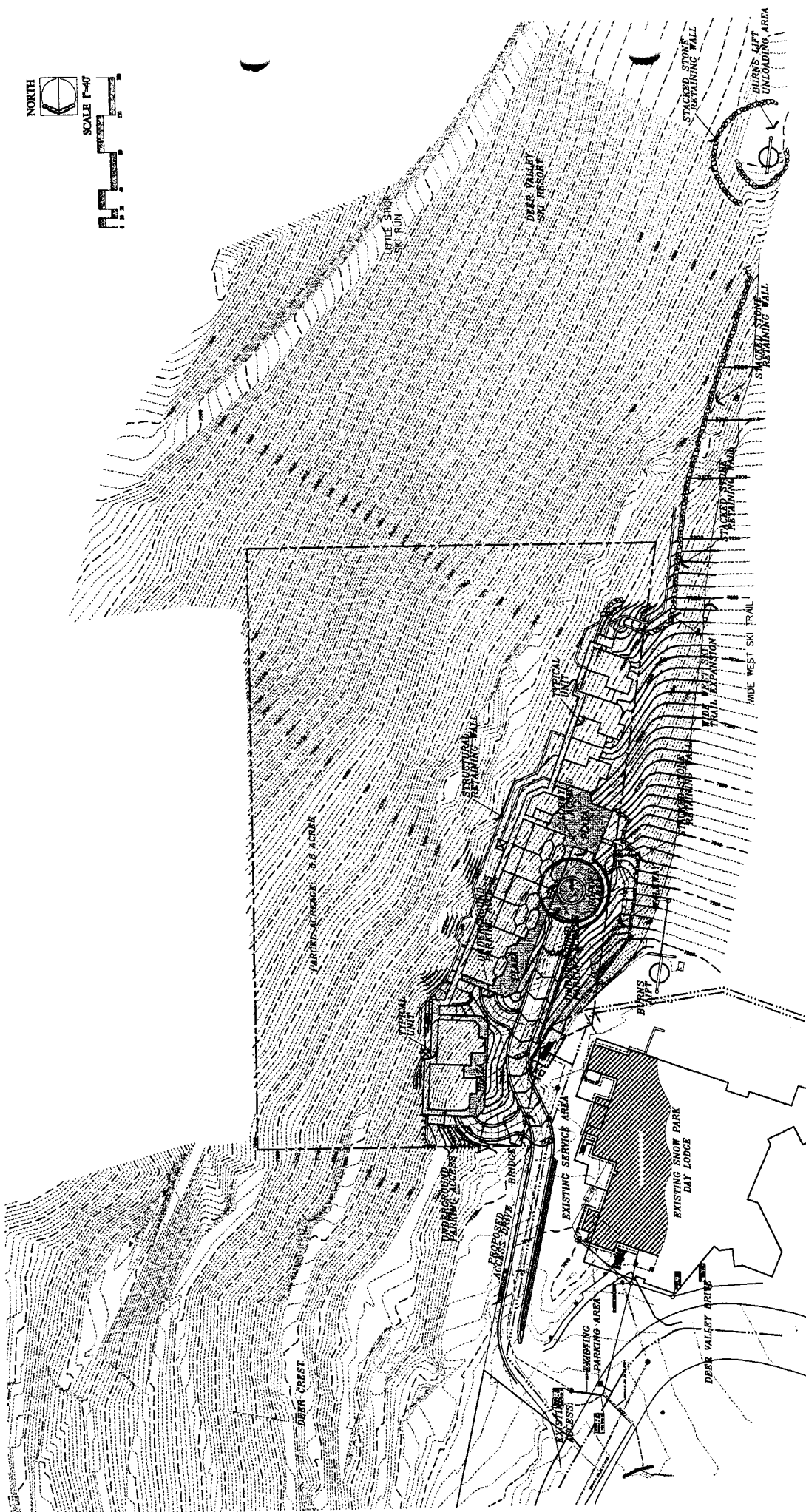
Overall, building heights continue to fall within the range allowed by the RD zoning district. As stated earlier, Building One ridgeline is at 33' with a front façade elevation of 28'. Building Two roof ridgeline is 28' above existing grade with a front façade height of approximately 23'. Building Three's ridgeline is 30' above existing grade, with a façade elevation of approximately 25' above existing grade.

The number of units proposed within this application remains at 29, however units have been relocated to better address the concerns over building heights. Building One has not changed, but two units were taken from Building Two and moved to Building Three. The net effect is that the height of Building Two has been reduced by another eleven feet while the height of Building Three remains within the height restrictions because of its shift to the south. The first floor elevations of Building Three relate to the finish grades along the Wide West ski trail with sufficient area for landscaping and trail/lodge separation as preferred by Deer Valley.

Site planning of this project has been extensive and truly reflects the optimum balance between minimizing overall impact to the site while maintaining a level of development necessary to ensure the feasibility of the project. It is extremely important that Staff relay to the Planning Commission our conformance to the Deer Valley SEP, as well as the applicants adherence to the current RD zoning district height requirement of 33' and the applicants compliance with the Design Standards of the SLO. I trust that Staff would concur that we have continued to strive to satisfy the concerns raised by the Commission. We believe that a positive response to our efforts from Staff to the Commission in your report could go a long way towards what we hope will be a favorable reaction from the Commission.

The applicant thanks you for your continuing review of this project and we look forward to Staffs input as we continue with the CUP planning process.



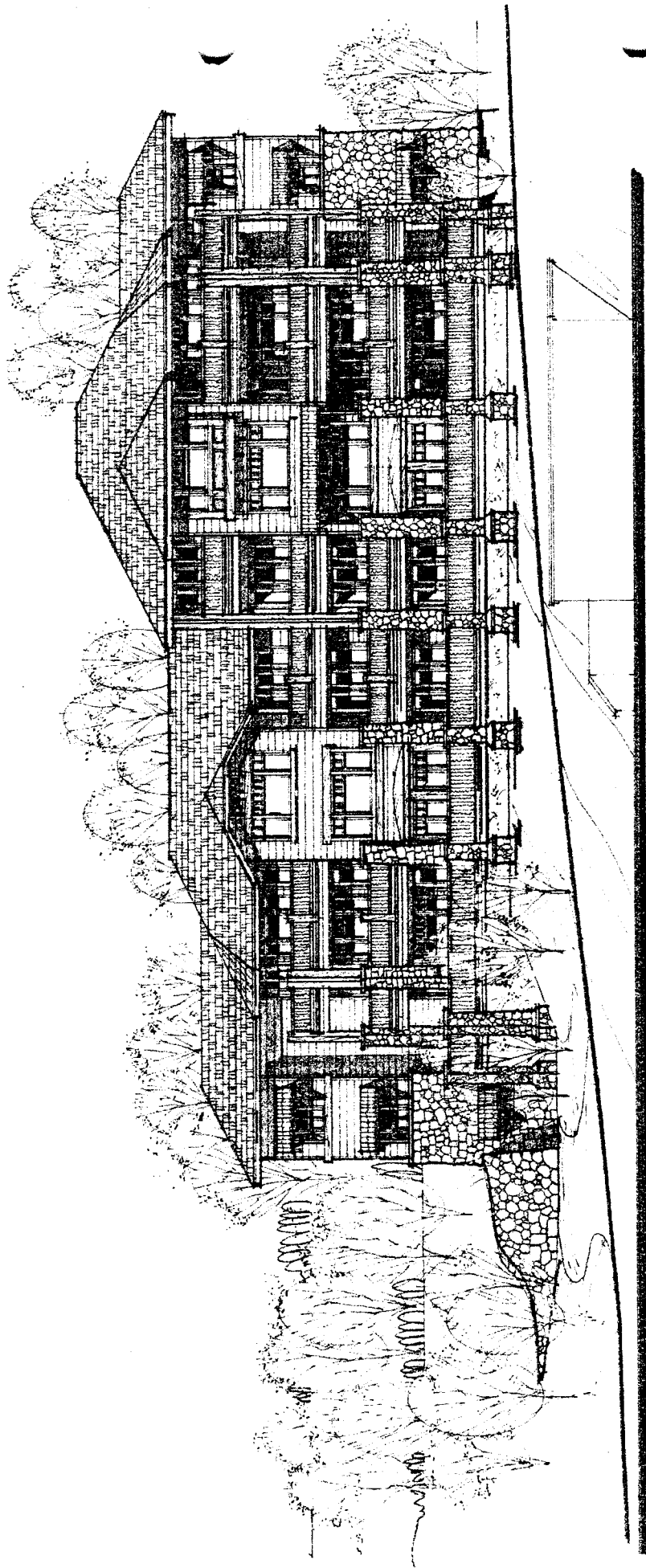


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SITE PLAN

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

OTTO
WALKER
architects
2200 Highway 224, Suite 201, P.O. Box 2872, Park City, Utah 84060 (435)649-8373



MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

BUILDING ONE
ELEVATION

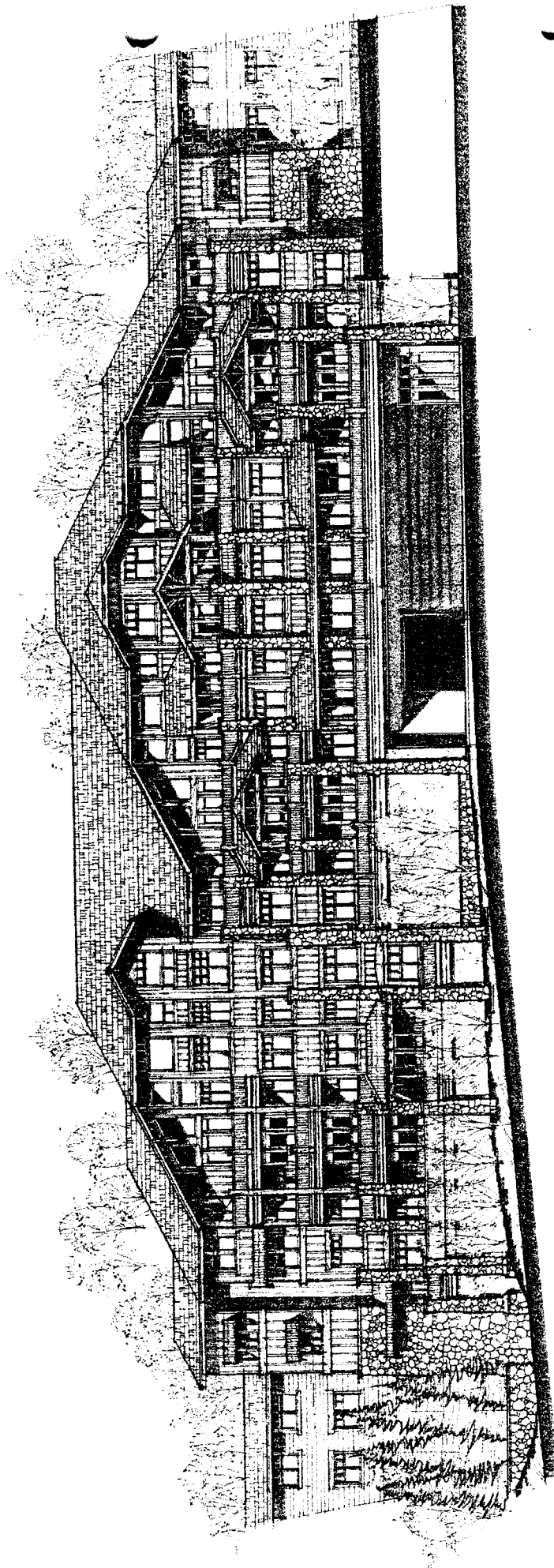
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SEP 17 1999

PARK CITY
PLANNING DEPT.

OTTO
WALKER
architects

2200 Highway 22A, Suite C201, P.O. BOX 2672, Park City, Utah 84060 (313)468-6773



BUILDING TWO RECEIVED
ELEVATION

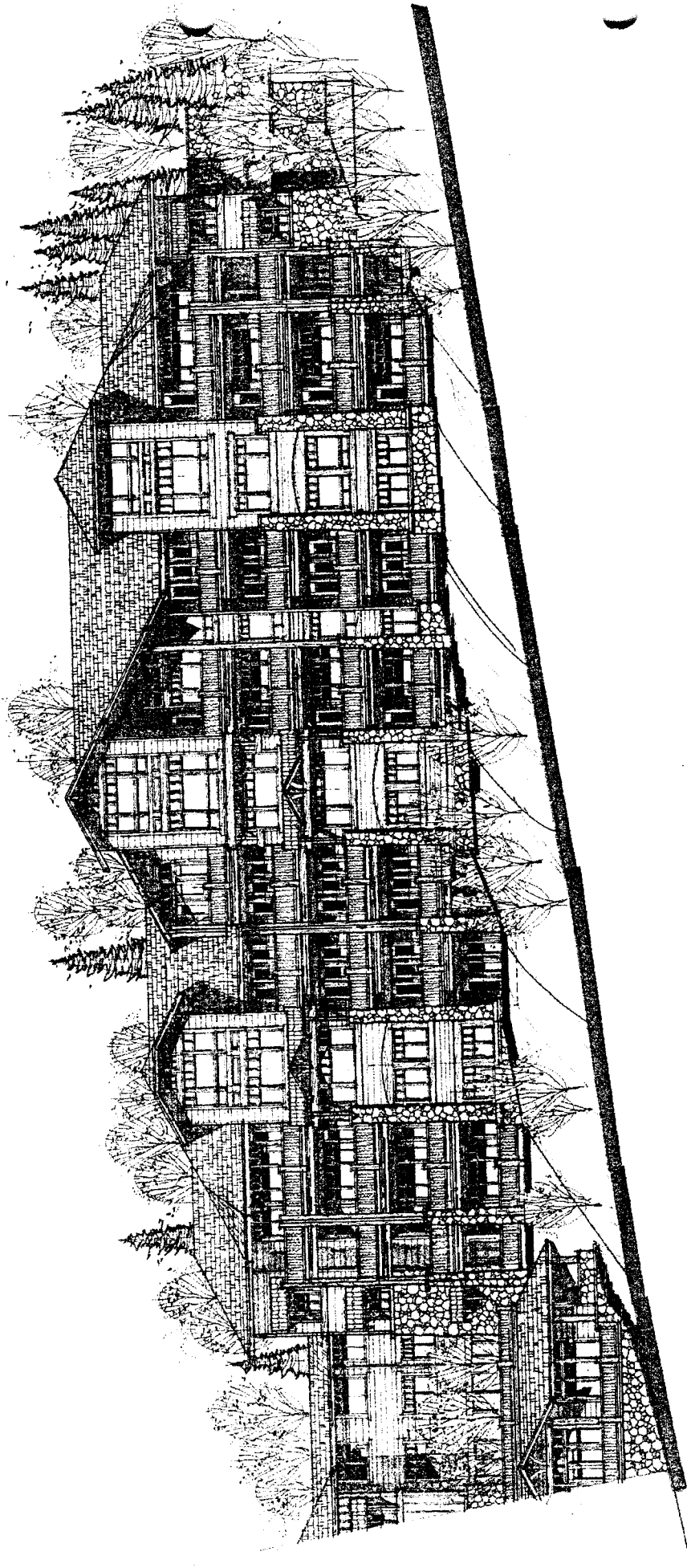
MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

OTTO WALKER architects
2200 Highway 224, Suite C201, P.O. BOX 2072, Park City, Utah 84060 (435) 648-4373

SEP 17 1999

**PARK CITY
PLANNING DEPT.**

DECEMBER 15, 1999
SHEET FIFTEEN



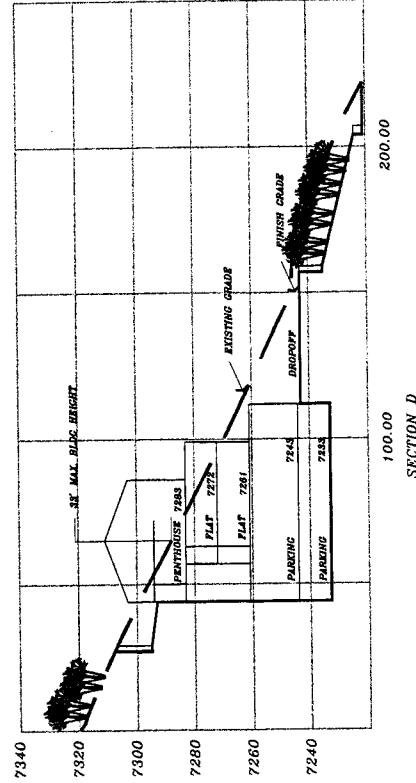
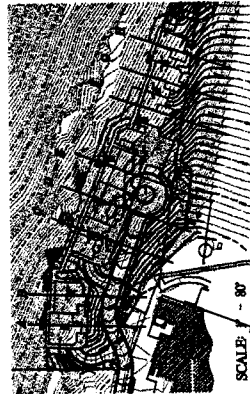
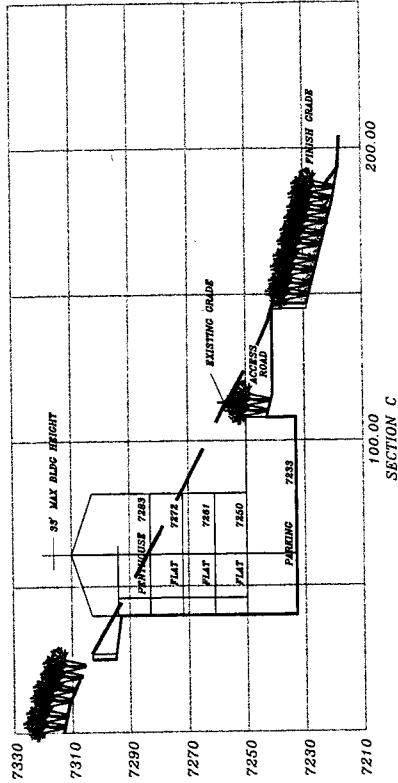
OTTO
WALKER
architects
2200 Highway 224, Suite C101, P.O. BOX 2872, Park City, Utah 84090 (435) 444-5273

MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

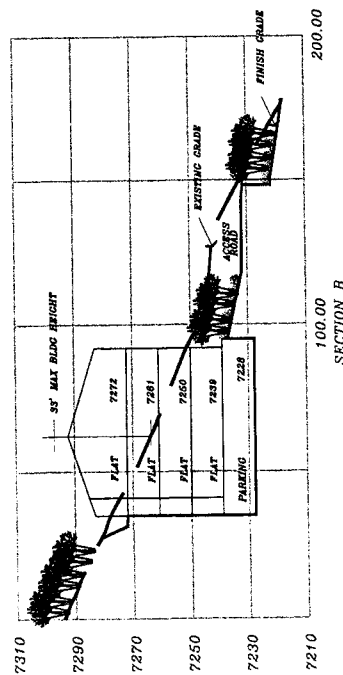
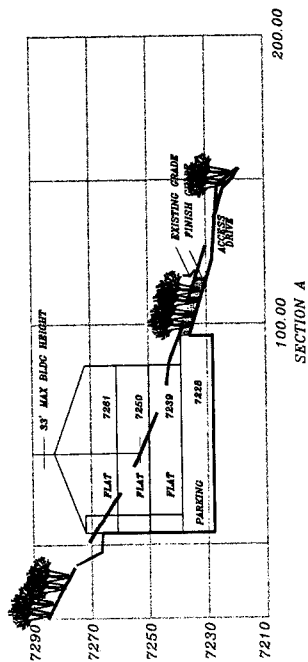
BUILDING THREE
ELEVATION

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SEP 15, 1999
SHEET SIXTEEN

SEP 17 1999
PARK CITY
PLANNING DEPT.



TYPICAL SECTION SCALE
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 20'

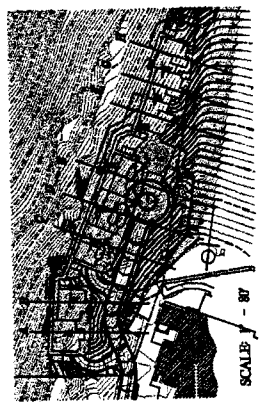
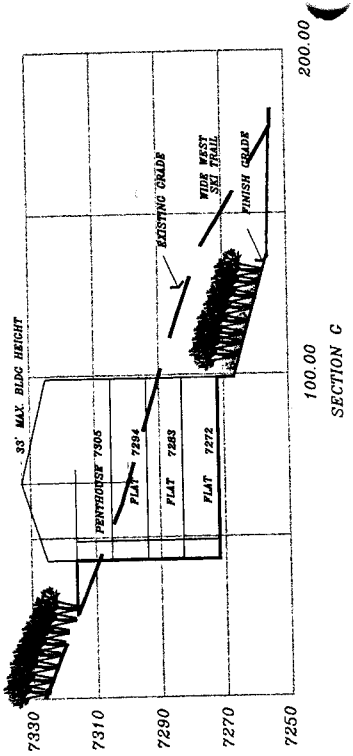
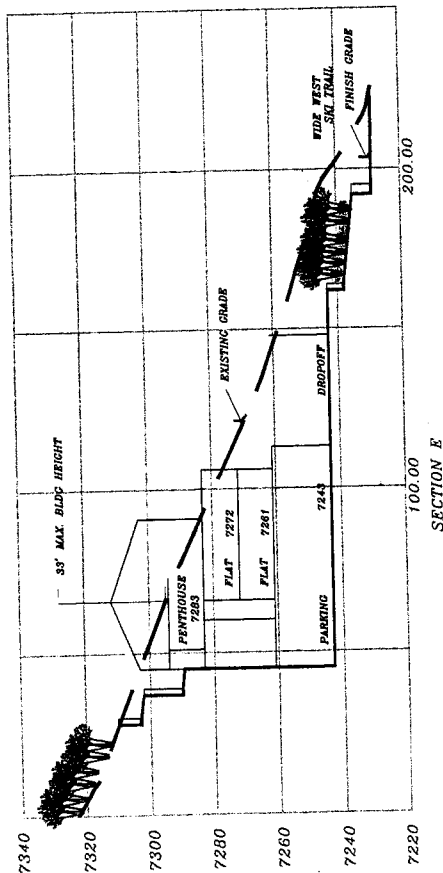


MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

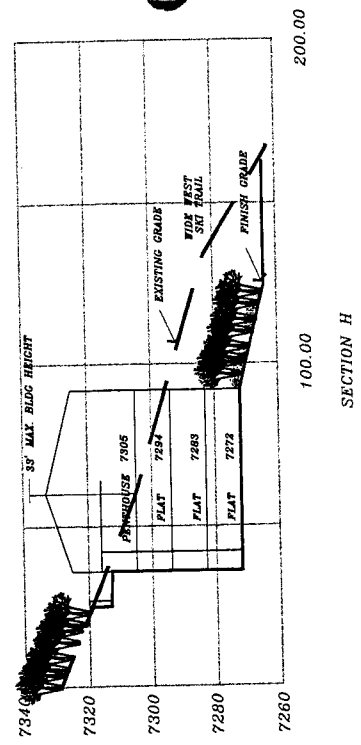
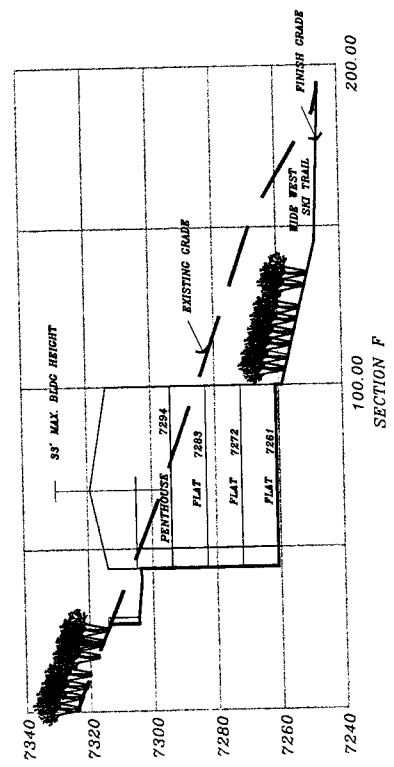
SECTION RECEIVED
SEP 17 1999
PARK CITY
PLANNING DEPT.

OTTO
WALKER
architects

2200 Highway 22-A, Suite C201, P.O. BOX 2872, Park City, Utah 84050 (435)648-6573



TYPICAL SECTION SCALE
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 20'



MOUNTAIN VIEW LODGE
BY BLACK DIAMOND CAPITAL CORP.

OTTO
WALKER
architects
2340 Highway 224, Suite C101, P.O. BOX 2572, Park City, Utah 84060 (435) 640-5773

SEPTEMBER 15, 1999
SEP 17 1999
PARK CITY
PLANNING DEPT.

SECTIONS RECEIVED SHEET EIGHTEEN

(C) If the Application does not comply with the requirements of the Zone, the Community Development Department shall notify the Owner of the project or his Agent, if any, stating specifically what requirements of the Zone have not been satisfied, and also stating whether the project could be reviewed as submitted as a Conditional Use for that Zone.

(D) **DISCLAIMER.** No Permit issued shall be valid if any of the criteria listed in this section has not been met.

15-1.10. CONDITIONAL USE REVIEW PROCESS.

There are certain uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land uses, may not be Compatible in some areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Community Development Department will evaluate all proposed Conditional Uses and may recommend conditions of approval to preserve the character of the Zone, and to mitigate potential adverse effects of the Conditional Use. Where the City cannot condition the CUP to satisfactorily mitigate the adverse effects of the Conditional Use, the City shall deny the Conditional Use Permit.

The City must review all proposed Conditional Uses according to the following procedure, unless a subsequent provision of this LMC specifically sets forth an

administrative approval process for a specific Conditional Use, in which case that section shall control:

(A) **PRE-APPLICATION CONFERENCE.**

An Applicant may request a pre-application conference with the Community Development Department to discuss the proposed Conditional Use and the conditions that the staff would recommend to mitigate proposed adverse impacts.

(B) **THE APPLICATION.** An Applicant must file a Complete Application on forms provided by the Community Development Department for Conditional Uses.

(C) **NOTICE/POSTING.** Upon receipt of a Complete Application, the Community Development Department shall provide published notice once fourteen (14) days prior to the hearing and courtesy mailed notice to Owners of Property within three hundred feet (300') of the proposal. (See Section 15-1.12. Notice.) The Planning Commission shall conduct a public hearing on the proposed Conditional Use Permit and shall either approve, deny, or modify and approve the Permit.

(D) **STANDARDS FOR REVIEW.** The City shall not issue a Conditional Use Permit unless the Planning Commission concludes that:

- (1) the Application complies with all requirements of this LMC;

PARK CITY MUNICIPAL CODE - TITLE 15 LMC, Chapter 1 - General Provisions

15-1-7

(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 Plan, as amended; and

(4) the effects of any differences in use or scale have been mitigated through careful planning.

(E) The Community Development Department and/or Planning Commission must review each of the following items when considering a Conditional Use Permit:

(1) size and location of the site;

(2) traffic considerations including capacity of the existing Streets in the area;

(3) utility capacity;

(4) emergency vehicle Access;

(5) location and amount of off-Street parking;

(6) internal vehicular and pedestrian circulation system;

(7) fencing, Screening, and landscaping to separate the use from adjoining uses;

(8) Building mass, bulk, and orientation, and the location of Buildings on the site; including

orientation to Buildings on adjoining Lots;

(9) usable Open Space;

(10) signs and lighting;

(11) physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;

(12) noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;

(13) control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup areas;

(14) expected Ownership and management of the project as primary residences, condominiums, time interval Ownership, nightly rental, or commercial tenancies how the form of Ownership affects taxing entities; and

(15) within and adjoining the site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the site.

(F) **TRANSFERABILITY.** A Conditional Use Permit is transferrable with the title to the underlying Property so that an Applicant may convey or assign an approved

DEER VALLEY®

September 10, 1999

Kirsten Whetstone
Park City Municipal Corporation
P. O. Box 1480
Park City, Utah 84060

Re: Proposed Mountain View Lodge
Snow Park Lodge Multi Family Parcel

Dear Kirsten:

I would like to restate Deer Valley's rationale for the proposed Mountain View Lodge development. The site has been historically envisioned for development since issuance of the Deer Valley MPD permit. The very nature of the base of a ski resort is the lowland with surrounding hillside. The site location immediately at the resort base fits preferred criteria of keeping development at the base of slopes and off ridgelines and hillsides. Approximately 500 vertical feet of hillside backdrop above building rooftops exists in the current development plan, more than existing surrounding developments. Development on this site puts the guest where they want to be - adjacent to the ski slope, dining and base area services and transit. It allows the resort to provide necessary guest services more efficiently than any other location. Development on this site also results in less impact to existing development in the Snow Park area than any other site; it does not interrupt views of other developments and is not visual to most other developments. The project developer has been responsive to concerns expressed by City staff and Planning Commission members in bringing the proposed project into compatibility with nearby developments. The project as proposed today is significantly more compatible than the originally proposed version. No variances are requested. The building mass climbs the hill less than existing development like Trails End or La Macconerie and is similar to Powder Run. In summary, we submit that the intent of the 0-42 density range assigned to the site in combination with the density range assigned to the parking lots area was to allow for flexibility, not to suggest that development of this site might not be appropriate.

DEER VALLEY®

As you know, since the last Planning Commission meeting on the proposed Mountain View Lodge development, substantially all of the members of the Planning Commission as well as you, Nora, and Brooks from Community Development staff have had the opportunity to view the modeling work that Deer Valley has done in connection with planning for future development on the existing parking lots area at Snow Park. I have not been able to hook up with Kerri yet but am still hoping to do so before the next Planning Commission meeting. To date, everyone has acknowledged the positive effect of development of less than maximum density in the parking lots area. The positive effect is not only with relation to aesthetics and open space versus building mass within the development itself but also with respect to impact of the development on existing surrounding development in the Snow Park area. In connection with Mountain View Lodge review and the discussions related to future development in the parking lots area, I have indicated that Deer Valley is willing to agree to a MPD amendment that would require that density in the parking lots area be determined pursuant to the Unit Equivalent formula of the Land Management Code, i.e., a building mass cap that does not now exist. This will reiterate that offer.

Sincerely,

DEER VALLEY RESORT COMPANY

By 
Bob Wells

**Mountain View Lodge
Concept Five Site Plan
Revision Highlights**

August 31, 1999

In a continuing effort to address the Planning Commission's concerns with respect to Mountain View Lodges' CUP application, the applicant has revised the site plan and lodge configuration. The primary concerns expressed by members of the Commission continue to focus on building heights from existing grade, perception of height and building stepping, and the visual impact from Snow Park Day Lodge.

Commissioner Erickson with his extensive research of the original SEP, summarized the true issue with respect to vested density, stating that this was not a transfer of density, but that density has indeed been allocated to this site under the original SEP, with the ultimate number of units subject to site specific review to determine what can be realistically achieved. It also our understanding that various members of the Planning Commission and Park City Planning Staff have had the opportunity to meet with Bob Wells to review the models outlining Deer Valleys' planning efforts for the potential parking lot expansion. I assume this visit illustrated the impact adding any additional density over and above Deer Valley's current plan will have on the parking lot sites, and that certainly some level of development is appropriate for the site adjacent to the Snow Park Lodge.

With respect to site plan issues, several areas have been addressed. The arrival/drop-off area has been reduced in elevation by eight feet to an elevation of 7243. The drop-off was also slightly shifted toward the ski run. A section cut perpendicular from the ski trail expansion through the drop-off reveals a six foot stone wall, beginning at elevation 7226, along the Wide West ski trail, 24' of landscaped open space including a pedestrian walkway to a 10 foot retaining wall extending up to the drop-off elevation. As this wall proceeds southward, the 10-foot wall reduces in height to 0 feet. The 6-foot stone wall eventually disappears in the finished grade at the base of the plaza. As the site plan process continues, the applicant will work with Staff to ensure the level of landscaping is appropriate to diminish the visual impact of the drop-off area. As suggested by the Planning Commission, our attempts to reduce the size of the turnaround were unsuccessful due to Fire and Safety requirements.

Siting of the building has been revised in an effort to locate the building as close to the existing ski run as possible. Deer Valley has expressed their desire to maintain the current expansion width as proposed for a variety of reasons. Additionally, siting of the Lodge is also predicated upon building height and roof elevations with respect to the natural existing grade. Building One has been located such that we are at the maximum building height currently allowed within the code but also fits within the grading and access parameters as well. Building Two was moved slightly downhill, but its' location is impacted by the drop-off area. Building Three was moved slightly southward in an

SEP - 1 1999

effort to create a larger gap between buildings two and three and to better fit this building into the existing grade.

Overall, building heights continue to fall within the range allowed by the RD zoning district. As stated earlier, Building One ridgeline is at 33' with a front façade elevation of 28'. Building Two roof ridgeline is 28' above existing grade with a front façade height of approximately 23'. Building Three's ridgeline is 30' above existing grade, with a façade elevation of approximately 25' above existing grade.

The number of units proposed within this application remains at 29, however units have been relocated to better address the concerns over building heights. Building One has not changed, but two units were taken from Building Two and moved to Building Three. The net effect is that the height of Building Two has been reduced by another eleven feet while the height of Building Three remains within the height restrictions because of its shift to the south. The first floor elevations of Building Three relate to the finish grades along the Wide West ski trail with sufficient area for landscaping and trail/lodge separation as preferred by Deer Valley.

Site planning of this project has been extensive and truly reflects the optimum balance between minimizing overall impact to the site while maintaining a level of development necessary to ensure the feasibility of the project. It is extremely important that Staff relay to the Planning Commission our conformance to the Deer Valley SEP, as well as the applicants adherence to the current RD zoning district height requirement of 33' and the applicants compliance with the Design Standards of the SLO. I trust that Staff would concur that we have continued to strive to satisfy the concerns raised by the Commission. We believe that a positive response to our efforts from Staff to the Commission in your report could go a long way towards what we hope will be a favorable reaction from the Commission.

The applicant thanks you for your continuing review of this project and we look forward to Staffs input as we continue with the CUP planning process.

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SEP - 1 1999
PLANNING COMMISSION

TRANSMITTAL

**OTTO /
WALKER**
Architects

2200 Park Avenue

Suite C201

Park City, Utah 84098

435/649-6373

Fax 435/649-6378

RE: *MOUNTAIN VIEW*

DATE: *4.25.99*

TO:

NAME: *KIRSTEN WHETSON*

COMPANY: *PARK CITY PLANNING*

ADDRESS:

PHONE: *615-5000*

FAX:

FROM:

NAME: *MATTHEW SONKERTON*

PHONE: (435) 649-6373

FAX: (435) 649-6378

☒ AS REQUESTED

☐ FOR YOUR REVIEW AND COMMENT

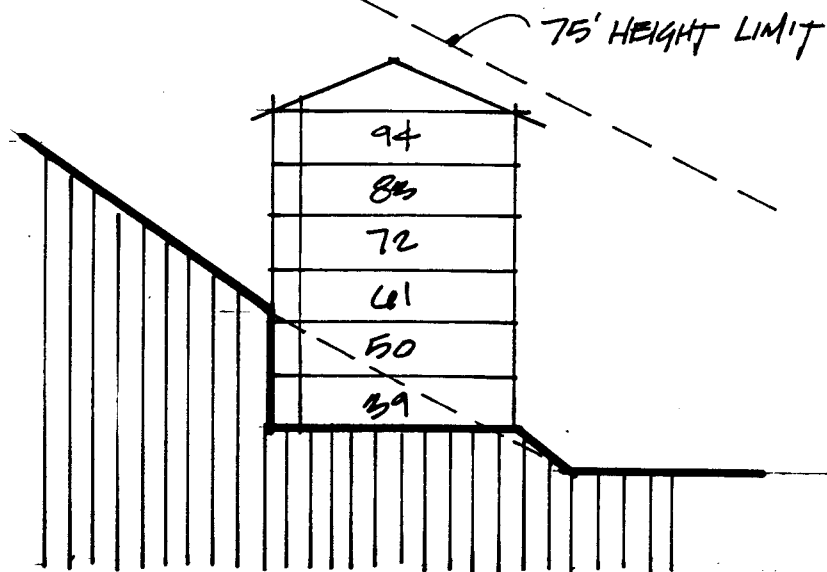
☐ FOR YOUR INFORMATION

☐ FOR YOUR APPROVAL

SENDING:

1. SECTIONS FROM *3/24/99 SUBMITAL*
 2. SECTIONS FROM *CURRENT PROPOSAL.*
 3. SITE PLAN " " " "
- } *8 1/2 x 11
FORMAT.*

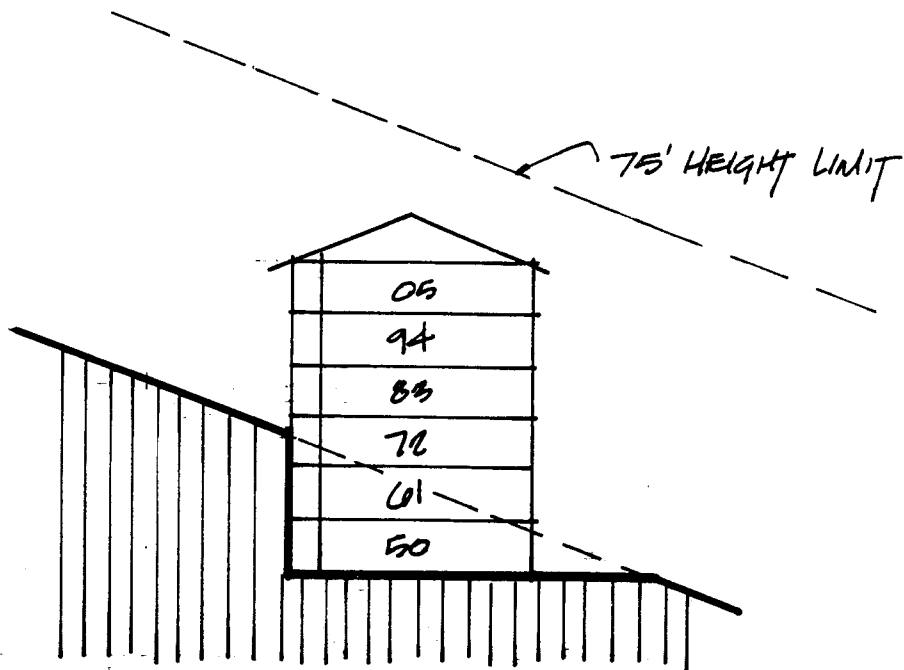
COMMENTS:



SECTION A

4.19.99

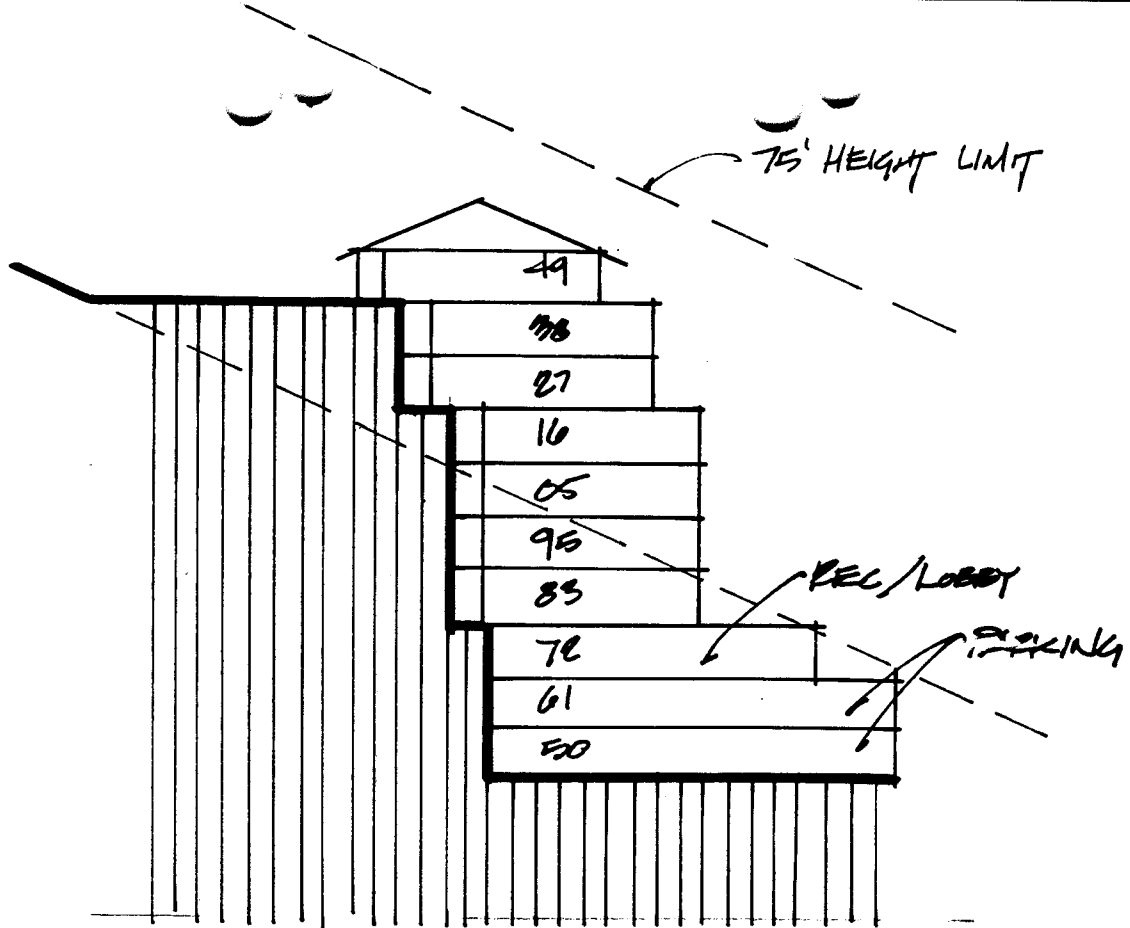
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SECTION B

4.19.99

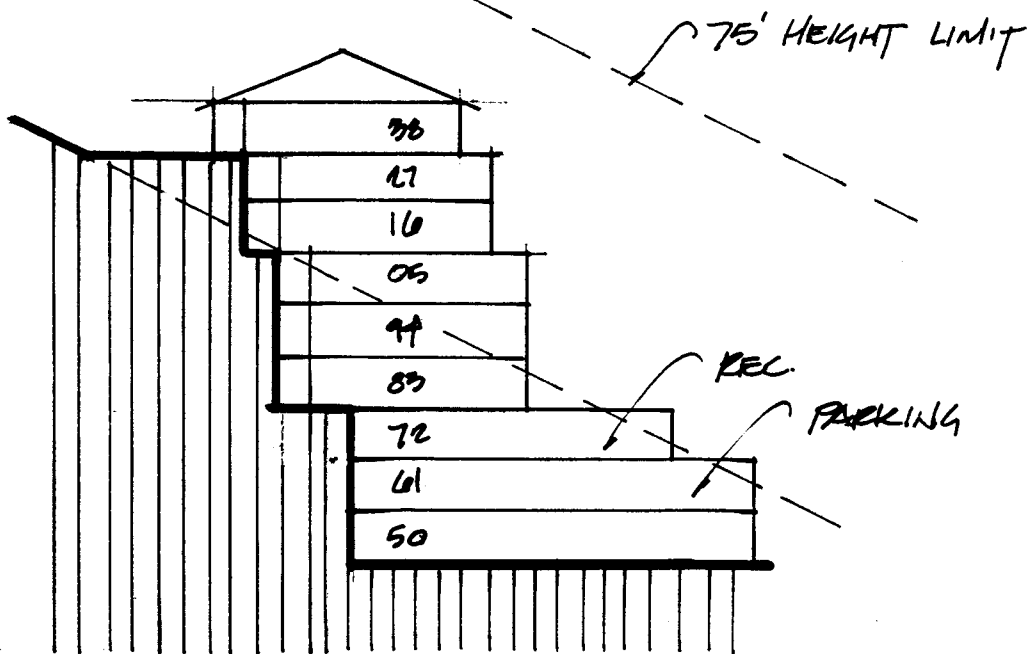
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SECTION C

4.19.99

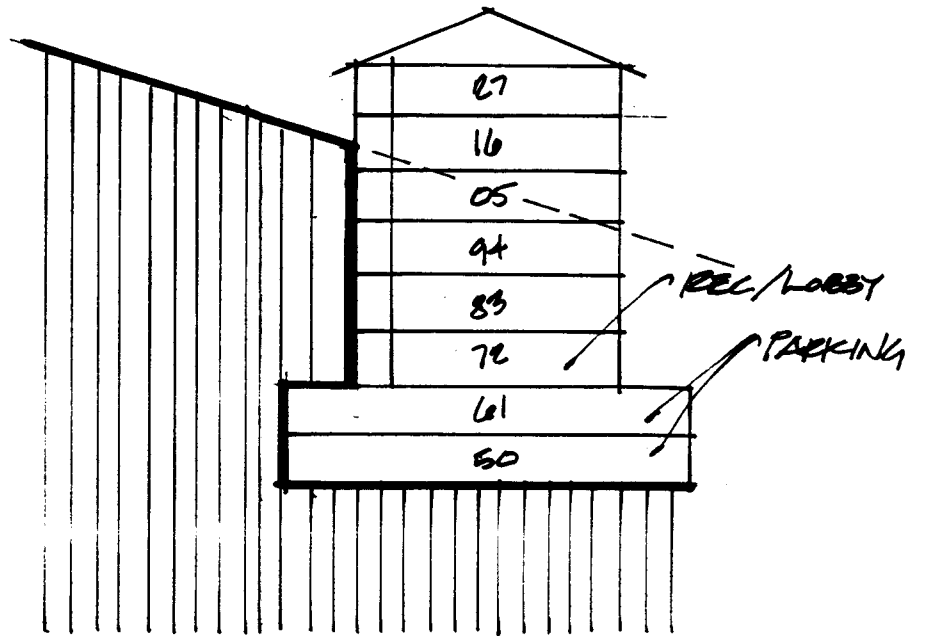
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SECTION D

4.19.99

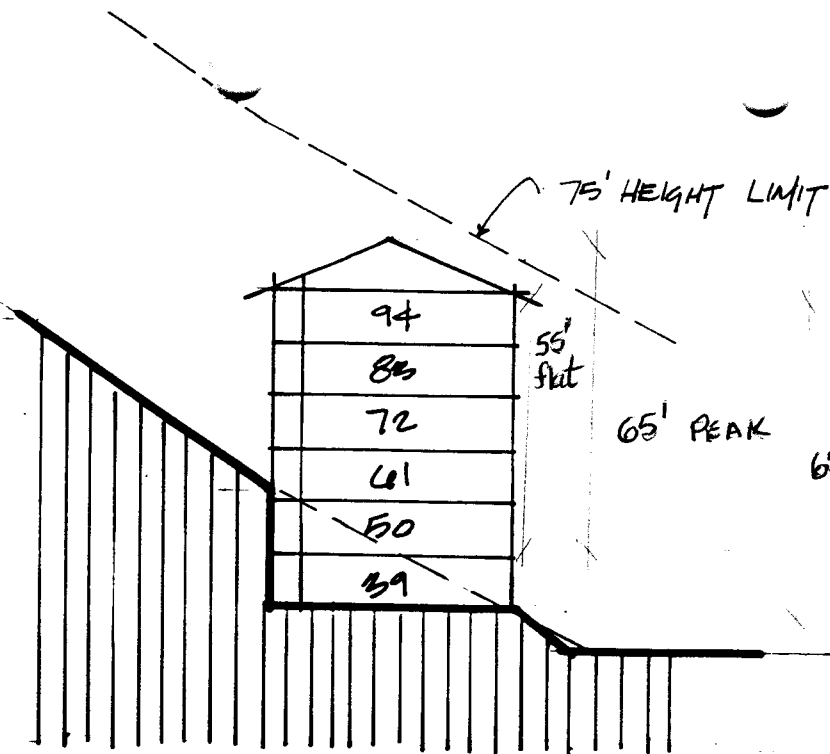
SC: 1" = 40'-0"



SECTION E

4.19.99

SC. 1" = 40'-0"



SECTION A

4.19.99

50' 1" = 40' - 0"

75' HEIGHT LIMIT

55' flat

65' PEAK

65' FRONT FACADE
OVERALL FACADE

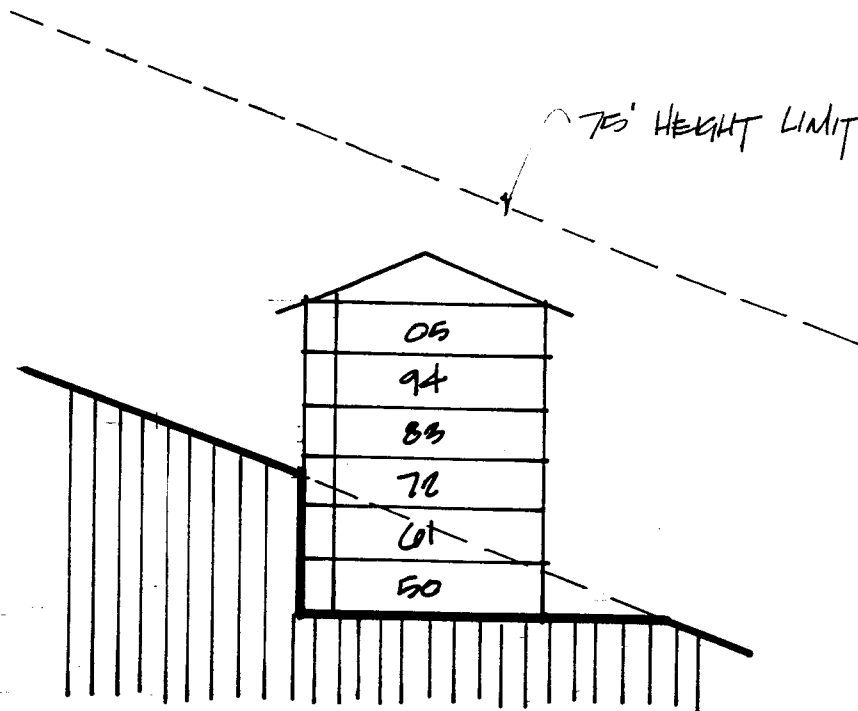
OLD A.

53' PEAK

50' FLAT

55' FRONT FACADE

55' OVERALL "



SECTION B

75' HEIGHT LIMIT

OLD B.

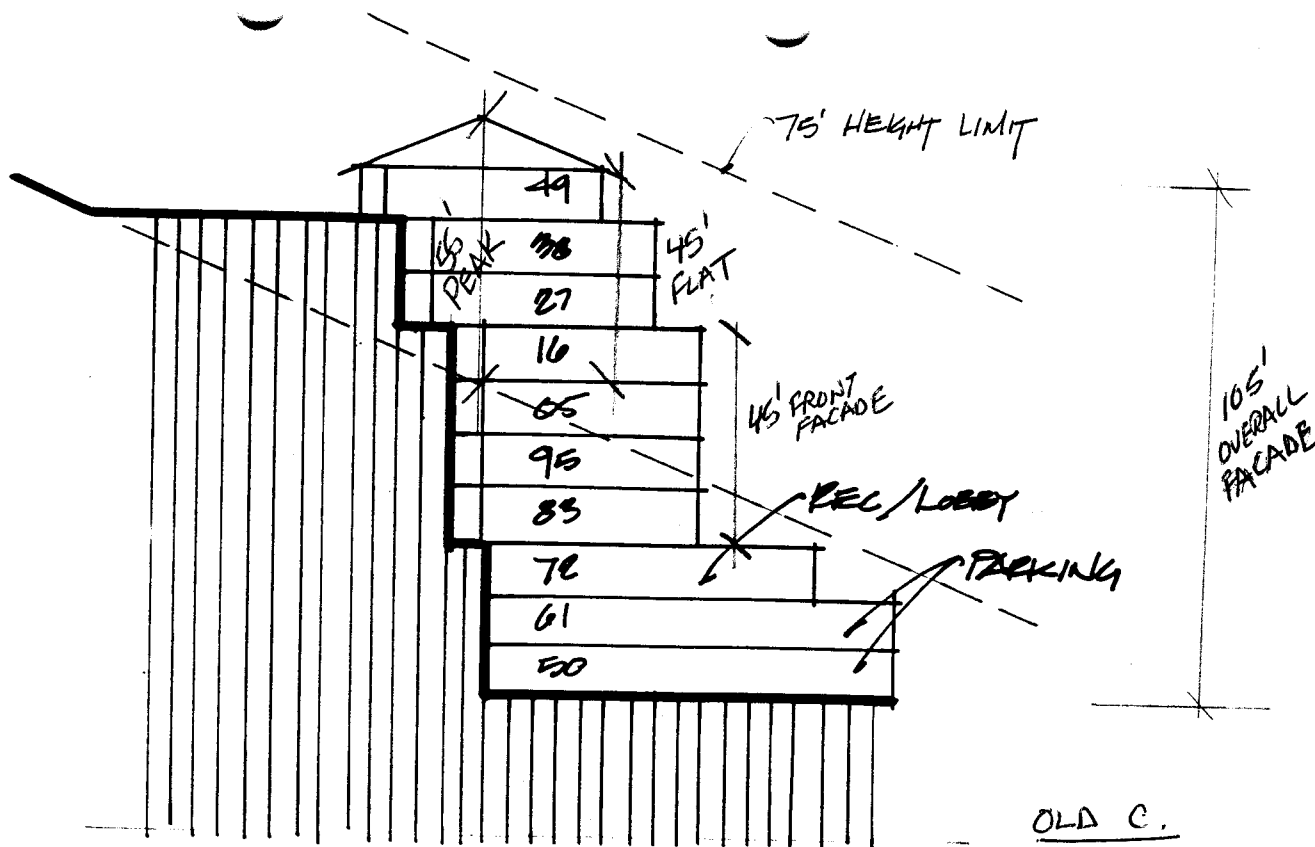
30' PEAK

27' FLAT

65' FRONT

65' OVERALL FACADE

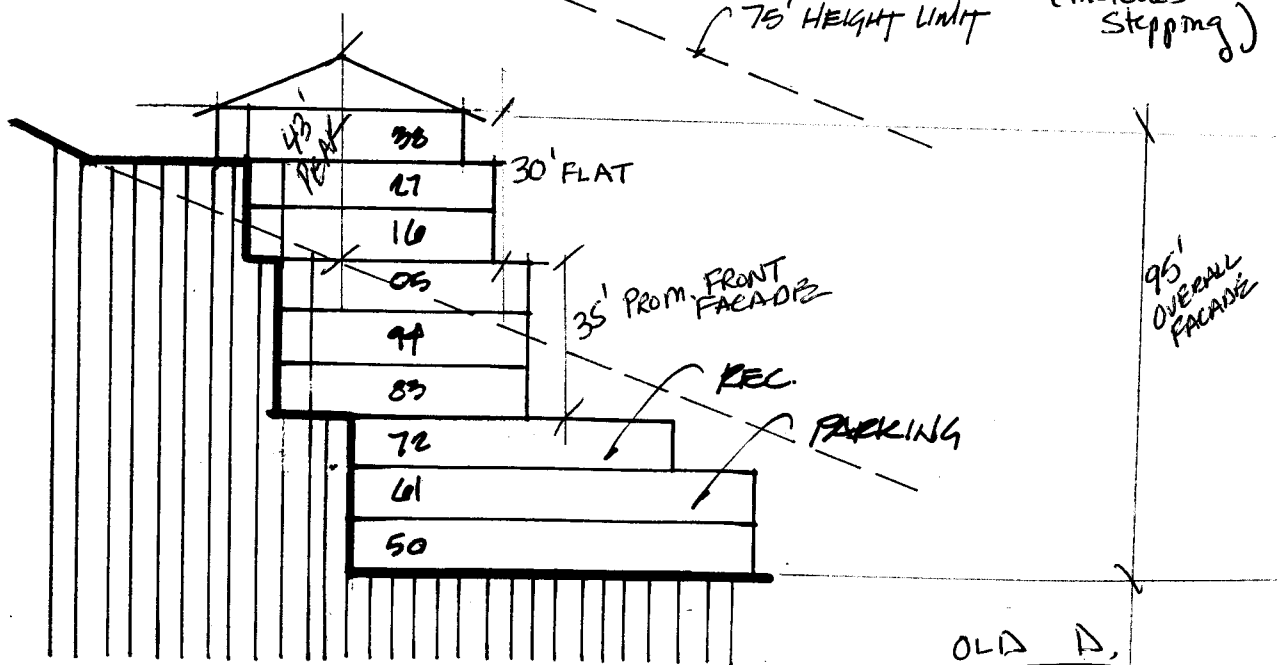
Submitted
4.20.99



SECTION C

OLD C.

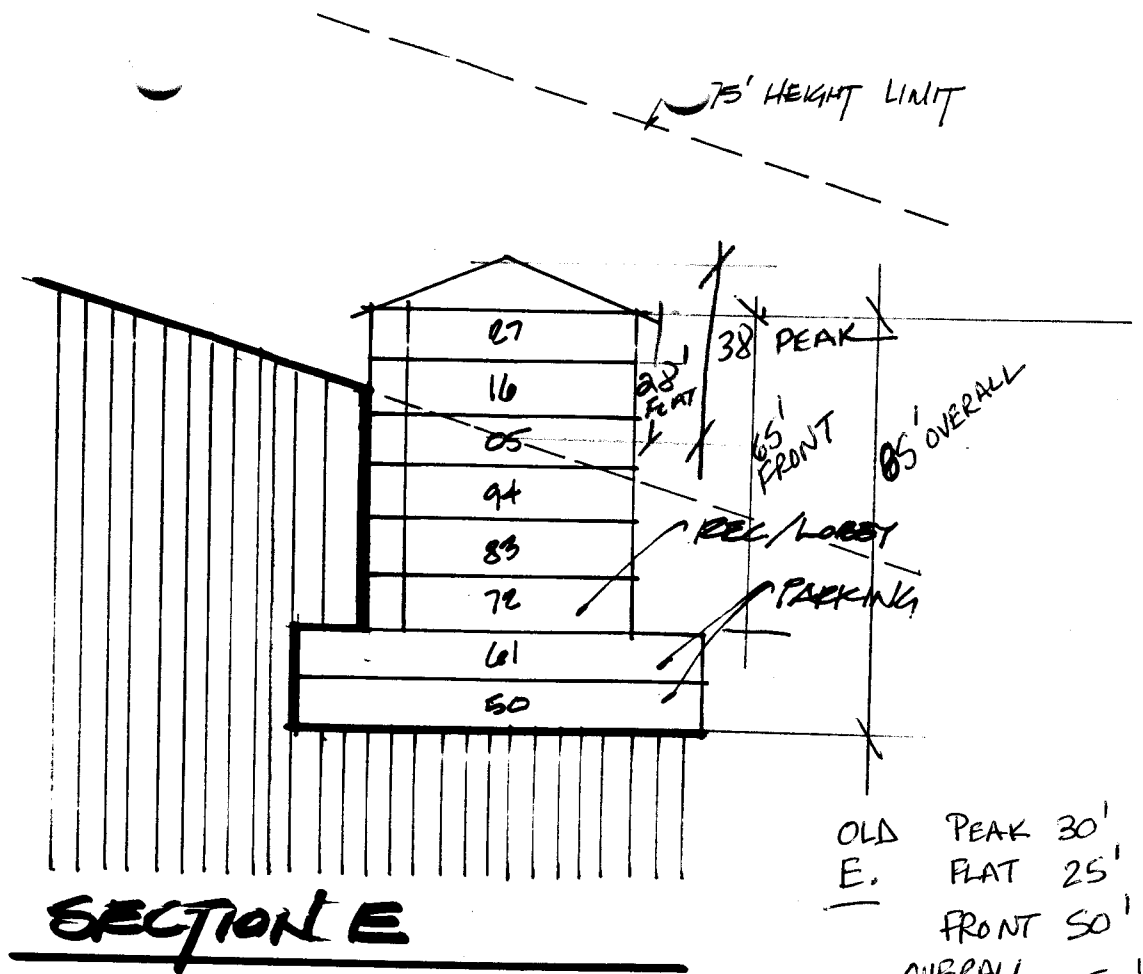
50' PEAK
45' FLAT
45' FRONT FACADE
75' OVERALL
(includes Stepping)



SECTION D

OLD D.

43' PEAK
40' FLAT
55' FRONT
70' OVERALL
(includes Stepping)
6751



OLD	PEAK	30'
E.	FLAT	25'
	FRONT	50'
	OVERALL	50'
	FRONT	
	(includes stepping)	

PARK CITY

1884

PLANNING COMMISSION REPORT

TO: PLANNING COMMISSION
FROM: PLANNING STAFF
DATE: MARCH 24, 1999
RE: MOUNTAIN VIEW LODGE CUP

I. PROJECT STATISTICS

Project Name: Mountain View Lodge CUP
Applicant: Mark Walker for Black Diamond Development Corp.
Location: 2280 Deer Valley Drive (southeast of Snow Park Lodge)
Proposal: Small Scale Master Planned Development for 42 residential condominium units on 7.787 acres and Subdivision.
Zoning: RD-MPD (Deer Valley MPD)
Adjacent Land Uses: Deer Valley Resort and Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums
Date of Application: February 5, 1999
Project Planner: Kirsten Whetstone

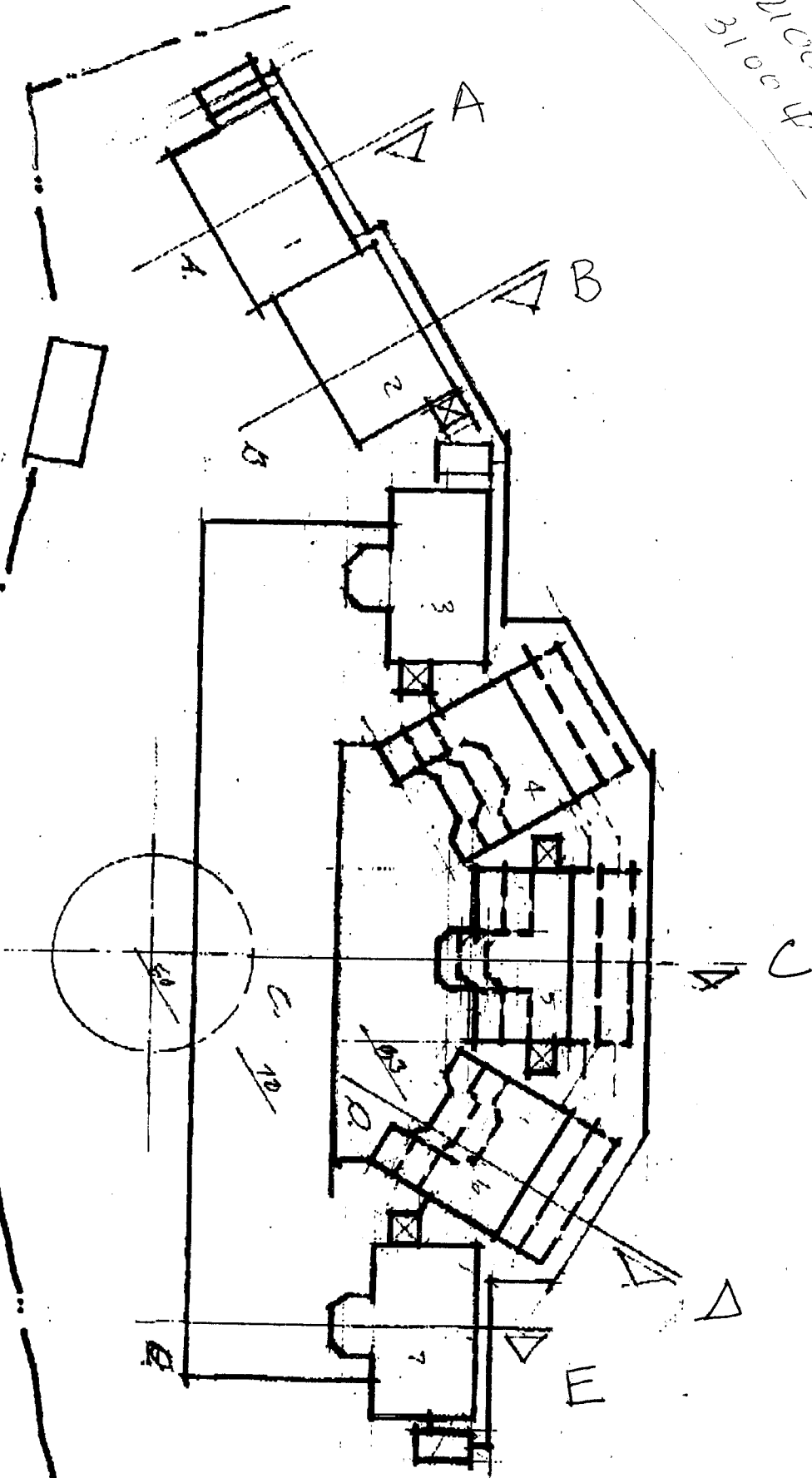
Staff Recommendation: Work session introduction of project and review of staff issues and concerns

II. BACKGROUND INFORMATION

Site description

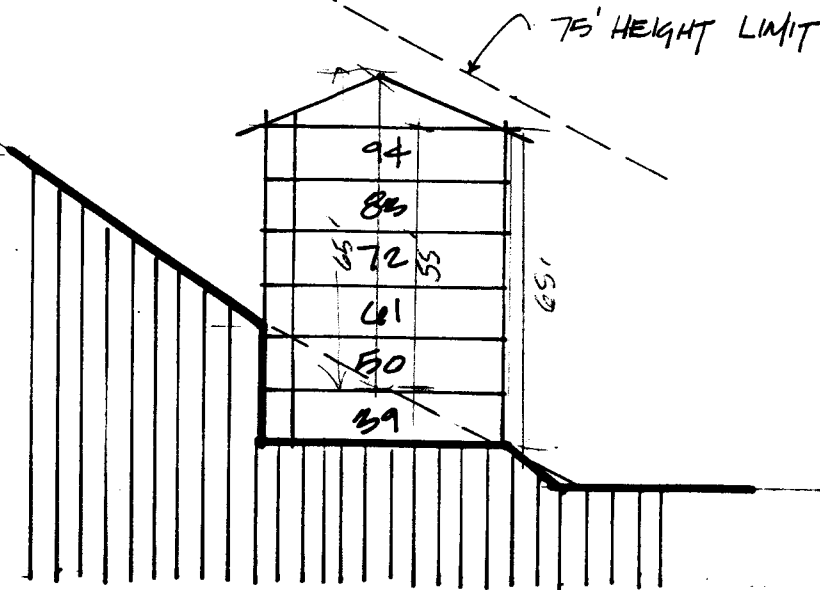
The 7.8 acre partially wooded site is located southeast of Snow Park Lodge and the Wide West ski trail at Deer Valley (**Exhibit A**). Access to this site is gained from an easement granted by Deer Valley Resort off of Deer Valley Drive. The site is identified in the Deer Valley Special Exception Permit (Seventh Amended) as the Snow Park Lodge/Multi-

SITE PLAN 4-16-99 Scale 1"=40'



3100 ft² w/ 11 apt.
 2100 ft² - 5 flats
 3100 ft² w/ 6 apt.

20' vs
10' old



SECTION A

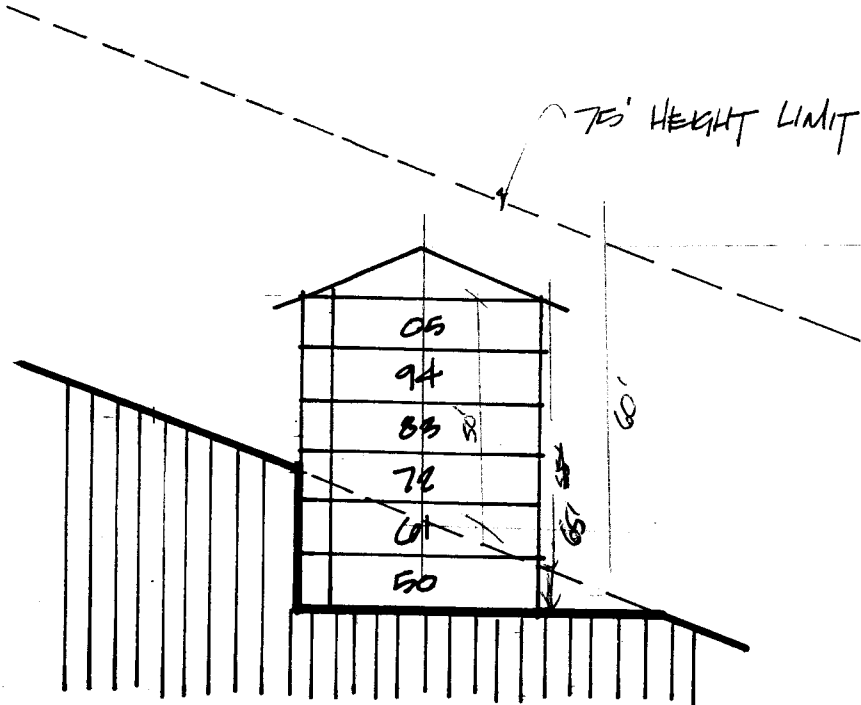
4.19.77

SC: 1" = 40'-0"

55' flat
65' peak
65' front facade

OLD 53' peak
50' flat
55' front
55' ov

25' vs
40' old



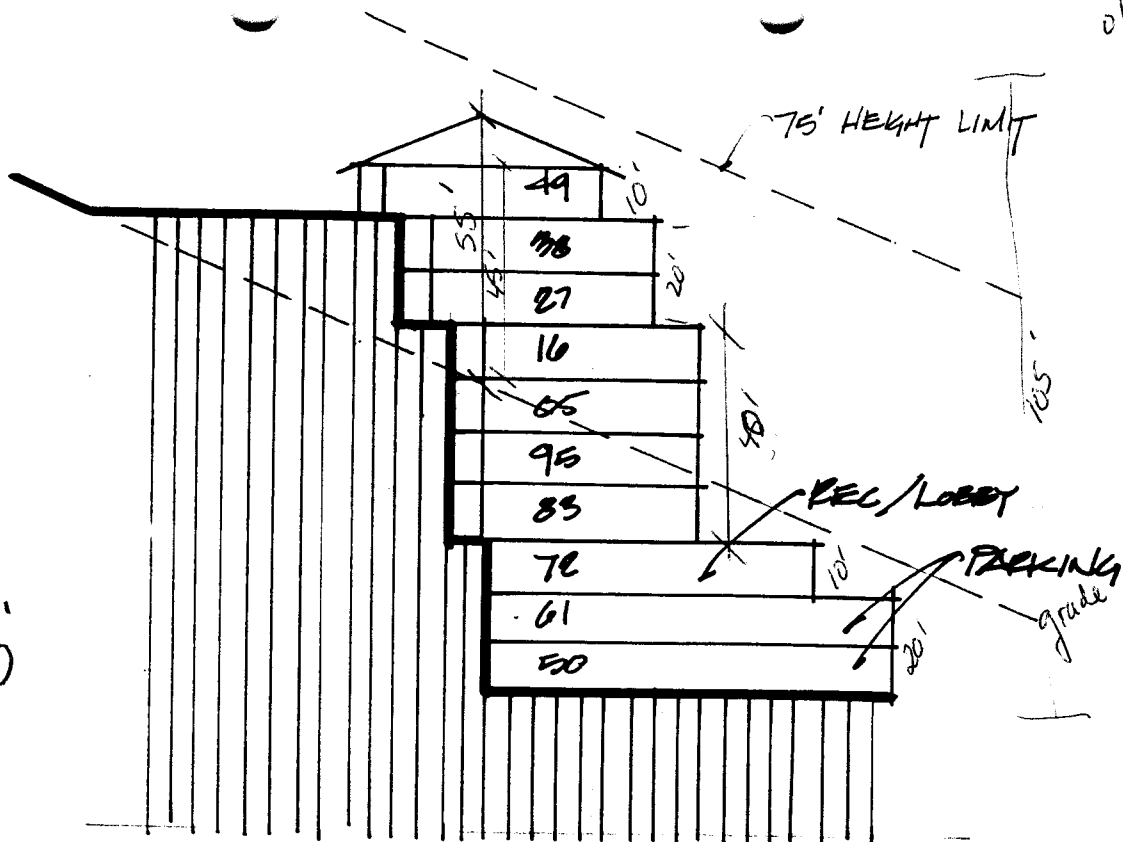
SECTION B

57' peak
47' flat
65' front facade

OLD 30' PK
27' fl
65' front
65' ov

REVISED

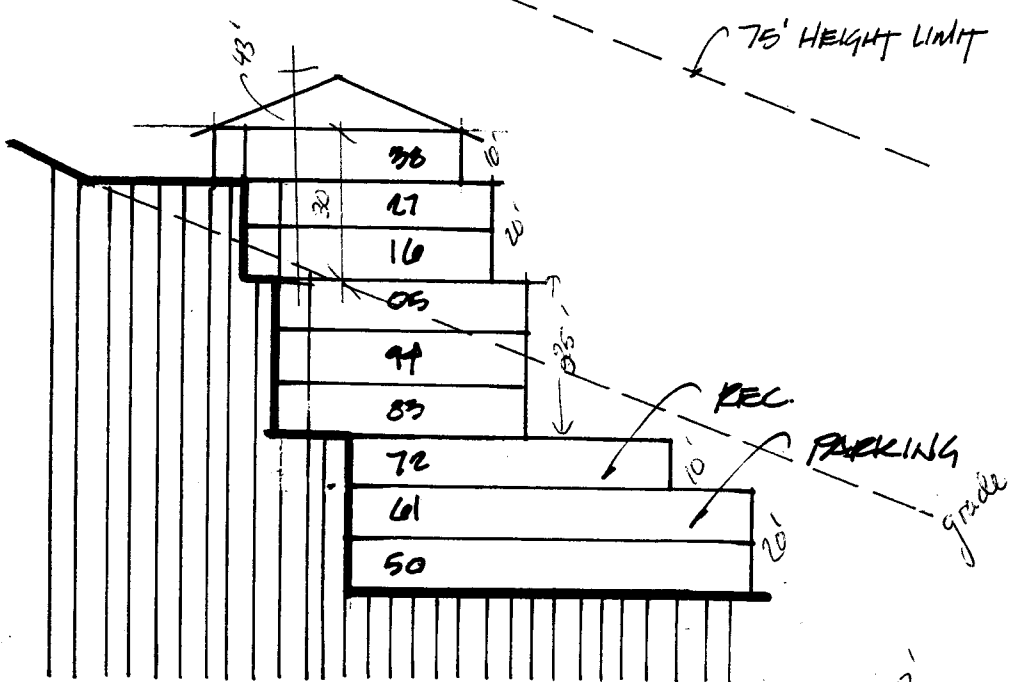
60' is
35'-40'



ok 50' PK flat for 0V
45'
45'
75'
55' peak
45' flat
45' front facade
105' front w/o steps

SECTION C

65
40-45

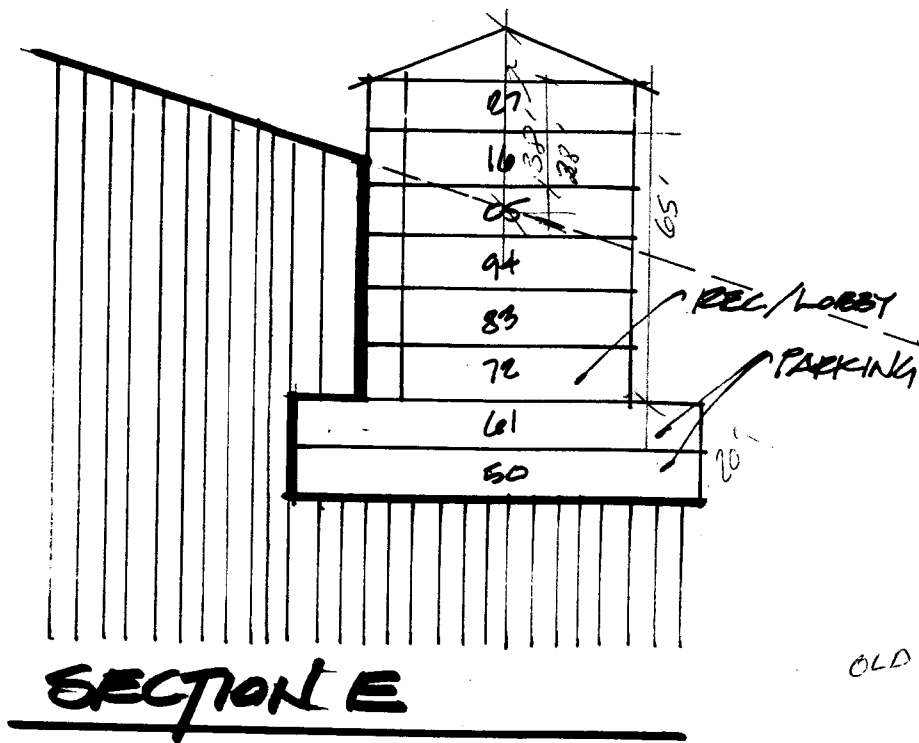


43' peak
30' flat
35' front facade
95' total facade

SECTION D

ok
pic flat 43'
front 40'
over 55'
70'

60'
vs 45'



28' flat
32' peak
65' front facade
85' overall

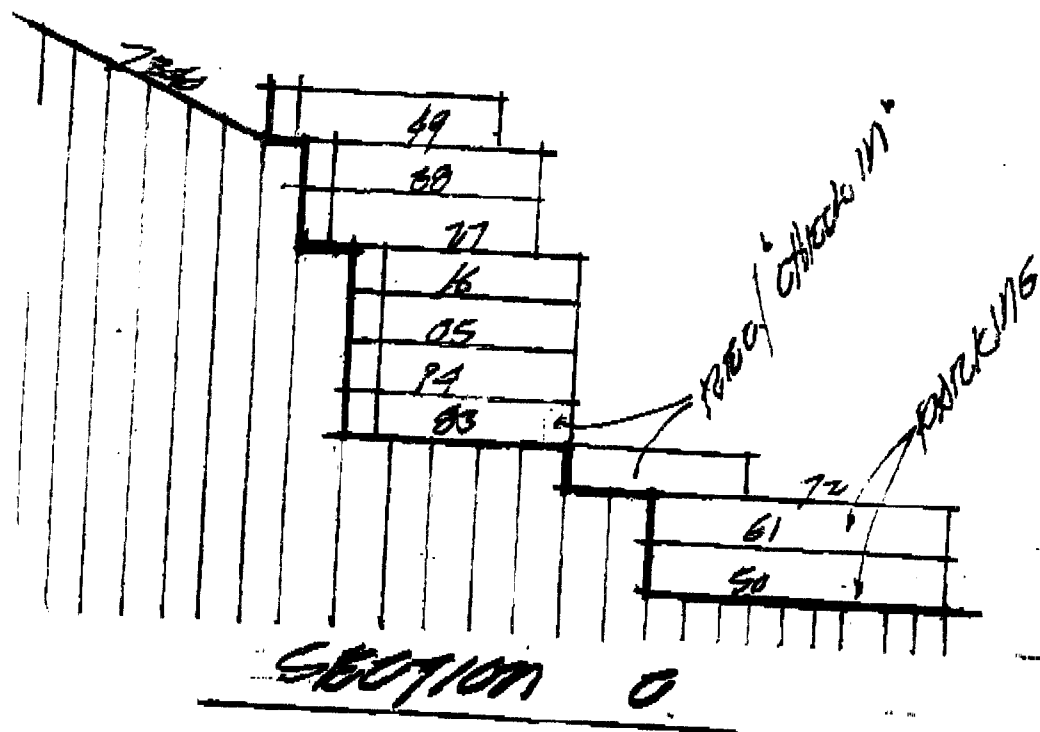
OLD
PK 30'
flat 25'
front 50'
ov. tot. 50'

32'

FROM : CTTG/WALKER ARCHITECTS

PHONE NO. : 435 + 649 + 6378

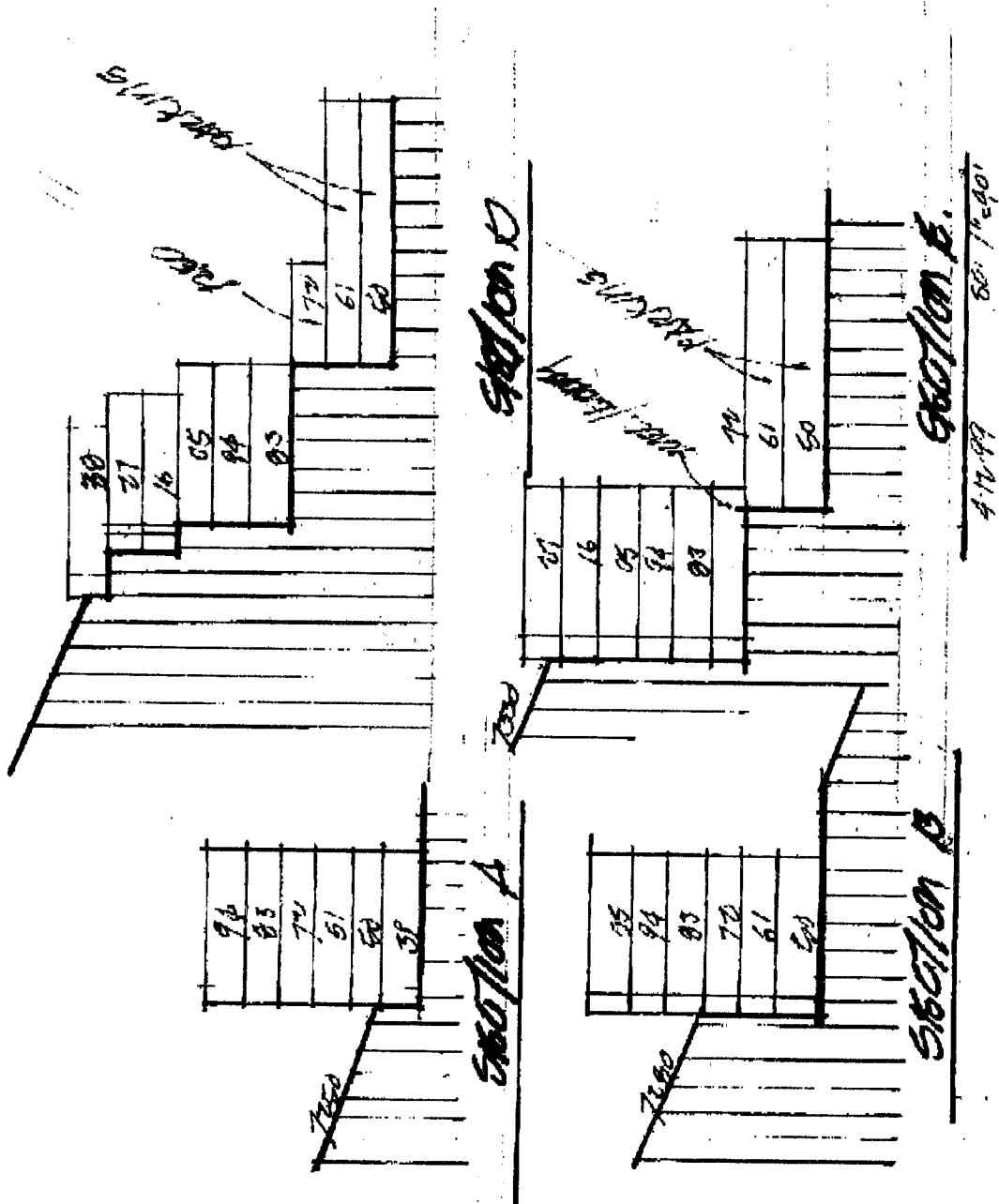
Apr. 12 1999 08:31AM P4



FROM : DUFF WALKER ARCHT

PLANN. NO. : 435 + 519 + 5378

12 1999 08:30AM P3



I N T E R

O F F I C E

MEMO

To: Kirsten Whetstone, Project Planner
From: Matthew Twombly, Trails Coordinator
Subject: Mountain View Lodge
Date: March 23, 1999

I have reviewed the proposed Mountain View Lodge project and have found that there is a need to address the issue of trails through the property. There are presently multiple trail connections between the Deer Crest property and the Deer Valley Resort through the site of the proposed lodge. The Deer Crest Trails plan shows a trail connection through the vicinity of the proposed Grand Lodge site to the Snow Park Lodge. The trail presently connects to the Snow Park Lodge adjacent to the Powder Run Condominiums and to the Deer Valley Resort near the top of the Burns ski lift. The two trail connections should remain in the same approximate location and be dedicated public trail easements, acknowledging that closures may be imposed due to construction or other events which may place the public at risk.

The proposed at-grade people mover will sever the trail connection to the resort outlined above. If the proposed people mover goes forward then the proponents must provide a safe means for the trail users to cross over or underneath. I would recommend against the proposed people mover due to the conflict with the trail.

cc. Nora Shepard, Deer Crest Grand Lodge Project Planner

MOUNTAIN VIEW LODGE
JULY 07, 1999

	CONCEPT 1	CONCEPT 3	CONCEPT 4	SQ. FT. / ACREAGE REDUCTION FROM CONCEPT 1	PCTG % REDUCTION
BUILDING FOOTPRINT	46,816 Sq. Ft. 1.07 Acres	39,056 Sq. Ft. 896 Acres	32,322 Sq. Ft. .74 Acres	14,494 Sq. Ft.	31 %
SITE DISTURBANCE	127,136 Sq. Ft. 2.92 Acres	79,880 Sq. Ft. 1.83 Acres	71,647 Sq. Ft. 1.64 Acres	55,490 Sq. Ft.	44 %
OPEN SPACE		4.69 Acres 81 % of 5.8 Acres	4.81 Acres 83 % of 5.8 Acres		
RESIDENTIAL SQ. FOOTAGE	108,000 Sq. Ft. 42 Units	74,000 Sq. Ft. 31 Units	67,200 Sq. Ft. 29 Units	35,800 Sq. Ft.	35 %
AVERAGE BLDG. HTS.	42 Ft. @ ridge 37 Ft. @ midpoint	36 Ft. @ ridge 31 Ft. @ midpoint	28 Ft. @ ridge 23 Ft. @ midpoint		
LENGTH of PROJECT				Reduced by 215 L.F.	

