PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
November 13, 2024

The Planning Commission 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 and may have options to listen, watch, or participate virtually.

Zoom Link: https://us02web.zoom.us/j/86137534714

MEETING CALLED TO ORDER AT 5:30 PM.

1. ROLL CALL

2. MINUTES APPROVAL

2.A. Consideration to Approve the Planning Commission Meeting Minutes from October 9, 2024

2.B. Consideration to Approve the Planning Commission Meeting Minutes from October 23, 2024

2.C. Consideration to Approve the Planning Commission Meeting Minutes from October 30, 2024

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

4. PUBLIC COMMUNICATIONS

5. REGULAR AGENDA

5.A. **2025 Regular Meetings** – Consideration to Adopt the Planning Commission Regular Meeting Dates for 2025
(A) Action

5.B. **1251 Kearns Boulevard – Conditional Use Permit Final Action Letter** – On October 23, 2024, the Planning Commission Reviewed a Conditional Use Permit for a 3,795-square-foot Addition to the Blind Dog Restaurant / Yard Commercial Complex at 1251 Kearns Boulevard in the General Commercial Zoning District and Frontage Protection Overlay, Continued the Item to November 13, 2024, and Directed Staff to Draft a Final Action Letter to Approve the Conditional Use Permit. PL-22-05240 (20 mins.)
(A) Public Hearing; (B) Action

5.C. **255 Heber Avenue – Condominium Plat Amendment** – The Applicant Proposes a Plat Amendment to Combine Three Commercial Units into One Commercial Unit on the Main Level to Reflect Existing Conditions of Poison Creek Mercantile. PL-24-06282 (15 mins.)
(A) Public Hearing; (B) Action

5.D. **6453 Silver Lake Drive – Plat Amendment** – The Applicant Proposes a Plat Amendment to Revise the Platted Area of Disturbance to Reflect Existing Conditions and Accommodate a Future Addition to a Single-Family Dwelling in the Residential

Development Zoning District. PL-24-06225 (15 mins.)
(A) Public Hearing; (B) Action

5.E. **2250 Deer Valley Drive South – Amendment to the Flagstaff Development Agreement Technical Reports** – The Applicant Proposes to Update the Flagstaff Technical Reports #5 Open Space Management Plan and #13 Wildlife Management Plan Related to the Flagstaff Development Agreement, Master Planned Development, and the Conditional Use Permit Approving the Installation of Lift 7. PL-24-06258 (30 mins.)
(A) Public Hearing; (B) Action

5.F. **Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit and Phase I Conditional Use Permit** – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, an Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and Road and Utility Improvements. The Discussion Will Focus on the Applicant's Construction Mitigation Plan. MPD PL-21-04767, CUP PL-21-04811, Subdivision PL-22-05168 (60 mins.)
(A) Public Hearing; (B) Continuation to December 11, 2024

5.G. **Land Management Code Amendments** – Pending Ordinance re: Accessory Uses and Support Commercial. The Park City Planning Department Formally Initiated Proceedings to Amend the Municipality's Accessory Uses in Master Planned Development Land Use Regulations Outlined in Land Management Code Section 15-6-8 Unit Equivalents and Section 15-15-1 Definitions Regarding Support Commercial and Residential and Resort Accessory Uses for Master Planned Developments, and Sections 15-2.7-2 Uses for the Recreation and Open Space Zoning District, 15-2.18-2 Uses for the General Commercial Zoning District, and 15-2.19-2 Uses for the Light Industrial Uses to Clarify Resort Support Commercial is Allowed when approved as part of a Master Planned Development. PL-24-06193 (45 mins.)
(A) Public Hearing; (B) Possible Recommendation for City Council’s Consideration

6. ADJOURNMENT

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting.

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

A majority of Planning Commissioners may meet socially after the meeting. If so, the location will be announced by the Planning Commission Chair. City business will not be conducted.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
OCTOBER 9, 2024

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall, Laura Suesser, John Frontero, Henry Sigg, Rick Shand, Christin Van Dine

EX OFFICIO: Rebecca Ward, Planning Director; Meredith Covey, Planner I; Virgil Lund, Planner I; Alec Barton, Senior Planner; Mark Harrington, Senior City Attorney

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1. ROLL CALL

Chair Sarah Hall called the meeting to order at 5:30 p.m.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from September 11, 2024.

MOTION: Commissioner Suesser moved to approve the minutes of September 11, 2024. Commissioner Van Dine seconded the motion. The motion passed unanimously.

B. Consideration to Approve the Planning Commission Meeting Minutes from September 25, 2024.

A correction was made to page six of the September 25, 2024 minutes.

MOTION: Commissioner Shand moved to approve the minutes of September 25, 2024, as amended. Commissioner Frontero seconded the motion. The motion passed unanimously.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

There were no communications or disclosures.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. REGULAR AGENDA

A. 2411 Country Lane Drive and 28 Payday Drive – Plat Amendment – The Applicant Proposes a Plat Amendment to Remove a Height Restrictive Plat Note. PL-24-06253.

Planner I, Meredith Covey presented the Staff Report and stated that 2411 Country Lane is in the Single-Family Zoning District. The applicant is proposing to remove a height-restrictive plat note requested by the applicant on a previous plat amendment in 2023. The request was to remove the language from Plat Note 18 to limit the height on the lot located at 28 Payday Drive. The height of any new structure would be regulated by Single-Family Zoning District requirements. The proposal complies with the underlying zoning and removes a self-limiting prior plat note proposed by the applicant. This plat note was not a condition of approval and was added by the Planning Commission to mitigate any adverse impacts. What is proposed does not further subdivide or increase the density of the existing plat. Ms. Covey reported that the conditions of approval remain the same from the previous plat amendment and the plat notes will be carried forward with the exception of Plat Note 18.

Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

MOTION: Commissioner Van Dine moved to APPROVE the Plat Amendment for 2411 Country Lane and 28 Payday Drive subject to the following:

Findings of Fact

1. 2411 Country Lane Drive and 28 Payday Drive are Lots 3A & 4A of the Thaynes Creek Ranch Estates – Phase 1 – Lots 3 & 4 Amended recorded plat, recorded with the Summit County Recorder's office October 23, 2023 (Entry No. 1211356).

2. On July 12, 2023, the Planning Commission reviewed the Thaynes Creek Ranch Estates Phase 1 – Lots 3 & 4 Amended and forwarded a positive recommendation to City Council.

3. At the July 12, 2023, Planning Commission meeting the Applicant modified the proposed Plat to include Plat Note 18 which states "The roof of any building on Lot 4A within 75 feet of the south property line is limited to an imaginary line that is a height of 12 feet from the existing ground at the east side Setback and sloping up to a height of 28 feet from the existing ground

at the west side Setback. Standard City building height restrictions apply north of this 75-foot height restricted area."

4. On August 22, 2023, the City Council reviewed and approved the Thaynes Creek Ranch Estates Phase 1 – Lots 3 & 4 Amended plat with conditions, via Ordinance No. 2023-40.

5. 2411 Country Lane and 28 Payday Drive are within the Single-Family Zoning District and the Sensitive Lands Overlay.

6. Lot 3A has an existing Single-Family Dwelling, Lot 4A is a vacant lot.

7. The proposed plat amendment removes the height-restrictive Plat Note 18 that limits the building height on Lot 4A.

8. The August 2023 approved Plat Amendment does not contain a Condition of Approval restricting the building height on Lot 4A.

9. The removal of the height restrictive plat note does not affect compliance with the Sensitive Land Overlay nor any other LMC requirement.

10. The Development Review Committee reviewed the proposed Plat Amendment on September 17, 2024, and does not require any Conditions of Approval.

11. Staff published notice of the Planning Commission's public hearing on the City website, and the Utah Public Notice website, and posted notice to the property on September 25, 2024. Staff mailed a courtesy notice to property owners within 300 feet on September 25, 2024. The Park Record published a courtesy notice on September 25, 2024.

Conclusions of Law

1. Staff finds Good Cause for this Plat Amendment because it complies with underlying zoning and removes a self-limiting prior plat note proposed by the applicant. The plat note was not a condition of approval added by the Planning Commission to mitigate any adverse impact. No Public Street, Right of Way, or easement has been vacated or amended. The proposed Plat Amendment does not further subdivide or increase the density of the existing Thaynes Creek Ranch Estates Phase 1 – Lots 3 & 4 Amended.

2. The Plat Amendment is consistent with the Land Management Code, including LMC Chapter 15-2.1 *Single Family Zoning District* and Chapter

15-2.21 *Sensitive Lands Overlay Zone (SLO) Regulations* and § 15-7.1-3(B) *Classification Of Subdivision – Plat Amendment*.

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 shall review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and these Conditions of Approval, prior to recordation of the plat.

2. The Applicant shall record this Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.

3. Any new construction shall comply with Land Management Code Section 15-2.11 regarding Setbacks, Building Height, Building Envelope, Building Pad, etc.

4. No further expansion of the existing non-conforming garage measured at 24'-6" from the property line abutting Payday Drive, is permitted.

5. No further expansion of the existing non-conforming Building Footprint, measured at 3,990 square feet is permitted.

6. No further expansion of the existing non-conforming driveway measured at 21.8' abutting Country Lane is permitted.

7. The final Plat Amendment shall include the Plat notes for the Thaynes Creek Ranch Estates Phase 1 – Lots 3 & 4 Amended with the exception of Plat Note 18.

The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission.

B. 1273 and 1275 Sullivan Road – Condominium Plat Amendment – The Applicant Proposes to Amend the Plat to Add a Second Story Room Above Existing Single-Story Unit 6. PL-24-06182.

Ms. Covey presented the Staff Report and stated that the condominium unit is located in the Historic Residential Medium-Density Zoning District. The applicant is proposing to amend Unit 5 to construct a second-story addition above Unit 6. The proposed plat amendment would add 441 square feet of private ownership to Unit 5, bringing the total square footage to 2,286 square feet. No changes were proposed to the square footage of Unit 6. The existing building height of Unit 5 is 29.7 feet, which was approved via a Building Permit in 2000. The existing building height of Unit 6 is 18.6 feet. The proposal would raise that height to 26.5 feet, which is compliant with the zone height of 27 feet. Four parking spaces are required for duplexes in this zoning district. The structure was originally approved as a duplex with four parking spaces. The two tandem parking spaces in front of the attached garage encroach into City property and there is a Condition of Approval that requires an Encroachment Agreement with the Engineering Department. The amendment will remain compliant with the parking requirements for the HRM Zoning District and is consistent with original approvals. It does not create any non-conformities or change the building footprint of the existing structure.

The Conditions of Approval include the requirement that the Encroachment Agreement be recorded with the Engineering Department. Ms. Covey added that the Planning Commission could consider adding a Condition of Approval to have the applicant construct a parking pad to satisfy the two spaces without encroaching into the City property.

Martina Nelson identified herself as the owner of Park City Surveying. She was assisting the applicant who was unable to be present. Ms. Nelson explained that when the condo plat was officially approved, parking was designated on the condo plat map, which is partially on City-owned property. A Driver Encroachment Permit was created and the City Engineer signed off on the legal description and Encroachment Permit Map submitted by Ms. Nelson. While they are parking partially on City property to obtain four parking spaces, the original plat of record shows the parking spaces as approved as part of the condo plat. Ms. Nelson provided a historical photo and stated that people have been parking on City property in this location for a very long time. They were willing to memorialize it, formalize it, and get a recorded document to allow for the two surface parking spaces. She explained that the two spaces with the two spaces in the interior garage make the parking compliant with the current day Land Management Code ("LMC").

Commissioner Frontero commented that the alternative is to build a parking pad and asked where that potentially could exist. Ms. Nelson stated that because it is not a good option, they do not have a formal drawing for it. In front of Unit 6 is landscaping and a walkway from the surface parking to the front door of Unit 6. If they were to place a parking pad there, it would be unsightly and would not fit in with the streetscape of the

condo property. It would also create more hard surface, which is not desired. The desire is for the grass and dirt that exists to remain so to help to collect rainwater. Ms. Nelson considered a Driveway Encroachment Agreement to be a much better option, which deals with existing pavement and does not grant new pavement or impervious surfaces. She noted that this condo property has used surface parking in City rights-of-way since its inception.

In response to a question raised by Commissioner Frontero, Ms. Nelson stated that the two units are individually owned. Because the utilities were run singularly to both sides of Units 5 and 6, the unit should be owned by one person or entity, and it is currently owned by the applicant.

Commissioner Frontero asked if the current owner could sell one or split the property into two units. He stated that the answer would determine how he views the parking arrangements being considered. Ms. Nelson explained that Units 5 and 6 share a common wall and could be separated in ownership but it would require extensive utility reworks to meet the current City LMC. The current landowner does not want that to happen and was available online.

The applicant, Lisa Mittnacht, reported that her current primary residence is on an island near Charleston, South Carolina. Every year the tides are getting higher and the storms more powerful. As a result, she would like to make Park City her permanent residence and reside in the two units. Her short-term plans are to rent annually the studio below that is attached to the home to a local person so that the home can be watched over when she is not there. Her long-term plans were to provide her studio apartment to a local person, preferably someone who is retiring or working as a doctor at the hospital. She needs the extra bedroom and bathroom to accommodate guests as she does not have enough room for visitors if she lives there full-time.

Commissioner Frontero commented that it does not appear that Ms. Mittnacht would be prevented from selling the property in the future. A new owner could combine the two into one very large unit. There is a common wall and at some point, Ms. Mittnacht or a new owner could potentially combine the two units into one. He would not support that and believes it goes against what the zone is encouraging, which is to provide local housing. He liked Unit 6 and the idea of it being rented.

Ms. Nelson stated that the other buildings in the project are single-unit condominiums. Units 5 and 6 were designed and constructed as two separate living units that share a common wall on the first floor.

Planning Director, Rebecca Ward, stated that as part of the request, the property would retain the two separate units. If a future owner wanted to combine them it would trigger another plat amendment. Ms. Nelson clarified that there is no doorway between Units 5 and 6. They have completely different entrances.

Commissioner Sigg asked if the area in front of Unit 6 was sold if the area could accommodate two parking spaces. Ms. Mittnacht stated that there is plenty of room.

Commissioner Suesser asked if nightly units are permitted or applied for. Ms. Nelson stated that nightly rentals are allowed in the zone. The applicant prefers to keep the property as-is, however. She anticipates passing it down to her family and would prefer to not encumber them with a plat note or limitation that could affect their future plans.

Commissioner Suesser asked about the 29-foot Building Permit. Ms. Covey explained that the Building Permit was approved on March 22, 2000. The reasoning behind the two extra feet was questioned. Ms. Nelson reported that there is a sketch in the approved plans that shows an allowable height of 33 feet for the buildings. She explained that it is a City-stamped and approved plan. The approved plans show allowable heights of 33 feet. When the project was approved, the maximum allowable height was 27 feet. She could not explain how the project was approved at the current height. Unit 3 was measured at a height of 29' 3" and the other two new builds are higher than the allowable height of 27 feet as well.

Commissioner Suesser questioned whether the applicant should be required to come into compliance with the height requirement in conjunction with approval of the addition. Ms. Nelson commented that removing part of the roof for Unit 5 would likely make it look strange. They have a set of approved plans that show that the building was approved at the height at which it was built. Commissioner Van Dine did not see a need to force the applicant to come into compliance with the current Code. If that is the way the Code is written, the applicant is not expanding the non-compliance and the addition is within the Code allowance. Rather than an extra cement pad she preferred to see an Encroachment Agreement reached with the City.

A question was raised as to whether Encroachment Agreements are common in Old Town. Ms. Covey stated that they are very common. She explained that the condominium plat shows where the road is. One consideration for the Commission could be that all Encroachment Agreements are revocable if there are future changes. If the Encroachment Agreement for the parking is ever revoked, the Condition of Approval could require that it trigger the construction of the parking pad to accommodate the parking on site. Another factor identified is the pavement and the driveway from Sullivan to the units. Staff would recommend that if a pad is built it be accessed from the existing driveway so that there is not an expansion of the driveway for that connection.

Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

Commissioner Shand referenced page five of the application and observed two garage doors on the front of the Unit. He asked what is behind the garage doors and if they are being used for garage space or living space. Ms. Nelson confirmed that it is a two-car garage.

Chair Hall asked the Commissioners how they felt about a potential scenario where the Encroachment Agreement was revoked. She wondered if it should be listed as a Condition of Approval so there was an automated process or if there is a desire to see the applicant come back and address that if the scenario were to occur. Director Ward explained that the Condition of Approval could require that this be included in the Encroachment Agreement. Ms. Nelson expressed comfort with that language being in the Encroachment Agreement because she has surveyed other properties along Park Avenue that back up to Sullivan Road. It is widely known in other recorded documents that Sullivan Road could change and the people who back up to Sullivan Road might lose access. There is comfort with a Driveway Encroachment Agreement. If the City decides at some point to redo Sullivan Road, a Plan B will need to be pursued. Chair Hall does not believe the Condition of Approval needs to be amended, as the language can be included in the Encroachment Agreement. There was support for that approach.

Commissioner Frontero asked to review Figure 3, which is the photograph of vehicles parked in front of the garages. He wanted to understand where someone renting out Unit 6 would park on the property. Ms. Mittnacht reported that this will be her home and she will have guests stay there from time to time. She has one vehicle that will be parked on the right side inside the garage. At one point, she offered the garage on the left to renters as well as the space in front. She only needs one side. Commissioner Frontero pointed out that bedrooms are being added, so it is necessary to assume additional people on the site. Director Ward explained that if this were looked at under the Condominium Code, it would require fewer parking spaces, but because this was initially processed as a duplex, it triggers four parking spaces. The addition to Unit 5 does not trigger a fifth spot. Regardless of the size of the duplex units, there are two parking spaces required for each of the units. Under the Condominium Code, Unit 6 only triggers one parking space whereas Unit 5 requires two parking spaces.

Chair Hall stated that the four parking spots are compliant regardless of how the application is processed. This was confirmed. Ms. Nelson reported that the parking spaces are interchangeable because Ms. Mittnacht owns both units. She can coordinate the parking with whoever is living in the studio unit. There has not been an issue to date.

Commissioner Sigg asked if there is a line that separates the half of the driveway that Unit 5 is on and the half that Unit 6 is on. It was stated that the boundary line is the common wall. Ms. Nelson shared the Driveway Encroachment Map. The red outline and yellow area with the dashed hatches is an area that the City owns. That would be the Driveway Encroachment Agreement. As for the other line that is shown on the map, it is an illustrated line and does not define any kind of ownership or boundary on the driveway.

Senior City Attorney, Mark Harrington, asked for clarity about what will occur in the event the Encroachment Agreement is revoked. He also suggested that Covenants, Conditions, and Restrictions (“CC&Rs”) be added to Condition of Approval #2. Ms. Nelson reported that the CC&Rs are currently being updated by the Homeowners Association (“HOA”) attorney. Additionally, all unit owners in the Alpine Retreat @ Park

City have approved this plan. There was discussion about the Encroachment Agreement language. Commissioner Suesser thought it should be included and other Commissioners agreed.

MOTION: Commissioner Van Dine moved to APPROVE a Condominium Plat Amendment for 1273 and 1275 Sullivan Road, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended in the Draft Final Action Letter:

Findings of Fact

1. On April 26, 2001, the City Council passed Ordinance No. 01-12, approving the Alpine Retreat @ Park City, a condominium plat with six units, including two Significant Historic Structures, 1266 and 1274 Park Avenue.

2. Alpine Retreat @ Park City condominium was recorded with Summit County on June 12, 2001 (Recorder # 591068).

3. On July 9, 2020, the City Council adopted Ordinance No. 2020-33 approving the Alpine Retreat @ Park City Unit 1 Amended, which allowed for a garage addition for 1274 Park Avenue.

4. The six units in the Alpine Retreat @ Park City range in size from 441 square feet to 1,945 square feet. Unit 5 and Unit 6 are in the same Structure and were approved as a Duplex, which later became part of the Alpine Retreat @ Park City Condominium.

5. The Applicant proposes a second amendment to the Condominium Plat to construct a 441-square-foot addition above Unit 6 to increase Unit 5, from an overall floor area of 1,845 square feet to 2,286 square feet. The existing upper level of Unit 5 is 852 square feet, and the proposed square footage of the upper level is 1,293 square feet. The Applicant proposes no changes to the square footage of Unit 6, though the ceiling height will be reduced to accommodate the expansion of Unit 5.

6. Alpine Retreat @ Park City is located in the Historic Residential Medium Density (HRM) Zoning District.

7. The Alpine Retreat @ Park City Units 5 and 6, Amended Plat complies with LMC Chapter 15-2.4, the Historic Residential Medium Density Zoning District requirements.

8. The existing Building Height of Unit 5 is 29.7 feet from existing grade. On March 22, 2000, Park City issued a Building Permit (B99-04877) for the Structure with a height of 29.7 feet.

9. At the time of approval 1273 and 1275 Sullivan were in the Historic Residential-1 (HR-1) Zoning District which had a maximum height of 27 feet from Existing Grade.

10. The Non-Complying Building Height will not be expanded and the proposed expansion of the Building Height above Unit 6 to extend the square footage of Unit 5 must comply with the 27-foot maximum from Existing Grade pursuant to LMC § 15-2.4-5. The proposed Plat Amendment increases the height of the portion of the Structure above existing Unit 6 from 18.6 feet to 26.5 feet above Existing Grade.

11. There are two potential parking calculations -- one through the Use of the Structure as a Duplex, and one through the Use of the Structure as a Condominium. Pursuant to LMC § 15-3-6 the Use requiring the higher number of parking spaces governs.

12. LMC § 15-3-6 requires two Parking Spaces for condominiums greater than 2,000 square feet, 1.5 Parking Spaces for condominiums greater than 1,000 square feet and less than 2,000 square feet, and one Parking Space for condominiums less than 1,000 square feet.

13. Unit 5 is 1,845 square feet, requiring 1.5 parking spaces. The Applicant proposes to add 441 square feet to Unit 5, bringing the total square footage to 2,286 square feet, triggering an increase of 0.5 Parking Spaces for two Parking Spaces. Unit 6 is proposed to remain 441 square feet and requires one Parking Space. In total, under the condominium requirements, Units 5 and 6 must satisfy three Parking Spaces.

14. LMC § 15-3-6 requires two Parking Spaces are required for each Dwelling Unit within a Duplex for a total of four Parking Spaces.

15. When the Alpine Retreat @ Park City Condominium Plat was approved by the City Council on April 26, 2001, the Structure at 1273 and 1275 Sullivan was referred to as a Duplex (Exhibit E). A Duplex at the time required four Parking Spaces – two Parking Spaces for each unit. The 2001 Condominium Plat was approved with two Parking Spaces in the attached garage and two tandem Parking Spaces in a driveway (pursuant to LMC §

15-2.4-11 Tandem Parking is allowed in the Historic District). However, the two tandem Parking Spaces were approved without meeting the required Parking Space dimensions.

16. The attached two-car garage for Units 5 and 6 satisfies two Parking Spaces. LMC § 15-3-3 requires two-car garage dimensions to be 20 feet wide by 20 feet deep. The garage is 24 feet by 21 feet and complies with the required dimensions.

17. Pursuant to LMC § 15-3-3(F)(1) Parking Spaces must be at least 9 feet wide by 18 feet long. The portion of the driveway that is within the Alpine Retreat @ Park City plat is 22 feet wide and 16 feet long. An additional 15 feet and 8 inches of driveway space encroaches onto City property. The area in front of the driveway on City property has been used as parking as approved for the Duplex since 2001. The Applicant filed an Encroachment Agreement with the Engineering Department to allow for the continued parking within City property, and Staff recommends the Plat Amendment be conditioned upon approval and recordation of the Encroachment Agreement.

18. The Applicant has filed an Encroachment Agreement with the Engineering Department The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.

19. Changes to platted elements including conversion of Common Area/Limited Common Area within a condominium requires a Plat Amendment.

20. Plat Amendments shall be reviewed according to the requirements of LMC § 15-7-1.6 and approval shall require a finding of Good Cause.

    a. 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.”
    b. Staff finds Good Cause for this Plat Amendment because this amendment does not create any non-conformities or change the Building Footprint of the existing Structure. The amendment will remain compliant with the parking requirements for the HRM Zoning

District and is consistent with original approvals. No Public Street, Right of Way, or easement has been vacated or amended.

Conclusions of Law

1. There is Good Cause for this plat amendment.

2. The Plat Amendment is consistent with Land Management Code § 15-7.1-3(B), § 15-7.1-6, and Chapter 15-2.4 Historic Residential Medium Density Zoning District.

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 below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The Applicant must record an Encroachment Agreement with the Engineering Department to satisfy the required parking requirements for the Structure.

2. 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.

3. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this 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 Planning Director.

The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

C. Mid-Mountain Trailhead Parking Lot – Modification to a Condition of Approval – The Applicant Requests an Extension of Sommet Blanc Condition of Approval 18, Requiring the Mid-Mountain Trailhead Parking to be Completed by October 15, 2024, to Accommodate UDOT and Rocky Mountain Power Requests.

Planner I, Virgil Lund, presented the Staff Report and explained that the application is a Modification to a Condition of Approval for the Mid-Mountain Trailhead Parking Lot. The existing Condition of Approval states: "The Mid-Mountain Trailhead Parking Lot shall be constructed by 10/15/24." Staff recommends a modification to Condition of Approval #18 to state: "The Mid-Mountain Trailhead Parking Lot shall be constructed by 10/15/25 and no Certificate of Occupancy shall be issued for a Sommet Blanc unit until the Mid-Mountain Trailhead Parking Lot improvements are completed, as approved by the Planning Commission on June 26, 2024." The applicant is requesting an extra year.

The applicant representative, Douglas Ogilvy, explained that the idea was to complete the work this summer, but it has taken longer than expected to receive the Utah Department of Transportation ("UDOT") Conditional Access Permit. Additionally, they were caught off guard when Rocky Mountain Power announced they were building a power line through the property. Work was done with them to reroute the power line.

Chair Hall hopes the parking lot will be completed before October 15, 2025, but has comfort knowing that there will not be a Certificate of Occupancy issued before the improvements are completed. Commissioners expressed support for the modified Condition of Approval, which will not allow the Certificate of Occupancy to be issued for Sommet Blanc until the Mid-Mountain Trailhead Parking Lot improvements are done.

MOTION: Commissioner Suesser moved to APPROVE the Modification to Condition of Approval #18 for the Mid-Mountain Trailhead Parking Lot, extending the date to 10/15/25. The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

D. 3267 Deer Hollow Road – Founders Place Phase III Condominium Plat – The Applicant Proposes Developing Phase III of the Founders Place Condominiums, which includes Construction of Building 4 with 24 Market Rate Residential Units Totaling 61,507 Square Feet of Net Floor Area, One 992-square-foot Employee Housing Unit, an Underground Parking Garage, and a Pedestrian Bridge Across Deer Hollow Road Connecting the Development with Phases I and II to the South in the Recreation Zoning District. PL-24-06237.

Senior Planner, Alec Barton, presented the Staff Report and explained that the application relates to the Founders Place Condominiums – Phase III Plat. The broader Founders Place project was approved by the Planning Commission in 2022 and the Condominium Plats for Phase I and Phase II have already been approved by the Planning Commission. What is now before the Commission is the third and final phase. The plat includes 24 market-rate residential units and a 992-square-foot affordable housing unit. There is an underground parking garage with 35 parking spaces and a pedestrian bridge across Deer Hollow Road, which connects Phase III with Phase I and Phase II to the south.

Although there have been some minor fluctuations in the unit counts and sizes across Phases I, II, and III, the overall project does not exceed the density requirements that were established in the original Settlement Agreement. The main structure in Phase III far exceeds the front, rear, and side setbacks. An original design for the pedestrian bridge support structure encroached within the front setback, but revised drawings have since been provided and the support structure was moved outside of the front setback. Planner Barton shared the drawings and noted that the areas highlighted in blue are the portions of the structure previously in the front setback. He reiterated that this has been revised.

The applicant is proposing a proportional reduction in parking. Since there have been some shifts in unit sizes and unit counts, the number of required parking spaces based on the LMC is slightly less than what was originally required in the approvals. When this was approved by the Planning Commission in 2022, the applicant requested and received a 20% parking reduction. Based on the reduction in units and unit sizes, the proposed number of parking spaces being requested now amounts to a 17% reduction.

There is one affordable housing unit. Planner Barton explained that the Restrictive Covenants for that unit and the other phases have already been recorded with Wasatch County. The applicant will be paying a Community Benefit Fee each time one of the units in Founders Place is sold. Some Conditions of Approval are recommended and apply to the broader Founders Place project. Those were included in the initial approvals. The applicant has provided documentation that progress is being made on those conditions.

Staff finds Good Cause for the Plat Amendment. As mentioned in the Staff Report, it improves on the 1995 Site Plan by reducing overall site disturbance, including the limits of disturbance and the building footprint. The applicant has provided documentation from the Deer Crest Master Association indicating that the Association reviewed and approved the project. Planner Barton reported that the applicant is available to answer questions.

Managing Partner, Bill Fiveash, and Project Manager, Carder Lamb, were present. Mr. Lamb explained that he is able to share information specific to Phase III or he can share an update about the other phases if there is interest from the Planning Commission. Commissioners expressed a desire to hear about the other phases as well. Mr. Lamb reviewed the team associated with the work and noted that eight of the colleagues live locally. The intention was to bring in as many people as possible who understand the community. He shared a rendering of the Phase III building for context. He reviewed the Deed Restricted Residences and explained that four of the six Deed Restricted Residences will be delivered at the end of this year as part of Phase I. Those are all one-bedroom residences, as seen in the floor plan shown. Phase II will have a two-bedroom unit and Phase III will have a slightly larger one-bedroom with 992 square feet.

Information about the Community Benefit Fee was shared. Mr. Lamb explained that in December, the Phase I contributions will start to come through to the Park City Affordable Housing Fund. Phase I is estimated to add $835,000 to the fund. Phase II will come in August 2025 and will add another $535,000 to the fund. In total, once Phase III is

completed, it will be $2.21 million of initial revenue with an additional $1.6 million from resale transactions. Part of the agreement with the City stated that half of the revenue through the end of 2040 would go toward the fund and the remaining half would stay at the foundation, which has a directive to benefit the Park City community in some manner.

Construction update photos were shared with the Commission. Mr. Lamb noted that the first two buildings are nearing completion and the second phase is continuing nicely. Everything should be complete by 2027. He informed the Planning Commission that Phase I should be done at the end of this year, Phase II should be done by the summer of 2025, and Phase III should be completed after the end of the 2026/2027 ski season.

Chair Hall opened the public hearing. There were no comments. The hearing was closed.

Chair Hall applauded the ongoing commitment to the Park City Affordable Housing Fund. A lot of applications are processed and it is rare to see that level of commitment. Mr. Lamb appreciated that and believes it is something they will continue to focus on. Chair Hall asked whether there is a desire to reduce the parking by 20%. Mr. Lamb stated that there is a preference to stay at the current proposal. Chair Hall explained that the reason she was supportive of the 20% reduction was because the plan warrants the reduction.

MOTION: Commissioner Van Dine moved to APPROVE the Condominium Plat for 3267 Deer Hollow Road – Founders Place Phase III, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter:

Findings of Fact

1. On January 12, 2022, the Planning Commission approved a Conditional Use Permit (CUP) and modifications to a Master Planned Development (MPD) to allow the development of Multi-Unit Dwellings at the Founders Place Subdivision.

2. The City Council later adopted Ordinance 2022-03 approving the Subdivision and Ordinances 2022-04 and 2023-34 approving Condominium Plats for Phases I and II of the Development, respectively.

3. PL-24-06237 is a Condominium Plat for the third and final phase of Founders Place. Phase III includes a 107,420-square-foot building (Building 4) composed of 24 market-rate residential units, one employee housing unit, and an underground parking garage.

4. Founders Place is also subject to the 1995 Telemark Settlement Agreement between Park City Consolidated Mines Company, Trans-Wasatch Company, and Park City Municipal Corporation (PCMC), as amended, and the Wasatch County Density Determinations, as amended.

5. The City Council adopted Ordinance 2023-49 amending the Land Management Code to shift Final Action for Plats from the City Council to the Planning Commission.

6. On July 26, 2024, the Applicant entered into a Bridge Easement Agreement with Deer Hollow Development 2, LLC, and Founders Place Condominiums Owners Association, Inc. The agreement establishes a bridge easement area, construction staging area, and maintenance access area associated with the construction of a pedestrian bridge across Deer Hollow Road.

7. The Founders Place Condominiums Phase III Plat complies with the Recreation Commercial Zoning District requirements.

8. The project does not exceed density requirements established in the 1995 Settlement Agreement and First Amended Density Determination.

9. Section VI, ¶ 4 of the First Amended Density Determination requires a 40-foot Front Setback from the Deer Hollow Road centerline, 25-foot Rear Setback, and 10-foot Side Setbacks. The primary structure includes minimum Setbacks of nearly 50 feet in the Front, more than 90 feet in the Rear, and more than 55 feet in the Side Yards.

10. The Applicant submitted a modified bridge footprint exhibit showing the support structure entirely outside of the Front Setback. Planning staff will work with the Applicant to update the final form and content of the Plat to include this detail.

11. The Applicant must resolve snow release issues to the satisfaction of the Chief Building Official prior to issuance of a Building Permit.

12. The 30.7-acre Parcel for the Founders Place project is 1,337,292 square feet. The combined square footage of building footprints and driveways is 367,714 square feet. More than 72% of the Parcel is Open Space.

13. In proposing 127 Parking Spaces across three phases of Development, the Applicant's requested parking reduction is 17%, somewhat lower than the 20% parking reduction requested and approved under the modified MPD and CUP. In the context of the overall Development, the parking proposed for the Phase III Condominium Plat is consistent with the modified MPD and CUP approvals.

14. The project includes conditions of approval requiring the Applicant to demonstrate compliance with standards for Electric Vehicle Charging Stations and Infrastructure, outdoor bicycle parking, and ongoing ride-share service.

15. The Founders Place Condominium Phase III Plat complies with the requirements of the approved Housing Mitigation Plan, modifications to the Master Planned Development, and the Multi-Unit Dwelling Conditional Use Permit. The Housing Mitigation Plan exceeds the requirements of the 1995 Settlement Agreement by providing six on-site units and a community benefit fee.

16. Staff finds Good Cause for this Plat Amendment because the Founders Place proposal improves the development of the site compared to the 1995 Site Plan and reduces the overall Site disturbance by decreasing the Limit of Disturbance, driveway square footage, gross building footprint, linear retaining wall square footage, and exposed retaining wall face.

17. The Park City Development Review Committee reviewed the Founders Place Condominiums Phase III Plat on September 3, 2024, and did not require Conditions of Approval.

18. The Wasatch County Development Review Committee reviewed the Founders Place Condominiums Phase III Plat on September 5, 2024, and requires landscape irrigation plans and sewer and water construction drawings to be coordinated with Jordanelle Special Service District.

19. The Founders Place Condominiums Phase III Plat includes additional recommended Conditions of Approval to ensure compliance with the Land Management Code, the modified Master Planned Development, and the Multi-Unit Dwelling Conditional Use Permit.

20. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on September 25, 2024.

21. Staff mailed courtesy notice to property owners within 300 feet on September 25, 2024. The Park Record published courtesy notice on September 25, 2024.

Conclusions of Law

1. There is Good Cause for this Condominium Plat because the approved Founders Place project improves the development of the site compared to the 1995 Site Plan and reduces the overall Site disturbance by decreasing the Limit of Disturbance, driveway square footage, gross building footprint, linear retaining wall square footage, and exposed retaining wall face.

2. The Plat is consistent with the Plat requirements outlined in LMC Chapter 15-7.1.

3. Neither the public nor any person will be materially injured by the Plat.

4. Approval of the Plat, subject to the conditions 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 Conditions of Approval, prior to recordation of the plat. The final form and content of the plat shall be updated to show the pedestrian bridge support structure is outside of the Front Setback, as documented in the Applicant's Bridge Footprint Exhibit attached to the Staff Report.

2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this 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 Planning Director.

3. Prior to issuance of a Building Permit, the Bridge Easement Agreement recorded with Wasatch County (Entry No. 548054) shall be updated to reflect necessary modifications to accommodate the bridge support structure.

4. Founders Place Phase III is subject to all Conditions of Approval included in the Final Action Letter dated January 12, 2022, for Modification to a Master Planned Development and Conditional Use Permit (PL-21-05056 and PL-21-04917).

5. No Certificate of Occupancy for any market-rate unit for Founders Place Condominiums Phase III shall be issued by the City until the employee housing unit required for Phase III is complete and deed restrictions, in a form approved by the City Attorney's Office, are recorded.

6. The Applicant shall resolve snow release issues to the satisfaction of the Chief Building Official prior to issuance of a Building Permit.

7. Prior to issuance of a Building Permit, the Applicant shall demonstrate the overall Founders Place project complies with Condition of Approval 13 from

the modified MPD/CUP approval: *The Applicant shall include Electric Vehicle Charging Station Infrastructure for 22 Parking Spaces in the plans submitted for Building Permit review. The Founders Place Covenants, Conditions, and Restrictions shall put future property owners on notice of the Electric Vehicle Charging Stations Infrastructure. The breaker panel containing the Electric Vehicle Charging Station Infrastructure shall also identify the conduit for future Electric Vehicle Charging Station Infrastructure.*

8. Prior to issuance of a Building Permit, the Applicant shall demonstrate the overall Founders Place project complies with Condition of Approval 14 from the modified MPD/CUP approval: *The Applicant shall include six Electric Vehicle Charging Stations in the plans submitted for Building Permit review and shall install six Electric Vehicle Charging Stations ready for use at the time the City issues a Certificate of Occupancy. The first Electric Vehicle Charging Station installed shall be a dual port with one Charging Station that is ADA accessible. This dual port shall count as one Charging Station. Dual-port Charging Stations installed thereafter shall count as two Charging Stations. The Electric Vehicle Charging Stations shall comply with location, signage, use information, cord management, protection, snow removal, and maintenance requirements outlined in LMC § 15-3-11(E). Electric Vehicle Charging Stations shall be open and available to all employees, residents, and guests.*

9. Prior to issuance of a Building Permit, the Applicant shall demonstrate the overall Founders Place project complies with Condition of Approval 10 from the modified MPD/CUP approval: *The Applicant shall include bike racks for securing at least 13 bicycles on the Site Plan submitted for Building Permit review. Bike racks must provide for both the bike frame and wheels to be locked by the user and must be designed to prevent damage to the bike and to facilitate easy and secure storage without interference from or to adjacent bikes. Bike rack must be anchored and be of solid construction, resistant to rust, corrosion, hammers, and saws. Bike racks shall be in convenient, highly visible, active, well-lit areas, and shall not interfere with pedestrian movements or snow storage. Bike racks shall be installed prior to City issuance of a Certificate of Occupancy.*

10. Prior to issuance of a Building Permit, the Applicant shall demonstrate the overall Founders Place project complies with Conditions of Approval 9 from the modified MPD/CUP approval: *The Development Agreement shall require the Founders Place Homeowner Association to finance and operate an ongoing ride-share service that (1) provides pick-up within 15 minutes of request for owners, employees, and guests; (2) provides service anywhere within the Park City area; and (3) encourages the use of shared ride services from the SLC airport through pre-arrival assistance in booking such*

services and by notifying owners and guests of the availability of onsite alternatives.

11. The Applicant shall provide landscape irrigation plans for review of water dedication to Jordanelle Special Service District prior to issuance of a Building Permit.

12. The Applicant shall coordinate plan review and receive approval for sewer and water construction drawings with Jordanelle Special Service District and the District Engineer prior to issuance of a Building Permit.

13. The Applicant shall submit an arborist report to the Planning Director prior to submitting a Building Permit application that identifies Significant Vegetation impacted by Development and plans to replace Significant Vegetation with like vegetation, as approved by the Planning Director.

14. The Applicant shall submit to the Planning Director written approval of the project's emergency vehicle access from the Wasatch County Fire District within thirty (30) days of approval of the Phase III Condominium Plat.

15. The Plat shall include a note stipulating that no gas utility connections are permitted in the residential units.

16. There is no residual density or units resulting from this approval. The difference in density and units between this approval and prior maximum density and unit ranges may not be used in future phases/amendments nor transferred.

The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

E. Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit and Phase I Conditional Use Permit – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, an Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and Road and Utility Improvements. PL-21-04767 MPD, PL-21-04811 CUP.

Director Ward presented the Staff Report and explained that the item relates to Snow Park Village. The Planning Commission received an overview of the revisions that the applicant made to the Snow Park Village on September 11, 2024. There is a special meeting scheduled for October 30, 2024. The only agenda item for that meeting will be Snow Park Village. There will be a deep dive into the Transportation Demand Management components of the project. There will be further Commission review on

November 13, 2024, with an in-depth review of Phase I, Construction Mitigation Plan, and Sustainability. On December 11, 2024, there will be continued review of the proposal.

Director Ward reported that there is a public hearing scheduled for the current Planning Commission Meeting. All of the following meetings on this item are also scheduled to have public hearings. There will be many opportunities for public input. She explained that public input can be emailed to alexander.barton@parkcity.org or to the Planning Team. There are a number of remote participants at the current meeting. She asked that those wishing to participate in the public hearing later on sign in with their full name.

The purpose of the current meeting is to provide the LMC overview of the circulation elements of Snow Park Village. To do that, it requires the lens of the General Plan, the Conditional Use Permit criteria, and the Master Plan Development criteria. There is also a desire to walk through some new elements that are Conditions of Approval through the ordinance from the City Council that approved the vacation of the right-of-way. The current Planning Commission meeting will also provide an opportunity for Commissioners to identify and request information ahead of the special meeting on October 30, 2024. Director Ward reported that the City Engineer, the consultant, WCG, the Transportation Planning Director, and the consultant, WSP, will be present at the special meeting.

Director Ward reported that the General Plan contemplates this project, the 210 residential unit equivalents, and 21,890 square feet of commercial development. This dates back to 1977. The General Plan identifies the opportunity for a true village base area that is complementary to the surrounding condominiums set around the periphery of the parking lots. The applicant is bringing this project forward in two phases:

- Phase I:
  - 1,971 parking spaces in a three-level partially underground parking structure, an underground transit hub, and road, utility, and pedestrian infrastructure improvements.
- Phase II:
  - 209.75 Residential Unit Equivalents, 21,890 square feet of commercial and support space, and resort accessory, residential accessory, support commercial, and meeting space uses.

The last amendment to the Deer Valley Master Planned Development (“MPD”) took place in 2016. That MPD requires a site-specific plan for Snow Park Village as well as Conditional Use and Subdivision approval. The review that will be before the Planning Commission is for a subdivision that includes the parking area and encompasses the existing Snow Park Lodge. As far as the Conditional Use Permit review for this, the General Plan calls out that this is the last large development in this neighborhood and that compatibility, view corridors, circulation, and connectivity are a priority for the design.

Director Ward reviewed some of the new elements since this was last before the Planning Commission, including Ordinance 2023-56 – Vacating 2.62 acres of Deer Valley Drive.

This ordinance reduces allowed day skier parking to no more than 1,360. It requires separation of the parking for hotel, residential, dining, retail, entertainment, and commercial uses. Additionally, it requires the applicant to implement paid parking, requires improvements to the transit facilities for the site, and requires accommodations for buses and resort lodging vehicles as well as day skier drop-off lanes. The City Council acknowledged that this creates a vibrant master-planned Snow Park base resort area in advance of the 2034 Winter Olympics. The Council also required Conditions of Approval.

The project must maintain the public pedestrian and bicycle access through the plaza area to maintain the active transportation loop. There is a public-private partnership proposed for a $15 million payment for a regional off-site parking and transportation facility. Director Ward noted that there is a requirement for the installation of a gondola between Snow Park and Silver Lake to service or connect to another gondola servicing Deer Valley East Village. There is also a requirement for the applicant to request 15,000 square feet for maintenance facilities and 15,000 square feet of commercial and restaurant facilities for the Silver Lake Lodge area to provide accessory uses there.

The Conditions of Approval were further reviewed. Director Ward reported that there is a requirement to realign the Carpenter Lift to extend into the Snow Park Village and to allow for the gondola installation. There is also a requirement to submit skier, day use, and employee parking plans, as well as the plan for the full connection of the gondola alignment. She explained that these items must be completed by December 14, 2025.

The City Council also passed Resolution No. 24-2023. It reiterated a lot of what is in the Vacation Ordinance. It calls out a requirement for Lift 7, a beginner ski pod circulator lift, which the Planning Commission reviewed and approved earlier this year. There is also a requirement for the applicant to construct new affordable housing within City limits near public transit. As far as the requirements for movement around the site, the applicant must mitigate traffic and implement a Parking Management Plan. Approximately 60% of vehicle trips to this neighborhood are made by single-occupancy vehicles. The General Plan calls for comprehensive strategies because of the limited street network in the area.

Director Ward discussed the Conditional Use Permit criteria. Four of the relevant criteria the Commission will consider include: traffic considerations and capacity of the existing streets in the area, internal vehicular circulation, emergency vehicle access, and location and the amount of parking. She reminded Commissioners that there will be more detailed information shared about the criteria during the special meeting on October 30, 2024.

The application was first submitted at the end of 2020 and came before the Planning Commission in 2021. At that time, there was not an adopted standard for a Traffic Impact Study. In June 2023, the Commission reviewed standards for Traffic Impact Studies. The applicant has been meeting with the Engineering Team and the City Consultant, WCG, to ensure that the updated Traffic Impact Study meets the 2023 requirements.

As part of the modified plans for the traffic mitigation strategies, the applicant is proposing to install a traffic signal at Deer Valley Drive West and Deer Valley Drive East at the intersection. The intention is to mitigate delays in that area. The previous plan had some challenges with the transit hub on Doe Pass Road, so the applicant has worked to revise and prioritize arriving at the site on transit by shifting that to the base of the Snow Park Lodge. That transit hub also accommodates passenger vehicle pick-up and drop-off in a one-way loop from Deer Valley Drive West but then exits onto Deer Valley Drive East.

The applicant is proposing a roundabout at the Deer Valley Drive West and Doe Pass Road intersection, a three-way stop sign at Deer Valley East Drive and Doe Pass Road, and left-turn pockets at the Queen Esther Drive intersection and the Solamere Drive intersection. Director Ward pointed out the areas where transit will be prioritized.

The applicant is working on the Transportation Demand Management strategies. There are a number of existing programs in place to bring people to the site outside of single-occupancy vehicles. Additional programs are proposed to help with parking management and communicating the parking that is available within the site. Some of the recommendations for discussion on October 30, 2024, were outlined and are as follows:

- Paid parking system details that incorporate impacts at other resorts and locations using similar systems;
- Potential to implement a parking reservation system;
- Potential hotel shuttles and drop-off locations for guests and how that interacts positively with the transit hub and day skier drop-off areas;
- Detailed plans regarding adjusting employee parking behaviors, especially during peak periods, and how to further incentivize day skiers, season pass holders, and locals to use transit to access the base area.

Another component of the traffic considerations that the General Plan addresses is emergency vehicle access. The language states: “Emergency management concerns for the Deer Valley area must be resolved to create alternate routes for evaluation if Guardsman Pass and/or Deer Valley Drive become impassible...Safe egress connections between Lower Deer Valley Drive, SR-248, and US-40 must be maintained.”

As part of the traffic evaluation, the location and amount of parking must be considered by the Commission. Currently, there are 1,340 parking spaces in five lots. There is a provision in the existing Deer Valley MPD that requires Planning Commission review if the surface lots are exceeded on 10% or more of the days during the ski season. Based on Commission discussions from 2019 and City Council review, there are 142 parking spaces that are allowed on Deer Valley Drive, not to exceed 10% of the operating days. One of the components of the updated plan is that the applicant has removed all parking from Deer Valley Drive. It is proposed to be satisfied within the parking structures instead.

When this first came before the Commission, the applicant was requesting a 20% parking reduction. The applicant then withdrew the request for a reduction and proposed 2,262

parking spaces. The applicant now requests 1,971 parking spaces: 1,360 for day skiers and 611 for other uses. To qualify for this reduction, the applicant must show:

- Proposed number of vehicles required by occupants and uses;
- Parking comparisons with similar projects;
- Parking evaluation for uses of those on-site and those coming from off-site;
- Analysis of time periods for each use - shared parking;
- Plan to discourage the use of cars and encourage other forms of transportation;
- Provisions for overflow parking during peak periods;
- Potential adverse impacts of the parking reduction upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

As part of the MPD process and the vacation of the right-of-way, the applicant is required to facilitate transit improvements. Director Ward shared an image of the plan that the Commission reviewed previously, which located the transit hub along Doe Pass Road. In the updated plan, the applicant has shifted the transit hub directly adjacent to the Snow Park Lodge so the transit drop-off area is prioritized. In the underground transit hub, the applicant has provided options for buses as well as shuttles, rideshare, and passenger cars. It is recommended that 20% of visitors arrive at the site through transit. During the next Planning Commission discussion, it will be possible to discuss incentivizing that.

The applicant has been working with the Transportation Planning team to provide room for a four-bay bus pullout along Doe Pass Road that would have accommodations for electric bus chargers. In addition, there is a proposal for transit end-of-line lounge facilities for drivers adjacent to public restrooms. As far as pedestrian and bicycle connectivity, the MPD requires adequate internal circulation as well as pedestrian and bicycle pathways that are separated from vehicles. The ordinance vacating the right-of-way requires the applicant to maintain public pedestrian and bicycle access through the plaza area to maintain the active transportation loop.

The August 8, 2024, submittal from the applicant was shared. Director Ward noted that it shows a number of pedestrian paths that range from 10-feet to 12-feet in width, 5-foot sidewalks, and multi-use paths connecting to the Village Plaza. She reported that the applicant must realign ski lifts and build a gondola. That includes realigning the Carpenter Lift to allow for the gondola, installing the new beginner ski pod adjacent to the new gondola, and amending the Mitigation Plan to include the full connection of the proposed gondola alignment. To prepare for the special meeting on October 30, 2024, she asked if there was any additional information or clarity needed by the Planning Commission.

The applicant representative stated that there will be a transportation circulation presentation at the special meeting. The consulting teams will attend that meeting to share information about traffic studies, parking details, and guest circulation. They are currently available to answer high-level questions and receive the first round of comments on the evolved plan. Detailed comments will be addressed at the next meeting. It was reported that Jon Nepstad from Fehr & Peers, Jason Boal from Snell & Wilmer, and Jen

Pasquier, the Project Director, are all present at the current Planning Commission Meeting. Information about the LMC criteria for a parking reduction has been gathered and that criteria will be included in the future meeting presentation. The criterion has guiding framework for the design of this project and they are open to hearing feedback.

Chair Hall opened the public hearing.

Allison Keenan gave her zip code as 84060. There have been positive changes to the Deer Valley proposed site and circulation plan over the past 10 months. As the Planning Commission reviews the MPD and Conditional Use Permit applications, the Commission must ensure the project is in compliance with the Conditions of Approval provided by the City Council. One of the Conditions of Approval outlined in Ordinance 2023-56 is a 20% reduction in day skier parking to 1,360 parking spaces. However, she stated that the parking reduction referenced by the City Council and City Manager is a false metric. The current plans have 1,361-day skier parking spaces on P2 and P3, plus 250 ski club parking spaces on P1. That is 1,611 day skier parking spaces. Parking that was reduced has been added back. No employee or overflow parking plans have been provided.

The Planning Commission must find the project addresses and mitigates traffic. In the past, Park City had an acceptable level of service ("LOS") of C at intersections. As of 2023, the City downgraded the acceptable LOS to D. After the development, three intersections will function at an LOS D in the PM peak hours. Two intersections are already compromised and have a LOS E currently in PM peak hours and will have an LOS F. There are 66 peak traffic days currently. Ms. Keenan stated that Protect The Loop was pleased to see mode splitting in the revised plan, but the internal circulation is not functional.

When entering the tunnel, traffic is split into three lanes before entering the drop-off areas. Buses are separated from cars and shuttles. All three drop-off areas funnel into one lane before leaving the garage. Vehicles, buses, and shuttles must merge underground and then make a left turn onto Deer Valley Drive East. The 2024 Fehr & Peers report shows queuing in this area in both the AM and PM peak hours. The middle driveway exit from P3 onto Doe Pass Road receives an LOS F and the majority of day skier parking is located in P3. Ms. Keenan does not believe there is anything to justify a 75% reduction in Snow Park Village's daily trip generation between the 2023 and 2024 Fehr & Peers report.

In the 2023 report, the development generated 3,616 new trips per day. In the 2024 Fehr & Peers report, the development generates only 834 new trips per day. Between the two reports, day skier and employee parking was only reduced by 140 spaces. 250 club skier parking spaces have been added, land use has changed slightly, and total parking was reduced by 13%. The 75% reduction in trip generation does not add up. Finally, gondola access from Snow Park to Silver Lake to the East Village was a Condition of Approval. There will not be a functional gondola connection for years and Deer Valley will determine the hours of service. Ms. Keenan felt there must be a regular transit service available.

Allison Kitching gave her zip code as 84060. She expressed her support for the comments made by Ms. Keenan, as those comments represent her feelings well.

There were no further comments. The public hearing remained open. Chair Hall informed those present that there will be a public hearing at the October 30, 2024, meeting as well.

Commissioner Suesser believed that reaching an approval point for the parking garage without knowing what the uses are would be difficult. If traffic studies are being done, then there must be some information about what the eventual uses are going to be and the number of employees those uses will generate. To the extent possible, she asked that there be an explanation about the data that the studies are based on. Commissioner Suesser noted that at a prior meeting, the Commission heard about the popularity of the shuttle service that is provided to residents in the Lower Deer Valley area. In terms of mitigation, she believed Deer Valley should consider an expansion of that service in town.

Commissioner Frontero stated that the new location of the transit hub is an improvement. He pointed out that 60% of all Deer Valley trips are made with single-occupancy vehicles. That is troubling and the number needs to be brought down significantly. Commissioner Frontero believed the goal should be 20% to 25% over time. He strongly suggested that the applicant focus on an ultimate goal of 20% with some incremental plans to reach that long-term goal. There could be hard goals set for year one, year two, and so on. He would like to see some hard goals set and for there to be an annual review. Commissioner Frontero assumed that more information about paid parking would be presented at the next meeting. He is interested to hear more about how that will work.

Commissioner Frontero anticipates that there will be questions about the reason for a light rather than a roundabout at Deer Valley Drive. He suggested that the applicant have an explanation for that choice prepared ahead of the next Planning Commission Meeting.

Commissioner Shand referenced Figure 5, which looks at the entire loop. He was interested to hear insight about why the three different types of intersection controls were selected. As for single-occupancy vehicles, there are many ways to reward carpooling. For example, preferred parking, paid parking, and so on. It is possible to reward those who carpool and incentivize that habit. That might act as a deterrent to single-occupancy.

Commissioner Van Dine noted that it will be important to clearly outline employee parking as it is currently and how it is envisioned in the future. She agrees with the statement made by Commissioner Suesser. While she understands there are two separate applications, the applications are connected. Having no idea what is leading to the parking numbers is difficult. In general, she agrees with most of the points mentioned in the Staff Report. Reviewing success at other locations as far as parking reservations and paid parking will be useful to consider at the next meeting. Commissioner Van Dine wanted to understand how the failing intersections would function. It is unacceptable to go into this knowing that there will be LOS F. There needs to be a solid plan to address this.

Commissioner Sigg would like more data on the traffic light proposal. For example, some of the signaling sequencing and how the traffic will flow, because if it is not sequenced correctly, there will likely be backups. He encouraged more vehicle drop-off space in the underground section. Commissioner Sigg agrees with the suggestion made to expand the shuttle services. As for the gondola, he believes that is a tremendous opportunity as far as a transportation strategy and would like to see a more specific timeline shared.

Chair Hall asked for more information about Figure 14, which shows the pedestrian pathways. She also wanted additional information about the ski school drop-off and the shared mobility lane. For the latter, she wants to understand how that will function to ensure that everyone is safely circulating the loop. She echoed what many of the Commissioners have said about explaining the rationale for choosing the different mechanisms, such as the light or the stop signs. The failing intersections and LOS need to be further discussed as well. Commissioner Suesser learned last winter that some employees working at Deer Valley are able to use Deer Hollow Road. She wanted to understand which employees are allowed to use that road to arrive at work and whether that could potentially be expanded in light of the development. Commissioner Frontero shared comments about shuttles in the area and other transit alternatives.

MOTION: Commissioner Suesser moved to CONTINUE the Snow Park Village Base Area discussion and the public hearing to the October 30, 2024, Special Meeting. The motion was seconded by Commissioner Van Dine. The motion passed with the unanimous consent of the Commission.

6. ADJOURNMENT

MOTION: Commissioner Frontero moved to ADJOURN.

The meeting adjourned at approximately 7:23 p.m.

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
OCTOBER 23, 2024

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall, Laura Suesser, John Frontero, Henry Sigg, Rick Shand, Christin Van Dine, Bill Johnson

EX OFFICIO: Rebecca Ward, Planning Director; Alec Barton, Senior Planner; Mark Harrington, City Attorney; Elissa Martin, Assistant Planning Director; John Robertson, City Engineer

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CLOSED SESSION – 4:00 PM
The Planning Commission May Consider a Motion to Enter into a Closed Session for the Specific Purposes Allowed Under the Open and Public Meetings Act (Utah Code Section 52-4-205).

MOTION: Commissioner Johnson moved to go into a Closed Session for the specific purpose allowed under the Open and Public Meetings Act. Commissioner VanDine seconded the motion. The motion passed with the unanimous consent of the Commission.

The Planning Commission was in Closed Session from 4:00 p.m. to 5:30 p.m.

1. ROLL CALL

Chair Sarah Hall called the meeting to order at 5:31 p.m.

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reminded the Commission that Neighborhood Advisory Committee Applications are open through the following Friday for the General Plan. Community members interested in serving were invited to apply. Additional information was available on engageparkcity.org/generalplan. Those participating in the public hearing were reminded to state their full name, sign in, and limit comments to three minutes or less. Comments should be directed to the Commission and not to the applicant or audience. Those present should act civilly and address the pending application or ordinance.

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A Commissioner disclosed that he has been attending the leadership seminars and two members of the group are affiliated with the consultant to the applicant at 1800 Park Avenue who is a family member and coworker. There had been no discussions about the matter.

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. WORK SESSION

A. Bonanza Park – Land Management Code Amendments – Consultants Will Discuss Recommended Land Management Code Amendments to Incorporate the Bonanza Park Small Area Plan through a New Mixed-Use Zoning District. PL-24-06302.

The City's consultants from Design Workshop were present consisting of Jessica Garrow, Emily Burrowes, and Reilly Thimons. Daniel Wang, Community Planning Director for the Mountainland Association of Governments ("MAG") was also part of the project team since the project is funded through a MAG grant. The work session was intended to begin the process of codifying the Bonanza Park Small Area Plan ("BPSAP") to further shape development applications that come forward in the neighborhood. Two components were to be discussed in detail at a future meeting. When the Planning Commission forwarded a recommendation to the City Council on the BPSAP there was a recommendation for a joint meeting to discuss the community benefit element of the Code and what would be required to reach that criteria to allow for a potential fourth story out of the Frontage Protection Zone ("FPZ"). The City Council recommended that rather than a joint meeting, the Council Members be surveyed and provide input for Planning Commission review. The Commission then makes a recommendation that is forwarded to the City Council for review. Staff continued to work with the City Council on that component of the project as well as the details of the conventional chain business regulations. The City's consultants would be presenting remotely.

Ms. Garrow presented the Bonanza Park implementation through the Land Use Code. Information was provided on the overall project process and timeline. They then reviewed the Code update recommendations that were included in the packet as well as a summary of the recommendations memorandum. Ms. Garrow provided an overview of the project and stated that the project is divided into four phases. They are currently at the end of Phase 3. Phase 4 is the proposed Code language in a red-line format. It was expected to be brought forward by the end of this year.

Ms. Thimons identified the priority topic areas which will include updates to Density and Building Height, Housing, the FPZ, Parking, Alternative Transportation, Alternative Transportation Infrastructure and Standards, Sustainability, and Definitions. The details

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on community benefits were still being determined and were ongoing. Updates to Density and Building Height were expected to require revisions to language. They also anticipate updates to housing types that encourage multi-family units, missing middle housing opportunities, and those that will help enhance livability through design standards that promote a human scale and walkability within the community.

For the FPZ they anticipate updating the Code to help maintain roadway integrity, ensure safe access, and scenic views without raising height allowances along with incorporating arts and cultural elements. For parking regulations, they will focus on shifting from parking minimums to maximums, encouraging transit use, reducing surface parking, and focusing on integrating alternative transportation standards, and bolstering multi-modal options through infrastructure improvements. Building on that for Alternative Transportation Infrastructure, they highlighted the need to add language to the Code that delves into the various levels of transit or bus stops, and design standards with a focus on how to connect public sidewalks within amenity zones and Bonanza Park.

For sustainability, through conversations with City staff, the summary of the PBSAP, their review of existing policy documents, and conversations with stakeholders, they understand that there is an opportunity to incorporate sustainability best practices in Bonanza Park and provide opportunities to reduce emissions and energy usage. That could potentially include landscape requirements, updates to stormwater detention and retention, focusing on ensuring that trash and recycling areas are appropriately sized and determining incentives to move the neighborhood toward a more efficient Building Code.

Ms. Garrow reported that as they move into red lines, they are anticipating updates to seven specific sections. The memo provided to the Commission outlines some of the key recommendations. They are anticipating edits to general provisions and a potential new zone district, looking at supplemental parking regulations, architectural pieces, master-planned developments, and defined terms. One of the key recommendations from the BPSAP is establishing a new zoning overlay for Bonanza Park to be called the Bonanza Park Mixed-Use Zone District. Within that new zone would be specific definitions related to types of open space. There would also be information pertaining to the different residential uses. They would also look at vertical zoning standards and specific commercial requirements and limitations. The intent is to ensure that the zoning district is implementing the plan and preventing unintended consequences in other areas of the community. Additional research and work are taking place relative to chain businesses. The BPSAP suggests that it is important to limit the number of chains allowed in the Bonanza Park area.

There are specific recommendations related to the square footage of up to 5,000 square feet including a maximum percentage of the number of chains and the square footage that can be located within a single building. Thought should be given to ensuring that there are space allowances for the grocery store. She explained that there are existing limitations in the Commercial Historic District through a cap that might be challenging. The Commission was asked to give feedback on whether to consider incorporating a

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chain business regulation in this area as well as what is and is not working well with the existing regulations in the Historic District.

Commissioner Suesser commented that there is a Starbucks in the Fresh Market and asked if that counts in terms of a chain business in the district because it is not a standalone. Ms. Garrow stated that it would be considered. The definition will need to be added regarding what it means to be a chain and how to account for a business within a business. She explained that typically that would be considered a chain business. Where it exists in other communities, there is a larger size allowance for grocery stores that tends to accommodate a business such as Starbucks. Commissioner Suesser also commented was also made that there is a Burger King on Park Avenue but it may be outside the BPSAP but should be considered when talking about chains within the zone. Ms. Garrow agreed that it is important to consider the existing chains and suggested that in determining percentages they should compile a list. It was suggested that drive-thru be prohibited. The way to limit and control chains was discussed.

Ms. Garrow commented that the BPSAP includes a recommendation on how much space the chain business can occupy in a single building. That could be broadened to include sub-areas within the district. They could also look at a more nuanced cap system. She explained that typically, in codes that have chain business regulations, it is first come, first serve. They can also look at a more nuanced system if desired by the Commission. In terms of regulating any type of use, it creates pre-existing non-conformities. If the decision was made to not allow any chains in an area, all of the existing chains would be non-conforming. If a cap was set and the existing number of chain businesses exceeds that, they would be considered new pre-existing non-conforming. She suggested those issues be addressed going forward.

Commissioner Shand asked about the current rule for chains on Main Street. His understanding was that it is a fixed number and not necessarily a percentage of retail or commercial space. Director Ward stated that it is a little different from this neighborhood because the intention on Main Street is to tie the regulations to storefront property. Those properties with a presence on Main Street so within the Bonanza Park neighborhood, they may need to take a different approach. She explained that the rule is that within Main Street there is a fixed number of chains that are based on the two zones. Commissioner Shand was in favor of limiting the number of chains but wanted to consider the fact that chains bring financial stability.

Commissioner Van Dine suggested that rather than looking at individual buildings to look at parcels or zones that there be a stricter regulation for chains so that the FPZ is more vibrant. It was noted that there are no fitness centers on Main Street and questioned how to accommodate fitness chains. It was felt that this is a good zone to add athletic facilities.

Commissioner Frontero's understanding was that the public wants this to be an area for locals, which is somewhat in conflict with chains. Because they are financially stable, he suggested that a space be created to allow for some chain businesses. He liked the idea

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of a 5,000-square-foot maximum. It was noted that chains come in all sizes and may not comply with the 5,000 limitation. Procedural issues were discussed.

A question was raised about the specific types of chains that might be attracted to Park City. Ms. Garrow stated that in some mountain towns in Colorado, individual breweries have been combined into a chain brewery. Einstein Bagels was also a potential chain as well as Starbucks. Grocery and drug stores are key and important to consider and continue to allow in the Code. Light industrial types of uses such as tire repair might also come up.

Commissioner Suesser was not as interested in limiting chains in this area. She felt that the limitation on Main Street was to retain the historic feel and unique storefront. She also thought it would be very challenging to come up with a cap.

Ms. Garrow reported that the second item pertains to view sheds in and existing vantage points. The BPSAP identifies potentially having updates to clarify regulations related to view corridors and vantage points. There are 14 existing vantage points within the Code as well as a 15th bullet point that allows the city, through the review process to establish vantage points on a case-by-case basis. Moving forward in the Code update process, part of what they are linking is the FPZ and the vantage points and view regulations. The key question pertains to views in the area. She asked the Commission for their recommendations with regard to view sheds in the Bonanza Park Area that should be protected through the New Code. It was suggested that two be added at the direction of staff.

It was reported that one of the questions that came up as part of the BPSAP is what view is being protected. The current Code includes vantage points that show what development looks like against ridge lines behind and vantage points to show what development looks like for steep slopes. There was discussion through the BPSAP process as to whether we are preserving the view shed along the entry corridor and if so, what considerations need to be evaluated and what information the applicant needs to provide. It was suggested that they define the location of the protected entry corridors that they are reviewing the proposed development against. Commissioner Shand looked at it from the context of the FPZ since the closest one is the high school.

Chair Hall stressed the importance of continuing to protect ridgelines.

Ms. Thimons reported that the BPSAP recommends that sustainable development within Bonanza Park meet the City's net-zero goal, which is to be running on 100% renewable energy by 2030. Ideally, this would be accomplished through the reduction of vehicle trips and improving access to transit within the neighborhood, but potentially more specifically can be addressed through investment in green technologies, and renewable energy resources like solar, wind, and geothermal. She explained that if any projects would receive the fourth story, it would automatically trigger the requirements to also meet those net zero criteria. With the allowances in the Code, it would only it would only be

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triggered if there were a density bonus. Under State Code, the requirements to build need to comply with the Energy Code adopted by the State.

It was mentioned that sidewalk melt systems could be taken into consideration for solar regulations. There could also potentially be a parapet on the top of the building to hide the solar panels that are not overly tall. It was noted that the recommendation is that it be flush with the roof. Some of the considerations the consultants mentioned have included things such as a setback of mechanical equipment and ways to screen and blend in specific features. A comment was made about the possibility of eliminating food waste on-site.

Ms. Garrow discussed the FPZ and highlighted some of the recommendations such as making sure that there are no height variations in the FPZ. Another was maintaining Planning Commission discretion through the Conditional Use process and thinking about the appropriate types of improvements within an FPZ. These might include trail and sidewalk amenities, art elements, continuing to implement the plan, and requiring upper-story step-backs. One of the key pieces was art, which is very important in Park City and included heavily within the BPSAP. The desire was to be open to additional comments related to the FPZ. If installations are allowed there, she questioned whether there are any specific considerations they should be aware of. These could include a minimum setback or a maximum height for the specific art elements. Input was invited form the Commission. It was noted that an art installation would have to meet the sight distance triangle regulations at intersections. If there are underlying standards in the Code to help shape where the art is installed specifically in the FPZ would be helpful.

In the FPZ the thought was that they would need at least a 15-foot buffer to add a 12-foot sidewalk with a landscaping buffer. That should be the base minimum setback for anything else to preserve connectivity in the FPZ. A question was raised as to whether the Arts Council had been contacted to provide guidance. It was suggested that the land area be considered as well as how much surface square footage is utilized. Support was expressed for the 15-foot setback to allow for walkability and connectivity. It was noted that it would be an allowance for the property owner. The BPSAP recommends that art that is proposed to be installed go through the Public Art Advisory Board Review and Recommendation process.

Ms. Thimons reported that they are anticipating updates for parking to include implementing the final report addressing minimum parking requirements and the consideration of movement to maximum parking limits, incentivizing underground parking structures, and encouraging multi-modal connections in the Bonanza Park neighborhood. They wanted to understand from the Planning Commission if they are looking to incentivize underground parking and if so, what unintended consequences there might be. Commissioner Suesser was generally supportive of Shared Parking Agreements. She considered them to be a great way to avoid areas that are overparked. She was very supportive of underground parking and drastic parking reductions from what currently

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exists. She felt that allowing for underground parking, which is extremely expensive, would be a very valid reason for a parking reduction. She encouraged good connectivity.

The consultants were asked about their mention of parking maximums and a description of the meaning of that term. Ms. Garrow reported that typically land use codes have a minimum number of parking spaces. For example, two parking spaces are required for one residential unit. At the option of the developer or as part of the review process, the City Council or Planning Commission can require more. Parking maximums are allowed. A residential unit can have no more than two or three parking spaces per unit. In other areas, the parking maximum has been either a specific number tied to a specific land use or it takes the existing parking minimum and allows no more than 125% of that. The point of parking maximums is to address the potential for over parking.

Commissioner Frontero had been analyzing other municipalities that are similar to Park City and reading about innovative projects. It seemed that parking maximums are something that many cities are utilizing. The basic premise is that by not providing parking, people won't drive and will find another way to get there. He stated that transit in the area as changed dramatically in the last five to 10 years and the Code was likely written prior to some of the new transit improvements being implemented. He expressed support for Shared Parking Agreements and considered underground parking to be a wise use of space. He encouraged stronger incentives for underground parking and suggested that a buy-right reduction be put in place as an incentive. Developers would know upfront that if they go underground that they can get a 20 to 30 percent reduction.

A question was raised about what the consultants have seen in previous projects in terms of mixed-use zones and the allocation of dwelling versus non-dwelling units. Ms. Thimons explained that that is done through a review process. In some communities where there is a Shared Parking Arrangement or reduced parking as part of a mixed-use project, they will develop a specific parking plan that assigns parking spaces based on use to make sure that when a resident comes home, they are able to park in their space. In that instance, one parking space per unit might be reserved with a portion that might be flexible between commercial and residential uses. She explained that resident parking is typically overnight while commercial parking is typically used during the day. As a result, flexibility would be built into that parking arrangement.

Commissioner Suesser expressed support for underground parking but was not interested in providing a large underground parking area. She did not want to discourage people from taking public transit and alternative modes of transportation. She considered that to be an unintended consequence of incentivizing underground parking. The comment was made that where underground parking is situated in the context and circulation around the site is important. Creating underground parking creates a stacking issue on the road going into it which is another unintended consequence. The preference was for more public-private participation in underground parking. Support was expressed for Shared Parking Agreements with interest in knowing how they interface and are factored into current rights-of-way that exist and what the municipalities' strategies are for

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creating parking along those rights-of-way. Support was expressed for parking maximums because they become more specific to an area.

Commissioner Suesser asked about Car Share programs in residential buildings and if they are effective in reducing the parking demand. Ms. Thimons stated that in their experience, a car share vehicle in or near a residential complex is successful when it is part of a larger ecosystem within the community. Within a Development Agreement, there are requirements about making sure that residents automatically opt into the Car Share program as part of their lease. It can be very successful but it cannot be the only car in the Car Share program and needs to be part of an ecosystem.

The consultants would be back before the Commission in December. Public input could be sent to planning@parkcity.org.

5. REGULAR AGENDA

A. 1800 Park Avenue – Park and Kearns Master Planned Development – The Applicant Proposes Redevelopment of the Site with 170 Hotel/Condo Units, 60 Affordable Units, 6,893 Square Feet of Restaurant/Bar Uses, 4,679 Square Feet of Retail, 6,469 Square Feet of Office Space, a 354-Square-Foot Coffee Shop, and approximately 70,000 Square Feet of Accessory Use Exceptions in the General Commercial Zoning District and Frontage Protection Overlay Zone. PL-22-05476.

Senior Planner, Alec Barton, presented the Staff Report and presented changes made to the submittal since the last submittal presented in September. The applicant has proposed to reduce the overall building height to a maximum of 49 feet for the project. The reduction applies to the screening elements for the rooftop mechanical equipment and elevators. The building itself will continue to be 45 feet. The applicant has proposed to extend valet service for hotel and restaurant guests and extend shuttle service to hotel guests. The application includes approximately a 70% increase in the number of electrical vehicle charging stations. There is increased bike storage in the underground garage that is intended for visitors or employees of the restaurant and tenants of the affordable building. There is also increased space for cargo bikes and oversized bikes both in the underground garage and at ground level. There will be a two-tier bike rack system that the applicant is proposing for the bike storage area on Level 1 of the building. Updates to the building facade were also presented.

A diagram submitted by the applicant was displayed. Planner Barton explained that there was a discrepancy in the Staff Report. The parking spaces shown were correctly measured from the center line of the stripe to the center line of the stripe and the issue has been resolved. The primary updates to the facade of the building included articulation, especially on the affordable building. The applicant is proposing two additional entryways along the ground level facing Kearns Boulevard. The stone veneer elements that used to reach as high as the fourth floor are now largely limited to the first

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floor and in some instances extend to the second floor. A diagram was presented showing where the additional building height is being requested. The areas shown in orange are where the maximum height would reach up to 49 feet. The areas shown in red would reach a maximum of 45 feet. The light green, mostly within the FPZ allows a maximum of 35 feet and the areas in dark green, which are entirely outside of the FPZ are areas that continue to be substantially below the allowed building height for the zoning district. There are six criteria to consider when granting a possible building height exception.

The applicant, Peter Tomai from Specific Performance was present with several members of the ownership team and Craig Elliott and Carla Lehigh with Elliott Work Group. He thanked the Commission for their tireless efforts. It has been a long process but through collective efforts, they have arrived at a Redevelopment Plan with the potential to unlock the power of private redevelopment to provide vast community benefits. Mr. Tomai stated that the project delivers every aspect of the community amenities envisioned by the BPSAP and serves as a model of walkability, connectivity, livability, sustainability, and inclusivity.

Mr. Elliott addressed various components of the project and answered questions raised at the last hearing. The first Work Session took place in September of 2022. The Site Plan was presented at that time and was not well received. After some time passed, the owners decided to shift gears and approached his firm which looked at it from a different perspective. They suggested pulling back from Park and Kearns Avenues to add variation to the buildings. They attended the next Work Session, which was an introduction to the project and addressed how they looked at the overall project. They also addressed the existing conditions of the site and how it ties into the future of Bonanza Park. They presented diagrams of how they were breaking up the buildings and creating different massing that were consistently different from what was shown before. The third Work Session took place in February 2024 where they showed revisions where they created a larger green buffer. They pulled the retail shown in blue back and began talking about the 100-foot protection FPZ. They performed a height increase analysis, walked through each, and listened to what the Commission had to say and came back with another version. The next public hearing took place in June 2024 where they talked about the FPZ, height, reviewed the proposed revisions, and pulled the buildings and height back.

They then addressed the perception of height, which was a discussion point. They showed the spaces they were trying to create. At a public hearing in August 2024, they discussed the FPZ, what was there, and what exists today. They also discussed what the entry corridor looks like, what is the FPZ, and what is the entry corridor and views. They then reviewed significant revisions based on comments received. They pulled the height back and the upper levels were put behind the 100-foot FPZ. They also conducted site studies where they put an element on existing buildings that are next to and on the site that show the height restrictions at the 100-foot setback. They then reviewed the other pieces and how they are trying to tie them into the BPSAP and significant changes. One issue involved listening to Commissioner Suesser about how to deal with the

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signature trail. Those elements were revised and made it a better space. They started to follow the BPSAP with the signature trail, the sidewalk areas, and other elements. They also talked about what was happening on the corners, what the spaces were like, what they were trying to do to create increased buffers, and the types of open spaces created.

Mr. Elliott reported that they came back with overlays to show what the project would look like if overlaid across the existing condition of the buildings and an adjacent building. Questions were raised regarding parking that would be addressed today. Mr. Elliott next looked at the existing project that is over four decades old. It is an existing non-conforming use. There is no 30-foot landscape buffer. There is parking built in the FPZ that many are trying to eliminate. Parking is built in the 30-foot, no-build zone and a building in the FPZ that requires the Conditional Use Permit ("CUP") process. It does not meet the building facade variation requirements, has a fake mansard roof, which is not allowed in the Design Guidelines, does not meet the PD required setback on the south side of the lot, and the building size requires an MPD regardless of what is done. In addition, the parking does not meet the underlying Code although it has operated for over four decades and has been successful. Questions were raised about what a condo hotel is and how it functions. The packet included a spreadsheet with a list of 14 or 15 condo hotels and a matrix showing the elements being used. Mr. Elliott reported that nearly all of the pieces have a valet component. Mr. Elliott explained that the hotels built in Park City are primarily condo hotels.

Commissioner Suesser commented that one of the main differences between the proposed project and the projects referred to involves the percentage of hotel rooms compared to condominium units.

Mr. Elliott stated that at St. Regis there is some portion of portfolio hotel rooms and it is an enormous project. 100% of the Pendry, the Waldorf, and the Lodge are condominiums. It was noted that the intent was to point out that that is the model that hotels are built on today and there are reasons for it. Mr. Elliott explained that ownership is discussed with all of the major brands and there were multiple discussions about who would operate it. There was, however, no sense in locking one down because they did not know what they were going to be able to build until they get through the process. It will, however, be operated as a hotel.

With regard to parking, Mr. Elliott stated that he has been in nearly all of the parking lots of every condominium hotel and operations have taken over parking spaces that are not being used for the project because they don't need them. The ratio evolves over time. Mr. Elliott offered to provide specifics.

Commissioner Sigg asked for a breakdown of lockout units. Mr. Tomai explained that a lot of projects have a significant number of lockouts. They are proposing 12 lockouts in their project.

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Commissioner Suesser asked if the Peaks Hotel and Hotel Park City are predominantly condominium hotels. Mr. Tomai stated that Hotel Park City is and Peaks Hotel is not. It was reported that the Peaks and the Sheraton are the two hotels in town that are traditional. Marriott Mountainside was also identified as a 100% timeshare condominium.

Mr. Elliott responded to a question raised about access through the site and primarily the north-south access. In the design, they removed that from the very first scheme due to the operations of the hotel. He also felt like the dimension was comfortable. It was reported that a block on Main Street is 1,625-foot wide lots or about 400 feet. It is slightly larger than their south facade. The east side has smaller breaks and serves as a filter for the parking and the transit center. The west side is more like what they are dealing with here where it is a buffer to the residential on the outside and is suburban in nature. He was comfortable that what they were doing was providing a good solution that was of a comfortable size and similar to the sizes they deal with in Park City. It also opened up kind more valuable areas outside the project for view buffers where their big signature trails are to be built and still be separated from traffic as opposed to against the curb.

Mr. Elliott commented on the 30% open space and stated that he opened his practice in Park City in 2002 after serving as the architect of record for Deer Valley and Park City venues and temporary seating throughout the Olympic Games. He reported that when he opened the office, they were going through the process of bringing the MPD back into the Code. Part of that process involved adding the GC Zone. Outside of the GC Zone, they locked into 60% open space. The GC Zone did not have any open space requirements.

The City Council had the understanding that they wanted this area to be redeveloped. They knew this was the best place in Park City in 2002 for the City to redevelop. Mr. Elliott attended most of those meetings he spoke publicly to state that it is typically 10 to 20 percent open space, which was the case at the time. They desired to find a way to get underground parking in the area and eliminate the Main Street feel. They ultimately settled on the 30% open space. During the discussions, the 30% was a baseline. He believed that what they have proposed is based on the understanding that 41% of the space is significant and gets them to underground parking. There was also discussion about height and getting underground parking. The thought was that not having underground parking prevents redevelop. To accomplish that, more density is needed than is allowed in the GC zone based on setback and height requirements.

Mr. Elliott described other projects that have had taller heights and stated that they used the history of the MPD and the goals set forth in 2002. He explained that the increase in building height does not result in increased square footage, which has been discussed during previous meetings. They felt pretty strongly that the criteria had been met. He next addressed adequate landscaping and buffering from adjacent properties and noted that MPDs were not designed to create separate islands. Bonanza Park needs the opportunity to create an urban environment. He stressed the importance of getting the right kind of buffering. They have created buffer descriptions and identified five different

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buffers. They identified five items and applied them. They also discussed the benefits of going through the process and adding height. Getting the underground parking was one component but affordable housing was important as well. They also have outdoor community spaces and connectivity, bike share stations, underground parking, and transit-oriented development. They are also preparing for community facilities and sustainable development. This is being done in addition to the height requirements as part of the MPD process. Mr. Elliott stated that they consider these to be tremendous community benefits. Their first submittal included five stories on the corner, which was decreased to four stories. The last version involved stepping the building and height back.

Parking was a discussion point in the packet and they identified all of the parking. A question was raised about how the parking works and who conducted the study. Mr. Elliott reported that they did the study and hired Hales Engineering to confirm their work. The findings from Hales Engineering show a need for less parking than presented. With regard to shared parking, there are five others they are aware of who have Shared Parking Agreements and property lines that go through parking lots or parking spaces.

Mr. Elliott confirmed that they have not been operating with a Shared Parking Agreement but have been using the parking lot as access points and a Shared Parking Agreement is being proposed. He explained that there are three other property lines that go through the parking lots and they are extending that piece. Mr. Tomei stated that they have 168 parking stalls and the project is adequately parked. They have done parking counts and confirmed utilization and utilization patterns. It was clarified that while there are historic patterns of use there are no rights-of-way or easements of record.

Mr. Elliott stated that they tried to design the project so that it follows the BPSAP and the streets that have been proposed. That was of particular interest to Commissioner Sigg in that as the area redevelops they do not know the plans for the other sites and how that might impact this project. Mr. Tomei reported that they have been interfacing with John Robertson in the Engineering Department about those very points. He believed that at some point the City was going to want to perfect rights-of-ways there. Their goal has been to accommodate for a future that would envision that.

Justin Keys stated that they circulated a draft of the Shared Parking and Access Agreement early on in the process. The issue was that the other property owners are all subject to an existing agreement that allows for access and parking as it is currently structured. The original developer was not subject to that. Their rights are prescriptive in nature but that does not give them the right to use this property. He explained that they would still have prescriptive rights in that location, however, they must be established in court. They are motivated to get a documented agreement moving forward. It was acknowledged that both parties were in a difficult situation. Support was expressed for a draft showing the terms. The key was determined to be a condition of approval that is enforceable by the City. Once there is a condition of approval Mr. Keys thought it would be fairly straightforward to finalize the agreement. Having prescriptive rights that are

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undefined impairs the developer's ability to redevelop the property. If they can get defined rights in a Shared Use Agreement, they have more predictability moving forward.

The comment was made that one could argue that the site could be designed so that it could work on all of the property understanding the nuances of this particular location with the FPZ on two sides. It was stressed that adequate clearance is still needed for service vehicles and an unloading area.

In response to a question raised by Commissioner Sigg, it was confirmed that this property is not governed by Codes, Covenants, and Restrictions ("CC&Rs") while the Yarrow, the Fresh Market, and the movie theaters are. A question was also raised as to whether the parking can become privatized by one of the other ownerships. Mr. Tomei was not sure but had a copy of the CC&Rs and could confirm that.

Mr. Tomei described the cooperative level taken over the last several years in that every adjoining property owner has come to speak in favor of the project including at recent meetings. Property owners want predictability and shared commercial driveways are encouraged in the zone. Commissioner Sigg stated that it is important to have those details as part of a plat note.

Mr. Elliott reported that there were also questions about MPD and the bicycle parking requirements. Staff did a good job of describing it in the Staff Report. They have reviewed and were confident that they can accommodate everything and perhaps make it better moving forward.

With regard to design, the materials provided give an idea of what has been done to meet the City's goals and desires and the FPZ issues. Mr. Elliott showed a three-minute fly-through of the project and described the various features and amenities proposed.

Mr. Elliott reported that he established his practice with the goal of improving Park City. He has had the opportunity over the years to work on a number of projects and their goal has always been to use their skills to help improve the City. He commented that this project will move them into a 20-year sequence noting that they missed the first one.

Chair Hall opened the public hearing.

Corie Hardee voiced concerns about the project in June. Since then, she has spoken to Mr. Tomai and the team and those concerns have been resolved. The team has been very amenable. Ms. Hardee is the President of the Condo Association at Park Avenue Condominiums. There are 132 units and it is directly across the street from the subject property. The team has come to a number of the HOA Board Meetings to obtain feedback. To her knowledge, there have been no further concerns voiced.

Kathleen Hunter is a 30-year Park City resident. Her main concern about the project had to do with the heights. She appreciated that the presentation included renderings from

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Kearns and Bonanza. She would love to maintain the mountain views in her area. It seems like a lot of consideration goes into a height exception, but she would like to see the height capped at 35 feet. The tiering of the heights back from the FPZ does help.

In the prior Code Amendment presentation, when the consultants asked what kinds of renderings would be helpful, there were discussions about ones from the corner of Kearns and Park. However, Ms. Hunter asked the Planning Commission to consider the impact on mountain views in the whole Bonanza area. She asked what the schedule is for making a recommendation to the City on the code amendments and Double Tree project. Chair Hall reported that there is not typically a back-and-forth in a public hearing. That being said, the next time the LMC amendments will come back to the Commission is December 11, 2204. It is possible to email the Planning Department for more information.

Stan Kozlowski shared information about his hospitality experience and stated that he has lived in Park City for 15 years. He explained what a "condotel" is and shared several examples where 100% of the units are sold to third-party owners. Those condotels function like a hotel and have the amenities of a hotel. The amenities are mostly used for guests. The condotel format is a financing mechanism that is often done in resort markets. Though the word "condo" is in the word, a condotel really acts as a functioning hotel. These are rarely used as full-time residential units and function as hotels in every aspect, including transportation, where public transit and rideshares are regularly used.

Deb Rentfrow stood by the comments she submitted via email on August 27, 2024, with one exception. In number one, she has the count of market rate hotel rooms slightly off, as it is 30 to 40 less than the number shown. Ms. Rentfrow shared additional comments related to parking. Something that came out of the study was the idea of unbundling parking, meaning that when a condominium unit was bought, the owners did not necessarily purchase a parking space. She does not see that mentioned as a potential option or rule in the Parking Management Plan. As for shuttle service, she thinks the applicant should clarify whether it will go to Kimball Junction, Summit County, Salt Lake City Airport, and so on. As for meeting operations, the language states that the meeting space is intended to serve the operations of the hotel's nightly rental use. Currently, the rotary meets there. She would be surprised if every rotary member took transit or a bicycle to attend those meetings, so that would be an additional use. She explained that there are situations where there will be people outside of the hotel parking at the site.

Ms. Rentfrow commended the developer on the Building E east façade improvements. There is improvement seen on the south side as well. She also believes Building A looks better with less stone. When it comes to the height exception, she feels there is additional room for improvement in design articulation throughout the development.

Tony Tyler stated that he is with Columbus Pacific Development. He shared some clarifications to support the applicant. Two of the condominium hotels that were mentioned earlier, the Pendry and Hyatt Centric, both operate with a substantially lower parking count and at 100% condominium hotel. Those are clearly nightly rental

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businesses. From a guest-facing perspective, the guest does not know that the individual condominiums are owned by third-parties, but that the hotel is operated by Pendry or Hyatt. As for the branding of the hotel, he pointed out that hotels generally do not have a permanent brand, as it changes over time. In this case, there is an opportunity to upgrade the experience for guests in that area with a higher quality product and brand.

Mr. Tyler stated that the developers have done a good job of supporting an affordable housing community with close to 60 affordable units. It is clear that the City needs as many Deed Restricted affordable housing units as can be built. This one is coming at no cost to the City and no cost to the residents. He feels this is a significant community benefit. This project has the opportunity to kickstart the Bonanza Park Small Area Plan. Mr. Tyler does not have a concern about the height, as it is stepped back appropriately.

Arthur Bingham stated that he lives in Park Meadows. He is a resident of Park City and has stayed at the Yarrow several times and uses that area of Kearns Boulevard and Park Avenue regularly. This application incorporates many different elements that Park City has been looking for, including affordable housing, retail, restaurants, rental properties, hotel rooms, and pedestrian walkways. This is something that can benefit the whole area and act as an anchor. Mr. Bingham understands that some residents feel the height is an issue, but he pointed out that from street level currently, it is only possible to see the mountains or ridges in parking lots. It is more of a theoretical point that the 8 feet will impinge upon views rather than a point that is based on reality. The setbacks and green space will create the feeling of an open area. Mr. Bingham likes the idea of incorporating public art. There are a lot of elements that embody the goals of Park City. He expressed support for the application and feels it should move forward as soon as possible.

There were no further comments. The public hearing was closed.

Planner Barton shared six criteria for building height exceptions and asked the following:

- Does the Commission:
    - Find that the project meets the criteria for additional building height.
        - Continue the project for analysis of Traffic Impact Study, Housing Mitigation Plan, etc.
    - Find that the project does not meet the criteria for additional building height.
        - Direct the applicant to remove building height exceptions.

Commissioner Frontero noted there has been a lot of improvement to the project over time. He appreciates that the applicant has been listening to the feedback received. However, it is disappointing that it started at 60 feet of height and that has slowly been worked down. At every meeting, it is always mentioned that the application started at that point and the applicant has been reducing the height over time. Though he is impressed with where the application is now, where the application initially started was disappointing. The request is now 45 feet in a zone that is only set up to handle 35 feet. The code

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requires the Planning Commission to look at the six criteria to consider granting a height exception. The application must meet all six criteria to consider the exception.

Commissioner Frontero stated that the latest rendition provided by the architect likely meets Criteria #1. The façade variation and design are much improved as is the architectural variation. As for Criteria #2, the buildings have not been positioned to minimize visual impacts. The south-facing buildings are the lowest buildings in the entire project, but he feels the lowest portion of the buildings should be facing the FPZ. In 15-6-5(G) it states that the units shall be clustered on the most developable and least visually sensitive portions of the site. He reiterated that the highest projections on the site are on the most sensitive height impacts. He is not convinced that Criteria #2 is being met.

Commissioner Frontero discussed Criteria #3. He feels the applicant has done a better job at providing the landscaping and buffering, but thinks it could be improved on the south. The setbacks are improved, but he believes there could be more done there, especially when it comes to the building on the corner of Kearns and Park. The density in that building concerns him the most. If there was a vote on the application now, he would be unlikely to vote in favor of the height based on his understanding of the criteria.

Commissioner Johnson asked whether the Commission will vote on the height. Chair Hall noted that there was consensus last time that the criteria were not met. There has not been a drastic change made, but 3 feet was altered. Based on the comments from Commissioner Frontero, it does not seem there were significant enough changes made to meet the six criteria before the Commission. The Commission needs to determine whether the modifications made to the application have shifted their position on the matter.

Commissioner Suesser agrees with the comments shared by Commissioner Frontero. In addition, the parking reduction that is being requested and the tandem parking for overflow parking that has been proposed are insufficient to meet the code requirements. The access to the parking garage exclusively off of Kearns Boulevard rather than from the front, off of Park Avenue, is an issue. Due to the circulation of the property, there should likely be access to the garage from the Park Avenue side of the project. Commissioner Suesser has continued concerns about the lack of amenities for the affordable housing component and the restriction of the courtyard and pool.

Commissioner Sigg echoed the comments shared by other Commissioners. Height affects a number of different elements, including the number of affordable units, the number of parking spaces, and valet parking. There are many issues that need to be considered. To the point made by Commissioner Frontero, the Commission has an obligation to make a decision based on the code. Evaluating this based on height alone, it would be difficult for him to vote positively without considering the other impacts. Commissioner Sigg commended the applicant for the work that has been done throughout this process, but the height is a sensitive issue and is not permitted in the zone currently.

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Chair Hall referenced the questions posed earlier by Staff. If the Commission finds consensus that the modifications now meet the criteria for height, then the Planning Commission can review a Traffic Impact Study and Housing Mitigation Plan. Those details can be pursued and there can be a holistic look at the application at that point.

Commissioner Sigg pointed out that once the height decision is made, then everything else must be worked out with that in mind. Commissioner Van Dine agrees with the earlier comments shared by Commissioner Frontero. She has been clear from the beginning where she stands on the 35-foot height. The Commission has repeatedly shared comments about height, so the 3 feet of screening material is not enough. She agrees with some of the public comments that this is a keystone development for Bonanza Park. It is an important development, but it is also important to meet the criteria.

Commissioner Shand asked to further review the six criteria for building height exceptions. He noted that during the past several presentations, he has generally been in favor of this project and continues to be in favor of the project. The criteria review comes down to different perspectives. There is ambiguity in each of the six criteria shown, so the criteria are open to interpretation. As a result, it makes sense to consider the project as a whole. He believes there has been a significant improvement with the open space on the corner of Park and Kearns. He likes what has been proposed overall, and believes this checks a lot of boxes for the community needs in the Bonanza Park area.

Commissioner Shand pointed out that in the future, there will be consideration of some code changes. There have been statements made that there is not enough parking, but there will be consideration of a parking reduction in the Bonanza Park area and there will be consideration of taller buildings. The additional height here does not bother him and he feels the positives associated with the project offer a benefit. The tallest building out of the five is out of the FPZ and is in the back corner. His perspective is that the other aspects of this project outweigh the additional height that has been requested in this case.

Commissioner Johnson has made it clear in the past where he stands on the height. He is accepting of the height as long as the project is considered as a whole. Ahead of this meeting, he looked into the Parking Management Plan and the Surface Parking Analysis. He would like to request more information on that but is supportive of the height.

Mr. Keys noted did not hear a consensus from the Commission about the height at the last meeting. There was consensus that there was not comfort with approval because all of the information was not known and the whole project was not being considered. He pointed out that Commissioner Johnson and Commissioner Shand were supportive of the height whereas Commissioner Frontero and Commissioner Suesser were uncomfortable being backed into the corner on the height component and Commissioner Van Dine was not supportive of the height in this location. Mr. Keys has worked with a lot of different developers, many of whom are looking at properties in this location. Some are short-listed for the Bonanza Park request for proposal (“RFP”) that was released. At least one of them will no longer submit the RFP based on their observation of this process.

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With this project, if the density is reduced any further, it no longer makes sense economically. Mr. Keys explained that the investment has to work. It is difficult on a site like this, where much of the property is taken up by the FPZ. That is the reason there is 42% open space proposed on the site. Mr. Keys pointed out that the six criteria for height exceptions are targeted at impacts on adjacent properties. He read Criteria #2:

- Buildings have been positioned to minimize visual impacts on adjacent structures. Potential problems on neighboring properties caused by shadows, loss of solar access, and loss of air circulation have been mitigated as determined by the site-specific analysis.

Mr. Keys noted that "structures" is a defined term in the code. This language is not about the impact on the FPZ, because the FPZ addresses impacts through its requirements. There is compliance with the FPZ requirements, including nothing within 30 feet and a Conditional Use within the first 100 feet. What the criteria is intended to address are the impacts on adjacent structures. In this case, that is the property owner to the south. While there are tall buildings on the south side, there is not a wall of tall buildings, which is a better design and a design that considers impacts on the adjacent future structures.

Mr. Elliott addressed some of the comments from Commissioner Frontero. The intention of showing the process so far is to be transparent about what has occurred to this point. As for "most developable land," that is generally in reference to areas where there is a slope or wetlands. Historically, that is how it has been interpreted. This entire site is developable land. The design was a series of blocks because that is the most efficient and creates the least amount of building mass. It wasn't intended to do anything more than break up the mass and create a more efficient structure overall. It was noted that the solar aspect for neighboring properties that are mentioned in the code is also relevant to the site. It explains why the project is reversed compared to what is preferred by Commissioner Frontero. Both sunlight and air are able to be introduced into the project. The intention is to make the most efficient use of the solar and natural resources available.

Senior City Attorney, Mark Harrington, stated that the exceptions are in the context of the chapter as a whole. They are framed by the goals and best planning practices, as articulated. There is flexibility rather than ambiguity. As long as the Commission comments are reasonably related to evidence associated with the goals or affirmative standards in that section, then those are justifiable. That does not mean there cannot be a debate about them. Mr. Keys acknowledged that there is some level of discretion. He referenced the point made by Commissioner Sigg about making a height decision before the whole project has been considered. Additional discussions were had about the proposed height.

Chair Hall agreed with Commissioner Frontero, Suesser, and Van Dine. She explained where she believes the criteria have not been met. When it comes to the architectural and roof variations, she does not feel there is a lot of roof variation proposed. As for the

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southeast perimeter, the code for the MPD requires 25 feet. For Building E to be only 28 feet back, that is a nominal amount. It seems there is consensus from Commissioner Frontero, Suesser, and Van Dine that the six criteria have not been met. She would prefer to direct the applicant to be compliant with the code before the discussions proceed.

Mr. Keys thanked Chair Hall for the clarity and explained that the redevelopment here will likely not occur based on the feedback provided. Director Ward wants to clarify to see if she understands some of the input received from Commissioners. The overall configuration of the project will inform the affordable housing, parking, transit, and traffic. There was a discussion before the plans transitioned the height out of the FPZ. There are still areas within the Site Plan that are under the height. She is not hearing the Commission state that the density needs to be reduced, but how it is allocated on the site could be explored. She does not believe this is a question of density, but how that density is allocated. Director Ward pointed out that there might be an opportunity to make some modifications in the areas where the buildings are under the zoning height.

Mr. Elliott noted that there were a series of blocks created that were extremely efficient. He shared a drawing and pointed out the meeting space indicated in the green. The meeting space is a two-story space that has a long-span structure. If the limit is under 35 feet, there can be one floor there. It could be connected across, but that would cut out several units in the corners due to the need for connection points and access points. The affordable blocks would be reduced. Double-loaded corridor buildings start to become less efficient and take up more building mass than what is shown in the drawing. There is not enough room to do another building block in between Block A and Block E, because it would put the building units too close together. He discussed some possible options that could be explored but stated that it would not result in a better project.

Commissioner Johnson suggested that the layout and design be looked at again. Based on what he has heard from the Commission, the affordable housing building itself is fine, but if it is possible to reallocate that top floor somewhere else in the project, that would be preferred. Mr. Elliott explained that the design team has considered all previous comments and has looked into other options, but those options have not worked out.

Commissioner Suesser wondered whether it would make sense to place the restaurant on top of the meeting space and create more of a courtyard next to the affordable housing on the south side. Mr. Elliott reported that there was a previous version similar to that, but there would still need to be a service connection. It is not possible to move that on top, but it can be looked at further if that is something that is desired by the Commission. That would not necessarily help to reduce the height but would change the configuration.

Chair Hall noted that many Commissioners like elements of the proposal. The Planning Commission hopes there is a way this can come into compliance with the code. Mr. Elliott is not certain there is a way to reduce the height. There is a density target that must be hit to build the underground parking. He pointed out that the underground parking would be built for affordable housing as well. Mr. Elliott believes there is compliance with the

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code through the MPD process. The code requires that there be an MPD because there are more than 20 units and it is more than 20,000 square feet. Through that MPD process, the request is for a height exception to improve the overall plan.

Commissioner Suesser believes the issue is the allocation of the open space and the buffering around the south and east sides. She feels that is what needs to be improved. Mr. Elliott explained that they have looked at the Bonanza Park Small Area Plan. The pictures in the plan showed a street with an awning, store front, and dining. For an active urban setting, that space needs to be appropriately sized for a sidewalk. That is the reason the adequate landscape and buffering were considered. They have tried to put the right things in the right places and have also considered all Commissioner feedback.

Mr. Keys stated that the proposal complies with the Bonanza Park Small Area Plan. Chair Hall acknowledged the process that is simultaneously taking place. Mr. Keys stated that a lot of time has been spent trying to make the project work at 35 feet, but it does not.

There was a brief break while the applicant representatives discussed whether there was a desire for a motion to be made to continue the application to a date uncertain.

MOTION: Commissioner Frontero moved to CONTINUE Agenda Item 5A, 1800 Park Avenue – Park and Kearns Master Planned Development, to a date uncertain. The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

B. 1251 Kearns Boulevard – Conditional Use Permit – The Applicant Proposes to Enclose an Outdoor Dining Area to Expand the Existing Restaurant by 3,423 Square Feet within the Frontage Protection Zone and General Commercial Zoning District PL-22-05240.

Assistant Planning Director, Elissa Martin, presented the Staff Report and explained that this item relates to property located at 1251 Kearns Boulevard. She is joined by the applicant team, which includes Jonathan DeGray, Gary Horton, Mark Fischer, and Michael Fischer. Assistant Director Martin shared an overview of the proposal. She explained that the original application included a CUP for increased parking at 1351 Kearns Boulevard, but that application has since been withdrawn. The current proposal before the Commission is for a 3,795-square-foot addition to the Blind Dog Restaurant, located at 1251 Kearns Boulevard in the FPZ and General Commercial Zoning District.

The Blind Dog Restaurant is one of three commercial uses at The Yard, with the other tenants being the Boneyard Saloon and the Kimball Art Center. The tenants share one parking lot. While the proposed addition is outside of the 30-foot no-build setback of the FPZ, it is within the 100-foot FPZ setback, which requires a review of the CUP criteria.

At the August 28, 2024, Planning Commission Work Session, the Staff Report provided a detailed history of the parking at The Yard. Assistant Director Martin reported that the

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2017 Subdivision created non-compliance with parking requirements. The Yard lost approximately 235 parking spaces at that time. Also at that meeting, the Planning Commission requested that additional material be submitted by the applicant, including:

- Renderings that illustrate the proposed Blind Dog addition within the context of the streetscape and FPZ setback;
- Updated Parking Area plans that include compliant bicycle parking, landscaping, and EV charging station infrastructure;
- Updated Parking Analysis to include a plan for the proposed shared parking arrangement that demonstrates the long-term viability and balance between daytime and evening parking.

Some of the updated materials were received from the applicant, including the 3D renderings, the updated net leasable floor area numbers for The Yard businesses, and some additional parking study updates. The Staff Report provides a basic analysis of the General Commercial Zoning District's purpose. Assistant Director Martin pointed out a few of the items that the project currently complies with, which include the following:

- 1251 Kearns Boulevard is within the Bonanza Park neighborhood and is convenient to transit, employment centers, and residential areas;
- The site naturally provides a buffer between major traffic corridors and existing and future residential areas;
- The applicant granted a public access easement to the City for the future shared-use pathway along Kearns Boulevard, maintaining pedestrian connectivity.

Assistant Director Martin noted that there are a few items that are inconsistent or potentially inconsistent with the purpose of the General Commercial Zoning District:

- The building is oriented towards Kearns Boulevard, a major traffic thoroughfare, which may increase the effect of strip commercial development;
- The building height at its highest roofline is 28 feet, facing Kearns Boulevard, which could potentially negatively impact the viewshed of the entry corridor.

The proposed addition extends the front façade by 72 feet. The Staff opinion is that it would comply with the purpose of reducing bulk and building mass by breaking up the addition façade into three offset sections. Assistant Director Martin shared an example image for reference. The FPZ and General Commercial Zoning District requires protection of the entry corridor viewshed. A possible Condition of Approval has been provided to limit the height of the building along the frontage of Kearns Boulevard. As seen in the 3D renderings provided by the applicant, the existing landscaping is mature trees. There is a lot of buffering already existing. A Condition of Approval would require that sufficient landscaping be there after construction and the landscaping be maintained.

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Existing parking infrastructure at The Yard and The Emporium are not compliant with LMC Chapter 15-3 - Off-Street Parking Requirements. Approval of the CUP would require the Planning Commission to incorporate the following items into the approval:

- Approved off-site parking through a shared parking arrangement;
- A parking reduction of at least 17 spaces;
- Conditions of approval to bring the parking lot into compliance with bike parking, landscaping, and EV charging station infrastructure requirements.

Assistant Director Martin shared a chart with information about the baseline parking requirements. The applicant submitted updated numbers of the square foot floor area for each of the businesses at The Yard. Based on the categories of commercial uses at The Yard, the total parking required is 156 spaces. The applicant recently restriped the parking lot, so there are 120 parking spaces existing on the site. Assistant Director Martin reported that the applicant's request includes a shared parking proposal. The shared arrangement with the neighboring property would increase the parking available to The Yard by 19 parking spaces in the evening hours. The shared parking arrangement would also bring The Emporium into compliance with required parking, which it currently is not.

The applicant’s request also includes a reduction in parking. The Planning Commission has the discretion to approve reduced parking based on certain criteria. The applicant Parking Study identifies two categories for trip reductions that may reduce parking demand at The Yard: active modes of transportation and the proximity to public transit. The study proposes a 20% reduction in the parking, resulting in 125 on-site parking spaces. The shared parking arrangement would allow for 19 off-site parking spaces, which would result in a parking deficit of 17 parking spaces. If approving a parking reduction, Staff recommends the rate be commensurate with the deficit of 17 spaces.

The LMC also requires bicycle parking to be mounted in concrete and installed no more than 50 feet from the primary entrance. Currently, the bicycle racks at The Yard and the Blind Dog do not meet the standards. Those standards would need to be met for the bicycle parking and 16 bicycle parking spaces would need to be provided.

Additionally, a minimum of 20% of the total parking area is required to be landscaped. Assistant Director Martin shared an existing condition photograph and stated that the current parking area does not meet this requirement. The applicant requests a phased approach to installing the required landscaping due to the impacts that future City right-of-way improvements will have on the parking lot infrastructure. Staff asks that some internal sections of the parking area be landscaped in the more immediate future.

As for EV charging stations, there would need to be conduit provided to 81 parking spots. Assistant Director Martin explained that the conduit would service the future development of EV charging stations. The applicant proposes to install one dual-port EV charging station as part of this CUP approval. She explained that the applicant's request is to delay full compliance until after the future improvements are done by the City.

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In the updated Parking Study provided by the applicant, there is a concept for future parking spaces. The study indicates that the plan is to reach 142 on-site parking spaces eventually and have permanent bicycle parking areas. Assistant Director Martin noted that in the next iteration of the plan, Staff asks that the parking area landscaping be included as well as a more detailed design for the landscaping requirements.

Staff recommended that the Planning Commission review the proposed CUP to enclose an outdoor dining area in the FPZ have shared parking between 1251 and 1351 Kearns Boulevard and provide input on recommended Conditions of Approval. Staff also recommends that the Commission conduct a public hearing and continue the item to January 8, 2025. Assistant Director Martin shared a slide to outline possible conditions.

Chair Hall asked whether the applicant had anything to add at this time. It was noted that there is a desire to clarify the effect of strip commercial development. An example image was shared to illustrate the 30-foot setback zone. The building is set back considerably further than that. The darker shaded area is the proposed addition. The articulation of the building with the patio space will add a significant 3D break in the building. The new sidewalk area that is being added will help to buffer that elevation from the street.

Commissioner Van Dine asked if there would still be outdoor patio dining in the cut-out shown. This was confirmed. The intention is for there to be seasonal outdoor dining. The parking requirement for the patio is 12 additional parking spaces. He pointed out that the 12 seasonal parking spaces are being included in the total parking count.

Commissioner Johnson asked for clarification about the deficit of parking spaces. Assistant Director Martin reported that at the time of the 2017 subdivision, the Kimball Art Center was not occupying that space. The tenant was intended to be an indoor entertainment facility, which had a different parking use category than what is there now. Director Ward reported that the Condition of Approval in the ordinance still stands. If the use of that square footage was proposed to change, then the use would need to comply with parking. Commissioner Johnson understands that certain uses operate at different times, but he pointed out that the use could change in the future. Assistant Director Martin reminded the Commission that the 12 seasonal spaces are accounted for in the counts.

Additional discussions were had about the parking reduction numbers. Assistant Director Martin reported that the parking provided on-site currently is 120 spaces and the lot is not compliant with landscaping. Providing the landscaped areas could potentially reduce the number further. Without the addition, the parking requirement would be 122 spaces. That is for the existing businesses at The Yard. Commissioner Johnson noted that there is already a problem and the shared agreement needs to be in place for there to be compliance. Rather than add another use there, it might make more sense to address the parking needs first before talking about adding anything else to the site.