MOUNTAIN VIEW LODGE

7/7/99

* BUILDING 1

FLATS	5	@ 2100	= 10,500
PENT.	1	@ 3000	= 3,000
TOTAL	6		13,500 \$

* BUILDING 2

FLATS	9	@ 2100	= 18,900
PENT.	3	@ 3000	= 9,000
TOTAL	12		27,900 \$

* BUILDING 3

FLATS	8	@ 2100	= 16,800
PENT.	3	@ 3000	= 9,000
TOTAL	11		25,800 \$

~~~~~  
SUMMARY

|       |    |
|-------|----|
| FLATS | 22 |
| PENT. | 7  |

|       |    |
|-------|----|
| TOTAL | 29 |
|-------|----|

TOTAL AMOUNT 67,200 \$

Commissioner Larson stated that 156 Norfolk also illustrates the same concept and fits the goal of the Planning Commission in terms of volumetrics and stepping. It is very sensitive to the goals of the Historic District.

Commissioner Hays did not feel that 156 Norfolk complied as much as the Bush house, which is more in scale with what needs to be on that street.

Mr. Ricks commented that Mr. Bush's house is an exception to most rules. The historic home originally on that lot was three feet from the rear property line at the widest point. The house proposed by Mr. Zaremba is approximately 13 feet from the property line. This house is required to have two parking place. One is achieved by the garage, and the other by parking in front of the garage, which requires 18 feet for one car. Mr. Bush's house does not have 18 feet from the property line to the garage, and he was unsure how that came about. In order to achieve the two parking places, he could not provide a two-car garage. He noted that the proposed house is set back further than the houses on each side by six to eight feet as a result of Code constraints and parking requirements. He agreed that Mr. Bush had a great house and applauded the designer for his adaptive use on an old structure. However, he is dealing with a different situation on a very restrictive site and did not think they should be compared.

Commissioner Jones recognized differences in sites, which is the reason for the CUP process, because criteria do not fit all sites the same. If an applicant is interested in building over 800 square feet, it is his charge to find a design that is appropriate for the site. The criteria are clear, and he believed Planner Satchell had done a good job of outlining the criteria for the project. The Planning Commission expects this project to meet the criteria or they will take action to deny.

**2280 Deer Valley Drive, Mountain View Lodge - CUP**

Planner Kirsten Whetstone reviewed the request for a CUP for a multi-family project at the base of Deer Valley Resort at the Snow Park Lodge. She reported that this item was reviewed at previous work sessions, and this is the fourth concept plan to come before the Planning Commission. The Planning Commission reviewed the project on May 26 and expressed concerns about the height exception. It was noted that there is a height range on this parcel of up to 70 feet based on density. The density range assigned on the parcel with the Deer Valley Master Plan is 0 to 42. This makes it difficult to move density without knowing how the site was tied to the Snow Park parking lot parcels. The base height in the RD

zone is 33 feet, which is proposed in this fourth concept. On May 26, the Planning Commission directed the applicant to design a building that is more sensitive and compatible to the Snow Park Lodge. Planner Whetstone reviewed the current concept which reduces 42 units to 29 units and reduces total massing of the units from 103,000 square feet to 67,000 square feet. There are three buildings, one of which is smaller and not connected to the others and has its own parking structure. There has been a significant reduction in site disturbance from the initial plan, and the new plan is more clustered at the toe of the slope. The people mover has been eliminated, and there is more open space. The main difference is the decrease in the maximum building height as measured from existing grade. The next step will be to determine the site plan, height, and general massing and volumetrics. It will then be necessary to review the project specifically against the two appendixes in the Sensitive Lands Ordinance and the 15 criteria of the CUP. Once the Staff has received a more complete site plan, they will prepare a detailed analysis. The applicant is looking for direction from the Planning Commission on the site plan before moving forward with architectural details.

Jeff Graham, representing the applicant, gave a brief presentation to identify the project proposed. The entry into the project is through the access service area of the Snow Park Lodge which comes into the project and has a drop-off area approximately 100 feet up from Snow Park Lodge. The new site plan and proposal is for 29 units, with three separate buildings and three parking areas. The people mover was eliminated, and a pedestrian ski access has been provided along a sidewalk corridor from the arrival corridor into the Snow Park Lodge. This will keep people skiing away from the project out of the Burns Lift area as requested by Deer Valley. The building was moved down off the hillside as requested by the Staff and Planning Commission, which clusters the building into three different areas and lowers the height to 28 feet from the peak of the roof line. He reviewed a rendering of the project showing how the development fits into the hillside in relation to other structures and presented sections taken through the project. He felt they had come a long way in response to the direction given by the Staff and Planning Commission to design a building that works within the project and fits within the site.

Chair O'Hara agreed that the applicant had come a long way and believed they still had a long way to go. He complimented them on the architectural renderings showing something that fits into the Deer Valley area much better than the original plan and stated that he was pleased with the reduction in density and height.

Commissioner Larson referred to Mr. Graham's comment that they had no more room to move with respect to massing. He asked if that meant they would not reduce the density any further. Mr. Graham replied that this is a tough site and that it takes a lot of work. In terms of density, he believed they were on the limit of being able to make this project work.

Commissioner Larson stated that he has the same problem with volumetrics and massing that he has had all along. Site planning criteria in the Land Management Code specify that a unit should be clustered in the most developable and least visually sensitive portions of the site. That means they need to cluster the density in the toe of the slopes. He cited the number of buildings with a height of 50 to 60 feet in a zone requiring 33 feet. The adjacent structures meet this height limitation, and he would have a hard time putting together criteria for approval based on the apparent height. Although there is stepping, the amount of stepping in a 50-foot building is insignificant. He stated that he did not understand why the density was being moved from the Snow Park parking lots to this site, and it might necessitate clearly understanding what is going on with the Snow Park site.

Mr. Graham replied by repeating what Bob Wells has previously said, that 247 units are allowed in the parking lot. They have done studies on what should go in the Deer Valley parking lot, and the best program and best design is somewhere around 200 units. Deer Valley has done conceptual studies and is not ready to submit or clarify what is happening there. Based on the studies, there will be some sort of development moving onto this parcel because it is the only place in the Snow Park area where density is allowed to be moved. If Deer Valley does not build up to the 247 units in the parking lot, it opens up the possibility of 42 units on the proposed site. Commissioner Larson stated that he trusted Bob Wells, but this statement smacked of fear, uncertainty, and doubt until the Planning Commission could see it for themselves.

Bob Wells, representing Deer Valley, stated that a lot of work has been done, and he had no objection to sharing it. Deer Valley is not prepared to make a submission at this point, but he had the ability show two full-scale models which illustrate a couple hundred units of mass in the parking lot in a very detailed manner. He offered to show the models at his office or bring them to the Planning Commission.

Commissioner Larson stated that he sensed a level of concern from Mr. Wells. It was obvious that he felt strongly about transferring the density from one site to the other, and he suspected there might be

studies or models that illustrate this concern. Mr. Wells stated that he felt the models would illustrate what the Planning Commission wants to know. He explained that they are not looking at it as a transfer of density from the parking lot; they are looking at a combination of sites which have a maximum amount of density. This is a fine point when one site starts with a zero range.

Commissioner Hays concurred with Commissioner Larson. She still did not feel that this site was appropriate for this amount of density because the land is too sensitive, and she believed that density belonged in the parking lot. She wanted to hear a good reason for transferring the density from the parking lot onto the hillside. There would be a tremendous amount of excavation going into the hillside, and she did not think a 20-foot retaining wall would be sensitive to the site. She believed seeing the whole picture might help her understand the reason for moving density to the hillside.

Commissioner Jones shared concerns about height and how it will be perceived. He commented on the amount of grading proposed relative to the ski run. He wanted to see how this would all work to be sure this building would not end up perched on the bank. He did not understand how much stepping was proposed up to the turnaround level and stated that he was unable to make that determination from the renderings presented this evening.

Commissioner Erickson stated that he had an opportunity to review some of Commissioner Jones's concerns. With respect to the height, he felt it was unfortunate that the Planning Commission did not change the Land Management Code to have height measured from finished grade in all zones, not just the Historic District. He admitted that he had not favored that change in all zones and was willing to recognize that error. He suggested that the Planning Commission propose this change to the Land Management Code. Because he was concerned about Deer Valley, he had gone back to the SEP to try to understand the density transfers. As far as he could tell, this site was not necessarily a transfer-out site nor a transfer-in site to the parking lot. The parking lot site had a density established, and this site had a density of 0 to 42 units, depending on how many units could be achieved. If nothing could be achieved, whatever was left could be put back into the parking lot. He did not believe it was an either-or equation in the SEP. This site had some density on it, and at Deer Valley's option, it could be moved into the parking lot or left on this site. If all 42 units were moved to the parking lot, this site would go to 0. He stated that he was unsure if he was fighting the right battle by forcing them to move all the units into the parking lot.

He stated that he reviewed the grading and believed there were some external issues that could be resolved this evening. There is a request from Deer Valley to maintain a 25-foot width from the tower to the edge of the ski lift. Commissioner Erickson clarified that the reason the units are moving so far into the hill is due to the 25 feet. He asked Mr. Graham to talk to Deer Valley to see if there is an opportunity to reduce the 25 feet. Another reason the buildings are pushed so far into the hill and are ultimately so tall is the diameter of the turnaround and all the elements that go with it. He suggested reducing the diameter, which would lower the cul-de-sac height, and thereby lower the buildings, which would reduce the excavation. The height of the turnaround is controlled by the access point with Deer Crest and/or Deer Valley, and it currently goes uphill at 10%. He felt that, if they could reduce that by a few percent, everything would start to come back downhill. He was more concerned with the grading issues than density.

Commissioner Hier stated that he was not uncomfortable with the overall density and the fact that Deer Valley would like to put something on that hillside. He noted that the hillside has already been scarred and has regrowth at this point. He was not convinced that forcing that much density into the parking lot was the correct thing to do. He wanted to see the heights reduced, and he concurred that the height should be measured from finished grade or natural grade, whichever is less. He did not think a 60-foot wall of building was attractive. He also took into consideration the fact that Deer Valley would not do anything to detract from the overall appearance of their ski area.

Commissioner Larson stated that he was not opposed to the number of density units, but he was opposed to the way they are stacked. He favored Commissioner Erickson's suggestion to pull some of the units toward the toe of the hill so the buildings step up to the slope.

Mr. Graham felt this could be done, but more in the range of 10 feet than 20 feet. He needed to keep with the concept of the proposal while taking Commissioner Erickson's suggestion into consideration.



# PARK CITY

1884

## PLANNING COMMISSION REPORT

**DATE:** ~~July 6, 1999~~ (July 14, 1999 meeting)  
**DEPARTMENT:** Planning Department  
**AUTHOR:** Kirsten A. Whetstone, AICP  
**TITLE:** 2280 Deer Valley Drive East, Mountain View Lodge CUP  
**TYPE OF ITEM:** Work session discussion

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**SUMMARY RECOMMENDATIONS** Review and discuss the revised plans.

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### **DESCRIPTION**

#### **A. Topic**

#### **PROJECT STATISTICS**

|                                     |                                                                                                                |
|-------------------------------------|----------------------------------------------------------------------------------------------------------------|
| <b>Applicant:</b>                   | Mark Walker for Black Diamond Development Corp.                                                                |
| <b>Location:</b>                    | 2280 Deer Valley Drive East (southeast of Snow Park Lodge)                                                     |
| <b>Proposal:</b>                    | Subdivision plat and Small Scale Master Planned Development for 29 residential condominium units on 5.8 acres. |
| <b>Zoning:</b>                      | RD-MPD (Deer Valley MPD)                                                                                       |
| <b>Adjacent Land Uses:</b>          | Deer Valley Resort and Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums                     |
| <b>Date of Application:</b>         | February 5, 1999                                                                                               |
| <b><u>Staff Recommendation:</u></b> | Work session only                                                                                              |

## **B. Background**

On March 24 the Planning Commission discussed a proposal (Concept 1) for 42 multi-family condominiums on the Snow Park parcel of the Deer Valley MPD (Exhibit A). In the March 24, 1999 staff report the following were outlined as issues:

1. Density and height of the project relative to the Deer Valley MPD.
2. Applicability of the Sensitive Lands Overlay Ordinance.
3. General site layout, site disturbance, and architecture.
4. Shared access with Deer Crest and pedestrian circulation
5. Skier circulation (proposed people mover)

On April 20, 1999 the applicants submitted revisions (Concept 2). This second plan was for the same number and mass of units in a taller more tightly clustered plan. Although not discussed at the May 12 meeting, a report discussing Concept 2 and a memo from the legal staff, discussing vested density, were given to the Commission to review.

City planning and legal staffs met with the applicants on May 6, 1999 where staff reiterated concerns about the amount of site disturbance, building massing and height, access, compatibility with Snow Park Lodge, and skier/pedestrian circulation issues. The legal department provided clarification of the density issue.

On May 26 the applicants presented a revised concept plan (Concept 3) to the Planning Commission. Concept 3 included the following:

1. A reduction in number of units from 42 to 31.
2. A 30% reduction in total massing of units (approx. 74,000 sf from 103,000 sf plus support areas and underground parking structure).
3. Deleted two buildings, shifted remaining three buildings lower on the site.
4. A 40% reduction in total site disturbance.
5. Decreased building heights (from Concept 1) to 45-55' to peak.
6. An increase in open space to 80% of the site.
7. A people mover to the Little Stick ski run.

Staff indicated that the applicants were moving in the right direction by reducing the mass; maintaining heights compatible with the neighborhood; providing more building separation, stepping and articulation; keeping building mass and site disturbance lower on the slope; minimizing slope disturbance, and re-designing pedestrian circulation to Snow Park Lodge. The Commission indicated that a height variance was not possible given the vested density of zero, based on reviewing this site independent of the Snow Park parking lot parcels. The base height for the RD zoning district is 33' to the peak of a pitched roof, measured from existing grade. The Commission expressed concern that the proposed buildings be compatible in scale with the Snow Park Lodge.

## **CONCEPT 4**

On July 1 the applicants submitted revisions based on the May 26 Planning Commission comments and public hearing. Concept 4 continues to be preliminary in nature. The sections are massing diagrams meant to show basic building bulk and height, but include no architectural detailing. Elevations submitted are preliminary in nature, but give an indication of materials, textures, horizontal and vertical building articulation, and compatibility with the neighborhood. In addition, the west elevations are drawn as viewed from the ski run where the full width of the project is visible. Viewed from Deer Valley Drive, the full western elevation is broken up by both Snow Park Lodge and the oblique angle from which it is viewed. The applicant will provide perspective sketches at the work session showing the project from the approach to Snow Park Lodge.

### **Building Heights**

Due to the uphill slope and direction from the Commission to stay low on the hill at the toe of the slope, the buildings are sunk into the hill. Building heights are less than 33' to the peak of the roof from existing grade. Total facade heights vary from three stories exposed on the west elevation for Building One, to four and five stories at the middle of Building Two, down to three and four stories for Building Three. The buildings step down at the ends and are highest in the middle of the development. Both vertical and horizontal building articulation and steps are included to break up the building mass. In review of final architectural details the issue of minimizing vertical height of the front and north side facades will need to be carefully addressed.

### **General Revisions and Characteristics**

Concept 4 includes the following revisions:

1. A 31% reduction in the number of units from 42 to 29.
2. A 35% reduction in total massing of units (approx. 67,200 sf from 103,000 sf plus support areas and underground parking structure).
3. Three buildings (two share a parking structure and one is a separate building connected to the others by pedestrian circulation). All three buildings are shifted to the toe of the slope and located in the least sensitive portion of the site. Buildings 1 and 2 are separated by 50' and buildings 2 and 3 by 20'. Building 1 is 50' by 100', building 2 is 50' by 180' and building 3 is 50' by 150'. By comparison, Snow Park Lodge is approximately 235' deep by 200' wide and 40-45' in height.
4. A 44% reduction in total site disturbance from the initial plan.
5. Decreased building heights to a maximum of 33' to roof peak from existing grade, with several sections at 25' to the roof peak from existing grade.
6. Approximately 83% of the parcel is natural and/or landscaped open space.
7. Removal of the people mover and replacement with an elevator and pedestrian walkway to Snow Park Lodge.

### **Access**

In order to address staff's and the Commission's request that this proposal share, with future development at Deer Crest, access off of Deer Valley Drive to eliminate multiple curb cuts and driveways at this location, the Mountain View Lodge access road needs to be identified on the plat as a public access easement. This would permit Deer Crest to access their property via this driveway or on another mutually agreed upon shared driveway acceptable to the City. There are utility issues with the proposed driveway that still need to be worked out. Prior to the next Commission review, staff has requested that a utility plan be submitted for City Engineer review.

### **Excavated Material and Regrading of Deer Valley Ski Runs**

Staff recommends that the excavated materials be utilized by Deer Valley, to limit the number of truck trips through town. Deer Valley has indicated to the applicants that they intend to use all of the excavated materials in preparing ski runs for the 2002 Olympic events. In addition, staff recommends that regrading of the Wide West Ski Trail be included in this CUP application, with Deer Valley as a co-applicant.

### **Sensitive Lands Ordinance**

Included as an attachment are Appendices A and B from the Sensitive Lands Ordinance. As final plans evolve, they shall comply with these design standards, as applicable. These design standards address building color and materials, windows and glass treatment, parking location and landscaping (not applicable if under the structure), roof top mechanicals, roof pitch and material, height controls, and underground utilities. Vegetation protection regulations in Appendix B address tree and vegetation removal to open view corridors, irrigation limits, and re-vegetation plans and regulations.

In addition, "the development will be required to be placed on the least sensitive portion of the parcel(s)" as stated in the Sensitive Lands Ordinance. In this case, the toe of the slope (away from the large evergreen trees and adjacent to existing graded and cut ski runs, roads, and development at Snow Park Lodge) is the lowest and least sensitive portion of the site. The proposed location adjacent to Wide West Ski Trail is at the toe of a sloping hillside that rises 450' behind the proposed site.

### **Conditional Use Permit review**

Once building massing and site plan issues are resolved, the plans will be reviewed for compliance with the Standards for Review for Conditional Use Permits, including:

1. Size and location of site. Appropriateness of location for proposed use.
2. Traffic considerations and existing street capacity.
3. Existing utility capacity.
4. Emergency vehicle access.
5. Location and amount of off-street parking.
6. Internal circulation, including pedestrian and skier circulation.
7. Fencing, screening, and landscaping to separate this use from adjoining uses, if applicable.

8. Building mass, bulk, and orientation. Location of the buildings on the site, including orientation to buildings on adjoining lots.
9. Usable open space.
10. Signs and lighting.
11. Physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural style and detailing.
12. Noise, vibration, odors, steam...
13. Delivery and service vehicles, loading and unloading areas, trash pick-up, etc.
14. Expected ownership and management of the units and common areas.
15. Impacts on sensitive lands, slope retention, and appropriateness of the structures to the topography of the site.

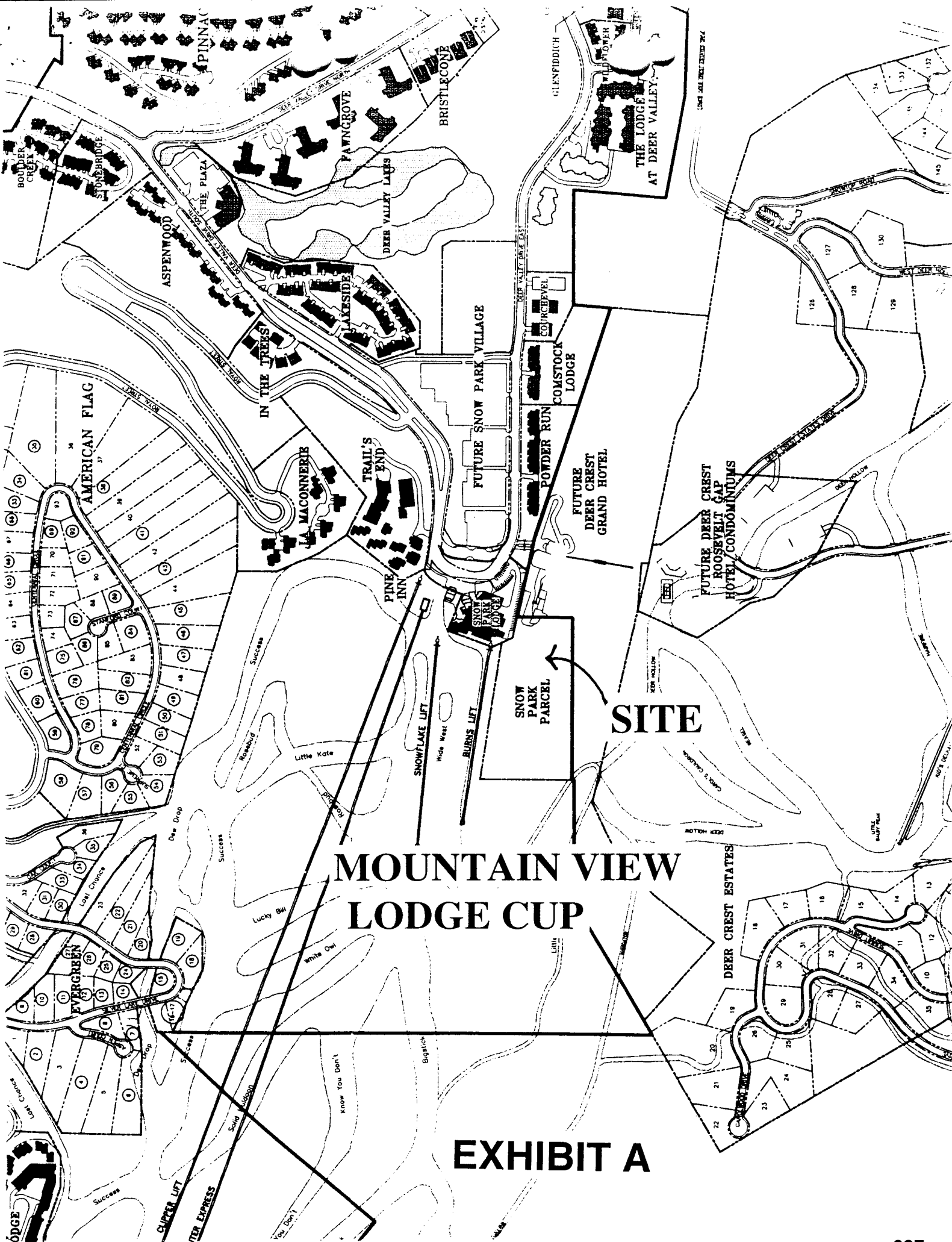
#### **STAFF RECOMMENDATION**

Staff recommends the Commission review the proposed building massing and site plan and provide staff and the applicant with further direction on this proposal.

#### **EXHIBITS**

- A. Vicinity map
- B. Concept 4 site plan and sections

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# EXHIBIT B

OTTO  
WALKER  
architects

2200 Highway 224, Suite C101, P.O. BOX 2672, Park City, Utah 84002 (435)444-4873

MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

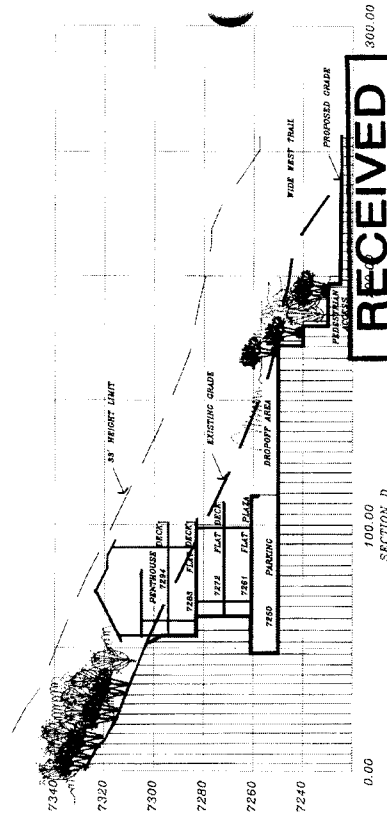
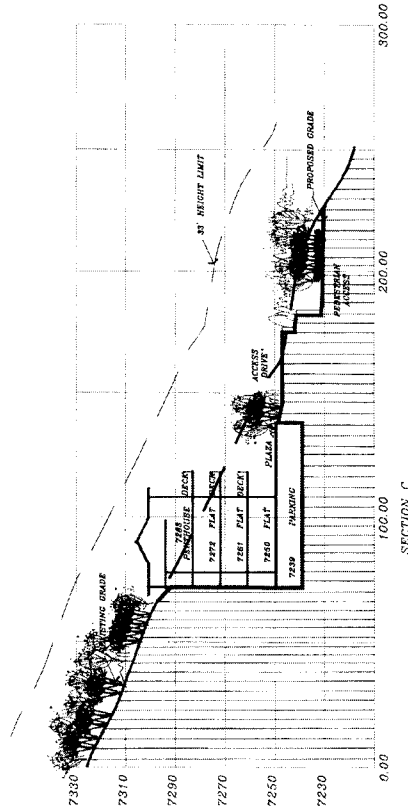
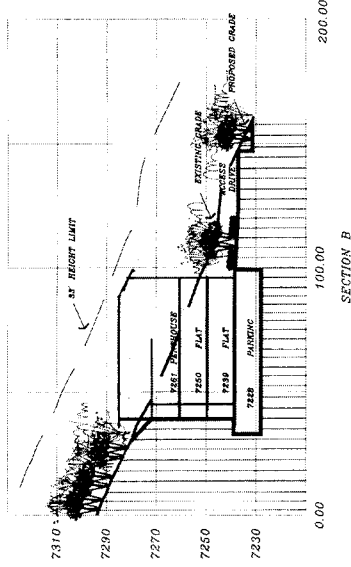
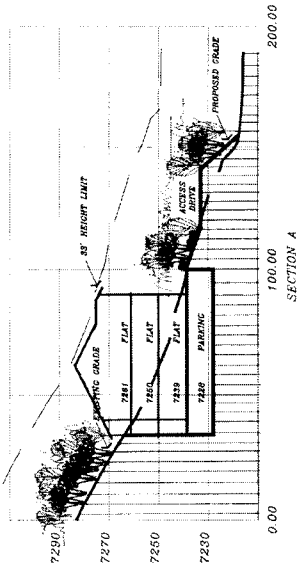
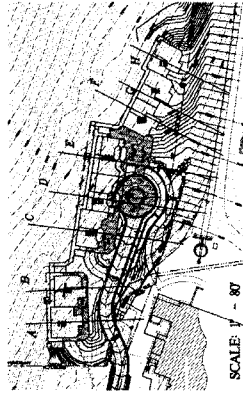
## SITE PLAN

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PLANNING DEPT.

TYPICAL SECTION SCALE  
HORIZONTAL: 1" = 20'  
VERTICAL: 1" = 20'



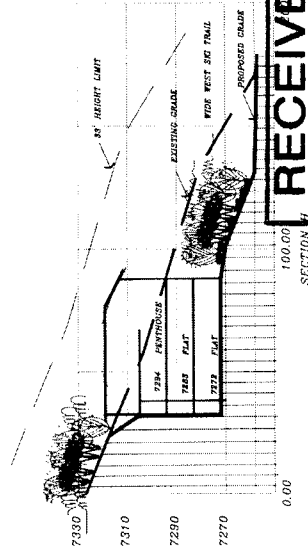
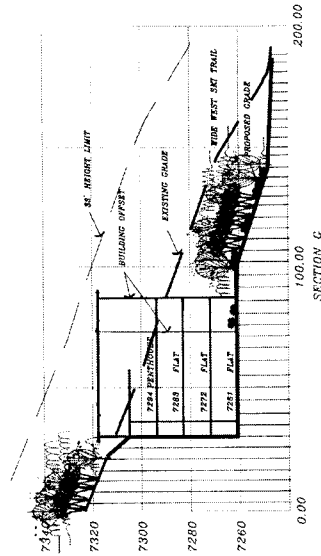
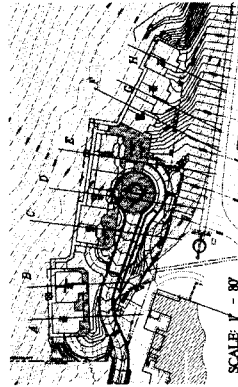
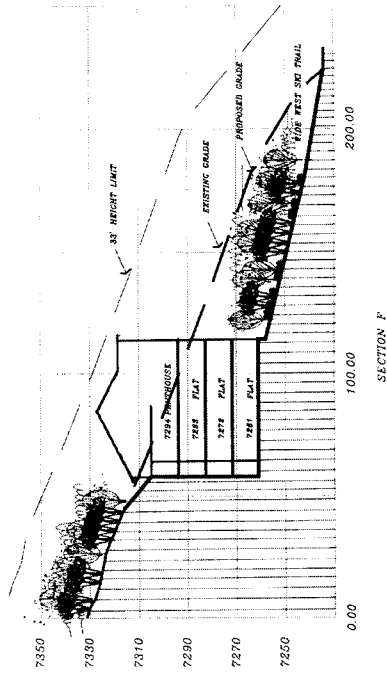
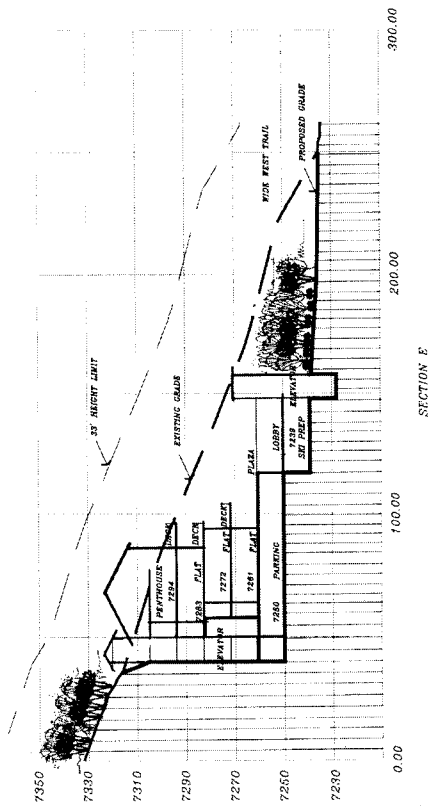
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**MOUNTAIN VIEW LODGE**  
**BY BLACK DIAMOND CAPITAL CORP.**

**JULY 1, 1999**  
**SHEET FIFTEEN**

# SECTIONS

**OTTO WALKER architects**  
2200 Highway 224, Suite C101, P.O. BOX 2672, Park City, Utah 84060 (435) 648-0373



TYPICAL SECTION SCALE  
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VERTICAL: 1" = 20'

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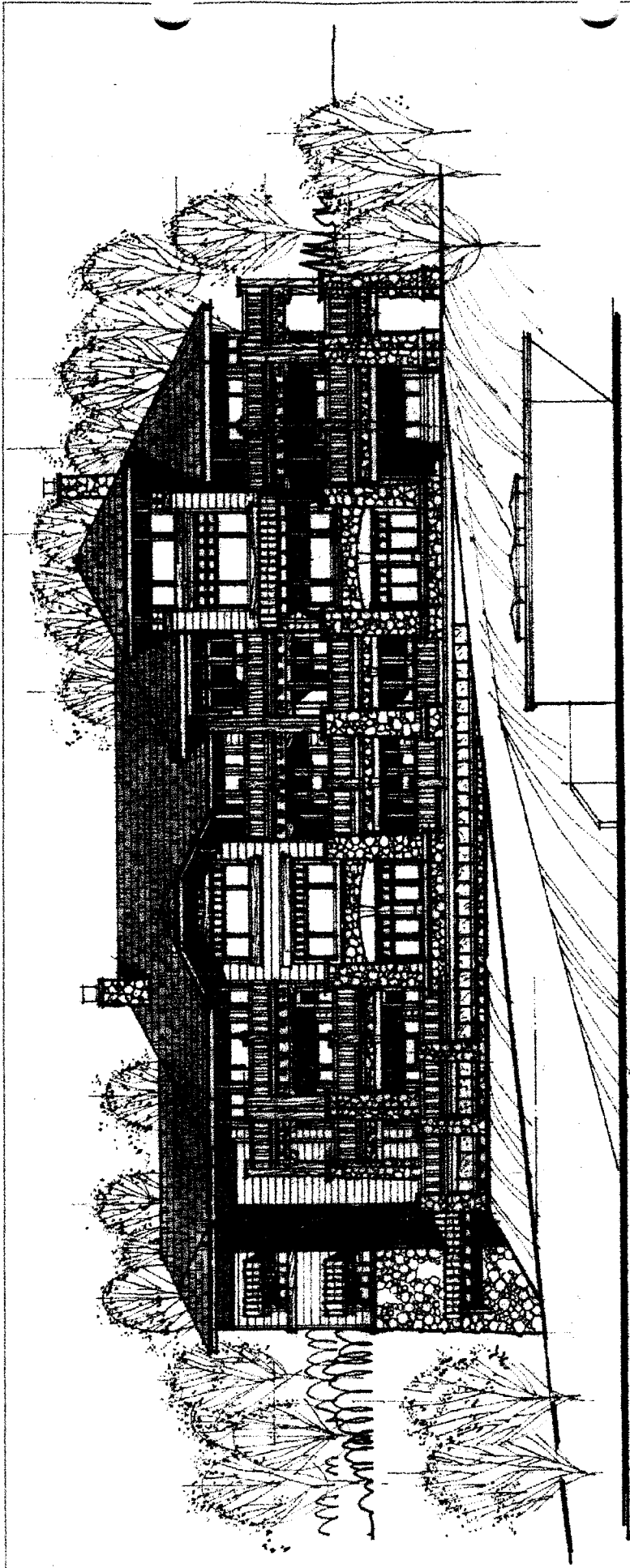
MOUNTAIN VIEW LODGE  
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OTTO  
WALKER  
architects

3200 Highway 224, Suite C01, P.O. BOX 3573, Park City, Utah 84060 (435)448-4373

SECTIONS

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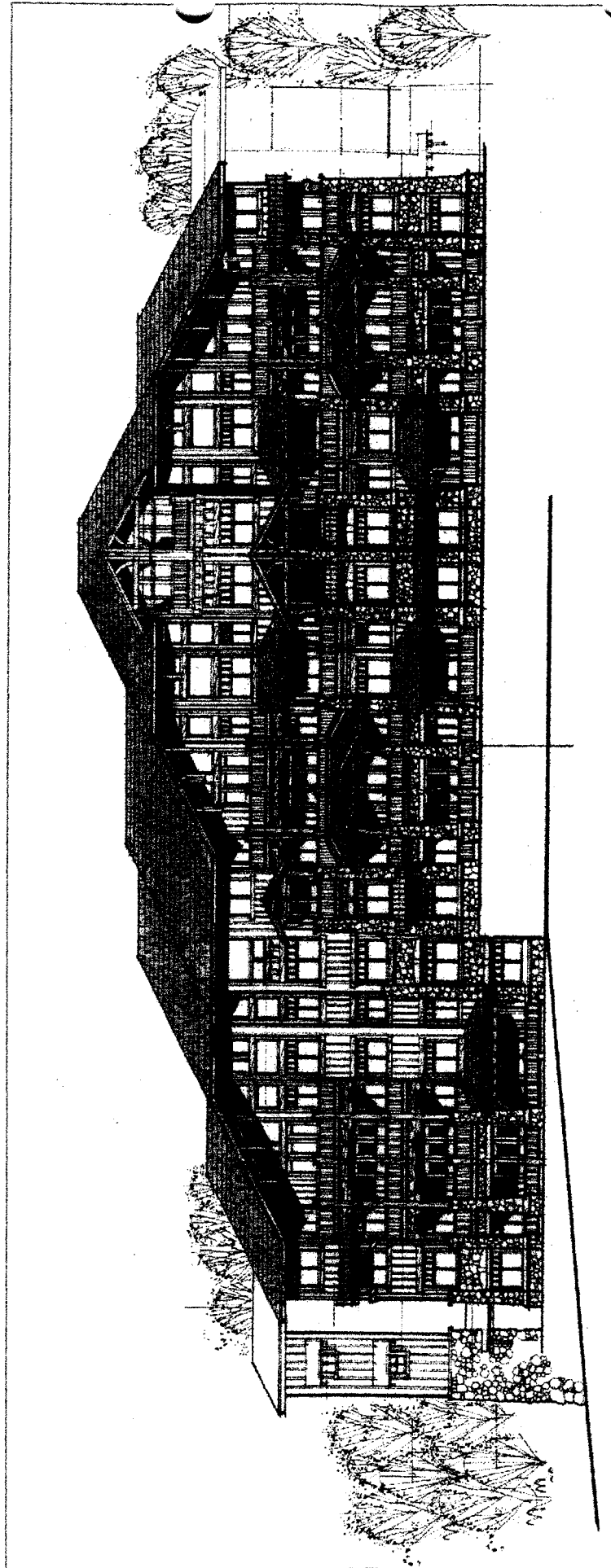
PARK CITY  
PLANNING DEPT.

# BUILDING ONE ELEVATION

MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

OTTO  
WALKER  
architects  
2200 Highway 234, Suite C201, P.O. BOX 2672, Park City, Utah 84060 (435)648-4372

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JUL - 1 1999

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# BUILDING TWO ELEVATION

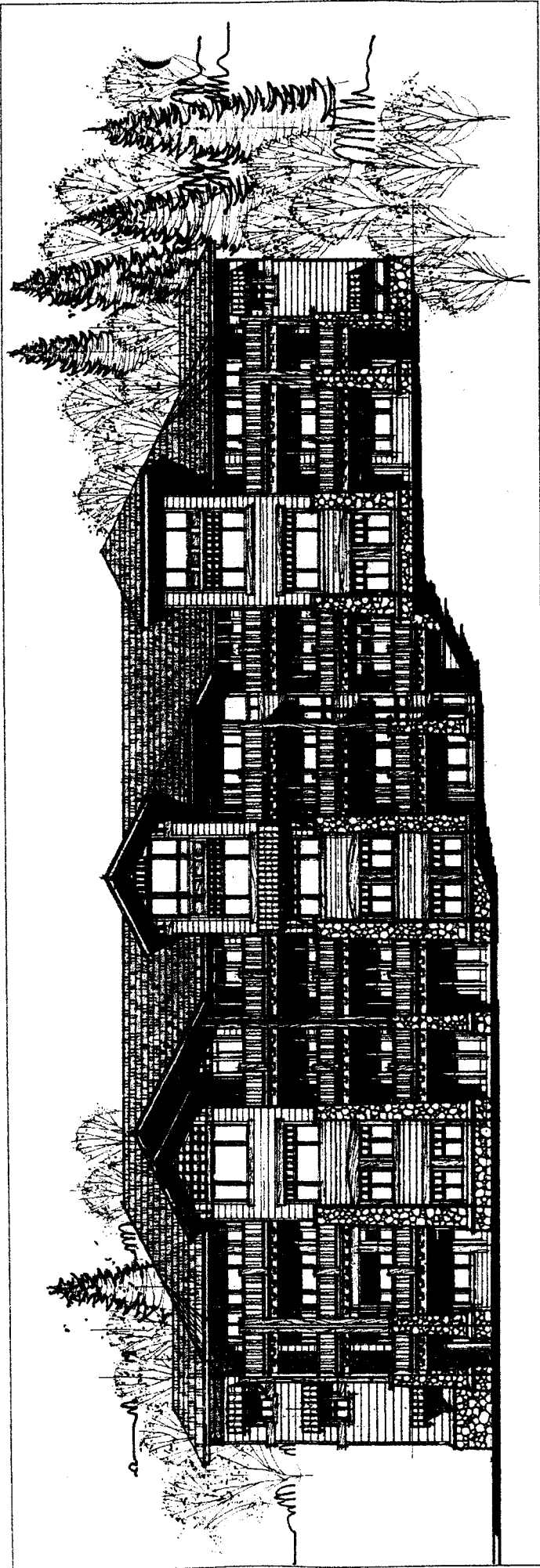
MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

JULY 1, 1999

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architects

2200 Highway 224, Suite C201, P.O. BOX 2872, Park City, Utah 84060 (435)440-6373



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# BUILDING THREE ELEVATION

MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

OTTO  
WALKER  
architects

2200 Highway 214, Suite C201, P.O. BOX 2672, Park City, Utah 84060 (435) 948-8773

JULY 1, 1999  
SHEET FOURTEEN



Administrator Putt clarified that the reason for the tower is not to create a focal point but to address concerns about having a visual anchor and connection to draw people through the Carr parcel. Chair O'Hara explained that the Planning Commission is not suggesting that the tower be eliminated. The intent is to not construct a new focal point for Park City, and he believed Commissioner Larson had that understanding.

**2280 Deer Valley Drive, Mountain View Lodge - CUP**

Planner Whetstone reported that the Planning Commission is being asked to review a conceptual plan this evening. The applicants have reconsidered the site based on Planning Commission direction on March 24. The item was scheduled for May 12, but the applicants did not fully understand the Staff's thinking on density determination and felt they needed to plan another concept. The concept was presented to the Staff, and the Staff provided additional direction. She commented on the number of options for the parcel, which include a density range, height ranges, application of parts of the Sensitive Lands Ordinance, and other issues. The applicants have prepared a presentation which focuses on the concept that responds to the direction given. It addresses the issues of what makes sense in terms of site disturbance and the volumetrics of the building which might be acceptable and which might meet the conditional use criteria outlined in the Land Management Code. Planner Whetstone noted that the Staff has not yet reviewed the plan in detail against those criteria because the project is still at the concept stage. This item is scheduled for an initial public hearing this evening to provide the applicant with early input on how to proceed. Planner Whetstone requested that the Planning Commission continue the public hearing.

Mark Walker, the project architect, presented Concept 3 and noted that this is the most current design. In response to the Planning Commission and Staff's advice, they started over with the site planning issues. It is a difficult site which requires a lot of thought, teamwork, and input, and they have gone through the process step by step. He identified the main issues as massing, compatibility, and an appropriate plan for the site. He used an overlay to show the revisions made and how Concept 3 differs from Concept 1. He explained that they mainly focused on site plan issues, building volumetric, and massing. The architecture will follow. He felt confident that they could achieve a good building design, articulate the facade, and create a design compatible with Deer Valley and Snow Park Lodge. He commented on density and noted that the units are approximately the same size as originally proposed, but the number has been reduced from 42 to 31, and total residential square footage has been reduced by 28%. The height was reduced for greater

compatibility with Snow Park and surrounding projects. The average height above natural grade to the ridgeline is 36 feet, a 14% reduction. Three separate buildings have been created with a definite open space and clear separation, and the lowest height will be near Snow Park Lodge. He presented a schematic elevation looking east at the project and reviewed a volumetric drawing showing stepping and massing. The building was relocated to minimize site disturbance, and they are pursuing a shared driveway with Deer Crest which is an ongoing issue at this time. Mr. Walker indicated how the building footprint was reduced by 17% and the site disturbance by 37%. An 81% open space has been maintained on the site, and the length of the building has been reduced by 265 feet. He discussed the connection to Snow Park Lodge and noted that they are considering a pedestrian tunnel to Snow Park Lodge. They would prefer a pedestrian tunnel rather than a funicular up the hillside.

Pete Gillwald, an engineer for the project, discussed the site and the approaches, location of the building, and how it relates to the surrounding area. He indicated the basic pods of Buildings A, B, and C and the focal point, which consists of the lobby areas, check-in, a health facility, swimming pools, plaza, decks, and other site amenities. An elevator will provide the ski-in, ski-out access to Deer Valley. He noted that the buildings are stepped up the hillside and explained that they are trying to be more compact and to cluster everything around the resort to enhance the resort feeling. They had looked at staggering the footprints of the buildings so they step back up the hillside to avoid a straight vertical wall and tried to be sensitive to building heights and reducing heights whenever possible. He felt they had taken a big step in minimizing the visual impact. Mr. Gillwald presented a visual analysis of how the building would look from the Snow Park Lodge arrival area. He compared the differences between Concept 1 and Concept 3 and indicated the gaps between the buildings in Concept 3 where the trees show through.

Bob Wells, representing Deer Valley, addressed the questions raised in a previous meeting. He stated that they are asking the Planning Commission to permit the transfer of density off of the parking lot sites and against the hillside. He had prepared a map with the work done so far and offered to provide representative numbers for dealing with the density location. They have prepared a 250-unit Snow Park Village parking lot plan and a 200-unit plan. The 200 unit plan represents a 23% reduction from the 250-unit plan and a 7-1/2% increase in open space in the parking lot areas. He believed 7-1/2% would make a huge difference when talking about a pedestrian village and plaza space and a vista through the middle. He responded to previous comments that the Planning

Work Session Notes

May 26, 1999

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Commission is unable to make the judgments about moving density because there is no cap on the parking lot development. He felt confident that, if the Planning Commission permitted the transfer of density, the applicant would agree to a cap and that the parking lot parcels could be calculated under the unit equivalent formula as opposed to the units of any size formula.

Based on questions raised at the last meeting, Chair O'Hara stated that density range from 0 to 42 provides a vested density of zero, and portions of the Sensitive Lands Ordinance will apply. He understood that they were still working on density issues, but if there is going to be a vested density issue, it should come in with all the parcels in the MPD. He saw this as a housekeeping issue that should be discussed.

Commissioner Larson commented on the vested density. The two primary rationales for doing a height exception are when there is a site plan or area of vested density they want to cluster more tightly or to allow vertical relief for more articulation in the buildings. Since this site has no vested density, he could see no basis for a height exception. He believed the starting point of this discussion from a volumetric perspective is a site plan with no height exception, and it may in fact require height reductions to meet Sensitive Lands. Otherwise they should discuss and create the case of necessity for transferring density to the site for vested density. He felt they had put the cart before the horse. They need a site plan with no height exception, or they need to understand where the density is coming from.

Mr. Walker clarified that they are not requesting a height exception. They are allowed 75 feet on the site. Commissioner Larson argued that they are allowed 33 feet. Planner Whetstone explained that a height range was assigned to this parcel by the MPD process indicating that this site had a height range of 28 to 75 feet. Commissioner Larson asked for clarification, because he did not believe there was a height exception. It would be up to the discretion of the Planning Commission, and he could not see using that discretionary approval because there is no vested density to the site. He felt there was no rationale for stacking density based on the criteria for granting a height exception. From a sensitive lands perspective, this is a sensitive site, and he did not want to see increased height on the site unless it had to be there. It does not have to be there unless they take a step backward and look at the parking lot plan. There would have to be a public benefit for moving density from the parking lot area to the hillside.

Commissioner Jones agreed with Commissioner Larson and assumed that there was no vested density. He had no problem with density transfer, but it comes down to how the project fits within the sensitive lands. It is important for this site to compliment the Snow Park Lodge and not overshadow it. He thought they had previously resolved the height issue, but that was evidently not the case, because they are looking at a very tall building at finished grade. The surrounding buildings are shorter in height, but more importantly, smaller in mass. Many of the massing issues deal with proportion, and the building presented is out of proportion to the surrounding structures, particularly from a vertical standpoint. He reiterated that he had no problem with density on the hillside if they can fit it in and make it work.

Planner Whetstone remarked that both Codes define height as from the peak of the roof to the existing grade. This is why the Staff requested stepping to avoid getting a vertical wall at the front face.

Commissioner Hier agreed with Commissioners Jones and Larson. He believed they should carefully look at the Sensitive Lands aspect, because those are the defining criteria for this project.

Planner Whetstone asked Assistant City Attorney Mark Harrington to explain the Sensitive Lands Ordinance as it applies to this project.

Mr. Harrington stated that this is not a black-and-white issue because of the zero number. In a memo to the Planning Commission he provided four options as to how this can be approached from a sensitive lands standpoint. Based on their comments, he assumed they were applying the second option, which is a suitable criteria middle-of-the-road approach. They are applying the second level of the Sensitive Lands Ordinance and putting the best case forward regarding siting of density within the least sensitive portions of the site and the suitability criteria outlined in the ordinance. He agreed that there was a height range, and the applicant can apply up to that height maximum. However, the Planning Commission can determine the density number based on the height. The height to 75 feet is not an entitlement and relates directly to findings of what the density and massing should be.

Commissioner Hier felt the Planning Commission should wait to formalize suggestions and direction until after the public hearing.

Commissioner Hays felt there needed to be a good reason in terms of public benefit to move density from a perfectly flat, already disturbed parking lot area to a sensitive, undisturbed, steep hillside. At this

Work Session Notes

May 26, 1999

Page 9

point she could see no reason to do that. She could not understand why Deer Valley wanted to destroy the aura that is created at the base of Snow Park Lodge nor why they wanted these towering structures standing next to this beautiful lodge.

Mr. Wells remarked that the sensitive, undisturbed hillside has already been disturbed, and he did not believe it was extremely sensitive because it had roads across it. He explained that Deer Valley looks at the advantage of pedestrian circulation and people directly at the base of skiing as an asset. They learned from the site planning work done on flat parking lots, and he believed open space was a significant element as well. Commissioner Hays did not agree that the hillside was already disturbed.

Mr. Walker felt they were sidestepping the issue, because Deer Valley has planned over 200 units for the parking lot project. Adding 42 units to 200 units is an increase of 25%. There is only one way to go, and that is up. Going higher and maximizing the height in the parking lot would affect adjacent property owners and projects in the area. He noted that the purpose of this presentation was to hear comments and suggestions from the Planning Commission. This is a conceptual plan, and they do not have all the issues solved. He believed they could reduce the height and work with the scale and proportions.

Chair O'Hara stated that he believed the Planning Commission as a whole agreed that the design was better than the previous one. He was pleased that they are not looking at 42 units, and he realized that the worst-case situation is that all the parcels could come back with a vested 42 units. He stated that the Planning Commission will continue to work with the applicant in hopes of achieving a good resolution.

Commissioner Hays asked for a way to see the project as a whole and where they are transferring the density from. If it means adding 25% onto the parking lot, she wanted to know what that would look like. If it meant the difference between a 30- or 40-foot building and a 50-foot building, she believed that was better than having an 80-foot building on the hillside.

**2250 Deer Valley Drive East, Comstock II - CUP**

Planner Brooks Robinson reported that this project was discussed at a previous work session, and the question was raised as to whether Sensitive Lands should apply. The Staff requested an opinion from the Legal Department regarding the Sensitive Lands Ordinance and the amendment to the Deer Valley Special Exception Permit. He noted that

**PLANNING COMMISSION REPORT**

**DATE:** May 20, 1999 (May 26, 1999 meeting)  
**DEPARTMENT:** Planning Department  
**AUTHOR:** Kirsten A. Whetstone, AICP  
**TITLE:** 2280 Deer Valley Drive, Mountain View Lodge CUP  
**TYPE OF ITEM:** Work session discussion and initial public hearing

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**SUMMARY RECOMMENDATIONS** Review and discuss the revised **concept** plan at work session, conduct an initial public hearing, and give staff and the applicant further direction on how to proceed with this proposal.

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**DESCRIPTION**

**A. Topic**

**PROJECT STATISTICS**

|                                     |                                                                                                           |
|-------------------------------------|-----------------------------------------------------------------------------------------------------------|
| <b>Applicant:</b>                   | Mark Walker for Black Diamond Development Corp.                                                           |
| <b>Location:</b>                    | 2280 Deer Valley Drive (southeast of Snow Park Lodge)                                                     |
| <b>Proposal:</b>                    | Small Scale Master Planned Development for 31 residential condominium units on 5.8 acres and Subdivision. |
| <b>Zoning:</b>                      | RD-MPD (Deer Valley MPD)                                                                                  |
| <b>Adjacent Land Uses:</b>          | Deer Valley Resort and Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums                |
| <b>Date of Application:</b>         | February 5, 1999                                                                                          |
| <b><u>Staff Recommendation:</u></b> | Work session discussion and initial public hearing.                                                       |



## **B. Background**

On March 24 the Planning Commission discussed a proposal (Concept 1) for 42 multi-family condominiums on the Snow Park parcel of the Deer Valley MPD (Exhibit A). In the March 24, 1999 staff report the following were outlined as unresolved issues:

1. Density and height of the project relative to the Deer Valley MPD.
2. Applicability of the Sensitive Lands Overlay Ordinance.
3. General site layout, site disturbance, and architecture.
4. Access and pedestrian circulation
5. Skier circulation (proposed people mover)

The Planning Commission discussed the first three items in some detail. They did not focus on the later two items. Of greatest concern to staff and Commission was the amount of site disturbance and mass (density) of the proposed buildings and perceived incompatibility with the Snow Park Lodge and surrounding residential structures. Clarification from the legal staff as to applicability of the SLO in terms of both site planning and density was requested. Additional clarification was asked of the legal staff regarding the unusual density range (0 to 42 units) identified for this parcel in the Deer Valley MPD.

On April 20, 1999 the applicants submitted revisions (Concept 2). This second plan was for the same number and mass of units in a taller more tightly clustered plan. Staff prepared a report based on the applicant's revisions to the initial plans. That report, dated April 28, 1999, and the City Attorney's memorandum addressing density, were sent to the Planning Commission with the May 12, 1999 packet. In the report staff outlined general items for consideration (see Exhibit B) and stated that the applicant should work first to arrive at an acceptable site plan and compatible building volumetric before proceeding. Prior to the meeting, the applicant requested a continuance to the May 26 meeting to give them additional time to meet with staff and to better understand the density issue and staff's concerns with the site plan and proposed building mass. The Commission did not discuss this second concept at the May 12 meeting.

Representatives from the City planning and legal staffs met with the applicants on May 6, 1999. At the meeting staff reiterated concerns about the amount of site disturbance, building massing, access, and skier/pedestrian circulation issues. The legal department provided clarification of the density issue. Staff suggested the following:

1. Re-look at the site and develop a site plan that is consistent with the conditional use criteria in Chapter 1 of the LMC. Focus on massing, compatibility, and site plan issues in order to arrive at density. The massing is a function of the number and size of units. Given that there is no upper limit to unit size, it is not logical to look for a density figure without knowing how it translates in terms of site disturbance and building mass/height. For example, fifteen 5,000 sf units yields 75,000 sf; twenty 3,000 sf units yields 60,000 sf; and forty 1,000 sf units yields

40,000 sf. In this case it is more logical to look at overall building massing and site disturbance in determination of density and compatibility.

2. Consider heights compatible with buildings in the vicinity (in the 3 to 4 story range).
3. Break up the massing with more separation between buildings, more stepping and articulation between buildings, and vertical and horizontal breaks within each building.
4. Relocate the buildings lower on the site nearer the toe of the slope and minimize building creep up the slope.
5. Pursue a shared drive and access road with Deer Crest (Planning Commission also has the ability to request this of Deer Crest during review of the Deer Crest Grand Lodge).
6. Minimize overall site disturbance and building coverage. Maximize open space.
7. Re-look at pedestrian and skier circulation and enhance connections to Snow Park Lodge.

On May 14 the applicants presented a set of revised concept plans (See **Concept 3** below) to representatives from the planning department (see Exhibit C). Planning staff gave a favorable response to this third concept and indicated that the applicants were moving in the right direction by reducing the mass; maintaining heights compatible with the neighborhood; providing more building separation, stepping and articulation; keeping building mass and site disturbance lower on the slope; minimizing slope disturbance, and re-designing pedestrian circulation to Snow Park Lodge.

Staff agreed to take these conceptual plans to the Commission for a work session and initial public hearing to receive input on the general direction of this plan before the applicant expends additional time and effort on developing this concept to a final plan. Please refer to the April 28, 1999 staff report for a detailed explanation of other issues that need to be addressed once a site plan and building volumetric are agreed upon. Staff will return to the Commission with an analysis of future revisions based on direction from this work session.

Staff is requesting the Planning Commission review and discuss Concept 3, conduct an initial public hearing, and provide additional direction to staff and the applicant on how to proceed from these conceptual massing plans to detailed elevations and plans.

### **CONCEPT 3**

Concept 3 is schematic and conceptual in nature. The elevations are massing diagrams meant to show basic building bulk and height, but include no architectural detailing that can soften building form, reduce perceived height and mass, blend textures and colors into the hill which serves as a back drop, and provide architectural compatibility with the neighborhood. In addition, the massing study is drawn as if one were standing on the ski run looking directly east at the project. The perception from Deer Valley Drive will be entirely different and the applicant will provide perspective sketches at the work session showing the project from the approach to Snow Park Lodge. Concept 3 includes the following:

1. A reduction in number of units from 42 to 31.
2. A 30% reduction in total massing of units (approx. 74,000 sf from 103,000 sf plus support areas and underground parking structure).
3. Buildings F and G from Concept 1 have been deleted. The remaining buildings have been shifted lower on the site with more separation between them. Buildings are articulated with both vertical and horizontal steps.
4. A 40% reduction in total site disturbance, reducing disturbance by 47,000 sf. Total site disturbance is 1.83 acres.
5. Decreased building heights (from Concept 1) to range from 45' (50' to the ridge) to 48' (53' to the ridge). Average height is approximately 42' (47' to the ridge). Maximum height is 45' (50' to the ridge).
6. Total open space for the 5.8 acre site is approximately 80%.

### **STAFF RECOMMENDATION**

Staff recommends the Commission review the conceptual massing and site plan, conduct an initial public hearing, and provide staff and the applicant with further direction on this proposal.

### **EXHIBITS**

- A. Vicinity map
- B. Portions of April 28, 1999 staff report
- C. Concept 3 site plan, massing study, sections.

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*From April 28, 1999  
Staff Report*

## **V. ISSUES FOR DISCUSSION**

### **1. Deer Valley MPD density and height allocation**

Is the proposed density appropriate for this site? Does the overall site plan and project warrant the maximum density allowed by the Deer Valley MPD? Are the proposed heights compatible with the Snow Park Lodge area? Is it more appropriate to locate a portion of this building mass to the flat Parking Lot parcels? Does the existing slope create an adequate back drop behind the buildings to absorb the increased building heights? Are the height variances supported by Section 10.9(f) of the LMC? Please refer to the legal department's protected memo regarding options for a density determination.

The overall massing of this proposal is a function of the large floor area of these units. While 42 units at 1,500 sf yield a building massing of 63,000 sf, the proposed 42 units ranging in area from 2100 sf to 3100 sf, yield a total massing of 103,100 sf. (a 39% increase in building mass). The apparent incompatibility of this proposal is a function of both the amount of site disturbance and the overall building massing and heights. Smaller units clustered at the north end of the site would reduce the amount of site disturbance and decrease overall massing and heights.

Permitted heights for this parcel start at 33' measured from existing grade to the peak of the roof. The MPD allows the applicant to apply for heights up to 75'. These height requests are reviewed against the Variations to Height Requirements section of the LMC in Chapter 10 (see Exhibit E). The applicant is requesting building heights of 38' to 65'. After general direction with the Planning Commission, staff will return with a detailed analysis for any height variances over 33' (as they apply to Section 10.9 (f) of the Code).

EXHIBIT B.

## **2. Sensitive Lands Overlay, extent of applicability**

To what extent should the SLO site design criteria apply? Does the proposed plan adequately address, at a minimum, the Design Standards and Vegetation Protection Regulations outlined in the Appendices A and B (Exhibit F)? Are additional mitigation measures appropriate? Please refer to the legal department's protected memo for options on application of the SLO.

By clustering the units on the northwest portion of the parcel the applicants have reduced the amount of site disturbance by 17,650 sf. This represents a 14% reduction in disturbance from the previous plan. Approximately 70% of the parcel remains undisturbed with the new plan. By clustering the units away from the southern portion of the site the applicants have preserved more of the previously undisturbed land. Much of the northwest portion has been previously disturbed with road cuts, trails, mining exploration, and vegetation removal.

By eliminating buildings F and G the applicants have limited disturbance of some of the steeper slope areas to the north. By going up in height the applicants have cut approximately 10' further up the slope for the center buildings. Staff believes there is room to move all of the buildings, especially Building E, down the hill closer to the ski run. This would lower overall heights, decrease the amount of disturbance, and provide immediate access to the ski run, thus eliminating the need for the people mover.

After direction from the Commission on the site plan staff will return with a detailed analysis of the proposal relative to the site design criteria of the SLO. The Commission should focus their discussion of the site plan on these SLO criteria.

## **3. Access and circulation**

Is there a workable alternative to the access issue? Some additional dialog with the adjacent property owners (Deer Crest) would be helpful in arriving at a shared driveway location.

Currently the access shown is the only legal access to this parcel. This access configuration conflicts with the Deer Valley service area, existing utilities, and existing and future circulation in this area. Staff highly recommends that as part of the review of any changes to the Deer Crest agreement a single access drive be required for both Deer Crest and Mountain View Lodges, with one drive cutting up the slope. Access to this parcel could be located 20-30' to the east of where it is shown.

## **4. General site layout and architecture**

The Commission should discuss the general site layout in terms of density, SLO, and access issues posed above and provide direction on whether this is the best plan possible for this site. By deleting Buildings F and G the applicants were able to address general fire and emergency access concerns to the satisfaction of the Chief Building Official and Fire District. There will be many fire access and building code related conditions on any



final approval at this location. Some of these conditions will effect the choice of exterior building materials.

Architecture is preliminary at this stage. The applicants will return with more detailed architectural plans and elevations once the site plan and building massing issues have been resolved. The applicants will focus their discussion at this work session on the revised site plan. Staff recommends the Commission consider the site plan review criteria of Section 1.13 (f) of the LMC in it's discussion (Exhibit G).

#### **5. Skier circulation (people mover)**

Is there a workable alternative to the proposed people mover? With the proposal located in such close proximity to an existing ski run, ski lift, and base lodge, staff does not believe the people mover is a necessary element of this proposal.

### **VI. STAFF RECOMMENDATION**

This item is a work session discussion of the revisions to the Mountain View Lodge Small Scale Master Plan. Staff recommends that the Commission discuss the outlined issues and provide the applicant and staff with further direction on this proposal. Staff will schedule this item for another work session and public hearing once the applicant provides revisions that address all of these concerns.

#### **Staff offers these general items for consideration:**

1. A density and massing determination needs to be made with respect to the Sensitive Lands Overlay criteria.
2. Bring building heights down to be compatible with the surrounding neighborhood. End buildings should step down by a floor or more from the middle buildings. Middle buildings may be able to take a little more height given the hill as a back drop.
3. Reduce the overall massing by reducing unit size and/or numbers.
4. Reduce site disturbance by keeping building pads clustered, in individual well broken up and articulated buildings, at the northwest portion of the site. This portion of the site has experienced prior disturbance and is generally less steep.
5. Locate the building pads as low on the hill as possible. There is ample room, given allowable setbacks to pull the buildings closer to the ski run and onto less steep slopes.
6. Provide a ski-out ski run from the project to the base of Burns Lift and eliminate the people mover.
7. Coordinate with Deer Crest for a combined access drive to eliminate unnecessary disturbance and paving.

8. Improve pedestrian connections (summer and winter) from the project to Snow Park Lodge.

9. Discuss architectural detailing, utilities, landscaping, lighting, signs, etc. once a site plan and building volumetrics are agreed upon.

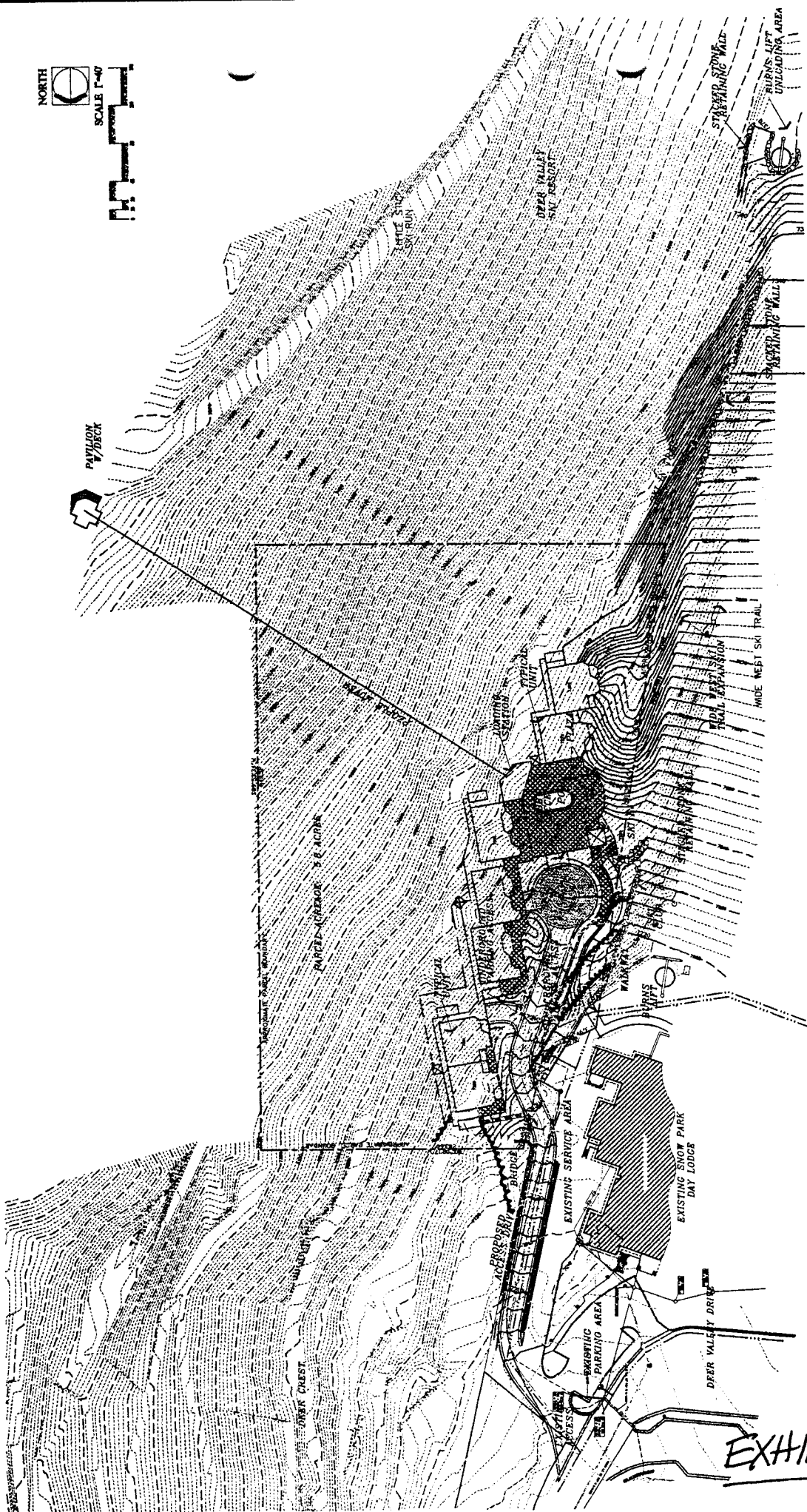


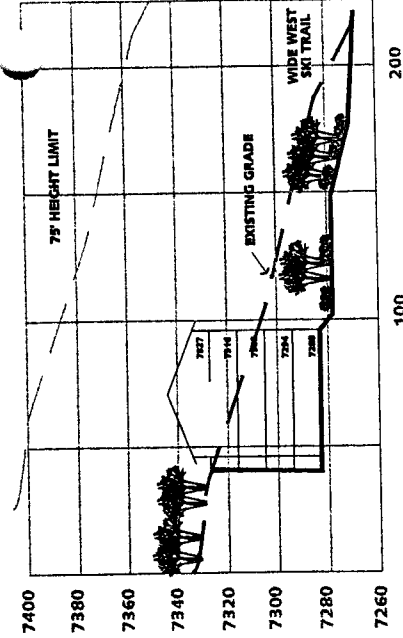
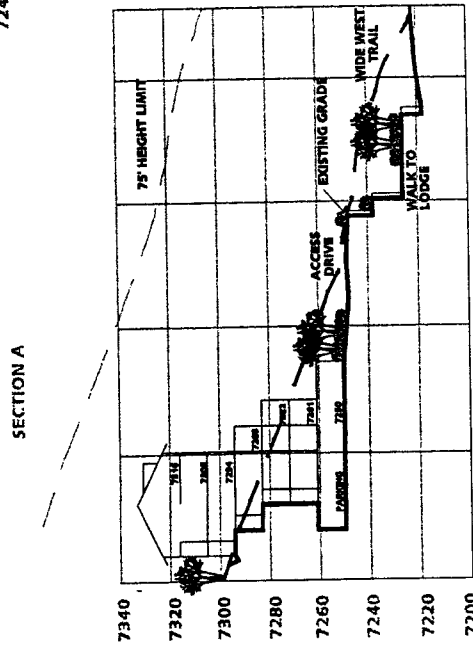
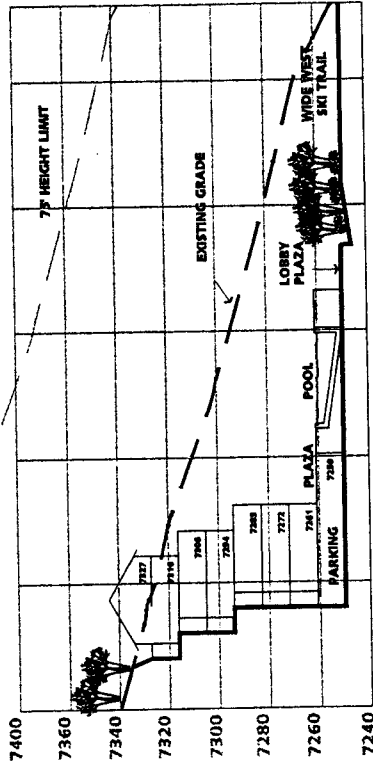
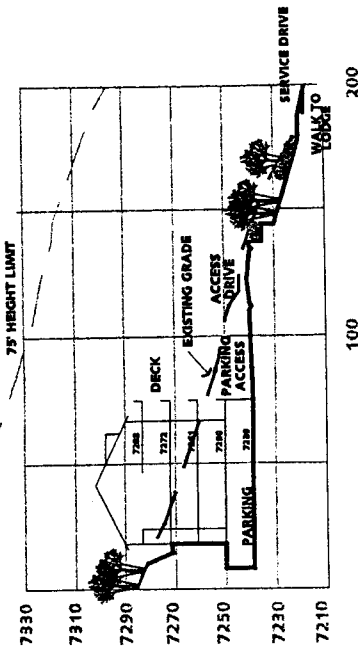
EXHIBIT C

OTTO  
WALKER  
architects  
2300 Highway 214, Suite C204, P.O. Box 2072, Park City, Utah 84060 (435)434-8373

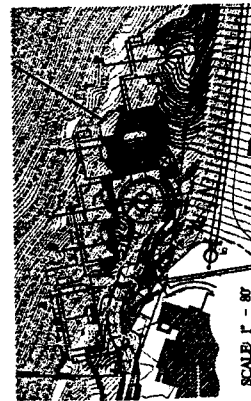
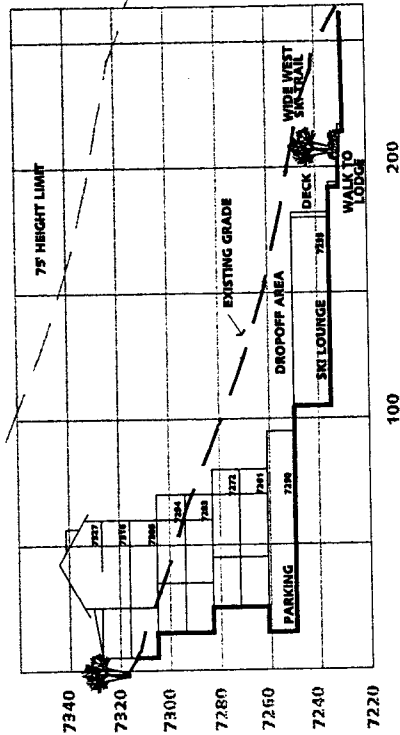
MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

# SITE CONCEPT PLAN 3

MAY 21, 1999  
SHEET FOUR



SCALE:  
HORIZ: 1" = 20'  
VERT: 1" = 20'



SCALE: 1" = 80'

MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

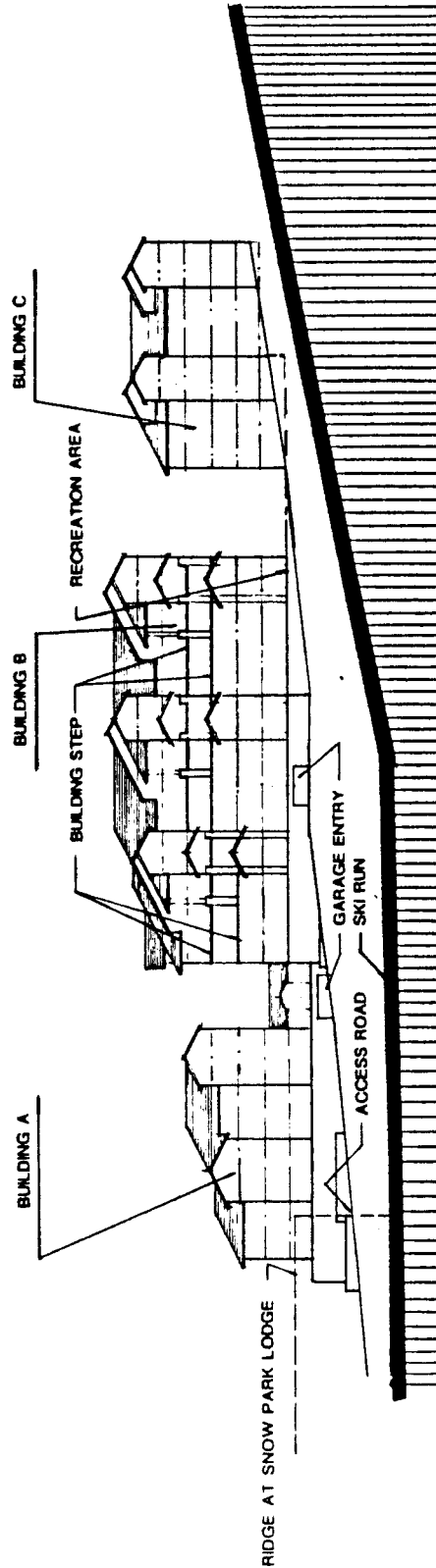
SECTIONS

CONCEPT 3

MAY 21, 1999  
SHEET FIFTEEN

OTTO  
WALKER  
architects

2200 Highway 214, Suite C201, P.O. BOX 2072, Park City, Utah 84060 (435)468-4173



MAY 21, 1999  
SHEET FOURTEEN

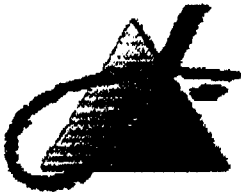
# MASSING STUDY/ ELEVATION

CONCEPT 3

MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

OTTO  
WALKER  
architects

3300 Highway 214, Suite 201, P.O. Box 2072, Park City, Utah 84060 435/943-4173



Land Planning ▲ Civil Engineering  
Architecture ▲ Governmental Approvals

|               |                        |                            |  |
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| Date:         | # Of Pages             | <b>QUICK FAX OfficeMax</b> |  |
| To: KIRSTEN W | From: PETE G.          |                            |  |
| Co./Dept.     | Co./Dept. JACK JOHNSON |                            |  |
| Fax:          | Fax:                   |                            |  |
| Phone:        | Phone:                 |                            |  |
| Note:         | E-Mail:                |                            |  |

## SITE TABULATIONS

### CONCEPT

1

2

3

BUILDING  
FOOTPRINT

46,816  $\pm$   
~~46,816~~  
1.07 AC

38,928  $\pm$   
.893 AC

39,056  $\pm$   
.896 AC

TOTAL DISTURBANCE

127,136  $\pm$   
2.92 AC

86,272  $\pm$   
1.98 AC

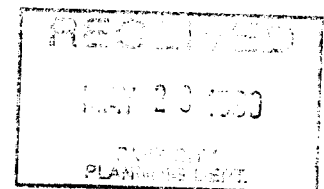
79,880  $\pm$   
1.83 AC

OPEN SPACE

4.56 AC  
78.6%

4.73 AC  
81.6%

4.69 AC  
80.8%



THE JACK  
JOHNSON  
COMPANY

1777 Sun Peak Drive, Suite 200 ▲ Park City, Utah 84098  
Tel. (435) 645-9000 ▲ Fax (435) 649-1620



**PLANNING COMMISSION REPORT**

**TO:** Planning Commission  
**FROM:** Kirsten A. Whetstone, AICP  
**DATE:** April 28, 1999  
**RE:** Mountain View Lodge CUP

---

**I. PROJECT STATISTICS**

|                                     |                                                                                                                    |
|-------------------------------------|--------------------------------------------------------------------------------------------------------------------|
| <b>Project Name:</b>                | <b>Mountain View Lodge CUP</b>                                                                                     |
| <b>Applicant:</b>                   | <b>Mark Walker for Black Diamond Development Corp.</b>                                                             |
| <b>Location:</b>                    | <b>2280 Deer Valley Drive (southeast of Snow Park Lodge)</b>                                                       |
| <b>Proposal:</b>                    | <b>Small Scale Master Planned Development for 42 residential condominium units on 7.787 acres and Subdivision.</b> |
| <b>Zoning:</b>                      | <b>RD-MPD (Deer Valley MPD)</b>                                                                                    |
| <b>Adjacent Land Uses:</b>          | <b>Deer Valley Resort and Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums</b>                  |
| <b>Date of Application:</b>         | <b>February 5, 1999</b>                                                                                            |
| <b><u>Staff Recommendation:</u></b> | <b>Work session</b>                                                                                                |

**II. BACKGROUND**

On March 24 the Planning Commission discussed this proposal for 42 multi-family condominiums on the Snow Park parcel of the Deer Valley MPD (see Exhibits A and B). In the March 24, 1999 staff report the following were outlined as unresolved issues:

1. Density and height of the project relative to the Deer Valley MPD.
2. Applicability of the Sensitive Lands Overlay Ordinance.
3. General site layout, site disturbance, and architecture.
4. Access and pedestrian circulation
5. Skier circulation (proposed people mover)

The Planning Commission discussed the first three items in some detail. They did not focus on the later two items. Of greatest concern to the staff and Commission was the amount of site disturbance and mass (density) of the proposed buildings and incompatibility with the Snow Park Lodge and surrounding residential projects. The Commission generally did not discuss building heights.

Clarification from the legal staff as to applicability of the SLO in terms of both site planning and density was requested. Additional clarification was asked of the legal staff regarding the unusual density range (0 to 42 units) identified for this parcel in the Deer Valley MPD (see Exhibit C- This memo will be sent under separate cover.)

The Commission concluded that the SLO was the appropriate mechanism to reduce the amount of site disturbance, given that strict application of the SLO would allow no development of this site. The Commission pointed out that the site contains sensitive lands (primarily steep vegetated slopes) and the site plan needs to be revised to minimize disturbance of these lands.

### **III. REVISED PLAN SUMMARY**

On April 19 the applicants submitted a revised site plan and architectural elevation. Staff reviewed these plans at a staff review meeting on April 20. The following are the major changes submitted by the applicant:

1. No change in number of units (42 units shown).
2. No change in total massing of units (approx. 103,100 sf plus support areas and underground parking structure).
3. Eliminated Buildings F and G and decreased overall residential building pad area by approximately 14,600 sf.
4. Decrease site disturbance by approximately 17,650 sf (a 14% reduction).
5. Increased building heights to a maximum of 65' from 53' and from an average of 42' to an average of 52'.
6. Moved orientation of people mover and extended it to reach top of peak to access Deer Crest trails.

### **IV. REVISED PLAN ELEMENTS**

#### **Density and Building Massing**

There is no change in the actual number of units or total building massing proposed. The applicants still propose 42 units ranging in floor area from 2,100 sf to 3,100 sf. As a result the total building massing has not changed.

#### **Building pad area and site disturbance**

The revised plans eliminate Buildings F and G at the southern portion of the site and decrease the residential building pad area by approximately 12,100 sf. Revisions to building pads in the center of the project decreased the building pad area by utilizing

smaller pads broken into individual buildings rather than connected together in one mass. The buildings are approximately 10' higher up the slope. The resulting vertical cuts are 10'-20' greater into the slope for the center buildings, 10' greater to 15' less for the north end buildings, and 15' greater for the south building.

The revised plans decrease overall residential building pads by roughly 14,600 sf and decrease overall site disturbance by approximately 17,650 sf (a 14% reduction). Approximately 65-70% of the parcel remains undisturbed. Essentially everything west of the buildings is disturbed, although portions west of the patio, driveway, and ski slope will be re-vegetated and landscaped. These areas generally will be included in the total open space area which is shown at greater than 70%.

### Building Height

Revised plans show a net increase in maximum building heights of 0' to 27' for the various buildings. Maximum heights are increased from 53' to 65' with average building heights increasing from 42' to an average of 52'. Revised maximum heights range from 38' for Building E to 65' for Building A. Previously the heights were generally 30' to 53'. The following table identifies the revisions to building height:

**Comparison of Building Heights**

| Vertical distance from grade for Buildings A-G     | A    | B    | C     | D    | E    | F    | G    |
|----------------------------------------------------|------|------|-------|------|------|------|------|
| Ht. to roof peak- Old Plan                         | 53'  | 30'  | 50'   | 43'  | 30'  | 45'  | 43'  |
| Ht. to roof peak- New Plan                         | 65'  | 57'  | 55'   | 43'  | 38'  | na   | na   |
| Difference old/ new                                | +12' | +27' | +5'   | 0'   | +8'  | na   | na   |
| Ht. to flat roof- Old Plan                         | 50'  | 27'  | 45'   | 40'  | 25'  | 40'  | 40'  |
| Ht. to flat roof- New Plan                         | 55'  | 47'  | 45'   | 33'  | 28'  | na   | na   |
| Difference of new and old                          | +5'  | +20' | 0'    | -7'  | +3'  | na   | na   |
| Ht. of front facade (without stepping)- Old        | 55'  | 65'  | 45'   | 55'  | 50'  | 65'  | 55'  |
| Ht. of front facade (overall)*- Old                | 55'* | 65'* | 75'*  | 70'* | 50'* | 65'* | 55'* |
| Ht. of front facade portion without stepping - New | 65'  | 65'  | 45'   | 35'  | 65'  | na   | na   |
| Ht. of front facade (overall)*- New                | 65'* | 65'* | 105'* | 95'* | 85'* | na   | na   |

\*These are overall heights from finished grade to roof peak. These heights include stepping, ie. Building C's front facade rises 20' steps 20', rises 10' steps 25', rises 45' steps 10', rises 20' steps 10', rises 10' for an overall height from finished grade of 105', with a prominent facade height of 45' without stepping. Maximum height ie. existing grade to peak of roof, is 55' for this building. This information comes from the preliminary building sections submitted with the original and revised plans (see attached Exhibit D).

### **People mover**

The location and orientation of the proposed people mover has been revised to start south of Building E and end at the ridge above the Little Stick ski run. This new alignment is more vertical than the previous which somewhat traversed the slope to a point lower on the Little Stick run. The new alignment allows skier access to the Deer Crest ski trails where the previous one did not. The applicants have not provided many details about this people mover, other than that it is at grade and operates like an elevator. This element is at the request of the Deer Valley ski resort.

## **V. ISSUES FOR DISCUSSION**

### **1. Deer Valley MPD density and height allocation**

Is the proposed density appropriate for this site? Does the overall site plan and project warrant the maximum density allowed by the Deer Valley MPD? Are the proposed heights compatible with the Snow Park Lodge area? Is it more appropriate to locate a portion of this building mass to the flat Parking Lot parcels? Does the existing slope create an adequate back drop behind the buildings to absorb the increased building heights? Are the height variances supported by Section 10.9(f) of the LMC? Please refer to the legal department's protected memo regarding options for a density determination.

The overall massing of this proposal is a function of the large floor area of these units. While 42 units at 1,500 sf yield a building massing of 63,000 sf, the proposed 42 units ranging in area from 2100 sf to 3100 sf, yield a total massing of 103,100 sf. (a 39% increase in building mass). The apparent incompatibility of this proposal is a function of both the amount of site disturbance and the overall building massing and heights. Smaller units clustered at the north end of the site would reduce the amount of site disturbance and decrease overall massing and heights.

Permitted heights for this parcel start at 33' measured from existing grade to the peak of the roof. The MPD allows the applicant to apply for heights up to 75'. These height requests are reviewed against the Variations to Height Requirements section of the LMC in Chapter 10 (see Exhibit E). The applicant is requesting building heights of 38' to 65'. After general direction with the Planning Commission, staff will return with a detailed analysis for any height variances over 33' (as they apply to Section 10.9 (f) of the Code).

## **2. Sensitive Lands Overlay, extent of applicability**

To what extent should the SLO site design criteria apply? Does the proposed plan adequately address, at a minimum, the Design Standards and Vegetation Protection Regulations outlined in the Appendices A and B (Exhibit F)? Are additional mitigation measures appropriate? Please refer to the legal department's protected memo for options on application of the SLO.

By clustering the units on the northwest portion of the parcel the applicants have reduced the amount of site disturbance by 17,650 sf. This represents a 14% reduction in disturbance from the previous plan. Approximately 70% of the parcel remains undisturbed with the new plan. By clustering the units away from the southern portion of the site the applicants have preserved more of the previously undisturbed land. Much of the northwest portion has been previously disturbed with road cuts, trails, mining exploration, and vegetation removal.

By eliminating buildings F and G the applicants have limited disturbance of some of the steeper slope areas to the north. By going up in height the applicants have cut approximately 10' further up the slope for the center buildings. Staff believes there is room to move all of the buildings, especially Building E, down the hill closer to the ski run. This would lower overall heights, decrease the amount of disturbance, and provide immediate access to the ski run, thus eliminating the need for the people mover.

After direction from the Commission on the site plan staff will return with a detailed analysis of the proposal relative to the site design criteria of the SLO. The Commission should focus their discussion of the site plan on these SLO criteria.

## **3. Access and circulation**

Is there a workable alternative to the access issue? Some additional dialog with the adjacent property owners (Deer Crest) would be helpful in arriving at a shared driveway location.

Currently the access shown is the only legal access to this parcel. This access configuration conflicts with the Deer Valley service area, existing utilities, and existing and future circulation in this area. Staff highly recommends that as part of the review of any changes to the Deer Crest agreement a single access drive be required for both Deer Crest and Mountain View Lodges, with one drive cutting up the slope. Access to this parcel could be located 20-30' to the east of where it is shown.

## **4. General site layout and architecture**

The Commission should discuss the general site layout in terms of density, SLO, and access issues posed above and provide direction on whether this is the best plan possible for this site. By deleting Buildings F and G the applicants were able to address general fire and emergency access concerns to the satisfaction of the Chief Building Official and Fire District. There will be many fire access and building code related conditions on any

final approval at this location. Some of these conditions will effect the choice of exterior building materials.

Architecture is preliminary at this stage. The applicants will return with more detailed architectural plans and elevations once the site plan and building massing issues have been resolved. The applicants will focus their discussion at this work session on the revised site plan. Staff recommends the Commission consider the site plan review criteria of Section 1.13 (f) of the LMC in it's discussion (Exhibit G).

#### **5. Skier circulation (people mover)**

Is there a workable alternative to the proposed people mover? With the proposal located in such close proximity to an existing ski run, ski lift, and base lodge, staff does not believe the people mover is a necessary element of this proposal.

### **VI. STAFF RECOMMENDATION**

This item is a work session discussion of the revisions to the Mountain View Lodge Small Scale Master Plan. Staff recommends that the Commission discuss the outlined issues and provide the applicant and staff with further direction on this proposal. Staff will schedule this item for another work session and public hearing once the applicant provides revisions that address all of these concerns.

#### **Staff offers these general items for consideration:**

1. A density and massing determination needs to be made with respect to the Sensitive Lands Overlay criteria.
2. Bring building heights down to be compatible with the surrounding neighborhood. End buildings should step down by a floor or more from the middle buildings. Middle buildings may be able to take a little more height given the hill as a back drop.
3. Reduce the overall massing by reducing unit size and/or numbers.
4. Reduce site disturbance by keeping building pads clustered, in individual well broken up and articulated buildings, at the northwest portion of the site. This portion of the site has experienced prior disturbance and is generally less steep.
5. Locate the building pads as low on the hill as possible. There is ample room, given allowable setbacks to pull the buildings closer to the ski run and onto less steep slopes.
6. Provide a ski-out ski run from the project to the base of Burns Lift and eliminate the people mover.
7. Coordinate with Deer Crest for a combined access drive to eliminate unnecessary disturbance and paving.



8. Improve pedestrian connections (summer and winter) from the project to Snow Park Lodge.

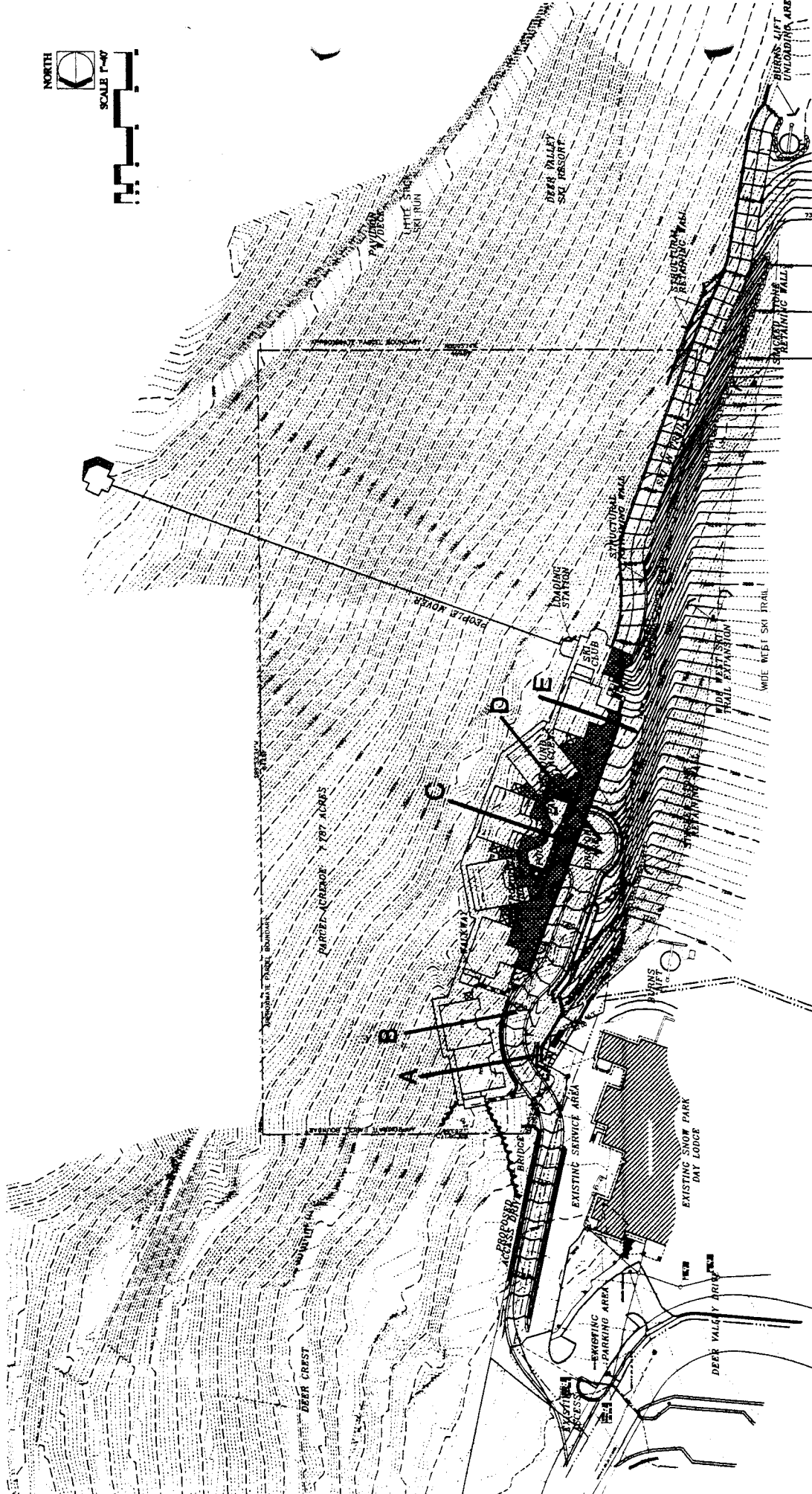
9. Discuss architectural detailing, utilities, landscaping, lighting, signs, etc. once a site plan and building volumetrics are agreed upon.

## **VII. EXHIBITS**

- A. Vicinity Map, Site Plans
- B. March 24, 1999 staff report and Planning Commission minutes
- C. Memo from City legal staff (to be submitted under separate cover)
- D. Building Sections- Old and New
- E. Variations to Height Requirements (Section 10.9 f of the LMC)
- F. Appendices A and B of the Sensitive Lands Ordinance
- G. CUP review criteria (Section 1.13 f of the LMC)

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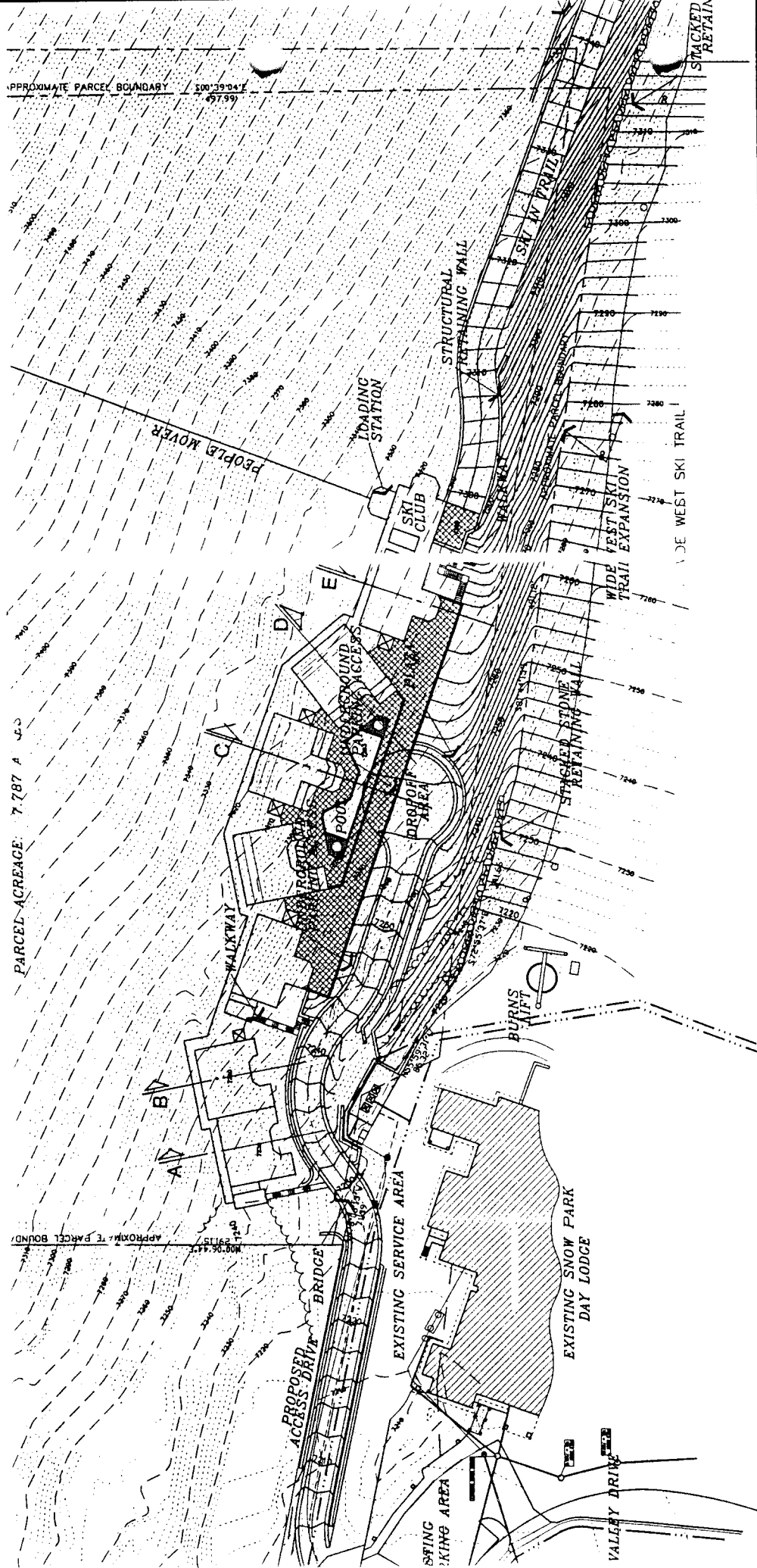




2200 Highway 224, Suite C201, P.O. BOX 2672, Park City, Utah 84060 (435) 649-6373

# SITE PLAN REVISED

**APRIL 20, 1999**  
**SHEET FOUR**



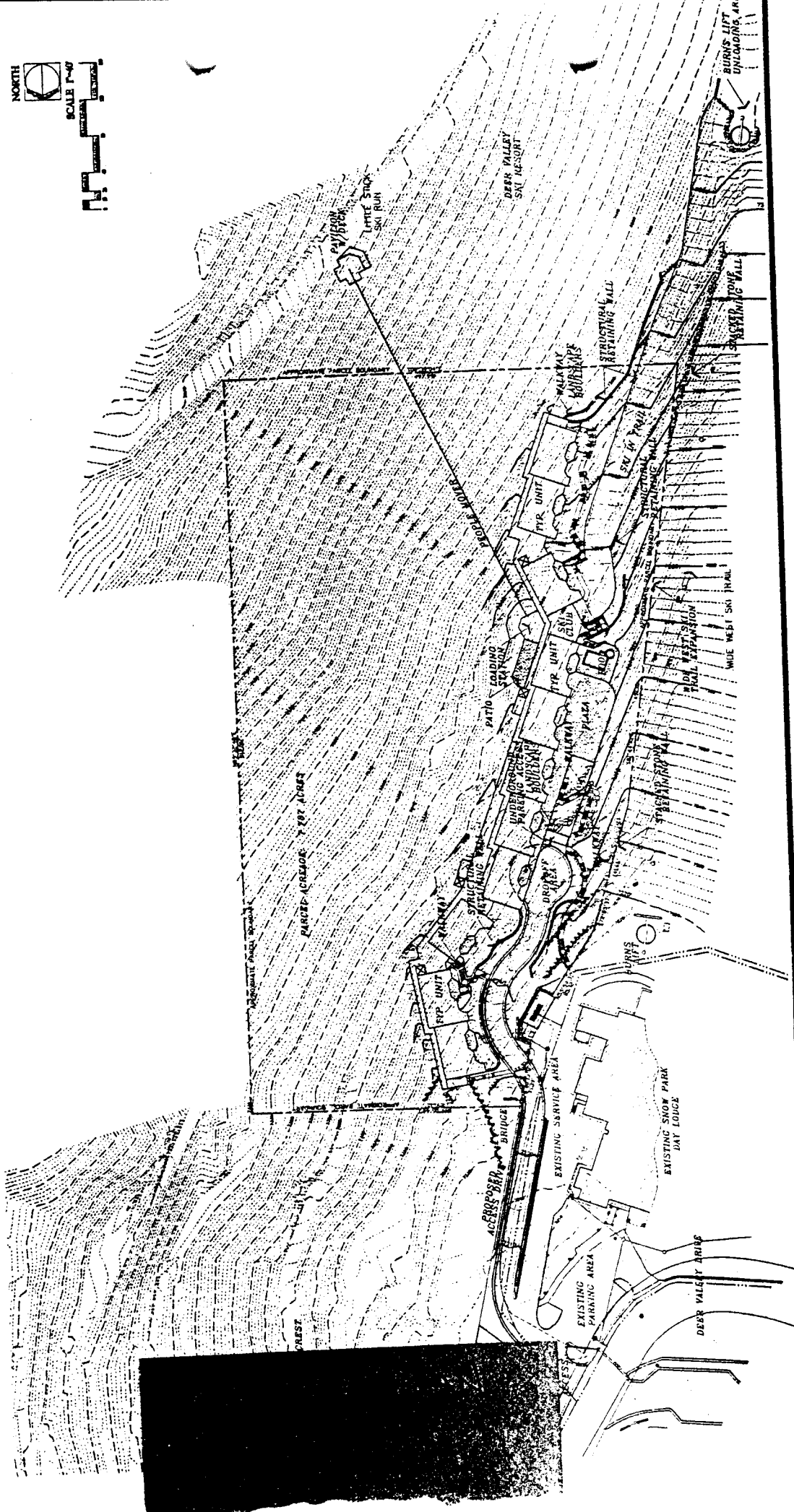
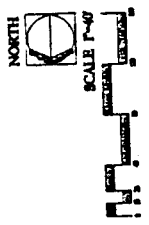
# SITE PLAN

4.20.99 (Revised)

**MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.**

BOX 2672, Park City, Utah 84060 (435)649-6373

RECEIVED  
FEB 05 1999  
PARK CITY  
PLANNING DEPT.



# SITE PLAN

FEBRUARY 1, 1999  
SHEET FOUR

OLD

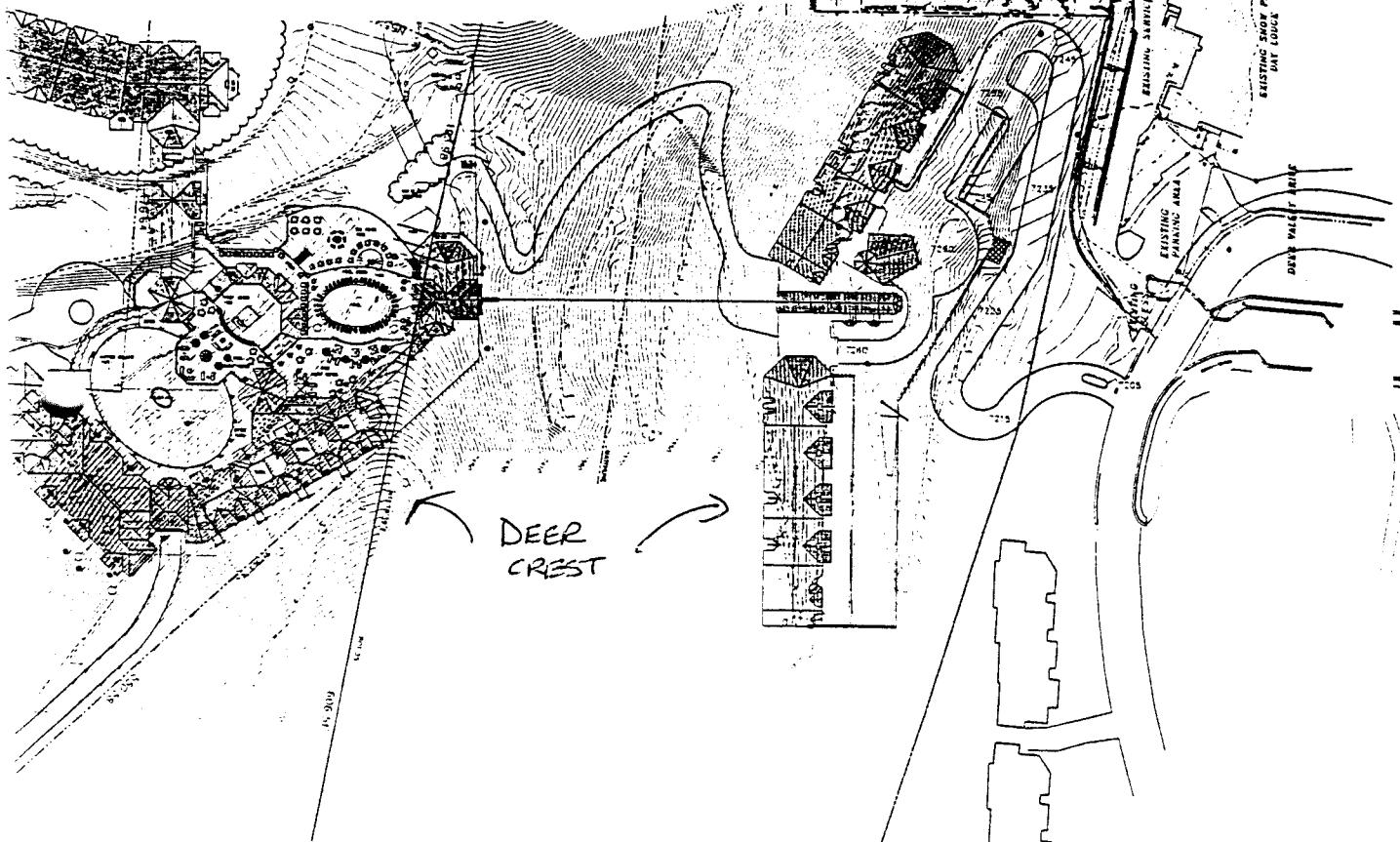
MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

OTTO  
WALKER  
architects

3100 Highway 124, Suite C101, P.O. BOX 2072, Park City, Utah 84060 (435)498-8173



DEER  
CREST







## PLANNING COMMISSION REPORT

TO: PLANNING COMMISSION  
FROM: PLANNING STAFF  
DATE: MARCH 24, 1999  
RE: MOUNTAIN VIEW LODGE CUP

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### I. PROJECT STATISTICS

Project Name: Mountain View Lodge CUP  
Applicant: Mark Walker for Black Diamond Development Corp.  
Location: 2280 Deer Valley Drive (southeast of Snow Park Lodge)  
Proposal: Small Scale Master Planned Development for 42 residential condominium units on 7.787 acres and Subdivision.  
Zoning: RD-MPD (Deer Valley MPD)  
Adjacent Land Uses: Deer Valley Resort and Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums  
Date of Application: February 5, 1999  
Project Planner: Kirsten Whetstone

Staff Recommendation: Work session introduction of project and review of staff issues and concerns

### II. BACKGROUND INFORMATION

#### Site description

The 7.8 acre partially wooded site is located southeast of Snow Park Lodge and the Wide West ski trail at Deer Valley (**Exhibit A**). Access to this site is gained from an easement granted by Deer Valley Resort off of Deer Valley Drive. The site is identified in the Deer Valley Special Exception Permit (Seventh Amended) as the Snow Park Lodge/Multi-

## EXHIBIT B

Family parcel. The site is currently vacant and undeveloped, with the exception of an existing dirt road and single track bike trail. Existing vegetation is primarily aspen trees and scrub oak. No surface mines or shafts were discovered on this site, although subsurface tunnels and shafts may be present. The property has not been legally subdivided, therefore a request for a one lot subdivision plat is included as part of this application. The parcel's legal description is attached as **Exhibit B**.

### **Adjacent property**

Property directly to the west is owned by Deer Valley Resort and is the site of the Burns Lift and Wide West ski trail. A request to regrade and widen this ski trail by approximately 50 feet is included in this application. Land to the south is also part of the Deer Valley Resort. Land to the north and east is owned by the Deer Crest properties. Staff has begun to review preliminary plans for two Deer Crest projects in this area (**Exhibit C**). These projects will also be discussed at this work session (see packet for additional information).

### **Department Review**

This request was reviewed by the city staff interdepartmental review team on February 16, 1999. A letter outlining staff concerns was forwarded to the applicant on March 3, 1999.

### **Deer Valley Master Plan**

This parcel is one of four Deer Valley Master Planned parcels that are listed in the Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development Permit (April 14, 1993) as having a development range. The density range for this parcel is 0- 42 units. The height range for this parcel is 28'-75'.

## **III. PROJECT DESCRIPTION**

The applicant, Mark Walker of Otto-Walker Associates, representing Deer Valley Resort Company and Black Diamond Capital Corp., requests approval of a Conditional Use Permit (CUP) for a 42 unit residential condominium development on a 7.8 acre site. Development plans include eleven 3,000 square feet (sf) penthouse units, five 3,100 sf townhouse units and twenty-six 2,100 sf flats, a lobby/check-in area, health club and outdoor pool for residents, guest locker/skier lounge area, and a people mover system. Approximately 94 parking spaces are provided in an underground parking structure.

Access to the site is gained by an easement over the existing service entry and drive to Snow Park Lodge off of Deer Valley Drive, splitting into a separate access drive and traversing a slope at a 10% grade east of and above the existing Deer Valley Resort service and employee parking area, and continuing up to the Mountain View parcel via a proposed bridge. This access drive leads directly to a lobby area and underground

parking structure. Elevators through-out the development, from the parking structure to the highest floors, provide accessibility to each unit.

Mountain View Lodge consists of 5 separate buildings connected by underground parking and open pedestrian walkways and plazas. Approximately 70% of the site is proposed as open space. Approximately 95% of this parcel has a 30% or greater slope. Given the steep slope of this parcel, the buildings are proposed to be set into the hill side along the western property line, stepping up the slope in a linear fashion along the ski trail. The upper (southern) most buildings are approximately 700 feet from the northern most buildings. Building heights range from 40' to 45' from existing grade to the peak of the roof. The plans show 115' of elevation change from the roof ridge of the lower (northern) buildings to the roof ridge of the upper (southern) buildings.

Pedestrian access to Snow Park lodge is proposed near the base of the Burns Lift. A ski-home trail is proposed to take residents from the top of the Burns Lift to the ski locker/ski club area. An at-grade people (skier) mover elevator is proposed to carry skiers up to the Little Stick Run.

#### **IV. ANALYSIS**

On March 3, 1999, staff sent a letter to the applicant outlining both the larger issues and the many other details that need addressing. We met with the applicant on March 11 to discuss staff's letter. The applicant submitted a follow-up letter addressing some of staff's initial questions and concerns. This letter and additional written material is attached as **Exhibit D**.

As with all Conditional Use projects reviewed in Park City, there are ultimately many details, such as utilities, lighting, architectural materials and detailing, signs, snow storage, snow release hazards, service, ADA requirements, final grading and landscaping, trails, pedestrian and skier amenities, etc. which need to be addressed before a project can be granted final approval.

There are also issues which need to be addressed prior to looking at these details. Staff recommends that the Commission discuss these issues, outlined below, in the context of the Deer Valley MPD, the Land Management Code, and potential future development in the Snow Park vicinity. Planning Commission issues for discussion include:

- 1. Deer Valley MPD density and height allocation**
- 2. Sensitive Lands Overlay, extent of applicability**
- 3. Access and circulation**
- 4. General site layout and architecture**
- 5. Fire protection mitigation**
- 6. Skier circulation (people mover)**

## 1. Deer Valley Master Planned Development

This parcel is one of four Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development Permit (previously known as a Special Exception Permit with a title change in 1993 to be consistent with language in the current LMC) parcels that are listed as having a development range. In the MPD permit document (April 14, 1993), this parcel is referred to as the Snow Park Lodge/Multi-Family parcel. A listing of those four parcels is attached as **Exhibit E**. According to the MPD permit document, Deer Valley is allowed a "menu" of sorts with ranges of density and heights permitted on these four separate parcels. No parcel may exceed it's allotted range and there can be no more than a total of 263.5 units on these four parcels.

### Density

The MPD permit document states that "density above the minimum shown for parcels (is) to be determined by site specific review of project plans." It further states in Section E (page 5) that prior to sale the Permittee will submit, for Planning Commission approval, a site specific plan for construction on the parcel of a number of units not greater than the maximum number designated for the parcel. In addition, the Permittee shall request establishment of building site conditions with relation to the parcel. Additionally, the Deer Valley MPD permit document states the following:

... Permittee or persons acting on its behalf shall file a completed application form supported by the information set forth in Section 10.6 of the Code (LMC)... The procedure for the approval or disapproval of any site specific plan shall be based upon the conditional use procedure policy of the Commission in effect on the date the application for approval is submitted... The Commission will review and approve, or disapprove, the site specific plan with respect to the overall concept and operational characteristics of the Project and as to the terms, covenants and conditions of this Permit and the Agreement. The number of Units so decided shall not be less than the minimum nor more than the maximum number applicable to the parcel as set forth on Exhibit 2 and shall thereafter be the authorized density for the parcel.

A copy of Sections 10.6 - 10.9 of the LMC is included as **Exhibit F**.

Approved density range for the Snow Park Lodge/Multi-Family parcel is 0 to 42 units. The applicant is requesting the maximum of 42 units for this parcel.

To date, 14 units have been constructed at the South Multi-Family parcel (known as In-the Trees) and the three remaining Deer Valley Community parcels with density ranges are undeveloped. A total of 249.5 units remains to be developed on the remaining three parcels, that include the parcel under review and two parcels currently used for parking..

In making a determination of site specific density for this parcel, staff is reviewing the proposal against the review criteria for MPD's outlined in Section 10.9 of the Land Management Code as well as considering whether this location is appropriate for this level of density, given density allotments in the Snow Park area.

Using review criteria of Chapters 10 and 15 of the LMC, the Commission should discuss whether the current proposal is the best site plan possible and if the overall project warrants the maximum density of 42 units. The Commission should discuss impacts of density built into a relatively steep hill side versus impacts of density transferred to the available Snow Park parking lot sites. Staff is pursuing additional information from Deer Valley on the implication that more density into the hill will translate into more open space on the parking lot sites.

### **Building Height**

Approved building heights for this parcel range from 28' to 75' (with an additional 5' for a pitched roof). Proposed building height is 35' to 40', plus an additional 5' for the pitched roof design, for a total height range of 40' to 45'. Staff asked the applicant to explore an alternative plan keeping the units clustered closer to the turn around and perhaps utilizing additional height. The applicant and Deer Valley Resort expressed concerns about increasing the height of the buildings, preferring to keep the proposed layout.

## **2. Sensitive Lands Overlay**

The Sensitive Lands Overlay zone applies to this parcel. According to the Deer Valley MPD permit document (page 6) :

For projects within the Deer Valley Large Scale Master Planned Development the density limitations of the Sensitive Area Overlay Zone do not apply because the Master Planned Developments approved prior to 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.