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Commissioner Shand noted that during the presentation, there was a mention of 142 future total parking spaces. He wondered where that was intended to come from. Mr. Horton reported that when the City improves Woodbine Way, the parking lot will be regraded and reshaped. Doing so now will impact the future City project. That is the reason the intention is to do that work when the City does the street improvements.

Chair Hall opened the public hearing.

Aldy Milliken identified himself as the Executive Director of the Kimball Art Center. He expressed support for the project. The Kimball Art Center feels that the activities at The Yard align well. A lot of what happens at the Kimball Art Center tends to happen during the day. There is excellent communication between the landlord and the tenants. Everyone works well together and looks after the property. If the Kimball Art Center is holding an evening event, there is communication with the Blind Dog and a traffic plan is created for that particular activity. The Kimball Art Center is supportive of this project.

Derrick Kinsey explained that he is the owner of Blind Dog. He believes this project will help the community and does not feel there will be an issue with the parking.

Michael Fischer does some property management and day-to-day tasks at The Yard. He is familiar with the lot and does not typically have an issue finding a spot at The Emporium at night. He agrees that the Parking Plan needs to become official. As for the patio, he noted that Table 2 in the Parking Study includes 4,000 square feet for that patio. With the addition, that is only six more spots. It is currently working during the day for its use.

Arthur Bingham stated that he has visited the Blind Dog in the past and feels this is a great addition to the restaurant. However, he does not feel the parking is adequate currently and thinks additional spaces need to be added. The idea that there should be a reduction of 20% due to active transportation and transit is something that might make sense during the summer months but does not necessarily make sense during the winter months. Mr. Bingham stressed the importance of having enough parking spaces.

There were no further comments. The public hearing was continued to January 8, 2025.

It was noted that Commissioner Van Dine must leave the Planning Commission Meeting at 9:30 p.m. Chair Hall asked her to share comments before that time. Commissioner Van Dine stated that her main question had already been answered. In general, the parking there can be a challenge on certain evenings. She is in favor of the parking agreement with The Emporium and does not have an issue with this moving forward. The City is starting to look into reduced parking everywhere and that will be a pattern that residents must start to get used to. Changing behaviors does not happen overnight.

Commissioner Van Dine felt that the additional bicycle parking is necessary and looks forward to seeing the improvements made. She agrees with the Staff Report language about potentially limiting the height on that addition. Keeping some variation is helpful,

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but from the road, it will still look like there is one façade all the way across. She encouraged there to be a lot of buffering there for patrons as well as for the entry corridor.

Commissioner Suesser asked for clarification about the sidewalk improvements and width. City Engineer, John Robertson, reported that the City is asking for 15 feet from the curb. Into the Blind Dog property, there will be a three-foot buffer between the 12-foot path and roadway. Commissioner Suesser wondered if the applicant was responsible for those improvements to the sidewalk. Engineer Robertson stated that it would be a City project. The intention is to wait until the City has all of the easements needed to do the work at one time. It is not a funded capital project at this point, so it is still a few years away.

Commissioner Shand mentioned the concern that Commissioner Van Dine had about the façade facing the street. On Page 11 of the Staff Report, the elevation facing Kearns Boulevard is a roof over the outdoor dining area. He believes that will break up the look overall since there will not be one flat surface. It was clarified that there is an open-air shed roof above, so there is some relief there, but it does not cover the patio.

Commissioner Shand discussed parking. He pointed out that in this case, there is an existing business owner in favor of the parking reduction. That should be taken into account because the decision made will ultimately impact the business owners. If the business owners are supportive of the reduction, then that is meaningful to consider.

Mark Fischer identified himself as the property owner. In an effort to work with the City, an easement was voluntarily given and the City is allowed to move its sign to construct the 12-foot path. Mr. Fischer believes the sidewalk will assist with the parking reduction because people will be able to more safely ride their bicycles to the property. Additionally, four bus lines stop at that location. Mr. Fischer has owned this property since 2005 and there is adequate parking for the uses. As for the 12 seasonal parking spots, he reminded the Commission that the deck is only open approximately 100 days per year due to weather and wind. It is a seasonal use and normally when people are dining outside, they are not dining inside. He understands the code and the need for the additional 12 parking spaces, but from a function standpoint, those are not necessarily used. Mr. Fischer added that the nine spots allocated for the Kimball Art Center become available at night because that is a day use. There is enough parking for the site.

Chair Hall believes the sidewalk will be an asset for the community and will also improve access to this area. She rides her bicycle to the site regularly and feels this will create a safer and easier way to access the site in the future. A slide with some items for Planning Commission consideration was shared and reviewed by the Commissioners.

Commissioner Sigg agrees with some of the statements made about parking. The mandate now is to reduce parking and it is important to start somewhere. It is necessary to show others that this is something Park City is serious about. He was in favor of an agreement with The Emporium because shared parking agreements make sense.

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Commissioner Sigg asked if there was a timeline for Woodbine Way and the associated work. He pointed out that there is the potential to have additional City parking along those right-of-ways. Engineer Robertson does not know the number of potential parking spaces, but those would be located on one side. The timeline depends on what happens with the five-acre development because the need for the extension from Munchkin Road to Homestake Road is not there until the use is in the area. That is all tied together.

Commissioner Sigg explained that due to the prospect of future parking, the initiatives to decrease parking, and the Shared Parking agreement, he is in favor of the proposal. In terms of the façade, he likes the fact that there is a shed roof that matches the shed roof at the front of the Blind Dog. There was some consistency, but there was also a break there. Commissioner Sigg asked if there is a plan for the existing vegetation. It was stated that all of the existing vegetation is in the 30-foot no-build zone and will be protected.

Commissioner Suesser was also in favor of the parking reduction and the shared parking arrangement. She would like to see the path put in as soon as possible but understands that it all ties into other projects along Kearns Boulevard. Commissioner Johnson reviewed the Planning Commission items for consideration. He is supportive of most of the items but wants to make sure that there are enforcement mechanisms for when additional uses come in on the site. Chair Hall asked if he wants a Condition of Approval to state that hours of operation must be incorporated into the shared parking agreement. If the use or hours of operation change, this could impact the parking needs in the area. Assistant Director Martin noted that there can be a minimum amount of parking required for the daytime and a minimum amount of parking required for the evening. There would need to be balance among all of the uses. Commissioner Johnson expressed support for that.

Chair Hall was not sure that the item was appropriate for the Planning Commission to vote on at this time, because there is no Draft Final Action Letter. However, it sounds like there is consensus that there is support for a lot of what is proposed. On Page 19 of the Staff Report, it mentions some bicycle parking along Homestake Road. She is not sure what that is servicing. It was stated that the location was recommended by a City Engineer. Engineer Robertson explained that there have been some discussions about this. On Homestake, there is a 12-foot path proposed that will be adjacent to the Blind Dog. Chair Hall asked if it is possible to have the bicycle parking near the Boneyard Saloon. Mr. Fischer reported that there is some at that location now, but it sounds like more is desired.

Chair Hall reiterated that there is strong consensus on the application, but without the Draft Final Action Letter to review, the Commission will vote to continue the item. Discussions were had about the date to continue the item. The public hearing was previously continued to January 8, 2025. Director Ward noted that if there is consensus and the Commission simply needs to review the Draft Final Action Letter, there might be

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time for that review at the November 13, 2024, Planning Commission Meeting. It was noted that Commissioner Van Dine left the meeting and will not participate in the vote.

MOTION: Commissioner Shand moved to CONTINUE Agenda Item 5B, 1251 Kearns Boulevard Conditional Use Permit, and the public hearing to the November 13, 2024, Planning Commission Meeting. The motion was seconded by Commissioner Johnson. The motion passed with the unanimous consent of the Commission.

C. Parcel SS-104-B – Robbins (Iron Canyon) Annexation Petition – The Applicant Proposes Annexing a 0.94 Acre Parcel within the Thaynes Canyon Neighborhood to Create One Lot for One Single-Family Dwelling and Accessory Apartment and to Zone the Property Single Family. PL-24-05882.

Assistant Director Martin presented the Staff Report and stated that it is an annexation petition for a 0.94-acre Summit County parcel within the Thaynes neighborhood near Iron Canyon Drive. The current zoning allows for one single-family dwelling and accessory structures as well as limited commercial uses and nightly rentals. The property is surrounded by three previously annexed areas, including the Aspen Springs Subdivision, Iron Canyon Subdivision, and Thaynes Creek Ranch Estates Subdivision. She reported that the annexation petition includes a request for Single-Family Zoning.

The Single-Family Zoning District in Park City allows for three units per acre. The Annexation Agreement that is included in the Meeting Materials Packet limits the density to one single-family dwelling per 1.73 acres. In contrast to the building height allowed in Summit County zoning, which is a maximum of 32 feet, the Single-Family Zoning has a 28-foot maximum building height. In the Single-Family District, nightly rentals are prohibited in Thaynes. The Annexation Agreement further restricts that in perpetuity.

The application also includes a Preliminary Plat Subdivision. The submitted plat would combine the 0.94-acre parcel with the surrounding remnant parcels. At the September 25, 2024, Planning Commission public hearing, Staff provided extensive background on the history of the annexation in the area. Additionally, a detailed analysis of the proposed single-family dwelling was shared. There were also recommendations to limit building footprint, floor area, and building height to protect community character, entry corridors, and viewsheds. The Commission supported the Staff recommendations, though there was no consensus on what the maximum square footage should be.

At the public hearing, neighbors shared concerns about safety along the S-curve of Iron Canyon Drive. Neighbors asked for safe access to the lot and potential pedestrian access along Iron Canyon Drive. Assistant Director Martin shared LMC 15-8-1 – Purpose for Annexing. This is the basis of the Staff Report analysis. She reviewed the General Plan Goal #1, which is to “discourage sprawl and direct growth inward to strengthen existing neighborhoods.” The subject property is within an existing developed area. As a result,

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the location is appropriate for infill residential development and will not contribute to sprawl. Some of the Annexation Agreement highlights were reviewed:

- Nightly rentals are prohibited in perpetuity;
- Density restricted to one single-family dwelling and affordable accessory apartment on a 1.73-acre lot;
- The gross floor area of the single-family dwelling is limited and second level floor area shall not exceed 35% of the overall gross floor area;
- Building height shall be limited based on viewshed analysis and established limits of disturbance at the time of Final Plat;
- Property is annexed within the Sensitive Land Overlay;
- Limits of disturbance established pursuant to Sensitive Land Overlay analysis at the time of Final Plat - to include dedicated driveway access and width.

The terms are intended to mitigate impacts on community character, ensure orderly growth in development, and protect entry corridors, viewsheds, and environmentally sensitive lands. Assistant Director Martin provided additional details on the third and fourth items on the list since the rest are fairly straightforward. When it comes to the maximum gross floor area, the Single-Family Zoning District does not restrict house size on a lot, but adjacent subdivisions are subject to plat notes that restrict building footprints and gross residential floor area, so there is a precedent for that in Annexation Agreements. In addition, the General Plan supports establishing limited building pads.

At the public hearing, Staff recommended limiting the footprint of the single-family dwelling to 4,000 square feet and 6,500 square feet of gross floor area. That was based on the average maximum floor area limitations of surrounding subdivisions and the average building footprints of homes on adjacent lots. The Planning Commission did not reach a consensus on that Condition of Approval at the last meeting. The applicant has requested a larger gross floor area based on the comparable Aspen Springs Phase II lot where the plat note allows for up to 8,250 square feet on a 1.7-acre lot. The applicant's rationale for this is that the size of the building should be relative to the size of the lot. While that may be a reasonable line of logic, it does not protect community character or viewsheds and entry corridors. To understand the character of the community, the adjacent properties were considered as well as the average gross floor area of existing single-family dwellings. The gross floor area numbers for existing homes adjacent to the annexation parcel were shared and the average floor area is 5,770 square feet.

Staff recommended the Planning Commission reach a consensus on a maximum gross floor area of a single-family dwelling between 6,500 square feet and 7,500 square feet. In addition, instead of limiting the building footprint, Staff proposes that the second level be limited to 35% of the overall gross floor area to protect the viewsheds and entry corridor.

Future development on the annexation property will be visible, as shown in an example image. The development will be visible from the northern entry corridor, but establishing

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maximum building height and limits of disturbance are land use tools supported by the General Plan. As an alternative to establishing the maximum building height as part of the Annexation Agreement, Staff recommends further analysis of the impact on the viewshed at the time of the Final Plat. Assistant Director Martin explained that this is a shift from the original recommendation, which was to limit the building height to 25 feet.

Assistant Director Martin reiterated that there were public comments received during the public hearing. The comments largely focused on safety concerns with Iron Canyon Drive, particularly the section that fronts the annexation parcel and proposed lot, where the grade is slightly steep in an S-curve. The neighbors commented that children walk up and down Iron Canyon Drive to the school bus. Staff did a bit of research into the existing conditions in terms of pedestrian access. It was found that there is a sidewalk on Payday Drive, which was a requirement of the Thaynes Creek Ranch Estates annexation and subdivision. That connection ends at Iron Canyon Drive. There are platted trail easements throughout Aspen Springs Phase I and Phase II. Staff recommends requiring the construction of a sidewalk within the public easement.

The Staff review team did not flag issues with the service capacity for future development at the site. Assistant Director Martin explained that there are additional standard annexation terms outlined in LMC 15-8-5, which are included in the Annexation Agreement. She reviewed the Staff recommendations, which are as follows:

- Review the petition to annex a 0.94-acre parcel within the Thaynes Canyon neighborhood from unincorporated Summit County into Park City to develop one single-family dwelling and affordable accessory apartment within the Single-Family Zoning District and Sensitive Land Overlay;
- Review the Draft Annexation Agreement and establish a maximum gross floor area for the single-family dwelling between 6,500 square feet and 7,500 square feet;
- Conduct a public hearing;
- Consider forwarding a positive recommendation to the City Council to approve the annexation petition Draft Ordinance Findings of Fact, Conclusions of Law, and Conditions of Approval and associated Annexation Agreement.

Chair Hall opened the public hearing.

Richard Pick stated that he lives in the Iron Canyon Subdivision. The Planning Commission has heard about the safety issues on Iron Canyon Drive, which have been a major concern of the residents in the area. He is pleased to see the proposed sidewalk. Mr. Pick explained that the sidewalk needs to be constructed from the sidewalk on Payday Drive to the sidewalk on Delta Drive. He would like to see that memorialized in the Annexation Agreement because he does not feel Condition of Approval #8 is clear. Mr. Pick thanked Staff and the Commission for taking the time to review this matter.

There were no further comments. The public hearing was closed.

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Commissioner Shand asked about the sidewalk that would abut the parcel. Assistant Director Martin reported that what is currently proposed in the Annexation Agreement is that the developer provides the construction of the sidewalk along the frontage of the lot that is being created. The remnant pieces that are scattered around could potentially be dedicated to the City. From there, the City could provide a connection. Commissioner Shand asked whether there is a right-of-way to Payday Drive once the sidewalk gets to the end of the subdivision. Assistant Director Martin explained that there have been preliminary discussions with the City Engineer and the right-of-way width has been examined. It was determined that there was enough space there to provide a sidewalk.

Commissioner Sigg asked who owns the remnant pieces. Assistant Director Martin reported that it is the same owner who owns the annexation parcel. Commissioner Sigg wanted to know if there has been an agreement to contribute those remnant parcels. It was clarified that there will need to be a future conversation about that. Assistant Director Martin explained that the annexation is only for the 0.94-acre parcel. The parcel that is fronting Iron Canyon Drive is already part of City jurisdiction. She does not know that it is appropriate to include requirements for that since it is not part of the annexation.

Commissioner Sigg does not want to obligate a sidewalk that starts nowhere and ends nowhere. The neighbors clearly want the sidewalk to be put all the way through for safety. Commissioner Shand asked if the existing sidewalk on Payday Drive is maintained. Engineer Robertson reported that it is not maintained by the City. That particular sidewalk is fairly narrow and it is maintained by individual property owners. Commissioner Sigg asked if the City would eventually maintain the proposed sidewalk. Engineer Robertson explained that sidewalks in front of properties are often the responsibility of the owner.

Commissioner Shand noted that on Page 4 of the Staff Report, there is a drawing of the lot and the sidewalk. It appears that the sidewalk abuts the property of Lots ASR-12 and ASR-11, as shown in Figure 3. He asked if those property owners would need to be noticed if the sidewalk went in. Assistant Director Martin did not believe there was an actual alignment for the sidewalk proposed. Figure 3 is the Certified Survey Plat. Commissioner Johnson assumed there would only be notices provided if there was encroachment onto a property. Assistant Director Martin stated that she would need to look at measurements of the width between the right-of-way and the property boundary.

Commissioner Suesser asked about the gross floor area that was recommended previously compared to now. Assistant Director Martin reported that the maximum gross floor area that was recommended in the previous Staff Report was 6,500 square feet. The recommendation now is anywhere between 6,500 square feet to 7,500 square feet. The second level would be limited to 35% of the overall gross floor area. Commissioner Sigg asked if these numbers were inclusive of the accessory apartment, which was denied. However, it was noted that the garage is included in the overall gross floor area number.

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Chair Hall asked about the remnant parcels. In the Staff Report, there is a parcel to the east that is not in the subdivision. She asked if that was also unincorporated, which was denied. Assistant Director Martin reported that it is in City jurisdiction but does not have dedicated access. Chair Hall asked whether a Condition of Approval could be added to state that once the Subdivision Plat comes to the Planning Commission, the remnant parcels will be combined. It was confirmed that this can be added as a condition.

Peter Gamvroulas from Ivory Development provided information about the parcels being referenced. There are two that are immediately adjacent to this lot that are expected to be incorporated as one lot during the subdivision process. He is concerned that there have been references to other pieces that are not adjacent to this annexation piece.

Director Ward shared a map of the area and pointed out IC-MISC. The lot that is proposed to be created is not inclusive of the full IC-MISC. Attorney Harrington believed there could be a Condition of Approval asking for this to be addressed during the subdivision process. That language can be added to Condition of Approval #3. There is an LMC section that requires contiguous commonly owned parcels to be addressed in the same subdivision. The Commission can provide direction to add that reference there.

Commissioner Shand discussed the 35% limitation on the second floor. Mr. Gamvroulas stated that there is no agreement with Staff that this is an appropriate condition to be applied to the annexation. What he feels is appropriate is to meet the current requirements that exist in the zone. When the annexation was originally proposed, they were looking at subdividing it into three different lots, which would have fit the character of the neighborhood. Due to pushback, it was shifted to a single lot. Mr. Gamvroulas reiterated that there is no support for the condition proposed by Staff, as it will reduce the value of the lot. He does not feel viewsheds will be hurt by the standard zoning ordinance.

Mr. Gamvroulas explained that the standard zone does not have a maximum square footage. The request is to follow all standard zone ordinances rather than have additional restrictions added on. There was a reference to some precedence about placing limitations with annexations, but while the City may have a right to do something, the question is ultimately whether there is a reason for the City to place this restriction.

The maximum gross floor area presentation slide was further reviewed. It included a table with the adjacent lot sizes and gross floor area amounts. Commissioner Johnson referenced 2419 Country Lane and 2406 Iron Canyon. One is a 2.7 acre lot and the other is a 4.5 acre lot. The 2.7 acre lot is 5,304 square feet of gross floor area and the 4.5 acre lot is 6,106 square feet of gross floor area. He feels that the Staff is on track with their recommendation based on that, but also understands the position of Mr. Gamvroulas.

Assistant Director Martin reviewed the table and explained that these are the homes directly adjacent to the annexation parcel. Commissioner Frontero believes this shows that regardless of the size of the lot, the homes seem to be between 5,000 square feet to 6,500 square feet. However, the applicant is stating that this is a larger-than-average

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sized lot, so it should be possible to build a larger home. Mr. Gamvroulas clarified that his position is the larger size will not have an impact on the viewsheds. Commissioner Johnson noted that there will not be a Sensitive Land Overlay analysis until after the annexation. As a result, it is difficult to fully understand the visual impact of the proposal.

Commissioner Shand pointed out that the homes to the north are in a subdivision, but this lot is a little bit more unique. The home to the right is likely an older home that was built at a time when homes were not the size they are now. He understands the perspective of Mr. Gamvroulas. Chair Hall reminded those present that the Commission will make a recommendation to the City Council, as the Commission is not the deciding body.

Commissioner Frontero appreciates the applicant choosing to build one home on the 1.7 acres when there was an option to build three. Assistant Director Martin reported that the original annexation petition included a proposal for three lots. When it went to the City Council for consideration, the Council provided feedback that they would not approve an annexation with three lots. Commissioner Frontero feels 7,000 square feet is appropriate. Commissioner Suesser suggested 7,500 square feet. Staff is recommending between 6,500 square feet and 7,500 square feet. This is a large lot and that seems appropriate. Commissioner Shand also supports 7,500 square feet. If the applicant wants something larger than that, some other visuals, such as a rendering of the home, would be needed. It could be approved at 7,500 square feet now and reevaluated at the time of subdivision. Commissioner Johnson thought that 7,500 square feet was reasonable for all parties.

Commissioner Frontero asked about the original 25-foot building height maximum. That was from the previous meeting, but now the suggestion from Staff is to wait until the Sensitive Land Overlay analysis is conducted as part of the Final Plat. Commissioner Frontero thought it should remain at 25 feet to have consistency. He asked about Condition of Approval #8, which relates to the construction of a public sidewalk. Based on the drafted language, before the owner is issued a Certificate of Occupancy, the sidewalk needs to be completed. It was clarified that this is only for their portion of the sidewalk.

MOTION: Commissioner Johnson moved to forward a recommendation of APPROVAL to the City Council on the Robbins (Iron Canyon) Annexation Petition based on the Draft Ordinance Findings of Fact, Conclusions of Law, and Conditions of Approval and the associated Annexation Agreement, as clarified and discussed during the meeting:

Findings of Fact

1. On August 22, 2024, the applicants filed an annexation petition with the City Recorder for the annexation of Parcel SS-104-B, currently within the jurisdiction of Summit County and completely surrounded by properties within the Park City municipal boundary.

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2. The applicant is requesting annexation and zoning approval of a 0.94-acre parcel owned by the Boyer Robbins JV, L.C., ("Robbins Parcel") and the requested zoning is Single Family (SF).

3. The property is located within the Park City Municipal Corporation Annexation Expansion Area boundary, as described in the adopted Annexation Policy Plan (Land Management Code (LMC) Chapter 8), and is contiguous with the current Park City Municipal Boundary along the south and west property lines with the Iron Canyon Subdivision Annexation (1983). The property is contiguous with the City along the north property lines with the Aspen Springs (Formerly Smith Ranch) Subdivision Annexation (1988), and along the west property line, there is contiguity with the Ross annexation (1993). The property is considered an island of unincorporated land.

4. The applicant submitted an annexation plat for the 0.94-acre parcel, prepared by a licensed surveyor, and additional annexation petition materials according to provisions of the City's Annexation Policy Plan and Utah State Code.

5. On February 24, 2024, the Summit County Council considered the annexation petition and declined to protest the annexation pursuant to Utah Code Section 10-2-407.

6. The petition was accepted by the City Council on March 7, 2024, and certified by the City Recorder on April 4, 2024. Legal notice was published in the Park Record and the Utah Public Notice Website as required by State Code. Notice of certification was mailed to affected entities as required by State Code. No protests to the petition were filed.

7. The proposed annexation property is the only non-annexed properties owned by the Petitioner in the surrounding area.

8. A Preliminary Subdivision Plat was submitted with the annexation petition, which proposed combining the 0.94-acre parcel with adjacent remnant parcels IC-MISC and PCA-105 (already within City limits) to increase the developable acreage to 1.73 acres and create three lots for development of three Single-Family Dwellings. On September 19, 2024, the applicant submitted a revised Preliminary Plat for the creation of one 1.73-acre lot for the development of one Single-Family Dwelling. An additional revised Preliminary Plat, attached as Exhibit C to the Annexation Agreement was submitted on _____ 2024 to incorporate Plat Notes recommended by the Planning Commission.

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9. The proposed 1.73-acre lot with one Single-Family Dwelling and affordable Accessory Apartment is compatible with the density of the surrounding neighborhood, which has a net density of one dwelling unit per 1.6 acres (average between Iron Canyon and Aspen Springs subdivisions).

10. The surrounding neighborhood contains Single Family Dwellings with an average Gross Floor Area of _____ square feet.

11. As conditioned with a required maximum Floor Area of _____, the annexation petition complies with LMC § 15-8-1, the purpose of annexation requirements, including to protect community character, assure orderly growth, and protect entry corridors and viewsheds.

12. The annexation parcel is surrounded by lands that are within the Sensitive Land Overlay, near the base of Iron Mountain, with proximity to the McPolin Farm and Highway 224, which serves as the City's northern entry corridor, and therefore annexing the 0.94-acre property into the SLO is a natural extension of the SLO boundary.

13. The annexation parcel and surrounding property proposed for subdivision and development are visible from Highway 224 along the Northern Entry Corridor.

14. To protect view sheds and the northern entry corridor, a view shed analysis is required. As conditions, to establish appropriate maximum building heights within the Limits of Disturbance, the annexation petition complies with the purpose of the LMC annexation requirements.

15. LMC § 15-8-5(C)(6) requires compliance with the Affordable Housing Resolution in effect at the time of the annexation petition. Resolution 05-2021 Affordable Housing Guidelines Section (8)(A) requires a developer to provide Affordable Unit Equivalents (AUEs) for 20% of the total Residential Unit Equivalents (RUEs) in the annexation.

16. As conditioned, the annexation petition complies with the Affordable Housing requirements per LMC § 15-8-5(C)(6).

17. The Staff Review Team, including the Planning Director, City Engineer, Public Works Director, Fire Marshal, Police Chief, utility providers, and Park City School District, reviewed the annexation petition and confirmed City services have sufficient capacity to support the annexed property and associated single-family residential use.

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18. Park City Public Utilities Department requires that the Developer install water infrastructure to serve development on the Lot according to the specifications outlined in the Annexation Agreement.

Conclusions of Law

1. The Annexation and Zoning Map amendment are consistent with the Annexation Policy Plan and the Park City General Plan.

2. Approval of the Annexation and Zoning Map amendment does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The Official Zoning Map shall be amended to designate the property as Single Family (SF) and within the Sensitive Land Overlay (SLO).

2. The Annexation Agreement approved by the City Council shall be fully executed and recorded at Summit County.

3. A final Subdivision Plat to create a legal lot of record, in compliance with the terms of the Annexation Agreement, shall be reviewed and approved by the Planning Commission and recorded at Summit County.

4. A comprehensive SLO analysis shall be completed at the time of the Final Plat to establish platted Limits of Disturbance for the Single-Family Dwelling and Accessory Apartment, driveway and hard surface areas, building height, and massing to protect viewsheds and the northern entry corridor.

5. The Final Plat shall dedicate a 10’ wide utility, public access, drainage, and snow storage easement.

6. The Final Subdivision Plat shall be in substantial compliance with the Preliminary Subdivision Plat (Exhibit D to the Annexation Agreement) submitted with the Annexation petition, as amended.

7. The Final Subdivision Plat shall include plat notes as outlined in the Annexation Agreement.

8. Construction of a public sidewalk along Iron Canyon Drive along the frontage of the Property is required to provide safe pedestrian access. The sidewalk and all required public improvements, shall be completed prior to issuance of a certificate of occupancy for the single-family dwelling.

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9. All exterior lighting shall be reviewed with the Building Permit application for compliance with the LMC.

10. The annexation is subject to the City's Affordable Housing Resolution 05-2021 and as further described in the Annexation Agreement. The affordable housing obligation shall be provided on the property unless otherwise approved by the Park City Housing Authority. If the affordable housing unit is provided on-site, the unit will not count against the maximum allowed Gross Floor Area or density.

11. All conditions and restrictions of the Annexation Agreement shall continue to apply to the Final Subdivision Plat.

The motion was seconded by Commissioner Suesser. The motion passed with the unanimous consent of the Commission.

6. ADJOURNMENT

MOTION: Commissioner Sigg moved to ADJOURN.

The meeting adjourned at approximately 10:30 p.m.

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PARK CITY MUNICIPAL CORPORATION
SPECIAL PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
OCTOBER 30, 2024

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall (via Zoom), Laura Suesser, John Frontero, Henry Sigg, Rick Shand, Christin Van Dine, Bill Johnson

EX OFFICIO: Rebecca Ward, Planning Director; John Robertson, City Engineer; Tim Sanderson, Transportation Planning Director

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1. ROLL CALL

Chair Sarah Hall called the meeting to order at 5:30 p.m. She noted that all Commissioners are present in Council Chambers, but she is attending via Zoom.

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reminded those participating in the public hearing later on in the meeting to state their full name and to limit their comments to three minutes or less. All comments should be directed to the Commission rather than the applicant. The City asks that all public comments be civil and address matters before the Commission.

Commissioner Christin Van Dine shared a disclosure with the Commission and explained that she is an owner and is on the Board of the Lakeside Homeowners Association ("HOA"). That will not impact her decisions on the Deer Valley project moving forward.

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. REGULAR AGENDA

A. Snow Park Village Base Area – Deer Valley Report 13th Amended and Restated Large Scale Master Planned Development Permit and Phase I Conditional Use Permit – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, an Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and

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Road and Utility Improvements. MPC PL-21-04767, CUP PL-21-048111, Subdivision PL-22-05168.

Director Ward reported that the item scheduled for review is the Snow Park Village Base Area. She will share introductory slides and then the applicant will present. The applicant team will provide the information requested by the Commission during the October 9, 2024, Planning Commission Meeting. Additionally, the City Engineer, Transportation Planning Director, and WCG consultants are available to answer questions as needed.

For Snow Park Village, there are a few additional meetings scheduled for this year, with the possibility of continued review in 2025. On November 13, 2024, and December 11, 2024, there will be in-depth reviews. The Conditional Use Permit ("CUP") and Master Planned Development ("MPD") modifications currently before the Commission for review are related to Phase I. Director Ward explained that Phase I is the parking structure, underground transit hub, and road, utility, and pedestrian improvements. The applicant will come forward with Phase II at a later date for the vertical development.

The focus of the current meeting discussion is the transportation component of the Snow Park Village. The criteria the Planning Commission is reviewing are as follows:

- The Planning Commission must find the project addresses and mitigates traffic;
- The applicant must provide a plan to discourage the use of motorized vehicles and encourage other forms of transportation.

Director Ward reported that the following is reviewed through the CUP process:

- Traffic considerations and capacity of the existing streets in the area;
- Internal vehicular circulation;
- Emergency vehicle access;
- Location and amount of parking.

During the meeting, the applicant will address the density, uses, trip generation, and traffic as well as parking, transit facilities, pedestrian and bicyclist connectivity, ski lift and gondola alignment, and transportation demand management ("TDM"). Todd Bennett reported that throughout this process, Deer Valley has listened carefully to feedback from the community and key stakeholders. The concerns and ideas brought forward by many community members have been invaluable and have been incorporated into the plan.

Deer Valley believes that by closely working with neighbors, a plan has been developed that balances the operational needs of the resort with the priorities of the community. During the presentation, the focus will be on the critical elements of the development, including traffic circulation and transportation. Care has been taken to ensure that the plan meets both current and future needs. In addition, there has been work done with some of the best transportation consultants and traffic engineers on comprehensive studies. There is confidence that the data-driven solutions will enhance circulation

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efficiency and improve the overall guest experience. It was noted that Deer Valley has decades of experience managing complex resort operations. Deer Valley understands how critical a frictionless arrival and transportation experience is to the overall guest satisfaction and to the community. There is confidence that this can be done well.

Deer Valley is committed to minimizing impacts on the surrounding community by ensuring that the development integrates seamlessly with the broader transportation network. Hannah Tyler introduced herself to the Commission and reminded those present that this discussion is part of Phase I of the Snow Park development project. The focus for Phase I is the roadway improvements, parking garage, and new transit center. Also at the Planning Commission Meeting were the technical consultants and design team, who she asked to introduce themselves. Connor Dinsmore stated that he is with Alliance Engineering and is the Civil Engineer on the project. Wade Budge stated that he was there on behalf of Deer Valley. Jeff Kovel is with Skylab Architecture and is a Founding Principal and Design Director. Jon Nepstad explained that he is with Fehr & Peers and is there to support the traffic analysis. John Gard stated that is also from Fehr & Peers. Kat Schultz reported that she is with GBD Architects, who is the architect of record.

Ms. Tyler reported that there has been close work with Staff to break up project discussions into topics so there can be a more thorough review. At the Planning Commission Meeting in November, the focus will be on the Construction Mitigation Plan, project phasing, and sustainability efforts. Any remaining questions or comments will be addressed at that time. Following that meeting, there will be an open house with the community to talk about those same topics. At the December meeting, the intention is to finalize any outstanding items so there can be possible action taken at that time.

At the current Planning Commission Meeting, the topics that will be addressed include:

- Roadway Circulation;
- Traffic Impact Study;
- Right-of-Way Improvements and Transportation;
- Parking Garage Circulation;
- Land Management Code.

Ms. Tyler took a moment to respond to a request made during the last Planning Commission discussion on the item. The Commission wanted to know more about the gondola alignment and the Carpenter Lift relocation. She noted that those two pieces are part of the Phase II application, but a plan was submitted to Staff. It is included in the Staff Report. The new gondola will replace the Silver Lake Express Lift. There will be a similar alignment maintained and that will transport guests from Snow Park to Park Peak with a mid-station at Silver Lake Lodge. The Carpenter Lift will then need to be relocated so the gondola can gain elevation coming out of Snow Park, as the gondola is being brought into the Base Village. However, the top terminal of Carpenter will remain the same and the overall alignment will remain the same. A second gondola is planned that

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will connect Deer Valley East Village to Park Peak with a lodge between. The phasing will be shared as part of the overall construction phasing discussion in November.

There were two additional comments made by the Planning Commission at the last meeting that there is a desire to address before the technical aspects of the presentation began. The first is the Deer Valley Skier Shuttle. Last winter, the shuttle saw over 50,000 rides. Those trips were short at one mile or less and the average wait time was six minutes. The service is available to HOAs within their Master Plan. It is funded by each unit within the participating HOAs. The Commission asked Deer Valley to consider expanding that service to Park Meadows. However, the shuttle service is designed to address the last-mile transit connections for the HOAs within the Master Plan. Park Meadows already has access to the City transit system through fixed routes. As a result, Deer Valley believes expanding the service to Park Meadows would be inefficient and would actually increase the number of vehicle miles traveled. The City transit system already provides buses that come to the current transit stop and future transit center.

As for access through Deer Crest, Deer Valley has an operating agreement to manage the ski terrain and infrastructure within Deer Crest. Deer Valley logo vehicles are used to transport staff to maintain and operate the ski infrastructure in Deer Crest. The agreement in place is strictly for the operations of the ski resort and does not provide general employee access beyond that. The City also has an agreement that Deer Valley is not party to.

Ms. Tyler reported that the Deer Valley presentation will focus on how the project meets specific CUP approval criteria, including the capacity of existing streets, internal circulation, emergency vehicle access, public safety, and the location and amount of parking. As the plan evolved, three circulation priorities were identified by the community:

- Maintain the basis of the existing circulation and flow around the loop;
- Doe Pass Road becomes the primary entry for day skiers arriving at Deer Valley;
- Prioritize transit-first policy.

Ms. Tyler shared the Site Circulation Plan map with the Commission. The overall flow of the loop is two-way, with a dedicated shared managed lane heading south. There is a new roundabout at the Doe Pass Road intersection and the two-way traffic continues past Royal Street and the entrance to Trails End. The road turns one way heading into the transit center for all user groups. As guests and transit vehicles exit the transit center, they return to two-way traffic on the east side of Deer Valley Drive. There can then be a turn on Doe Pass Road for the day skier parking or it is possible to exit to the north.

Ms. Tyler reviewed the Shared Managed Lane Circulation map. It is designed to accommodate transit vehicles and can also be used by EMS vehicles. There has been close work with Staff and third-party consultants on this lane. The intention is for the lane to begin after the Y intersection on the west side of Deer Valley. It will go counterclockwise and the lane will continue into the transit center. The lane then picks

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up on the east side of Deer Valley Drive at the end of the development. She explained that this has been pushed to the end of the development to enable turn pockets, landscape barriers, and additional crosswalk infrastructure within the development boundary.

Ms. Tyler next reviewed a Circulation map with the Commission. She highlighted the delivery and loading zone areas on the map. There are three delivery and loading zones identified in this plan. The first is the current Snow Park loading dock, which will be maintained, but the technology will be upgraded to improve it for vendors and staff. The other loading docks will be off Doe Pass Road and at the north end of the parking garage. Those will enable Deer Valley to receive goods and move goods to various areas. The loading docks will be pulled away from the street and pulled into the building so guests and the community will not necessarily see those activities take place.

The Emergency Services Circulation map was shared. Ms. Tyler reported that there has been close work with the Park City Fire District to ensure that the emergency vehicle access meets their needs. There are key routes identified that will be maintained and cleared year-round. Additionally, the ski clinic on the east side of Snow Park Lodge that exists currently will be maintained. Ms. Tyler reviewed the Off-Site Parking map. She explained that there is currently a successful partnership with Park City Transit. There is a direct transit route from Richardson Flat Park and Ride to Snow Park. Last season, there were over 30,000 riders on that. The incentive program has been expanded for staff and guests. There was increased awareness of that route at the end of the season last year, so it is expected that there will be more ridership this year. There is also a new partnership with Jordanelle State Park for additional parking that will supplement the day skier parking. There will be private shuttles provided from that lot to Deer Valley East Village. There is also a $15 million investment in a regionally significant off-site parking facility in partnership with Park City Municipal. Ms. Tyler added that transit is also provided to and from all of the employee housing locations throughout the region.

Mr. Gard shared information about the updated Traffic Impact Study. He reported that a lot of changes have occurred since the 2022 analysis. This includes the analysis methods, new data, information pertaining to single occupancy vehicle trips, parking requirements, and so on. Mr. Gard explained that new traffic data was collected as part of this study. In February 2024, traffic data was collected on three different weekends, including Presidents' Day weekend. He pointed out that Presidents' Day weekend was one of the top five busiest days of the ski year. The travel demand model is the model used to predict the growth in traffic over time. It has changed slightly. The Vissim Microsimulation Model was used for this analysis, which is a state-of-the-art traffic operations model.

Mr. Gard presented a slide with the analysis scenarios included in the October 2024 Traffic Impact Study. The study is included as an Appendix to the Staff Report. Friday and Saturday conditions were examined and Saturdays were busier in general. Three different weekends were counted. The study area was shown, with nine intersections.

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Additional information about the Vissim model was shared. Mr. Gard explained that this is the highest-end microsimulation model that is available on the market. When these models are used, they must be calibrated to match what exists. The top photo shown was from drone footage on February 17, 2024. On the bottom was the microsimulation model replicating the queue. He shared an additional example at Doe Pass Road to further illustrate some of the existing conditions in the simulation model.

The trip-generating land uses were considered and used in the analysis. Mr. Gard shared a Snow Park Village Trip Generation table with the Commission. It speaks to the complexity of trip generation based on the number of land uses. From an overall trip generation perspective, there is a 1% increase in AM peak hour traffic. He explained that a 1% increase is not perceptible to the general driving public. The PM peak hour increase is 159 inbound trips and 50 outbound trips. He presented a Traffic Impact Study table with some projected 2030 conditions. The standard level of service ("LOS") in the City is LOS D. The table shows the intersections operating at LOS E or LOS F in 2030. There was information about what would happen if there was no project and if there was a proposed project. At the Y intersection, there would be an improvement to LOS D. At the intersection at Deer Valley Drive West and Doe Pass Road, it would transition from a stop sign to a roundabout. That roundabout would improve operations from LOS F to D.

Commissioner Bill Johnson asked about Table 1 in the report for Intersection 9. Mr. Gard explained that in that table, the PM peak hour shows the intersection today as 42 seconds of delay. The roundabout looks at all the delays at all approaches combined. It is not just one movement that is considered, but all of the movements through that intersection. By 2030, even without the project, the LOS will decline to LOS F with 61 seconds instead.

Commissioner Laura Suesser asked why 2030 is being used as the marker. It was clarified that the analysis was for 2030 and 2040. There are LOS results for both markers. There should not be any substantial changes based on the travel behavior associated with the project between 2030 and 2040, but there will be some minor background growth.

Mr. Nepstad shared information about Single Occupant Vehicle ("SOV") Trips. During the last meeting, there was some Commission discussion about the number of SOV arriving in the Snow Park area. The Park City Forward plan does mention that 58% of the auto trips in the Deer Valley community area were SOV. However, that number was based on a home interview survey that was done on behalf of that plan. Direct field observations were done on three weekends and the data shows a lower number at 48%. The number of SOV on Friday was higher than on Saturday and was closer to 55-60%.

Mr. Nepstad reviewed the MPD requirements for reduced parking, which are as follows:

- The proposed number of vehicles required by the occupants of the project based on the proposed use and occupancy;

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- A parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy parking;
- Parking needs for non-dwelling uses, including traffic attracted to commercial uses from off-site;
- An analysis of time periods of use for each of the uses in the project and opportunities for shared parking by different uses;
- A plan to discourage the use of motorized vehicles and encourage other forms of transportation;
- Provisions for overflow parking during peak periods;
- An evaluation of potential adverse impacts of the proposed parking reduction and density increase, if any, upon the surrounding neighborhood and Conditions of Approval to mitigate such impacts.

Mr. Nepstad reported that the skier parking is reduced by 20%. In addition, the parking for non-skier traffic is reduced by 15%. This means there is a reduction in day skier parking as well as the traditional land uses. He referenced the aggressive transit program, and transit investment, as well as the management policies and programs.

When it comes to the second point about a parking comparison of projects that are a similar size with similar occupancy, it was noted that there are not a lot of similar projects. However, it is possible to compare the paid parking. Mr. Nepstad explained that paid parking at resorts is fairly new. There are not a lot of examples currently, but the presentation Park City Mountain Resort has given to the City in the past was cited. In addition, resorts in Big Cottonwood Canyon, particularly Solitude Mountain Resort, have seen dramatic and positive results as a result of a paid and reserved parking program.

The third bullet point was discussed. The vast majority of those who will partake in the food and beverage and retail uses are people already at the site. Mr. Nepstad does not believe many people will drive to Deer Valley in order to shop and dine exclusively. In that sense, there is a shared parking opportunity, because visitors are there for skiing, but might remain for other uses. Other bullet points were considered. There are many traffic demand management (“TDM”) efforts to discourage the use of motorized vehicles and encourage other forms of transportation. As for overflow parking during peak periods, there will not be overflow parking on the loop at the end of this process. There is a desire to increase communication about the amount of parking available on the site. When it comes to potential adverse impacts, he believes the community's desire to have less parking is being met through this plan. There will be a highly managed parking situation.

Mr. Nepstad reviewed the TDM Measures table. Deer Valley has been focused on ongoing and future TDM measures. The chart included some measures that are already in place, such as employee transit and housing, education and promotion, and the consideration of special events. Some of the new programs listed include bicycle amenities and perks, parking management, real-time messaging, and the appointment of a TDM Coordinator. There is a desire to think about all four seasons in the management.

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Deer Valley is committed to learning from other communities and resorts when it comes to TDM measures. What is shown in the table is not static and will evolve in the future.

Mr. Dinsmore reported that he will review intersection and roadway improvements throughout the loop. Eight different intersections will be discussed. The first is the Y intersection. Mr. Dinsmore reported that the main improvement there is the installation of a traffic signal. The existing Deer Valley Drive West that goes straight through the intersection will remain as it is today. The Deer Valley Drive East section will be widened to the north slightly within the right-of-way to accommodate three lanes in this area. That will allow for a left and right turn pocket at the intersection. Bicycle movement will remain the same as it is today and pedestrian crosswalks will be provided at the light for safe travel across the road. Moving southbound on Deer Valley Drive West and after the bridge, it is proposed to restripe the existing asphalt for the shared managed lane.

Passenger vehicles entering the site will stay on Deer Valley Drive West to go to the passenger drop off and day skier parking or will turn onto Deer Valley Drive East for ski school drop off as well as additional day skier parking. At previous Planning Commission Meetings, there were questions about why different intersection controls were proposed throughout the project. Mr. Dinsmore reported that at the Y intersection, the proposal is a traffic signal instead of a roundabout due to right-of-way constraints, potential impacts to surrounding sensitive areas, and the proximity of the bridge to the intersection.

Mr. Gard explained that the concern with a roundabout is that it can lock up once traffic gets in the middle of it, so people cannot pass through. In this case, a roundabout would provide less flexibility for traffic management. The traffic signal is a better solution in this particular location. Mr. Gard shared a video of the Y intersection simulation during AM and PM peak hours. Commissioner Suesser mentioned the crosswalks shown. On the northwest corner, there is no sidewalk there. She wondered whether those improvements were anticipated because that would be useful. It was stated that there is work being done with the City to see whether a sidewalk can be placed in that area for connectivity.

The area moving down Deer Valley Drive West was discussed next. Mr. Dinmore explained that in this area, the plan is to maintain the existing pavement section and sidewalk in front of the Aspen Wood Condominiums. There is 33 feet of asphalt and that will be used to restripe. Three 11-foot lanes will be created to accommodate the shared managed lane. At the portion of Deer Valley Drive West where the travel lanes are split by a landscape island, the proposal is to widen the southbound travel lane into the landscape island to accommodate the shared managed lane. No widening is proposed outside of the right-of-way in this area. He shared a cross-section for reference.

Mr. Nepstad discussed the shared managed lane. He explained that there have been a lot of discussions about the best path forward and the shared managed lane was determined. It will be counterclockwise and will start at the Y intersection and go down Deer Valley Drive West, past the Doe Pass Road roundabout, into the mobility hub. It picks up again further north past Doe Pass Road. He expressed support for the lane.

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Commissioner Suesser asked for some clarification. Currently, there are two lanes of traffic with one in each direction, bicycle lanes on both sides and a multi-modal path on the inside of the loop. She wanted to know if the bicycle lanes would be eliminated to create the three lanes. Mr. Nepstad reported that there will still be a shoulder. During the summer months, bicyclists will have a dedicated 10 to 12-foot lane, so there is no reason to have a bicycle lane at that point. This design considers the year-round uses.

Mr. Dinsmore next reviewed the area where Doe Pass Road intersects Deer Valley Drive West. He explained that a roundabout is proposed in this area as well as improvements to Doe Pass Road so traffic can flow in and out of the site more fluidly. As cars and buses travel southbound into the site, vehicles looking to drop off passengers will stay on Deer Valley Drive West and go down into the transit center. Vehicles looking to park will go through the roundabout onto Doe Pass Road to enter the parking garage itself. There will be two southbound lanes provided at the roundabout to promote the shared managed lane so there is clear access through the roundabout and into the transit hub. The rest of the lanes entering the roundabout will be one lane in their respective direction. There will be a crosswalk across Deer Valley Drive West after the roundabout for pedestrians to enter the site. There will also be a crosswalk across Doe Pass Road for pedestrians.

With the re-grading of Deer Valley Drive West, the proposal is to lower and reconnect Royal Street and regrade a portion of Royal Street. A roundabout was chosen to promote constant flow in and out of the site. Mr. Gard stated that the reason for the roundabout in this location as opposed to the Y intersection has to do with the characteristics. Roundabouts work best when traffic volumes are fairly balanced on all approaches. While that is not the case at the Y intersection, that is the case in this particular location. The placement of crosswalks has been carefully thought through in this area as well.

Commissioner John Frontero asked for additional information about the crosswalks. He wanted to know if there would be a button pedestrians would push and flashing lights to stop traffic flows. Mr. Gard explained that what is currently envisioned is a flashing beacon. Commissioner Suesser wanted clarification about how Royal Street and Deer Valley Drive West operate at a peak hour in the morning. Mr. Gard stated that the roundabout would create gaps in traffic so vehicles could make the outbound left. It was added that the day skier traffic that goes to the day skier parking lot will not pass that roundabout.

Mr. Dinsmore reviewed the Transit Center Entry information. Past the roundabout on Royal Street, there is proposed to be two-way traffic to Trails End Road on Deer Valley Drive West. After Trails End Road, Deer Valley Drive West becomes a one-way traffic flow and ramps down into the transit hub, which will be located underground and below the proposed ski beach. Due to the grading between the entry ramp and Trails End Road, a retaining wall is needed to separate the two roads. The proposed shared managed lane will be the outermost lane and continue into the transit hub, where buses will have

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designated spots for drop-offs. The center lane on the ramp will be for shuttles and passenger vehicles whereas the innermost lane will be for passenger vehicles.

The proposal is to regrade Trails End Road and create an intersection at Deer Valley Drive West with the hotel entrance and drop-off across the street. Along with re-grading the road, there is a five-foot sidewalk proposed from the roundabout up to Trails End. Trails End residents will be able to access the site through the ski beach at the end of the road or from the sidewalk. The end of Trails End Road will be used as a fire truck turnaround for emergency vehicles. The plan is to install removable bollards at the end of Trails End Road and will maintain mountain access for maintenance vehicles. During the summer months, emergency vehicles will be able to drive across the ski beach to get to Deer Valley Drive East in case of an emergency. During the winter months, there will be access through the transit hub. Across from Trails End Road, a hotel drop-off is proposed. There is a ramp that goes off the hotel drop-off and drops into the garage.

The Transit Center Exit was discussed. Mr. Dinsmore explained that the one-way exit ramp leaves the hub and connects to Deer Valley Drive East. As vehicles exit the transit hub, they will merge into one lane where they will get on the exit ramp. South of the transit exit ramp and next to the Snow Park Lodge is a ski school drop-off. The intention is to create a safe and convenient drop-off for the ski school by separating the users from passenger vehicles and transit users. The drop-off is proposed to be on grade with the plaza and Snow Park Lodge. Moving north, the proposal is to restripe Deer Valley Drive East and provide landscape islands to create safe left turn pockets for neighboring condominiums. Enhanced pedestrian crosswalks are proposed. Five-foot wide sidewalk is proposed to be installed on the east side of the road by Powder Run, which will connect the sidewalks from Black Diamond down to the Red Stag Lodge. On the project side, a 12-foot wide sidewalk is proposed that will also have some connections to the plaza.

Mr. Dinsmore reviewed the Doe Pass Road and Deer Valley Drive East Intersection. He explained that the proposal is to upgrade Doe Pass Road to accommodate two eastbound traffic lanes and two westbound traffic lanes. There is also a proposal to have an on-grade transit pull-off area that can accommodate four buses. One of the stalls where buses park will also have a bus charging location. On the south side of Doe Pass Road, there is a loading dock entrance on the far left, the P3 garage entrance in the center, and the P2 garage entrance on the right side. The P3 garage entrance has an internal ramp that goes down to the lowest level. A pedestrian bridge is proposed across and above Doe Pass Road so there can be safe pedestrian crossing. Underneath Doe Pass Road, there is a tunnel connecting the lowest level parking garage from north to south.

There is a six-foot wide sidewalk on the south side of Doe Pass Road and a 12-foot wide sidewalk on the north side of Doe Pass Road. That 12-foot wide sidewalk provides connectivity to the ponds. Also on the south side, there is a sidewalk that goes up into the plaza. North of the P1 parking entrance, there is a three-way stop intersection at Deer Valley Drive East and Doe Pass Road. This will allow traffic movements in each direction to be controlled. Passenger vehicles that drop off at the transit hub and want to park will

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either turn left through the intersection to enter one of the three garage entrances on Doe Pass Road or stay straight to enter the garage that is off Deer Valley Drive East.

On Deer Valley Drive East, there is the P3 lowest-level garage entrance, which will be for day skier parking. It is also proposed that there be an event space pull-off, so vehicles can pull off the road and unload without impeding traffic. Along with the road widening, the plan is to widen the existing sidewalk around the ponds to 12 feet. Mr. Dinsmore pointed out the shared managed lane, which will promote transit priority leaving the site.

Mr. Dinsmore discussed the Queen Esther Drive and Solamere Drive areas. The plan is to widen the road to accommodate left turn and merge lanes in and out of these intersections. Along with the road widening, widening is needed to accommodate the shared managed lane that will continue around the loop to the Y intersection. The proposal is to widen the existing sidewalk around the ponds to 12 feet. Moving past Solamere Drive to the west, the plan is to widen the road to accommodate the shared managed lane. The idea is to widen the road to the north in these areas and stay within the right-of-way. He clarified that the curb will be widened to reach 33 feet of asphalt. Mr. Gard reported that the dedicated left-turn lanes shown in the exhibit are a result of the amount of left-turn traffic that is present as well as the through traffic in each direction.

Ms. Schultz discussed the parking garage circulation. As a reminder, the MPD criteria require the project to facilitate transit improvements for passenger drop-off, shuttle services, and buses. Additionally, the project is required to develop an enhanced public transit center. Ms. Schultz reported that there will be a reduction in parking by encouraging alternative means of transportation. The new transit center provides an elevated arrival experience with a convenient connection to Snow Park Lodge, Carpenter Lift, the new gondola, and the village. In addition, there will be a bus driver lounge and charging station for electric buses provided along Doe Pass Road. Upon arriving at the village, day skiers will access the parking from Doe Pass Road. It is also possible to arrive along Deer Valley Drive East at the lowest level of parking near the event center.

Those dropping-off skiers will access the drop-off area via Deer Valley Drive West and will use the ramp down to the transit hub. The ski school drop-off location has been selected because it will be a safe and convenient location for parents. Ms. Schultz discussed how pedestrians and bicyclists will access the village. There are multiple options, as shown in the A Walkable Village map. Each of the black and white triangles indicates locations that can be used by bicyclists and pedestrians to enter the village. There are over 200 bicycle parking racks that will be distributed for convenient parking. Additionally, there is a proposal to have an enclosed room for employee bicycle parking.

P1 – Upper-Level Parking and Circulation was discussed. Ms. Schultz presented a map for reference. Pedestrians have multiple internal options inside the garage to reach the village. As for the transit center, the buses arrive through the shared managed lane. There is a dedicated bus loading and unloading area. Two bus lanes accommodate the stacking of up to six buses at one time. Upon exiting, buses are given priority to exit first.

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Within the transit center, there will be “Yield To Buses,” signage placed. In addition, there will be Deer Valley staff present to manage the vehicles and ensure buses have priority.

Shuttles will enter the transit center through the center lane. There is a dedicated shuttle loading and unloading area proposed. Ms. Schultz reported that there is room for up to six shuttles at one time. There are also three passenger drop-off lanes that can accommodate up to 21 vehicles at one time. She noted that there are multiple options to exit the transit center. For example, there are elevators on the south end adjacent to Snow Park Lodge, a grand stair in the middle of the transit center, and there are escalators. A rendering of the transit center was shared to provide additional context.

P2 – Middle-Level Parking and Circulation was shared. Ms. Schultz explained that this is the middle level of the parking garage and is accessed from Doe Pass Road. The white area shown is day skier parking and the purple area is gated off and is designated private parking. Deer Valley staff will be managing this parking level as well as the level below.

P3 – Lower Level Parking and Circulation was reviewed. Ms. Schultz noted that there is a tunnel that connects below Doe Pass Road. Not only is it possible to access via Doe Pass Road, but it is also possible to access directly from Deer Valley Drive East. She pointed out the employee bicycle parking, which is an enclosed area that can be accessed by both elevators and ramps so employees can park their bicycles in a secure location.

Commissioner Henry Sigg asked how to access the plaza level from P3. He wondered whether it was only possible to access it by elevator. Ms. Schultz reported that there are elevators. In addition, it is possible to connect with escalators and stairs. Commissioner Suesser asked if the tunnel was drivable or walkable. Ms. Schultz clarified that it is a drivable tunnel, but there is a six-foot sidewalk through there as well. Commissioner Suesser wanted to know if the day skier circulation includes the club parking or if the club parking is included in the private parking section. Ms. Schultz reported that club parking will be included in the private parking. Private parking is shown on the map in purple.

Commissioner Johnson does not see the circulation plan for delivery and essential services. He asked if there was enough clearance for turnarounds. Ms. Schultz pointed out the dark area underneath the purple on the drawing. This is loading for the commercial functions on the south side. A semi-truck cannot turn around there but can back in and head back out. There is a loading dock that operates similarly elsewhere on the side.

Commissioner Rick Shand believed that on the lefthand side of the map, there is a ramp to access P3. It is also possible to access P3 through the underground passageway from the building to the right and from Deer Valley Drive East. In the case of a failure, each one of the two buildings has a means of egress. Ms. Schultz confirmed that there are multiple egress paths for vehicles and pedestrians. Commissioner Sigg asked about the capacity of the elevators. Ms. Schultz stated that there have been some studies done. She does not have exact numbers but can obtain that information for the Commission.

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Commissioner Suesser asked to revisit the circulation along Doe Pass Road. Mr. Dinsmore reported that there is a bus pull-off on Doe Pass Road on the north side, so buses that are going clockwise around the loop will stop in that pull-off and go through the transit hub and back around. Ms. Schultz reported that work was done with the Staff to discuss what the bus pull-out would look like. That is where the driver's lounge will be located. She reiterated that there will be a bus charger in that location as well. Commissioner Suesser wanted more information about the access to the plaza from Doe Pass Road. Ms. Schultz reported that there are multiple location points contemplated.

Mr. Kovel shared a preview of the Phase II program locations for context. He clarified that there are still some moving pieces and this is not finalized. The light blue areas on the map indicate ski services. There are two buildings proposed and the gondola. To the right of that are the medium blue areas, which indicate the hotel, restaurant, and retail components. He pointed out the residential and the event centers on the drawing.

Commissioner Suesser asked if there was outdoor space associated with the event center, which was confirmed. Mr. Kovel reported that there are multiple spaces, both landscaped and hardscaped. He next shared a drawing to illustrate the building setbacks. The project is an MPD and in the MPD requirements, there is a boundary setback of 25 feet around the perimeter. There will be conformance with the setback around the entire project boundary. In the drawing, the blue line is the property line and the red is the setback.

There will be a base height of 45 feet above the 1955 USGS topography. Mr. Kovel reported that this was approved in February 2021 by the Park City Planning Director. The height was set to establish a consistent and understandable limit for the community. He explained that the Phase I development is far below the height limit in all cases. The tallest area of elevation in Phase I is approximately 23 feet of the 45-foot height limit.

The exterior materials for the project were reviewed. Mr. Kovel explained that the intention is to have a palette that reflects the Deer Valley design guidelines. The primary material in Phase I includes stone cladding around the base. He shared example images of the materials, including timber decking, timber structure, metal panel, corrugated metal, corrugated formed concrete, metal door, and smooth panel formed concrete.

Mr. Kovel shared a drawing of the building elevations starting from Deer Valley East. The dark area shown on the drawing is the transit exit. There is a canopy proposed for signage and lighting. To the left, there is a service access door. Moving right, there is village access, where pedestrians and bicyclists can filter in and out of the village. He pointed out the P1 parking entry and exit on the drawings and the village access. The drawings illustrate the scale that is being created with the project. The P3 parking entry and exit were reviewed. Commissioner Suesser asked about the parking garage elevation drawing. The dashed lines below indicate parking garage levels. She wondered whether those would be excavated, which was confirmed. The dark line is an

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estimate of the current grade. Discussions were had about the existing grade and the proposed excavation.

The Deer Valley North elevation drawing was shared. Mr. Kovel explained that this looks at the loading area underneath the event center. The dark area indicates the loading dock and adjacent to that, on either side, there are some pedestrian doors, a fire exit, and staff access. This is where the corrugated metal panel will be used. To the west, the stone will be used. He pointed out some of the different material placements. Mr. Kovel shared additional drawings and made note of the proposed bus driver lounge. The parking garage elevation for Doe Pass Road was reviewed. He pointed out some berming in the landscape to minimize the height of some of the stone walls to create a more natural landscape. The green areas shown on the south elevation are manufactured berms.

The transit entry parking garage elevation drawing was reviewed. Mr. Kovel explained that the drawing shown looks east. He outlined some of the exterior materials. The façade of the transit center entrance was shared. There are four zones: pedestrian and bicycle access into the transit center and the three lanes of traffic entering the center.

Mr. Kovel shared information about open space and snow storage. The light green shown on the map indicates open space and the total site area is 24.3 acres. 18.1 acres is essentially the non-building space, so a significant portion of the site is being left as open space. The open space areas include plazas, gondolas, ski beach, sidewalks, bicycle parking, pond access, and so on. The detailed design of the landscape is largely part of Phase II. The dark blue areas are snow melt areas and the light blue is snow storage.

The Planning Commission took a short break before opening the public hearing.

Chair Hall opened the public hearing.

Nancy Palmintere explained that she had some questions about the proposal. As she understands it, Deer Valley has attempted to be good neighbors to the surrounding neighborhoods. However, with respect to the St. Regis residences, she wants to understand how someone from there could access the Deer Valley complex. Ms. Palmintere also wants to know how far someone with an impaired ability to walk will need to move to access a gondola or chair lift from the new transit hub that is proposed.

Kim Tessiatore represents Powder Run, which is the 33-unit complex located along Deer Valley Drive East. It is just north of the Snow Park Lodge and directly across the street from where the new development will be located. This is arguably the property that will be most impacted by the new rendition of the proposed development. In her email to the Commission, she requested that there be an investigation into reversing the traffic flow for the buses. There is agreement that the Snow Park development is a generational opportunity, but right now, Deer Valley is putting expediency in front of the best plan.

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Powder Run started meeting with Deer Valley in March, as soon as the new proposal was unveiled. Residents have expressed apprehension regarding the increased traffic flow on Deer Valley Drive East, especially between Doe Pass Road and the ski school drop-off. Residents are specifically worried about the fact that virtually all bus traffic, shuttle traffic, and drop-off traffic will merge into one lane, exit out in front of the Powder Run A Building, and turn left only 100 yards from their driveway. There are concerns about backups in front of their property. Ms. Tessiatore believes this poses a safety concern for Powder Run residents trying to walk to the property in the morning and returning at night. It also presents a noise and light nuisance for the property. Additionally, it significantly impairs reasonable and safe egress from their driveway. She explained that there is only one driveway for Powder Run. Turning right or left out of there will become virtually impossible. Rather than opposing the plan, residents have proposed a solution that will reverse the flow of the bus traffic and make it a clockwise pattern.

In their proposed plan, the buses would turn left at the signalized Y intersection, follow the loop around, and allow for the buses to turn right into the transit center. Coming out of the complex, the buses would again turn right and merge back in. The drop-off traffic could continue on Deer Valley Drive West and flow into the parking structure rather than exiting the parking structure and doing a loop. That would also reduce traffic on Deer Valley Drive East between the exit and Doe Pass Road. Ms. Tessiatore urged the Commission to look into the reversal of the traffic for increased efficiency and safety.

Bill Watson mentioned the club membership and pointed out that those are day skiers. The club members are currently parking with the rest of the day skiers and he wonders why there is an exemption for those numbers in what has been proposed.

Allison Kitching thanked Deer Valley and everyone involved in this process because the plan includes tunneling. She feels this is a win for the community. Additionally, she is excited about the community involvement with Protect the Loop and the fact that the City and Deer Valley have been willing to listen to the concerns expressed by the community.

Ms. Kitching supports the shared managed lane and thinks it is a terrific idea. She would love for that lane to go all the way to Highway 40 and Highway 80. Even if it cannot be done right now, there could be a commitment made that a connection will be explored in the future. Ms. Kitching discussed the Fehr & Peers traffic analysis. She was thrilled to see that it went all the way to the roundabout. Her request is that geometric configuration improvement solutions in other parts of the loop be considered in some other areas.

Tom Miller stated that he lives at Fawn Grove, which is near the applicant's property. The presentation on October 9, 2024, showed a 12-foot expansion of sidewalk, and now that has been changed to 8 feet to 12 feet. He believes this will not expand any further into Fawn Grove property, as it will be shifted over to the other side of the road, but would like confirmation. Mr. Miller also noted that on the other side of Fawn Grove, there is very little room to stand and wait for buses. In the winter, people are actually standing on the snow banks waiting for the bus to come through. There are some safety concerns.

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Rob Deyerberg expressed his appreciation that Deer Valley and the City have listened to comments and have made some modifications. He understands the shared managed lane, but that means it is much wider for Deer Valley Drive East and Deer Valley Drive West and there are already problems crossing the street during busy times. He asked that this safety issue be considered, especially when it comes to those staying in the condominiums and homes on the other side of the road. He pointed out that people trying to cross will likely have ski gear with them. Mr. Deyerberg stressed the importance of enforcement for the shared managed lane because some will use it to pass vehicles.

Becky Robertson noted that there has been a lot of discussion about the reduction of parking spaces and how the parking spaces will be allocated. However, she wants to ensure that this will not result in an increase in the days with overflow parking. Ms. Robertson believed on one of the slides, there was a one-way shared lane considered for the egress outbound for all of the special events. That would essentially push all of the outbound traffic onto one side of the loop, which is not something she feels is best.

Bob Boone explained that he is the President of the American Flag HOA and he sent a letter to the Planning Commission yesterday. With respect to the parking reduction, he feels it is important that the ski club parking be considered day skier parking since that is what it is. As a result, the 20% reduction is not being satisfied. Mr. Boone asked the Commission to look at whether a roundabout should be placed at the bottom of Royal Street at Deer Valley Drive West. Currently, that intersection has a LOS D and it is a difficult lefthand turn in the mornings. With this proposal, there will be two lanes of traffic, making conditions more difficult. Deer Valley says there is not enough right-of-way at that intersection for a roundabout, but he disagrees. In Exhibit 24, it shows there is sufficient right-of-way room and it has the same amount as the location at Doe Pass Road and Deer Valley Drive West. If there is not enough right-of-way, Deer Valley can create enough space for the roundabout as it did at Doe Pass Road.

Andrew Walter stated that he is the President of the Black Bear HOA. He thanked everyone for taking their time on this application and for listening to feedback. Mr. Walter expressed his support for the Protect the Loop effort. He requested that this not be thought of as a Deer Valley conversation but as an Alterra Mountain Company conversation. There is work being done with a different entity than just Deer Valley. As for Appendix F, he asked that this be distributed more broadly to the community.

Allison Keenan agrees with comments from Mr. Watson and Ms. Kitching. Without knowing land uses, it is impossible to calculate daily trip generation. She explained that daily trip generation is the foundation of the Fehr & Peers estimation of additional daily traffic to and from Snow Park as well as the basis for approximating additional peak traffic and the viability of intersections. Changes in land use from a 2022 and 2023 Fehr & Peers traffic report resulted in 1,109 fewer gross daily trips. If land uses are not confirmed in conjunction with Phase I, daily trips could be understated by more than 200%.

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Trip generation must also be based on actual current-day skier and staff parking. The five parking lots at the base of Deer Valley have 1,340 spaces. An additional 142 overflow spaces along Deer Valley Drive are authorized on certain peak days. Currently, there are 1,482 parking spaces authorized. In the 2024 Fehr & Peers report, 1,700 parking spaces are being used. This is a difference of 218 parking spaces. Having an inaccurate baseline for current parking results in inaccurate trip generation numbers. Ms. Keenan stated that 218 parking spaces equate to 654 additional trips. Parking reductions must be based on existing day skier and staff parking of 1,482 spaces on peak days. A 20% parking reduction results in 1,186 day skier parking spaces rather than the 1,360 spaces proposed. Any ski club parking must be included in the day skier parking numbers.

The Fehr & Peers representatives noted that AM peak traffic will increase minimally. However, PM peak traffic is estimated to increase by 15%. Between potential changes to land uses that have yet to be confirmed and an inaccurate baseline being used for parking, daily trip generation could be three times what is included in the 2024 report. Ms. Keenan supports the Snow Park development, provided it complies with the LMC and Conditions of Approval for the right-of-way vacation. It is imperative that land uses be confirmed and stipulated as part of Phase I. Parking reductions must be based on actual current-day skier parking. The Planning Commission cannot ensure that the project addresses and mitigates traffic without transparent and accurate information.

Laurel Barry stated that she is President of In The Trees and appreciates all of the collaboration so far. She would like the Commission to request information about the existing conditions of the roads, sidewalks, and bus stops. The proposed improvements could be overlayed on top of the existing conditions. She feels that would make it easier to evaluate what is actually being proposed and the associated impacts.

David Liv believes there is a serious issue with the traffic on the section of Deer Valley Drive from the circle to the Y. In the traffic report, it seemed the only data relevant to that had to do with the Mellow Mountain Road and Deer Valley Drive intersection. He does not feel that is the best data because it only addresses the traffic at the very end. It might be better to obtain some additional data to more accurately evaluate the traffic conditions.

Angela Moschetta stated that throughout the right-of-way vacation application process, the City did not stand up for the residents and Staff never asked Deer Valley for alternatives, despite the code providing for that. The people responsible for the latest presentation previously stated that undergrounding was not possible. Throughout that process and the lift appeal, there have been many experts providing inaccurate or incomplete information. In those instances, the responsibility was placed on the Planning Commission to dig into the details. That is the same situation she is seeing occur now.

Ms. Moschetta noted that there was an HOA that was supportive of Deer Valley throughout the right-of-way vacation process and is now taking a different position because they do not feel listened to. She does not believe that anyone at Deer Valley has had meaningful conversations with the people from Protect the Loop. While she is

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grateful for some of the changes that have been made, she pointed out that the changes were the result of community feedback and input. She encouraged Commissioners to look into the numbers themselves and not necessarily take the presentations at face value. There needs to be measurable and legitimate parking reductions based on the numbers that currently exist rather than numbers there is no historical support for.

Maureen Murtaugh wanted to speak to the accessibility of the information. As she was reviewing the materials that were turned in, she had to look back at past agendas as well. She would like to see the information presented in a way that is more accessible to the community. Materials should show where the proposal started and where it is now. Having to look at four or five different places to find information is somewhat excessive.

There were no further comments. The public hearing was continued.

Chair Hall noted that Staff has a presentation slide that outlines the CUP and MPD requirements. That can be a guiding tool for the Commission during the discussions.

Commissioner Suesser asked about the existing parking at Snow Park, with and without the overflow parking on the street. She would like confirmation on the current number so there is a clear baseline. Mr. Budge reported that the current parking with respect to the surface lots is approximately 1,700 spots. That includes the parking that is done along Doe Pass Road. The intention of the proposal is to reduce parking so the day skier parking is limited to 1,360, and the 611, which would be the balance of the parking, would be used to accommodate the new uses. The 611 parking spots will be discussed in connection to this application, but will also be discussed further during Phase II.

Commissioner Suesser asked for a breakdown of the 1,700 parking spots and how that number was arrived at. She noted that some surface parking was expanded a few years ago. Mr. Budge reiterated that the 1,700 number reflects the current conditions. Doe Pass Road is only parked for overflow parking and that will be eliminated with the garage. Ms. Tyler clarified that Does Pass Road is parked separately from the on-street parking because it is private property. There is the ability to park on Doe Pass Road. The 1,340 number mentioned earlier is for lots one through six and does not include Doe Pass Road. She reported that Deer Valley will come back with more detailed information in the future.

Commissioner Suesser believed the 1,340 number does not include the on-street parking that happens on peak days. This was confirmed. With the addition of on-street parking and the Doe Pass Road parking, that is what reaches approximately the 1,700 number. The intention is that this project will ultimately eliminate the current on-street parking.

Chair Hall noted that there was a lot of public comment received. She asked the applicant team to address some of those comments and concerns. For example, enforcement of the shared managed lane and the parking reduction numbers. Mr. Budge explained that the team would answer all of the questions posed by members of the community. Some can be answered at the current meeting and some can be addressed at a future meeting.

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The item relative to Fawn Grove will be addressed in the future as well as the added width and how that interacts with crosswalks. One of the comments was about how the land uses are being handled. He pointed out that the current thinking for Phase II has been shared. It is expected that an approval for Phase I would state there is an assumption for a certain range and mixture of uses. If something different is brought back in Phase II, then there would need to be an analysis to determine whether that creates a different impact in terms of parking. There is confidence that a careful analysis has been done.

Mr. Budge mentioned the comments related to the Y down to the Marsac roundabout. He explained that those are not under their control. They are a stakeholder and there is a desire to cooperate with the City and the Utah Department of Transportation ("UDOT"). UDOT greatly influences the Marsac roundabout, because it is under their ownership.

Commissioner Suesser noted that the gondola is in Phase II and it is a requirement under the City Council approval of the vacation of the right-of-way. There needs to be a commitment to the gondola in Phase II. Mr. Budge confirmed that the transportation elements must be committed to. The location will be shown in greater detail at a future meeting. At the beginning of the current meeting, there was information shared about the anticipated alignment relative to the current lift. It is part of this program, but Phase I needs to be approved in order to move forward with the next phase of the project. Commissioner Sigg wants to better understand when the gondola will move forward. Mr. Budge reported that the next meeting will be about construction mitigation. As part of that, there will be information shared about the construction schedule. How those elements fit into the schedule will be reviewed at that time to provide additional clarity.

Commissioner Van Dine believed that off of Doe Pass Road, there is an entrance to P2 and P3. There is no parking entrance on Deer Valley Drive East other than where the event center is located. Ms. Tyler clarified that there is an entrance into the south garage off Deer Valley Drive East. When exiting the transit hub, Commissioner Van Dine wanted to understand whether there will be right turns out. It was stated that there will be opportunities for right turns out of the transit hub. Commissioner Van Dine thought there should be some limitation there, because if someone is trying to make a right turn and cannot because of the traffic, which will create backups. She wondered whether there was a way to limit that or make it a two-lane turn. It is important that traffic exiting the hub is able to move continuously. Commissioner Johnson explained that egress is a concern and additional information would be beneficial for the Planning Commission to review.

Commissioner Van Dine asked if there is a crosswalk proposed at Solamere Drive. It was reported that there is a crosswalk at Queen Esther Drive proposed. Commissioner Van Dine wanted to know how far Solamere residents need to walk to access a walking path. Mr. Dinsmore stated that there is a path that goes from Solamere to Queen Esther. Commissioner Van Dine asked about the traffic breakdowns. She wanted to understand the days and hours the intersections that operate at a LOS F are at that level during ski season. Having that kind of breakdown of information might be helpful moving forward.

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Commissioner Van Dine likes that there will not be skier drop-off on the south side of Doe Pass Road, but that is something that will need to be enforced. As for the condominium complexes along Deer Valley Drive East, she asked which ones offer shuttle service. It would be useful to know that to understand where there will be more pedestrian traffic.

Discussions were had about bus service and the transit options currently available. Mr. Nepstad noted that it is assumed the existing bus stops will remain where they are now. The service planning may change over time, but the assumption is that all current bus stops in both directions will remain. The current bus route was outlined by Mr. Dinsmore.

Commissioner Shand stated that it would be nice to know what type of amenities will be part of Phase II. While the traffic in the morning is difficult, the exit traffic is more challenging. He does not have much of a problem with the day skier parking proposed. There will be parking for the hotel and condominium guests, but those guests are not typically the ones leaving at 5:00 p.m. However, the club parking is something to discuss further, because those will more than likely be locals willing to pay extra for a parking spot. He feels that should be considered in the overall day skier parking equation. He also feels it would be interesting to look into some lefthand-turn options for Royal Drive.

Commissioner Suesser asked where the club skiers currently park. Ms. Tyler reported that there is no club parking at Snow Park currently. Those that belong to the private club are currently parking at Silver Lake. What is proposed here is a different club. Commissioner Sigg wanted to better understand the ridership patterns of the existing club members. Some additional data about how the club will work is needed.

Commissioner Sigg feels there needs to be more information on pedestrian circulation from the parking garage and the elevator capacities. The capacity of the elevators and the ease with which skiers are brought to the plaza level is important. Ms. Tyler reported that two of the elevators will carry 65 people every five minutes. Commissioner Sigg was encouraged by the capacity but wants to make sure the elevators are as efficient as possible. It was noted that there are eight elevators dedicated to the transit center and garages. Additionally, there is an escalator available for visitors to leave the transit center. Ms. Tyler offered to come back with a thorough analysis of the vertical transportation.

Commissioner Frontero stressed the importance of working with Deer Valley to continually find ways to reduce SOV. What he believes is leading to the LOS D, E, and F are the SOV. This new project is an opportunity to explain to guests that carpooling and transit are important. There needs to be fewer SOV brought into the area. Commissioner Frontero believes employees are currently not required to park and ride but can arrive in a vehicle and park. Ms. Tyler confirmed that this is currently the case. Commissioner Frontero suggested a requirement that staff must park at a park and ride or must take a form of public transit. One simple way to reduce the number of SOV at the resort is to attempt to restrict the employees from being able to drive to the resort.

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Ms. Tyler reported that there are several strategies listed in the TDM. Deer Valley is trying to incentivize staff to take alternative modes of transportation. Any staff that will park on-site when the project is done will utilize day skier parking stalls. She reiterated that there will be TDM strategies implemented as well. While it is a worthy goal to restrict employee parking on the site, it is not necessarily realistic from an operator's perspective. That being said, it is something that Deer Valley will continue to strive for. Mr. Bennett pointed out that only 10% to 15% of employees park at Snow Park currently.

Commissioner Frontero is pleased to hear the applicant will not continue to seek the permit to park along the loop. As for the new ski club, the use is intended to provide a place for people to come and ski on a daily basis, which is essentially the definition of day skiers. He believes the club parking must be included in the day skier calculation. Commissioner Frontero understands that the right-of-way ordinance specifically prohibits daily ski parking in those 611 spaces. To put the ski club in there is inconsistent. Mr. Budge stated that further analysis will be done. There was support for the earlier suggestion from Commission Sigg about patterns and practices of the existing ski club.

Commissioner Frontero noted that the Commission has not seen anything regarding paid parking. He asked if additional details will be shared at the next meeting. Mr. Budge confirmed that there will be paid parking. Built into the model is the expectation that drivers will react to paid parking similarly to what has been seen in other areas. That will naturally encourage a move towards sharing or multiple occupant arrivals. Commissioner Frontero asked if those details will be available ahead of a vote on Phase I. Mr. Budge confirmed that he will obtain those details for the Commission to consider and review.

Discussions were had about reservation systems at other resorts. Commissioner Frontero appreciates the idea of communication that has been proposed, but he pointed out that those communication systems will not be needed if there is a reservation system in place. He noted that reservations will spread out the morning rush of vehicles.

Commissioner Frontero asked the applicant to consider presenting a five-year plan that outlines how SVO will be reduced. He wants there to be some sort of aspirational plan in place. Each year, it will be possible to check in and see whether there has been progress made. At the next meeting, there will be a focus on construction mitigation. He asked that this include some information about the financing. Certain types of financing are more likely than others to result in faster construction and completion. As a community, it is important to know how long this process will take. The financial mechanism is key.

Commissioner Johnson asked about the capacity for buses within the transit center. It was stated that there can be four buses on Doe Pass Road and six in the transit hub. There has been work done with Park City Transit to ensure that this will sufficiently service the site. Commissioner Johnson wants to hear from Park City Transit and High Valley Transit that what is proposed is considered a sufficient number of spaces.

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Transportation Planning Director, Tim Sanderson, introduced himself to the Commission. He reported that there has been work done with Deer Valley on this proposal. The plan for the transit hub is different than the other hubs that exist in Park City currently. The concept for Snow Park is that the underground transit terminal is stop-and-go. It is there to pick up passengers and drop off passengers. Buses will no longer be sitting there, so there will be a steady flow moving through the area. Five bus bays for Park City Transit is considered to be sufficient as is the one bus bay available for High Valley Transit.

City Engineer, John Robertson, noted that there have been a lot of comments and concerns related to the future LOS. From an engineering perspective, the LOS can be addressed in two ways: physical changes (adding lanes and widening roads) or the removal of vehicles. The strategy for Park City is to look into the removal of vehicles. The way to do that is to look into effective TDM strategies. He explained that the idea is to move people rather than vehicles. Everyone is working together to do so effectively.

Mr. Robertson shared a presentation slide to highlight some TDM strategies:

- Recreate 248 - Rapid Transit along the SR-249 corridor;
- Realignment of Marsac Roundabout;
- SR-224 BRT Project with High Valley Transit;
- Increased frequency and service from Richardson Flat Park and Ride;
- Route 20 Tan from Park Meadows;
- Improved bus stop amenities and access improvements;
- Main Street reimagining including gondola to Deer Valley;
- Bicycle and Pedestrian Master Plan.

Mr. Robertson explained that the issue of traffic is complicated, which is the reason many different strategies are being considered. It is important to think of short-term and long-term strategies to improve traffic and improve the flow. Discussions were had about some of the items on the TDM strategies list, including the BRT project with High Valley Transit.

Chair Hall asked about the Y and why a roundabout does not technically work there. Mr. Robertson explained that various solutions can be done in an intersection. Each one has challenges that need to be considered to determine whether that particular solution is the best one for that location. At the Y, there are some right-of-way restrictions and limitations, but when it comes to the distribution of traffic, the majority of flow comes from one direction rather than the other. That can cause queuing to go back in one direction. The roundabout cannot balance out the flow in that area.

Chair Hall pointed out that a lot of the comments about the Y intersection have to do with non-peak times and how what is proposed will make conditions worse. Mr. Robertson reported that the signal timing can be changed remotely. There can be changes according to the time of day, which makes it possible to have a more dynamic response.

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Commissioner Shand asked if there was consideration given to reversing the direction of traffic on the loop. Mr. Robertson stated that he would defer to the applicant on that. Commissioner Johnson wanted to know if WCG has reviewed the information. It was confirmed that WCG has done a review of the submitted 2024 Traffic Impact Study.

Chair Hall wanted to hear more about the shared managed lane. Mr. Robertson reported that the shared managed lane is proposed to be operated as a transit-only lane during the winter months. In the summer, it is planned to be used for active modes of transportation. Signage and enforcement measures must be discussed. Chair Hall believed that when Deer Valley is in winter operation, it will be exclusively used for transit. It was stated that it will be exclusive to active transportation the majority of the time in the summer months. During special events, it will likely operate as a transit lane to move people out of the special event area via transit. Communication and outreach is essential.

Commissioner Suesser has heard from members of the community that locals do not take the bus because it takes too long to get from their residences to the final destination. She would like the transportation experts and Deer Valley to review the bus routes to see if there are more efficient ways to move people to the site. She also suggested that a survey be released to the public to better understand the ridership needs. Commissioner Suesser agrees that club parking should be included in day skier parking. There also needs to be something along the north side of Deer Valley Drive East, such as benches or a sidewalk. To encourage bus ridership, it must be convenient and accessible.

Commissioner Suesser wants a better understanding of the event center for the hotel. Additionally, she would like to know the capacity of the hotel event center and the event center in the Deer Valley plans on the north lot. She also asked for specifics on the extent of anticipated excavation and whether the 45-foot height is from existing or final grade.

Chair Hall stated that the primary issue with the application meeting the criteria for the LMC, in regard to transit parking and circulation, is the exit. The PM peak traffic is already an issue and is expected to become worse over time. There needs to be a better exit strategy for all of the skiers. She would like to see some ideas from the applicant. Commissioner Suesser added that she wants Deer Valley to consider some incentives for people to take the bus to the site. That is lacking in some of the plans seen so far.

MOTION: Commissioner Johnson moved to CONTINUE Agenda Item 4A, Snow Park Village Base Area, and the public hearing to the Planning Commission Meeting scheduled for November 13, 2024. The motion was seconded by Commissioner Van Dine. The motion passed with the unanimous consent of the Commission.

5. ADJOURNMENT

MOTION: Commissioner Johnson moved to ADJOURN.

The meeting adjourned at approximately 9:22 p.m.

PENDING APPROVAL

Park City Transportation

Level of Service FAQs

PENDING APPROVAL



What is Level of Service? (LOS)

- Measurements used by Engineers to understand operating conditions within a traffic system and how conditions are perceived by drivers and passengers
- Impacted by the physical characteristics (#of lanes)of a road/intersection and the different operating characteristics (signal timing) that occur during times of different traffic volumes
- LOS will change throughout the day, week, month, season
- Acceptable LOS can vary between agencies depending on City goals and the ability to expand an intersection.
- Some agencies no longer use LOS as a tool to analyze the impacts of development on a transportation system.

PENDING APPROVAL

How Do You Improve LOS?

Traditional:

- Adding left or right turn pockets
- Additional lanes and widening intersections and roads
- Changing signal timing

Looking ahead (PC Forward):

What if road widening is opposite of community goals?

Modern approaches:

- Transit
- Parking reductions
- Mobility = bike/ped/etc.
- Transportation Demand Strategies

PENDING APPROVAL

How Do You Improve LOS?

- Communities throughout the world are focusing on moving people and not vehicles. They focus on all users of their transportation system and offering multiple choices of transportation modes.

Other Communities:

- Vail – Strives to manage their system by allowing a LOS that will vary during the day and time of year.
- Boulder, CO - accepts LOS D
- SLC – Doesn't plan around LOS. They plan around non-car investments. Transit, bike, ped.

PENDING APPROVAL

How Do You Grade LOS?

The time a vehicle waits at an intersection, defines LOS levels as follows:

- A: ≤10 seconds (what happens in 10 seconds?)
- B: 10–20 seconds (same...)
- C: 20–35 seconds (same.....)
- D: 35–55 seconds
- E: 55–80 seconds
- F: >80 seconds

PENDING APPROVAL

Key Park City Networks

Intersection	Winter PM Peak Hour Delay (Seconds)	LOS
Kearns Boulevard (SR-248)/Park Avenue (SR-224)	**38.4**	**D**
Empire Avenue/Park Avenue (SR-224)/ Deer Valley Drive (SR-224)	**90.5**	**F**
Bonanza Drive/Deer Valley Drive (SR-224)	**128.7**	**F**
Monitor Drive/Bonanza Drive/Kearns Boulevard (SR-248)	**121.3**	**F**
Comstock Drive/Kearns Boulevard (SR-248)	**31**	**C**
Aerie Drive/Deer Valley Drive (SR-224)	**34.8**	**D/WBR**
Marsac Avenue (SR-224)/Deer Valley Drive (SR-224)	**82.2**	**F**
Sunnyside Drive/Rossie Hill Drive/Deer Valley Drive	**102.5**	**F/NBL**

PENDING APPROVAL

What Determines Whether an Intersection Warrants a Traffic Signal?

An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location determines whether installation of a traffic control signal is justified at a particular location. These warrants are also major factors in the analysis:

- Eight-Hour Vehicular Volume
- Four-Hour Vehicular Volume
- Peak Hour
- Pedestrian Volume
- School Crossing
- Coordinated Signal System
- Crash Experience
- Roadway Network

PENDING APPROVAL



How Would You Manage this Signal?



PENDING APPROVAL



DRAFT - NOT FOR FINAL APPROVAL

Transportation Demand Strategies

- Recreate 248 – Rapid Transit along the SR-248 corridor
- Realignment of Marsac Roundabout
- SR-224 BRT Project w/HVT
- Increased frequency and service from Richardson Flat Park and Ride
- Route 20 Tan from Park Meadows
- Improved Bus Stop amenities and access improvements
- Main Street Reimagining including Gondola to DV
- Bike and Ped Master Plan

PENDING APPROVAL

Transportation Demand Strategies

TDM, or simply demand management, is a set of strategies to maximize traveler choices.

Strategies:

- ***Cost-based strategies:*** Roadway pricing, parking fees, and public transit subsidies
- ***Supply-based strategies:*** Roadway reductions, restrictions, and parking reductions
- ***Supportive strategies:*** Ride sharing, carsharing, trip planning assistance, and education and outreach
- ***Reducing demand:*** Reducing the number of single-rider vehicle trips
- ***Redistributing demand:*** Spreading out travel demand in time or space
- ***Maximizing choices:*** Providing travelers with more options for their travel, such as work location, route, and time of travel

TDM can lead to improved mobility, reduced congestion, and lower vehicle emissions.

PENDING APPROVAL

Shared Managed Lane

Transit System Benefits

Inbound: Improvements for PM peak hours

- Bus travel times are anticipated to improve by approximately 10 seconds in the PM peak hour.

Outbound: Improvements for PM peak hours

- Bus travel times are anticipated to improve by approximately 16 seconds in the PM peak hour

Operational Uses

- Winter to be used exclusively for transit services
- Summer to be used for active transportation users only
- Provides space for use during and emergencies

PENDING APPROVAL

Notice of a Regular Meeting Date, Time, and Location for Meetings of the Planning Commission of Park City, Utah, for 2025

The regular meetings of the Planning Commission shall be held on the second and fourth Wednesday of each month at the Marsac Municipal Building, 445 Marsac Avenue, Park City, Utah, at 5:30 p.m., except when there is no quorum, no pending business or the regular meeting date falls on a holiday.

1. Notice of Possible Electronic or telephone participation:
   One or more members of the Planning Commission may participate electronically or telephonically pursuant to UCA 52-4-7.8. Electronic meetings without an anchor location will be individually noticed in accordance with state law and local rule.

2. A written agenda will be posted on the State Public Meeting Notice website at http://pmn.utah.gov no later than 24 hours before each meeting, except emergencies. Meetings in addition to those specified herein will be held as circumstances require. Appropriate notice will be given for such meetings.

The 2025 meeting schedule for the above agencies is as follows:

January 8, 22	July 9, 23
February 12, 26	August 13, 27
March 12, 26	September 10, 24
April 9, 23	October 8, 22
May 14, 28	November 12
June 11, 25	December 10

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify planning@parkcity.org or 435-615-5060 at least 24 hours prior to the meeting.

Levi Jensen
Planning Department
Executive Office Administrator

Planning Department

November 13, 2024

1251 Kearns, LLC
P.O. Box 683010
Park City, Utah 84060

CC: Mark Fischer

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	1251 Kearns Boulevard
Zoning District:	General Commercial; Frontage Protection Overlay
Application:	Conditional Use Permit
Project Number:	PL-22-05240
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	November 13, 2024
Project Summary:	The Applicant proposes enclosing an Outdoor Dining Area, creating a 3,795-square-foot addition to the Blind Dog Restaurant/Yard Commercial Complex at 1251 Kearns Boulevard, in the 100-foot Frontage Protection Zone, a parking reduction of 23% from required parking, and a shared parking agreement with 1351 Kearns Boulevard.

Action Taken

On August 28, 2024, the Planning Commission conducted a work session on the proposed addition at 1251 Kearns Boulevard and shared parking agreement between 1251 and 1351 Kearns Boulevard. On September 23, 2024, the Planning Commission conducted a public hearing on the proposal and directed staff to draft findings of fact, conclusions of law, and conditions of approval for a 3,795-square-foot addition to the Blind Dog Restaurant at 1251 Kearns Boulevard and a shared parking agreement between 1251 and 1351 Kearns Boulevard. On November 13, 2024, the Planning Commission conducted a public hearing and approved the Conditional Use Permit for the addition to the Blind Dog Restaurant according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. On April 15, 2022, the Applicant submitted a Conditional Use Permit (CUP) application to enclose an outdoor dining area, creating a 3,795-square-foot addition to the Blind Dog Restaurant and Yard Commercial Complex at 1251 Kearns Boulevard.
2. 1251 Kearns Boulevard is in the General Commercial Zoning District within the Frontage Protection Zone (FPZ), which requires CUP review by the Planning Commission for any new construction within the 100-foot FPZ.
3. The Blind Dog Restaurant is one of three tenants occupying the Yard Commercial Complex; the other two tenants are the Boneyard Saloon and the Kimball Arts Center.
4. On June 10, 2009, the Planning Commission approved a CUP for an Indoor Entertainment Facility and commercial parking lot at 1251 Kearns Boulevard; the Final Action Letter states that the Indoor Entertainment Facility was 14,110 square feet and required 72 parking spaces (5 parking spaces per 1,000 square feet).
5. In 2011, the Planning Department approved outdoor dining for 12 tables along Kearns Boulevard for the Blind Dog Outdoor Dining Area (PL-11-01257).
6. In 2016, the Planning Department approved an outdoor dining permit for 4,054 square feet of rooftop dining and 613 square feet of outdoor patio dining for the Boneyard Saloon (PL-16-03263).
7. Through 2017, the site had approximately 339 parking spaces across 4.6 acres, serving the parking demand of the three commercial uses.
8. In 2017, the City Council approved Ordinance 2017-14 for The Yard Subdivision – First Amended Plat, a two-lot subdivision, which separated 1.86-acres subsequently purchased by the City and dedicated a portion of the property as public Right-of-Way.
9. The available parking on the 2.31-acre lot containing the Boneyard Saloon, the Blind Dog Restaurant, and an Indoor Entertainment Facility (currently the Kimball Art Center), was reduced by roughly ~235 parking spaces.
10. According to the findings of fact in Ordinance 2017-14, the remaining 104 parking spaces on-site at The Yard were considered adequate for the existing Restaurants (The Boneyard and the Blind Dog).
11. Ordinance 2017-14 findings also describe the “Event Center” (currently Kimball Art Center) with a net leasable “floor area of 6,887 square feet, which triggers 35

parking spaces" based on the parking standard for an Indoor Entertainment Facility.

12. The 2017 Yard Subdivision Plat Amendment created a non-compliance with parking at 1251 Kearns Boulevard; thus Ordinance 2017-14 Condition of Approval 4 required that "In order for the event center on Lot 1 to continue operation, the applicant shall secure parking of the missing parking spaces on their Lot or on Lot 2. Should the applicant fail to obtain a lease of the required parking for the event center for whatever reason, the applicant shall cease to operate the event center. "
13. The Planning Commission continued the CUP application at their August 10, 2022 meeting and again at the October 12, 2022 meeting to allow the Applicant additional time to conduct a Parking Study for The Yard complex.
14. On August 28, 2024, the Planning Commission held a work session to review the CUP for the Blind Dog Addition as well as a CUP for the neighboring property, 1351 Kearns Boulevard, for construction of an increased Parking Area within the FPZ. (The Applicant later withdrew the Parking Area expansion within the FPZ request.) The Planning Commission requested additional updated application materials regarding the existing parking, proposed parking, and renderings to show the proposed addition at 1251 Kearns Boulevard in the context of the FPZ and entry corridor.
15. On October 23, 2024, the Planning Commission held a public hearing to review the CUP for the Blind Dog Addition with updated materials submitted by the Applicant.
16. The Applicant submitted an updated Parking Study indicating the existing Parking Area at 1251 Kearns Boulevard has 120 striped parking spaces, with non-compliant Parking Area Landscaping and bike parking.
17. The existing parking infrastructure at The Yard and The Emporium is not compliant with LMC Chapter 15-3 Off-Street Parking Requirements.
18. LMC § 15-3-9 requires bike parking for 10% of Off-Street Parking, and bike parking to be mounted in concrete, be installed no more than 50 feet from the primary entrance, be inverted-U, post and ring, corral or other type approved by the City Engineer and Transportation Planning Department. The existing bike parking does not meet this standard.
19. Pursuant, to LMC § 15-3-3(D) parking areas are required to have a minimum 20% landscaped area as a percentage of the total parking area. The existing Yard parking lot does not meet this standard.

20. LMC § 15-13-11 requires Electric Vehicle Charging Station Infrastructure (conduit) for fifty percent (50%) of the first one hundred (100) required Off-Street parking spaces for non-Residential Development and for five percent (5%) of required Off-Street parking spaces above one hundred (100).
21. The Applicant proposes to install one dual port EV Charging Station and the remaining required conduit at a future phase, conditioned below.
22. The Applicant requests a phased approach to installing the required improvements to the Parking Area as part of the CUP approval to synchronize the timing of the City's public improvements with the installation of required EV Conduit and Parking Area Landscaping.
23. The City's planned public improvements to surrounding Rights-of-Way, including Woodbine Way, Homestake Road, and Kearns Boulevard, may impact portions of The Yard Parking Area along the perimeter.
24. There are internal portions of the Parking Area that will not be impacted by the City's future Right-of-Way improvements.
25. The Applicant's updated measurements of the three commercial spaces within The Yard at 1251 Kearns Boulevard indicate that the total required parking spaces for the existing commercial uses and the proposed Blind Dog Addition, combined, is 156.
26. The Applicant's Parking Study proposed a 20% parking reduction based on proximity to public transit.
27. The Parking deficit (with the proposed addition) is 36 spaces, requiring Planning Commission approval of a 23% parking reduction to approve the CUP for the Blind Dog Addition, per the parking area calculations below:

Business	Floor Area SF (2024)	Commercial Use category	Parking Requirement	Required Parking Spaces
Blind Dog Existing Restaurant	5,330	Restaurant, Standard	1 space per 100 square feet of Net Leasable Floor Area	53
Blind Dog enclosed patio addition	3,423	Restaurant, Standard	1 space per 100 square feet of Net Leasable Floor Area	34
Blind Dog outdoor patio dining area	1,198	Restaurant, Outdoor Dining	CUP Site Specific Review (1 space per 100 square feet of Net Leasable Floor Area)	12
Boneyard Restaurant and Saloon	4,732	Restaurant, Standard and Bar	1 space per 100 square feet of Net leasable Floor Area	47

Boneyard Restaurant and Saloon rooftop dining area	2,836	Restaurant, Outdoor Dining	N/A (approved w/o requirement for increased parking)	--
Kimball Arts Center	8,756	Public and Quasi-Public Institution	1 space per 1000 square feet Gross Floor Area	9
Total parking required	**26,275**			**156**
On-Site parking provided				**120**
Parking deficit				**36**

28. Currently, overflow parking for The Yard patrons is on 1351 Kearns Boulevard and along the public Woodbine Way Right-of-Way. LMC Section 15-3-2(C) requires Applicants to provide sufficient parking on-site. Public parking spaces on Woodbine Way are not the exclusive use of the Applicant's property and do not count towards the on-site parking requirement for either property.
29. As a mitigation measure to off-set the parking deficit, the Applicant proposes a shared parking agreement between 1251 and 1351 Kearns Boulevard (The Emporium commercial complex), which has 19 on-site parking spaces for evening operating hours.
30. The Parking area at The Emporium also has a parking deficiency and can benefit from the shared parking agreement with The Yard to provide off-site parking in the Daytime hours.
31. The proposed Blind Dog addition will expand the Net Leasable Floor Area from 5,330 square feet to 8,753 square feet of internal space and a 1,198-square-foot Outdoor Dining Area.
32. The General Commercial Zoning District and the FPZ require protection of view sheds in the entry corridors; the Planning Commission has discretion to require reduced building height within the FPZ.
33. The proposed addition will extend the front-facing façade of the Blind Dog Restaurant along Kearns Boulevard by approximately 72 feet; the façade is broken into three offset sections.
34. The tallest portion of the proposed addition is on the corner of Kearns Boulevard and Homestake Drive, within the 100-foot FPZ, and is 28 feet, the maximum height allowed in the General Commercial Zoning District.
35. The proposed addition is designed to be set back from the future multi-use pathway along Kearns Boulevard and buffered with landscaping; the current

design does not include a dedicated pedestrian ingress/ egress from the multi-use pathway and the Blind Dog Restaurant.

36. The proposed addition does not affect current loading and unloading zones, ingress and egress to the property, or internal circulation.
37. The proposed addition may cause impacts to stormwater drainage, that must be mitigated.
38. The location of the proposed addition, where outdoor dining area currently exists, is buffered from Kearns Boulevard ROW with tall trees; a mix of conifers and evergreens.
39. The proposed addition to 1251 Kearns Boulevard can be reasonably conditioned to mitigate the reasonably anticipated detrimental effects of the proposed Addition in accordance with applicable standards outlined in LMC Section 15-1-10(E):

1. size and location of the Site;	The existing site of the proposed addition is a 2.3-acre lot located at 1251 Kearns Boulevard in the Bonanza Park Neighborhood. The lot contains The Yard commercial complex, with three tenants: the Kimball Arts Center, the Boneyard Restaurant and Saloon, and the Blind Dog Restaurant, which is the portion of the building that is being proposed for expansion, by enclosing an existing outdoor dining area.
2. traffic considerations including capacity of the existing Streets in the Area;	The property is accessed from Kearns Boulevard (S.R. 248) with additional access points along Homestake Road and Woodbine Avenue. No new access points are proposed.
3. utility capacity, including Storm Water run-off;	A Condition of Approval requires Site design to address storm water run-off to be approved by the City Engineer prior to issuance of Building permit.
4. emergency vehicle Access;	In July of 2024, the Park City Fire District confirmed the proposal meets their required standards.
5. location and amount of off-Street parking;	Please see the parking findings herein.
6. internal vehicular and pedestrian circulation system;	The proposed addition does not impact existing internal vehicular and pedestrian circulation at the property. The addition is set back from the City's planned shared use pathway along Kearns Boulevard by roughly 30 feet.
7. Fencing, Screening, and landscaping to separate	The Applicant's 3D renderings illustrate a landscaped buffer between the proposed addition and the public

the Use from adjoining Uses;	ROW. A Condition of Approval requires sufficient landscaping to ensure appropriate buffering.
8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;	The proposed addition would extend the front façade of the existing Blind Dog Restaurant within The Yard structure along Kearns Boulevard, by roughly 72 feet. The existing Blind Dog façade is broken up into three offset sections, measuring roughly 22.5 feet, 37 feet, and 10 feet. The proposed addition is designed to break up the façade into three offset sections as illustrated in the figure above. The tallest portion of the building is 28 feet and is roughly 16 feet distance from the 30-foot FPZ setback line. The FPZ requires mitigation to protect the entry corridor view shed.
9. usable Open Space;	The addition is proposed where an existing outdoor dining area exists currently. The site is predominately surface-level parking and structures with minimal landscaping. Anderson Lumberyard was first constructed on the site in 1982 and the structure has been expanded multiple times. The Applicant is required to bring the Parking Area into compliance with landscaping requirements, thus increasing landscaping within the surface-level parking area.
10. signs and lighting;	As illustrated on the Applicant's plans, the Blind Dog addition is proposed to include a wall-mounted sign fronting Kearns Boulevard and one fronting Homestake Road. Signs must comply with Municipal Code of Park City Title 12 and require Sign Permit approval prior to installation. On August 20, 2024, the Board of Adjustment granted a Variance from the FPZ requirements to relocate "The Yard" sign to accommodate the City's installation of a 12-foot shared use pathway along Kearns Boulevard. Outdoor lighting shall comply with LMC § 15-5-5(J), the dark sky code.

11. physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;	The physical design of the proposed addition is compatible with surrounding structures. The design of the addition replicates the mass, scale, style, design and architectural detailing of the existing Blind Dog Restaurant.
12. noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;	The noise from the enclosed dining area will be less impactful than the existing outdoor dining area.
13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;	The addition to the Restaurant does not affect the loading and unloading zones or screened areas for trash and recycling.
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;	The addition will not affect any changes to the ownership and management of the commercial property.
15. within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and	A Condition of Approval requires compliance with the Soils Ordinance during and after construction of the Blind Dog addition.
16. reviewed for consistency with the goals and objectives of the Park City	The Blind Dog Restaurant at 1251 Kearns Boulevard is within the Bonanza Park Neighborhood. The General Plan identifies this neighborhood as an

General Plan; however such review for consistency shall not alone be binding.	authentic neighborhood, a local hub. The General Plan recommends protecting scenic views within this neighborhood: “Due to its location along both of the entry corridors to Park City, the Bonanza Park & Snow Creek Neighborhood is geographically tied to the Park City entry experience. The scenic views that are currently afforded to those entering the City are a defining characteristic of our town and should be preserved and enhanced.”

Conclusions of Law

1. The proposed application, as conditioned, complies with the requirements of the Land Management Code.
2. The proposed CUP for an addition in the FPZ is compatible with surrounding structures in use, scale, mass, and circulation.
3. The proposed CUP for an addition in the FPZ is consistent with the Park City General Plan.
4. The effects of the difference in use or scale of the CUP for an addition in the FPZ have been mitigated through careful planning and Conditions of Approval.

Conditions of Approval

1. The Proposed Blind Dog Addition shall be built consistent with the submitted plans, for up to 3,423 square feet of interior space and 1,198 square feet of outdoor dining area.
2. Expansion of the outdoor dining area is prohibited.
3. The existing Landscaped Buffer between the Blind Dog and Kearns Boulevard shall be maintained; any vegetation impacted through construction of the addition shall be replaced in like and kind in compliance with the Municipal Code Wildland Urban Interface regulations and the LMC waterwise landscaping requirements.
4. A Parking Demand Reduction plan shall be drafted by the Applicant and reviewed and approved by the Planning Department prior to submittal of a building permit.
5. The Parking Demand Reduction plan shall include the draft shared parking agreement with The Emporium at 1351 Kearns Boulevard to satisfy 19 off-site parking spaces for The Yard. The draft shared parking agreement shall be reviewed and approved in form by the City Attorney’s Office. The final shared

parking agreement shall be recorded with Summit County prior to submittal of a building permit.

6. The Parking Demand Reduction plan shall include a robust program for incentivizing employees and patrons to bike and take transit to and from The Yard.
7. The shared parking agreement shall include a comprehensive strategy to balance the parking demand for daytime and evening operating hours of all businesses at both 1251 Kearns and 1351 Kearns Boulevard.
8. Daytime parking hours at both properties shall be between 5:00AM – 5:00PM; Evening parking hours shall be between 5:00PM – 5:00AM.
9. The shared parking agreement shall establish a minimum number of required parking spaces required for all businesses at both properties that operate during daytime hours and a minimum number of required parking spaces for all business at both properties that operate during evening hours.
10. The shared parking agreement shall include a provision prohibiting new businesses that would create a parking deficit for either or both operating times (daytime and/or evening) without first revising the Parking Demand Reduction Plan and obtaining Planning Commission approval.
11. A Parking Improvements Plan shall be included in the Parking Demand Reduction Plan, to specify details and timelines for future improvements required to be installed; the Parking Improvements Plan shall be submitted and approved by the Planning and Engineering Departments prior to submittal of a building permit. If modifications are required to the Parking Improvements Plan, the Applicant shall update the Parking Improvements Plan for Planning and Engineering review and approval.
12. The Parking Improvements Plan shall identify areas on the Property to install a minimum of 32 Bike Parking spaces, compliant with LMC § 15-3-3(D), as amended. Sixteen of the bike parking spaces shall be installed prior to Certificate of Occupancy being issued for the Blind Dog addition; the remaining 16 bike parking spaces shall be installed within one year of completion of the City's public improvements on the surrounding Rights-of-Way.
13. The Parking Improvements Plan shall include a Landscaping Design for the Parking Area, compliant with LMC § 15-3-3(D), as amended; half of the required 20% of the Parking Area shall be installed prior to closure of the building permit for the Blind Dog addition and the remaining half of the required landscaping shall be installed within one year of completion of the City's public improvements

on the surrounding Rights-of-Way. The Applicant shall be required to submit a Parking Improvements Plan Bond in an amount to be determined by the City Engineer to ensure completion of the required improvements.

14. The Parking Improvements Plan shall identify areas where the required EV Charging Infrastructure (conduit) will be installed, pursuant to LMC § 15-3-11.
15. Public parking spaces on Woodbine Way are not the exclusive use of the Applicant's property and do not count towards the on-site parking requirement for either property; signage for exclusive parking along Woodbine is prohibited.
16. The Applicant shall submit an annual parking report to the Planning Department outlining compliance with the Parking Demand Reduction Plan and the shared parking arrangement by December 31 of each year. The Planning Department shall review the Parking Demand Reduction Plan for compliance and to ensure the neighboring properties, businesses and residents are not negatively impacted by the parking reduction and shared parking agreement. The Planning Department may require the Applicant to return to the Planning Commission for reevaluation of the parking reduction and shared parking agreement.
17. An approved Parking Reduction is only valid as long as an off-site parking agreement offsets at least 19 spaces and other parking demand reduction measures outlined above are proven to be effective.
18. New commercial uses at The Yard will be evaluated for the Parking Requirement pursuant to LMC § 15-3, Off Street Parking.
19. Modifications to the Parking Reduction Plan and shared parking agreement may be requested by the Planning Department and/or Planning Commission to mitigate impacts to the surrounding neighborhood.

If you have questions or concerns regarding this Final Action Letter, please call Elissa Martin at 435-699-7741 or email elissa.martin@parkcity.org.

Sincerely,

Sarah Hall
Planning Commission Chair

CC: Elissa Martin

Planning Commission
Staff Report

Subject: **255 Heber Avenue**
The Poison Creek Mercantile
Application: **PL-24-06282**
Author: **Lillian Zollinger, Planner III**
Date: **November 13, 2024**
Type of Item: **Condominium Plat Amendment**

Recommendation

(I) Review the proposed Condominium Plat Amendment at 255 Heber Avenue; (II) hold a public hearing; and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Barclay Butera Interiors, represented by Tracy Selman
Location:	255 Heber Avenue
Zoning District:	Historic Recreation Commercial; Frontage Protection Zone
Adjacent Land Uses:	Commercial, Residential
Reason for Review:	The Planning Commission reviews and takes Final Action on Condominium Plat Amendments.[1]

FPZ Frontage Protection Zone
HRC Historic Recreation Commercial
LMC Land Management Code

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

Summary

The Applicant proposes amending the Poison Creek Mercantile Condominium Plat to combine three commercial units totaling 2,565 square feet into one commercial unit at 255 Heber Avenue.



255 Heber Avenue viewed from Heber Avenue; image from Google.

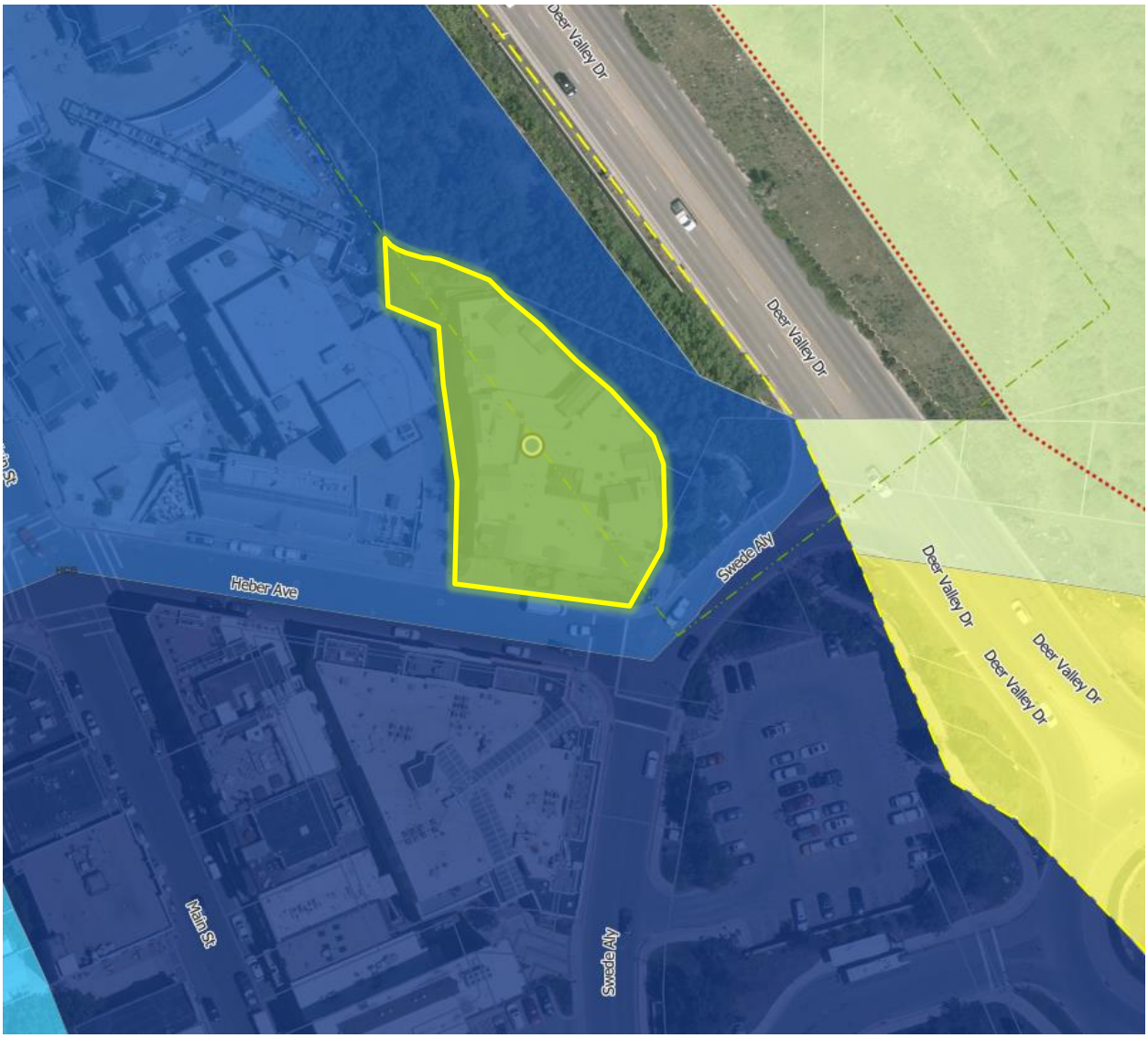
Background

255 Heber Avenue is a non-historic structure in the Historic Recreation Commercial (HRB)

[1] LMC § 15-1-8

Zoning District, partially within the Frontage Protection Zone (FPZ). Poison Creek Mercantile has seven Commercial Units ranging from 395 square feet to 1,365 square feet and six Residential Units ranging from 796 square feet to 2,209 square feet. The Poison Creek Mercantile Condominium Plat includes an underground parking garage accessed from Heber Avenue with 29 parking spaces.

255 Heber is visible from Deer Valley Drive, and fronts Swede Alley and Heber Avenue. The Applicant owns Units A, B, C, and D on the main level. However, this Plat Amendment amends only Units A, B, and C by combining them into one unit.

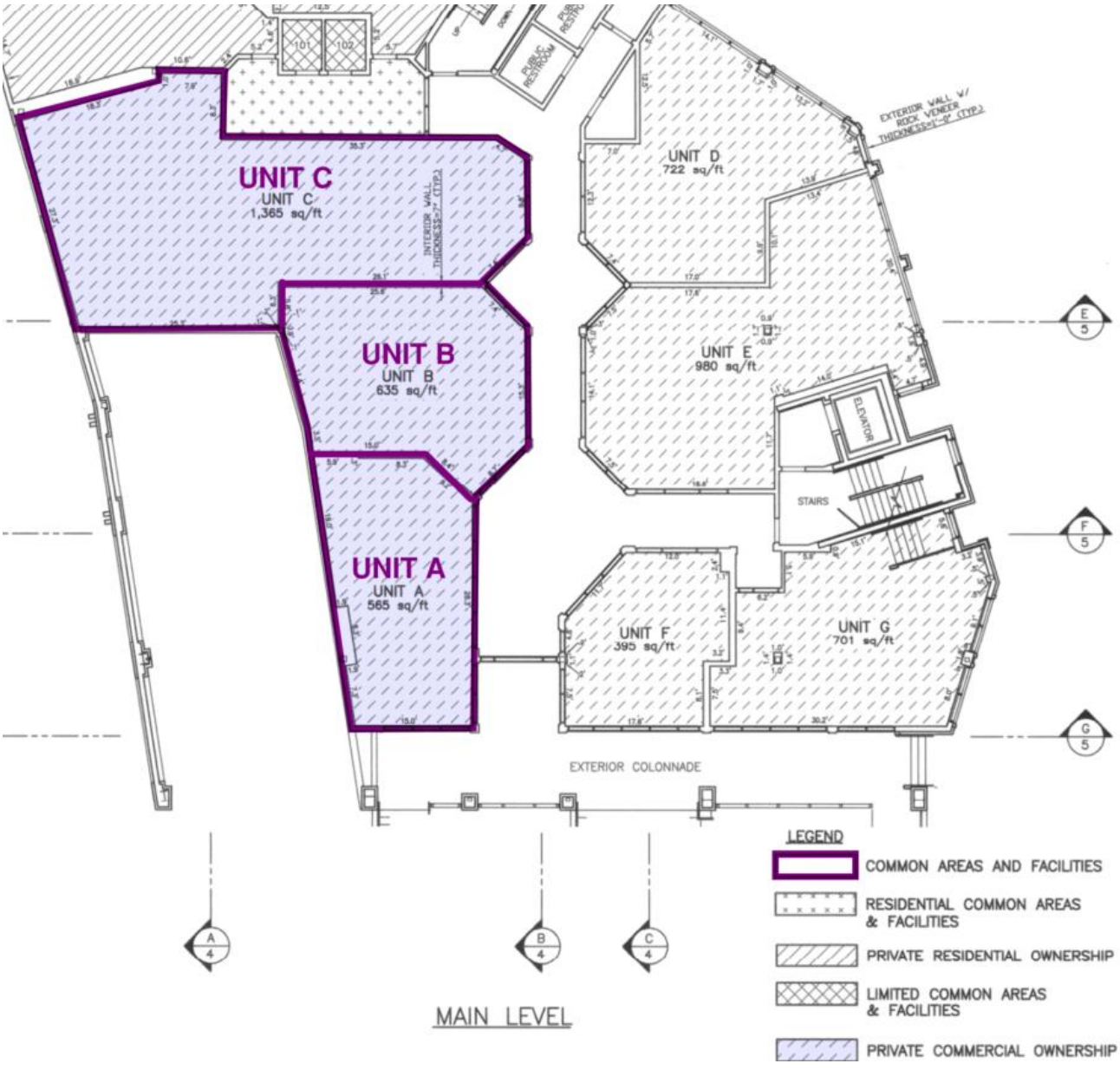


Zoning Map with 255 Heber outlined in yellow by Staff.

On March 27, 1997, the City Council approved Ordinance No. 97-15 (see Exhibit D), which combined seven Lots, and one metes and bounds parcel, into one 0.44-acre Lot known as 255 Heber Avenue. On December 10, 1998, building plan were submitted to the City for the development of 255 Heber Avenue. These plans showed dashed lines

for possible future “demising walls” between commercial Units A, B, and C, Units D and E, and Units G and F (see Exhibit B and F).

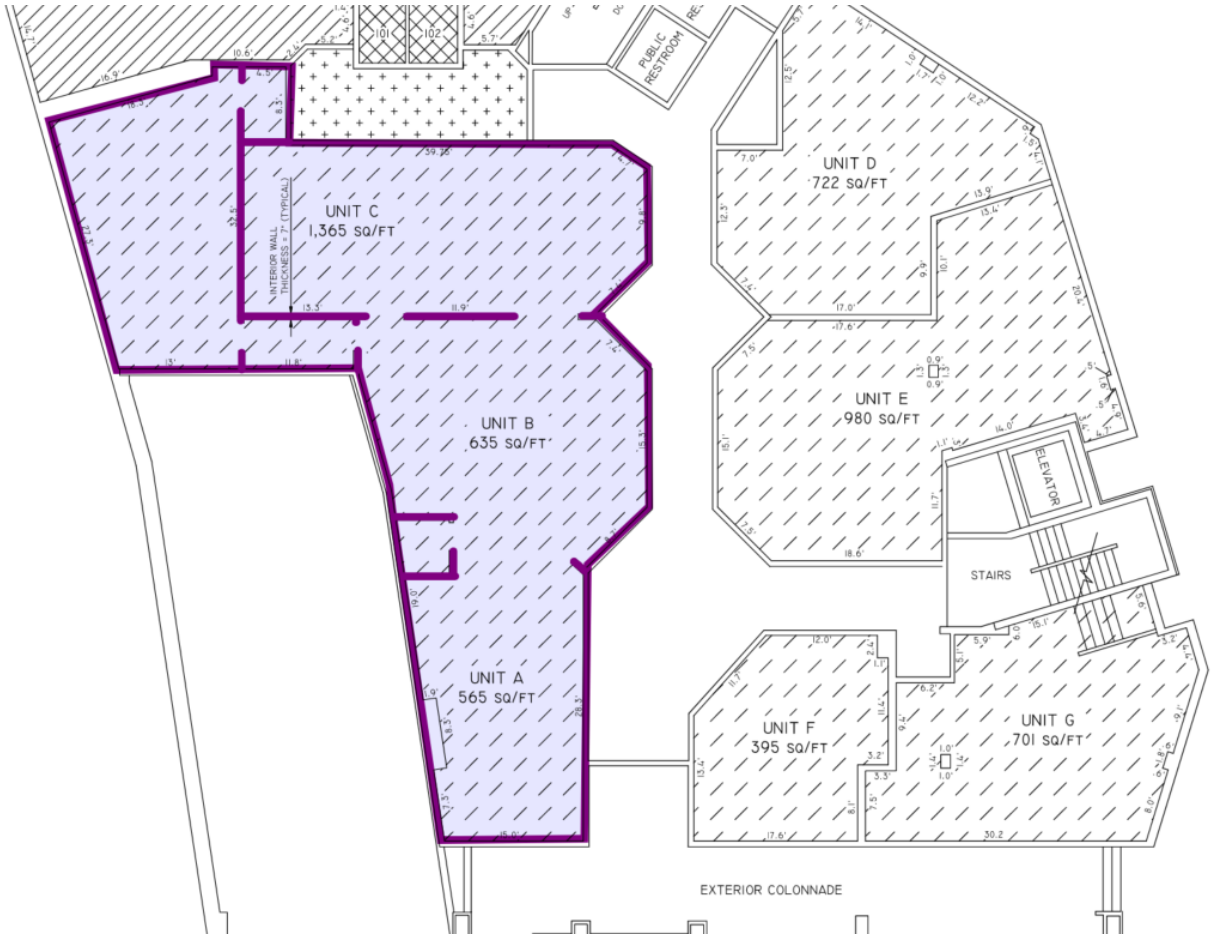
On May 19, 1999, the City Council approved Ordinance No. 99-18 (see Exhibit E), which created the Poison Creek Mercantile Condominium Plat (see Exhibit C). The recorded Plat establishes Units A, B, and C on the main level as Private Commercial Ownership.



Page two of the 1999 Poison Creek Mercantile Condominium Plat.

The walls shown on the recorded Plat were either not constructed as recorded, or at

some point, were modified. The Applicant proposes amending the existing Plat to reflect existing conditions, wherein commercial Units A, B, and C are combined to create one 2,565-square-foot commercial Unit (see Condition of Approval 4). See the image below depicting the wall changes. The wall modifications have not affected the structural integrity of the structure, according to the architect (see Exhibit B).



Proposed Condominium Plat Amendment provided by the Applicant; Staff outlined the changes in purple.

Analysis

(I) The proposed Condominium Plat Amendment complies with LMC Chapter 15-2.5, *Historic Recreation Commercial*.

LMC § 15-2.5-2(A) allows for Multi-Unit Dwelling and Commercial and Retail Services. Dwellings Units are prohibited in Storefront Property[2] adjacent to Heber Avenue and Swede Alley. The existing Structure has operated seven Commercial and two Residential Units on the main level, and four Residential Units on the upper level since its construction.

[2] Defined under LMC § 15-15-1 as "[a] separately enclosed space, Floor Area, tenant space or unit that has a storefront window or storefront entrance that fronts on a Public Street."

There are no proposed changes to the Uses or the exterior of 255 Heber Avenue.

(II) The proposed Condominium Plat Amendment complies with LMC Chapter 15-2.20, *Frontage Protection Zone*.

255 Heber Avenue falls partially into the FPZ, off Deer Valley Drive. LMC § 15-2.20-4 requires Conditional Use Permit (CUP) review for construction proposed in the FPZ between 30 and 100 feet from the nearest Right-of-Way. In 1997, the Planning Commission approved a CUP for the construction of the Poison Creek Mercantile partially in the FPZ. There are no proposed changes to the structure as part of this Condominium Plat Amendment.

(III) The proposed Condominium Plat Amendment complies with LMC Chapter 15-3, *Off-Street Parking*.

255 Heber Avenue is a mix of Commercial and Residential Units. The platted parking spaces include 13 parking spaces and two ADA parking spaces, both platted as limited common area, and 14 parking spaces platted as common area, a total of 29 Parking Spaces.

The proposed Plat Amendment to combine three commercial units into one commercial unit does not increase the parking requirement. LMC § 15-3-6(B) requires three parking spaces for each 1,000 square feet of net leasable commercial space. The Condominium Plat Amendment combines three commercial units totaling 2,565 square feet. The required parking for these commercial units is seven. The commercial square footage is not proposed to increase.

(IV) The proposal complies with LMC Chapter 15-7.1, *Subdivision Procedures*.

Pursuant to LMC § 15-7.1-6(G), changes to platted elements, including modifications to Common Area within a condominium, requires a Plat Amendment. Plat Amendments shall be reviewed according to the requirements of LMC § 15-7.1-3(B) 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.”

Staff finds Good Cause for this Plat Amendment because the proposed amendment updates the Plat to reflect existing conditions. The proposal does not increase parking requirements or impact the FPZ.

(V) The Development Review Committee reviewed the proposal on October 15, 2024, and does not require any Conditions of Approval.[3]

Department Review

The Planning Department, Engineering Department, and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on October 30, 2024. Staff mailed courtesy notice to property owners within 300 feet on October 30, 2024. The *Park Record* published notice on October 30, 2024.[4]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

- The Planning Commission may approve the Condominium Plat Amendment;
- The Planning Commission may deny the Condominium Plat Amendment and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter
Attachment 1 – Proposed Plat Amendment
Exhibit B: Architect's Letter
Exhibit C: Poison Creek Mercantile Condominium Plat
Exhibit D: Ordinance No. 97-15
Exhibit E: Ordinance No. 99-18
Exhibit F: 1998 Building Permit Plans

[3] 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).

[4] LMC § 15-1-21

Planning Department

November 13, 2024

Tracy Selman
(917) 232-2382
tracy@barclaybutera.com

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	255 Heber Avenue
Zoning District:	Historic Recreation Commercial Frontage Protection Zone
Application:	Condominium Plat Amendment
Project Number:	PL-24-06282
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	November 13, 2024
Project Summary:	The Applicant proposes a Condominium Plat Amendment to reflect and record existing conditions.

Action Taken

On November 13, 2024, the Planning Commission conducted a public hearing and approved the Condominium Plat Amendment according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

Findings of Fact

1. 255 Heber Avenue is in the Historic Recreation Commercial (HRC) Zoning District and the Frontage Protection Zone (FPZ).
2. On March 27, 1997, the City Council approved Ordinance No. 97-15, which combined seven Lots and one metes and bounds parcel into one Lot known as 255 Heber Avenue.
3. On May 19, 1999, the City Council approved Ordinance No. 99-18, which approved the Poison Creek Mercantile Condominium Plat.
4. The Condominium Plat Amendment amends Units A, B, and C only.

5. The legend on the Poison Creek Mercantile Condominium Plat notes that walls are listed a Common Areas and Facilities, and that Units A, B, and C are Private Commercial Ownership.
6. The walls shown on the recorded Plat were either not constructed as recorded, or at some point, the walls between the Units were modified.
7. The Applicant proposes to modify the existing Plat and show existing conditions, wherein the walls of Units A, B, and C, have been modified and combined to create one larger Unit.
8. LMC § 15-2.5-2(A) allows for Multi-Unit Dwelling and Commercial and Retail Services. Dwellings Units are prohibited in Storefront Property adjacent to Heber Avenue and Swede Alley. The existing Structure has operated seven Commercial and two Residential Units on the main level, and four Residential Units on the upper level since its construction. There are no proposed changes to the Use, Setbacks, or Height of the existing Structure.
9. 255 Heber Avenue falls partially into the FPZ, off Deer Valley Drive. LMC § 15-2.20-4 requires Conditional Use Permit (CUP) review for construction proposed in the FPZ between 30 and 100 feet from the nearest Right-of-Way. In 1997, the Planning Commission approved a CUP for the construction of the Poison Creek Mercantile partially in the FPZ. There are no proposed changes to the structure as part of this Condominium Plat Amendment.
10. The current structure is a mixed Use of Commercial and Dwelling Units. The structure provides 27 Parking Spaces, and the proposed Plat Amendment does not increase the parking requirement.
11. The Development Review Committee reviewed the proposal on October 15, 2024, and does not require any Conditions of Approval.

Conclusions of Law

1. The Plat Amendment is consistent with Land Management Code Chapter 15-2.5, *Historic Recreation Commercial*, Chapter 15-2.20, *Frontage Protection Zone*, Chapter 15-3, *Off-Street Parking*, and Chapter 15-7.1, *Subdivision Procedures*.
2. The Condominium Plat Amendment complies with LMC § 15-7.1-6(C), wherein, Staff finds Good Cause for this Plat Amendment because the proposed amendment updates the Plat to reflects existing conditions. The proposal also does not increase parking requirements or impacts the FPZ.
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 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, the Conditions of Approval, and the amended CC&Rs prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this 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 Planning Director.
3. Any changes made to the Common Areas require a Plat Amendment.
4. The final Plat shall be updated so Units A, B, and C are combined to show one combined commercial Unit.

If you have questions or concerns regarding this Final Action Letter, please call (435) 615-5068 or email lillian.zollinger@parkcity.org.

Sincerely,

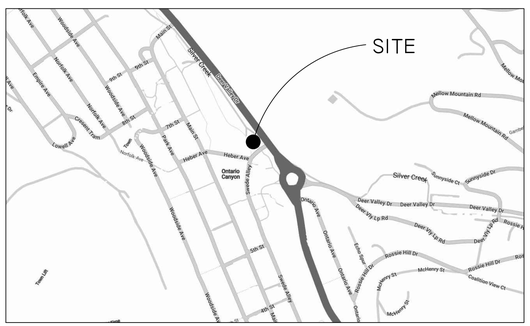
Sarah Hall, Planning Commission Chair

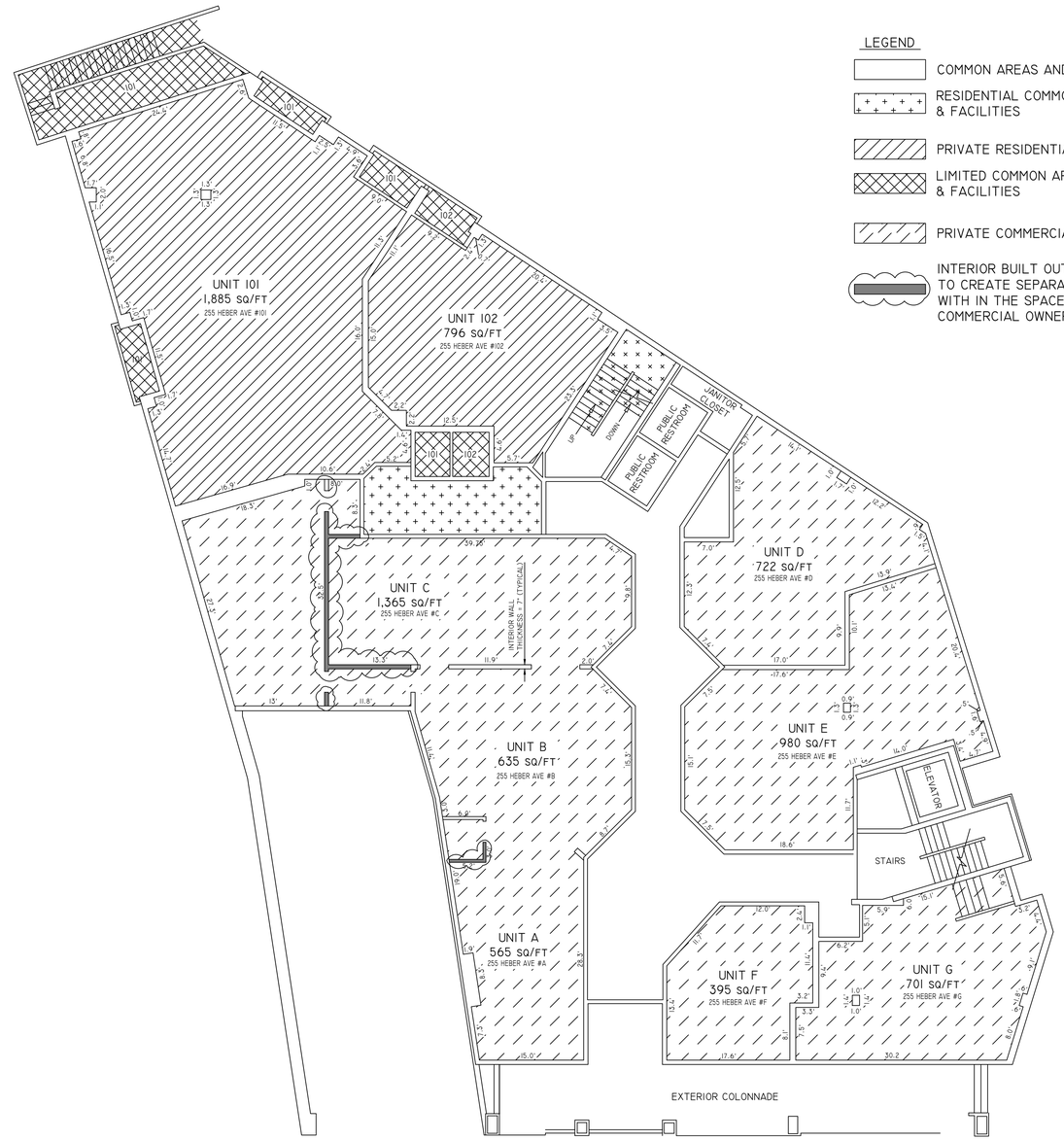
CC: Lillian Zollinger, Project Planner

NOTES

1. THIS PROPERTY HAS BEEN IDENTIFIED BY FEMA AS A SPECIAL FLOOD HAZARD AREA INUNDATED BY THE 100-YEAR-FLOOD.
2. A DRAINAGE EASEMENT AGREEMENT EXISTS DATED NOV. 19, 1996, WHICH AFFECTS THIS PROPERTY.
3. THE POISON CREEK MERCANTILE BUILDINGS ARE SERVED BY A 6 INCH COMMON LATERAL. THE OWNERSHIP AND MAINTENANCE OF THE COMMON SEWER LATERAL IS THE RESPONSIBILITY OF THE POISON CREEK MERCANTILE CONDOMINIUM ASSOCIATION.

VICINITY MAP





LEGEND

- COMMON AREAS AND FACILITIES
- RESIDENTIAL COMMON AREAS & FACILITIES
- PRIVATE RESIDENTIAL OWNERSHIP
- LIMITED COMMON AREAS & FACILITIES
- PRIVATE COMMERCIAL OWNERSHIP
- INTERIOR BUILT OUT WALLS ADDED TO CREATE SEPARATE ROOMS WITH IN THE SPACE ARE PRIVATE COMMERCIAL OWNERSHIP

POISON CREEK MERCANTILE UNITS A, B, & C AMENDED

A UTAH CONDOMINIUM PROJECT LOCATED SECTION 16, TOWNSHIP 2 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN. SUMMIT COUNTY, UTAH

SURVEYOR'S CERTIFICATE

I, TROY L. TAYLOR, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE NO. 6854112, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT, I FURTHER CERTIFY THAT I HAVE COMPETED A SURVEY OF THE PROPERTY DESCRIBED HEREON IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE REFERENCED A RECORD OF SURVEY MAP OF THE EXISTING PROPERTY BOUNDARIES AS SHOWN HEREON AND HAVE VERIFIED THE BOUNDARY LOCATIONS AND HAVE PLACED MONUMENTS AS REPRESENTED HEREON. I DO FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE PREPARED THIS AMENDED SUBDIVISION PLAT TO AMENDED THE INTERIOR WALLS BETWEEN UNITS A, B, & C. HEREAFTER TO BE KNOWN AS POISON CREEK MERCANTILE, AMENDED UNITS A, B, & C.

PROFESSIONAL LAND SURVEYOR
TROY LAVAA TAYLOR
#6854112
STATE OF UTAH

TROY L TAYLOR — DATE

BOUNDARY DESCRIPTION

ALL OF UNITS A, B, AND C POISON CREEK MERCANTILE, A UTAH CONDOMINIUM PROJECT, TOGETHER WITH AN UNDIVIDED APPURTENANT INTEREST IN AND TO THE COMMON AREAS AND FACILITIES OF SAID PROJECT, AS THE SAME ARE IDENTIFIED AND ESTABLISHED IN THE RECORD OF SURVEY MAP RECORDED NOVEMBER 1, 1999, AS ENTRY NO. 551799, AND IN THE DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS, RECORDED NOVEMBER 1, 1999, AS ENTRY NO. 551800, IN BOOK 1293, AT PAGE 675, IN THE SUMMIT COUNTY RECORDER'S OFFICE.

OWNERS DEDICATION & CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS THAT WE, ALL OF THE UNDERSIGNED OWNER(S) OF THE ABOVE DESCRIBED TRACT OF LAND, HAVING CAUSED SAME TO BE AMENDED BY ADJUSTING THE INTERIOR WALLS BETWEEN UNITS A, B, & C, DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE.

NAME, TITLE FOR BARLCY BUTERA, INC., A CALIFORNIA CORPORATION — DATE

ACKNOWLEDGEMENT

STATE OF UTAH
COUNTY OF _____ } S.S

PERSONALLY APPEARED BEFORE ME THIS _____ DAY OF _____, 2024 THE FOLLOWING:

_____ _____

WHO ACKNOWLEDGED TO ME THAT THEY EXECUTED THE ABOVE OWNERS DEDICATION ON BEHALF OF SAID BARCLAY BUTERA, INC., A CALIFORNIA CORPORATION.

MY COMMISSION EXPIRES _____ _____ NOTARY PUBLIC

RESIDING IN _____

ELEMENT
LAND SURVEYING
WWW.ELEMENTSURVEYING.COM 289 EAST 180 NORTH, MIDWAY UTAH, 84049
801 – 592 – 5975 TROY@ELEMENTSURVEYING.COM

PAGE 1 OF 2

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2024.

_____
SUMMIT COUNTY TREASURER

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2024.

_____
PARK CITY ENGINEER

APPROVAL AS TO FORM

ACCEPTED AS TO FORM THIS _____ DAY OF _____, 2024.

_____
PARK CITY ATTORNEY

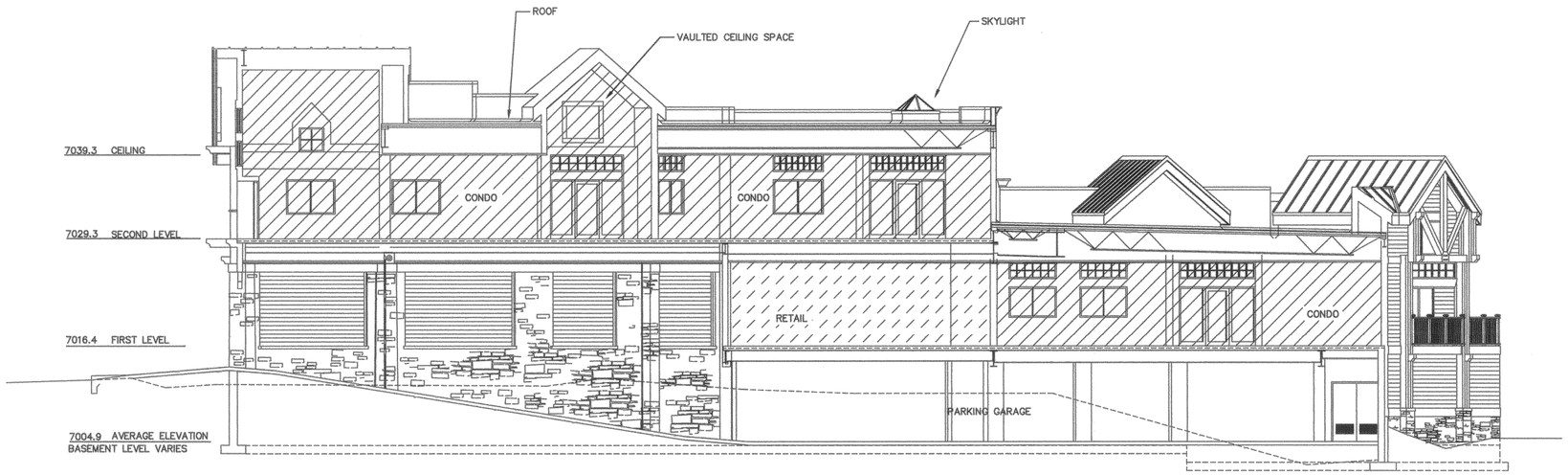
PUBLIC SAFETY ANSWERING POINT APPROVAL

ACCEPTED AS TO FORM THIS _____ DAY OF _____, 2024.

_____
SUMMIT COUNTY GIS COORDINATOR

COUNTY RECORDER

STATE OF UTAH, SUMMIT COUNTY
RECORDED AND FILED AT THE REQUEST OF
_____
DATE: _____ TIME: _____
ENTRY #: _____ FEE: _____
_____
COUNTY RECORDER



SECTION 'A'



SECTION 'E'

LEGEND

- COMMON AREAS AND FACILITIES
- RESIDENTIAL COMMON AREAS & FACILITIES
- PRIVATE RESIDENTIAL OWNERSHIP
- LIMITED COMMON AREAS & FACILITIES
- PRIVATE COMMERCIAL OWNERSHIP

ELEMENT
LAND SURVEYING
WWW.ELEMENTSURVEYING.COM 289 EAST 180 NORTH, MIDWAY UT, 84049
801 – 592 – 5975 TROY@ELEMENTSURVEYING.COM

POISON CREEK MERCANTILE UNITS A, B, & C AMENDED

A UTAH CONDOMINIUM PROJECT LOCATED SECTION 16, TOWNSHIP 2 SOUTH, RANGE 2 EAST, SALT LAKE BASE AND MERIDIAN. SUMMIT COUNTY, UTAH

COUNTY RECORDER

STATE OF UTAH, SUMMIT COUNTY
RECORDED AND FILED AT THE REQUEST OF

DATE: _____ TIME: _____
ENTRY #: _____ FEE: _____

COUNTY RECORDER

Reference: Review of Units A, B and C
Barclay Butera Retail Space

To Whom it may concern,

Per request I have carefully reviewed the original professional documents produced by the "Architect and Engineer of Record". The combined Stamped documents were Submitted to Park City Building Department on August 1, 1998. They were subsequently Stamped Approved by Park City Building Inspection on December 18th, 1998.

Architectural plans originally prepared indicated in dashed lines possible future " demising walls" . Since then the separation lines originally indicated have not changed. At some point early on in the process the Private Commercial Ownership tenant wanted to occupy all three Units A, B and C for Retail use.

Upon extensive analysis of the "combined Architectural and Structural interface" it is determined that the two demising walls in question are non-load bearing and do not contribute to shear. They are in effect chosen to allow for potentially good usable tenant spaces. The primary building Structural Integrity is confirmed to be steel posts, steel beams and steel moment frames. On top of the system of steel floor beams is metal pan decking with a reinforced light- weight concrete for all floors. In effect there is no real structural threat to any Residential condo tenants above due to any non-structural "demising walls" which are currently in place.

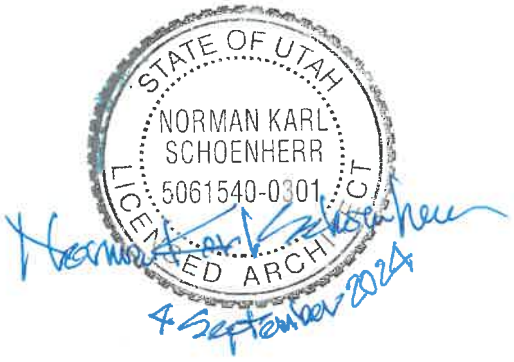
"Thank You" for the opportunity to be of assistance in this matter.
Norm Schoenherr Architect / active UT Lic. no. 5061540

NS | DESIGN INTERNATIONAL pllc
DESIGN · INTERIORS · PLANNING · ARCHITECTURE

UTAH
COLORADO
FLORIDA
MISSISSIPPI
IDAHO
CALIFORNIA
HAWAII
US VIRGIN ISLANDS
TURKS, CAICOS
BAJA CALIFORNIA SUR, MX

NORM SCHOENHERR
ARCHITECT

435-640-6081
NORMSCHOENHERR3@GMAIL.COM
435 WOODLAND DRIVE
PARK CITY, UT 84098



SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 163931, as prescribed by the laws of the State of Utah, and that I have caused to be made under my direction and by the authority of the owner(s), this Record of Survey map of POISON CREEK MERCANTILE, a Utah Condominium Project in accordance with the provisions of Section 57-8-13(1) of the Utah Condominium Ownership Act. I further certify the information shown hereon is accurate to the best of my knowledge.

John Demkowicz, LS #163931 — 10-7-99 Date

REGISTERED LAND SURVEYOR No. 163931 JOHN DEMKOWICZ State of Utah

BOUNDARY DESCRIPTION

McINNIS PROPERTY LOT LINE ADJUSTMENT according to the official plat of record and on file in the office of the Summit County Recorder, Summit County, Utah, Entry No. 500986, Dated 3-05-98.

OWNERS DEDICATION AND CONSENT TO RECORD

Know all men by these present that, by virtue of a corporate resolution, Hawk Investments, L.L.C., a Utah limited liability company, the owner of the herein described tract of land to be known hereafter as POISON CREEK MERCANTILE, a Utah Condominium project, having caused this Record of Survey of Condominium to be made does hereby consent to the recordation of this Record of Survey Plat. Also, the owner, hereby irrevocably offers for dedication to the City of Park City all the streets, land for local government uses, easements, parks, and required utilities and easements shown on the plat and construction drawings in accordance with and irrevocable of dedication.

IN WITNESS WHEREOF, the undersigned set his hand this 7th day of Oct 19 99.

Hawk Investments, L.L.C.
R. Kevin McInnis
Managing Member

Hawk Investments, L.L.C.
Simone Z. McInnis
Managing Member

ACKNOWLEDGEMENT

State of Utah)
County of Summit) ss.

On this 7th day of Oct 1999, personally appeared before me, the undersigned Notary Public in and for said state and county, R. Kevin McInnis and Simone Z. McInnis, being duly sworn, acknowledged to me that they are the managing members of Hawk Investments, L.L.C., a Utah limited liability company, and that they signed the above Owners Dedication & Consent to Record freely and voluntarily for and in behalf of said company for the uses and purposes therein stated.

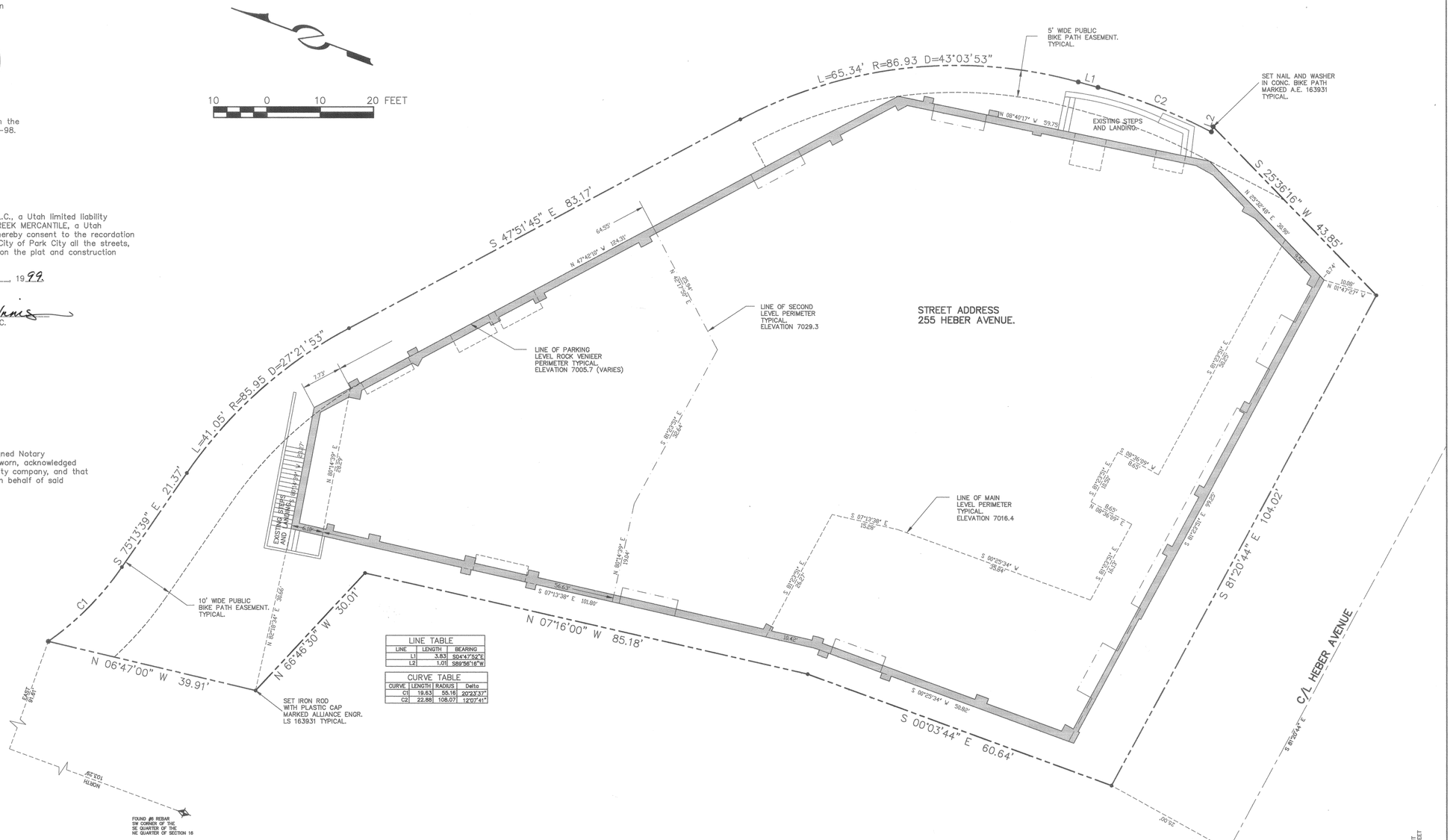
Mary L. Reasnch
Notary Public

Commission expires: 8-28-2002

NOTARY PUBLIC MARY L. REASNCH 50 W. Broadway Ste. 1000 Salt Lake City, UT 84101 My Commission Expires August 28, 2002 State of Utah

NOTES:

1. THIS PROPERTY HAS BEEN IDENTIFIED BY FEMA AS A SPECIAL FLOOD HAZARD AREA INUNDATED BY THE 100-YEAR-FLOOD.
2. A DRAINAGE EASEMENT AGREEMENT EXISTS DATED NOV. 19, 1996, WHICH AFFECTS THIS PROPERTY.
3. THE POISON CREEK MERCANTILE BUILDINGS ARE SERVED BY A 6 INCH COMMON LATERAL. THE OWNERSHIP AND MAINTENANCE OF THE COMMON SEWER LATERAL IS THE RESPONSIBILITY OF THE POISON CREEK MERCANTILE CONDOMINIUM ASSOCIATION.



LINE TABLE		
LINE	LENGTH	BEARING
L1	3.83	S04°47'52"E
L2	1.01	S89°56'16"W

CURVE TABLE			
CURVE	LENGTH	RADIUS	Delta
C1	19.63	55.16	20°23'37"
C2	22.88	108.07	12°07'41"

POISON CREEK MERCANTILE

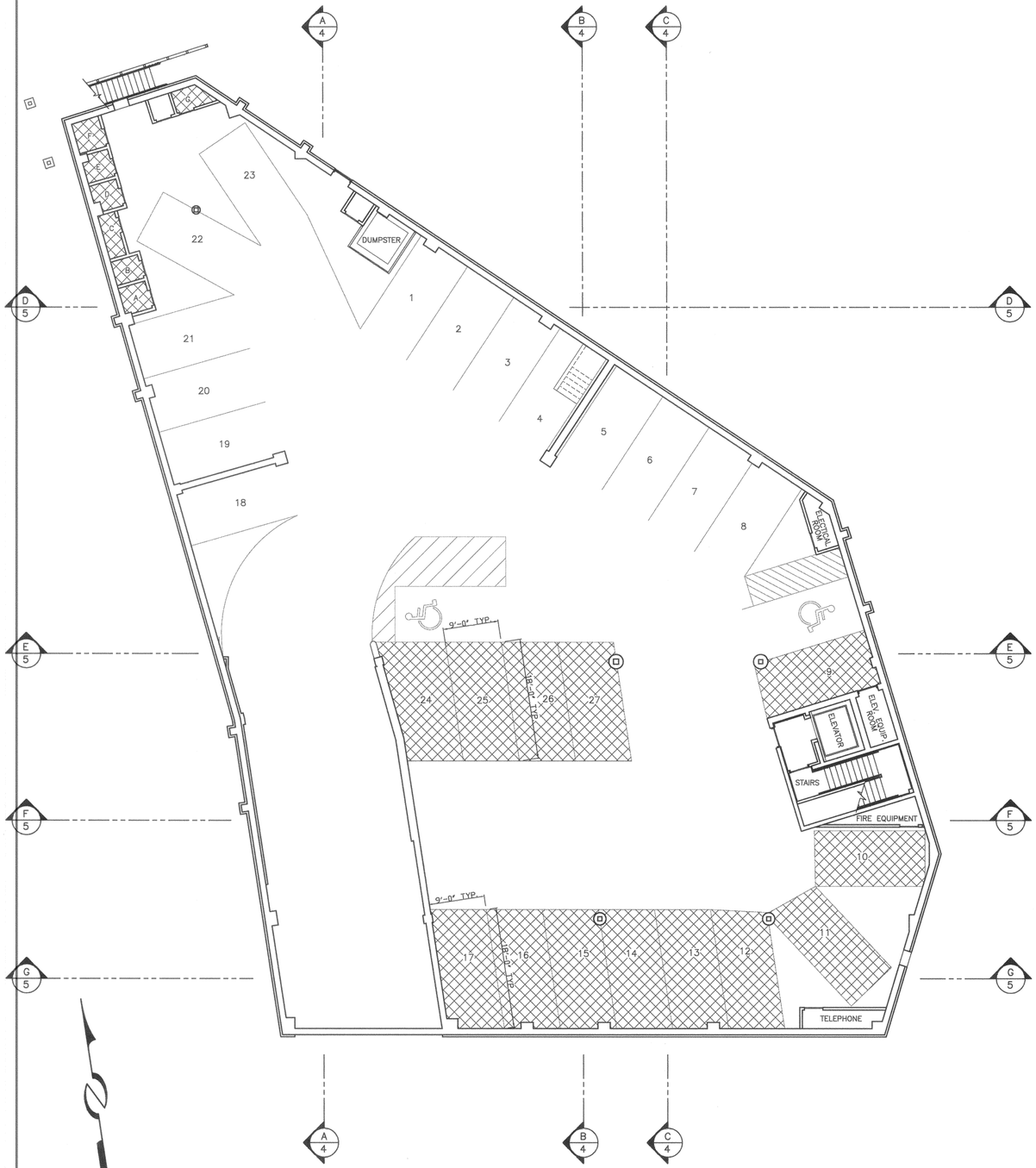
A UTAH CONDOMINIUM PROJECT LOCATED IN SECTION 16 TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN PARK CITY, SUMMIT COUNTY, UTAH

Alliance Engineering Inc

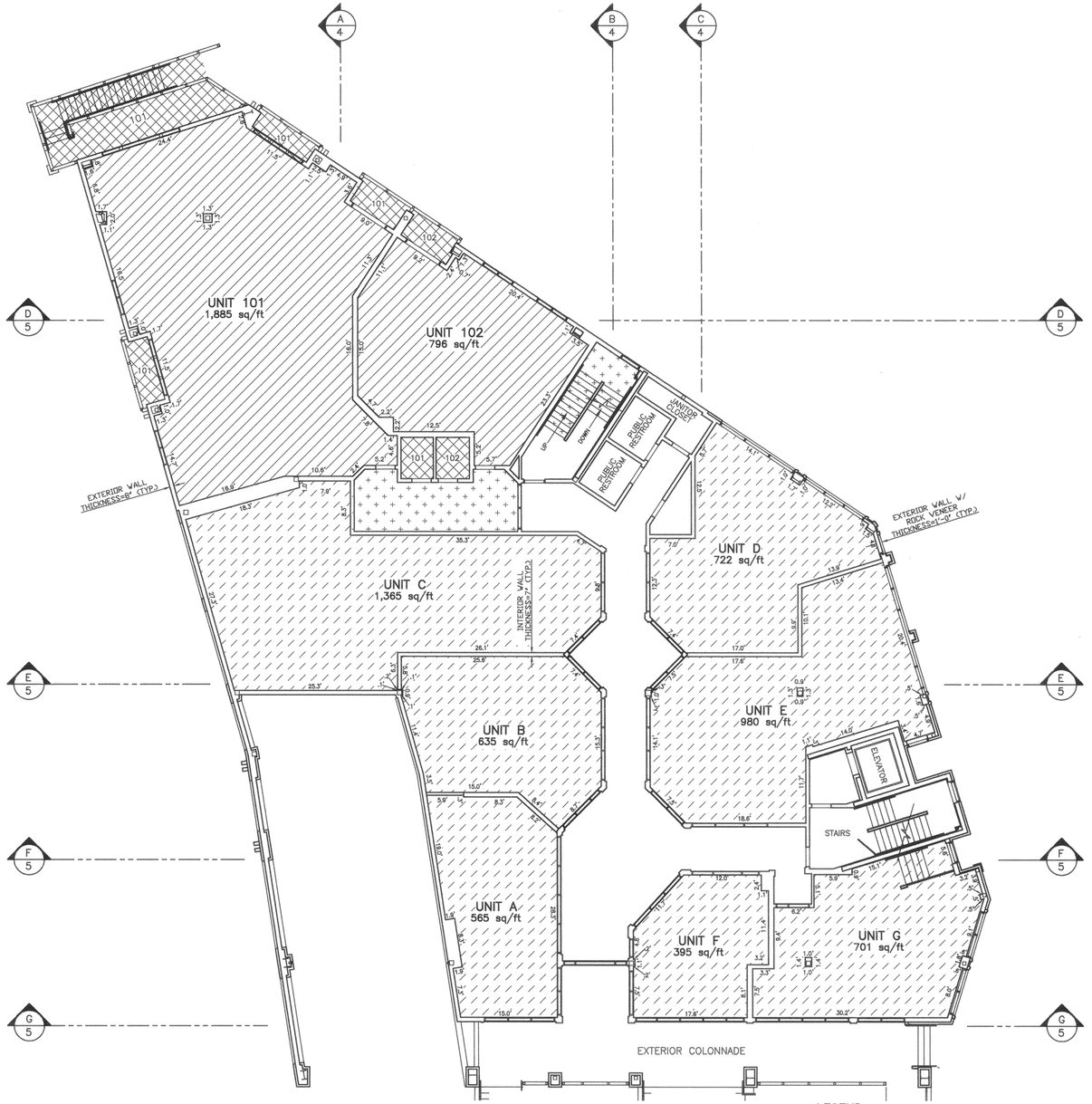
JOB NO. 2-9-95 FILE Y:\MCINNIS\P\PAGE_1.DWG

RECORDED CONCURRENTLY HEREWITH DECLARATION OF CONDOMINIUM AND DECLARATION OF COVENANTS, CONDITIONS, AND RESTRICTIONS. PAGE 1 OF 5

ALLIANCE ENGINEERING INC.	SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	PLANNING COMMISSION	ENGINEERS CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (435) 649-9467	REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 11th DAY OF OCTOBER, 1999 A.D. BY S.B.S.I.D.	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 26th DAY OF October, 1999 A.D. BY CHAIRMAN	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 14TH DAY OF OCTOBER, 1999 A.D. BY PARK CITY ENGINEER	APPROVED AS TO FORM THIS 27th DAY OF October, 1999 A.D. BY Mark D. Harrington PARK CITY ATTORNEY	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS ____ DAY OF _____, 1999 A.D. BY _____ PARK CITY RECORDER	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ____ DAY OF _____, 1999 A.D. BY MAYOR	#551799 STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF Coalition Title DATE 11-1-99 TIME 8:44 AM BOOK ____ PAGE ____ $16.00 FEE RECORDER



PARKING LEVEL



MAIN LEVEL

LEGEND

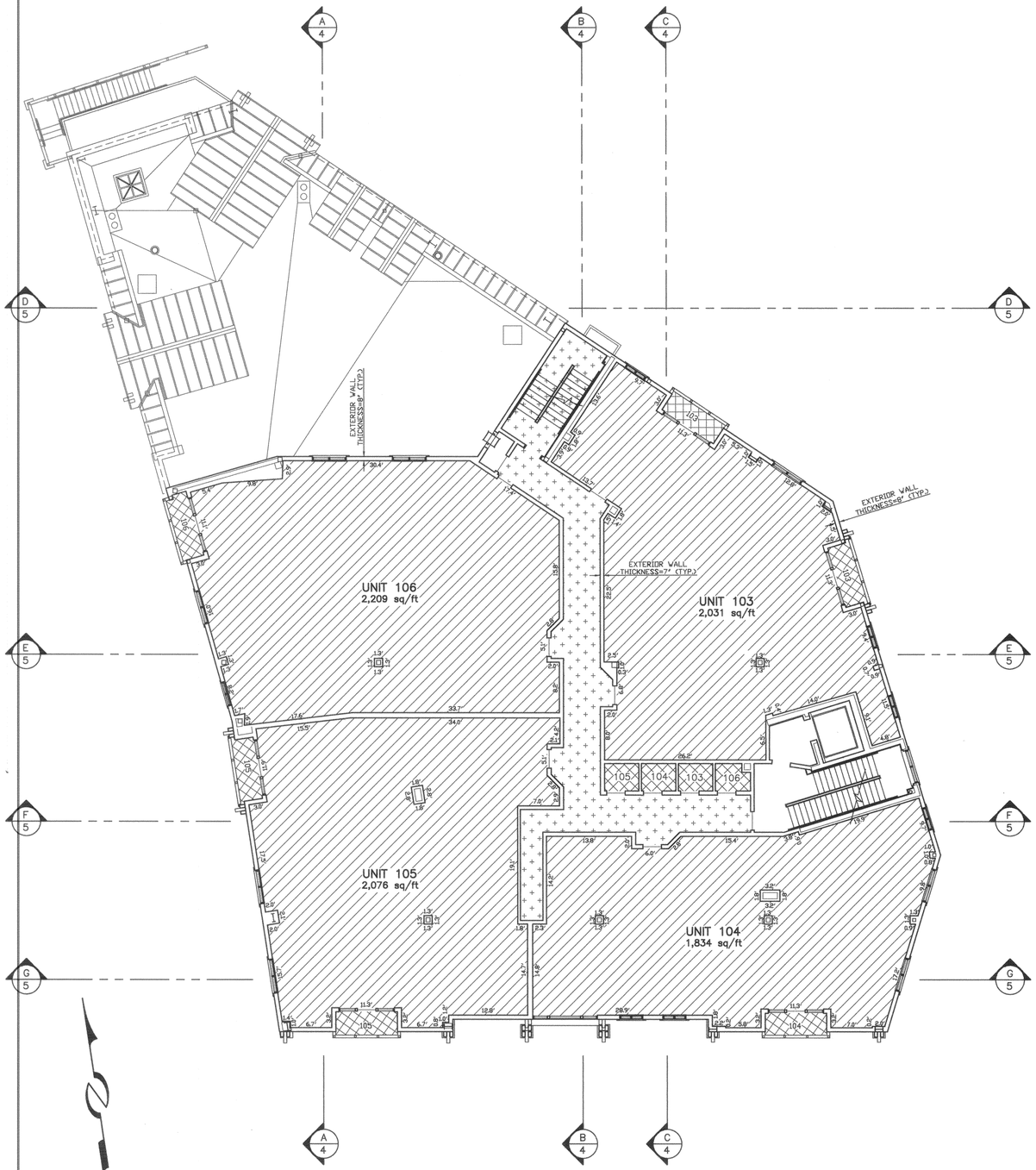
- COMMON AREAS AND FACILITIES
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- PRIVATE COMMERCIAL OWNERSHIP

POISON CREEK MERCANTILE

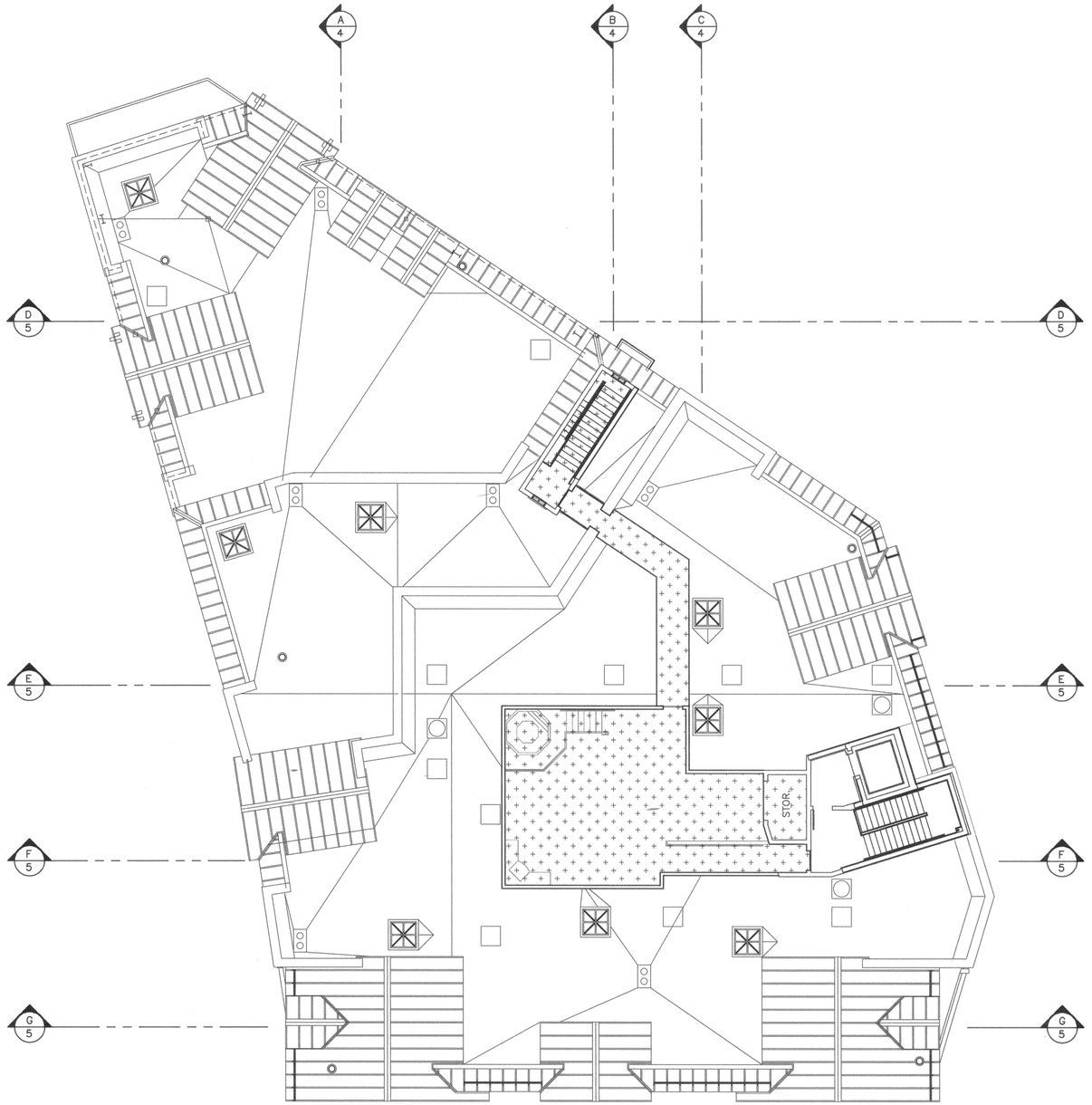
A UTAH CONDOMINIUM PROJECT LOCATED IN
SECTION 16 TOWNSHIP 2 SOUTH, RANGE 4
EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

JOB NO: 2-9-95 Y:\MCINNIS\P\PAGE_2.DWG

ℓ 537799 RECORDED
STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Coalition Title
DATE 12-1-99 TIME 8:44 AM BOOK 0 PAGE —
$16.00 FEE
Alan Spriggs RECORDER



SECOND LEVEL



ROOF PLAN

LEGEND

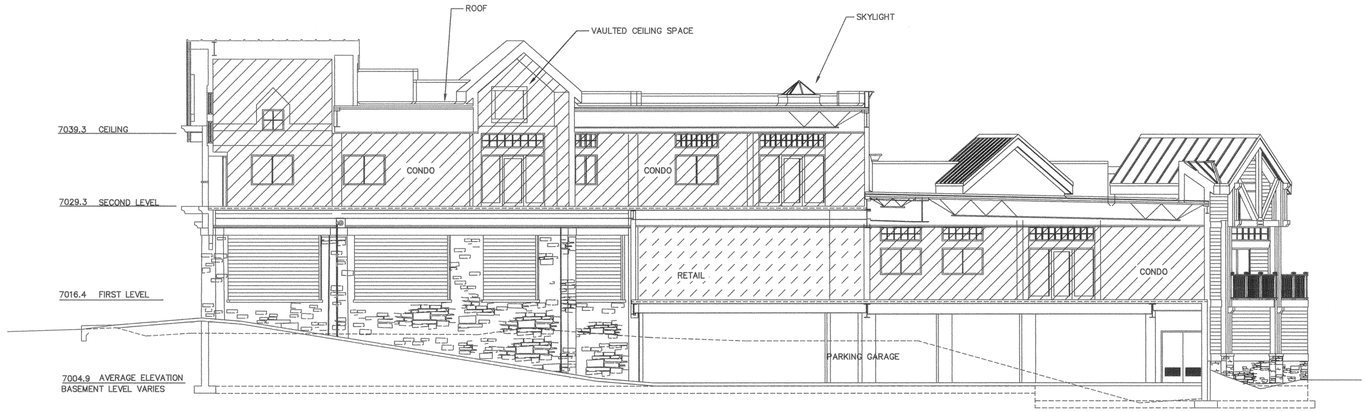
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POISON CREEK MERCANTILE

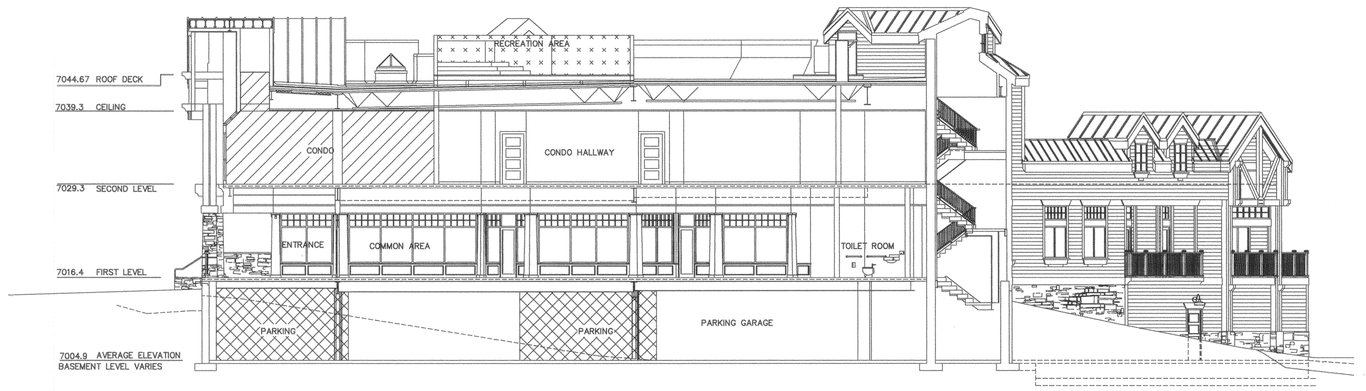
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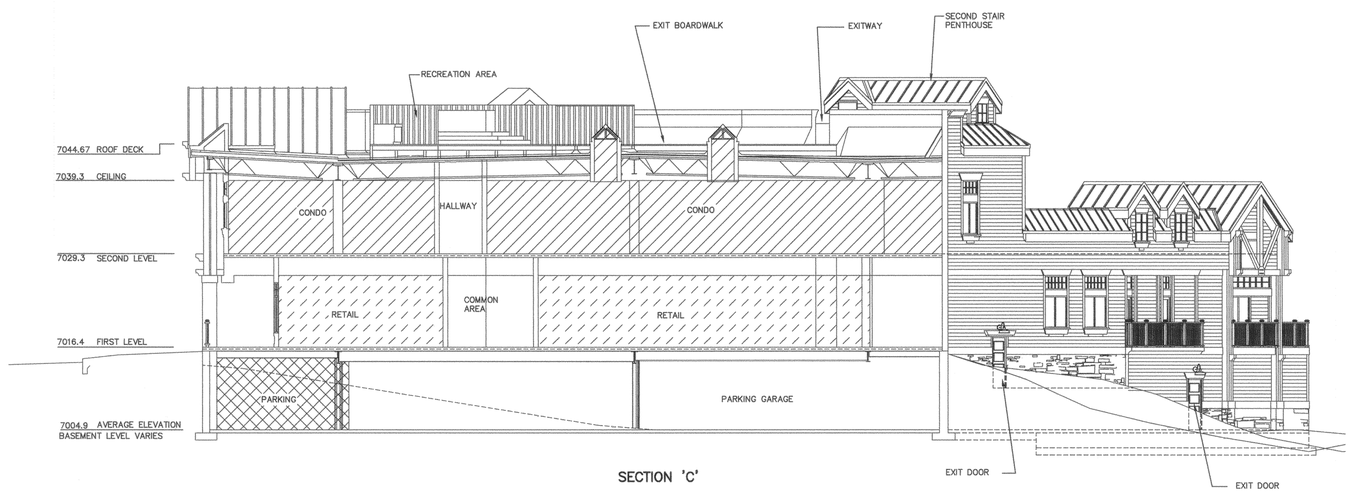
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SECTION 'A'



SECTION 'B'



SECTION 'C'

POISON CREEK MERCANTILE

A UTAH CONDOMINIUM PROJECT LOCATED IN
SECTION 16 TOWNSHIP 2 SOUTH, RANGE 4
EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

LEGEND

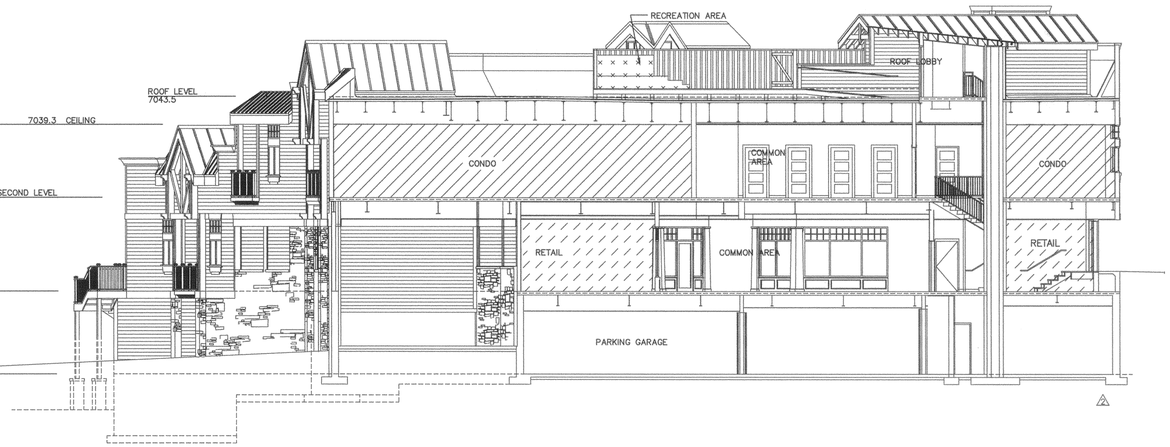
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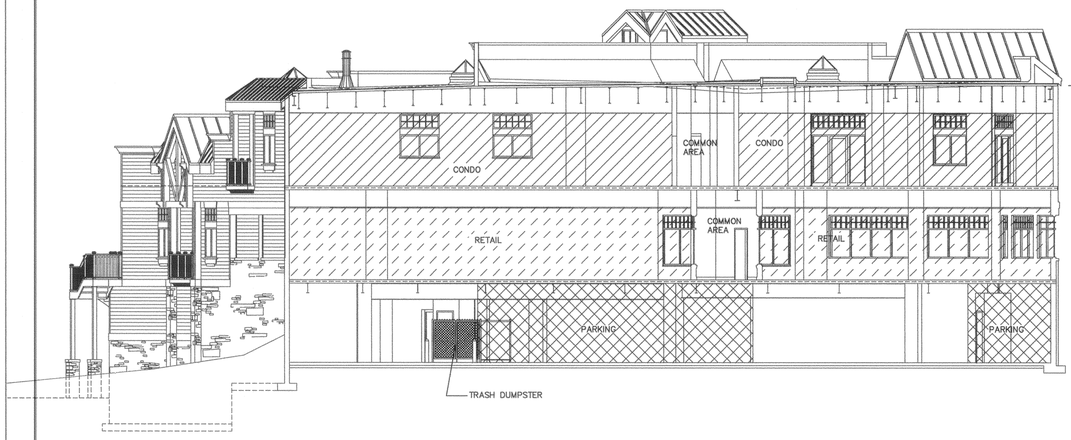
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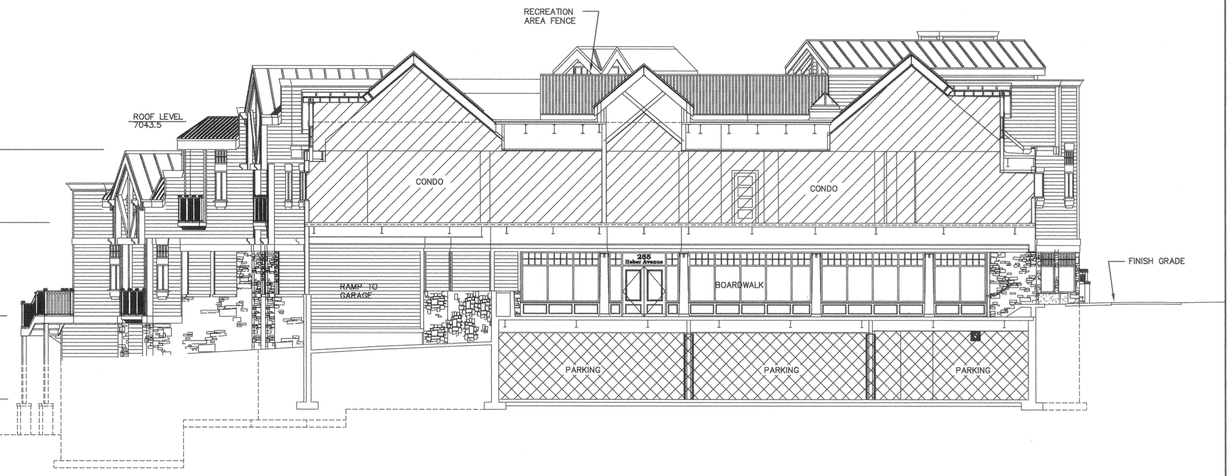
SECTION 'D'



SECTION 'F'



SECTION 'E'



SECTION 'G'

LEGEND

- COMMON AREAS AND FACILITIES
- RESIDENTIAL COMMON AREAS & FACILITIES
- PRIVATE RESIDENTIAL OWNERSHIP
- LIMITED COMMON AREAS & FACILITIES
- PRIVATE COMMERCIAL OWNERSHIP

POISON CREEK MERCANTILE

A UTAH CONDOMINIUM PROJECT LOCATED IN
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PARK CITY, SUMMIT COUNTY, UTAH

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$16.00 FEE
Alan Spriggs RECORDER

JOB NO: 2-9-95 Y:\MCINNIS\P\PAGE_5.DWG

Ordinance No. 97-15

AN ORDINANCE APPROVING AN AMENDMENT TO LOT 1 - 7 , BLOCK 50 OF THE PARK CITY SURVEY AND ONE METES AND BOUND PARCEL KNOWN AS 255 HEBER AVENUE, PARK CITY, UTAH

WHEREAS, the owners of the property known as 255 Heber Avenue petitioned the City Council for approval of a amendment to the final plat; and

WHEREAS, proper notice was sent and the City Council held a public hearing to receive input on the proposed amendment on; and

WHEREAS, it is in the best interest of Park City to approve the amendment, and

WHEREAS, there is good cause for the revision as the reconfiguration does not affect the development parameters for site; and

WHEREAS, neither the public nor any person will be materially injured by the proposed plat revision.

NOW, THEREFORE BE IT ORDAINED by the City Council of the City of Park City, Utah, as follows:

SECTION 1. The amendment to Park City Survey, Lots 1-7 , Block 50, is approved as shown on the attached Exhibit A with the following findings, conclusions and conditions:

FINDINGS:

1. The revision will combine seven lots and one metes and bound parcel into one lot in order to allow one structure to be built on the site that complies with State building codes.

2. The applicants have granted the City a bike path easement along the southern portion of their parcel.

3. Any impacts resulting from this amendment will be mitigated through the Historic District Design review process and the Planning Commission review for construction in the Frontage Protection Zone.

CONCLUSIONS OF LAW:

1. There is good cause for the revision as an easement for the City bike path is offered and as a compatable mixed use project can be constructed through this

amendment.

2. Neither the public nor any person will be materially injured by the proposed plat revision.

CONDITIONS:

1. City Attorney and City Engineer review and approval of the amended plat for compliance with Land Management Code, Utah State Code and these Final Conditions of Approval is a condition precedent to plat recordation.

2. The dedicated easement for the City bike path, of 5 and 10 feet, shall be depicted on the proposed plat, Exhibit A.

3. If the amendment is not recorded within one year of this approval date this approval shall become null and void.

SECTION 2. This ordinance shall take effect upon publication.

DATED this the 27 day of March, 1997.

PARK CITY MUNICIPAL CORPORATION

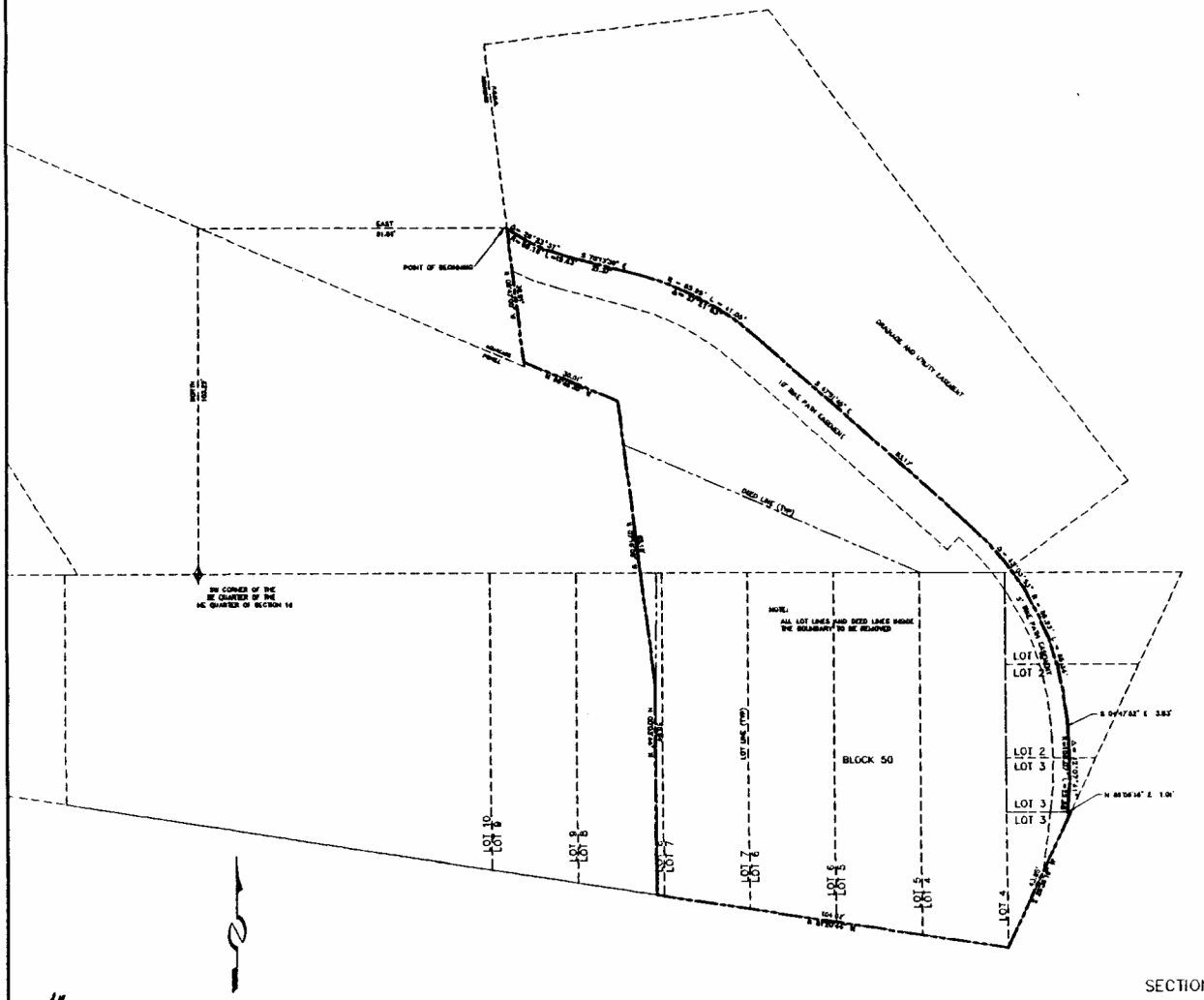
Mayor Bradley A. Olch

Attest:

Jan Scott, City Recorder

Approved as to form:

Mark Harrington, Assistant City Attorney


EAST
91.61'
POINT OF BEGINNING
S 47°29'00" E
83.17'
S 47°29'00" E
83.17'
R = 65.18'
Δ = 20°23'37"
L = 23.21'
R = 65.05'
Δ = 43°03'53"
L = 48.89'
R = 65.34'
Δ = 43°03'53"
L = 49.10'
R = 108.07'
Δ = 12°07'41"
L = 22.88'
R = 108.07'
Δ = 0°56'29"
L = 1.77'
S 47°29'00" E
83.17'
ORANGUTAN AND CHUTE LAUNDRY
16' MAX PARK EASEMENT
RIDGE
RIDGE
RIDGE

ORDINANCE NO. 99-18

AN ORDINANCE APPROVING THE POISON CREEK MERCANTILE RECORD OF SURVEY PLAT FOR ONE PARCEL IN BLOCK 50 OF THE PARK CITY SURVEY, KNOWN AS 255 HEBER AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property known as Poison Creek Mercantile at 255 Heber Avenue petitioned the City Council for approval of a record of survey plat; and

WHEREAS, proper notice was sent and the City Council and Planning Commission held a public hearing to receive input on the proposed amendment on May 13 and April 28, 1999; and

WHEREAS, it is in the best interest of Park City to approve the amendment, and

WHEREAS, there is good cause for the amendment as it clarifies property lines, and

WHEREAS, neither the public nor any person will be materially injured by the proposed plat revision.

NOW, THEREFORE BE IT ORDAINED by the City Council of the City of Park City, Utah, as follows:

SECTION 1. Poison Creek Mercantile at 255 Heber Avenue , Block 50 is approved as shown on the attached Exhibit A with the following findings, conclusions and conditions:

Findings:
1. The property is located in the Historic Recreation Commercial District HRC with the Heber Avenue Sub Zone overlay.
2. The property consist of one platted lot. A mixed use building is under construction on the site.
3. The owner proposes to record six residential units and seven commercial units.

Conclusions of Law:
1. There is good cause for the revision as the plat will allow the units to be individually sold.
2. Neither the public nor any person will be materially injured by the proposed plat.
3. The plat complies with the Land Management Code and State law regarding condominium conversion.

Conditions:

1. City Attorney and City Engineer review and approval of Record of Survey plat for compliance with Land Management Code, Utah State Code and these final conditions of approval is a condition precedent to plat recordation.

SECTION 2. This ordinance shall take effect upon publication.

PASSED AND ADOPTED this the 13th day of May, 1999.

PARK CITY MUNICIPAL CORPORATION

Mayor Bradley A. Olch

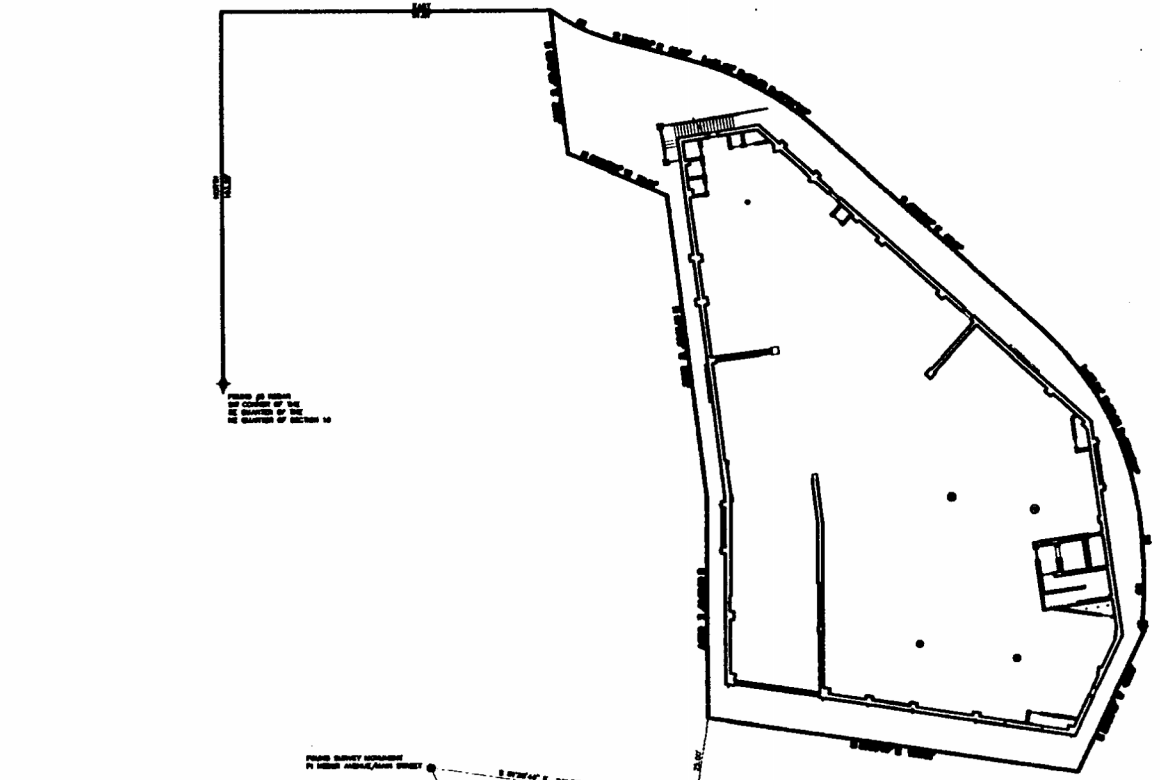
Attest:

Janet M. Scott, City Recorder

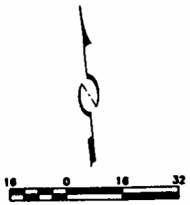
PARK CITY SUMMIT COUNTY UTAH CORPORATE Seal MARCH 4, 1884

Approved as to form:

Mark D. Harrington, Deputy City Attorney







POISON CREEK MERCANTILE

A UCHA CONDOMINIUM PROJECT LOCATED IN
SECTION 16 TOWNSHIP 2 SOUTH, RANGE 4
EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PAGE 1 OF 8

JOB NO.: 7-9-98 FILE: T:\ucheets\PLPAGE_1.DWG

SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	CERTIFICATE OF ATTEST	COUNCIL APPROVAL AND ACCEPTANCE	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS _____ DAY OF _____, 1999 A.D. BY _____ S.B.S.I.D.	APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 1999 A.D. BY _____ CHAIRMAN	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION FILE IN MY OFFICE THIS _____ DAY OF _____, 1999. BY _____ PARK CITY ENGINEER	APPROVED AS TO FORM THIS _____ DAY OF _____, 1999 A.D. BY _____ PARK CITY ATTORNEY	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 1999 A.D. BY _____ PARK CITY RECORDER	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 1999 A.D. BY _____ MAYOR	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ BOOK _____ PAGE _____ _____ RECORDER

4-5-99

POISON CREEK MERCANTILE
A UCIA CONDOMINIUM PROJECT LOCATED IN
SECTION 19, TOWNSHIP 2 SOUTH, RANGE 4
EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH
PARKING LEVEL
MAIN LEVEL
RECORDED
STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF
DATE
TIME
BOOK
PAGE
RECORDER
PAGE 2 OF 2
JOB NO: 2-5-93
Y:\ MCHINES\ PAGE 2.DWG

POISON CREEK MERCANTILE
SECOND LEVEL
ROOF PLAN
RECORDED

POISON CREEK MERCANTILE

A LOW1 CONDOMINIUM PROJECT LOCATED IN
SECTION 16, T1S, R4E, SALT LAKE BASE AND MERIDIAN
EXHIBIT B
PARK CITY, SUMMIT COUNTY

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED
AT THE REQUEST OF
DATE _____, BOOK _____ PAGE _____

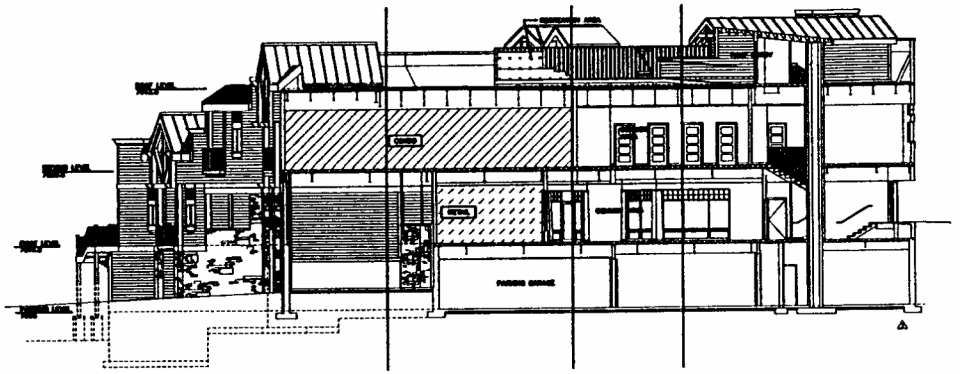
RECORDER

SHEET 1 OF 6

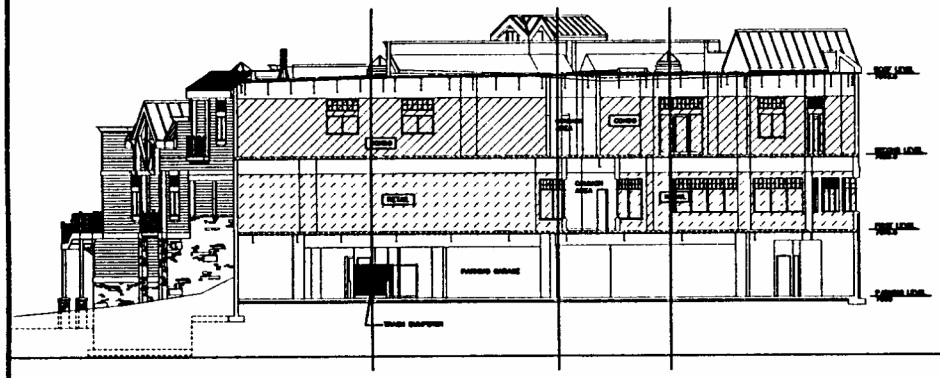
JOB NO. 2-1-95



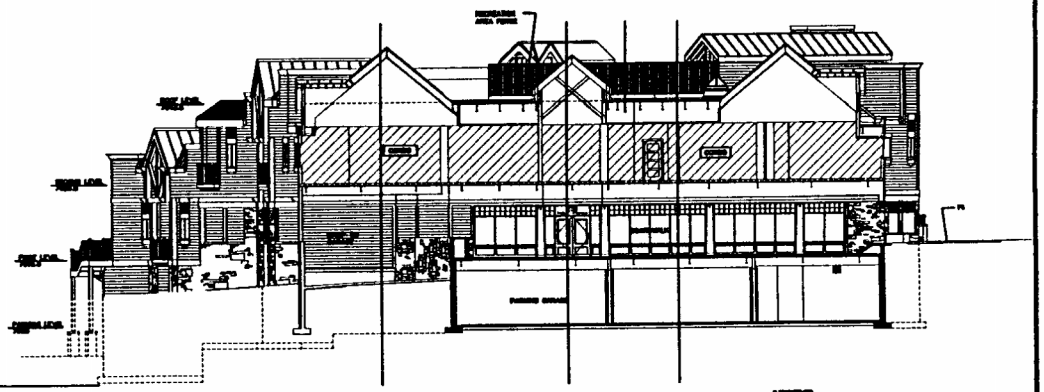
SECTION 'B'



SECTION 'A'



SECTION 'C'



SECTION 'D'

LEGEND

- COMMON AREAS AND FACILITIES
- LIMITED COMMON AREAS & FACILITIES
- PRIVATE RESIDENTIAL OWNERSHIP
- LIMITED COMMON AREAS & FACILITIES
- PRIVATE COMMERCIAL OWNERSHIP

PAGE 5 OF 5

POISON CREEK MERCANTILE

A UCIOH CONDOMINIUM PROJECT LOCATED IN SECTION 16 TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN PARK CITY, SUMMIT CO[illegible] UTAH

RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF _____

DATE _____ TIME _____ BK _____ PAGE _____

FEE _____ ORDER _____

JOB NO: 7-9-93 Y:\MCINNIS\PAGE_5.DWG

4-5-99

NOTICE OF HISTORIC DISTRICT COMMISSION ACTION

Project Name: 255 Heber Avenue, Poison Creek Mercantile

Project Description: New construction for a mixed use project to include retail and residential

Date of Meeting: March 17, 1997

Action Taken By Historic District Commission: Approved in accordance with the following conditions of approval:

Conditions of Approval:
1. All Standard Projects Conditions of Approval apply to this project.
2. The final building plans shall reflect substantial compliance with the elevations submitted and reviewed by the Historic District Commission on March 17, 1997.
3. No restaurant uses are permitted in this project unless the applicant can demonstrate compliance with the parking requirements under Section 13 of the Land Management Code for such a use.
4. Staff review and approval of the final exterior materials, Master Sign plan, lighting, screening of exterior mechanical equipment and materials plan is a condition precedent to building permit issuance. All exterior lighting fixtures shall be down directed and shall use amber colored light sources.
5. A Construction Management Plan (CMP) shall be submitted to and approved by the Community Development Department prior to the issuance of any building permits. The plan shall address staging, material storage, construction time lines, special signs, parking, fencing, and any other construction related details to the satisfaction of the Community Development Department.
6. The exposed interior facades of the garage entryway on Heber Avenue shall use patterned materials and subdued lighting. The final materials and fixtures shall be submitted with the building plans and reviewed and approved by the Planning Staff under the building permit review process.
7. Snow shed and roof line forms shall be reviewed and approved for safety compliance by the Chief Building Official prior to building permit issuance.
8. The building's metal roof shall be a matte and/or non-reflective finish.

Date of Expiration: March 17, 1998

Sincerely,

Patrick J. Putt
Planning and Zoning Administrator

PJP/rr

POISON CREEK MERCANTILE



A RETAIL & LUXURY CONDOMINIUM PROJECT
255 HEBER AVENUE
PARK CITY - UTAH

1997

PARK CITY MUNICIPAL CORPORATION
STANDARD PROJECT CONDITIONS

1. The propored 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; the Park City Design Standards, Construction Specifications, and Standard Drawings; and any other standards and regulations adopted by the City Engineer and all boards, commissions, agencies, and officials of the City of Park City.
2. All modifications to plans as specified by conditions, and all final design details, such as material and color samples, shall be submitted to and approved by the Community Development Department prior to issuance of any building permits.
3. The applicant is responsible for compliance with all conditions of project approval.
4. 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.
5. 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.
6. Construction staging areas shall also be clearly defined and approved by the Community Development Department, and shall be placed so as to minimize site disturbance. The landscape plans shall include plans for revegetation of all areas disturbed during construction.
7. Final grading, drainage, utility, erosion control and revegetation 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.
8. 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.
9. All construction shall be completed according to the approved plans on which building permits are issued. The approved plans include all site improvements shown on the site plan. "Site improvements" shall include all roads, sidewalks, curbs, gutters, drains, drainage works, grades, walls, landscaping, lighting, planting, paving, paths, and trails, and similar improvements, as shown on the set of plans on which final approval and building permits are based.
10. Any desired modifications to approved plans, after the issuance of a building permit, must be specifically requested and approved in writing prior to execution.
11. Plans shall conform to all design standards for persons with disabilities as required by any applicable federal, state and local laws.
12. 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.
13. The required utility easements along street frontages shall include language to allow for these areas to be used for snow storage. Typically, a 10-foot snow storage easement is required above Deer Valley Drive (approximate elevation of 7,200 feet). A five feet easement is necessary below this elevation.
14. Lockout units are not permitted unless specifically approved.
15. The infrastructure review and approval is transferable 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.
16. Vesting of all permits and approvals terminates upon the expiration of the approval as defined in the Land Management Code, or termination of the permits as specifically conditioned.

PLANNING DEPT. APPROVED
DATE Some conditions approved

(1) Pending resolution of parking requirements
(2) Landscaping/trees to be located to minimize impact on STR/Heber
(3) Details to be worked out prior to CC
(4) Preliminary Snow Study to be submitted prior to Final Application

HDSR 12/10/98

RECEIVED
DEC 10 1998
PARK CITY MUNICIPAL CORP.

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

STATE OF UTAH
FRED M. BABCOCK
112116
LICENSED ARCHITECT

PARK CITY MUNICIPAL CORPORATION
Full
12/10/98
12/18-98
BC/HP
BUILDING DEPARTMENT

A3.C
A3.1
A3.2
E1.5
A1.3
A3.1
A3.7
A3.5
A5.C
C1.1
L2

OWNER:
HAWKE INVESTMENT, L.C.
1378 EMBASSY WAY
SALT LAKE CITY, UTAH
84108

ARCHITECT:
BABCOCK DESIGN GROUP
52 EXCHANGE PLACE
SALT LAKE CITY, UTAH
84111
(801) 531-1144

GENERAL CONTRACTOR:
NEW STAR CONSTRUCTION
2610 WEST 2590 SOUTH
SALT LAKE CITY, UTAH
84119
(801) 972-6227

STRUCTURAL ENGINEER:
J.M. WILLIAMS & ASSOCIATES
57 WEST SOUTH TEMPLE
SUITE 210
SALT LAKE CITY, UTAH
84101
(801) 575-6455

MECHANICAL-ELECTRICAL-PLUMBING:
DESIGN/BUILD

DESIGN TEAM

SITE DATA
LOT SIZE: 19,003# (.44 ACRES)

ZONE: HRC HISTORIC RECREATION COMMERCIAL
OVERLAYS: HEBER AVENUE SUB-ZONE
HIGHWAY FRONTAGE SPECIAL REVIEW

REQUIRED SETBACKS:
FRONT AND REAR- 10'-0"
SIDE- 5'-0"
BELOW GRADE- NONE

PARKING REQUIREMENTS:

		REQUIRED	PROVIDED
INTENSIVE RETAIL	6,066.15T#/3-SPACES/1,000#	18	18
1-2 BEDROOM APTS.	2/UNIT @ 5 UNITS	10	10
STUDIO APT.	1/UNIT @ 1 UNIT	1	1
TOTAL PARKING		29	29

LANDSCAPE AREA: 5,284.3# (27.7%)

FLOOD PLAIN CONTROL: SILVER CREEK

BUILDING DATA
DESCRIPTION:
MIX-USE THREE STORY BUILDING
CONCRETE BASEMENT LEVEL, STEEL FRAME WITH CONCRETE SLAB OVER METAL DECK FOR 1st AND 2nd LEVELS
CLASS -B ROOF OVER RIGID INSULATION OVER METAL DECK (FLAT ROOF) AND CLASS -A STANDING SEAM METAL ROOF FOR PITCHED ROOFS
EXTERIOR CLADDING TO BE STONE AND CLAPBOARD SIDING
FULLY SPRINKLERED

CONSTRUCTION TYPE: I-FR FOR R-3 OCCUPANCY
4 HOUR RATED CONSTRUCTION LESS THAN 5 FEET FROM PROPERTY LINE
2 HOUR RATED CONSTRUCTION ELSEWHERE
OPENINGS: NOT PERMITTED LESS THAN 5 FEET, PROTECTED LESS THAN 20 FEET
CONSTRUCTION TYPE: V-1 HR FOR R-1 & M OCCUPANCIES
1 HOUR RATED CONSTRUCTION LESS THAN 5 FEET FROM PROPERTY LINE
OPENINGS: NOT PERMITTED LESS THAN 5 FEET, PROTECTED LESS THAN 10 FEET

OCCUPANCY: R-1, M & R-3
OCCUPANCY SEPERATIONS: R-1 /M = 1 HOUR
R-1 /R-3 = 3 HOUR -SECTION 311.2.2.1
M/R-3 = 3 HOUR - SECTION 311.2.2.1
FOR 3 HOUR RATING ON B-DECK USE UL FIRE RESISTANCE DESIGN NO. D719
FOR 3 HOUR RATING ON STEEL BEAMS USE UL FIRE RESISTANCE DESIGN NO. D719
SPRAY ON CEMENTITIOUS MIXTURE
FOR OTHER UL FIRE RESISTIVE CONSTRUCTION SEE SHEET A3.13 & A3.14

SQUARE FOOTAGE ALLOWANCES:
SQUARE FOOTAGE ALLOWED: R-1 - 10,500# & (3) STORIES
M - 14,000# & (3) STORIES
R-3 - UNLIMITED

ALLOWABLE INCREASE DUE TO SET BACKS: NONE
ALLOWABLE INCREASE DUE TO NUMBER OF STORIES:
R-1 - 10,500# X 100% = 21,000#
M - 14,000# X 100% = 28,000#
R-3 - UNLIMITED
ALLOWABLE INCREASE FOR FULLY SPRINKLERED 100%:
NO INCREASE TAKEN FOR FIRE SPRINKLERING

ACTUAL SQUARE GROSS FOOTAGE : R-1 - 13,317.6#
M - 7,606.5#
R-3 - 13,138.7#

ALLOWABLE SQUARE FOOTAGE RATIOS FOR MIXED OCCUPANCY:
R-1 - 13,317.6#/21,000#= .6342
M - 7,606.5#/28,000#= .2717
TOTAL = .9058

DESIGN CRITERIA

Plaster, Concrete, Gravel, Cast Stone, Concrete Block, Ceramic Tile, Gypsum Board, Metal Stud, Brick, Asphalt, Earth, Steel
Acoustic Tile, Batt Insulation, Rigid Insulation, Plywood, Wood Framing, Finish Lumber, Wood Framing, Glass, Existing Contour, Finish Contour, Fence, Property Line

34 Key Notes; 202 Room Number; (B) Glass Type; (D) Door Number; (A) Frame/Window Mark; Elevation Marker; 100'-0" Finish Spot Elev.

1/A1 Detail/Sheet on which detail appears
A/A3 Elevation/Sheet on which elevation appears
1/A4 Wall Section/Sheet on which section appears
A/A3 Building Section/Sheet on which section appears

3/C Wall Type/Partition Type
Wall Types See Drawing Schedule for Wall Type Sheet

GRAPHIC KEY

LOCATION MAP

Title Sheet
Civil
C-1 Drainage and Grading and Utility Plan

Architectural
Site
SMP-1 Site Mitigation Plan
A0.1 Height Restriction Limitations
A1.0 Site Plan /Details
L-1 Landscape Plan
L-2 Irrigation Plan

Plans
A2.0 Parking Level
A2.1 Retail Level
A2.2 Condominium Level
A2.3 Roof Plan
Exterior Elevations
A3.0 South and East
A3.1 North and West
A3.2 North-East
Building Sections
A3.3 Building Sections
A3.4 Building Sections
A3.5 Building Sections
Wall Sections
A3.6 Wall Detail Elevations
A3.7 Wall Sections
A3.8 Wall Sections
A3.9 Wall Sections
A3.10 Wall Sections
A3.11 Wall Sections
A3.12 Wall Sections
A3.13 Wall Types
A3.14 UL Ratings
Enlarged Floor Plans
A4.0 Enlarged Exterior Stair Plans & Sections
A4.1 Enlarged Interior Stair Plans
A4.2 Enlarged Interior Stair/Elevator Plans
A4.3 Exterior Stair Plan
Interior Elevations
A5.1 Retail Level
Reflected Ceiling Plans
A6.0 Basement Level
A6.1 Retail Level
A6.2 Condominium Level/Roof Level
Details
A7.0 Details
A7.1 Details
A7.2 Details
A7.3 Details
A7.4 Details
A7.5 Details
A7.6 Details
A7.7 Details
Schedules
A8.0 Door Schedule
A8.1 Window Schedule
Condominium
A9.1 First Floor
A9.2 Second Floor
Signage
M53.0 Front Elevation
M53.2 Side Elevation

Structural
S0.1 General Structural Notes
S0.2 General structural Notes
S1.1 Footing & Foundation
S1.2 Footing & Foundation Details
S1.3 Footing & Foundation Details
S1.4 Footing & Foundation Details
S1.5 Construction Details
S1.6 Construction Details
S1.7 Construction Details
S1.8 Construction Details
S2.1 Main Floor Framing Plan
S2.2 Second Floor Framing Plan
S2.3 Roof Framing Plan
S3.1 Moment Frames
S3.2 Construction Details
S4.1 Construction Details
S4.2 Construction Details
S4.3 Construction Details
S4.4 Construction Details
S4.5 Construction Details
S4.6 Construction Details
S4.7 Construction Details
S4.8 Construction Details
S5.1 Wall Sections
S5.2 Wall Sections
S5.3 Wall Sections

Mechanical
M2.1 Basement/Parking Mechanical
M2.2 Main/Retail Mechanical
M2.3 Second/Condo Mechanical
M2.4 Roof Mechanical
M3.1 Equipment Schedule
Plumbing
P2.1 Basement/Parking Waste Piping
P2.2 Main/Retail Waste Piping
P2.3 Second/Condo Waste Piping
P2.4 Roof Waste Piping
P3.1 Basement/Parking Water-Gas Piping
P3.2 Main Retail Water-Gas Piping
P3.3 Second/Condo Water-Gas Piping
P3.4 Roof Water-Gas Piping
Electrical
Title Page
E1 Main, Retail Floor Power Plan
E2 Main, Retail Floor Lighting Plan
E2.1 Main, Retail Floor Fire Plan
E3 Main, Retail Floor Photometrics
E4 Second Floor Power Plan
E5 Second Floor Lighting Plan
E5.1 Second Floor Fire Plan
E6 Second Floor Photometrics
E7 Parking Garage Power Plan
E8 Parking Garage Lighting Plan
E9 Roof Power Plan
E10 Roof Lighting Plan
E11 Roof Photometrics
E12 Panel Schedule

DRAWING INDEX

⚠ PARK CITY REVISION: 12-3-98
⚠ PARK CITY REVISION 11-12-98
⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER:

SHEET NAME:
TITLE SHEET
GENERAL
INFORMATION

PROJECT NUMBER:
95015

DATE:
August 12, 1998

APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-1032

AQUACADE

MECHANICAL BUILDING

LUMBER BUILDING

WHITE PINE

HEBER AVENUE

DEER VALLEY DRIVE

C/L SILVER CREEK

INSTALL 12" P.E. STORM DRAIN DAYLIGHT TO SILVER CREEK

REGRADE TRAIL CONNECTION

CONNECT PERIMETER DRAIN & 6" GATEWAY DRAIN TO 12" P.E. STORM DRAIN

EDGE OF NEW BIKE PATH

EDGE OF EXISTING BIKE PATH

10' BIKE PATH EASEMENT

12991 7007.2 E.O.10FTBIKEPATH

12992 7004.2 E.O.10FTBIKEPATH

12993 7006.6 E.O.10FTBIKEPATH

12994 7010.1 E.O.10FTBIKEPATH

12995 7014.7 S.EOBFTBIKEPATH

12996 7016.8 S.EOBFTBIKEPATH

12997 7018.7 S.EOBFTBIKEPATH

12998 7019.2 S.EOBFTBIKEPATH

12999 7018.6 S.EOBFTBIKEPATH

13000 7018.4 INTX BIKEPATHBKSWK

13060 7016.6 TBC/E.EOBIKEPATH

13061 7017.9 TBC ROLL GUTTER

13062 7017.1 TBC ROLL GUTTER

13063 7014.9 TBC ROLL GUTTER

13064 7012.8 TBC ROLL GUTTER

13065 7010.6 TBC ROLL GUTTER

13066 7009.6 TBC ROLL GUTTER

EXTENT OF 8'-0" WIDE BIKE PATH

BASEMENT LEVEL

MAIN LEVEL

PERIMETER FOOTING DRAIN LINE

NEW 6" DRAIN LINE CONNECT TO GATEWAY SUMP

CONNECT EXISTING SUMP LINE TO NEW 6" DRAIN LINE

HIGH POINT

4" D.I. WATER SERVICE CONNECTED TO INTERIOR COMMON METER.

DEDICATED 6" D.I. FIRE LINE

10'-0" CT CABINET

TRANSFORMER PAD N 89°56'18" E 1.01'

See Sheet L-1 for landscape screening details

EXTENT OF 8'-0" WIDE BIKE PATH

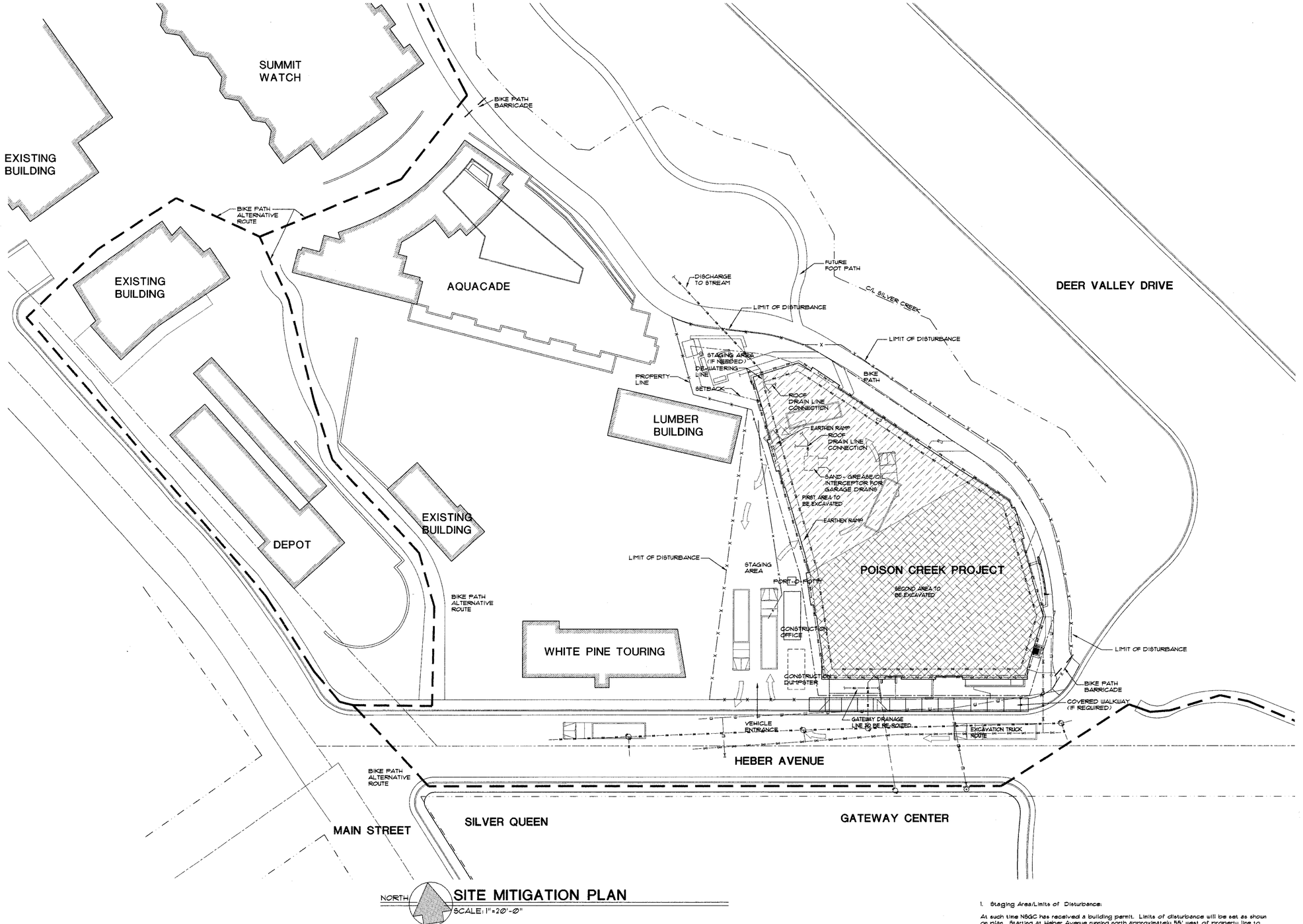
RECEIVED
DEC 10 1998
PARK CITY MUNICIPAL CORP.