Approximately 95% of this site has a 30% or greater slope. The areas that are less than 30% slope, thus deemed developable according to the SLO, are interspersed pockets of level land or roads/trails disconnected throughout the parcel. Strict application of the site planning standards, including remaining a minimum of 50' from a 40% slope, renders the entire site as undevelopable according to the SLO. As photocopies of the original topographic survey are illegible, staff will provide a slope analysis exhibit for your review at the work session.

The Commission should discuss the extent of applicability of the Sensitive Lands Overlay to this proposal. At a minimum, Appendix A-Design Standards and Appendix B-Tree/Vegetation Protection Regulations apply (see **Exhibit G**). The SLO document states the following (page 4):

There are a number of existing, valid Master Plans which have been approved. Requests for site specific approval for parcels within Large Scale Master Plans which are located within the Sensitive Area Overlay Zone shall be required to go through the Sensitive Lands Analysis (*for identification of sensitive lands, such as wetlands, streams, ridge lines, steep slopes, etc.*) and the development will be required to be placed on the least sensitive portion of the parcel. In general, the site design criteria shall apply to these proposals.

### **3. Access and circulation**

Staff has identified the proposed access drive as a concern. Given the location and potential for conflicts with day skiers, Deer Valley Resort employees, and a future access drive for Deer Crest staff has asked the applicant to approach the adjacent property owner to see if there is any potential for a shared drive at this location. A shared drive would reduce the conflicts and significantly reduce the amount of paved area at the entrance to these projects. The applicant has not been successful to date in working out an acceptable agreement with Deer Crest (see letters in **Exhibit D**). As pointed out in the letter from Deer Valley, the proposed access drive is the only existing legal vehicular access to this parcel.

### **4. General site layout and architecture**

Staff has general concerns about the site layout and architecture (see reduced plans attached as **Exhibit H**). The concerns generally are a result of the perceived visual impact of the proposal from Deer Valley Drive and amount of site disturbance. Staff acknowledges that at least 70% of the site can be considered open space, and that relative to the top of the slope to the east, this proposal is well contained to the toe or base of the slope.

There are also fire and emergency concerns with the southern 12 units (see the next item). The existing layout is linear in nature, making building massing and articulation important in reducing overall impacts. Staff requested the applicant provide a visual analysis of this proposal to better understand the impacts of this site layout. The visual analysis will be presented by the applicant at the work session.

Staff has asked the applicant to break up roof lines of the middle building, provide more overall building articulation, less repetitive roof forms, propose building material differentiation for added interest, and soften some of the vertical rock walls with different materials and landscaping. The applicant indicated that they are working on the visual analysis as well as building modifications to accomplish the goals of minimizing



disturbance, limiting building height, and maintaining a low project profile with buildings set into the hillside and stepping up the slope.

The applicant is also working on several perspective drawings to better convey the architectural detailing, articulation, stepping, breaks, etc. which when compressed into a flat elevation drawing are all but lost. In studying the building cross sections staff determined that the roof-line steps up the hill in 10'-25' increments with a total ridge elevation difference of almost 115' from the north to south building. Deer Valley Development has worked with the applicant for the past 6 months to a year to develop an architectural concept that is consistent with their own internal design guidelines. Staff was not included in the preliminary discussions.

#### **5. Fire protection mitigation**

The Chief Building Official, Ron Ivie, expressed concerns regarding fire protection and emergency access for the southern most buildings (approximately the southern most 12 units). These units and buildings exceed the minimum 150' distance from a legal fire access drive. Ron requested a fire and emergency management and mitigation plan be submitted for his and the Fire District's review and approval. If the mitigation plan can not be approved these approximately 12 units will need to be deleted from the proposal.

#### **6. Skier circulation (people mover)**

Staff has concerns about the proposed at-grade people mover (funicular type elevator) that provides "ski-from" access to Deer Valley Resort at the Little Stick Run. Staff is concerned about visual impacts and unnecessary site disturbance of the slope. There appear to be other less intrusive options for the relatively low numbers of skiers that this people mover would serve. Staff does not believe the 42 units will generate such a large number of skiers at the AM peak between 9 and 11 that some accommodation by Deer Valley Resort could not result in a better solution. Given that this proposal is essentially slope-side and a short walk or ski from Snow Park lodge, staff recommends that the applicant take another look at this aspect of their skier circulation plans.

### **V. ISSUES FOR DISCUSSION**

#### **1. Deer Valley MPD density and height allocation**

Is the proposed density appropriate for this site? Does the overall site plan and project warrant the maximum density allowed by the Deer Valley MPD?

#### **2. Sensitive Lands Overlay, extent of applicability**

To what extent should the SLO site design criteria apply? Does the proposed plan adequately address at a minimum the Design Standards and Vegetation Protection

Regulations outlined in the Appendices (Exhibit G)? Are additional mitigation measures appropriate?

### **3. Access and circulation**

Is there a workable alternative to the access issue? Some additional dialog with the adjacent property owners (Deer Crest) would be helpful in arriving at a shared driveway location.

### **4. General site layout and architecture**

Discuss the general site layout in terms of density, SLO, and access issues posed above and provide direction on whether this is the best plan possible for this site. If the applicants are unable to address fire and emergency access concerns, to the satisfaction of the Chief Building Official and Fire District, then the southern most 10-12 units would be deleted.

### **5. Skier circulation (people mover)**

Is there a workable alternative to the proposed people mover?

## **VI. STAFF RECOMMENDATION**

This item is an introduction to the Mountain View Lodge Small Scale Master Plan request. Staff recommends that the Commission discuss the outlined issues and provide the applicant and staff with further direction on this proposal. Staff will schedule this item for another work session and public hearing once the applicant provides revisions that address these concerns.

## **VII. EXHIBITS**

- A. Vicinity Map
- B. Legal Description
- C. Deer Crest Overview Map
- D. Applicant's letter and other written material
- E. Exhibit 2 of the Deer Valley MPD
- F. Sections 10.6- 10.9 of the LMC
- G. Appendices A and B of the Sensitive Lands Overlay
- H. Reduced Plans

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Commissioner Hier asked if the facility is considered a city or regional post office. Mr. Christensen replied that it is a city post office servicing two ZIP codes of Park City.

Commissioner Erickson requested for the next meeting that the plans show the larger picture of the Snow Creek master plan in context with the Post Office as well as the requested explanations on transportation.

**2280 Deer Valley Drive, Mountain View Lodge - CUP**

Planner Whetstone reviewed the proposal for the Snow Park parcel at Deer Valley for 42 condominium residential units on 7.8 acres. The site is located south and east of the Snow Park Lodge, and she provided a slope analysis of the site. The proposal is for a configuration of several buildings with parking provided underground and proposed heights ranging from 40 to 45 feet. The Staff identified five issues that warrant discussion prior to discussing details: density and height, the sensitive lands overlay and its applicability to the site, access and circulation, the general site layout, and skier access.

Mark Walker, representing the applicant, gave a brief introduction to the project and explained some of the design objectives and goals. The project will consist of 43 units located next to Snow Park Lodge on the east side of the hill. Each unit is designed with a lock-out potential for rental purposes. The main units are 26 flats at 2100 square feet with two bedrooms and a guest bedroom lockout. Also proposed are 11 penthouse units with a 2100-square-foot flat and an additional 1000-square-foot master bedroom suite on the upper level. The remaining five units are townhouse units, 2100 square-foot flat with an additional 1000-square-foot basement where the site slopes away from the buildings. He noted that access to the project is on an easement granted from Deer Valley off of the existing service drive for the Snow Park Lodge. The driveway will be widened to make it accessible for traffic, and their own driveway will split off the service drive and ramp up the hillside into the parcel. This is the only access into the site, and it will go into a turnaround area which enters the underground parking structure containing 95 parking stalls. Mr. Walker noted that the principal orientation of the units on the hillside is linear in nature. All units are oriented toward the Deer Valley ski trails, and the design is a single loaded concept so every unit has a view toward the ski trails. The building contains a limited amount of common space and utilizes the Snow Park Lodge for the restaurant and amenity package. In addition to the 42 units, the building will contain a check-in lobby area, health

spa, outdoor pool, a manager's apartment, and a common area with ski lockers.

Mr. Walker noted that the site allows 42 units of density and up to 75 feet of height. The proposed concept is well below 75 feet because they do not want to impose the height in the proximity of Snow Park Lodge and Snow Park Village. He noted that compatibility is a big issue in the area. The site is very visible, and the intent is to blend into the hillside. The height is kept to 40-45 feet. They are working on an agreement with Deer Valley to negotiate ski access. Currently, the acceptable ski access for Deer Valley is through a funicular people mover which takes people from the back of the building and up the hillside to the Little Stick ski trail. The ski-in access comes back above the top unloading terminal of the beginner lift. Mr. Walker presented a rendering showing compatibility with adjacent projects, stepping of the building into the hillside, the view of the building from the Deer Valley ski trail, and how the building stays below ridgeline views and the allowed height.

Commissioner Larson clarified that this site can contain 0 to 42 units and, according to the Deer Valley MPD, they can occur elsewhere in Snow Park if they do not occur here. Mr. Walker replied that he was correct. He explained that part of the design process is working with Deer Valley to achieve mutual agreement on design, site planning, and architecture of this building.

Given that the Deer Valley Master Plan has assigned density and specifically excludes the Sensitive Lands Overlay, Commissioner Hier was unclear as to what needs to be determined regarding density. Planner Whetstone replied that the Deer Valley Master Plan allows a certain amount of density at Snow Park. It allocates density ranges, and if all the parcels were to meet the upper range, total units would be more than allowed. A density determination must be made on each parcel based on site-specific design and conformance with the Land Management Code.

Chair O'Hara noted that the Deer Valley MPD states that the Sensitive Lands Overlay does not apply, but portions of sensitive lands do apply. He asked City Attorney Mark Harrington for clarification so they could determine how much or how little they can use the Sensitive Lands Overlay to impact the site. Mr. Harrington explained that the limits of disturbance, vegetation protection, and building design standards apply, and the Planning Commission can apply these provisions to the site design. He noted that the site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Site

planning standards can be applied, but they are intertwined with the density standards in certain sections of the Sensitive Lands Overlay, and he would have to go through step by step to determine which standards apply.

Chair O'Hara stated that it appeared that, if Sensitive Lands standards were applied, there would be no development on this site. Mr. Harrington replied that the site planning standards will be applicable. Whether that would leave any development is unclear. They need to be sure that the intent of what was written complies with the Sensitive Lands Ordinance and the densities attributed to this property.

Commissioner Larson asked if the vested density is 0 to 42 units or if it is closer to the takings law where, if they reduce the number to some extent, they have reduced the vested density. Mr. Harrington replied that the question is an uncharted area for this special exception permit, and he was unsure how to answer. He offered to provide a legal opinion after he has an opportunity to review the documents.

Commissioner Hays referred to the statement that site planning standards can be applied to the extent that they do not specifically reduce density. She noted that there is no vested density, so density is overall in the MPD. The density from this parcel can be moved to other pieces, and if there is no development on this parcel, she did not believe they were reducing density for the overall special exception permit. Mr. Harrington replied that she was correct.

Commissioner Hier asked Bob Wells, a representative from Deer Valley, to comment on the intent when the section regarding 0 to 42 units was written and the transferability of density.

Mr. Wells replied that he was not working for Deer Valley at the time this was written. He explained that three sites that have a vested density of approximately 250 units. This site is coming first and saying zero means that 250 applies to the parking lot parcels. Mr. Wells believed the reason for the zeros was to require the site specific plan approach due to the nature of the parcels, which was the reason for breaking these parcels out with a range as opposed to the other parcels with fixed density assignments. He stated that Deer Valley believes the base of the hillside would be a more fitting place for this amount of development rather than increasing density on the flats of the parking lots.

Commissioner Hier felt it was easy to understand from an economic standpoint how putting the majority of units in a ski-in, ski-out mode would maximize the value of the property. He believed they would overshadow Silver Lake Lodge. While zero is probably not the correct number, a number between 0 and 42 would be more acceptable. He favored a reduction in overall density.

Commissioner Larson realized that, if density is moved from this parcel, it will show up somewhere else. He did not believe it was in the public's best interest to have 42 units on this site, and a portion of the density would more properly be sited in the Snow Park Village area.

He used Sensitive Lands as his rationale based on the fact that it would preclude development on the site. To him, that meant this was a sensitive area that should be protected. Reducing density in this area and moving it to the Snow Park Village area would make sense.

Chair O'Hara felt this was a negotiating game, and the number they arrive at might not pave the way for the applicant. He commented that the Commission will make its determination of what will work in terms of density. He stated that he understood from the comments that they would be applying Sensitive Lands in some way which will reduce the ability to build. He intends to leave the matter in Mr. Harrington's hands to provide information on the best way to do this. He agreed that the Planning Commission would be applying Sensitive Lands in an effort to protect the land, not just because they feel like reducing density.

The Planning Commission concurred that it was best to leave the remaining issues for discussion until Mr. Harrington has had an opportunity to provide a legal opinion on applying Sensitive Lands to this project.

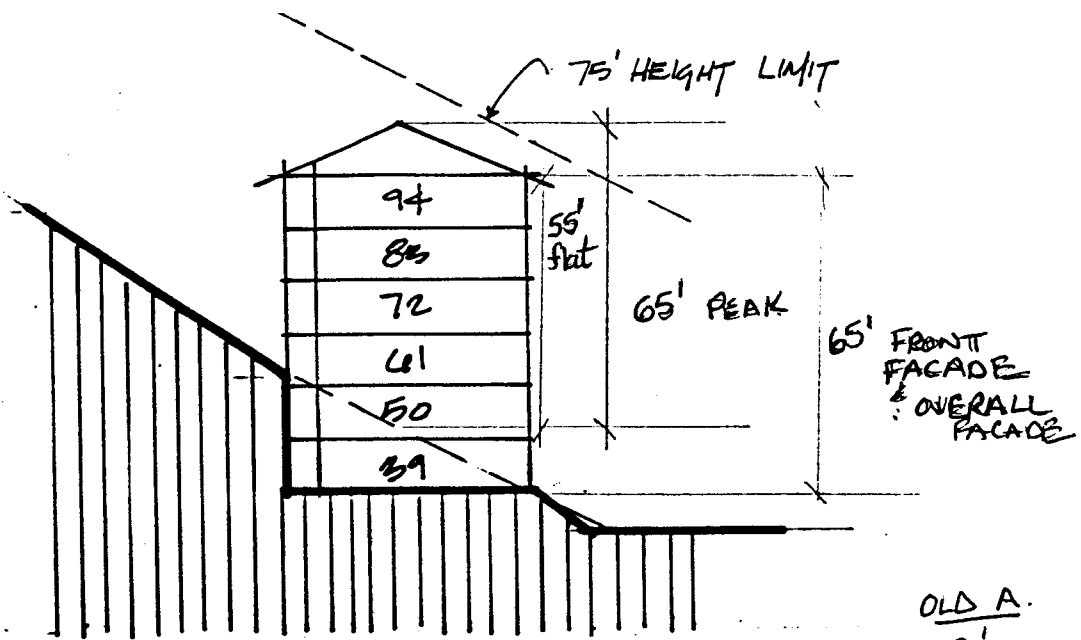
Commissioner Hays stated that she was not convinced that the site plan works. It would cause maximum disturbance, and the density is better suited elsewhere in the MPD.



**WILL BE SUBMITTED UNDER  
SEPARATE COVER**

**EXHIBIT C**

# REVISED BUILDING SECTIONS



## SECTION A

4/17/77

SC-1"=40'-0"

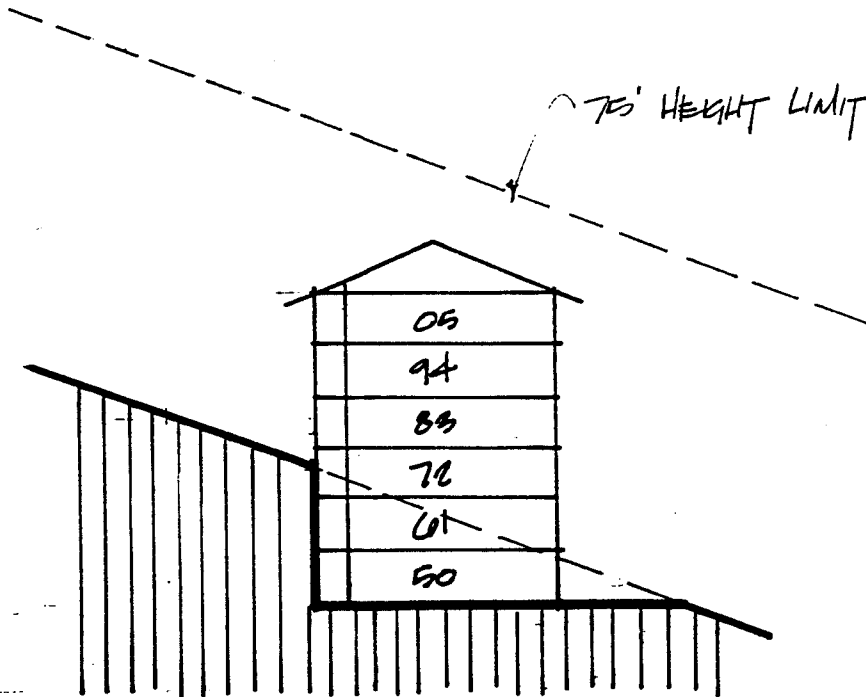
OLD A.

53' PEAK

50' FLAT

55' FRONT FACADE

55' OVERALL "



## SECTION B

OLD B.

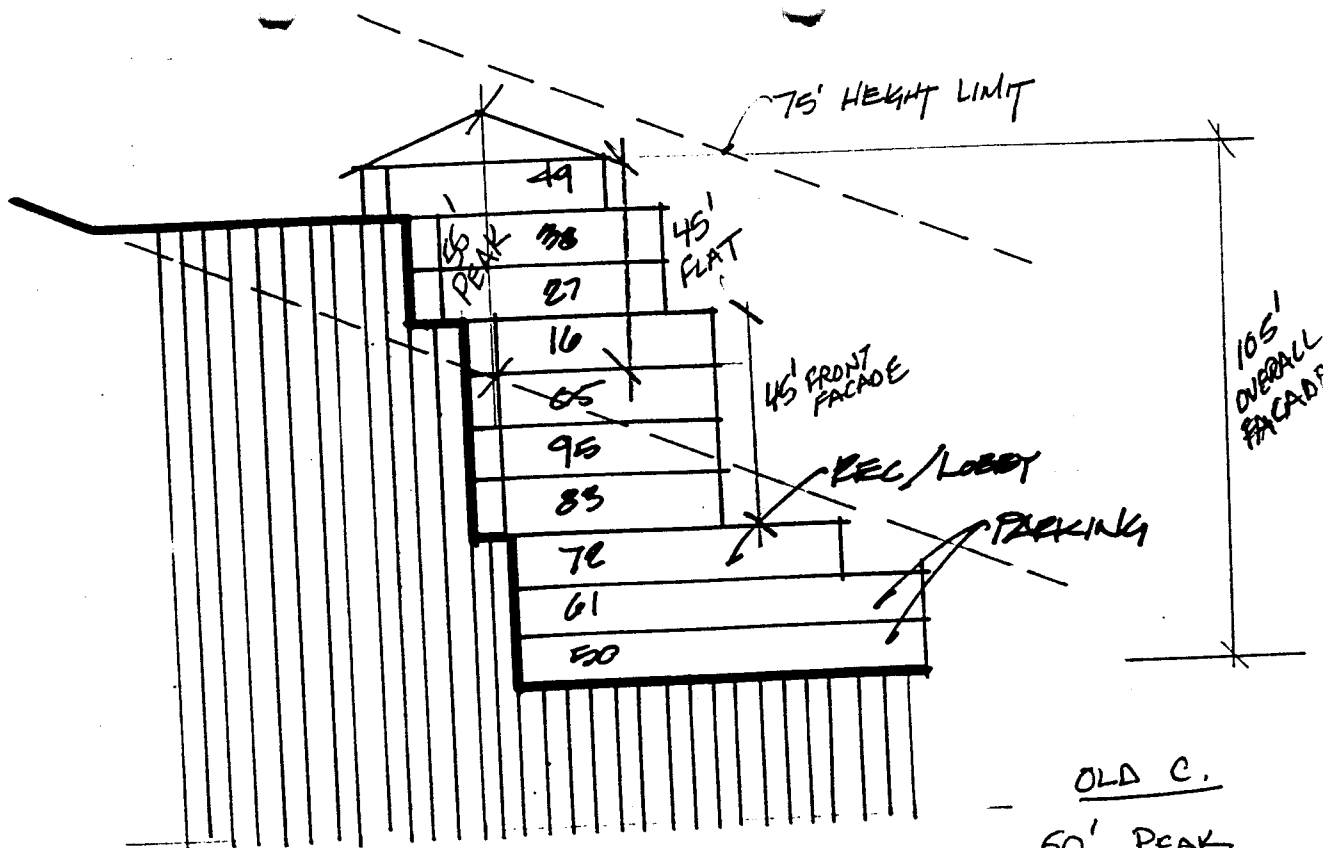
30' PEAK

27' FLAT

65' FRONT

65' OVERALL FACADE

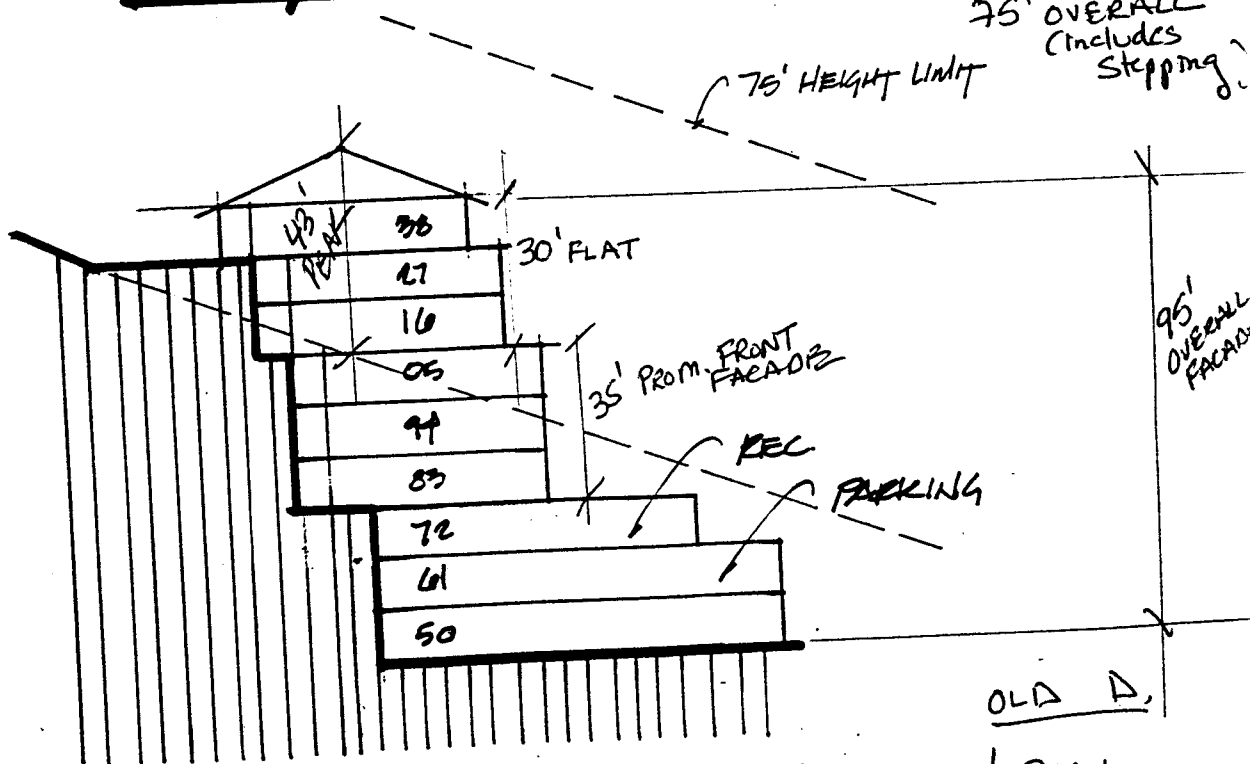
# EXHIBIT D



## SECTION C

OLD C.

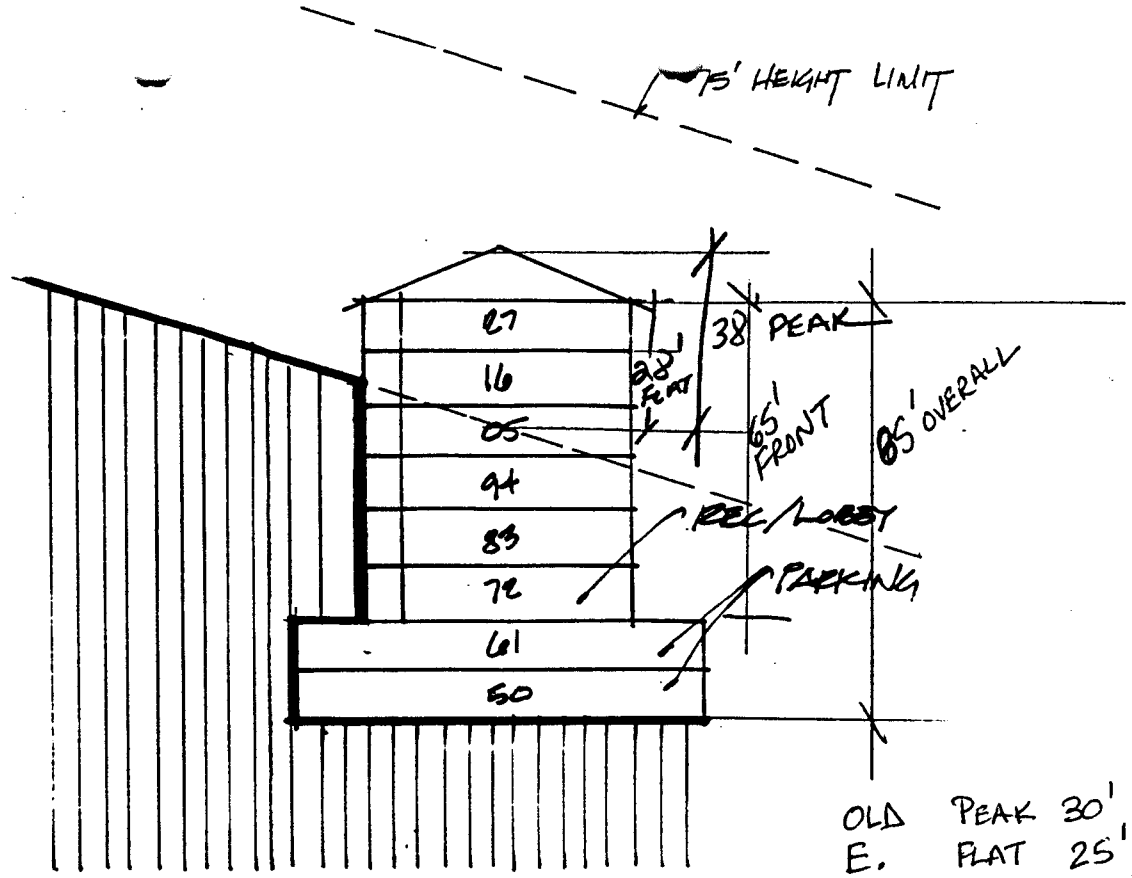
50' PEAK  
45' FLAT  
45' FRONT FACADE  
75' OVERALL  
(includes Stepping)



## SECTION D

OLD D.

43' PEAK  
40' FLAT  
55' FRONT FACADE  
70' OVERALL  
(includes step)

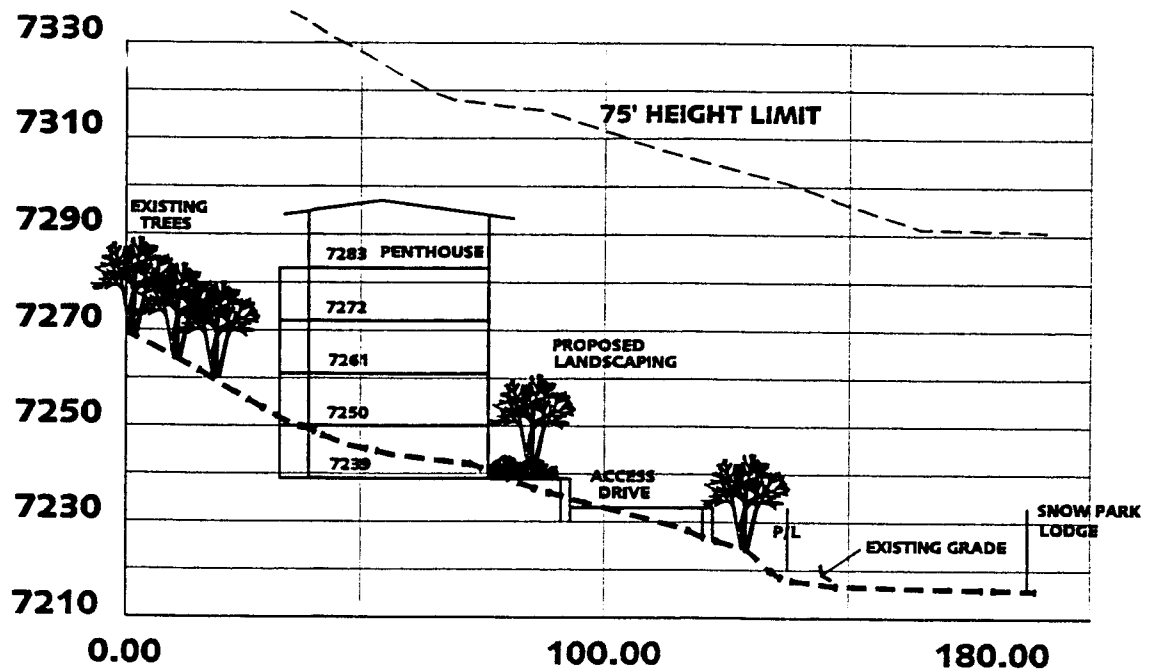


# SECTION E

OLD PEAK 30'  
 E. FLAT 25'  
 FRONT 50'  
 OVERALL FRONT 50'  
 (includes stepping)

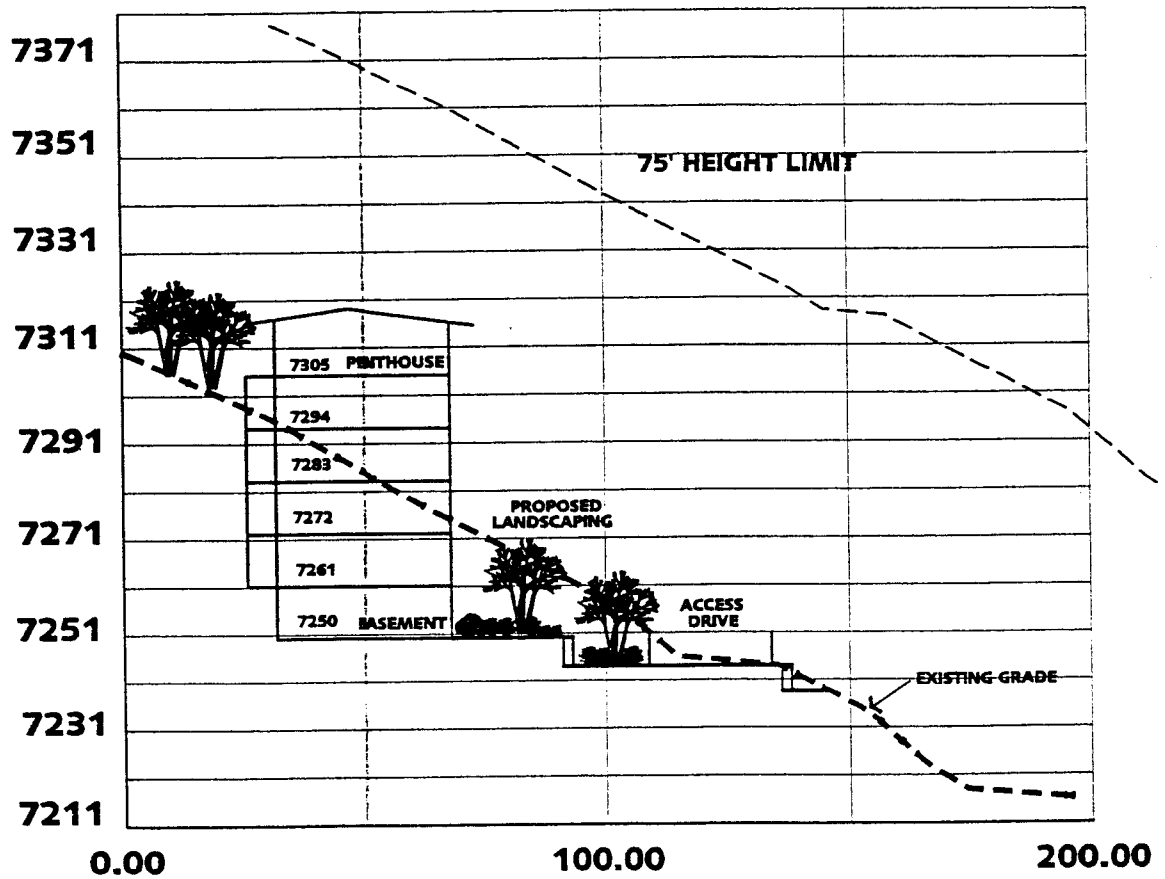


# OLD BUILDING SECTIONS

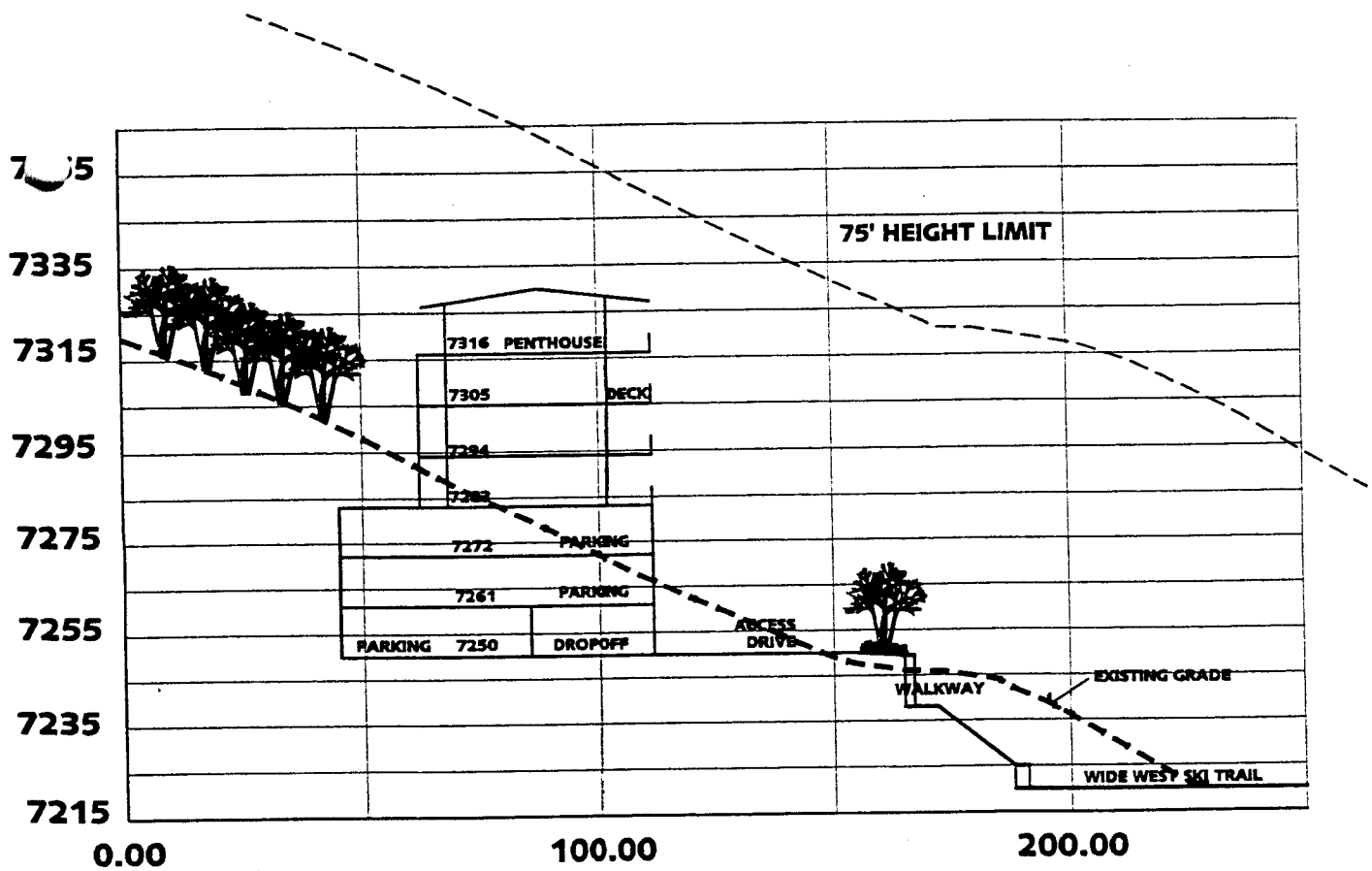


## SECTION A



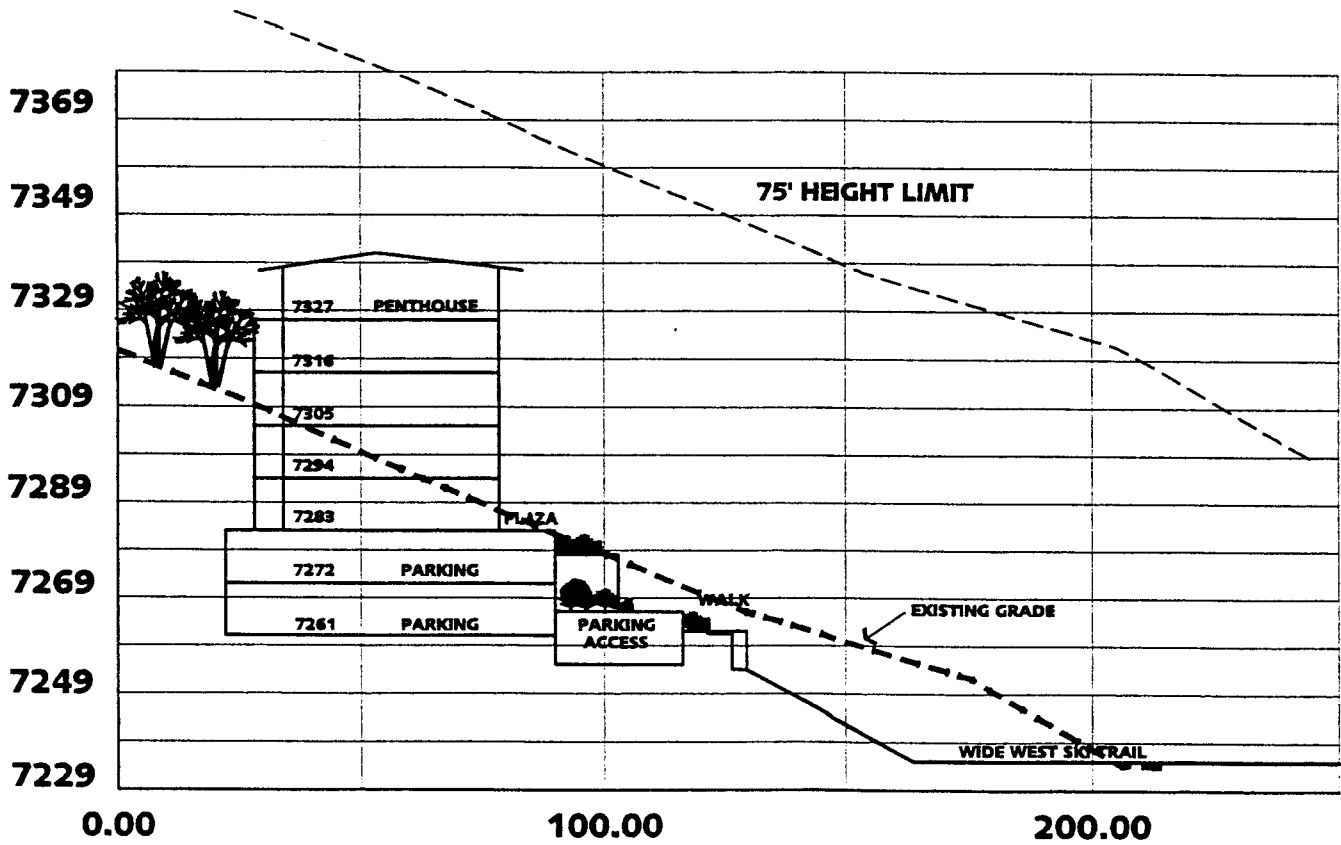


## SECTION B

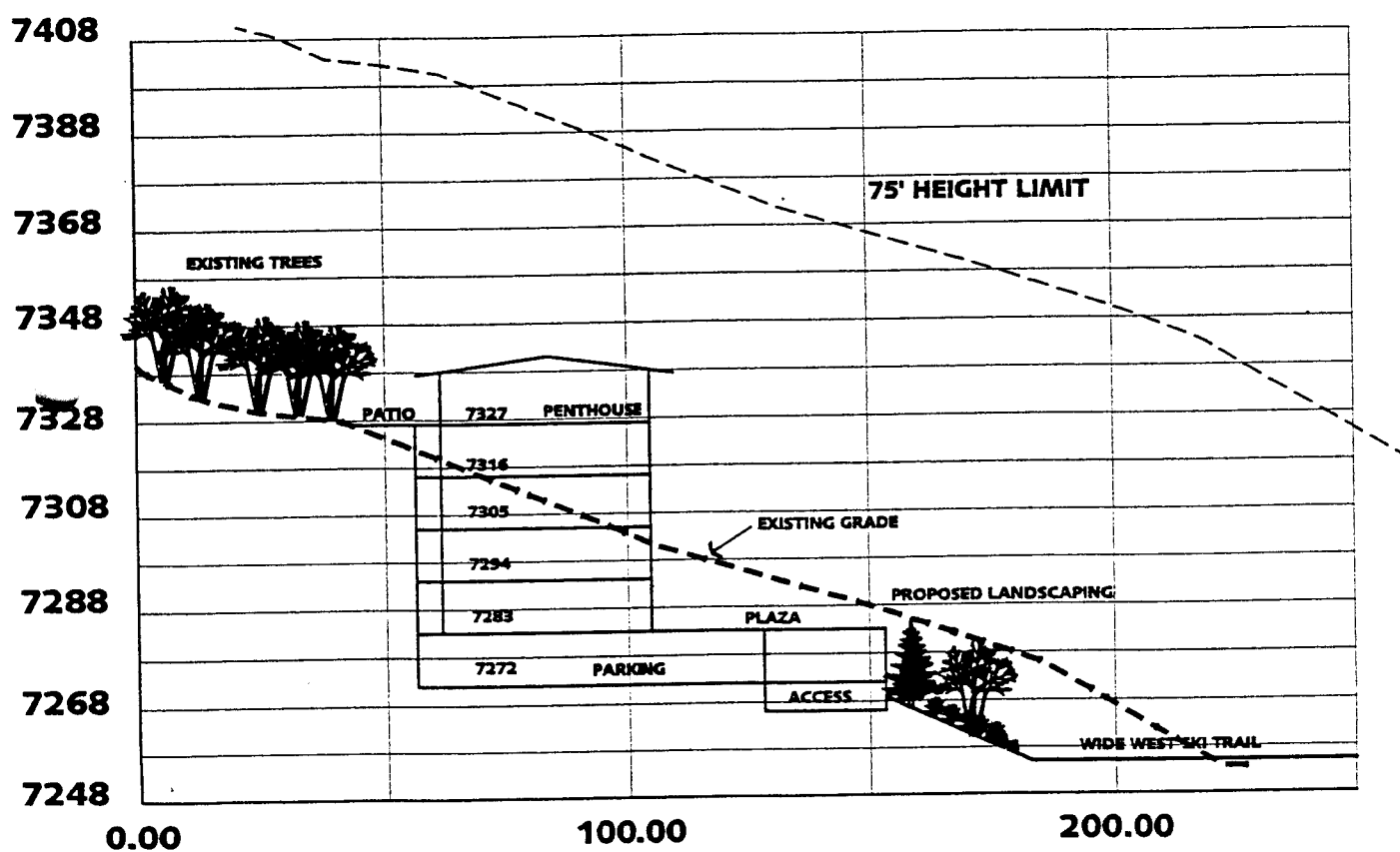


## SECTION C

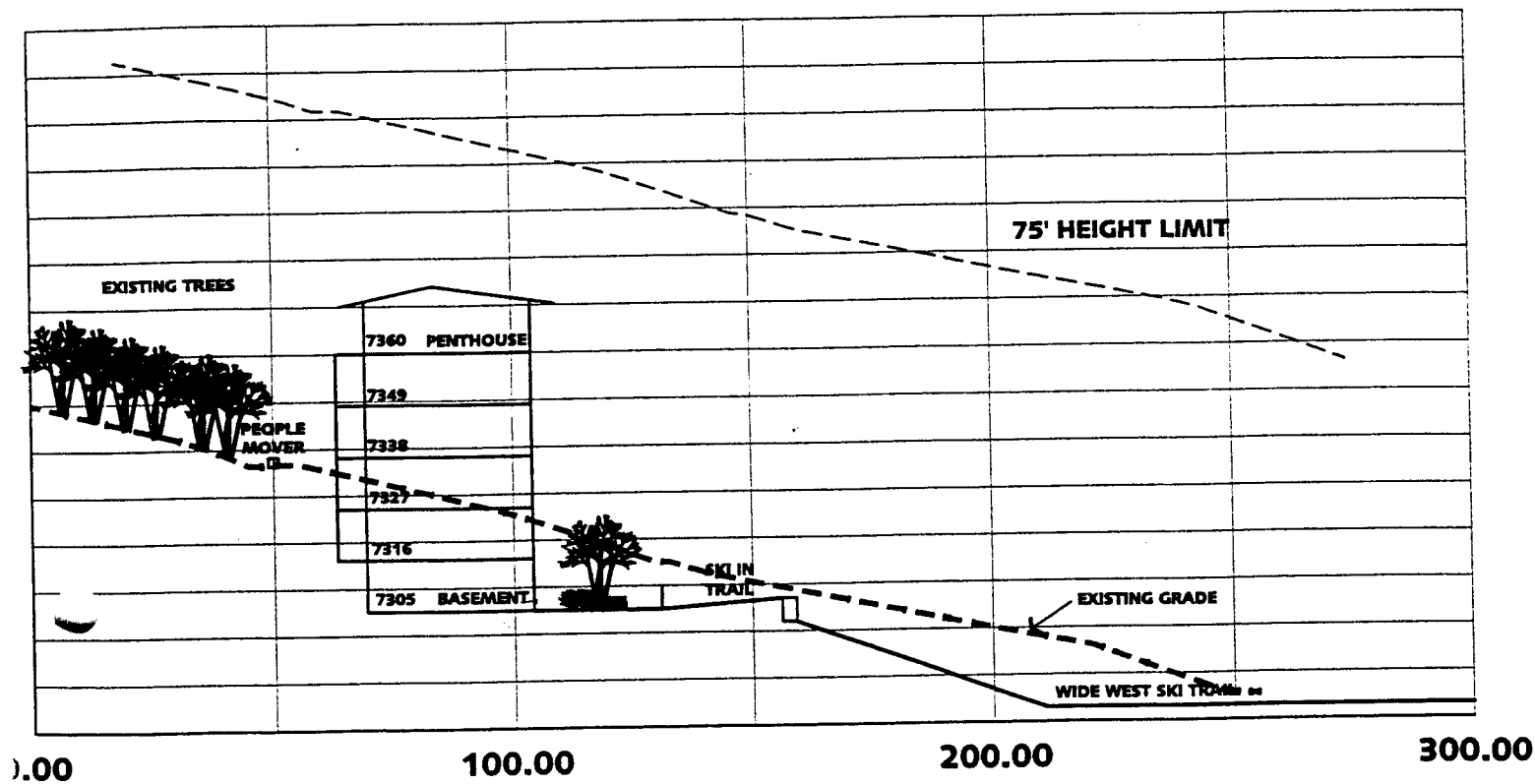
WIDE WEST SKI TR



## SECTION D

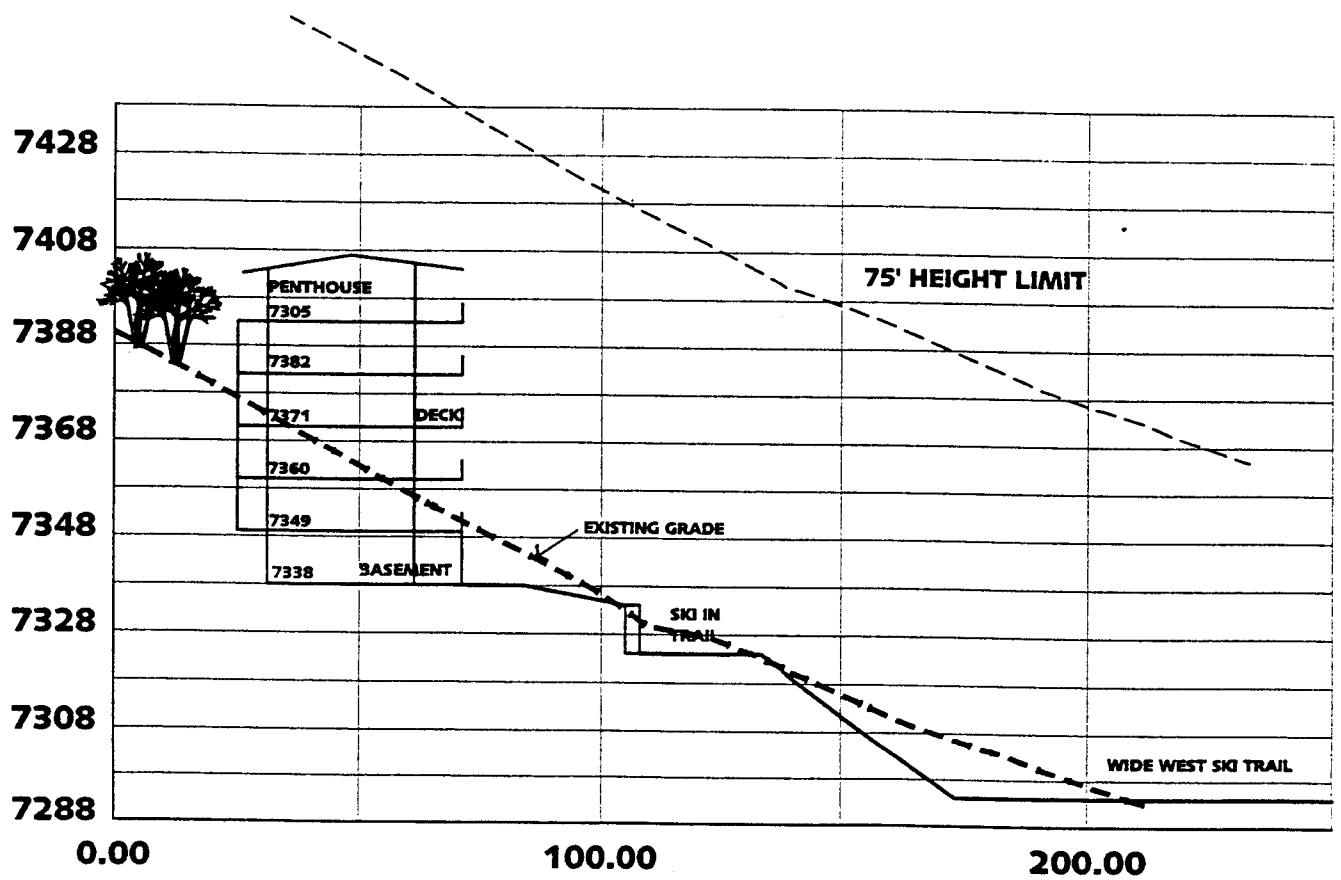


## SECTION E



## SECTION F

# SECTION F

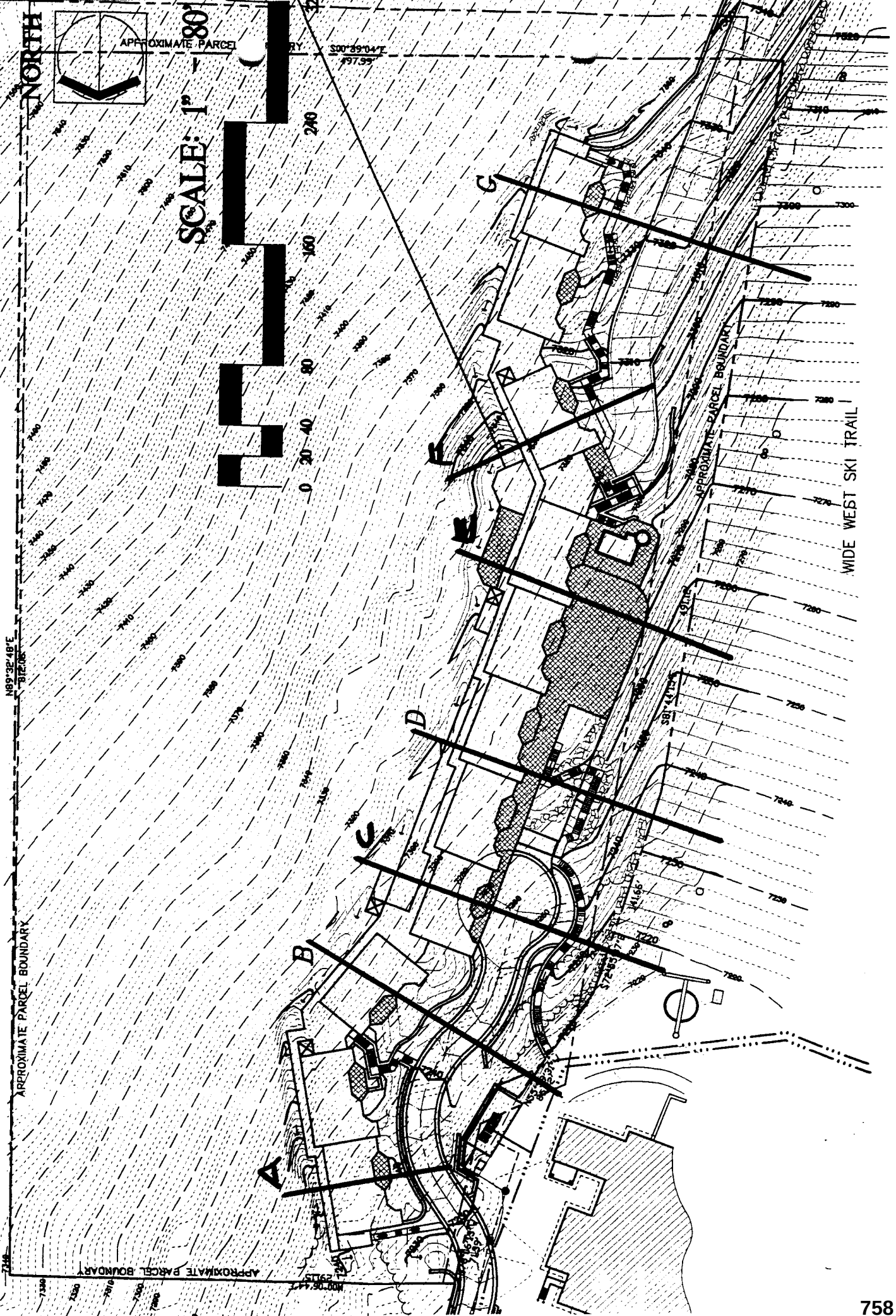


# SECTION G



# MOUNTAIN VIEW LODGE: SECTIONS

3/24/99



3. Varying time periods of use, whenever joint use of common parking areas is proposed.
4. Whenever the number of off-street parking spaces is reduced because of the nature of the occupancy, the approving agency shall obtain assurance that the nature of the occupancy will not change. No parking reductions shall be granted for developments requiring eight or fewer parking spaces. Parking requirements are stated in Chapter 13.

(e) Variations in Setbacks. The setback requirements of Chapter 7 shall apply to Master Planned Developments except that the reviewing agency may reduce setbacks in consideration of site planning issues addressed in this chapter. Variations in setbacks, if requested, shall be addressed in the written statement and shall be specifically called out on the Master Planned Development site plan, or shall be handled through a Master Planned Development control document to be submitted as part of the written statement. Minimum setbacks along the boundaries of the site must be observed.

 (f) Variations in Height Requirements. The height requirements of Chapter 7 shall apply to Master Planned Developments, except that after review by the Planning Commission, the Commission may approve, disapprove, or approve with modifications a request for an increase in the allowable height of some or all of the buildings in the development by up to 25% of the maximum building height established for that zone in Chapter 7 of this Code (not including those adjustments permissible under Section 8.17) after due consideration of the following site specific review standards, in addition to the other standards established for Master Planned Developments by this Chapter. If the requested height increase is greater than 25% of the stated zone maximum, the request shall be reviewed by Planning Commission, then submitted to the City Council with recommendations from the Commission, with final approval, disapproval, or approval with modifications of the request to be made by the City Council, based on the same review criteria. The Council may act on the height increase request at any time during the review process following Planning Commission's review of the height request, and may act on the height request prior to final Commission approval of the overall master plan.

1. The geographical position of the building and possible visual effects on existing structures on or off-site;
2. Potential problems on neighboring sites caused by shadows, loss of solar access, loss of air circulation, closing of views, or ridge line intrusion;

3. The influence on the general vicinity including contact with existing buildings and structures, streets, traffic congestion and circulation, and adjacent open space;
4. Appropriateness of the uses within the building in the neighborhood;
5. Landscaping and buffered areas of other physical separations that may be proposed to buffer the site from adjacent uses;
6. The size of the side yard areas between buildings and adjacent streets and alleys and their relationship to pedestrian traffic and open space;
7. The provision of more than the required 60% open space within the project;
8. Reduction of the height of other buildings or portions of a building to a point that is lower than the underlying zone maximum;
9. In no case will any increase in height be permitted when the effect of the height increase is to increase the allowable square footage or building volume (above grade) over that which is, or would be, possible under normal zone standards for the zone in which the site is located. When determining the possible building square footage and/or volume possible under the underlying zone regulations, the Community Development Department shall consider the unit configuration proposed (i.e., the mix of hotel rooms, apartments, and commercial space) and the reasonable circulation space needed to serve that configuration, exiting requirements, light and air requirements and other requirements of the Uniform Building Code which would affect the location and placement of building volume, and not merely calculate volume based on the zone's setback and yard requirements.
10. The amount of any increased height is not specified for each zone district as the minimum allowable height that is compatible with good planning practices and good design is a site specific review item. The burden of establishing the needs and benefits of a height increase is on the developer, and in the absence of a satisfactory showing that the additional height will result in a superior plan and project, the zone height shall be applied.
11. Height variations shall not be permitted in the HR-1, RM, R-1, and HRL zones.

- (g) Nightly Rentals, Timesharing, and Condominiumization to be Declared. If nightly rentals are desired in a Master Planned Development, this must be declared at the time of application. If timesharing, as defined by ordinance or nightly rental use, is desired in a Master Planned Development that has already been approved by the City, a conditional use permit must be obtained and the project instruments must either be drafted initially or amended by the required majority (in no event less than 65%) to explicitly and prominently authorize timesharing within the project. If the Master Planned Development is to be turned into a condominium, as defined in the Code, it must be declared at the time of application, or the condominium conversion fees and review will apply to the subsequent change.
- (h) Site Planning. The approving agency must be satisfied that the site plan for the Master Planned Development has met each of the following criteria or can demonstrate that one or more of them is not applicable, and that a practical solution consistent with the public interest has been achieved for each of these elements:
1. The relationship of these areas to other areas, structures, and uses within the Master Planned Development.
  2. The degree to which these areas contribute to the quality, livability, and aesthetics of the Master Planned Development.
  3. Protect ridges from development which would be visible on the skyline from prominent areas in Park City.
  4. Units should be clustered in the most developable and least visually sensitive portions of the site with common open space corridors separating clusters. This applies to both multi-family and single family projects. The open space corridors should be designed to coincide with significant vegetation and in many cases, should be left in the natural state. Open space areas will be the maintenance responsibility of the homeowners. Any areas not left in a natural state should be designed for water conservation.
  5. Roads and utility lines should be designed to work with the existing grade and cut and fill slopes should be minimized. Roads and utilities should be placed so that disturbance of significant vegetation is minimized.
  6. Existing natural drainage ways should be maintained and designed around.

## APPENDIX A--DESIGN STANDARDS

All private development within the Sensitive Area Overlay Zone shall comply with the following design standards which supplement, and supersede in the case of a conflict, Chapter 9 of the Land Management Code

- A.1 Building color and material. All buildings shall be constructed of material of a muted earth tone color that reflects the dominant color of the surrounding vegetation. Building materials shall comply with the provisions of Chapter 9 of the Park City Municipal Land Management Code (Architectural Review).
- A.2 Windows and other glass. Glass areas shall be reviewed to avoid highly reflective surfaces. Mirrored glazing is prohibited on any building, except that solar absorption glazing is an acceptable material.
- A.3 Parking. Subdivision lots and streets shall be designed so that wherever possible parking is located behind buildings on the uphill lots. Uses other than single-family residences shall break up parking areas into smaller lots that should be located in linear strips running parallel to the slope contours. The perimeter of parking areas shall be screened with vegetation, fencing, or other architectural elements.
- A.4 Rooftop mechanical equipment. All rooftop mechanical equipment, including HVAC equipment and similar appurtenances, must be screened so as not to be visible from nearby properties or hillsides above the equipment.
- A.5 Roof pitch, color, and materials. The pitch of any roof shall generally parallel the slope upon which the building is located, but in any case shall not exceed a height to horizontal ratio of 9/12 and shall not descend closer than seven (7) feet from the ground. The minimum roof pitch shall be 4/12. Roofs shall be of a dark, muted earth tone color in a shade of dark gray, dark brown, or black that reflects the dominant color of the surrounding vegetation and shall be constructed of materials as set forth in Chapter 9 of the Park City Municipal Corporation Land Management Code (Architectural Review).
- A.6 Height controls. Upon review of any subdivision or MPD within the Sensitive Area Overlay Zone, an analysis of appropriate building heights will be conducted. Based upon the visual analysis, building heights may be reduced for all or part of a proposed development.
- A.7 Dwelling size. Maximum single-family dwelling size shall be evaluated at the time of project approval taking into consideration visual impact and community character.
- A.8 Underground utilities. All utility lines in steep slope developments shall be underground, except that the Community Development Director may allow above-ground utilities if burying would result in severe damage to significant vegetation or sensitive environmental areas.

- A.9 Wood Roofs. Because of fire safety concerns, wood shingles, including fire retardant wood shingles, are prohibited in all wildland interface zones as defined in the Sensitive Lands Ordinance section 4.2 and Land Management Code Chapter 2. Wood roofs may be allowed on additions to existing structures with wood roofs. In addition, wood roofing may be allowed on later phases which continue the specific design of existing projects and where the original phase has wood roofing. However, existing non-conforming structures must comply with this section when the structure's roof is replaced.



## APPENDIX B-TREE VEGETATION PROTECTION REGULATIONS

- B.1 The following provisions are hereby adopted as amendments to existing limits of disturbance regulations contained in Section 15.4.2(d) and Section 10.9 (k) of the Park City Municipal Corporation Land Management Code and will apply to existing platted subdivisions in the Sensitive Area Overlay Zone, to include the following criteria to be used in establishing limits of disturbance.
- B.1.1 Visual impacts of the development, including but not limited to screening from adjacent properties, ridgeline area protection, and protection of critical viewsheds as defined in the Sensitive Area Overlay Zone District Regulations Section 1 herein.
  - B.1.2 Erosion prevention and control, including but not limited to protection of natural drainage channels.
  - B.1.3 Fire prevention and safety, including but not limited to location of trees and vegetation near structures.
  - B.1.3 Irrigation and water conservation.
  - B.1.4 Wildlife habitat, including but not limited to preservation of critical wildlife habitat and migration routes.
  - B.1.5 Stream and wetland protection and buffering.
- B.2 Tree/vegetation removal. No trees or vegetation within the Sensitive Area Overlay Zone shall be removed for the purpose of providing open views to or from structures on a site.
- B.3 Irrigation limits. The amount of irrigated area shall be minimized depending on the amount existing natural vegetation on the site prior to construction and type of irrigation proposed to be used.
- B.4 Revegetation plan. All applicants for developments on land subject to Sensitive Area Overlay Zone regulations involving cut and fill and graded slopes shall submit a revegetation/landscaping plan for approval by the Community Development Department. The plan shall depict the type, size, and location of any vegetation and trees being planted and illustrate how the site will be recontoured in such a fashion and with sufficient topsoil to ensure that revegetation is feasible. The plan shall also indicate a time frame for revegetation which is acceptable to the Community Development Department. Retaining walls shall be used to provide breaks in man-made steep slopes exceeding fifteen (15) percent and to provide planting pockets.

- B.5 Violation/Replacement provision. Any applicant who violates the provisions of this subsection by removing trees or vegetation or exceeding the prescribed limit of disturbance shall replace two for one in number all trees/vegetation illegally removed. Size of trees planted in replacement of illegally removed trees must be approved by the Community Development Department.

the Planning Commission. The developer may, within ten (10) days of completion of the administrative review process, request that the Planning Commission review the Community Development Department's decision and/or specific conditions of approval.

(f) Standards for Review. The City shall not issue a conditional use permit unless the Community Development Department or Planning Commission finds that the application complies with all requirements of this Code; that the use will be compatible with surrounding structures in use, scale, mass and circulation; that the use is consistent with the Park City General Plan, as amended; and that the effects of any differences in use or scale have been mitigated through careful planning. The Department shall review each of the following items when considering a conditional use permit:

- (1) size and location of the site;
- (2) traffic considerations including capacity of the existing streets in the area;
- (3) utility capacity;
- (4) emergency vehicle access;
- (5) location and amount of off-street parking;
- (6) internal circulation system;
- (7) fencing, screening, and landscaping to separate the use from adjoining uses;
- (8) building mass, bulk, and orientation, and the location of buildings on the site; including orientation to buildings on adjoining lots;
- (9) usable open space;
- (10) signage and lighting;
- (11) physical design and compatibility with surrounding structures in mass, scale, style, design, and architectural detailing;
- (12) noise, vibration, odors, steam, or other mechanical factors that might affect people and property off site;
- (13) control of delivery and service vehicles, loading and unloading zones, and screening of trash pick-up areas;

- (14) expected ownership and management of the project as primary residences, condominiums, time interval ownership, nightly rental, or commercial tenancies;
- (g) Architectural Review. The Historic District Commission shall conduct an architectural review of all proposed conditional uses in the Historic District. Such proposed conditional uses must comply with the Historic District architectural guidelines provided in a supplement to this Code. The Community Development Department shall conduct an architectural review of all proposed conditional uses in the zones outside the Historic District. Such proposed conditional uses must comply with the General Architectural Guidelines in Chapter 9. The Planning Commission shall review all architectural review appeals.
- (h) Sensitive Lands Review. If a proposed conditional use is located within the Sensitive Area Overlay Zone, additional requirements and regulations shall apply. See the Sensitive Lands Provisions.
- (i) Plat Approval. When a conditional use requires the recording of a record of survey, planned unit development, or subdivision plat, an applicant shall take the final plat to the Planning Commission for plat approval. The Planning Commission may forward a recommendation to the City Council at the same time as the conditional use approval.
- (j) Transferability. A conditional use permit is transferrable with the title to the underlying property so that an applicant may convey or assign an approved project without losing the approval. The applicant cannot transfer the permit off the site on which the approval was granted.
- (k) Expiration. Conditional use permits shall expire one year from the date of Planning Commission approval, unless substantial construction activity has commenced on the project. Substantial construction activity shall be evidenced by the developer obtaining building permits for the project (or for the first phase of a phased project). The issuance of a footing and foundation permit is not evidence of substantial construction activity, unless the permits for the remainder of the structure (or remainder of the phase, in phased projects) are paid within six months of the issuance of the footings and foundation permit. Demolition permits do not evidence substantial construction activity. Whether construction has commenced or not, the Planning Commission may grant an extension of the conditional use permits for up to one additional year when the applicant is able to demonstrate a legitimate need to delay the start of construction, such as inclement weather, delays in financing, or similar factors. Extension requests shall be noticed and processed with a

# PARK CITY MUNICIPAL CODE - TITLE 15 LMC, Chapter 1 - General Provisions

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## 15-1-6

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(C) If the Application does not comply with the requirements of the Zone, the Community Development Department shall notify the Owner of the project or his Agent, if any, stating specifically what requirements of the Zone have not been satisfied, and also stating whether the project could be reviewed as submitted as a Conditional Use for that Zone.

(D) **DISCLAIMER.** No Permit issued shall be valid if any of the criteria listed in this section has not been met.

### 15-1.10. CONDITIONAL USE REVIEW PROCESS.

There are certain uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land uses, may not be Compatible in some areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Community Development Department will evaluate all proposed Conditional Uses and may recommend conditions of approval to preserve the character of the Zone, and to mitigate potential adverse effects of the Conditional Use. Where the City cannot condition the CUP to satisfactorily mitigate the adverse effects of the Conditional Use, the City shall deny the Conditional Use Permit.

The City must review all proposed Conditional Uses according to the following procedure, unless a subsequent provision of this LMC specifically sets forth an

administrative approval process for a specific Conditional Use, in which case that section shall control:

(A) **PRE-APPLICATION CONFERENCE.** An Applicant may request a pre-application conference with the Community Development Department to discuss the proposed Conditional Use and the conditions that the staff would recommend to mitigate proposed adverse impacts.

(B) **THE APPLICATION.** An Applicant must file a Complete Application on forms provided by the Community Development Department for Conditional Uses.

(C) **NOTICE/POSTING.** Upon receipt of a Complete Application, the Community Development Department shall provide published notice once fourteen (14) days prior to the hearing and courtesy mailed notice to Owners of Property within three hundred feet (300') of the proposal. (See Section 15-1.12. Notice.) The Planning Commission shall conduct a public hearing on the proposed Conditional Use Permit and shall either approve, deny, or modify and approve the Permit.

(D) **STANDARDS FOR REVIEW.** The City shall not issue a Conditional Use Permit unless the Planning Commission concludes that:

- (1) the Application complies with all requirements of this LMC;

(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 Plan, as amended; and

(4) the effects of any differences in use or scale have been mitigated through careful planning.

(E) The Community Development Department and/or Planning Commission must review each of the following items when considering a Conditional Use Permit:

(1) size and location of the site;

(2) traffic considerations including capacity of the existing Streets in the area;

(3) utility capacity;

(4) emergency vehicle Access;

(5) location and amount of off-Street parking;

(6) internal vehicular and pedestrian circulation system;

(7) fencing, Screening, and landscaping to separate the use from adjoining uses;

(8) Building mass, bulk, and orientation, and the location of Buildings on the site; including

orientation to Buildings on adjoining Lots;

(9) usable Open Space;

(10) signs and lighting;

(11) physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;

(12) noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;

(13) control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup areas;

(14) expected Ownership and management of the project as primary residences, condominiums, time interval Ownership, nightly rental, or commercial tenancies how the form of Ownership affects taxing entities; and

(15) within and adjoining the site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the site.

(F) **TRANSFERABILITY.** A Conditional Use Permit is transferrable with the title to the underlying Property so that an Applicant may convey or assign an approved

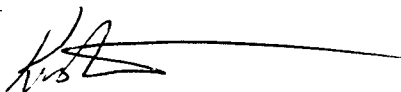


From: ERIC DEHAAN  
To: KIRSTEN WHETSTONE  
Date: Wed, Apr 7, 1999 9:02 AM  
Subject: Mountain View Lodge

I see this project is on a future Staff Review agenda. In the meanwhile, please be aware that I want the access road redesigned so there is no relocation of the existing water lines. I will raise this issue again at the staff review. Thanks.

We do too! Problem is, this is  
the only legal access to this parcel.  
we need to put pressure on DeerCrest  
to share the driveway w/ Deer Valley -  
After all DeerCrest is asking for height  
& density increases - seems only fair & just  
right to demand that DeerCrest  
cooperate with us.

Now will communicate this to P. Commission  
next time DeerCrest comes up.

Thanks — 

**OTTO /  
WALKER**  
Architects

~~March 24, 1999~~

Kirsten A. Whetstone, AICP  
Project Planner  
Park City Municipal Corporation  
P.O. Box 1480  
Park City, Utah 84060

2200 Park Avenue

Suite C201

Re: Mountain View Lodge  
Conditional Use Permit

Park City, Utah 84060

Dear Kirsten,

435/649-6373

As per your request I am providing you with a description of our concepts and objectives for the Architectural Design of the Mountain View Lodge.

Fax 435/049-0070

The main design objective is to reduce the visual impact of building this condominium project on the sloping hillside parcel of land adjacent to the Snow Park Lodge. The methods used to reduce the visual impact are as follows:

1. Site Disturbance - Reduce the impact of the site disturbance by setting the buildings into the hillside, rather than stepping them up the sloping site.
2. Building Height - Lower the height of the buildings below the allowable height in order to prevent dwarfing the adjacent Snow Park Lodge, and preserving the ridge line views.
3. Building Massing - Create an elongated type building footprint that clusters the units into linear building pods that are compatible with site topography, maximize views from the units, turned in order to create building interest, preserve existing tree pockets, and broken into sections that reduce the building massing.
4. Sense of Scale - Design a new condominium project that enhances the Architecture of the Snow Park Lodge, helps to bring about the formation of a lower ski bowl for the Deer Valley Resort is compatible with the surrounding condominium projects, and creates a significant Architectural statement on the highly visible site.

The second design objective is to create a new condominium project that responds to the building requirements of the Deer Valley Resort and the marketing goals of Black Diamond Development. The factors involved to achieve these goals are as follows:

1. Unit Type Requirements - Meet with Deer Valley and review their design guidelines for their unit type requirements. The unit type for this project will be a standardized two bedroom unit with lock-out rental potential.
2. Deer Valley Architectural Review - Meet with Deer Valley on an ongoing basis during the design process in order to achieve their approval, and arrive upon a mutual agreement for the Architectural design of the new project.
3. Snow Park Lodge - Utilize the amenities and services provided by the existing Snow Park Lodge in order to enhance marketing appeal of the condominium units of the Mountain View Lodge.
4. Marketing Requirements - Each condominium unit will have custom designed Architectural features, ski-in and ski-out capabilities, views of the Deer Valley ski trails, rental potential with a lock-out guest suite, underground parking, amenity package, and heated walkways to the Snow Park Lodge.

The third design objective is to realize and respond to the highly visible exposure of the Mountain View Lodge on the hillside above the Snow Park Lodge.

1. Visibility - This project will be the most visible building from the Lower Deer Valley ski trails, and the Olympic Venues at the base of the resort. Therefore, the architectural statement must reflect the significance of the location.
2. Lower Ski Bowl - This project will encompass the hillside to the east of the Snow Park Lodge, and will help create a lower skier bowl for the base of the Deer Valley Resort, and enhance the Snow Park Village concept.
3. Exposure - This project is the largest project and the most significant undertaking ever taken on by Otto/Walker, Architects. Therefore, the architectural statement created by our firm and professional services provided throughout the course of this project must reflect the long lasting affects of this building.

4. Experience - This is the third time Otto/Walker, Architects has designed a building for this site, and by far the most progress to realize an actual project. In addition, the planners at the Jack Johnson Company have worked on projects for this site many more times than our firm. Therefore, our design team has the most experience, site knowledge, and qualifications to create and fulfill the best project for this site.

Please review this information, and notify me at your earliest convenience if you have any questions regarding this matter. I look forward to working with you on this project and the conditional use permit review.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark A. Walker", followed by a period.

Mark A. Walker

Commissioner Hier asked if the facility is considered a city or regional post office. Mr. Christensen replied that it is a city post office servicing two ZIP codes of Park City.

Commissioner Erickson requested for the next meeting that the plans show the larger picture of the Snow Creek master plan in context with the Post Office as well as the requested explanations on transportation.

**2280 Deer Valley Drive, Mountain View Lodge - CUP**

Planner Whetstone reviewed the proposal for the Snow Park parcel at Deer Valley for 42 condominium residential units on 7.8 acres. The site is located south and east of the Snow Park Lodge, and she provided a slope analysis of the site. The proposal is for a configuration of several buildings with parking provided underground and proposed heights ranging from 40 to 45 feet. The Staff identified five issues that warrant discussion prior to discussing details: density and height, the sensitive lands overlay and its applicability to the site, access and circulation, the general site layout, and skier access.

Mark Walker, representing the applicant, gave a brief introduction to the project and explained some of the design objectives and goals. The project will consist of 43 units located next to Snow Park Lodge on the east side of the hill. Each unit is designed with a lock-out potential for rental purposes. The main units are 26 flats at 2100 square feet with two bedrooms and a guest bedroom lockout. Also proposed are 11 penthouse units with a 2100-square-foot flat and an additional 1000-square-foot master bedroom suite on the upper level. The remaining five units are townhouse units, 2100 square-foot flat with an additional 1000-square-foot basement where the site slopes away from the buildings. He noted that access to the project is on an easement granted from Deer Valley off of the existing service drive for the Snow Park Lodge. The driveway will be widened to make it accessible for traffic, and their own driveway will split off the service drive and ramp up the hillside into the parcel. This is the only access into the site, and it will go into a turnaround area which enters the underground parking structure containing 95 parking stalls. Mr. Walker noted that the principal orientation of the units on the hillside is linear in nature. All units are oriented toward the Deer Valley ski trails, and the design is a single loaded concept so every unit has a view toward the ski trails. The building contains a limited amount of common space and utilizes the Snow Park Lodge for the restaurant and amenity package. In addition to the 42 units, the building will contain a check-in lobby area, health

spa, outdoor pool, a manager's apartment, and a common area with ski lockers.

Mr. Walker noted that the site allows 42 units of density and up to 75 feet of height. The proposed concept is well below 75 feet because they do not want to impose the height in the proximity of Snow Park Lodge and Snow Park Village. He noted that compatibility is a big issue in the area. The site is very visible, and the intent is to blend into the hillside. The height is kept to 40-45 feet. They are working on an agreement with Deer Valley to negotiate ski access. Currently, the acceptable ski access for Deer Valley is through a funicular people mover which takes people from the back of the building and up the hillside to the Little Stick ski trail. The ski-in access comes back above the top unloading terminal of the beginner lift. Mr. Walker presented a rendering showing compatibility with adjacent projects, stepping of the building into the hillside, the view of the building from the Deer Valley ski trail, and how the building stays below ridgeline views and the allowed height.

Commissioner Larson clarified that this site can contain 0 to 42 units and, according to the Deer Valley MPD, they can occur elsewhere in Snow Park if they do not occur here. Mr. Walker replied that he was correct. He explained that part of the design process is working with Deer Valley to achieve mutual agreement on design, site planning, and architecture of this building.

Given that the Deer Valley Master Plan has assigned density and specifically excludes the Sensitive Lands Overlay, Commissioner Hier was unclear as to what needs to be determined regarding density. Planner Whetstone replied that the Deer Valley Master Plan allows a certain amount of density at Snow Park. It allocates density ranges, and if all the parcels were to meet the upper range, total units would be more than allowed. A density determination must be made on each parcel based on site-specific design and conformance with the Land Management Code.

Chair O'Hara noted that the Deer Valley MPD states that the Sensitive Lands Overlay does not apply, but portions of sensitive lands do apply. He asked City Attorney Mark Harrington for clarification so they could determine how much or how little they can use the Sensitive Lands Overlay to impact the site. Mr. Harrington explained that the limits of disturbance, vegetation protection, and building design standards apply, and the Planning Commission can apply these provisions to the site design. He noted that the site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Site



planning standards can be applied, but they are intertwined with the density standards in certain sections of the Sensitive Lands Overlay, and he would have to go through step by step to determine which standards apply.

Chair O'Hara stated that it appeared that, if Sensitive Lands standards were applied, there would be no development on this site. Mr. Harrington replied that the site planning standards will be applicable. Whether that would leave any development is unclear. They need to be sure that the intent of what was written complies with the Sensitive Lands Ordinance and the densities attributed to this property.

Commissioner Larson asked if the vested density is 0 to 42 units or if it is closer to the takings law where, if they reduce the number to some extent, they have reduced the vested density. Mr. Harrington replied that the question is an uncharted area for this special exception permit, and he was unsure how to answer. He offered to provide a legal opinion after he has an opportunity to review the documents.

Commissioner Hays referred to the statement that site planning standards can be applied to the extent that they do not specifically reduce density. She noted that there is no vested density, so density is overall in the MPD. The density from this parcel can be moved to other pieces, and if there is no development on this parcel, she did not believe they were reducing density for the overall special exception permit. Mr. Harrington replied that she was correct.

Commissioner Hier asked Bob Wells, a representative from Deer Valley, to comment on the intent when the section regarding 0 to 42 units was written and the transferability of density.

Mr. Wells replied that he was not working for Deer Valley at the time this was written. He explained that three sites that have a vested density of approximately 250 units. This site is coming first and saying zero means that 250 applies to the parking lot parcels. Mr. Wells believed the reason for the zeros was to require the site specific plan approach due to the nature of the parcels, which was the reason for breaking these parcels out with a range as opposed to the other parcels with fixed density assignments. He stated that Deer Valley believes the base of the hillside would be a more fitting place for this amount of development rather than increasing density on the flats of the parking lots.

Commissioner Hier felt it was easy to understand from an economic standpoint how putting the majority of units in a ski-in, ski-out mode would maximize the value of the property. He believed they would overshadow Silver Lake Lodge. While zero is probably not the correct number, a number between 0 and 42 would be more acceptable. He favored a reduction in overall density.

Commissioner Larson realized that, if density is moved from this parcel, it will show up somewhere else. He did not believe it was in the public's best interest to have 42 units on this site, and a portion of the density would more properly be sited in the Snow Park Village area. He used Sensitive Lands as his rationale based on the fact that it would preclude development on the site. To him, that meant this was a sensitive area that should be protected. Reducing density in this area and moving it to the Snow Park Village area would make sense.

Chair O'Hara felt this was a negotiating game, and the number they arrive at might not pave the way for the applicant. He commented that the Commission will make its determination of what will work in terms of density. He stated that he understood from the comments that they would be applying Sensitive Lands in some way which will reduce the ability to build. He intends to leave the matter in Mr. Harrington's hands to provide information on the best way to do this. He agreed that the Planning Commission would be applying Sensitive Lands in an effort to protect the land, not just because they feel like reducing density.

The Planning Commission concurred that it was best to leave the remaining issues for discussion until Mr. Harrington has had an opportunity to provide a legal opinion on applying Sensitive Lands to this project.

Commissioner Hays stated that she was not convinced that the site plan works. It would cause maximum disturbance, and the density is better suited elsewhere in the MPD.

# PARK CITY

1884

## PLANNING COMMISSION REPORT

TO: PLANNING COMMISSION  
FROM: PLANNING STAFF  
DATE: MARCH 24, 1999  
RE: MOUNTAIN VIEW LODGE CUP

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### I. PROJECT STATISTICS

Project Name: Mountain View Lodge CUP  
Applicant: Mark Walker for Black Diamond Development Corp.  
Location: 2280 Deer Valley Drive (southeast of Snow Park Lodge)  
Proposal: Small Scale Master Planned Development for 42 residential condominium units on 7.787 acres and Subdivision.  
Zoning: RD-MPD (Deer Valley MPD)  
Adjacent Land Uses: Deer Valley Resort and Snow Park Lodge, Deer Crest Properties, and Powder Run Condominiums  
Date of Application: February 5, 1999  
Project Planner: Kirsten Whetstone

Staff Recommendation: Work session introduction of project and review of staff issues and concerns

### II. BACKGROUND INFORMATION

#### Site description

The 7.8 acre partially wooded site is located southeast of Snow Park Lodge and the Wide West ski trail at Deer Valley (**Exhibit A**). Access to this site is gained from an easement granted by Deer Valley Resort off of Deer Valley Drive. The site is identified in the Deer Valley Special Exception Permit (Seventh Amended) as the Snow Park Lodge/Multi-

Family parcel. The site is currently vacant and undeveloped, with the exception of an existing dirt road and single track bike trail. Existing vegetation is primarily aspen trees and scrub oak. No surface mines or shafts were discovered on this site, although subsurface tunnels and shafts may be present. The property has not been legally subdivided, therefore a request for a one lot subdivision plat is included as part of this application. The parcel's legal description is attached as **Exhibit B**.

### **Adjacent property**

Property directly to the west is owned by Deer Valley Resort and is the site of the Burns Lift and Wide West ski trail. A request to regrade and widen this ski trail by approximately 50 feet is included in this application. Land to the south is also part of the Deer Valley Resort. Land to the north and east is owned by the Deer Crest properties. Staff has begun to review preliminary plans for two Deer Crest projects in this area (**Exhibit C**). These projects will also be discussed at this work session (see packet for additional information).

### **Department Review**

This request was reviewed by the city staff interdepartmental review team on February 16, 1999. A letter outlining staff concerns was forwarded to the applicant on March 3, 1999.

### **Deer Valley Master Plan**

This parcel is one of four Deer Valley Master Planned parcels that are listed in the Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development Permit (April 14, 1993) as having a development range. The density range for this parcel is 0- 42 units. The height range for this parcel is 28'-75'.

## **III. PROJECT DESCRIPTION**

The applicant, Mark Walker of Otto-Walker Associates, representing Deer Valley Resort Company and Black Diamond Capital Corp., requests approval of a Conditional Use Permit (CUP) for a 42 unit residential condominium development on a 7.8 acre site. Development plans include eleven 3,000 square feet (sf) penthouse units, five 3,100 sf townhouse units and twenty-six 2,100 sf flats, a lobby/check-in area, health club and outdoor pool for residents, guest locker/skier lounge area, and a people mover system. Approximately 94 parking spaces are provided in an underground parking structure.

Access to the site is gained by an easement over the existing service entry and drive to Snow Park Lodge off of Deer Valley Drive, splitting into a separate access drive and traversing a slope at a 10% grade east of and above the existing Deer Valley Resort service and employee parking area, and continuing up to the Mountain View parcel via a proposed bridge. This access drive leads directly to a lobby area and underground

parking structure. Elevators through-out the development, from the parking structure to the highest floors, provide accessibility to each unit.

Mountain View Lodge consists of 5 separate buildings connected by underground parking and open pedestrian walkways and plazas. Approximately 70% of the site is proposed as open space. Approximately 95% of this parcel has a 30% or greater slope. Given the steep slope of this parcel, the buildings are proposed to be set into the hill side along the western property line, stepping up the slope in a linear fashion along the ski trail. The upper (southern) most buildings are approximately 700 feet from the northern most buildings. Building heights range from 40' to 45' from existing grade to the peak of the roof. The plans show 115' of elevation change from the roof ridge of the lower (northern) buildings to the roof ridge of the upper (southern) buildings.

Pedestrian access to Snow Park lodge is proposed near the base of the Burns Lift. A ski-home trail is proposed to take residents from the top of the Burns Lift to the ski locker/ski club area. An at-grade people (skier) mover elevator is proposed to carry skiers up to the Little Stick Run.

#### **IV. ANALYSIS**

On March 3, 1999, staff sent a letter to the applicant outlining both the larger issues and the many other details that need addressing. We met with the applicant on March 11 to discuss staff's letter. The applicant submitted a follow-up letter addressing some of staff's initial questions and concerns. This letter and additional written material is attached as **Exhibit D**.

As with all Conditional Use projects reviewed in Park City, there are ultimately many details, such as utilities, lighting, architectural materials and detailing, signs, snow storage, snow release hazards, service, ADA requirements, final grading and landscaping, trails, pedestrian and skier amenities, etc. which need to be addressed before a project can be granted final approval.

There are also issues which need to be addressed prior to looking at these details. Staff recommends that the Commission discuss these issues, outlined below, in the context of the Deer Valley MPD, the Land Management Code, and potential future development in the Snow Park vicinity. Planning Commission issues for discussion include:

- 1. Deer Valley MPD density and height allocation**
- 2. Sensitive Lands Overlay, extent of applicability**
- 3. Access and circulation**
- 4. General site layout and architecture**
- 5. Fire protection mitigation**
- 6. Skier circulation (people mover)**

## 1. Deer Valley Master Planned Development

This parcel is one of four Deer Valley Resort Seventh Amended and Restated Large Scale Master Planned Development Permit (previously known as a Special Exception Permit with a title change in 1993 to be consistent with language in the current LMC) parcels that are listed as having a development range. In the MPD permit document (April 14, 1993), this parcel is referred to as the Snow Park Lodge/Multi-Family parcel. A listing of those four parcels is attached as **Exhibit E**. According to the MPD permit document, Deer Valley is allowed a "menu" of sorts with ranges of density and heights permitted on these four separate parcels. No parcel may exceed its allotted range and there can be no more than a total of 263.5 units on these four parcels.

### Density

The MPD permit document states that "density above the minimum shown for parcels (is) to be determined by site specific review of project plans." It further states in Section E (page 5) that prior to sale the Permittee will submit, for Planning Commission approval, a site specific plan for construction on the parcel of a number of units not greater than the maximum number designated for the parcel. In addition, the Permittee shall request establishment of building site conditions with relation to the parcel. Additionally, the Deer Valley MPD permit document states the following:

... Permittee or persons acting on its behalf shall file a completed application form supported by the information set forth in Section 10.6 of the Code (LMC)... The procedure for the approval or disapproval of any site specific plan shall be based upon the conditional use procedure policy of the Commission in effect on the date the application for approval is submitted... The Commission will review and approve, or disapprove, the site specific plan with respect to the overall concept and operational characteristics of the Project and as to the terms, covenants and conditions of this Permit and the Agreement. The number of Units so decided shall not be less than the minimum nor more than the maximum number applicable to the parcel as set forth on Exhibit 2 and shall thereafter be the authorized density for the parcel.

A copy of Sections 10.6 - 10.9 of the LMC is included as **Exhibit F**.

Approved density range for the Snow Park Lodge/Multi-Family parcel is 0 to 42 units. The applicant is requesting the maximum of 42 units for this parcel.

To date, 14 units have been constructed at the South Multi-Family parcel (known as In-the Trees) and the three remaining Deer Valley Community parcels with density ranges are undeveloped. A total of 249.5 units remains to be developed on the remaining three parcels, that include the parcel under review and two parcels currently used for parking..



In making a determination of site specific density for this parcel, staff is reviewing the proposal against the review criteria for MPD's outlined in Section 10.9 of the Land Management Code as well as considering whether this location is appropriate for this level of density, given density allotments in the Snow Park area.

Using review criteria of Chapters 10 and 15 of the LMC, the Commission should discuss whether the current proposal is the best site plan possible and if the overall project warrants the maximum density of 42 units. The Commission should discuss impacts of density built into a relatively steep hill side versus impacts of density transferred to the available Snow Park parking lot sites. Staff is pursuing additional information from Deer Valley on the implication that more density into the hill will translate into more open space on the parking lot sites.

### **Building Height**

Approved building heights for this parcel range from 28' to 75' (with an additional 5' for a pitched roof). Proposed building height is 35' to 40', plus an additional 5' for the pitched roof design, for a total height range of 40' to 45'. Staff asked the applicant to explore an alternative plan keeping the units clustered closer to the turn around and perhaps utilizing additional height. The applicant and Deer Valley Resort expressed concerns about increasing the height of the buildings, preferring to keep the proposed layout.

## **2. Sensitive Lands Overlay**

The Sensitive Lands Overlay zone applies to this parcel. According to the Deer Valley MPD permit document (page 6) :

For projects within the Deer Valley Large Scale Master Planned Development the density limitations of the Sensitive Area Overlay Zone do not apply because the Master Planned Developments approved prior to 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.

Approximately 95% of this site has a 30% or greater slope. The areas that are less than 30% slope, thus deemed developable according to the SLO, are interspersed pockets of level land or roads/trails disconnected throughout the parcel. Strict application of the site planning standards, including remaining a minimum of 50' from a 40% slope, renders the entire site as undevelopable according to the SLO. As photocopies of the original topographic survey are illegible, staff will provide a slope analysis exhibit for your review at the work session.

The Commission should discuss the extent of applicability of the Sensitive Lands Overlay to this proposal. At a minimum, Appendix A-Design Standards and Appendix B-Tree/Vegetation Protection Regulations apply (see **Exhibit G**). The SLO document states the following (page 4):

There are a number of existing, valid Master Plans which have been approved. Requests for site specific approval for parcels within Large Scale Master Plans which are located within the Sensitive Area Overlay Zone shall be required to go through the Sensitive Lands Analysis (*for identification of sensitive lands, such as wetlands, streams, ridge lines, steep slopes, etc.*) and the development will be required to be placed on the least sensitive portion of the parcel. In general, the site design criteria shall apply to these proposals.

### **3. Access and circulation**

Staff has identified the proposed access drive as a concern. Given the location and potential for conflicts with day skiers, Deer Valley Resort employees, and a future access drive for Deer Crest staff has asked the applicant to approach the adjacent property owner to see if there is any potential for a shared drive at this location. A shared drive would reduce the conflicts and significantly reduce the amount of paved area at the entrance to these projects. The applicant has not been successful to date in working out an acceptable agreement with Deer Crest (see letters in **Exhibit D**). As pointed out in the letter from Deer Valley, the proposed access drive is the only existing legal vehicular access to this parcel.

### **4. General site layout and architecture**

Staff has general concerns about the site layout and architecture (see reduced plans attached as **Exhibit H**). The concerns generally are a result of the perceived visual impact of the proposal from Deer Valley Drive and amount of site disturbance. Staff acknowledges that at least 70% of the site can be considered open space, and that relative to the top of the slope to the east, this proposal is well contained to the toe or base of the slope.

There are also fire and emergency concerns with the southern 12 units (see the next item). The existing layout is linear in nature, making building massing and articulation important in reducing overall impacts. Staff requested the applicant provide a visual analysis of this proposal to better understand the impacts of this site layout. The visual analysis will be presented by the applicant at the work session.

Staff has asked the applicant to break up roof lines of the middle building, provide more overall building articulation, less repetitive roof forms, propose building material differentiation for added interest, and soften some of the vertical rock walls with different materials and landscaping. The applicant indicated that they are working on the visual analysis as well as building modifications to accomplish the goals of minimizing

disturbance, limiting building height, and maintaining a low project profile with buildings set into the hillside and stepping up the slope.

The applicant is also working on several perspective drawings to better convey the architectural detailing, articulation, stepping, breaks, etc. which when compressed into a flat elevation drawing are all but lost. In studying the building cross sections staff determined that the roof-line steps up the hill in 10'-25' increments with a total ridge elevation difference of almost 115' from the north to south building. Deer Valley Development has worked with the applicant for the past 6 months to a year to develop an architectural concept that is consistent with their own internal design guidelines. Staff was not included in the preliminary discussions.

#### **5. Fire protection mitigation**

The Chief Building Official, Ron Ivie, expressed concerns regarding fire protection and emergency access for the southern most buildings (approximately the southern most 12 units). These units and buildings exceed the minimum 150' distance from a legal fire access drive. Ron requested a fire and emergency management and mitigation plan be submitted for his and the Fire District's review and approval. If the mitigation plan can not be approved these approximately 12 units will need to be deleted from the proposal.

#### **6. Skier circulation (people mover)**

Staff has concerns about the proposed at-grade people mover (funicular type elevator) that provides "ski-from" access to Deer Valley Resort at the Little Stick Run. Staff is concerned about visual impacts and unnecessary site disturbance of the slope. There appear to be other less intrusive options for the relatively low numbers of skiers that this people mover would serve. Staff does not believe the 42 units will generate such a large number of skiers at the AM peak between 9 and 11 that some accommodation by Deer Valley Resort could not result in a better solution. Given that this proposal is essentially slope-side and a short walk or ski from Snow Park lodge, staff recommends that the applicant take another look at this aspect of their skier circulation plans.

### **V. ISSUES FOR DISCUSSION**

#### **1. Deer Valley MPD density and height allocation**

Is the proposed density appropriate for this site? Does the overall site plan and project warrant the maximum density allowed by the Deer Valley MPD?

#### **2. Sensitive Lands Overlay, extent of applicability**

To what extent should the SLO site design criteria apply? Does the proposed plan adequately address at a minimum the Design Standards and Vegetation Protection

Regulations outlined in the Appendices (Exhibit G)? Are additional mitigation measures appropriate?

### **3. Access and circulation**

Is there a workable alternative to the access issue? Some additional dialog with the adjacent property owners (Deer Crest) would be helpful in arriving at a shared driveway location.

### **4. General site layout and architecture**

Discuss the general site layout in terms of density, SLO, and access issues posed above and provide direction on whether this is the best plan possible for this site. If the applicants are unable to address fire and emergency access concerns, to the satisfaction of the Chief Building Official and Fire District, then the southern most 10-12 units would be deleted.

### **5. Skier circulation (people mover)**

Is there a workable alternative to the proposed people mover?

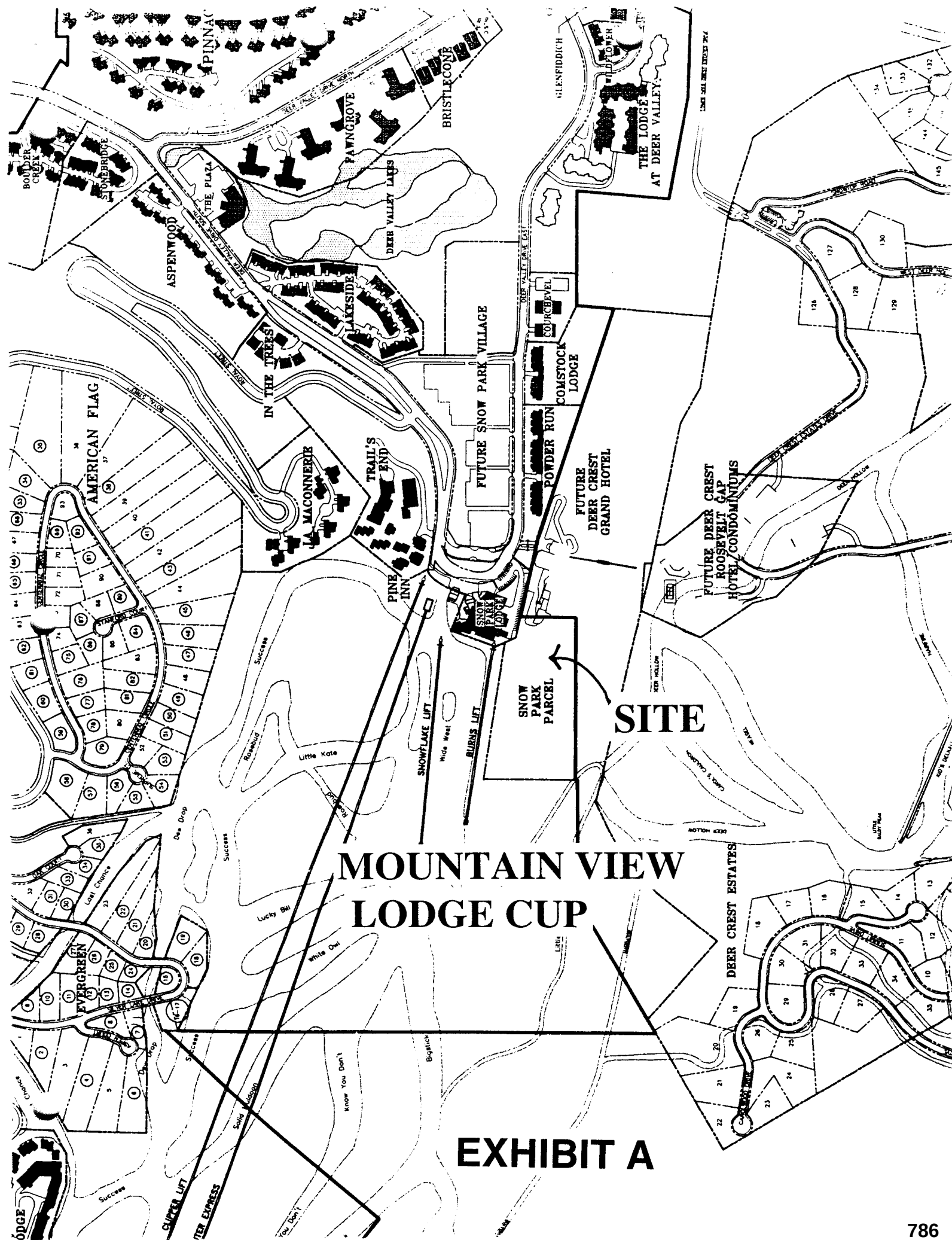
## **VI. STAFF RECOMMENDATION**

This item is an introduction to the Mountain View Lodge Small Scale Master Plan request. Staff recommends that the Commission discuss the outlined issues and provide the applicant and staff with further direction on this proposal. Staff will schedule this item for another work session and public hearing once the applicant provides revisions that address these concerns.

## **VII. EXHIBITS**

- A. Vicinity Map
- B. Legal Description
- C. Deer Crest Overview Map
- D. Applicant's letter and other written material
- E. Exhibit 2 of the Deer Valley MPD
- F. Sections 10.6- 10.9 of the LMC
- G. Appendices A and B of the Sensitive Lands Overlay
- H. Reduced Plans

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# MOUNTAIN VIEW LODGE CUP

EXHIBIT A

## EXHIBIT A

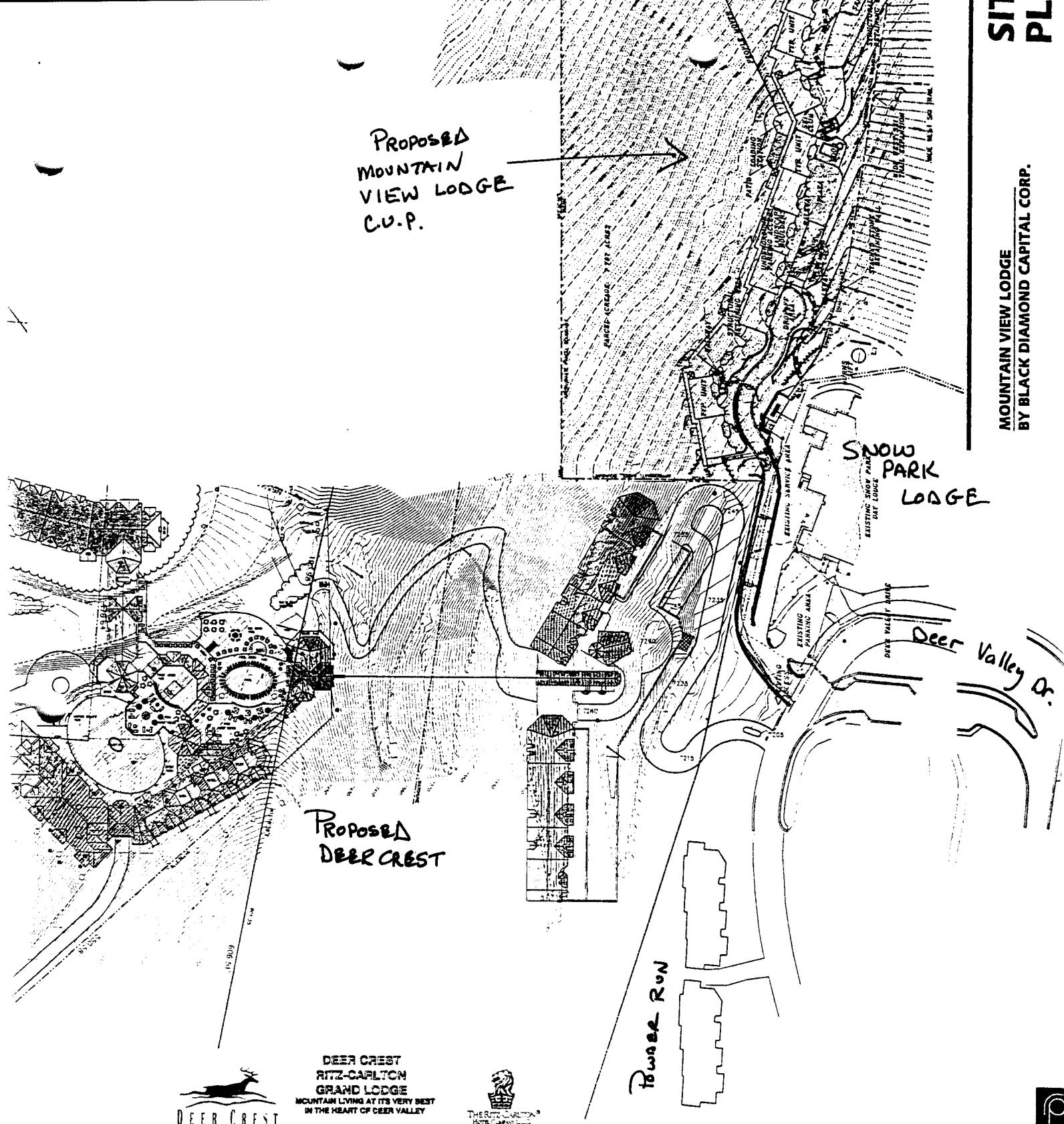
### MOUNTAIN VIEW LODGE

#### DESCRIPTION OF PROPERTY

Beginning at a point which is South 3378.33 feet and East 4309.36 feet from the East quarter corner of Section 16, Township 2 South, range 4 East, Salt Lake Base and Meridian; thence South  $00^{\circ}11'40''$  East 843.51 feet; thence South  $90^{\circ}00'00''$  West 469.89 feet; thence North  $08^{\circ}24'00''$  East 718.10 feet; thence North  $64^{\circ}30'00''$  East 62.00 feet; thence North  $11^{\circ}55'00''$  East 109.02 feet; thence South  $89^{\circ}56'57''$  East 283.66 feet to the point of beginning.

## EXHIBIT B





DEER CREST  
RITZ-CARLTON  
GRAND LODGE  
MOUNTAIN LIVING AT ITS VERY BEST  
IN THE HEART OF DEER VALLEY





## DEER VALLEY®

### Executive Offices

March 10, 1999

Kirsten A. Whetstone, AICP  
Project Planner  
Park City Municipal Corporation  
P. O. Box 1480  
Park City, Utah 84060

Re: Mountain View Lodge  
Your Staff Comment Letter of March 3

Dear Kirsten:

This will address certain points in your subject letter that relate more specifically to Deer Valley Resort and/or our relationship with the project developer. A number of these we discussed on March 4 in my meeting with you and Nora.

### Item No. 3

a. Density. The MPD Permit for Deer Valley Resort classifies 4 parcels as "density range parcels" as opposed to all of the remainder of the Deer Valley development parcels being assigned a specific density. The "entitlement" density under the MPD Permit for the combination of the 4 parcels is 263.5 (Paragraph C and Exhibit 2 of MPD Permit). The parcels and parcel density ranges are:

|                                                   |        |
|---------------------------------------------------|--------|
| Snow Park Lodge/Multi-Family (the subject parcel) | 0-42   |
| South Multi-Family (In The Trees)                 | 20-30  |
| Hotel/Sports Facility Parcel                      | 60-105 |
| Snow Park Parking Area                            | 0-200  |

These 4 sites are highlighted on the enclosed excerpt from the Deer Valley development plan map. The South Multi-Family Parcel has been previously developed as the "In The Trees" condominium project with a density of 14 units. Subtracting the 14 units of In The Trees from the total entitlement of 263.5 leaves a balance of 249.5 units for the combination of the remaining three sites. As we discussed at our March 4 meeting, in our own internal planning we have combined the Hotel/Sports Facility Parcel and the Snow Park Parking Area Parcel since they are contiguous (the Parking Area Parcel consists of our present surface parking lots 1-4 and the Hotel Parcel consists of our present surface parking lots 5 and 6). Doe Pass Road (a private road) runs between lot 4 and lot 5. In our planning we are referring to this combination of parcels as "Snow Park Village".

Deer Valley's view with respect to how the entitlement density should be allocated between Snow Park Village and the Snow Park Lodge/Multi-Family Parcel (the subject Mountain View Lodge) is to maximize the density on the subject parcel (i.e., the 42 unit upper range as proposed) resulting in fewer units in Snow Park Village, for the following reasons:

1. 42 units is compatible in its relationship with the closest neighboring developments in Snow Park including Snow Park Lodge (a 100,000 sf +/- structure), Trails

## EXHIBIT D

# DEER VALLEY®

End/Pine Inn (42 units), Powder Run (33 units), and the proposed Snow Park portion of the Deer Crest condominium hotel.

2. The subject site allows for units to be built into the hillside on the lower portion of the slope versus on the flats or interrupting ridgelines.

3. The site, being immediately adjacent to the services of Snow Park Lodge and the base of Deer Valley skiing, facilitates pedestrian versus vehicular movement. The proposed Mountain View Lodge plan provides facilities for onsite check-in and onsite management but without the food services and other commercial amenities that are already provided in the adjacent Snow Park Lodge.

4. The development on the subject site is visual to fewer Snow Park developments than corresponding density located in Snow Park Village. The MPD Permit recognizes that some additional building height can be achieved on the subject site because it is against the hillside.

5. Achieving the 42 unit density on the subject site allows for a looser density, more open space, and lower heights on the Snow Park Village Parcel(s).

b. Ski Access. The lift or people mover device to facilitate ski out access is actually a suggestion of Deer Valley. It allows occupants of the project to access the main base of the ski area in the easiest manner without conflict with the adjacent beginner and teaching terrain (the Wide West ski run). By accessing the Little Stick ski run, the skier travels west of the Wide West ski run to the base of the Carpenter Express and Clipper lifts. Cross ski traffic on Wide West and additional skiers feeding into Wide West are our greatest concerns as the ski area operator. We have evaluated numerous other approaches, including your suggestion of bringing skiers into the proposed widening of Wide West easterly of the Burns lift. The problem with this is that it mixes other skiers with beginners and while crossing under the lift can be discouraged with signage, it would be impossible to enforce without weapons. We find the lift approach to be the best alternative. We feel that the lift line is less visually obtrusive than a ski out trail.

## Item No. 6

Sewer. Deer Valley has periodically reviewed sewer line capacity in the Snow Park area with SBSID for the past several years. We are aware that there is a point where line upsizing will be necessary for two line segments in Deer Valley Drive. We believe that this upsizing will not be necessary until the Snow Park Village development commences but we will followup with SBSID and address the upsizing earlier if it is triggered by this project.

## Item No. 8.

Construction Management. The excavated material from the site is proposed to be used by Deer Valley to accomplish fill at the base of the existing White Owl to Big Stick ski runs area to complete the work for the 2002 Winter Olympic venues. This has the advantage of the material not having to be transported on any City street. Deer Valley has agreed to work with the project developer in providing construction worker parking and some materials storage during non-skiing seasons.

Item No. 9. As you point out, the entrance to the project utilizes the existing Snow Park Lodge service drive. To that end, access is provided and proposed without creating a second access off Deer Valley Drive. Deer Valley and Mountain View Lodge vehicles would separate approximately 100' into the Deer Valley property. Deer Valley parking displaced by the Mountain View Lodge entry ramp would be supplanted in the Mountain View Lodge parking structure. Deer Valley traffic in the service area is estimated at less than 100 vehicle trips per day during the winter season and less in other parts of the year. The Mountain View Lodge location adjacent to Snow Park Lodge, skiing, and the existing Park City Transit route works to reduce trips from the proposed 42 unit site so we have concluded that the access as proposed can work effectively. It is the only legal vehicular access to the site that Deer Valley controls. The access would be the subject of an easement granted to Mountain View Lodge and responsibility of maintenance would be with Mountain View Lodge from the beginning point of the ramp to the project boundary. The access proposed by Deer Crest to its adjacent development is also the only legal vehicular access from Deer Valley Drive to the Deer Crest condominium hotel project of which we are aware. We also understand that Deer Crest wishes to maintain a project identity with its own access. We are willing to cooperate with shared access and think that there is a possibility of shared access for a short distance off Deer Valley Drive with a split after that which would allow both projects to maintain their separate identities.

Item No. 10. The proposed development is contained within the 5.70 acre site identified in the Deer Valley MPD, except for the southerly portion of the proposed ski out access lift and the southerly portion of the ski in trail both of which are on Deer Valley property immediately south of the 5.70 acre site boundary. The site plan has been enlarged (to the 7+ acres) to reflect all of these elements. Enclosed is a title report on the project site which includes the proposed access drive easement per your request. It is Deer Valley's intent to submit a subdivision plat for processing after initial review by Planning Staff and Planning Commission and resolution of any issues. It is our thought and suggestion that the project parcel created by the subdivision process only be that portion of the 5.70 acres that is practically the development site. The remainder would be retained by Deer Valley as open space as opposed to being a portion of the condominium project.

Item No. 17 . There are no mine workings on the subject property. At inception, Deer Valley commissioned a reconnaissance of mines and mine workings and mitigation on the Deer Valley development parcels by Compliance Engineering Company. Subsequently a Phase I environmental review was performed for Deer Valley by Sergeant, Hauskins & Beckwith. Additional copies of these reports will be provided if you need them. The Park City Consolidated shaft was located on property now owned by Deer Crest northerly of the subject site.

Item No. 18. Deer Valley has worked with the project developer on a number of site plans for the project. The proposal submitted is the result of trying to minimize disturbance, limiting building height, and keeping the project as low on the hillside as possible. Modifications are being made in the submitted west elevations to reflect areas of facade relief at a number of locations where unit pods connect. We understand your request for an expanded visual analysis and also understand that the developer is studying the best approach to accomplish this.

# DEER VALLEY®

Item No. 20. No existing designated bike trails are impacted by the proposal. The Little Stick ski run south of the property has been used for biking.

Thanks for the meeting and please let me know if you have any questions on these responses.

Sincerely,

DEER VALLEY RESORT COMPANY

By

  
Bob Wells

cc: Lenny Scaglione / Dan Foley - Silverlake Development Corporation

# Silverlake Development Corporation



7720 Royal Street East  
P.O. Box 3965  
Park City, UT 84060  
435. 645. 7277  
Fax: 435. 645. 7278

September 9, 1998

Mr. David Luber  
Deer Crest Associates I, L.C.  
LCC Properties Group, L.C.  
136 Heber Avenue, Suite 308  
P.O. Box 8888  
Park City, Utah 84060

Dear David:

Silverlake Development appreciates our recent opportunity to meet with you and your colleagues to discuss our mutual interests in our adjoining properties. Unfortunately, however, the proposal provided by your architect does not reflect our understanding.

Silverlake Development has, therefore, finalized its plans and agreed with Deer Valley Resort to proceed with the development of our property without the necessity of any further involvement from your organization.

However, in the interest of continued cooperation, Silverlake Development offers a final alternative for Deer Crest to consider, which it believes enables all concerned parties to achieve their objectives.

Silverlake contemplates an arrangement whereby Silverlake would deed a portion of its parcel to Deer Crest, and in return, Deer Crest would deed a portion of its parcel to Silverlake Development. The subject parcels to be exchanged would enable Silverlake to construct access to its site on what would then be property it owns and maintains, without encroaching on the Snow Park Lodge. Silverlake would then provide a parcel of its land to Deer Crest, which it desires. Given our discussions, its clear certain portions of each of our respective parcels would be better utilized by the other party.

Most significantly to Deer Crest, however, is that this proposal provides perhaps the only avenue available to it to obtain additional density from Deer Valley Resort. By enabling Silverlake to construct its access without encroaching on the Snow Park Lodge, Deer Crest gains sufficient favor with the Resort for it to grant the additional density sought by Deer Crest.

Given that Silverlake is in a position to proceed with our development immediately, time is of the essence. Silverlake is prepared to receive an expression of interest from Deer Crest with respect to this alternative until the close of business on Friday, September 18. In the event Silverlake receives such an expression, both parties must proceed to negotiate and execute a contract as soon as possible.

In the event Deer Crest does not express any interest, Silverlake Development wishes you and your organization continued success.

Leonard Scaglione  
Vice President

cc: Robert Rothman  
John Garthwaite





September 18, 1998

Mr. Leonard Scaglione  
Vice President  
Silverlake Development Corporation  
7720 Royal Street East  
P.O. Box 3965  
Park City, UT 84060

Dear Lenny:

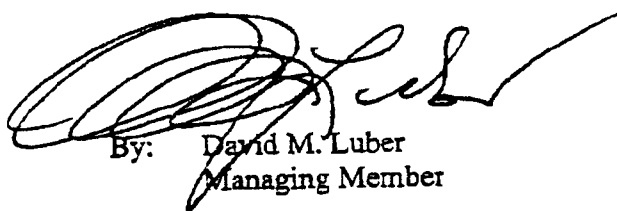