PLANNING DEPT. APPROVED
By Mary Wiseman

8 0 8 16 feet

(435) 649-9467 Alliance Engineering Inc. CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060	REVISED: 1 9-12-98 2 12-3-98	STAFF: Steve Deckert Rob McMahon	PAGE 1 OF 1	POISON CREEK DEVELOPMENT PRELIMINARY SITE, DRAINAGE, & GRADING PLAN FOR: SIMONE & KEVEN MCINNIS
		DATE: 9-29-97		JOB NO.: 2-9-97 FILE: Y:\MCINNIS\PUP2

L:\95015\ACAD\TEMP\OUP3.DWG Wed Dec 09 16:23:08 1998



SITE MITIGATION PLAN

SCALE: 1"=20'-0"

1. Staging Area/Limits of Disturbance:

At such time N&GC has received a building permit. Limits of disturbance will be set as shown on plan. Starting at Heber Avenue running north approximately 55' west of property line to corner of the Lumber Building where it will return to property line, creating a staging area for material storage and hoisting. Then fence will continue to follow property line along west property line until turning east where it will follow north property line for approximately 65' where it will cross bike path (closing it a time period of 8 months). At time of re-opening the bike path it shall be re-graded and widened. Fence shall follow bike path around east side of building back to corner of Heber Avenue where a covered walkway will be installed along Heber Avenue. Provide contingency for temporary closures of one lane at Heber Avenue for periodic unloading or hoisting of materials. All items to be approved by P.C.M.C.

2. Excavation:

According to AGRA Earth and Environmental the top 5' of soil is non-engineered fill, high in organic matter and contains mine tailings byproducts and may be used on site as backfill in accordance with Park City Prospector Ordinance. N&GC will remove and dispose of the top 5' of black fill to an approved waste landfill. Removing any chances of the black fill mixing with brown soils below the 5' level which are not contaminated. Ensuring that there will be no leaching into the ground water.

3. Parking Plan:

N&GC employees and subcontractors shall car pool to site at a ratio of 4 persons to 1 vehicle. At such time that the parking structure is complete to a point that the N&GC can apply for TCO employees and subcontractors will park inside of structure.

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

RECEIVED
DEC 10 1998
PARK CITY MUNICIPAL CORP.

PLANNING DEPT.
APPROVED
DATE 12/8/98

APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: SMP-1

SHEET NAME: SITE MITIGATION PLAN

PROJECT NUMBER: 95015

DATE: November 5, 1997

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-0132

L:\95015\ACAD\WORKING\SITE95MP.DWG Tue Sep 08 10:22:21 1998

Memorandum

To: File

CC: Megan Ryan

From: Richard Lewis, Community Development Director

Date: 02/24/98

Re: 255 Heber Avenue. Log # B97-03360

The project at 255 Heber Avenue exceeds the height limitation for the HRC zone on less than the 7% of the entire roof area. Three areas penetrate the 40' height limit. These areas are marked on the plans. Area 1 exceed the limit by 1foot and 3inches, Area 2 by 7 inches and Area 3 by 2 feet.

Findings:

1. The project is located in the HRC zone.
2. The area was disturbed with fill in 1992.
3. A grading permit was issued for the fill and a survey was provided.
4. A survey was also submitted in 1994 showing contours that reflected the new grade.
5. The architect redesigned the roof to meet the 1992 survey.
6. Architectural features and shifts in the roof plane are required under the Land Management Code, Chapter 9.
7. The height exceeds the 40' limit in three areas for a total of less than 7% of the entire roof area.

Conclusions:

1. The site was filled and the grade has been altered which make the determination of natural grade difficult.

Community Development Dept. (435) 645-5021

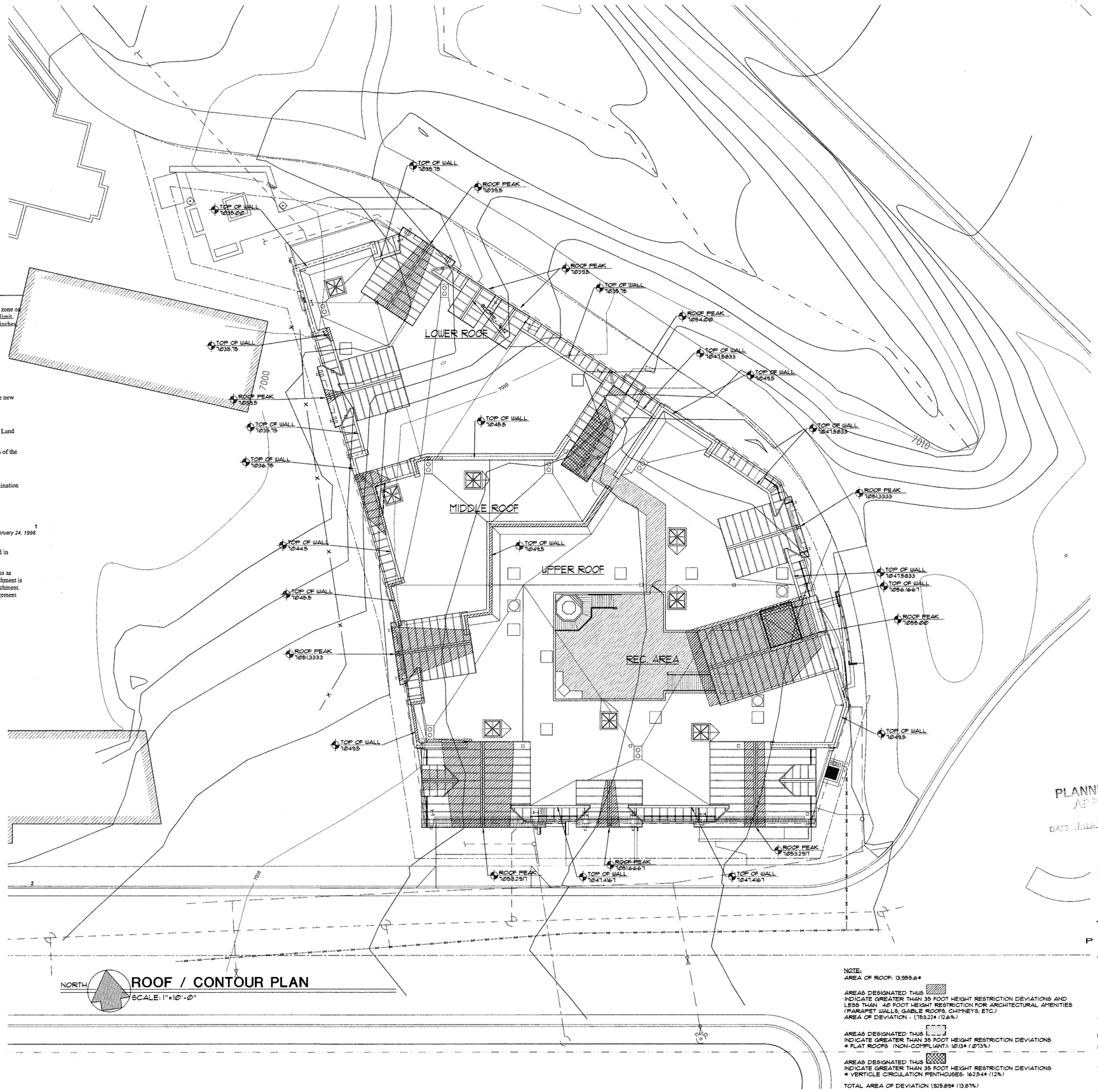
February 24, 1998

1

2. The design of the roof meets the intent of the code, Chapter 7, 9 and 8 and in general the 1992 survey.
3. The roof will penetrate the height limit in three area as marked on the plans as submitted on February 18, 1998, permit # B97-03360. The height encroachment is deemed to be insignificant considering the small percentage of the encroachment. The design is in substantial compliance with the intent of the Land Management Code.

Approved this the 24th day of November, [illegible].

Richard E. Lewis, Community Development Director



ROOF / CONTOUR PLAN

NOTE:
AREA OF ROOF: 13,955.6#

AREAS DESIGNATED THUS ▨
INDICATE GREATER THAN 35 FOOT HEIGHT RESTRICTION DEVIATIONS AND LESS THAN 40 FOOT HEIGHT RESTRICTION FOR ARCHITECTURAL AMENITIES (PARAPET WALLS, GABLE ROOFS, CHIMNEYS, ETC.)
AREA OF DEVIATION : 1,753.22# (12.6%)

AREAS DESIGNATED THUS ▨
INDICATE GREATER THAN 35 FOOT HEIGHT RESTRICTION DEVIATIONS @ FLAT ROOFS (NON-COMPLIANT) 101.3# (.073%)

AREAS DESIGNATED THUS ▨
INDICATE GREATER THAN 35 FOOT HEIGHT RESTRICTION DEVIATIONS @ VERTICLE CIRCULATION PENTHOUSES: 1625.4# (12%)

TOTAL AREA OF DEVIATION 1,925.89# (13.87%)

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

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PLANNING DEPT. APPROVED
DATE [illegible]

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A0.1

SHEET NAME: CONTOUR/ROOF COMPARISON PLAN

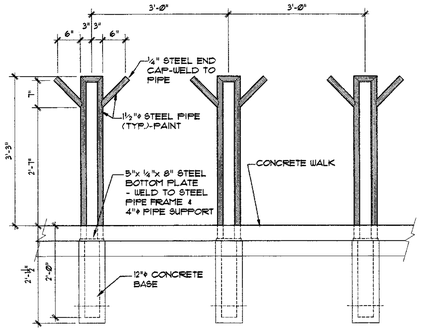
PROJECT NUMBER: 95015

DATE: June 19, 1998

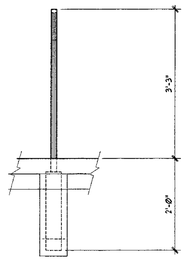
APPROVED
DEC 15 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3212

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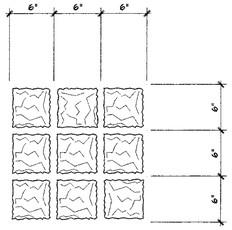


A FRONT ELEVATION

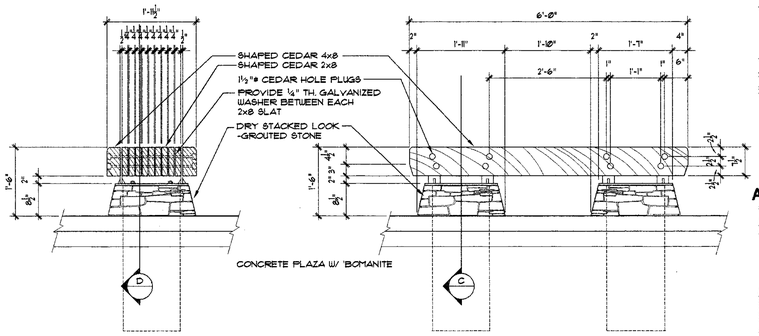


B END ELEVATION

7 A1 BICYCLE RACK
SCALE: ¾"=1'-0"

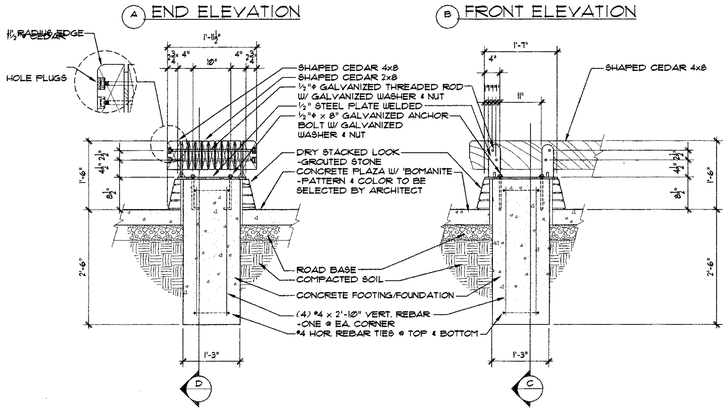


8 A1 STAMPED CONCRETE PATTERN
SCALE: 1½"=1'-0"



A END ELEVATION

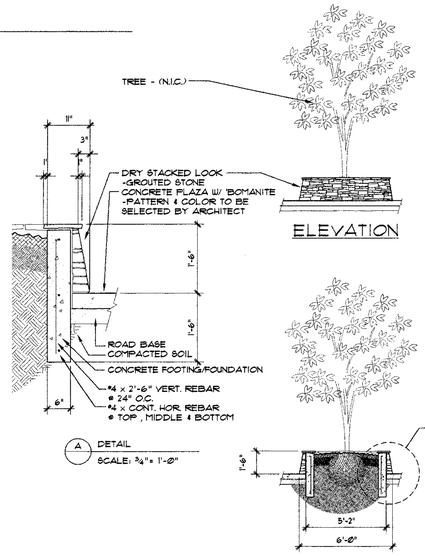
B FRONT ELEVATION



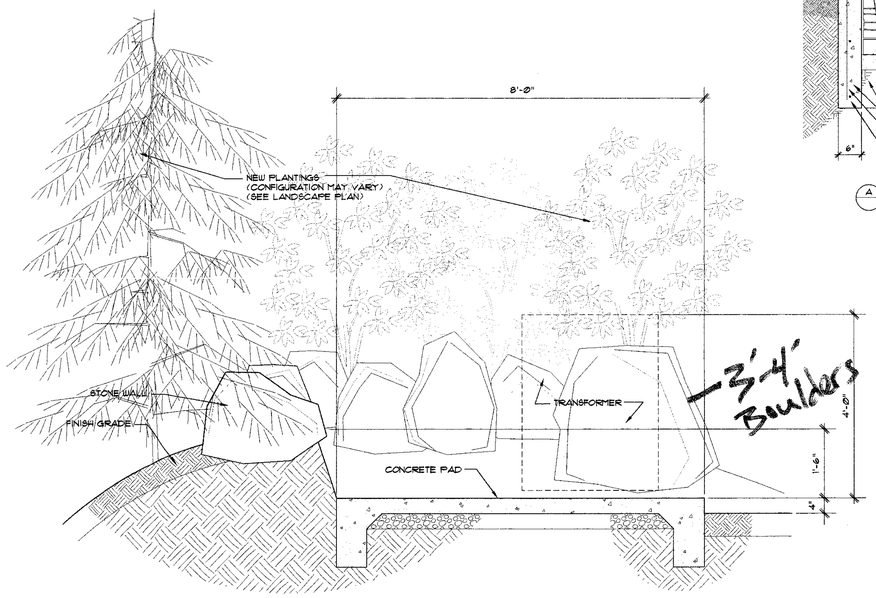
C SECTION

D SECTION

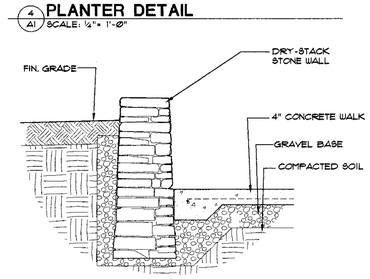
6 A1 BENCH DETAIL
SCALE: ¾"=1'-0"



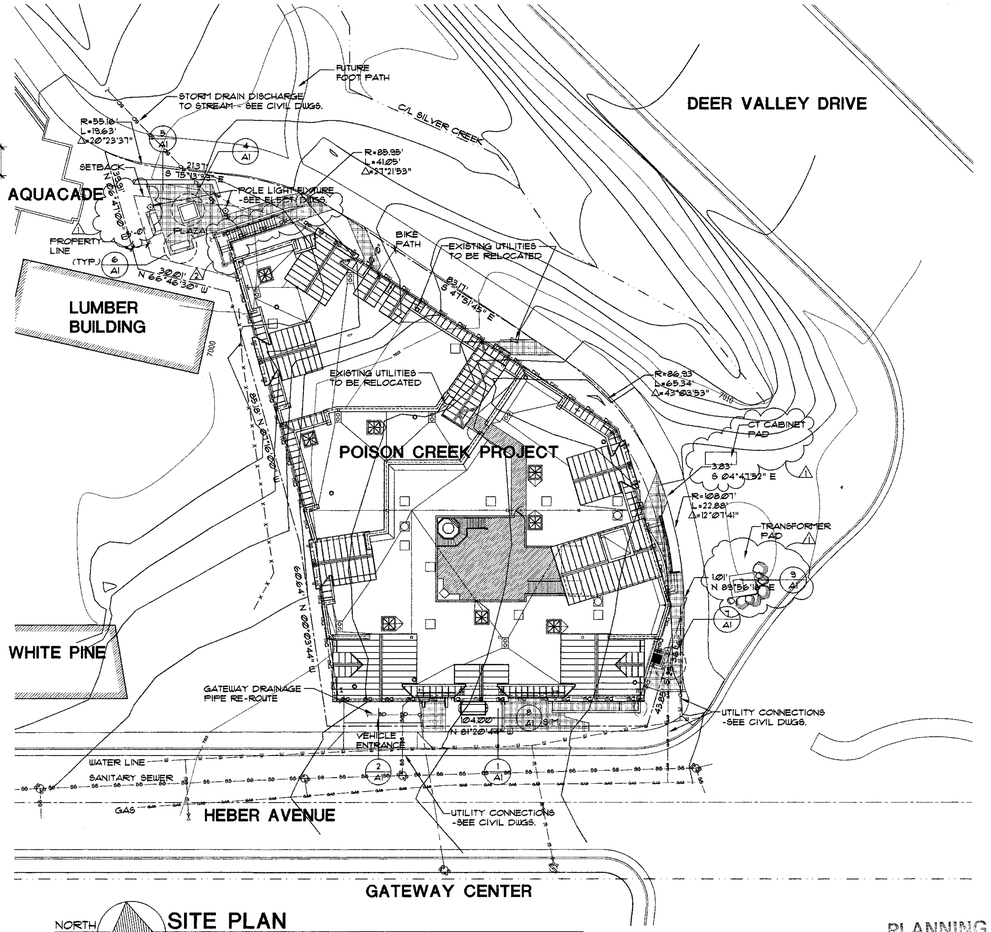
A DETAIL
SCALE: ¾"= 1'-0"



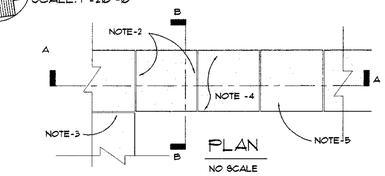
9 A1 STONE SCREEN WALL
SCALE: ¾"=1'-0"



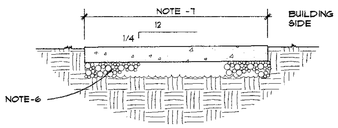
5 A1 DRY- STACK RETAINING WALL
SCALE: ¾"=1'-0"



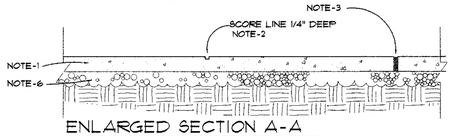
NORTH
SITE PLAN
SCALE: 1"=20'-0"



PLAN
NO SCALE



ENLARGED SECTION B-B
NO SCALE

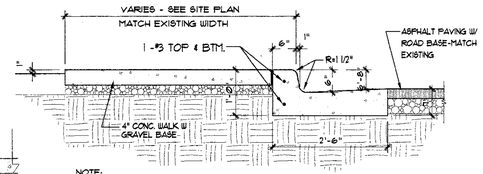


ENLARGED SECTION A-A
NO SCALE

NOTES:
1. USE MONOLITHIC CONSTRUCTION 4" THICK EXCEPT @ DRIVEWAYS WHERE THICKNESS OF 6" IN COMMERCIAL & INDUSTRIAL ZONE AREAS U.N.O.
2. PLACE SCORE LINES @ INTERVALS EQUAL TO 1 TO 1-1/2 TIMES THE WIDTH OF THE SIDEWALK UNIFORMLY PLACED ALONG LENGTH OF SIDEWALK.
3. USE 1/2" EXPANSION JOINT FILLER MADE OF PREMOLDED BITUMINOUS OR SIMILAR MATERIAL @ INTERSECTIONS W/ PERPENDICULAR SIDEWALKS OR DRIVEWAYS & WHERE SIDEWALK MEETS TOP BACK OF CURB.
4. EDGE SIDEWALK W/ 1/2" RADIUS EDGING TOOL. ROUND EDGES @ EXPANSION JOINTS TO A RADIUS OF 1/2".
5. USE FINE HAIR-BROOM TO FINISH WALKS ON GRADES UNDER 6%, OVER 6% GRADE USE ROUGH HAIR-BROOM EXCEPT ON ACCESSIBLE RAMPS USE EXPOSED AGGREGATE
6. USE UNTREATED BASE COURSE MATERIAL ONLY WHERE EXISTING SOIL IS UNSATISFACTORY & WHERE USE IS APPROVED BY ENGINEER.
7. UNLESS SPECIFIED OTHERWISE ON THE DRAWINGS CONSTRUCT WIDTH OF SIDEWALK AS FOLLOWS:
A) 4'-0" IF SIDEWALK IS ADJACENT TO A PARKING STRIP OVER 1'-0" WIDE, OR
B) 5'-0" IF SIDEWALK IS ADJACENT TO BACK OF CURB, TANGENTS OR PARKING STRIPS LESS THAN 1'-0" IN WIDTH, OR
C) MATCHED TO EXISTING SIDEWALK EXTENSION WIDTHS.

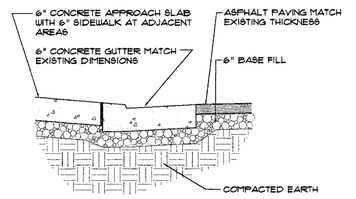
3 A1 CONCRETE SIDEWALK DETAIL
SCALE: NONE

NOTES:
1. CONCRETE SHALL BE MONOLITHIC CLASS 4@ AS PER S.L.C. STANDARD SPECIFICATION SECTION 03000.
2. PLACE EXPANSION- CONTRACTION JOINTS AT ALL BC & EC POINTS. PLACE CONTROL JOINTS AT 10'-0" INTERVALS.
3. PLACE JOINT FILLER STRIPS BETWEEN WALK & CURB TO DEPTH OF CONCRETE PLUS ONE INCH W/ TOP SET FLUSH W/ TOP BACK OF CURB.
4. ALL REINFORCING STEEL TO BE THREE INCHES CLEAR UNLESS NOTED OTHERWISE.
5. MAXIMUM DEPTH OF CONTRACTION JOINT TO BE 3". MINIMUM DEPTH TO BE 1-1/2".



NOTE:
SEE DETAIL 3/A1.0 FOR CONSTRUCTION & JOINT LAYOUT

1 A1 INTEGRAL SIDEWALK/CURB DETAIL
SCALE: ¾"=1'-0"



2 A1 CONCRETE DRIVE APPROACH DETAIL
SCALE: ¾"=1'-0"

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BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

STATE OF UTAH
FRED M. BABCOCK
112116
LICENSED ARCHITECT

2 PARK CITY REVISION 11-12-98
1 REVISED 11-3-98

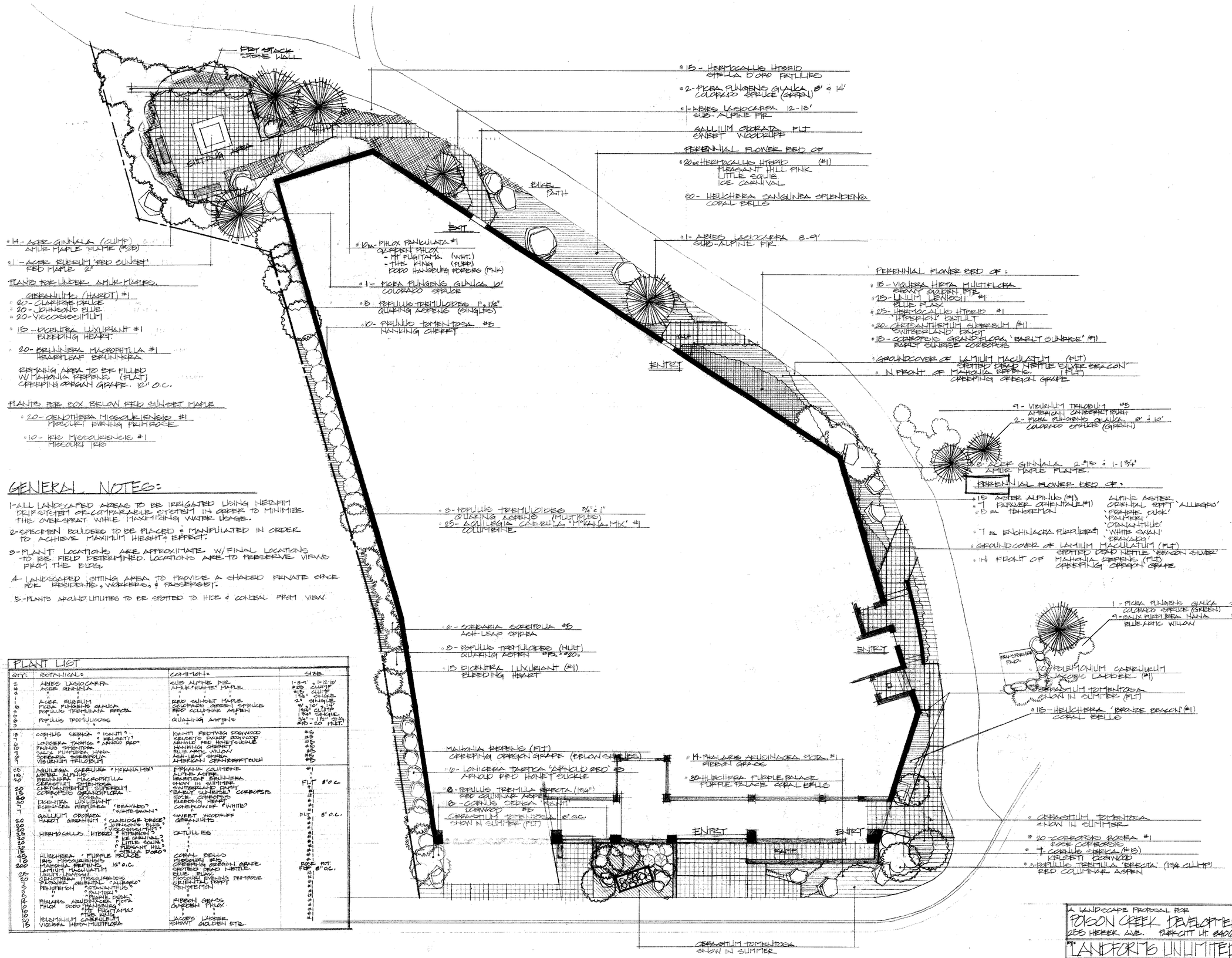
POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A1.0
SHEET NAME: SITE PLAN SITE DETAILS
PROJECT NUMBER: 98015
DATE: August 12, 1998

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52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-3132

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GENERAL NOTES:

1 - ALL LANDSCAPED AREAS TO BE IRRIGATED USING NETAFIM DRIP SYSTEM OR COMPARABLE SYSTEM IN ORDER TO MINIMIZE THE OVER-SPRAY WHILE MAXIMIZING WATER USAGE.

2 - SPECIMEN BOULDERS TO BE PLACED & MANIPULATED IN ORDER TO ACHIEVE MAXIMUM HEIGHT & EFFECT.

3 - PLANT LOCATIONS ARE APPROXIMATE W/ FINAL LOCATIONS TO BE FIELD DETERMINED. LOCATIONS ARE TO PRESERVE VIEWS FROM THE BURG.

4 - LANDSCAPED SITTING AREA TO PROVIDE A SHADED PRIVATE SPACE FOR RESIDENTS, WORKERS, & PASSERSBY.

5 - PLANTS AROUND UTILITIES TO BE SPOTTED TO HIDE & CONCEAL FROM VIEW.

PLANT LIST

QTY.	BOTANICAL	COMMON	SIZE
2	ABIES LASIOCARPA	SUB ALPINE FIR	1-8' 2 1-2-18'
2	ACER GINNALA	AMUR 'FLAME' MAPLE	#25 CLUMP
1	" "	"	#15 CLUMP
1	ACER RUBRUM	RED SUNSET MAPLE	1 1/4" CALIPER
2	" "	"	2" CALIPER
8	PICEA PUNGENS GLAUCA	COLORADO GREEN SPRUCE	8'-10' HT
2	POPULUS TREMULA ERECTA	RED COLUMNAR ASPEN	1 3/4" CALIPER
3	" "	"	2 3/4" CALIPER
5	POPULUS TREMULOIDES	QUAKING ASPENS	3/4" - 1 1/4" MULT. #15 - 20
8	CORNUS SERICA 'ISANTI'	ISANTI REDTWIG DOGWOOD	#25
7	" " 'KELSEYI'	KELSEYS DWARF DOGWOOD	#5
3	LONICERA TARTICA 'ARNOLD RED'	ARNOLD RED HONEYSUCKLE	#5
10	PRUNUS TOMENTOSA	NANKING CHERRY	#5
5	SALIX PURPUREA NANA	BLUE ARTIC WILLOW	#5
6	SORBARIA SORBIFOLIA	ASH-LEAF SPIREA	#5
15	VIBURNUM TRILOBUM	AMERICAN CRANBERRYBUSH	#5
25	AQUILEGIA CAERULEA 'MIRANA MIX'	MIRANA COLUMBINE	#1
15	ASTER ALPINUS	ALPINE ASTER	#1
20	BRUNNERA MACROPHYLLA	HEARTLEAF BRUNNERA	#1
12	CERASTIUM TOMENTOSA	SNOW IN SUMMER	FLT 8" O.C.
20	CHRYSANTHEMUM SUPERBUM	SHASTA DAISY	#1
15	COREOPSIS GRANDIFLORA	'EARLY SUNRISE' COREOPSIS	#1
20	DICENTRA LUXURIANT	BLEEDING HEART	#1
15	ECHINACEA PURPUREA 'BRAVADO'	CONEFLOWER (WHITE)	#1
7	" 'WHITE SWAN'	"	#1
12	GALLIUM ODORATA	SWEET WOODRUFF	FLT 8" O.C.
20	HARDY GERANIUM # CLARIDGE BRUCE, # JOHNSON'S BLUE, # VISCOSISSIMUM	GERANIUMS	#1
20	HEMEROCALLIS HYBRID # ICE CARNIVAL, # LITTLE SQUIB, # PLEASANT HILL, # STELLA D'ORO	DAYLILIES	#1
15	HEUCHERA 'PURPLE PALACE'	CORAL BELLS	#1
30	IRIS MISSOURIENSIS 12" O.C.	MISSOURI IRIS	ROOT POT
12	MAHONIA REPENS	CREEPING OREGON GRAPE	FLT 8' O.C.
25	LAMIUM MACULATUM	SPOTTED DEAD NETTLE	#1
20	LINUM LEWISII	BLUE FLAX	#1
20	OENOTHERA MISSOURIENSIS	MISSOURI EVENING PRIMROSE	#1
5	PAPAVER ORIENTAL 'ALLEGRO'	ORIENTAL POPPY	#1
5	PENSTEMON 'CYANANTHUS'	"	#1
7	" 'PALMERI'	"	#1
7	" 'PRAIRIE PINK'	"	#1
5	PHLOX ARUNDINACEA PICTA	RIBBON GRASS	#1
10	PHLOX DODO HANSBURG	GARDEN PHLOX	#1
10	" MT FUGITAMA	"	#1
10	" THE KING	"	#1
20	POLEMONIUM CAERULEUM	JACOBS LADDER	#1
15	VIGUIERA HIRTA MULTIFLORA	GIANT GOLDEN STE.	#1

PROPOSED LANDSCAPE PLAN

SCALE 1/8" = 1'-0"

A LANDSCAPE PROPOSAL FOR
POISON CREEK DEVELOPMENT
255 HEBER AVE. PARK CITY UT. 84060

LANDFORMS UNLIMITED
RON EINECK
9449 SOUTH 3400 WEST
SO. JORDAN, UT 84095

DRAWN BY:
MALCOLM L WOODMANSEE

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

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Planning Dept 12/10/98

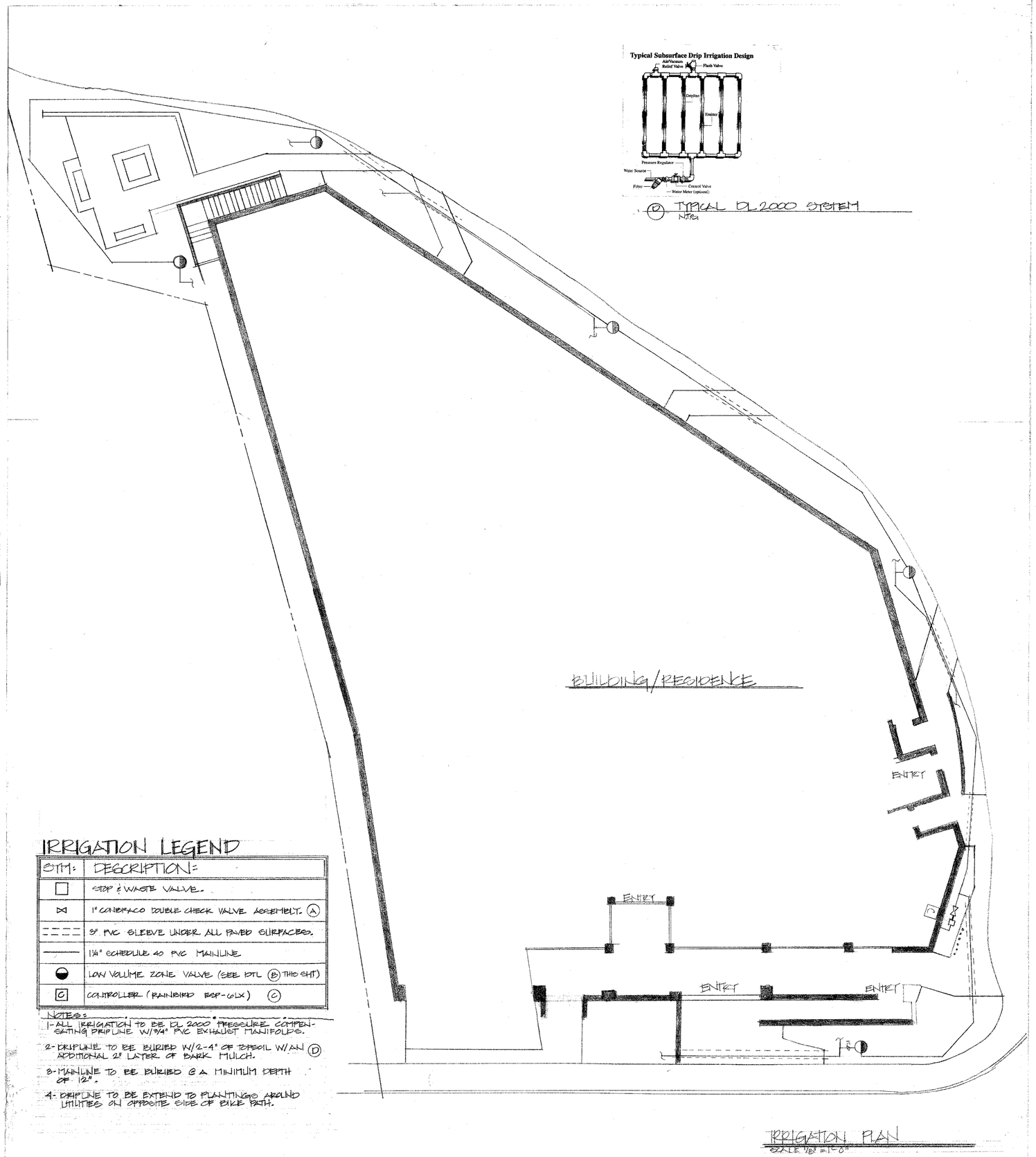
PARK CITY REVISION 11-12-98
P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: L-1
SHEET NAME: LANDSCAPE PLAN
PROJECT NUMBER: 95015
DATE: August 12, 1998

APPROVED
DEC 18 1998
PARK CITY BUILDING INSPECTOR

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IRRIGATION PLAN
SCALE 1/8" = 1'-0"

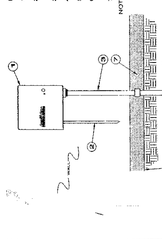
IRRIGATION LEGEND

SYM:	DESCRIPTION:
□	STOP & WASTE VALVE.
⋈	1" CONBRACO DOUBLE CHECK VALVE ASSEMBLY. (A)
- - - -	3" PVC SLEEVE UNDER ALL PAVED SURFACES.
———	1½" SCHEDULE 40 PVC MAINLINE
●	LOW VOLUME ZONE VALVE (SEE DTL (B) THIS SHT)
C	CONTROLLER (RAINBIRD ESP-6LX) (C)

NOTES:
1- ALL IRRIGATION TO BE DL 2000 PRESSURE COMPENSATING DRIPLINE W/ 9/4" PVC EXHAUST MANIFOLDS.
2- DRIPLINE TO BE BURIED W/ 2-4" OF TOPSOIL W/ AN ADDITIONAL 2" LAYER OF BARK MULCH. (D)
3- MAINLINE TO BE BURIED @ A MINIMUM DEPTH OF 12".
4- DRIPLINE TO BE EXTEND TO PLANTINGS AROUND LIMITES ON OPPOSITE SIDE OF BIKE PATH.

Typical Subsurface Drip Irrigation Design

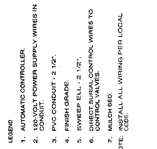
(D) TYPICAL DL 2000 SYSTEM
N.T.S.



LEGEND
1. AUTOMATIC CONTROLLER.
2. 120-VOLT POWER SUPPLY WIRES IN CONDUIT.
3. PVC CONDUIT - 2 1/2".
4. FINISH GRADE.
5. SWEEP ELL - 2 1/2".
6. DIRECT BURIAL CONTROL WIRES TO CONTROL VALVES.
7. MASTER VALVE.

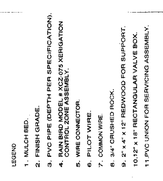
NOTE: INSTALL ALL WIRING PER LOCAL CODE.

(C) AUTOMATIC CONTROLLER (WALL MOUNT)
N.T.S.



LEGEND
1. MULCH BED.
2. FINISH GRADE.
3. PVC PIPE (DEPTH PER SPECIFICATION).
4. RAINBIRD MODEL # XCZ-075 XERIGATION CONTROL VALVE ASSEMBLY.
5. WIRE CONNECTOR.
6. PILOT WIRE.
7. COMMON WIRE.
8. 3/4" GATE VALVE ON HOOK.
9. 2" x 4" x 18" REDWOOD FOR SUPPORT.
10. 12" x 18" RECTANGULAR VALVE BOX.
11. PVC UNION FOR SERVICING ASSEMBLY

(B) XERIGATION™ CONTROL ZONE IN VALVE BOX
N.T.S.



LEGEND
1. BRASS 90 DEG ELL (TYP).
2. BRASS NIPPLE 4" MIN LENGTH (TYP).
3. BRASS UNION.
4. FINISH GRADE.
5. FRONT OF CONNECTION - ADAPT AS REQ'D.
6. WYE STRAINER W/ 60 MESH MONEL SCREEN.
7. HOSE BIB.
8. MULCH BED.
9. TO IRRIGATION SYSTEM - ADAPT AS REQ'D.

NOTE: INSTALL BACKFLOW PREVENTER AS REQUIRED BY LOCAL CODES. CONTACT LOCAL DEPT. FOR VERIFICATION REQUIREMENTS PRIOR TO INSTALLATION.

(A) REDUCED PRESSURE BACKFLOW PREVENTER
N.T.S.

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

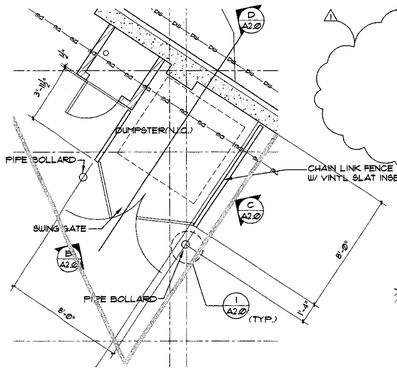
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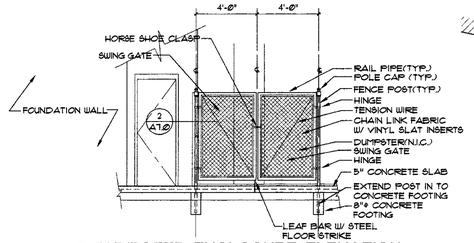
POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: L-2
SHEET NAME: IRRIGATION PLAN
PROJECT NUMBER: 95015
DATE: August 12, 1998

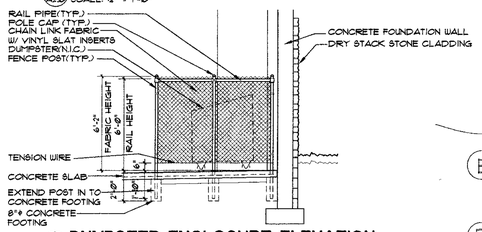
APPROVED
DEC 19 1998
PARK CITY
BUILDING INSPECTION



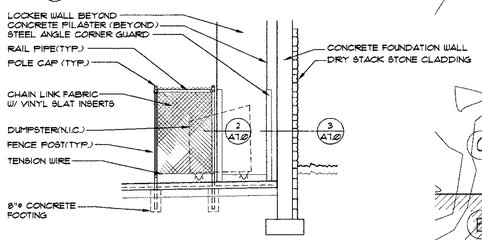
A ENLARGED DUMPSTER ENCLOSURE PLAN
A2.0 SCALE: 1/4" = 1'-0"



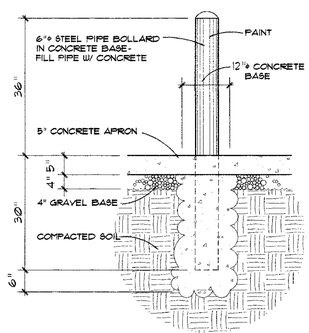
B DUMPSTER ENCLOSURE ELEVATION
A2.0 SCALE: 1/4" = 1'-0"



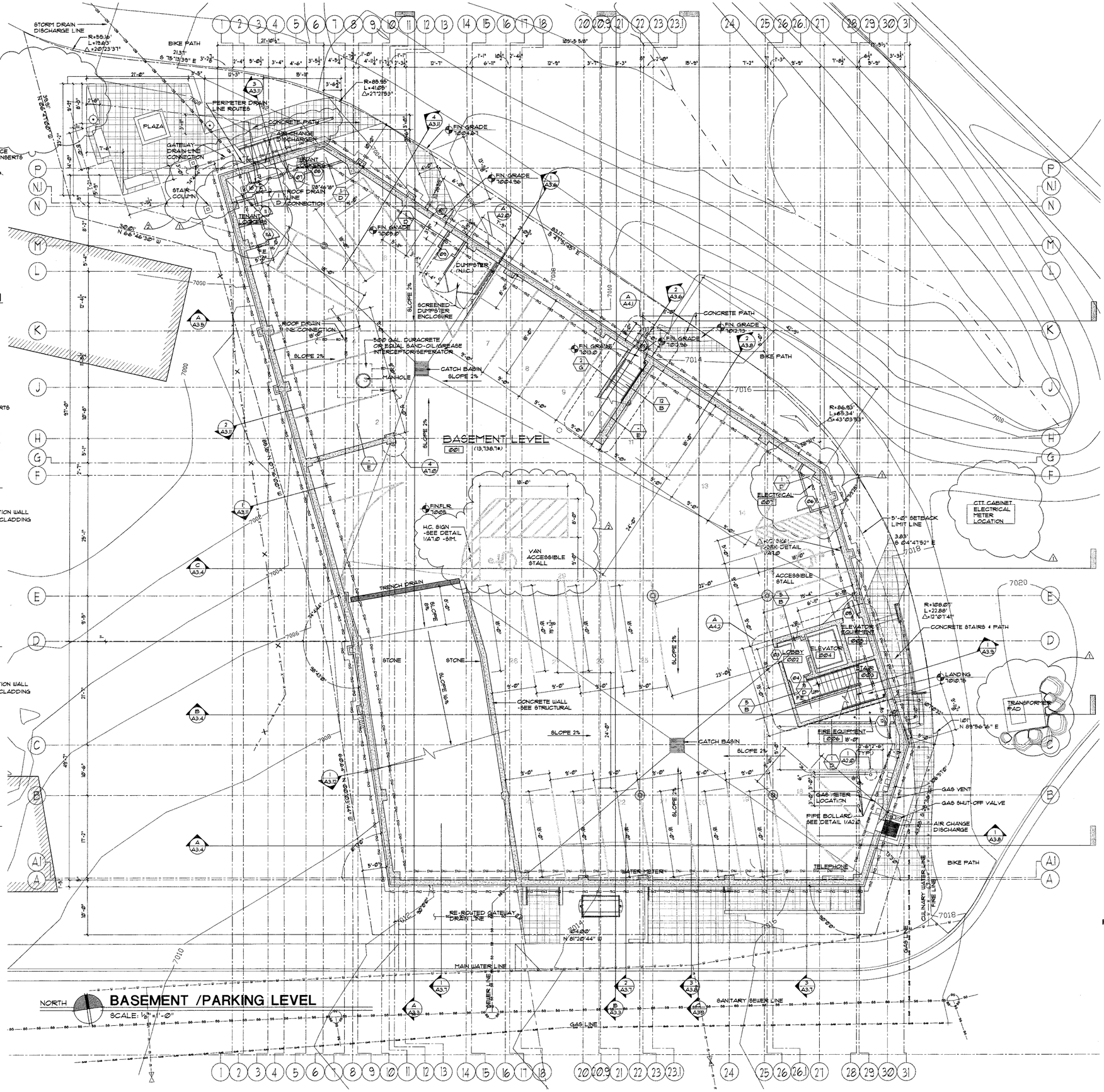
C DUMPSTER ENCLOSURE ELEVATION
A2.0 SCALE: 1/4" = 1'-0"



D DUMPSTER ENCLOSURE SECTION
A2.0 SCALE: 1/4" = 1'-0"



1 PIPE BOLLARD DETAIL
A2.0 SCALE: 3/4" = 1'-0"



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DATE

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STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

PARK CITY REVISION 11-12-98

REVISED 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A2.0

SHEET NAME: BASEMENT FLOOR PLAN

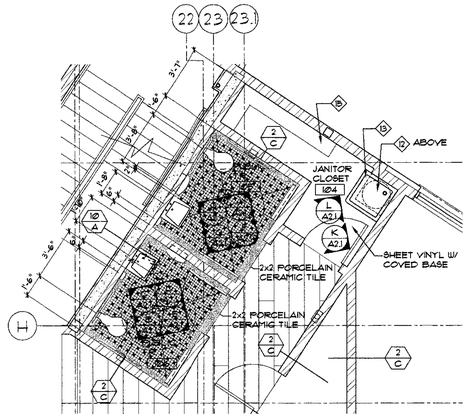
PROJECT NUMBER: 95015

DATE: August 12 1998

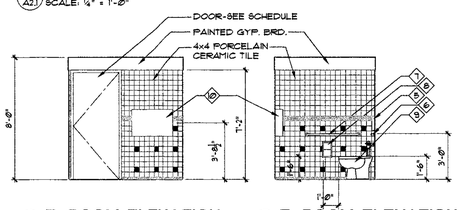
APPROVED
DEC 15 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-2

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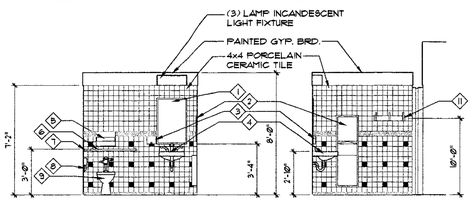


A A2.1 **ENLARGED TOILET ROOM PLAN - MAIN LEVEL**
SCALE: ¼" = 1'-0"



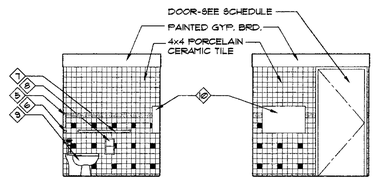
B A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"

C A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"



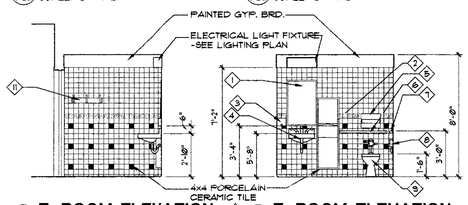
D A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"

E A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"



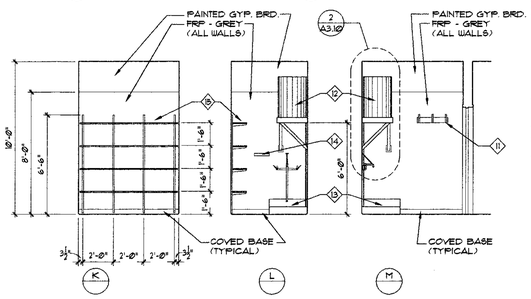
F A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"

G A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"



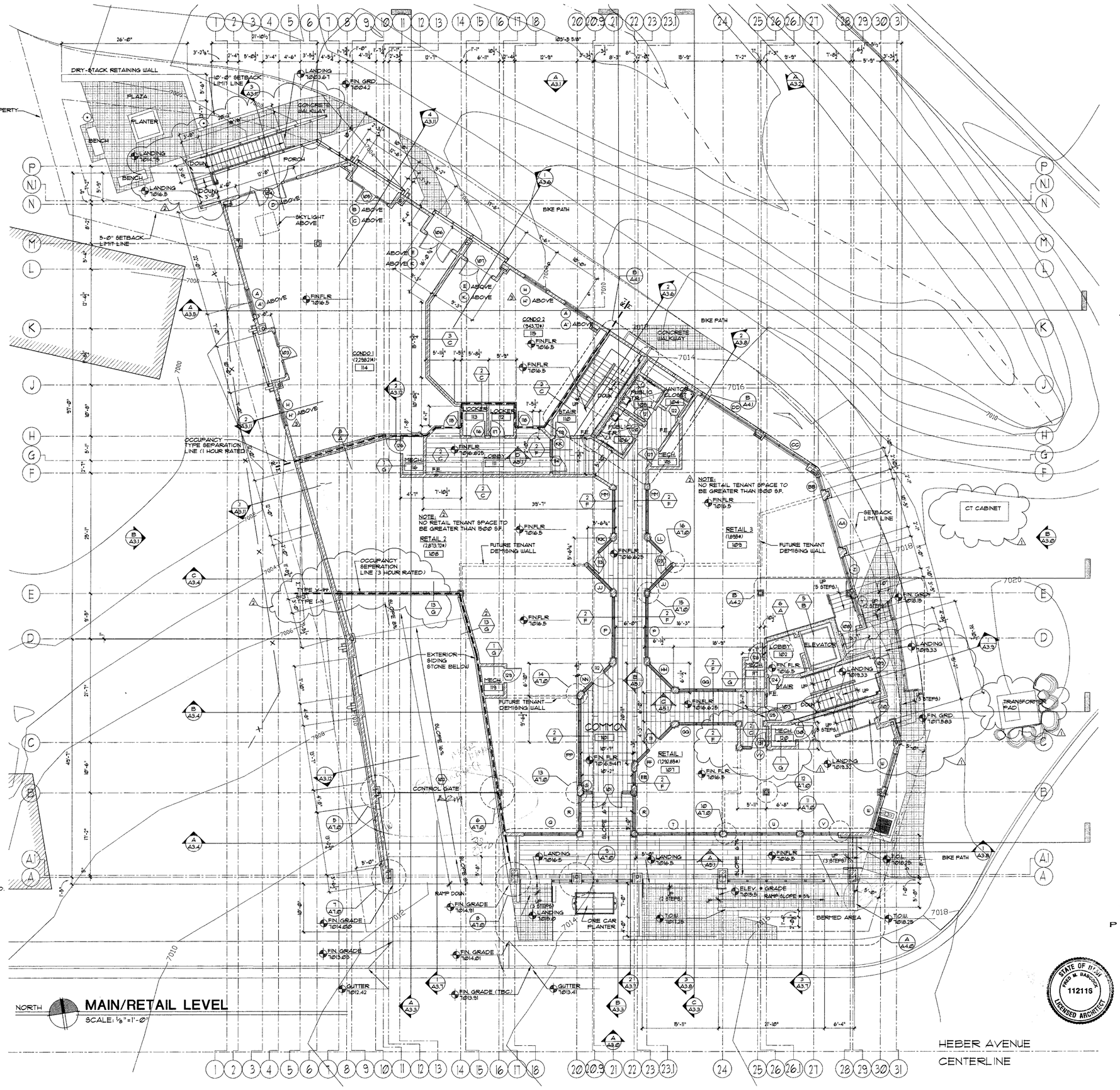
H A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"

J A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"



K A2.1 **J. R. ELEVATION**
SCALE: ¼" = 1'-0"

NOTE:
RUN A ¼"ø DRAIN LINE FROM OVERFLOW PAN TO MOP SINK



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TOILET ROOM FIXTURE SCHEDULE

1. MIRROR- BOBRICK B-290 24"W x 36"H
2. PAPER TOWEL DISPENSER/ WASTE RECEPTICLE- RECESSED BOBRICK CONTURA SERIES B-43944
3. LIQUID SOAP DISPENSER- RECESSED BOBRICK CONTURA SERIES B-4112
4. LAVATORY - COMMERCIAL WHITE PORCELAIN W/ LEVER OPERATORS -SEE PLUMBING PLANS
5. TOILET SEAT COVER DISPENSER- SURFACE MOUNTED BOBRICK CONTURA SERIES B-4221
6. 36" H.C. GRAB BAR- BOBRICK B-6206x36" SATIN FINISH
7. 42" H.C. GRAB BAR- BOBRICK B-6206x42" SATIN FINISH
8. TOILET PAPER DISPENSER - MULTI-ROLL RECESSED BOBRICK CONTURA SERIES B-4386
9. WATER CLOSET COMMERCIAL WHITE PORCELAIN FLOOR MOUNTED FLUSH VALVE - SEE PLUMBING PLANS
10. DIAPER CHANGING TABLE SURFACE MOUNTED AMERICAN INFANT CARE PRODUCTS "DIAPER DECK"
11. COAT HOOK STRIP- BOBRICK B-232
12. WATER HEATER-ELECTRIC 6 GALLON - SEE PLUMBING PLANS
13. MOP SINK COMMERCIAL WHITE W/ MIXING STATION W/ SUPPORT ROD, HOSE CONNECTION & BUCKET HOOK
14. BROOM & MOP HOLDER BOBRICK B-333 x 24
15. SHELVES- ¾" PARTICLE BOARD W/ ROLLED EDGE 15" WIDE SPACING AS SHOWN BRACKET AND SUPPORTS AS ILLUSTRATED

TOILET /JANITOR GENERAL NOTES

1. PROVIDE CEMENTUOUS BACKER BOARD ON ALL TOILET ROOM WALLS THAT RECEIVE TILE.
2. PROVIDE 2x WOOD BLOCKING FOR ALL ACCESSORIES.
3. PROVIDE BULLNOSE TILE PIECE @ TOP OF TILE WALL
4. PROVIDE COVED TILE PIECE @ BOTTOM OF TILE WALL

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⚠ PARK CITY REVISION 12-3-98
⚠ PARK CITY REVISION 11-12-98
⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

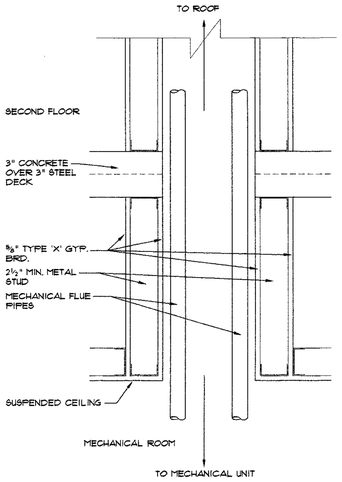
STATE OF UTAH — FRED M. BABCOCK — 112116 — LICENSED ARCHITECT

SHEET NUMBER: A2.1
SHEET NAME: MAIN /RETAIL LEVEL FLOOR PLAN
PROJECT NUMBER: 95015
DATE: August 12, 1998

This level is not approved

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⚠ 1/A2.2 **MECH. CHASE SECTION**
SCALE: 1½" = 1'-0"

LOWER ROOF

⚠ LINE OF FIRE RATED CORRIDOR ALL LIGHT FIXTURES AND DIFFUSERS TO BE TENTED

CONDO-6 ⚠ (2,389.47#) 203

CONDO-5 ⚠ (2,276.92#) 208

CONDO-4 (1,994.19#) ⚠ 207

CONDO-3 (2,293.68#) ⚠ 206

COMMON 205

MECHANICAL CHASE

LOBBY 202

ELEVATOR

STAIRS 201

LOCKER 210 LOCKER 211 LOCKER 212 LOCKER 213

SKYLIGHT ABOVE

FIN. FLR. 7029.5

FOR CONDO LAYOUTS SEE SHEET A5.2

NORTH

SECOND/CONDO LEVEL
SCALE: ⅛"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
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PLANNING DEPT. APPROVED
DATE 3 DEC 98

⚠ PARK CITY REVISION :12-3-98
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⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

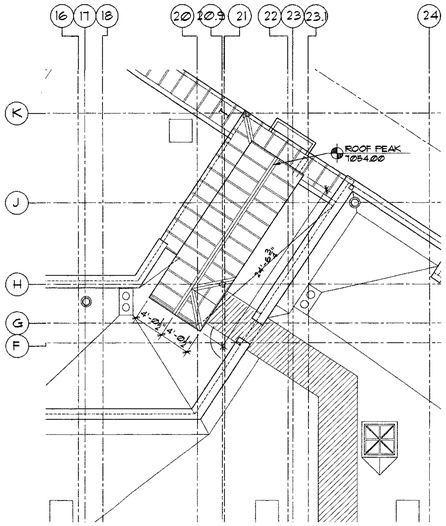
SHEET NUMBER: A2.2
SHEET NAME: SECOND/CONDO LEVEL FLOOR PLAN
PROJECT NUMBER: 95015
DATE: August 12 1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

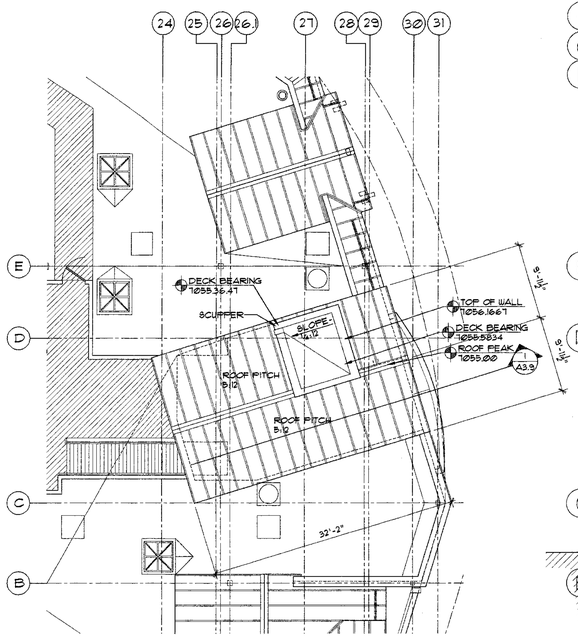
PARK CITY BUILDING INSPECTION 3 DEC 98

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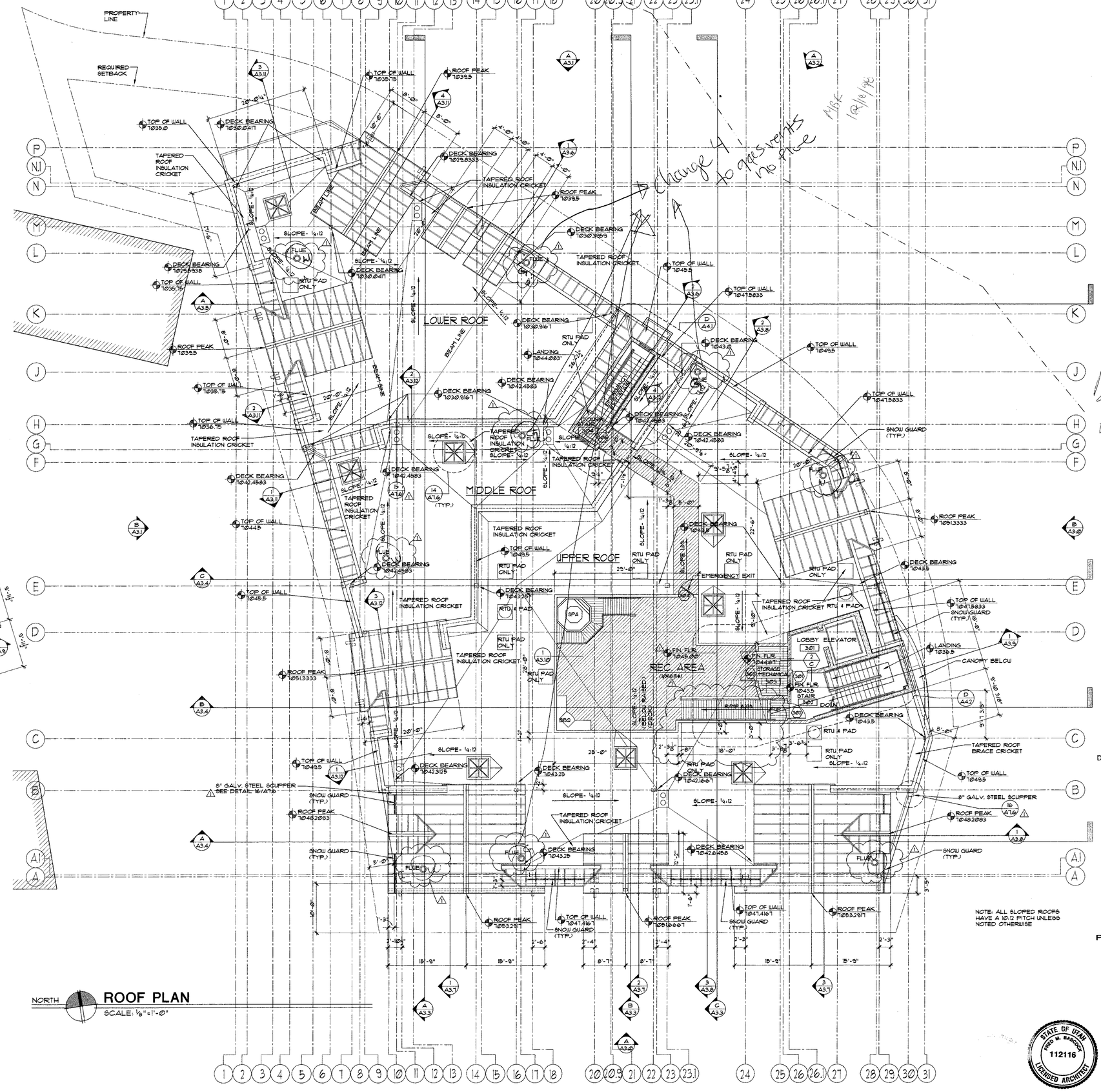
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A/A3.3 **PARTIAL ROOF PLAN**
SCALE: 1/8" = 1'-0"



B/A3.3 **PARTIAL ROOF PLAN**
SCALE: 1/8" = 1'-0"



NORTH **ROOF PLAN**
SCALE: 1/8" = 1'-0"

NOTE: ALL SLOPED ROOFS HAVE A 10:12 PITCH UNLESS NOTED OTHERWISE

Change 4
No gas vents
No flue
Mark Re/Re/96

Provide specs on gas fire places & vents

BABCOCK DESIGN GROUP INC
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PLANNING DEPT.
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DATE 12/15/98

⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

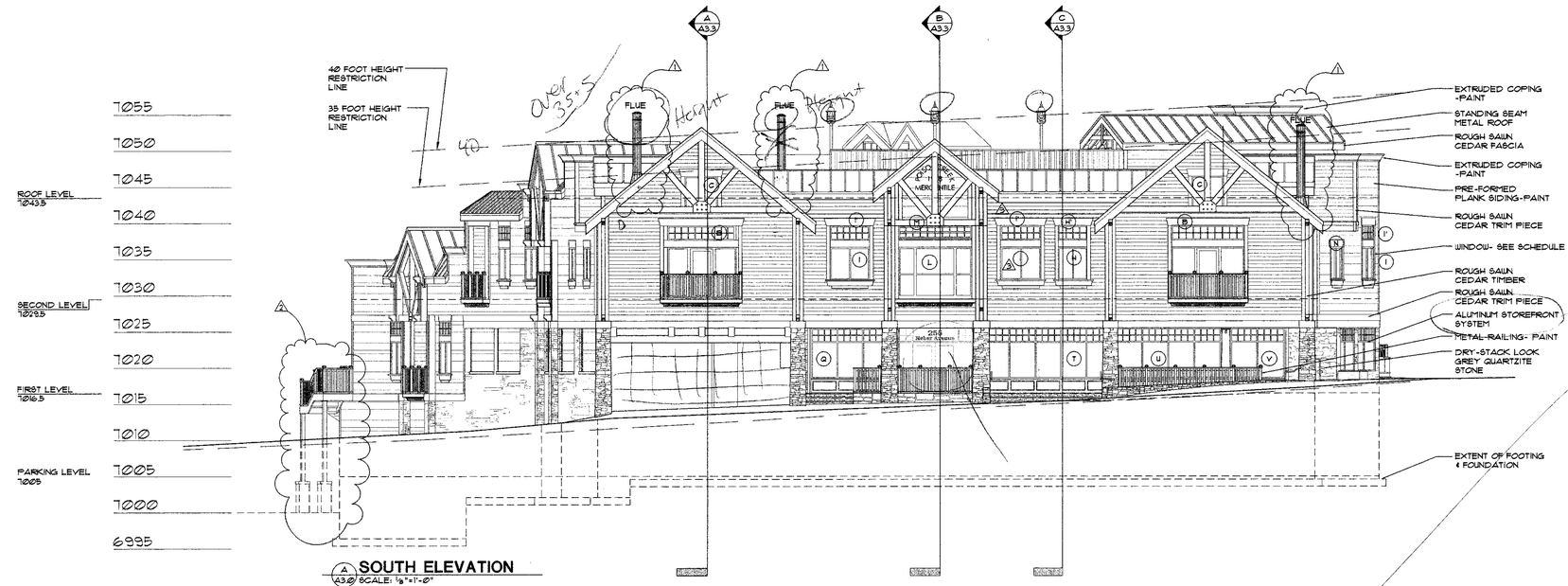
SHEET NUMBER: A2.3
SHEET NAME: ROOF PLAN
PROJECT NUMBER: 98015
DATE: August 12, 1998

STATE OF UTAH · FRED W. BABCOCK · 112116 · LICENSED ARCHITECT

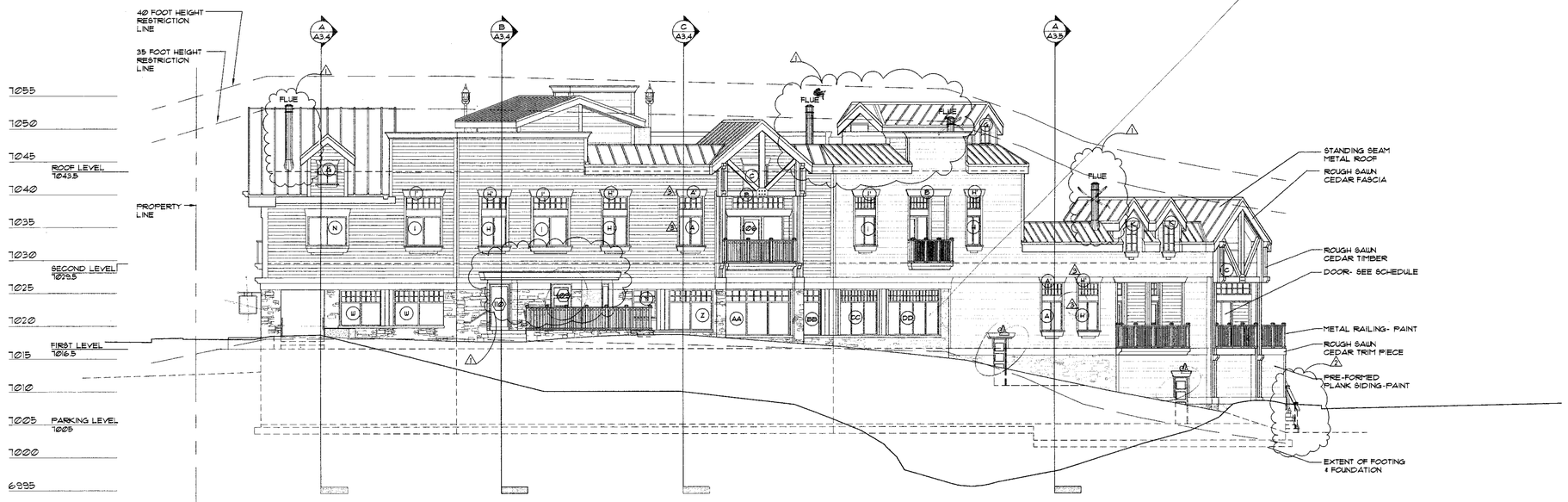
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PARK CITY
BUILDING INSPECTION

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A/A3.0 **SOUTH ELEVATION**
SCALE: 1/8"=1'-0"



B/A3.0 **EAST ELEVATION**
SCALE: 1/8"=1'-0"

BABCOCK DESIGN GROUP INC.
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PARK CITY REVISION 12-3-98

PARK CITY REVISION 11-12-98

P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A3.0

SHEET NAME: EXTERIOR ELEVATIONS

PROJECT NUMBER: 95015

DATE: August 12, 1998

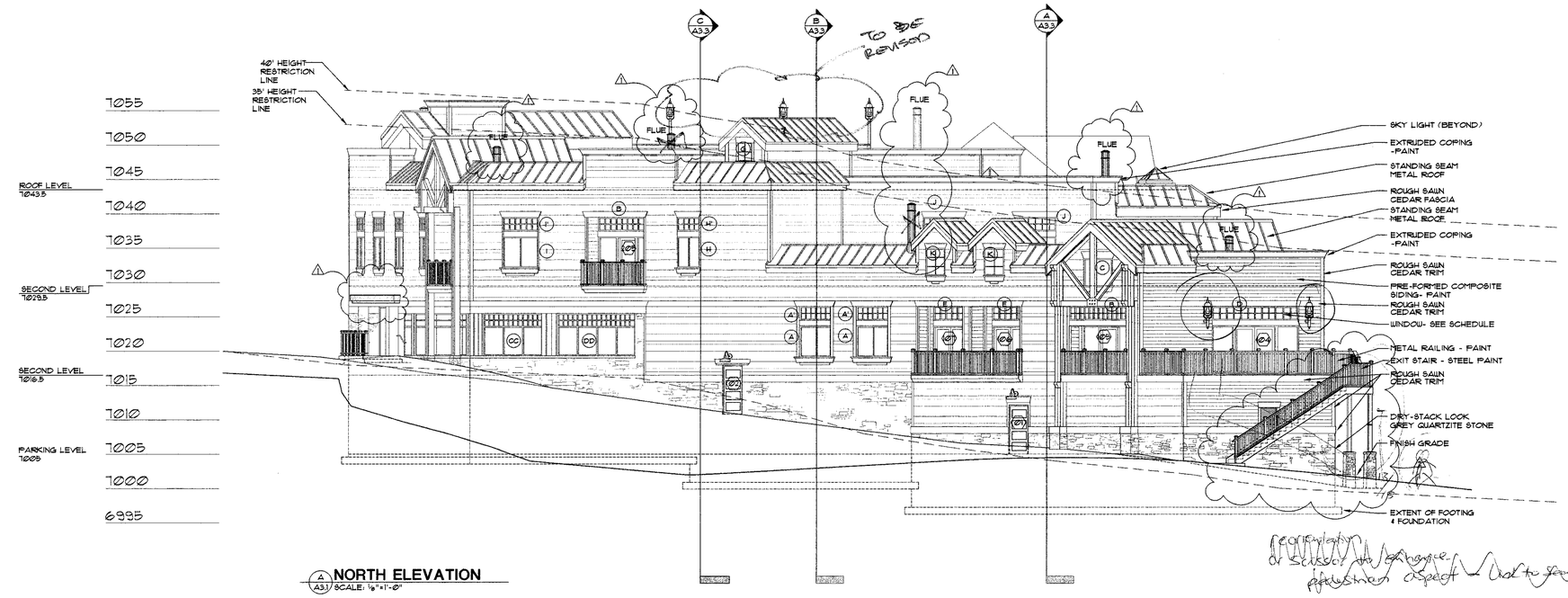
STATE OF UTAH · FRED M. BABCOCK · 112116 · LICENSED ARCHITECT

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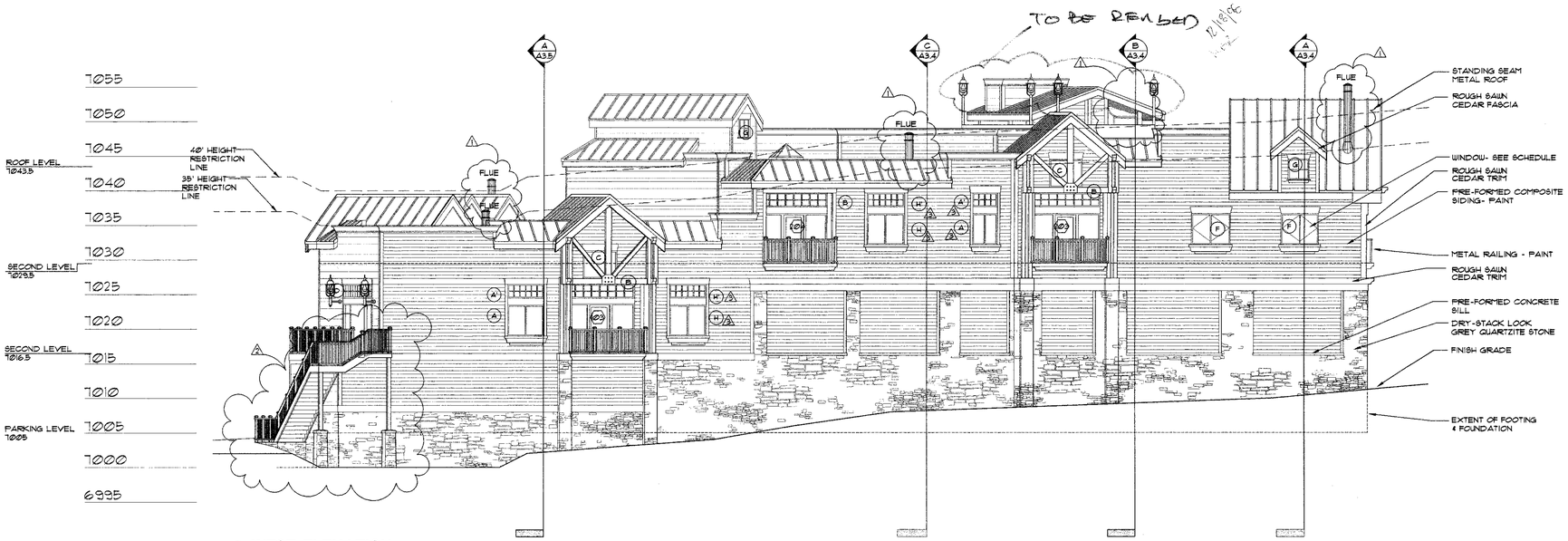
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A A3.1 **NORTH ELEVATION**
SCALE: 1/8"=1'-0"



B A3.1 **WEST ELEVATION**
SCALE: 1/8"=1'-0"

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ARCHITECTURE
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INTERIORS

PARK CITY REVISION :12-3-98
PARK CITY REVISION :11-12-98
P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

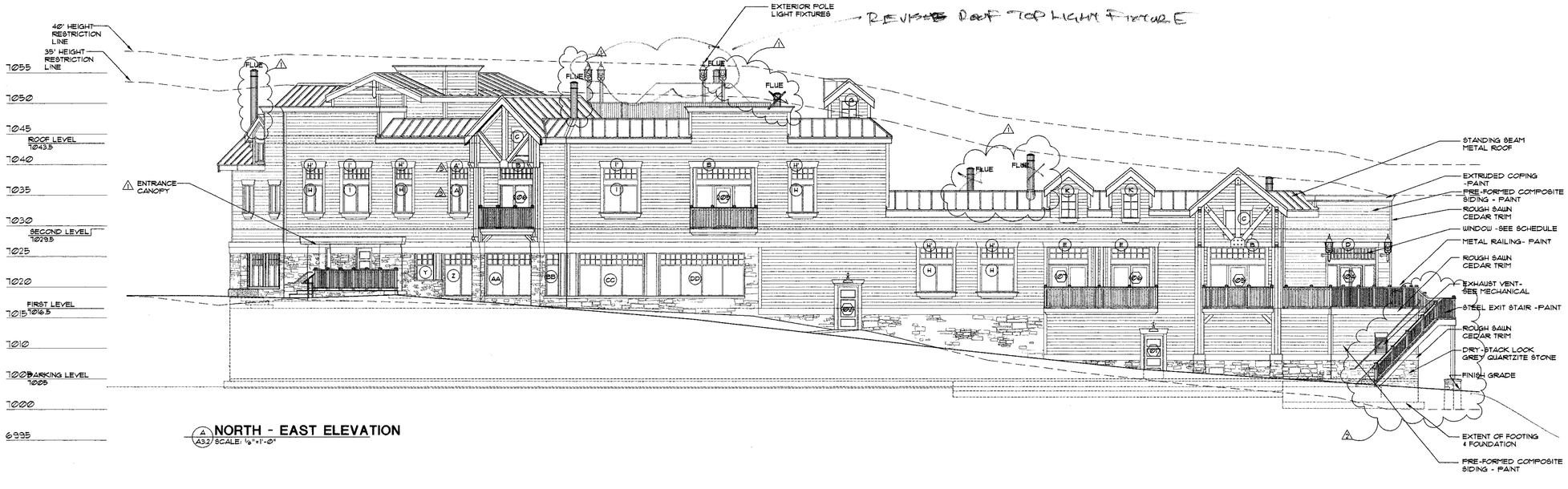
SHEET NUMBER: A3.1
SHEET NAME: EXTERIOR ELEVATIONS
PROJECT NUMBER: 95015
DATE: August 12, 1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

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52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3[illegible]2

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A/A3.2 **NORTH - EAST ELEVATION**
SCALE: 1/8"=1'-0"

Materials to be revised 12/16/98 MAR

Plus glass w/ wood burning

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⚠ PARK CITY REVISION :11-12-98
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POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

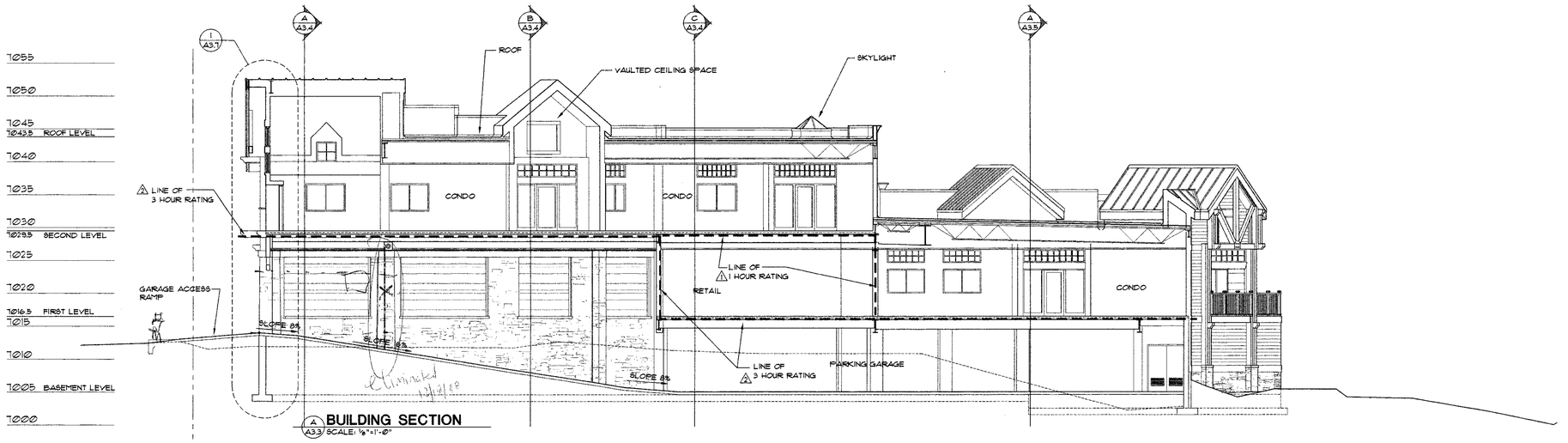
SHEET NUMBER: A3.2
SHEET NAME: EXTERIOR ELEVATIONS
PROJECT NUMBER: 95015
DATE: August 12, 1998

STATE OF UTAH · FRED M. BABCOCK · 112116 · LICENSED ARCHITECT

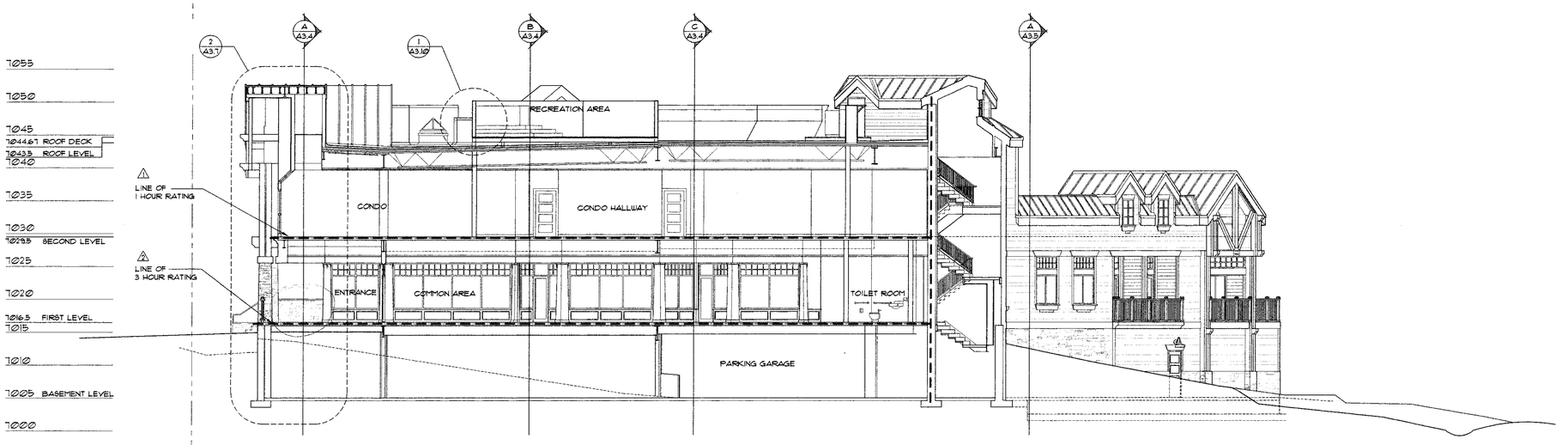
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PARK CITY
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52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-[illegible]

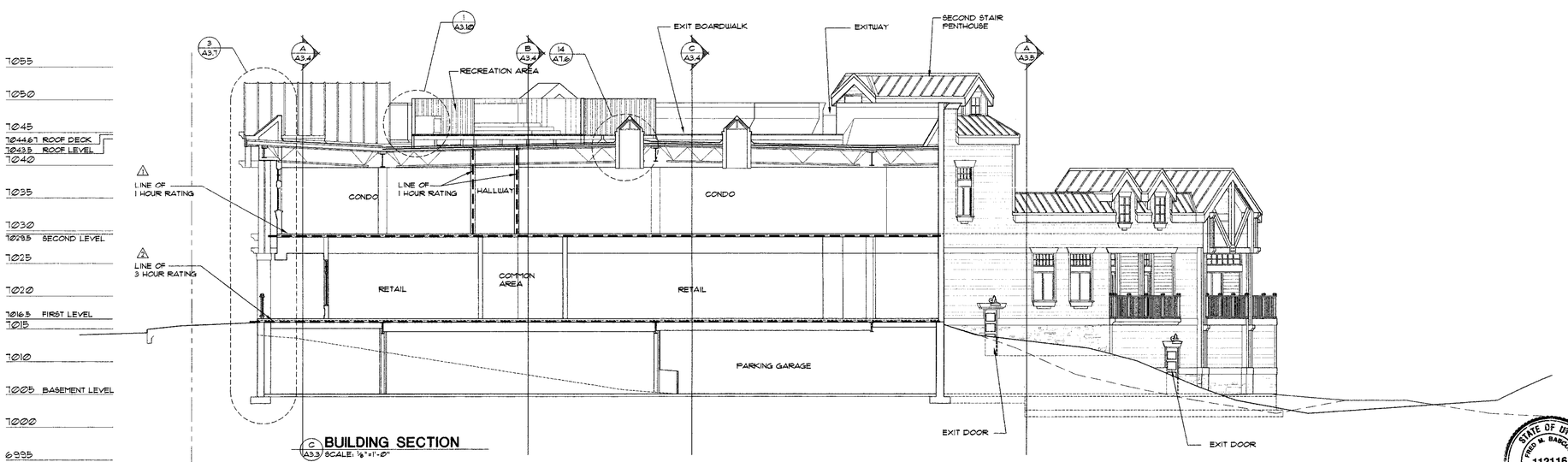
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A A3.3 **BUILDING SECTION**
SCALE: 1/8"=1'-0"



B A3.3 **BUILDING SECTION**
SCALE: 1/8"=1'-0"



C A3.3 **BUILDING SECTION**
SCALE: 1/8"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
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A PARK CITY REVISION 11-12-98
A P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A3.3

SHEET NAME: BUILDING SECTIONS

PROJECT NUMBER: 95015

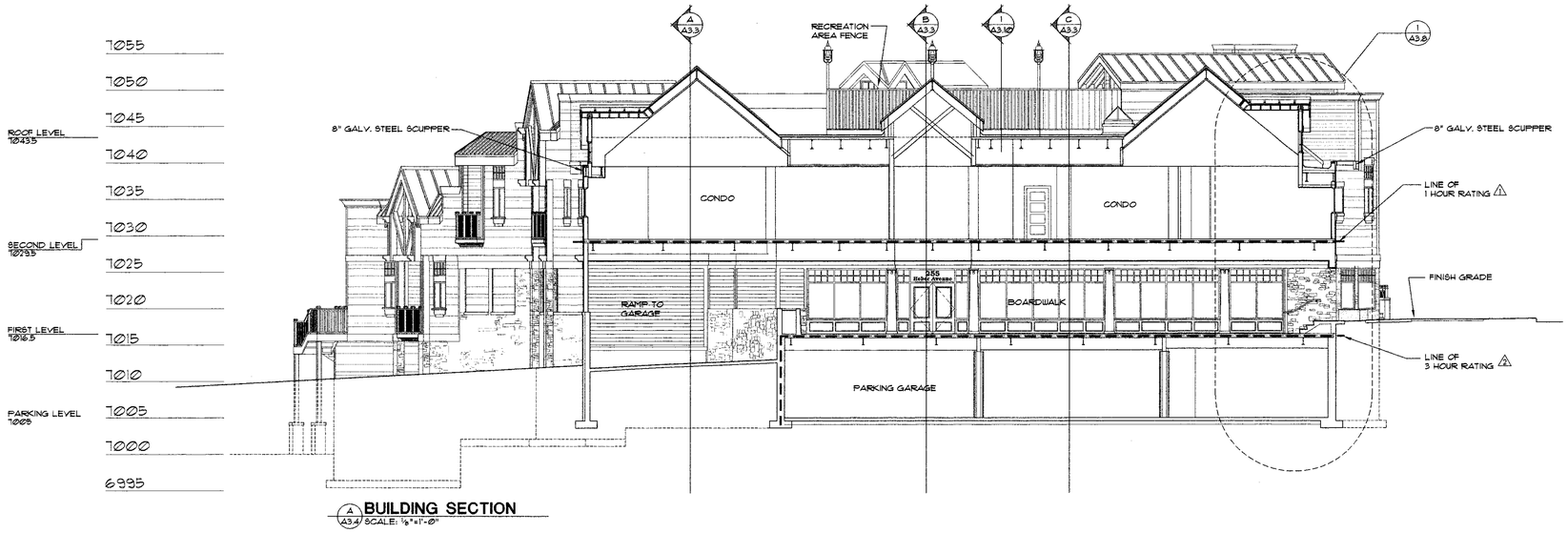
DATE: August 12, 1998

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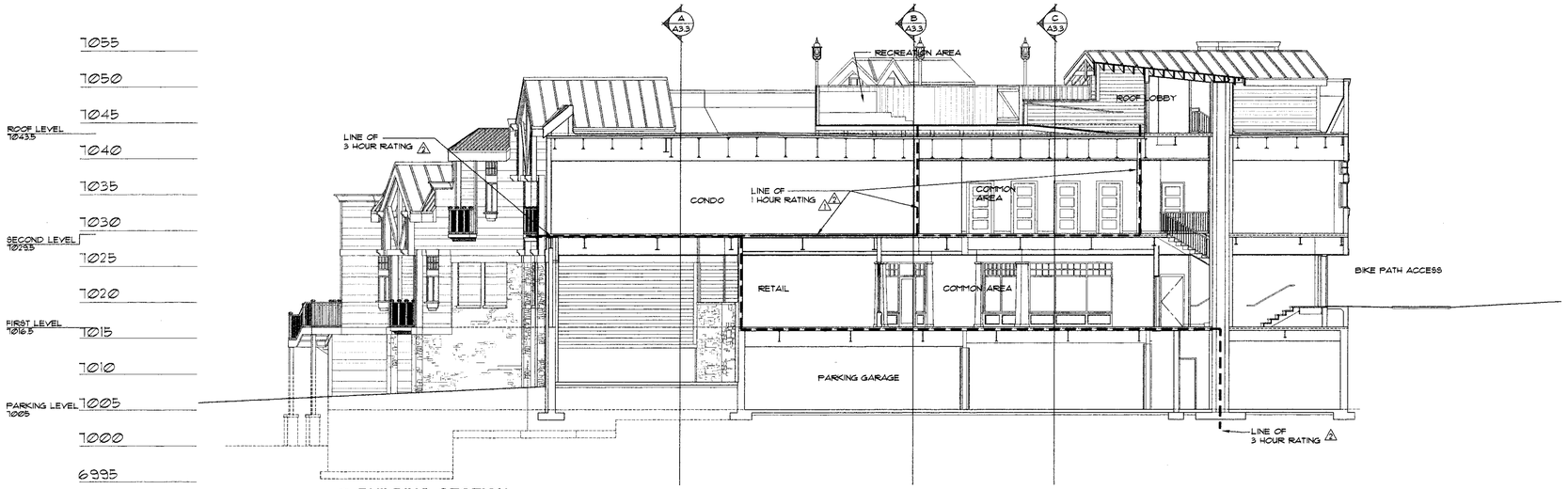
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DEC 18 1998
PARK CITY
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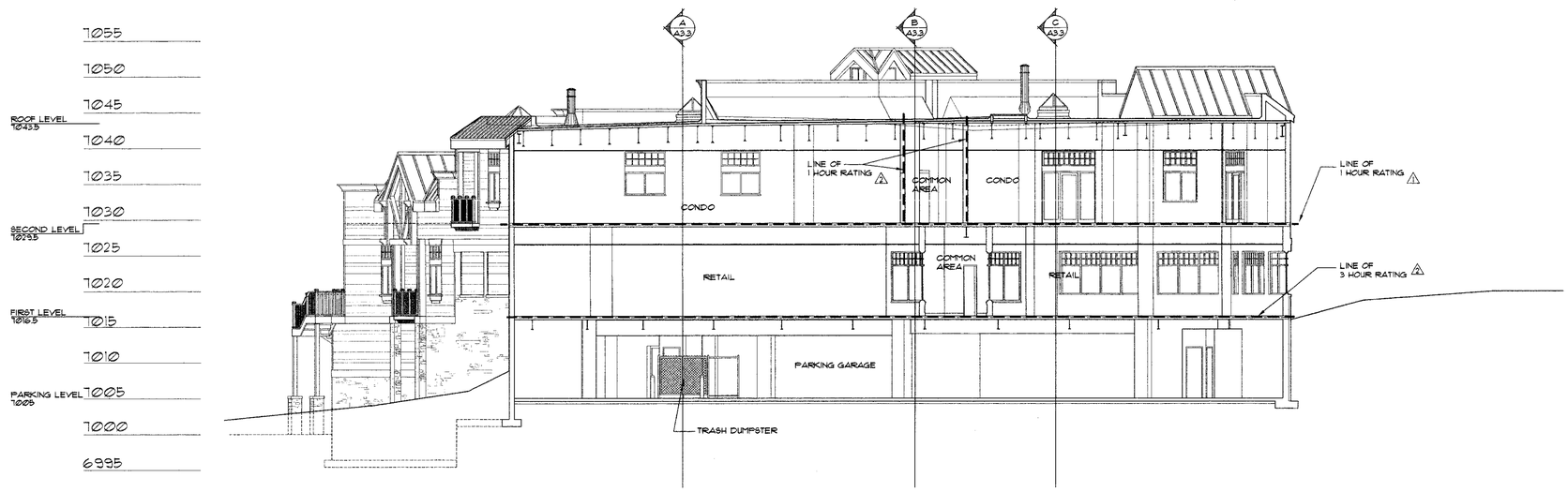
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A A3.4 **BUILDING SECTION**
SCALE: 1/8"=1'-0"



B A3.4 **BUILDING SECTION**
SCALE: 1/8"=1'-0"



C A3.4 **BUILDING SECTION**
SCALE: 1/8"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

1 PARK CITY REVISION :11-12-98
1 P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A3.4
SHEET NAME: BUILDING SECTIONS
PROJECT NUMBER: 95015
DATE: August 12,1998

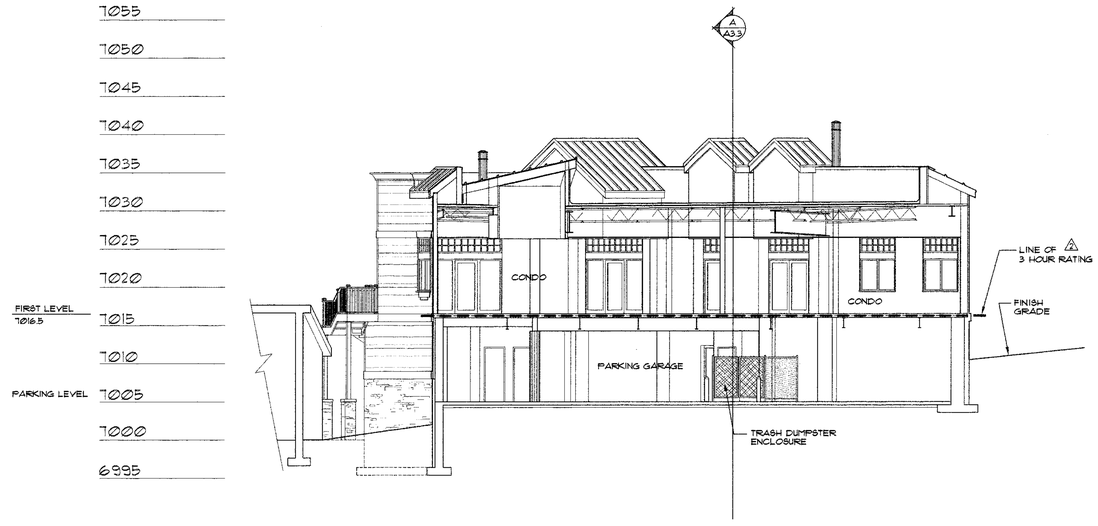
STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

PLANNING DEPT.
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DEC 18 1998
PARK CITY
BUILDING INSPECTION

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A35 **BUILDING SECTION**
SCALE: 1/8"=1'-0"

PLANNING DEPT.
APPROVED
DATE 12/15/98

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

PARK CITY REVISION :11-12-98
P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER:
A3.5

SHEET NAME:
BUILDING SECTIONS

PROJECT NUMBER:
95015

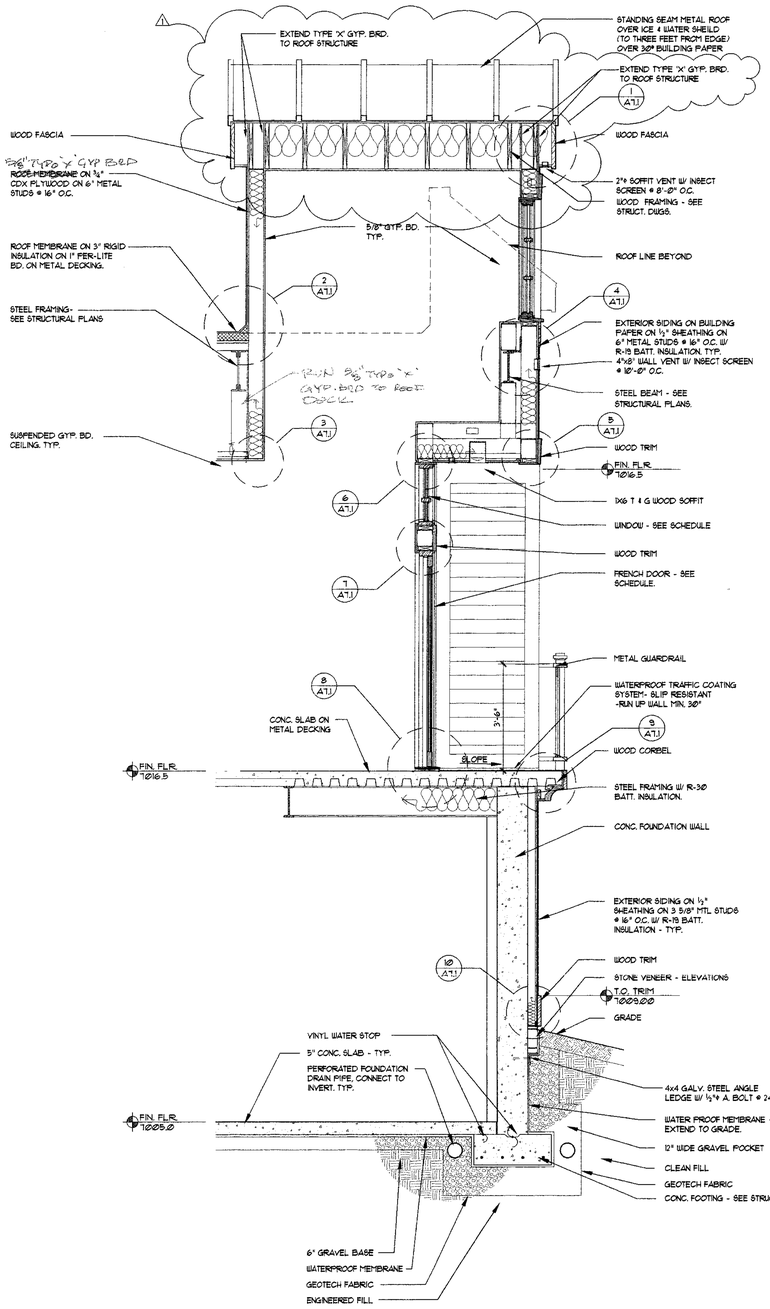
DATE:
JUNE 2, 1998

STATE OF UTAH
FRED W. BABCOCK
112116
LICENSED ARCHITECT

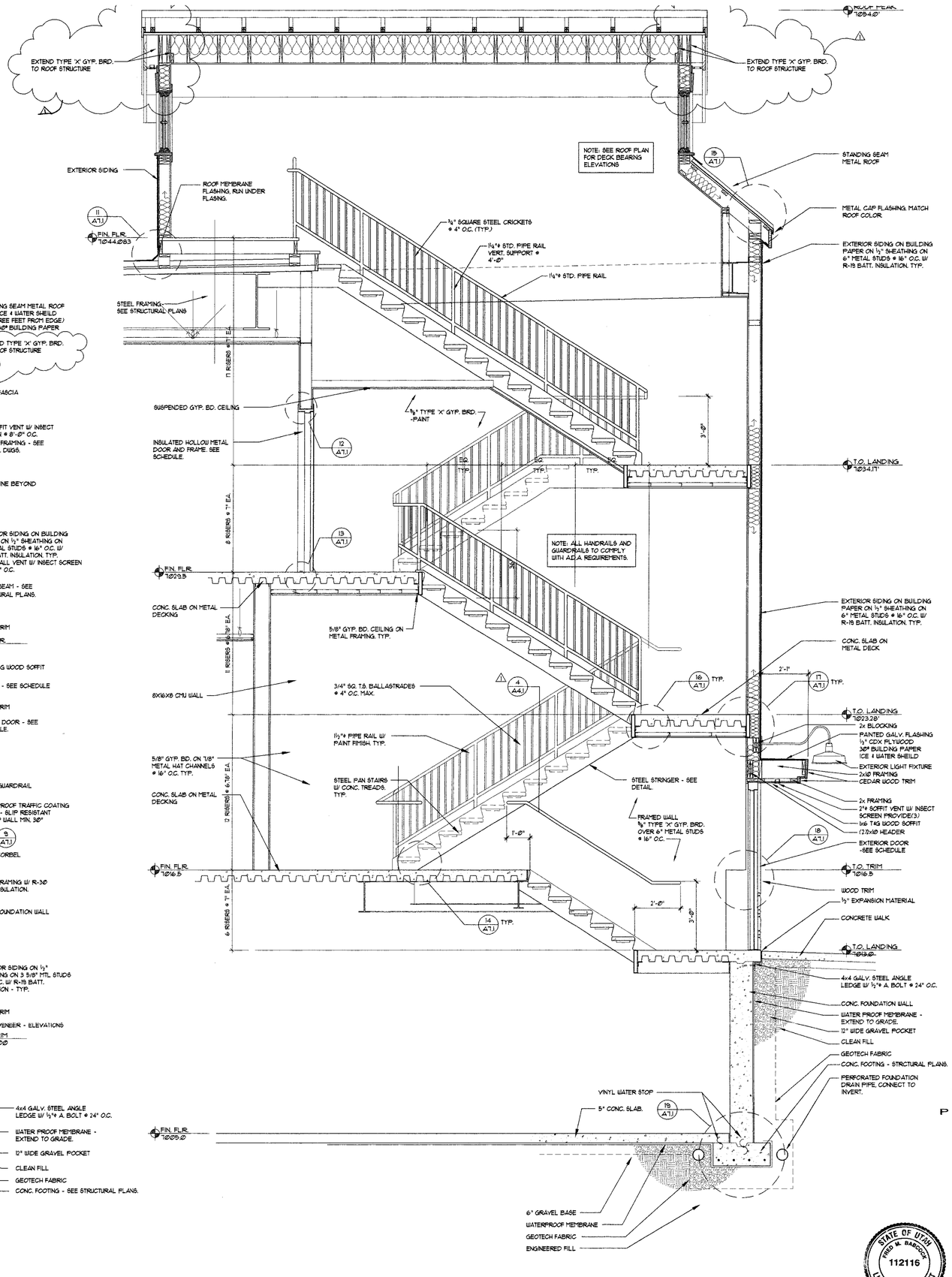
APPROVED
DEC 15 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3132

L:\95015\ACAD\WORKING\95015X35.DWG Thu Dec 03 02:19:15 1998



1 WALL SECTION
A3.6 SCALE: ½"=1'-0"



2 WALL SECTION
A3.6 SCALE: ½"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

⚠ PARK CITY REVISION 11-12-98
⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

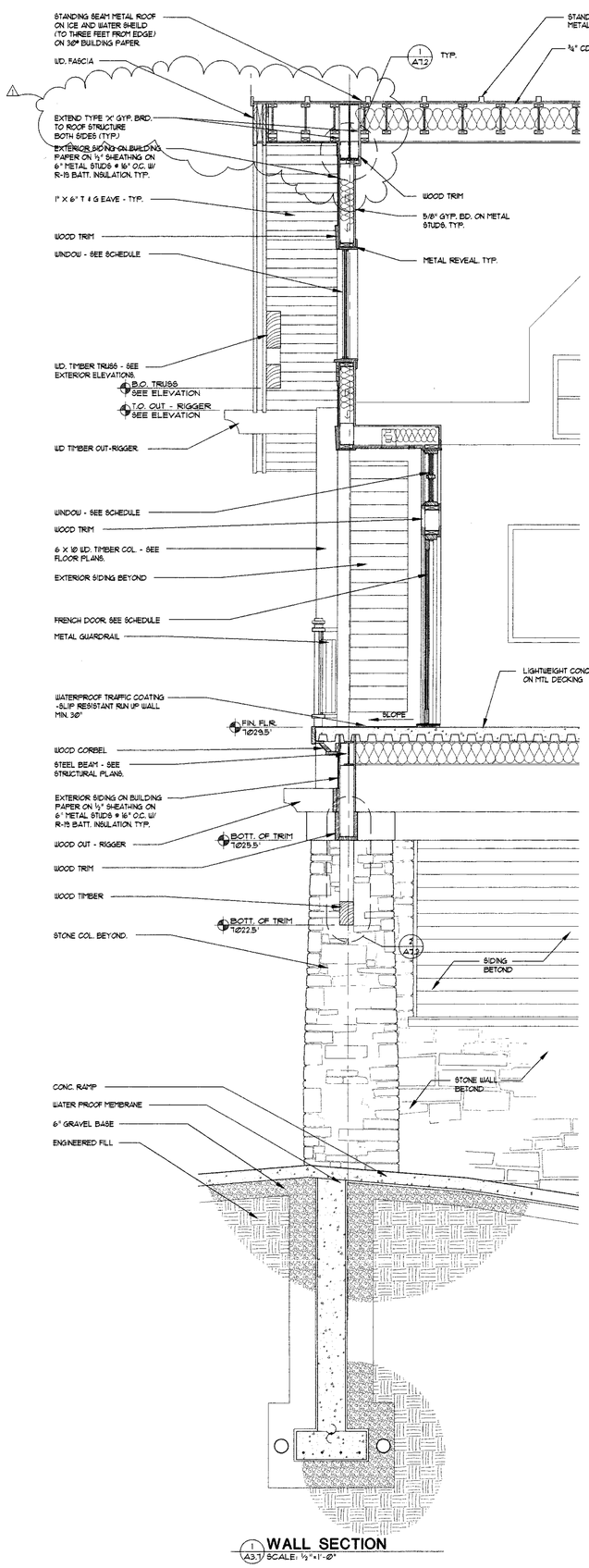
SHEET NUMBER: A3.6
SHEET NAME: WALL SECTIONS
PROJECT NUMBER: 98015
DATE: August 12 1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

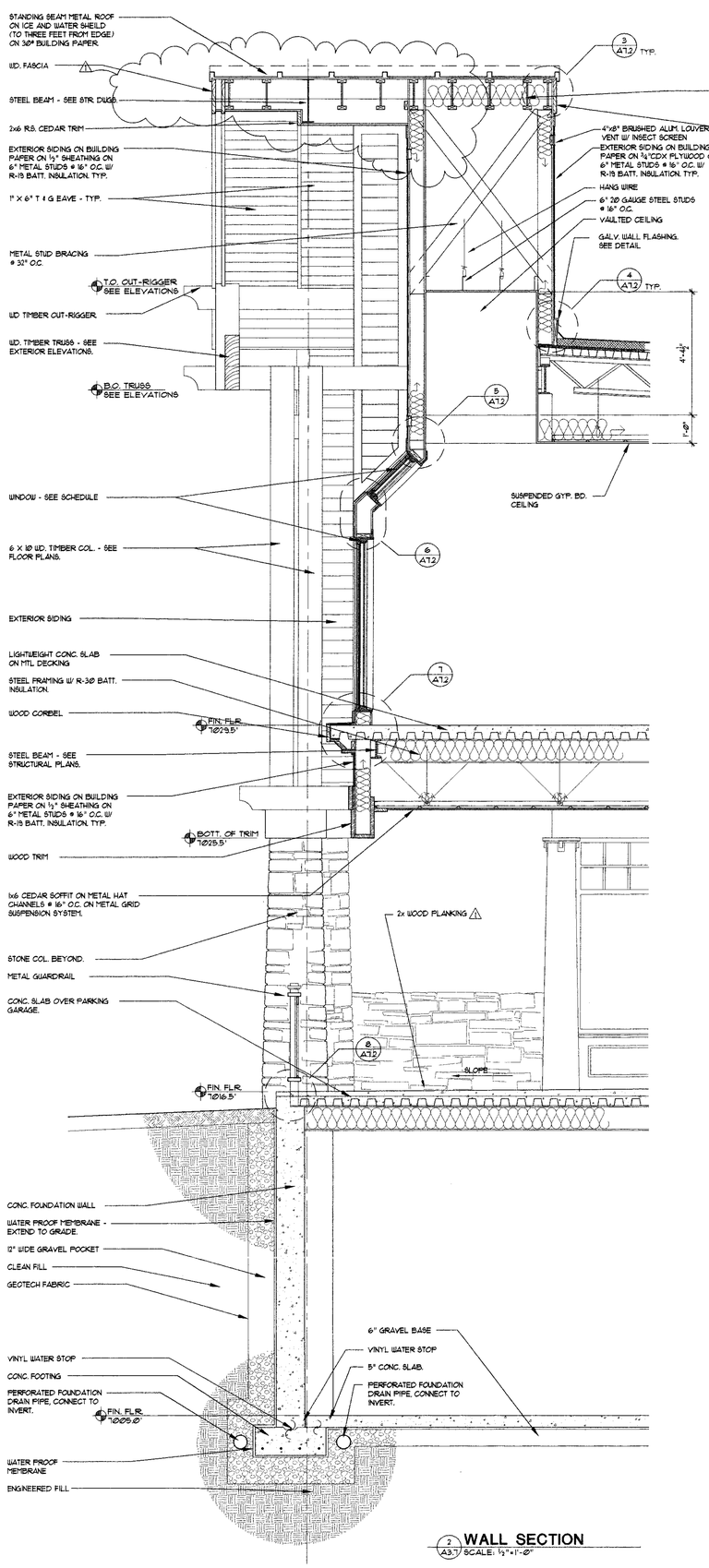
APPROVED
DEC 14 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-