Per my telephone conversation with you yesterday afternoon, this letter will confirm our meeting with you next Tuesday, September 22, 1998 at 3:00 p.m. at the Otto/Walker office. I appreciate your supplying our office in advance of said meeting your suggested building and access programs for the respective parcels for our consideration.

We look forward to meeting with you next Tuesday.

Very truly yours,

DEER CREST ASSOCIATES I, L.C.

By: LCC PROPERTIES GROUP, L.C.

  
By: David M. Lubber  
Managing Member

DML:rao

Cc: Robert Rothman  
Ken Chang  
Neil Richardson

DEER CREST ASSOCIATES I, L.C. LCC PROPERTIES GROUP, L.C.  
136 HEBER AVENUE, SUITE 303, P.O. BOX 8888 • PARK CITY, UT • 84060 • PHONE (801) 655-8822 • FAX (801) 655-8120

**EXHIBIT 2  
PARCELS WITH DENSITY RANGES  
14-Apr-93**

| <b>PARCEL NAME</b>               | <b>APPROVED<br/>DENSITY OR<br/>DENSITY<br/>RANGE (1)<br/>(UNITS)</b> | <b>HEIGHT<br/>RANGE(2)<br/>(FEET)</b> | <b>PARCEL<br/>SIZE<br/>(ACRES)</b> |
|----------------------------------|----------------------------------------------------------------------|---------------------------------------|------------------------------------|
| <b>DEER VALLEY COMMUNITY</b>     |                                                                      |                                       |                                    |
| Snow Park Lodge/Multi-Family     | 0-42                                                                 | 28-75                                 | 5.70                               |
| South Multi-Family               | 20-30                                                                | 28-45                                 | 2.87                               |
| Hotel/Sports Facility Parcel (3) | 60-105                                                               | 28-45                                 | 5.00                               |
| Snow Park Parking Area           | 0-200                                                                | 28-45                                 | 9.93                               |
| <b>TOTAL</b>                     | <b>263.5</b>                                                         |                                       |                                    |

**NOTES:**

1. Density above minimum shown for parcels to be determined by site specific review of project plans.
2. Maximum height on parcels with range indicated to be determined by site specific review of project plans, applying standards established under Land Management Code.
3. Up to two (2) lock-out bedrooms per unit permitted as per Section I of the Permit.  
Lock-out bedrooms on these parcels will not be deemed as additional units for density purposes.

**EXHIBIT E**

|                             |                                                                |
|-----------------------------|----------------------------------------------------------------|
| Medium Density (RDM)        | Density not to exceed 8 unit equivalents per acre              |
| Sensitive Area Overlay Zone | Density established by Sensitive Area Overlay Zone regulations |
| All other zones             | Density established by Chapter 7                               |

10.4. PROCESSING. An application for approval of a Master Planned Development may be filed by the owners of the property for which the approval is requested and shall be made on a form provided by the City and must include written consent by the owners of all property to be included in the Master Planned Development. The procedure for review is described in Chapter 1.

10.5. PRE-APPLICATION CONFERENCE. A pre-application conference may be held with the Community Development Department in order for the applicant: (1) to become acquainted with the Master Planned Development procedures and related City requirements; (2) to obtain from the department a written list of what the formal application should include; and (3) to obtain from the department copies of guidelines to the interpretation of provisions of this section.

10.6. THE APPLICATION. The Master Planned Development application must be submitted with a completed application form on a form supplied by the City. Additional application requirements may apply for projects within the Sensitive Area Overlay Zone. The application shall be supported by the following (seven sets required):

- (a) Map of Existing Site. A map of the existing site shall show the following information for the site prior to demolition of any existing improvement or alterations to natural vegetation and terrain:

Vicinity map (not less than 1" = 100');

Scale and north arrow;

Site boundaries and dimensions;

Topography with contours at no greater than five foot intervals;

Vegetation, location, and type;

Soil quality;

100 year flood plain and high water areas;

Existing structures and their current uses;

Existing roads and other improvements;

Location of public utilities and utility easement; and

Other data as may be required.

- (b) The Site Plan. The site plan portion of the application shall consist of a plan showing the major details of the proposed Master Planned Development prepared at a scale of not less than 1" = 100' (or 1" = 50' for sites of less than one acre). The plan shall contain sufficient detail to evaluate the land planning, building design, and other features of the Master Planned Development proposed. The site plan shall contain, insofar as applicable, the following minimum information:

Scale and north arrow;

Proposed name of the development;

Identity of a subdivision Master Development Plan of which the site may be a part;

Topography with finished contours at no greater than five foot intervals;

The location and size of all existing and proposed buildings, structures, and improvements;

Natural and proposed vegetation and landscaping, streets, walkways, and easements to be reserved for public use;

Location and general dimension of all impervious paved areas such as streets, walks, parking lots, tennis courts, plazas, etc.;

Proposed open spaces with an indication as to use and ultimate ownership, if applicable;

Proposed drainage system;

Proposed utility distribution;

Proposed traffic circulation with anticipated average daily traffic volume, and access to the existing street system;

Perspective sketches showing general architectural concepts of all new or remodeled buildings;

Maximum height of all buildings, dimensions, and square footage of all lots or parcels proposed with project;

Preliminary limit of disturbance/vegetation protection and temporary erosion control plan showing the maximum limits of disturbance for all construction activity including utilities and public improvements;

A general landscape plan at time of initial submission to be followed by a detailed landscaping plan, once the site plan has been approved, showing the spacing, sizes, and specific types of landscaping material;

Lighting plan; and

Proposed placement of a common satellite receiving station.

- (c) Written Statement. The written statement to be submitted with the Master Planned Development application must contain the following information (only two sets required):

A statement of the present and future ownership and tenancy and a legal description of the land included in the Master Planned Development application, including identification of all mortgages, easements, covenants or restrictions on land use, liens, and judgments which may affect the site;

A development schedule indicating the approximate date when construction of the Master Planned Development, or stages of the development, can be expected to begin and be completed.

Copies of any special agreements, conveyances, restrictions, or covenants, which will govern the use, maintenance, and continued protection of the Master Planned Development and any of its common areas;

A mailing list of the owners of abutting properties and properties located within 100 feet of the property lines of the land included in the Master Planned Development as required by Chapter 1 of this Code.

An explanation of the objectives to be achieved by the Master Planned Development, including building descriptions, variations in building setbacks, parking, height or other requirements that are being sought; sketches of elevations, or other information as may be required to described objectives.

A phasing plan which addresses the proposed timing of public improvements and construction consistent with Section 15.2.1(d).

10.7. PROPERTY POSTED, NOTICE MAILED. Upon receipt of a fully completed application form and the submission of the accompanying information, and upon the payment of the fee for review as prescribed by ordinance, the Planning Department shall cause notice to be given as described in Section 1.15. of this Code.

10.8. FINAL PLAN REQUIREMENTS. The final plan shall be presented in permanent mylar final sheets; all drawings showing proposed site development shall have a scale of no less than 1" = 100' (1" = 50' for sites less than one acre), with one sheet showing the entire project, its vicinity within the City, and a key to the detailed drawings. The final plan shall include all information required by the Master Planned Development application, plus the following:

- (a) Accurate dimensions for all lines, angles, and curves used to describe streets and other public right-of-ways sufficient to satisfy final plat requirements of the Park City Land Subdivision Ordinance.
- (b) Detailed sizes and dimensions for the utility and drainage systems with specific locations of fire hydrants.
- (c) Detailed dimensions and treatment of all common open space, including lighting.
- (d) Architectural drawings of proposed new or remodeled structures with floor plans and elevations at a scale no less than one-eighth inch to a foot. Drawings shall indicate all exterior materials and colors.
- (e) Final limits of disturbance or building pads, and vegetation protection and erosion control plan.
- (f) Location of utilities and connections.

10.9. GENERAL CRITERIA FOR REVIEW. A Master Planned Development shall implement the purposes of this ordinance and of this section. Any project falling within the Sensitive Lands Area Overlay Zone may be subject to additional requirements and regulations as outlined in the Sensitive Area Overlay Zone Regulations. In addition, shall meet the following standards and requirements:

- (a) Uses Permitted. The uses in a Master Planned Development must be uses that are shown on the land use table in Chapter 7 as permitted or conditional uses in the zoning district in which the Master Planned Development is located. In addition the approving agency may permit limited commercial uses (as shown on the Land Use Table) not generally associated with the



residential zone if, in the opinion of the approving agency, such uses are primarily for the service and convenience of the residents of the development and the immediate neighborhood. Such uses, if any, shall not change or destroy the predominantly residential character of the Master Planned Development. The amount of area and type of such uses, if any, to be allowed in a residential Master Planned Development shall be established by the approving agency on the basis of these criteria:

1. Relationship to the Purpose and Policies of the Comprehensive Plan. The Master Planned Development must be consistent with the purposes and policies of the Comprehensive Plan as set forth therein.
  2. Relationship to Surroundings. The Master Planned Development's relationship to its surroundings shall be considered in order to avoid adverse impacts caused by traffic circulation, building height or bulk, lack of screening, ridge line and view corridor intrusion, wetland encroachment, or intrusions on privacy.
- (b) Maximum Density Requirements. The requirements of Chapter 7 (Use Tables) regarding maximum densities shall apply to all Master Planned Developments except as may be allowed pursuant to Chapter 11, Master Planned Moderate Income Housing Development.
- (c) Open Space. A minimum of 60% open space shall be required for all master planned developments. In approving an MPD, the Planning Commission shall designate the type and mix of open space to be provided (natural neighborhood, recreational, common or private). MPDs which are portions of large scale MPDs already providing 60% open space will not be required to provide an additional 60% open space. Commercial projects which are in the GC zone and all commercial projects on Main Street shall also be excepted from providing 60% open space.
- (d) Off-Street Parking. The number of off-street parking spaces in each Master Planned Development may not be less than the requirements stated in Chapter 13, Off Street Parking, except that the reviewing agency may increase or decrease the required number of off-street parking spaces in consideration of the following factors:
1. Probable number of cars owned or required by occupants of dwellings in the Master Planned Development;
  2. Parking needs of any non-dwelling uses, including the traffic attracted to commercial uses from off-site;

3. Varying time periods of use, whenever joint use of common parking areas is proposed.
  4. Whenever the number of off-street parking spaces is reduced because of the nature of the occupancy, the approving agency shall obtain assurance that the nature of the occupancy will not change. No parking reductions shall be granted for developments requiring eight or fewer parking spaces. Parking requirements are stated in Chapter 13.
- (e) Variations in Setbacks. The setback requirements of Chapter 7 shall apply to Master Planned Developments except that the reviewing agency may reduce setbacks in consideration of site planning issues addressed in this chapter. Variations in setbacks, if requested, shall be addressed in the written statement and shall be specifically called out on the Master Planned Development site plan, or shall be handled through a Master Planned Development control document to be submitted as part of the written statement. Minimum setbacks along the boundaries of the site must be observed.
- (f) Variations in Height Requirements. The height requirements of Chapter 7 shall apply to Master Planned Developments, except that after review by the Planning Commission, the Commission may approve, disapprove, or approve with modifications a request for an increase in the allowable height of some or all of the buildings in the development by up to 25% of the maximum building height established for that zone in Chapter 7 of this Code (not including those adjustments permissible under Section 8.17) after due consideration of the following site specific review standards, in addition to the other standards established for Master Planned Developments by this Chapter. If the requested height increase is greater than 25% of the stated zone maximum, the request shall be reviewed by Planning Commission, then submitted to the City Council with recommendations from the Commission, with final approval, disapproval, or approval with modifications of the request to be made by the City Council, based on the same review criteria. The Council may act on the height increase request at any time during the review process following Planning Commission's review of the height request, and may act on the height request prior to final Commission approval of the overall master plan.
1. The geographical position of the building and possible visual effects on existing structures on or off-site;
  2. Potential problems on neighboring sites caused by shadows, loss of solar access, loss of air circulation, closing of views, or ridge line intrusion;

3. The influence on the general vicinity including contact with existing buildings and structures, streets, traffic congestion and circulation, and adjacent open space;
4. Appropriateness of the uses within the building in the neighborhood;
5. Landscaping and buffered areas of other physical separations that may be proposed to buffer the site from adjacent uses;
6. The size of the side yard areas between buildings and adjacent streets and alleys and their relationship to pedestrian traffic and open space;
7. The provision of more than the required 60% open space within the project;
8. Reduction of the height of other buildings or portions of a building to a point that is lower than the underlying zone maximum;
9. In no case will any increase in height be permitted when the effect of the height increase is to increase the allowable square footage or building volume (above grade) over that which is, or would be, possible under normal zone standards for the zone in which the site is located. When determining the possible building square footage and/or volume possible under the underlying zone regulations, the Community Development Department shall consider the unit configuration proposed (i.e., the mix of hotel rooms, apartments, and commercial space) and the reasonable circulation space needed to serve that configuration, exiting requirements, light and air requirements and other requirements of the Uniform Building Code which would affect the location and placement of building volume, and not merely calculate volume based on the zone's setback and yard requirements.
10. The amount of any increased height is not specified for each zone district as the minimum allowable height that is compatible with good planning practices and good design is a site specific review item. The burden of establishing the needs and benefits of a height increase is on the developer, and in the absence of a satisfactory showing that the additional height will result in a superior plan and project, the zone height shall be applied.
11. Height variations shall not be permitted in the HR-1, RM, R-1, and HRL zones.

- (g) Nightly Rentals, Timesharing, and Condominiumization to be Declared. If nightly rentals are desired in a Master Planned Development, this must be declared at the time of application. If timesharing, as defined by ordinance or nightly rental use, is desired in a Master Planned Development that has already been approved by the City, a conditional use permit must be obtained and the project instruments must either be drafted initially or amended by the required majority (in no event less than 65%) to explicitly and prominently authorize timesharing within the project. If the Master Planned Development is to be turned into a condominium, as defined in the Code, it must be declared at the time of application, or the condominium conversion fees and review will apply to the subsequent change.
- (h) Site Planning. The approving agency must be satisfied that the site plan for the Master Planned Development has met each of the following criteria or can demonstrate that one or more of them is not applicable, and that a practical solution consistent with the public interest has been achieved for each of these elements:
1. The relationship of these areas to other areas, structures, and uses within the Master Planned Development.
  2. The degree to which these areas contribute to the quality, livability, and aesthetics of the Master Planned Development.
  3. Protect ridges from development which would be visible on the skyline from prominent areas in Park City.
  4. Units should be clustered in the most developable and least visually sensitive portions of the site with common open space corridors separating clusters. This applies to both multi-family and single family projects. The open space corridors should be designed to coincide with significant vegetation and in many cases, should be left in the natural state. Open space areas will be the maintenance responsibility of the homeowners. Any areas not left in a natural state should be designed for water conservation.
  5. Roads and utility lines should be designed to work with the existing grade and cut and fill slopes should be minimized. Roads and utilities should be placed so that disturbance of significant vegetation is minimized.
  6. Existing natural drainage ways should be maintained and designed around.

7. Consideration must be given to soil conditions and ground water existence.
8. Trails and sidewalks should be provided to allow efficient internal circulation as well as links to adjacent trail systems on other properties. Existing trails should be maintained and incorporated into open space elements of the project. This may include trails for pedestrian, bicycle, or equestrian circulation. Construction of new trails will be required concurrently with the installation of other public improvements.

Although required trails may not link to adjacent rails immediately, each trail is a vital part of an overall master plan. In most cases, the homeowners will be required to maintain the trails.
9. A separate plan which addresses limits of disturbance and vegetation protection during construction and revegetation of disturbed areas will be required. This shall include construction necessary for all project improvements such as roads and utilities.
10. Common open space is encouraged and may be counted as part of the required open space within a Master Planned Development provided they are to be used and are suitable for scenic, landscaping, or recreational purposes and they are on land which is accessible and available to persons for whose use the common park area is intended, and ownership is vested in a way that preserves the open space.
11. Common open spaces in a Master Planned Development site shall be preserved and maintained as provided for in an irrevocable dedication declaration, or restrictive covenants approved by the reviewing agency and filed and recorded in the office of the County Recorder, or other mechanisms acceptable to the approving agency. The irrevocable dedication, covenant, and declaration shall take place as mutually agreed upon by the approving agency and the applicant, provided, however, no building permit shall be issued for the Master Planned Development until the dedications, covenants, and declarations have been filed and recorded. The areas designated in the covenants as common open space shall be maintained, repaired, preserved, and retained as open spaces by the owners in common of the property and/or the developer.
12. Circulation in terms of an internal street circulation system designed for the type of traffic generated, safety, separation from living areas, convenience, access, noise, and exhaust control. Private internal

streets may be permitted if they can be used by police and fire department vehicles for emergency purposes. Width, and cul-de-sac design must accommodate fire fighting apparatus. Bicycle traffic shall be considered and provided for and, where appropriate, connection of the bike and pedestrian system to other city systems shall be addressed. Proper circulation in parking areas in terms of safety, convenience, separation, and screening shall also be considered.

13. Utilities shall be addressed in terms of adequacy, availability, and locations of services.
  14. Variety shall be addressed in terms of housing type, densities, facilities, and open space.
  15. Privacy shall be addressed in terms of the needs of individuals, families and neighbors, and adjoining land owners.
  16. Pedestrian traffic shall be addressed in terms of safety, separation, convenience, access to points of destination, and attractiveness.
  17. Building type shall be addressed in terms of appropriateness to density, site relationship, and bulk.
  18. Building design shall be addressed in terms of orientation, spacing, materials, color and texture, storage, signs and lighting, and compliance with the architectural criteria contained in the Land Management Code appendices.
  19. Landscaping of the total site shall be addressed in terms of purpose of planting such as screening or ornamentation; hard surface materials used, if any; maintenance, water needs, suitability; and effect on the neighborhood.
- (i) Building and Lot Requirements. Buildings may be attached, semi-detached, or individual units. The uses within buildings may be mixed. The separation between detached buildings shall be a minimum of ten feet.
1. Structures greater than 60 feet but less than 120 feet in length should exhibit a prominent shift in the facade of the structure so that no greater than 75% of the length of the building facade appears unbroken. Each shift shall be in the form of either a ten foot change in building facade alignment or a ten foot change in roof line height, or a combined change in facade and roof line totaling ten feet.



2. Structure shall not exceed 120 feet in length without complying with the following guidelines:

A prominent shift in the mass of the structure shall occur at each 120 foot interval (or less) reflecting a change in function or scale. The shift shall be in the form of either a 15 foot change in building facade alignment or a 15 foot change in roof line.

A combination of both a roof line and facade change is encouraged and to that end, if the combined change occurs at the same location in the building plane, a 15 foot total change will be considered as compliance with this section.

3. At least 60% of the area of any site, subject to a Master Planned Development review shall remain as open space, not counting roads.

(j) Support Commercial Facilities. Within any Master Planned Development in those zones which permit mixed uses within Master Planned Developments, no more than 10% of the total gross floor area may be devoted to support commercial facilities as defined by this Code. All support commercial facilities shall be oriented to the internal pedestrian circulation system of the Master Planned Development. Signage on support commercial facilities must be visible only from within the development, and shall not orient to the adjacent public streets or off-site circulation areas.

(k) Limits of Disturbance or Building Pad Lines. Limits of disturbance or building pad lines must be designated for all new Master Planned Developments if the staff determines that there is significant vegetation on the site or if it is important to clearly designate future building locations. "Significant vegetation" includes large trees of 6" caliper or greater, groves of 5 or more smaller trees, or clumps of oak or maple covering an area of 50 square feet to the drip lines. Locations of utilities and connections must also be indicated on the plat.

1. All construction activity must be contained within the limits of disturbance line, with the balance of the parcel remaining undisturbed. Access to the limits of disturbance area should be along the planned driveway.
2. Building pad lines may be specified on some MPDs instead of limits of disturbance. If building pad lines are designated, no part of the new construction may lie outside of the building pad line; however, construction disturbance may extend as far as ten (10) feet beyond the

building pad line. Access to the building pad should be along the planned driveway.

3. The Community Development Director has the authority to vary the limits of disturbance or building pad line if such a variation results in less visual impact or more effective preservation of mature trees. In no case, however, should a variation in the limits of disturbance boundary result in an increase in the amount of buildable area. Applications for a variation in the limits of disturbance or building pad line are available in the Planning Office.
4. Limits of disturbance or building pad lines with definitions as approved by the staff must be reflected on the final MPD plan.
5. Limits of disturbance must be designated in the field prior to commencement of excavation with snow fencing or other methods approved by the Community Development Department.
6. A security must be posted to ensure compliance with the limits of disturbance plan.

10.10. APPROVALS. Approvals of Master Planned Developments shall be granted in the following manner:

- (a) Master Plan Approval. The approval for a Master Planned Development shall be given in a form that states the density allocated to the property as a number of units unless otherwise provided by conditions of approval. The mix of the units can be adjusted by the developer according to the table provided below.
- (b) Project Site Plan. Project site plan approval of the site plan for the project or development shall be granted by the Community Development Department for all development within Master Planned Developments as long as the density is within the range of unit equivalents established in the master plan approval, subject to ratification by the Planning Commission. Commission action will still be required for final plat approval, subdivision approval, and any other approvals or reviews required by Chapter 1.
- (c) Form or Approval. Once a density range and preliminary plan have been approved by the reviewing agency, a master plan shall be signed by the reviewing agency and the developer. In the case of a large scale Master Planned Development, in which density transfers from one portion of the site to another may

## APPENDIX A--DESIGN STANDARDS

All private development within the Sensitive Area Overlay Zone shall comply with the following design standards which supplement, and supersede in the case of a conflict, Chapter 9 of the Land Management Code

- A.1 Building color and material. All buildings shall be constructed of material of a muted earth tone color that reflects the dominant color of the surrounding vegetation. Building materials shall comply with the provisions of Chapter 9 of the Park City Municipal Land Management Code (Architectural Review).
- A.2 Windows and other glass. Glass areas shall be reviewed to avoid highly reflective surfaces. Mirrored glazing is prohibited on any building, except that solar absorption glazing is an acceptable material.
- A.3 Parking. Subdivision lots and streets shall be designed so that wherever possible parking is located behind buildings on the uphill lots. Uses other than single-family residences shall break up parking areas into smaller lots that should be located in linear strips running parallel to the slope contours. The perimeter of parking areas shall be screened with vegetation, fencing, or other architectural elements.
- A.4 Rooftop mechanical equipment. All rooftop mechanical equipment, including HVAC equipment and similar appurtenances, must be screened so as not to be visible from nearby properties or hillsides above the equipment.
- A.5 Roof pitch, color, and materials. The pitch of any roof shall generally parallel the slope upon which the building is located, but in any case shall not exceed a height to horizontal ratio of 9/12 and shall not descend closer than seven (7) feet from the ground. The minimum roof pitch shall be 4/12. Roofs shall be of a dark, muted earth tone color in a shade of dark gray, dark brown, or black that reflects the dominant color of the surrounding vegetation and shall be constructed of materials as set forth in Chapter 9 of the Park City Municipal Corporation Land Management Code (Architectural Review).
- A.6 Height controls. Upon review of any subdivision or MPD within the Sensitive Area Overlay Zone, an analysis of appropriate building heights will be conducted. Based upon the visual analysis, building heights may be reduced for all or part of a proposed development.
- A.7 Dwelling size. Maximum single-family dwelling size shall be evaluated at the time of project approval taking into consideration visual impact and community character.
- A.8 Underground utilities. All utility lines in steep slope developments shall be underground, except that the Community Development Director may allow above-ground utilities if burying would result in severe damage to significant vegetation or sensitive environmental areas.

- A.9 Wood Roofs. Because of fire safety concerns, wood shingles, including fire retardant wood shingles, are prohibited in all wildland interface zones as defined in the Sensitive Lands Ordinance section 4.2 and Land Management Code Chapter 2. Wood roofs may be allowed on additions to existing structures with wood roofs. In addition, wood roofing may be allowed on later phases which continue the specific design of existing projects and where the original phase has wood roofing. However, existing non-conforming structures must comply with this section when the structure's roof is replaced.

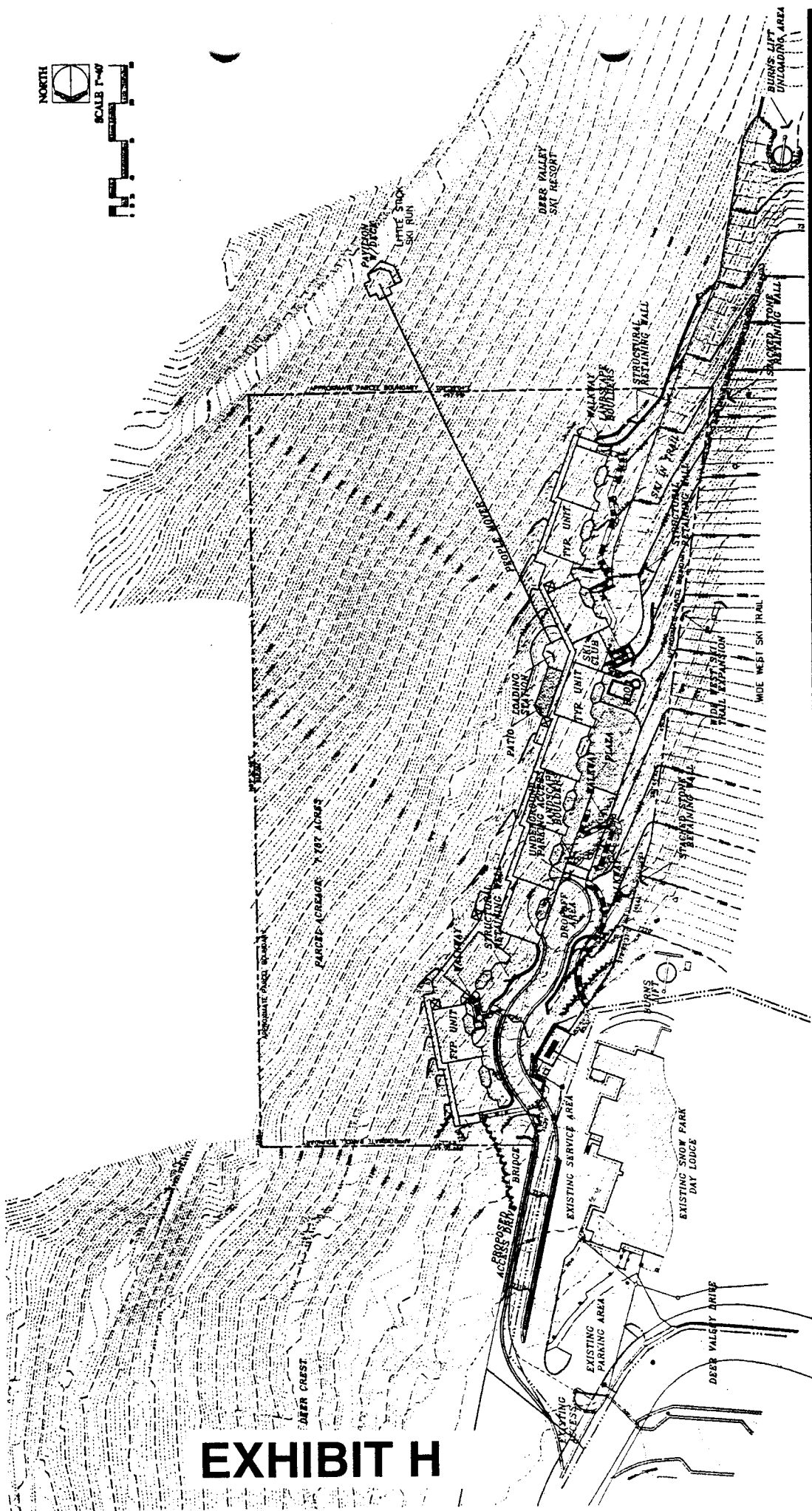
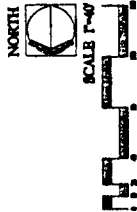
## APPENDIX B-TREE/VEGETATION PROTECTION REGULATIONS

- B.1 The following provisions are hereby adopted as amendments to existing limits of disturbance regulations contained in Section 15.4.2(d) and Section 10.9 (k) of the Park City Municipal Corporation Land Management Code and will apply to existing platted subdivisions in the Sensitive Area Overlay Zone, to include the following criteria to be used in establishing limits of disturbance.
- B.1.1 Visual impacts of the development, including but not limited to screening from adjacent properties, ridgeline area protection, and protection of critical viewsheds as defined in the Sensitive Area Overlay Zone District Regulations Section 1 herein.
  - B.1.2 Erosion prevention and control, including but not limited to protection of natural drainage channels.
  - B.1.3 Fire prevention and safety, including but not limited to location of trees and vegetation near structures.
  - B.1.3 Irrigation and water conservation.
  - B.1.4 Wildlife habitat, including but not limited to preservation of critical wildlife habitat and migration routes.
  - B.1.5 Stream and wetland protection and buffering.
- B.2 Tree/vegetation removal. No trees or vegetation within the Sensitive Area Overlay Zone shall be removed for the purpose of providing open views to or from structures on a site.
- B.3 Irrigation limits. The amount of irrigated area shall be minimized depending on the amount existing natural vegetation on the site prior to construction and type of irrigation proposed to be used.
- B.4 Revegetation plan. All applicants for developments on land subject to Sensitive Area Overlay Zone regulations involving cut and fill and graded slopes shall submit a revegetation/landscaping plan for approval by the Community Development Department. The plan shall depict the type, size, and location of any vegetation and trees being planted and illustrate how the site will be recontoured in such a fashion and with sufficient topsoil to ensure that revegetation is feasible. The plan shall also indicate a time frame for revegetation which is acceptable to the Community Development Department. Retaining walls shall be used to provide breaks in man-made steep slopes exceeding fifteen (15) percent and to provide planting pockets.

- B.5 Violation/Replacement provision. Any applicant who violates the provisions of this subsection by removing trees or vegetation or exceeding the prescribed limit of disturbance shall replace two for one in number all trees/vegetation illegally removed. Size of trees planted in replacement of illegally removed trees must be approved by the Community Development Department.



**RECEIVED**  
**FEB 05 1999**  
**PARK CITY**  
**PLANNING DEPT.**



**EXHIBIT H**

# SITE PLAN

**FEBRUARY 1, 1999**  
**SHEET FOUR**

**MOUNTAIN VIEW LODGE**  
**BY BLACK DIAMOND CAPITAL CORP.**

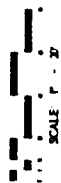
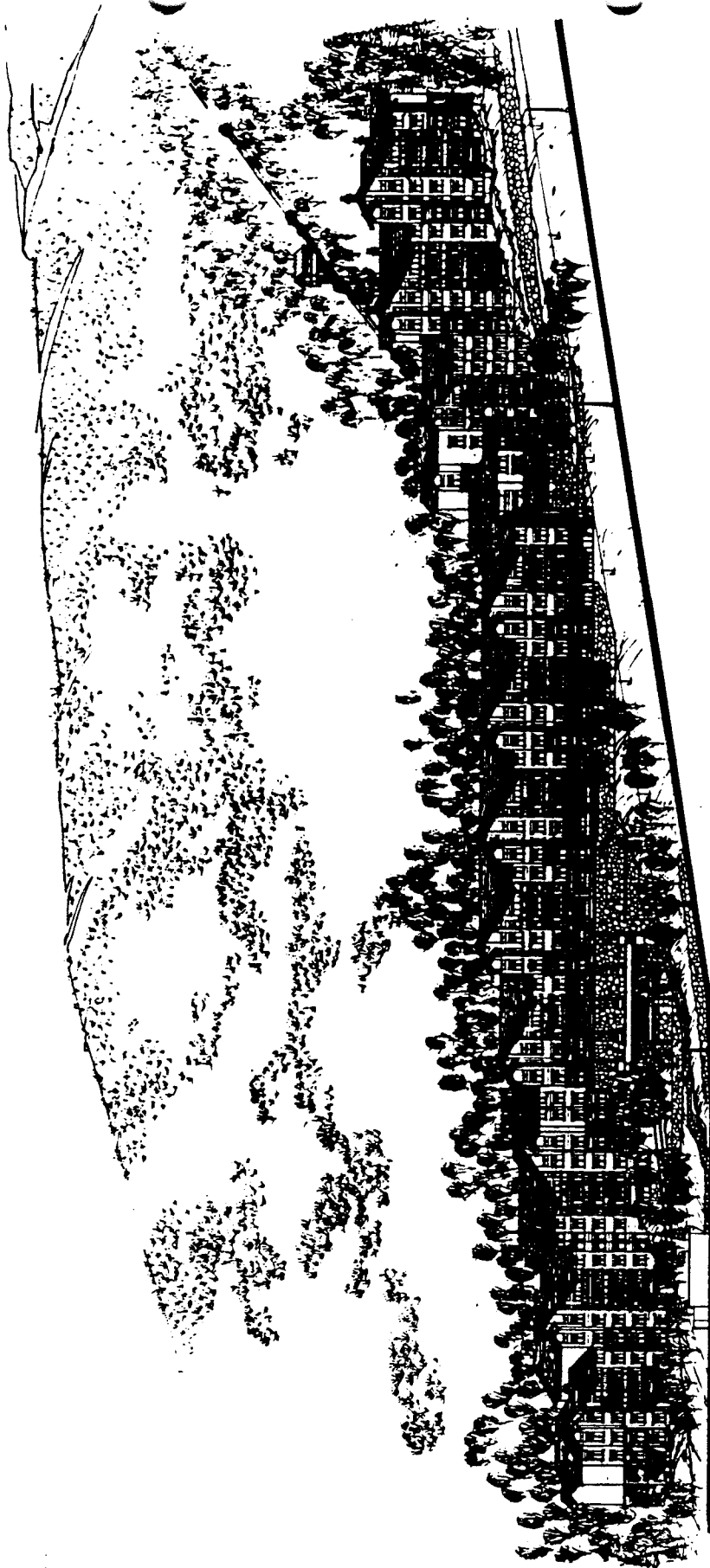
OTTO

WALKER

architects

1300 Highway 224, Suite C201, P.O. BOX 2072, Park City, Utah 84060 (408)640-0772

RECEIVED  
FEB 05 1999  
PARK CITY  
PLANNING DEPT.



FEBRUARY 1, 1999  
SHEET FOURTEEN

# ELEVATION

MOUNTAIN VIEW LODGE  
BY BLACK DIAMOND CAPITAL CORP.

OTTO  
WALKER  
architects  
3200 Highway 212, Suite 201, P.O. Box 3071, Park City, Utah 84060 (435)466-4171

## **MOUNTAIN VIEW LODGE PROJECT DESCRIPTION**

Located at the base of Deer Valley Resort at Snow Park, the Mountain View Lodge is situated on the eastern hillside overlooking the Snow Park Lodge and the ski facilities located adjacent to it. This proximity provides for direct ski in and ski out access, views of the Olympic venues, access to hiking/biking trails in the summer and other amenities associated with Deer Valley and Park City.

Facilities incorporated into the design of the Mountain View Lodge include 42 condominium units (which include eleven 3000 SF penthouse units, five 3100 SF townhouse units and twenty-six 2100 sf flats), a lobby/check-in area, health club and outdoor pool, guest ski locker area, ski bar, and people mover system. Parking will be handled underground and can accommodate 94 cars. The people mover will transport guests from the ski locker area up the hill to an unloading pavilion located adjacent to Little Stick Run. Ski home access is provided by a 25' trail located near the unloading area of the Burns Lift and ending at the guest ski locker area.

Guests will arrive at the Mountain View Lodge via Deer Valley Drive and then proceeding along an elevated accessway leading to the dropoff area and entrance to the underground parking facility. Within the parking structure, entrance corridors will be designed so as to direct guests to elevators for transport to the lobby and residential units.

The site, approximately 7.8 acres, is primarily wooded with Quaking Aspen and Scrub Oak the predominant species. Evergreens are scattered sparsely across the site. There are no visible rock outcroppings or other significant geological features.

The Lodge is to be set into the hillside so as to minimize its visual impact from surrounding areas and to allow the backdrop of the hillside soften the appearance of the building. The excess material from this site and the expansion of Wide West trail will be utilized as fill for the Olympic Ski venues on Champion and White Owl ski runs.

Mountain View Lodge has been designed with the mountains in mind. Units that step up the hillside, a roofline that also reflects the changing ridgelines, a sensitivity to protecting woodlands, minimizing impacts to viewsheds and blending natural materials into the architecture of the building while providing for the needs of future owners and guests, comprise the elements paramount to the success of this project.

**RECEIVED**

FEB 05 1999

PARK CITY  
PLANNING DEPT.

March 19, 1999

**OTTO /  
WALKER**  
Architects

Kirsten A. Whetstone, AICP  
Project Planner  
Park City Municipal Corporation  
Post Office Box 1480  
Park City, Utah 84060

2200 Park Avenue

Suite C201

Park City, Utah 84098

435/649-6373

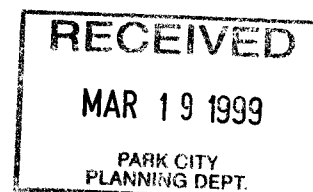
Fax 435/649-6378

Re: Mountain View Lodge at Deer Valley  
Conditional Use Permit ("CUP")

Dear Ms. Whetstone:

I have reviewed your letter dated March 3, 1999 (the "March 3 letter") indicating your staff's comments and questions, and Bob Wells letter dated March 10, 1999 (the "March 10 letter") which addresses certain points to the March 3 letter relating to the Mountain View Lodge. We offer the following responses as further clarification:

1. We have completed the fire and emergency management plan and have scheduled a meeting on Monday, March 22, with Ron Ivie to review this plan.
2. The Code requires two handicap accessible guestrooms, which will be incorporated into the final plan. These guestrooms will be owned and operated by the Homeowners Association and, therefore, will not be included in the final density count.
3. With regard to the first paragraph of this section, please refer to the March 10 letter. Additionally, with respect to Chapter 10 of the Land Management Code, the submitted Preliminary Plan includes elements outlining concepts for site grading, landscaping and re-vegetation of the site, pedestrian circulation, drainage and proposed utilities. These plans will be submitted after the initial work session for review. Additionally, elevation and sections depicting building massing, heights and possible materials to be utilized have been shown. We are currently producing perspective sketches illustrating the visual appearance of this development from several vantage points around Deer Valley.



With regard to the second paragraph of this section, we have discussed various options for providing ski in/ski out access to this project with Deer Valley Resort. While additional cost and other project design considerations perhaps make this a less attractive alternative, we have been advised that it is the only option acceptable to Deer Valley Resort at this time.

4. Snow shedding will be addressed as part of the ongoing design and review of the building architecture.
5. As the site configuration becomes more finalized, the utility and drainage designs will become clearer and more detailed. The existing 12" water line, which lies directly beneath the proposed access to the site, needs to be relocated as the proposed access currently shown on the plan represents the only legal access available to us.

If a shared access agreement could have been reached with Deer Crest, the relocation of the water line may not be necessary. Since the failure to reach an agreement necessitates relocation of this water line, we will work with the City Engineer to minimize disruption of service in this area.

6. See the March 10 letter.
7. A preliminary Construction Management Plan is being prepared and will address phasing of the project, impact of construction of this area, placement of excavated material, restoration and re-vegetation of disturbed areas and parking for workers. Depending on the timing of the start of construction, the majority of the excavated material may be utilized by Deer Valley Resort in conjunction with their improvements to the Olympic venues at the base of White Owl, Champion and Big Stick ski runs.
8. See response number 7 above.
9. Historically, we have been eager to coordinate with Deer Crest and Deer Valley Resort to achieve mutually beneficial solutions to this issue. We have engaged architects and engineers, and spent considerable management and financial resources in an effort to reach an agreement. Our exhaustive, good faith efforts to reach an agreement with Deer Crest during the past twelve months have resulted in a significant delay to our development. Over this same period, Deer Valley Resort has also attempted to negotiate, in good faith, a mutually agreeable solution to this issue, to no avail.

Our plan has been formally and properly submitted and depicts the only legal access available to us to the subject property. It is appropriate and necessary to proceed with the review and approval of this project expeditiously utilizing the only legal access available to us at this time.

Obviously, the use of alternative access points is beyond our control. Once this project has been approved, in the event a superior access point becomes available to us prior to commencement of our construction, we will remain flexible in considering any such alternatives. However, any further delay in the project at this time is unreasonable and would have a continuing detrimental impact on the development.

10. See the March 10 letter.
11. A revised slope analysis plan has been submitted to you for your review. Building site design has been modified repeatedly to ensure that the placement of this building will be sensitive to existing site conditions. The current design attempts to minimize the building heights, while protecting the majority of the site from development. Protection of the existing trees will be primarily focused on the areas to the eastern and southern portions of the site as the combined activities of ski trail widening and building construction will limit our ability to preserve trees along the Wide West ski trail. A re-vegetation plan will be a major component of the landscape plan and will utilize native plant materials.
12. As soon as the Planning Commission is comfortable with the site plan, we will finalize the landscape and signage plans.
13. See response number 12 above.
14. There will be garage doors for the primary building access. Service for the building will be finalized as part of the ongoing design of the building.
15. Gas fireplaces will more than likely be utilized in the residential units. Wood burning fireplaces are limited to the lobby/check-in area and the lounge area. The number of wood burning fireplaces will be determined during the ongoing design process of the building.
16. Design of the entrance signage and other signage will be submitted as part of the overall signage plan.
17. See the March 10 letter.
18. This project has undergone several revisions in response to Deer Valley Resort's review of the building concepts. The linear appearance of the building is in response to our desire to limit the visual impact on the Snow Park Lodge by keeping the project as low on the hillside as possible. This design incorporates the practical consideration of proximity to the existing ski facilities. Updated elevations are being prepared, and we are confident the revised elevations will address your comments.
19. The skier bar referenced in the application is actually a common area lounge for the use of guests only.



20. See the March 10 letter.
21. Deer Valley Resort will submit a subdivision plat, which will delineate what is practically the development site. It is currently contemplated that the remainder of the subject property will be retained by Deer Valley Resort as open space.
22. A check-in area will be located within the building on the plaza level in close proximity to elevators accessing the parking areas.
23. Appropriate setbacks will be shown and adhered to.

We appreciate your timely review of the Mountain View Lodge application and look forward to discussing the outstanding comments with your staff and the Planning Commission at the work session scheduled for March 24. If you require any additional information or material, please do not hesitate to call.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Walker", followed by a period.

Mark Walker, AIA  
Project Architect

TEG:ses

cc: Robert Rothman  
Leonard Scaglione  
Bob Wells

**Silverlake Development Corporation**

7720 Royal Street East  
P.O. Box 3965  
Park City, UT 84060  
435. 645. 7277  
Fax: 435. 645. 7278

September 9, 1998

Mr. David Luber  
Deer Crest Associates I, L.C.  
LCC Properties Group, L.C.  
136 Heber Avenue, Suite 308  
P.O. Box 8888  
Park City, Utah 84060

Dear David:

Silverlake Development appreciates our recent opportunity to meet with you and your colleagues to discuss our mutual interests in our adjoining properties. Unfortunately, however, the proposal provided by your architect does not reflect our understanding.

Silverlake Development has, therefore, finalized its plans and agreed with Deer Valley Resort to proceed with the development of our property without the necessity of any further involvement from your organization.

However, in the interest of continued cooperation, Silverlake Development offers a final alternative for Deer Crest to consider, which it believes enables all concerned parties to achieve their objectives.

Silverlake contemplates an arrangement whereby Silverlake would deed a portion of its parcel to Deer Crest, and in return, Deer Crest would deed a portion of its parcel to Silverlake Development. The subject parcels to be exchanged would enable Silverlake to construct access to its site on what would then be property it owns and maintains, without encroaching on the Snow Park Lodge. Silverlake would then provide a parcel of its land to Deer Crest, which it desires. Given our discussions, its clear certain portions of each of our respective parcels would be better utilized by the other party.

Most significantly to Deer Crest, however, is that this proposal provides perhaps the only avenue available to it to obtain additional density from Deer Valley Resort. By enabling Silverlake to construct its access without encroaching on the Snow Park Lodge, Deer Crest gains sufficient favor with the Resort for it to grant the additional density sought by Deer Crest.

Given that Silverlake is in a position to proceed with our development immediately, time is of the essence. Silverlake is prepared to receive an expression of interest from Deer Crest with respect to this alternative until the close of business on Friday, September 18. In the event Silverlake receives such an expression, both parties must proceed to negotiate and execute a contract as soon as possible.

In the event Deer Crest does not express any interest, Silverlake Development wishes you and your organization continued success.

*Leonard Scaglione*

Leonard Scaglione  
Vice President

cc: Robert Rothman  
John Garthwaite



September 18, 1998

Mr. Leonard Scaglione  
Vice President  
Silverlake Development Corporation  
7720 Royal Street East  
P.O. Box 3965  
Park City, UT 84060

Dear Lenny:

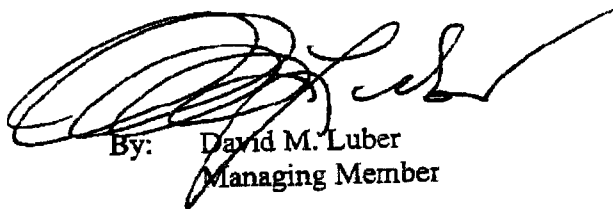
Per my telephone conversation with you yesterday afternoon, this letter will confirm our meeting with you next Tuesday, September 22, 1998 at 3:00 p.m. at the Otto/Walker office. I appreciate your supplying our office in advance of said meeting your suggested building and access programs for the respective parcels for our consideration.

We look forward to meeting with you next Tuesday.

Very truly yours,

DEER CREST ASSOCIATES I, L.C.

By: LCC PROPERTIES GROUP, L.C.

  
By: David M. Luber  
Managing Member

DML:rao

Cc: Robert Rothman  
Ken Chang  
Neil Richardson

DEER CREST ASSOCIATES I, L.C. LCC PROPERTIES GROUP, L.C.

136 HEBER AVENUE, SUITE 309, P.O. BOX 8888 • PARK CITY, UT • 84060 • PHONE (801) 655-8822 • FAX (801) 655-8120



## DEER VALLEY

Executive Offices

~~March 19, 1988~~

Kirsten A. Whetstone, AICP  
Project Planner  
Park City Municipal Corporation  
P. O. Box 1480  
Park City, Utah 84060

Re: Mountain View Lodge  
Your Staff Comment Letter of March 3

Dear Kirsten:

This will address certain points in your subject letter that relate more specifically to Deer Valley Resort and/or our relationship with the project developer. A number of these we discussed on March 4 in my meeting with you and Nora.

### Item No. 3

a. Density. The MPD Permit for Deer Valley Resort classifies 4 parcels as "density range parcels" as opposed to all of the remainder of the Deer Valley development parcels being assigned a specific density. The "entitlement" density under the MPD Permit for the combination of the 4 parcels is 263.5 (Paragraph C and Exhibit 2 of MPD Permit). The parcels and parcel density ranges are:

|                                                   |        |
|---------------------------------------------------|--------|
| Snow Park Lodge/Multi-Family (the subject parcel) | 0-42   |
| South Multi-Family (In The Trees)                 | 20-30  |
| Hotel/Sports Facility Parcel                      | 60-105 |
| Snow Park Parking Area                            | 0-200  |

These 4 sites are highlighted on the enclosed excerpt from the Deer Valley development plan map. The South Multi-Family Parcel has been previously developed as the "In The Trees" condominium project with a density of 14 units. Subtracting the 14 units of In The Trees from the total entitlement of 263.5 leaves a balance of 249.5 units for the combination of the remaining three sites. As we discussed at our March 4 meeting, in our own internal planning we have combined the Hotel/Sports Facility Parcel and the Snow Park Parking Area Parcel since they are contiguous (the Parking Area Parcel consists of our present surface parking lots 1-4 and the Hotel Parcel consists of our present surface parking lots 5 and 6). Doe Pass Road (a private road) runs between lot 4 and lot 5. In our planning we are referring to this combination of parcels as "Snow Park Village".

Deer Valley's view with respect to how the entitlement density should be allocated between Snow Park Village and the Snow Park Lodge/Multi-Family Parcel (the subject Mountain View Lodge) is to maximize the density on the subject parcel (i.e., the 42 unit upper range as proposed) resulting in fewer units in Snow Park Village, for the following reasons:

1. 42 units is compatible in its relationship with the closest neighboring developments in Snow Park including Snow Park Lodge (a 100,000 sf +/- structure), Trails

End/Pine Inn (42 units), Powder Run (33 units), and the proposed Snow Park portion of the Deer Crest condominium hotel.

2. The subject site allows for units to be built into the hillside on the lower portion of the slope versus on the flats or interrupting ridgelines.

3. The site, being immediately adjacent to the services of Snow Park Lodge and the base of Deer Valley skiing, facilitates pedestrian versus vehicular movement. The proposed Mountain View Lodge plan provides facilities for onsite check-in and onsite management but without the food services and other commercial amenities that are already provided in the adjacent Snow Park Lodge.

4. The development on the subject site is visual to fewer Snow Park developments than corresponding density located in Snow Park Village. The MPD Permit recognizes that some additional building height can be achieved on the subject site because it is against the hillside.

5. Achieving the 42 unit density on the subject site allows for a looser density, more open space, and lower heights on the Snow Park Village Parcel(s).

b. Ski Access. The lift or people mover device to facilitate ski out access is actually a suggestion of Deer Valley. It allows occupants of the project to access the main base of the ski area in the easiest manner without conflict with the adjacent beginner and teaching terrain (the Wide West ski run). By accessing the Little Stick ski run, the skier travels west of the Wide West ski run to the base of the Carpenter Express and Clipper lifts. Cross ski traffic on Wide West and additional skiers feeding into Wide West are our greatest concerns as the ski area operator. We have evaluated numerous other approaches, including your suggestion of bringing skiers into the proposed widening of Wide West easterly of the Burns lift. The problem with this is that it mixes other skiers with beginners and while crossing under the lift can be discouraged with signage, it would be impossible to enforce without weapons. We find the lift approach to be the best alternative. We feel that the lift line is less visually obtrusive than a ski out trail.

#### Item No. 6

Sewer. Deer Valley has periodically reviewed sewer line capacity in the Snow Park area with SBSID for the past several years. We are aware that there is a point where line upsizing will be necessary for two line segments in Deer Valley Drive. We believe that this upsizing will not be necessary until the Snow Park Village development commences but we will followup with SBSID and address the upsizing earlier if it is triggered by this project.

#### Item No. 8.

Construction Management. The excavated material from the site is proposed to be used by Deer Valley to accomplish fill at the base of the existing White Owl to Big Stick ski runs area to complete the work for the 2002 Winter Olympic venues. This has the advantage of the material not having to be transported on any City street. Deer Valley has agreed to work with the project developer in providing construction worker parking and some materials storage during non-skiing seasons.

Item No. 9. As you point out, the entrance to the project utilizes the existing Snow Park Lodge service drive. To that end, access is provided and proposed without creating a second access off Deer Valley Drive. Deer Valley and Mountain View Lodge vehicles would separate approximately 100' into the Deer Valley property. Deer Valley parking displaced by the Mountain View Lodge entry ramp would be supplanted in the Mountain View Lodge parking structure. Deer Valley traffic in the service area is estimated at less than 100 vehicle trips per day during the winter season and less in other parts of the year. The Mountain View Lodge location adjacent to Snow Park Lodge, skiing, and the existing Park City Transit route works to reduce trips from the proposed 42 unit site so we have concluded that the access as proposed can work effectively. It is the only legal vehicular access to the site that Deer Valley controls. The access would be the subject of an easement granted to Mountain View Lodge and responsibility of maintenance would be with Mountain View Lodge from the beginning point of the ramp to the project boundary. The access proposed by Deer Crest to its adjacent development is also the only legal vehicular access from Deer Valley Drive to the Deer Crest condominium hotel project of which we are aware. We also understand that Deer Crest wishes to maintain a project identity with its own access. We are willing to cooperate with shared access and think that there is a possibility of shared access for a short distance off Deer Valley Drive with a split after that which would allow both projects to maintain their separate identities.

Item No. 10. The proposed development is contained within the 5.70 acre site identified in the Deer Valley MPD, except for the southerly portion of the proposed ski out access lift and the southerly portion of the ski in trail both of which are on Deer Valley property immediately south of the 5.70 acre site boundary. The site plan has been enlarged (to the 7+ acres) to reflect all of these elements. Enclosed is a title report on the project site which includes the proposed access drive easement per your request. It is Deer Valley's intent to submit a subdivision plat for processing after initial review by Planning Staff and Planning Commission and resolution of any issues. It is our thought and suggestion that the project parcel created by the subdivision process only be that portion of the 5.70 acres that is practically the development site. The remainder would be retained by Deer Valley as open space as opposed to being a portion of the condominium project.

Item No. 17 . There are no mine workings on the subject property. At inception, Deer Valley commissioned a reconnaissance of mines and mine workings and mitigation on the Deer Valley development parcels by Compliance Engineering Company. Subsequently a Phase I environmental review was performed for Deer Valley by Sergent, Hauskins & Beckwith. Additional copies of these reports will be provided if you need them. The Park City Consolidated shaft was located on property now owned by Deer Crest northerly of the subject site. \*

Item No. 18. Deer Valley has worked with the project developer on a number of site plans for the project. The proposal submitted is the result of trying to minimize disturbance, limiting building height, and keeping the project as low on the hillside as possible. Modifications are being made in the submitted west elevations to reflect areas of facade relief at a number of locations where unit pods connect. We understand your request for an expanded visual analysis and also understand that the developer is studying the best approach to accomplish this.



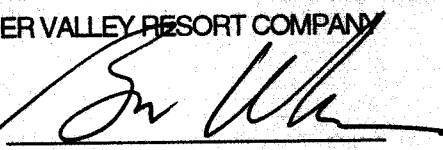
Item No. 20. No existing designated bike trails are impacted by the proposal. The Little Stick ski run south of the property has been used for biking.

Thanks for the meeting and please let me know if you have any questions on these responses.

Sincerely,

DEER VALLEY RESORT COMPANY

By

  
Bob Wells

cc: Lenny Scaglione / Dan Foley - Silverlake Development Corporation



**Department of Community Development**  
**Engineering • Building Inspection • Planning**

March 3, 1999

Jeff Graham  
Jack Johnson Co  
1777 W. Sun Peak Dr  
Park City, UT 84098

Dear Jeff,

Staff reviewed your application and submittal for the **Mountain View Lodge at Deer Valley CUP** and we have the following comments:

1. Please continue to work with Chief Building Official, Ron Ivie on fire and emergency access to the southern most units. A fire/emergency management plan needs to be submitted for Ron Ivie and the Fire District to review. The southern units exceed the standard cul-de-sac length of 650'. Please address emergency response and alternatives as well.
2. Coordinate with Chief Building Official, Ron Ivie, regarding code requirements for handicapped accessibility. The number of federally required ADA units will need to be identified on the condo plat. The Building department typically requires that these units be designated on the plat as common space to ensure availability in a rental situation.
3. Most likely the first topic of conversation with the Planning Commission will be the issue of whether the proposed density is appropriate for this parcel, given that the Deer Valley SEP calls for a range of 0 - 42 units. It may well make sense for this density to occur at this location, built into the side of the hill at the base of the resort and in good proximity to skier amenities and bus routes; but the site plan and overall quality of the project needs to clearly indicate that the proposal meets criteria set forth in the Land Management Code, Chapters 10 and 15 (see attached), to approach the maximum density.

A written statement from Deer Valley regarding how they see the build out of units at

Park City Municipal Corporation • 445 Marsac Avenue • P.O. Box 1480 • Park City, UT 84060-1480  
Community Development (435) 615-5055 • Engineering (435) 615-5055 • Building (435) 615-5100  
Planning (435) 615-5060 • FAX (435) 615-4906

Snow Park may make sense at this point. A written statement from the applicant, identifying why you believe this site plan (or a revised plan) meets the LMC criteria and why it is in the community's best interest to locate density in this location, would be most helpful.

Nora Shepard, planner for the Deer Crest project, and myself meet with Bob Wells to discuss Deer Valley's perception of this density and development of future parcels.

We also expressed our concerns about the proposed ski-out facility (the people mover to Little Stick ski run). The Planning staff questions the need and impacts of this lift. We would like you to pursue alternatives. There are concerns about impacts to the hill side, both environmentally and aesthetically, due to the people mover. Perhaps some coordination between Deer Valley could provide a reasonable alternative for the relatively few number of skiers generated by the proposed 42 units. The proposed regrading of the western property boundary to expand the Wide West ski trail may offer an opportunity to construct and grade in a controlled skier access trail to the Wide West trail at or around the 7290' elevation.

4. Snow shedding is a serious problem in Park City. The building department will need to approve the plans for snow shedding once we are closer to a final version. Areas of pedestrian activity, entrance ways, and parking areas should be looked at in detail.
5. *another reason they need coop w/ Deer Crest*  
~~Eric DeHaan, the City Engineer~~, will review a set of the preliminary drainage, grading, and utility plans once the general site layout and building configurations are resolved with the Planning Commission. The City Engineering Department is not in favor of moving the 12" water line, again. Eric's comments will be forwarded to you under separate cover after revisions have been submitted.
6. *Bob's letter*  
You should be aware that the SBSID (Snyderville Basin Sewer Improvement District) indicated that downstream sewer lines need to be upgraded based on removal of capacity from units recently constructed in Deer Valley and the vicinity of Deer Valley Drive. Please contact the District to discuss the timing of these improvements and how they relate to this proposal.
7. *Bob's letter - one phase*  
Please submit a preliminary phasing and construction management/staging plan with your revised plans. This area of town will experience a high volume of construction activity and traffic during the next several years.
8. Please identify how the project will be phased, where workers will park, where materials (including excavated materials) will be stored, what provisions you propose for restoring and re-vegetating disturbed areas (off and on site), how any necessary underground pumping systems will operate and where the water will be discharged, and how impacts on the surrounding neighborhood will be mitigated.

Please indicate areas outside of this property that might be effected by this project, ie

Deer Valley Resort, and include any agreements from adjacent property owners regarding disturbance, stockpiling, deliveries, construction parking, etc. If you submit a draft CMP, I can circulate it among City staff and provide you with our comments.

9. To what extent are you willing to coordinate with the adjacent project at Deer Crest regarding shared access, construction impacts, trail systems, skier access, etc? The current access drive conflicts with the drive shown for the Deer Crest project. It would be great if these access drives could be combined to reduce the amount of pavement at the entrances to these projects and to reduce the confusion and conflict of multiple driveways on Deer Valley Drive at a highly congested location. Nora Shepard will be discussing this with the Deer Crest people at an upcoming meeting. Planning Staff has many questions about how this area will function, including concerns regarding ownership of the drive with associated maintenance and snow removal issues. We highly recommend that you coordinate with Deer Valley and Deer Crest, if possible, to have a traffic and circulation study done to map out all the activities going on at this location. The Planning Commission will likely have the same concerns and will likely want to see some alternatives.

Markham  
Bob's letter

study

10. There is not a separate parcel identified for this project on the assessor's maps therefore a sketch and preliminary subdivision plat needs to be submitted to the City for concurrent review with the CUP. The Snow Park parcel identified in the Deer Valley SEP indicates the parcel is 5.2 acres in area. The parcel you are showing is 7.787 acres. Please submit a title report covering all of the property that is part of this submittal and a written explanation of this additional property, presumably also part of the Deer Valley SEP. The title report should also address ownership of the access drive.

Bob's letter

11. Please resubmit the slope analysis so that it is legible and easier to read. Staff will reserve comments relative to the Sensitive Lands Overlay (SLO) requirements until this information is provided. Please be aware that the Site Development Standards of the Sensitive Lands Overlay do apply, including the Design Standards in Appendix A and the Tree/Vegetation Protection Regulations in Appendix B. The SLO makes specific reference to existing master plans and states that "In general, the site design criteria shall apply to these proposals." It further states ".....the development will be required to be placed on the least sensitive portion of the parcels." Please include in your project objectives narrative information on how this proposal meets the applicable SLO criteria.
12. Once a site plan is agreed upon please work with Brooks Robinson on revisions to the landscape plan. Initial concerns for this project include softening and minimizing the considerable rock walls and retaining walls and other hard scape areas, re-vegetation of disturbed areas, use of native vegetation, minimizing grading disturbance, preserving the maximum amount of existing vegetation during construction, external lighting, pathways to Snow Park lodge etc.
13. Prior to final review by the Planning Commission please submit a lighting plan for all exterior lighting. Include cut-sheets for fixtures and poles, as well. All lighting shall be

Ask legal

directed on-site with no light spill off site and shall meet the newly adopted exterior lighting requirements (see attached).

14. Will there be garage doors for the main parking structure? Please explain all proposed lighting of the garage, especially any lights within 50' of the exterior. How do trash and delivery service will work?
15. Air quality and fire safety will be enhanced by the use of gas only fireplaces within each residential unit. Staff requests that you provide a note on the plans limiting the use of conventional wood burning devices to common lobby areas.
16. All signs requires a permit, granted under a separate review procedure. Please consult the Park City Sign Code for residential project sign requirements.
17. Ron Ivie has requested that you submit a mining report and survey of existing mines on this property. He is concerned with reclamation of existing mines and shafts and identification of potential conflicts with the proposed construction. Also there may be safety issues for the public during and after construction that you should address.
18. Staff has concerns about the linear nature of the proposed buildings and how far up the ski slope they creep. A visual analysis from various locations on Deer Valley Drive would be helpful to understand where these buildings will be seen from and what the potential impacts are. Because of the linear nature of the site, staff believes that the architecture needs to provide a lot more interest, articulation, and relief. Roof lines need to be broken up. The building articulation is fairly repetitive. There could possibly be more vertical elements and more different elements to create interest. The use of quality materials, colors, and details is critical if this building is to meet the criteria set forth in Chapters 10 and 15. Staff would like to discuss the possibility of keeping the units clustered nearer the turn around area rather than creeping south along the ski slope. A visual analysis will help determine the impacts these alternatives. These alternatives will have to be viewed in consideration of how they meet the intent of the Sensitive Lands Overlay as it applies to existing MPD's. Please include a narrative with the visual analysis to clearly identify project objectives and sensitivity to affected property owners, ie. Deer Crest, Deer Valley Resort, Pine Inn, others?
19. What is a "skier bar" as referred to in the Project Description?
20. Please address how this proposal impacts existing bike trails and what the plans are to replace and add to the trail system. What provisions do you plan for bicycle parking/storage.
21. When you prepare the sketch and preliminary plat, please include easements for dedicated open space areas and trails.
22. Where will the check-in area be located? On-site in a central lobby area, or off-site?

See response in  
see study in  
7-7-17  
SEP

Chuck  
English  
matt  
Tombly

23. All required setbacks from exterior lot lines as stated in the RD zoning district apply.

This concludes staff comments at this time. If you would like to schedule a time to meet to go over these comments, please do not hesitate to call me. Thank you for your attention to these issues. I have scheduled this item to go before the Planning Commission at a Work Session on Wednesday, March 24, 1999 at 5:30PM.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirsten A. Whetstone", with a long horizontal flourish extending to the right.

Kirsten A. Whetstone, AICP  
Project Planner

cc: Dan Foley, Silverlake Development



When recorded, mail to:  
Robert W. Wells  
Deer Valley Resort Company  
P. O. Box 889  
Park City, Utah 84060

*First Aid.*

# 16610

RECEIVED

MAY 11 2001

## CROSS PROPERTY AGREEMENT

PARK CITY MUNICIPAL CORPORATION

This CROSS PROPERTY AGREEMENT (hereinafter designated "Agreement") is entered into this 21 day of December, 2000 by and between Deer Valley Resort Company, a Utah limited partnership (hereinafter designated "DVRC"), Black Diamond Lodge LLC, a Delaware limited liability company (hereinafter designated "Black Diamond"), and Black Diamond Lodge at Deer Valley Association of Unit Owners, a Utah non-profit corporation ("Association"). DVRC, Black Diamond and Association are collectively referred to herein as the "Parties".

### RECITALS:

A. Black Diamond is the owner of Lot 1 of the Black Diamond Subdivision as Amended, Park City, Summit County, Utah, the amended plat of which was recorded September 18, 2000 as Entry No. 573025, official records of Summit County, Utah (the "Black Diamond Property") which real property was conveyed to Black Diamond from DVRC by a Special Warranty Deed dated July 11, 2000 and recorded August 10, 2000 as Entry No. 570772 in Book 1329 at pages 993-995, Official Records of Summit County, Utah and by a Special Warranty Deed dated August 2, 2000 and recorded August 10, 2000 as Entry No. 570773, official records of Summit County, Utah; and

B. Black Diamond is constructing a condominium master planned development on the Black Diamond Property; and

C. Black Diamond, as Declarant, created a Utah Condominium Project entitled Black Diamond Lodge at Deer Valley ("Black Diamond Lodge") on said Black Diamond Property by recording a Record of Survey Map therefor on October 27, 2000 as Entry No. 575647 in the official records of Summit County, Utah and by recording a Declaration of Condominium of Black Diamond Lodge at Deer Valley, a Utah Condominium Project on October 27, 2000 as Entry No. 575648 in the official records of Summit County, Utah. In connection with the creation of said Utah Condominium Project, Declarant caused Association to be incorporated as the non-profit association of unit owners for said Black Diamond Lodge.

D. DVRC is the owner of the real property contiguous to the Black Diamond Lodge on the west which property is a portion of the Deer Valley Resort ski area owned and operated by DVRC; and

E. DVRC and Black Diamond have previously agreed that in connection with construction of the Black Diamond Lodge, Black Diamond will cause to be constructed a ski patrol and first aid building for the account of DVRC, on DVRC property contiguous to the Black Diamond Lodge. DVRC and Black Diamond have also previously agreed that Black Diamond may construct portions of a stairway providing pedestrian ingress and egress to the Black Diamond Lodge on DVRC property adjacent to the Black Diamond Lodge and adjacent to the ski patrol and first aid building to be constructed. The location of the ski patrol and first aid building and the stairway is depicted on the plat attached hereto as Exhibit A.

F. Ordinances and regulations of Park City Municipal Corporation permit the here-in-above referred to ski patrol and first aid building and stairway to be constructed as accessory uses as a portion of a master planned development within what otherwise would be required building setback areas, provided that the affected parties enter into an agreement acknowledging the location of such structures and providing for the administration of the structures.

NOW THEREFORE, in consideration of the mutual benefits to the Parties arising from the location of the ski patrol and first aid building and stairway as depicted on Exhibit A, the Parties hereto agree as follows:

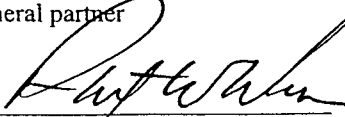
1. The stairway and ski patrol and first aid building depicted on Exhibit A are directly adjacent to the respective property lines of DVRC and Black Diamond with no setback and the Parties consent to the construction thereof in those approximate locations.
2. DVRC consents to the construction of a portion of the pedestrian stairway serving the Black Diamond Lodge on DVRC property in the approximate location depicted on Exhibit A.
3. A roof over the pedestrian stairway is designed to shed onto the roof of the ski patrol and first aid building. DVRC consents to that design and shedding.
4. After the initial construction thereof, responsibility for all costs of ownership, maintenance, repair and replacement of the ski patrol and first aid building in its entirety falls with DVRC and that responsibility for all costs of ownership, maintenance, repair and replacement of the stairway in its entirety falls with Black Diamond until condominium units are sold and then it shall fall on the Association. The Parties further agree to reasonably maintain, repair and replace these facilities, provided that nothing herein shall prevent either party in the future from totally eliminating its respective facilities so long as such elimination does not interfere with the function and use of the facilities of the other.
5. Each of the Parties hereto hereby agree to defend, indemnify and hold harmless the other from and against any and all damage loss, claim, liability and expense, including but not limited to reasonable attorneys' fees and expenses arising from or in connection with the acts or omissions of the respective party, in any way attributable to the maintenance, operation and use of the Parties' respective facilities referred to herein.
6. Each of the Parties hereto agrees that at all times during the term hereof, it will purchase and maintain comprehensive public liability and personal injury insurance with respect to its activities on and in connection with operation and maintenance of the facilities referred to herein with an aggregate limit of liability of not less than \$1,000,000 for claims made on an occurrence basis which insurance policy shall be in a form and with an insurance company reasonably acceptable to the others. Such insurance may be combined with other public liability and personal injury insurance maintained by the Party with respect to which the respective facilities are a part. Each Party agrees that it will cause the other Party to be designated as a named insured under such insurance policy.
7. This Agreement shall be binding on and inure to the benefit of the respective Parties successors and assigns.

Entered into the date first above written.

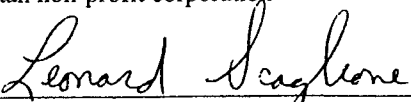
BLACK DIAMOND LODGE LLC  
a Delaware limited liability company

By   
John R. Garthwaite  
Vice President and Treasurer  
Of Manager, Black Diamond Corporation

DEER VALLEY RESORT COMPANY  
a Utah limited partnership  
By Royal Street of Utah  
a general partner

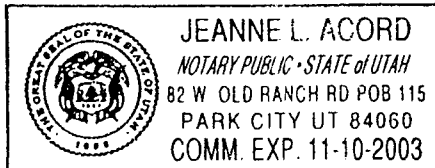
By   
Robert W. Wells  
Its Vice President

BLACK DIAMOND LODGE AT DEER VALLEY ASSOCIATION OF UNIT OWNERS  
A Utah non-profit corporation

By   
Leonard Scaglione, Its President

STATE OF UTAH )  
 : ss.  
COUNTY OF SUMMIT )

On the 21 day of December, 2000, personally appeared before me Robert W. Wells, the signer of the within Cross Property Agreement, who duly acknowledged to me that the instrument was executed on behalf of DEER VALLEY RESORT COMPANY, a Utah limited partnership and that he executed the same.



*[Signature]*  
NOTARY PUBLIC

STATE OF Florida )  
 : ss.  
COUNTY OF Hillsborough )

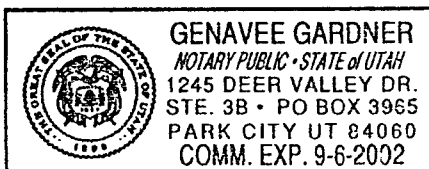
On the 26<sup>th</sup> day of December, 2000, personally appeared before me John R. Garthwaite, the signer of the within Cross Property Agreement, who duly acknowledged to me that the instrument was executed on behalf of BLACK DIAMOND LODGE LLC, a Delaware limited liability company and that he executed the same.

NOTARY PUBLIC - STATE OF FLORIDA  
MICHELE R. CLEEK  
COMMISSION # CC759635  
EXPIRES 7/18/2002  
BONDED THRU ASA 1-888-NOTARY1

*[Signature]*  
NOTARY PUBLIC

STATE OF UTAH )  
 : ss.  
COUNTY OF SUMMIT )

On the 21 day of December, 2000, personally appeared before me Leonard Scaglione, the signer of the within Cross Property Agreement, who duly acknowledged to me that the instrument was executed on behalf of BLACK DIAMOND LODGE AT DEER VALLEY ASSOCIATION OF UNIT OWNERS and that he executed the same.



*[Signature]*  
NOTARY PUBLIC

EXHIBIT A  
TO  
CROSS PROPERTY AGREEMENT

PLAT DEPICTING RESPECTIVE FACILITIES

SCALE: 1" = 20'

Property Line Between Black Diamond  
Lodge and Deer Valley Resort

Deer Valley Resort

Ski Patrol  
and  
First Aid  
Building

Black Diamond Lodge  
Project

Black Diamond Lodge Project

**Park City Municipal Corporation**

**Mountain View Lodge  
Water Supply Study**

January 2000

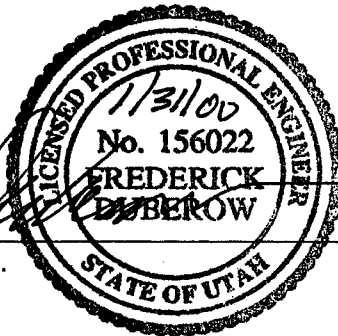
Prepared by

**EWP Engineering Inc.**

Approved: \_\_\_\_\_

*Frederick C. Duberow*

Frederick C. Duberow, P.E.  
Utah License No. 156022



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3995 South 700 East, Salt Lake City, Utah 84107 (801) 261-0090, Fax (801) 266-1671

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## Mountain View Lodge Water Supply Study

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3. Modeling Results
4. System Capacities
5. Physical Parameters
6. Recommendations

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Figure 1: Park City Water System Cybernet Map

### Appendix A

Cybernet Computer Modeling Output: Peak Instantaneous Demands

### Appendix B

Cybernet Computer Modeling Output: Peak Day Demands and 1750 gpm Fire Flow at the Mountain View Lodge

### Appendix C

PCMC 1994 Water Supply vs. Demand Study

4.1 Silver Lake/American Flag Service Area Water Storage Requirements

4.2 Lower Deer Valley/Solamere Area Water Storage Requirements

Figure 4.1 Silver Lake/American Flag Water Storage Requirements



## 1. Introduction

The Mountain View Lodge consists of 29 units and a tavern located above the Snow Park Day Lodge. The development is proposing to use the Snow Park Tank for fire flow storage and the North Lake Flat Tank to supply domestic, irrigation, and sprinkler water. They intend to use the abandoned 8-inch line from the old Last Chance Pump Station to deliver water from the North Lake Flat Tank service zone. This study analyzes the feasibility of using these sources as the water supply for the Mountain View Lodge and the impact it will have on the existing system.

## 2. Modeling Results

Two scenarios were modeled on Cybernet version 3.1 to assess the impact the Mountain View Lodge water demands will have on the existing system. To comply with the State of Utah Administrative Rules for Public Drinking Water Systems, hydrants must have a minimum residual pressure of 20-psi during a fire flow with peak day demands. The system was modeled with the fire flow demand of 1750 gpm at the fire hydrant near the Last Chance Pump Station, 350 gpm at the condominium's fire sprinklers and peak day demands throughout the system. The fire flow demands were determined by the Jack Johnson Company based on building size and type and are to be verified by the Park City fire marshall. The system was also modeled with peak instantaneous demands. All points of the system must maintain a minimum of 20-psi during periods of peak instantaneous demands per the State of Utah Administrative Rules for Public Drinking Water.

The Mountain View Lodge will use an existing fire hydrant located at approximately 7200 feet near the Last Chance Pump Station. The location allows the Snow Park Tank, with an overflow elevation of 7362 feet, to supply fire flow to exterior hydrants. The Mountain View Lodge condominiums have an approximate finished floor of 7230 feet in the basement and 7300 feet on the top floor, 57 psi and 27 psi respectively if served by the Snow Park Tank. PCMC requires the system pressures to be greater than 40 psi. Therefore, to supply the condominiums, the water must come from the North Lake Flat Tank to supply domestic and irrigation water, 44 gpm peak day (see Table 1), and 350 gpm for the internal fire sprinklers. The water must flow from the

North Lake Flat Tank, through the existing system to the abandoned 8-inch line from the old Neck Booster Pump Station, and to a future PRV where it will connect to the lodge.

#### Exterior Hydrant Fire Flows

The system was modeled with peak day demands (see Table 1) and a 1750 gpm fire flow at the hydrant near the Last Chance Pump Station. Static pressure at the hydrant is 70 psi. The fire flow scenario shows a residual pressure of 58 psi at the hydrant. This pressure is adequate to feed the fire flow demands and complies with state drinking water regulations.

#### Interior Fire Flows

The proposed Mountain View PRV (ground elevation 7350 feet) has an inlet pressure of 227 psi during the fire flow run. With the PRV outlet pressure set at 78 psi, the top floor of the Mountain View Lodge condominiums has a pressure of 100 psi. Sufficient fire sprinkler pressure exists for all floors of the Mountain View Lodge.

#### Peak Instantaneous Flows

During a period of peak instantaneous demands, the residual pressure at the fire hydrant near the Last Chance Pump Station is 61 psi. The inlet pressure of the PRV at Mountain View is 229 psi. With an outlet pressure of 78 psi at the PRV, pressures between 100-130 psi are found at the Mountain View Lodge. Therefore, building pressure regulators will be required for each floor in order to keep pressures below 80 psi. These pressures are more than adequate to supply the Mountain View Lodge's domestic and irrigation demands.

### **3. System Capacities**

#### Fire Storage

The proposed water supply for the Mountain View Lodge provides adequate pressure for fire and domestic demands. However, it is necessary to study the effects on the capacity of the system. The Mountain View Lodge requires 1750 gpm for two hours or 210,000 gallons of fire storage in the Snow Park tank. The Snow Park tank can provide this storage because it currently stores

315,000 gallons of dedicated fire flow for the lower Deer Valley service area. The PCMC 1994 Water Supply vs. Demand Study predicted that as of the year 2000, the Snow Park Tank would have a deficit of 25-30,000 gallons for domestic and irrigation demands. However, the Mountain View Lodge requires only fire flow from the Snow Park Tank and does not effect the storage for domestic and irrigation demands. The actual number of development units present needs to be compared to the number forecasted in the study to see if there is indeed a deficit. However, the Mountain View Lodge fire flow requirement will not impact this deficit.

#### Source Capacity

The Last Chance Pump Station (LCPS) must be able to pump peak day demands for the Mountain View water system in addition to existing system demands. As shown in Table 2, with the minimum combination of two pumps running, the LCPS pumps 1623 gpm. The LCPS can supply the additional Mountain View demands with an excess of 148 gpm in the winter and 292 gpm in the summer. These numbers are based on the PCMC 1994 Water Supply vs. Demand Study.

#### Domestic, Irrigation and Fire Sprinkler Storage

The North Lake Flat tank has a capacity of 200,000 gallons and must store average day demands for the existing system and the Mountain View Lodge. Water is pumped from the Last Chance Pump Station to the Silver Lake Tank, which fills the North Lake Flat Tank through an altitude valve. The system has an existing demand of 108,810 gpm in winter and 191,646 gpm in the summer from the North Lake Flat Tank (see Figure 2). With the addition of the Mountain View demands, the tank has a deficit of 23,346 gallons in the summer. Therefore, the excess storage capacity must come from a combination of the Silver Lake and Bald Eagle tanks.

In 1999, the Silver Lake/American Flag service area was estimated to have a storage deficit of 230,000 gallons (see Appendix C, PCMC 1994 Supply vs. Demand Study). The Silver Lake/American Flag service area has a storage capacity of 1.43 MG available and an existing demand of 1.66 MG (see Appendix C). It was recommended in the PCMC 1994 Supply vs. Demand Study that the Bald Eagle Booster Pump Station, which currently pumps 150 gpm, be upgraded to pump 520 gpm by 1999. With the increased capacity of the Bald Eagle Booster

Pump Station the system could pump an additional 532,800 gpd. This would add 266,400 gallons of useable storage to the existing available storage, yielding an excess storage capacity of 40,000 gallons (see Appendix C). With the addition of the 31,700 gallon Mountain View Lodge storage demands, the system will be left with an excess of 8,300 gallons.

Therefore, it is necessary for the Mountain View Lodge and Deer Valley to increase the capacity of the Bald Eagle Booster Pump Station to provide ample storage for the Bald Eagle, Silver Lake, and North lake Flat tank total service area. The Mountain View Lodge's share of the Bald Eagle Booster Pump upgrade would be 44 gpm/520 gpm, or 8.46%.

#### **4. Physical Parameters**

The modeling results indicate that the existing pipe sizes are adequate to handle the additional demands for Mountain View with no major losses or pressure drops due to excessive headloss. The 8-inch line that was abandoned with the old Neck Booster Pump Station can easily handle the flows from American Flag to Mountain View. However, the Park City Water Department verified that the abandoned line is an 8-inch permastrand, which will not be accepted for use by Park City. Thus, the line will need to be replaced with an 8-inch pressure class 350 ductile iron pipe to handle working pressures between 100-260 psi.

The other constituent that must be considered is the altitude valve at the North Lake Flat Tank. Ten-inch permastrand connects the altitude valve to the tank and to the Silver Lake service zone. According to the Park City Water Department, the altitude valve is at least an 8-inch valve. An 8-inch Cla-valve altitude valve is designed for 3,100 to 3,900 gpm. The flow going to the North Lake Flat tank is 340 gpm peak day demand (see Table 1) and 2500 gpm fire flow. The small increase in peak day demand due to the Mountain View Lodge is insignificant to the existing system.

## 5. Recommendations

The modeling results indicate that the additional demands have a minimal impact on the existing system. Sufficient pressures were found at all points in the system during fire flow runs and periods of peak instantaneous demands. However, the existing Park City water system does not have sufficient storage capacity to meet the demands of the Mountain View Lodge and the following system improvements are recommended:

- Upgrade the Bald Eagle Booster Pump Station to pump at least 520 gpm to accommodate existing demands and the Mountain View Lodge, and to maximize the storage of the Bald Eagle tank. The Mountain View Lodge would have a share of 8.46%.
- Replace the existing 8-inch permastrand that runs from Supreme Court to the old Neck Booster Station with 8-inch pressure class 350 ductile iron pipe with appropriate fittings to handle pressures up to 260 psi. The maximum length of pipe for replacement is approximately 1,500 linear feet.
- Extend 8-inch pressure class 350 ductile iron pipe approximately 1,060 linear feet from the Neck Booster Station to the Mountain View Lodge.
- Construct a new “private” PRV station (elevation 7350 feet) at the Mountain View Lodge site with a 4-inch main pressure reducing valve (PRV) and a 2-inch PRV bypass. The outlet pressure should be set at 78 psi to deliver 100 psi to the top floor of the Mountain View condominiums. The PRV should be located near a road or driveway to be easily accessible year round.
- Construct a master meter vault just prior to the PRV station. A strap-on electronic Controlatron meter is recommended on the high pressure line. All system improvements and additions are to be verified and approved by the Park City Municipal Corporation.

# MOUNTAIN VIEW LODGE WATER DEMANDS

**Mountain View Lodge Water Demands**

| Type of Use | Total | Unit  | Peak Day Source Demand |         |  |              |              |  | Storage Demand |         |              |         | Peak Instantaneous |               |
|-------------|-------|-------|------------------------|---------|--|--------------|--------------|--|----------------|---------|--------------|---------|--------------------|---------------|
|             |       |       | Unit Demand            |         |  | Total demand |              |  | Unit Demand    |         | Total Demand |         | Total Demand       |               |
|             |       |       | Winter                 | Summer  |  | Winter       | Summer       |  | Winter         | Summer  | Winter       | Summer  | Winter             | Summer        |
|             |       |       | GPD/ERU                | GPD/ERU |  | GPM          | GPD          |  | GAL/ERU        | GAL/ERU | GAL          | GAL     | GPM                | GPM           |
|             | (a)   |       | (b)                    | (c)     |  | (d)          | (e)          |  | (f)            | (g)     | (h)          | (i)     | (j)                | (k)           |
|             |       |       | calc                   | calc    |  | (a)*(b)/1440 | (a)*(c)/1440 |  | (b)/2          | (c)/2   | (a)*(h)      | (a)*(i) | 10.8*(j)*0.6       | 10.8*(k)*0.64 |
| POTABLE     |       |       |                        |         |  |              |              |  |                |         |              |         |                    |               |
| Residential | 29    | ERUS  | 2,000                  | 2,000   |  | 40.3         | 58,000       |  | 1,000          | 1,000   | 29,000       | 29,000  |                    |               |
| Tavern      | 40    | SEATS | 35                     | 35      |  | 1.0          | 1,400        |  | 17.5           | 17.5    | 700          | 700     |                    |               |
| Total       | 30    | ERUS  |                        |         |  |              |              |  |                |         |              |         | 95.2               | 95.2          |
| IRRIGATION  |       |       |                        |         |  |              |              |  |                |         |              |         |                    |               |
| Residential | 0.5   | ACRES |                        | 8,000   |  |              |              |  |                |         |              |         |                    |               |
|             |       |       |                        |         |  | 41.3         | 59,400       |  |                |         | 29,700       | 31,700  | 95.2               | 100.8         |
| TOTAL       |       |       |                        |         |  |              |              |  |                |         |              |         |                    |               |

**Park City Water Demands**

| Area                                         | # of ERU's | Peak Day Demand |         |     |          | Peak Instantaneous Demand |            |       |                 | Number of Nodes per Zone |
|----------------------------------------------|------------|-----------------|---------|-----|----------|---------------------------|------------|-------|-----------------|--------------------------|
|                                              |            | Winter          | Summer  |     |          | Domestic                  | Irrigation | Total | Demand per Node |                          |
|                                              |            | GPD/ERU         | GPD/ERU | GPM | GPM/NODE | GPM                       | GPM        | GPM   | GPM             |                          |
|                                              |            |                 |         |     |          |                           |            |       |                 |                          |
| Deer Valley Resort - Solamere                | 863        | 1346            | 2682    | 807 | 24.1     | 1226                      | 1601       | 2828  | 45.0            | 104                      |
| Landscape Irrigation                         | 185        |                 | 2682    |     |          |                           | 689        | 689   |                 |                          |
| Deer Valley - The Oaks                       | 296        | 860             | 2682    | 177 |          | 412                       | 749        | 1161  |                 |                          |
| N. Lake Flat Service Area with Mountain View | 138        | 2015            | 3549    | 193 | 12.1     | 632                       | 294        | 926   | 33.1            | 28                       |

## NOTES

1. MINIMUM UNIT INDOOR DEMAND OF 2000 GPD/ERU DERIVED FROM PARK CITY/DEER VALLEY WATER USE DATA-1994
2. PEAK INSTANTANEOUS INDOOR DEMAND =  $10.8 \times n^{0.64} \times 2.5$  WHERE N=NUMBER OF ERU'S AND 2.5=2000/800 GPD/eru
3. PEAK INSTANTANEOUS IRRIGATION DEMAND = 2 \* PEAK DAY IRRIGATION DEMAND, PER USDWR
4. ASSUMED ZONE 2 PEAK DAY OUTDOOR USE (IN USDWR) WHICH CORRESPONDS TO 2.8 GPM/IRRIGATED ACRE

**TABLE 1**



# **MOUNTAIN VIEW LODGE** ANALYSIS OF CAPACITY

| Storage Capacity                 | North Lake Flat Tank |         | Upper Deer Valley System |     | Upper Deer Valley System with<br>upgraded Bald Eagle Pump Station |
|----------------------------------|----------------------|---------|--------------------------|-----|-------------------------------------------------------------------|
|                                  | Winter               | Summer  | gal                      | gal |                                                                   |
|                                  | gal                  | gal     |                          |     | gal                                                               |
| Storage Capacity (gal)           | 200,000              | 200,000 | 1,430,000                |     | 1,700,000                                                         |
| Existing Demand                  | 108,810              | 191,646 | 1,660,000                |     | 1,660,000                                                         |
| Mountain View Demand-Average Day | 29,700               | 31,700  | 31,700                   |     | 31,700                                                            |
| Excess Storage with Mtn. View    | 61,490               | -23,346 | -261,700                 |     | 8,300                                                             |

| Loading on Last Chance Pump Station |         |         |  |
|-------------------------------------|---------|---------|--|
| Last Chance Pump Station            | Winter  | Summer  |  |
|                                     | gpm     | gpm     |  |
| Pumping Capacity (minimum)          | 1,623   | 1,623   |  |
| Existing Demand                     | (1,434) | (1,287) |  |
| Mountain View Demand-Peak Day       | (41)    | (44)    |  |
| Excess Capacity with Mtn. View      | 148     | 292     |  |

**NOTES**  
 -Excess capacity w/ Mtn. View = Minimum pumping rate - Existing demand - Mtn. View demand  
 -Data taken from EWP 1994 PCMC Water Supply vs. Demand Study

**TABLE 2**

## **APPENDIX A**

**Cybernet Computer Modeling Output: Peak Instantaneous Demands**

# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

#### Junctions @ 0.00 hr

| Label | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
|-------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| J-1   | N/A                   | 7,318.31                                 | 119.72            | 0.0                             | 276.31                   |
| J-2   | N/A                   | 7,476.68                                 | 106.02            | 0.0                             | 244.68                   |
| J-3   | N/A                   | 7,476.68                                 | 104.29            | 0.0                             | 240.68                   |
| J-4   | N/A                   | 7,365.26                                 | 53.84             | 0.0                             | 124.26                   |
| J-5   | N/A                   | 7,358.58                                 | 51.82             | 0.0                             | 119.58                   |
| J-6   | N/A                   | 7,529.98                                 | 99.65             | 101.0                           | 229.98                   |
| J-7   | N/A                   | 7,341.85                                 | 61.46             | 0.0                             | 141.85                   |
| J-20  | N/A                   | 7,352.09                                 | 239.22            | 0.0                             | 552.09                   |
| J-73  | N/A                   | 6,915.06                                 | 80.62             | 13.5                            | 186.06                   |
| J-101 | N/A                   | 8,468.33                                 | 149.20            | 11.3                            | 344.33                   |
| J-102 | N/A                   | 8,467.18                                 | 146.97            | 11.3                            | 339.18                   |
| J-103 | N/A                   | 8,476.84                                 | 63.63             | 11.3                            | 146.84                   |
| J-104 | N/A                   | 8,480.05                                 | 45.09             | 11.3                            | 104.05                   |
| J-105 | N/A                   | 8,466.75                                 | 157.18            | 11.3                            | 362.75                   |
| J-106 | N/A                   | 8,466.60                                 | 152.78            | 11.3                            | 352.60                   |
| J-107 | N/A                   | 8,464.57                                 | 209.97            | 11.3                            | 484.57                   |
| J-108 | N/A                   | 8,464.65                                 | 229.50            | 11.3                            | 529.65                   |
| J-110 | N/A                   | 7,898.34                                 | 49.11             | 27.9                            | 113.34                   |
| J-112 | N/A                   | 7,895.03                                 | 69.34             | 27.9                            | 160.03                   |
| J-113 | N/A                   | 7,881.15                                 | 121.82            | 27.9                            | 281.15                   |
| J-114 | N/A                   | 7,879.65                                 | 110.77            | 27.9                            | 255.65                   |
| J-115 | N/A                   | 7,878.87                                 | 95.70             | 27.9                            | 220.87                   |
| J-116 | N/A                   | 7,878.84                                 | 93.09             | 27.9                            | 214.84                   |
| J-117 | N/A                   | 7,878.41                                 | 85.97             | 27.9                            | 198.41                   |
| J-118 | N/A                   | 7,877.03                                 | 143.87            | 27.9                            | 332.03                   |
| J-119 | N/A                   | 7,670.98                                 | 66.29             | 27.9                            | 152.98                   |
| J-120 | N/A                   | 7,670.90                                 | 76.22             | 27.9                            | 175.90                   |
| J-121 | N/A                   | 7,670.89                                 | 90.51             | 27.9                            | 208.89                   |
| J-122 | N/A                   | 8,468.14                                 | 138.72            | 11.3                            | 320.14                   |
| J-123 | N/A                   | 8,466.73                                 | 158.90            | 11.3                            | 366.73                   |
| J-124 | N/A                   | 8,464.76                                 | 168.88            | 11.3                            | 389.76                   |
| J-125 | N/A                   | 8,464.74                                 | 177.54            | 11.3                            | 409.74                   |
| J-127 | N/A                   | 8,464.74                                 | 166.71            | 11.3                            | 384.74                   |
| J-129 | N/A                   | 8,466.56                                 | 157.96            | 11.3                            | 364.56                   |
| J-130 | N/A                   | 8,466.65                                 | 148.47            | 11.3                            | 342.65                   |
| J-131 | N/A                   | 8,467.03                                 | 151.24            | 11.3                            | 349.03                   |
| J-132 | N/A                   | 8,467.14                                 | 139.58            | 11.3                            | 322.14                   |
| J-133 | N/A                   | 8,467.13                                 | 130.91            | 11.3                            | 302.13                   |
| J-135 | N/A                   | 8,467.38                                 | 141.85            | 11.3                            | 327.38                   |
| J-136 | N/A                   | 8,464.80                                 | 164.57            | 11.3                            | 379.80                   |
| J-137 | N/A                   | 8,464.65                                 | 216.50            | 11.3                            | 499.65                   |
| J-138 | N/A                   | 8,464.65                                 | 175.34            | 11.3                            | 404.65                   |
| J-139 | N/A                   | 8,464.64                                 | 176.63            | 11.3                            | 407.64                   |
| J-140 | N/A                   | 8,464.65                                 | 231.66            | 11.3                            | 534.65                   |
| J-141 | N/A                   | 7,899.88                                 | 10.78             | 27.9                            | 24.88                    |
| J-142 | N/A                   | 7,671.80                                 | 54.94             | 27.9                            | 126.80                   |
| J-143 | N/A                   | 8,464.64                                 | 612.96            | 11.3                            | 1,414.64                 |
| J-144 | N/A                   | 7,669.06                                 | 123.08            | 27.9                            | 284.06                   |

← Mtn. View Lodge Condominiums  
← Hydrant to serve Mtn. View Lodge

# Analysis Results

## Scenario: Peak Instantaneous Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-146               | N/A                   | 8,468.15                                 | 148.69            | 11.3                            | 343.15                   |
| J-160               | N/A                   | 7,954.98                                 | 77.99             | 11.3                            | 179.98                   |
| J-161               | N/A                   | 7,954.95                                 | 90.97             | 11.3                            | 209.95                   |
| J-162               | N/A                   | 7,954.91                                 | 61.92             | 11.3                            | 142.91                   |
| J-163               | N/A                   | 8,464.49                                 | 242.86            | 11.3                            | 560.49                   |
| J-201               | N/A                   | 7,354.65                                 | 8.52              | 45.0                            | 19.65                    |
| J-202               | N/A                   | 7,341.67                                 | 59.22             | 45.0                            | 136.67                   |
| J-203               | N/A                   | 7,339.13                                 | 58.55             | 45.0                            | 135.13                   |
| J-204               | N/A                   | 7,321.54                                 | 89.49             | 45.0                            | 206.54                   |
| J-205               | N/A                   | 7,339.12                                 | 47.28             | 45.0                            | 109.12                   |
| J-206               | N/A                   | 7,321.36                                 | 89.42             | 45.0                            | 206.36                   |
| J-207               | N/A                   | 7,400.78                                 | 119.93            | 45.0                            | 276.78                   |
| J-208               | N/A                   | 7,321.40                                 | 83.37             | 45.0                            | 192.40                   |
| J-209               | N/A                   | 7,321.68                                 | 83.92             | 45.0                            | 193.68                   |
| J-210               | N/A                   | 7,323.00                                 | 86.66             | 45.0                            | 200.00                   |
| J-211               | N/A                   | 7,322.96                                 | 87.08             | 45.0                            | 200.96                   |
| J-212               | N/A                   | 7,328.56                                 | 83.00             | 45.0                            | 191.56                   |
| J-213               | N/A                   | 7,331.62                                 | 86.49             | 45.0                            | 199.62                   |
| J-214               | N/A                   | 7,331.15                                 | 84.56             | 45.0                            | 195.15                   |
| J-215               | N/A                   | 7,331.58                                 | 80.84             | 45.0                            | 186.58                   |
| J-216               | N/A                   | 7,336.22                                 | 83.29             | 45.0                            | 192.22                   |
| J-217               | N/A                   | 7,317.88                                 | 95.71             | 45.0                            | 220.88                   |
| J-218               | N/A                   | 7,316.19                                 | 52.51             | 45.0                            | 121.19                   |
| J-219               | N/A                   | 7,316.14                                 | 48.16             | 45.0                            | 111.14                   |
| J-220               | N/A                   | 7,316.15                                 | 54.66             | 45.0                            | 126.15                   |
| J-221               | N/A                   | 7,317.86                                 | 97.00             | 45.0                            | 223.86                   |
| J-222               | N/A                   | 7,317.77                                 | 95.66             | 45.0                            | 220.77                   |
| J-223               | N/A                   | 7,403.34                                 | 96.77             | 45.0                            | 223.34                   |
| J-224               | N/A                   | 7,403.23                                 | 87.19             | 45.0                            | 201.23                   |
| J-225               | N/A                   | 7,404.55                                 | 103.36            | 45.0                            | 238.55                   |
| J-226               | N/A                   | 7,317.53                                 | 98.59             | 45.0                            | 227.53                   |
| J-227               | N/A                   | 7,317.86                                 | 100.90            | 45.0                            | 232.86                   |
| J-228               | N/A                   | 7,317.84                                 | 81.39             | 45.0                            | 187.84                   |
| J-229               | N/A                   | 7,320.42                                 | 130.60            | 45.0                            | 301.42                   |
| J-230               | N/A                   | 7,318.31                                 | 118.86            | 45.0                            | 274.31                   |
| J-231               | N/A                   | 7,419.47                                 | 114.59            | 45.0                            | 264.47                   |
| J-232               | N/A                   | 7,419.46                                 | 103.76            | 45.0                            | 239.46                   |
| J-233               | N/A                   | 7,419.58                                 | 105.97            | 45.0                            | 244.58                   |
| J-234               | N/A                   | 7,419.74                                 | 96.51             | 45.0                            | 222.74                   |
| J-235               | N/A                   | 7,419.47                                 | 105.49            | 45.0                            | 243.47                   |
| J-236               | N/A                   | 7,323.91                                 | 85.32             | 45.0                            | 196.91                   |
| J-237               | N/A                   | 7,323.75                                 | 76.15             | 45.0                            | 175.75                   |
| J-238               | N/A                   | 7,323.73                                 | 74.41             | 45.0                            | 171.73                   |
| J-239               | N/A                   | 7,419.70                                 | 90.86             | 45.0                            | 209.70                   |
| J-240               | N/A                   | 7,339.15                                 | 76.33             | 45.0                            | 176.15                   |
| J-241               | N/A                   | 7,339.08                                 | 78.46             | 45.0                            | 181.08                   |
| J-242               | N/A                   | 7,476.68                                 | 104.29            | 45.0                            | 240.68                   |
| J-243               | N/A                   | 7,476.68                                 | 103.42            | 45.0                            | 238.68                   |

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# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-245               | N/A                   | 7,353.78                                 | 49.74             | 54.3                            | 114.78                   |
| J-246               | N/A                   | 7,364.13                                 | 53.35             | 45.0                            | 123.13                   |
| J-247               | N/A                   | 7,476.73                                 | 99.11             | 45.0                            | 228.73                   |
| J-248               | N/A                   | 7,337.29                                 | 82.02             | 45.0                            | 189.29                   |
| J-249               | N/A                   | 7,322.99                                 | 87.09             | 45.0                            | 200.99                   |
| J-250               | N/A                   | 7,321.62                                 | 86.06             | 45.0                            | 198.62                   |
| J-251               | N/A                   | 7,321.42                                 | 85.97             | 45.0                            | 198.42                   |
| J-252               | N/A                   | 7,321.17                                 | 84.13             | 45.0                            | 194.17                   |
| J-254               | N/A                   | 7,319.79                                 | 83.54             | 45.0                            | 192.79                   |
| J-255               | N/A                   | 7,325.75                                 | 84.82             | 45.0                            | 195.75                   |
| J-256               | N/A                   | 7,324.52                                 | 84.29             | 182.3                           | 194.52                   |
| J-257               | N/A                   | 7,324.51                                 | 83.42             | 45.0                            | 192.51                   |
| J-258               | N/A                   | 7,324.51                                 | 85.15             | 45.0                            | 196.51                   |
| J-259               | N/A                   | 7,324.54                                 | 81.70             | 45.0                            | 188.54                   |
| J-260               | N/A                   | 7,324.06                                 | 81.49             | 45.0                            | 188.06                   |
| J-261               | N/A                   | 7,322.67                                 | 84.79             | 132.3                           | 195.67                   |
| J-262               | N/A                   | 7,321.36                                 | 89.41             | 45.0                            | 206.36                   |
| J-263               | N/A                   | 7,321.35                                 | 81.61             | 45.0                            | 188.35                   |
| J-266               | N/A                   | 7,324.63                                 | 85.20             | 45.0                            | 196.63                   |
| J-267               | N/A                   | 7,331.54                                 | 81.69             | 45.0                            | 188.54                   |
| J-268               | N/A                   | 7,321.25                                 | 79.83             | 45.0                            | 184.25                   |
| J-270               | N/A                   | 7,615.80                                 | 117.34            | 45.0                            | 270.80                   |
| J-277               | N/A                   | 7,614.87                                 | 121.70            | 45.0                            | 280.87                   |
| J-278               | N/A                   | 7,426.16                                 | 40.80             | 45.0                            | 94.16                    |
| J-279               | N/A                   | 7,423.32                                 | 67.73             | 45.0                            | 156.32                   |
| J-283               | N/A                   | 7,320.68                                 | 87.39             | 45.0                            | 201.68                   |
| J-284               | N/A                   | 7,333.28                                 | 85.91             | 45.0                            | 198.28                   |
| J-285               | N/A                   | 7,342.19                                 | 5.28              | 45.0                            | 12.19                    |
| J-294               | N/A                   | 7,333.20                                 | 84.15             | 45.0                            | 194.20                   |
| J-298               | N/A                   | 7,400.82                                 | 117.35            | 45.0                            | 270.82                   |
| J-299               | N/A                   | 7,321.34                                 | 74.24             | 45.0                            | 171.34                   |
| J-1000              | N/A                   | 8,484.98                                 | 3.89              | 11.3                            | 8.98                     |
| J-1002              | N/A                   | 8,481.83                                 | 85.72             | 11.3                            | 197.83                   |
| J-1004              | N/A                   | 8,481.83                                 | 77.92             | 11.3                            | 179.83                   |
| J-1006              | N/A                   | 8,480.36                                 | 74.68             | 11.3                            | 172.36                   |
| J-1008              | N/A                   | 8,480.36                                 | 85.95             | 11.3                            | 198.36                   |
| J-1010              | N/A                   | 8,480.03                                 | 44.21             | 11.3                            | 102.03                   |
| J-1012              | N/A                   | 8,480.02                                 | 29.47             | 11.3                            | 68.02                    |
| J-1014              | N/A                   | 8,480.06                                 | 45.09             | 11.3                            | 104.06                   |
| J-1016              | N/A                   | 8,480.02                                 | 45.50             | 11.3                            | 105.02                   |
| J-1018              | N/A                   | 8,479.99                                 | 42.46             | 11.3                            | 97.99                    |
| J-1020              | N/A                   | 8,480.00                                 | 44.20             | 11.3                            | 102.00                   |
| J-1022              | N/A                   | 8,480.04                                 | 44.21             | 11.3                            | 102.04                   |
| J-1024              | N/A                   | 8,480.05                                 | 41.18             | 11.3                            | 95.05                    |
| J-1026              | N/A                   | 8,479.05                                 | 48.12             | 11.3                            | 111.05                   |
| J-1028              | N/A                   | 8,479.05                                 | 50.72             | 11.3                            | 117.05                   |
| J-1030              | N/A                   | 8,475.84                                 | 69.26             | 11.3                            | 159.84                   |
| J-1032              | N/A                   | 8,476.84                                 | 98.29             | 11.3                            | 226.84                   |

# Analysis Results

## Scenario: Peak Instantaneous Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-1034              | N/A                   | 8,470.85                                 | 96.56             | 11.3                            | 222.85                   |
| J-1036              | N/A                   | 8,473.90                                 | 66.69             | 11.3                            | 153.90                   |
| J-1038              | N/A                   | 8,475.84                                 | 83.99             | 11.3                            | 193.84                   |
| J-1050              | N/A                   | 8,467.98                                 | 149.91            | 11.3                            | 345.98                   |
| J-1051              | N/A                   | 8,465.88                                 | 147.70            | 171.3                           | 340.88                   |
| J-1054              | N/A                   | 8,467.67                                 | 151.51            | 11.3                            | 349.67                   |
| J-1055              | N/A                   | 8,467.67                                 | 150.64            | 11.3                            | 347.67                   |
| J-1056              | N/A                   | 8,467.43                                 | 151.41            | 11.3                            | 349.43                   |
| J-1057              | N/A                   | 8,467.20                                 | 166.04            | 171.3                           | 383.20                   |
| J-1090              | N/A                   | 8,466.95                                 | 151.20            | 11.3                            | 348.95                   |
| J-1091              | N/A                   | 8,466.95                                 | 151.20            | 11.3                            | 348.95                   |
| J-1092              | N/A                   | 8,466.73                                 | 158.90            | 11.3                            | 366.73                   |
| J-1095              | N/A                   | 8,467.20                                 | 133.11            | 11.3                            | 307.20                   |
| J-1099              | N/A                   | 8,466.38                                 | 171.75            | 11.3                            | 396.38                   |
| J-1112              | N/A                   | 7,895.02                                 | 80.17             | 27.9                            | 185.02                   |
| J-1120              | N/A                   | 7,892.45                                 | 89.89             | 27.9                            | 207.45                   |
| J-1124              | N/A                   | 7,892.45                                 | 100.72            | 27.9                            | 232.45                   |
| J-1130              | N/A                   | 7,880.31                                 | 118.86            | 27.9                            | 274.31                   |
| J-1132              | N/A                   | 8,467.13                                 | 136.55            | 11.3                            | 315.13                   |
| J-1134              | N/A                   | 8,467.13                                 | 135.25            | 11.3                            | 312.13                   |
| J-1136              | N/A                   | 8,467.13                                 | 134.38            | 11.3                            | 310.13                   |
| J-1138              | N/A                   | 8,467.13                                 | 133.95            | 11.3                            | 309.13                   |
| J-1140              | N/A                   | 8,467.13                                 | 133.08            | 11.3                            | 307.13                   |
| J-1161              | N/A                   | 7,881.14                                 | 75.45             | 27.9                            | 174.14                   |
| J-1190              | N/A                   | 7,670.83                                 | 71.86             | 27.9                            | 165.83                   |
| J-1192              | N/A                   | 7,669.06                                 | 123.08            | 27.9                            | 284.06                   |
| J-1193              | N/A                   | 7,669.02                                 | 127.40            | 27.9                            | 294.02                   |
| J-1194              | N/A                   | 7,513.28                                 | 72.91             | 27.9                            | 168.28                   |
| J-1195              | N/A                   | 8,466.38                                 | 167.42            | 11.3                            | 386.38                   |
| J-1197              | N/A                   | 8,464.59                                 | 190.47            | 11.3                            | 439.59                   |
| J-1198              | N/A                   | 8,464.59                                 | 183.97            | 11.3                            | 424.59                   |
| J-1199              | N/A                   | 7,898.33                                 | 55.61             | 27.9                            | 128.33                   |
| J-1230              | N/A                   | 8,466.73                                 | 162.37            | 11.3                            | 374.73                   |
| J-1300              | N/A                   | 8,466.48                                 | 164.00            | 11.3                            | 378.48                   |
| J-1301              | N/A                   | 8,466.43                                 | 167.44            | 11.3                            | 386.43                   |
| J-1302              | N/A                   | 8,466.40                                 | 152.26            | 11.3                            | 351.40                   |
| J-1304              | N/A                   | 8,466.40                                 | 155.29            | 11.3                            | 358.40                   |
| J-1306              | N/A                   | 8,466.39                                 | 152.26            | 11.3                            | 351.39                   |
| J-1308              | N/A                   | 8,466.39                                 | 160.92            | 11.3                            | 371.39                   |
| J-1333              | N/A                   | 8,467.13                                 | 128.75            | 11.3                            | 297.13                   |
| J-1370              | N/A                   | 8,464.71                                 | 177.53            | 11.3                            | 409.71                   |
| J-1372              | N/A                   | 8,464.71                                 | 259.85            | 11.3                            | 599.71                   |
| J-1374              | N/A                   | 8,464.71                                 | 255.52            | 11.3                            | 589.71                   |
| J-1393              | N/A                   | 8,464.72                                 | 166.70            | 11.3                            | 384.72                   |
| J-1394              | N/A                   | 8,464.72                                 | 173.20            | 11.3                            | 399.72                   |
| J-1395              | N/A                   | 8,464.71                                 | 184.03            | 11.3                            | 424.71                   |
| J-1396              | N/A                   | 8,464.71                                 | 188.36            | 11.3                            | 434.71                   |
| J-1397              | N/A                   | 8,464.71                                 | 184.03            | 11.3                            | 424.71                   |



# Analysis Results

## Scenario: Peak Instantaneous Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-1398              | N/A                   | 8,464.71                                 | 181.86            | 11.3                            | 419.71                   |
| J-1400              | N/A                   | 8,467.23                                 | 139.62            | 11.3                            | 322.23                   |
| J-1402              | N/A                   | 8,467.22                                 | 137.45            | 11.3                            | 317.22                   |
| J-1404              | N/A                   | 8,467.22                                 | 132.25            | 11.3                            | 305.22                   |
| J-1406              | N/A                   | 8,467.21                                 | 135.72            | 11.3                            | 313.21                   |
| J-1430              | N/A                   | 8,466.69                                 | 148.06            | 11.3                            | 341.69                   |
| J-1432              | N/A                   | 8,466.66                                 | 145.01            | 11.3                            | 334.66                   |
| J-1434              | N/A                   | 8,466.66                                 | 143.71            | 11.3                            | 331.66                   |
| J-1436              | N/A                   | 8,466.58                                 | 152.34            | 11.3                            | 351.58                   |
| J-1438              | N/A                   | 8,466.46                                 | 163.12            | 11.3                            | 376.46                   |
| J-1439              | N/A                   | 8,466.38                                 | 170.88            | 11.3                            | 394.38                   |
| J-1440              | N/A                   | 8,466.64                                 | 150.20            | 11.3                            | 346.64                   |
| J-1442              | N/A                   | 8,466.86                                 | 143.80            | 11.3                            | 331.86                   |
| J-1444              | N/A                   | 8,466.86                                 | 134.26            | 11.3                            | 309.86                   |
| J-1446              | N/A                   | 8,466.37                                 | 170.88            | 11.3                            | 394.37                   |
| J-1448              | N/A                   | 8,466.49                                 | 160.97            | 11.3                            | 371.49                   |
| J-1450              | N/A                   | 8,466.40                                 | 167.43            | 11.3                            | 386.40                   |
| J-1452              | N/A                   | 8,466.48                                 | 160.96            | 11.3                            | 371.48                   |
| J-1454              | N/A                   | 8,466.44                                 | 167.44            | 11.3                            | 386.44                   |
| J-1456              | N/A                   | 8,466.36                                 | 167.84            | 11.3                            | 387.36                   |
| J-1458              | N/A                   | 8,466.35                                 | 169.14            | 11.3                            | 390.35                   |
| J-1460              | N/A                   | 8,466.35                                 | 166.11            | 11.3                            | 383.35                   |
| J-1462              | N/A                   | 8,466.27                                 | 173.01            | 11.3                            | 399.27                   |
| J-1464              | N/A                   | 8,466.26                                 | 173.87            | 11.3                            | 401.26                   |
| J-1466              | N/A                   | 8,466.26                                 | 175.17            | 11.3                            | 404.26                   |
| J-1468              | N/A                   | 8,466.28                                 | 177.34            | 11.3                            | 409.28                   |
| J-1470              | N/A                   | 8,466.27                                 | 176.04            | 11.3                            | 406.27                   |
| J-1472              | N/A                   | 8,466.27                                 | 178.20            | 11.3                            | 411.27                   |
| J-1480              | N/A                   | 8,467.48                                 | 144.06            | 11.3                            | 332.48                   |
| J-1482              | N/A                   | 8,467.48                                 | 139.73            | 11.3                            | 322.48                   |
| J-1600              | N/A                   | 8,003.96                                 | 18.18             | 11.3                            | 41.96                    |
| J-1602              | N/A                   | 8,003.96                                 | 9.51              | 11.3                            | 21.96                    |
| J-1604              | N/A                   | 8,003.96                                 | 64.54             | 11.3                            | 148.96                   |
| J-1620              | N/A                   | 7,954.91                                 | 69.29             | 11.3                            | 159.91                   |
| J-1621              | N/A                   | 7,954.91                                 | 56.29             | 11.3                            | 129.91                   |
| J-1900              | N/A                   | 7,513.26                                 | 77.24             | 27.9                            | 178.26                   |
| J-1902              | N/A                   | 7,513.26                                 | 75.07             | 27.9                            | 173.26                   |
| J-1904              | N/A                   | 7,513.25                                 | 107.57            | 27.9                            | 248.25                   |
| J-1906              | N/A                   | 8,464.71                                 | 184.03            | 11.3                            | 424.71                   |
| J-1908              | N/A                   | 8,466.38                                 | 171.75            | 11.3                            | 396.38                   |
| J-1910              | N/A                   | 8,466.41                                 | 152.26            | 11.3                            | 351.41                   |
| J-1912              | N/A                   | 8,466.41                                 | 158.77            | 11.3                            | 366.41                   |
| J-1914              | N/A                   | 8,469.73                                 | 116.88            | 11.3                            | 269.73                   |
| J-1916              | N/A                   | 8,468.09                                 | 245.29            | 11.3                            | 566.09                   |
| J-1918              | N/A                   | 8,421.18                                 | 54.67             | 11.3                            | 126.18                   |
| J-1920              | N/A                   | 9,084.85                                 | 101.76            | 11.3                            | 234.85                   |
| J-1922              | N/A                   | 8,063.91                                 | 40.69             | 11.3                            | 93.91                    |
| J-1952              | N/A                   | 7,342.20                                 | 52.95             | 11.3                            | 122.20                   |

# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

#### Junctions @ 0.00 hr

| Label  | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
|--------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| J-1954 | N/A                   | 7,343.60                                 | 49.22             | 11.3                            | 113.60                   |
| J-1960 | N/A                   | 7,339.82                                 | 67.08             | 11.3                            | 154.82                   |
| J-1962 | N/A                   | 7,342.20                                 | 44.28             | 11.3                            | 102.20                   |
| J-2056 | N/A                   | 7,327.44                                 | 76.89             | 45.0                            | 177.44                   |
| J-2057 | N/A                   | 7,327.42                                 | 68.21             | 45.0                            | 157.42                   |
| J-2150 | N/A                   | 7,322.94                                 | 85.77             | 282.3                           | 197.94                   |
| J-2160 | N/A                   | 7,322.33                                 | 85.50             | 45.0                            | 197.33                   |
| J-2204 | N/A                   | 7,339.10                                 | 49.44             | 45.0                            | 114.10                   |
| J-2208 | N/A                   | 7,321.39                                 | 95.06             | 45.0                            | 219.39                   |
| J-2209 | N/A                   | 7,321.67                                 | 89.55             | 45.0                            | 206.67                   |
| J-2211 | N/A                   | 7,322.96                                 | 91.41             | 45.0                            | 210.96                   |
| J-2212 | N/A                   | 7,328.55                                 | 83.43             | 45.0                            | 192.55                   |
| J-2220 | N/A                   | 7,317.86                                 | 97.86             | 45.0                            | 225.86                   |
| J-2221 | N/A                   | 7,320.74                                 | 99.11             | 45.0                            | 228.74                   |
| J-2222 | N/A                   | 7,320.74                                 | 78.32             | 45.0                            | 180.74                   |
| J-2254 | N/A                   | 7,319.80                                 | 85.27             | 45.0                            | 196.80                   |
| J-2256 | N/A                   | 7,319.76                                 | 71.39             | 45.0                            | 164.76                   |
| J-2263 | N/A                   | 7,321.35                                 | 89.41             | 45.0                            | 206.35                   |
| J-2265 | N/A                   | 7,400.78                                 | 121.66            | 45.0                            | 280.78                   |
| J-2275 | N/A                   | 7,320.47                                 | 120.66            | 45.0                            | 278.47                   |
| J-2298 | N/A                   | 7,401.33                                 | 122.77            | 45.0                            | 283.33                   |
| J-2380 | N/A                   | 7,323.73                                 | 73.11             | 45.0                            | 168.73                   |
| J-2381 | N/A                   | 7,419.44                                 | 114.58            | 45.0                            | 264.44                   |
| J-2400 | N/A                   | 7,476.67                                 | 86.09             | 45.0                            | 198.67                   |
| J-2402 | N/A                   | 7,352.16                                 | 50.33             | 45.0                            | 116.16                   |
| J-2406 | N/A                   | 7,352.16                                 | 52.06             | 45.0                            | 120.16                   |
| J-2500 | N/A                   | 7,319.99                                 | 86.66             | 45.0                            | 199.99                   |
| J-2501 | N/A                   | 7,319.79                                 | 84.40             | 45.0                            | 194.79                   |
| J-2502 | N/A                   | 7,319.63                                 | 83.47             | 45.0                            | 192.63                   |
| J-2503 | N/A                   | 7,319.58                                 | 81.28             | 132.3                           | 187.58                   |
| J-2504 | N/A                   | 7,319.64                                 | 84.34             | 45.0                            | 194.64                   |
| J-2505 | N/A                   | 7,319.54                                 | 84.29             | 132.3                           | 194.54                   |
| J-2506 | N/A                   | 7,319.72                                 | 84.37             | 45.0                            | 194.72                   |
| J-2507 | N/A                   | 7,319.71                                 | 84.37             | 45.0                            | 194.71                   |
| J-2509 | N/A                   | 7,319.85                                 | 84.43             | 45.0                            | 194.85                   |
| J-2510 | N/A                   | 7,319.84                                 | 84.42             | 45.0                            | 194.84                   |
| J-2511 | N/A                   | 7,319.83                                 | 84.42             | 45.0                            | 194.83                   |
| J-2512 | N/A                   | 7,319.83                                 | 84.42             | 45.0                            | 194.83                   |
| J-2660 | N/A                   | 7,324.50                                 | 79.95             | 45.0                            | 184.50                   |

#### Tanks @ 0.00 hr

| Label | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Tank<br>Level<br>(ft) | Pressure<br>(psi) | Percent<br>Full<br>(%) | Current<br>Storage<br>Volume<br>(ft³) | Tank<br>Inflow<br>(gpm) | Tank<br>Outflow<br>(gpm) | Status   |
|-------|-----------------------|------------------------------------------|-----------------------|-------------------|------------------------|---------------------------------------|-------------------------|--------------------------|----------|
| T-1   | N/A                   | 8,486.00                                 | 21.00                 | 9.10              | 100.0                  | 92,775.16                             | N/A                     | 1,743.9                  | Draining |
| T-2   | N/A                   | 8,325.00                                 | 18.00                 | 7.80              | 100.0                  | 79,521.56                             | 0.7e-3                  | N/A                      | Full     |
| T-4   | N/A                   | 7,362.00                                 | 16.00                 | 6.93              | 100.0                  | 70,685.83                             | N/A                     | 2,682.3                  | Draining |

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# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

#### Tanks @ 0.00 hr

| Label | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Tank<br>Level<br>(ft) | Pressure<br>(psi) | Percent<br>Full<br>(%) | Current<br>Storage<br>Volume<br>(ft³) | Tank<br>Inflow<br>(gpm) | Tank<br>Outflow<br>(gpm) | Status   |
|-------|-----------------------|------------------------------------------|-----------------------|-------------------|------------------------|---------------------------------------|-------------------------|--------------------------|----------|
| T-5   | N/A                   | 7,900.00                                 | 15.00                 | 6.50              | 100.0                  | 66,267.97                             | N/A                     | 854.3                    | Draining |
| T-6   | N/A                   | 7,645.00                                 | 15.00                 | 6.50              | 100.0                  | 66,267.97                             | N/A                     | 880.7                    | Draining |
| T-7   | N/A                   | 7,610.00                                 | 20.00                 | 8.67              | 100.0                  | 88,357.29                             | N/A                     | 2,450.1                  | Draining |
| T-8   | N/A                   | 7,500.00                                 | 14.00                 | 6.07              | 100.0                  | 61,850.11                             | 0.8e-3                  | N/A                      | Full     |
| T-9   | N/A                   | 7,597.00                                 | 27.00                 | 11.70             | 100.0                  | 119,282.35                            | N/A                     | 81.2                     | Draining |
| T-10  | N/A                   | 7,262.00                                 | 16.00                 | 6.93              | 100.0                  | 70,685.83                             | N/A                     | 20.3                     | Draining |
| T-11  | N/A                   | 7,042.00                                 | 17.00                 | 7.37              | 100.0                  | 75,103.70                             | 0.0                     | 0.0                      | Full     |
| T-12  | N/A                   | 6,946.00                                 | 16.00                 | 6.93              | 100.0                  | 70,685.83                             | N/A                     | 2,255.5                  | Draining |
| T-13  | N/A                   | 7,143.00                                 | 24.00                 | 10.40             | 100.0                  | 106,028.75                            | N/A                     | 1,742.3                  | Draining |
| T-14  | N/A                   | 7,193.00                                 | 18.00                 | 7.80              | 100.0                  | 79,521.56                             | N/A                     | 401.6                    | Draining |
| T-15  | N/A                   | 7,040.00                                 | 23.00                 | 9.97              | 100.0                  | 133,602.51                            | N/A                     | 202.5                    | Draining |
| T-16  | N/A                   | 9,415.00                                 | 15.00                 | 6.50              | 100.0                  | 66,267.97                             | N/A                     | 2,760.5                  | Draining |
| T-17  | N/A                   | 8,420.00                                 | 3.00                  | 1.30              | 100.0                  | 235.62                                | 0.0                     | 0.0                      | Full     |
| T-18  | N/A                   | 7,145.00                                 | 16.00                 | 6.93              | 100.0                  | 70,685.83                             | N/A                     | 786.8                    | Draining |

#### Pipes @ 0.00 hr

| Label | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
|-------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| P-2   | Open   | N/A                   | 20.3          | 0.23               | 7,318.31              | 7,318.27            | 0.03                     | 0.49e-3               | 0.03                      | 0.06                                |
| P-3   | Open   | N/A                   | -20.3         | 0.23               | 7,318.31              | 7,318.31            | 0.24e-2                  | 0.00                  | 0.24e-2                   | 0.05                                |
| P-6   | Open   | N/A                   | 148.5         | 0.61               | 7,476.73              | 7,476.68            | 0.04                     | 0.00                  | 0.04                      | 0.18                                |
| P-7   | Open   | N/A                   | 13.5          | 0.09               | 7,476.68              | 7,476.67            | 0.01                     | 0.00                  | 0.01                      | 0.01                                |
| P-8   | Open   | N/A                   | 135.0         | 0.55               | 7,476.68              | 7,476.68            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.16                                |
| P-9   | Open   | N/A                   | 13.5          | 0.06               | 7,476.68              | 7,476.68            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.36e-2                             |
| P-10  | Open   | N/A                   | 1,892.1       | 12.08              | 7,458.25              | 7,365.26            | 92.99                    | 0.00                  | 92.99                     | 59.80                               |
| P-11  | Open   | N/A                   | 1,892.1       | 12.08              | 7,365.26              | 7,364.13            | 1.14                     | 0.00                  | 1.14                      | 59.80                               |
| P-12  | Open   | N/A                   | -1,847.1      | 11.79              | 7,353.78              | 7,358.58            | 0.91                     | 3.89                  | 4.80                      | 299.96                              |
| P-13  | Open   | N/A                   | -1,847.1      | 11.79              | 7,358.58              | 7,364.13            | 1.66                     | 3.89                  | 5.54                      | 191.15                              |
| P-14  | Open   | N/A                   | 0.0           | 0.00               | 7,365.26              | 7,365.26            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-15  | Open   | N/A                   | -0.2e-1       | 0.96e-4            | 7,358.58              | 7,358.58            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-16  | Open   | N/A                   | -60.9         | 0.39               | 7,120.08              | 7,120.10            | 0.02                     | 0.47e-3               | 0.02                      | 0.11                                |
| P-17  | Open   | N/A                   | 0.6e-3        | 0.65e-5            | 6,911.04              | 6,911.04            | -0.27e-12                | 0.27e-12              | 0.00                      | 0.00                                |
| P-18  | Open   | N/A                   | -60.9         | 0.39               | 7,318.68              | 7,318.68            | 0.15e-2                  | 0.47e-3               | 0.2e-2                    | 0.16                                |
| P-19  | Open   | N/A                   | 495.9         | 5.63               | 6,951.87              | 6,945.59            | 6.28                     | 0.00                  | 6.28                      | 20.39                               |
| P-20  | Open   | N/A                   | -0.2e-2       | 0.89e-5            | 7,645.85              | 7,645.85            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-21  | Open   | N/A                   | 0.2e-2        | 0.14e-4            | 7,645.85              | 7,645.85            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-22  | Open   | N/A                   | 296.4         | 3.36               | 7,658.20              | 7,657.59            | 0.61                     | 0.00                  | 0.61                      | 7.86                                |
| P-23  | Open   | N/A                   | 0.1e-2        | 0.17e-4            | 7,660.69              | 7,660.69            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-24  | Open   | N/A                   | 848.7         | 2.41               | 7,437.37              | 7,437.19            | 0.18                     | 0.00                  | 0.18                      | 1.88                                |
| P-25  | Open   | N/A                   | 0.1e-2        | 0.17e-4            | 7,650.59              | 7,650.59            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-26  | Open   | N/A                   | 348.5         | 2.22               | 7,318.95              | 7,318.68            | 0.27                     | 0.00                  | 0.27                      | 2.61                                |
| P-27  | Open   | N/A                   | 616.9         | 2.52               | 7,645.92              | 7,645.83            | 0.09                     | 0.00                  | 0.09                      | 2.54                                |
| P-28  | Open   | N/A                   | 206.4         | 2.34               | 7,317.82              | 7,317.71            | 0.10                     | 0.00                  | 0.10                      | 4.02                                |
| P-29  | Open   | N/A                   | 185.5         | 2.11               | 7,318.98              | 7,318.72            | 0.26                     | 0.00                  | 0.26                      | 3.31                                |
| P-30  | Open   | N/A                   | -536.1        | 6.08               | 7,135.08              | 7,136.42            | 1.34                     | 0.00                  | 1.34                      | 23.55                               |
| P-31  | Open   | N/A                   | 0.0           | 0.00               | 6,905.43              | 6,905.43            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |

# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

#### Pipes @ 0.00 hr

| Label  | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
|--------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| P-32   | Open   | N/A                   | 0.0           | 0.00               | 7,187.10              | 7,187.10            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-33   | Open   | N/A                   | -13.5         | 0.03               | 7,352.09              | 7,352.09            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-36   | Open   | N/A                   | 101.0         | 0.64               | 7,879.65              | 7,879.00            | 0.65                     | 0.00                  | 0.65                      | 0.26                                |
| P-37   | Open   | N/A                   | 101.0         | 0.64               | 7,530.01              | 7,529.98            | 0.03                     | 0.00                  | 0.03                      | 0.26                                |
| P-38   | Open   | N/A                   | -1,181.2      | 3.35               | 7,339.82              | 7,341.85            | 1.99                     | 0.03                  | 2.02                      | 3.53                                |
| P-39   | Open   | N/A                   | -1,181.2      | 3.35               | 7,341.85              | 7,342.20            | 0.32                     | 0.03                  | 0.35                      | 3.85                                |
| P-100  | Open   | N/A                   | 1,506.6       | 4.27               | 8,473.90              | 8,470.85            | 2.94                     | 0.11                  | 3.05                      | 5.66                                |
| P-101  | Open   | N/A                   | 336.8         | 1.38               | 8,467.43              | 8,467.18            | 0.24                     | 0.01                  | 0.25                      | 0.85                                |
| P-103  | Open   | N/A                   | 325.5         | 1.33               | 8,467.18              | 8,467.03            | 0.14                     | 0.01                  | 0.15                      | 0.81                                |
| P-104  | Open   | N/A                   | -92.8         | 0.59               | 8,467.03              | 8,467.14            | 0.11                     | 0.11e-2               | 0.11                      | 0.23                                |
| P-105  | Open   | N/A                   | -183.2        | 1.17               | 8,467.14              | 8,467.38            | 0.23                     | 0.42e-2               | 0.24                      | 0.81                                |
| P-106  | Open   | N/A                   | 11.3          | 0.07               | 8,467.13              | 8,467.13            | -0.16e-4                 | 0.16e-4               | 0.00                      | 0.00                                |
| P-107  | Open   | N/A                   | -12.5         | 0.08               | 8,467.13              | 8,467.13            | 0.96e-3                  | 0.2e-4                | 0.98e-3                   | 0.44e-2                             |
| P-108  | Open   | N/A                   | 10.1          | 0.06               | 8,467.13              | 8,467.13            | 0.96e-3                  | 0.13e-4               | 0.98e-3                   | 0.24e-2                             |
| P-109  | Open   | N/A                   | 406.9         | 1.66               | 8,467.03              | 8,466.95            | 0.08                     | 0.00                  | 0.08                      | 1.18                                |
| P-110  | Open   | N/A                   | 211.1         | 0.86               | 8,466.75              | 8,466.73            | 0.03                     | 0.00                  | 0.03                      | 0.35                                |
| P-111  | Open   | N/A                   | -11.3         | 0.05               | 8,466.73              | 8,466.73            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-112  | Open   | N/A                   | 177.2         | 2.01               | 8,466.73              | 8,464.80            | 1.89                     | 0.04                  | 1.93                      | 3.10                                |
| P-113  | Open   | N/A                   | 78.4          | 0.32               | 8,464.76              | 8,464.74            | 0.02                     | 0.00                  | 0.02                      | 0.05                                |
| P-114  | Open   | N/A                   | 71.8          | 0.29               | 8,464.74              | 8,464.65            | 0.09                     | 0.00                  | 0.09                      | 0.05                                |
| P-115  | Open   | N/A                   | 165.9         | 0.68               | 8,464.80              | 8,464.76            | 0.04                     | 0.00                  | 0.04                      | 0.23                                |
| P-116  | Open   | N/A                   | -26.6         | 0.30               | 8,464.57              | 8,464.65            | 0.07                     | 0.57e-3               | 0.07                      | 0.09                                |
| P-117  | Closed | N/A                   | 0.0           | 0.00               | 7,899.88              | 8,464.65            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-118  | Open   | N/A                   | 854.3         | 3.49               | 7,900.00              | 7,899.88            | 0.12                     | 0.00                  | 0.12                      | 4.63                                |
| P-119  | Open   | N/A                   | 826.4         | 3.38               | 7,899.88              | 7,898.34            | 1.53                     | 0.00                  | 1.53                      | 4.36                                |
| P-121  | Open   | N/A                   | -770.6        | 3.15               | 7,895.03              | 7,898.34            | 3.29                     | 0.03                  | 3.32                      | 3.86                                |
| P-122  | Open   | N/A                   | 659.0         | 4.21               | 7,892.45              | 7,881.15            | 11.24                    | 0.05                  | 11.30                     | 8.54                                |
| P-123  | Open   | N/A                   | 326.5         | 2.08               | 7,880.31              | 7,879.65            | 0.65                     | 0.01                  | 0.66                      | 2.36                                |
| P-125  | Open   | N/A                   | 197.6         | 1.26               | 7,879.65              | 7,878.87            | 0.78                     | 0.49e-2               | 0.78                      | 0.92                                |
| P-126  | Open   | N/A                   | 141.8         | 0.91               | 7,878.87              | 7,878.41            | 0.45                     | 0.25e-2               | 0.45                      | 0.50                                |
| P-127  | Open   | N/A                   | -248.8        | 1.59               | 7,878.41              | 7,880.31            | 1.89                     | 0.02                  | 1.90                      | 1.41                                |
| P-129  | Open   | N/A                   | 334.8         | 2.14               | 7,671.93              | 7,671.80            | 0.12                     | 0.01                  | 0.14                      | 2.71                                |
| P-129a | Open   | N/A                   | 334.8         | 2.14               | 7,877.03              | 7,877.03            | 0.24e-2                  | 0.00                  | 0.24e-2                   | 2.44                                |
| P-130  | Open   | N/A                   | 306.9         | 1.96               | 7,671.80              | 7,670.98            | 0.81                     | 0.00                  | 0.81                      | 2.07                                |
| P-131  | Open   | N/A                   | 195.3         | 1.25               | 7,670.83              | 7,669.06            | 1.77                     | 0.00                  | 1.77                      | 0.90                                |
| P-132  | Open   | N/A                   | 106.9         | 0.68               | 7,670.98              | 7,670.90            | 0.08                     | 0.29e-2               | 0.08                      | 0.30                                |
| P-133  | Open   | N/A                   | 27.9          | 0.18               | 7,670.90              | 7,670.89            | 0.02                     | 0.00                  | 0.02                      | 0.02                                |
| P-136  | Open   | N/A                   | 76.2          | 0.49               | 8,464.76              | 8,464.74            | 0.01                     | 0.73e-3               | 0.01                      | 0.16                                |
| P-137  | Open   | N/A                   | 60.2          | 0.25               | 8,464.74              | 8,464.72            | 0.03                     | 0.38e-3               | 0.03                      | 0.03                                |
| P-138  | Open   | N/A                   | 120.3         | 0.49               | 8,464.65              | 8,464.64            | 0.01                     | 0.00                  | 0.01                      | 0.12                                |
| P-139  | Open   | N/A                   | 218.3         | 0.89               | 8,466.43              | 8,466.38            | 0.05                     | 0.00                  | 0.05                      | 0.37                                |
| P-140  | Open   | N/A                   | 149.7         | 0.61               | 8,466.60              | 8,466.56            | 0.03                     | 0.12e-2               | 0.04                      | 0.19                                |
| P-141  | Closed | N/A                   | 0.0           | 0.00               | 7,342.19              | 8,466.38            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-142  | Open   | N/A                   | 236.4         | 0.97               | 8,466.65              | 8,466.60            | 0.05                     | 0.00                  | 0.05                      | 0.43                                |
| P-143  | Open   | N/A                   | 96.2          | 0.39               | 8,466.69              | 8,466.64            | 0.05                     | 0.48e-3               | 0.05                      | 0.08                                |
| P-144  | Open   | N/A                   | 508.4         | 2.08               | 8,468.33              | 8,467.48            | 0.83                     | 0.01                  | 0.85                      | 1.80                                |
| P-145  | Open   | N/A                   | 16.3          | 0.18               | 8,464.65              | 8,464.65            | 0.87e-3                  | 0.11e-3               | 0.98e-3                   | 0.02                                |
| P-146  | Open   | N/A                   | -21.6         | 0.09               | 8,464.65              | 8,464.65            | -0.48e-4                 | 0.48e-4               | 0.00                      | 0.00                                |
| P-147  | Open   | N/A                   | 11.3          | 0.07               | 8,464.65              | 8,464.64            | 0.48e-2                  | 0.4e-4                | 0.49e-2                   | 0.46e-2                             |

Abandoned 8-IN  
Line to American Flag

# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-148           | Open   | N/A                   | 4.7           | 0.12               | 8,464.74              | 8,464.74            | 0.01                     | 0.44e-4               | 0.01                      | 0.02                                |
| P-149           | Open   | N/A                   | 22.6          | 0.14               | 8,468.15              | 8,468.14            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |
| P-159           | Open   | N/A                   | -194.5        | 1.24               | 8,467.38              | 8,468.15            | 0.77                     | 0.00                  | 0.77                      | 0.89                                |
| P-160           | Open   | N/A                   | 45.2          | 0.29               | 7,954.98              | 7,954.95            | 0.03                     | 0.00                  | 0.03                      | 0.06                                |
| P-161           | Open   | N/A                   | 27.9          | 0.18               | 7,881.15              | 7,881.14            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |
| P-162           | Open   | N/A                   | 33.9          | 0.22               | 7,954.95              | 7,954.91            | 0.04                     | 0.15e-3               | 0.04                      | 0.03                                |
| P-163           | Open   | N/A                   | 90.4          | 0.58               | 8,004.09              | 8,003.96            | 0.12                     | 0.00                  | 0.12                      | 0.22                                |
| P-163a          | Open   | N/A                   | 90.4          | 0.58               | 8,464.49              | 8,464.49            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.98                                |
| P-166           | Open   | N/A                   | 101.7         | 0.42               | 8,464.57              | 8,464.49            | 0.08                     | 0.16e-2               | 0.08                      | 0.09                                |
| P-180           | Open   | N/A                   | 1,410.0       | 4.00               | 8,484.98              | 8,480.05            | 4.68                     | 0.25                  | 4.93                      | 5.07                                |
| P-181           | Open   | N/A                   | 1,563.1       | 4.43               | 8,479.05              | 8,476.84            | 2.21                     | 0.00                  | 2.21                      | 5.83                                |
| P-182           | Open   | N/A                   | 11.3          | 0.07               | 8,476.84              | 8,476.84            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-200           | Open   | N/A                   | 2,682.3       | 7.61               | 7,362.00              | 7,354.65            | 7.35                     | 0.00                  | 7.35                      | 15.83                               |
| P-201           | Open   | N/A                   | -1,377.2      | 3.91               | 7,341.67              | 7,343.60            | 1.88                     | 0.05                  | 1.93                      | 4.73                                |
| P-203           | Open   | N/A                   | 1,332.2       | 5.44               | 7,341.67              | 7,339.13            | 2.35                     | 0.18                  | 2.53                      | 11.37                               |
| P-204           | Open   | N/A                   | 90.0          | 0.37               | 7,339.13              | 7,339.12            | 0.01                     | 0.42e-3               | 0.01                      | 0.07                                |
| P-205           | Open   | N/A                   | -1,169.9      | 4.78               | 7,328.56              | 7,339.82            | 11.12                    | 0.14                  | 11.27                     | 8.39                                |
| P-206           | Open   | N/A                   | 1,079.9       | 4.41               | 7,328.56              | 7,325.75            | 2.75                     | 0.06                  | 2.81                      | 7.30                                |
| P-207           | Open   | N/A                   | 735.9         | 3.01               | 7,325.75              | 7,322.99            | 2.76                     | 0.00                  | 2.76                      | 3.52                                |
| P-208           | Open   | N/A                   | 156.6         | 0.64               | 7,322.99              | 7,322.96            | 0.02                     | 0.13e-2               | 0.03                      | 0.21                                |
| P-209           | Open   | N/A                   | 534.3         | 2.18               | 7,322.99              | 7,321.62            | 1.37                     | 0.00                  | 1.37                      | 1.94                                |
| P-210           | Open   | N/A                   | 394.6         | 2.52               | 7,321.62              | 7,321.42            | 0.20                     | 0.00                  | 0.20                      | 3.29                                |