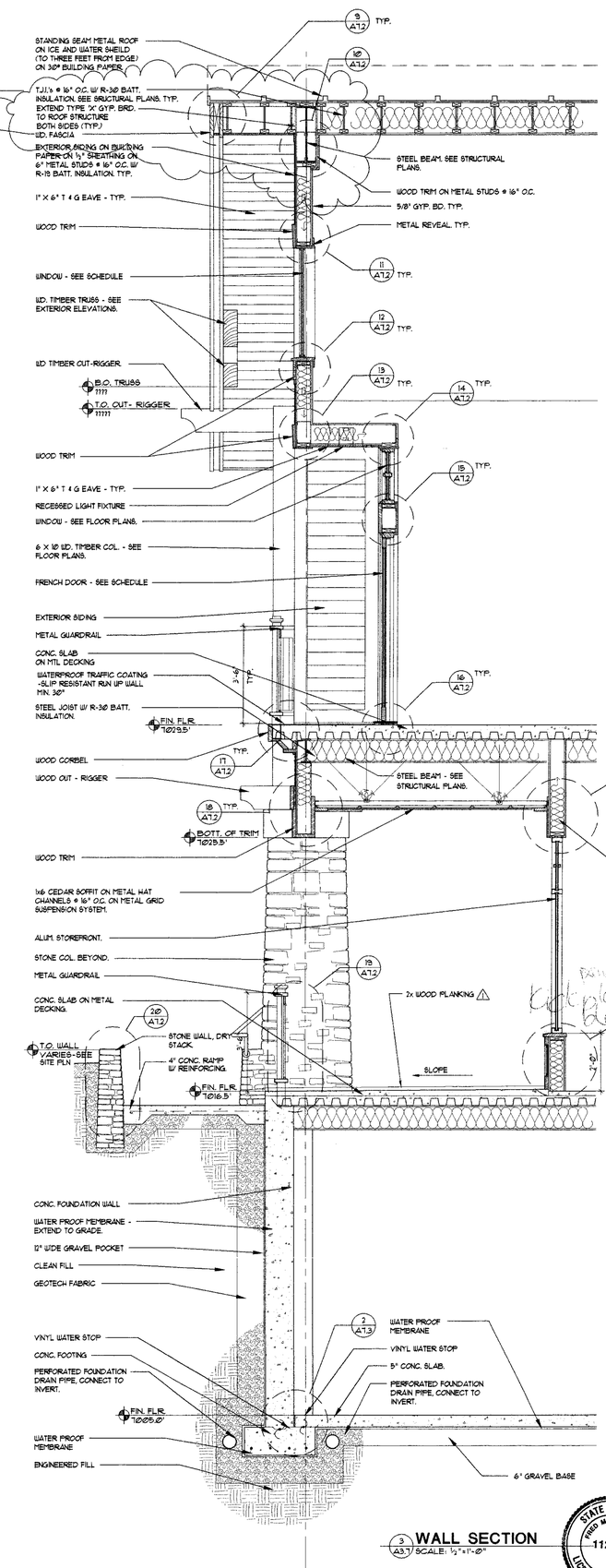
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1 A3.7 **WALL SECTION** SCALE: ½"=1'-0"



2 A3.7 **WALL SECTION** SCALE: ½"=1'-0"



3 A3.7 **WALL SECTION** SCALE: ½"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

2 PARK CITY REVISION 11-12-98
1 P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

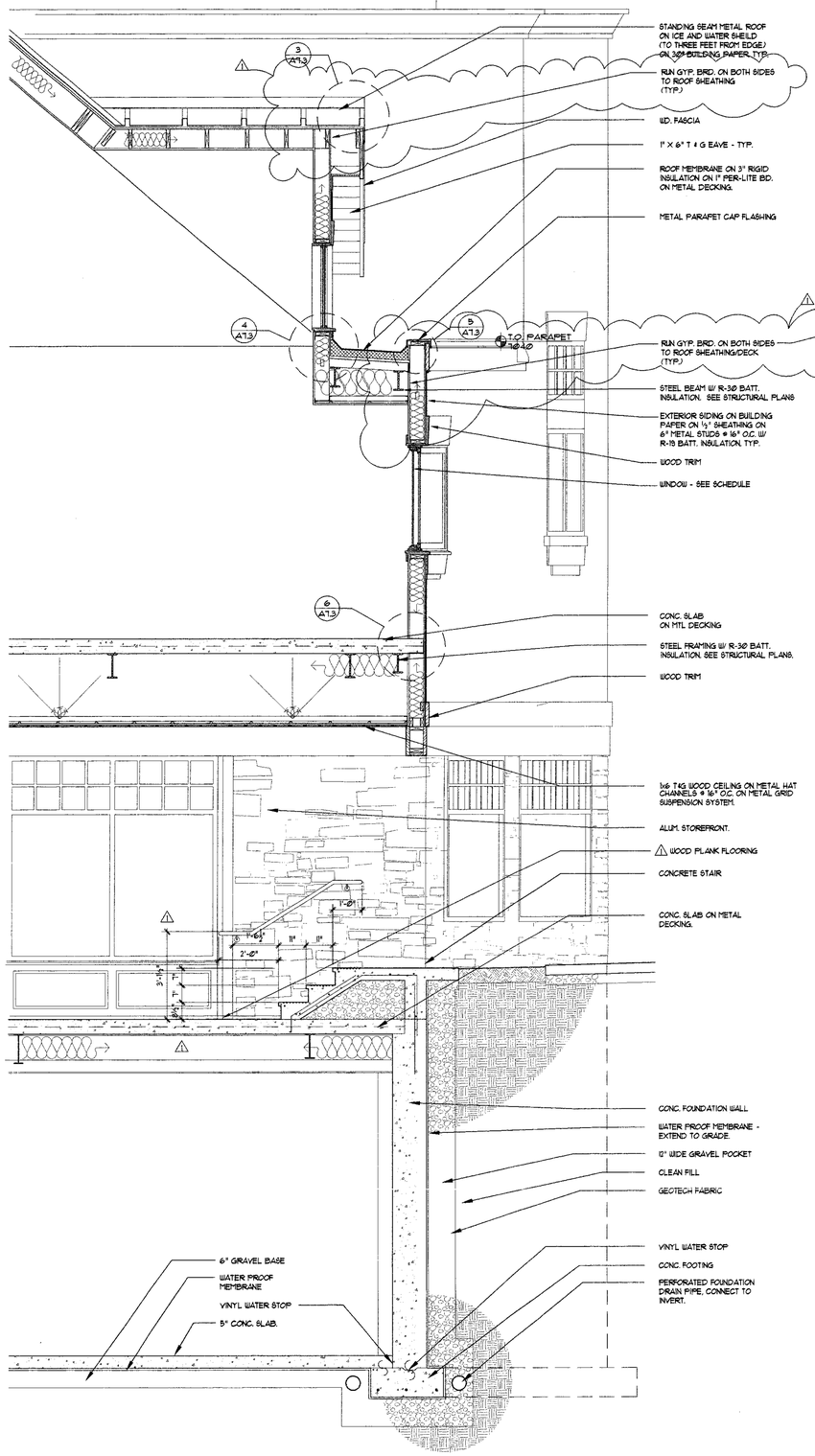
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SHEET NAME: WALL SECTIONS
PROJECT NUMBER: 95015
DATE: August 12, 1998

STATE OF UTAH · FRED M. BABCOCK · 112116 · LICENSED ARCHITECT

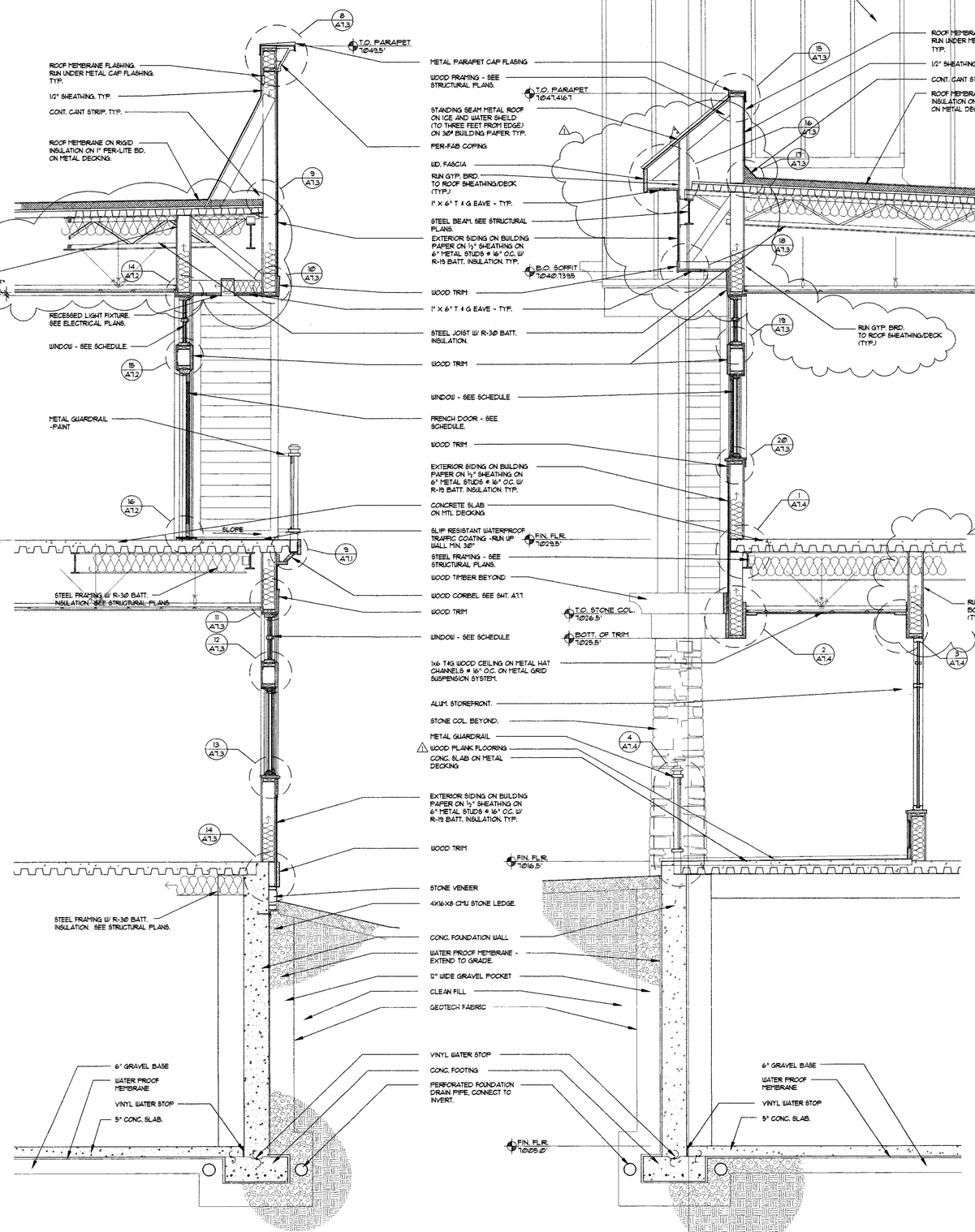
APPROVED
DEC 16 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-

L:\95015\ACAD\WORKING\S15A37.DWG Thu Dec 03 01:42 1998



1 A3.8 **WALL SECTION**
SCALE: ½"=1'-0"



2 A3.8 **WALL SECTION**
SCALE: ½"=1'-0"

3 A3.8 **WALL SECTION**
SCALE: ½"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

PLANNING DEPT.
APPROVED
DATE 12/10/98

⚠ PC/ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

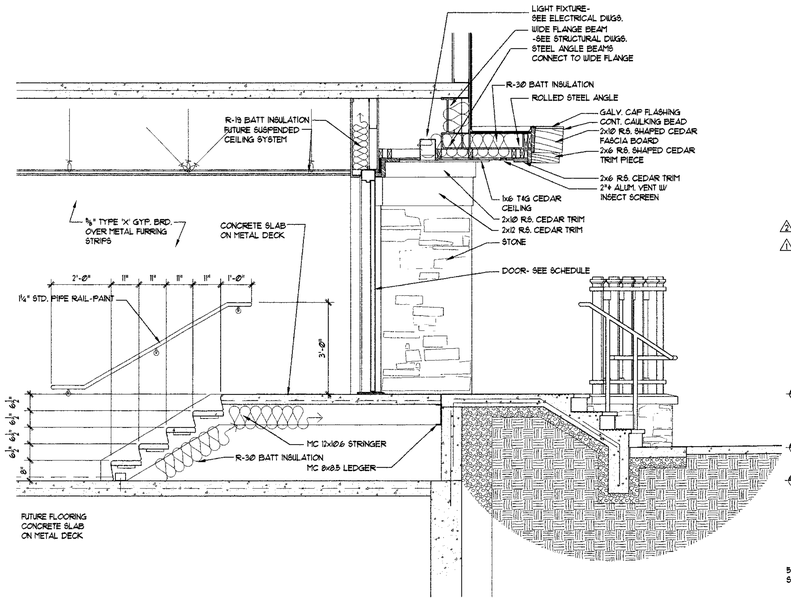
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SHEET NAME: WALL SECTIONS
PROJECT NUMBER: 95015
DATE: August 12, 1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

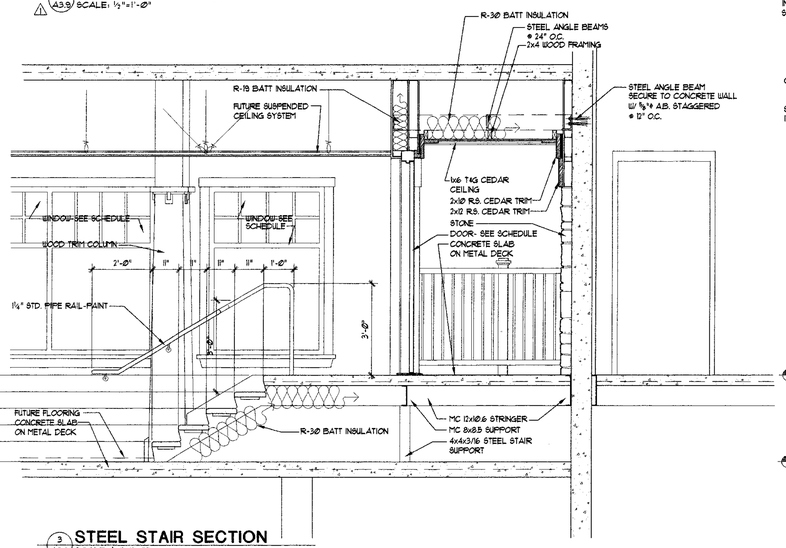
APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-

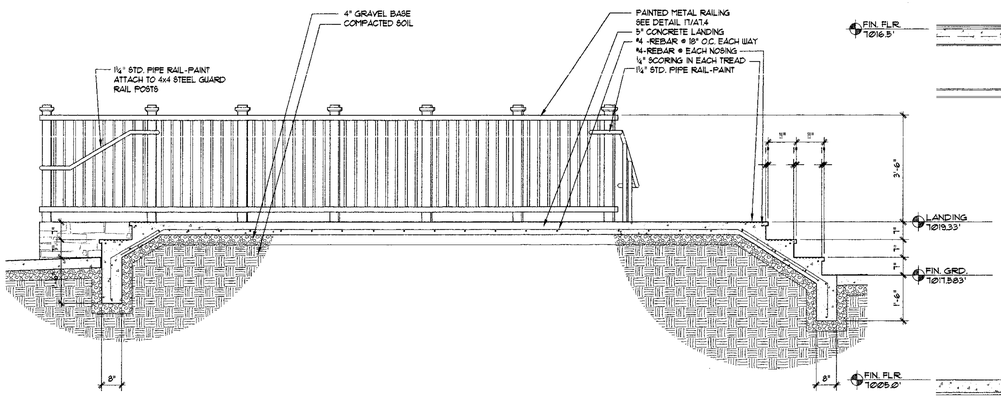
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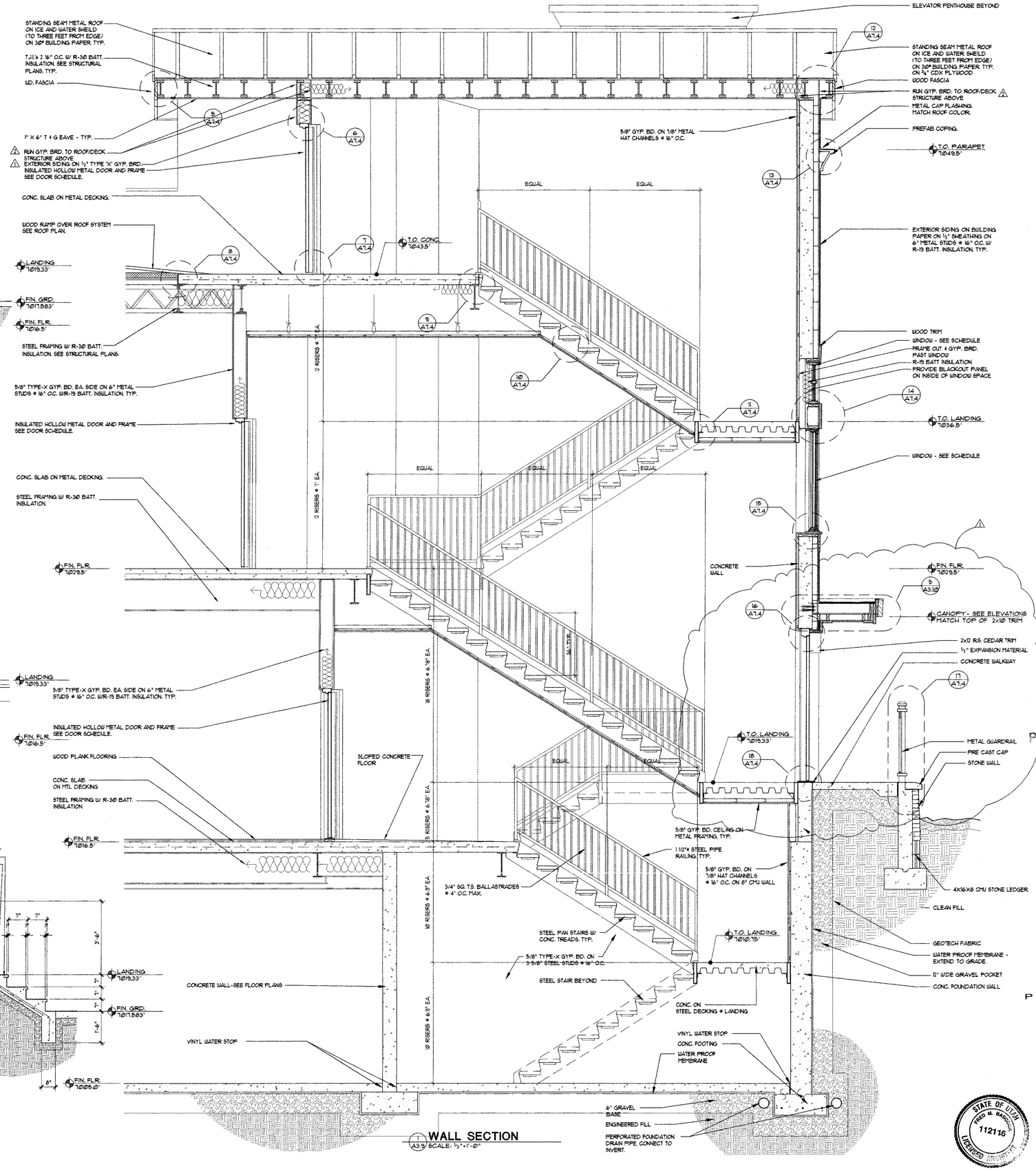
2 STAIR SECTION
A3.9/ SCALE: ½"=1'-Ø"



3 STEEL STAIR SECTION
A3.9/ SCALE: ½"=1'-Ø"



4 CONCRETE STAIR SECTION
A3.9/ SCALE: ½"=1'-Ø"



1 WALL SECTION
A3.9/ SCALE: ½"=1'-Ø"

PLANNING DEPT. APPROVED
NOV 1998

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

⚠ PARK CITY REVISION 11-12-98
⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

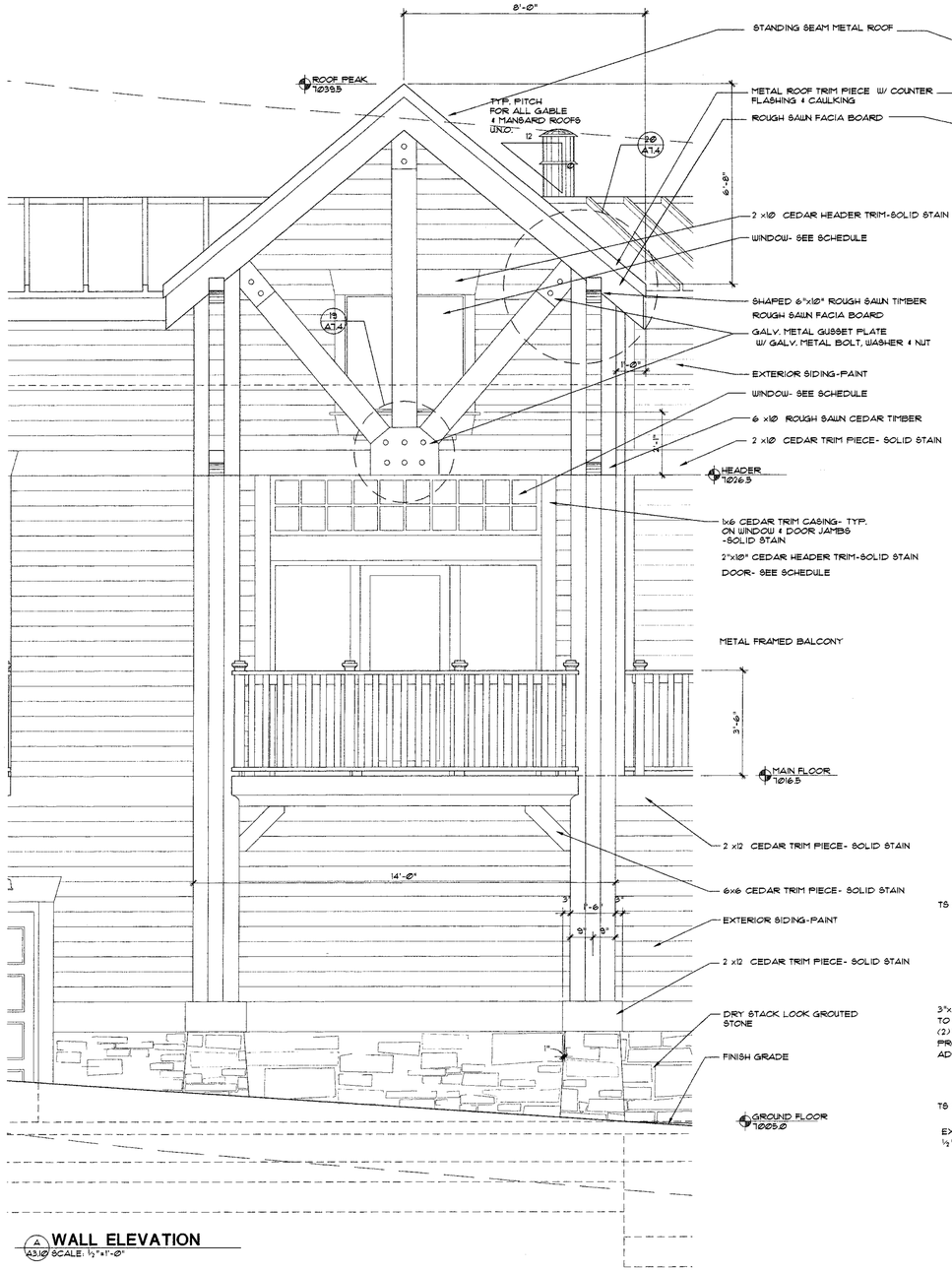
SHEET NUMBER: A3.9
SHEET NAME: WALL SECTIONS
PROJECT NUMBER: 95015
DATE: August 12, 1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

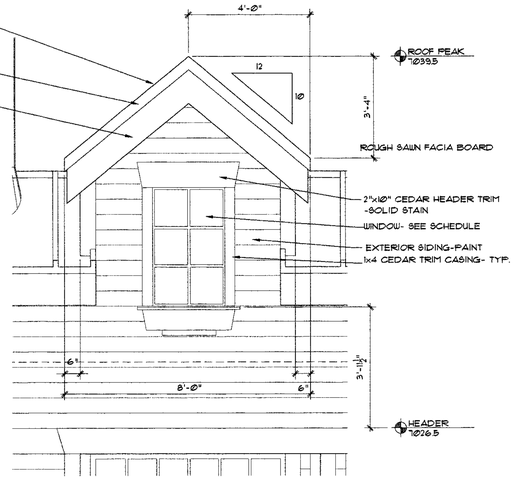
APPROVED
DEC 18 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-

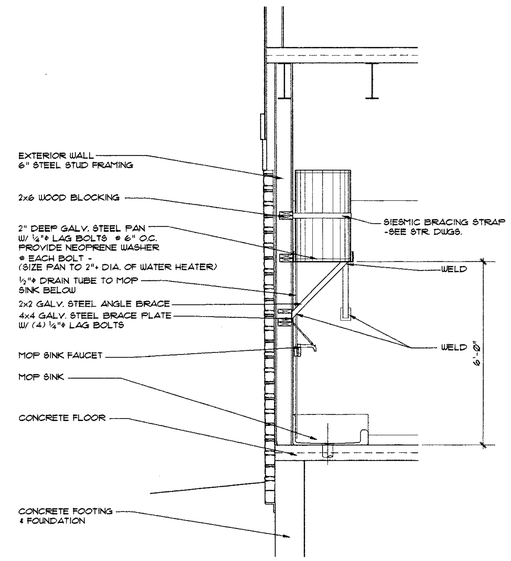
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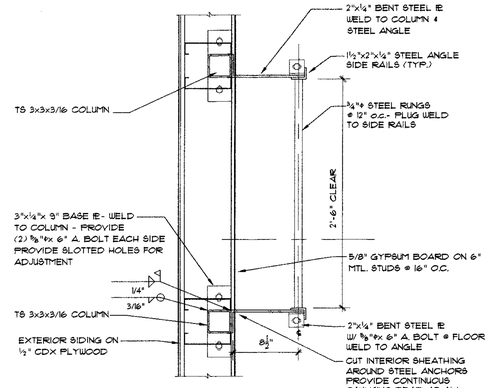
A WALL ELEVATION
A3.10 SCALE: ½"=1'-0"



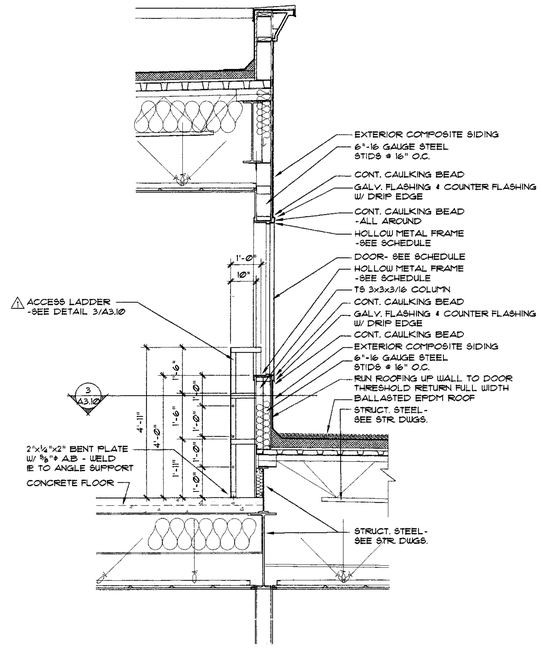
B WALL ELEVATION
A3.10 SCALE: ½"=1'-0"



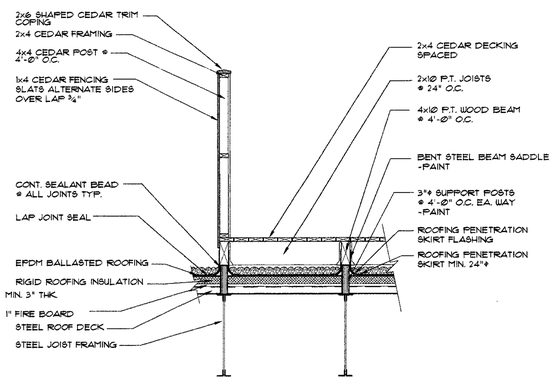
2 WATER HEATER BRACING DETAIL
A3.10 SCALE: ½"=1'-0"



3 ACCESS LADDER DETAIL
A3.10 SCALE: 1½"=1'-0"

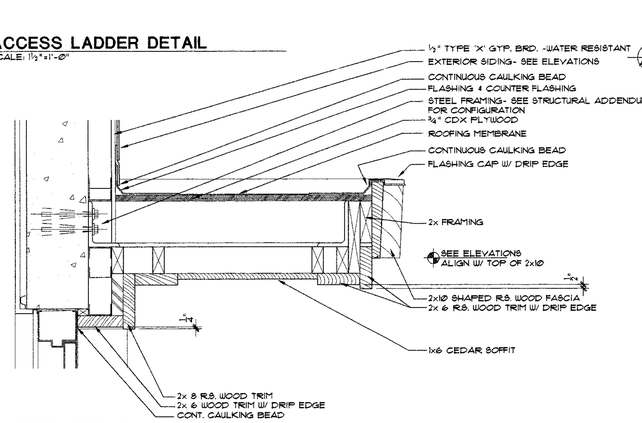


4 ACCESS LADDER SECTION
A3.10 SCALE: ½"=1'-0"



1 DECK SECTION
A3.10 SCALE: ½"=1'-0"

NOTE:
SEE STRUCTURAL DRAWINGS FOR FRAMING DETAILS



⚠5 CANOPY DETAIL
A3.10 SCALE: 1½"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

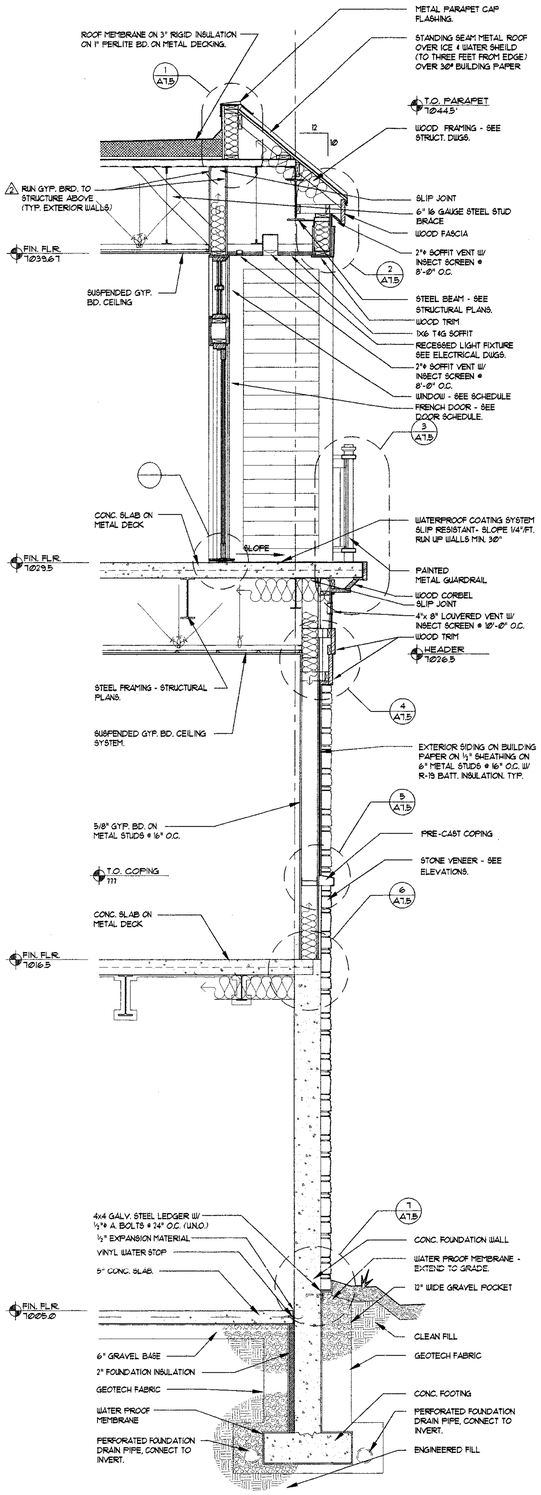
SHEET NUMBER: A3.10
SHEET NAME: WALL SECTIONS
PROJECT NUMBER: 95015
DATE: August 12, 1998

STATE OF UTAH · FRED M. BABCOCK · 112116 · LICENSED ARCHITECT

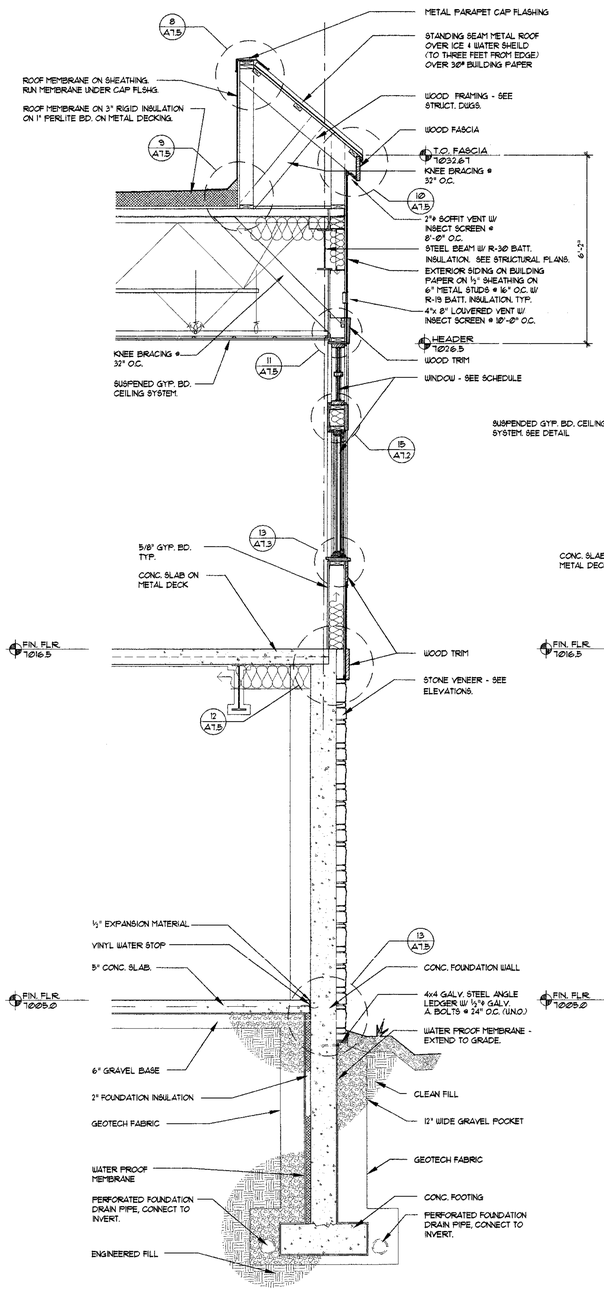
APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-[illegible]2

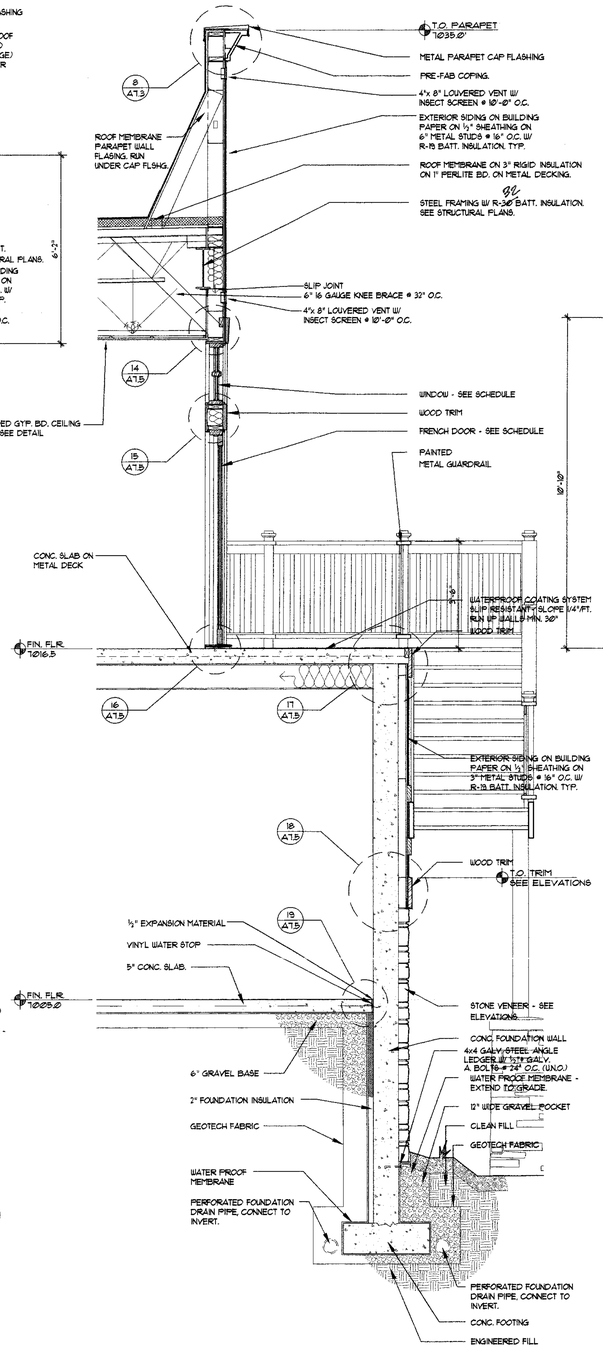
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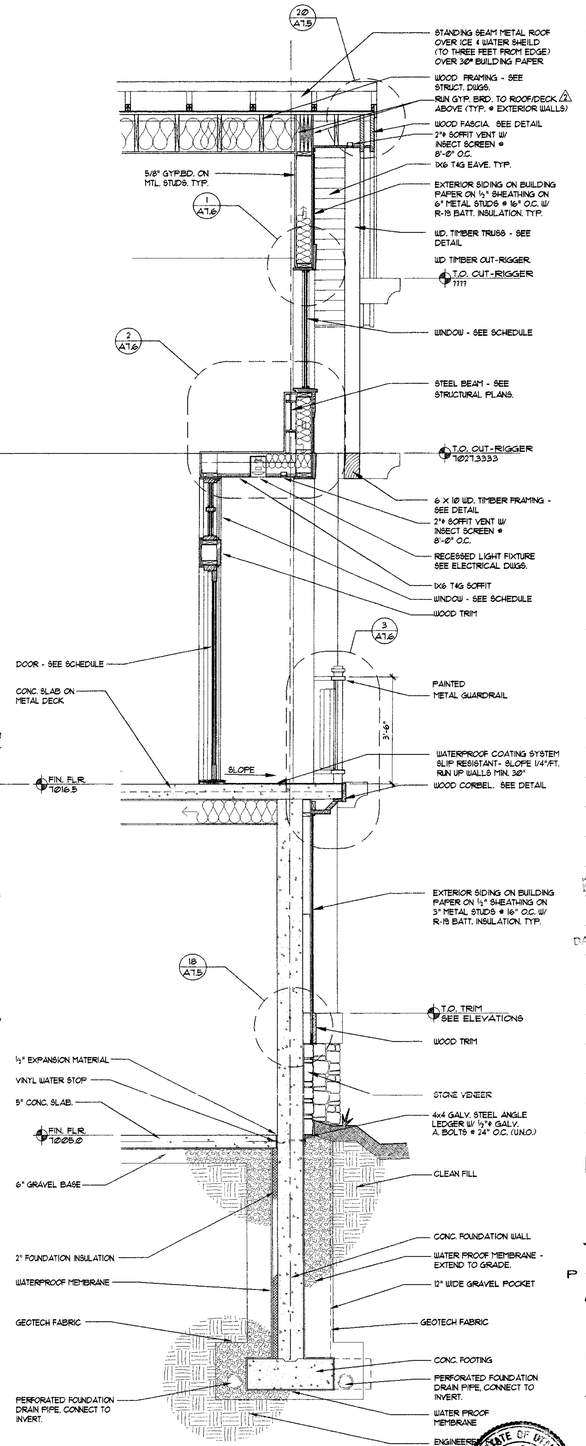
1 / A3.11 **WALL SECTION**
SCALE: ½"=1'-0"



2 / A3.11 **WALL SECTION**
SCALE: ½"=1'-0"



3 / A3.11 **WALL SECTION**
SCALE: ½"=1'-0"



4 / A3.11 **WALL SECTION**
SCALE: ½"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

PLANNING DEPT. APPROVED
DATE: NOV 30 1998

⚠ PARK CITY REVISION :11-12-98
⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

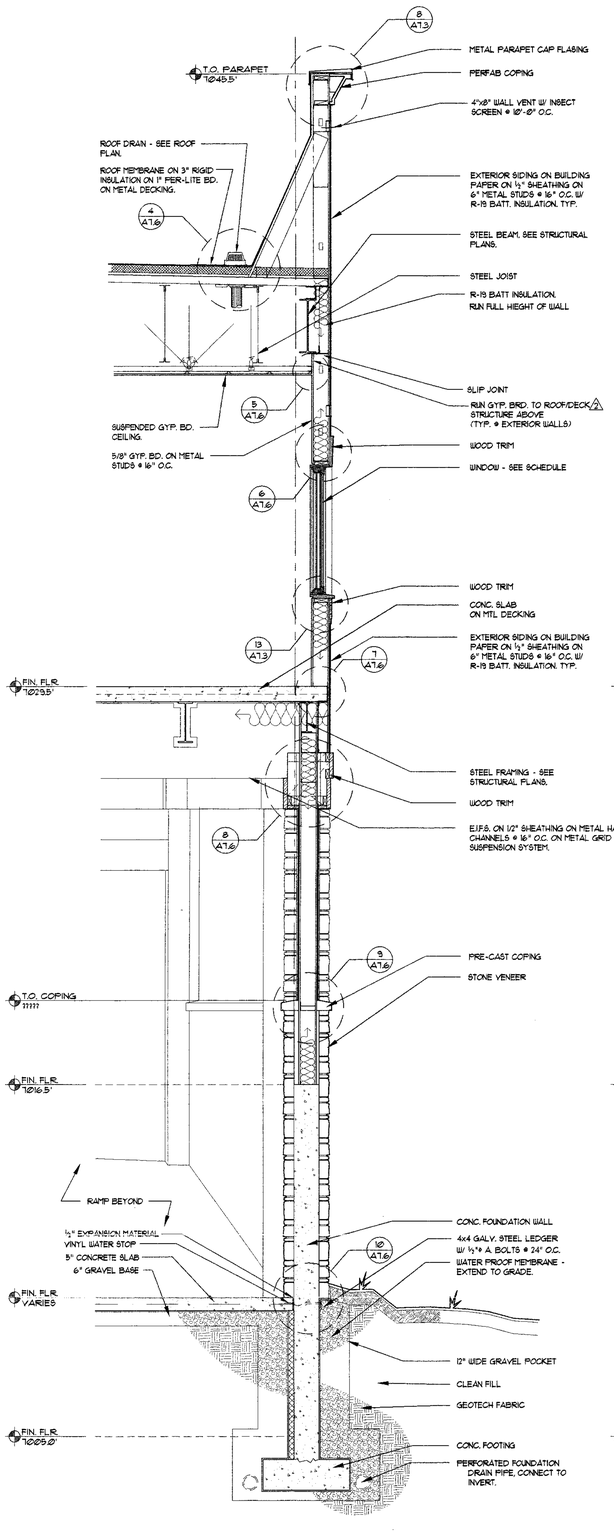
SHEET NUMBER: A3.11
SHEET NAME: WALL SECTIONS
PROJECT NUMBER: 95015
DATE: August 12, 1998

STATE OF UTAH · FRED A. BABCOCK · 112116 · LICENSED ARCHITECT

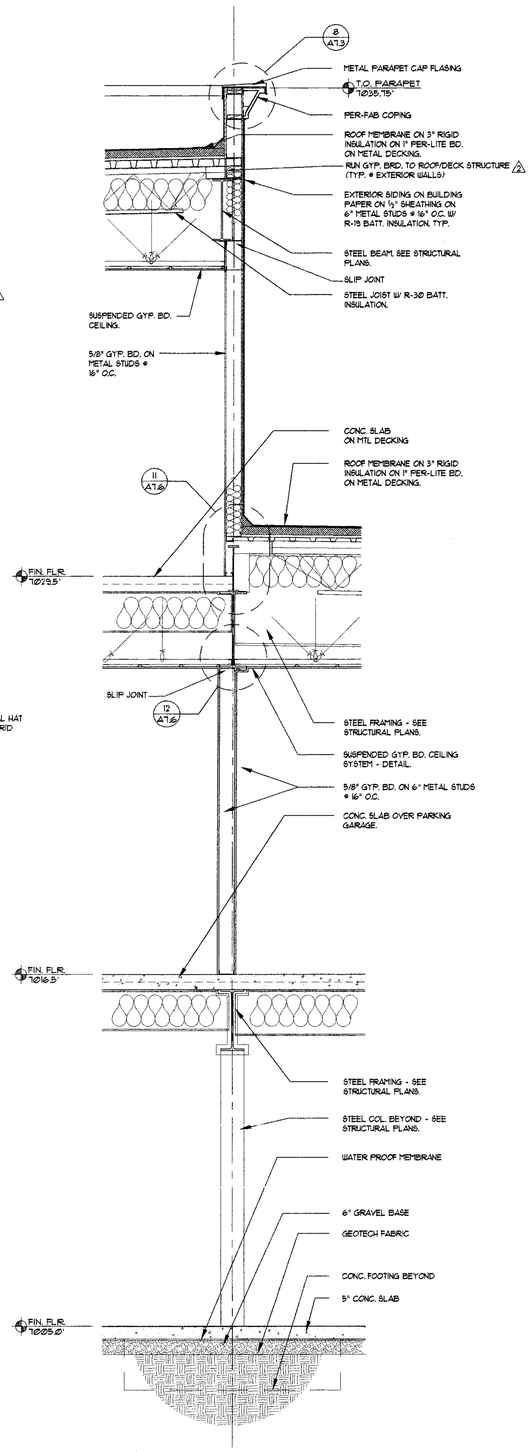
APPROVED
DEC 18 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-

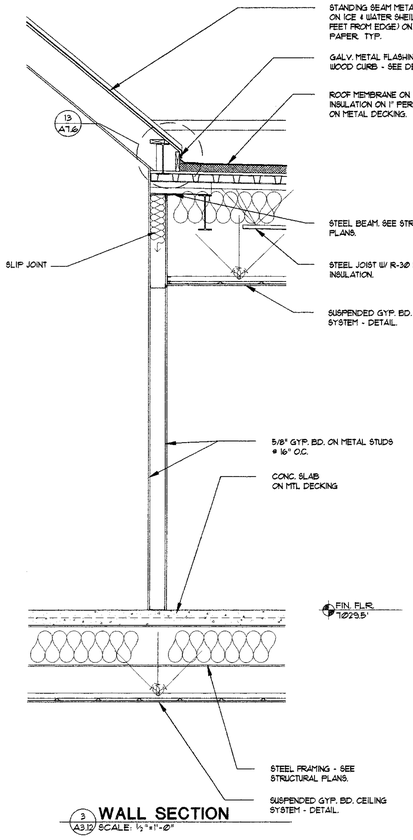
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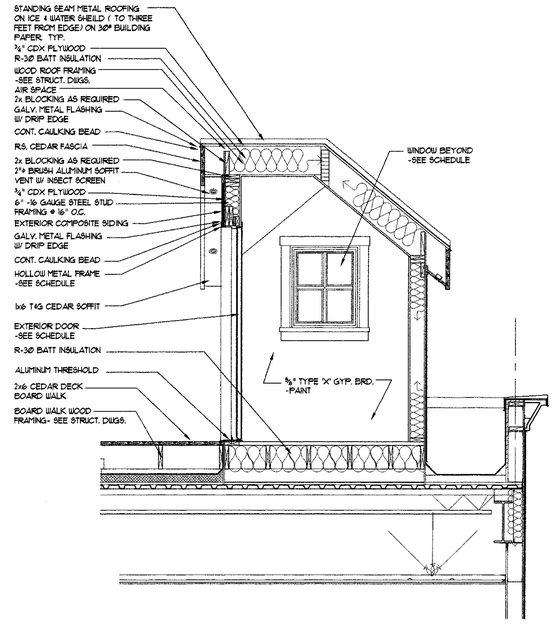
1 WALL SECTION
A3.12 SCALE: ½"=1'-0"



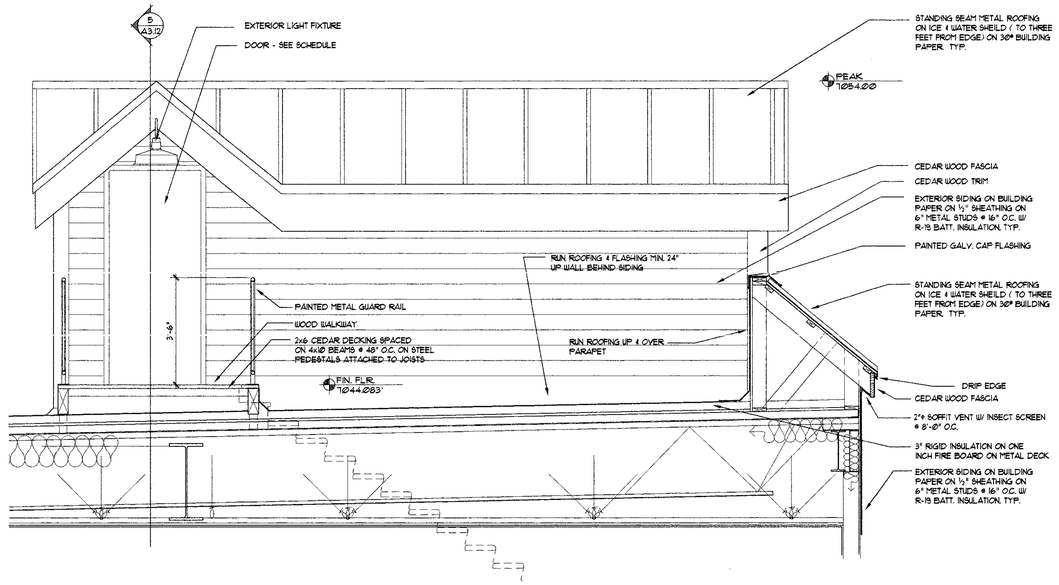
2 WALL SECTION
A3.12 SCALE: ½"=1'-0"



3 WALL SECTION
A3.12 SCALE: ½"=1'-0"



5 WALL SECTION/ELEVATION
A3.12 SCALE: ½"=1'-0"



4 WALL SECTION/ELEVATION
A3.12 SCALE: ½"=1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

2 PARK CITY REVISION 11-12-98
1 P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A3.12
SHEET NAME: WALL SECTIONS
PROJECT NUMBER: 95015
DATE: August 12, 1998

STATE OF UTAH
FRED M. BABCOCK
112116
LICENSED ARCHITECT

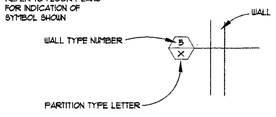
APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

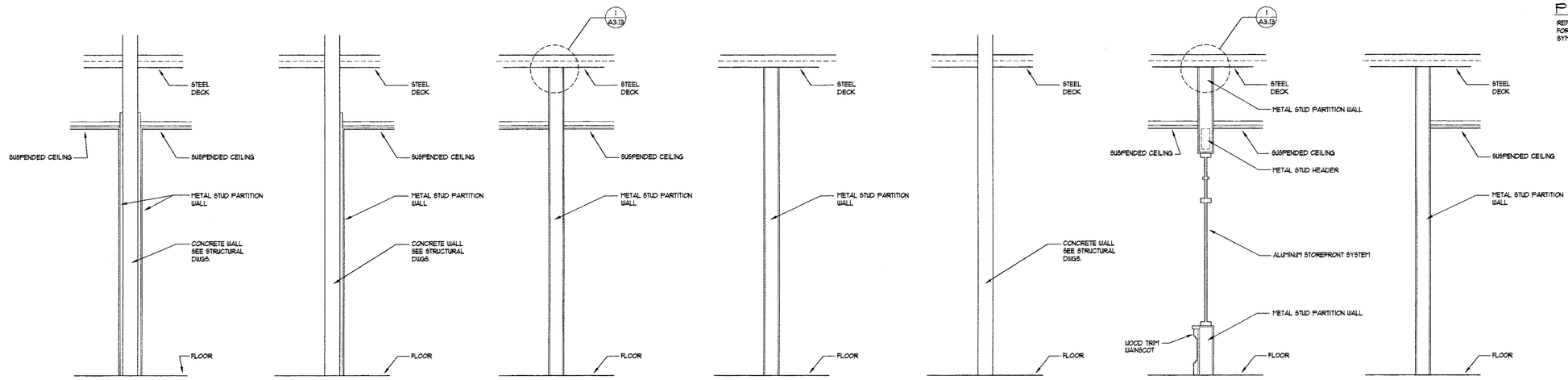
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-

L:\95015\ACAD\WORKING\95154312.DWG Thu Dec 03 01:03:16 1998

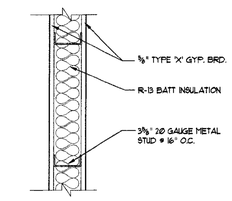
KEY FOR WALL & PARTITION TYPES

REFER TO FLOOR PLANS FOR INDICATION OF SYMBOL SHOWN



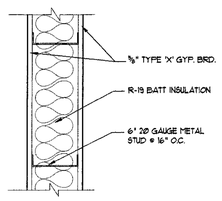


A PARTITION TYPE
SCALE: NONE



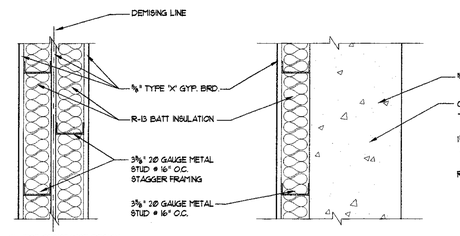
UL. FIRE RESISTANCE DESIGN
* U419 - 1 HOUR RATED
(1) LAYER EACH SIDE
⅝" TYPE 'X' GYP. BRD.

B PARTITION TYPE
SCALE: NONE



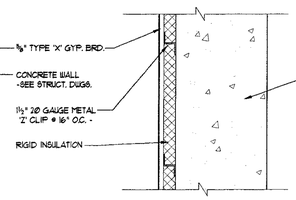
UL. FIRE RESISTANCE DESIGN
* U419 - 1 HOUR RATED
(1) LAYER EACH SIDE
⅝" TYPE 'X' GYP. BRD.

C PARTITION TYPE
SCALE: NONE

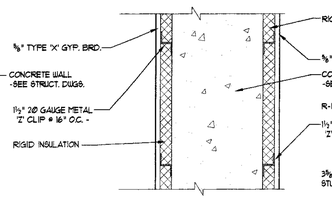


UL. FIRE RESISTANCE DESIGN
* U419 - 1 HOUR RATED
(1) LAYER EACH SIDE
⅝" TYPE 'X' GYP. BRD.

D PARTITION TYPE
SCALE: NONE



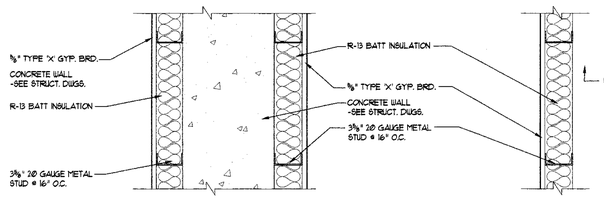
E PARTITION TYPE
SCALE: NONE



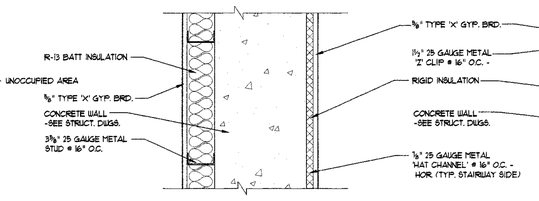
F PARTITION TYPE
SCALE: NONE

G PARTITION TYPE
SCALE: NONE

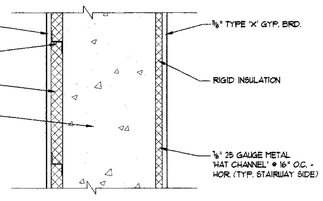
1 WALL TYPE
SCALE: NONE



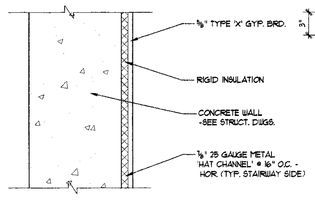
2 WALL TYPE
SCALE: NONE



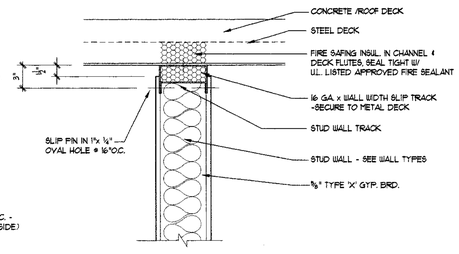
3 WALL TYPE
SCALE: NONE



4 WALL TYPE
SCALE: NONE

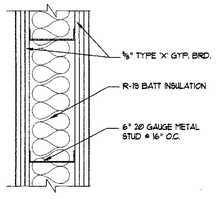


5 WALL TYPE
SCALE: NONE



6 WALL TYPE
SCALE: NONE

7 WALL TYPE
SCALE: NONE



UL. FIRE RESISTANCE DESIGN
* U419 - 3 HOUR RATED
(3) LAYERS EACH SIDE
⅝" TYPE 'X' GYP. BRD.

8 WALL TYPE
SCALE: NONE

9 WALL TYPE
SCALE: NONE

10 WALL TYPE
SCALE: NONE

11 WALL TYPE
SCALE: NONE

12 WALL TYPE
SCALE: NONE

1 SLIP JOINT WALL TO DECK
A3.13 SCALE: 1½" = 1'-0"

NOTE:
1. WALL BOARD ON A WET WALL NEEDS TO BE OF WATER RESISTANCE TYPE.
2. CONDOMINUM PARTITION WALLS ARE FROM THE FLOOR TO THE CEILING PLANE. THEY ARE TO BE 3⅝" 25 GAUGE METAL STUDS @ 16" O.C. W/ ⅝" GYP. BRD. SIDES. PLUMBING WALLS ARE TO BE 6" 25 GAUGE METAL STUDS @ 16" O.C. W/ ⅝" WATER RESISTANT GYP. BRD. ON EXPOSED SIDE.
3. WET WALLS ON EXTERIOR WALLS ARE TO BE CEMENTIOUS BACKER BOARD

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

3 PARK CITY REVISION 12-3-98
2 PARK CITY REVISION 11-12-98
1 P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A3.13
SHEET NAME: WALL TYPES
PROJECT NUMBER: 95015
DATE: August 12, 1998

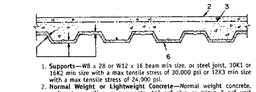
STATE OF UTAH FRED M. BABCOCK 112115 LICENSED ARCHITECT

DEC 18 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-

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Design No. D719
Restrained Assembly Ratings–1, 1-1/2, 2, 3 & 4 H
Unrestrained Assembly Ratings–1, 1-1/2, 2, 3 & 4 H
Unrestrained Beam Ratings—1, 1-1/2, 2, 3 & 4 H



1. **Supports**—W8 x 28 or W12 x 16 beam min size, or steel joist. JOK1 or 1042 min size with a max tensile stress of 30,000 psi or 1SK3 min size with a max tensile stress of 24,000 psi.
2. **Normal Weight or Lightweight Concrete**—Normal weight concrete, carbonate or siliceous aggregate. 145 pcf plus or minus 3 pcf unit weight, 3000 psi compressive strength, vibrated. Lightweight concrete, expanded shale, clay, or slate aggregate by rotary-kiln method 102-120 pcf unit weight, 3000 psi compressive strength, vibrated, 4 to 7 percent air. Min thickness as measured to crests of steel floor and form units, 2-1/2 in.
3. **Welded Wire Fabric**—6 x 6 - W1.4 x W1.4.
3A. **Fiber Reinforcement**—As an alternate to Item 2, engineered synthetic fibers added to concrete mix to control shrinkage cracks in concrete. See Fiber Reinforcement (CERX) category in the Fire Resistance Directory for names of manufacturers and rates of application.
4. **Steel Floor and Form Units**—Composite 1-1/2, 2, or 3 in. deep galv units. Min gauge is 22 MSG.
   Bowman Metal Deck/Wheeling Corrugating Co. Div of Wheeling-Pittsburgh Steel Corp.—24 or 36 in. wide Types 212 V-Grip, 312 V-Grip, 30 or 36 in. wide 1-1/2 V-Grip, Types 1-1/2 V-Grip, 2IB V-Grip, and 3IB V-Grip may be phos/grd.
   Consolidated Systems, Inc.—24 in. wide Types CFD-2, 3, 24, 30, or 36 in. wide Type CFD-1.5. Units may be phos/grd.
   Deck West, Inc.—36 in. type 2-DW, 3 DW, 3 DW/I or B4-DW. Units may be welded or fastened together with No. 10 self-drilling, self-tapping screws 60 in. OC. The length of the screws shall be sufficient to fully penetrate adjacent floor units.
   Epic Metals Corp.—24 in. wide Types B1250, B1356, 36 in. wide Type B1506.
   Inryco, Inc.—24 in. wide, QL-3, 24 or 36 in. wide, 2 or 3 in. deep IB, 09. Units may be welded or fastened together with No. 10 self-drilling, self-tapping screw 60 in. OC. The length of the screws shall be sufficient to fully penetrate adjacent floor units.
   United Steel Deck, Inc.—24, 30 or 36 in. wide Type IB; 24 or 36 in. wide Types 1F1.5, 1F2, 1F3, 24, 36 in. wide Types 1F2, 3 may be welded or fastened together with min 1 in. long No. 10 self-drilling, self-tapping steel screws 36 in. OC. Types B1, 1F2, -3, B-Lok may be phos/grd.
   Verco Mfg. Inc.—24, 30, or 36 in. wide Type B. BR; 24 or 36 in. wide Types W2, W3. Units may be phos/grd.
   Vulcraft, Div. of Nucor Corp.—24, 30 or 36 in. wide Type 1.5VL1; 24 or 36 in. wide Types 2VL1, 3VL1. Units may be phos/grd.
   Wheeling Corrugating Co., Div. of Wheeling-Pittsburgh Steel Corp.—30 in. wide Types 3B150, -150M, -150MR, -150B; 24 in. wide Type 3B200 or -300; 24 or 30 in. wide Types P20LF, SB-P21LF, -P31LF. Units may be phos/grd.
5. **Shear Connectors**—(Optional)—Studs, 3/4 in. diam by 4 1/2 in. long, headed type or equivalent per AISC specification. Welded to top flange of the beam, or top chord of the joist, through the deck.
6. **Spray-Applied Fire Resistive Materials**—Applied by mixing with water and spraying to steel surfaces which have been clean and free of dirt, loose scale and oil. Mix avg and min ind density of 15/14 pcf respectively. For method of density determination, refer to Design Information Section.

Restrained Assembly Rating h	Unrestrained Assembly Rating h	Unrestrained Beam Rating h	Spray-Applied Fire Resistive Mats. Thickness In. On Steel: Deck	Girder	Joists	Concrete Filled
1	0	1	½	½	½	NW or LW
1-1/2	1	1	5/16(a)	5/16(a)	5/16(a)	NW or LW
2	1-1/2	1-1/2	5/16(a)	5/16(a)	5/16(a)	NW or LW
2	2	2	3/8(b)	3/8	3/8	NW or LW
3	3	3	1(b)	1	1	NW or LW
4	3-1/2	3-1/2	1-1/2	1/2	1/2	NW or LW
4	4	3	1½(b)	1	1/2	LW
4	4	4	1-1/2	1-1/2	1-1/2	LW
4	4	4	1-7/16	1-7/16	1-7/16	NW
			1-7/16	1-7/16	1-7/16	NW

(a)—Min thickness of 3/8 in. required over crests of 1-1/2 in. deep fluted units are used.
(b)—Min thickness of 1/2 in. is required in crests of 1-1/2 in. deep fluted units for the 2 h Restrained Assembly Rating.

Restrained Assembly Rating h	Unrestrained Assembly Rating h	Unrestrained Beam Rating h	Spray-Applied Fire Resistive Mats. Thk. In. On Beam	W8x31	W12x14	W24 x 55 & Heavier
1	0	1	7/16	5/8	1-1/8	7/16
1	1	1	7/16	5/8	1-1/16	15/16
1-1/2	1	1	7/16	5/8	1-5/16	1-5/16
1-1/2	1-1/2	1-1/2	¼	5/8	1-5/8	1-7/16
2	2	2	7/16	5/8	1-7/16	1-7/16
3	3	3	½	1/2	2-1/16	1-15/16
4	3-1/2	3-1/2	½	1/2	2-3/16	2-1/16
4	4	3	1-5/8	2-3/16	3/4	2-7/16
4	4	4	1-5/8	2-3/16	3/4	2-7/16

Restrained And Unrestrained Assembly Rating Hr	Unrestrained Beam Rating Hr	Spray-Applied Fire-Resistive Mtls. Min Thkns In. for Min Bm Wt of Steel Joists Spaced:	
		More Than 4 Ft OC	4 Ft or Less OC
1	1	15/16	7/8
1-1/2	1-1/2	1-1/2	1-5/16
2	2	2-1/16	1-13/16
3	3	2-13/16	2-3/16
4	4	3	2-7/16

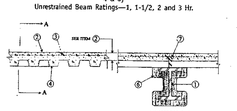
The thicknesses of Spray-Applied Fire Resistive Materials shown in the table below are applicable when the thickness applied to the beams' lower flange edges is reduced to one half.

Restrained Assembly Rating, h	Unrestrained Assembly Rating, h	Unrestrained Beam Rating, h	On Beam W8 x 28	W12 x 26
1	0	1	7/16	5/8
1	1	1	7/16+	5/8
1-1/2	1	1	7/16+	5/8
1-1/2	1-1/2	1-1/2	¼	5/8
2	2	2	7/16	5/8
3	2	2	½	¾
3	1-1/2	1-1/2	¾	1
4	3	3	1-7/16	1-15/16
4	2	2	1	1-3/8
4	4	3	1-15/16	2-5/8

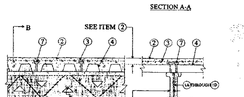
Grace Construction Products—Types MK-6/HY, MK-6s, PG.
Grace Korea Inc.—Types MK-6/EF, MK-6/FD, MK-6/HY, MK-6s.

7. **Metal Lath**—(Optional, not shown)—May be used to facilitate the spray application of spray-applied resistive material on steel bar joists. The diamond mesh, 3/8 in. expanded steel lath, 1.7 lb per sq yd min is secured to one side of each steel joist with No. 18 SWG galv steel wire at joist web and bottom chord members, spaced 15 in. OC. max. When used, the metal lath is to be fully covered with spray-applied resistive material with no min thickness requirements for material applied onto the lath between chords and web members.

Design No. D902
Restrained Assembly Ratings—1, 1-1/2, 2 and 3 Hr.
Unrestrained Assembly Ratings—0, 1, 1-1/2, 2 or 3 Hr. (See Items 4 & 6)
Unrestrained Beam Ratings—1, 1-1/2, 2 and 3 Hr.



SECTION A-A



SECTION B-B

1. **Beam**—W8X28, min size.
1A. **Steel Joists**—(Not shown)—As an alternate to Item 1—May be either uncoated or provided with a shop coat of paint. Designed per S.J.I. specifications for a max design stress of 30 ksi. The top chords shall consist of two angles measuring 1-3/4 by 1-1/4 by 0.127 in. thick. Bottom chords shall consist of two round bars measuring 0.566 in. in diam. Bearing plates shall consist of two angles measuring 1-1/2 by 2 by 0.188 in. thick and 5-1/16 in. long. Min bearing length shall be 8 in. and 4.9 lb/ft. respectively.
1B. **Steel Joists**—(Not shown)—As an alternate to Item 1—Composite or noncomposite and welded or bolted construction. May be uncoated or provided with a shop coat of paint. Designed per S.J.I. specifications for a max design stress of 30 ksi. The top chords shall consist of two angles measuring 2 by 2 by 0.192 in. thick and shall be drilled for 3/4 in. diam bolts. The bottom chords shall consist of two angles measuring 1-1/2 by 1-1/2 by 0.156 in. thick. Bottom chord shall be bent together with adjacent ones or more to form a continuous member at each end shall consist of 0.654 in. diam round bar. All remaining web members, including the end web members, shall consist of 0.714 in. diam round bars. Bridging per S.J.I. specifications is required when noncomposite joists are used.
1C. **Steel Joists**—(Not shown)—As an alternate to Item 1—Composite or noncomposite, welded or bolted and type supports. May be uncoated or provided with a shop coat of paint. Designed per S.J.I. specifications for a max design stress of 30,000 psi. The top chords shall consist of two angles measuring 1-1/2 by 1-1/2 by 0.156 in. thick. Bottom chord shall consist of two round bars measuring 0.566 in. in diam. The second web member at each end shall consist of 0.654 in. diam round bars. All remaining web members, including the end web members, shall consist of 0.714 in. diam round bars. Bridging per S.J.I. specifications is required when noncomposite joists are used.
1D. **Steel Joists**—(Not shown)—As an alternate to Item 1 —May be either uncoated or provided with a shop coat of paint. Composite or noncomposite. Welded or bolted to end supports. Designed per S.J.I. specifications for a max design stress of 30 ksi. The top chords shall consist of two angles measuring 1-3/4 by 1-1/4 by 0.127 in. thick. Bottom chords shall consist of two round bars measuring 0.566 in. in diam. Bearing plates shall consist of two angles measuring 1-1/2 by 2 by 0.188 in. thick and 5-1/16 in. long. Web members shall consist of 0.565 in. diam bars. The min depth and weight shall be 8 in. and 4.9 lb/ft respectively.
2. **Normal Weight or Lightweight Concrete**—Normal weight concrete, carbonate or siliceous aggregate, 3100 psi compressive strength, vibrated. Lightweight concrete, expanded shale or slate aggregate by rotary-kiln method or expanded clay aggregate by rotary-kiln or sintered-grate method, 3000 psi compressive strength, vibrated, 4 to 7 per cent entrained air.

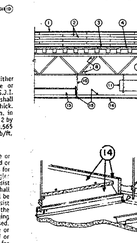
Restrained Assembly Rating, Hr	Concrete Type	Concrete Weight, pcf.	Concrete Thickness, In.
1	Normal Weight	147-153	3-1/2
1-1/2	Normal Weight	147-153	4
2	Normal Weight	147-153	4-1/2
	Normal Weight	147-153	5-1/4
	Lightweight	107-113	2-1/2
	Lightweight	107-113	2-5/8
2	Lightweight	107-113	3
	Lightweight	107-113	3-1/4
	Lightweight	107-116	3-1/4*
3	Lightweight	114-116	3-1/2
	Lightweight	107-113	4-3/16
4	Lightweight	107-113	4-7/16

*With 2 and 3 hr. deep steel floor units only.
3. **Welded Wire Fabric**—6x6 10/10 (optional).
4. **Steel Floor and Form Units***—Composite 1-1/2, 1-5/8, 2 or 3 in. deep galv units or 4-1/2 in. deep non-composite galv units. Fluted units may be phos/grd. Min gauges are 22 MSG for fluted and 20/20 for cellular and deep units. The following combinations of units may be used:
   (1) All 22 MSG, 20 or 16 wide cellular or partial cellular.
   (2) All fluted.
   (3) One or two 3 in. deep, 12 in. wide, 18/18 MSG min cellular alternating with 3 in. deep, 12 in. wide, 20 MSG min cellular.
   (4)Any blend of fluted and 2K, 2B, 2B or 3B in. wide cellular or partial cellular.
   (5)Corrugated, nom 1-5/16 or 2 in. deep, 30 in. wide, 24 MSG galv sheet units with shear wires factory welded to deck corrugations. Welded to supports 12 in. OC through weld washers 0.147 in. for shear wire welding of 16 in. or less the steel deck stress shall not exceed 20 KSI. For shear wire spacing greater than 8 in. OC but less than or equal to 12 in. OC steel deck stress shall not exceed 32 KSI.
   BHP Syngahl-Tilcon Ltd.—24 in. wide Type 2W24, 3W in. wide Types 2W36, 3W36.
   BHP Steel Building Products USA Inc.—24 in. wide Types 2W24, 2WF24, 3WF24, B, BF-24, BR, BM00, B3M00, R, NF; 30 in. wide Type B-30, BF-30, BR; 36 in. wide Types 2W36, 2WF36, 3W36, 3WF36, B; 36 in. Type 24 in. wide Types A5C2, A5C3.
   Bowman Metal Deck/Wheeling Corrugating Co. Div of Wheeling-Pittsburgh Steel Corp.—30 in. wide Types 1-1/2 in. V-Grip, 1-1/2 in. W4 Grip, 2 in. VW, 2 in. wide Types 1-1/2 in. VW4, 3 in. VW4, 1-1/2 in. VW3, 1-1/2 in. VW2, 212VW2-Wirewrap, 312VW2-Wirewrap, 20BVW-Wirewrap, 2580W-Wirewrap; 24 or 30 in. wide Types 20BV-Grip, 2580V-Grip; 24 or 36 in. wide Types 212V-Grip, 312V-Grip; 36 in. wide Types 212VW3-Wirewrap, 312VW3-Wirewrap.

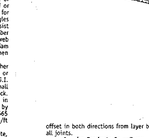
Components for field-assembled cellular metal raceway units:
Raceway bottom—24 or 36 in. wide Types 212VS, 312VS; 24 or 36 in. wide Types 20BVS, 2580VS.
Proximity cover plate—Types CP-12, CP-15.
Raceway divider—Types GC-20, GC-25.
Raceway isolation through—Types 3-20, 1-25, 3-30.
Consolidated Systems, Inc.—24 in. wide Types CFD-2, CFD-3; 24, 30 or 36 in. wide Type CFD-1.5; 24 or 36 in. wide Types Mac-Lok 2, Mac-Lok 3; 24 in. wide Types B2C, B2HC, NC, NHC; 30 in. wide, Type B2C; 12 in. wide Mac-Way Cellular or MDW, 7.633 MTWA, 5.633 MTWA+. 30 in. wide, Mac-Cor Types 1 and 2
Deck West, Inc.—36 in. wide Type B-DW, Inverted B-DW, BA-DW, Inverted BA-DW, 2-DW or 3-DW. Side joints of Type 2-DW and 3-DW may be fastened together with min 1 in. long No. 12 x 1/4 self-drilling, self-tapping steel screws 36 in. OC.
Epic Metals Corp.—24 in. wide Types EC1350, EC1350 Inverted, EC300, EC366, ECP1350, ECP300, ECP366, Epicore A; 30 in. wide Types FCB1150, FCB1350; 36 in. wide Types FC1356, FC1366, ECP356, ECP366.
Gems Metals Inc.—12 or 24 in. wide Types LF2, LF3.
Inryco, Inc.—24 in. wide Types 1, 2, 3, 3 Inverted, Corrugated, UKX, 21 for 21 inches, 2 in. Rib, 12, 12/1, MOK, 1000, 1502, 24 in. 30 in. wide GKX, GKXH, GOK-A; 36 in. wide 2 in. 99, AOK, WKX; 12 in. wide 1002, TKC, 12 in. wide non-cresting 12. Side joints of 99, 121, TKC, TKX, WKX may be welded together 60 in. OC. Side joints of 99, AKX, WKX, GKX, GOK-A, TKC may be fastened together with min 1 in. long No. 12x14 self-drilling, self-tapping steel screws 36 in. OC.
Roof Deck, Inc.—36 in. wide types LOK-1-1/2, LOK-1-1/2R; 24 in. wide Types LOK-2; LOK-3.
Toman Building Components Inc.—24, 30 or 36 in. wide Types LXR-B, LXH-B Inverted; 24 or 36 in. —Dry Type LXR-IW; 24 in. wide Type LXR-2W.
United Steel Deck, Inc.—12 or 24 in. wide Types 1-1/2, 2, or 3 in. LOK-floor and LOK-floor Ceil. 24, 30 or 36 in. wide, Type 1-1/2 in. B-LOK and B-LOK 24 in. wide, Types N-LOK and N-LOK Cell.
Verco Mfg., Inc.—Formlok Types, 24 in. wide, W2 and W3; 24 or 36 in. wide, B, BR; 24 in. wide, N; 30 in. B, BR; 12 in. wide W2 or W3 units may be blended with 24 in. wide, wide W2 or W3, respectively.
Vulcraft, Div. of Nucor Corp.—24, 30 or 36 in. wide, Type 1.5 VL, 1.5VLI, 1.5WLP; 24 or 36 in. wide, Types 2VL1, 3VL1, 2VLP, 3VLP.
Walker Systems Inc.—24 in. wide, Types 2 or 3 in. WDR; Hi-Bond Types, 24 in. wide, B, BF, BR, 1.5/BBF, 1.5/BMiniRS, S, SR, 3N, 3NF, 3NF, 3S, 3D, 33 or 32 in. wide 2V, 2VisaRC, 3V, 3VisaFC; 16, 18, 20 or 22 in. wide 3N nubzPlusBM and 24 in. wide 3NubzIIPlusBM only in blend with one or more 32 in. wide.
Wheeling Corrugating Co., Div of Wheeling-Pittsburgh Steel Corp.—30 in. wide Types SB-B1615, -1150, -1350, -1500 M thru -1500; 24 in. wide Type SB-200, -300, SB-B1515, -W3515, -P21LF, -P31LF or -P35LF; 12 in. wide Type SB-P21LF or SB-P31LF; 36 in. wide Types SB-B1615, -P21LF, -P31LF. Lock Form Type 2A, 30 or 36 in. wide Types B1615, B1615MW; 24 in. wide Types P3412, P3412MW; 12, 24 or 36 in. wide Types C20LF, C30LF, C31LF, P20LF, P30LF, P31LF. 30 in. wide Types T1815 and T1830C. Units may be phos/grd.

Spacing of welds attaching units to supports shall be 12 in. OC for 12, 24, 36 in. wide units, four welds per sheet for 30 in. wide units, 6 in. OC for 18 in. wide and Sec. 24 units. Unless specified otherwise for specific units types, adjacent units button-punched or welded together 36 in. OC along side joints. For nesting units, units with overlapping type side joints shall be welded together 24 in. OC max.
*12 in. wide, 1-1/2 in. deep Mac-Way units may be blended with 24 in. wide B2C or 30 in wide B3C units in a blend of one unit to one or more fluted units. 12 in. wide, 2 in. deep Mac-Way units may be blended with 24 or 36 in. wide Mac-Lock units in a blend of one unit to one or more fluted units. 12 in. wide, 3 in. deep Mac-Way units may be blended with 24 or 36 in. wide Mac-Lock 3 units in a blend of one unit to one or more fluted units. The side edge of the fluted units is placed on the top of the side edge of the Mac Way unit and the two are welded together with 1/2 in. welding washers spaced a max. of 32 in. OC for Mac-Lock 2 or 3 units and a max of 24 in. OC for the B2C or B3C units.
Alternate Construction—Noncomposite units of the same type listed above may be used provided allowable loading is calculated on the basis of noncomposite design.
The Unrestrained Assembly Rating is equal to the Unrestrained Beam Rating (See Item 6) for a max 3 Hr and is limited to the following units and limitations:
(a) 1-1/2, 2 and 3 in. deep, 24 in. wide, 22 MSG or thicker fluted with clear spans not more than 7 ft, 8 in.
(b) 1-1/2, 2 and 3 in. deep, 24 in. wide, 20 MSG or thicker fluted with clear spans not more than 9 ft, 8 in.

Design No. P510
Restrained Assembly Ratings—1 and 1-1/2 Hr. (See Item 16)
Unrestrained Assembly Ratings—1 and 1-1/2 Hr. (See Item 16)



SECTION B-B

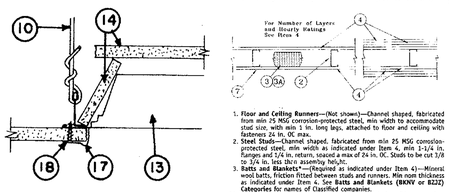


offset in both directions from layer below a min of 6 in. in order to lap all joints.
   Apache Products Co.—Pyrox.
   Atlas Roofing Corp.—Atlas II
   Certain-Teed Prod. Corp.—Flintkote Corp.—Types HP, HP-M, HP-M
   Celotex Corp.—Types L, O.
   Firestone Building Products Co.—"ISO 95+FC", "ISO 95+GI", "ISO 95+Base", "Rhoflex Isocyanurate FC", "Rhoflex Isocyanurate GI", "Rhoflex Isocyanurate Base"
   GAF Materials Corp.—Isotherm R
   Loadmaster Systems Inc.—Loadmaster Polyisocyanurate Insulation.
   NRG Barriers, Inc.—ENERGY 2, PSI 25.
   Reax Inc.—Multi-Max FA.
   Schuller International Inc.—Types N1, N2.
   Tremco Inc.—Insulotech.
2C. **Building Units**—As an alternate to Items 2 through 2B, polyisocyanurate foamed plastic insulation boards, nom 4ft by 4ft or 8ft by 4ft or 8ft sq., faced on underside or both sides with mineral and fiber boards. Boards to be installed with end joints staggered a min of 6 in. in adjacent rows.
   Schuller International Inc.
2D. **Roof Insulation-Foamed Plastic***—Alternate to Items 2 through 2C. Any thickness polystyrene foamed plastic insulation boards bearing the UL Classification Marking, having a density of 2.5 pcf max, installed on the roof surface with oriented strand board. Min thickness of the polyisocyanurate core is 1.2 in. for the 1 hr. ratings and 2.0 in. for 1-1/2 hr ratings. Boards to be installed with end joints staggered a min. of 6 in. in adjacent rows.
   Atlas Roofing Corp.—Atlas ResiBase Insulation, Versa-R
   Domtar Inc.
   Firestone Building Products Co.—Nailbase
   Martin Fireproofing Georgia, Inc.—Perform-A-Deck Nailable Roof Insulation.
   NRG Barriers, Inc.—Nailboard.
2E. **Building Units**—As an alternate to Items 2 through 2D, polyisocyanurate foamed plastic insulation boards, nom thickness of 1.2 in. for 1 hr ratings and 2.0 in. for 1-1/2 hr ratings, nom 4ft by 4ft or 8ft by 4ft or 8ft sq., faced on the top surface with oriented strand board. Min thickness of the polyisocyanurate core is 1.2 in. for the 1 hr. ratings and 2.0 for the 1-1/2 hr. ratings. Boards to be installed with end joints staggered a min. of 6 in. in adjacent rows.
   Atlas Roofing Corp.—Atlas ResiBase Insulation, Versa-R
   Domtar Inc.
   Firestone Building Products Co.—Nailbase
   Martin Fireproofing Georgia, Inc.—Perform-A-Deck Nailable Roof Insulation.
   NRG Barriers, Inc.—Nailboard.
2F. **Building Units**—As an alternate to Items 2 through 2E, polyisocyanurate foamed plastic insulation boards, min thickness of 1.2 in. for 1 hr ratings and 2.0 in. for 1-1/2 hr ratings, nom 4ft by 4ft or 8ft by 4ft or 8ft sq., faced on both sides with mineral and fiber boards. Boards to be installed with end joints staggered a min of 6 in. in adjacent rows.
   Atlas Roofing Corp.
2G. **Building Units***—As an alternate to Items 2 through 2F, polyisocyanurate foamed plastic insulation boards faced on the underside (or both sides) with mineral fiber board. Min thickness of the polyisocyanurate core is 1.2 in. for the 1 hr ratings and 2.0 in. for 1-1/2 hr ratings. No limit on max overall thickness. Boards to be installed with end joints staggered a min of 6 in. in adjacent rows. Adhesive (Item 3) may be applied between the building units and the vapor retarder (or gypsum wallboard if vapor retarder is not used).
   Firestone Building Products Co.—"ISO 95+ Composite", "Rhoflex Isocyanurate Composite"
   NRG Barriers, Inc.—ENERGY 2 Composite, Barrier Board Plus, ISO-N30+
2H. **Building Units***—As an alternate to Items 2 through 2G, polyisocyanurate foamed plastic insulation boards faced on the underside with wood fiber board. Min thickness of the polyisocyanurate core is 1.2 in. for the 1 hr ratings and 2.0 in. for 1-1/2 hr ratings. No limit on max overall thickness. Boards to be installed with end joints staggered a min of 6 in. in adjacent rows.
   Firestone Building Products Co.—"ISO 95+ Wood Fiberboard Composite"
   NRG Barriers, Inc.—ENERGY-2 Plus.
2I. **Foamed Plastic***—As an alternate to Items 2 through 2H, extruded polystyrene foamed plastic insulation boards to be placed on top of Roofing Membrane* (Item 1A). Min thickness is 2 in. Max thickness is 8 in. Foamed plastic boards to be covered with crushed stone on concrete pavers at a rate of 10 psf, min.
2J. **Foamed Plastic***—As an alternate to Items 2 through 2I (for 1 hr. ratings only). Extruded polystyrene foamed plastic boards to be installed in one or more layers over gypsum wallboard (Item 4). Joints of gypsum wallboard to be covered with 4 in. wide foil tape. Min thickness is 1 in. when a min 1/2 in. thick layer of mineral and fiber board (Item 2) is installed on top of the foamed plastic. Min thickness is 3 in. when the mineral and fiber board (Item 2) is not provided. No limit on max thickness. All joints between layers offset min 6 in.
   Dow Chemical USA

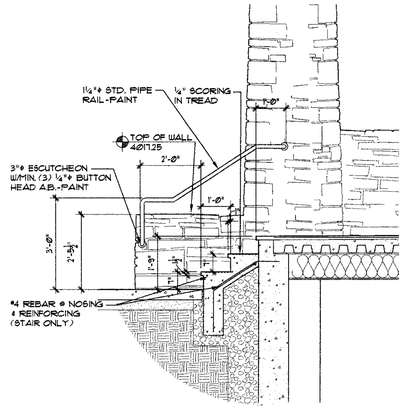




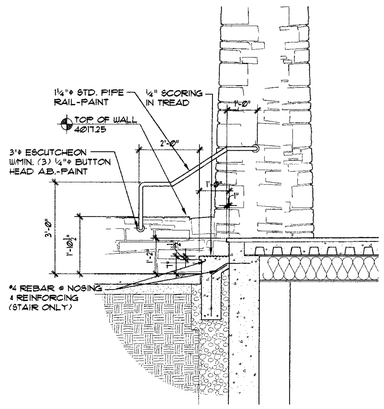
than 72 in., min 0.093 in. thick (12 gauge) painted cold rolled steel channels, 7 in. deep with 1-1/8 in. flanges. Two channels tied back to back with 18 SWG galv steel wire 48 in. OC and wire-tied to top of joist bottom chord. Channels used as wire hanger and ceiling support provision for ceiling hanger wires.
2O. **Hanger Wire**—No. 12 SWG galv steel wire tied to lower chord of joists or cold-rolled channels tied back to face with 18 SWG galv. wire. Hanger wires spaced not over 48 in. OC measured at each end shall support one of the ceiling runners at walls and at corners and midspan along 4 ft sides of right triangles.
2P. **Air Duct**—No. 0.034 in. thick (22 gauge) galv steel. Total area of duct openings not to exceed 57 sq in. per 100 sq ft of ceiling area. Area of end duct opening not to exceed 113 sq in. Max dimension of opening 12 in. Duct supported by cold-rolled channels spaced approx 24 in. OC.
2Q. **Damper**—No. 0.064 in. thick (16 gauge) galv steel, 16 by 16 in. provided on both surfaces with 1/4 in. wide x 1/4 in. high stiffener beads bent over the wallboard. Blade (Bearing the UL Listing Mark.) Damper to overlap duct outlet 1 in. min.
2S. **Fixtures, Recessed Light**—(Bearing the UL Label Mark)—Fluorescent lamp type, steel housing, 2 by 4 ft size. Fixtures spaced so their area does not exceed 24 sq ft per 100 sq ft of ceiling area. Wired in conformance with the National Electrical Code. Fixtures and ballasts must be considered for the ambient temperature conditions before installation.
3A. **Fixture Protection-Wallboard, Gypsum***—1/2 or 5/8 in. thick, cut into pieces to form a two sided enclosure, symmetrical in cross section, approx 1/2 in. longer and wider than the fixture with sufficient depth to provide at least 1/2 in. clearance between the fixture and enclosure.
   Canadian Gypsum Company—Types C, IP-X2.
   Celotex Corp.—Type FBP.
   Continental Gypsum Company—Types GS-5, GS/C, C.
   G-P Gypsum Corp.—Type S.
   Lafarge Gypsum, A Div. of Lafarge Corp.—Type LGFC-C.
   United States Gypsum Co.—Types C, IP-X2.
   Yesо Panamericano SA de CV—Types C, IP-X2.
3S. **Steel Framing Members****—Cross runners, 1-1/2 in. deep spaced 4 ft OC. Cross channels, nom. 4 ft long, installed perpendicular to the main runners, spaced 24 in. OC. Additional channels, located at 8 in. from each side of light fixtures and from butted end joints. Channels clipped into main runner slots. At walls channels secured to wall angle with 1/2 in. long self-drilling and self-tapping screws having a thread diam of 0.138 in. and 5/16 in. diam head. Main runners, terminating the 4 ft sides of light fixtures are 4 ft long, and installed perpendicular to the main runners.
   CGC Interiores—Type RX main runner and cross channel. Types DXL, DXLC, DXLZ or SDXL cross tee.
   USG Interiors, Inc.—Type RX main runner and cross channel. Type DXL, DXLC, DXLZ or SDXL cross tee.
15A. **Alternate Steel Framing Members****—(Not shown)—Main runners nom 12 ft long spaced 48 in. OC. Cross tees nom 4 ft long installed perpendicular to main runners and spaced 24 in. OC. Additional cross tees located 8 in. from and on both sides of each wallboard end joint and each recessed light fixture.
   Chicago Metallic Corp.—Types 650, 670.
15B. **Steel Framing Members****—(Not shown)—As an alternate to Items 15 and 15A. Main runners nom 12 ft long, spaced 48 in. OC. Ends of main runners at walls to rest on wall angle, without attachment, with 1/2 to 3/4 in. end clearance. Primary cross tees (1-1/2 in. wide across flange) or cross channels, nom 4 ft long, installed perpendicular to main runners and spaced 24 in. OC. Additional primary cross tees or cross channels required at each wallboard end joint, 8 in. from and on each side of wallboard end joint, and 8 in. from each side of light fixtures. Secondary cross tees (15/16 in. wide across flange), nom 4 ft long, installed at 160s of light fixtures.
   Armstrong World Industries, Inc.—Type DFR-8000.
15C. **Steel Members****—(Not shown)—As an alternate to Items 15, 15A and 15B. For use with 1/2 in. thick wallboard only. Main runners nom 12 ft long, spaced 48 in. OC. Cross channels, 4 ft. long, installed perpendicular to main runners and spaced 24 in. OC. Additional cross channels required 8 in. from and on each side of wallboard end joints, and 8 in. from each side of light fixtures. Cross tees, 4 ft. long installed perpendicular to main runners to support the 4 ft sides of light fixtures. 3-shaped metal trim molding, installed at perimeter of light fixtures to cover and support the exposed wallboard edges.
   Chicago Metallic Corp.—Type 630.
16. **Wallboard, Gypsum****—(For use with steel framing members described in Items 15 and 15C)—1/2 and 5/8 in. thick, 4 ft wide, installed with long dimension perpendicular to cross channels with side joints centered along main runners. Wallboard fastened to cross channels with 1 in. long wallboard screws located 1/2 in. from end joints and 1-3/4 in. from each side joint and spaced 12 in. C along the end joints and in the field. End joints of adjacent wallboard sheets shall be staggered not less than 2 ft.



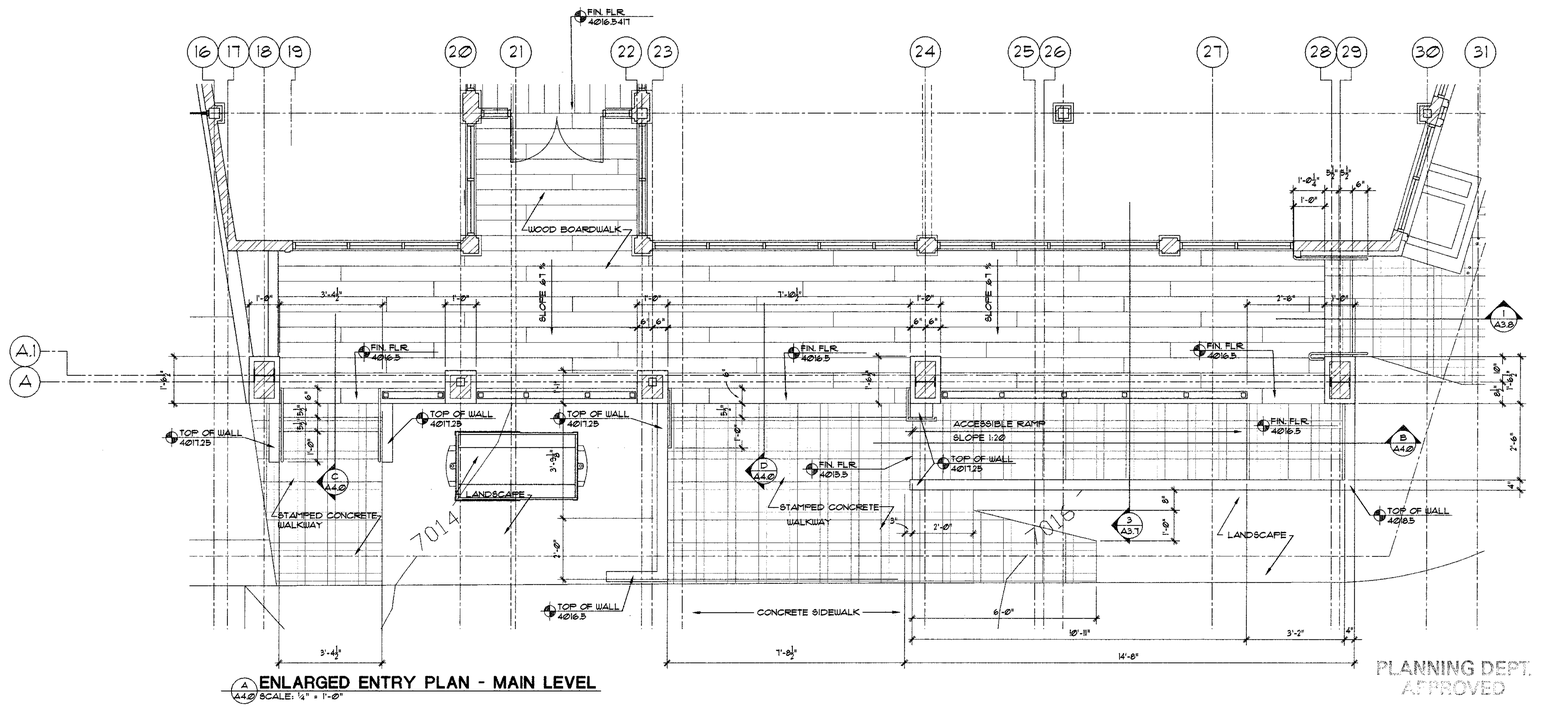
Beam—(Not shown)—W8X13 min size. As alternate to steel beam. Joist girders (Not shown)—30 in. min depth and 13 lb/ft. min weight.
1. **Roof Covering***—Consisting of hot mopped or cold application materials compatible with insulation(s) described herein which provide Class A, B or C coverings. See Roofing Materials and Systems Directory-Roof Covering Materials (TEST).
1A. In lieu of Item 1, roof covering consisting of single-ply **Roofing Membrane*** that is either ballasted, adhered or mechanically attached as permitted under the respective Classified company's classification. See Fire Resistance Directory-Roofing Membranes (CWCI).
1B. **Metal Roof Deck Panels***—(Not shown)—In addition to or in lieu of Items 1 or 1A, the roof covering may consist of a mechanically fastened metal roof deck panel assembly. See Fire Resistance Directory-Metal Roof Deck Panels* (CERH).
2. **Roof Insulation—Mineral and Fiber Board*-Asphalt**—2 in. by 48 in., min size, max size 48 by 96 in., to be applied in one or more layers. Boards to be installed in parallel rows with end joints staggered 2 ft in adjacent rows. When applied in more than one layer each layer of board to be offset to both directions from layer below a min of 12 in. in order to lap all joints. Min thickness 1 in. (No limit on max overall thickness.)
   When only one layer is used it must be bonded to gypsum wallboard or vapor barrier with asphalteum. When two or more layers are used the insulation may be fastened to steel roof deck (through gypsum board) with mechanical fasteners provided at least one layer of insulation is used over the mechanical fasteners. The individual layers may be bonded together with asphalteum or hot asphalt.
   BNCA Insulation Products Inc.—Permalite.
   Fiberglas Canada, Inc.
   Fibrex Insulations Inc.—FBX Baseboard and FBX Cavboard.
   GAF Materials Corp.—Types Mineral Fiber-wood—GAFTEMP Perlite.
   Johns Manville International Inc.—Rigid mineral fiber boards.
   Owens Corning—Rigid glass fiber board.
2A. **Roof Insulation—Foamed Plastic***—As an alternate to Item 2, nominal 4 ft by 8 ft phenolic foamed plastic insulation boards applied in one or more layers over the gypsum wallboard (Item 4) with all joints in each insulation layer staggered a min of 6 in. from the layer below. Min thickness 1 in. with no max for overall thickness. The insulation layer(s) shall be covered with min 3 in. wide strips of glass fiber reinforced paper laminated to sheets nominal 4 ft by 12.5 ft by 1/2 in. thick with all joints staggered 8 in. from insulation layer below. Insulation and gypsum wallboard layers shall be fastened to steel deck with min 0.140 diam threaded shank Phillips, bugle or trumpet head, self-drilling, self-tapping steel screws. Screws and fastener spacing per manufacturer's instructions.
   Loadmaster Systems, Inc.
2B. **Foamed Plastic***—As an alternate to Items 2 and 2A, polyisocyanurate or phenolic foamed plastic insulation boards applied in one or more layers to be applied in one or more layers. Min thickness is 1.2 in. for the 1 hr ratings and 2.0 in. for the 1-1/2 hr ratings. No limit on max overall thickness. Boards to be installed with end joints staggered a min of 6 in. in adjacent rows. When applied in more than one layer, each layer to be offset in both directions from layer below a min of 6 in. in order to lap all joints.
   Atlas Roofing Corp.—Types HP, MP-M, MP-M
   Certain-Teed Prod. Corp.—Flintkote Corp.—Types HP, MP-M, MP-M
   Celotex Corp.—Types L, O.
   Firestone Building Products Co.—"ISO 95+FC", "ISO 95+GI", "ISO 95+Base", "Rhoflex Isocyanurate FC", "Rhoflex Isocyanurate GI", "Rhoflex Isocyanurate Base"
   GAF Materials Corp.—Isotherm R
   Loadmaster Systems Inc.—Loadmaster Polyisocyanurate Insulation.
   NRG Barriers, Inc.—ENERGY 2, PSI 25.
   Reax Inc.—Multi-Max FA.
   Schuller International Inc.—Types N1, N2.
   Tremco Inc.—Insulotech.
2C. **Building Units**—As an alternate to Items 2 through 2B, polyisocyanurate foamed plastic insulation boards, nom 4ft by 4ft or 8ft by 4ft or 8ft sq., faced on underside or both sides with mineral and fiber boards. Boards to be installed with end joints staggered a min of 6 in. in adjacent rows.
   Schuller International Inc.
2D. **Roof Insulation-Foamed Plastic***—Alternate to Items 2 through 2C. Any thickness polystyrene foamed plastic insulation boards bearing the UL Classification Marking, having a density of 2.5 pcf max, installed on the roof surface with oriented strand board. Min thickness of the polyisocyanurate core is 1.2 in. for the 1 hr. ratings and 2.0 for the 1-1/2 hr. ratings. Boards to be installed with end joints staggered a min. of 6 in. in adjacent rows.
   Atlas Roofing Corp.—Atlas ResiB



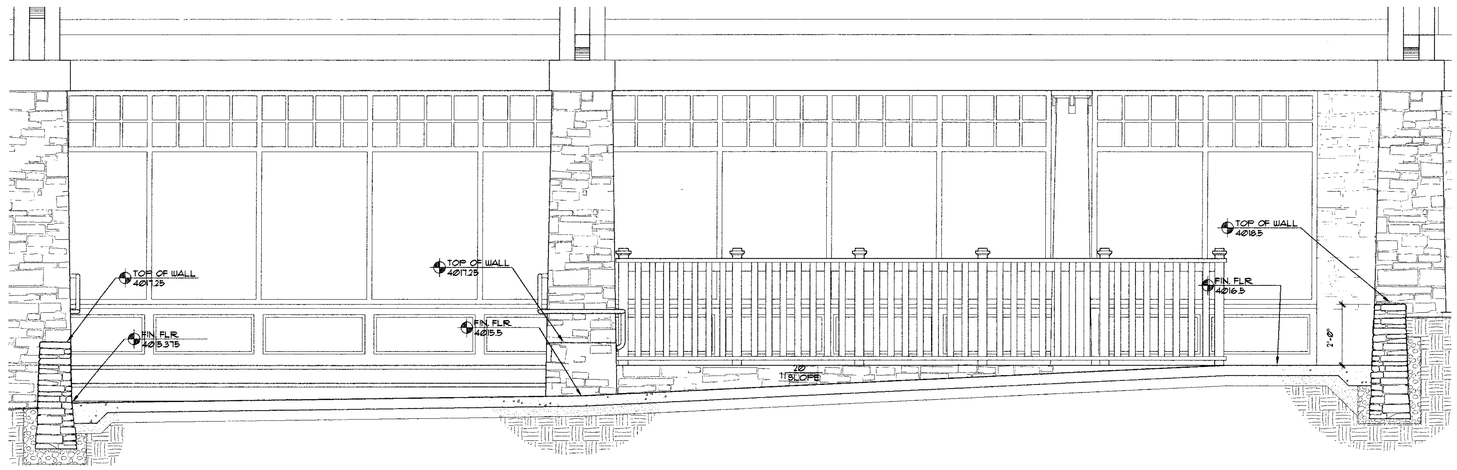
C A4.0 **CONCRETE STAIR SECTION**
SCALE: ½" = 1'-0"



D A4.0 **CONCRETE STAIR SECTION**
SCALE: ½" = 1'-0"



A A4.0 **ENLARGED ENTRY PLAN - MAIN LEVEL**
SCALE: ½" = 1'-0"



B A4.0 **CONCRETE RAMP SECTION**
SCALE: ½" = 1'-0"

PLANNING DEPT. APPROVED

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A4.0

SHEET NAME: ENLARGED PARTIAL FLOOR PLANS

PROJECT NUMBER: 95015

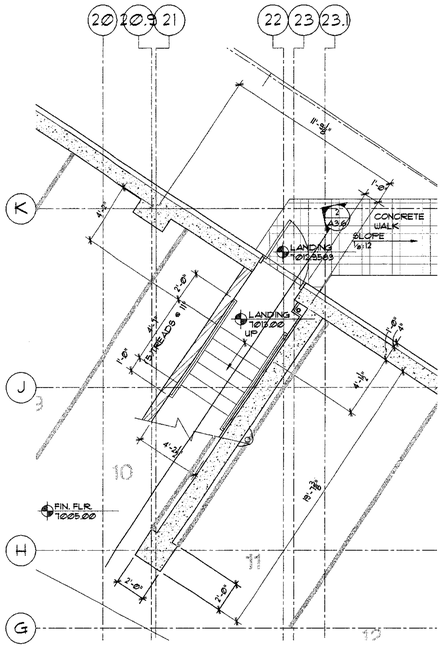
DATE: August 12, 1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

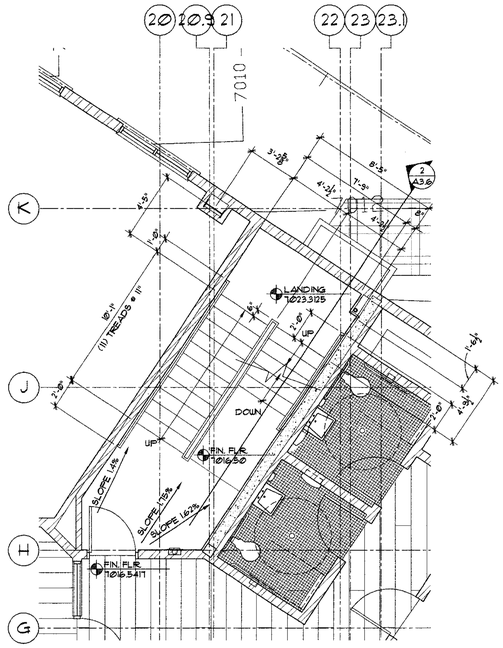
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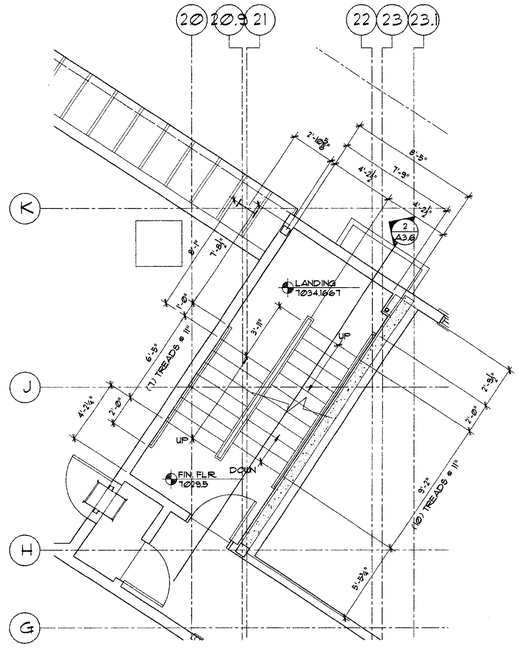
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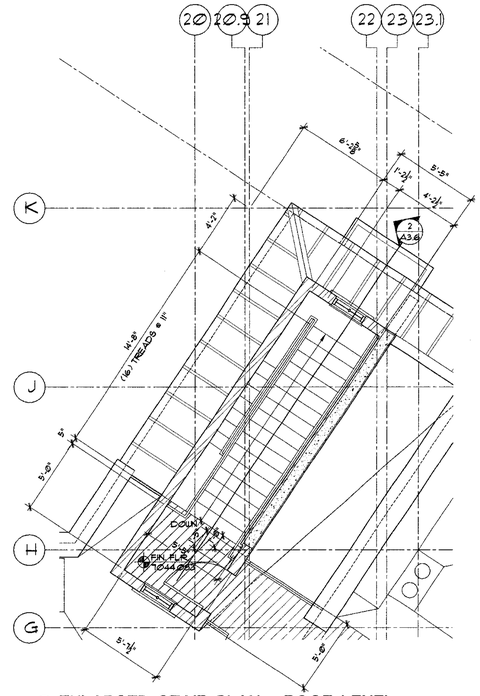
A A4.1 ENLARGED STAIR PLAN - BASEMENT LEVEL
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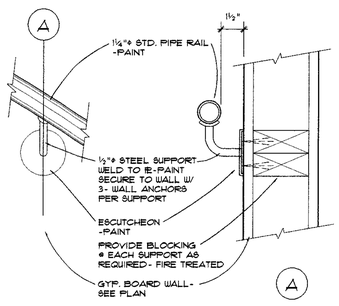
B A4.1 ENLARGED STAIR PLAN - MAIN LEVEL
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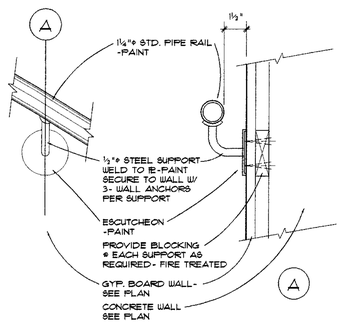
C A4.1 ENLARGED STAIR PLAN - SECOND LEVEL
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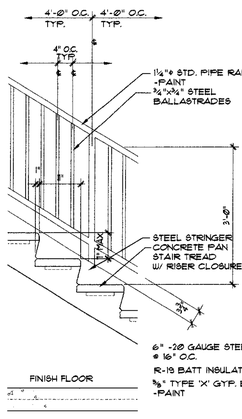
D A4.1 ENLARGED STAIR PLAN - ROOF LEVEL
SCALE: ¼" = 1'-0"



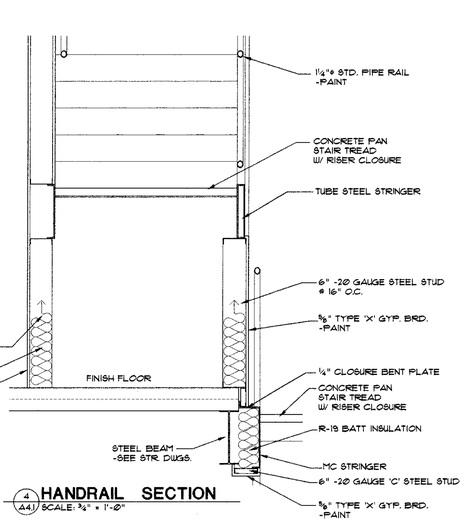
1 A4.1 HANDRAIL IN STUD WALL DETAIL
SCALE: 1½" = 1'-0"



2 A4.1 HANDRAIL @ CONC. WALL DETAIL
SCALE: 1½" = 1'-0"



3 A4.1 HANDRAIL DETAIL
SCALE: ¾" = 1'-0"



4 A4.1 HANDRAIL SECTION
SCALE: ¾" = 1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A4.1

SHEET NAME: ENLARGED PARTIAL FLOOR PLANS

PROJECT NUMBER: 95015

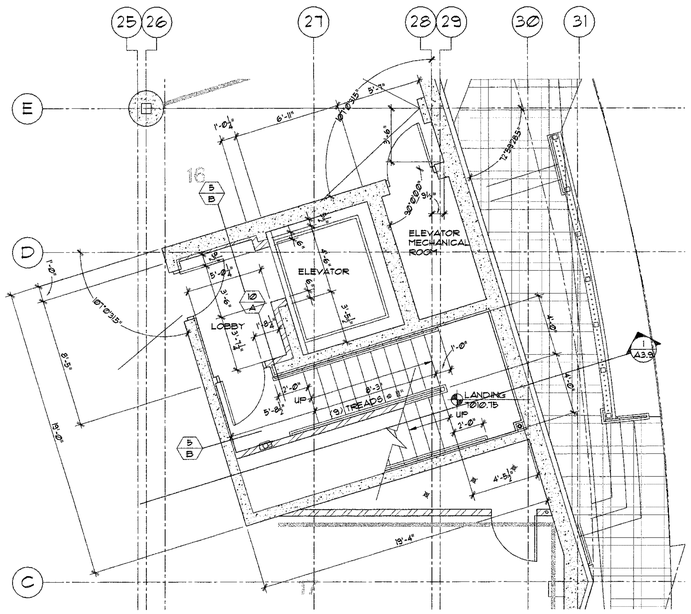
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STATE OF UTAH FRED M. BABCOCK 112115 LICENSED ARCHITECT

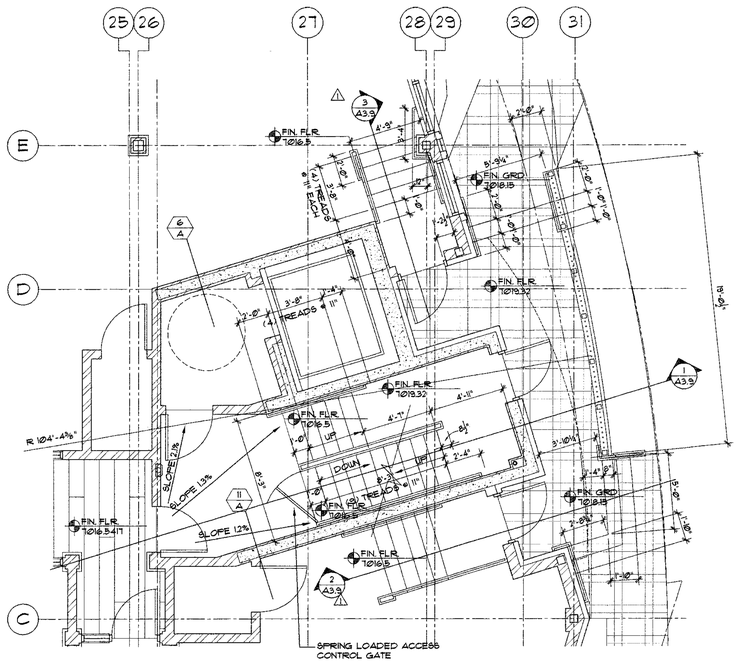
APPROVED DEC 18 1998 PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-[illegible]

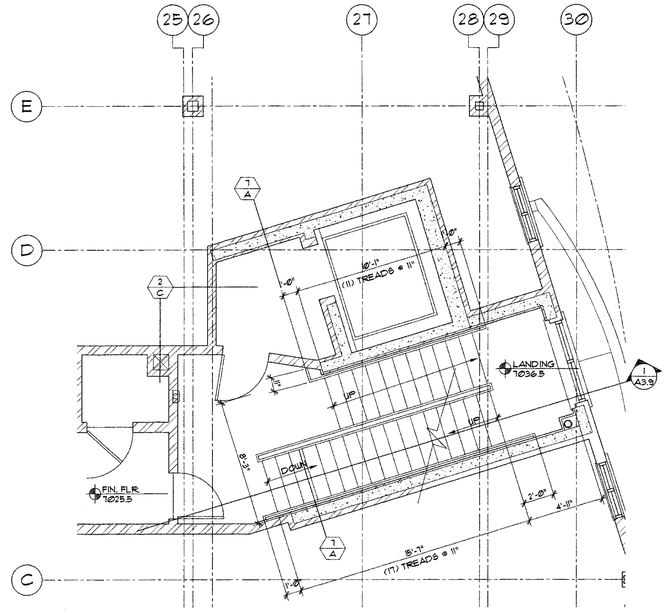
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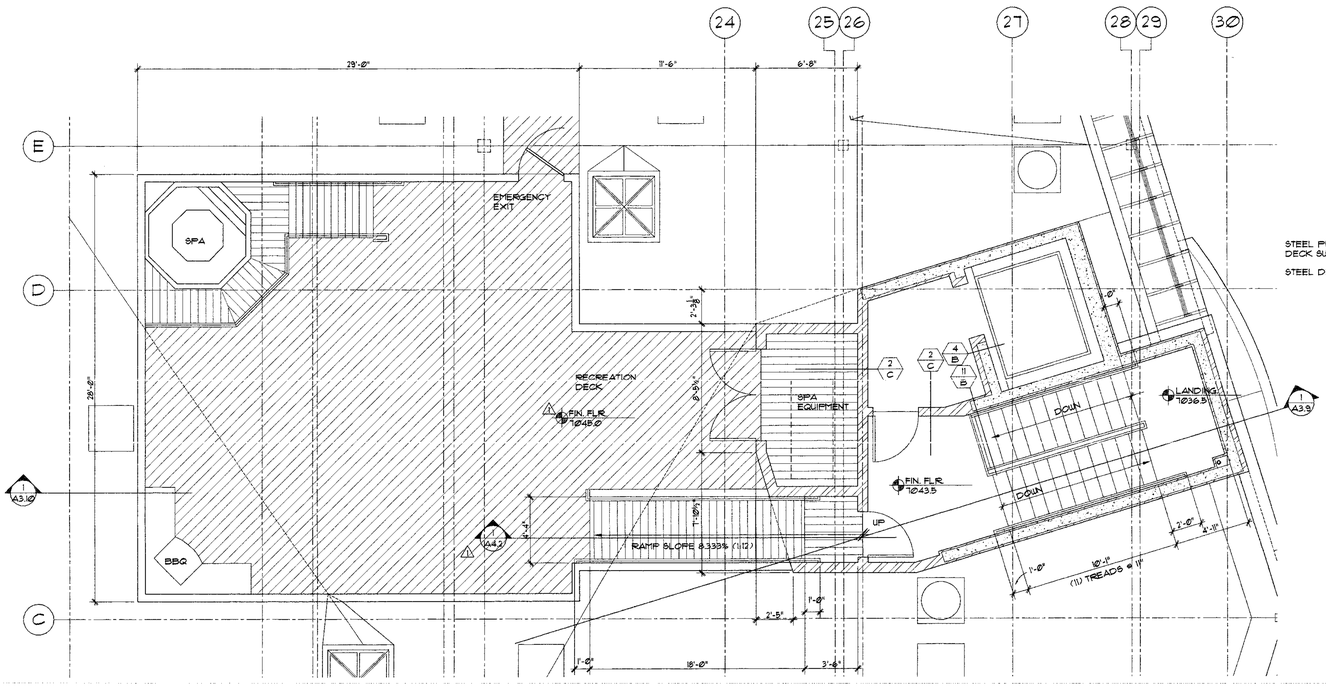
D ENLARGED STAIR PLAN - BASEMENT LEVEL
A4.2 SCALE: 1/4" = 1'-0"



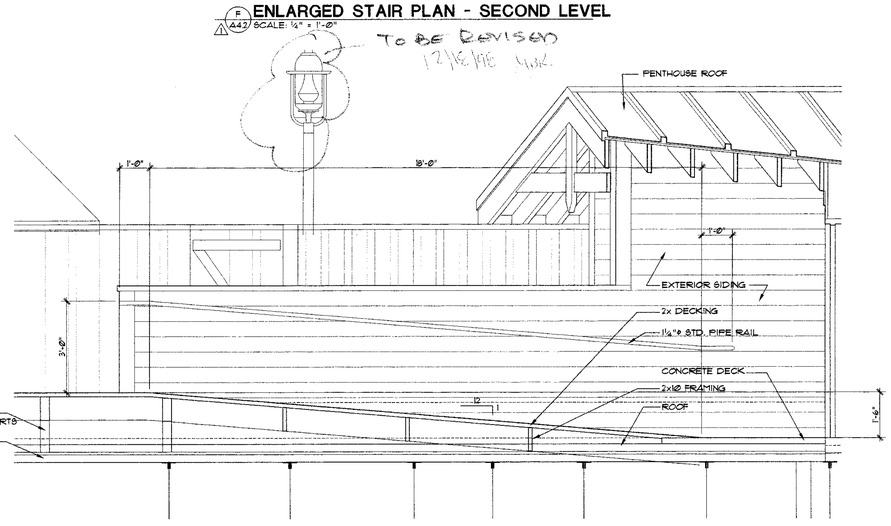
E ENLARGED STAIR PLAN - MAIN LEVEL
A4.2 SCALE: 1/4" = 1'-0"



F ENLARGED STAIR PLAN - SECOND LEVEL
A4.2 SCALE: 1/4" = 1'-0"



G ENLARGED STAIR PLAN - ROOF LEVEL
A4.2 SCALE: 1/4" = 1'-0"



1 RAMP SECTION
A4.2 SCALE: 1/2" = 1'-0"

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

REVISED 9-12-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A4.2

SHEET NAME: ENLARGED STAIR PLANS

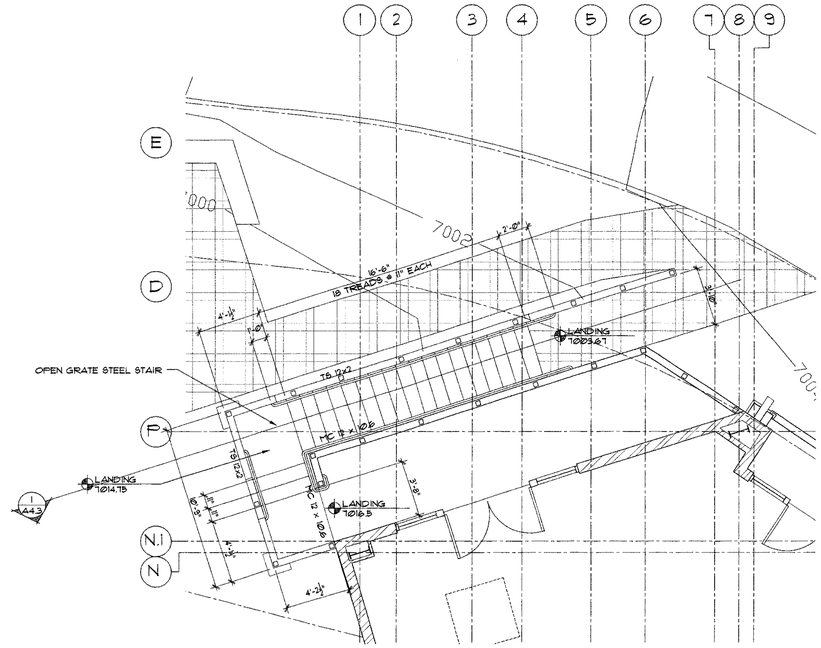
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DATE: August 12,1998

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DEC 18 1998
PARK CITY
BUILDING INSPECTION

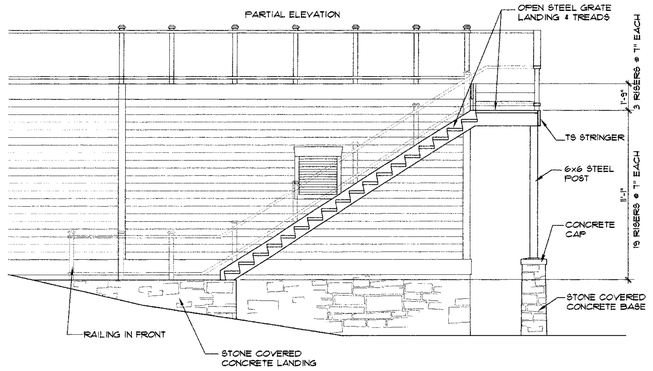
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-A3 3D

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ENLARGED STAIR PLAN - MAIN LEVEL

2 A4.3 SCALE: ¼" = 1'-0"



STAIR SECTION

1 A4.3 SCALE: ¼" = 1'-0"

BABCOCK DESIGN GROUP INC.