| P-211           | Open   | N/A                   | 94.8          | 1.08               | 7,321.62              | 7,321.17            | 0.45                     | 0.00                  | 0.45                      | 0.95                                |
| P-212           | Open   | N/A                   | 399.3         | 2.55               | 7,321.17              | 7,319.85            | 1.31                     | 0.00                  | 1.31                      | 3.36                                |
| P-213           | Open   | N/A                   | 298.6         | 1.91               | 7,321.42              | 7,321.17            | 0.25                     | 0.00                  | 0.25                      | 1.97                                |
| P-214           | Open   | N/A                   | 50.9          | 0.58               | 7,321.42              | 7,321.17            | 0.25                     | 0.00                  | 0.25                      | 0.30                                |
| P-215           | Open   | N/A                   | 66.6          | 0.27               | 7,322.96              | 7,322.94            | 0.02                     | 0.00                  | 0.02                      | 0.04                                |
| P-216           | Open   | N/A                   | 550.5         | 3.51               | 7,323.91              | 7,323.00            | 0.86                     | 0.04                  | 0.90                      | 6.36                                |
| P-217           | Open   | N/A                   | 730.5         | 2.98               | 7,331.62              | 7,323.91            | 7.68                     | 0.03                  | 7.71                      | 3.48                                |
| P-218           | Open   | N/A                   | -183.6        | 1.17               | 7,331.15              | 7,331.62            | 0.47                     | 0.43e-2               | 0.47                      | 0.81                                |
| P-219           | Open   | N/A                   | -495.3        | 5.62               | 7,321.25              | 7,331.15            | 9.80                     | 0.10                  | 9.90                      | 20.54                               |
| P-220           | Open   | N/A                   | -356.7        | 2.28               | 7,331.15              | 7,331.58            | 0.43                     | 0.00                  | 0.43                      | 2.73                                |
| P-221           | Open   | N/A                   | 45.0          | 0.51               | 7,331.58              | 7,331.54            | 0.04                     | 0.81e-3               | 0.04                      | 0.25                                |
| P-222           | Open   | N/A                   | -446.7        | 2.85               | 7,331.58              | 7,337.29            | 5.69                     | 0.03                  | 5.71                      | 4.16                                |
| P-223           | Open   | N/A                   | 310.2         | 1.98               | 7,337.29              | 7,336.22            | 1.06                     | 0.01                  | 1.07                      | 2.13                                |
| P-224           | Open   | N/A                   | -1,049.1      | 4.29               | 7,333.28              | 7,336.22            | 2.89                     | 0.06                  | 2.94                      | 6.91                                |
| P-225           | Open   | N/A                   | 45.0          | 0.51               | 7,333.28              | 7,333.20            | 0.07                     | 0.81e-3               | 0.08                      | 0.24                                |
| P-226           | Open   | N/A                   | 959.1         | 3.92               | 7,333.28              | 7,331.62            | 1.61                     | 0.05                  | 1.66                      | 5.91                                |
| P-227           | Open   | N/A                   | -783.9        | 5.00               | 7,336.22              | 7,339.15            | 2.93                     | 0.00                  | 2.93                      | 11.71                               |
| P-228           | Open   | N/A                   | 45.0          | 0.51               | 7,339.15              | 7,339.08            | 0.07                     | 0.00                  | 0.07                      | 0.24                                |
| P-229           | Open   | N/A                   | 873.9         | 5.58               | 7,352.16              | 7,339.15            | 13.01                    | 0.00                  | 13.01                     | 14.32                               |
| P-230           | Open   | N/A                   | 801.9         | 5.12               | 7,353.78              | 7,337.29            | 16.49                    | 0.00                  | 16.49                     | 12.22                               |
| P-233           | Open   | N/A                   | -90.0         | 0.37               | 7,476.68              | 7,476.68            | 0.44e-2                  | 0.00                  | 0.44e-2                   | 0.07                                |
| P-236           | Open   | N/A                   | -135.0        | 0.86               | 7,323.75              | 7,323.91            | 0.16                     | 0.00                  | 0.16                      | 0.45                                |
| P-237           | Open   | N/A                   | -84.0         | 0.54               | 7,323.73              | 7,323.75            | 0.02                     | 0.00                  | 0.02                      | 0.19                                |
| P-238           | Open   | N/A                   | 45.0          | 0.29               | 7,419.46              | 7,419.44            | 0.02                     | 0.26e-3               | 0.02                      | 0.06                                |
| P-239           | Open   | N/A                   | 6.0           | 0.15               | 7,323.75              | 7,323.73            | 0.02                     | 0.00                  | 0.02                      | 0.04                                |
| P-240           | Open   | N/A                   | 244.8         | 1.56               | 7,323.00              | 7,321.68            | 1.31                     | 0.01                  | 1.32                      | 1.37                                |
| P-241           | Open   | N/A                   | 154.8         | 0.99               | 7,321.68              | 7,321.40            | 0.28                     | 0.00                  | 0.28                      | 0.58                                |

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# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-242           | Open   | N/A                   | 64.8          | 0.41               | 7,321.40              | 7,321.35            | 0.05                     | 0.53e-3               | 0.05                      | 0.12                                |
| P-243           | Open   | N/A                   | -81.2         | 0.52               | 7,419.46              | 7,419.70            | 0.23                     | 0.00                  | 0.23                      | 0.18                                |
| P-244           | Open   | N/A                   | -8.8          | 0.06               | 7,419.46              | 7,419.47            | 0.29e-2                  | 0.98e-5               | 0.29e-2                   | 0.31e-2                             |
| P-245           | Open   | N/A                   | 1.5           | 0.04               | 7,419.47              | 7,419.47            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.22e-2                             |
| P-246           | Open   | N/A                   | 46.5          | 0.53               | 7,419.58              | 7,419.47            | 0.11                     | 0.87e-3               | 0.11                      | 0.26                                |
| P-247           | Open   | N/A                   | 193.5         | 1.24               | 7,477.16              | 7,476.73            | 0.43                     | 0.47e-2               | 0.43                      | 0.89                                |
| P-248           | Open   | N/A                   | 52.3          | 0.59               | 7,419.58              | 7,419.47            | 0.11                     | 0.33e-2               | 0.11                      | 0.33                                |
| P-249           | Open   | N/A                   | -25.2         | 0.16               | 7,321.35              | 7,321.35            | 0.01                     | 0.24e-3               | 0.01                      | 0.02                                |
| P-250           | Closed | N/A                   | 0.0           | 0.00               | 7,321.35              | 7,400.78            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-251           | Open   | N/A                   | 401.0         | 1.64               | 7,321.54              | 7,321.36            | 0.18                     | 0.00                  | 0.18                      | 1.14                                |
| P-252           | Open   | N/A                   | 821.6         | 3.36               | 7,322.67              | 7,321.54            | 1.13                     | 0.00                  | 1.13                      | 4.31                                |
| P-253           | Open   | N/A                   | 645.4         | 2.64               | 7,324.06              | 7,322.67            | 1.39                     | 0.00                  | 1.39                      | 2.76                                |
| P-254           | Open   | N/A                   | -308.5        | 1.97               | 7,322.67              | 7,324.06            | 1.39                     | 0.00                  | 1.39                      | 2.09                                |
| P-255           | Open   | N/A                   | 998.9         | 4.08               | 7,324.54              | 7,324.06            | 0.48                     | 0.00                  | 0.48                      | 6.19                                |
| P-256           | Open   | N/A                   | -1,197.2      | 4.89               | 7,327.44              | 7,339.13            | 11.62                    | 0.07                  | 11.69                     | 8.71                                |
| P-257           | Open   | N/A                   | 63.3          | 0.40               | 7,324.54              | 7,324.51            | 0.03                     | 0.00                  | 0.03                      | 0.11                                |
| P-258           | Open   | N/A                   | 12.6          | 0.08               | 7,324.51              | 7,324.51            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.41e-2                             |
| P-259           | Open   | N/A                   | -26.7         | 0.17               | 7,324.51              | 7,324.52            | 0.01                     | 0.9e-4                | 0.01                      | 0.02                                |
| P-260           | Open   | N/A                   | 5.7           | 0.04               | 7,324.51              | 7,324.51            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.95e-3                             |
| P-261           | Open   | N/A                   | -299.0        | 1.91               | 7,324.63              | 7,325.75            | 1.11                     | 0.00                  | 1.11                      | 1.97                                |
| P-262           | Open   | N/A                   | -41.0         | 0.26               | 7,400.78              | 7,400.82            | 0.04                     | 0.00                  | 0.04                      | 0.05                                |
| P-263           | Open   | N/A                   | 375.6         | 2.40               | 7,321.54              | 7,320.68            | 0.85                     | 0.02                  | 0.86                      | 3.07                                |
| P-264           | Open   | N/A                   | 135.0         | 1.53               | 7,317.88              | 7,316.19            | 1.67                     | 0.01                  | 1.69                      | 1.85                                |
| P-265           | Open   | N/A                   | 45.0          | 0.51               | 7,316.19              | 7,316.14            | 0.05                     | 0.00                  | 0.05                      | 0.24                                |
| P-266           | Open   | N/A                   | 45.0          | 0.51               | 7,316.19              | 7,316.15            | 0.04                     | 0.00                  | 0.04                      | 0.24                                |
| P-267           | Open   | N/A                   | 150.6         | 0.96               | 7,317.88              | 7,317.86            | 0.02                     | 0.29e-2               | 0.02                      | 0.65                                |
| P-268           | Open   | N/A                   | 29.5          | 0.19               | 7,317.86              | 7,317.86            | 0.01                     | 0.00                  | 0.01                      | 0.03                                |
| P-269           | Open   | N/A                   | 90.0          | 1.02               | 7,317.86              | 7,317.77            | 0.08                     | 0.32e-2               | 0.08                      | 0.90                                |
| P-270           | Closed | N/A                   | 0.0           | 0.00               | 7,317.77              | 7,401.33            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-271           | Open   | N/A                   | 45.0          | 0.51               | 7,403.34              | 7,403.23            | 0.11                     | 0.00                  | 0.11                      | 0.24                                |
| P-272           | Open   | N/A                   | 45.0          | 0.51               | 7,317.77              | 7,317.53            | 0.25                     | 0.81e-3               | 0.25                      | 0.24                                |
| P-273           | Open   | N/A                   | 45.0          | 0.29               | 7,317.86              | 7,317.84            | 0.02                     | 0.26e-3               | 0.02                      | 0.06                                |
| P-274           | Open   | N/A                   | -115.2        | 0.47               | 7,321.36              | 7,321.36            | 0.24e-2                  | 0.00                  | 0.24e-2                   | 0.11                                |
| P-275           | Open   | N/A                   | 240.8         | 0.98               | 7,321.36              | 7,320.74            | 0.62                     | 0.00                  | 0.62                      | 0.45                                |
| P-276           | Open   | N/A                   | 270.0         | 3.06               | 7,404.55              | 7,403.34            | 1.18                     | 0.03                  | 1.21                      | 6.78                                |
| P-277           | Open   | N/A                   | -70.2         | 0.29               | 7,321.35              | 7,321.36            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 0.05                                |
| P-278           | Open   | N/A                   | -254.0        | 1.62               | 7,324.52              | 7,324.63            | 0.11                     | 0.00                  | 0.11                      | 1.46                                |
| P-279           | Open   | N/A                   | -119.5        | 0.76               | 7,317.86              | 7,318.31            | 0.44                     | 0.01                  | 0.45                      | 0.37                                |
| P-280           | Open   | N/A                   | -450.0        | 2.87               | 7,614.87              | 7,615.80            | 0.93                     | 0.00                  | 0.93                      | 4.20                                |
| P-288           | Open   | N/A                   | 405.0         | 2.59               | 7,426.31              | 7,426.16            | 0.16                     | 0.00                  | 0.16                      | 3.46                                |
| P-288a          | Open   | N/A                   | 405.0         | 2.59               | 7,614.87              | 7,614.87            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 3.42                                |
| P-289           | Open   | N/A                   | -360.0        | 2.30               | 7,423.32              | 7,426.16            | 2.82                     | 0.02                  | 2.83                      | 2.79                                |
| P-291           | Open   | N/A                   | -315.0        | 2.01               | 7,419.74              | 7,423.32            | 3.58                     | 0.00                  | 3.58                      | 2.17                                |
| P-292           | Open   | N/A                   | -0.4e-3       | 0.29e-5            | 7,419.47              | 7,419.47            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-292a          | Open   | N/A                   | -0.8e-3       | 0.5e-5             | 7,321.34              | 7,321.34            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-293           | Open   | N/A                   | 330.6         | 2.11               | 7,320.68              | 7,317.88            | 2.80                     | 0.00                  | 2.80                      | 2.37                                |
| P-295           | Open   | N/A                   | 315.0         | 2.01               | 7,405.95              | 7,404.55            | 1.40                     | 0.00                  | 1.40                      | 2.17                                |
| P-296           | Open   | N/A                   | 135.0         | 1.53               | 7,401.33              | 7,400.82            | 0.51                     | 0.00                  | 0.51                      | 1.84                                |
| P-297           | Open   | N/A                   | 49.0          | 0.31               | 7,400.82              | 7,400.78            | 0.04                     | 0.00                  | 0.04                      | 0.07                                |

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# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

#### Pipes @ 0.00 hr

| Label   | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
|---------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| P-298   | Open   | N/A                   | -45.0         | 0.29               | 7,321.34              | 7,321.35            | 0.41e-2                  | 0.26e-3               | 0.44e-2                   | 0.06                                |
| P-299   | Open   | N/A                   | -126.2        | 0.81               | 7,419.70              | 7,419.74            | 0.04                     | 0.00                  | 0.04                      | 0.40                                |
| P-1000  | Open   | N/A                   | 1,743.9       | 4.95               | 8,486.00              | 8,484.98            | 0.71                     | 0.30                  | 1.02                      | 10.18                               |
| P-1002  | Open   | N/A                   | 322.6         | 2.06               | 8,484.98              | 8,481.83            | 2.92                     | 0.23                  | 3.15                      | 2.45                                |
| P-1004  | Open   | N/A                   | 11.3          | 0.13               | 8,481.83              | 8,481.83            | 0.93e-3                  | 0.51e-4               | 0.98e-3                   | 0.01                                |
| P-1006  | Open   | N/A                   | 300.0         | 1.91               | 8,481.83              | 8,480.36            | 1.44                     | 0.02                  | 1.47                      | 2.01                                |
| P-1008  | Open   | N/A                   | 11.3          | 0.07               | 8,480.36              | 8,480.36            | 0.19e-2                  | 0.16e-4               | 0.2e-2                    | 0.46e-2                             |
| P-1010  | Open   | N/A                   | -11.3         | 0.07               | 8,480.02              | 8,480.03            | 0.01                     | 0.15e-3               | 0.01                      | 0.01                                |
| P-1012  | Open   | N/A                   | 277.4         | 0.79               | 8,480.36              | 8,480.06            | 0.30                     | 0.01                  | 0.30                      | 0.24                                |
| P-1014  | Open   | N/A                   | 33.9          | 0.22               | 8,480.03              | 8,480.02            | 0.01                     | 0.29e-3               | 0.01                      | 0.04                                |
| P-1016  | Open   | N/A                   | 11.3          | 0.29               | 8,480.02              | 8,479.99            | 0.03                     | 0.26e-3               | 0.03                      | 0.14                                |
| P-1018  | Open   | N/A                   | 11.3          | 0.29               | 8,480.02              | 8,480.00            | 0.02                     | 0.00                  | 0.02                      | 0.13                                |
| P-1020  | Open   | N/A                   | -56.5         | 0.36               | 8,480.03              | 8,480.04            | 0.01                     | 0.00                  | 0.01                      | 0.09                                |
| P-1021  | Open   | N/A                   | -67.8         | 0.43               | 8,480.04              | 8,480.05            | 0.01                     | 0.58e-3               | 0.01                      | 0.14                                |
| P-1022  | Open   | N/A                   | 187.0         | 0.53               | 8,480.06              | 8,480.05            | 0.01                     | 0.00                  | 0.01                      | 0.12                                |
| P-1023  | Open   | N/A                   | -79.1         | 0.50               | 8,480.05              | 8,480.06            | 0.01                     | 0.00                  | 0.01                      | 0.16                                |
| P-1026  | Open   | N/A                   | 1,585.7       | 4.50               | 8,480.05              | 8,479.05            | 0.93                     | 0.06                  | 1.00                      | 6.39                                |
| P-1028  | Open   | N/A                   | 11.3          | 0.07               | 8,479.05              | 8,479.05            | 0.29e-2                  | 0.16e-4               | 0.29e-2                   | 0.44e-2                             |
| P-1030  | Open   | N/A                   | -1,540.5      | 4.37               | 8,475.84              | 8,476.84            | 0.95                     | 0.06                  | 1.01                      | 6.03                                |
| P-1032  | Open   | N/A                   | 0.0           | 0.00               | 8,470.85              | 8,470.85            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1032a | Open   | N/A                   | 0.0           | 0.00               | 8,476.84              | 8,476.84            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1034  | Closed | N/A                   | 0.0           | 0.00               | 8,325.00              | 8,473.90            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1036  | Open   | N/A                   | -1,517.9      | 9.69               | 8,473.90              | 8,475.84            | 1.35                     | 0.58                  | 1.94                      | 56.93                               |
| P-1038  | Open   | N/A                   | -11.3         | 0.07               | 8,475.84              | 8,475.84            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-1040  | Open   | N/A                   | 1,495.3       | 4.24               | 8,470.85              | 8,469.73            | 1.01                     | 0.11                  | 1.12                      | 5.96                                |
| P-1050  | Open   | N/A                   | 735.9         | 3.01               | 8,468.33              | 8,467.98            | 0.32                     | 0.03                  | 0.34                      | 3.83                                |
| P-1051  | Open   | N/A                   | 171.3         | 1.94               | 8,467.98              | 8,465.88            | 2.08                     | 0.02                  | 2.11                      | 2.88                                |
| P-1054  | Open   | N/A                   | 553.3         | 2.26               | 8,467.98              | 8,467.67            | 0.31                     | 0.00                  | 0.31                      | 2.07                                |
| P-1055  | Open   | N/A                   | 11.3          | 0.07               | 8,467.67              | 8,467.67            | 0.96e-3                  | 0.16e-4               | 0.98e-3                   | 0.01                                |
| P-1056  | Open   | N/A                   | 530.7         | 2.17               | 8,467.67              | 8,467.43            | 0.24                     | 0.00                  | 0.24                      | 1.92                                |
| P-1057  | Open   | N/A                   | 182.6         | 1.17               | 8,467.43              | 8,467.20            | 0.22                     | 0.42e-2               | 0.23                      | 0.81                                |
| P-1090  | Open   | N/A                   | -384.3        | 1.57               | 8,466.75              | 8,466.95            | 0.19                     | 0.00                  | 0.19                      | 1.06                                |
| P-1091  | Open   | N/A                   | 11.3          | 0.07               | 8,466.95              | 8,466.95            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.33e-2                             |
| P-1092  | Open   | N/A                   | 11.3          | 0.05               | 8,466.73              | 8,466.73            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1095  | Open   | N/A                   | 11.3          | 0.07               | 8,467.20              | 8,467.20            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-1099  | Open   | N/A                   | 0.0           | 0.00               | 8,464.65              | 8,464.65            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1099a | Open   | N/A                   | 0.5e-2        | 0.22e-4            | 8,466.38              | 8,466.38            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1111  | Open   | N/A                   | -0.2e-1       | 0.62e-4            | 8,464.80              | 8,464.80            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1111a | Open   | N/A                   | 0.2e-1        | 0.62e-4            | 8,466.73              | 8,466.73            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1112  | Open   | N/A                   | 27.9          | 0.18               | 7,895.03              | 7,895.02            | 0.23e-2                  | 0.99e-4               | 0.24e-2                   | 0.03                                |
| P-1121  | Open   | N/A                   | 714.8         | 2.92               | 7,895.03              | 7,892.45            | 2.58                     | 0.00                  | 2.58                      | 3.33                                |
| P-1122  | Open   | N/A                   | 27.9          | 0.18               | 7,892.45              | 7,892.45            | 0.23e-2                  | 0.99e-4               | 0.24e-2                   | 0.02                                |
| P-1130  | Open   | N/A                   | 603.2         | 2.46               | 7,881.15              | 7,880.31            | 0.80                     | 0.04                  | 0.84                      | 2.55                                |
| P-1132  | Open   | N/A                   | 79.1          | 0.50               | 8,467.14              | 8,467.13            | 0.01                     | 0.79e-3               | 0.01                      | 0.18                                |
| P-1134  | Open   | N/A                   | 34.7          | 0.22               | 8,467.13              | 8,467.13            | 0.39e-2                  | 0.00                  | 0.39e-2                   | 0.04                                |
| P-1136  | Open   | N/A                   | 109.0         | 0.45               | 8,464.64              | 8,464.59            | 0.06                     | 0.00                  | 0.06                      | 0.10                                |
| P-1138  | Open   | N/A                   | 33.1          | 0.21               | 8,467.13              | 8,467.13            | 0.39e-2                  | 0.00                  | 0.39e-2                   | 0.04                                |
| P-1140  | Open   | N/A                   | 11.7          | 0.07               | 8,467.13              | 8,467.13            | -0.17e-4                 | 0.17e-4               | 0.00                      | 0.00                                |
| P-1142  | Open   | N/A                   | -12.1         | 0.08               | 8,467.13              | 8,467.13            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |

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# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-1144          | Open   | N/A                   | 27.9          | 0.18               | 7,669.06              | 7,669.06            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.02                                |
| P-1146          | Open   | N/A                   | 139.5         | 0.89               | 7,669.06              | 7,669.02            | 0.04                     | 0.00                  | 0.04                      | 0.48                                |
| P-1180          | Open   | N/A                   | -362.7        | 2.32               | 7,877.03              | 7,878.41            | 1.38                     | 0.00                  | 1.38                      | 2.82                                |
| P-1193          | Open   | N/A                   | 111.6         | 0.71               | 7,513.47              | 7,513.28            | 0.19                     | 0.00                  | 0.19                      | 0.32                                |
| P-1193a         | Open   | N/A                   | 111.6         | 0.71               | 7,669.02              | 7,669.02            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.49                                |
| P-1196          | Open   | N/A                   | 11.3          | 0.05               | 8,466.38              | 8,466.38            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1197          | Open   | N/A                   | 11.3          | 0.05               | 8,464.59              | 8,464.59            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1198          | Open   | N/A                   | -86.4         | 0.35               | 8,464.57              | 8,464.59            | 0.01                     | 0.00                  | 0.01                      | 0.07                                |
| P-1199          | Open   | N/A                   | 27.9          | 0.32               | 7,898.34              | 7,898.33            | 0.01                     | 0.31e-3               | 0.01                      | 0.10                                |
| P-1250          | Open   | N/A                   | 27.9          | 0.32               | 7,878.87              | 7,878.84            | 0.03                     | 0.31e-3               | 0.03                      | 0.10                                |
| P-1290          | Open   | N/A                   | -83.4         | 0.53               | 8,466.43              | 8,466.56            | 0.13                     | 0.18e-2               | 0.14                      | 0.19                                |
| P-1292          | Open   | N/A                   | 225.3         | 0.92               | 8,466.56              | 8,466.48            | 0.08                     | 0.00                  | 0.08                      | 0.39                                |
| P-1294          | Open   | N/A                   | 170.3         | 0.70               | 8,466.65              | 8,466.56            | 0.09                     | 0.00                  | 0.09                      | 0.23                                |
| P-1301          | Open   | N/A                   | -214.0        | 0.87               | 8,466.43              | 8,466.48            | 0.06                     | 0.24e-2               | 0.06                      | 0.38                                |
| P-1302          | Open   | N/A                   | -34.1         | 0.22               | 8,466.40              | 8,466.41            | 0.01                     | 0.00                  | 0.01                      | 0.04                                |
| P-1304          | Open   | N/A                   | 33.9          | 0.22               | 8,466.40              | 8,466.40            | 0.01                     | 0.00                  | 0.01                      | 0.04                                |
| P-1306          | Open   | N/A                   | 11.3          | 0.13               | 8,466.40              | 8,466.39            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.01                                |
| P-1308          | Open   | N/A                   | 11.3          | 0.13               | 8,466.40              | 8,466.39            | 0.49e-2                  | 0.00                  | 0.49e-2                   | 0.02                                |
| P-1320          | Open   | N/A                   | 51.1          | 0.33               | 7,670.90              | 7,670.83            | 0.07                     | 0.33e-3               | 0.07                      | 0.08                                |
| P-1322          | Open   | N/A                   | 172.1         | 1.10               | 7,670.98              | 7,670.83            | 0.15                     | 0.37e-2               | 0.15                      | 0.73                                |
| P-1333          | Open   | N/A                   | 11.3          | 0.07               | 8,467.13              | 8,467.13            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.02                                |
| P-1370          | Open   | N/A                   | 26.3          | 0.11               | 8,464.71              | 8,464.71            | 0.29e-2                  | 0.36e-4               | 0.29e-2                   | 0.01                                |
| P-1372          | Open   | N/A                   | -41.5         | 0.17               | 8,464.71              | 8,464.71            | 0.28e-2                  | 0.89e-4               | 0.29e-2                   | 0.02                                |
| P-1374          | Open   | N/A                   | 11.3          | 0.07               | 8,464.71              | 8,464.71            | 0.96e-3                  | 0.16e-4               | 0.98e-3                   | 0.37e-2                             |
| P-1393          | Open   | N/A                   | 11.3          | 0.05               | 8,464.72              | 8,464.72            | -0.66e-5                 | 0.66e-5               | 0.00                      | 0.00                                |
| P-1394          | Open   | N/A                   | -37.6         | 0.15               | 8,464.71              | 8,464.72            | 0.48e-2                  | 0.73e-4               | 0.49e-2                   | 0.01                                |
| P-1395          | Open   | N/A                   | 18.9          | 0.08               | 8,464.71              | 8,464.71            | 0.96e-3                  | 0.19e-4               | 0.98e-3                   | 0.38e-2                             |
| P-1396          | Open   | N/A                   | 11.3          | 0.05               | 8,464.71              | 8,464.71            | -0.66e-5                 | 0.66e-5               | 0.00                      | 0.00                                |
| P-1397          | Open   | N/A                   | -3.7          | 0.02               | 8,464.71              | 8,464.71            | -0.14e-5                 | 0.14e-5               | 0.00                      | 0.00                                |
| P-1398          | Open   | N/A                   | 11.3          | 0.05               | 8,464.71              | 8,464.71            | -0.66e-5                 | 0.66e-5               | 0.00                      | 0.00                                |
| P-1400          | Open   | N/A                   | 33.9          | 0.22               | 8,467.23              | 8,467.22            | 0.01                     | 0.29e-3               | 0.01                      | 0.04                                |
| P-1402          | Open   | N/A                   | 11.3          | 0.07               | 8,467.22              | 8,467.22            | 0.94e-3                  | 0.32e-4               | 0.98e-3                   | 0.34e-2                             |
| P-1406          | Open   | N/A                   | 11.3          | 0.07               | 8,467.22              | 8,467.21            | 0.29e-2                  | 0.32e-4               | 0.29e-2                   | 0.42e-2                             |
| P-1430          | Open   | N/A                   | 161.9         | 0.66               | 8,466.75              | 8,466.69            | 0.06                     | 0.14e-2               | 0.06                      | 0.22                                |
| P-1432          | Open   | N/A                   | 54.4          | 0.62               | 8,466.69              | 8,466.66            | 0.03                     | 0.24e-2               | 0.03                      | 0.37                                |
| P-1434          | Open   | N/A                   | 11.3          | 0.13               | 8,466.66              | 8,466.66            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.02                                |
| P-1436          | Open   | N/A                   | 116.7         | 0.48               | 8,466.64              | 8,466.58            | 0.06                     | 0.71e-3               | 0.06                      | 0.12                                |
| P-1437          | Open   | N/A                   | 75.4          | 0.31               | 8,466.60              | 8,466.58            | 0.02                     | 0.59e-3               | 0.02                      | 0.05                                |
| P-1438          | Open   | N/A                   | 31.8          | 0.20               | 8,466.66              | 8,466.64            | 0.02                     | 0.26e-3               | 0.02                      | 0.03                                |
| P-1440          | Open   | N/A                   | 440.6         | 1.80               | 8,467.23              | 8,466.86            | 0.35                     | 0.01                  | 0.36                      | 1.40                                |
| P-1442          | Open   | N/A                   | -418.0        | 1.71               | 8,466.65              | 8,466.86            | 0.20                     | 0.01                  | 0.21                      | 1.29                                |
| P-1444          | Open   | N/A                   | 11.3          | 0.07               | 8,466.86              | 8,466.86            | 0.96e-3                  | 0.16e-4               | 0.98e-3                   | 0.36e-2                             |
| P-1450          | Open   | N/A                   | 180.8         | 1.15               | 8,466.58              | 8,466.49            | 0.09                     | 0.00                  | 0.09                      | 0.78                                |
| P-1451          | Open   | N/A                   | 135.6         | 0.87               | 8,466.46              | 8,466.40            | 0.06                     | 0.00                  | 0.06                      | 0.46                                |
| P-1452          | Open   | N/A                   | 45.2          | 0.29               | 8,466.38              | 8,466.37            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-1454          | Open   | N/A                   | -158.2        | 1.01               | 8,466.46              | 8,466.49            | 0.03                     | 0.00                  | 0.03                      | 0.60                                |
| P-1456          | Open   | N/A                   | -90.4         | 0.58               | 8,466.38              | 8,466.40            | 0.03                     | 0.00                  | 0.03                      | 0.21                                |
| P-1458          | Open   | N/A                   | 11.3          | 0.29               | 8,466.49              | 8,466.48            | 0.01                     | 0.00                  | 0.01                      | 0.13                                |
| P-1460          | Open   | N/A                   | 11.3          | 0.29               | 8,466.46              | 8,466.44            | 0.03                     | 0.00                  | 0.03                      | 0.13                                |

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# Analysis Results

## Scenario: Peak Instantaneous Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-1462          | Open   | N/A                   | 33.9          | 0.87               | 8,466.40              | 8,466.36            | 0.04                     | 0.00                  | 0.04                      | 1.02                                |
| P-1464          | Open   | N/A                   | 11.3          | 0.29               | 8,466.36              | 8,466.35            | 0.49e-2                  | 0.00                  | 0.49e-2                   | 0.13                                |
| P-1466          | Open   | N/A                   | 11.3          | 0.29               | 8,466.36              | 8,466.35            | 0.01                     | 0.00                  | 0.01                      | 0.13                                |
| P-1468          | Open   | N/A                   | 33.9          | 0.87               | 8,466.38              | 8,466.27            | 0.10                     | 0.00                  | 0.10                      | 1.03                                |
| P-1470          | Open   | N/A                   | 11.3          | 0.29               | 8,466.27              | 8,466.26            | 0.01                     | 0.00                  | 0.01                      | 0.15                                |
| P-1472          | Open   | N/A                   | 11.3          | 0.29               | 8,466.27              | 8,466.26            | 0.01                     | 0.00                  | 0.01                      | 0.14                                |
| P-1474          | Open   | N/A                   | 33.9          | 0.87               | 8,466.37              | 8,466.28            | 0.09                     | 0.00                  | 0.09                      | 1.03                                |
| P-1476          | Open   | N/A                   | 11.3          | 0.29               | 8,466.28              | 8,466.27            | 0.01                     | 0.00                  | 0.01                      | 0.13                                |
| P-1478          | Open   | N/A                   | 11.3          | 0.29               | 8,466.28              | 8,466.27            | 0.01                     | 0.00                  | 0.01                      | 0.14                                |
| P-1480          | Open   | N/A                   | -485.8        | 1.98               | 8,467.23              | 8,467.48            | 0.25                     | 0.00                  | 0.25                      | 1.63                                |
| P-1482          | Open   | N/A                   | 11.3          | 0.07               | 8,467.48              | 8,467.48            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-1602          | Open   | N/A                   | 11.3          | 0.13               | 8,003.96              | 8,003.96            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |
| P-1604          | Open   | N/A                   | 67.8          | 0.43               | 8,003.96              | 8,003.96            | 0.01                     | 0.00                  | 0.01                      | 0.12                                |
| P-1606          | Open   | N/A                   | 56.5          | 0.36               | 7,955.09              | 7,954.98            | 0.10                     | 0.4e-3                | 0.10                      | 0.09                                |
| P-1606a         | Open   | N/A                   | 56.5          | 0.36               | 8,003.96              | 8,003.96            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.49                                |
| P-1620          | Open   | N/A                   | -11.3         | 0.07               | 7,954.91              | 7,954.91            | 0.96e-3                  | 0.16e-4               | 0.98e-3                   | 0.46e-2                             |
| P-1621          | Open   | N/A                   | 11.3          | 0.07               | 7,954.91              | 7,954.91            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 0.01                                |
| P-1900          | Open   | N/A                   | 83.7          | 0.53               | 7,513.28              | 7,513.26            | 0.02                     | 0.00                  | 0.02                      | 0.19                                |
| P-1902          | Open   | N/A                   | 27.9          | 0.18               | 7,513.26              | 7,513.26            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.02                                |
| P-1904          | Open   | N/A                   | 27.9          | 0.18               | 7,513.26              | 7,513.25            | 0.02                     | 0.00                  | 0.02                      | 0.02                                |
| P-1908          | Open   | N/A                   | -131.6        | 0.54               | 8,464.65              | 8,464.71            | 0.06                     | 0.00                  | 0.06                      | 0.15                                |
| P-1910          | Open   | N/A                   | 11.3          | 0.05               | 8,466.38              | 8,466.38            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1912          | Open   | N/A                   | 184.4         | 2.09               | 8,466.38              | 8,464.71            | 1.66                     | 0.00                  | 1.66                      | 3.27                                |
| P-1914          | Open   | N/A                   | -11.1         | 0.07               | 8,466.40              | 8,466.41            | 0.39e-2                  | 0.47e-4               | 0.39e-2                   | 0.38e-2                             |
| P-1916          | Open   | N/A                   | 67.8          | 0.43               | 8,466.43              | 8,466.41            | 0.02                     | 0.58e-3               | 0.02                      | 0.13                                |
| P-1918          | Open   | N/A                   | -22.4         | 0.14               | 8,466.41              | 8,466.41            | 0.39e-2                  | 0.00                  | 0.39e-2                   | 0.02                                |
| P-1920          | Open   | N/A                   | -1,255.6      | 3.56               | 8,468.33              | 8,469.73            | 1.36                     | 0.04                  | 1.40                      | 4.00                                |
| P-1922          | Open   | N/A                   | -228.4        | 1.46               | 8,468.15              | 8,469.73            | 1.57                     | 0.01                  | 1.58                      | 1.21                                |
| P-1924          | Open   | N/A                   | 11.3          | 0.13               | 8,468.14              | 8,468.09            | 0.05                     | 0.00                  | 0.05                      | 0.02                                |
| P-1926          | Open   | N/A                   | 2,726.6       | 17.40              | 8,063.79              | 7,676.32            | 386.52                   | 0.94                  | 387.46                    | 117.84                              |
| P-1926a         | Open   | N/A                   | 2,726.6       | 17.40              | 8,063.91              | 8,063.79            | 0.12                     | 0.00                  | 0.12                      | 117.19                              |
| P-1928          | Open   | N/A                   | 2,749.2       | 17.55              | 8,950.09              | 8,421.18            | 526.99                   | 1.91                  | 528.91                    | 119.80                              |
| P-1928a         | Open   | N/A                   | 2,749.2       | 17.55              | 9,084.85              | 9,084.73            | 0.12                     | 0.00                  | 0.12                      | 119.14                              |
| P-1930          | Closed | N/A                   | 0.0           | 0.00               | 8,420.00              | 8,421.18            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1932          | Open   | N/A                   | 2,760.5       | 17.62              | 9,415.00              | 9,084.85            | 330.15                   | 0.00                  | 330.15                    | 120.27                              |
| P-1934          | Open   | N/A                   | 2,737.9       | 17.48              | 8,421.18              | 8,063.91            | 356.32                   | 0.95                  | 357.27                    | 118.77                              |
| P-1952          | Open   | N/A                   | 45.0          | 0.13               | 7,342.20              | 7,342.19            | 0.01                     | 0.51e-4               | 0.01                      | 0.01                                |
| P-1954          | Open   | N/A                   | 2,637.3       | 7.48               | 7,354.65              | 7,343.60            | 10.71                    | 0.35                  | 11.06                     | 15.84                               |
| P-1956          | Open   | N/A                   | -1,248.8      | 3.54               | 7,342.20              | 7,343.60            | 1.32                     | 0.08                  | 1.39                      | 4.08                                |
| P-1964          | Open   | N/A                   | 56.3          | 0.16               | 7,342.20              | 7,342.20            | 0.42e-2                  | 0.16e-3               | 0.44e-2                   | 0.01                                |
| P-1997          | Open   | N/A                   | -44.2         | 0.18               | 8,464.65              | 8,464.65            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.02                                |
| P-2056          | Open   | N/A                   | -1,107.2      | 4.52               | 7,324.54              | 7,327.44            | 2.77                     | 0.13                  | 2.90                      | 7.83                                |
| P-2057          | Open   | N/A                   | 45.0          | 0.29               | 7,327.44              | 7,327.42            | 0.02                     | 0.00                  | 0.02                      | 0.06                                |
| P-2150          | Open   | N/A                   | 260.7         | 1.07               | 7,323.00              | 7,322.94            | 0.06                     | 0.00                  | 0.06                      | 0.52                                |
| P-2160          | Open   | N/A                   | 45.0          | 1.15               | 7,322.94              | 7,322.33            | 0.61                     | 0.00                  | 0.61                      | 1.73                                |
| P-2204          | Open   | N/A                   | 45.0          | 0.29               | 7,339.12              | 7,339.10            | 0.02                     | 0.26e-3               | 0.02                      | 0.06                                |
| P-2208          | Open   | N/A                   | 45.0          | 0.29               | 7,321.40              | 7,321.39            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-2209          | Open   | N/A                   | 45.0          | 0.29               | 7,321.68              | 7,321.67            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-2211          | Open   | N/A                   | 45.0          | 0.18               | 7,322.96              | 7,322.96            | 0.33e-2                  | 0.11e-3               | 0.34e-2                   | 0.02                                |

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# Analysis Results

## Scenario: Peak Instantaneous

### Steady State Analysis

#### Pipes @ 0.00 hr

| Label   | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
|---------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| P-2212  | Open   | N/A                   | 45.0          | 0.29               | 7,328.56              | 7,328.55            | 0.01                     | 0.26e-3               | 0.01                      | 0.06                                |
| P-2214  | Open   | N/A                   | -124.5        | 0.79               | 7,319.80              | 7,319.99            | 0.19                     | 0.2e-2                | 0.20                      | 0.39                                |
| P-2220  | Open   | N/A                   | 15.6          | 0.10               | 7,317.86              | 7,317.86            | 0.46e-3                  | 0.31e-4               | 0.49e-3                   | 0.01                                |
| P-2221  | Open   | N/A                   | 45.0          | 0.18               | 7,320.74              | 7,320.74            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-2222  | Open   | N/A                   | -0.2e-1       | 0.62e-4            | 7,317.86              | 7,317.86            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-2222a | Open   | N/A                   | 0.4e-2        | 0.17e-4            | 7,320.74              | 7,320.74            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-2229  | Open   | N/A                   | 105.8         | 0.43               | 7,320.47              | 7,320.42            | 0.06                     | 0.00                  | 0.06                      | 0.10                                |
| P-2247  | Open   | N/A                   | 143.8         | 0.92               | 7,419.74              | 7,419.58            | 0.16                     | 0.26e-2               | 0.16                      | 0.52                                |
| P-2254  | Open   | N/A                   | -34.5         | 0.22               | 7,319.79              | 7,319.80            | 0.01                     | 0.15e-3               | 0.01                      | 0.04                                |
| P-2256  | Open   | N/A                   | 45.0          | 0.29               | 7,319.80              | 7,319.76            | 0.04                     | 0.26e-3               | 0.04                      | 0.06                                |
| P-2265  | Open   | N/A                   | -45.0         | 0.29               | 7,400.78              | 7,400.78            | 0.17e-2                  | 0.26e-3               | 0.2e-2                    | 0.08                                |
| P-2267  | Closed | N/A                   | 0.0           | 0.00               | 7,400.78              | 7,321.36            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-2270  | Open   | N/A                   | -180.0        | 2.04               | 7,401.33              | 7,403.34            | 2.00                     | 0.00                  | 2.00                      | 3.13                                |
| P-2275  | Open   | N/A                   | 150.8         | 0.62               | 7,320.74              | 7,320.47            | 0.27                     | 0.00                  | 0.27                      | 0.19                                |
| P-2311  | Open   | N/A                   | 990.9         | 6.32               | 7,353.78              | 7,352.16            | 1.63                     | 0.00                  | 1.63                      | 18.07                               |
| P-2380  | Open   | N/A                   | 45.0          | 0.29               | 7,323.73              | 7,323.73            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-2400  | Open   | N/A                   | 45.0          | 0.13               | 7,476.68              | 7,476.67            | 0.44e-2                  | 0.00                  | 0.44e-2                   | 0.01                                |
| P-2404  | Open   | N/A                   | -72.0         | 0.15               | 7,352.16              | 7,352.16            | 0.15e-2                  | 0.00                  | 0.15e-2                   | 0.01                                |
| P-2500  | Open   | N/A                   | 450.3         | 2.87               | 7,321.25              | 7,319.99            | 1.25                     | 0.00                  | 1.25                      | 4.20                                |
| P-2501  | Open   | N/A                   | -10.5         | 0.07               | 7,319.79              | 7,319.79            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.01                                |
| P-2502  | Open   | N/A                   | 163.8         | 1.05               | 7,319.79              | 7,319.63            | 0.16                     | 0.00                  | 0.16                      | 0.65                                |
| P-2503  | Open   | N/A                   | 132.3         | 0.84               | 7,319.63              | 7,319.58            | 0.06                     | 0.00                  | 0.06                      | 0.44                                |
| P-2504  | Open   | N/A                   | -13.5         | 0.09               | 7,319.63              | 7,319.64            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.01                                |
| P-2505  | Open   | N/A                   | 132.3         | 0.84               | 7,319.64              | 7,319.54            | 0.10                     | 0.00                  | 0.10                      | 0.44                                |
| P-2506  | Open   | N/A                   | -190.8        | 1.22               | 7,319.64              | 7,319.72            | 0.08                     | 0.00                  | 0.08                      | 0.86                                |
| P-2507  | Open   | N/A                   | 45.0          | 0.29               | 7,319.72              | 7,319.71            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-2508  | Open   | N/A                   | -280.8        | 1.79               | 7,319.72              | 7,319.99            | 0.26                     | 0.01                  | 0.27                      | 1.82                                |
| P-2509  | Open   | N/A                   | -219.3        | 1.40               | 7,319.79              | 7,319.85            | 0.06                     | 0.00                  | 0.06                      | 1.11                                |
| P-2510  | Open   | N/A                   | 135.0         | 0.86               | 7,319.85              | 7,319.84            | 0.01                     | 0.00                  | 0.01                      | 0.46                                |
| P-2511  | Open   | N/A                   | 45.0          | 0.29               | 7,319.84              | 7,319.83            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-2512  | Open   | N/A                   | 45.0          | 0.29               | 7,319.84              | 7,319.83            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-2660  | Open   | N/A                   | 45.0          | 0.29               | 7,324.52              | 7,324.50            | 0.02                     | 0.00                  | 0.02                      | 0.06                                |

#### PRVs @ 0.00 hr

| Label   | Status     | Constituent<br>(mg/l) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Flow<br>(gpm) | Headloss<br>(ft) | Setting<br>(psi) |
|---------|------------|-----------------------|-----------------------|---------------------|---------------|------------------|------------------|
| PRV-1   | Closed     | N/A                   | 7,365.26              | 7,358.58            | 0.0           | 0.00             | 44.00            |
| PRV-3   | Closed     | N/A                   | 7,352.09              | 6,914.98            | 0.0           | 0.00             | 52.04            |
| PRV-4   | Throttling | N/A                   | 7,318.68              | 7,120.10            | 60.9          | 198.58           | 50.74            |
| PRV-5   | Throttling | N/A                   | 7,879.00              | 7,530.01            | 101.0         | 348.99           | 78.00            |
| PRV-90  | Closed     | N/A                   | 7,039.60              | 6,911.04            | 0.0           | 0.00             | 44.00            |
| PRV-118 | Throttling | N/A                   | 7,877.03              | 7,671.93            | 334.8         | 205.10           | 55.00            |
| PRV-163 | Throttling | N/A                   | 8,464.49              | 8,004.09            | 90.4          | 460.40           | 43.37            |
| PRV-277 | Throttling | N/A                   | 7,614.87              | 7,426.31            | 405.0         | 188.55           | 40.00            |
| PRV-299 | Closed     | N/A                   | 7,321.34              | 7,419.47            | 0.0           | 0.00             | 95.00            |
| PRV-316 | Closed     | N/A                   | 7,411.20              | 7,318.03            | 0.0           | 0.00             | 43.37            |
| PRV-327 | Throttling | N/A                   | 7,657.59              | 7,328.09            | 296.4         | 329.50           | 44.67            |

← Mtn. View Lodge PRV

# Analysis Results

## Scenario: Peak Instantaneous Steady State Analysis

| PRVs @ 0.00 hr |            |                       |                       |                     |               |                  |                  |
|----------------|------------|-----------------------|-----------------------|---------------------|---------------|------------------|------------------|
| Label          | Status     | Constituent<br>(mg/l) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Flow<br>(gpm) | Headloss<br>(ft) | Setting<br>(psi) |
| PRV-331        | Throttling | N/A                   | 7,437.19              | 7,328.14            | 848.7         | 109.05           | 71.99            |
| PRV-340        | Closed     | N/A                   | 7,650.59              | 7,319.60            | 0.0           | 0.00             | 43.37            |
| PRV-348        | Throttling | N/A                   | 7,318.72              | 7,120.10            | 185.5         | 198.62           | 49.01            |
| PRV-446        | Throttling | N/A                   | 7,620.83              | 7,377.31            | 81.2          | 243.52           | 40.00            |
| PRV-453        | Closed     | N/A                   | 7,645.85              | 7,137.95            | 0.0           | 0.00             | 43.37            |
| PRV-459        | Throttling | N/A                   | 7,317.71              | 7,120.09            | 206.4         | 197.62           | 45.54            |
| PRV-536        | Closed     | N/A                   | 6,943.90              | 7,122.79            | 0.0           | 0.00             | 43.37            |
| PRV-539        | Closed     | N/A                   | 7,118.49              | 6,935.21            | 0.0           | 0.00             | 43.37            |
| PRV-613        | Closed     | N/A                   | 6,918.21              | 7,186.58            | 0.0           | 0.00             | 21.68            |
| PRV-705        | Closed     | N/A                   | 7,320.37              | 6,921.51            | 0.0           | 0.00             | 43.37            |
| PRV-833        | Closed     | N/A                   | 7,039.78              | 6,911.38            | 0.0           | 0.00             | 52.00            |
| PRV-934        | Throttling | N/A                   | 7,057.77              | 6,935.09            | 516.8         | 122.68           | 43.37            |
| PRV-953        | Closed     | N/A                   | 6,905.43              | 6,921.64            | 0.0           | 0.00             | 75.03            |
| PRV-956        | Closed     | N/A                   | 7,060.69              | 6,919.44            | 0.0           | 0.00             | 43.37            |
| PRV-957        | Closed     | N/A                   | 7,059.81              | 6,919.41            | 0.0           | 0.00             | 43.37            |
| PRV-964        | Closed     | N/A                   | 6,926.51              | 6,926.25            | 0.0           | 0.00             | 43.37            |
| PRV-103        | Closed     | N/A                   | 8,476.84              | 8,470.85            | 0.0           | 0.00             | 43.37            |
| PRV-109        | Closed     | N/A                   | 8,466.38              | 8,464.65            | 0.0           | 0.00             | 58.00            |
| PRV-119        | Throttling | N/A                   | 7,669.02              | 7,513.47            | 111.6         | 155.55           | 60.00            |
| PRV-123        | Closed     | N/A                   | 8,466.73              | 8,464.80            | 0.0           | 0.00             | 55.00            |
| PRV-160        | Throttling | N/A                   | 8,003.96              | 7,955.09            | 56.5          | 48.87            | 43.37            |
| PRV-192        | Throttling | N/A                   | 9,084.73              | 8,950.09            | 2,749.2       | 134.64           | 43.37            |
| PRV-192        | Inactive   | N/A                   | 8,063.79              | 8,063.79            | 2,726.6       | 0.00             | 43.37            |
| PRV-222        | Closed     | N/A                   | 7,320.74              | 7,317.86            | 0.0           | 0.00             | 43.37            |
| PRV-307        | Throttling | N/A                   | 7,670.70              | 7,450.09            | 1,387.0       | 220.62           | 43.37            |
| PRV-325        | Closed     | N/A                   | 7,660.69              | 7,327.71            | 0.0           | 0.00             | 43.37            |
| PRV-440        | Throttling | N/A                   | 7,645.83              | 7,160.09            | 616.9         | 485.74           | 43.37            |
| PRV-441        | Closed     | N/A                   | 7,645.85              | 7,119.00            | 0.0           | 0.00             | 43.37            |
| PRV-443        | Closed     | N/A                   | 7,105.25              | 7,117.26            | 0.0           | 0.00             | 43.37            |
| PRV-553        | Throttling | N/A                   | 7,117.23              | 6,944.09            | 67.0          | 173.15           | 43.37            |
| PRV-600        | Closed     | N/A                   | 7,186.74              | 7,187.10            | 0.0           | 0.00             | 70.00            |
| PRV-601        | Closed     | N/A                   | 7,139.51              | 6,936.40            | 0.0           | 0.00             | 43.37            |
| PRV-624        | Throttling | N/A                   | 7,135.08              | 6,962.09            | 536.1         | 172.99           | 43.37            |
| PRV-660        | Closed     | N/A                   | 6,905.09              | 7,139.40            | 0.0           | 0.00             | 43.37            |
| PRV-670        | Closed     | N/A                   | 7,187.09              | 7,186.36            | 0.0           | 0.00             | 92.00            |
| PRV-750        | Closed     | N/A                   | 7,476.67              | 7,283.69            | 0.0           | 0.00             | 43.37            |
| PRV-751        | Throttling | N/A                   | 7,477.25              | 7,284.09            | 108.0         | 193.16           | 43.37            |
| PRV-780        | Closed     | N/A                   | 7,458.25              | 7,477.58            | 0.0           | 0.00             | 55.00            |
| PRV-781        | Throttling | N/A                   | 7,541.13              | 7,479.55            | 450.0         | 61.59            | 57.00            |
| PRV-935        | Throttling | N/A                   | 7,128.83              | 7,070.09            | 746.3         | 58.75            | 43.37            |



## **APPENDIX B**

**Cybernet Computer Modeling Output: Peak Day Demands and 1750 gpm Fire Flow  
at the Mountain View Lodge**



# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-1                 | N/A                   | 7,323.26                                 | 121.87            | 0.0                             | 281.26                   |
| J-2                 | N/A                   | 7,478.22                                 | 106.69            | 0.0                             | 246.22                   |
| J-3                 | N/A                   | 7,478.22                                 | 104.95            | 0.0                             | 242.22                   |
| J-4                 | N/A                   | 7,379.89                                 | 60.18             | 0.0                             | 138.89                   |
| J-5                 | N/A                   | 7,373.42                                 | 58.24             | 0.0                             | 134.42                   |
| J-6                 | N/A                   | 7,529.64                                 | 99.50             | 399.0                           | 229.64                   |
| J-7                 | N/A                   | 7,333.41                                 | 57.81             | 1,750.0                         | 133.41                   |
| J-20                | N/A                   | 7,367.17                                 | 245.76            | 0.0                             | 567.17                   |
| J-73                | N/A                   | 6,915.06                                 | 80.62             | 13.5                            | 186.06                   |
| J-101               | N/A                   | 8,468.33                                 | 149.20            | 11.3                            | 344.33                   |
| J-102               | N/A                   | 8,467.18                                 | 146.97            | 11.3                            | 339.18                   |
| J-103               | N/A                   | 8,476.84                                 | 63.63             | 11.3                            | 146.84                   |
| J-104               | N/A                   | 8,480.05                                 | 45.09             | 11.3                            | 104.05                   |
| J-105               | N/A                   | 8,466.75                                 | 157.18            | 11.3                            | 362.75                   |
| J-106               | N/A                   | 8,466.60                                 | 152.78            | 11.3                            | 352.60                   |
| J-107               | N/A                   | 8,464.57                                 | 209.97            | 11.3                            | 484.57                   |
| J-108               | N/A                   | 8,464.65                                 | 229.50            | 11.3                            | 529.65                   |
| J-110               | N/A                   | 7,898.74                                 | 49.28             | 12.1                            | 113.74                   |
| J-112               | N/A                   | 7,896.04                                 | 69.78             | 12.1                            | 161.04                   |
| J-113               | N/A                   | 7,883.05                                 | 122.65            | 12.1                            | 283.05                   |
| J-114               | N/A                   | 7,881.11                                 | 111.41            | 12.1                            | 257.11                   |
| J-115               | N/A                   | 7,881.10                                 | 96.67             | 12.1                            | 223.10                   |
| J-116               | N/A                   | 7,881.10                                 | 94.07             | 12.1                            | 217.10                   |
| J-117               | N/A                   | 7,881.11                                 | 87.14             | 12.1                            | 201.11                   |
| J-118               | N/A                   | 7,880.82                                 | 145.51            | 12.1                            | 335.82                   |
| J-119               | N/A                   | 7,671.73                                 | 66.61             | 12.1                            | 153.73                   |
| J-120               | N/A                   | 7,671.71                                 | 76.57             | 12.1                            | 176.71                   |
| J-121               | N/A                   | 7,671.71                                 | 90.87             | 12.1                            | 209.71                   |
| J-122               | N/A                   | 8,468.14                                 | 138.72            | 11.3                            | 320.14                   |
| J-123               | N/A                   | 8,466.73                                 | 158.90            | 11.3                            | 366.73                   |
| J-124               | N/A                   | 8,464.76                                 | 168.88            | 11.3                            | 389.76                   |
| J-125               | N/A                   | 8,464.74                                 | 177.54            | 11.3                            | 409.74                   |
| J-127               | N/A                   | 8,464.75                                 | 166.71            | 11.3                            | 384.75                   |
| J-129               | N/A                   | 8,466.56                                 | 157.96            | 11.3                            | 364.56                   |
| J-130               | N/A                   | 8,466.65                                 | 148.47            | 11.3                            | 342.65                   |
| J-131               | N/A                   | 8,467.03                                 | 151.24            | 11.3                            | 349.03                   |
| J-132               | N/A                   | 8,467.14                                 | 139.58            | 11.3                            | 322.14                   |
| J-133               | N/A                   | 8,467.13                                 | 130.91            | 11.3                            | 302.13                   |
| J-135               | N/A                   | 8,467.38                                 | 141.85            | 11.3                            | 327.38                   |
| J-136               | N/A                   | 8,464.80                                 | 164.57            | 11.3                            | 379.80                   |
| J-137               | N/A                   | 8,464.65                                 | 216.50            | 11.3                            | 499.65                   |
| J-138               | N/A                   | 8,464.65                                 | 175.34            | 11.3                            | 404.65                   |
| J-139               | N/A                   | 8,464.64                                 | 176.63            | 11.3                            | 407.64                   |
| J-140               | N/A                   | 8,464.65                                 | 231.66            | 11.3                            | 534.65                   |
| J-141               | N/A                   | 7,899.91                                 | 10.79             | 12.1                            | 24.91                    |
| J-142               | N/A                   | 7,671.90                                 | 54.99             | 12.1                            | 126.90                   |
| J-143               | N/A                   | 8,464.64                                 | 612.96            | 11.3                            | 1,414.64                 |
| J-144               | N/A                   | 7,671.32                                 | 124.06            | 12.1                            | 286.32                   |

← Mtn. View Condominiums  
 ← Hydrant to serve Mtn. View Lodge

# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-146               | N/A                   | 8,468.15                                 | 148.69            | 11.3                            | 343.15                   |
| J-160               | N/A                   | 7,954.98                                 | 77.99             | 11.3                            | 179.98                   |
| J-161               | N/A                   | 7,954.95                                 | 90.97             | 11.3                            | 209.95                   |
| J-162               | N/A                   | 7,954.91                                 | 61.92             | 11.3                            | 142.91                   |
| J-163               | N/A                   | 8,464.49                                 | 242.86            | 11.3                            | 560.49                   |
| J-201               | N/A                   | 7,352.67                                 | 7.66              | 24.1                            | 17.67                    |
| J-202               | N/A                   | 7,337.59                                 | 57.45             | 24.1                            | 132.59                   |
| J-203               | N/A                   | 7,336.56                                 | 57.44             | 24.1                            | 132.56                   |
| J-204               | N/A                   | 7,329.01                                 | 92.73             | 24.1                            | 214.01                   |
| J-205               | N/A                   | 7,336.56                                 | 46.17             | 24.1                            | 106.56                   |
| J-206               | N/A                   | 7,328.99                                 | 92.72             | 24.1                            | 213.99                   |
| J-207               | N/A                   | 7,426.50                                 | 131.07            | 24.1                            | 302.50                   |
| J-208               | N/A                   | 7,329.54                                 | 86.90             | 24.1                            | 200.54                   |
| J-209               | N/A                   | 7,330.17                                 | 87.60             | 24.1                            | 202.17                   |
| J-210               | N/A                   | 7,331.93                                 | 90.53             | 24.1                            | 208.93                   |
| J-211               | N/A                   | 7,331.60                                 | 90.82             | 24.1                            | 209.60                   |
| J-212               | N/A                   | 7,331.86                                 | 84.43             | 24.1                            | 194.86                   |
| J-213               | N/A                   | 7,345.40                                 | 92.47             | 24.1                            | 213.40                   |
| J-214               | N/A                   | 7,345.10                                 | 90.60             | 24.1                            | 209.10                   |
| J-215               | N/A                   | 7,345.69                                 | 86.96             | 24.1                            | 200.69                   |
| J-216               | N/A                   | 7,350.81                                 | 89.61             | 24.1                            | 206.81                   |
| J-217               | N/A                   | 7,324.24                                 | 98.46             | 24.1                            | 227.24                   |
| J-218               | N/A                   | 7,323.71                                 | 55.77             | 24.1                            | 128.71                   |
| J-219               | N/A                   | 7,323.69                                 | 51.43             | 24.1                            | 118.69                   |
| J-220               | N/A                   | 7,323.70                                 | 57.93             | 24.1                            | 133.70                   |
| J-221               | N/A                   | 7,324.17                                 | 99.73             | 24.1                            | 230.17                   |
| J-222               | N/A                   | 7,324.14                                 | 98.42             | 24.1                            | 227.14                   |
| J-223               | N/A                   | 7,427.31                                 | 107.16            | 24.1                            | 247.31                   |
| J-224               | N/A                   | 7,427.27                                 | 97.61             | 24.1                            | 225.27                   |
| J-225               | N/A                   | 7,427.69                                 | 113.39            | 24.1                            | 261.69                   |
| J-226               | N/A                   | 7,324.06                                 | 101.42            | 24.1                            | 234.06                   |
| J-227               | N/A                   | 7,323.91                                 | 103.52            | 24.1                            | 238.91                   |
| J-228               | N/A                   | 7,323.90                                 | 84.02             | 24.1                            | 193.90                   |
| J-229               | N/A                   | 7,328.53                                 | 134.12            | 24.1                            | 309.53                   |
| J-230               | N/A                   | 7,323.26                                 | 121.00            | 24.1                            | 279.26                   |
| J-231               | N/A                   | 7,424.16                                 | 116.63            | 24.1                            | 269.16                   |
| J-232               | N/A                   | 7,424.16                                 | 105.79            | 24.1                            | 244.16                   |
| J-233               | N/A                   | 7,424.19                                 | 107.98            | 24.1                            | 249.19                   |
| J-234               | N/A                   | 7,424.24                                 | 98.46             | 24.1                            | 227.24                   |
| J-235               | N/A                   | 7,424.16                                 | 107.53            | 24.1                            | 248.16                   |
| J-236               | N/A                   | 7,333.80                                 | 89.61             | 24.1                            | 206.80                   |
| J-237               | N/A                   | 7,333.75                                 | 80.49             | 24.1                            | 185.75                   |
| J-238               | N/A                   | 7,333.75                                 | 78.75             | 24.1                            | 181.75                   |
| J-239               | N/A                   | 7,424.23                                 | 92.83             | 24.1                            | 214.23                   |
| J-240               | N/A                   | 7,354.08                                 | 82.79             | 24.1                            | 191.08                   |
| J-241               | N/A                   | 7,354.05                                 | 84.95             | 24.1                            | 196.05                   |
| J-242               | N/A                   | 7,478.22                                 | 104.95            | 24.1                            | 242.22                   |
| J-243               | N/A                   | 7,478.22                                 | 104.09            | 24.1                            | 240.22                   |

# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-245               | N/A                   | 7,368.76                                 | 56.22             | 54.3                            | 129.76                   |