ARCHITECTURE
PLANNING
INTERIORS

⚠2 PARK CITY REVISION :11-12-98

⚠1 REVISED 9-12-98

POISON CREEK MERCANTILE

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A4.3

SHEET NAME: ENLARGED STAIR PLANS

PROJECT NUMBER: 98015

DATE: November 12,1998

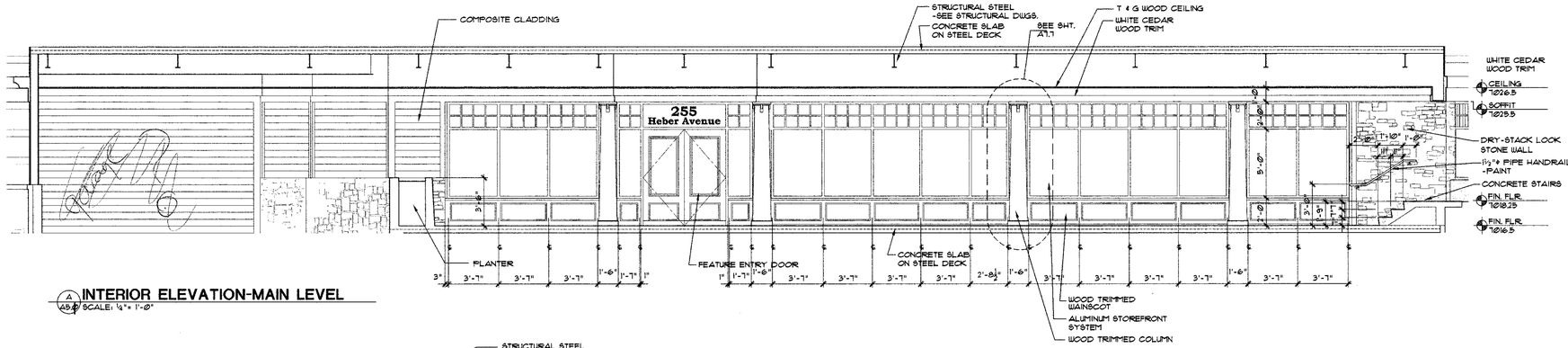
STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

Not approved 12/16/98 WK

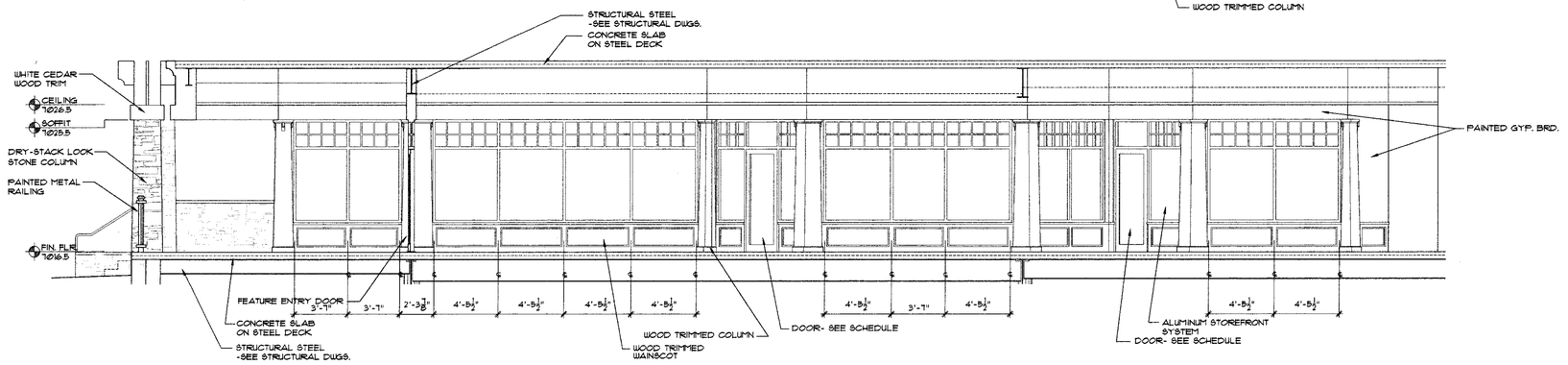
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52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3132

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A A5.0 **INTERIOR ELEVATION-MAIN LEVEL**
SCALE: ¼"= 1'-0"



B A5.0 **INTERIOR ELEVATION-MAIN LEVEL**
SCALE: ¼"= 1'-0"

CABO/ANSI A117.1-1992

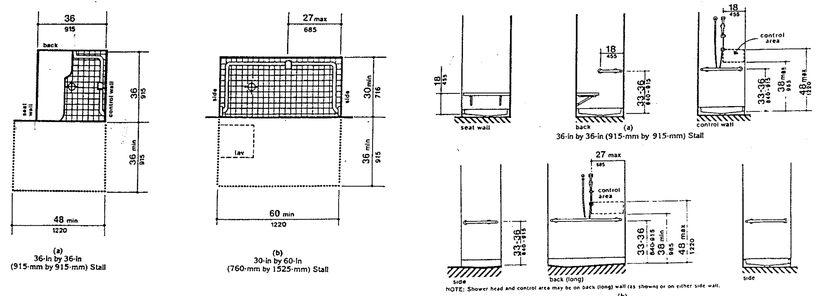


Fig. 35
Shower Size and Clearances

Fig. 37
Grab Bars at Shower Stalls

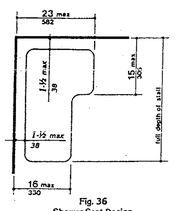
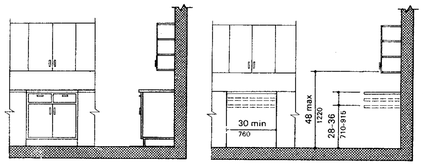


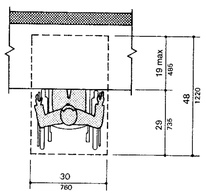
Fig. 36
Shower Seat Design

C A5.0 A.D.A. ACCESSIBLE SHOWER
SCALE: NONE



(a) Before Removeral of Cabinets and Base

(b) Cabinets and Base Removed and Height Alternatives

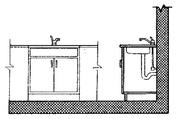


(c) Clear Floor Space under Work Surface

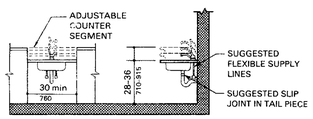
Fig. B4.33.4.4
Counter Work Surface

D A5.0 A.D.A. ACCESSIBLE KITCHEN
SCALE: NONE

A.D.A.
REQ. GENERAL HEIGHT REQUIREMENTS FOR ACCESSORIES & FIXTURES SEE SHEET A 12.1

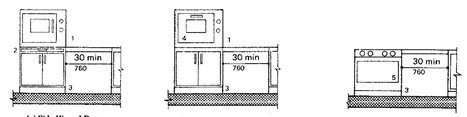


(a) Before Removeral of Cabinets and Base



(b) Cabinets and Base Removed and Height Alternatives

Fig. B4.33.4.5
Kitchen Sink



SYMBOL KEY
1. Countertop or wall-mounted oven
2. Pull-out board preferred with side-opening door
3. Clear open space
4. Bottom-hinged door
5. Range oven

Fig. B4.33.4.7
Ovens without Self-Cleaning Feature

CABO/ANSI A117.1-1992

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ARCHITECTURE
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INTERIORS

PLANNING DEPT.
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12/18/98 mw

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

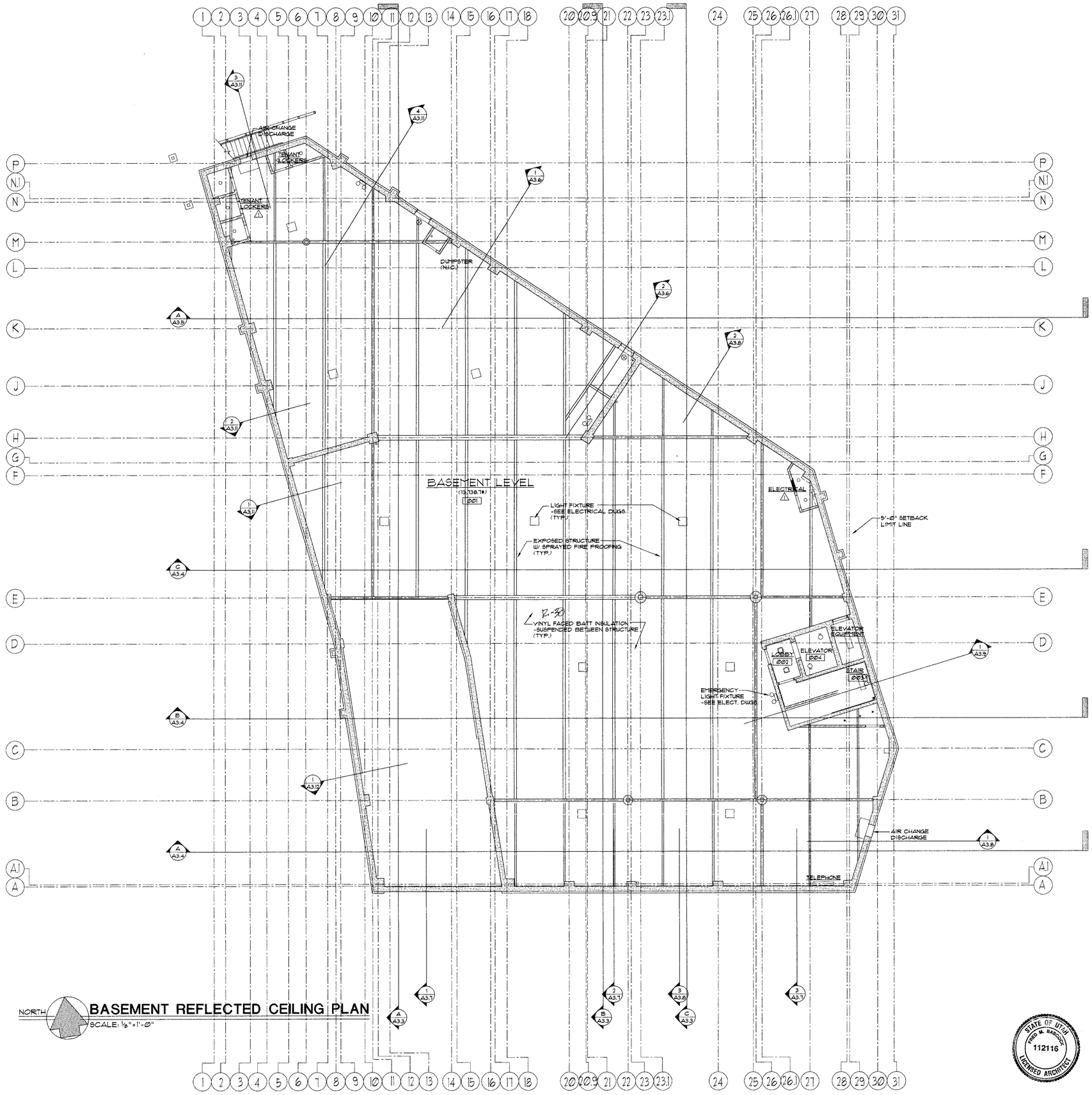
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SHEET NAME: INTERIOR ELEVATIONS MAIN LEVEL
PROJECT NUMBER: 95015
DATE: August 12,1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

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DEC 17 1998
PARK CITY
BUILDING INSPECTION

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L:\95015\ACAD\WORKDWGS\51545I.DWG Tue Sep 08 16:30:47 1998



NORTH

BASEMENT REFLECTED CEILING PLAN

SCALE: 1/8"=1'-0"

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POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A6.0

SHEET NAME: BASEMENT REFLECTED CEILING PLAN

PROJECT NUMBER: 95015

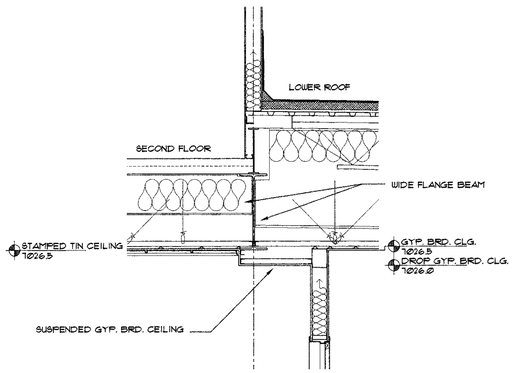
DATE: August 12 1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

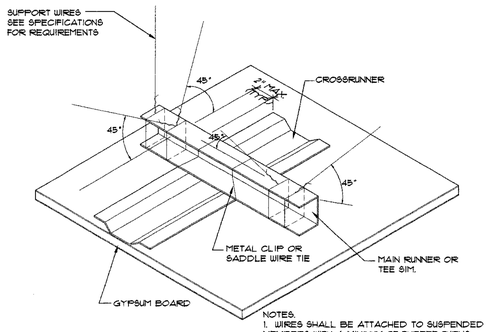
DEC 18 1998
PARK CITY
BUILDING INSPECTION

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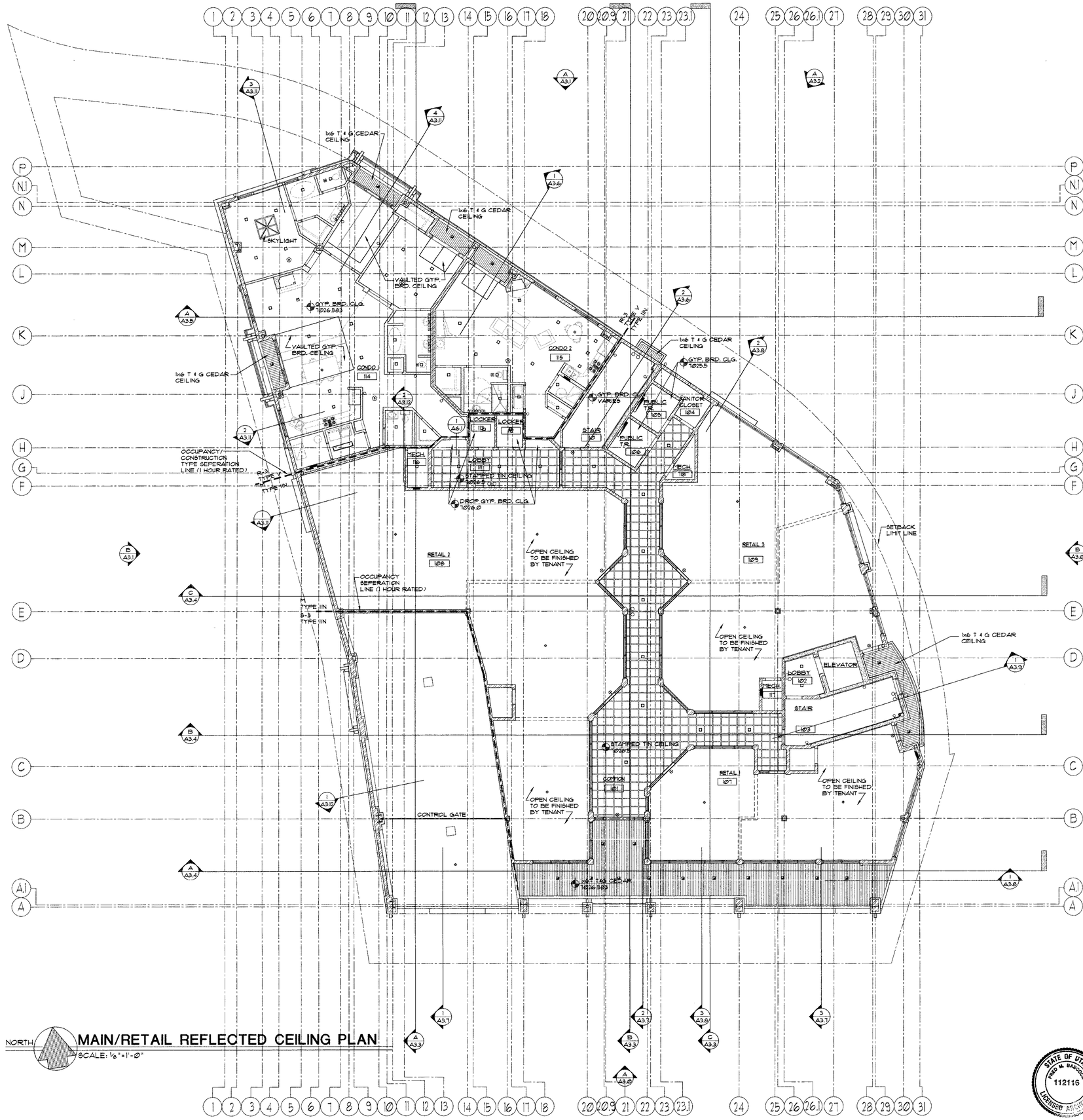
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1 A6.1 **DROP SOFFIT DETAIL**
SCALE: ½" = 1'-0"



2 A6.1 **SUSPENDED GYP. BRD. DETAIL**
SCALE: NONE



NORTH

MAIN/RETAIL REFLECTED CEILING PLAN
SCALE: ⅛" = 1'-0"

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POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

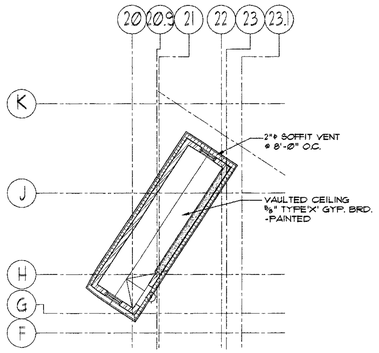
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SHEET NAME: MAIN /RETAIL REFLECTED CEILING PLAN
PROJECT NUMBER: 9B015
DATE: August 12, 1998

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do not stamp

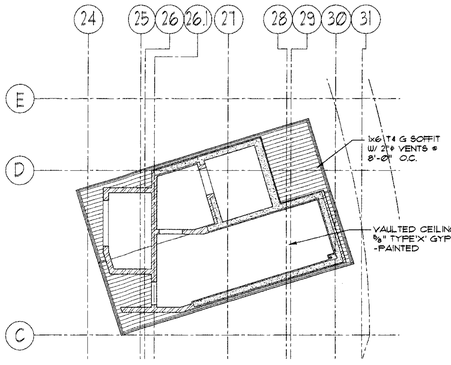
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NORTH

ROOF REFLECTED CEILING PLAN

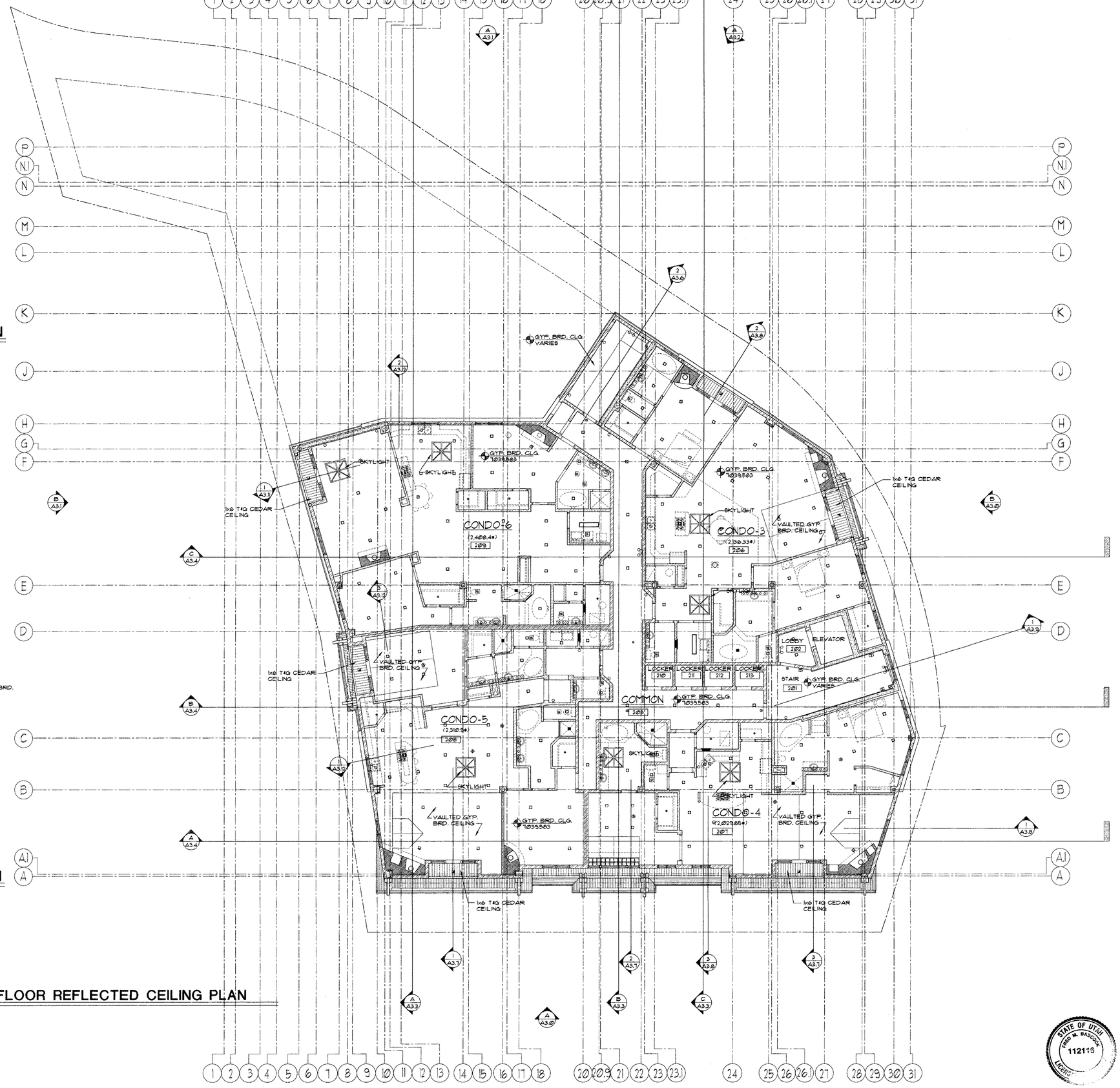
SCALE: 1/8"=1'-0"



NORTH

ROOF REFLECTED CEILING PLAN

SCALE: 1/8"=1'-0"



NORTH

SECOND FLOOR REFLECTED CEILING PLAN

SCALE: 1/8"=1'-0"

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POISON CREEK MERCANTILE

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PARK CITY, UTAH 84060

SHEET NUMBER: A6.2

SHEET NAME: SECOND/ROOF REFLECTED CEILING PLAN

PROJECT NUMBER: 95015

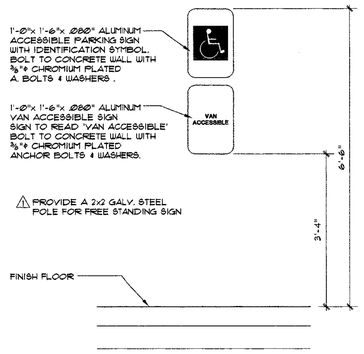
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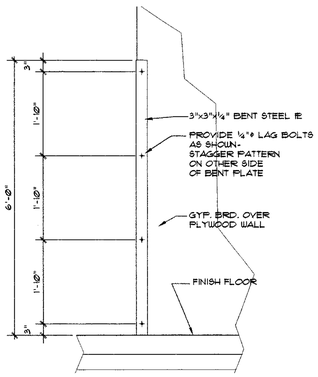
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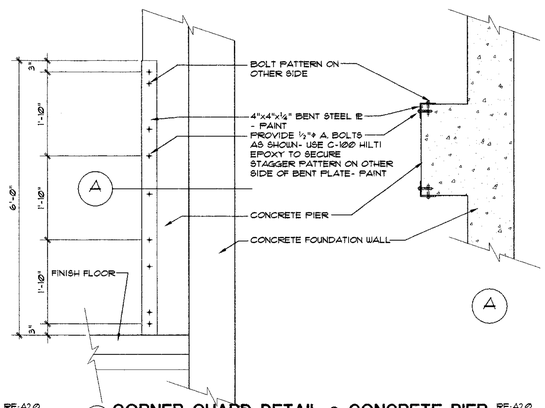
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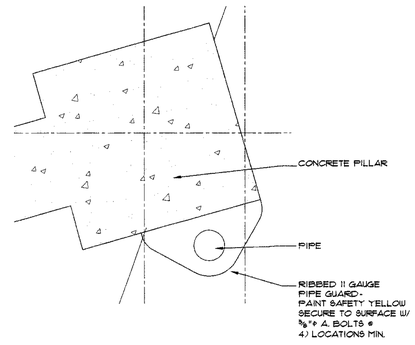
1 A1.0 **ACCESSIBLE SIGN DETAIL** RE:A2.0
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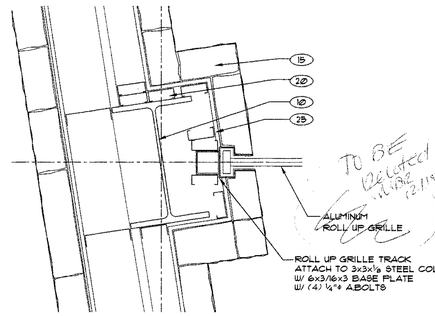
2 A1.0 **CORNER GUARD DETAIL @ FRAMED WALLS** RE:A2.0
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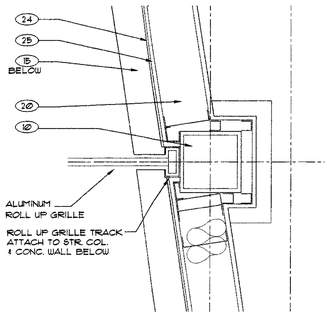
3 A1.0 **CORNER GUARD DETAIL @ CONCRETE PIER** RE:A2.0
SCALE: 1½" = 1'-0"



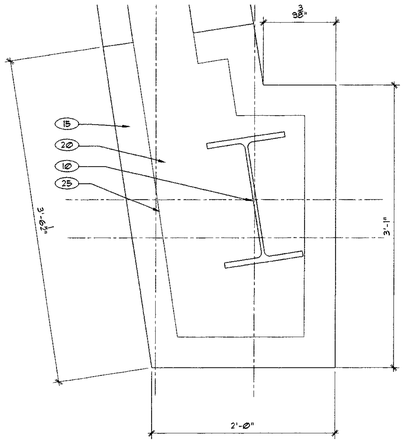
4 A1.0 **PIPE/UTILITY GUARD DETAIL** RE:A2.0
SCALE: 1½" = 1'-0"



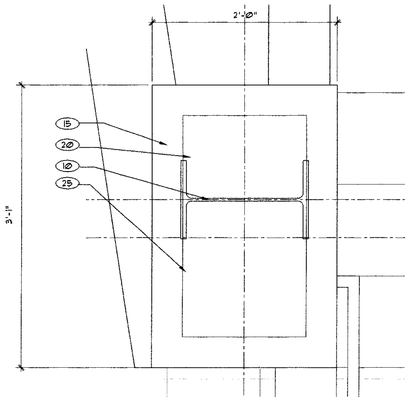
6 A1.0 **GATE JAMB DETAIL** RE:A2.1
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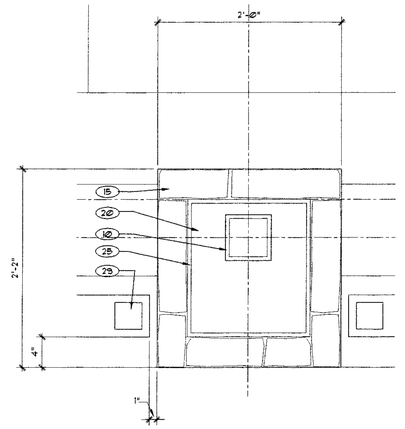
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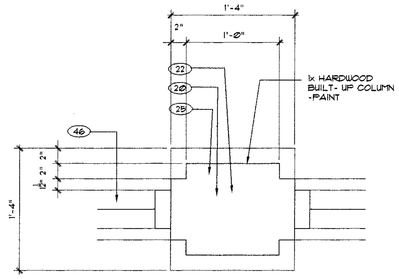
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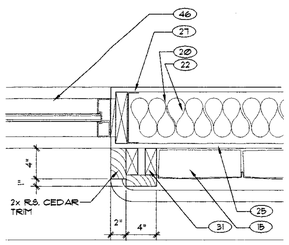
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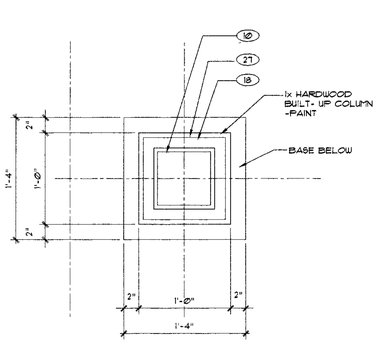
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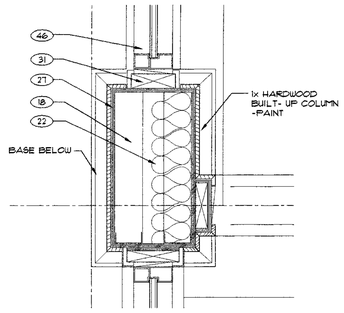
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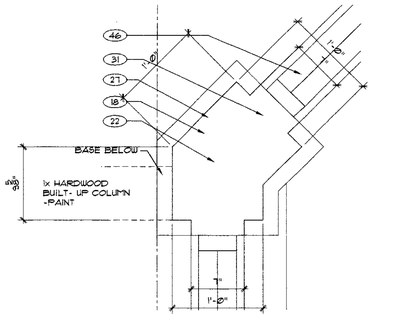
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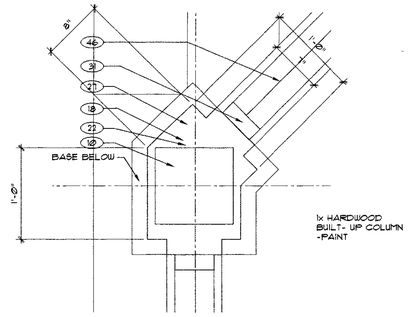
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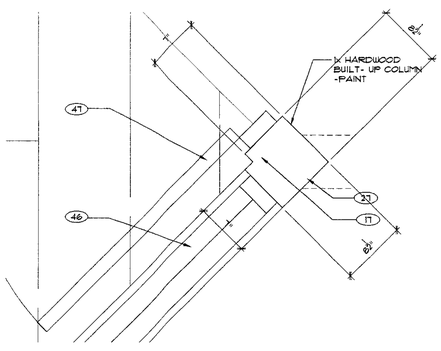
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14 A1.0 **JAMB DETAIL** RE:A2.1
SCALE: 1½" = 1'-0"



15 A1.0 **COLUMN DETAIL** RE:A2.1
SCALE: 1½" = 1'-0"



16 A1.0 **COLUMN DETAIL** RE:A2.1
SCALE: 1½" = 1'-0"

BABCOCK DESIGN GROUP INC.
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1. 6"ø FOUNDATION DRAIN LINE
2. CONCRETE FOOTING & FOUND.
3. 6" GRAVEL BASE
4. 12" GRAVEL BASE
5. GEOTECH FABRIC
6. WATER PROOF MEMBRANE
7. VINYL WATER STOP
8. ½" EXPANSION MATERIAL
9. STRUCTURAL REINFORCING -SEE STRUCTURAL DWGS.
10. STRUCTURAL STEEL FRAMING -SEE STRUCTURAL DWGS.
11. 5" CONCRETE SLAB ON 6" GRAVEL BASE
12. 2" FOUNDATION INSULATION
13. ENGINEERED FILL
14. 4 x 4 GALV. STEEL ANGLE W/ ½"ø A. BOLTS @ 24" O.C.
15. DRY-STACK LOOK GREY STONE -LEDGER BAKER QUARTZITE
16. 3" CONCRETE SLAB OVER 3" STEEL DECK
17. 6"x 20 GAUGE STEEL STUD @ 16"O.C.
18. 3⅝"x 20 GAUGE STEEL STUD @ 16"Ø.C.
19. ⅞"x 25 GAUGE FURRING STRIPS @ 16 O.C.- HOR.
20. 6"x16 GAUGE STEEL STUD @ 16"O.C.
21. R-13 BATT INSULATION
22. R-19 BATT INSULATION
23. R-30 BATT INSULATION
24. COMPOSITE PLANK SIDING-PAINT
25. ½"CDX PLYWOOD
26. VAPOR BARRIER
27. ⅝" TYPE 'X' GYP. BRD.- PAINT ALL EXPOSED EDGES
28. SLIP- RESISTANT WATERPROOF ON CONC. SLAB- SLOPE 1/4" /FT.
29. METAL RAILING PAINT
30. PRE CAST COPING
31. 2x BLOCKING AS REQUIRED
32. 1x4 ROUGH SAWN CEDAR TRIM
33. 1x6 ROUGH SAWN CEDAR TRIM
34. 1x12 ROUGH SAWN CEDAR TRIM
35. 2x6 ROUGH SAWN CEDAR TRIM
36. 2x10 ROUGH SAWN CEDAR TRIM
37. 2x12 R. SAWN CEDAR TRIM/FASCIA
38. 2x10 R. SAWN SHAPED CEDAR TRIM
39. 2x12 R. SAWN SHAPED CEDAR TRIM
40. 6x10 ROUGH SAWN CEDAR TIMBER
41. GALV. METAL GUSSET PLATE W/ ¾"ø GALV. BOLTS -SEE SHEET A1.6 FOR SHAPES
42. 1" x 6" T & G CEDAR CEILING ON SUSPENDED CEILING SYSTEM
43. SUSPENDED GYP. BRD. CEILING -PAINT
44. 3"ø BRUSHED ALUMINUM LOUVERED SOFFIT VENT W/ INSECT SCREEN
45. ALUMINUM CLAD RESIDENTIAL WINDOW- SEE SCHEDULE
46. ALUMINUM STORE FRONT WINDOW SYSTEM- SEE SCHEDULE
47. DOOR- SEE SCHEDULE
48. HOLLOW METAL DOOR FRAME - SEE SCHEDULE
49. LIGHT FIXTURE- SEE ELECT. PLANS
50. 4"x8" LOUVERED WALL VENT W/ INSECT SCREEN
51. STEEL ROOF DECK- SEE STR. DWGS.
52. 1" FIRE BOARD
53. 3" RIGID ROOFING INSULATION
54. BALLASTED SINGLE PLY EPDM ROOFING
55. GRAVEL ROOF BALLAST
56. CANT STRIP
57. WOOD FRAMING SEE STRUC. PLANS
58. ROOF DRAIN
59. PAINTED GALV. METAL FLASHING & COUNTER FLASHING
60. PAINTED EXTRUDED COMPOSITE COPING
61. STANDING SEAM METAL ROOF

⚠ PC/ ARCH. REVISION 11-3-98

PLANNING DEPT.
APPROVED
DATE 11/30 12/15/98
AS NOTED

STATE OF UTAH
FRED M. BABCOCK
112116
LICENSED ARCHITECT

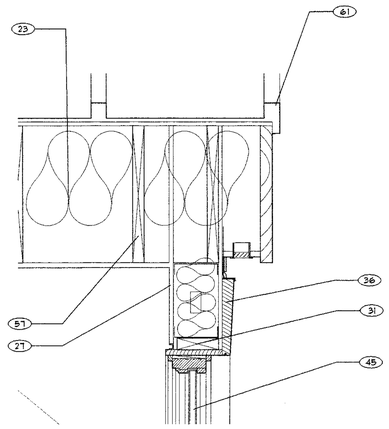
POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A7.0
SHEET NAME: DETAILS
PROJECT NUMBER: 95015
DATE: August 12,1998

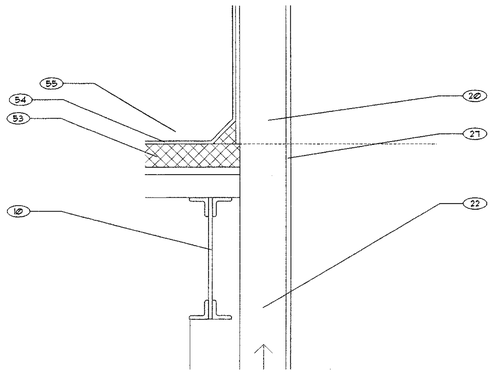
APPROVED 2
DEC 15 1998
PARK CITY
BUILDING INSPECTION

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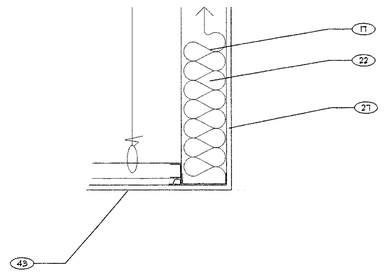
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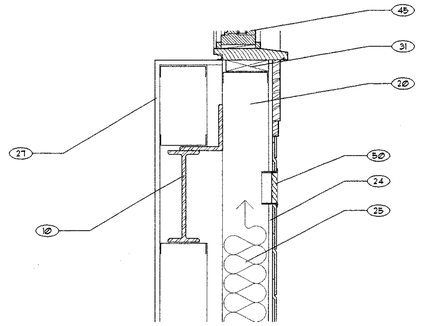
1 A7.1 SCALE: 1½" = 1'-0" **SOFFIT TRIM @ DORMERS** RE:A3.6



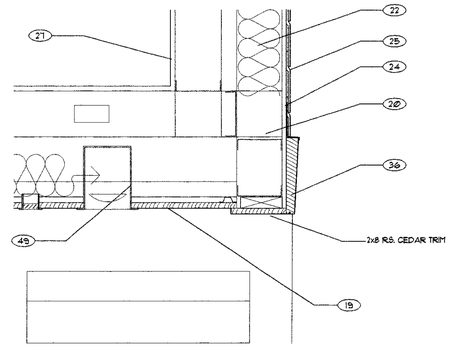
2 A7.1 SCALE: 1½" = 1'-0" **ROOF/WALL CONNECTION @ DECK** RE:A3.6



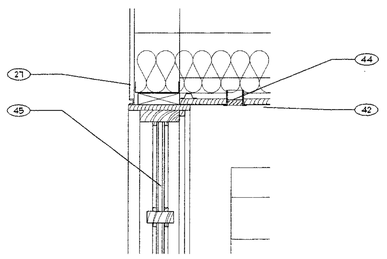
3 A7.1 SCALE: 1½" = 1'-0" RE:A3.6



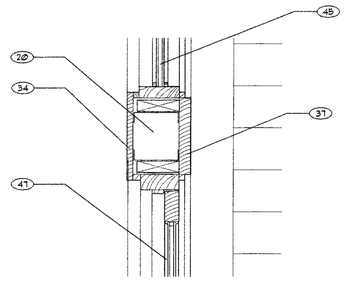
4 A7.1 SCALE: 1½" = 1'-0" **UPPER WINDOW/SILL @ PROJECTED FRAMING** RE:A3.6



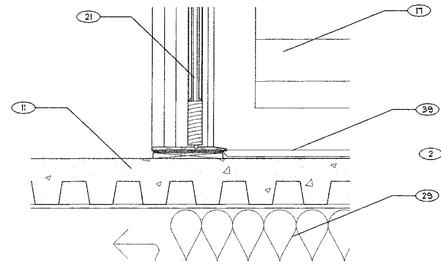
5 A7.1 SCALE: 1½" = 1'-0" **CORNER TRIM @ OUT SIDE OF BACCONY CEILING** RE:A3.6



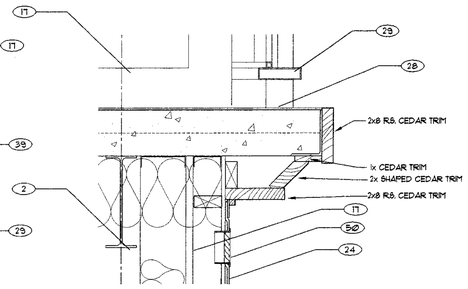
6 A7.1 SCALE: 1½" = 1'-0" **HEAD-FRANIMG CONNECTION** RE:A3.6



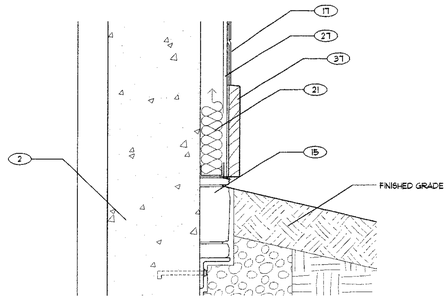
7 A7.1 SCALE: 1½" = 1'-0" **INTERMEDIATE HEAD DETAIL** RE:A3.6



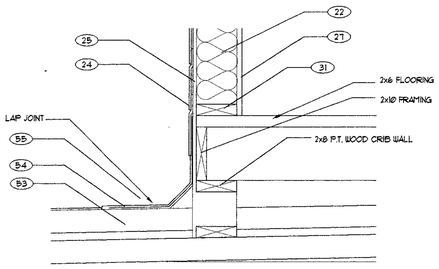
8 A7.1 SCALE: 1½" = 1'-0" **EXTERIOR DOOR THRESHOLD @ CONC. DECK** RE:A3.6



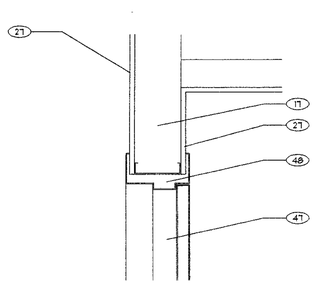
⚠1 9 A7.1 SCALE: 1½" = 1'-0" **BALCONY PROJECTION** RE:A3.6



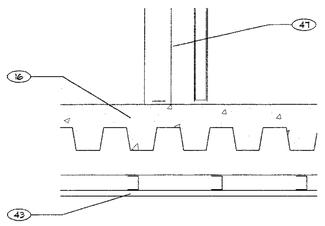
10 A7.1 SCALE: 1½" = 1'-0" **BASE TRIM @ STONE VENEER** RE:A3.6



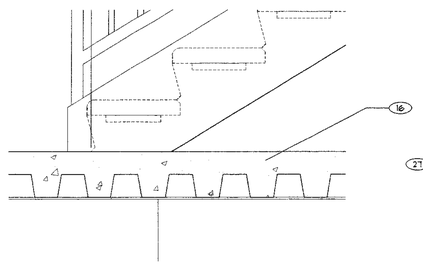
11 A7.1 SCALE: 1½" = 1'-0" **ROOF/ WALL CONNECTION** RE:A3.6



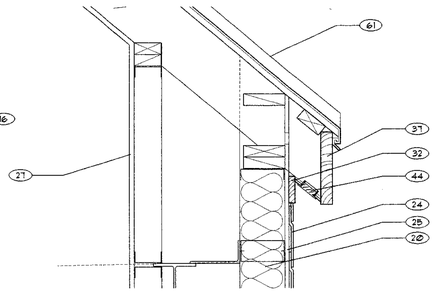
12 A7.1 SCALE: 1½" = 1'-0" **DETAIL @ DOOR HEAD TO STAIR TOWER** RE:A3.6



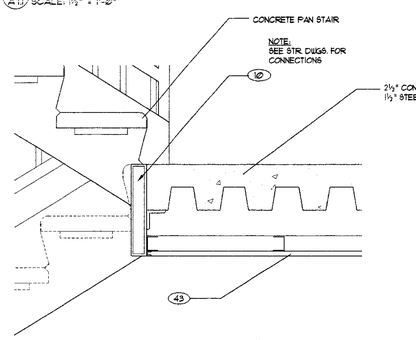
13 A7.1 SCALE: 1½" = 1'-0" **THRESHOLD @ DOOR/ STAIRS** RE:A3.6



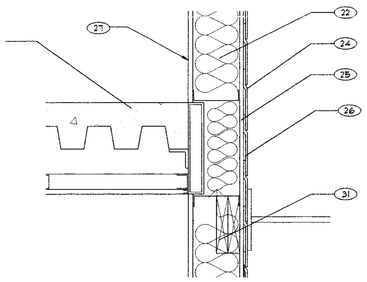
14 A7.1 SCALE: 1½" = 1'-0" **BOTTOM OF STAIR TO DECK CONNECTION** RE:A3.6



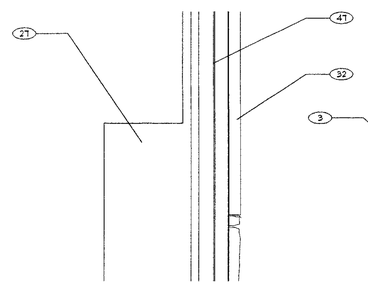
15 A7.1 SCALE: 1½" = 1'-0" **BEARING DETAIL @ UPPER ROOF FASCIA** RE:A3.6



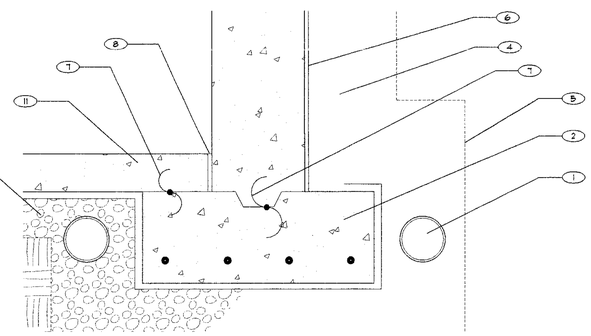
16 A7.1 SCALE: 1½" = 1'-0" **LANDING DETAIL @ STAIR CONNECTION** RE:A3.6



17 A7.1 SCALE: 1½" = 1'-0" **CONNECTION @ EXTER. WALL** RE:A3.6



18 A7.1 SCALE: 1½" = 1'-0" **WALL TRANSITION DETAIL** RE:A3.6



19 A7.1 SCALE: 1½" = 1'-0" **FOOTING, FDN, SLAB, CONNECTION** RE:A3.6

BABCOCK DESIGN GROUP INC.

ARCHITECTURE
PLANNING
INTERIORS

1. 6"ø FOUNDATION DRAIN LINE
2. CONCRETE FOOTING & FOUND.
3. 6" GRAVEL BASE
4. 12" GRAVEL BASE
5. GEOTECH FABRIC
6. WATER PROOF MEMBRANE
7. VINYL WATER STOP
8. ½" EXPANSION MATERIAL
9. STRUCTURAL REINFORCING -SEE STRUCTURAL DWGS.
10. STRUCTURAL STEEL FRAMING -SEE STRUCTURAL DWGS.
11. 5" CONCRETE SLAB ON 6" GRAVEL BASE
12. 2" FOUNDATION INSULATION
13. ENGINEERED FILL
14. 4 x 4 GALV. STEEL ANGLE W/ ½"ø A. BOLTS @ 24" O.C.
15. DRY-STACK LOOK GREY STONE -LEDGER BAKER QUARTZITE
16. 3" CONCRETE SLAB OVER 3" STEEL DECK
17. 6"x 20 GAUGE STEEL STUD @ 16"O.C.
18. 3⅝"x 20 GAUGE STEEL STUD @ 16"O.C.
19. ⅞"x 25 GAUGE FURRING STRIPS @ 16 O.C.- HOR.
20. 6"x16 GAUGE STEEL STUD @ 16"O.C.
21. R-13 BATT INSULATION
22. R-19 BATT INSULATION
23. R-30 BATT INSULATION
24. COMPOSITE PLANK SIDING-PAINT
25. ½"CDX PLYWOOD
26. VAPOR BARRIER ON INTERIOR MOISTER BARRIER ON EXTERIOR
27. ⅝" TYPE 'X' GYP. BRD.- PAINT ALL EXPOSED EDGES
28. SLIP- RESISTANT WATERPROOF ON CONC. SLAB- SLOPE 1/4" /FT.
29. METAL RAILING PAINT
30. PRE CAST COPING
31. BLOCKING AS REQUIRED
32. 1x4 ROUGH SAUN CEDAR TRIM
33. 1x6 ROUGH SAUN CEDAR TRIM
34. 1x12 ROUGH SAUN CEDAR TRIM
35. 2x6 ROUGH SAUN CEDAR TRIM
36. 2x10 ROUGH SAUN CEDAR TRIM
37. 2x12 R. SAUN CEDAR TRIM/FASCIA
38. 2x10 R. SAUN SHAPED CEDAR TRIM
39. 2x12 R. SAUN SHAPED CEDAR TRIM
40. 6x10 ROUGH SAUN CEDAR TIMBER
41. GALV. METAL GUSSET PLATE W/ ¾"ø GALV. BOLTS -SEE SHEET A7.6 FOR SHAPES
42. 1" x 6" T & G CEDAR CEILING ON SUSPENDED CEILING SYSTEM
43. SUSPENDED GYP. BRD. CEILING -PAINT
44. 2"ø BRUSHED ALUMINUM LOUVERED SOFFIT VENT W/ INSECT SCREEN
45. ALUMINUM CLAD RESIDENTIAL WINDOW- SEE SCHEDULE
46. ALUMINUM STORE FRONT WINDOW SYSTEM- SEE SCHEDULE
47. DOOR- SEE SCHEDULE
48. HOLLOW METAL DOOR FRAME - SEE SCHEDULE
49. LIGHT FIXTURE- SEE ELECT. PLANS
50. 4"x8" LOUVERED WALL VENT W/ INSECT SCREEN
51. STEEL ROOF DECK- SEE STR. DWGS.
52. 1" FIRE BOARD
53. 3" RIGID ROOFING INSULATION
54. BALLASTED SINGLE PLY EPDM ROOFING
55. GRAVEL ROOF BALLAST
56. CANT STRIP
57. WOOD FRAMING SEE STRUC. PLANS
58. ROOF DRAIN
59. PAINTED GALV. METAL FLASHING & COUNTER FLASHING
60. PAINTED EXTRUDED COMPOSITE COPING
61. STANDING SEAM METAL ROOF

⚠1 PC/ ARCH. REVISION 11-3-98

PLANNING DEPT. APPROVED
DATE 12/10/98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A7.1

SHEET NAME: DETAILS

STATE OF UTAH — FRED M. BABCOCK — 112116 — LICENSED ARCHITECT

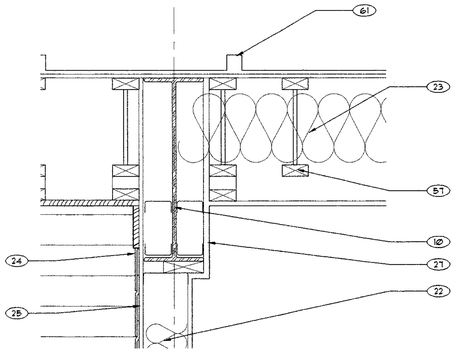
PROJECT NUMBER: 98015

DATE: August 12,1998

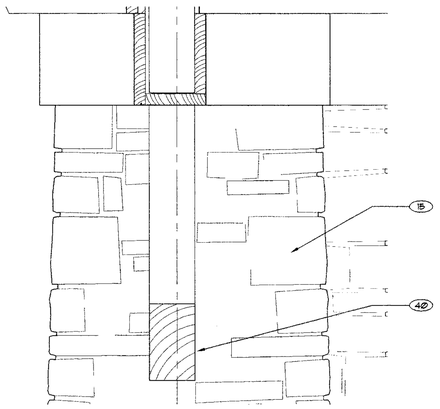
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DEC 2 8 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-

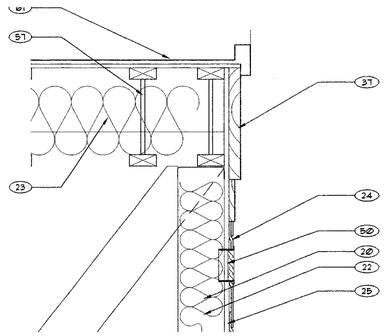
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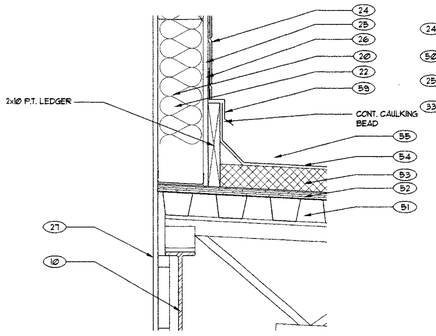
1 A12 RIDGE CONNECTION @ BEAM
SCALE: 1½" = 1'-0" RE:A3.1



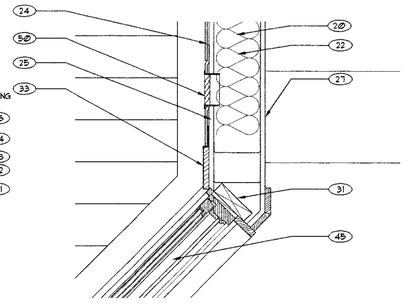
2 A12 HEAD TRIM & ACCENT BM BOARDWALK
SCALE: 1½" = 1'-0" RE:A3.1



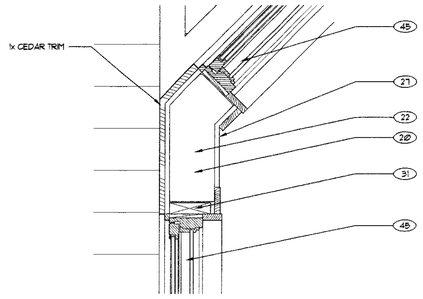
3 A12 FACIA/ CONNECTION @ INNER GABLE RIDGE
SCALE: 1½" = 1'-0" RE:A3.1



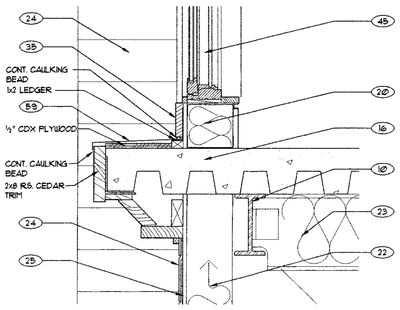
4 A12 GALV. WALL FLASHING
SCALE: 1½" = 1'-0" RE:A3.1



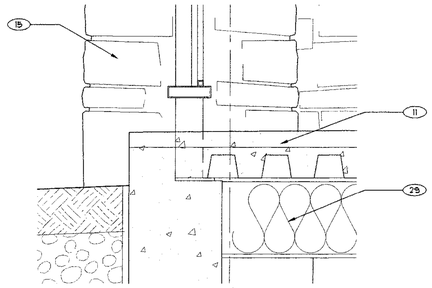
5 A12 SLOPED WINDOW
SCALE: 1½" = 1'-0" RE:A3.1



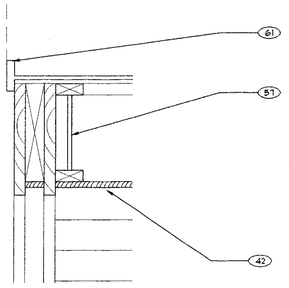
6 A12 DETAIL @ SLOPED WINDOW
SCALE: 1½" = 1'-0" RE:A3.1



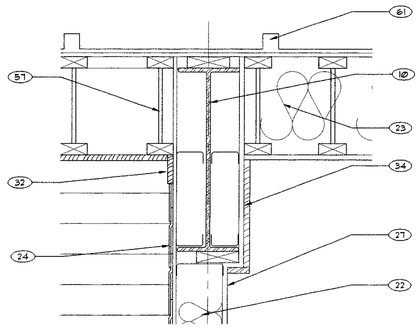
7 A12 SILL@ CONC. DECK
SCALE: 1½" = 1'-0" RE:A3.1



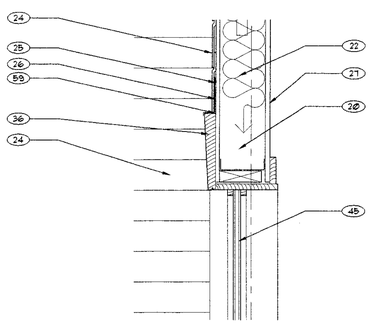
8 A12 RAILING CONNECTION @ ENTR.
SCALE: 1½" = 1'-0" RE:A3.1



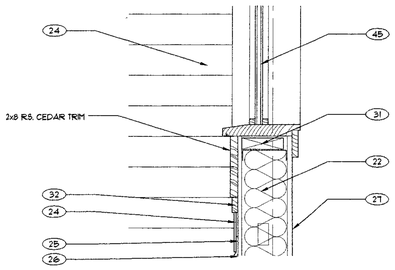
9 A12 RIDGE/ BM CONNECTION
SCALE: 1½" = 1'-0" RE:A3.1



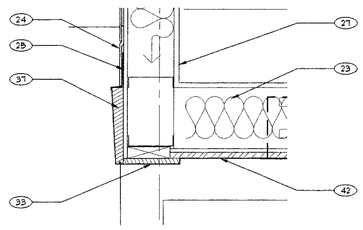
10 A12 RIDGE / BM CONNECTION
SCALE: 1½" = 1'-0" RE:A3.1



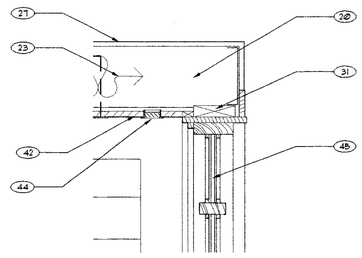
11 A12 WINDOW HEAD TRIM DETAIL
SCALE: 1½" = 1'-0" RE:A3.1



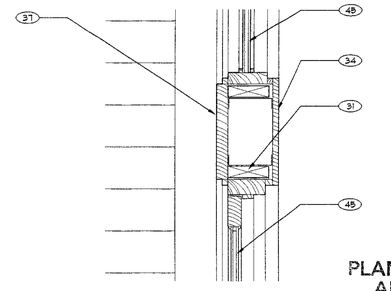
12 A12 WINDOW SILL TRIM DETAIL
SCALE: 1½" = 1'-0" RE:A3.1



13 A12 WOOD TRIM
SCALE: 1½" = 1'-0" RE:A3.1

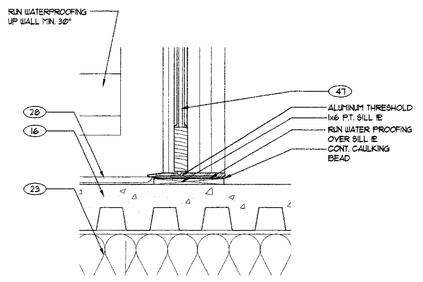


14 A12 HEAD@ UPPER WINDOW & WALL PROJECTION
SCALE: 1½" = 1'-0" RE:A3.1

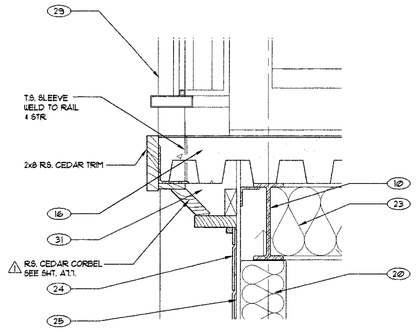


15 A12 HEAD TRIM DETIAL
SCALE: 1½" = 1'-0" RE:A3.1

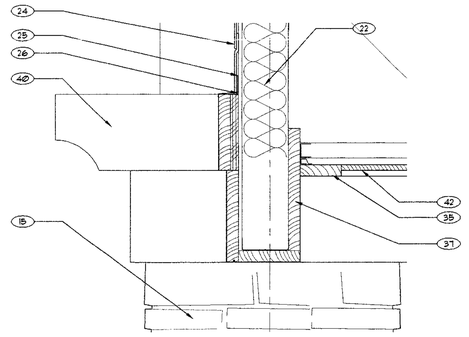
PLANNING DEPT.
APPROVED
DATE



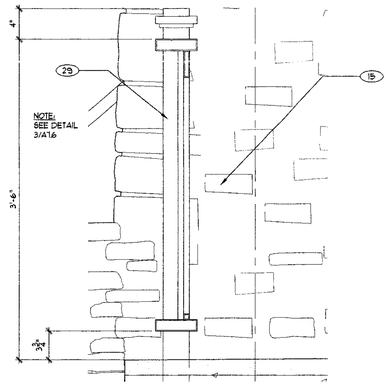
16 A12 SILL DETAIL
SCALE: 1½" = 1'-0" RE:A3.1



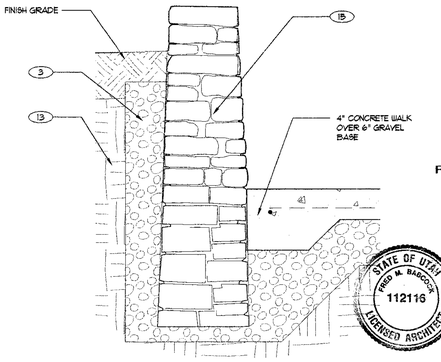
17 A12 BEAM TRIM
SCALE: 1½" = 1'-0" RE:A3.1



18 A12 BEAM TRIM @ BOARDWALK
SCALE: 1½" = 1'-0" RE:A3.1



19 A12 RAILING DETAIL @ BOARDWALK RAMP
SCALE: 1½" = 1'-0" RE:A3.1



20 A12 LOW STONE WALL DETAIL @ RAMP
SCALE: 1½" = 1'-0" RE:A3.1

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
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INTERIORS

1. 6"ø FOUNDATION DRAIN LINE
2. CONCRETE FOOTING & FOUND.
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4. 12" GRAVEL BASE
5. GEOTECH FABRIC
6. WATER PROOF MEMBRANE
7. VINYL WATER STOP
8. ½" EXPANSION MATERIAL
9. STRUCTURAL REINFORCING -SEE STRUCTURAL DWGS.
10. STRUCTURAL STEEL FRAMING -SEE STRUCTURAL DWGS.
11. 5" CONCRETE SLAB ON 6" GRAVEL BASE
12. 2" FOUNDATION INSULATION
13. ENGINEERED FILL
14. 4 x 4 GALV. STEEL ANGLE W/ ½"ø A. BOLTS @ 24" O.C.
15. DRY-STACK LOOK GREY STONE -LEDGER BAKER QUARTZITE
16. 3" CONCRETE SLAB OVER 3" STEEL DECK
17. 6"x 20 GAUGE STEEL STUD @ 16"O.C.
18. 3⅝"x 20 GAUGE STEEL STUD @ 16"Ø.C.
19. ⅞"x 25 GAUGE FURRING STRIPS @ 16 O.C.- HOR.
20. 6"x16 GAUGE STEEL STUD @ 16"O.C.
21. R-13 BATT INSULATION
22. R-19 BATT INSULATION
23. R-30 BATT INSULATION
24. COMPOSITE FLANK SIDING-PAINT
25. ½"CDX PLYWOOD
26. VAPOR BARRIER ON INTERIOR MOISTER BARRIER ON EXTERIOR
27. ⅝" TYPE 'X' GYP. BRD.- PAINT ALL EXPOSED EDGES
28. SLIP- RESISTANT WATERPROOF ON CONC. SLAB- SLOPE 1/4" PT.
29. METAL RAILING PAINT
30. PRE CAST COPING
31. 2x BLOCKING AS REQUIRED
32. 1x4 ROUGH SAWN CEDAR TRIM
33. 1x6 ROUGH SAWN CEDAR TRIM
34. 1x12 ROUGH SAWN CEDAR TRIM
35. 2x6 ROUGH SAWN CEDAR TRIM
36. 2x10 ROUGH SAWN CEDAR TRIM
37. 2x12 R. SAWN CEDAR TRIM-FASCIA
38. 2x12 R. SAWN SHAPED CEDAR TRIM
39. 2x12 R. SAWN SHAPED CEDAR TRIM
40. 6x10 ROUGH SAWN CEDAR TIMBER
41. GALV. METAL GUSSET PLATE W/ ¾"ø GALV. BOLTS -SEE SHEET A7.6 FOR SHAPES
42. 1" x 6" T & G CEDAR CEILING ON SUSPENDED CEILING SYSTEM
43. SUSPENDED GYP. BRD. CEILING - PAINT
44. 2"ø BRUSHED ALUMINUM LOUVERED SOFFIT VENT W/ INSECT SCREEN
45. ALUMINUM CLAD RESIDENTIAL WINDOW- SEE SCHEDULE
46. ALUMINUM STORE FRONT WINDOW SYSTEM- SEE SCHEDULE
47. DOOR- SEE SCHEDULE
48. HOLLOW METAL DOOR FRAME - SEE SCHEDULE
49. LIGHT FIXTURE- SEE ELECT. PLANS
50. 4"x8" LOUVERED WALL VENT W/ INSECT SCREEN
51. STEEL ROOF DECK- SEE STR. DWGS.
52. 1" FIRE BOARD
53. 3" RIGID ROOFING INSULATION
54. BALLASTED SINGLE PLY EPDM ROOFING
55. GRAVEL ROOF BALLAST
56. CANT STRIP
57. WOOD FRAMING SEE STRUC. PLANS
58. ROOF DRAIN
59. PAINTED GALV. METAL FLASHING & COUNTER FLASHING
60. PAINTED TRUDEED COMPOSITE COPING
61. STANDING SEAM METAL ROOF

⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A7.2
SHEET NAME: DETAILS

⚠ P.C./ ARCH. REVISION 11-3-98

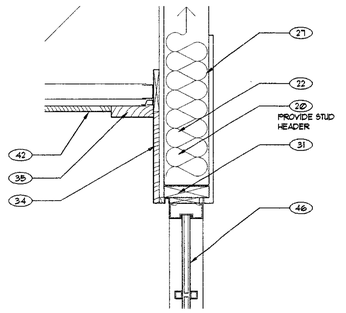
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DATE: August 12,1998

STATE OF UTAH FRED M. BABCOCK 112116 LICENSED ARCHITECT

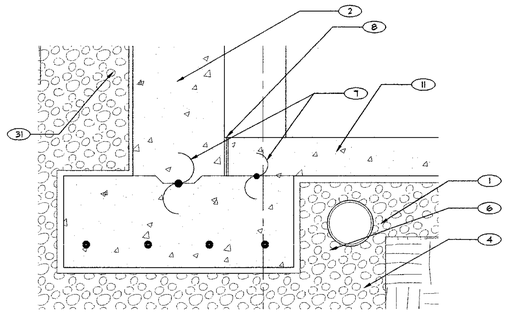
APPROVED
DEC 18 1998
PARK CITY
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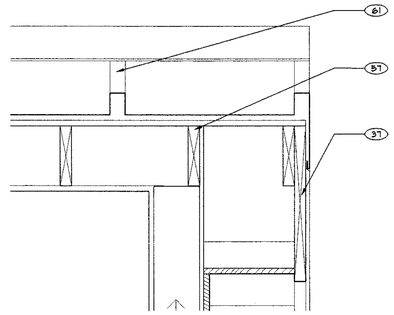
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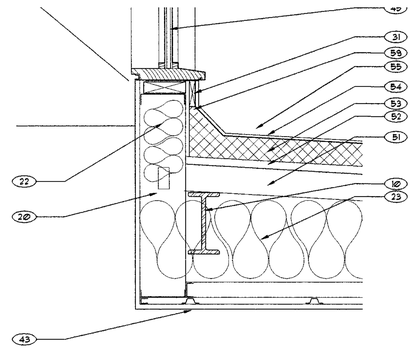
1 A7.3 **WINDOW HEAD DETAIL**
SCALE: 1½" = 1'-0"
RE: A3.7



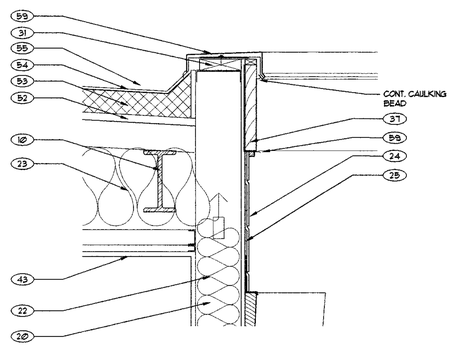
2 A7.3 **FOOTING, FDN, SLAB, CONNECTION**
SCALE: 1½" = 1'-0"
RE: A3.7



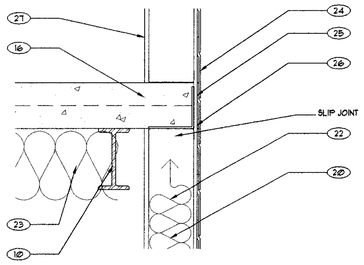
3 A7.3 **FASICIA TRIM DETAIL @ DORMER**
SCALE: 1½" = 1'-0"
RE: A3.8



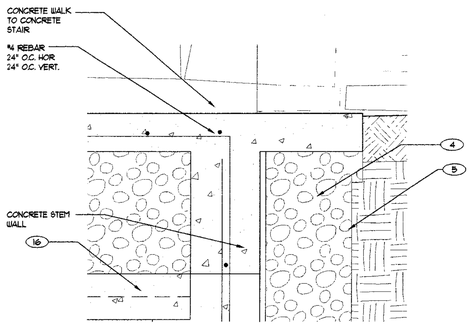
4 A7.3 **ROOF-WINDOW CONNECTION**
SCALE: 1½" = 1'-0"
RE: A3.8



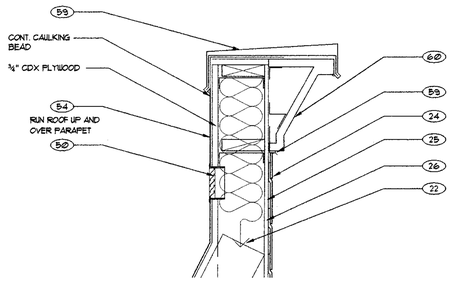
5 A7.3 **GAP TRIM/ ROOF @ PARAPET**
SCALE: 1½" = 1'-0"
RE: A3.8



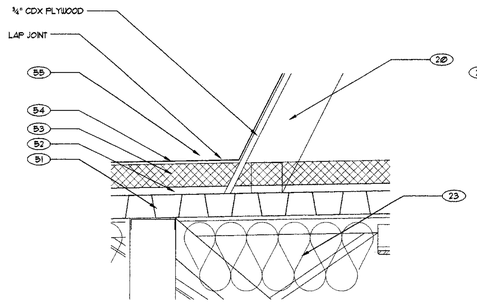
6 A7.3 **FLOOR/ WALL INTERSECTION 2ND FL**
SCALE: 1½" = 1'-0"
RE: A3.8



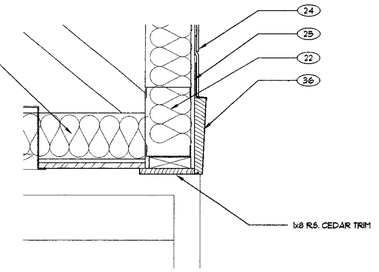
7 A7.3 **EXTENDED WALK**
SCALE: 1½" = 1'-0"
RE: A3.8



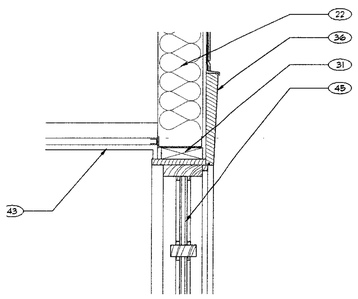
8 A7.3 **TOP OF ROOF PARAPET TRIM DETAIL**
SCALE: 1½" = 1'-0"
RE: A3.8



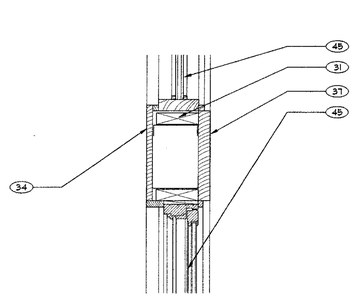
9 A7.3 **ROOF/ PARAPET CONNECTION**
SCALE: 1½" = 1'-0"
RE: A3.8



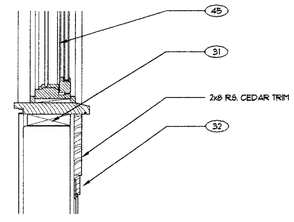
10 A7.3 **TRIM DETAIL**
SCALE: 1½" = 1'-0"
RE: A3.8



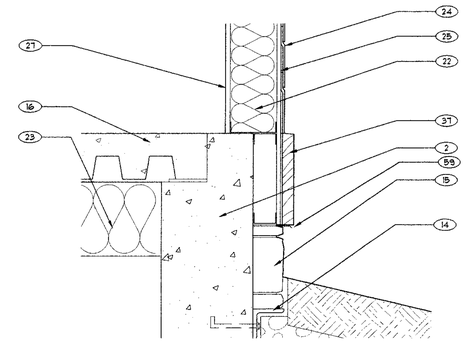
11 A7.3 **HEAD TRIM CONNECTION**
SCALE: 1½" = 1'-0"
RE: A3.8



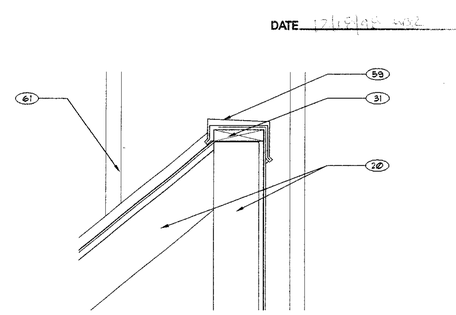
12 A7.3 **INTERNED. HEAD CONNECTION**
SCALE: 1½" = 1'-0"
RE: A3.8



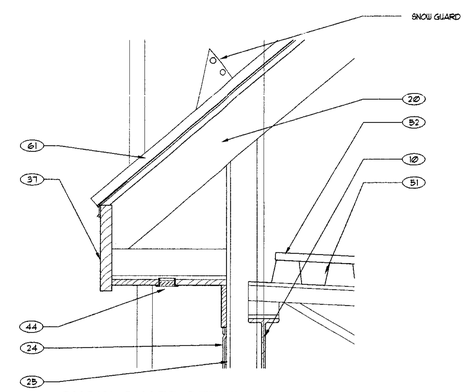
13 A7.3 **WINDOW SILL TRIM**
SCALE: 1½" = 1'-0"
RE: A3.8



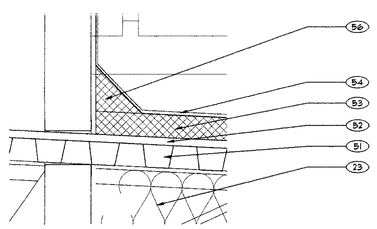
14 A7.3 **WALL/ FDN DETAIL @ 1ST FLOOR DECK**
SCALE: 1½" = 1'-0"
RE: A3.8



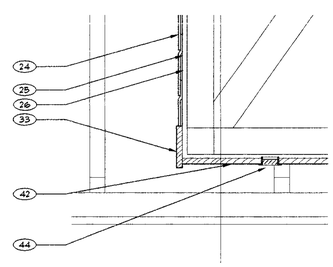
15 A7.3 **PARAPET CAP DETAIL**
SCALE: 1½" = 1'-0"
RE: A3.8



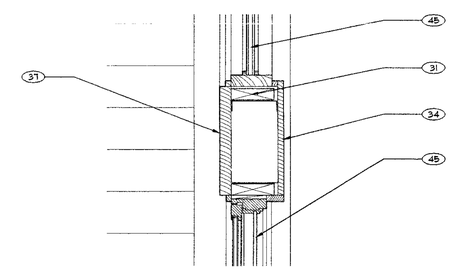
16 A7.3 **SNOW GUARD DETAIL**
SCALE: 1½" = 1'-0"
RE: A3.8



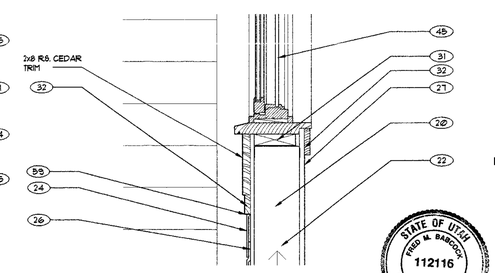
17 A7.3 **ROOF MEMBRANE CONNECTION**
SCALE: 1½" = 1'-0"
RE: A3.8



18 A7.3 **FASCIA TRIM DETAIL**
SCALE: 1½" = 1'-0"
RE: A3.8



19 A7.3 **INTERMED. TRIM CONNCETION**
SCALE: 1½" = 1'-0"
RE: A3.8



20 A7.3 **WINDOW SILL TRIM**
SCALE: 1½" = 1'-0"
RE: A3.8

PLANNING DEPT.
APPROVED
DATE 12/15/98

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

1 6"ø FOUNDATION DRAIN LINE
2 CONCRETE FOOTING & FOUND.
3 6" GRAVEL BASE
4 12" GRAVEL BASE
5 GEOTECH FABRIC
6 WATER PROOF MEMBRANE
7 VINYL WATER STOP
8 ½" EXPANSION MATERIAL
9 STRUCTURAL REINFORCING -SEE STRUCTURAL DWGS.
10 STRUCTURAL STEEL FRAMING -SEE STRUCTURAL DWGS.
11 5" CONCRETE SLAB ON 6" GRAVEL BASE
12 2" FOUNDATION INSULATION
13 ENGINEERED FILL
14 4 x 4 GALV. STEEL ANGLE W/ ½"ø A. BOLTS @ 24" O.C.
15 DRY-STACK LOOK GREY STONE -LEDGER BAKER QUARTZITE
16 3" CONCRETE SLAB OVER 3" STEEL DECK
17 6"x 20 GAUGE STEEL STUD @ 16"O.C.
18 3⅝"x 20 GAUGE STEEL STUD @ 16"Ø.C.
19 ⅞"x 25 GAUGE FURRING STRIPS @ 16 O.C.- HOR.
20 6"X16 GAUGE STEEL STUD @ 16"O.C.
21 R-13 BATT INSULATION
22 R-19 BATT INSULATION
23 R-30 BATT INSULATION
24 COMPOSITE PLANK SIDING-PAINT
25 ½"CDX PLYWOOD
26 VAPOR BARRIER
27 ⅝" TYPE 'X' GYP. BRD.- PAINT ALL EXPOSED EDGES
28 SLIP- RESISTANT WATERPROOF ON CONC. SLAB- SLOPE 1/4" /FT.
29 METAL RAILING PAINT
30 PRE CAST COPING
31 2x BLOCKING AS REQUIRED
32 1x4 ROUGH SAWN CEDAR TRIM
33 1x6 ROUGH SAWN CEDAR TRIM
34 1x12 ROUGH SAWN CEDAR TRIM
35 2x6 ROUGH SAWN CEDAR TRIM
36 2x10 ROUGH SAWN CEDAR TRIM
37 2x12 R. SAWN CEDAR TRIM/FASCIA
38 2x10 R. SAWN SHAPED CEDAR TRIM
39 2x12 R. SAWN SHAPED CEDAR TRIM
40 6x10 ROUGH SAWN CEDAR TIMBER
41 GALV. METAL GUSSET PLATE W/ ⅝"ø GALV. BOLTS -SEE SHEET A7.6 FOR SHAPES
42 1" x 6" T & G CEDAR CEILING ON SUSPENDED CEILING SYSTEM
43 SUSPENDED GYP. BRD. CEILING -PAINT
44 2"ø BRUSHED ALUMINUM LOUVERED SOFFIT VENT W/ INSECT SCREEN
45 ALUMINUM CLAD RESIDENTIAL WINDOW- SEE SCHEDULE
46 ALUMINUM STORE FRONT WINDOW SYSTEM- SEE SCHEDULE
47 DOOR- SEE SCHEDULE
48 HOLLOW METAL DOOR FRAME - SEE SCHEDULE
49 LIGHT FIXTURE- SEE ELECT. PLANS
50 4"x8" LOUVERED WALL VENT W/ INSECT SCREEN
51 STEEL ROOF DECK- SEE STR. DWGS.
52 1" FIRE BOARD
53 3" RIGID ROOFING INSULATION
54 BALLASTED SINGLE PLY EPDM ROOFING
55 GRAVEL ROOF BALLAST
56 CANT STRIP
57 WOOD FRAMING SEE STRUC. PLANS
58 ROOF DRAIN
59 PAINTED GALV. METAL FLASHING & COUNTER FLASHING
60 PAINTED EXTRUDED COMPOSITE COPING
61 STANDING SEAM METAL ROOF

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

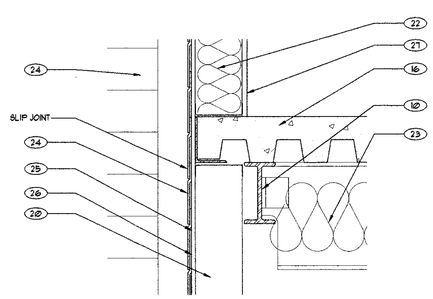
STATE OF UTAH — FRED M. BABCOCK — 112116 — LICENSED ARCHITECT

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SHEET NAME: DETAILS
PROJECT NUMBER: 95015
DATE: August 12,1998

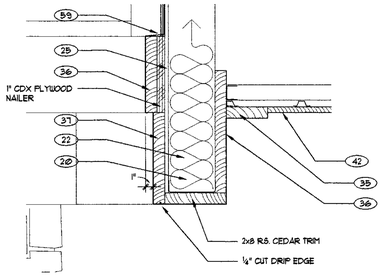
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BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3152

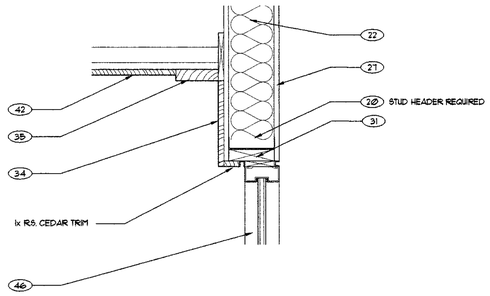
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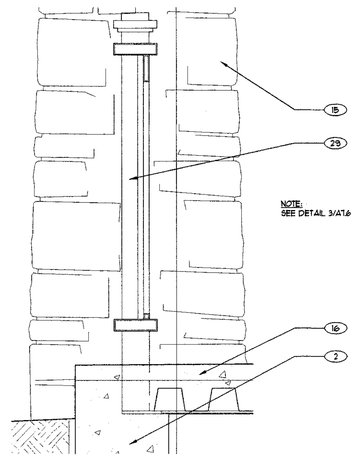
1 A1.4 **WALL/ FDN DETAIL @ FLOOR DECK**
SCALE: 1½" = 1'-0" RE: A3.8



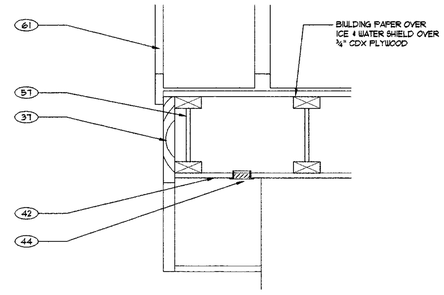
2 A1.4 **HEAD/ BEAM TRIM DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



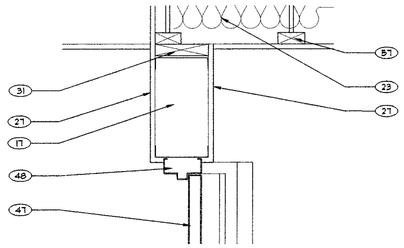
3 A1.4 **WINDOW HEAD CONNECTION**
SCALE: 1½" = 1'-0" RE: A3.8



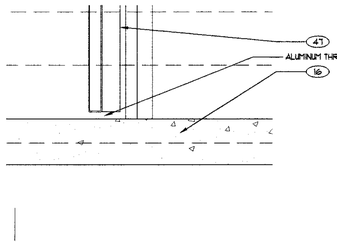
1 A1.4 **RIDGE CONNECTION @ BEAM**
SCALE: 1½" = 1'-0" RE: A3.8



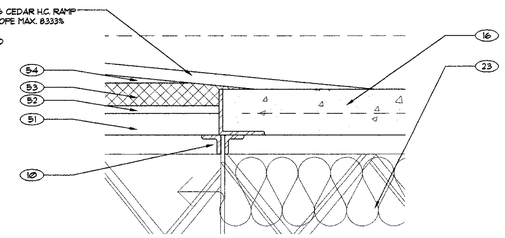
5 A1.4 **TRIM DETAIL @ FASCIA**
SCALE: 1½" = 1'-0" RE: A3.8



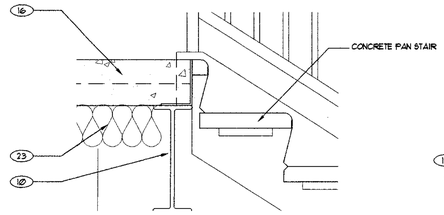
6 A1.4 **HEAD DETAIL @ DOOR ASSEM.**
SCALE: 1½" = 1'-0" RE: A3.8



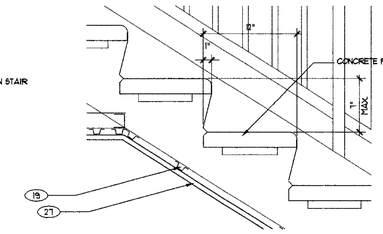
7 A1.4 **DOOR SILL DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



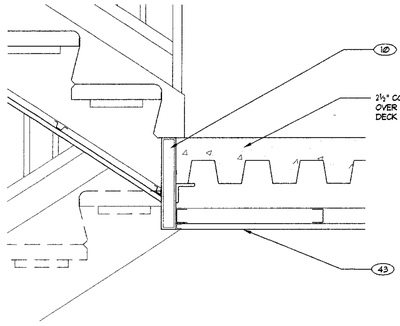
8 A1.4 **UPPER STAIR SLAB LANDING**
SCALE: 1½" = 1'-0" RE: A3.8



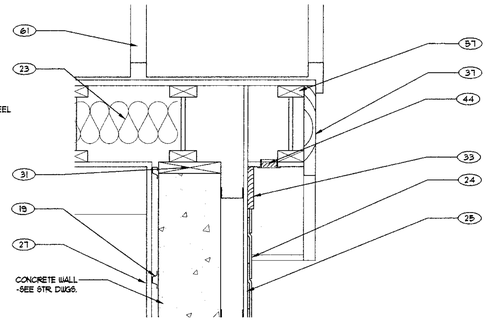
9 A1.4 **STAIR DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



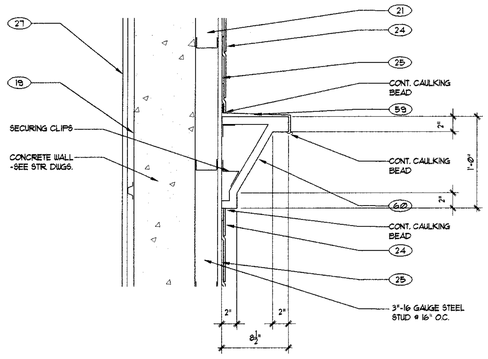
10 A1.4 **TREAD DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



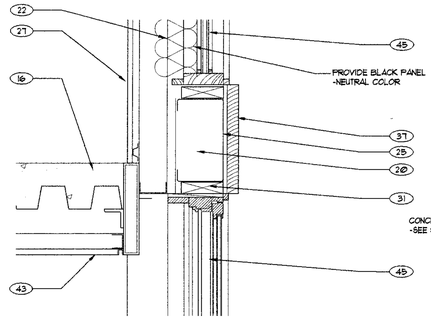
11 A1.4 **LOWER LANDING DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



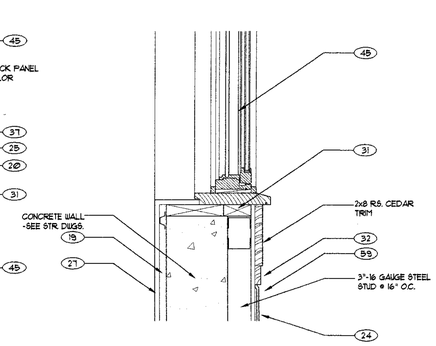
12 A1.4 **FASCIA TRIM DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



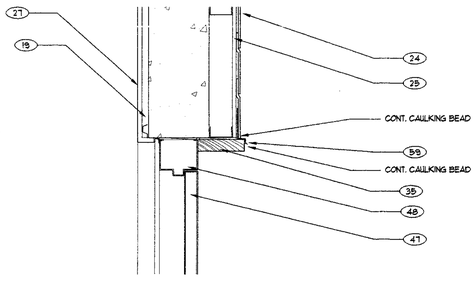
13 A1.4 **EXTERIOR TRIM DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



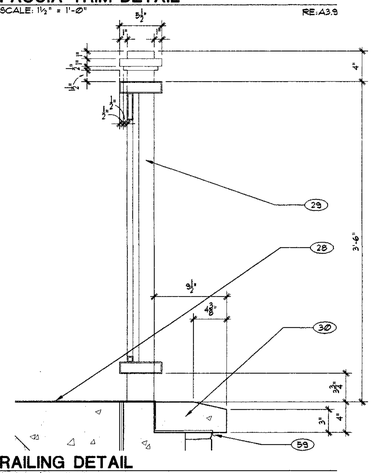
14 A1.4 **HEAD DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



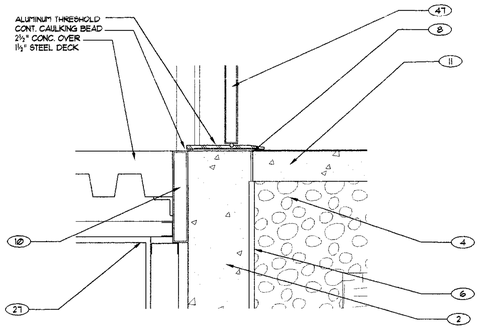
15 A1.4 **SILL TRIM DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



16 A1.4 **HEAD DETAIL @ DOOR ASSEM.**
SCALE: 1½" = 1'-0" RE: A3.8



17 A1.4 **RAILING DETAIL**
SCALE: 1½" = 1'-0" RE: A3.8



18 A1.4 **DOOR THRESHOLD @ CONC DECK**
SCALE: 1½" = 1'-0" RE: A3.8

19 A1.4 SCALE: 1½" = 1'-0" RE: A3.10

20 A1.4 SCALE: 1½" = 1'-0" RE: A3.10

(1) 6"ø FOUNDATION DRAIN LINE
(2) CONCRETE FOOTING & FOUND.
(3) 6" GRAVEL BASE
(4) 12" GRAVEL BASE
(5) GEOTECH FABRIC
(6) WATER PROOF MEMBRANE
(7) VINYL WATER STOP
(8) ½" EXPANSION MATERIAL
(9) STRUCTURAL REINFORCING -SEE STRUCTURAL DWGS.
(10) STRUCTURAL STEEL FRAMING -SEE STRUCTURAL DWGS.
(11) 5" CONCRETE SLAB ON 6" GRAVEL BASE
(12) 2" FOUNDATION INSULATION
(13) ENGINEERED FILL
(14) 4 x 4 GALV. STEEL ANGLE W/ ½"ø A. BOLTS @ 24" O.C.
(15) DRY-STACK LOOK GREY STONE -LEDGER BAKER QUARTZITE
(16) 3" CONCRETE SLAB OVER 3" STEEL DECK
(17) 6"x 20 GAUGE STEEL STUD @ 16"O.C.
(18) 3⅝"x 20 GAUGE STEEL STUD @ 16"Ø.C.
(19) ⅞"x 25 GAUGE FURRING STRIPS @ 16 O.C.- HOR.
(20) 6"x16 GAUGE STEEL STUD @ 16"O.C.
(21) R-13 BATT INSULATION
(22) R-19 BATT INSULATION
(23) R-30 BATT INSULATION
(24) COMPOSITE PLANK SIDING-PAINT
(25) ½"CDX PLYWOOD
(26) VAPOR BARRIER
(27) ⅝" TYPE 'X' GYP. BRD.- PAINT ALL EXPOSED EDGES
(28) SLIP- RESISTANT WATERPROOF ON CONC. SLAB- SLOPE 1/4" /FT.
(29) METAL RAILING PAINT
(30) PRE CAST COPING
(31) 2x BLOCKING AS REQUIRED
(32) 1x4 ROUGH SAWN CEDAR TRIM
(33) 1x6 ROUGH SAWN CEDAR TRIM
(34) 1x12 ROUGH SAWN CEDAR TRIM
(35) 2x6 ROUGH SAWN CEDAR TRIM
(36) 2x10 ROUGH SAWN CEDAR TRIM
(37) 2x12 R. SAWN CEDAR TRIM/FASCIA
(38) 2x10 R. SAWN SHAPED CEDAR TRIM
(39) 2x12 R. SAWN SHAPED CEDAR TRIM
(40) 6x10 ROUGH SAWN CEDAR TIMBER
(41) GALV. METAL GUSSET PLATE W/ ¾"ø GALV. BOLTS -SEE SHEET A1.6 FOR SHAPES
(42) 1" x 6" T & G CEDAR CEILING ON SUSPENDED CEILING SYSTEM
(43) SUSPENDED GYP. BRD. CEILING PAINT
(44) 2"ø BRUSHED ALUMINUM LOUVERED SOFFIT VENT W/ INSECT SCREEN
(45) ALUMINUM CLAD RESIDENTIAL WINDOW- SEE SCHEDULE
(46) ALUMINUM STORE FRONT WINDOW SYSTEM- SEE SCHEDULE
(47) DOOR- SEE SCHEDULE
(48) HOLLOW METAL DOOR FRAME - SEE SCHEDULE
(49) LIGHT FIXTURE- SEE ELECT. PLANS
(50) 4"x8" LOUVERED WALL VENT W/ INSECT SCREEN
(51) STEEL ROOF DECK- SEE STR. DWGS.
(52) 1" FIRE BOARD
(53) 3" RIGID ROOFING INSULATION
(54) BALLASTED SINGLE PLY EPDM ROOFING
(55) GRAVEL ROOF BALLAST
(56) CANT STRIP
(57) WOOD FRAMING SEE STRUC. PLANS
(58) ROOF DRAIN
(59) PAINTED GALV. METAL FLASHING & COUNTER FLASHING
(60) PAINTED EXTRUDED COMPOSITE COPING
(61) STANDING SEAM METAL ROOF

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

PLANNING & ZONING
APPROVED
DATE 12/16/98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

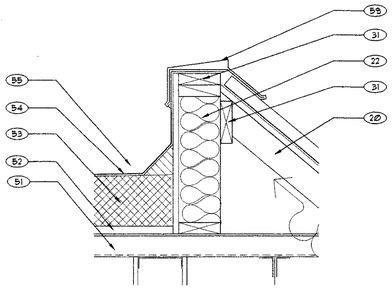
STATE OF UTAH
FRED M. BABCOCK
112115
LICENSED ARCHITECT

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SHEET NAME: DETAILS
PROJECT NUMBER: 95015
DATE: August 12, 1998

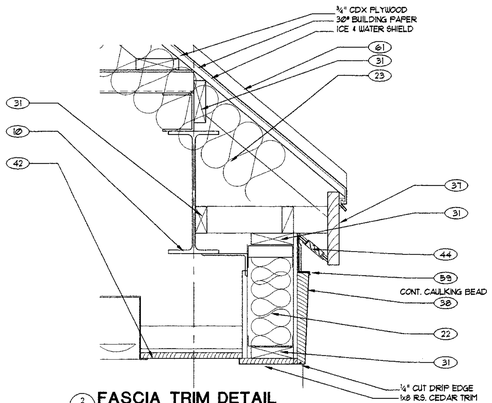
APPROVED
DEC 15 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-

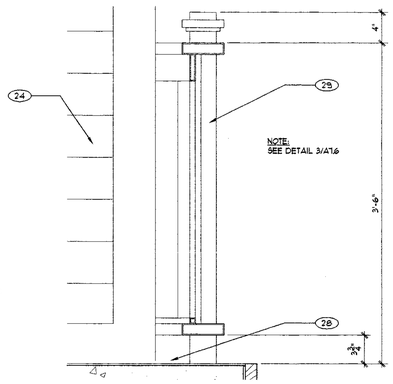
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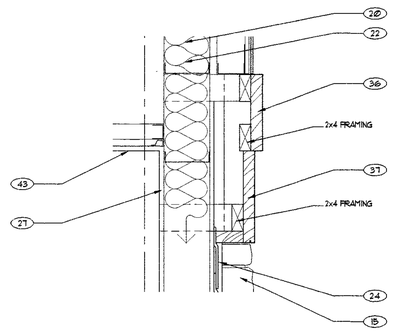
1 A1.5 **PARAPET CONNECTION DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11



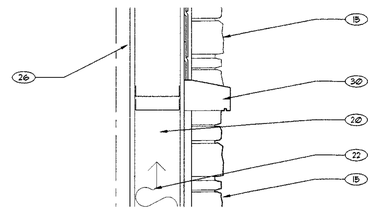
2 A1.5 **FASCIA TRIM DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11



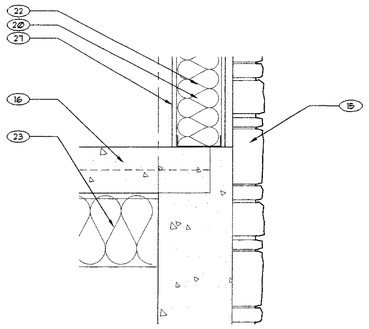
3 A1.5 **GUARDRAIL DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11



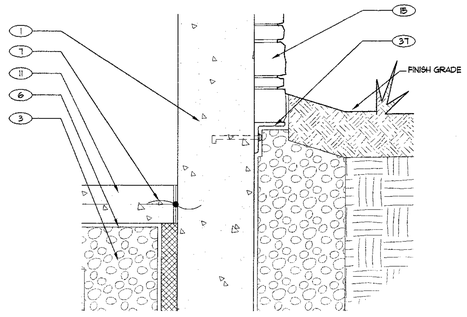
4 A1.5 **TRIM BANDING DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11



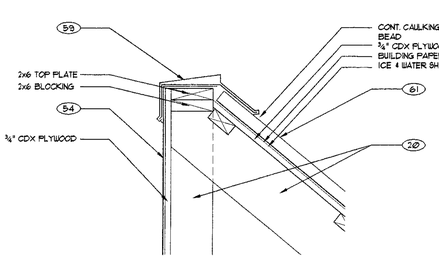
5 A1.5 **TOP OF WALL COPING**
SCALE: 1½" = 1'-0" RE: A3.11



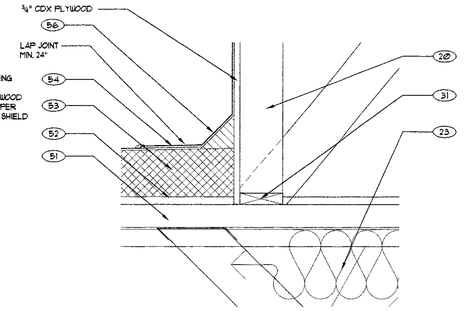
6 A1.5 **FDN/ FLOOR/ WALL CONNECTION DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11



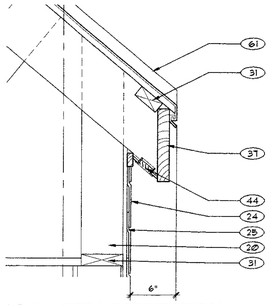
7 A1.5 **C.M.U./ STONE VENEER INTERFACE**
SCALE: 1½" = 1'-0" RE: A3.11



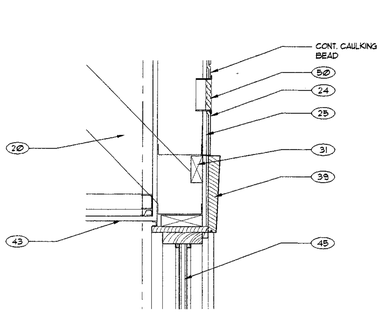
8 A1.5 **PARAPET CONNECTION DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11



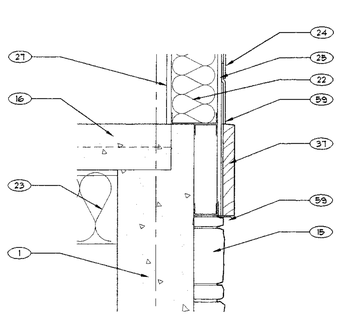
9 A1.5 **PARAPET MEMBRAINE CONNECTION**
SCALE: 1½" = 1'-0" RE: A3.11



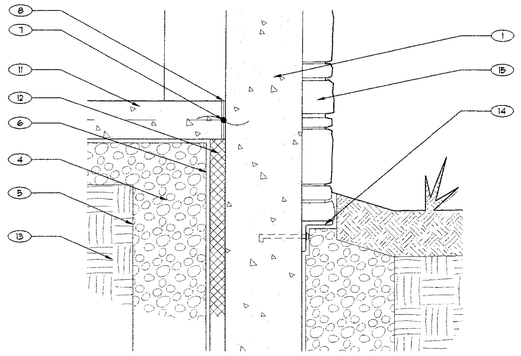
10 A1.5 **FASCIA TRIM CONNECTION**
SCALE: 1½" = 1'-0" RE: A3.11



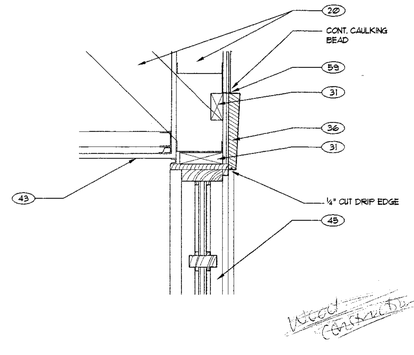
11 A1.5 **WINDOW HEAD CONNECTION**
SCALE: 1½" = 1'-0" RE: A3.11



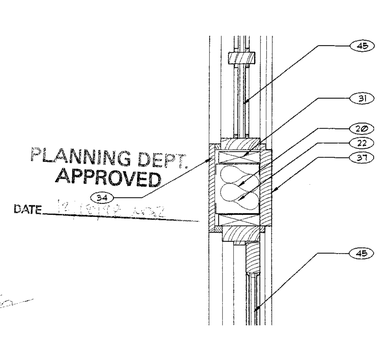
12 A1.5 **FDN/ FLOOR/ WALL CONNECTION**
SCALE: 1½" = 1'-0" RE: A3.11



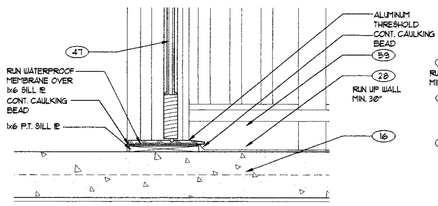
13 A1.5 **C.M.U/ STONE VENEER INTERFACE**
SCALE: 1½" = 1'-0" RE: A3.11



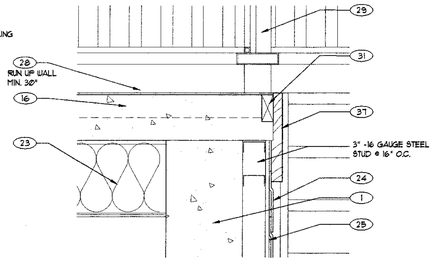
14 A1.5 **WINDOW HEAD/ TRIM DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11



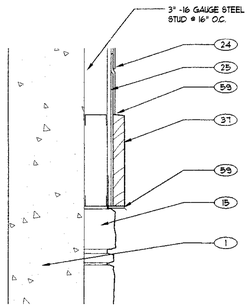
15 A1.5 **INTERMED. TRIM @ DOOR HEAD**
SCALE: 1½" = 1'-0" RE: A3.11



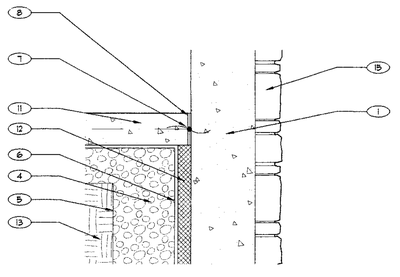
16 A1.5 **DOOR SILL**
SCALE: 1½" = 1'-0" RE: A3.11



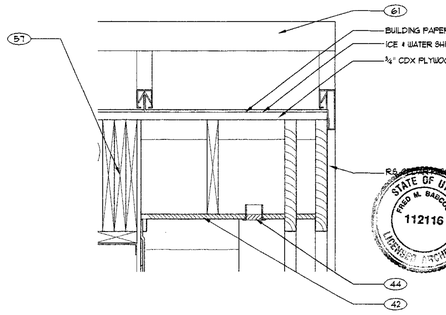
17 A1.5 **TRIM DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11



18 A1.5 **BASETRIM DETAIL @ STONE VENEER WALL**
SCALE: 1½" = 1'-0" RE: A3.11



19 A1.5 **GAR. CONC. FL. TO FDN. WALL CONNECTION**
SCALE: 1½" = 1'-0" RE: A3.11



20 A1.5 **FASCIA TRIM DETAIL**
SCALE: 1½" = 1'-0" RE: A3.11

BABCOCK DESIGN GROUP INC.

ARCHITECTURE
PLANNING
INTERIORS

1. 6"ø FOUNDATION DRAIN LINE
2. CONCRETE FOOTING & FOUND.
3. 6" GRAVEL BASE
4. 12" GRAVEL BASE
5. GEOTECH FABRIC
6. WATER PROOF MEMBRANE
7. VINYL WATER STOP
8. ½" EXPANSION MATERIAL
9. STRUCTURAL REINFORCING -SEE STRUCTURAL DWGS.
10. STRUCTURAL STEEL FRAMING -SEE STRUCTURAL DWGS.
11. 5" CONCRETE SLAB ON 6" GRAVEL BASE
12. 2" FOUNDATION INSULATION
13. ENGINEERED FILL
14. 4 X 4 GALV. STEEL ANGLE W/ ½"ø A.B.OLTS @ 24" O.C.
15. DRY-STACK LOOK GREY STONE -LEDGER BAKER QUARTZITE
16. 3" CONCRETE SLAB OVER 3" STEEL DECK
17. 6"x 20 GAUGE STEEL STUD @ 16"O.C.
18. 3⅝"x 20 GAUGE STEEL STUD @ 16"Ø.C.
19. ⅞"x 25 GAUGE FURRING STRIPS @ 16 O.C.- HOR.
20. 6"x16 GAUGE STEEL STUD @ 16"O.C.
21. R-13 BATT INSULATION
22. R-19 BATT INSULATION
23. R-30 BATT INSULATION
24. COMPOSITE PLANK SIDING-PAINT
25. ½"CDX PLYWOOD
26. VAPOR BARRIER ON INTERIOR MOISTER BARRIER ON EXTERIOR
27. ⅝" TYPE 'X' GYP. BRD.- PAINT ALL EXPOSED EDGES
28. SLIP- RESISTANT WATERPROOF ON CONC. SLAB- SLOPE 1/4" /FT.
29. METAL RAILING PAINT
30. PRE CAST COPING
31. 2x BLOCKING AS REQUIRED
32. 1x4 ROUGH SAWN CEDAR TRIM
33. 1x6 ROUGH SAWN CEDAR TRIM
34. 1x12 ROUGH SAWN CEDAR TRIM
35. 2x6 ROUGH SAWN CEDAR TRIM
36. 2x10 ROUGH SAWN CEDAR TRIM
37. 2x12 R. SAWN CEDAR TRIM/FASCIA
38. 2x10 R. SAWN SHAPED CEDAR TRIM
39. 2x12 R. SAWN SHAPED CEDAR TRIM
40. 6x16 ROUGH SAWN CEDAR TIMBER
41. GALV. METAL GUSSET PLATE W/ ¾"ø GALV. BOLTS -SEE SHEET A1.6 FOR SHAPES
42. 1" x 6" T & G CEDAR CEILING ON SUSPENDED CEILING SYSTEM
43. SUSPENDED GYP. BRD. CEILING -PAINT
44. 2"ø BRUSHED ALUMINUM LOUVERED SOFFIT VENT W/ INSECT SCREEN
45. ALUMINUM CLAD RESIDENTIAL WINDOW- SEE SCHEDULE
46. ALUMINUM STOREFRONT WINDOW SYSTEM- SEE SCHEDULE
47. DOOR- SEE SCHEDULE
48. HOLLOW METAL DOOR FRAME - SEE SCHEDULE
49. LIGHT FIXTURE- SEE ELECT. PLANS
50. 4"x8" LOUVERED WALL VENT W/ INSECT SCREEN
51. STEEL ROOF DECK- SEE STR. DWGS.
52. 1" FIRE BOARD
53. 3" RIGID ROOFING INSULATION
54. BALLASTED SINGLE PLY EPDM ROOFING
55. GRAVEL ROOF BALLAST
56. CANT STRIP
57. WOOD FRAMING SEE STRUC. PLANS
58. ROOF DRAIN
59. PAINTED GALV. METAL FLASHING & COUNTER FLASHING
60. PAINTED EXTRUDED COMPOSITE COPING
61. STANDING SEAM METAL ROOF

⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A1.5
SHEET NAME: DETAILS

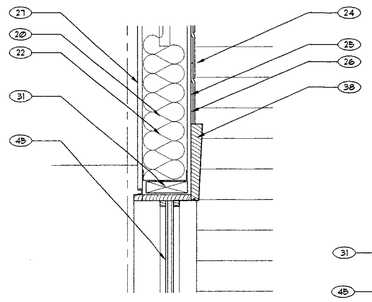
⚠ P.C./ ARCH. REVISION 11-3-98

PROJECT NUMBER: 95015
DATE: August 12,1998

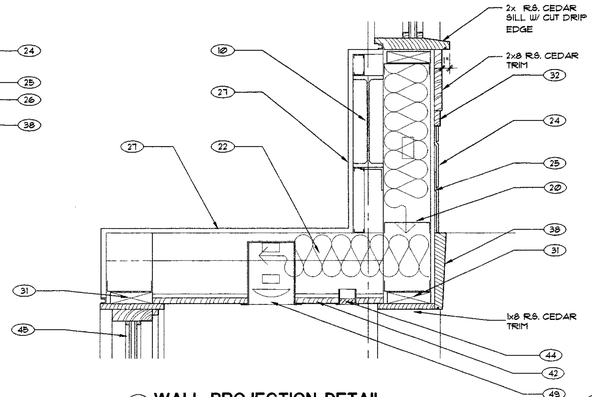
APPROVED
DEC 15 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-

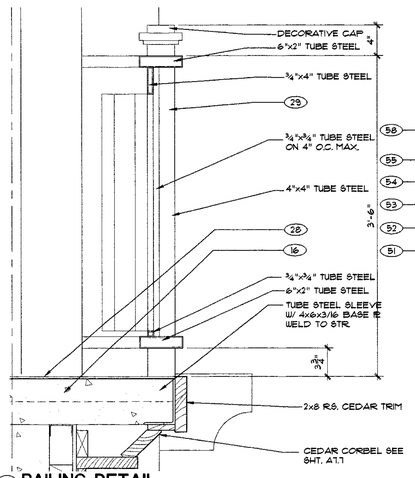
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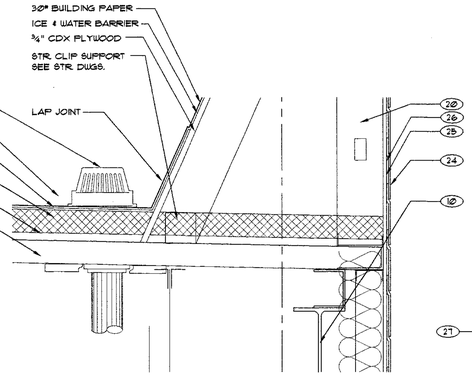
1 WINDOW HEAD CONNECTION
A1.6 SCALE: 1½" = 1'-0"
RE: A3.11



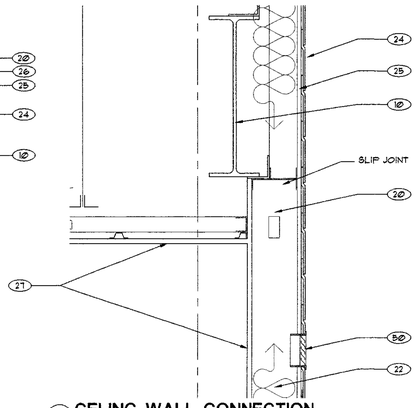
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A1.6 SCALE: 1½" = 1'-0"
RE: A3.11



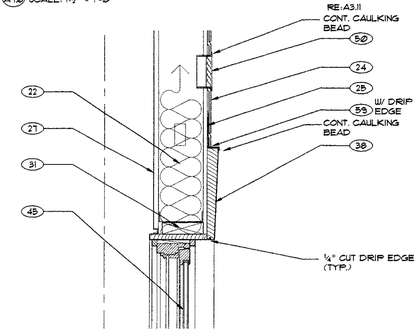
3 RAILING DETAIL
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RE: A3.11



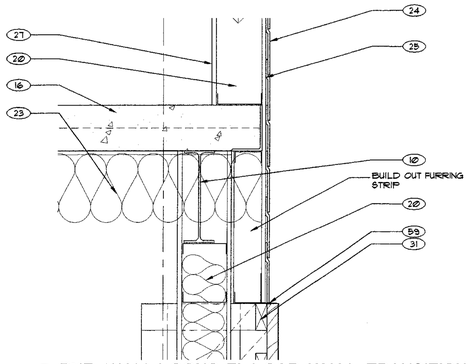
4 ROOF DRAIN DETAIL
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



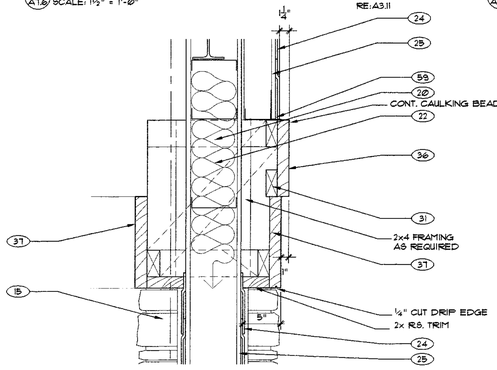
5 CELING WALL CONNECTION
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



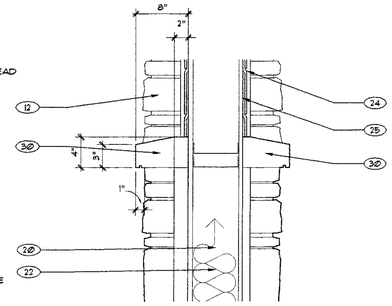
6 WINDOW HEAD DETAIL
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



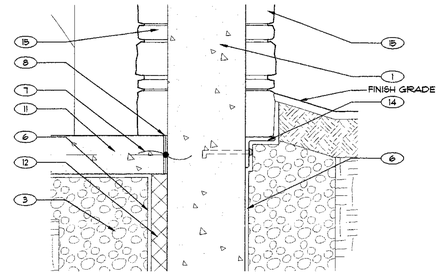
7 EXT. WALL/ CONC FL/ GAR WALL TRANSITION
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



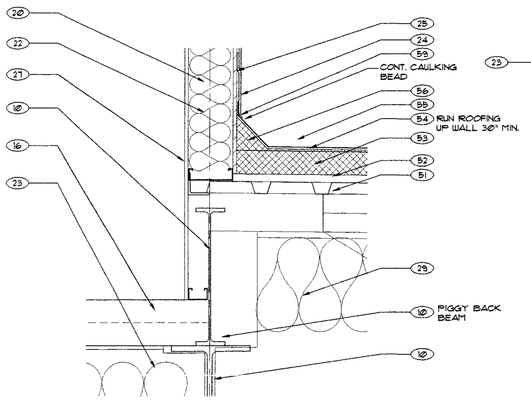
8 GAR WALL TRIM DETAIL
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



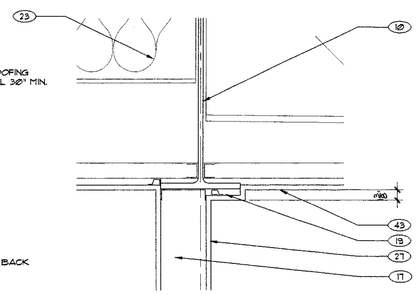
9 BACK TO BACK COPINTG
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



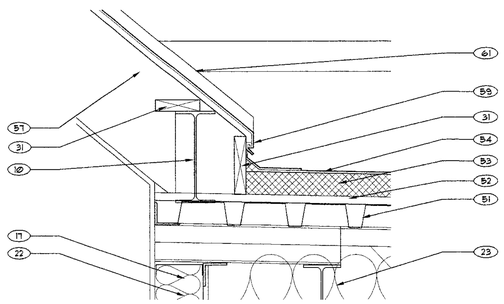
10 FDN. SLAB CONNECTION
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



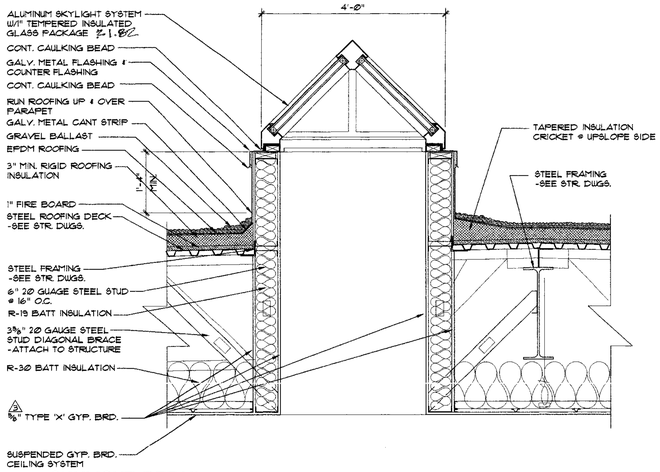
11 CONCEALED CHANNEL DETAIL
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



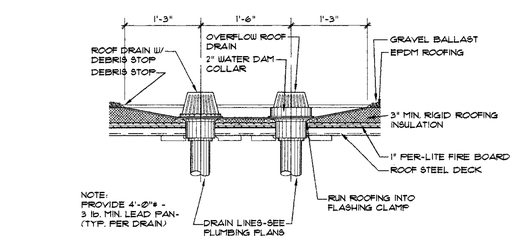
12 BEAM/ T.O. WALL CEILING PENETRATION
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



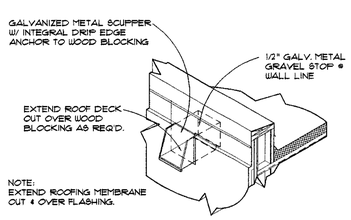
13 SLOPED GABLE ROOF CONNECTION DETAIL
A1.6 SCALE: 1½" = 1'-0"
RE: A3.12



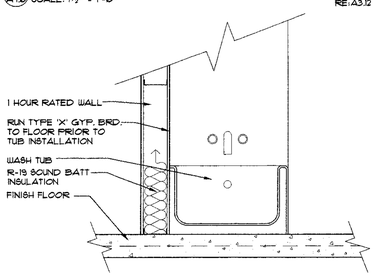
14 SKYLIGHT DETAIL
A1.6 SCALE: ¾" = 1'-0"
RE: A2.3



15 ROOF DRAIN DETAIL
A1.6 SCALE: 1½" = 1'-0"
RE: A2.3



16 SCUPPER DETAIL (ISOMETRIC)
A1.6 SCALE: NONE
RE: A2.3



17 RATED TO TUB DETAIL
A1.6 SCALE: ¾" = 1'-0"
RE: A2.2 & A9.2

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

1. 6"ø FOUNDATION DRAIN LINE
2. CONCRETE FOOTING & FOUND.
3. 6" GRAVEL BASE
4. 12" GRAVEL BASE
5. GEOTECH FABRIC
6. WATER PROOF MEMBRANE
7. VINYL WATER STOP
8. ½" EXPANSION MATERIAL
9. STRUCTURAL REINFORCING -SEE STRUCTURAL DWGS.
10. STRUCTURAL STEEL FRAMING -SEE STRUCTURAL DWGS.
11. 5" CONCRETE SLAB ON 6" GRAVEL BASE
12. 2" FOUNDATION INSULATION
13. ENGINEERED FILL
14. 4 x 4 GALV. STEEL ANGLE W/ ½"ø A. BOLTS @ 24" O.C.
15. DRY-STACK LOOK GREY STONE -LEDGER BAKER QUARTZITE
16. 3" CONCRETE SLAB OVER 3" STEEL DECK
17. 6"x 20 GAUGE STEEL STUD @ 16"O.C.
18. 3⅝"x 20 GAUGE STEEL STUD @ 16"O.C.
19. ⅞"x 25 GAUGE FURRING STRIPS @ 16 O.C.- HOR.
20. 6"x16 GAUGE STEEL STUD @ 16"O.C.
21. R-13 BATT INSULATION
22. R-19 BATT INSULATION
23. R-30 BATT INSULATION
24. COMPOSITE PLANK SIDING-PAINT
25. ½"CDX PLYWOOD
26. VAPOR BARRIER ON INTERIOR MOISTER BARRIER ON EXTERIOR
27. ⅝" TYPE 'X' GYP. BRD.- PAINT ALL EXPOSED EDGES
28. 8LIP- RESISTANT WATERPROOF ON CONC. SLAB- SLOPE 1/4" /FT.
29. METAL RAILING PAINT
30. PRE CAST COPING
31. 2x BLOCKING AS REQUIRED
32. 1x4 ROUGH SAWN CEDAR TRIM
33. 1x6 ROUGH SAWN CEDAR TRIM
34. 1x12 ROUGH SAWN CEDAR TRIM
35. 2x6 ROUGH SAWN CEDAR TRIM
36. 2x10 ROUGH SAWN CEDAR TRIM
37. 2x12 R. SAWN CEDAR TRIM/FASCIA
38. 2x10 R. SAWN SHAPED CEDAR TRIM
39. 2x12 R. SAWN SHAPED CEDAR TRIM
40. 6x10 ROUGH SAWN CEDAR TIMBER
41. GALV. METAL GUSSET PLATE W/ ¾"ø GALV. BOLTS -SEE SHEET A7.6 FOR SHAPES
42. 1" x 6" T & G CEDAR CEILING ON SUSPENDED CEILING SYSTEM
43. SUSPENDED GYP. BRD. CEILING -PAINT
44. 2"ø BRUSHED ALUMINUM LOUVERED SOFFIT VENT W/ INSECT SCREEN
45. ALUMINUM CLAD RESIDENTIAL WINDOW- SEE SCHEDULE
46. ALUMINUM STORE FRONT WINDOW SYSTEM- SEE SCHEDULE
47. DOOR- SEE SCHEDULE
48. HOLLOW METAL DOOR FRAME - SEE SCHEDULE
49. LIGHT FIXTURE- SEE ELECT. PLANS
50. 4"x8" LOUVERED WALL VENT W/ INSECT SCREEN
51. STEEL ROOF DECK- SEE STR. DWGS.
52. 1" FIRE BOARD
53. 3" RIGID ROOFING INSULATION
54. BALLASTED SINGLE PLY EPDM ROOFING
55. GRAVEL ROOF BALLAST
56. CANT STRIP
57. WOOD FRAMING SEE STRUC. PLANS
58. ROOF DRAIN
59. PAINTED GALV. METAL FLASHING & COUNTER FLASHING
60. PAINTED EXTRUDED COMPOSITE COPING
61. STANDING SEAM METAL ROOF

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

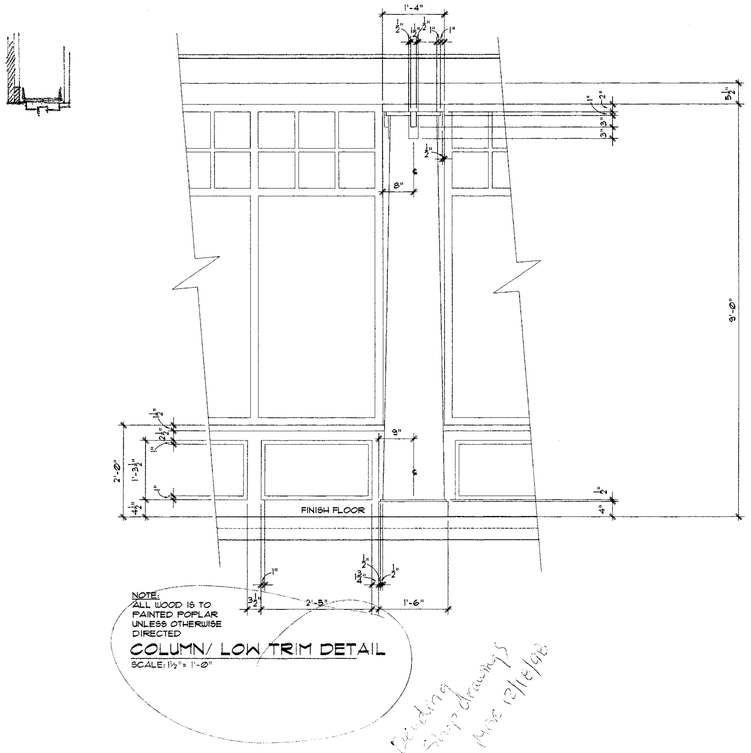
SHEET NUMBER: A7.6
SHEET NAME: DETAILS
2 PARK CITY REVISION 12-3-98
1 P.C./ ARCH. REVISION 11-3-98
PROJECT NUMBER: 95015
DATE: August 12, 1998

FRED M. BABCOCK 112116 LICENSED ARCHITECT

APPROVED
DEC 28 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-

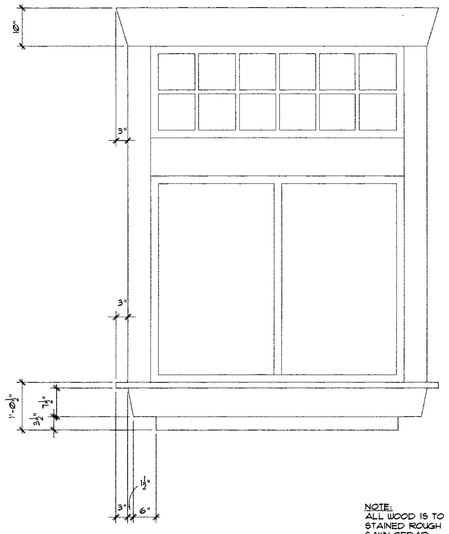
L:\95015\ACAD\WORKING\95015A76.DWG Wed Dec 09 11:46:13 1998



NOTE:
ALL WOOD IS TO PAINTED POPLAR UNLESS OTHERWISE DIRECTED

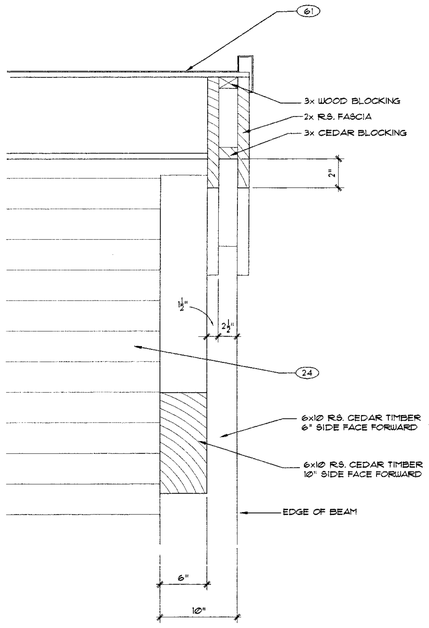
COLUMN/ LOW TRIM DETAIL
SCALE: 1½" = 1'-0"

pending
stamp drawings
June 13/Feb/98

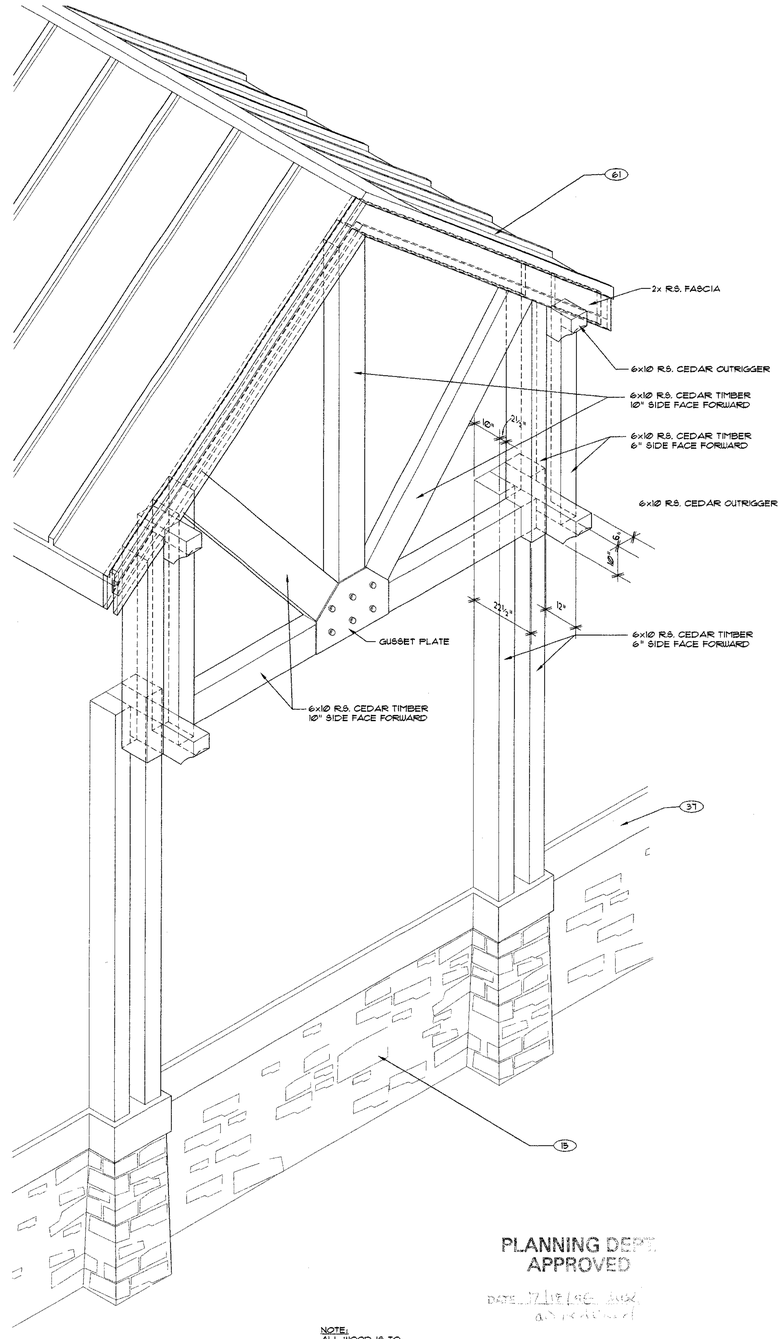


NOTE:
ALL WOOD IS TO STAINED ROUGH SAWN CEDAR UNLESS OTHERWISE DIRECTED

WINDOW TRIM DETAIL
SCALE: ¾" = 1'-0"



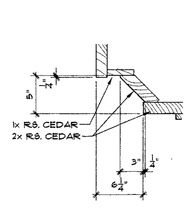
FASCIA FRAMING DETAIL
SCALE: ¾" = 1'-0"



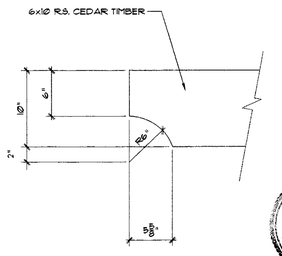
TIMBER FRAMING DETAIL
SCALE: NONE

NOTE:
ALL WOOD IS TO STAINED ROUGH SAWN CEDAR UNLESS OTHERWISE DIRECTED

PLANNING DEPT.
APPROVED
DATE 12/18/98 BDC
AS NOTED



⚠ CORBEL DETAIL
SCALE: 1½" = 1'-0"



OUTRIGGER DETAIL
SCALE: 1½" = 1'-0"

STATE OF UTAH
FRED M. BABCOCK
112116
LICENSED ARCHITECT

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

1. 6"ø FOUNDATION DRAIN LINE
2. CONCRETE FOOTING & FOUND.
3. 6" GRAVEL BASE
4. 12" GRAVEL BASE
5. GEOTECH FABRIC
6. WATER PROOF MEMBRANE
7. VINYL WATER STOP
8. ½" EXPANSION MATERIAL
9. STRUCTURAL REINFORCING -SEE STRUCTURAL DWGS.
10. STRUCTURAL STEEL FRAMING -SEE STRUCTURAL DWGS.
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15. DRY-STACK LOOK GREY STONE -LEDGER BAKER QUARTZITE
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28. SLIP- RESISTANT WATERPROOF ON CONC. SLAB- SLOPE 1/4" /FT.
29. METAL RAILING PAINT
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33. 1x6 ROUGH SAWN CEDAR TRIM
34. 1x12 ROUGH SAWN CEDAR TRIM
35. 2x6 ROUGH SAWN CEDAR TRIM
36. 2x10 ROUGH SAWN CEDAR TRIM
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39. 2x12 R. SAWN SHAPED CEDAR TRIM
40. 6x10 ROUGH SAWN CEDAR TIMBER
41. GALV. METAL GUSSET PLATE W/ ⅝"ø GALV. BOLTS -SEE SHEET A7.6 FOR SHAPES
42. 1" x 6" T & G CEDAR CEILING ON SUSPENDED CEILING SYSTEM
43. SUSPENDED GYP. BRD. CEILING -PAINT
44. 2"ø BRUSHED ALUMINUM LOUVERED SOFFIT VENT W/ INSECT SCREEN
45. ALUMINUM CLAD RESIDENTIAL WINDOW- SEE SCHEDULE
46. ALUMINUM STORE FRONT WINDOW SYSTEM- SEE SCHEDULE
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51. STEEL ROOF DECK- SEE STR. DWGS.
52. 1" FIRE BOARD
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55. GRAVEL ROOF BALLAST
56. CANT STRIP
57. WOOD FRAMING SEE STRUC. PLANS
58. ROOF DRAIN
59. PAINTED GALV. METAL FLASHING & COUNTER FLASHING
60. PAINTED EXTRUDED COMPOSITE COPING
61. STANDING SEAM METAL ROOF

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A7.7
SHEET NAME: MISC. DETAILS
⚠ P.C./ ARCH. REVISION 11-3-98
PROJECT NUMBER: 95015
DATE: September, 1998

APPROVED
DEC 14 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3132

L:\95015\ACAD\WORKING\95015477.DWG Thu Dec 03 08:45:23 1998

DOOR TYPES

HOLLIW METAL FLUSH PANEL PAINT



A

HOLLOW METAL W/ WOOD VENEER



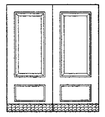
B

DOUBLE HOLLOW METAL FLUSH PANEL W/ CENTOR STRIKE FLOOR & CEILING



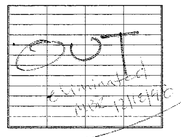
C

FEATURE STOREFRONT ENTRY DECORATIVE STILE



D

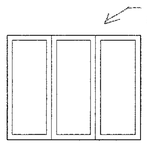
ALUMINUM OPEN GRATE W/ MORTORIZED OPENER



E

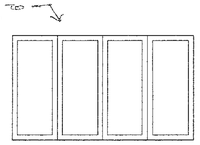
NOTE:
3+1 HOUR DOORS TO HAVE TEMPERATURE RISE & RATE

ALUMINUM CLAD WOOD DOOR SYSTEM (3) PANEL



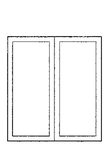
F

ALUMINUM CLAD WOOD DOOR SYSTEN (4) PANEL



G

ALUMINUM CLAD WOOD DOOR SYSTEN W/ FRAME



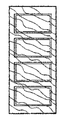
H

ALUMINUM STORE FRONT W/ MED. STILE



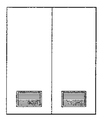
J

MULTI-PANEL SOLID CORE WOOD DOOR



K

DOUBLE HOLLOW NETAL W/ LOUVERS -CENTER STRIKE @ FLOOR



L



M

HARDWARE GROUPS ⚠

POISON CREEK MERCANTILE

H-1
3 each Bearing hinge TA2714 4.5 x 4.5 NRP 26D McKinney
1 each Rim exit device 12-8813 x ETP 32D Sargent
1 each Surface closer 350-P8 EN Sargent
1 each Floor stop 483 26D Rockwood
1 each Threshold 171A AL Pemko
1 each Door bottom 315CN AL Pemko
1 set Weatherstrip 303AS AL Pemko

H-2
3 each Bearing hinge TA2714 4.5 x 4.5 26D McKinney
1 each Rim exit device 12-8813 x ETP 32D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Wall stop 409 32D Rockwood
1 each Kickplate 10" x 2" LDW 32D Rockwood
1 each Threshold 171A AL Pemko
1 each Door bottom 315CN AL Pemko
1 set Weatherstrip 303AS AL Pemko

H-3
3 each Bearing hinge TA2714 4.5 x 4.5 26D McKinney
1 each Rim exit device 12-8813 x ETP 32D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Wall stop 409 32D Rockwood
1 each Kickplate 10" x 2" LDW 32D Rockwood
3 each Silencer

H-4
3 each Bearing hinge TA2714 4.5 x 4.5 NRP 26D McKinney
1 each Keyed lockset 28-10G04 LP 32D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Wall stop 409 32D Rockwood
3 each Silencer

H-5
6 each Bearing hinge TA2714 4.5 x 4.5 NRP 26D McKinney
1 set Flushbolt 357B 26D Ives
1 each Keyed lockset 28-10G04 LP 32D Sargent
1 each Coordinator 469 26D Ives
2 each Surface closer 350-UO EN Sargent
2 each Wall stop 409 32D Rockwood
1 set Smoke Seal FK35D Brz Pemko

H-6
3 each Bearing hinge TA2714 4.5 x 4.5 NRP 26D McKinney
1 each Keyed lockset 28-10G05 LP 32D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Wall stop 409 32D Rockwood
1 set Smoke Seal FK35D Brz Pemko

H-8
3 each Bearing hinge TA2714 4.5 x 4.5 NRP 26D McKinney
1 each Keyed lockset 28-10G05 LP 32D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Wall stop 409 32D Rockwood
1 set Smoke Seal FK35D Brz Pemko

H-7
1 each Rim or Mortise cylinder 26D Sargent
As required/Remainder of hardware provided by door supplier)
(1) ONE MOTION DOUBLE ACTUATOR MAY BE IN OF MORTISE CYLINDER (PUSH SIDES WILL BE MARKED @ TIME OF TENANT IMPROVEMENT)
Required hardware by door supplier

H-9
3 each Bearing hinge TA2714 4.5 x 4.5 26D McKinney
1 each Mortise Handleset 45H-10 PTR AlW
1 each Surface closer 350-UO EN Sargent
1 each Wall stop 409 32D Rockwood
1 set Smoke Seal FK35D Brz Pemko
(1) ONE MOTION DOUBLE ACTUATOR FOR HANDICAP

H-10
3 each Bearing hinge TA2714 4.5 x 4.5 NRP 26D McKinney
1 each Passage Latchset 3340-01 PTR AlW
1 each Entry Only Deadbolt 3830 PTR AlW
1 each Wall stop 409 32D Rockwood
3 each Silencer

H-11
3 each Bearing hinge TA2714 4.5 x 4.5 26D McKinney
1 each Privacy latchset 28-10U65 LP 26D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Kickplate 10" x 2" LDW 32D Rockwood
1 each Wall stop 409 32D Rockwood
1 set Smoke seal FK35D Brz Pemko

H-12
3 each Bearing hinge TA2714 4.5 x 4.5 26D McKinney
1 each Keyed lockset 28-10G05 LP 32D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Kickplate 10" x 2" LDW 32D Rockwood
1 each Wall stop 409 32D Rockwood
1 set Smoke seal FK35D Brz Pemko

H-13
3 each Bearing hinge TA2714 4.5 x 4.5 26D McKinney
1 each Passage latchset 28-10U15 LP 26D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Kickplate 10" x 2" LDW 32D Rockwood
1 each Wall stop 409 32D Rockwood
3 each Silencer

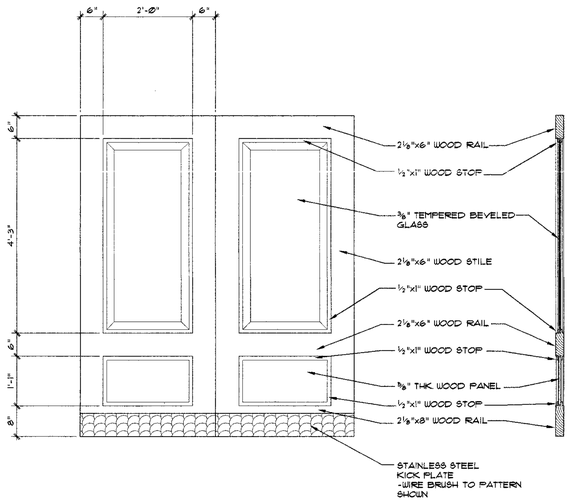
H-14
3 each Bearing hinge TA2714 4.5 x 4.5 26D McKinney
1 each Keyed lockset 28-10G04 LP 32D Sargent
1 each Surface closer 350-UO EN Sargent
1 each Kickplate 10" x 2" LDW 32D Rockwood
1 each Wall stop 409 32D Rockwood
1 each Threshold 171A AL Pemko
1 each Door bottom 315CN AL Pemko
1 set Weather-strip 303AS AL Pemko

H-15
1 set Spring Hinge 1522 4.5 x 4.5 26D McKinney
1 each Passage latchset 28-10U15 LP 26D Sargent
1 each Kickplate 10" x 2" LDW 32D Rockwood
1 each Floor stop 350-UO 26D Rockwood
3 each Silencer 483

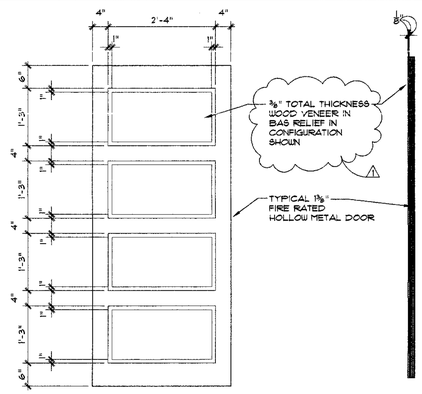
DOOR SCHEDULE

DOOR NUMBER	DOOR SIZE	FIRE RATING	DOOR TYPE	DOOR FINISH	FRAME TYPE	FRAME FINISH	DETAIL HEAD	DETAIL JAMB	DETAIL OTHER	THRESHOLD	HARDWARE GROUP	REMARKS	DOOR NUMBER
01	3'-0" x 7'-0"	1HR	B	STAIN PAINT	RR	PAINT					1		01
02	3'-0" x 7'-0"	1HR	B	STAIN PAINT	RR	〃					1		02
03	3'-0" x 7'-0"	1HR	A	PAINT	RR	〃					2		03
04	3'-0" x 7'-0"	1HR	A	〃	RR	〃					3		04
05	3'-0" x 7'-0"	1HR	A	〃	RR	〃					4		05
06	6'-0" x 7'-0"	20 MIN	C	〃	RR	〃					5		06
07	3'-0" x 7'-0"		A	〃	RR	〃					6		07
08	3'-0" x 7'-0"		A	〃	RR	〃					6		08
09	3'-0" x 7'-0"		A	〃	RR	〃					6		09
10	3'-0" x 7'-0"		A	〃	RR	〃					6		10
11	3'-0" x 7'-0"		A	〃	RR	〃					6		11
12	3'-0" x 7'-0"		A	PAINT	RR	PAINT					4		12
101	6'-0" x 7'-0"		D	TAUPE	S	TAUPE					7	W/ PANIC	101
102			E	ALUM.	MFR							FIELD VERIFY	102
103	8'-10" x 6'-10"		F	TAUPE	MFR	TAUPE					8	TD3 2721	103
104	11'-10" x 6'-10"		G	〃	MFR	〃					8	FD4 3624	104
105	8'-10½"x6'-10"		F	〃	MFR	〃					8	TD3 2721	105
106	6'-1" x 6'-10"		H	〃	MFR	〃					8	FD2 1821	106
107	6'-1" x 6'-10"		H	TAUPE	MFR	TAUPE					8	FD2 1821	107
108	3'-0" x 7'-0"		J	TAUPE	UU	TAUPE					7		108
109	3'-0" x 7'-0"	20min	B	STAIN PAINT	RR	PAINT					1	ADD WOOD VENEER TO EXTERIOR	109
110	3'-0" x 7'-0"		J	TAUPE	UU	TAUPE					7		110
111	3'-0" x 7'-0"		J	〃	FF	〃					7		111
112	3'-0" x 7'-0"		J	〃	NN	〃					7		112
113	3'-0" x 7'-0"		J	〃	KK	〃					7		113
114	3'-0" x 7'-0"		J	TAUPE	KK	TAUPE					7		114
115	3'-0" x 7'-0"	20min	K	Stain	SS	Stain					9 3/16		115
116	3'-0" x 7'-0"		B	STAIN PAINT	RR	PAINT					10		116
117	3'-0" x 7'-0"		B	STAIN PAINT	RR	PAINT					10		117
118	3'-0" x 7'-0"	20min	K	Stain	SS	Stain					9 3/16		118
119	3'-0" x 7'-0"	1HR	B	STAIN PAINT	RR	PAINT					3		119
120	3'-0" x 7'-0"		B	STAIN PAINT	RR	PAINT					11		120
121	3'-0" x 7'-0"		B	STAIN PAINT	RR	PAINT					11		121
122	3'-0" x 7'-0"	20min	B	STAIN PAINT	RR	PAINT					12		122
123	3'-0" x 7'-0"		J	TAUPE	LL	TAUPE					7		123
124	3'-0" x 7'-0"	1HR	B	STAIN PAINT	RR	PAINT					13		124
125	3'-0" x 7'-0"	1HR	B	STAIN PAINT	RR	PAINT					3		125
126	3'-0" x 7'-0"	20min	A	PAINT	RR	PAINT					4 4/5		126
127	3'-0" x 7'-0"	20min	B	STAIN PAINT	RR	PAINT					4 4/5		127
128	3'-0" x 7'-0"	20min	A	PAINT	RR	PAINT					4 4/5		128
129	3'-0" x 7'-0"	20min	A	PAINT	RR	PAINT					4 4/5		129
130	3'-0" x 7'-0"	20min	A	PAINT	RR	PAINT					4 4/5		130
131	3'-0" x 7'-0"		J	TAUPE	VV	TAUPE					7		131
201	8'-10½"x6'-10"		F	TAUPE	MFR	TAUPE					8	TD3 2721	201
202	8'-10½"x6'-10"		F	〃	MFR	〃					8	TD3 2721	202
203	8'-10½"x6'-10"		F	〃	MFR	〃					8	TD3 2721	203
204	8'-10½"x6'-10"		F	〃	MFR	〃					8	TD3 2721	204
205	8'-10½"x6'-10"		F	〃	MFR	〃					8	TD3 2721	205
206	8'-10½"x6'-10"		F	TAUPE	MFR	TAUPE					8	TD3 2721	206
207	3'-0" x 7'-0"	1HR	B	STAIN PAINT	RR	PAINT					13		207
208	3'-0" x 7'-0"	1HR	B	〃	RR	〃					3		208
209	3'-0" x 7'-0"		B	〃	RR	〃					6		209
210	3'-0" x 7'-0"		B	〃	RR	〃					6		210
211	3'-0" x 7'-0"		B	〃	RR	〃					6		211
212	3'-0" x 7'-0"		B	STAIN PAINT	RR	PAINT					6		212
213	3'-0" x 7'-0"	20min	K	STAIN	SS	STAIN					9 3/16		213
214	3'-0" x 7'-0"	20min	K	〃	SS	〃					9 3/16		214
215	3'-0" x 7'-0"	20min	K	〃	SS	〃					9 3/16		215
216	3'-0" x 7'-0"	20min	K	〃	SS	〃					9 3/16		216
217	3'-0" x 7'-0"	20min	K	STAIN	SS	STAIN					6		217
218	3'-0" x 7'-0"	1HR	B	STAIN PAINT	RR	PAINT					3		218
219	3'-0" x 5'-0"	20min	A	PAINT	TT	PAINT					6 3/5	W/ PADLOCK LATCH	219
220	3'-0" x 7'-0"	20min	K	STAIN	SS	STAIN					9 3/16		220
221	3'-0" x 7'-0"	20min	K	STAIN	SS	STAIN					9 3/16		221
222	3'-0" x 7'-0"	20min	K	STAIN	SS	STAIN					9 3/16		222
301	3'-0" x 7'-0"	1HR	B		RR						13		301
302	3'-0" x 7'-0"	1HR	B		RR						14		302
303	6'-0" x 7'-0"	20min	L		RR						5		303
304	3'-0" x 5'-0"		M								8	Fence Gate	304
305	NOT USED											NOT USED	305
306	3'-0" x 7'-0"	1HR	A		RR						14		306

TO BE REVISED MBR 12/15/98



1 A8.0 ENTRY DOOR DETAIL
SCALE: ¾"=1'-0"



2 A8.0 WOOD VENEER METAL DOOR DETAIL
SCALE: ¾"=1'-0"

⚠ PARK CITY REVISION :12-3-98
⚠ PARK CITY REVISION :11-12-98
⚠ P.C./ ARCH. REVISION 11-3-98

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A8.0
SHEET NAME: DOOR SCHEDULE

PROJECT NUMBER: 98015
DATE: August 12, 1998

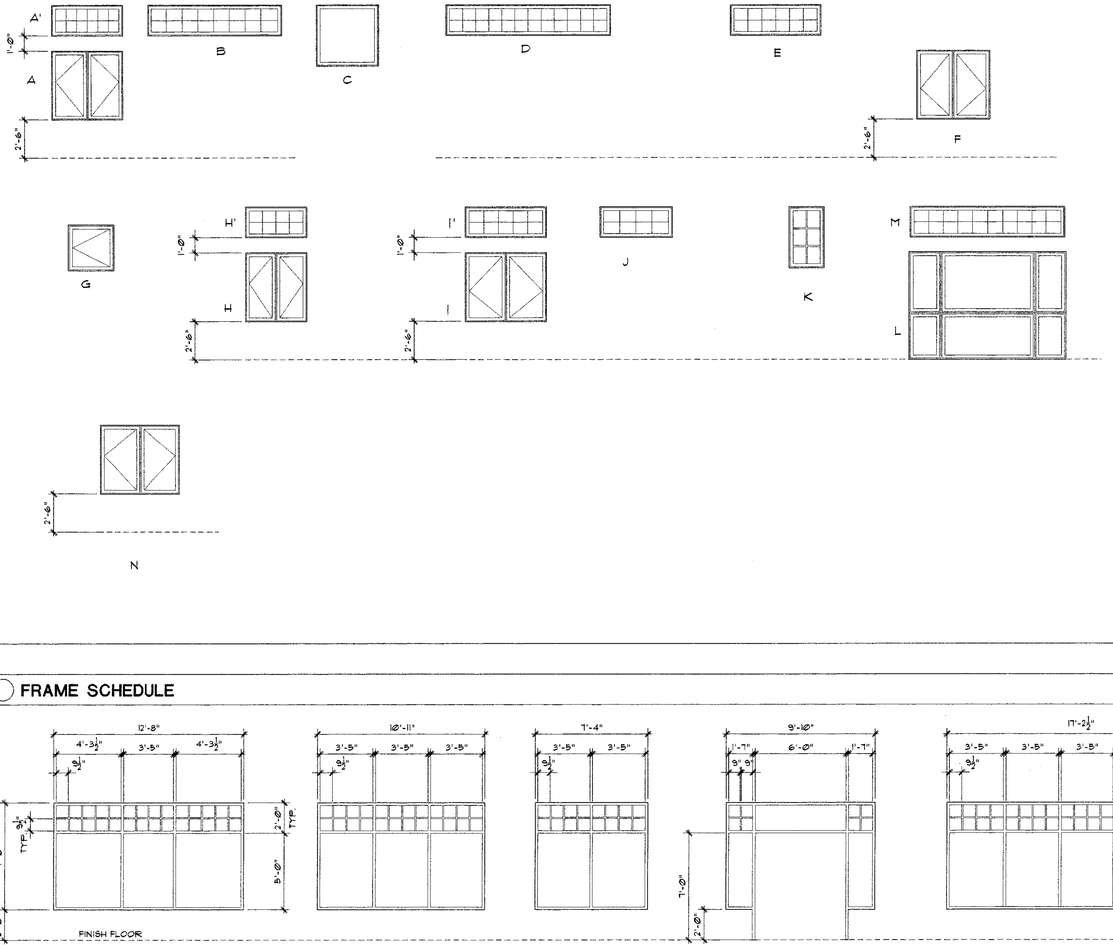
STATE OF UTAH FRED W. BABCOCK 112116 LICENSED ARCHITECT

DEC 16 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-

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RESIDENTIAL WINDOW SCHEDULE

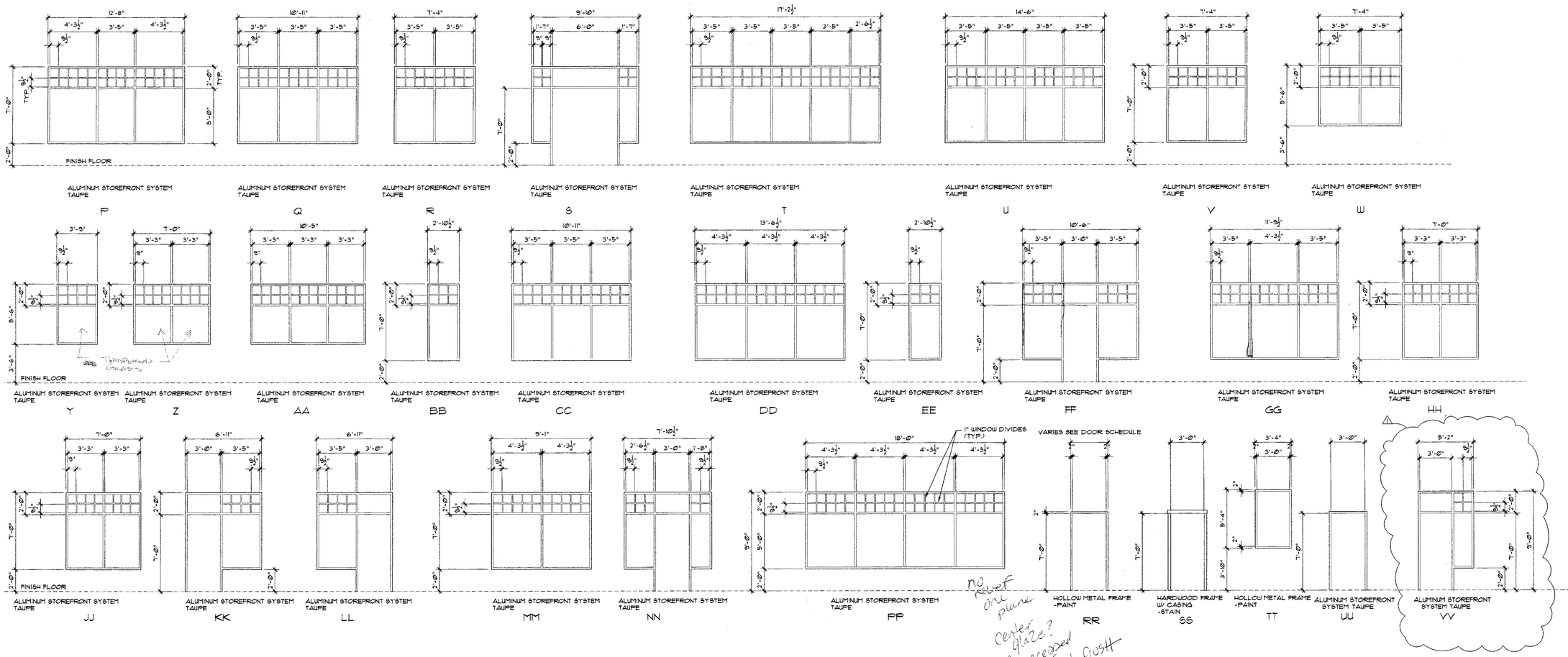


WINDOW SCHEDULE

	MARK	ROUGH OPENING WIDTH	ROUGH OPENING HEIGHT	TYPE	FRAME MAT'L	FRAME FIN.	DETAILS JAMB	DETAILS HEAD	DETAILS SILL	CLEAR OPENING (ONE LEAF) WIDTH	CLEAR OPENING (ONE LEAF) HEIGHT	LIGHT AREA = #	VENT AREA = #	R VALUE	REMARKS
	A	4'-8"	4'-8"	CASEMENT	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	22¼"	56⅝"	7.18	11.98	13.9	2.86	LOEWEN CA2 1412
	A'	4'-8"	2'-0½"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	5.82	-	2.86	LOEWEN CA1 1406
	B	8'-10½"	2'-0½"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	11.64	-	2.86	LOEWEN CA1 2706
	C	4'-0"	4'-0"	CASEMENT	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	17¼"	47½"	4.63	11.56	5.78	2.86	LOEWEN CA1 1212
	D	11'-10"	2'-0½"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	15.4	-	2.86	LOEWEN CA1 3606
	E	6'-1"	2'-0½"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	7.7	-	2.86	LOEWEN CA1 1806
	F	4'-8"	4'-8"	CASEMENT	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	22¼"	42½"	6.51	11.98	13.9	2.86	LOEWEN CA2 1412
	G	3'-6¼"	3'-0¼"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	5.67	-	2.86	LOEWEN CA1 0909
	H	4'-0"	4'-8"	CASEMENT	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	17¼"	56⅝"	5.49	11.76	11.56	2.86	LOEWEN CA2 1212
	H'	4'-0"	2'-0½"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	4.88	-	2.86	LOEWEN CA1 1206
	I	5'-4"	4'-8"	CASEMENT	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	23⅝"	56⅝"	8.25	14.22	16.22	2.86	LOEWEN CA2 1612
	I'	5'-4"	2'-0¼"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	8.76	-	2.86	LOEWEN CA1 1606
	J	4'-8"	2'-0½"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	5.82	-	2.86	LOEWEN CA1 1406
	K	2'-6½"	4'-0"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	5.99	-	2.86	LOEWEN CA1 0712
	L	18'-0¼"	7'-0½"	PICTURE	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	47.96	-	2.86	LOEWEN
	M	9'-1"	2'-0½"	SDL	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	XXX	XXX	XXX	11.64	-	2.86	LOEWEN SL1 3006
	N	5'-4"	4'-8"	CASEMENT	ALUMINUM CLAD	GREEN	XXX	XXX	XXX	23⅝"	56⅝"	8.25	14.22	16.22	2.86	LOEWEN CA2 1612
	O	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX	XXX
	P	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	Q	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	R	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
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	U	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	V	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	W	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	X	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	Y	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	Z	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	AA	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	BB	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	CC	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	DD	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	EE	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	FF	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	GG	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	HH	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	II	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	JJ	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	KK	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	LL	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	MM	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	NN	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	OO	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	PP	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
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	VV	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM
	WW	SEE FRAME TYPES THIS PAGE														ALUMINUM STOREFRONT SYSTEM

NOTE- ALL WINDOWS TO BE 1.82 / EXTERIOR

FRAME SCHEDULE



no recess in plane
center glaze?
recessed or not flush

Shopdrawings

ALL GLASS TO HAVE A 24" OF DOOR JAMB TO BE TEMPERED

STATE OF UTAH
FRED M. BABCOCK
112116
LICENSED
ARCHITECT

⚠ PARK CITY REVISION 11-12-98

⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A8.1

SHEET NAME: WINDOW SCHEDULE

PROJECT NUMBER: 95015

DATE: August 12, 1998

do not stamp

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3132

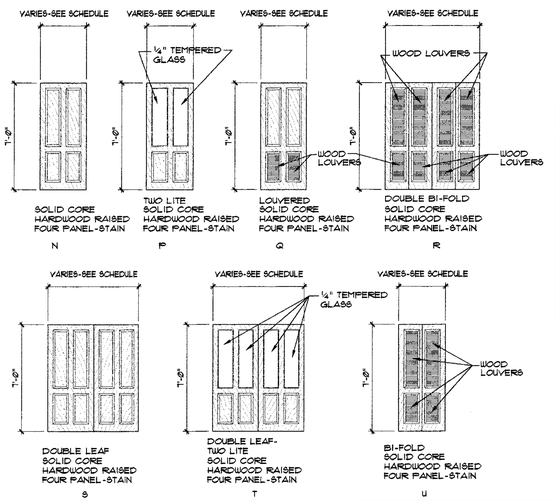
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CONDOMINIUM DOOR SCHEDULE

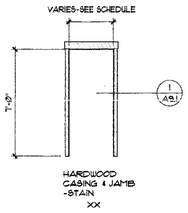
DOOR NUMBER	DOOR SIZE	FIRE RATING	DOOR TYPE	DOOR FINISH	FRAME TYPE	FRAME FINISH	DETAIL HEAD	DETAIL JAMB	DETAIL OTHER	THRESHOLD	HARDWARE GROUP	REMARKS	DOOR NUMBER
132	2'-8" x 7'-0"		N	STAIN	XX	STAIN		1/A9.1				PASSAGE	132
133	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	133
134	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	134
135	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	135
136	2'-6" x 7'-0"		N					1/A9.1				PASSAGE	136
137	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	137
138	5'-0" x 7'-0"		T					1/A9.1				PASSAGE	138
139	5'-0" x 7'-0"		T					1/A9.1				PASSAGE	139
140	3'-0" x 7'-0"		P					1/A9.1				PASSAGE	140
141	3'-0" x 7'-0"		N					1/A9.1				PASSAGE	141
142	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	142
143	2'-8" x 7'-0"		N					1/A9.1				PRIVACY	143
144	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	144
145	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	145
146	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	146
147	4'-0" x 7'-0"		R					1/A9.1				PASSAGE	147
148	3'-4" x 7'-0"		S					1/A9.1				PASSAGE	148
149	2'-8" x 7'-0"		Q	STAIN	XX	STAIN		1/A9.1				PASSAGE	149

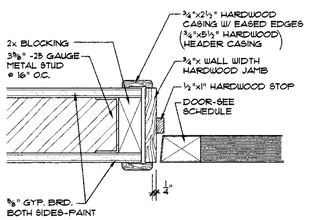
VERIFY WITH OWNER FOR THE DIFFERENT FLOOR MATERIAL TYPES & PREFERED THRESHOLDS

CONDOMINIUM DOOR TYPES

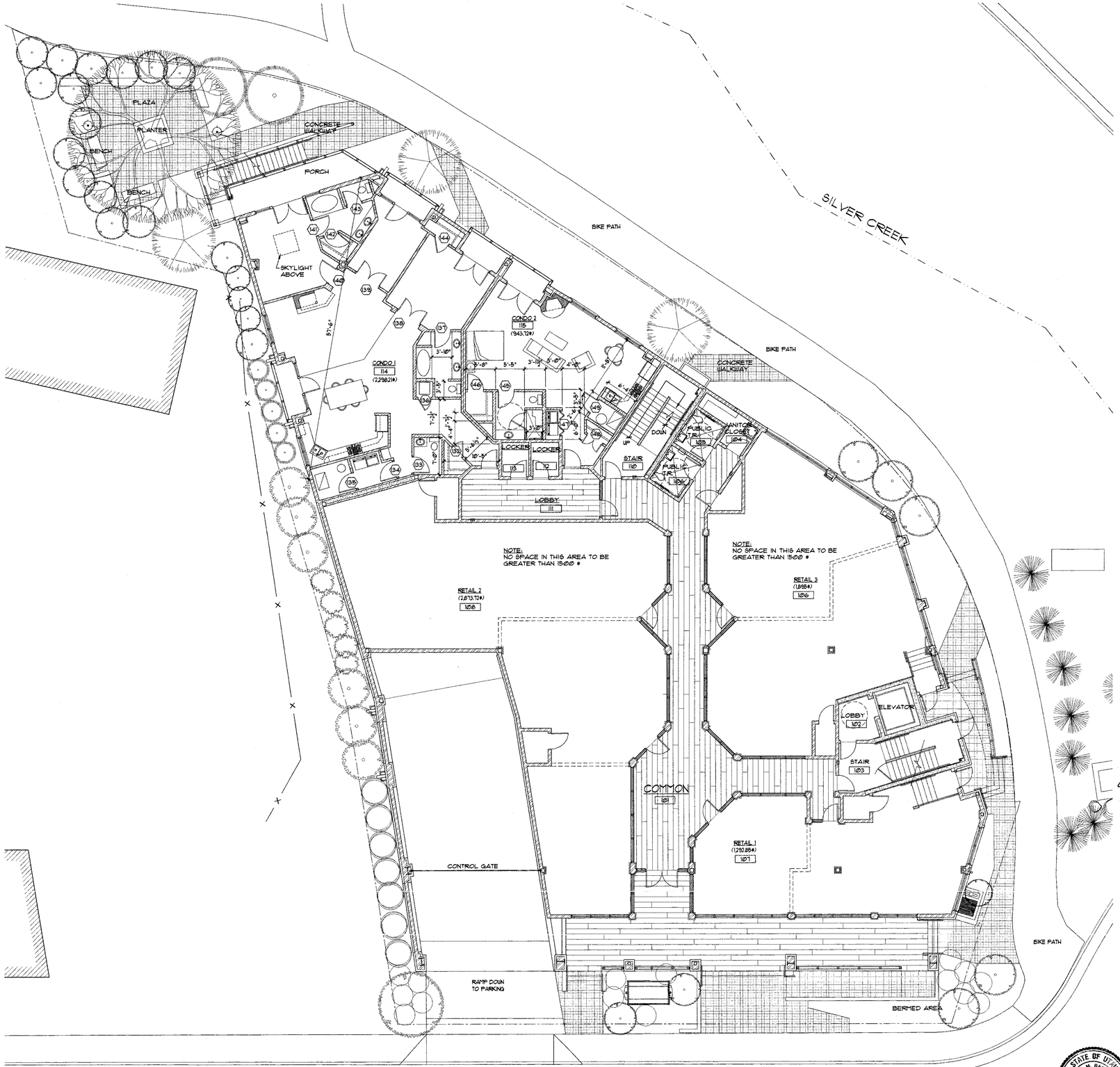


CONDOMINIUM FRAME TYPES





1/A9.1 **DOOR JAMB DETAIL**
SCALE: 3" = 1'-0"



NORTH **MAIN/RETAIL LEVEL**
SCALE: ⅛"=1'-0"

PLANNING DEPT. APPROVED
DATE 12/16/98

HEBER AVENUE
CENTERLINE

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

2 Notes:
SEE SHT A9.1 FOR ADA ACCESSIBLE HEIGHT LIMITATION FOR TYPE 'A' UNIT @ THE KITCHEN & BATH ROOM

P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A9.1
SHEET NAME: MAIN LEVEL CONDO PLANS
PROJECT NUMBER: 95015
DATE: August 12, 1998

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3132

do not stamp

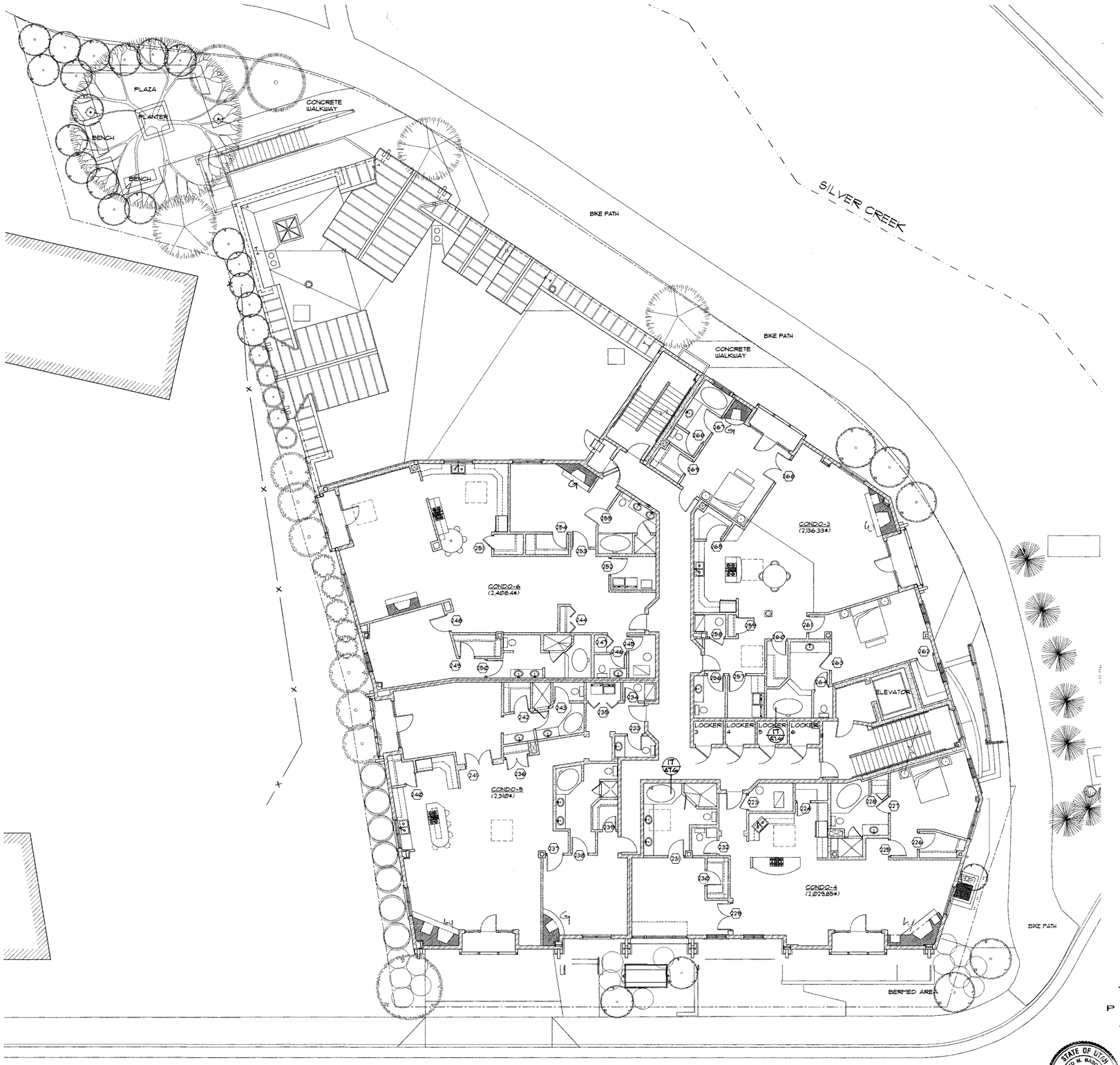
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CONDOMINIUM DOOR SCHEDULE

DOOR NUMBER	DOOR SIZE	FIRE RATING	DOOR TYPE	DOOR FINISH	FRAME TYPE	FRAME FINISH	DETAIL HEAD	DETAIL JAMB	DETAIL OTHER	THRESHOLD	HARDWARE GROUP	REMARKS	DOOR NUMBER
223	2'-8" x 7'-0"		Q					1/A9.1				LOCK	223
224	2'-6" x 7'-0"		N					1/A9.1				PASSAGE	224
225	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	225
226	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	226
227	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	227
228	3'-4" x 7'-0"		U					1/A9.1					228
229	5'-0" x 7'-0"		T					1/A9.1				PRIVACY	229
230	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	230
231	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	231
232	2'-6" x 7'-0"		Q					1/A9.1				PRIVACY	232
233	2'-8" x 7'-0"		N					1/A9.1				PRIVACY	233
234	2'-6" x 7'-0"		Q					1/A9.1				LOCK	234
235	5'-8" x 7'-0"		R					1/A9.1					235
236	4'-0" x 7'-0"		(2)-Q					1/A9.1				PASSAGE	236
237	3'-0" x 7'-0"		P					1/A9.1				PRIVACY	237
238	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	238
239	2'-6" x 7'-0"		Q					1/A9.1				PASSAGE	239
240	2'-6" x 7'-0"		Q					1/A9.1				PASSAGE	240
241	5'-0" x 7'-0"		T					1/A9.1				PRIVACY	241
242	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	242
243	2'-8" x 7'-0"		N					1/A9.1				PRIVACY	243
244	5'-0" x 7'-0"		R					1/A9.1				PASSAGE	244
245	2'-8" x 7'-0"		Q					1/A9.1				LOCK	245
246	2'-6" x 7'-0"		N					1/A9.1				PRIVACY	246
247	3'-4" x 7'-0"		U					1/A9.1					247
248	3'-0" x 7'-0"		P					1/A9.1				PRIVACY	248
249	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	249
250	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	250
251	2'-4" x 7'-0"		Q					1/A9.1				PASSAGE	251
252	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	252
253	3'-0" x 7'-0"		P					1/A9.1				PRIVACY	253
254	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	254
255	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	255
256	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	256
257	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	257
258	2'-8" x 7'-0"		Q					1/A9.1				LOCK	258
259	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	259
260	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	260
261	3'-0" x 7'-0"		P					1/A9.1				PRIVACY	261
262	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	262
263	3'-0" x 7'-0"		N					1/A9.1				PASSAGE	263
264	2'-6" x 7'-0"		N					1/A9.1				PRIVACY	264
265	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	265
266	5'-0" x 7'-0"		T					1/A9.1				PRIVACY	266
267	3'-0" x 7'-0"		N					1/A9.1				PASSAGE	267
268	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	268
269	3'-0" x 7'-0"		Q	STAIN	XX	STAIN		1/A9.1				PASSAGE	269

VERIFY WITH OWNER FOR THE DIFFERENT FLOOR MATERIAL TYPES & PREFERED THRESHOLDS

NOTE:
SEE SHEET A9.1 FOR DOOR AND FRAME TYPES



NORTH

SECOND LEVEL

SCALE: 1/8"=1'-0"

PLANNING DEPT.
APPROVED
DATE 12/16/98

HEBER AVENUE
CENTERLINE

STATE OF UTAH
FRED M. BABCOCK
112113
LICENSED ARCHITECT

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A9.2

SHEET NAME: SECOND LEVEL CONDO PLANS

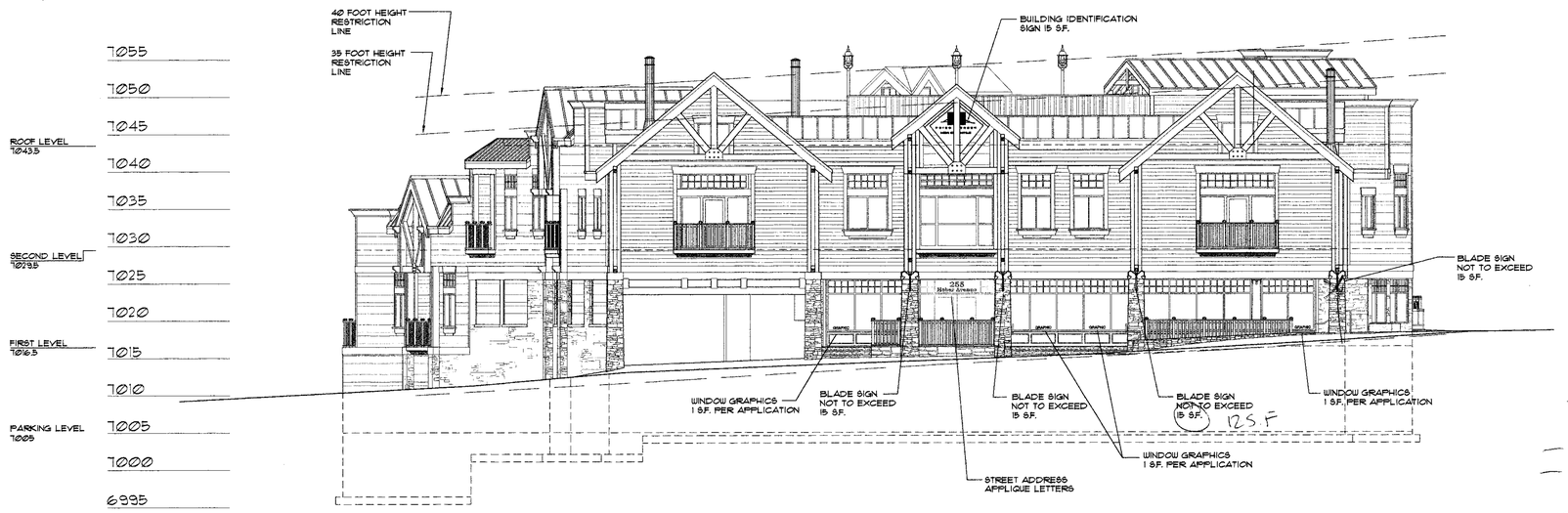
PROJECT NUMBER: 95015

DATE: August 12 1998

APPROVED
DEC 16 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363

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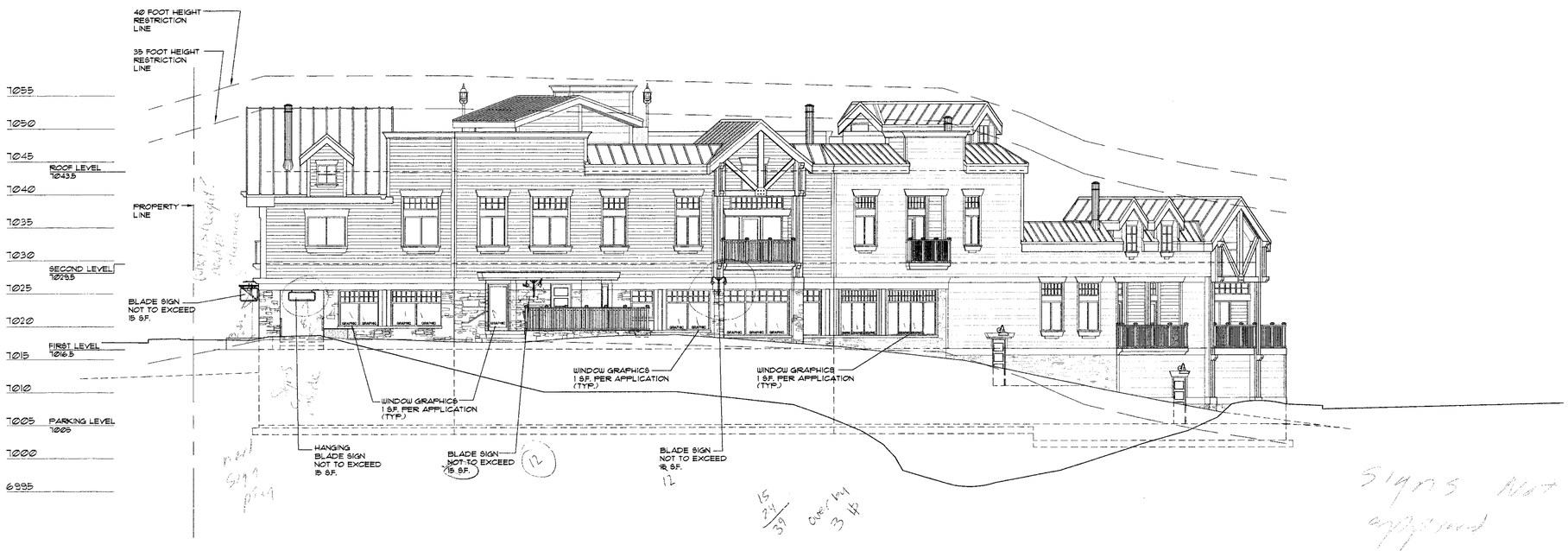
A M83.0 SCALE: 1/8"=1'-0" **SOUTH ELEVATION**

Need total facade area
36 or 36 + 5%

Blade Sign
cannot exceed 12 ft

— 1 ft for window vinyls

48 Square feet over minimum



B M83.0 SCALE: 1/8"=1'-0" **EAST ELEVATION**

Signs Not applicable

NOTE:
SEE SHEET M83.2 FOR SIGNAGE CRITERIA

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

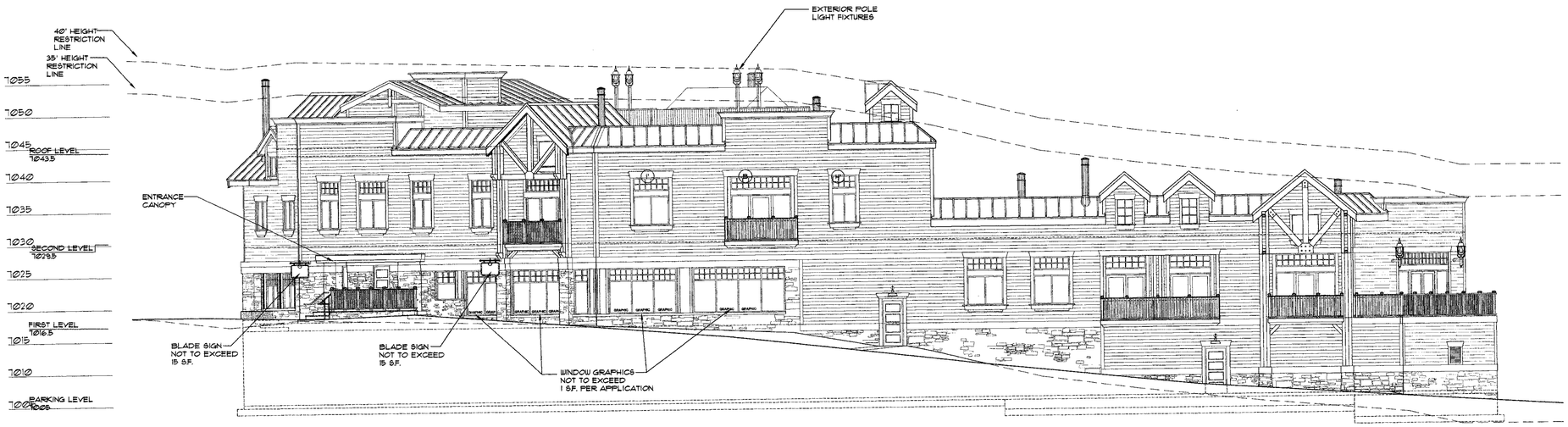
POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: M83.0
SHEET NAME: SIGNAGE PLAN
PROJECT NUMBER: 95015
DATE: November 3, 1998

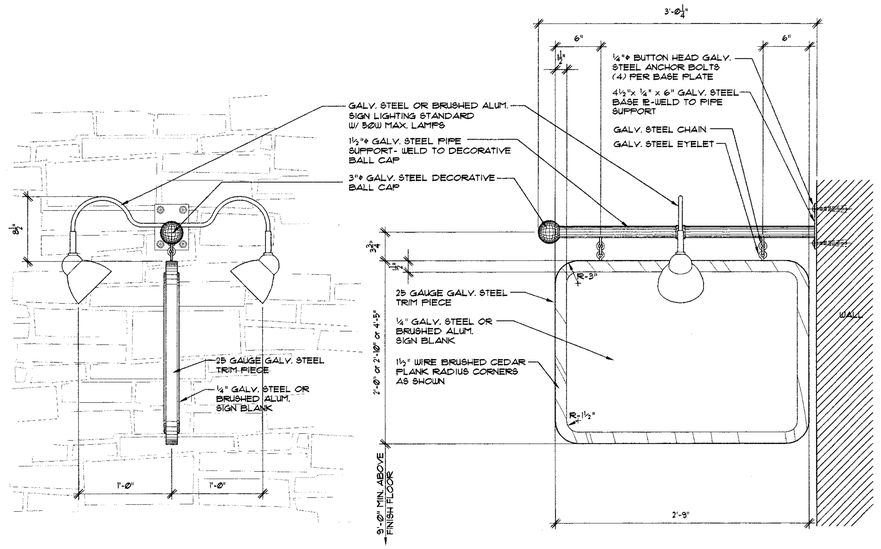
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3132

do not stamp

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A NORTH - EAST ELEVATION
M83.1 SCALE: 1/8"=1'-0"



END ELEVATION
SCALE: 1½" =1'-0"

SIDE ELEVATION
SCALE: 1½" =1'-0"

1 BLADE SIGN DETAIL
M83.1 SCALE: NONE

SIGNAGE CRITERIA

This document will serve to illustrate the proposed locations, size, and design of all exterior signage. Signs will be either flush mounted on the building face, suspended at right angles, or be incorporated in the fenestration.

Signage design is meant to complement the architectural elements of the building in size, proportion, and scale. Sign material selections are meant to reflect the overall feel of the structure, by utilizing similar wood (cedar) and metal (galvanized steel) in actual sign blanks, sign standards, and stantions.

%%uTenant Signage

All tenant signage will consist of a two sided, metal banded, 1 1/2" thick laminated cedar blank, faced with 1/4" galvanized metal blank. Tenant signs will be either blade type or hanging type signs suspended from a custom galvanized metal stantions. These will be illuminated with matching light fixtures with 84watt tips lamps.

Materials are color coded to coordinate with the standing seam metal roof. And the natural wood color of the building post and beam construction. Individual merchant graphics will be routed, raised or painted on the metal face of each blank. Square footage of individual tenant signs may vary slightly to incorporate a variety of design shapes and sizes.

Tenant signage in the form of window graphics is also proposed in appropriate locations to indentify merchant locations. Graphics not to exceed appropriate character size limits. These will be at the lower 1/3rd of the window consisting of one line of text.

%%uBuilding Identification Signage

proposed identification signage will consist of either a face mounted galvanized metal letter or a natural cedar wood blank incorporating a galvanized metal logo and letter face denoting "POISON CREEK MERCHANTILE BUILDING - EST.1998. This will be at one location , facing Heber Ave.

%%uSignage Locations
%%uSouth Elevation (Heber Ave.)

1. One (1) building identification sign, face mounted raised metal letter, or cedar plaque with raised or routed graphic. Size at approx. 15 sq. ft.
2. Four (4) projecting blade type signs used to indentify merchantile tenants. Individual sign size not to exceed 15 sq. ft.
3. On-glazing window graphics not to exceed the appropiate character size limits, will be allowed to identify individual merchant locations. Approximate 2 sq. ft. per application. This is to included a "Window Directory".
4. Modest sized street address mounted above main entrance doors.

%%uEast Elevation (Deer Valley Drive)

1. One (1) building identification sign, face mounted raised metal letter, or cedar plaque with raised or routed graphic. Size at approx. 15 sq. ft. mounted at pedestrian level.
2. Three (3) projecting blade type signs used to indentify merchantile tenants. Individual sign size not to exceed 15 sq. ft.
3. On-glazing window graphics not to exceed the appropiate character size limits, will be allowed to identify individual merchant locations. Approximate 2 sq. ft. per application.

All lighting designated for signage shall illuminate only the sign surface and shall be shielded so as to minimize glare or direct source viewing.

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: M83.2
SHEET NAME: SIGNAGE PLAN
PROJECT NUMBER: 95015
DATE: November 3, 1998

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 * 801-531-1144 * FAX 363-3132

Signs need separate approval

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SUSPENDED SLAB CONSTRUCTION CRITERIA

1. TOLERANCES

FABRICATION AND ERECTION SHALL CONFORM TO THE AISC "CODE OF STANDARD PRACTICE FOR STEEL BUILDINGS AND BRIDGES, " AND "STANDARD MILL PRACTICE" EXCEPT AS NOTED.

(A) THE TOLERANCE FOR THICKNESS OF SLABS IS + 1/4" IN. AND −1/4"IN. THE TOTAL DESIGN SLAB THICKNESS IS 6 INCHES (3" ABOVE THE TOP OF DECK.)

(B) ELEVATION TOLERANCE FOR CLOSURE PLATES AT THE BUILDING PERIMETER AND AT SLAB OPENINGS PRIOR TO CONCRETE PLACEMENT IS 1/4 IN.

2. INSPECTION AND TESTING MATERIALS

(A) THE CONTRACTOR SHALL MEASURE AND RECORD THE CAMBER OF ALL BEAMS AND GIRDERS IN A MANNER THAT WILL ALLOW THAT INFORMATION TO BE COMPARED TO THE AS−ERECTED CONDITIONS OF BEAMS AND GIRDERS. THIS LIST OF RECORDED CAMBERS SHALL BE SUBMITTED TO THE PROJECT ENGINEER.

(B) THE CONTRACTOR SHALL PROVIDE MATERIALS CERTIFICATIONS FOR ALL MEMBERS.

(C) THE CONTRACTOR SHALL PROVIDE CONCRETE DESIGN MIX FOR REVIEW PRIOR TO PLACEMENT.

3. SURVEYS

(A) DEFLECTION SURVEY: AT BEAM AND GIRDER LOCATIONS, THE CONTRACTOR SHALL PROVIDE SPOT GRADES FROM BELOW AT EACH END AND AT MID−SPAN. THE FIRST SET OF SPOT GRADES SHALL BE TAKEN PRIOR TO CONCRETING AND A SECOND SET TAKEN IN THE SAME LOCATIONS DURING CONSTRUCTION AND A THIRD AGAIN AFTER COMPLETION OF FINISHING OPERATIONS. LOCATION OF THE SPOT GRADES SHOULD BE MARKED TO INSURE THAT BOTH SETS OF READINGS ARE TAKEN AT THE SAME LOCATIONS.

4. CREATING A LEVEL DEFLECTED SURFACE

THE MOST EFFECTIVE METHOD OF ACHIEVING A DEFLECTED SURFACE THAT IS ESSENTIALLY LEVEL IS TO STRIKE OFF THE CONCRETE AT THE PROPER GRADE AND THEN ALLOW THE FLOOR FRAMING SYSTEM TO DEFLECT FROM THIS SUPPORTED LOCATION INTO A FINAL POSITION THAT IS ESSENTIALLY LEVEL. OFTEN, THE DESIGN / CONSTRUCTION TEAM WILL FIND THAT SOME PORTIONS OF THE FRAMING DO NOT DEFLECT AS PREDICTED. THESE LOCAL AREAS CAN BE IDENTIFIED AFTER INITIAL PLACEMENTS AND APPROPRIATE ADJUSTMENTS CAN BE MADE DURING CONSTRUCTION.

(A) STRIKE OFF THE SURFACE OF CONCRETE TO A PREDETERMINED GRADE WITH THE AID OF RIGID SCREED GUIDES. DO NOT USE WET SCREED GUIDES ON ELEVATED SURFACES. A UNIFORM SLAB THICKNESS (WITHIN THE ALLOWABLE), CAN BE ESTABLISHED USING A "SKI POLE" MEASURING DEVICE, PRESET TO THE DESIGN SLAB THICKNESS. THE SLAB THICKNESS SHALL BE CHECKED CONTINUALLY DURING THE PLACING OF THE NORMAL (U.N.O.) WEIGHT CONCRETE.

(B) FOR UNSHORED CONSTRUCTION, SUCH AS SLABS ON METAL DECK, SET GRADE FOR STRIKEOFF A DESIGNATED DISTANCE ABOVE THE TOP SURFACE OF THE STEEL FLOOR MEMBERS. METAL DECK CONTINUES TO DEFLECT FOR A SHORT PERIOD AFTER STRIKEOFF; RESTRAIGHTEN THE SURFACE USING A WIDE BULL FLOAT. THE CONTRACTOR SHOULD CREATE AN INITIAL SLAB THICKNESS OVER BEAMS THAT WILL ACCOMMODATE RESTRAIGHTENING OF THE SURFACE WHILE STILL MAINTAINING ADEQUATE CONCRETE COVER BEAMS.

(C) IN ISOLATED AREAS WHERE ACTUAL DEFLECTION OF STEEL BEAMS DURING CONCRETING OPERATIONS DIFFERS FROM THAT ANTICIPATED BY THE ENGINEER, ADJUST CONCRETE THICKNESS OR USE LOOSE SHORES ON SUBSEQUENT PLACEMENTS AS NECESSARY TO OFFSET OBSERVED BEHAVIOR. THE ANTICIPATED BEAM DEFLECTION, AFTER PLACING CONCRETE, IS 1/2" INCHES. UNDER NO CIRCUMSTANCES ALLOW BEAMS TO DEFLECT MORE THAN 3/4" INCHES FROM THEIR INITIAL POSITION.

5. CONTROLLING SURFACE QUALITY AT JOINTS, SLEEVE, COLUMNS AND WALLS

(A) LIMIT THE MAXIMUM ELEVATION CHANGE THAT MAY OCCUR WITHIN 2 FT. OF ANY COLUMN OR WALL ELEMENT TO 0.25 IN. THE CONTRACTOR SHALL GRIND OR PATCH ANY NON−CONFORMING SLAB SURFACE AS NECESSARY.

SUSPENDED SLAB NOTES:

1. STEEL DECK TO BE INSTALLED WITH 2 SPANS CONTINUOUS MINIMUM.
2. CONCRETE SHALL HAVE A MINIMUM COMPRESSIVE STRENGTH OF 4000 psi.
3. USE LIGHT WEIGHT CONCRETE FOR ALL FLOORS.
4. TOTAL SLAB THICKNESS IS 6" USE 3VLI 20 GA. DECK WITH 3" OF CONCRETE ABOVE DECK.
5. REINFORCE WITH #4 BARS @ 18" O.C. EACH WAY, CHAIRED 1" FROM TOP OF SLAB, AND TIED INTO PLACE.
6. USE LIGHT WEIGHT CONCRETE FOR MECHANICAL PADS ON ROOF.
7. NELSON STUDS TO BE 3/4" DIA., AND 4.1/2" LONG. SPACING TO BE 24" O.C. (U.N.O.)

GENERAL STEEL NOTES:

1. STEEL MANUFACTURER SHALL BE RESPONSIBLE FOR ACTUAL DESIGN OF JOISTS, AND SHALL PROVIDE FOR ANY ADDITIONAL LOADS DUE TO SNOW DRIFTING, MECHANICAL UNITS, SPACE HEATERS, RACKS, ETC... IN ADDITION TO DESIGN LOADS INDICATED ABOVE. MANUFACTURER SHALL PROVIDE SHOP DRAWINGS STAMPED BY A PROFESSIONAL ENGINEER, FOR REVIEW.
2. JOISTS, BRIDGING, BRACING, ETC... SHALL BE AS PER MANUFACTURERS RECOMMENDATIONS AND SPECIFICATIONS.
3. ALL DIMENSIONS AND CONDITIONS SHALL BE VERIFIED BY THE BUILDER PRIOR TO FABRICATION AND CONSTRUCTION.
4. ALL STRUCTURAL STEEL, BEAMS AND PLATES TO BE A36 (U.N.O.)
5. ALL TUBULAR COLUMNS TO BE MANUFACTURED TO Fy = 46 KSI UNDER ASTM A500, GRADE B.
6. ALL BOLTS FOR STEEL TO STEEL CONNECTIONS TO BE 7/8" DIA. A325−N HIGH STRENGTH BOLTS. (U.N.O.)
7. ALL WELDS TO BE E7018 ELECTRODES, BY CERTIFIED WELDER.
8. ALL WELDS AND BOLTING TO MEET APPROVAL OF SPECIAL INSPECTOR AS REQUIRED BY BUILDING OFFICIAL.
9. ALL STEEL SHALL NOT BE PRIMED NOR PAINTED − SEE ARCHITECTURAL FOR FIRE PROOFING REQUIREMENTS.
10. ALL WORK TO BE IN STRICT ACCORDANCE WITH THE 1994 UBC. LOCAL ORDINANCES, AND AISC LRFD 2ND EDITION.
11. ALL STEEL BEAMS SHALL HAVE WEB STIFFENERS EACH SIDE OF WEB AT BEARING ENDS AND AT CONCENTRATED LOADS. STIFFENER TO BE SAME THICKNESS AS WEB OF BEAM − TYPICAL.
12. STEEL JOIST TO MEET REQUIREMENTS OF STEEL JOIST INST.
13. STEEL DECK TO MEET REQUIREMENTS OF STEEL DECK INST.
14. STEEL JOISTS ARE CALLED OUT AS VULCRAFT, (A DIV. OF NUCOR CORP.) PROJECTS FROM THEIR 1995 DESIGN MANUALS. EQUAL PRODUCTS FROM OTHER MANUFACTURERS, WHO ARE MEMBERS OF THE STEEL DECK AND STEEL JOIST INSTITUTE WILL BE ACCEPTED WITH PRIOR APPROVAL. SUBMIT TO ENGINEER WITH DESIGN MANUALS BEFORE BIDDING.
15. SEE SPECIFICATIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS.
16. SEE ARCHITECTURAL SHEETS FOR BEARING ELEVATIONS.
17. SEE ARCHITECTURAL SHEETS FOR ADDITIONAL DIMENSIONS.
18. ANY BEARING PLATES NOT DETAILED SHALL BE; SAME THICKNESS AS FLANGE OF MEMBER, WIDTH SHALL BE WIDTH OF MEMBER PLUS 4" AND DEPTH SHALL BE 6" MIN.
19. SEE ARCHITECTURAL FOR ACCESS HATCHES, DRAFT STOPS, ETC.
20. REINFORCE DECK OPENING FOR SKYLIGHTS, ACCESS HATCHES, MECHANICAL UNITS, ETC... WITH L4 X 4 X 3/8 OR EQUAL ANGLE ON ALL UNSUPPORTED EDGES WELD IN PLACE. ANGLES SHALL SPAN BETWEEN JOIST AND BETWEEN OTHER ANGLES AS REQUIRED.
21. SNOW DRIFTING OCCURS ALONG VERTICAL DISCONTINUITIES. INTENSITY OF SNOW WITH DRIFTING IS 286 PSF ADJACENT TO VERTICAL DISCONTINUITY AND TAPERS TO 107 PSF IN 11'−0".
22. UPPER ROOF DECKING TO BE TYPE 1.5 B 20 GA GALV. PROVIDE 3/4" DIA. PUDDLE WELDS WITH 36/7 WELD PATTERN AND SIDE LAP FASTENERS @ 12" O.C. TYP.
23. SEE ARCHITECTURAL, MECHANICAL AND ELECTRICAL FOR ADDITIONAL STEEL MEMBERS (BRACKETS, ANGLES, ETC...) REQUIRED.
24. SUBMIT SHOP DRAWINGS OF ALL STRUCTURAL STEEL TO PROJECT ENGINEER FOR REVIEW.
25. SUBMIT WELDING PROCEDURE SPECIFICATION TO PROJECT ENGINEER PRIOR TO FABRICATION OF STRUCTURAL STEEL.
26. FLOOR DECKING TO BE 3" VLI 20 GAUGE W/ 3/4" DIA. PUDDLE WELDS @ A36/4 PATTERN AND WELDED SIDE LAP FASTENERS @ 12" O.C..
27. SEE SHEET S3.1 FOR MOMENT FRAMES.
28. ANY CONNECTION NOT DETAILED SHALL BE THE RESPONSIBILITY OF THE STEEL FABRICATOR. CONNECTION MUST BE DESIGNED BY A LICENSED PROFESSIONAL ENGINEER, AND MUST MEET APPROVAL OF PROJECT ARCHITECT AND ENGINEER.
29. PROVIDE DECK SUPPORT ANGLES AS REQUIRED.
30. CAMBER OF STEEL BEAMS SHALL BE MILL PROVIDED OR PROVIDED BY LOCAL STEEL FABRICATOR. SHOP CAMBERING OF BEAMS SHALL BE DONE BY A HEAT / SHRINK METHOD. ANY OTHER METHOD OF CAMBERING SHALL BE APPROVED BY AISC AND PROJECT ENGINEER.
31. NELSON STUDS FOR COMPOSITE BEAMS SHALL HAVE A 3/4" DIAMETER AND SHALL BE 4 1/2" LONG.

GENERAL WOOD FRAMING NOTES:

1. ALL WORK SHALL BE IN STRICT ACCORDANCE WITH NATIONAL BUILDING CODES AND LOCAL ORDINANCES
2. ALL DIMENSIONS AND CONDITIONS SHALL BE VERIFIED BY THE BUILDER PRIOR TO ANY WORK
3. ALL STRUCTURAL JOISTS SHALL BE DOUGLAS FIR LARCH #2 OR BETTER.
4. ALL STRUCTURAL CONNECTIONS SHALL BE SIMPSON OR EQUAL
5. ALL TRUSSES/JOISTS SHALL HAVE SOLID BLOCKING AT ALL BEARING POINTS.
6. FOR ADDITIONAL STANDARD NAILING REQUIREMENTS, SEE SCHEDULE IN UNIFORM BUILDING CODE.
7. ANY VARIATION IN FRAMING SHALL BE PRE APPROVED BY THE OWNER, ARCHITECT, & ENGINEER.
8. FOR OPTIONAL OR ADDITIONAL MEMBER SIZES, SEE PROJECT ENGINEER.
9. ALL STRUCTURAL MEMBERS SHALL HAVE A MIN OF 3" OF BEARING
10. PROVIDE HURRICANE CLIPS EACH END OF EACH TRUSS OR ROOF RAFTER / JOISTS, TYPICAL
11. ROOF SHEATHING TO BE 3/4" EXP−1 SHEATHING OR EQUAL WITH 10d COMMON NAILS OR EQUAL AT 6" O.C. EDGES, 4" O.C. INTO BLOCKING AND PERIMETER, AND AT 12" O.C. IN THE FIELD − UNBLOCKED. UNLESS NOTED OTHERWISE.

GENERAL NOTES

1. VISITS TO THE JOB SITE BY REPRESENTATIVES OF THE ENGINEER DO NOT CONSTITUTE APPROVAL OF THE WORK PERFORMED BY THE CONTRACTOR OR HIS SUBCONTRACTORS AND ARE MERELY FOR THE PURPOSE OF OBSERVING THE WORK PERFORMED.
2. CONTRACTOR SHALL NOTIFY ENGINEER / ARCHITECT OF ANY DISCREPANCIES, OMISSIONS OR CONFLICTS BETWEEN THE VARIOUS ELEMENTS OF THE WORKING DRAWINGS AND /OR SPECIFICATIONS BEFORE PROCEEDING WITH ANY WORK INVOLVED IN ALL CASES UNLESS OTHERWISE DIRECTED, THE MOST STRINGENT REQUIREMENTS SHALL GOVERN AND BE PERFORMED.
3. CONTRACTOR SHALL VERIFY ALL CONDITIONS, DIMENSIONS AND ELEVATIONS, ETC.. AT THE SITE AND SHALL COORDINATE WORK PERFORMED BY ALL TRADES. DO NOT SCALE DRAWINGS.
4. SHOP DRAWINGS SHALL BE REVIEWED BY THE ENGINEER / ARCHITECT PRIOR TO FABRICATION OR ERECTION FOR ANY PREFABRICATED OR MANUFACTURER − DESIGNED COMPONENTS AND SHALL BE STAMPED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE WHERE THIS STRUCTURE RESIDES.
5. SIZES, LOCATIONS, LOADS, AND ANCHORAGE'S OF EQUIPMENT SHALL BE VERIFIED IN THE FIELD WITH EQUIPMENT MANUFACTURES (SUPPLIERS) PRIOR TO FABRICATION OR INSTALLATION OF SUPPORTING STRUCTURES.
6. TEMPORARY BRACING SHALL BE PROVIDED WHERE EVER NECESSARY TO TAKE CARE OF ALL LOADS TO WHICH THE STRUCTURE MAY BE SUBJECTED, INCLUDING WIND. SUCH BRACING SHALL BE LEFT IN PLACE AS LONG AS MAY BE REQUIRED FOR SAFETY, OR UNTIL ALL THE STRUCTURAL ELEMENTS ARE COMPLETED. ALL BRACING SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR.
7. DURING AND AFTER CONSTRUCTION THE CONTRACTOR AND / OR OWNER SHALL KEEP LOADS ON THE STRUCTURE WITHIN THE LIMITS OF THE DESIGN LOAD.
8. CONTRACTOR AND ALL SUBCONTRACTORS SHALL PERFORM THEIR TRADES AND DUTIES IN A MANNER CONFORMING TO THE PROCEDURES AND REQUIREMENTS AS STATED IN THE 1994 UNIFORM BUILDING CODE, (OR LATEST ACCEPTED CODE ADOPTED BY THE LOCAL BUILDING OFFICIALS.
9. ANY SPECIAL INSPECTION REQUIRED BY THE BUILDING OFFICIAL OR THE UNIFORM BUILDING CODE ARE THE RESPONSIBILITY OF THE OWNER OR CONTRACTOR.
10. CONTRACTOR SHALL BE RESPONSIBLE FOR SAFETY AND PROTECTION WITHIN AND ADJACENT TO THE JOB SITE.