| J-246               | N/A                   | 7,378.81                                 | 59.71             | 24.1                            | 137.81                   |
| J-247               | N/A                   | 7,478.24                                 | 99.76             | 24.1                            | 230.24                   |
| J-248               | N/A                   | 7,351.93                                 | 88.36             | 24.1                            | 203.93                   |
| J-249               | N/A                   | 7,331.57                                 | 90.81             | 24.1                            | 209.57                   |
| J-250               | N/A                   | 7,331.47                                 | 90.33             | 24.1                            | 208.47                   |
| J-251               | N/A                   | 7,331.45                                 | 90.32             | 24.1                            | 208.45                   |
| J-252               | N/A                   | 7,331.44                                 | 88.58             | 24.1                            | 204.44                   |
| J-254               | N/A                   | 7,331.42                                 | 88.58             | 24.1                            | 204.42                   |
| J-255               | N/A                   | 7,331.58                                 | 87.34             | 24.1                            | 201.58                   |
| J-256               | N/A                   | 7,330.46                                 | 86.86             | 182.3                           | 200.46                   |
| J-257               | N/A                   | 7,330.43                                 | 85.98             | 24.1                            | 198.43                   |
| J-258               | N/A                   | 7,330.43                                 | 87.71             | 24.1                            | 202.43                   |
| J-259               | N/A                   | 7,330.43                                 | 84.25             | 24.1                            | 194.43                   |
| J-260               | N/A                   | 7,330.19                                 | 84.14             | 24.1                            | 194.19                   |
| J-261               | N/A                   | 7,329.50                                 | 87.74             | 132.3                           | 202.50                   |
| J-262               | N/A                   | 7,329.00                                 | 92.72             | 24.1                            | 214.00                   |
| J-263               | N/A                   | 7,329.17                                 | 85.00             | 24.1                            | 196.17                   |
| J-266               | N/A                   | 7,330.58                                 | 87.78             | 24.1                            | 202.58                   |
| J-267               | N/A                   | 7,345.68                                 | 87.82             | 24.1                            | 202.68                   |
| J-268               | N/A                   | 7,333.54                                 | 85.16             | 24.1                            | 196.54                   |
| J-270               | N/A                   | 7,630.03                                 | 123.50            | 24.1                            | 285.03                   |
| J-277               | N/A                   | 7,629.74                                 | 128.14            | 24.1                            | 295.74                   |
| J-278               | N/A                   | 7,426.26                                 | 40.84             | 24.1                            | 94.26                    |
| J-279               | N/A                   | 7,425.37                                 | 68.62             | 24.1                            | 158.37                   |
| J-283               | N/A                   | 7,327.98                                 | 90.55             | 24.1                            | 208.98                   |
| J-284               | N/A                   | 7,347.46                                 | 92.06             | 24.1                            | 212.46                   |
| J-285               | N/A                   | 7,334.46                                 | 1.93              | 24.1                            | 4.46                     |
| J-294               | N/A                   | 7,347.43                                 | 90.31             | 24.1                            | 208.43                   |
| J-298               | N/A                   | 7,426.52                                 | 128.48            | 24.1                            | 296.52                   |
| J-299               | N/A                   | 7,329.17                                 | 77.63             | 24.1                            | 179.17                   |
| J-1000              | N/A                   | 8,484.98                                 | 3.89              | 11.3                            | 8.98                     |
| J-1002              | N/A                   | 8,481.83                                 | 85.72             | 11.3                            | 197.83                   |
| J-1004              | N/A                   | 8,481.83                                 | 77.92             | 11.3                            | 179.83                   |
| J-1006              | N/A                   | 8,480.36                                 | 74.68             | 11.3                            | 172.36                   |
| J-1008              | N/A                   | 8,480.36                                 | 85.95             | 11.3                            | 198.36                   |
| J-1010              | N/A                   | 8,480.03                                 | 44.21             | 11.3                            | 102.03                   |
| J-1012              | N/A                   | 8,480.02                                 | 29.47             | 11.3                            | 68.02                    |
| J-1014              | N/A                   | 8,480.06                                 | 45.09             | 11.3                            | 104.06                   |
| J-1016              | N/A                   | 8,480.02                                 | 45.50             | 11.3                            | 105.02                   |
| J-1018              | N/A                   | 8,479.99                                 | 42.46             | 11.3                            | 97.99                    |
| J-1020              | N/A                   | 8,480.00                                 | 44.20             | 11.3                            | 102.00                   |
| J-1022              | N/A                   | 8,480.04                                 | 44.21             | 11.3                            | 102.04                   |
| J-1024              | N/A                   | 8,480.05                                 | 41.18             | 11.3                            | 95.05                    |
| J-1026              | N/A                   | 8,479.05                                 | 48.12             | 11.3                            | 111.05                   |
| J-1028              | N/A                   | 8,479.05                                 | 50.72             | 11.3                            | 117.05                   |
| J-1030              | N/A                   | 8,475.84                                 | 69.26             | 11.3                            | 159.84                   |
| J-1032              | N/A                   | 8,476.84                                 | 98.29             | 11.3                            | 226.84                   |

# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-1034              | N/A                   | 8,470.85                                 | 96.56             | 11.3                            | 222.85                   |
| J-1036              | N/A                   | 8,473.90                                 | 66.69             | 11.3                            | 153.90                   |
| J-1038              | N/A                   | 8,475.84                                 | 83.99             | 11.3                            | 193.84                   |
| J-1050              | N/A                   | 8,467.98                                 | 149.92            | 11.3                            | 345.98                   |
| J-1051              | N/A                   | 8,465.88                                 | 147.70            | 171.3                           | 340.88                   |
| J-1054              | N/A                   | 8,467.67                                 | 151.51            | 11.3                            | 349.67                   |
| J-1055              | N/A                   | 8,467.67                                 | 150.64            | 11.3                            | 347.67                   |
| J-1056              | N/A                   | 8,467.43                                 | 151.41            | 11.3                            | 349.43                   |
| J-1057              | N/A                   | 8,467.20                                 | 166.04            | 171.3                           | 383.20                   |
| J-1090              | N/A                   | 8,466.95                                 | 151.20            | 11.3                            | 348.95                   |
| J-1091              | N/A                   | 8,466.95                                 | 151.20            | 11.3                            | 348.95                   |
| J-1092              | N/A                   | 8,466.73                                 | 158.90            | 11.3                            | 366.73                   |
| J-1095              | N/A                   | 8,467.20                                 | 133.11            | 11.3                            | 307.20                   |
| J-1099              | N/A                   | 8,466.38                                 | 171.75            | 11.3                            | 396.38                   |
| J-1112              | N/A                   | 7,896.04                                 | 80.61             | 12.1                            | 186.04                   |
| J-1120              | N/A                   | 7,893.79                                 | 90.47             | 12.1                            | 208.79                   |
| J-1124              | N/A                   | 7,893.79                                 | 101.30            | 12.1                            | 233.79                   |
| J-1130              | N/A                   | 7,882.18                                 | 119.67            | 12.1                            | 276.18                   |
| J-1132              | N/A                   | 8,467.13                                 | 136.55            | 11.3                            | 315.13                   |
| J-1134              | N/A                   | 8,467.13                                 | 135.25            | 11.3                            | 312.13                   |
| J-1136              | N/A                   | 8,467.13                                 | 134.38            | 11.3                            | 310.13                   |
| J-1138              | N/A                   | 8,467.13                                 | 133.95            | 11.3                            | 309.13                   |
| J-1140              | N/A                   | 8,467.13                                 | 133.08            | 11.3                            | 307.13                   |
| J-1161              | N/A                   | 7,883.05                                 | 76.28             | 12.1                            | 176.05                   |
| J-1190              | N/A                   | 7,671.70                                 | 72.23             | 12.1                            | 166.70                   |
| J-1192              | N/A                   | 7,671.32                                 | 124.06            | 12.1                            | 286.32                   |
| J-1193              | N/A                   | 7,671.31                                 | 128.39            | 12.1                            | 296.31                   |
| J-1194              | N/A                   | 7,513.43                                 | 72.98             | 12.1                            | 168.43                   |
| J-1195              | N/A                   | 8,466.38                                 | 167.42            | 11.3                            | 386.38                   |
| J-1197              | N/A                   | 8,464.59                                 | 190.47            | 11.3                            | 439.59                   |
| J-1198              | N/A                   | 8,464.59                                 | 183.97            | 11.3                            | 424.59                   |
| J-1199              | N/A                   | 7,898.74                                 | 55.78             | 12.1                            | 128.74                   |
| J-1230              | N/A                   | 8,466.73                                 | 162.37            | 11.3                            | 374.73                   |
| J-1300              | N/A                   | 8,466.48                                 | 164.00            | 11.3                            | 378.48                   |
| J-1301              | N/A                   | 8,466.43                                 | 167.44            | 11.3                            | 386.43                   |
| J-1302              | N/A                   | 8,466.40                                 | 152.26            | 11.3                            | 351.40                   |
| J-1304              | N/A                   | 8,466.40                                 | 155.29            | 11.3                            | 358.40                   |
| J-1306              | N/A                   | 8,466.39                                 | 152.26            | 11.3                            | 351.39                   |
| J-1308              | N/A                   | 8,466.39                                 | 160.92            | 11.3                            | 371.39                   |
| J-1333              | N/A                   | 8,467.13                                 | 128.75            | 11.3                            | 297.13                   |
| J-1370              | N/A                   | 8,464.71                                 | 177.53            | 11.3                            | 409.71                   |
| J-1372              | N/A                   | 8,464.71                                 | 259.85            | 11.3                            | 599.71                   |
| J-1374              | N/A                   | 8,464.71                                 | 255.52            | 11.3                            | 589.71                   |
| J-1393              | N/A                   | 8,464.72                                 | 166.70            | 11.3                            | 384.72                   |
| J-1394              | N/A                   | 8,464.72                                 | 173.20            | 11.3                            | 399.72                   |
| J-1395              | N/A                   | 8,464.71                                 | 184.03            | 11.3                            | 424.71                   |
| J-1396              | N/A                   | 8,464.71                                 | 188.36            | 11.3                            | 434.71                   |
| J-1397              | N/A                   | 8,464.71                                 | 184.03            | 11.3                            | 424.71                   |

# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Junctions @ 0.00 hr |                       |                                          |                   |                                 |                          |
|---------------------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| Label               | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
| J-1398              | N/A                   | 8,464.71                                 | 181.86            | 11.3                            | 419.71                   |
| J-1400              | N/A                   | 8,467.23                                 | 139.62            | 11.3                            | 322.23                   |
| J-1402              | N/A                   | 8,467.22                                 | 137.45            | 11.3                            | 317.22                   |
| J-1404              | N/A                   | 8,467.22                                 | 132.25            | 11.3                            | 305.22                   |
| J-1406              | N/A                   | 8,467.21                                 | 135.72            | 11.3                            | 313.21                   |
| J-1430              | N/A                   | 8,466.69                                 | 148.06            | 11.3                            | 341.69                   |
| J-1432              | N/A                   | 8,466.66                                 | 145.01            | 11.3                            | 334.66                   |
| J-1434              | N/A                   | 8,466.66                                 | 143.71            | 11.3                            | 331.66                   |
| J-1436              | N/A                   | 8,466.58                                 | 152.34            | 11.3                            | 351.58                   |
| J-1438              | N/A                   | 8,466.46                                 | 163.12            | 11.3                            | 376.46                   |
| J-1439              | N/A                   | 8,466.38                                 | 170.88            | 11.3                            | 394.38                   |
| J-1440              | N/A                   | 8,466.64                                 | 150.20            | 11.3                            | 346.64                   |
| J-1442              | N/A                   | 8,466.87                                 | 143.80            | 11.3                            | 331.87                   |
| J-1444              | N/A                   | 8,466.86                                 | 134.26            | 11.3                            | 309.86                   |
| J-1446              | N/A                   | 8,466.37                                 | 170.88            | 11.3                            | 394.37                   |
| J-1448              | N/A                   | 8,466.49                                 | 160.97            | 11.3                            | 371.49                   |
| J-1450              | N/A                   | 8,466.40                                 | 167.43            | 11.3                            | 386.40                   |
| J-1452              | N/A                   | 8,466.48                                 | 160.96            | 11.3                            | 371.48                   |
| J-1454              | N/A                   | 8,466.44                                 | 167.44            | 11.3                            | 386.44                   |
| J-1456              | N/A                   | 8,466.36                                 | 167.84            | 11.3                            | 387.36                   |
| J-1458              | N/A                   | 8,466.35                                 | 169.14            | 11.3                            | 390.35                   |
| J-1460              | N/A                   | 8,466.35                                 | 166.11            | 11.3                            | 383.35                   |
| J-1462              | N/A                   | 8,466.27                                 | 173.01            | 11.3                            | 399.27                   |
| J-1464              | N/A                   | 8,466.26                                 | 173.87            | 11.3                            | 401.26                   |
| J-1466              | N/A                   | 8,466.26                                 | 175.17            | 11.3                            | 404.26                   |
| J-1468              | N/A                   | 8,466.28                                 | 177.34            | 11.3                            | 409.28                   |
| J-1470              | N/A                   | 8,466.27                                 | 176.04            | 11.3                            | 406.27                   |
| J-1472              | N/A                   | 8,466.27                                 | 178.20            | 11.3                            | 411.27                   |
| J-1480              | N/A                   | 8,467.48                                 | 144.06            | 11.3                            | 332.48                   |
| J-1482              | N/A                   | 8,467.48                                 | 139.73            | 11.3                            | 322.48                   |
| J-1600              | N/A                   | 8,003.96                                 | 18.18             | 11.3                            | 41.96                    |
| J-1602              | N/A                   | 8,003.96                                 | 9.51              | 11.3                            | 21.96                    |
| J-1604              | N/A                   | 8,003.96                                 | 64.54             | 11.3                            | 148.96                   |
| J-1620              | N/A                   | 7,954.91                                 | 69.29             | 11.3                            | 159.91                   |
| J-1621              | N/A                   | 7,954.91                                 | 56.29             | 11.3                            | 129.91                   |
| J-1900              | N/A                   | 7,513.43                                 | 77.31             | 12.1                            | 178.43                   |
| J-1902              | N/A                   | 7,513.43                                 | 75.15             | 12.1                            | 173.43                   |
| J-1904              | N/A                   | 7,513.42                                 | 107.64            | 12.1                            | 248.42                   |
| J-1906              | N/A                   | 8,464.71                                 | 184.03            | 11.3                            | 424.71                   |
| J-1908              | N/A                   | 8,466.38                                 | 171.75            | 11.3                            | 396.38                   |
| J-1910              | N/A                   | 8,466.41                                 | 152.26            | 11.3                            | 351.41                   |
| J-1912              | N/A                   | 8,466.41                                 | 158.77            | 11.3                            | 366.41                   |
| J-1914              | N/A                   | 8,469.73                                 | 116.88            | 11.3                            | 269.73                   |
| J-1916              | N/A                   | 8,468.09                                 | 245.29            | 11.3                            | 566.09                   |
| J-1918              | N/A                   | 8,564.80                                 | 116.90            | 11.3                            | 269.80                   |
| J-1920              | N/A                   | 9,174.17                                 | 140.46            | 11.3                            | 324.17                   |
| J-1922              | N/A                   | 8,304.91                                 | 145.12            | 11.3                            | 334.91                   |
| J-1952              | N/A                   | 7,334.47                                 | 49.60             | 11.3                            | 114.47                   |

# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

#### Junctions @ 0.00 hr

| Label  | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Pressure<br>(psi) | Demand<br>(Calculated)<br>(gpm) | Pressure<br>Head<br>(ft) |
|--------|-----------------------|------------------------------------------|-------------------|---------------------------------|--------------------------|
| J-1954 | N/A                   | 7,338.37                                 | 46.96             | 11.3                            | 108.37                   |
| J-1960 | N/A                   | 7,333.17                                 | 64.20             | 11.3                            | 148.17                   |
| J-1962 | N/A                   | 7,334.47                                 | 40.93             | 11.3                            | 94.47                    |
| J-2056 | N/A                   | 7,331.66                                 | 78.72             | 24.1                            | 181.66                   |
| J-2057 | N/A                   | 7,331.66                                 | 70.05             | 24.1                            | 161.66                   |
| J-2150 | N/A                   | 7,331.73                                 | 89.58             | 282.3                           | 206.73                   |
| J-2160 | N/A                   | 7,331.54                                 | 89.49             | 24.1                            | 206.54                   |
| J-2204 | N/A                   | 7,336.56                                 | 48.34             | 24.1                            | 111.56                   |
| J-2208 | N/A                   | 7,329.54                                 | 98.59             | 24.1                            | 227.54                   |
| J-2209 | N/A                   | 7,330.17                                 | 93.23             | 24.1                            | 215.17                   |
| J-2211 | N/A                   | 7,331.60                                 | 95.15             | 24.1                            | 219.60                   |
| J-2212 | N/A                   | 7,331.86                                 | 84.87             | 24.1                            | 195.86                   |
| J-2220 | N/A                   | 7,324.09                                 | 100.56            | 24.1                            | 232.09                   |
| J-2221 | N/A                   | 7,328.71                                 | 102.57            | 24.1                            | 236.71                   |
| J-2222 | N/A                   | 7,328.71                                 | 81.77             | 24.1                            | 188.71                   |
| J-2254 | N/A                   | 7,331.50                                 | 90.34             | 24.1                            | 208.50                   |
| J-2256 | N/A                   | 7,331.49                                 | 76.47             | 24.1                            | 176.49                   |
| J-2263 | N/A                   | 7,329.01                                 | 92.73             | 24.1                            | 214.01                   |
| J-2265 | N/A                   | 7,426.50                                 | 132.81            | 24.1                            | 306.50                   |
| J-2275 | N/A                   | 7,328.56                                 | 124.17            | 24.1                            | 286.56                   |
| J-2298 | N/A                   | 7,426.68                                 | 133.75            | 24.1                            | 308.68                   |
| J-2380 | N/A                   | 7,333.75                                 | 77.45             | 24.1                            | 178.75                   |
| J-2381 | N/A                   | 7,424.15                                 | 116.62            | 24.1                            | 269.15                   |
| J-2400 | N/A                   | 7,478.22                                 | 86.75             | 24.1                            | 200.22                   |
| J-2402 | N/A                   | 7,367.24                                 | 56.87             | 24.1                            | 131.24                   |
| J-2406 | N/A                   | 7,367.24                                 | 58.60             | 24.1                            | 135.24                   |
| J-2500 | N/A                   | 7,331.94                                 | 91.83             | 24.1                            | 211.94                   |
| J-2501 | N/A                   | 7,331.40                                 | 89.43             | 24.1                            | 206.40                   |
| J-2502 | N/A                   | 7,331.37                                 | 88.55             | 24.1                            | 204.37                   |
| J-2503 | N/A                   | 7,331.31                                 | 86.36             | 132.3                           | 199.31                   |
| J-2504 | N/A                   | 7,331.49                                 | 89.47             | 24.1                            | 206.49                   |
| J-2505 | N/A                   | 7,331.39                                 | 89.43             | 132.3                           | 206.39                   |
| J-2506 | N/A                   | 7,331.63                                 | 89.53             | 24.1                            | 206.63                   |
| J-2507 | N/A                   | 7,331.62                                 | 89.53             | 24.1                            | 206.62                   |
| J-2509 | N/A                   | 7,331.40                                 | 89.43             | 24.1                            | 206.40                   |
| J-2510 | N/A                   | 7,331.39                                 | 89.43             | 24.1                            | 206.39                   |
| J-2511 | N/A                   | 7,331.39                                 | 89.43             | 24.1                            | 206.39                   |
| J-2512 | N/A                   | 7,331.39                                 | 89.43             | 24.1                            | 206.39                   |
| J-2660 | N/A                   | 7,330.45                                 | 82.52             | 24.1                            | 190.45                   |

#### Tanks @ 0.00 hr

| Label | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Tank<br>Level<br>(ft) | Pressure<br>(psi) | Percent<br>Full<br>(%) | Current<br>Storage<br>Volume<br>(ft³) | Tank<br>Inflow<br>(gpm) | Tank<br>Outflow<br>(gpm) | Status   |
|-------|-----------------------|------------------------------------------|-----------------------|-------------------|------------------------|---------------------------------------|-------------------------|--------------------------|----------|
| T-1   | N/A                   | 8,486.00                                 | 21.00                 | 9.10              | 100.0                  | 92,775.16                             | N/A                     | 1,743.9                  | Draining |
| T-2   | N/A                   | 8,325.00                                 | 18.00                 | 7.80              | 100.0                  | 79,521.56                             | 0.7e-3                  | N/A                      | Full     |
| T-4   | N/A                   | 7,362.00                                 | 16.00                 | 6.93              | 100.0                  | 70,685.83                             | N/A                     | 3,052.9                  | Draining |

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# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

#### Tanks @ 0.00 hr

| Label | Constituent<br>(mg/l) | Calculated<br>Hydraulic<br>Grade<br>(ft) | Tank<br>Level<br>(ft) | Pressure<br>(psi) | Percent<br>Full<br>(%) | Current<br>Storage<br>Volume<br>(ft³) | Tank<br>Inflow<br>(gpm) | Tank<br>Outflow<br>(gpm) | Status   |
|-------|-----------------------|------------------------------------------|-----------------------|-------------------|------------------------|---------------------------------------|-------------------------|--------------------------|----------|
| T-5   | N/A                   | 7,900.00                                 | 15.00                 | 6.50              | 100.0                  | 66,267.97                             | N/A                     | 725.7                    | Draining |
| T-6   | N/A                   | 7,645.00                                 | 15.00                 | 6.50              | 100.0                  | 66,267.97                             | N/A                     | 650.8                    | Draining |
| T-7   | N/A                   | 7,610.00                                 | 20.00                 | 8.67              | 100.0                  | 88,357.29                             | N/A                     | 2,318.4                  | Draining |
| T-8   | N/A                   | 7,500.00                                 | 14.00                 | 6.07              | 100.0                  | 61,850.11                             | 0.1e-2                  | N/A                      | Full     |
| T-9   | N/A                   | 7,597.00                                 | 27.00                 | 11.70             | 100.0                  | 119,282.35                            | N/A                     | 81.2                     | Draining |
| T-10  | N/A                   | 7,262.00                                 | 16.00                 | 6.93              | 100.0                  | 70,685.83                             | N/A                     | 20.3                     | Draining |
| T-11  | N/A                   | 7,042.00                                 | 17.00                 | 7.37              | 100.0                  | 75,103.70                             | 0.0                     | 0.0                      | Full     |
| T-12  | N/A                   | 6,946.00                                 | 16.00                 | 6.93              | 100.0                  | 70,685.83                             | N/A                     | 2,255.5                  | Draining |
| T-13  | N/A                   | 7,143.00                                 | 24.00                 | 10.40             | 100.0                  | 106,028.75                            | N/A                     | 1,742.3                  | Draining |
| T-14  | N/A                   | 7,193.00                                 | 18.00                 | 7.80              | 100.0                  | 79,521.56                             | N/A                     | 401.6                    | Draining |
| T-15  | N/A                   | 7,040.00                                 | 23.00                 | 9.97              | 100.0                  | 133,602.51                            | N/A                     | 202.5                    | Draining |
| T-16  | N/A                   | 9,415.00                                 | 15.00                 | 6.50              | 100.0                  | 66,267.97                             | N/A                     | 2,327.9                  | Draining |
| T-17  | N/A                   | 8,420.00                                 | 3.00                  | 1.30              | 100.0                  | 235.62                                | 0.6e-3                  | N/A                      | Full     |
| T-18  | N/A                   | 7,145.00                                 | 16.00                 | 6.93              | 100.0                  | 70,685.83                             | N/A                     | 786.8                    | Draining |

#### Pipes @ 0.00 hr

| Label | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
|-------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| P-2   | Open   | N/A                   | 20.3          | 0.23               | 7,323.26              | 7,323.23            | 0.03                     | 0.49e-3               | 0.03                      | 0.06                                |
| P-3   | Open   | N/A                   | -20.3         | 0.23               | 7,323.26              | 7,323.26            | 0.24e-2                  | 0.00                  | 0.24e-2                   | 0.05                                |
| P-6   | Open   | N/A                   | 85.8          | 0.35               | 7,478.24              | 7,478.22            | 0.02                     | 0.00                  | 0.02                      | 0.07                                |
| P-7   | Open   | N/A                   | 13.5          | 0.09               | 7,478.22              | 7,478.21            | 0.01                     | 0.00                  | 0.01                      | 0.01                                |
| P-8   | Open   | N/A                   | 72.3          | 0.30               | 7,478.22              | 7,478.22            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.04                                |
| P-9   | Open   | N/A                   | 13.5          | 0.06               | 7,478.22              | 7,478.22            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.36e-2                             |
| P-10  | Open   | N/A                   | 1,844.0       | 11.77              | 7,468.55              | 7,379.89            | 88.66                    | 0.00                  | 88.66                     | 57.02                               |
| P-11  | Open   | N/A                   | 1,844.0       | 11.77              | 7,379.89              | 7,378.81            | 1.08                     | 0.00                  | 1.08                      | 57.00                               |
| P-12  | Open   | N/A                   | -1,819.9      | 11.62              | 7,368.76              | 7,373.42            | 0.89                     | 3.77                  | 4.66                      | 291.32                              |
| P-13  | Open   | N/A                   | -1,819.9      | 11.62              | 7,373.42              | 7,378.81            | 1.61                     | 3.77                  | 5.38                      | 185.68                              |
| P-14  | Open   | N/A                   | 0.8e-2        | 0.48e-4            | 7,379.89              | 7,379.89            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-15  | Open   | N/A                   | -0.2e-1       | 0.96e-4            | 7,373.42              | 7,373.42            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-16  | Open   | N/A                   | -60.9         | 0.39               | 7,120.08              | 7,120.10            | 0.02                     | 0.47e-3               | 0.02                      | 0.11                                |
| P-17  | Open   | N/A                   | 0.6e-3        | 0.66e-5            | 6,911.04              | 6,911.04            | -0.27e-12                | 0.27e-12              | 0.00                      | 0.00                                |
| P-18  | Open   | N/A                   | -60.9         | 0.39               | 7,322.88              | 7,322.88            | 0.15e-2                  | 0.47e-3               | 0.2e-2                    | 0.16                                |
| P-19  | Open   | N/A                   | 495.9         | 5.63               | 6,951.87              | 6,945.59            | 6.28                     | 0.00                  | 6.28                      | 20.39                               |
| P-20  | Open   | N/A                   | -0.3e-2       | 0.1e-4             | 7,760.21              | 7,760.21            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-21  | Open   | N/A                   | 0.3e-2        | 0.2e-4             | 7,760.21              | 7,760.21            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-22  | Open   | N/A                   | 220.5         | 2.50               | 7,772.56              | 7,772.21            | 0.35                     | 0.00                  | 0.35                      | 4.55                                |
| P-23  | Open   | N/A                   | 0.2e-2        | 0.23e-4            | 7,774.74              | 7,774.74            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-24  | Open   | N/A                   | 638.3         | 1.81               | 7,442.75              | 7,442.65            | 0.10                     | 0.00                  | 0.10                      | 1.11                                |
| P-25  | Open   | N/A                   | 0.2e-2        | 0.23e-4            | 7,764.95              | 7,764.95            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-26  | Open   | N/A                   | 348.5         | 2.22               | 7,323.16              | 7,322.88            | 0.27                     | 0.00                  | 0.27                      | 2.61                                |
| P-27  | Open   | N/A                   | 616.9         | 2.52               | 7,760.27              | 7,760.19            | 0.09                     | 0.00                  | 0.09                      | 2.53                                |
| P-28  | Open   | N/A                   | 206.4         | 2.34               | 7,322.02              | 7,321.91            | 0.10                     | 0.00                  | 0.10                      | 4.02                                |
| P-29  | Open   | N/A                   | 185.5         | 2.11               | 7,323.11              | 7,322.84            | 0.26                     | 0.00                  | 0.26                      | 3.30                                |
| P-30  | Open   | N/A                   | -536.1        | 6.08               | 7,135.08              | 7,136.42            | 1.34                     | 0.00                  | 1.34                      | 23.55                               |
| P-31  | Open   | N/A                   | 0.2e-1        | 0.62e-4            | 6,905.42              | 6,905.42            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |

# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-32            | Open   | N/A                   | -0.8e-2       | 0.48e-4            | 7,187.10              | 7,187.10            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-33            | Open   | N/A                   | -13.5         | 0.03               | 7,367.17              | 7,367.17            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-36            | Open   | N/A                   | 399.0         | 2.55               | 7,881.11              | 7,872.89            | 8.22                     | 0.00                  | 8.22                      | 3.36                                |
| P-37            | Open   | N/A                   | 399.0         | 2.55               | 7,530.01              | 7,529.64            | 0.37                     | 0.00                  | 0.37                      | 3.36                                |
| P-38            | Open   | N/A                   | -376.1        | 1.07               | 7,333.17              | 7,333.41            | 0.24                     | 0.35e-2               | 0.24                      | 0.42                                |
| P-39            | Open   | N/A                   | -2,126.1      | 6.03               | 7,333.41              | 7,334.47            | 0.95                     | 0.11                  | 1.06                      | 11.53                               |
| P-100           | Open   | N/A                   | 1,506.6       | 4.27               | 8,473.90              | 8,470.85            | 2.94                     | 0.11                  | 3.05                      | 5.66                                |
| P-101           | Open   | N/A                   | 336.7         | 1.38               | 8,467.43              | 8,467.18            | 0.24                     | 0.01                  | 0.25                      | 0.85                                |
| P-103           | Open   | N/A                   | 325.4         | 1.33               | 8,467.18              | 8,467.03            | 0.14                     | 0.01                  | 0.15                      | 0.81                                |
| P-104           | Open   | N/A                   | -92.8         | 0.59               | 8,467.03              | 8,467.14            | 0.11                     | 0.11e-2               | 0.11                      | 0.23                                |
| P-105           | Open   | N/A                   | -183.2        | 1.17               | 8,467.14              | 8,467.38            | 0.23                     | 0.42e-2               | 0.24                      | 0.81                                |
| P-106           | Open   | N/A                   | 11.3          | 0.07               | 8,467.13              | 8,467.13            | 0.96e-3                  | 0.16e-4               | 0.98e-3                   | 0.02                                |
| P-107           | Open   | N/A                   | -12.5         | 0.08               | 8,467.13              | 8,467.13            | 0.96e-3                  | 0.2e-4                | 0.98e-3                   | 0.44e-2                             |
| P-108           | Open   | N/A                   | 10.1          | 0.06               | 8,467.13              | 8,467.13            | 0.19e-2                  | 0.13e-4               | 0.2e-2                    | 0.48e-2                             |
| P-109           | Open   | N/A                   | 406.9         | 1.66               | 8,467.03              | 8,466.95            | 0.08                     | 0.00                  | 0.08                      | 1.17                                |
| P-110           | Open   | N/A                   | 211.1         | 0.86               | 8,466.75              | 8,466.73            | 0.03                     | 0.00                  | 0.03                      | 0.35                                |
| P-111           | Open   | N/A                   | -11.3         | 0.05               | 8,466.73              | 8,466.73            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-112           | Open   | N/A                   | 177.2         | 2.01               | 8,466.73              | 8,464.80            | 1.90                     | 0.04                  | 1.93                      | 3.10                                |
| P-113           | Open   | N/A                   | 78.4          | 0.32               | 8,464.76              | 8,464.74            | 0.02                     | 0.00                  | 0.02                      | 0.06                                |
| P-114           | Open   | N/A                   | 71.8          | 0.29               | 8,464.74              | 8,464.65            | 0.09                     | 0.00                  | 0.09                      | 0.05                                |
| P-115           | Open   | N/A                   | 165.9         | 0.68               | 8,464.80              | 8,464.76            | 0.04                     | 0.00                  | 0.04                      | 0.22                                |
| P-116           | Open   | N/A                   | -26.6         | 0.30               | 8,464.57              | 8,464.65            | 0.07                     | 0.57e-3               | 0.07                      | 0.09                                |
| P-117           | Closed | N/A                   | 0.0           | 0.00               | 7,899.91              | 8,464.65            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-118           | Open   | N/A                   | 725.7         | 2.96               | 7,900.00              | 7,899.91            | 0.09                     | 0.00                  | 0.09                      | 3.42                                |
| P-119           | Open   | N/A                   | 713.6         | 2.92               | 7,899.91              | 7,898.74            | 1.17                     | 0.00                  | 1.17                      | 3.32                                |
| P-121           | Open   | N/A                   | -689.4        | 2.82               | 7,896.04              | 7,898.74            | 2.67                     | 0.02                  | 2.70                      | 3.14                                |
| P-122           | Open   | N/A                   | 641.0         | 4.09               | 7,893.79              | 7,883.05            | 10.68                    | 0.05                  | 10.73                     | 8.11                                |
| P-123           | Open   | N/A                   | 422.3         | 2.70               | 7,882.18              | 7,881.11            | 1.05                     | 0.02                  | 1.07                      | 3.81                                |
| P-125           | Open   | N/A                   | 11.2          | 0.07               | 7,881.11              | 7,881.10            | 0.39e-2                  | 0.16e-4               | 0.39e-2                   | 0.46e-2                             |
| P-126           | Open   | N/A                   | -13.0         | 0.08               | 7,881.10              | 7,881.11            | 0.01                     | 0.21e-4               | 0.01                      | 0.01                                |
| P-127           | Open   | N/A                   | -182.4        | 1.16               | 7,881.11              | 7,882.18            | 1.06                     | 0.01                  | 1.07                      | 0.80                                |
| P-129           | Open   | N/A                   | 145.2         | 0.93               | 7,671.93              | 7,671.90            | 0.03                     | 0.27e-2               | 0.03                      | 0.57                                |
| P-129a          | Open   | N/A                   | 145.2         | 0.93               | 7,880.82              | 7,880.81            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.49                                |
| P-130           | Open   | N/A                   | 133.1         | 0.85               | 7,671.90              | 7,671.73            | 0.17                     | 0.00                  | 0.17                      | 0.44                                |
| P-131           | Open   | N/A                   | 84.7          | 0.54               | 7,671.70              | 7,671.32            | 0.38                     | 0.00                  | 0.38                      | 0.19                                |
| P-132           | Open   | N/A                   | 46.4          | 0.30               | 7,671.73              | 7,671.71            | 0.02                     | 0.54e-3               | 0.02                      | 0.06                                |
| P-133           | Open   | N/A                   | 12.1          | 0.08               | 7,671.71              | 7,671.71            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 0.01                                |
| P-136           | Open   | N/A                   | 76.1          | 0.49               | 8,464.76              | 8,464.75            | 0.01                     | 0.73e-3               | 0.01                      | 0.16                                |
| P-137           | Open   | N/A                   | 60.2          | 0.25               | 8,464.75              | 8,464.72            | 0.03                     | 0.38e-3               | 0.03                      | 0.03                                |
| P-138           | Open   | N/A                   | 120.3         | 0.49               | 8,464.65              | 8,464.64            | 0.01                     | 0.00                  | 0.01                      | 0.13                                |
| P-139           | Open   | N/A                   | 218.3         | 0.89               | 8,466.43              | 8,466.38            | 0.05                     | 0.00                  | 0.05                      | 0.37                                |
| P-140           | Open   | N/A                   | 149.7         | 0.61               | 8,466.60              | 8,466.56            | 0.03                     | 0.12e-2               | 0.04                      | 0.19                                |
| P-141           | Closed | N/A                   | 0.0           | 0.00               | 7,334.46              | 8,466.38            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-142           | Open   | N/A                   | 236.4         | 0.97               | 8,466.65              | 8,466.60            | 0.05                     | 0.00                  | 0.05                      | 0.44                                |
| P-143           | Open   | N/A                   | 96.2          | 0.39               | 8,466.69              | 8,466.64            | 0.05                     | 0.48e-3               | 0.05                      | 0.08                                |
| P-144           | Open   | N/A                   | 508.4         | 2.08               | 8,468.33              | 8,467.48            | 0.83                     | 0.01                  | 0.85                      | 1.80                                |
| P-145           | Open   | N/A                   | 16.3          | 0.18               | 8,464.65              | 8,464.65            | 0.18e-2                  | 0.11e-3               | 0.2e-2                    | 0.05                                |
| P-146           | Open   | N/A                   | -21.6         | 0.09               | 8,464.65              | 8,464.65            | 0.93e-3                  | 0.48e-4               | 0.98e-3                   | 0.01                                |
| P-147           | Open   | N/A                   | 11.3          | 0.07               | 8,464.65              | 8,464.64            | 0.48e-2                  | 0.4e-4                | 0.49e-2                   | 0.46e-2                             |

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# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-148           | Open   | N/A                   | 4.7           | 0.12               | 8,464.75              | 8,464.74            | 0.01                     | 0.44e-4               | 0.01                      | 0.03                                |
| P-149           | Open   | N/A                   | 22.6          | 0.14               | 8,468.15              | 8,468.14            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |
| P-159           | Open   | N/A                   | -194.5        | 1.24               | 8,467.38              | 8,468.15            | 0.77                     | 0.00                  | 0.77                      | 0.89                                |
| P-160           | Open   | N/A                   | 45.2          | 0.29               | 7,954.98              | 7,954.95            | 0.03                     | 0.00                  | 0.03                      | 0.06                                |
| P-161           | Open   | N/A                   | 12.1          | 0.08               | 7,883.05              | 7,883.05            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.01                                |
| P-162           | Open   | N/A                   | 33.9          | 0.22               | 7,954.95              | 7,954.91            | 0.04                     | 0.15e-3               | 0.04                      | 0.03                                |
| P-163           | Open   | N/A                   | 90.4          | 0.58               | 8,004.09              | 8,003.96            | 0.12                     | 0.00                  | 0.12                      | 0.22                                |
| P-163a          | Open   | N/A                   | 90.4          | 0.58               | 8,464.49              | 8,464.49            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-166           | Open   | N/A                   | 101.7         | 0.42               | 8,464.57              | 8,464.49            | 0.08                     | 0.16e-2               | 0.08                      | 0.09                                |
| P-180           | Open   | N/A                   | 1,410.0       | 4.00               | 8,484.98              | 8,480.05            | 4.68                     | 0.25                  | 4.93                      | 5.07                                |
| P-181           | Open   | N/A                   | 1,563.1       | 4.43               | 8,479.05              | 8,476.84            | 2.21                     | 0.00                  | 2.21                      | 5.83                                |
| P-182           | Open   | N/A                   | 11.3          | 0.07               | 8,476.84              | 8,476.84            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-200           | Open   | N/A                   | 3,052.9       | 8.66               | 7,362.00              | 7,352.67            | 9.33                     | 0.00                  | 9.33                      | 20.11                               |
| P-201           | Open   | N/A                   | -844.7        | 2.40               | 7,337.59              | 7,338.37            | 0.76                     | 0.02                  | 0.78                      | 1.91                                |
| P-203           | Open   | N/A                   | 820.6         | 3.35               | 7,337.59              | 7,336.56            | 0.96                     | 0.07                  | 1.03                      | 4.61                                |
| P-204           | Open   | N/A                   | 48.2          | 0.20               | 7,336.56              | 7,336.56            | 0.28e-2                  | 0.12e-3               | 0.29e-2                   | 0.02                                |
| P-205           | Open   | N/A                   | -364.8        | 1.49               | 7,331.86              | 7,333.17            | 1.29                     | 0.01                  | 1.30                      | 0.97                                |
| P-206           | Open   | N/A                   | 316.6         | 1.29               | 7,331.86              | 7,331.58            | 0.28                     | 0.01                  | 0.29                      | 0.75                                |
| P-207           | Open   | N/A                   | 10.2          | 0.04               | 7,331.58              | 7,331.57            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.12e-2                             |
| P-208           | Open   | N/A                   | -149.6        | 0.61               | 7,331.57              | 7,331.60            | 0.02                     | 0.12e-2               | 0.02                      | 0.19                                |
| P-209           | Open   | N/A                   | 135.7         | 0.55               | 7,331.57              | 7,331.47            | 0.11                     | 0.00                  | 0.11                      | 0.15                                |
| P-210           | Open   | N/A                   | 91.6          | 0.58               | 7,331.47              | 7,331.45            | 0.01                     | 0.00                  | 0.01                      | 0.22                                |
| P-211           | Open   | N/A                   | 20.0          | 0.23               | 7,331.47              | 7,331.44            | 0.03                     | 0.00                  | 0.03                      | 0.05                                |
| P-212           | Open   | N/A                   | 63.4          | 0.40               | 7,331.44              | 7,331.40            | 0.04                     | 0.00                  | 0.04                      | 0.11                                |
| P-213           | Open   | N/A                   | 57.6          | 0.37               | 7,331.45              | 7,331.44            | 0.01                     | 0.00                  | 0.01                      | 0.10                                |
| P-214           | Open   | N/A                   | 9.8           | 0.11               | 7,331.45              | 7,331.44            | 0.01                     | 0.00                  | 0.01                      | 0.01                                |
| P-215           | Open   | N/A                   | -197.8        | 0.81               | 7,331.60              | 7,331.73            | 0.14                     | 0.00                  | 0.14                      | 0.31                                |
| P-216           | Open   | N/A                   | 814.3         | 5.20               | 7,333.80              | 7,331.93            | 1.78                     | 0.08                  | 1.87                      | 13.16                               |
| P-217           | Open   | N/A                   | 910.7         | 3.72               | 7,345.40              | 7,333.80            | 11.55                    | 0.04                  | 11.60                     | 5.23                                |
| P-218           | Open   | N/A                   | -142.4        | 0.91               | 7,345.10              | 7,345.40            | 0.29                     | 0.26e-2               | 0.30                      | 0.50                                |
| P-219           | Open   | N/A                   | -538.6        | 6.11               | 7,333.54              | 7,345.10            | 11.45                    | 0.12                  | 11.56                     | 23.99                               |
| P-220           | Open   | N/A                   | -420.3        | 2.68               | 7,345.10              | 7,345.69            | 0.59                     | 0.00                  | 0.59                      | 3.70                                |
| P-221           | Open   | N/A                   | 24.1          | 0.27               | 7,345.69              | 7,345.68            | 0.01                     | 0.23e-3               | 0.01                      | 0.08                                |
| P-222           | Open   | N/A                   | -468.5        | 2.99               | 7,345.69              | 7,351.93            | 6.21                     | 0.03                  | 6.24                      | 4.54                                |
| P-223           | Open   | N/A                   | 318.1         | 2.03               | 7,351.93              | 7,350.81            | 1.11                     | 0.01                  | 1.12                      | 2.23                                |
| P-224           | Open   | N/A                   | -1,125.5      | 4.60               | 7,347.46              | 7,350.81            | 3.29                     | 0.07                  | 3.35                      | 7.87                                |
| P-225           | Open   | N/A                   | 24.1          | 0.27               | 7,347.46              | 7,347.43            | 0.02                     | 0.23e-3               | 0.02                      | 0.08                                |
| P-226           | Open   | N/A                   | 1,077.3       | 4.40               | 7,347.46              | 7,345.40            | 2.00                     | 0.06                  | 2.06                      | 7.33                                |
| P-227           | Open   | N/A                   | -831.5        | 5.31               | 7,350.81              | 7,354.08            | 3.27                     | 0.00                  | 3.27                      | 13.06                               |
| P-228           | Open   | N/A                   | 24.1          | 0.27               | 7,354.08              | 7,354.05            | 0.02                     | 0.00                  | 0.02                      | 0.07                                |
| P-229           | Open   | N/A                   | 879.7         | 5.61               | 7,367.24              | 7,354.08            | 13.17                    | 0.00                  | 13.17                     | 14.50                               |
| P-230           | Open   | N/A                   | 810.7         | 5.17               | 7,368.76              | 7,351.93            | 16.83                    | 0.00                  | 16.83                     | 12.47                               |
| P-233           | Open   | N/A                   | -48.2         | 0.20               | 7,478.22              | 7,478.22            | 0.15e-2                  | 0.00                  | 0.15e-2                   | 0.02                                |
| P-236           | Open   | N/A                   | -72.3         | 0.46               | 7,333.75              | 7,333.80            | 0.05                     | 0.00                  | 0.05                      | 0.14                                |
| P-237           | Open   | N/A                   | -45.0         | 0.29               | 7,333.75              | 7,333.75            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-238           | Open   | N/A                   | 24.1          | 0.15               | 7,424.16              | 7,424.15            | 0.01                     | 0.74e-4               | 0.01                      | 0.02                                |
| P-239           | Open   | N/A                   | 3.2           | 0.08               | 7,333.75              | 7,333.75            | 0.01                     | 0.00                  | 0.01                      | 0.01                                |
| P-240           | Open   | N/A                   | 286.1         | 1.83               | 7,331.93              | 7,330.17            | 1.75                     | 0.01                  | 1.76                      | 1.83                                |
| P-241           | Open   | N/A                   | 237.9         | 1.52               | 7,330.17              | 7,329.54            | 0.63                     | 0.00                  | 0.63                      | 1.29                                |

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# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-242           | Open   | N/A                   | 189.7         | 1.21               | 7,329.54              | 7,329.17            | 0.37                     | 0.46e-2               | 0.37                      | 0.86                                |
| P-243           | Open   | N/A                   | -43.5         | 0.28               | 7,424.16              | 7,424.23            | 0.07                     | 0.00                  | 0.07                      | 0.06                                |
| P-244           | Open   | N/A                   | -4.7          | 0.03               | 7,424.16              | 7,424.16            | 0.97e-3                  | 0.28e-5               | 0.98e-3                   | 0.1e-2                              |
| P-245           | Open   | N/A                   | 0.8           | 0.02               | 7,424.16              | 7,424.16            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-246           | Open   | N/A                   | 24.9          | 0.28               | 7,424.19              | 7,424.16            | 0.03                     | 0.25e-3               | 0.03                      | 0.08                                |
| P-247           | Open   | N/A                   | 109.9         | 0.70               | 7,478.39              | 7,478.24            | 0.15                     | 0.15e-2               | 0.15                      | 0.31                                |
| P-248           | Open   | N/A                   | 28.0          | 0.32               | 7,424.19              | 7,424.16            | 0.03                     | 0.94e-3               | 0.03                      | 0.10                                |
| P-249           | Open   | N/A                   | 141.5         | 0.90               | 7,329.17              | 7,329.01            | 0.16                     | 0.01                  | 0.16                      | 0.52                                |
| P-250           | Closed | N/A                   | 0.0           | 0.00               | 7,329.01              | 7,426.50            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-251           | Open   | N/A                   | 88.1          | 0.36               | 7,329.01              | 7,328.99            | 0.01                     | 0.00                  | 0.01                      | 0.07                                |
| P-252           | Open   | N/A                   | 523.2         | 2.14               | 7,329.50              | 7,329.01            | 0.49                     | 0.00                  | 0.49                      | 1.87                                |
| P-253           | Open   | N/A                   | 443.5         | 1.81               | 7,330.19              | 7,329.50            | 0.69                     | 0.00                  | 0.69                      | 1.38                                |
| P-254           | Open   | N/A                   | -212.0        | 1.35               | 7,329.50              | 7,330.19            | 0.69                     | 0.00                  | 0.69                      | 1.04                                |
| P-255           | Open   | N/A                   | 679.6         | 2.78               | 7,330.43              | 7,330.19            | 0.24                     | 0.00                  | 0.24                      | 3.03                                |
| P-256           | Open   | N/A                   | -748.3        | 3.06               | 7,331.66              | 7,336.56            | 4.87                     | 0.03                  | 4.90                      | 3.65                                |
| P-257           | Open   | N/A                   | -3.6          | 0.02               | 7,330.43              | 7,330.43            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.18e-2                             |
| P-258           | Open   | N/A                   | -19.0         | 0.12               | 7,330.43              | 7,330.43            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.01                                |
| P-259           | Open   | N/A                   | -51.8         | 0.33               | 7,330.43              | 7,330.46            | 0.03                     | 0.34e-3               | 0.03                      | 0.08                                |
| P-260           | Open   | N/A                   | -8.7          | 0.06               | 7,330.43              | 7,330.43            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.29e-2                             |
| P-261           | Open   | N/A                   | -282.3        | 1.80               | 7,330.58              | 7,331.58            | 1.00                     | 0.00                  | 1.00                      | 1.77                                |
| P-262           | Open   | N/A                   | -22.0         | 0.14               | 7,426.50              | 7,426.52            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |
| P-263           | Open   | N/A                   | 411.1         | 2.62               | 7,329.01              | 7,327.98            | 1.00                     | 0.02                  | 1.02                      | 3.63                                |
| P-264           | Open   | N/A                   | 72.3          | 0.82               | 7,324.24              | 7,323.71            | 0.53                     | 0.42e-2               | 0.53                      | 0.58                                |
| P-265           | Open   | N/A                   | 24.1          | 0.27               | 7,323.71              | 7,323.69            | 0.02                     | 0.00                  | 0.02                      | 0.08                                |
| P-266           | Open   | N/A                   | 24.1          | 0.27               | 7,323.71              | 7,323.70            | 0.01                     | 0.00                  | 0.01                      | 0.08                                |
| P-267           | Open   | N/A                   | 290.6         | 1.85               | 7,324.24              | 7,324.17            | 0.06                     | 0.01                  | 0.07                      | 2.19                                |
| P-268           | Open   | N/A                   | -194.1        | 1.24               | 7,323.91              | 7,324.09            | 0.18                     | 0.00                  | 0.18                      | 0.89                                |
| P-269           | Open   | N/A                   | 48.2          | 0.55               | 7,324.17              | 7,324.14            | 0.03                     | 0.93e-3               | 0.03                      | 0.29                                |
| P-270           | Closed | N/A                   | 0.0           | 0.00               | 7,324.14              | 7,426.68            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-271           | Open   | N/A                   | 24.1          | 0.27               | 7,427.31              | 7,427.27            | 0.03                     | 0.00                  | 0.03                      | 0.08                                |
| P-272           | Open   | N/A                   | 24.1          | 0.27               | 7,324.14              | 7,324.06            | 0.08                     | 0.23e-3               | 0.08                      | 0.08                                |
| P-273           | Open   | N/A                   | 24.1          | 0.15               | 7,323.91              | 7,323.90            | 0.01                     | 0.74e-4               | 0.01                      | 0.02                                |
| P-274           | Open   | N/A                   | 93.3          | 0.38               | 7,329.00              | 7,328.99            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.08                                |
| P-275           | Open   | N/A                   | 157.2         | 0.64               | 7,328.99              | 7,328.71            | 0.28                     | 0.00                  | 0.28                      | 0.20                                |
| P-276           | Open   | N/A                   | 144.6         | 1.64               | 7,427.69              | 7,427.31            | 0.37                     | 0.01                  | 0.38                      | 2.13                                |
| P-277           | Open   | N/A                   | 117.4         | 0.48               | 7,329.01              | 7,329.00            | 0.01                     | 0.00                  | 0.01                      | 0.12                                |
| P-278           | Open   | N/A                   | -258.2        | 1.65               | 7,330.46              | 7,330.58            | 0.12                     | 0.00                  | 0.12                      | 1.50                                |
| P-279           | Open   | N/A                   | 145.9         | 0.93               | 7,323.91              | 7,323.26            | 0.64                     | 0.01                  | 0.65                      | 0.53                                |
| P-280           | Open   | N/A                   | -241.0        | 1.54               | 7,629.74              | 7,630.03            | 0.29                     | 0.00                  | 0.29                      | 1.32                                |
| P-288           | Open   | N/A                   | 216.9         | 1.38               | 7,426.31              | 7,426.26            | 0.05                     | 0.00                  | 0.05                      | 1.09                                |
| P-288a          | Open   | N/A                   | 216.9         | 1.38               | 7,629.74              | 7,629.74            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.98                                |
| P-289           | Open   | N/A                   | -192.8        | 1.23               | 7,425.37              | 7,426.26            | 0.89                     | 0.47e-2               | 0.89                      | 0.88                                |
| P-291           | Open   | N/A                   | -168.7        | 1.08               | 7,424.24              | 7,425.37            | 1.13                     | 0.00                  | 1.13                      | 0.68                                |
| P-292           | Open   | N/A                   | 0.0           | 0.00               | 7,424.16              | 7,424.16            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-292a          | Open   | N/A                   | 0.0           | 0.00               | 7,329.17              | 7,329.17            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-293           | Open   | N/A                   | 387.0         | 2.47               | 7,327.98              | 7,324.24            | 3.74                     | 0.00                  | 3.74                      | 3.17                                |
| P-295           | Open   | N/A                   | 168.7         | 1.08               | 7,428.13              | 7,427.69            | 0.44                     | 0.00                  | 0.44                      | 0.68                                |
| P-296           | Open   | N/A                   | 72.3          | 0.82               | 7,426.68              | 7,426.52            | 0.16                     | 0.00                  | 0.16                      | 0.58                                |
| P-297           | Open   | N/A                   | 26.2          | 0.17               | 7,426.52              | 7,426.50            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |

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# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-298           | Open   | N/A                   | -24.1         | 0.15               | 7,329.17              | 7,329.17            | 0.14e-2                  | 0.74e-4               | 0.15e-2                   | 0.02                                |
| P-299           | Open   | N/A                   | -67.6         | 0.43               | 7,424.23              | 7,424.24            | 0.01                     | 0.00                  | 0.01                      | 0.12                                |
| P-1000          | Open   | N/A                   | 1,743.9       | 4.95               | 8,486.00              | 8,484.98            | 0.71                     | 0.30                  | 1.02                      | 10.18                               |
| P-1002          | Open   | N/A                   | 322.6         | 2.06               | 8,484.98              | 8,481.83            | 2.92                     | 0.23                  | 3.15                      | 2.45                                |
| P-1004          | Open   | N/A                   | 11.3          | 0.13               | 8,481.83              | 8,481.83            | 0.93e-3                  | 0.51e-4               | 0.98e-3                   | 0.01                                |
| P-1006          | Open   | N/A                   | 300.0         | 1.91               | 8,481.83              | 8,480.36            | 1.44                     | 0.02                  | 1.47                      | 2.01                                |
| P-1008          | Open   | N/A                   | 11.3          | 0.07               | 8,480.36              | 8,480.36            | 0.19e-2                  | 0.16e-4               | 0.2e-2                    | 0.46e-2                             |
| P-1010          | Open   | N/A                   | -11.3         | 0.07               | 8,480.02              | 8,480.03            | 0.01                     | 0.15e-3               | 0.01                      | 0.01                                |
| P-1012          | Open   | N/A                   | 277.4         | 0.79               | 8,480.36              | 8,480.06            | 0.30                     | 0.01                  | 0.30                      | 0.24                                |
| P-1014          | Open   | N/A                   | 33.9          | 0.22               | 8,480.03              | 8,480.02            | 0.01                     | 0.29e-3               | 0.01                      | 0.04                                |
| P-1016          | Open   | N/A                   | 11.3          | 0.29               | 8,480.02              | 8,479.99            | 0.03                     | 0.26e-3               | 0.03                      | 0.14                                |
| P-1018          | Open   | N/A                   | 11.3          | 0.29               | 8,480.02              | 8,480.00            | 0.02                     | 0.00                  | 0.02                      | 0.13                                |
| P-1020          | Open   | N/A                   | -56.5         | 0.36               | 8,480.03              | 8,480.04            | 0.01                     | 0.00                  | 0.01                      | 0.09                                |
| P-1021          | Open   | N/A                   | -67.8         | 0.43               | 8,480.04              | 8,480.05            | 0.01                     | 0.58e-3               | 0.01                      | 0.14                                |
| P-1022          | Open   | N/A                   | 187.0         | 0.53               | 8,480.06              | 8,480.05            | 0.01                     | 0.00                  | 0.01                      | 0.12                                |
| P-1023          | Open   | N/A                   | -79.1         | 0.50               | 8,480.05              | 8,480.06            | 0.01                     | 0.00                  | 0.01                      | 0.16                                |
| P-1026          | Open   | N/A                   | 1,585.7       | 4.50               | 8,480.05              | 8,479.05            | 0.93                     | 0.06                  | 1.00                      | 6.39                                |
| P-1028          | Open   | N/A                   | 11.3          | 0.07               | 8,479.05              | 8,479.05            | 0.39e-2                  | 0.16e-4               | 0.39e-2                   | 0.01                                |
| P-1030          | Open   | N/A                   | -1,540.5      | 4.37               | 8,475.84              | 8,476.84            | 0.95                     | 0.06                  | 1.01                      | 6.03                                |
| P-1032          | Open   | N/A                   | -0.2e-1       | 0.96e-4            | 8,470.85              | 8,470.85            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1032a         | Open   | N/A                   | 0.0           | 0.00               | 8,476.84              | 8,476.84            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1034          | Closed | N/A                   | 0.0           | 0.00               | 8,325.00              | 8,473.90            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1036          | Open   | N/A                   | -1,517.9      | 9.69               | 8,473.90              | 8,475.84            | 1.35                     | 0.58                  | 1.94                      | 56.93                               |
| P-1038          | Open   | N/A                   | -11.3         | 0.07               | 8,475.84              | 8,475.84            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-1040          | Open   | N/A                   | 1,495.2       | 4.24               | 8,470.85              | 8,469.73            | 1.01                     | 0.11                  | 1.12                      | 5.96                                |
| P-1050          | Open   | N/A                   | 735.8         | 3.01               | 8,468.33              | 8,467.98            | 0.32                     | 0.03                  | 0.34                      | 3.82                                |
| P-1051          | Open   | N/A                   | 171.3         | 1.94               | 8,467.98              | 8,465.88            | 2.08                     | 0.02                  | 2.11                      | 2.89                                |
| P-1054          | Open   | N/A                   | 553.2         | 2.26               | 8,467.98              | 8,467.67            | 0.32                     | 0.00                  | 0.32                      | 2.08                                |
| P-1055          | Open   | N/A                   | 11.3          | 0.07               | 8,467.67              | 8,467.67            | -0.16e-4                 | 0.16e-4               | 0.00                      | 0.00                                |
| P-1056          | Open   | N/A                   | 530.6         | 2.17               | 8,467.67              | 8,467.43            | 0.24                     | 0.00                  | 0.24                      | 1.92                                |
| P-1057          | Open   | N/A                   | 182.6         | 1.17               | 8,467.43              | 8,467.20            | 0.22                     | 0.42e-2               | 0.23                      | 0.81                                |
| P-1090          | Open   | N/A                   | -384.3        | 1.57               | 8,466.75              | 8,466.95            | 0.19                     | 0.00                  | 0.19                      | 1.06                                |
| P-1091          | Open   | N/A                   | 11.3          | 0.07               | 8,466.95              | 8,466.95            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-1092          | Open   | N/A                   | 11.3          | 0.05               | 8,466.73              | 8,466.73            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1095          | Open   | N/A                   | 11.3          | 0.07               | 8,467.20              | 8,467.20            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.28e-2                             |
| P-1099          | Open   | N/A                   | 0.0           | 0.00               | 8,464.65              | 8,464.65            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1099a         | Open   | N/A                   | -0.7e-2       | 0.27e-4            | 8,466.38              | 8,466.38            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1111          | Open   | N/A                   | -0.2e-1       | 0.62e-4            | 8,464.80              | 8,464.80            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1111a         | Open   | N/A                   | -0.8e-3       | 0.34e-5            | 8,466.73              | 8,466.73            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1112          | Open   | N/A                   | 12.1          | 0.08               | 7,896.04              | 7,896.04            | 0.47e-3                  | 0.19e-4               | 0.49e-3                   | 0.01                                |
| P-1121          | Open   | N/A                   | 665.2         | 2.72               | 7,896.04              | 7,893.79            | 2.25                     | 0.00                  | 2.25                      | 2.92                                |
| P-1122          | Open   | N/A                   | 12.1          | 0.08               | 7,893.79              | 7,893.79            | 0.96e-3                  | 0.19e-4               | 0.98e-3                   | 0.01                                |
| P-1130          | Open   | N/A                   | 616.8         | 2.52               | 7,883.05              | 7,882.18            | 0.83                     | 0.04                  | 0.87                      | 2.66                                |
| P-1132          | Open   | N/A                   | 79.1          | 0.50               | 8,467.14              | 8,467.13            | 0.01                     | 0.79e-3               | 0.01                      | 0.18                                |
| P-1134          | Open   | N/A                   | 34.7          | 0.22               | 8,467.13              | 8,467.13            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.03                                |
| P-1136          | Open   | N/A                   | 109.0         | 0.45               | 8,464.64              | 8,464.59            | 0.06                     | 0.00                  | 0.06                      | 0.10                                |
| P-1138          | Open   | N/A                   | 33.1          | 0.21               | 8,467.13              | 8,467.13            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.03                                |
| P-1140          | Open   | N/A                   | 11.7          | 0.07               | 8,467.13              | 8,467.13            | 0.96e-3                  | 0.17e-4               | 0.98e-3                   | 0.02                                |
| P-1142          | Open   | N/A                   | -12.1         | 0.08               | 8,467.13              | 8,467.13            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.02                                |

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# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-1144          | Open   | N/A                   | 12.1          | 0.08               | 7,671.32              | 7,671.32            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.01                                |
| P-1146          | Open   | N/A                   | 60.5          | 0.39               | 7,671.32              | 7,671.31            | 0.01                     | 0.00                  | 0.01                      | 0.11                                |
| P-1180          | Open   | N/A                   | -157.3        | 1.00               | 7,880.82              | 7,881.11            | 0.29                     | 0.00                  | 0.29                      | 0.60                                |
| P-1193          | Open   | N/A                   | 48.4          | 0.31               | 7,513.47              | 7,513.43            | 0.04                     | 0.00                  | 0.04                      | 0.07                                |
| P-1193a         | Open   | N/A                   | 48.4          | 0.31               | 7,671.31              | 7,671.31            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1196          | Open   | N/A                   | 11.3          | 0.05               | 8,466.38              | 8,466.38            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.47e-2                             |
| P-1197          | Open   | N/A                   | 11.3          | 0.05               | 8,464.59              | 8,464.59            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1198          | Open   | N/A                   | -86.4         | 0.35               | 8,464.57              | 8,464.59            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-1199          | Open   | N/A                   | 12.1          | 0.14               | 7,898.74              | 7,898.74            | 0.24e-2                  | 0.59e-4               | 0.24e-2                   | 0.02                                |
| P-1250          | Open   | N/A                   | 12.1          | 0.14               | 7,881.10              | 7,881.10            | 0.01                     | 0.59e-4               | 0.01                      | 0.02                                |
| P-1290          | Open   | N/A                   | -83.4         | 0.53               | 8,466.43              | 8,466.56            | 0.13                     | 0.18e-2               | 0.14                      | 0.19                                |
| P-1292          | Open   | N/A                   | 225.3         | 0.92               | 8,466.56              | 8,466.48            | 0.08                     | 0.00                  | 0.08                      | 0.39                                |
| P-1294          | Open   | N/A                   | 170.3         | 0.70               | 8,466.65              | 8,466.56            | 0.09                     | 0.00                  | 0.09                      | 0.24                                |
| P-1301          | Open   | N/A                   | -214.0        | 0.87               | 8,466.43              | 8,466.48            | 0.06                     | 0.24e-2               | 0.06                      | 0.37                                |
| P-1302          | Open   | N/A                   | -34.1         | 0.22               | 8,466.40              | 8,466.41            | 0.01                     | 0.00                  | 0.01                      | 0.04                                |
| P-1304          | Open   | N/A                   | 33.9          | 0.22               | 8,466.40              | 8,466.40            | 0.49e-2                  | 0.00                  | 0.49e-2                   | 0.03                                |
| P-1306          | Open   | N/A                   | 11.3          | 0.13               | 8,466.40              | 8,466.39            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.03                                |
| P-1308          | Open   | N/A                   | 11.3          | 0.13               | 8,466.40              | 8,466.39            | 0.49e-2                  | 0.00                  | 0.49e-2                   | 0.02                                |
| P-1320          | Open   | N/A                   | 22.2          | 0.14               | 7,671.71              | 7,671.70            | 0.01                     | 0.62e-4               | 0.01                      | 0.02                                |
| P-1322          | Open   | N/A                   | 74.6          | 0.48               | 7,671.73              | 7,671.70            | 0.03                     | 0.71e-3               | 0.03                      | 0.15                                |
| P-1333          | Open   | N/A                   | 11.3          | 0.07               | 8,467.13              | 8,467.13            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1370          | Open   | N/A                   | 26.3          | 0.11               | 8,464.71              | 8,464.71            | 0.29e-2                  | 0.36e-4               | 0.29e-2                   | 0.01                                |
| P-1372          | Open   | N/A                   | -41.5         | 0.17               | 8,464.71              | 8,464.71            | 0.19e-2                  | 0.89e-4               | 0.2e-2                    | 0.02                                |
| P-1374          | Open   | N/A                   | 11.3          | 0.07               | 8,464.71              | 8,464.71            | 0.96e-3                  | 0.16e-4               | 0.98e-3                   | 0.37e-2                             |
| P-1393          | Open   | N/A                   | 11.3          | 0.05               | 8,464.72              | 8,464.72            | 0.97e-3                  | 0.66e-5               | 0.98e-3                   | 0.02                                |
| P-1394          | Open   | N/A                   | -37.6         | 0.15               | 8,464.71              | 8,464.72            | 0.48e-2                  | 0.73e-4               | 0.49e-2                   | 0.01                                |
| P-1395          | Open   | N/A                   | 18.9          | 0.08               | 8,464.71              | 8,464.71            | 0.96e-3                  | 0.19e-4               | 0.98e-3                   | 0.38e-2                             |
| P-1396          | Open   | N/A                   | 11.3          | 0.05               | 8,464.71              | 8,464.71            | -0.66e-5                 | 0.66e-5               | 0.00                      | 0.00                                |
| P-1397          | Open   | N/A                   | -3.7          | 0.02               | 8,464.71              | 8,464.71            | -0.14e-5                 | 0.14e-5               | 0.00                      | 0.00                                |
| P-1398          | Open   | N/A                   | 11.3          | 0.05               | 8,464.71              | 8,464.71            | -0.66e-5                 | 0.66e-5               | 0.00                      | 0.00                                |
| P-1400          | Open   | N/A                   | 33.9          | 0.22               | 8,467.23              | 8,467.22            | 0.01                     | 0.29e-3               | 0.01                      | 0.03                                |
| P-1402          | Open   | N/A                   | 11.3          | 0.07               | 8,467.22              | 8,467.22            | 0.19e-2                  | 0.32e-4               | 0.2e-2                    | 0.01                                |
| P-1406          | Open   | N/A                   | 11.3          | 0.07               | 8,467.22              | 8,467.21            | 0.39e-2                  | 0.32e-4               | 0.39e-2                   | 0.01                                |
| P-1430          | Open   | N/A                   | 161.9         | 0.66               | 8,466.75              | 8,466.69            | 0.06                     | 0.14e-2               | 0.06                      | 0.22                                |
| P-1432          | Open   | N/A                   | 54.4          | 0.62               | 8,466.69              | 8,466.66            | 0.03                     | 0.24e-2               | 0.03                      | 0.37                                |
| P-1434          | Open   | N/A                   | 11.3          | 0.13               | 8,466.66              | 8,466.66            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-1436          | Open   | N/A                   | 116.7         | 0.48               | 8,466.64              | 8,466.58            | 0.06                     | 0.71e-3               | 0.06                      | 0.12                                |
| P-1437          | Open   | N/A                   | 75.4          | 0.31               | 8,466.60              | 8,466.58            | 0.02                     | 0.59e-3               | 0.02                      | 0.05                                |
| P-1438          | Open   | N/A                   | 31.8          | 0.20               | 8,466.66              | 8,466.64            | 0.02                     | 0.26e-3               | 0.02                      | 0.03                                |
| P-1440          | Open   | N/A                   | 440.6         | 1.80               | 8,467.23              | 8,466.87            | 0.35                     | 0.01                  | 0.36                      | 1.40                                |
| P-1442          | Open   | N/A                   | -418.0        | 1.71               | 8,466.65              | 8,466.87            | 0.20                     | 0.01                  | 0.21                      | 1.29                                |
| P-1444          | Open   | N/A                   | 11.3          | 0.07               | 8,466.87              | 8,466.86            | 0.19e-2                  | 0.16e-4               | 0.2e-2                    | 0.01                                |
| P-1450          | Open   | N/A                   | 180.8         | 1.15               | 8,466.58              | 8,466.49            | 0.09                     | 0.00                  | 0.09                      | 0.77                                |
| P-1451          | Open   | N/A                   | 135.6         | 0.87               | 8,466.46              | 8,466.40            | 0.06                     | 0.00                  | 0.06                      | 0.46                                |
| P-1452          | Open   | N/A                   | 45.2          | 0.29               | 8,466.38              | 8,466.37            | 0.01                     | 0.00                  | 0.01                      | 0.06                                |
| P-1454          | Open   | N/A                   | -158.2        | 1.01               | 8,466.46              | 8,466.49            | 0.03                     | 0.00                  | 0.03                      | 0.60                                |
| P-1456          | Open   | N/A                   | -90.4         | 0.58               | 8,466.38              | 8,466.40            | 0.03                     | 0.00                  | 0.03                      | 0.22                                |
| P-1458          | Open   | N/A                   | 11.3          | 0.29               | 8,466.49              | 8,466.48            | 0.01                     | 0.00                  | 0.01                      | 0.13                                |
| P-1460          | Open   | N/A                   | 11.3          | 0.29               | 8,466.46              | 8,466.44            | 0.03                     | 0.00                  | 0.03                      | 0.14                                |

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# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| Pipes @ 0.00 hr |        |                       |               |                    |                       |                     |                          |                       |                           |                                     |
|-----------------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| Label           | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
| P-1462          | Open   | N/A                   | 33.9          | 0.87               | 8,466.40              | 8,466.36            | 0.04                     | 0.00                  | 0.04                      | 1.02                                |
| P-1464          | Open   | N/A                   | 11.3          | 0.29               | 8,466.36              | 8,466.35            | 0.01                     | 0.00                  | 0.01                      | 0.15                                |
| P-1466          | Open   | N/A                   | 11.3          | 0.29               | 8,466.36              | 8,466.35            | 0.01                     | 0.00                  | 0.01                      | 0.15                                |
| P-1468          | Open   | N/A                   | 33.9          | 0.87               | 8,466.38              | 8,466.27            | 0.10                     | 0.00                  | 0.10                      | 1.03                                |
| P-1470          | Open   | N/A                   | 11.3          | 0.29               | 8,466.27              | 8,466.26            | 0.01                     | 0.00                  | 0.01                      | 0.13                                |
| P-1472          | Open   | N/A                   | 11.3          | 0.29               | 8,466.27              | 8,466.26            | 0.01                     | 0.00                  | 0.01                      | 0.14                                |
| P-1474          | Open   | N/A                   | 33.9          | 0.87               | 8,466.37              | 8,466.28            | 0.09                     | 0.00                  | 0.09                      | 1.02                                |
| P-1476          | Open   | N/A                   | 11.3          | 0.29               | 8,466.28              | 8,466.27            | 0.01                     | 0.00                  | 0.01                      | 0.14                                |
| P-1478          | Open   | N/A                   | 11.3          | 0.29               | 8,466.28              | 8,466.27            | 0.01                     | 0.00                  | 0.01                      | 0.14                                |
| P-1480          | Open   | N/A                   | -485.8        | 1.98               | 8,467.23              | 8,467.48            | 0.25                     | 0.00                  | 0.25                      | 1.63                                |
| P-1482          | Open   | N/A                   | 11.3          | 0.07               | 8,467.48              | 8,467.48            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.01                                |
| P-1602          | Open   | N/A                   | 11.3          | 0.13               | 8,003.96              | 8,003.96            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |
| P-1604          | Open   | N/A                   | 67.8          | 0.43               | 8,003.96              | 8,003.96            | 0.01                     | 0.00                  | 0.01                      | 0.12                                |
| P-1606          | Open   | N/A                   | 56.5          | 0.36               | 7,955.09              | 7,954.98            | 0.10                     | 0.4e-3                | 0.10                      | 0.09                                |
| P-1606a         | Open   | N/A                   | 56.5          | 0.36               | 8,003.96              | 8,003.96            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.49                                |
| P-1620          | Open   | N/A                   | -11.3         | 0.07               | 7,954.91              | 7,954.91            | 0.96e-3                  | 0.16e-4               | 0.98e-3                   | 0.46e-2                             |
| P-1621          | Open   | N/A                   | 11.3          | 0.07               | 7,954.91              | 7,954.91            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 0.01                                |
| P-1900          | Open   | N/A                   | 36.3          | 0.23               | 7,513.43              | 7,513.43            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 0.04                                |
| P-1902          | Open   | N/A                   | 12.1          | 0.08               | 7,513.43              | 7,513.43            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.36e-2                             |
| P-1904          | Open   | N/A                   | 12.1          | 0.08               | 7,513.43              | 7,513.42            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 0.01                                |
| P-1908          | Open   | N/A                   | -131.6        | 0.54               | 8,464.65              | 8,464.71            | 0.06                     | 0.00                  | 0.06                      | 0.14                                |
| P-1910          | Open   | N/A                   | 11.3          | 0.05               | 8,466.38              | 8,466.38            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1912          | Open   | N/A                   | 184.4         | 2.09               | 8,466.38              | 8,464.71            | 1.67                     | 0.00                  | 1.67                      | 3.27                                |
| P-1914          | Open   | N/A                   | -11.1         | 0.07               | 8,466.40              | 8,466.41            | 0.48e-2                  | 0.47e-4               | 0.49e-2                   | 0.48e-2                             |
| P-1916          | Open   | N/A                   | 67.8          | 0.43               | 8,466.43              | 8,466.41            | 0.02                     | 0.58e-3               | 0.02                      | 0.13                                |
| P-1918          | Open   | N/A                   | -22.4         | 0.14               | 8,466.41              | 8,466.41            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.02                                |
| P-1920          | Open   | N/A                   | -1,255.5      | 3.56               | 8,468.33              | 8,469.73            | 1.36                     | 0.04                  | 1.40                      | 4.00                                |
| P-1922          | Open   | N/A                   | -228.4        | 1.46               | 8,468.15              | 8,469.73            | 1.57                     | 0.01                  | 1.58                      | 1.21                                |
| P-1924          | Open   | N/A                   | 11.3          | 0.13               | 8,468.14              | 8,468.09            | 0.05                     | 0.00                  | 0.05                      | 0.02                                |
| P-1926          | Open   | N/A                   | 2,294.0       | 14.64              | 8,070.09              | 7,788.63            | 280.79                   | 0.67                  | 281.45                    | 85.60                               |
| P-1926a         | Open   | N/A                   | 2,294.0       | 14.64              | 8,304.91              | 8,304.82            | 0.09                     | 0.00                  | 0.09                      | 85.94                               |
| P-1928          | Open   | N/A                   | 2,316.6       | 14.79              | 8,950.09              | 8,564.80            | 383.93                   | 1.36                  | 385.29                    | 87.27                               |
| P-1928a         | Open   | N/A                   | 2,316.6       | 14.79              | 9,174.17              | 9,174.09            | 0.09                     | 0.00                  | 0.09                      | 86.91                               |
| P-1930          | Closed | N/A                   | 0.0           | 0.00               | 8,420.00              | 8,564.80            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-1932          | Open   | N/A                   | 2,327.9       | 14.86              | 9,415.00              | 9,174.17            | 240.83                   | 0.00                  | 240.83                    | 87.73                               |
| P-1934          | Open   | N/A                   | 2,305.3       | 14.71              | 8,564.80              | 8,304.91            | 259.22                   | 0.67                  | 259.89                    | 86.40                               |
| P-1952          | Open   | N/A                   | 24.1          | 0.07               | 7,334.47              | 7,334.46            | 0.29e-2                  | 0.15e-4               | 0.29e-2                   | 0.25e-2                             |
| P-1954          | Open   | N/A                   | 3,028.8       | 8.59               | 7,352.67              | 7,338.37            | 13.84                    | 0.46                  | 14.29                     | 20.48                               |
| P-1956          | Open   | N/A                   | -2,172.8      | 6.16               | 7,334.47              | 7,338.37            | 3.67                     | 0.24                  | 3.90                      | 11.41                               |
| P-1964          | Open   | N/A                   | 35.4          | 0.10               | 7,334.47              | 7,334.47            | 0.19e-2                  | 0.63e-4               | 0.2e-2                    | 0.01                                |
| P-1997          | Open   | N/A                   | -44.2         | 0.18               | 8,464.65              | 8,464.65            | 0.98e-3                  | 0.00                  | 0.98e-3                   | 0.02                                |
| P-2056          | Open   | N/A                   | -700.1        | 2.86               | 7,330.43              | 7,331.66            | 1.19                     | 0.05                  | 1.24                      | 3.34                                |
| P-2057          | Open   | N/A                   | 24.1          | 0.15               | 7,331.66              | 7,331.66            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |
| P-2150          | Open   | N/A                   | 504.2         | 2.06               | 7,331.93              | 7,331.73            | 0.20                     | 0.00                  | 0.20                      | 1.75                                |
| P-2160          | Open   | N/A                   | 24.1          | 0.62               | 7,331.73              | 7,331.54            | 0.19                     | 0.00                  | 0.19                      | 0.55                                |
| P-2204          | Open   | N/A                   | 24.1          | 0.15               | 7,336.56              | 7,336.56            | 0.01                     | 0.74e-4               | 0.01                      | 0.02                                |
| P-2208          | Open   | N/A                   | 24.1          | 0.15               | 7,329.54              | 7,329.54            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 0.02                                |
| P-2209          | Open   | N/A                   | 24.1          | 0.15               | 7,330.17              | 7,330.17            | 0.34e-2                  | 0.00                  | 0.34e-2                   | 0.02                                |
| P-2211          | Open   | N/A                   | 24.1          | 0.10               | 7,331.60              | 7,331.60            | 0.95e-3                  | 0.3e-4                | 0.98e-3                   | 0.01                                |

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# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

#### Pipes @ 0.00 hr

| Label   | Status | Constituent<br>(mg/l) | Flow<br>(gpm) | Velocity<br>(ft/s) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Friction<br>Loss<br>(ft) | Minor<br>Loss<br>(ft) | Total<br>Headloss<br>(ft) | Headloss<br>Gradient<br>(ft/1000ft) |
|---------|--------|-----------------------|---------------|--------------------|-----------------------|---------------------|--------------------------|-----------------------|---------------------------|-------------------------------------|
| P-2212  | Open   | N/A                   | 24.1          | 0.15               | 7,331.86              | 7,331.86            | 0.38e-2                  | 0.74e-4               | 0.39e-2                   | 0.02                                |
| P-2214  | Open   | N/A                   | -191.2        | 1.22               | 7,331.50              | 7,331.94            | 0.43                     | 0.46e-2               | 0.43                      | 0.87                                |
| P-2220  | Open   | N/A                   | 218.3         | 1.39               | 7,324.17              | 7,324.09            | 0.08                     | 0.01                  | 0.08                      | 1.19                                |
| P-2221  | Open   | N/A                   | 24.1          | 0.10               | 7,328.71              | 7,328.71            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-2222  | Open   | N/A                   | -0.2e-1       | 0.62e-4            | 7,324.09              | 7,324.09            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-2222a | Open   | N/A                   | 0.1e-1        | 0.46e-4            | 7,328.71              | 7,328.71            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-2229  | Open   | N/A                   | 84.9          | 0.35               | 7,328.56              | 7,328.53            | 0.04                     | 0.00                  | 0.04                      | 0.06                                |
| P-2247  | Open   | N/A                   | 77.0          | 0.49               | 7,424.24              | 7,424.19            | 0.05                     | 0.75e-3               | 0.05                      | 0.16                                |
| P-2254  | Open   | N/A                   | -143.0        | 0.91               | 7,331.42              | 7,331.50            | 0.08                     | 0.26e-2               | 0.08                      | 0.52                                |
| P-2256  | Open   | N/A                   | 24.1          | 0.15               | 7,331.50              | 7,331.49            | 0.01                     | 0.74e-4               | 0.01                      | 0.02                                |
| P-2265  | Open   | N/A                   | -24.1         | 0.15               | 7,426.50              | 7,426.50            | 0.41e-3                  | 0.74e-4               | 0.49e-3                   | 0.02                                |
| P-2267  | Closed | N/A                   | 0.0           | 0.00               | 7,426.50              | 7,329.00            | 0.00                     | 0.00                  | 0.00                      | 0.00                                |
| P-2270  | Open   | N/A                   | -96.4         | 1.09               | 7,426.68              | 7,427.31            | 0.63                     | 0.00                  | 0.63                      | 0.98                                |
| P-2275  | Open   | N/A                   | 109.0         | 0.45               | 7,328.71              | 7,328.56            | 0.15                     | 0.00                  | 0.15                      | 0.10                                |
| P-2311  | Open   | N/A                   | 954.9         | 6.09               | 7,368.76              | 7,367.24            | 1.52                     | 0.00                  | 1.52                      | 16.88                               |
| P-2380  | Open   | N/A                   | 24.1          | 0.15               | 7,333.75              | 7,333.75            | 0.2e-2                   | 0.00                  | 0.2e-2                    | 0.02                                |
| P-2400  | Open   | N/A                   | 24.1          | 0.07               | 7,478.22              | 7,478.22            | 0.15e-2                  | 0.00                  | 0.15e-2                   | 0.31e-2                             |
| P-2404  | Open   | N/A                   | -51.1         | 0.11               | 7,367.24              | 7,367.24            | 0.49e-3                  | 0.00                  | 0.49e-3                   | 0.35e-2                             |
| P-2500  | Open   | N/A                   | 514.5         | 3.28               | 7,333.54              | 7,331.94            | 1.60                     | 0.00                  | 1.60                      | 5.38                                |
| P-2501  | Open   | N/A                   | 118.9         | 0.76               | 7,331.42              | 7,331.40            | 0.02                     | 0.00                  | 0.02                      | 0.36                                |
| P-2502  | Open   | N/A                   | 61.7          | 0.39               | 7,331.40              | 7,331.37            | 0.03                     | 0.00                  | 0.03                      | 0.11                                |
| P-2503  | Open   | N/A                   | 132.3         | 0.84               | 7,331.37              | 7,331.31            | 0.06                     | 0.00                  | 0.06                      | 0.44                                |
| P-2504  | Open   | N/A                   | -94.7         | 0.60               | 7,331.37              | 7,331.49            | 0.12                     | 0.00                  | 0.12                      | 0.23                                |
| P-2505  | Open   | N/A                   | 132.3         | 0.84               | 7,331.49              | 7,331.39            | 0.10                     | 0.00                  | 0.10                      | 0.44                                |
| P-2506  | Open   | N/A                   | -251.1        | 1.60               | 7,331.49              | 7,331.63            | 0.14                     | 0.00                  | 0.14                      | 1.43                                |
| P-2507  | Open   | N/A                   | 24.1          | 0.15               | 7,331.63              | 7,331.62            | 0.29e-2                  | 0.00                  | 0.29e-2                   | 0.02                                |
| P-2508  | Open   | N/A                   | -299.3        | 1.91               | 7,331.63              | 7,331.94            | 0.30                     | 0.01                  | 0.31                      | 2.05                                |
| P-2509  | Open   | N/A                   | 33.0          | 0.21               | 7,331.40              | 7,331.40            | 0.15e-2                  | 0.00                  | 0.15e-2                   | 0.03                                |
| P-2510  | Open   | N/A                   | 72.3          | 0.46               | 7,331.40              | 7,331.39            | 0.44e-2                  | 0.00                  | 0.44e-2                   | 0.15                                |
| P-2511  | Open   | N/A                   | 24.1          | 0.15               | 7,331.39              | 7,331.39            | 0.24e-2                  | 0.00                  | 0.24e-2                   | 0.02                                |
| P-2512  | Open   | N/A                   | 24.1          | 0.15               | 7,331.39              | 7,331.39            | 0.15e-2                  | 0.00                  | 0.15e-2                   | 0.02                                |
| P-2660  | Open   | N/A                   | 24.1          | 0.15               | 7,330.46              | 7,330.45            | 0.01                     | 0.00                  | 0.01                      | 0.02                                |

#### PRVs @ 0.00 hr

| Label   | Status     | Constituent<br>(mg/l) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Flow<br>(gpm) | Headloss<br>(ft) | Setting<br>(psi) |
|---------|------------|-----------------------|-----------------------|---------------------|---------------|------------------|------------------|
| PRV-1   | Closed     | N/A                   | 7,379.89              | 7,373.42            | 0.0           | 0.00             | 44.00            |
| PRV-3   | Closed     | N/A                   | 7,367.17              | 6,914.98            | 0.0           | 0.00             | 52.04            |
| PRV-4   | Throttling | N/A                   | 7,322.88              | 7,120.10            | 60.9          | 202.78           | 50.74            |
| PRV-5   | Throttling | N/A                   | 7,872.89              | 7,530.01            | 399.0         | 342.87           | 78.00            |
| PRV-90  | Closed     | N/A                   | 7,039.60              | 6,911.04            | 0.0           | 0.00             | 44.00            |
| PRV-118 | Throttling | N/A                   | 7,880.81              | 7,671.93            | 145.2         | 208.88           | 55.00            |
| PRV-163 | Throttling | N/A                   | 8,464.49              | 8,004.09            | 90.4          | 460.40           | 43.37            |
| PRV-277 | Throttling | N/A                   | 7,629.74              | 7,426.31            | 216.9         | 203.42           | 40.00            |
| PRV-299 | Closed     | N/A                   | 7,329.17              | 7,424.16            | 0.0           | 0.00             | 95.00            |
| PRV-316 | Closed     | N/A                   | 7,430.05              | 7,322.95            | 0.0           | 0.00             | 43.37            |
| PRV-327 | Throttling | N/A                   | 7,772.21              | 7,328.09            | 220.5         | 444.12           | 44.67            |

← Mtn. View Lodge PRV

# Analysis Results

## Scenario: Peak Day and 1750 gpm Fire Flow

### Steady State Analysis

| PRVs @ 0.00 hr |            |                       |                       |                     |               |                  |                  |
|----------------|------------|-----------------------|-----------------------|---------------------|---------------|------------------|------------------|
| Label          | Status     | Constituent<br>(mg/l) | From<br>Grade<br>(ft) | To<br>Grade<br>(ft) | Flow<br>(gpm) | Headloss<br>(ft) | Setting<br>(psi) |
| PRV-331        | Throttling | N/A                   | 7,442.65              | 7,328.14            | 638.3         | 114.51           | 71.99            |
| PRV-340        | Closed     | N/A                   | 7,764.95              | 7,323.41            | 0.0           | 0.00             | 43.37            |
| PRV-348        | Throttling | N/A                   | 7,322.84              | 7,120.10            | 185.5         | 202.74           | 49.01            |
| PRV-446        | Throttling | N/A                   | 7,631.59              | 7,377.31            | 81.2          | 254.27           | 40.00            |
| PRV-453        | Closed     | N/A                   | 7,760.21              | 7,137.95            | 0.0           | 0.00             | 43.37            |
| PRV-459        | Throttling | N/A                   | 7,321.91              | 7,120.09            | 206.4         | 201.82           | 45.54            |
| PRV-536        | Closed     | N/A                   | 6,943.90              | 7,122.79            | 0.0           | 0.00             | 43.37            |
| PRV-539        | Closed     | N/A                   | 7,118.49              | 6,935.21            | 0.0           | 0.00             | 43.37            |
| PRV-613        | Closed     | N/A                   | 6,918.20              | 7,186.58            | 0.0           | 0.00             | 21.68            |
| PRV-705        | Closed     | N/A                   | 7,328.48              | 6,921.51            | 0.0           | 0.00             | 43.37            |
| PRV-833        | Closed     | N/A                   | 7,039.78              | 6,911.38            | 0.0           | 0.00             | 52.00            |
| PRV-934        | Throttling | N/A                   | 7,057.77              | 6,935.09            | 516.8         | 122.68           | 43.37            |
| PRV-953        | Closed     | N/A                   | 6,905.42              | 6,921.64            | 0.0           | 0.00             | 75.03            |
| PRV-956        | Closed     | N/A                   | 7,060.69              | 6,919.44            | 0.0           | 0.00             | 43.37            |
| PRV-957        | Closed     | N/A                   | 7,059.81              | 6,919.41            | 0.0           | 0.00             | 43.37            |
| PRV-964        | Closed     | N/A                   | 6,926.51              | 6,926.25            | 0.0           | 0.00             | 43.37            |
| PRV-103        | Closed     | N/A                   | 8,476.84              | 8,470.85            | 0.0           | 0.00             | 43.37            |
| PRV-109        | Closed     | N/A                   | 8,466.38              | 8,464.65            | 0.0           | 0.00             | 58.00            |
| PRV-119        | Throttling | N/A                   | 7,671.31              | 7,513.47            | 48.4          | 157.84           | 60.00            |
| PRV-123        | Closed     | N/A                   | 8,466.73              | 8,464.80            | 0.0           | 0.00             | 55.00            |
| PRV-160        | Throttling | N/A                   | 8,003.96              | 7,955.09            | 56.5          | 48.87            | 43.37            |
| PRV-192        | Throttling | N/A                   | 9,174.09              | 8,950.09            | 2,316.6       | 224.00           | 43.37            |
| PRV-192        | Throttling | N/A                   | 8,304.82              | 8,070.09            | 2,294.0       | 234.74           | 43.37            |
| PRV-222        | Closed     | N/A                   | 7,328.71              | 7,324.09            | 0.0           | 0.00             | 43.37            |
| PRV-307        | Throttling | N/A                   | 7,785.31              | 7,450.09            | 1,030.3       | 335.22           | 43.37            |
| PRV-325        | Closed     | N/A                   | 7,774.74              | 7,327.87            | 0.0           | 0.00             | 43.37            |
| PRV-440        | Throttling | N/A                   | 7,760.19              | 7,160.09            | 616.9         | 600.10           | 43.37            |
| PRV-441        | Closed     | N/A                   | 7,760.21              | 7,119.00            | 0.0           | 0.00             | 43.37            |
| PRV-443        | Closed     | N/A                   | 7,105.25              | 7,117.26            | 0.0           | 0.00             | 43.37            |
| PRV-553        | Throttling | N/A                   | 7,117.23              | 6,944.09            | 67.0          | 173.15           | 43.37            |
| PRV-600        | Closed     | N/A                   | 7,186.74              | 7,187.10            | 0.0           | 0.00             | 70.00            |
| PRV-601        | Closed     | N/A                   | 7,139.51              | 6,936.40            | 0.0           | 0.00             | 43.37            |
| PRV-624        | Throttling | N/A                   | 7,135.08              | 6,962.09            | 536.1         | 172.99           | 43.37            |
| PRV-660        | Closed     | N/A                   | 6,905.08              | 7,139.40            | 0.0           | 0.00             | 43.37            |
| PRV-670        | Closed     | N/A                   | 7,187.09              | 7,186.36            | 0.0           | 0.00             | 92.00            |
| PRV-750        | Closed     | N/A                   | 7,478.21              | 7,283.69            | 0.0           | 0.00             | 43.37            |
| PRV-751        | Throttling | N/A                   | 7,477.40              | 7,284.09            | 108.0         | 193.31           | 43.37            |
| PRV-780        | Closed     | N/A                   | 7,468.55              | 7,478.56            | 0.0           | 0.00             | 55.00            |
| PRV-781        | Throttling | N/A                   | 7,548.86              | 7,479.55            | 366.4         | 69.32            | 57.00            |
| PRV-935        | Throttling | N/A                   | 7,128.83              | 7,070.09            | 746.3         | 58.75            | 43.37            |

**APPENDIX C**  
**PCMC 1994 Water Supply vs. Demand Study**

## CHAPTER 4

### STORAGE REQUIREMENT VS. AVAILABILITY BY SERVICE AREA

#### INTRODUCTION

Storage capacity requirements for each zone are calculated with two primary components. The first is the domestic and irrigation component, which is determined in accordance with State regulations, shown in Tables 7.1 through 7.10 and Tables 8.1 through 8.12 as simply one-half the calculated peak day demand for the zone. The second component is fire storage. Table 4.1 summarizes the dedicated fire storage required for each tank or group of tanks serving each zone. Note that tanks showing no dedicated fire storage can receive fire storage and flow through dedicated pressure reducing valves from tanks above them in the same or adjoining supply areas.

Ron Ivie, the Director of the Park City Building Department, has reviewed the dedicated volumes shown in Table 4.1 and concurs that these are the fire storage volumes required for each area, based on building size and type, fire sprinklers, and the potential for wildfire within the zone.

#### 4.1 SILVER LAKE/AMERICAN FLAG SERVICE AREA STORAGE WATER REQUIREMENTS

The Silver Lake/American Flag Area is served primarily by the Silver Lake and North Lake Flat Tanks. These two tanks contain 600,000 gallons and 200,000 gallons, respectively, and are also augmented by fire storage from the Bald Eagle Tank, which has a 1 million-gallon (MG) capacity and a dedicated fire storage capacity of 630,000 gallons. This places the total active storage capacity for this zone at 1.43 MG (the blue line in Figure 4.1). As shown in Figure 4.1, this volume of storage is adequate for the zone until approximately 1998, at which time we are showing an additional 270,000 gallons to be realized by increasing the capacity of the Bald Eagle Booster Pump Station from 150 gpm to 520 gpm. This will allow the City to release on a daily basis for peak flows, 270,000 gallons from the Bald Eagle Zone into the Silver Lake Zone. Therefore, no additional storage will have to be constructed for the Silver Lake/American Flag Service Area.

However, a 50% irrigation reduction for the zone does not decrease the storage requirement, as the winter demands for snowmaking in the Upper Deer Valley (the red line) dictate the ultimate storage requirement for this Zone.



#### 4.2 LOWER DEER VALLEY/SOLAMERE AREA WATER STORAGE REQUIREMENTS

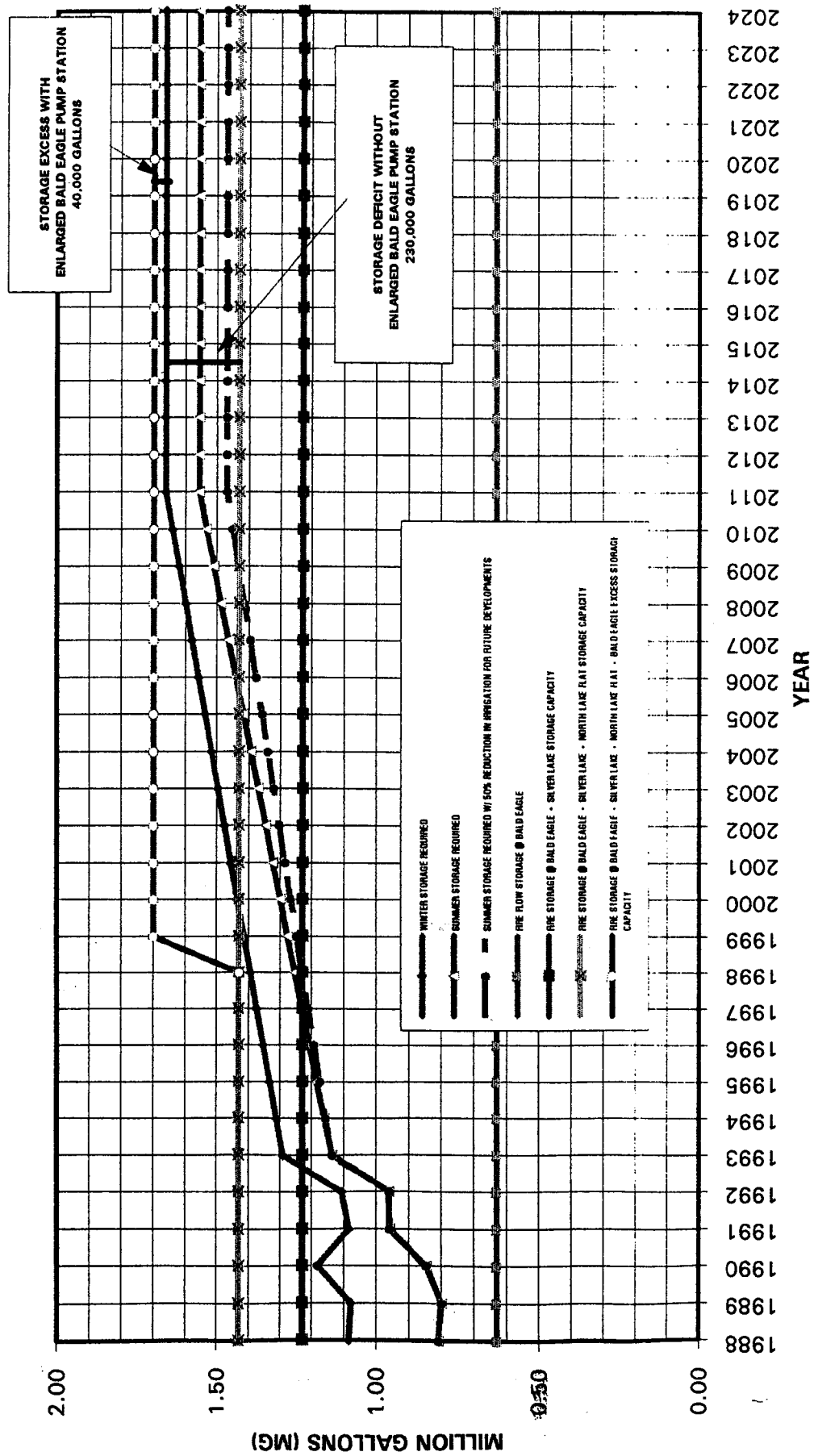
This area currently receives its primary storage from the Snow Park Tank. This area is also supplemented by fire flow from the Aerie Tank when necessary through release of water from the higher tank through a PRV. However, it appears that at least half the fire storage required for the area, or 315,000 gallons, must be dedicated in the Snow Park Tank. Therefore, the other 315,000 gallons can come from the Aerie and Solamere tanks, with the addition of a Solamere PRV, which can be added to the 800,000-gallon Neck tank, to provide a total available storage capacity for the zone of 1,115,000 gallons (the green line in Figure 4.2). Figure 4.2 shows that this capacity was exceeded by 1992 demands. However, the zone does have the ability to draw on nearly 300,000 gallons of excess capacity in the Aerie Tank. This can be supported by excess capacity in the Aerie booster pump, raising the active storage to nearly 1.4 million gallons (the purple line in Figure 4.2). This can also be supplemented by excess capacity in the Solamere Tank or an additional 400,000 gallons. But as growth in both the Aerie and Oaks areas takes place, the storage available from these upper tanks diminishes, as shown in Figure 4.2, such that by 1997, there will again be inadequate storage in the zone. Therefore, we are recommending that a new Solamere Tank of at least 800,000 gallons be constructed in the North Solamere area at the same elevation as the existing Snow Park Tank. This will require acquisition of a tank site above and east of the platted Solamere lots. This will provide a net excess of 5,000 gallons of storage at buildout for the Lower Deer Valley and Solamere areas. Note that this excess will be approximately 20,000 gallons if 50% irrigation reduction can be realized for future development.

#### 4.3 THE AERIE SERVICE AREA WATER STORAGE REQUIREMENTS

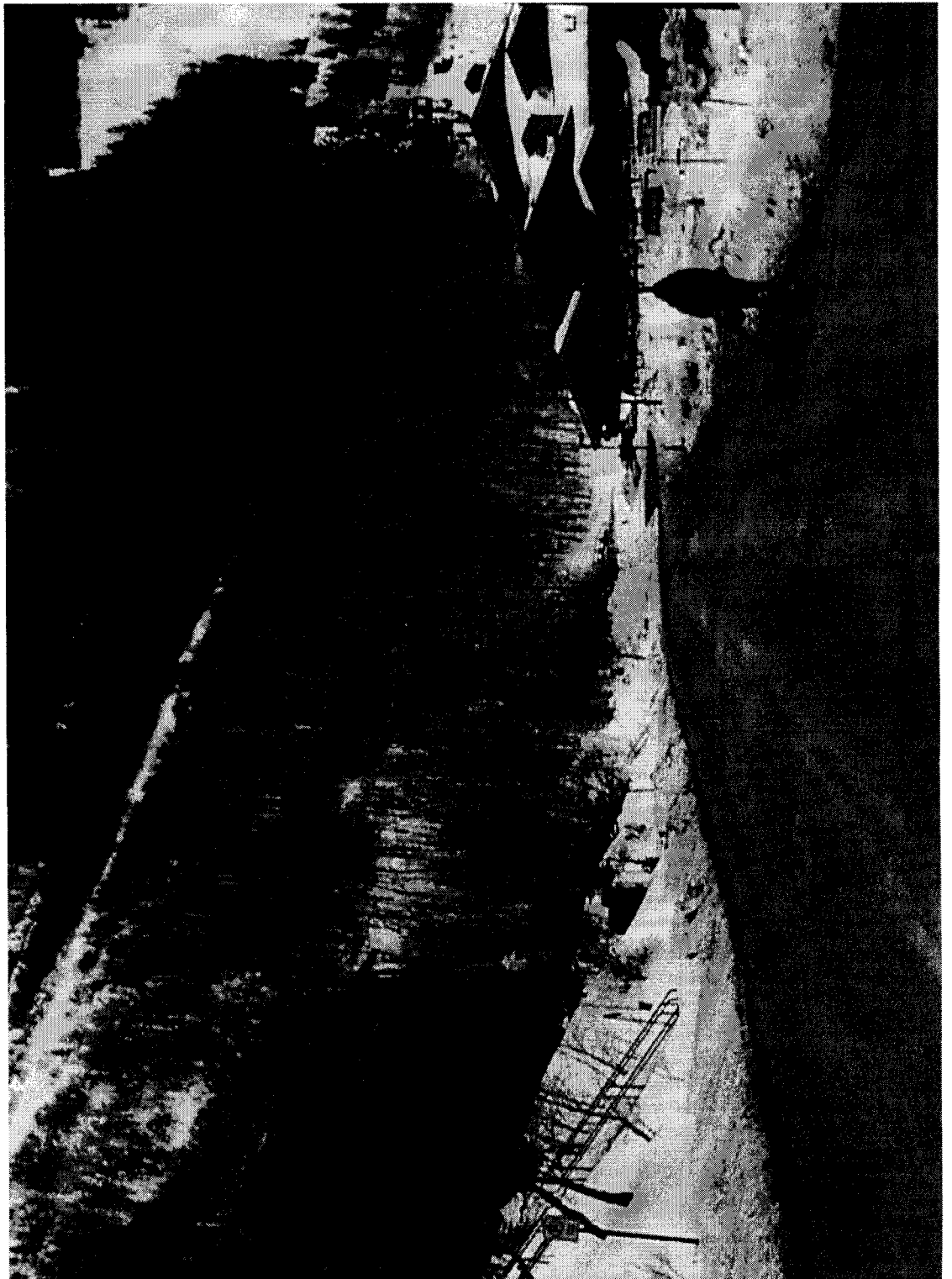
The Aerie Area is serviced by the 1-MG Aerie water storage tank. This tank has a dedicated 630,000 gallons of fire storage, and an active storage volume of 370,000 gallons. Figure 4.3 shows that this Tank is adequate for the Service Area and will actually have an excess of 40,000 gallons storage at buildout of the Aerie Area. If irrigation reductions can be realized, this excess increases to almost 100,000 gallons which may best be used for water storage emergencies in the future.



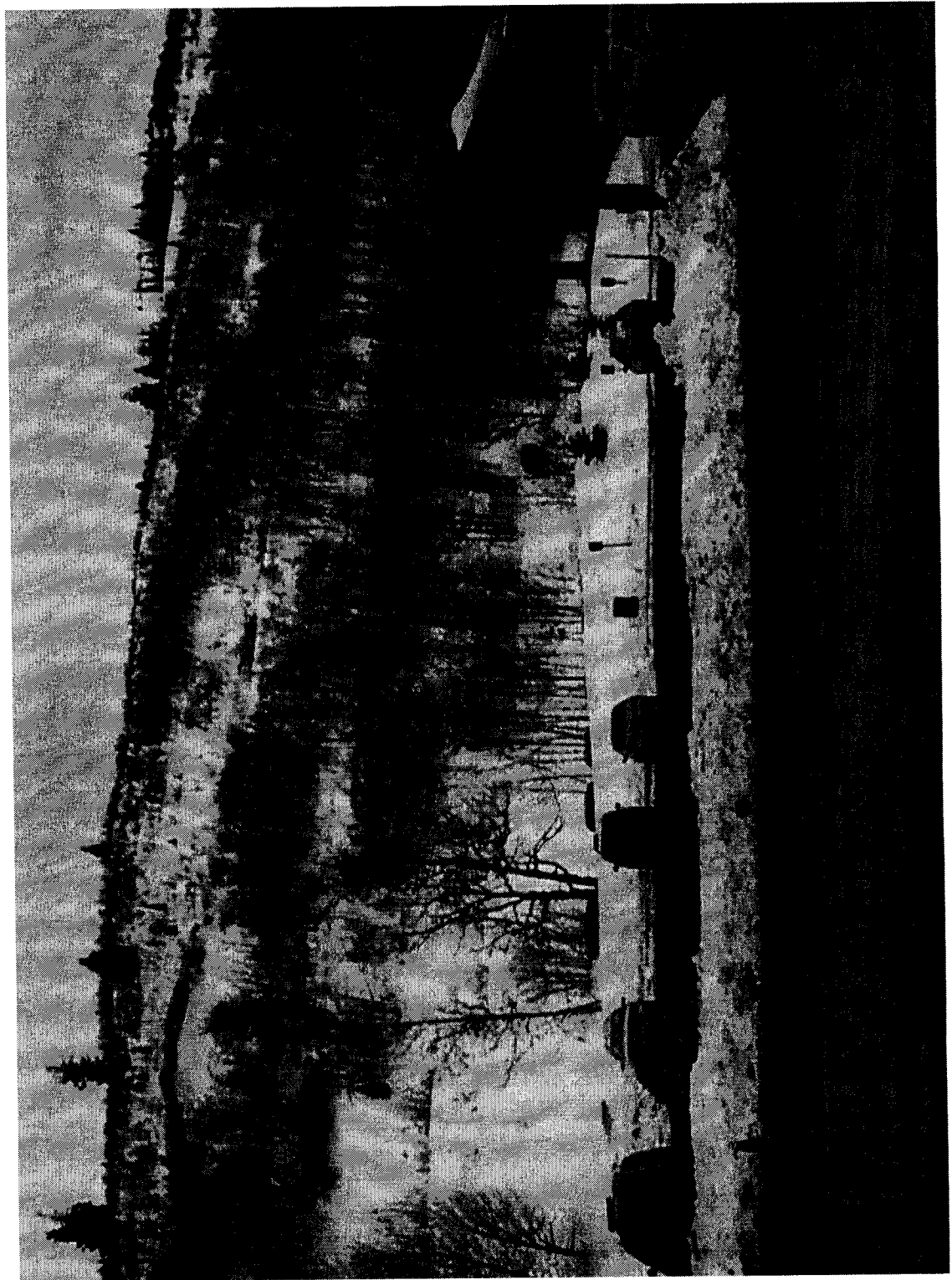
# **SILVER LAKE/ AMERICAN FLAG AREA WATER STORAGE REQUIREMENTS SILVER LAKE/NORTH LAKE FLAT TANKS SERVICE AREA WITH 50% IRRIGATION REDUCTION FOR FUTURE DEVELOPMENT**

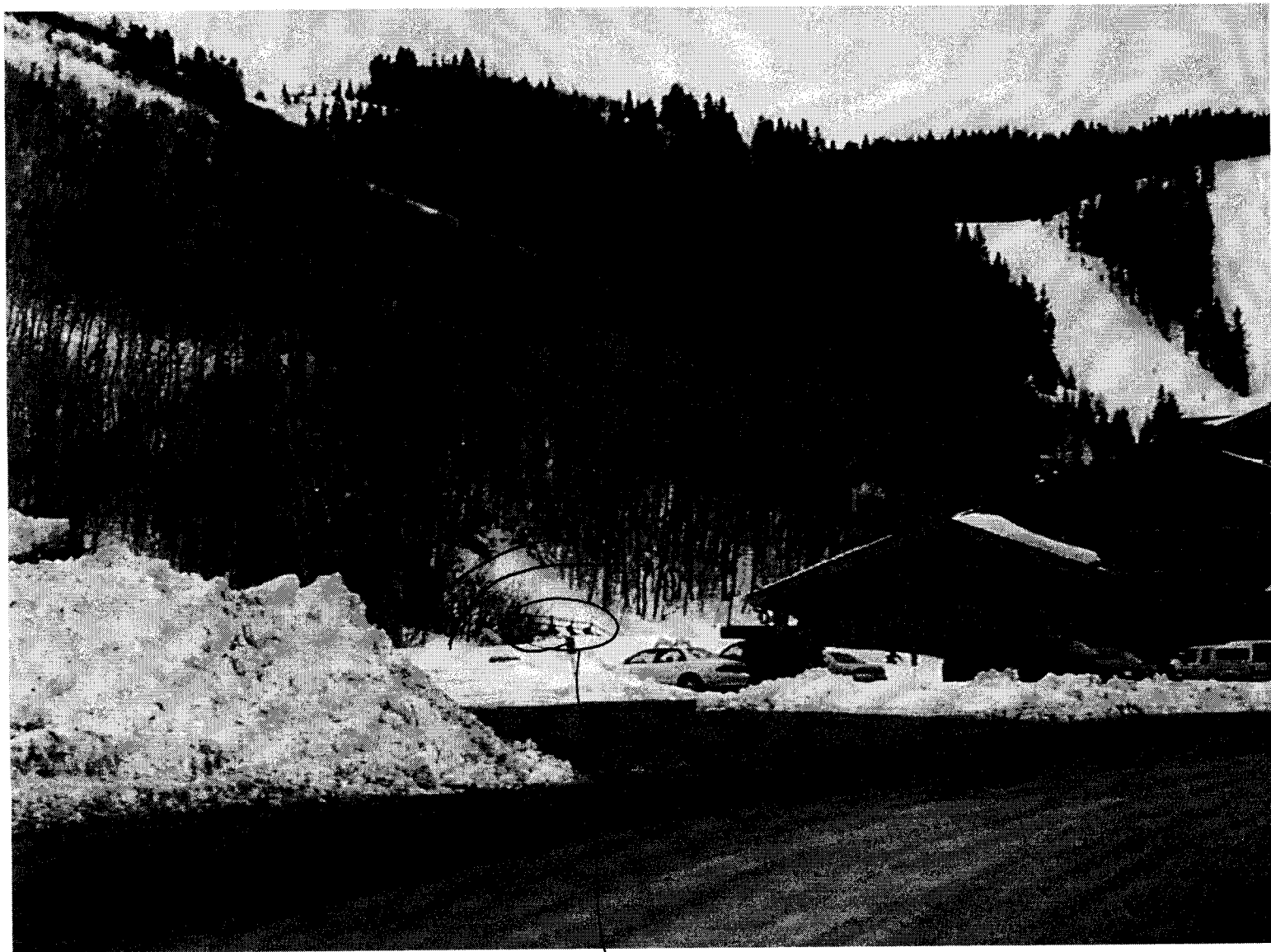






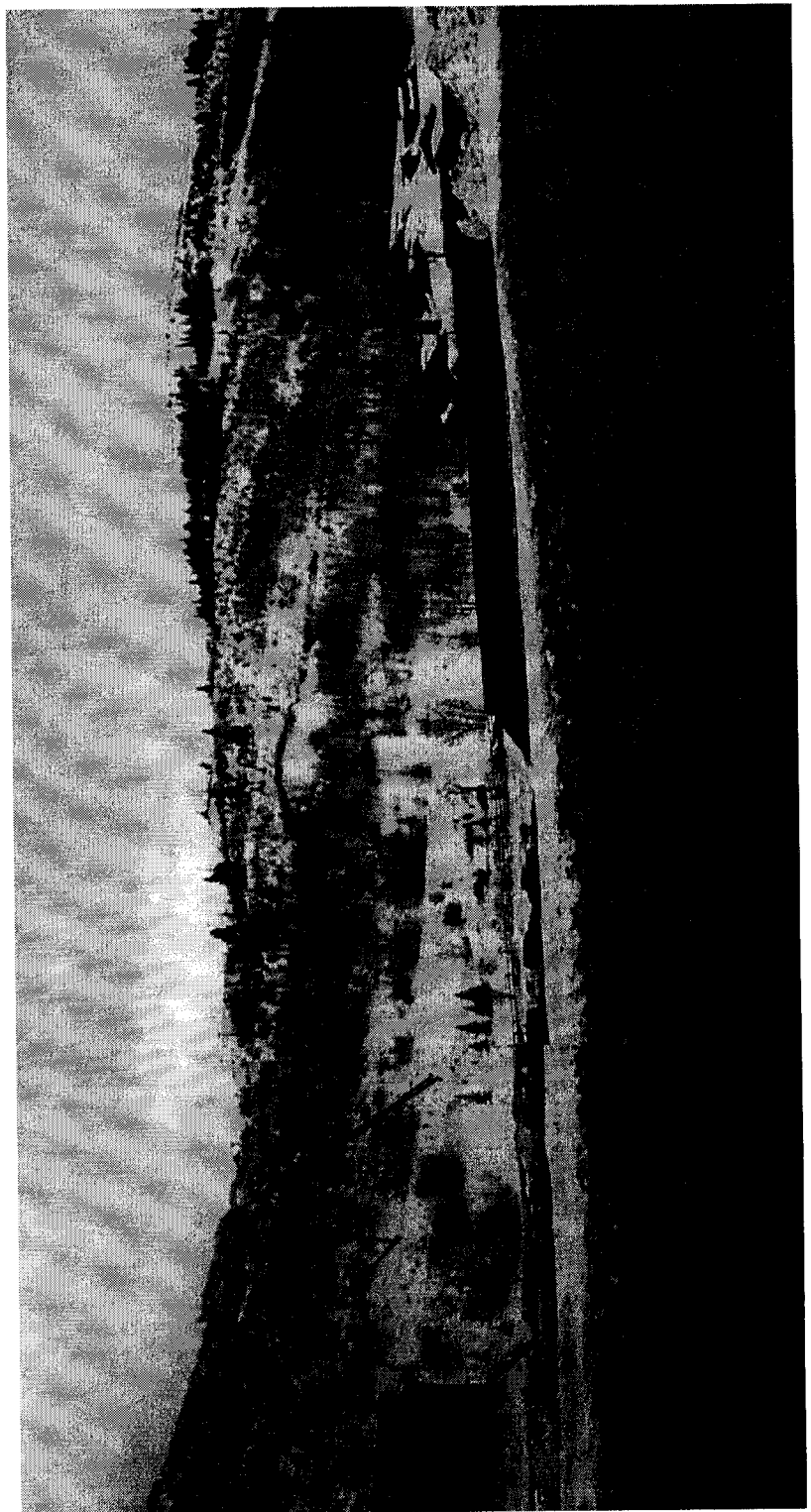


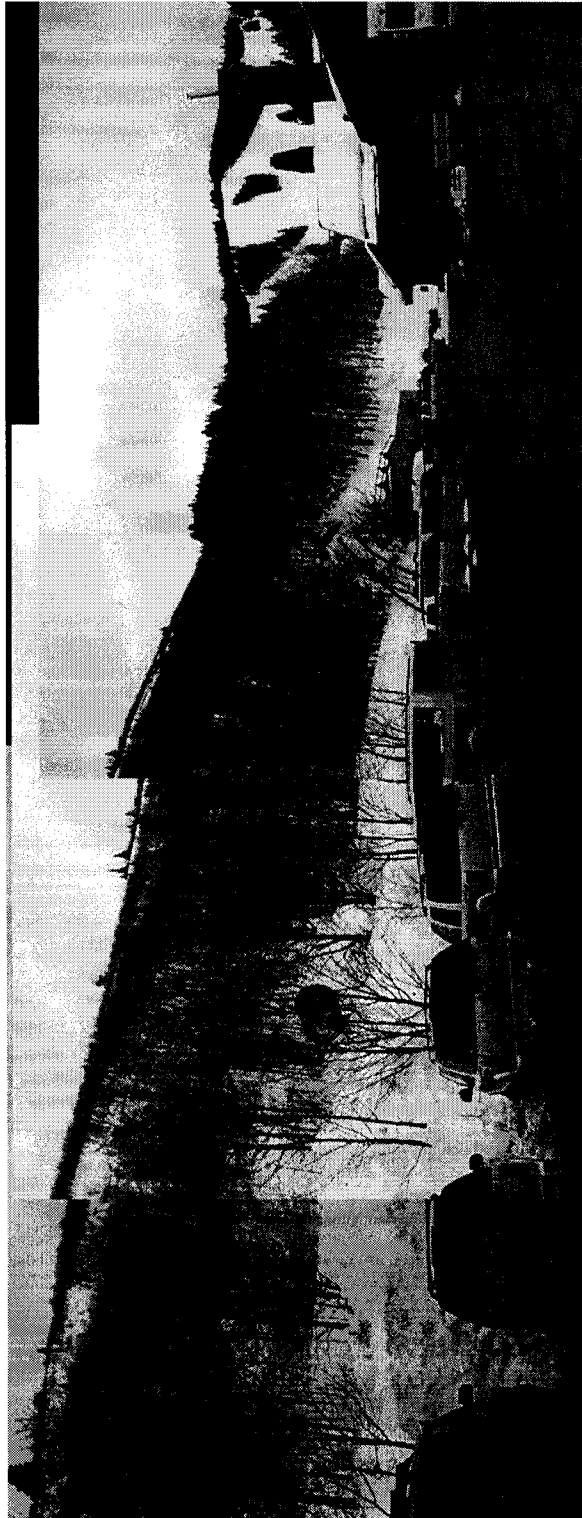




retaining wall w/ pumps or something







*Snow Park Lot.*  
*Snow Park*

| DEER VALLEY RESORT |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | </ |
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Received from  
Bob Wells at  
a Site Visit  
to his office

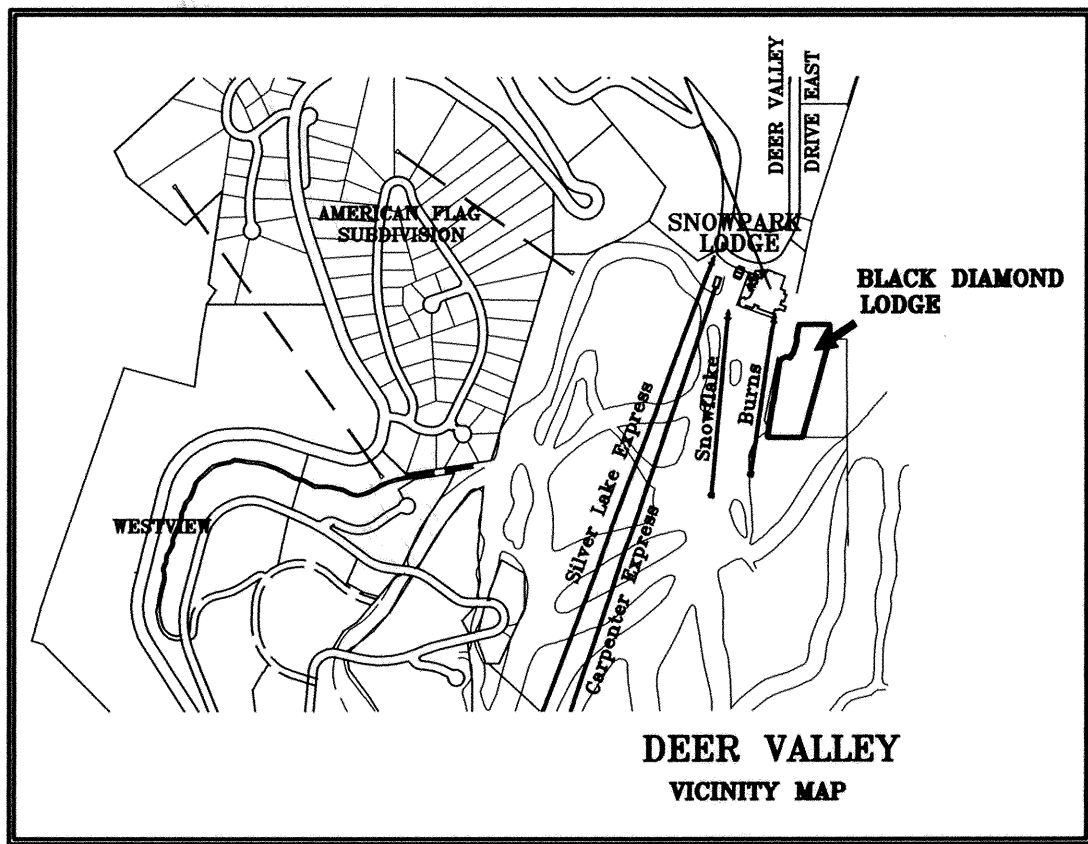
Misc  
info

1. Plaza (top of garage deck) elevation at approximate center of building.

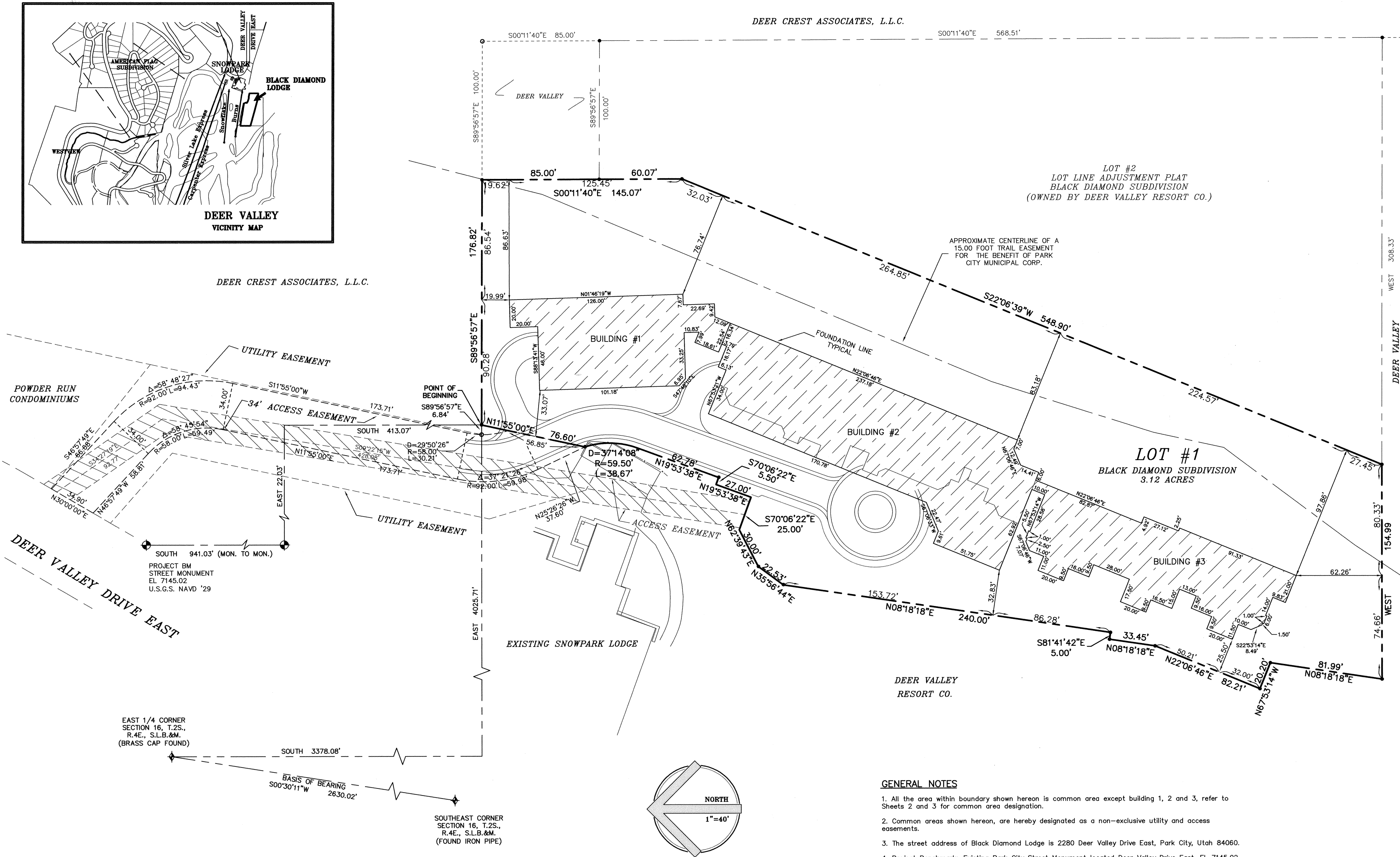
2. Measured from nearest existing street level elevation.







DEER CREST ASSOCIATES, L.L.C.



#### BOUNDARY DESCRIPTION

All of Lot 1, Lot Line Adjustment Plat Black Diamond Subdivision, a two lot subdivision located in the South Half of Section 15, Township 2 South, Range 4 East, Salt Lake Base and Meridian, according to the official plat thereof recorded as Entry No. 573025 on September 18, 2000. In the office of The Summit County Recorder, together with a non-exclusive easement for access to said Lot #1 from Deer Valley Drive, a public street, over a parcel of land being 10.00 feet on each side of the following described centerline: Beginning at a point in Deer Valley Drive, said point being South 52°31'13" East 5030.37 feet from the East Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, Summit County, Utah; thence South 34°27'18" East 92.77 feet; thence South 09°22'15" West 428.07 feet to a point on the Northwesterly property line of said Lot #1.

Also together with a utility easement more particularly described as follows:

Beginning at a point which is South 3378.08 feet and East 4025.71 feet and South 89°56'57" East 6.84 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, (Basis of Bearing being South 00°30'11" West between said East 1/4 Corner and the Southeast Corner of said Section 16); and running thence South 11°55'00" West 76.60 feet to a non-tangent point of curvature of a 59.50 foot radius curve to the right, the center of which bears South 72°39'30" West; thence Southeasterly along the arc of said curve 20.16 feet along the arc of said curve 20.16 feet through a central angle of 19°24'48"; thence North 60°22'00" West 39.07 feet; thence North 16°26'32" West 72.95 feet; thence North 11°45'40" East 234.94 feet; thence North 48°23'23" West 67.56 feet to the Easterly Right of Way Line of Deer Valley Drive East; thence North 30°00'00" East along said Easterly Right of Way Line 50.00 feet to the Southwesterly Corner of Powder Run Condominiums recorded Nov. 01, 1985, Entry No. 241128 on file at the Summit County, Utah Recorder's Office; thence South 51°00'00" East 114.86 feet to the Southeast Corner of said Powder Run Condominiums, said point also being on the Westerly Line of the Deer Crest Associates, L.L.C. Property; thence along said Westerly and the Southerly Line of said Deer Crest Associates, L.L.C. Property the following two (2) courses: 1) thence South 11°55'00" West 245.63 feet; 2) thence South 89°56'57" East 6.84 feet to the point of beginning. Recorded September 8, 2000, as Entry No. 570774, Book 1329, Page 997-1002 on file at the Summit County, Utah Recorder's Office.

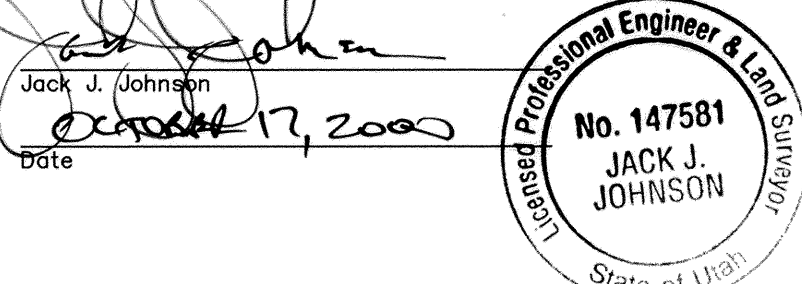
Together with a 34.00 foot wide access easement more particularly described as follows:

Beginning at a point on the Easterly Right of Way Line of Deer Valley Drive East, said point being South 3096.16 feet and East 3969.43 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, (Basis of Bearing being South 00°30'11" West between said East 1/4 Corner and the Southeast Corner of said Section 16); and running thence North 30°00'00" East along said Easterly Right of Way Line 34.90 feet; thence South 46°57'49" East 66.68 feet to a point of curvature of a 92.00 foot radius curve to the right, the center of which bears South 43°06'33" West; thence Southeasterly along the arc of said curve 94.43 feet through a central angle of 58°48'27"; thence South 11°55'00" West 173.71 feet to a point of curvature of a 58.00 foot radius curve to the left, the center of which bears South 78°05'00" East; thence Southwesterly along the arc of said curve 30.21 feet through a central angle of 29°50'26"; thence South 11°55'00" West 56.85 feet; thence North 25°26'26" West 37.60 feet to a point of curvature of a 92.00 foot radius curve to the right, the center of which bears North 64°33'34" East; thence Northwesterly along the arc of said curve 59.98 feet through a central angle of 37°21'26"; thence North 11°55'00" East 173.71 feet to a point of curvature of a 58.00 foot radius curve to the left, the center of which bears North 78°05'00" West; thence Northwesterly along the arc of said curve 59.49 feet through a central angle of 58°45'54"; thence North 46°57'49" West 58.81 feet to the point of beginning. Recorded September 18, 2000, as Entry No. 573026, Book 1334, Page 40-45 on file at the Summit County, Utah Recorder's Office.

Containing 12,839 Sq. Ft. or 0.29 acres more or less.

#### SURVEYOR'S CERTIFICATE

I, Jack J. Johnson, do hereby certify that I am a Professional Land Surveyor, and that I hold Certificate No. 147581 as prescribed under the laws of the State of Utah. I further certify that a survey has been made of the land shown on this plat and described hereon. I further certify that this plat is a correct representation of the land surveyed and has been prepared in conformity with the minimum standards and requirements of the law.



#### OWNER'S DEDICATION AND CONSENT TO RECORD

Know all men by these presents: that the undersigned is the owner of the hereon described tract of land, and hereby causes the same to be divided into private units, limited common areas, and common areas, as set forth, in this plat and in the declaration, hereafter to be known as The Black Diamond Lodge At Deer Valley, a Utah condominium project submitting the property to the provisions of the Utah Condominium Ownership Act and the undersigned, does hereby dedicate for the perpetual use of owners of condominiums in The Black Diamond Lodge At Deer Valley all common areas and do further dedicate for the use by emergency and utility service vehicles an ingress and egress easement over the common areas. The owner and its representatives, hereby irrevocably offer for dedication to the City of Park City all the land for local government uses, easements and required utilities as shown on the subdivision plat and construction plans in accordance with an irrevocable offer of dedication.

Also, the owner hereby dedicates to Snyderville Basin Sewer Improvement District, a non-exclusive easement over the roads, private driveways, common area parcels, emergency ingress/egress easements, and all other easements shown on this plat for the purpose of providing utility installation, maintenance, use, and eventual replacement.

Executed this 18 day of October, 2000.

Black Diamond Lodge LLC, a Delaware Limited Liability Co.

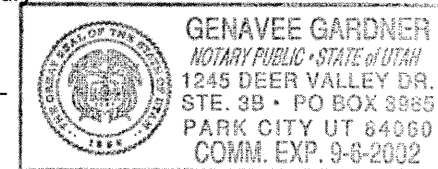
Leonard Scaglione  
By: Leonard Scaglione, its Authorized Representative

#### ACKNOWLEDGMENT

State of Utah  
County of Summit

On the 18 day of October, 2000, personally appeared before me Leonard Scaglione, who, being by me duly sworn, did say that he is the agent of Black Diamond Lodge L.L.C. a Utah limited liability Co., and that the within and foregoing Owner's Dedication and Consent to Record was signed on behalf of said Company and duly executed the same.

Shirley Public My commission expires: 9/4/02  
Notary Public



### RECORD OF SURVEY MAP BLACK DIAMOND LODGE AT DEER VALLEY A UTAH CONDOMINIUM PROJECT

LOCATED IN THE SOUTH HALF OF SECTION 15  
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN  
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 4

#### CITY COUNCIL

PRESENTED TO THE PARK CITY COUNCIL  
THIS 31<sup>ST</sup> DAY OF AUGUST 2000  
AT WHICH TIME THIS PLAT WAS APPROVED.

James M. Scott  
MAYOR  
CITY RECORDER

#### CITY ENGINEER

REVIEWED FOR CONFORMANCE WITH  
AVAILABLE INFORMATION IN THE  
PARK CITY ENGINEERING DEPARTMENT  
ON THIS 19<sup>TH</sup> DAY OF OCTOBER 2000

Eric W. DeHaan PE  
CITY ENGINEER

#### CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK CITY  
CITY PLANNING COMMISSION ON THIS 25<sup>TH</sup>  
DAY OF OCTOBER 2000.

Michael C. J. ...  
CHAIRMAN

#### SEWER DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE  
BASIN SEWER IMPROVEMENT DISTRICT STANDARDS  
THIS 18<sup>TH</sup> DAY OF OCTOBER 2000.

Del. R.  
S.B.S.I.D.

#### APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 23<sup>RD</sup>  
DAY OF OCTOBER 2000.

Trish ...  
CITY ATTORNEY

#### RECORDED

ENTRY NO. 575647 BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
STATE OF UTAH COUNTY OF SUMMIT

DATE 10-27-2000 TIME 14:15 PM  
RECORDED AND FILED AT THE REQUEST OF:

HIGH COUNTRY TITLE  
FEE - 147.00  
COUNTY RECORDER

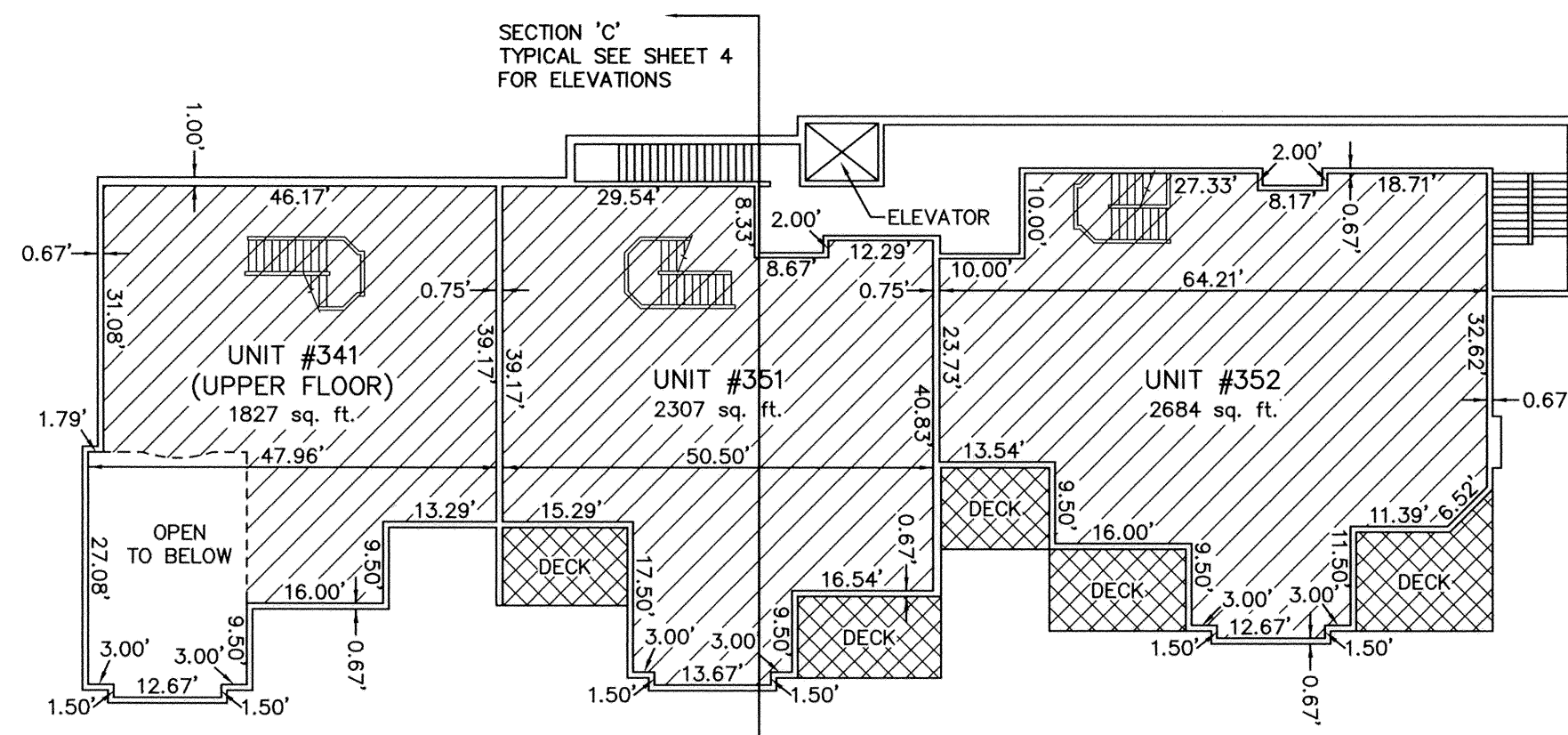


1777 Sun Peak Dr. \* Park City, Utah 84098  
(435) 645-9000 \* fax (435) 649-1620

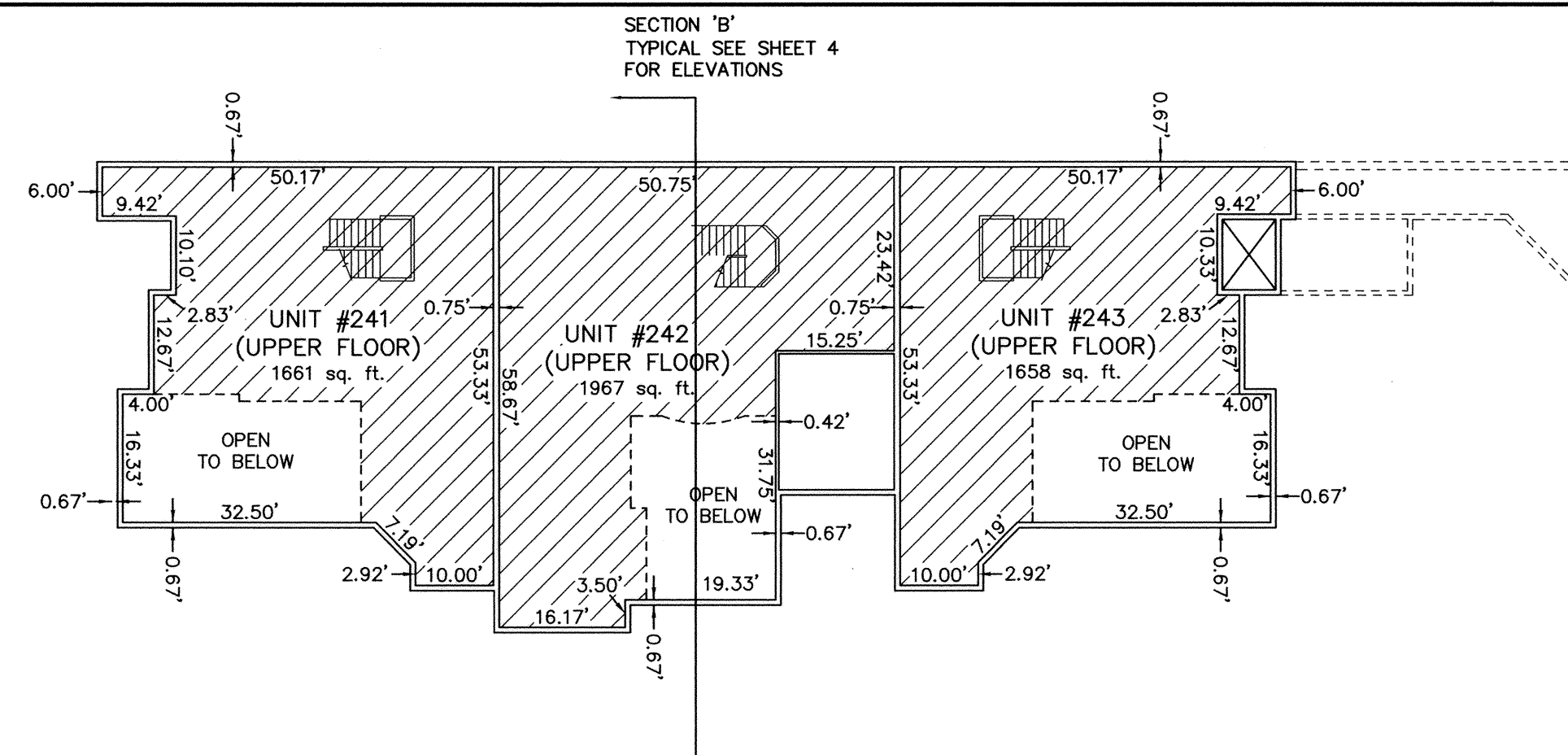




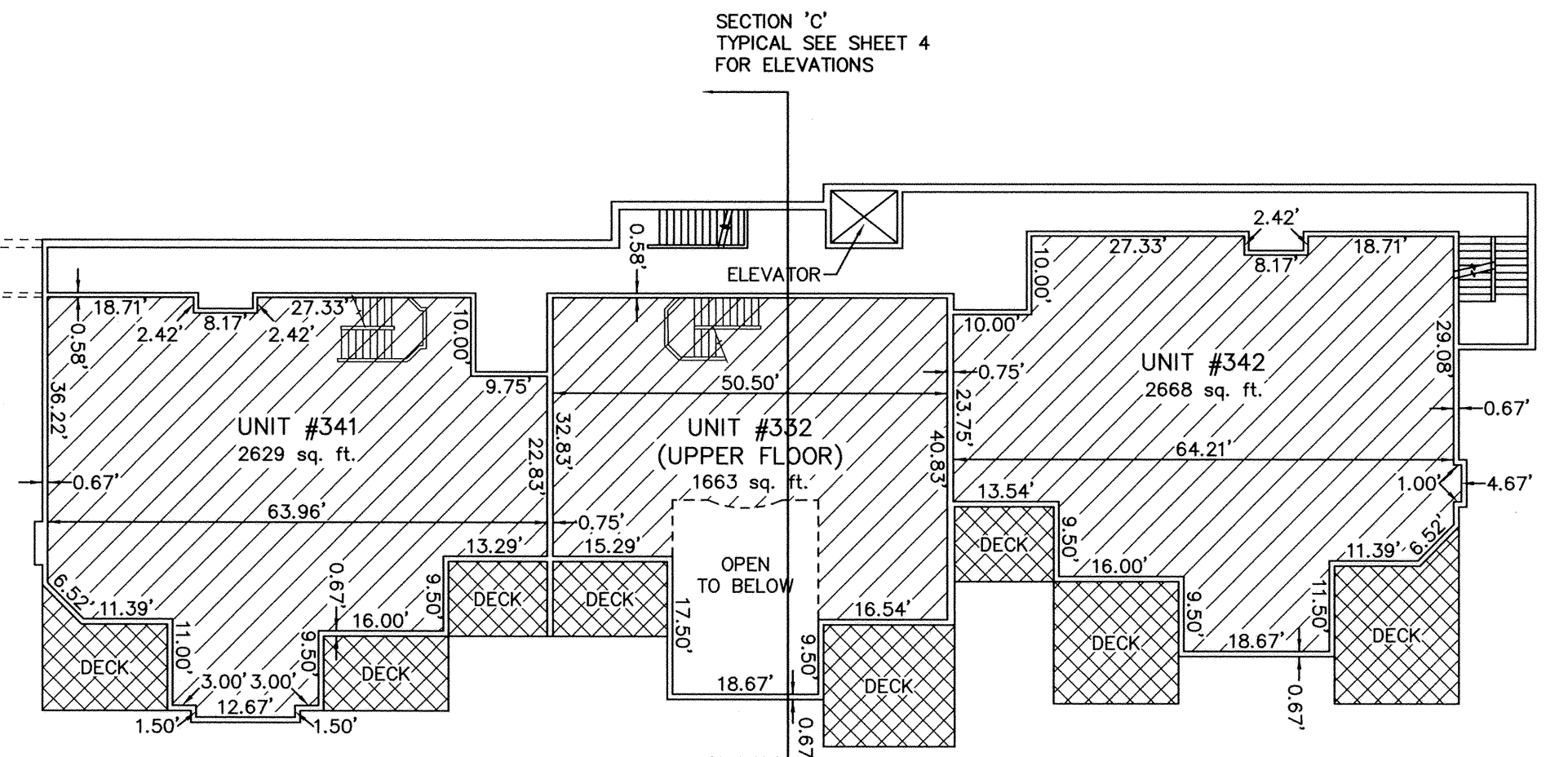




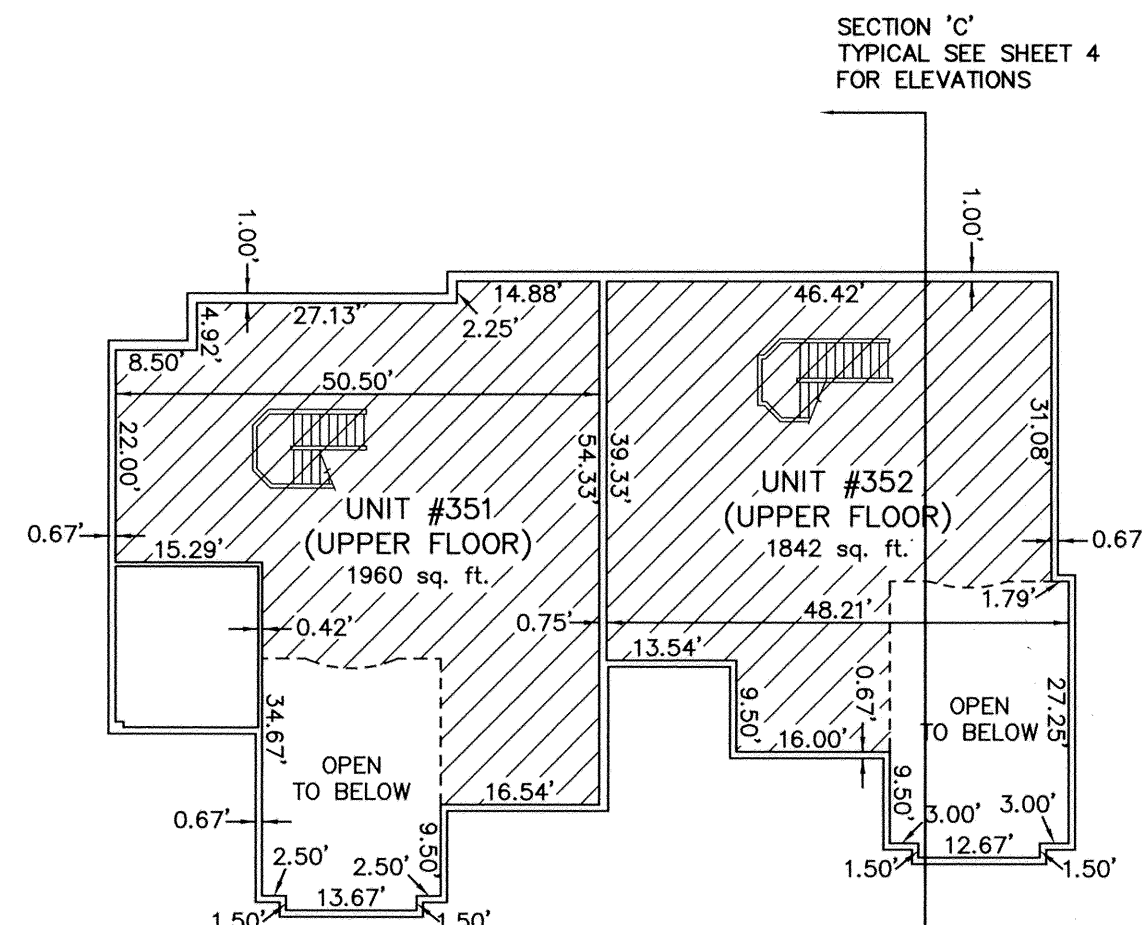
**BUILDING 3 - LEVEL 7305**



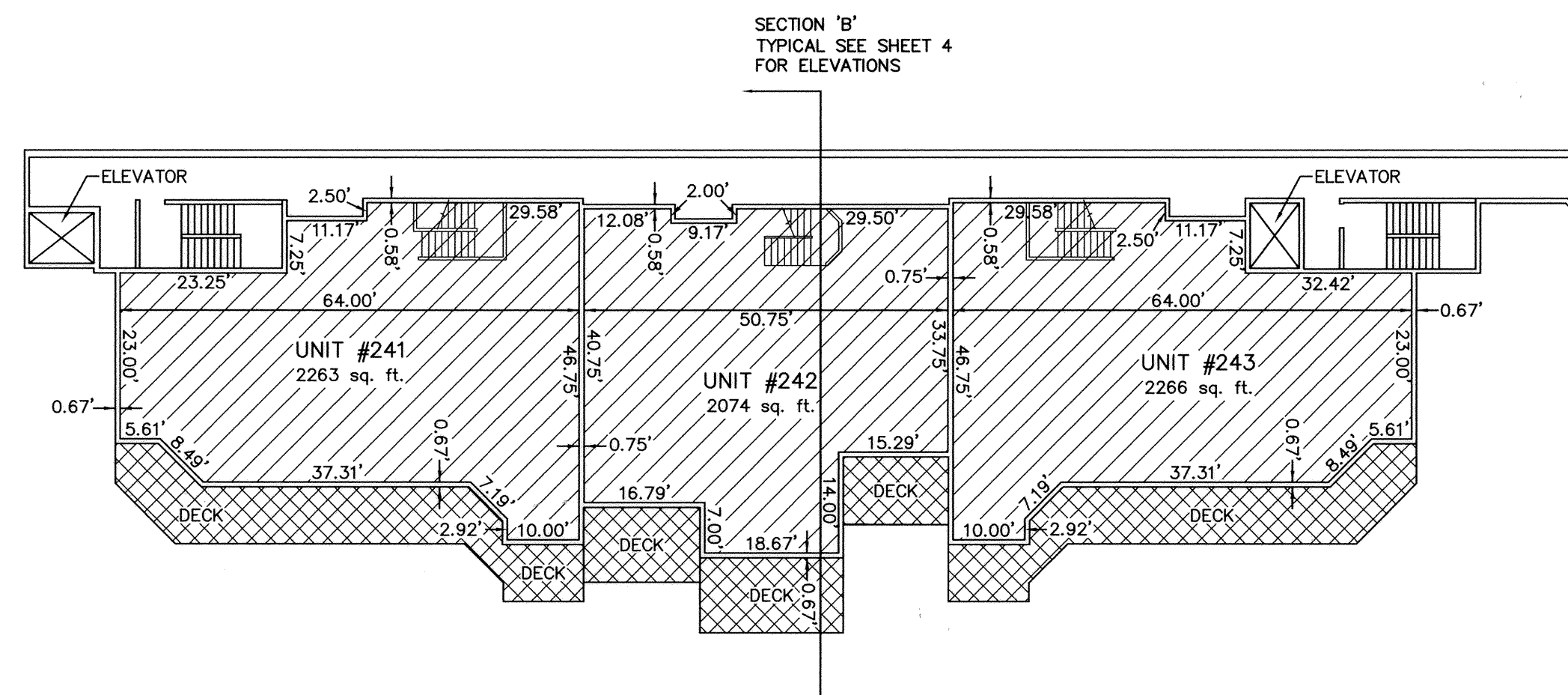
**BUILDING 2 - LEVEL 7294**



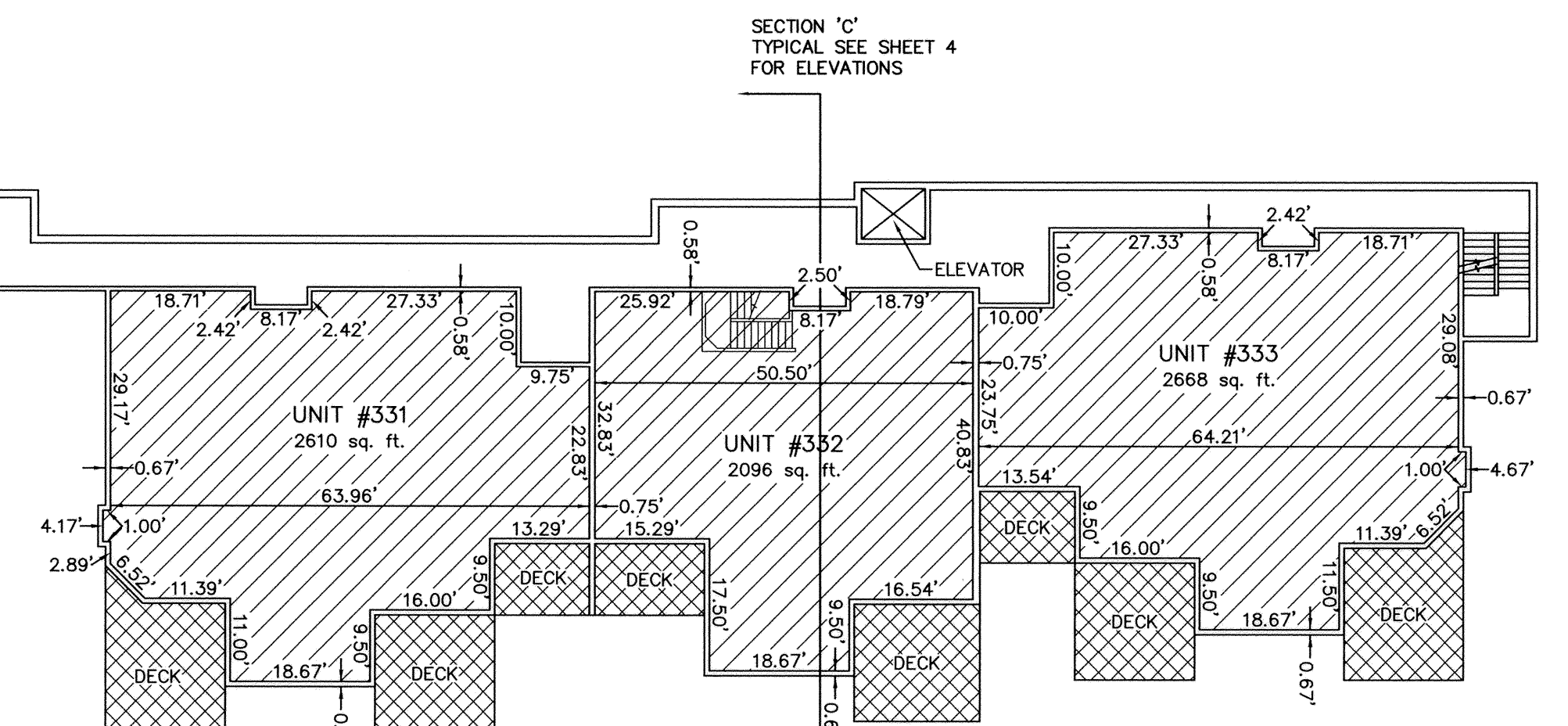
**BUILDING 3 - LEVEL 7294**



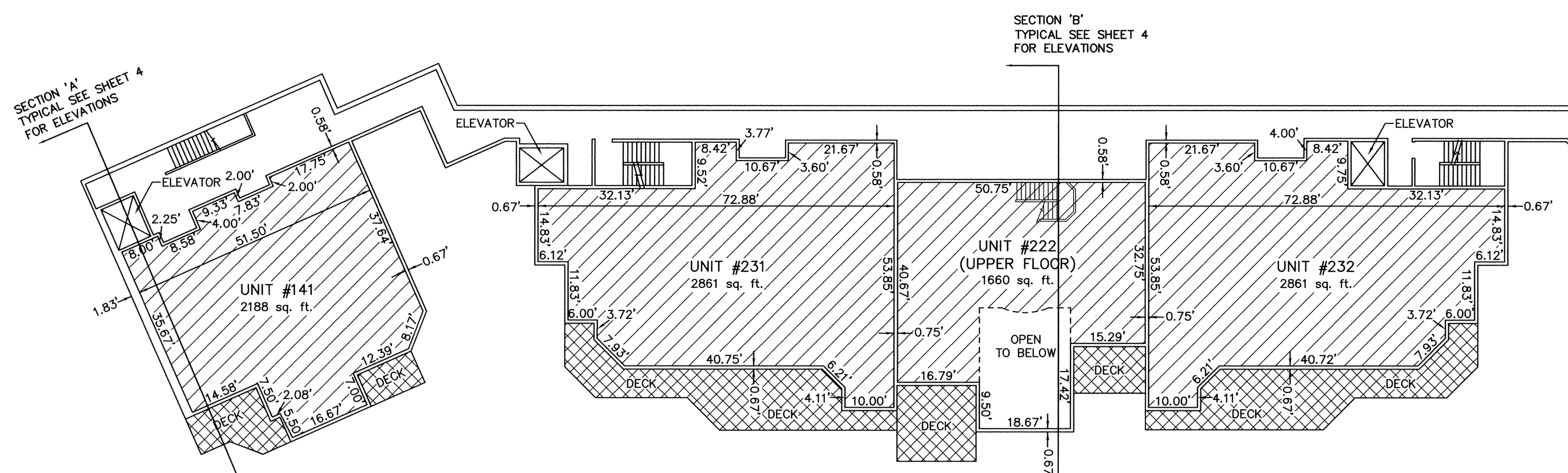
**BUILDING 3 - LEVEL 7316**



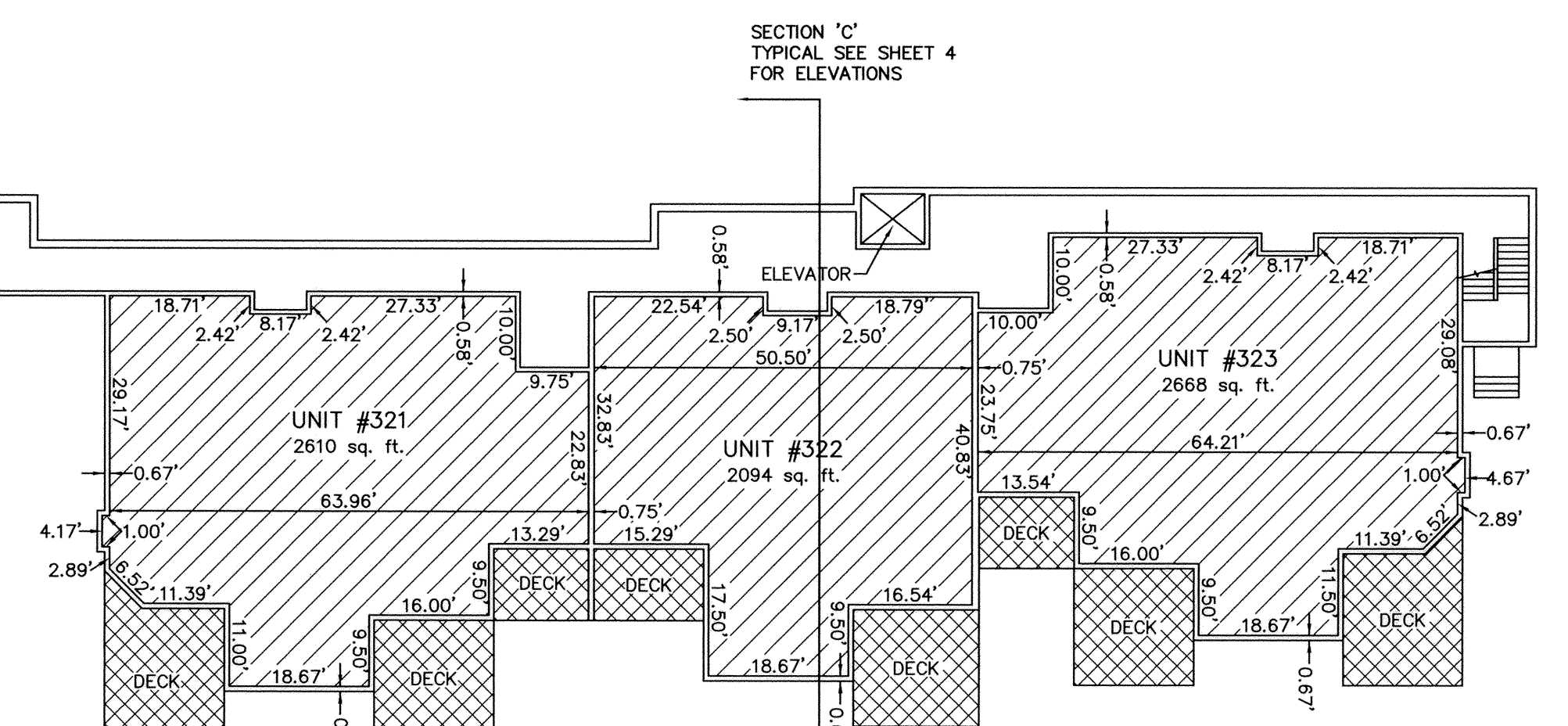
**BUILDING 2 - LEVEL 7283**



**BUILDING 3 - LEVEL 7283**



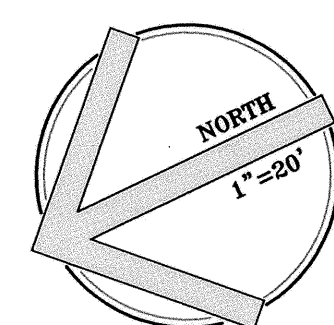
**BUILDING 2 - LEVEL 7272**



**BUILDING 3 - LEVEL 7272**

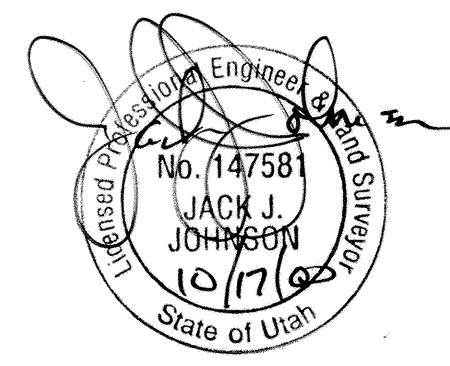
**BUILDING 1 - LEVEL 7272**

NOTE: ELEVATIONS SHOWN ARE TO UNFINISHED FLOOR SURFACES.



**LEGEND**

- COMMON AREA
- LIMITED COMMON AREA
- PRIVATE OWNERSHIP



**APPROXIMATE UNIT/SQ. FT.**

| UNIT NO. | SQ. FT.            | SQ. FT. | TOTAL SQ. FT. |
|----------|--------------------|---------|---------------|
| 111      | 2210               |         | 2210          |
| 112      | 2188               |         | 2188          |
| 121      | 2210               |         | 2210          |
| 122      | 2188               |         | 2188          |
| 131      | 2210               |         | 2210          |
| 132      | 2188               |         | 2188          |
| 141      | 2188               |         | 2188          |
| 211      | 2861               |         | 2861          |
| 221      | 2861               |         | 2861          |
| 222      | 2100 (UPPER FLOOR) | 1660    | 3760          |
| 223      | 2861               |         | 2861          |
| 231      | 2861               |         | 2861          |
| 232      | 2861               |         | 2861          |
| 241      | 2263 (UPPER FLOOR) | 1661    | 3924          |
| 242      | 2074 (UPPER FLOOR) | 1967    | 4041          |
| 243      | 2266 (UPPER FLOOR) | 1658    | 3924          |
| 311      | 3026               |         | 3026          |
| 321      | 2610               |         | 2610          |
| 322      | 2094               |         | 2094          |
| 323      | 2668               |         | 2668          |
| 331      | 2610               |         | 2610          |
| 332      | 2096 (UPPER FLOOR) | 1663    | 3759          |
| 333      | 2668               |         | 2668          |
| 341      | 2629 (UPPER FLOOR) | 1827    | 4456          |
| 342      | 2668               |         | 2668          |
| 351      | 2307 (UPPER FLOOR) | 1960    | 4267          |
| 352      | 2684 (UPPER FLOOR) | 1842    | 4526          |

**RECORD OF SURVEY MAP**

**BLACK DIAMOND LODGE AT DEER VALLEY**  
 LOCATED IN THE SOUTH HALF OF SECTION 15  
 TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN  
 PARK CITY, SUMMIT COUNTY, UTAH  
 SHEET 3 OF 4

**RECORDED**

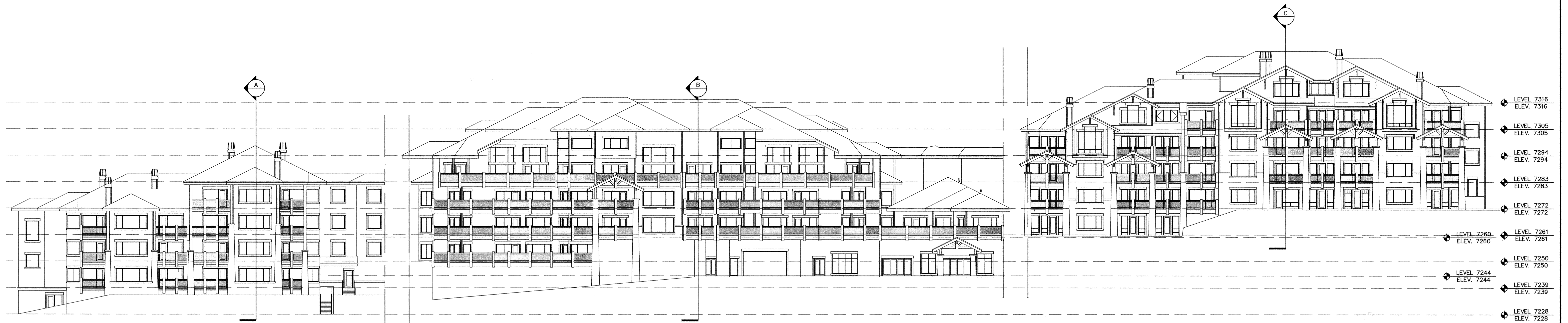
ENTRY NO. 575647 BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
 STATE OF UTAH COUNTY OF SUMMIT  
 DATE 10-27-2000 TIME 14:15 PA  
 RECORDED AND FILED AT THE REQUEST OF:  
HIGH COUNTRY TITLE  
Charlotte Willoughby - deputy  
 COUNTY RECORDER



**THE JACK JOHNSON COMPANY**

1777 Sun Peak Drive \* Park City, Utah 84098  
 (435) 645-9000 \* fax (435) 649-1620



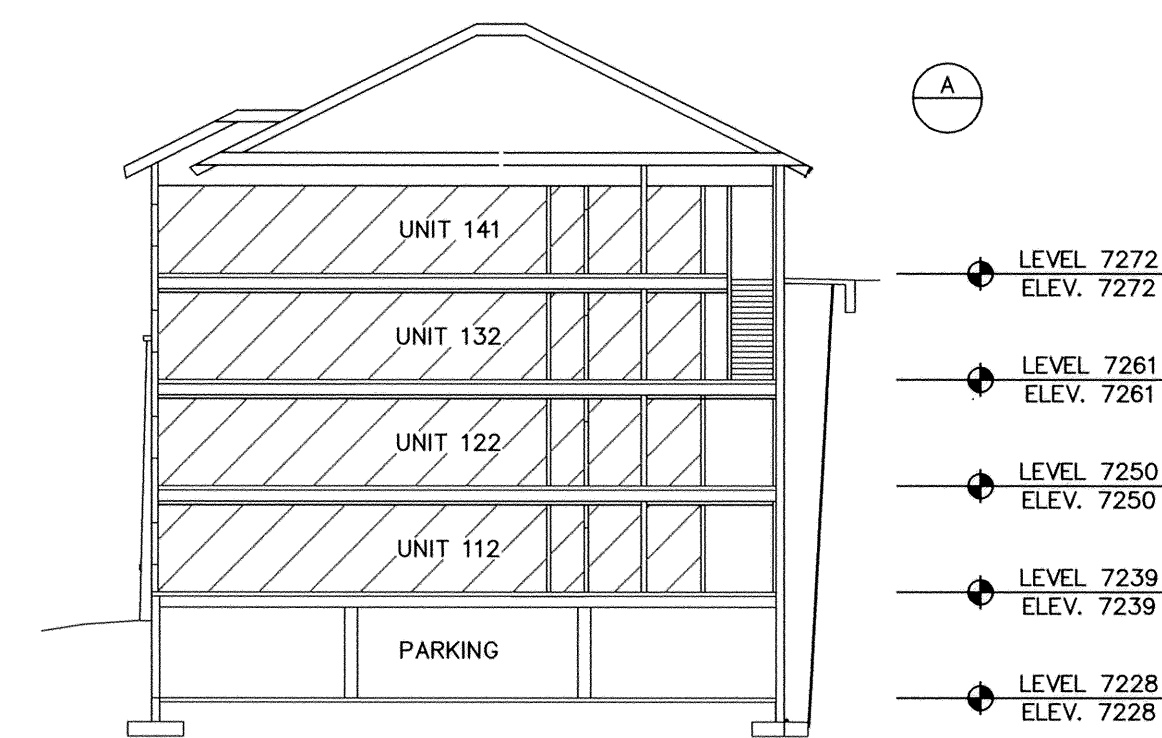


*BUILDING 1 - WESTERLY*

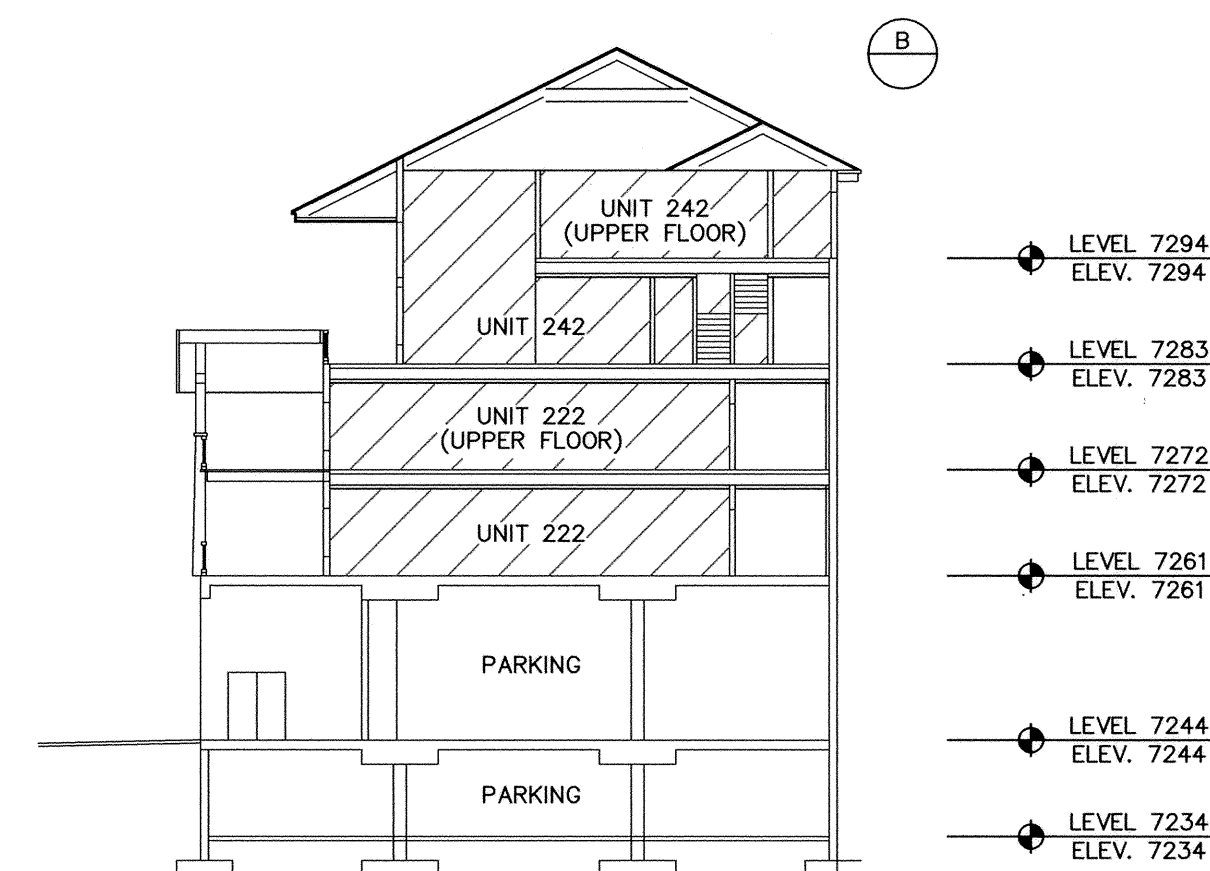
*BUILDING 2 - WESTERLY*

*BUILDING 3 - WESTERLY*

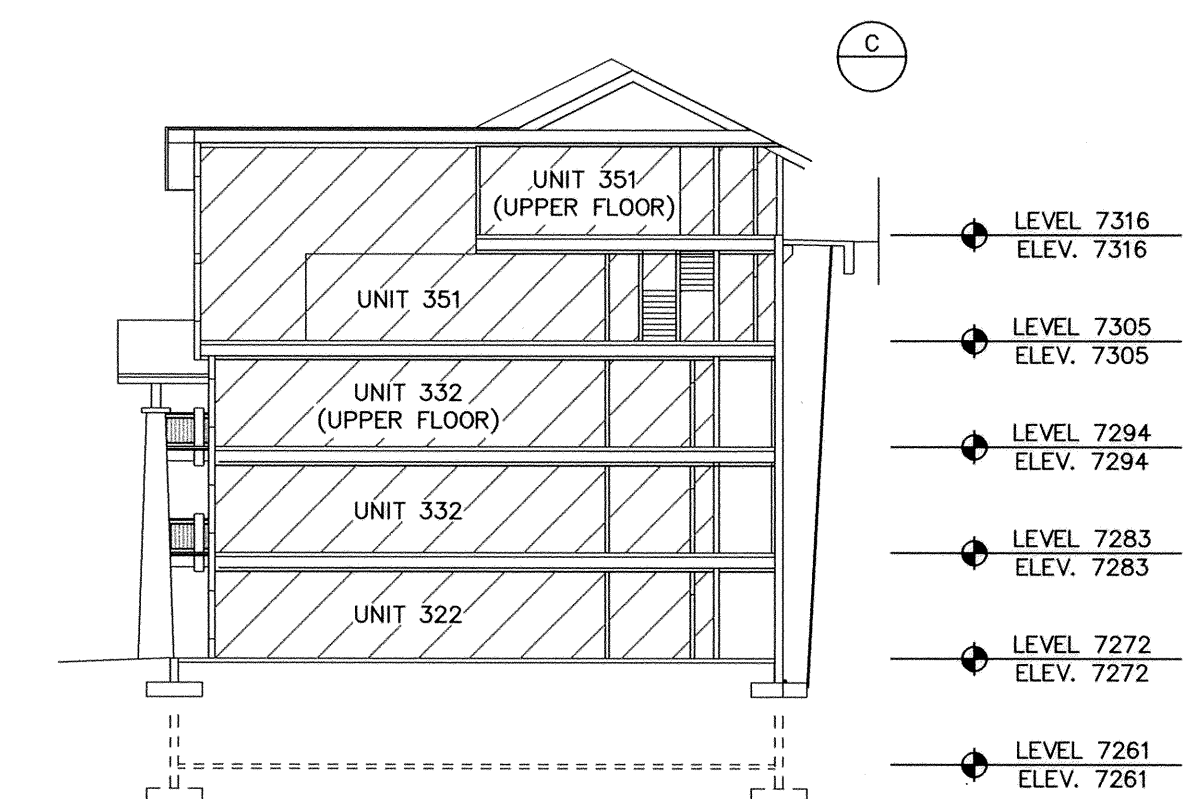
*BUILDING ELEVATIONS*



*BUILDING 1*



*BUILDING 2*



*BUILDING 3*

*BUILDING SECTIONS*

**LEGEND**

|  |                     |
|--|---------------------|
|  | COMMON AREA         |
|  | LIMITED COMMON AREA |
|  | PRIVATE OWNERSHIP   |

NOTE: AVERAGE FLOOR TO CEILING HEIGHT IS 9'.

NOTE: ELEVATIONS SHOWN ARE TO UNFINISHED FLOOR SURFACES.

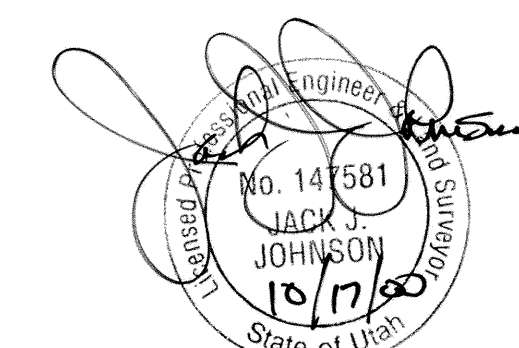
SCALE 1"=20'

RECORD OF SURVEY MAP

**BLACK DIAMOND LODGE AT DEER VALLEY**

LOCATED IN THE SOUTH HALF OF SECTION 15  
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN  
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 4 OF 4



RECORDED

ENTRY NO. 575647 BOOK \_\_\_\_\_ PAGE \_\_\_\_\_  
STATE OF UTAH COUNTY OF SUMMIT  
DATE 12-27-2000 TIME 14:15 PM  
RECORDED AND FILED AT THE REQUEST OF:  
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FEE-147.00 Charlotte Willoughby - deputy  
COUNTY RECORDER



THE JACK  
JOHNSON  
COMPANY

1777 Sun Peak Drive \* Park City, Utah 84098  
(435) 645-9000 \* fax (435) 649-1620



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

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:

| <u>Parcel Designation</u>                   | <u>Authorized Dwelling Units</u> |
|---------------------------------------------|----------------------------------|
| 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:

| <u>Parcel Designation</u> | <u>Authorized Unit Equivalents</u> |
|---------------------------|------------------------------------|
| 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:

| <u>Project Location</u>                       | <u>Number of Qualifying<br/>Units</u> |
|-----------------------------------------------|---------------------------------------|
| 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.

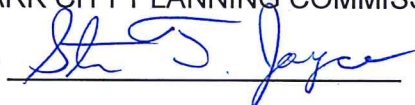
**Q. Separability**. If any provision or provisions of this Permit shall be held or deemed to be, or shall, in fact, be illegal, inoperative, or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any 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 30<sup>th</sup> 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<br>DENSITY<br>(UNITS) | DEVELOPED<br>DENSITY<br>(UNITS) | NOTES    | HEIGHT<br>(FEET) | PARCEL<br>SIZE<br>(ACRES) |
|-----------------------------------------------------------------------------|---------------------------------|---------------------------------|----------|------------------|---------------------------|
| <b>DEER VALLEY COMMUNITY</b>                                                |                                 |                                 |          |                  |                           |
| 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                         |                                 |          |                  |                           |
| <b>AMERICAN FLAG COMMUNITY</b>                                              |                                 |                                 |          |                  |                           |
| American Flag Single Family                                                 | 93                              | 93                              |          | 28               | 83.04                     |
| LaMaconnerie Multi-Family                                                   | 15                              | 15                              |          | 28               | 6.19                      |
| Total American Flag Community                                               | 108                             |                                 |          |                  |                           |
| <b>NORTH SILVER LAKE COMMUNITY</b>                                          |                                 |                                 |          |                  |                           |
| 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                             |                                 |          |                  |                           |
| <b>SILVER LAKE COMMUNITY</b>                                                |                                 |                                 |          |                  |                           |
| 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<br>DENSITY<br>(UNITS) | DEVELOPED<br>DENSITY<br>(UNITS) | NOTES | HEIGHT<br>(FEET) | PARCEL<br>SIZE<br>(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                        |                                 |       |                  |                           |
| <b>BALD EAGLE COMMUNITY</b>         |                                 |                                 |       |                  |                           |
| Bald Eagle Single Family            | 78                              | 58                              | 9     | 28               | 35.65                     |
| Total Bald Eagle Community          | 78                              |                                 |       |                  |                           |
| <b>TOTAL CONVENTIONAL UNITS</b>     | 2110.6215                       |                                 |       |                  |                           |
| <b>EMPLOYEE HOUSING UNITS</b>       |                                 |                                 |       |                  |                           |
| Little Belle                        | 1                               |                                 |       |                  |                           |
| Stag Lodge                          | 1                               |                                 |       |                  |                           |
| Sterlingwood                        | 1                               |                                 |       |                  |                           |
| Bald Eagle                          | 2                               |                                 |       |                  |                           |
| Mt. Cervin                          | 1                               |                                 |       |                  |                           |
| Deer Valley Club                    | 1                               |                                 |       |                  |                           |
| <b>TOTAL EMPLOYEE HOUSING UNITS</b> | 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.,<br>SUPPORT &<br>OTHER | TOTAL  | TRANSFER<br>TO<br>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<br>PARK CITY | OUTSIDE<br>PARK CITY |
|---------------------------------|---------------------|----------------------|
| <b>SKI AREA (1)</b>             |                     |                      |
| 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                   |                      |
| <b>AMENITIES</b>                |                     |                      |
| 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.

**Black Diamond**  
**Plat Square Footage Comparison**  
2/14/2023

| Private Ownership        |                        |                        |                  |                  |                          |                        |                        |                  |  |
|--------------------------|------------------------|------------------------|------------------|------------------|--------------------------|------------------------|------------------------|------------------|--|
| New Plat                 |                        |                        |                  |                  | Old Plat                 |                        |                        |                  |  |
| Building 1               | Lower Floor<br>Sq. Ft. | Upper Floor<br>Sq. Ft. | Total<br>Sq. Ft. | Sq. Ft.<br>Diff. | Building 1               | Lower Floor<br>Sq. Ft. | Upper Floor<br>Sq. Ft. | Total<br>Sq. Ft. |  |
| 111                      | 2164                   |                        | 2164             | -46              | 111                      | 2210                   |                        | 2210             |  |
| 112                      | 2142                   |                        | 2142             | -45              | 112                      | 2188                   |                        | 2188             |  |
| 121                      | 2166                   |                        | 2166             | -44              | 121                      | 2210                   |                        | 2210             |  |
| 122                      | 2151                   |                        | 2151             | -37              | 122                      | 2188                   |                        | 2188             |  |
| 131                      | 2177                   |                        | 2177             | -33              | 131                      | 2210                   |                        | 2210             |  |
| 132                      | 2155                   |                        | 2155             | -33              | 132                      | 2188                   |                        | 2188             |  |
| 141                      | 2172                   |                        | 2172             | -17              | 141                      | 2188                   |                        | 2188             |  |
|                          |                        |                        |                  |                  |                          |                        |                        |                  |  |
| Building 2               | Lower Floor<br>Sq. Ft. | Upper Floor<br>Sq. Ft. | Total<br>Sq. Ft. | Sq. Ft.<br>Diff. | Building 2               | Lower Floor<br>Sq. Ft. | Upper Floor<br>Sq. Ft. | Total<br>Sq. Ft. |  |
| 211                      | 2910                   |                        | 2910             | 49               | 211                      | 2861                   |                        | 2861             |  |
| 221                      | 2940                   |                        | 2940             | 79               | 221                      | 2861                   |                        | 2861             |  |
| 222                      | 2100                   | 1671                   | 3771             | 6                | 222                      | 2100                   | 1666                   | 3766             |  |
| 223                      | 2947                   |                        | 2947             | 84               | 223                      | 2863                   |                        | 2863             |  |
| 231                      | 2911                   |                        | 2911             | 50               | 231                      | 2861                   |                        | 2861             |  |
| 232                      | 2951                   |                        | 2951             | 88               | 232                      | 2863                   |                        | 2863             |  |
| 241                      | 2287                   | 1604                   | 3891             | -37              | 241                      | 2267                   | 1661                   | 3927             |  |
| 242                      | 2035                   | 1885                   | 3919             | -122             | 242                      | 2074                   | 1967                   | 4041             |  |
| 243                      | 2278                   | 1618                   | 3896             | -30              | 243                      | 2267                   | 1658                   | 3925             |  |
|                          |                        |                        |                  |                  |                          |                        |                        |                  |  |
| Building 3               | Lower Floor<br>Sq. Ft. | Upper Floor<br>Sq. Ft. | Total<br>Sq. Ft. | Sq. Ft.<br>Diff. | Building 3               | Lower Floor<br>Sq. Ft. | Upper Floor<br>Sq. Ft. | Total<br>Sq. Ft. |  |
| 311                      | 2974                   |                        | 2974             | -52              | 311                      | 3026                   |                        | 3026             |  |
| 321                      | 2697                   |                        | 2697             | 86               | 321                      | 2611                   |                        | 2611             |  |
| 322                      | 2107                   |                        | 2107             | 13               | 322                      | 2094                   |                        | 2094             |  |
| 323                      | 2581                   |                        | 2581             | -87              | 323                      | 2668                   |                        | 2668             |  |
| 331                      | 2593                   |                        | 2593             | -18              | 331                      | 2611                   |                        | 2611             |  |
| 332                      | 2106                   | 1627                   | 3732             | -27              | 332                      | 2097                   | 1663                   | 3760             |  |
| 333                      | 2634                   |                        | 2634             | -34              | 333                      | 2668                   |                        | 2668             |  |
| 341                      | 2704                   | 2159                   | 4864             | 407              | 341                      | 2629                   | 1827                   | 4457             |  |
| 342                      | 2728                   |                        | 2728             | 60               | 342                      | 2668                   |                        | 2668             |  |
| 351                      | 2292                   | 1835                   | 4127             | -141             | 351                      | 2307                   | 1960                   | 4268             |  |
| 352                      | 2740                   | 2169                   | 4909             | 382              | 352                      | 2684                   | 1842                   | 4527             |  |
|                          |                        |                        |                  |                  |                          |                        |                        |                  |  |
| Total of All 3 Buildings |                        |                        | 81210            |                  | Total of All 3 Buildings |                        |                        | 80706            |  |
| Overall Change           |                        |                        |                  | 504              |                          |                        |                        |                  |  |

Black Diamond  
Plat Square Footage Comparison  
2/14/2023

| Common Area           |              |                       |              |
|-----------------------|--------------|-----------------------|--------------|
| New Plat              |              | Old Plat              |              |
| Common Area           | Sq. Ft.      | Common Area           | Sq. Ft.      |
|                       | 783          |                       | 904          |
|                       | 227          |                       | 57           |
|                       | 1533         |                       | 62           |
|                       | 103          |                       | 149          |
|                       | 53           |                       | 587          |
|                       | 162          |                       | 1548         |
|                       | 163          |                       | 57           |
|                       | 53           |                       | 3409         |
|                       | 2927         |                       | 57           |
|                       | 1498         |                       | 168          |
|                       | 224          |                       | 62           |
|                       | 243          |                       | 176          |
|                       | 47           |                       | 63           |
|                       | 109          |                       | 65           |
|                       | 3956         |                       | 4773         |
|                       | 68           |                       | 63           |
|                       | 169          |                       | 176          |
|                       | 55           |                       | 62           |
|                       | 172          |                       | 168          |
|                       | 53           |                       | 57           |
|                       | 168          |                       | 4059         |
|                       | 3287         |                       | 778          |
| ADA Unit              | 822          |                       | 820          |
| ADA Unit Deck         | 749          |                       |              |
|                       | 1206         |                       | 2433         |
|                       | 161          |                       | 168          |
|                       | 56           |                       | 62           |
|                       | 172          |                       | 63           |
|                       | 67           |                       | 65           |
|                       | 1398         |                       | 13079        |
|                       | 1895         |                       | 65           |
|                       | 49           |                       | 63           |
|                       | 229          |                       | 236          |
|                       | 357          |                       | 62           |
|                       | 4742         |                       | 6058         |
|                       | 58           |                       | 133          |
|                       | 147          |                       | 62           |
|                       | 6611         |                       | 224          |
|                       | 283          |                       | 134          |
|                       | 5765         |                       | 342          |
|                       | 24           |                       | 13579        |
|                       | 104          |                       | 168          |
|                       | 74           |                       | 184          |
|                       | 195          |                       | 62           |
|                       | 208          |                       | 370          |
|                       | 222          |                       | 430          |
|                       | 15152        |                       | 63           |
|                       | 685          |                       | 246          |
|                       | 165          |                       | 1565         |
|                       | 452          |                       | 65           |
| <b>Total</b>          | <b>58106</b> | <b>Total</b>          | <b>58297</b> |
| <b>Overall Change</b> | <b>-191</b>  | <b>Overall Change</b> | <b>191</b>   |

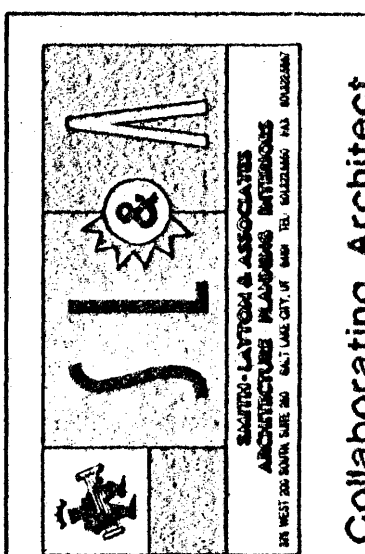
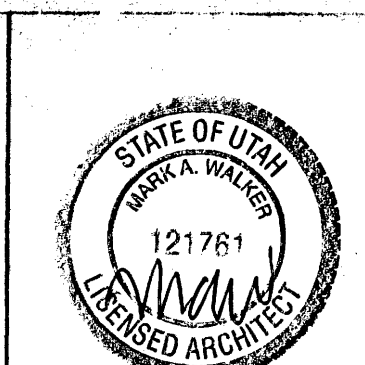
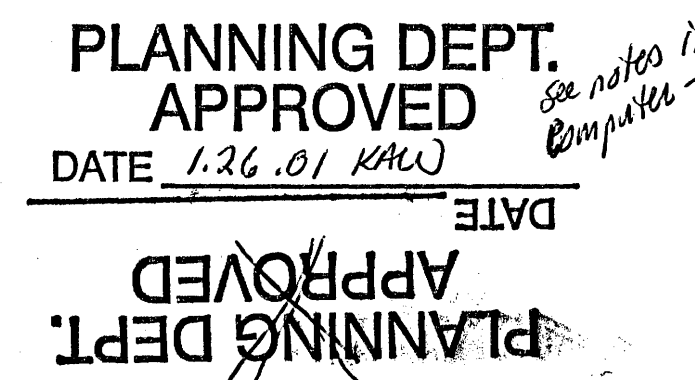
**Black Diamond**  
**Plat Square Footage Comparison**  
2/14/2023

| Limited Common Area   |              |               |              |              |
|-----------------------|--------------|---------------|--------------|--------------|
| New Plat              |              |               | Old Plat     |              |
| Building 1            | Sq. Ft.      | Sq. Ft. Diff. | Building 1   | Sq. Ft.      |
| 111                   | 737          | -19           | 111          | 757          |
| 112                   | 337          | -1            | 112          | 338          |
| 121                   | 278          | 50            | 121          | 228          |
| 122                   | 304          | 49            | 122          | 255          |
| 131                   | 282          | 54            | 131          | 228          |
| 132                   | 305          | 50            | 132          | 255          |
| 141                   | 307          | 53            | 141          | 255          |
|                       |              |               |              |              |
| Building 2            | Sq. Ft.      | Sq. Ft. Diff. | Building 2   | Sq. Ft.      |
| 211                   | 735          | 112           | 211          | 622          |
| 221                   | 559          | -53           | 221          | 612          |
| 222                   | 657          | -141          | 222          | 798          |
| 223                   | 435          | -172          | 223          | 607          |
| 231                   | 571          | -41           | 231          | 612          |
| 232                   | 533          | -74           | 232          | 607          |
| 241                   | 459          | -77           | 241          | 536          |
| 242                   | 481          | -33           | 242          | 513          |
| 243                   | 465          | -72           | 243          | 536          |
|                       |              |               |              |              |
| Building 3            | Sq. Ft.      | Sq. Ft. Diff. | Building 3   | Sq. Ft.      |
| 311                   | 685          | 36            | 311          | 650          |
| 321                   | 674          | 22            | 321          | 652          |
| 322                   | 402          | 3             | 322          | 399          |
| 323                   | 677          | 16            | 323          | 661          |
| 331                   | 676          | 23            | 331          | 652          |
| 332                   | 805          | 7             | 332          | 799          |
| 333                   | 675          | 14            | 333          | 661          |
| 341                   | 476          | 15            | 341          | 460          |
| 342                   | 670          | 9             | 342          | 661          |
| 351                   | 307          | 15            | 351          | 292          |
| 352                   | 471          | 2             | 352          | 469          |
| <b>Total</b>          | <b>13964</b> |               | <b>Total</b> | <b>14117</b> |
| <b>Overall Change</b> |              | <b>-152</b>   |              |              |



[illegible]

## CONSTRUCTION SET



OTTO  
WALKER  
architects

- Structural Steel
- Elevator
- Fire Sprinkler - *NFPA*
- Gas Appliance Fireplace
- Fireplaces
- Mechanical Equipment

provide & get approval  
Re GTC ratings for walls,  
Floor ceilings, per appendix 1208,  
prior to any sheet rock being  
installed.

Provide Park City Building Dept.  
copies of the above for review and approval  
prior to fabrication and installation

### GRAPHIC KEY

**Building Construction Summary:** Steel frame substructure, light steel infill framing. Building skin to be non-combustible cement board, synthetic stone with natural wood trim and detail. Decks are heavy timber construction.

**ELECTRICAL**  
**DESIGN BUILD**

**MECHANICAL**

2.10 Level 34 - Mechanical Plan  
2.20 Level 44 / 50 Mechanical Plan  
2.30 Level 61 Mechanical Plan  
2.40 Level 72 Mechanical Plan  
2.50 Level 83 Mechanical Plan  
2.60 Level 94 Mechanical Plan  
2.70 Enlarged Unit Mechanical Plan  
2.80 Enlarged Unit Mechanical Plan  
2.90 Mechanical Schedule & Details  
3.00 Mechanical Details  
3.1 Snow Melt System

|       |                                  |
|-------|----------------------------------|
| E2.00 | Cover Sheet                      |
| E2.01 | One Line Diagram                 |
| E2.02 | Unit Type ADA - Electrical       |
| E2.03 | Units Type C - Electrical        |
| E2.04 | Unit Type E1, E2 - Electrical    |
| E2.05 | Unit Type F1, F2 - Electrical    |
| E2.06 | Unit Type J1, J2 - Electrical    |
| E2.20 | Level 34 Floor Plan - Electrical |
| E2.21 | Level 44 Floor Plan - Electrical |
| E2.22 | Level 61 Floor Plan - Electrical |
| E2.23 | Level 72 Floor Plan - Electrical |
| E2.24 | Level 83 Floor Plan - Electrical |
| E2.25 | Level 94 Floor Plan - Electrical |
| E2.30 | Level 34 Floor Plan - Fire Alarm |
| E2.31 | Level 44 Floor Plan - Fire Alarm |
| E2.32 | Level 61 Floor Plan - Fire Alarm |
| E2.33 | Level 72 Floor Plan - Fire Alarm |
| E2.34 | Level 83 Floor Plan - Fire Alarm |
| E2.35 | Level 94 Floor Plan - Fire Alarm |

[illegible]

**Date:** 21-JUNE-00  
**Revisions:**  
① BUILDING 2 F & F  
PERMIT REVISIONS  
AUGUST 16, 2000  
② BUILDING 2 SHELL  
PERMIT REVISIONS  
DECEMBER 19, 2000

Sheet No. 1  
JAN 18 2001  
T0.20  
PARK CITY  
DING INSPECTION