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575−9455
1857 North 1120 West Provo, Utah 84604 − (801) 375−9999
THESE PLANS, DRAWINGS AND DESIGNS ARE THE EXCLUSIVE PROPERTY OF J.M. WILLIAMS AND ASSOCIATES, AND SHALL NOT BE REPRODUCED IN ANY FORM WITHOUT WRITTEN CONSENT. ALL RIGHTS ARE RESERVED.

GENERAL CONCRETE NOTES:

1. ALL WORK SHALL BE IN STRICT ACCORDANCE WITH THE LATEST EDITION OF THE 1994 UNIFORM BUILDING CODE, ACI 318−95, AND LOCAL ORDINANCES.
2. CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS PRIOR TO PLACING CONCRETE.
3. ALL REINFORCING STEEL SHALL BE DEFORMED BARS CONFORMING TO THE STANDARD SPECIFICATIONS ASTM A615 GRADE 60, AND MAY BE PROPERLY TIED INTO PLACE PRIOR TO POURING CONCRETE (FIELD BENT DOWELS MAY BE GRADE 40)
4. SEE SPECIFICATIONS FOR CONCRETE DESIGN REQUIREMENTS
5. ALL EXTERIOR FOOTINGS SHALL BE 12" THICK MIN. AND PROPERLY FORMED. INTERIOR FOOTINGS SHALL ALSO BE 12" THICK, (UNLESS NOTED OTHERWISE.)
6. RECESS FOUNDATION AND POUR SLAB THROUGH, TYPICAL ALL EXTERIOR DOORS AND STORE FRONT TYPE WINDOWS.
7. ALL EXTERIOR FOOTINGS SHALL BEAR 42" MIN. BELOW FIN. GRADE.
8. CONTRACTOR SHALL COORDINATE WITH MECHANICAL, ELECTRICAL, AND ARCHITECTURAL PRIOR TO POURING CONCRETE. PROVIDE SLEEVES, BLOCKOUTS, ETC... AS REQUIRED FOR PROJECT.
9. PROVIDE ISOLATION JOINTS AROUND COLUMNS/SPREAD FOOTINGS, AND CONTROL JOINTS AS REQUIRED. VERIFY LOCATIONS WITH ARCHITECT.
10. DEPRESS SLAB 2" AS REQUIRED IN AREAS OF CERAMIC TILE, AND 5/8" OR AS REQUIRED FOR SPECIAL ENTRY MATS, ETC... VERIFY W/ ARCHITECT.
11. ALL CONCRETE SHALL HAVE A MIN. COMPRESSIVE STRENGTH OF 4,000 PSI IN 28 DAYS.
12. CONTRACTOR SHALL PROVIDE ALL SHORING AS REQUIRED.
13. BRACE WALLS AS REQUIRED UNTIL FLOOR SLABS ARE IN PLACE, PRIOR TO BACKFILLING.
14. TO MINIMIZE CRACKING OF SLABS, USE #4 BARS AT 18" O.C. EACH WAY 1" CLEAR FROM TOP.
15. ALL SPLICES IN CONT. CONC. REINFORCING BARS SHALL LAP 40 BAR DIAMETERS MIN. ALL SPLICES SHALL BE MADE IN A COMPRESSION ZONE UNLESS NOTED. ALL CONT. REINFORCING SHALL TERMINATE WITH A 90 DEG. BEND OR SEPARATE CORNER BARS.
16. ALL REINFORCING STEEL SHALL BE DETAILED AND PLACED IN ACCORDANCE WITH ACI DETAILING MANUAL AND ACI STANDARDS (LATEST ADDITION)
17. FOOTINGS, FOUNDATION AND SLABS SHALL BE CONSTRUCTED ON PROPERLY PLACED ENGINEERED FILL PER THE SOILS ENGINEERS RECOMMENDATIONS AND PROJECT SPECIFICATIONS, OR UPON UNDISTURBED MATERIAL.
18. CONTRACTOR SHALL STEP FOOTINGS AND FOUNDATION AS REQUIRED.
19. PROVIDE ELEVATOR PITS W/ CASINGS PER MANUFACTURERS SPECIFICATION. CONTRACTOR TO COORDINATE. PROVIDE WATER STOPS & KEYWAYS IN ELEVATOR PIT CONSTRUCTION.
20. FOR ADDITIONAL INFORMATION AND REQUIREMENTS, SEE SOILS REPORT AND PROJECT SPECIFICATIONS − TYP.
21. THE USE OF EPOXY COATED REINFORCING STEEL IS RECOMMENDED IN THE FOOTING, FOUNDATION AND LOWER LEVEL SLAB ON GRADE.
22. 1 1/2" MIN. COVER FOR ALL REINFORCING. U.N.O.

BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

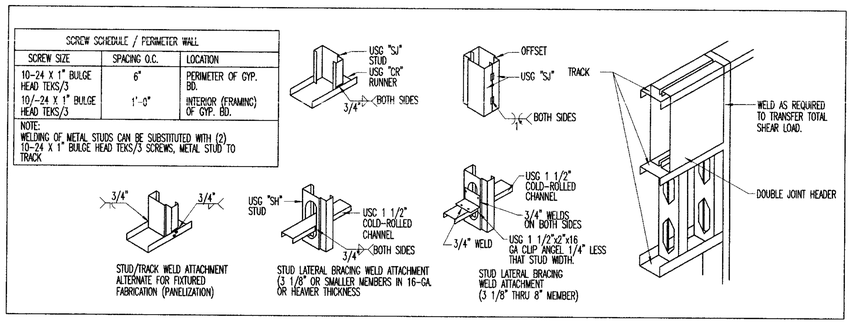
THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S0.1
SHEET NAME: GENERAL NOTES AND SCHEDULES
PROJECT: 9632I
DATE: APRIL 3 1998

APPROVED
DEC 1 5 1998
PARK CITY
BUILDING DEPARTMENT

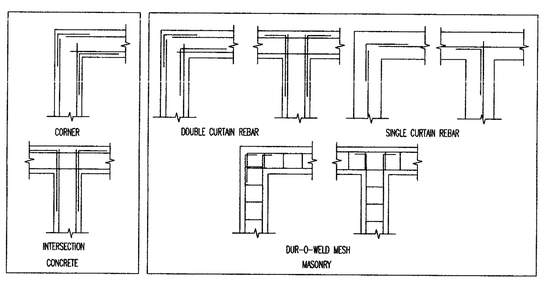
SCREW SCHEDULE / PERIMETER WALL		
SCREW SIZE	SPACING O.C.	LOCATION
10−24 X 1" BUGLE HEAD TEKS/3	6"	PERIMETER OF GYP. BD.
10/−24 X 1" BUGLE HEAD TEKS/3	1'−0"	INTERIOR (FRAMING) OF GYP. BD.
NOTE: WELDING OF METAL STUDS CAN BE SUBSTITUTED WITH (2) 10−24 X 1" BULGE HEAD TEKS/3 SCREWS, METAL STUD TO TRACK.		



NOTE:
1. ALL LIGHT FRAME, NON−STRUCTURAL FRAMING IS BY THE CONTRACTOR OR HIS SUBS, AND IS NOT THE RESPONSIBILITY OF THE PROJECT ENGINEER.
2. ALL FRAMING MUST BE IN ACCORDANCE WITH THE 1994 UBC AND LOCAL ORDINANCES.
3. ALL INTERIOR PARTITIONS MUST ACCOMMODATE CODE PRESCRIBED DEFLECTION OF THE STRUCTURE DUE TO DEAD AND LIVE LOADS
4. SEE ARCHITECTURAL FOR ADDITIONAL INFORMATION AND REQUIREMENTS
5. SEE MANUFACTURER OF RECOMMENDATION, SPECIFICATIONS AND STANDARD DETAILS.

STD STEEL FRAMING − NON STRUCTURAL

SCALE: NO SCALE



TYPICAL CORNER BARS

NONE

TABLES OF EQUIVALENT FASTENERS, STAPLES, NAILS, AND T−NAILS (VALID FOR LATERAL LOAD ONLY)						
COMMON NAIL SPACING		EQUIV. SPACING OF APPR'D FASTENER STAPLES / NAILS / T−NAILS				
	GAUGE	16	15	14	13	131
	PENT	1"	1¼	1¼	1 1/4"	1 1/2"
6d AT	4"	3 1/2"	4"	5"	4"	5"
	6"	5"	5"	7"	6"	7 1/2"
	8"	6 1/2"	8"	9 1/2"	8"	10"
	10"	8 1/2"	10"	12"	10"	12"
	12"	10"	12"	14 1/2"	12"	14 1/2"
8d AT	4"	2 1/2"	3 1/2"	4"	3 1/2"	4"
	6"	4"	5"	6"	5"	6"
	8"	5 1/2"	6 1/2"	8"	6 1/2"	8"
	10"	6 1/2"	8"	10"	8"	10"
	12"	8"	10"	12"	9 1/2"	12"
10d AT	4"	2"	2 1/2"	3"	2 1/2"	3 1/2"
	6"	3 1/2"	4"	5"	4"	5"
	8"	4 1/2"	5 1/2"	6 1/2"	5 1/2"	7"
	10"	5 1/2"	7"	8"	6 1/2"	8 1/2"
	12"	6 1/2"	8"	9 1/2"	8"	10"
NOTE: PENETRATION IS THE DEPTH OF EMBEDMENT OF THE STAPLE OR NAIL INTO THE MAIN MEMBER REQUIRED TO ATTAIN ITS FULL CAPACITY (SHEAR VALUE) FOR LATERAL LOADING.						

TABLE OF EQUIVALENT FASTENERS

NONE

NOTE: APPLIES ONLY IN AREAS OF WOOD CONSTRUCTION. SURFACE OF SHEATHING MAY BE CRUSHED, BUT MUST NOT BE BROKEN.

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

ABBREVIATIONS

℄	CENTERLINE
∠ OR L	ANGLE
2L	DOUBLE ANGLE
Ø	DIAMETER
# / LF	POUNDS PER LINEAR FOOT
# / SF	POUNDS PER SQUARE FOOT
A.B.	ANCHOR BOLTS
ABV.	ADVE.
A/C	AIR CONDITIONING
ACI	
ADH.	ADHESIVE
ADJ.	ADJACENT
A.F.F.	ABOVE FINISH FLOOR
AISC	AMERICAN INSTITUTE OF STEEL CONSTRUCTION
ALT.	ALTERNATE
ALUM.	ALUMINUM
ANC.	ANCHOR
ANG.	ANGLE
APPROX.	APPROXIMATE
ARCH.	ARCHITECT, ARCHITECTURAL (DRAWINGS)
ASTM	AMERICAN SOCIETY FOE TESTING AND MATERIALS
ATTACH.	ATTACHMENT
BET.	BETWEEN
B.F.F.	BELOW FINISH FLOOR
BLK.	(CONCRETE) BLOCK
BM.	BEAM
BOTT.	BOTTOM
B.P.	BASE PLATE
BRG.	BEARING
BRK.	BRICK
C/C	CENTER TO CENTER
C.G.	COLUMN GRID
C.J.	
C.L. or ℄	CENTER LINE
CLR.	CLEAR
CMU	CONCRETE MASONRY UNITS
COL.	COLUMN
COMP.	COMPLETE, COMPOSITE
CONC.	CONCRETE
CONN.	CONNECTION
CONST.	CONSTRUCTION
CONT.	CONTINUOUS
CONTR.	CONTRACTOR
COORD.	COORDINATE
CRSI	CONCRETE REINFORCING STEEL INSTITUTE
DBL.	DOUBLE, DOUBLER
DIA. or Ø	DIAMETER
DIM.	DIMENSION(S)
DL	DEAD LOAD
DTL.	DETAIL, DRAWING(S)
EA.	EACH
E.F.	EACH FACE, EXHAUST FAN
E.J.	EXPANSION JOINT
ELECT.	ELECTRICAL (DRAWINGS)
E B	ECCENTRICLY BRACED
ELEV.	ELEVATION
EMBED.	EMBEDMENT
E.O.R.	ENGINEER OF RECORD
E.O.S.	EDGE OF SLAB
EQ.	EQUAL, EQUALLY
EXP.	EXPANSION
EXT.	EXTERIOR
EQ. or EQUIP.	EQUIPMENT
EX. or EXIST.	EXISTING
	EACH WAY
F.D.	FLOOR DRAIN
FDN.	FOUNDATION
F.H.	FULL HEIGHT
FIN.	FINISH
FLG.	FLANGE
FLR.	FLOOR
FRMG.	FRAMING
F/SLAB	FACE OF SLAB
F/STUD	FACE OF STUD
FT.	FEET
FTG.	FOOTING
F.V.	FIELD VERIFY
GALV.	GALVANIZED
GB	GRADE BEAM
G.C.	GENERAL CONTRACTOR
G.L.	GRID LINE
GLB	GLULAM BEAM
GRAN.	GRANULAR
HD.	HEADED
HGT.	HEIGHT
HORIZ.	HORIZONTAL
HT.	HEIGHT
HVAC	MECHANICAL SYSTEM
I.D.	INSIDE DIAMETER
IN.	INCH(ES)
INSUL.	INSULATION
INT.	INTERIOR, INTERMEDIATE
ISO.	ISOLATION
JST.	JOIST
JT.	JOINT
K	KIPS
KIT.	KITCHEN (DRAWINGS)
L or LEN.	LENGTH
LBS.	POUNDS
L.F.	LINEAR FOOT
LG.	LONG
LL	LIVE LOAD
LLH	LONG LEG HORIZONTAL
LLV	LONG LEG VERTICAL
LT.	LIGHT
LV.	LEVEL
MANUF. or MFR.	MANUFACTURER
MAX.	MAXIMUM
MECH.	MECHANICAL (DRAWINGS)
MIN.	MINIMUM
MTL.	METAL
N.F.P.A.	NATIONAL FIRE PROTECTION ASSOCIATION
N.I.C.	NOT IN CONTRACT
N.T.S.	NOT TO SCALE
O.C.	ON CENTER (SAME AS C/C)
O.D.	OUTSIDE DIAMETER
OPNG.	OPENING
OPP.	OPPOSITE
PART.	PARTIAL
PC.	PIECE
PC	PILE CAP
PCA	PORTLAND CEMENT ASSOCIATION
P.D.F.	POWDER DRIVEN FASTENERS
PENE.	PENETRATION
PL. or ℘	PLATE
PLUMB.	PLUMBING (DRAWINGS)
PSI	POST TENSIONED, PRESSURE TREATED
Q.T.	QUARRY TILE
R.	RADIUS, RECATION
REF.	REFERENCE, REFER TO
REINF.	REINFORCING
REM.	REMAINDER
REQ'D.	REQUIRED
REV.	REVISED, REVISION
R.F.	RIGID FRAME
RM.	ROOM
R.O.	ROUGH OPENING
SBC	STANDARD BUILDING CODE
SCHED.	SCHEDULE
SEC.	SECTION
S.F.	SQUARE FOOT
SIM.	SIMILAR
SJI	STEEL JOIST INSTITUTE
SP.	SPACE, SPACING
SPL.	SPLICE
SPECS.	SPECIFICATIONS
S.S.	
STD.	STANDARD
STIFF.	STIFFENER
STL.	STEEL
STRUCT.	STRUCTURAL (DRAWINGS)
T&B	TOP AND BOTTOM
T/FTG.	TOP OF FOOTING
T/GB	TOP OF GRADE BEAM
T/SLAB	TOP OF SLAB
T/STEEL	TOP OF STEEL
T/WALL	TOP OF WALL
THK.	THICK, THICKNESS
TYP.	TYPICAL
UBC.	UNIFORM BUILDING CODE
U.N.O.	UNLESS NOTED OTHERWISE
U.L.	UNDERWRITERS LABORATORY
VERT.	VERTICAL
W/	WITH
WD.	WOOD
W/O	WITHOUT
W.P. or WP.	WORK POINT
WT.	WEIGHT
W.W.F.	WELDED WIRE FABRIC

SPECIAL INSPECTION:

SPECIAL INSPECTION SHALL BE PROVIDED BY OWNER ACCORDING TO UBC SECTION 1701. THE SPECIAL INSPECTOR SHALL OBSERVE THE WORK FOR CONFORMANCE WITH THE CONTRACT DOCUMENTS. THE SPECIAL INSPECTOR SHALL SEND REPORTS TO THE OWNER, THE BUILDING OFFICIAL, THE ARCHITECT, THE ENGINEER AND TO THE CONTRACTOR. ALL DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE CONTRACTOR FOR CORRECTION. THE SPECIAL INSPECTOR SHALL SUBMIT A FINAL SIGNED REPORT STATING THAT THE SPECIAL INSPECTION WORK WAS, TO THE BEST OF HIS KNOWLEDGE, IN CONFORMANCE WITH THE PLANS, SPECIFICATIONS AND APPLICABLE WORKMANSHIP PROVISIONS OF THE UBC. SPECIAL INSPECTION IS REQUIRED FOR THE FOLLOWING WORK:

FIELD WELDING OF ROOF AND FLOOR DIAPHRAGMS

FIELD WELDING OF HEADED SHEAR STUDS

ALL OTHER WELDING

BOLTED CONNECTIONS

POURED-IN-PLACE CONCRETE

PLACEMENT OF ENGINEERED FILL

HELICAL ANCHORS (SHOP DRAWINGS REQ'D)

LEGEND:

W16X26	=	BEAM DESIGNATION (APPROX. 16" DEEP X 26 PLF)
W10X12 C=1/2"	=	CAMBER BEAM 1/2"
W16X26 (20)	=	(20) 3/4" DIA. NELSON STUDS 4.1/2" LONG EQUALLY SPACED WELDED TO TOP OF BEAM FOR COMPOSITE CONSTRUCTION
DO	=	DITTO – JOIST IS SAME SIZE AS ADJACENT MEMBER SEE FRAMING PLAN
	=	OPENING IN DECK
	=	AREA OF SNOW DRIFTING MAXIMUM INTENSITY = 286 PSF AND TAPERS TO 107 PSF IN 21'-0" (TYPICAL).
25K	=	REACTION LOAD OF 25,000 lbs (LRFD).
GR50	=	50 GRADE STEEL REQ'D.

DESIGN MATERIALS:

ROOF DECK TO BE 1.5 B 20 GA GALV. (U.N.O.)
FLOOR DECK TO BE 3 VLI 20 GA GALV. (U.N.O.)
LIGHT WEIGHT CONCRETE FOR COMPOSITE ROOF TO HAVE f'c = 4000 PSI
NORMAL WEIGHT CONCRETE IN FOOTINGS AND COMPOSITE FLOOR TO HAVE f'c = 4,000 PSI
STRUCTURAL STEEL TO BE ASTM A36 (UNLESS NOTED OTHERWISE).
TUBULAR STEEL Fy = 46 KSI (ASTM A500, GRADE B)
STRUCTURAL STEEL COLUMNS TO BE GRADE 50

DESIGN CRITERIA:

SNOW LOAD	= 107 PSF
DRIFTING	= 286 PSF – 107 PSF IN 11'-0"
SEISMIC ZONE	= III
WIND SPEED	= 70 MPH
EXPOSURE	= B
ALLOWABLE SOIL BEARING	= 3000 PSF MINIMUM AND 5000 PSF MAX. FOR FTG'S ≤ 6'-0" WIDE.

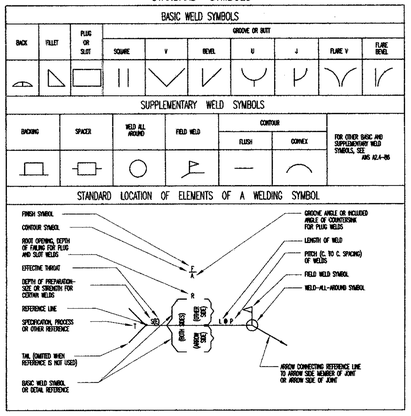
DESIGN LOADS:

ROOF LIVE LOAD	= 107 PSF
ROOF DEAD LOAD	= 25 PSF
ROOF OVERBUILD DEAD LOAD	= 10 PSF
CONDO LIVE LOAD	= 40 PSF
RETAIL LIVE LOAD	= 100 PSF
EXIT AREAS LIVE LOAD	= 100 PSF
PARTITION LOAD	= 20 PSF
FLOOR DEAD LOAD	= 57 PSF
SLAB ON GRADE DEAD LOAD	= 63 PSF

DESIGN CODE:

1994 UNIFORM BUILDING CODE
AISC MANUAL OF STEEL CONSTRUCTION
LRFD 2ND EDITION, AND ASD 9TH EDITION
AND LOCAL ORDINANCES.

WELDED JOINTS
STANDARD SYMBOLS



TYPICAL WELD SYMBOLS

N.T.S.

SYMBOLS LEGEND

SECTION — X / XX — DRAWING DETAIL NUMBER / SHEET NUMBER

DETAIL — X / XX — DRAWING DETAIL NUMBER / SHEET NUMBER

ELEVATION — LOCATION / ELEVATION

ELEVATION — X / XX — DRAWING DETAIL NUMBER / SHEET NUMBER

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-6455
1857 North 1120 West Provo, Utah 84604 – (801) 375-9990

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GENERAL MASONRY NOTES

1. ALL WORK SHALL BE IN STRICT ACCORDANCE WITH THE LATEST EDITION OF THE UNIFORM BUILDING CODE, AND LOCAL ORDINANCES.
2. CONTRACTOR SHALL VERIFY ALL CONDITIONS AND DIMENSIONS PRIOR TO STARTING CONSTRUCTION.
3. DOWEL REINFORCING IN COLUMNS AND WALLS INTO THE FOOTING OR STRUCTURE BELOW WITH REBAR OF THE SAME SIZE AND SPACING AS REQUIRED ABOVE. PROVIDE 40 BAR DIAMETERS FOR SPLICE (12" MIN.)
4. REINFORCE MASONRY IN BOTH DIRECTIONS. GROUT FULL ALL BLOCK CELLS WITH REINFORCING. ALIGN CELLS TO PRESERVE UNOBSTRUCTED VERTICAL CELLS OF 2" X 3" MIN. GROUT IN 4 FOOT LIFTS ONLY (WITHOUT PRIOR APPROVAL).
5. REINFORCE WALLS AS FOLLOWS:
   8" THICK BEARING WALLS: #5 BARS AT 32" O.C. VERTICAL (2) #4 BARS AT 48" O.C. HORIZ. IN BOND BEAMS, AND DURO-WALL AT 16" O.C. (U.N.O.)

   PROVIDE ADDITIONAL STEEL FOR ROOF AND FLOOR DIAPHRAGM CHORDS, IN BOND BEAMS – SEE DETAILS.

   PLACE ADDITIONAL BARS AT ALL CORNERS, DOOR AND WINDOW JAMBS, ETC., SEE DETAILS.
6. CONCRETE UNIT MASONRY TO HAVE f'm = 2500 PSI MIN. AND MEET APPROVAL OF OWNER, ARCHITECT AND PROJECT SPECIFICATIONS.
7. MASON TO INSTALL EMBEDDED ANCHOR BOLTS, INBED PLATES, BEARING PLATES, ETC... AS REQUIRED (TO BE FURNISHED BY OTHERS) COORDINATE W/ GENERAL CONTRACTOR.
8. ALL REINFORCING STEEL TO BE GRADE 60. REINFORCING TO CONFORM TO ASTM A615 OR A706. (FOR WELDING REBAR USE GRADE 60W OR A706).
9. ALL HORIZONTAL REINFORCING IN HEADERS AND LINTELS SHALL EXTEND 24" MIN. BEYOND EDGE OF OPENING, INTO SUPPORT. IF HORIZ. REINFORCING CAN'T EXTEND 24" BEYOND EDGE OF OPENING, PROVIDE STANDARD 90 DEG. HOOK AT ENDS.
10. DO NOT LAP BOTTOM STEEL AT CENTER SPAN, NOT TOP STEEL NEAR INTERIOR OR EXTERIOR SUPPORTS, TYPICAL ALL BEAMS AND LINTELS. ALL LAPS SHALL BE MADE IN THE SECTION OF THE WALL, AND NOT IN THE LINTEL.
11. CONTRACTOR SHALL BE RESPONSIBLE FOR ALL SHORING AND BRACING AS REQUIRED.
12. USE "U" BLOCK SAME THICKNESS AS THE WALL, AS THE BOTTOM BLOCK OF THE LINTEL.
13. ALL STANDARD WALL REINFORCING SHALL CONTINUE THROUGH THE LINTEL SECTION.
14. ALL LINTELS, AND 24" MIN. OF ADJACENT WALLS, SHALL BE GROUTED SOLID.
15. COORDINATE WITH ARCHITECTURAL DRAWINGS FOR WALL TYPES AND LOCATIONS.
16. CONTRACTOR SHALL BE RESPONSIBLE FOR ACTUAL LAYOUT AND PLACEMENT OF REINFORCING STEEL. COORDINATE WITH MASONRY MANUFACTURER / SUPPLIER AS REQ'D.

BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

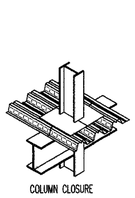
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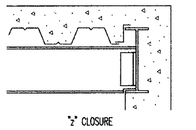
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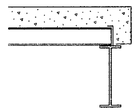
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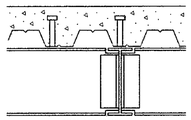
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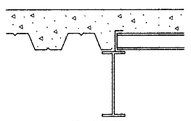
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BUILDING INSPECTION

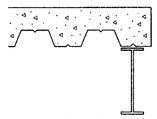

COLUMN CLOSURE

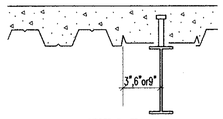

"Z" CLOSURE


POUR STOP AT END


STUD LOCATIONS


CELL CLOSURE


POUR STOP AT SIDE



GIRDER FILLER

TYPICAL POUR STOP DETAILS

N.T.S.

ASTM STANDARD REINFORCING BARS

DESIGNATION	WEIGHT POUNDS PER FOOT	NOMINAL DIMENSIONS -- ROUND SECTIONS DIAMETER INCHES	CROSS SECTIONAL AREA–SQ. INCHES	PERIMETER INCHES
#3	0.376	0.375	0.11	1.178
#4	0.668	0.500	0.20	1.571
#5	1.043	0.625	0.31	1.963
#6	1.502	0.750	0.44	2.356
#7	2.044	0.875	0.60	2.749
#8	2.670	1.000	0.79	3.142
#9	3.400	1.128	1.00	3.544
#10	4.303	1.270	1.27	3.990
#11	5.313	1.410	1.56	4.430
#14	7.650	1.693	2.25	5.319
#18	13.600	2.257	4.00	7.090

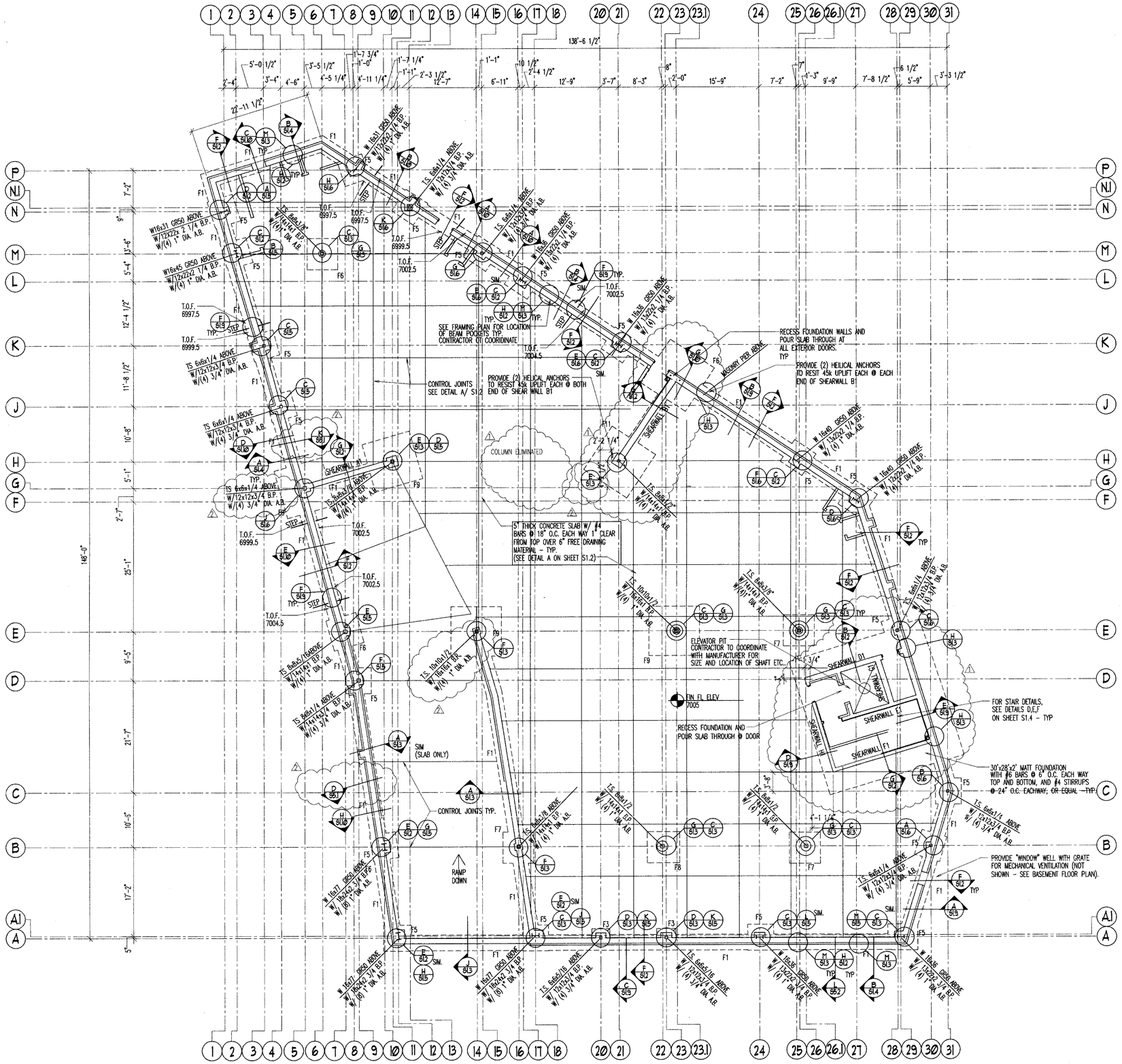
ASTM BARS SCHEDULE

SCALE: NTS

SITE PREPARATION NOTES:

1. REMOVE 6'-6" OF EXISTING NON-ENGINEERED FILL, FROM STRUCTURE AREAS (BUILDING).
2. TEMPORARY DEWATERING MAY BE REQUIRED DURING CONSTRUCTION, AND IS THE RESPONSIBILITY OF THE OWNER.
3. LONG TERM DEWATERING WILL BE REQUIRED A PERIMETER AND BELOW SLAB SUBDRAIN SYSTEM IS TO BE INSTALLED IN THE "BELOW GRADE" AREA OF THE STRUCTURE, AND IS THE RESPONSIBILITY OF THE CONTRACTOR, SEE SOILS REPORT.
4. EXCAVATE AS REQUIRED FOR PROPER PLACEMENT OF FOOTINGS AND FOUNDATION.
5. ALL FOOTING AND SLABS SHALL BE CONSTRUCTED ON NATIVE MATERIAL, OR PROPERLY PLACED ENGINEERED FILL. IF ANY PORTION OF THE BUILDING IS PLACED ON ENGINEERED FILL, THEN THE ENTIRE BUILDING MUST BE PLACED ON 24" MIN. OF ENGINEERED FILL.
6. ALL SITE PREPARATION MUST BE APPROVED BY THE SOILS ENGINEER AND BE IN ACCORDANCE WITH THE RECOMMENDATIONS OF THE SOILS REPORT PREPARED BY AGRA EARTH & ENVIRONMENTAL DATED MAY 19, 1997.

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998



MISC. NOTES:

1. FOR BEAM POCKET LOCATIONS, SEE FRAMING PLANS CONTRACTOR TO COORDINATE
2. NOTE: SEE SHEET S1.4 FOR SHEAR WALL SCHEDULE AND NOTES, PROVIDE MATCHING DOWELS
3. FLOOR BEAMS TO CONNECT TO SIDE OF CONCRETE PILASTERS WITH WELDED CONNECTION TO EMBEDMENT PLATES. SEE DETAIL K/S1.3 TYPICAL - CONTRACTOR TO COORDINATE LOCATIONS. (SEE FRAMING PLANS AND PROJECT ENGINEER).
4. SEE GENERAL NOTES, SOILS REPORT, AND SPECIFICATIONS FOR ADDITIONAL INFORMATION AND REQUIREMENTS
5. CONTRACTOR TO COORDINATE W/ ARCHITECT FOR ANY ADDITIONAL "POP OUTS", ETC. IN FOUNDATION FOR ARCHITECTURAL FEATURES
6. HELICAL ANCHORS SHALL BE INSTALLED PER THE MANUFACTURERS RECOMMENDATIONS AND SPECIFICATIONS SEE FOOTING AND FOUNDATION PLAN FOR LOCATIONS (15-TOTAL). SEE DETAIL C/S1.4
7. SEE ARCHITECTURAL SECTIONS FOR ADDITIONAL INFORMATION -TYP.
8. SEE ARCHITECTURAL FLOOR PLANS FOR VERIFICATION OF DIMENSIONS, AND FOR ADDITIONAL DIMENSIONS-TYP.
9. NOTE: MOMENT FRAME BASE PLATE THICKNESS MAY BE REDUCED IF ANCHOR BOLTS EXTEND UP TO GUSSETS WHICH TRANSFER THE LOAD DIRECTLY INTO THE COLUMN FLANGES-TYP. COORDINATE WITH PROJECT ENGINEER
10. ALL MOMENT FRAME COLUMNS ARE GRADE 50 STEEL.

NOTE: SEE SHEET A2.0 FOR:

A. LOCATION OF CATCH BASINS IN BASEMENT LEVEL
B. FINISH FLOOR ELEVATION
C. SLOPE AT SLABS ON GRADE
D. TRENCH DRAIN LOCATIONS
E. STRIPING FOR PARKING STALLS
F. UTILITIES
G. SETBACKS
H. BUILDING CROSS SECTION CALL OUTS
I. ETC.....

FOOTING SCHEDULE

MARK	WIDTH	LENGTH	DEPTH	REINFORCING CROSSWISE				REINFORCING LENGTHWISE				REMARKS
				NO	SIZE	LENGTH	SPACING	NO	SIZE	LENGTH	SPACING	
F1	30"	CONT	12"					4	4	CONT	EQ	3" EDGE CLEARANCE
F2	24"	CONT	12"					3	4	CONT	EQ	3" EDGE CLEARANCE
F3	3'-6"	3'-6"	12"	7	4	3'-0"	6"	7	4	3'-0"	6"	3" EDGE CLEARANCE
F4	4'-0"	4'-0"	12"	8	4	3'-6"	6"	8	4	3'-6"	6"	3" EDGE CLEARANCE
F5	5'-0"	5'-0"	12"	10	4	4'-6"	6"	10	4	4'-6"	6"	3" EDGE CLEARANCE
F6	6'-0"	6'-0"	16"	12	5	5'-6"	6"	12	5	5'-6"	6"	3" EDGE CLEARANCE
F7	7'-0"	7'-0"	20"	14	5	6'-6"	6"	14	5	6'-6"	6"	3" EDGE CLEARANCE
F8	8'-0"	8'-0"	24"	16	6	7'-6"	6"	16	6	7'-6"	6"	TOP & BOTTOM
F9	9'-6"	9'-6"	24"	19	6	9'-0"	6"	19	6	9'-0"	6"	TOP & BOTTOM
F10	10'-0"	10'-0"	24"	20	6	9'-6"	6"	20	6	9'-6"	6"	TOP & BOTTOM
F11	10'-6"	10'-6"	24"	21	7	10'-0"	6"	21	7	10'-0"	6"	3" EDGE CLEARANCE

FOOTING AND FOUNDATION PLAN

SCALE:1/8" = 1'-0"

REVISIONS:
1. MARCH 18, 1998
2. APRIL 3, 1998

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-9455
1857 North 1120 West Provo, Utah 84604 - (801) 375-9990

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BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S1.1

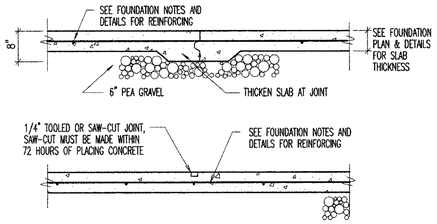
SHEET NAME: FOOTING AND FOUNDATION PLAN

PROJECT: 96321

DATE: FEBRUARY 6, 1998

APPROVED
DEC 3 5 1999
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8001-531-1144 * FAX-363-3132

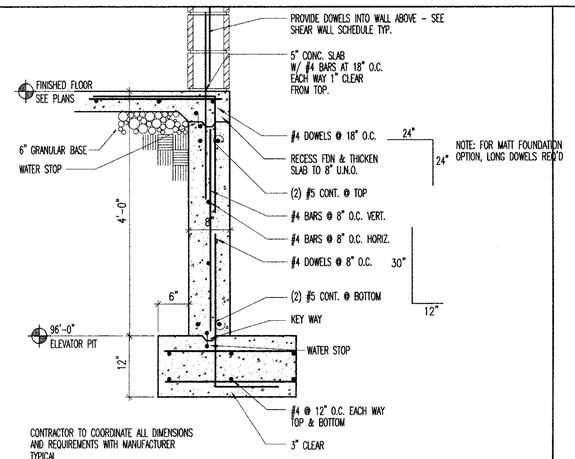


WHERE REQUIRED, PROVIDE CONTROL JOINTS @ APPROX. 15'-0" EACH WAY OR AS INDICATED ON PLAN, VERIFY W/ ARCHITECT.

NOTE: SEE GEOTECHNICAL REPORT OR SPECIFICATIONS FOR SUBGRADE TREATMENT

TYPICAL CONTROL JOINT

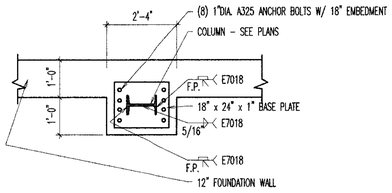
SCALE: N.T.S. — (A) S1.1 / S1.2

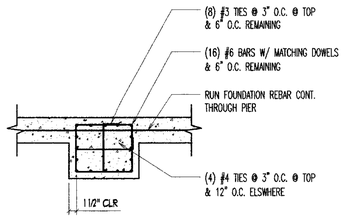


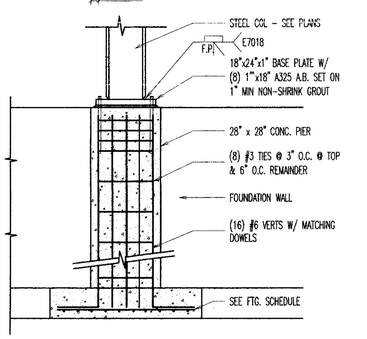
CONTRACTOR TO COORDINATE ALL DIMENSIONS AND REQUIREMENTS WITH MANUFACTURER TYPICAL

ELEVATOR PIT DETAIL

SCALE: NTS — (B) S1.1 / S1.2

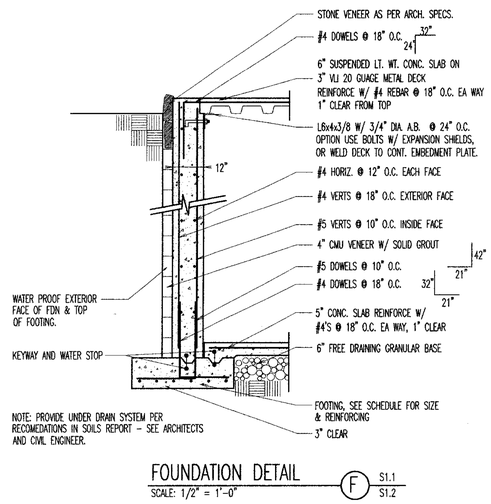






CONCRETE PIER

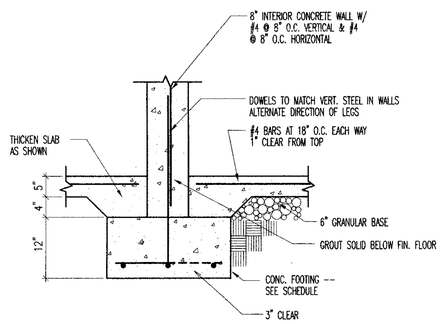
SCALE: 1/2" = 1'-0" — (E) S1.1 / S1.2



NOTE: PROVIDE UNDER DRAIN SYSTEM PER RECOMMENDATIONS IN SOILS REPORT - SEE ARCHITECTS AND CIVIL ENGINEER.

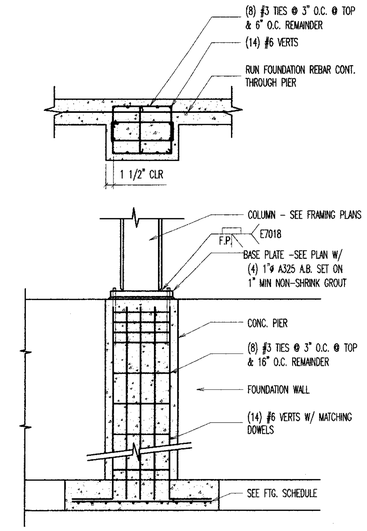
FOUNDATION DETAIL

SCALE: 1/2" = 1'-0" — (F) S1.1 / S1.2



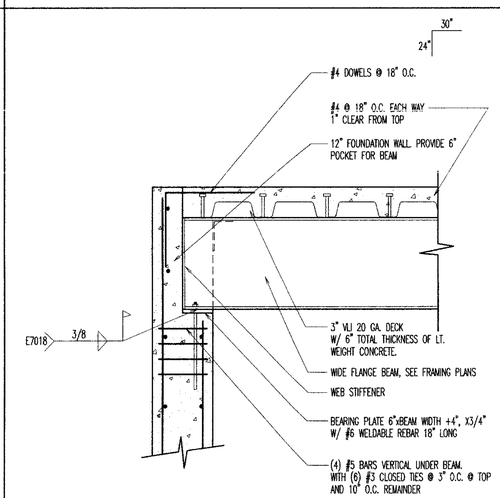
FOUNDATION DETAIL

SCALE: 1" = 1'-0" — (G) S1.1 / S1.2



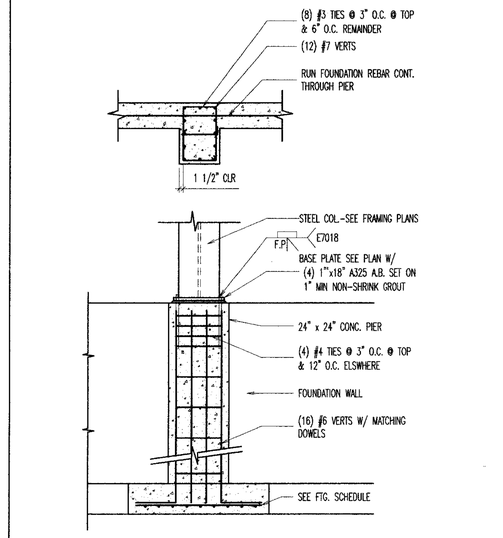
CONCRETE PIER

SCALE: 1/2" = 1'-0" — (C) S1.1 / S1.2



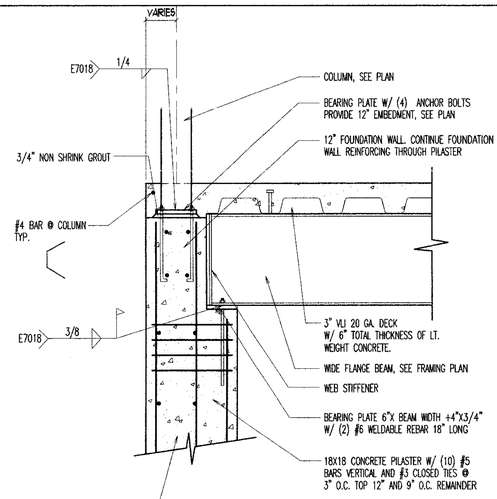
BEAM POCKET DETAIL

SCALE: 1" = 1'-0" — (H) S1.1 / S1.2



CONCRETE PIER

SCALE: 1/2" = 1'-0" — (D) S1.1 / S1.2



BEAM POCKET DETAIL

SCALE: 1" = 1'-0" — (J) S1.1 / S1.2

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-6455
1857 North 1120 West Provo, Utah 84604 - (801) 375-9990

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ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S1.2

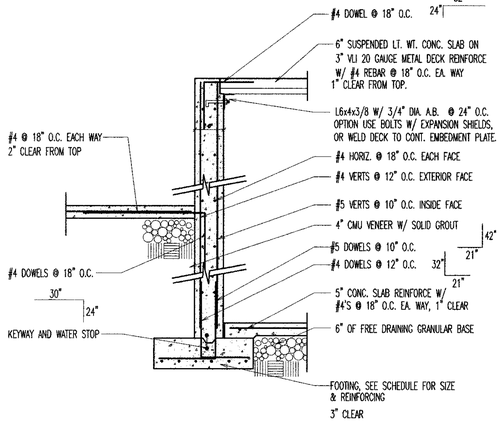
SHEET NAME: FOOTING AND FOUNDATION DETAILS

PROJECT: 96321

DATE: JANUARY 23, 1998

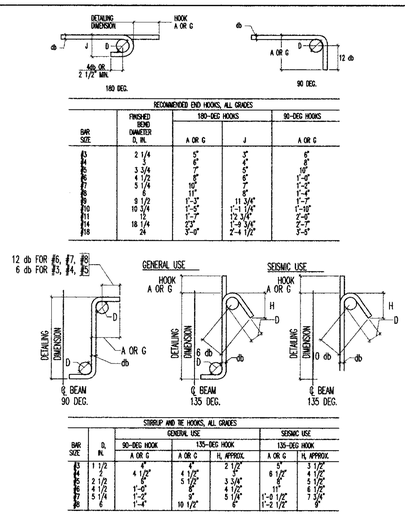
APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

5 2 E X C H A N G E P L A C E S A L T L A K E C I T Y , U T A H 8 4 1 1 1 8 0 1 - 5 3 1 - 1 1 4 4 * F A X - 3 6 3 - 3



FOUNDATION DETAILS

N.T.S. — A — S1.1 / S1.3

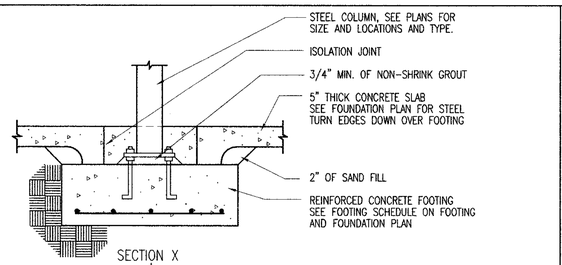


BAR SIZE	FINISHED BEND DIAMETER D, IN.	180-DEG HOOKS A OR G	180-DEG HOOKS J	90-DEG HOOKS A OR G
#3	2 1/4	2"-6"	2"-6"	1'-1 1/2"
#4	3 3/4	3"-6"	3"-6"	1'-4 1/2"
#5	4 1/2	4"-6"	4"-6"	1'-7 1/2"
#6	5 1/4	5"-6"	5"-6"	1'-10 1/2"
#7	6	1'-0"	6"	2'-1 1/2"
#8	8 1/2	1'-3"	11 3/4"	2'-4 1/2"
#9	10 3/4	1'-6"	1'-1 3/4"	2'-7 1/2"
#10	12	1'-9"	1'-2 3/4"	2'-10 1/2"
#11	14	2'-0"	1'-5 3/4"	3'-1 1/2"
#14	18 1/4	2'-3"	2'-4 1/2"	3'-5"
#18	24	3'-0"	3'-0"	3'-5"

BAR SIZE	D, IN.	STIRRUP AND TIE HOOKS, ALL GRADES GENERAL USE 90-DEG HOOK A OR G	GENERAL USE 135-DEG HOOK A OR G	GENERAL USE 135-DEG HOOK H, APPROX.	SEISMIC USE 135-DEG HOOK A OR G	SEISMIC USE 135-DEG HOOK H, APPROX.
#3	1 1/2	4"	4"	2 1/2"	4"	3 1/2"
#4	2	4 1/2"	4 1/2"	3"	6 1/2"	4 1/2"
#5	2 1/2	5"	5 1/2"	3 3/4"	8"	5 1/2"
#6	4 1/2	9"	9"	6 1/2"	11"	8 1/2"
#7	5 1/4	1'-2"	1'-2"	7 1/2"	1'-3 1/2"	9 1/2"
#8	6	1'-4"	10 1/2"	8"	1'-5 1/2"	9"

TYPICAL HOOK BAR DETAILS

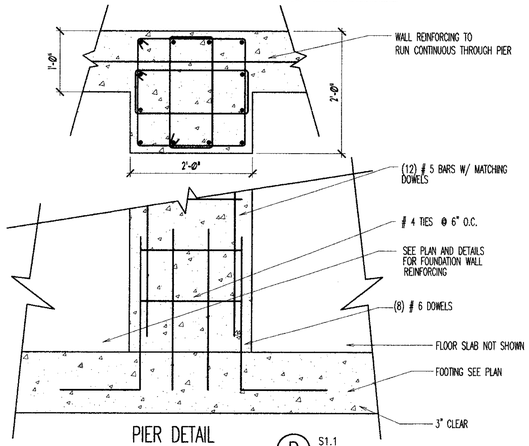
SCALE: NTS — B — S1.3



ISOLATION JOINT DETAIL

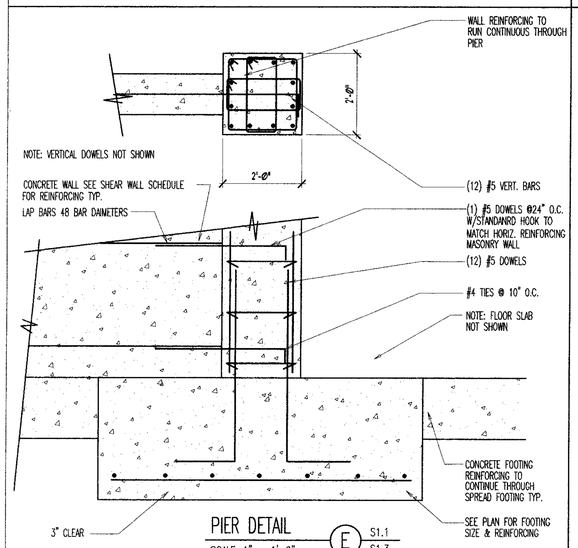
N.T.S. — C — S1.1 / S1.3

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-9455
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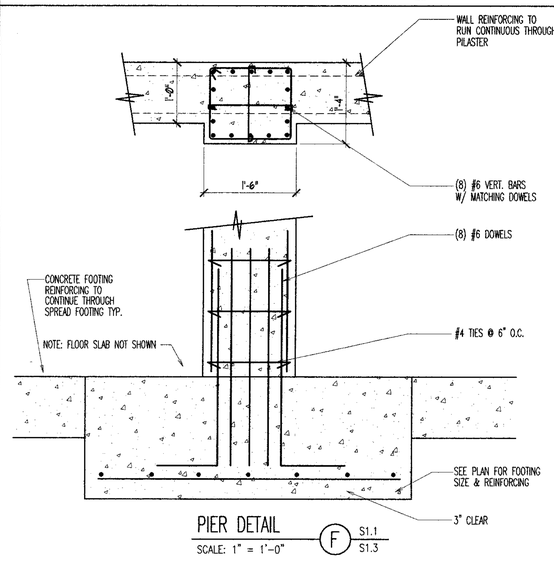
PIER DETAIL

N.T.S. — D — S1.1 / S1.3



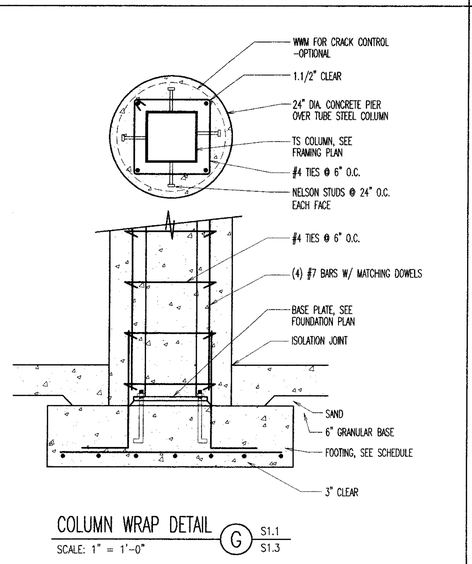
PIER DETAIL

SCALE: 1" = 1'-0" — E — S1.1 / S1.3



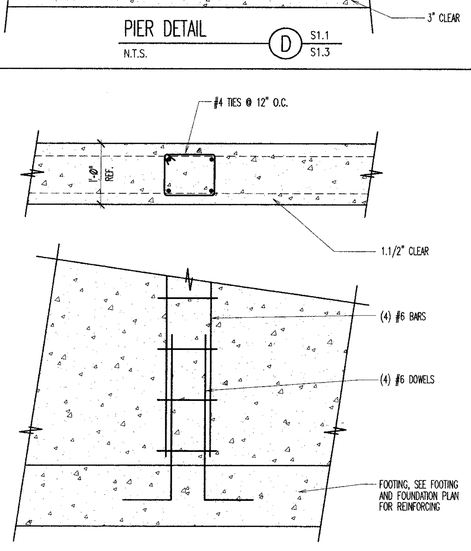
PIER DETAIL

SCALE: 1" = 1'-0" — F — S1.1 / S1.3



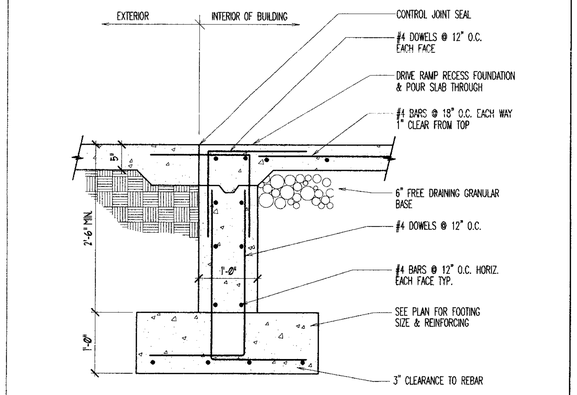
COLUMN WRAP DETAIL

SCALE: 1" = 1'-0" — G — S1.1 / S1.3



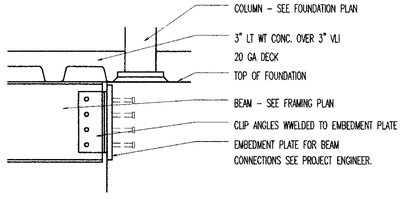
12" SQUARE PIER DETAIL

SCALE: 1" = 1'-0" — H — S1.1 / S1.3



FOUNDATION DETAIL

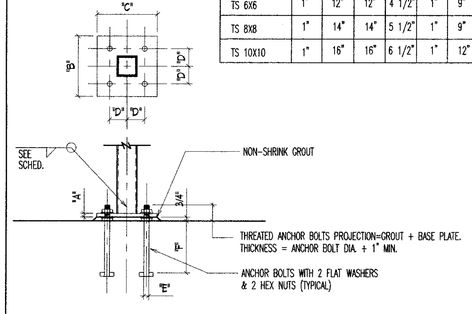
SCALE: 1" = 1'-0" — J — S1.1 / S1.3



BEAM CONNECTION TO WALL

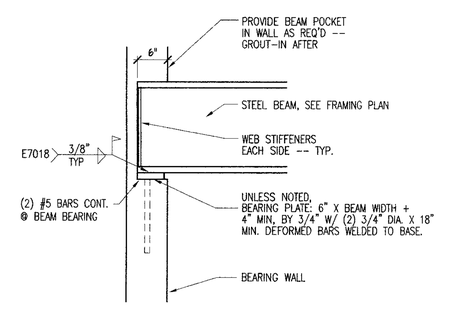
SCALE: 1" = 1'-0" — K — S1.1 / S1.3

COLUMN SIZE	BASE PLATE A	B	C	D	ANCHOR BOLTS E	F	NO.	WELD SIZE
TS 6X6	1"	12"	12"	4 1/2"	1"	9"	4	1/4"
TS 8X8	1"	14"	14"	5 1/2"	1"	9"	4	5/16"
TS 10X10	1"	16"	16"	6 1/2"	1"	12"	4	5/16"



BASE PLATE & ANCHOR BOLT SCHEDULE

SCALE: NTS — L — S1.1 / S1.3



BEAM POCKET

SCALE: N.T.S. — M — S1.1 / S1.3

BABCOCK DESIGN GROUP
ARCHITECTURE
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INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S1.3

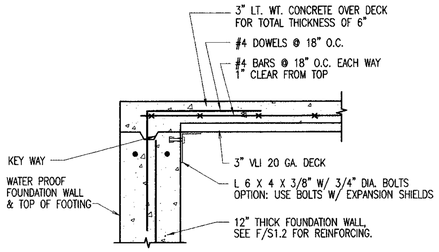
SHEET NAME: FOOTING AND FOUNDATION DETAILS

PROJECT: 9632

DATE: FEBRUARY 6, 1998

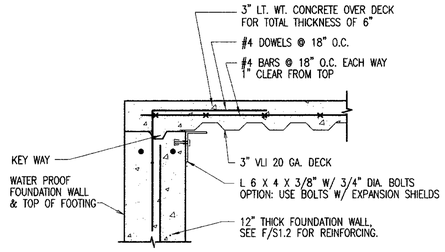
APPROVED
DEC 15 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8011 - 531 - 1144 * FAX - 363 - 3732



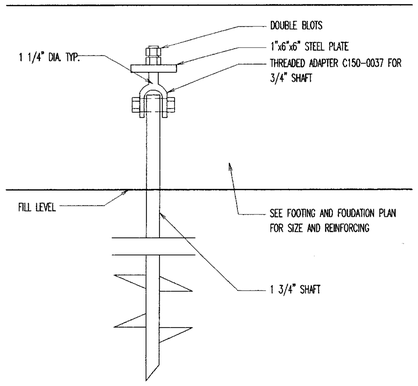
CONNECTION DETAIL (A) S1.4

SCALE: 1" = 1'-0"



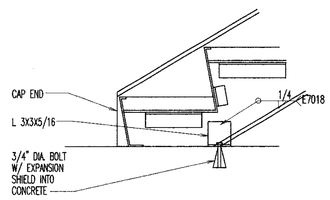
CONNECTION DETAIL (B) S1.4

SCALE: 1" = 1'-0"



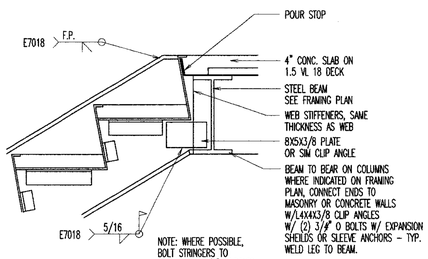
HELICAL ANCHOR DETAIL (C) S1.1 S1.4

SCALE: NTS



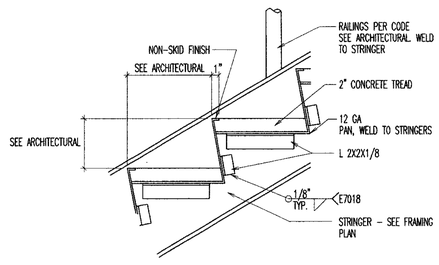
STRINGER ANCHORAGE (D) S1.4

SCALE: N.T.S.



STRINGER ANCHORAGE (E) S1.4

N.T.S.



STAIR DETAIL (F) S1.4

SCALE: N.T.S.

SHEAR WALL SCHEDULE

LOC.	MAT / COMP. STRENGTH	WIDTH	LENGTH	REINFORCING				REMARKS
				VERTICAL	HORIZONTAL	BOUNDARY	TIES	
A1	CONCRETE f'c=4000 psi	12"	SEE PLAN	#4 @ 12" O.C. EACH FACE	#4 @ 12" O.C. EACH FACE	(4) #7	#3 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
B1	CONCRETE f'c=4000 psi	12"	SEE PLAN	#4 @ 8" O.C.	#4 @ 8" O.C.	(6) #8	#3 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
D1	CONCRETE f'c=4000 psi	12"	SEE PLAN	#4 @ 12" O.C. EACH FACE	#4 @ 12" O.C. EACH FACE	(6) #8	#3 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
E1	CONCRETE f'c=4000 psi	8"	SEE PLAN	#4 @ 8" O.C.	#4 @ 8" O.C.	(6) #8	#3 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
F1	CONCRETE f'c=4000 psi	8"	SEE PLAN	#4 @ 8" O.C.	#4 @ 8" O.C.	(4) #8	#3 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
G1	CONCRETE f'c=4000 psi	12"	SEE PLAN	#4 @ 12" O.C. EACH FACE	#4 @ 12" O.C. EACH FACE	(2) #7	#3 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
H1	CONCRETE f'c=4000 psi	8"	SEE PLAN	#4 @ 8" O.C.	#4 @ 8" O.C.	(4) #7	#3 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
A2	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(4) #6	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
B2	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(4) #7	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
D2	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(2) #7	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
E2	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(2) #5	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
F2	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(2) #7	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
G2	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(4) #6	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
A3	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(3) #6	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
B3	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(3) #7	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
D3	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(2) #6	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
E3	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(2) #5	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
F3	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(2) #6	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED
G3	MASONRY f'c=2500 psi	8"	SEE PLAN	#5 @ 24" O.C.	#4 @ 24" O.C.	(3) #6	#2 @ 8" O.C.	SPECIAL INSPECTION REQUIRED

NOTE:

1. ALL HORIZONTAL REINFORCING STEEL SHALL HAVE HOOKED ENDS.
2. PROVIDE DURO-WALL JOINT REINFORCING AT 16" O.C. - HORIZONTAL
3. LAP REINFORCING STEEL 40 BAR DIAMETERS MIN. AT BOUNDARY REINFORCING, LAP BARS 48 BAR DIAMETERS MIN.
4. TIES ARE LOCATED AROUND BOUNDARY STEEL AND SHALL BE CLOSED TIES.
5. MASONRY WALLS SHALL BE GROUTED SOLID.
6. ALL BOUNDARY REINFORCING SHALL HAVE MATCHING DOWELS INTO STRUCTURE BELOW.
7. ALL VERTICAL REINFORCING STEEL SHALL HAVE MATCHING DOWELS INTO STRUCTURE BELOW.
8. SEE GENERAL CONCRETE AND GENERAL MASONRY NOTES AND SPECIFICATION FOR ADDITIONAL REQUIREMENTS.
9. WALL BOUNDARY REINFORCING SHALL COMPLY WITH LOW ALLOY A706.
10. SEE FOOTING AND FOUNDATION PLAN AND FRAMING PLANS FOR LOCATION OF SHEAR WALLS (TYP)

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-6455
1057 North 1120 West Provo, Utah 84604 - (801) 375-9990

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INTERIORS

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255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S1.4

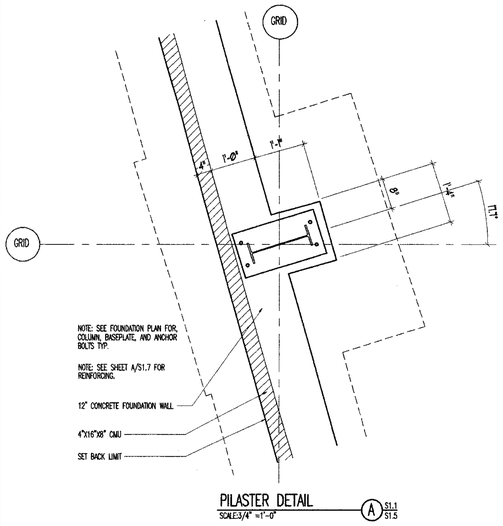
SHEET NAME: FOOTING AND FOUNDATION DETAILS

PROJECT: 9632I

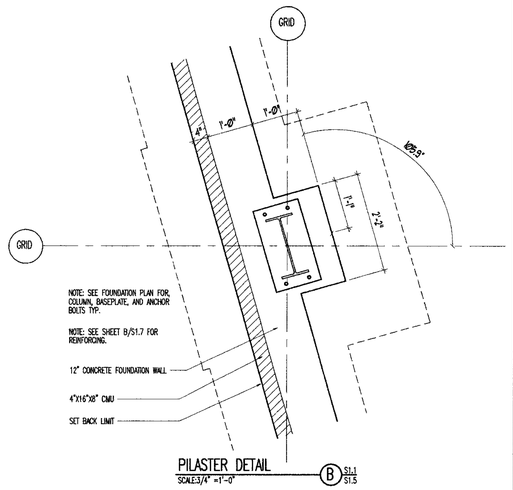
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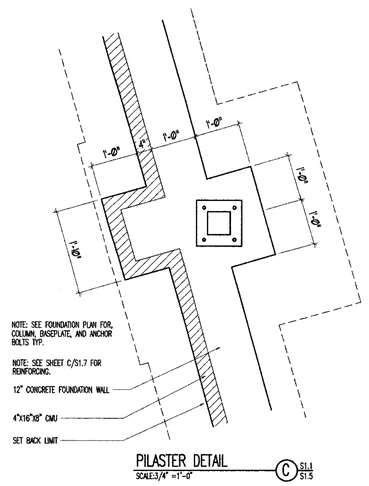
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PILASTER DETAIL
SCALE:3/4" =1'-0"
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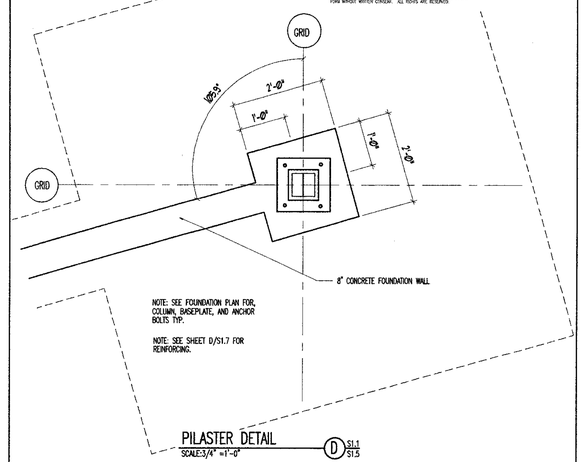


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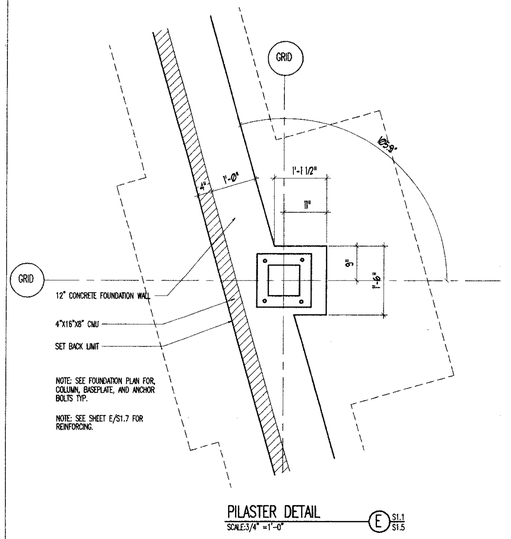


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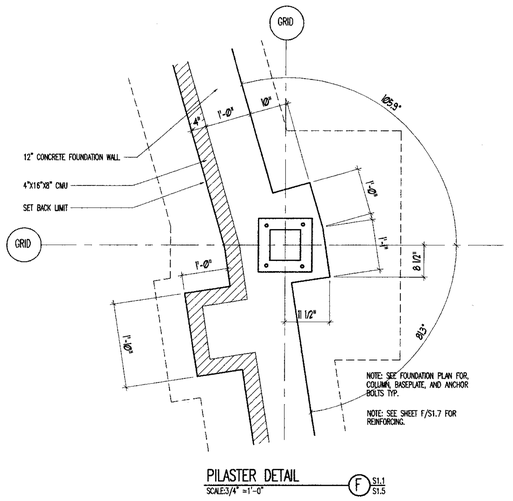
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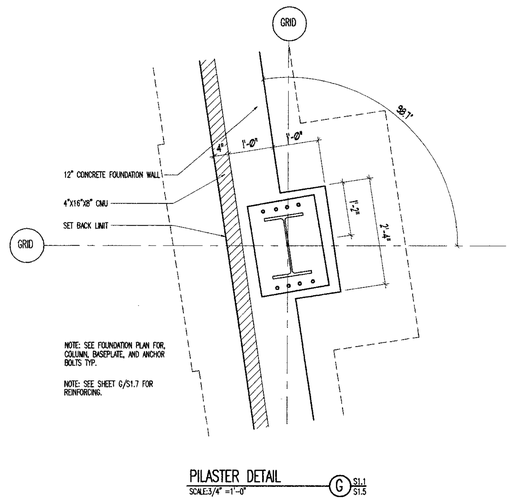
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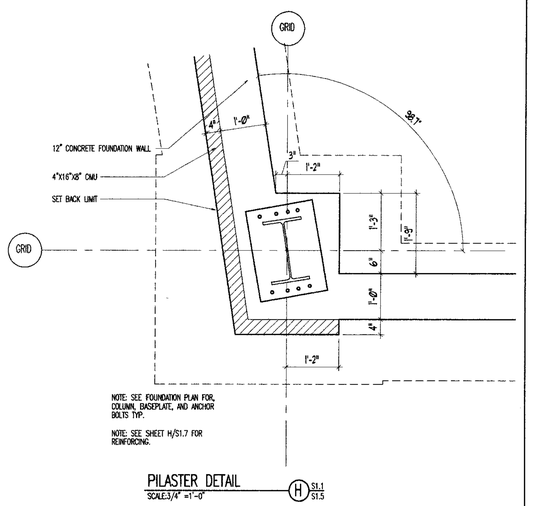
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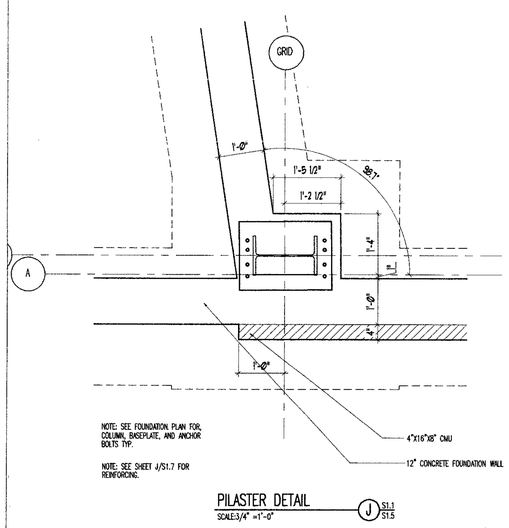
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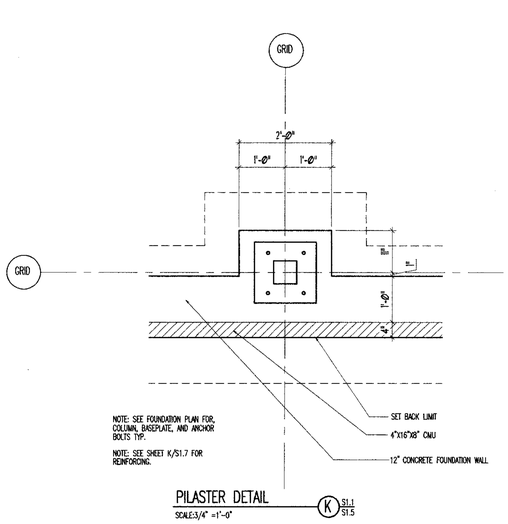
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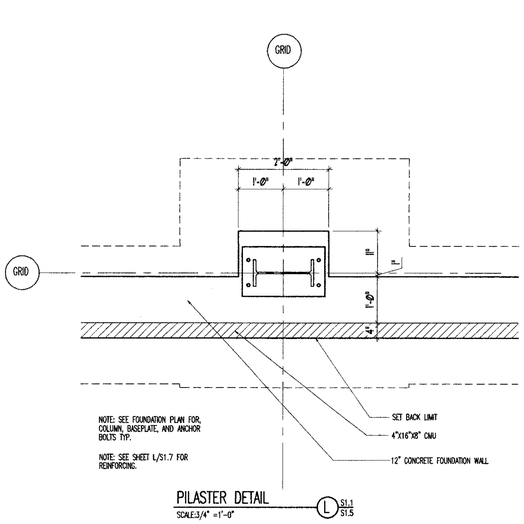
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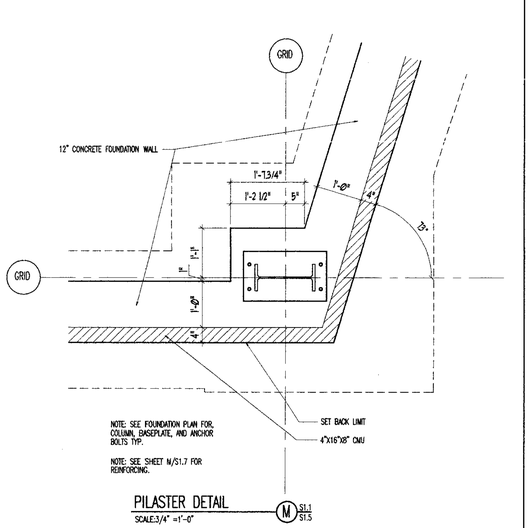
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J S1.1 S1.5



PILASTER DETAIL
SCALE:3/4" =1'-0"
K S1.1 S1.5



PILASTER DETAIL
SCALE:3/4" =1'-0"
L S1.1 S1.5



PILASTER DETAIL
SCALE:3/4" =1'-0"
M S1.1 S1.5

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THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S1.5

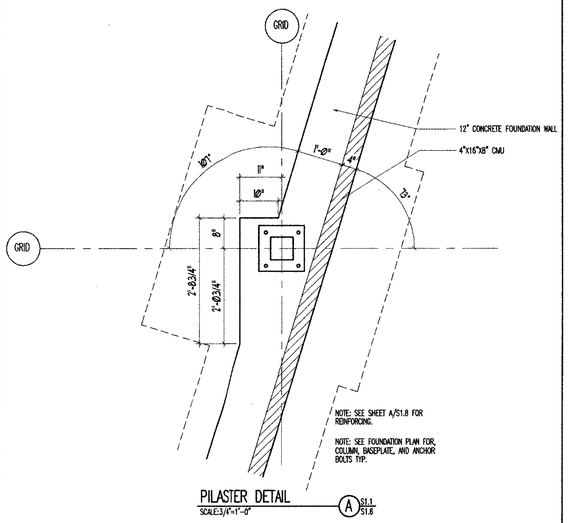
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PROJECT: 96321

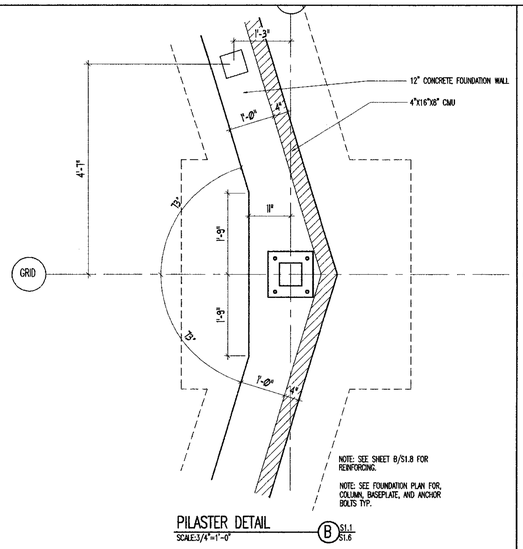
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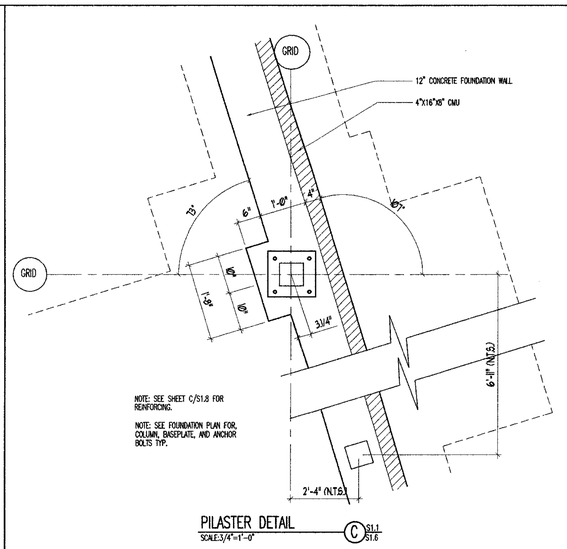
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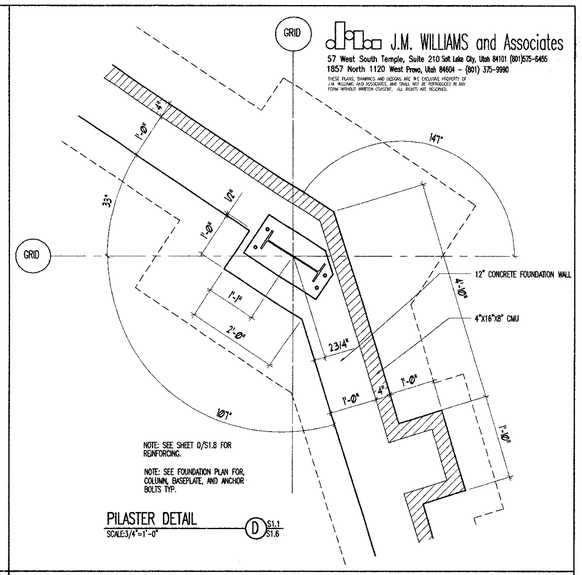
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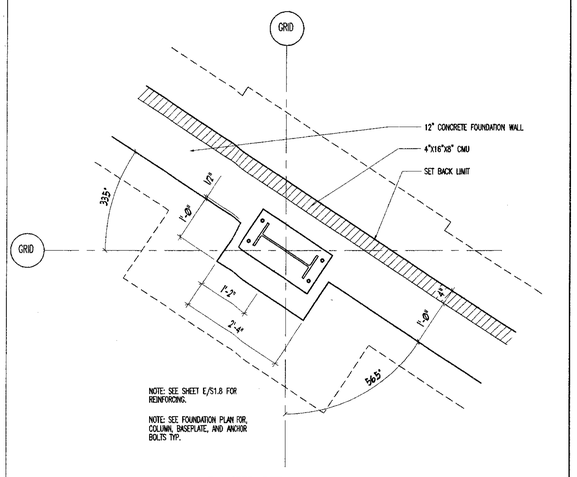
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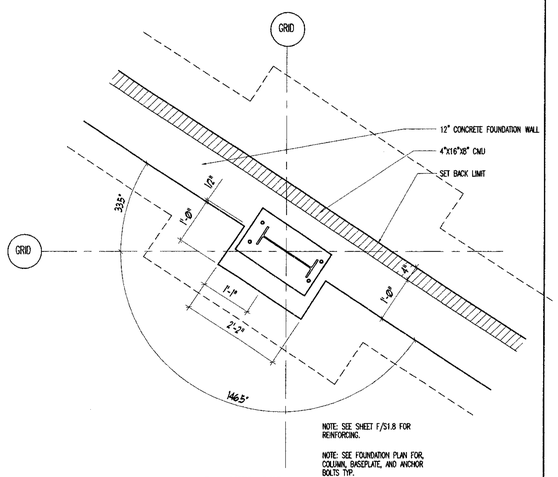
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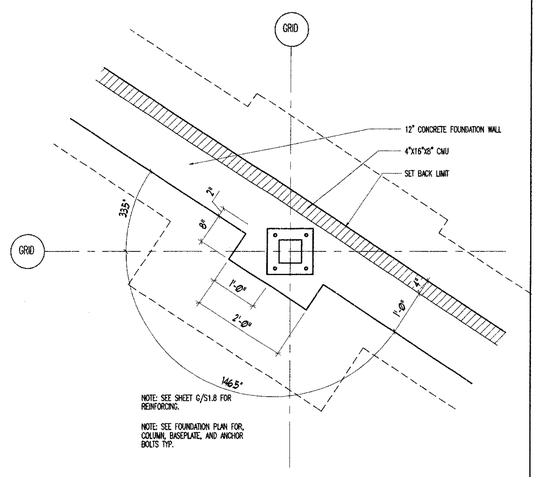
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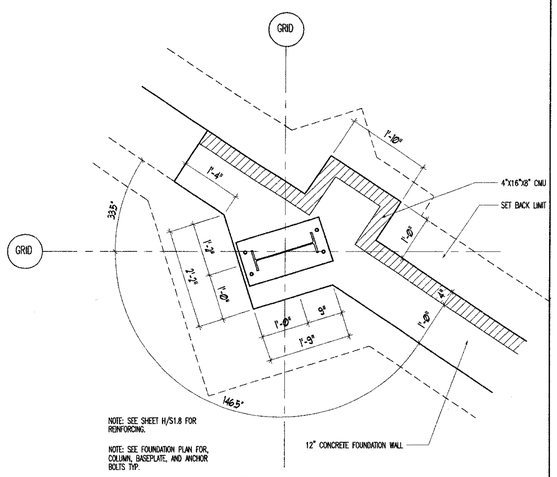
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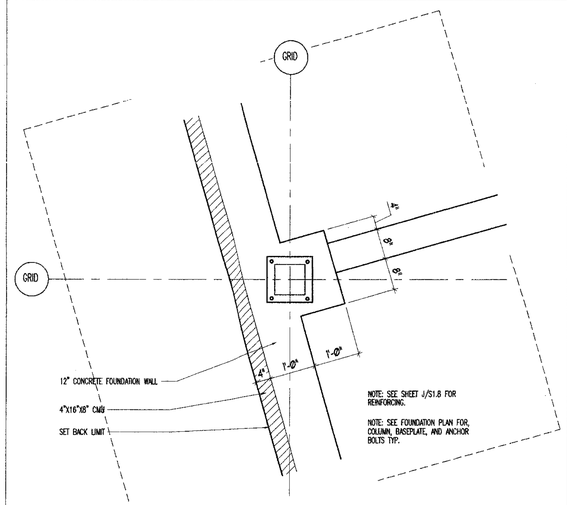
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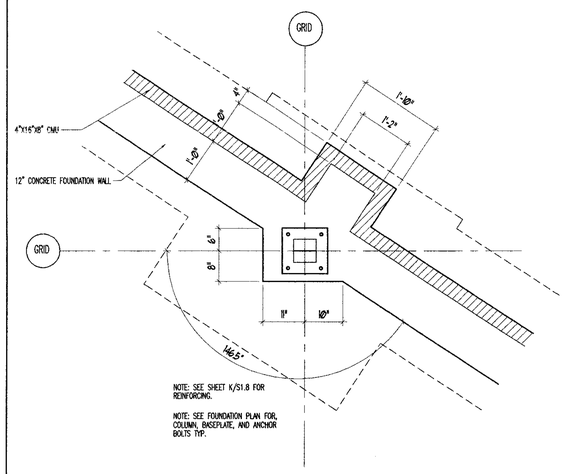
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PILASTER DETAIL — SCALE:3/4"=1'-0" — H S1.1 / S1.6



PILASTER DETAIL — SCALE:3/4"=1'-0" — J S1.1 / S1.6



PILASTER DETAIL — SCALE:3/4"=1'-0" — K S1.1 / S1.6

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255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S1.6

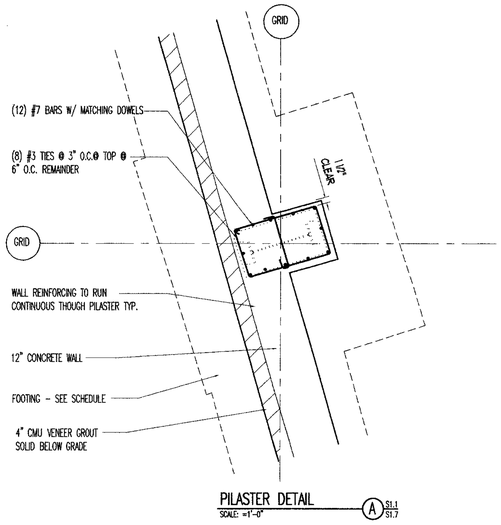
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PROJECT: 96321

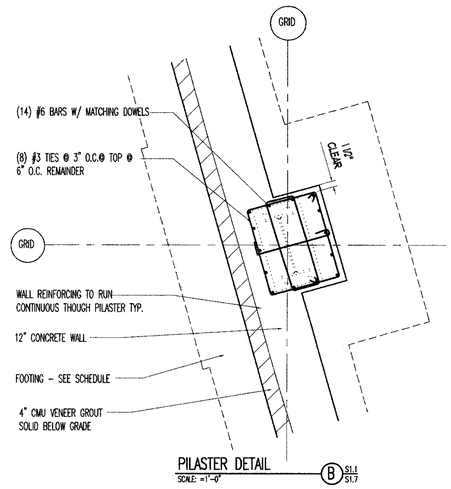
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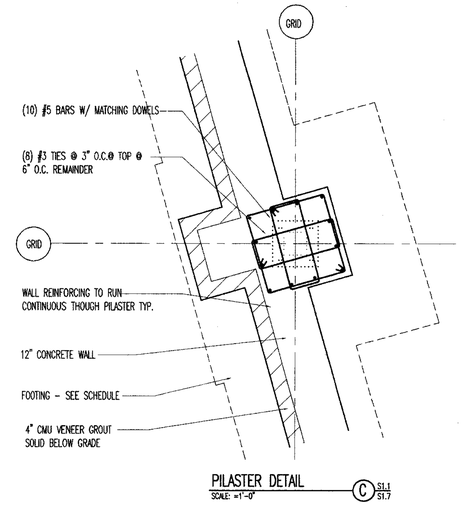
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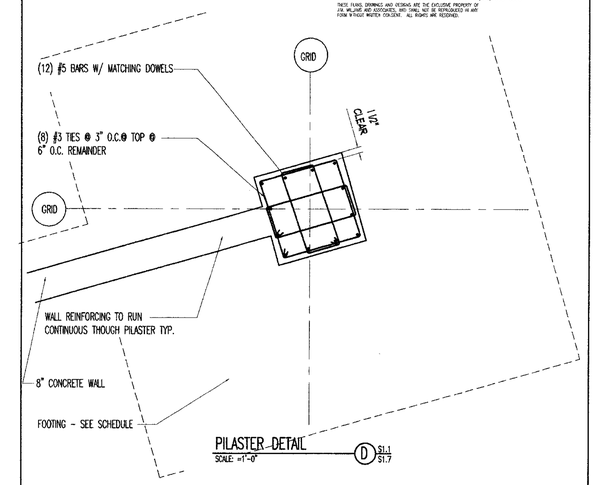
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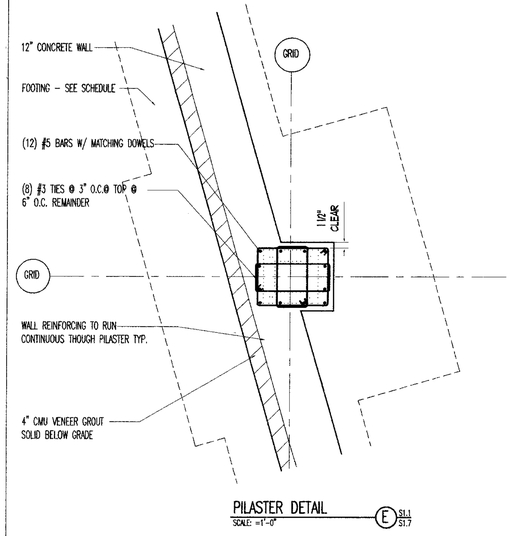
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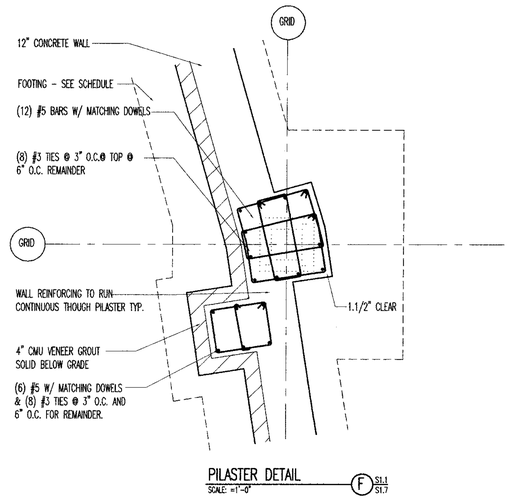
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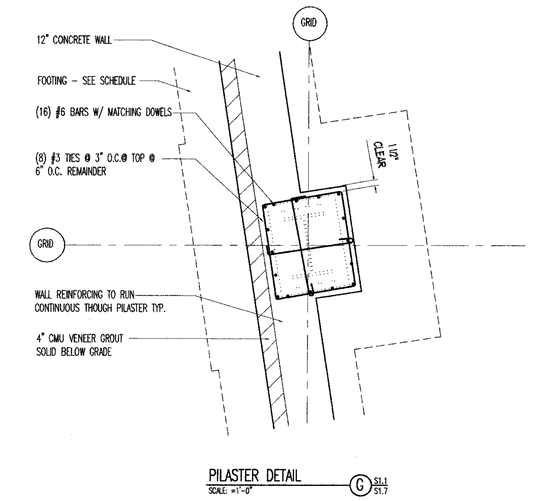
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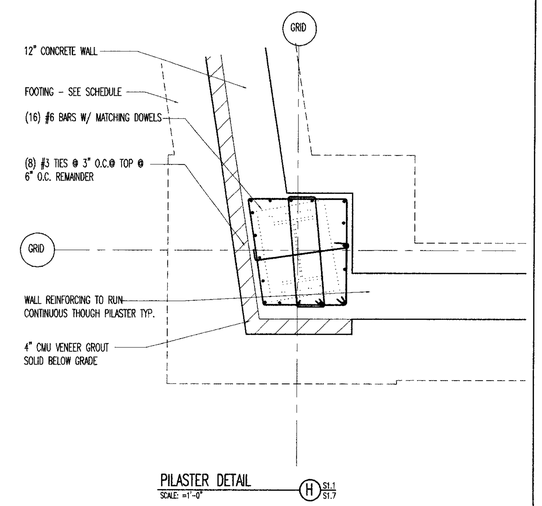
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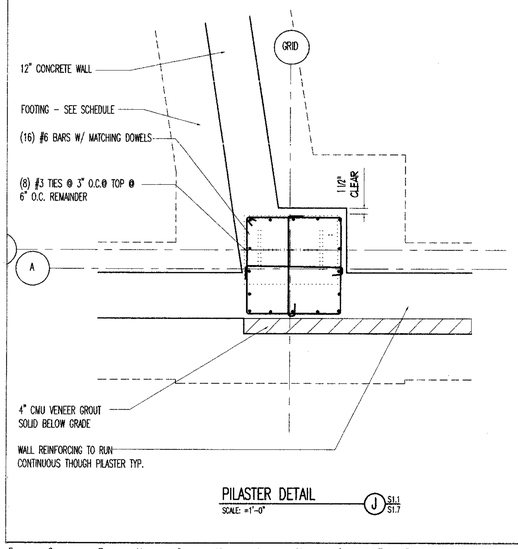
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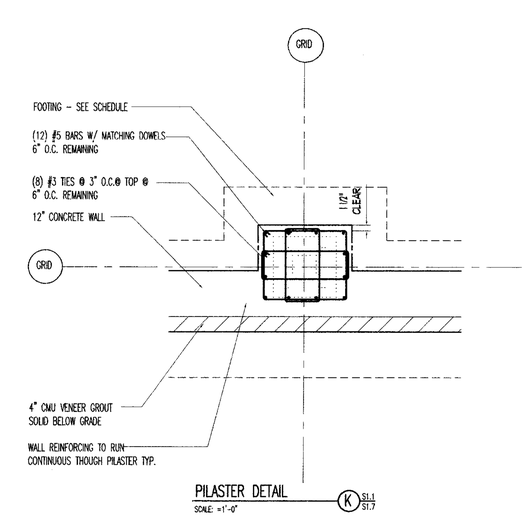
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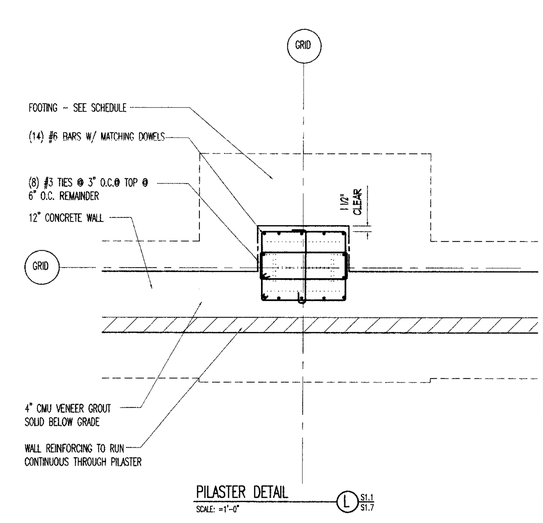
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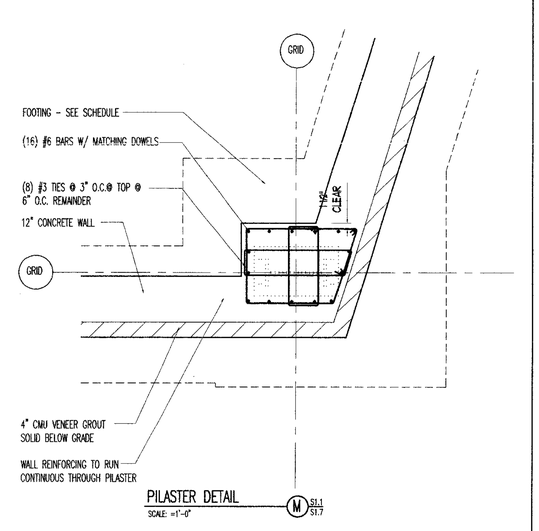
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PILASTER DETAIL — SCALE: =1'-0" — K S1.1 S1.7



PILASTER DETAIL — SCALE: =1'-0" — L S1.1 S1.7



PILASTER DETAIL — SCALE: =1'-0" — M S1.1 S1.7

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-0455
1057 North 1120 West Provo, Utah 84604 - (801) 375-9990

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THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

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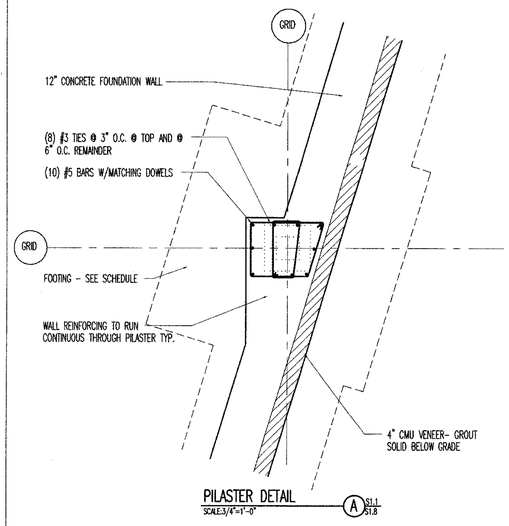
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PROJECT: 9632I

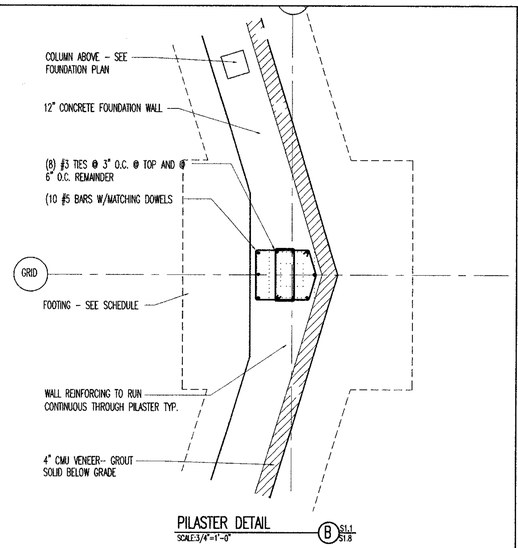
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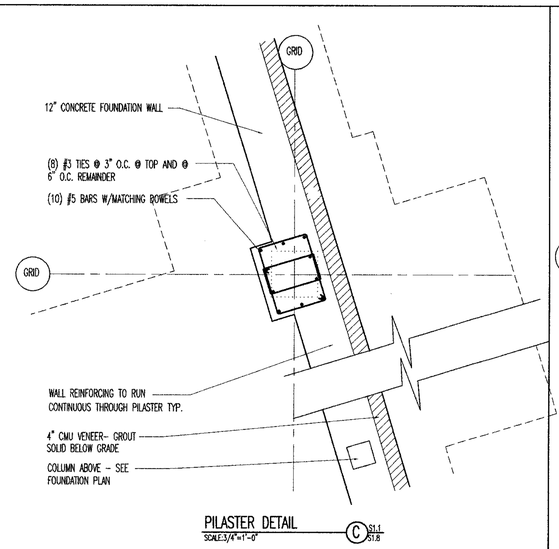
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8001-531-1144 * FAX-363-3352



PILASTER DETAIL — A S1.1 / S1.8
SCALE:3/4"=1'-0"

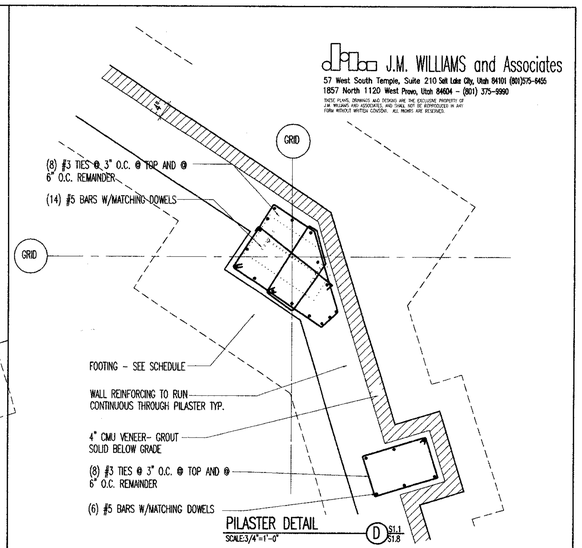


PILASTER DETAIL — B S1.1 / S1.8
SCALE:3/4"=1'-0"



PILASTER DETAIL — C S1.1 / S1.8
SCALE:3/4"=1'-0"

J.M. WILLIAMS and Associates
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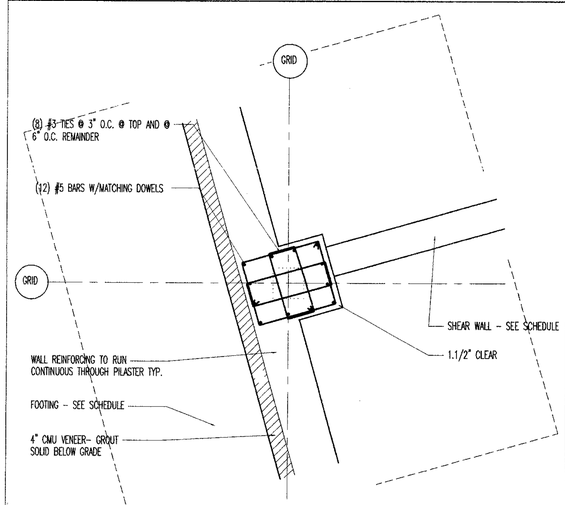
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SCALE:3/4"=1'-0"

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SCALE:3/4"=1'-0"

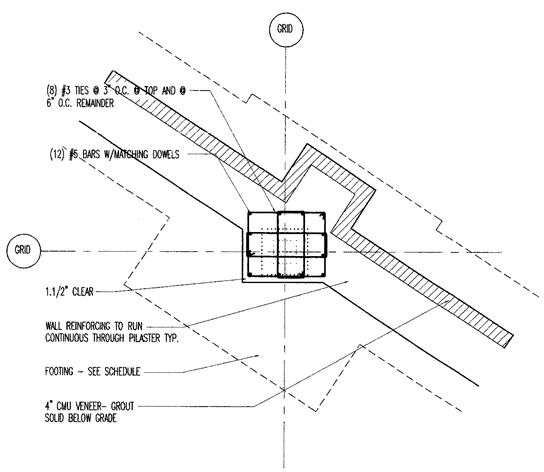
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PILASTER DETAIL — G S1.1 / S1.8
SCALE:3/4"=1'-0"

PILASTER DETAIL — H S1.1 / S1.8
SCALE:3/4"=1'-0"



PILASTER DETAIL — J S1.1 / S1.8
SCALE:3/4"=1'-0"



PILASTER DETAIL — K S1.1 / S1.8
SCALE:3/4"=1'-0"

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255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S1.8

SHEET NAME: CONSTRUCTION DETAILS

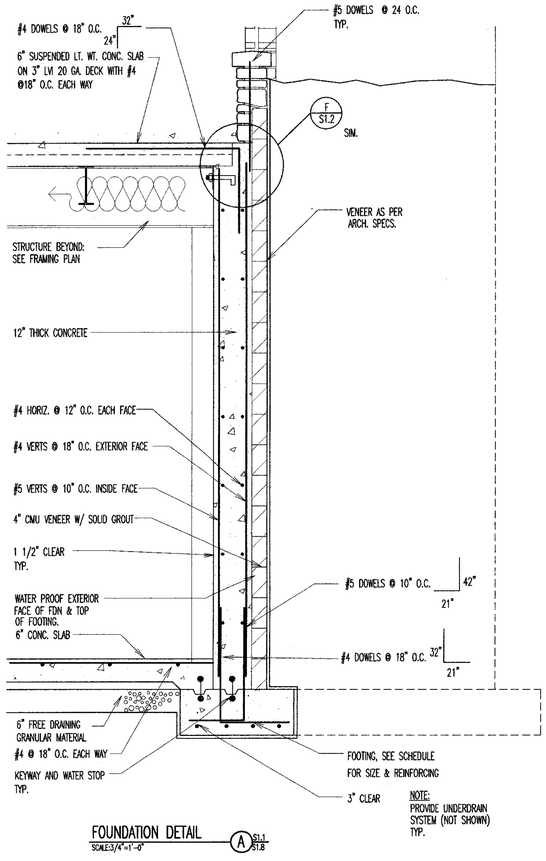
PROJECT: 96321

DATE: FEBRUARY 6, 1998

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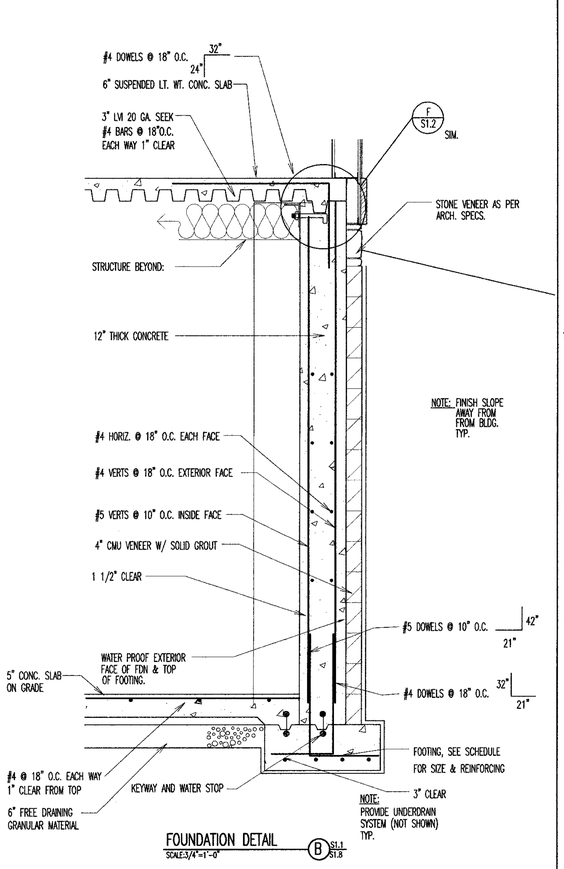
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NOTE:
SEE ARCHITECTURAL FOR ADDITIONAL INFORMATION AND REQUIREMENTS, AND FOR DRAIN SYSTEM (NOT SHOWN) TYP.



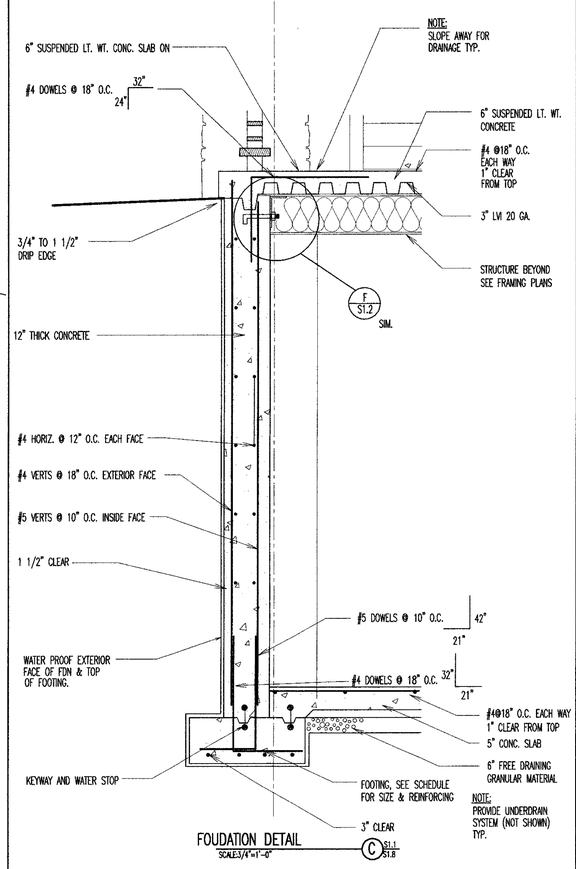
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SCALE:3/4"=1'-0"

NOTE:
SEE ARCHITECTURAL FOR ADDITIONAL INFORMATION AND REQUIREMENTS, AND FOR DRAIN SYSTEM (NOT SHOWN) TYP.



FOUNDATION DETAIL (B S1.1 / S1.8)
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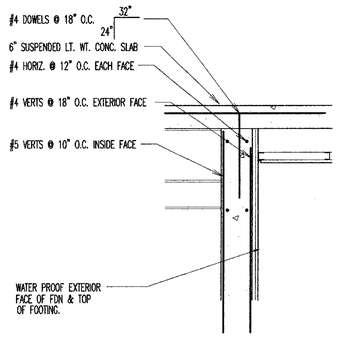
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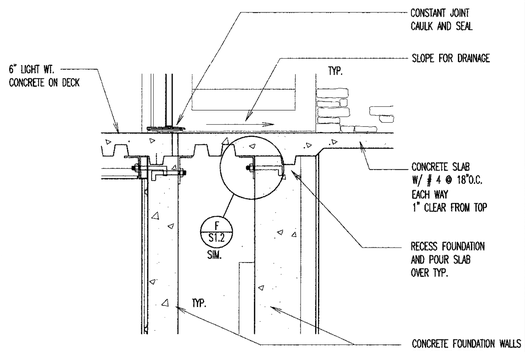
FOUDATION DETAIL (C S1.1 / S1.8)
SCALE:3/4"=1'-0"

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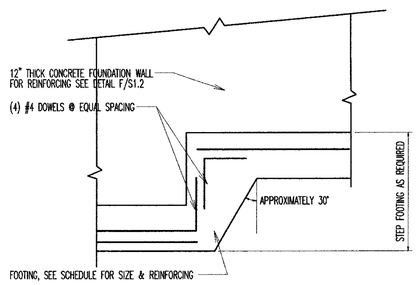
NOTE:
SEE ARCHITECTURAL FOR ADDITIONAL INFORMATION AND REQUIREMENTS, AND FOR DRAIN SYSTEM (NOT SHOWN) TYP.



FOUNDATION DETAIL (D S1.1 / S1.8)
SCALE:3/4"=1'-0"



FOUNDATION DETAIL (E S1.1 / S1.8)
SCALE:3/4"=1'-0"



STEPPED FOOTING DETAIL (F S1.1 / S1.8)
SCALE:NTS

5 2 E X C H A N G E P L A C E S A L T L A K E C I T Y , U T A H 8 4 1 1 1 8 0 1 – 5 3 1 – 1 1 4 4 • F A X – 3 6 3 – 3 3 2

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8461
JAMES M. WILLIAMS
12/17/98

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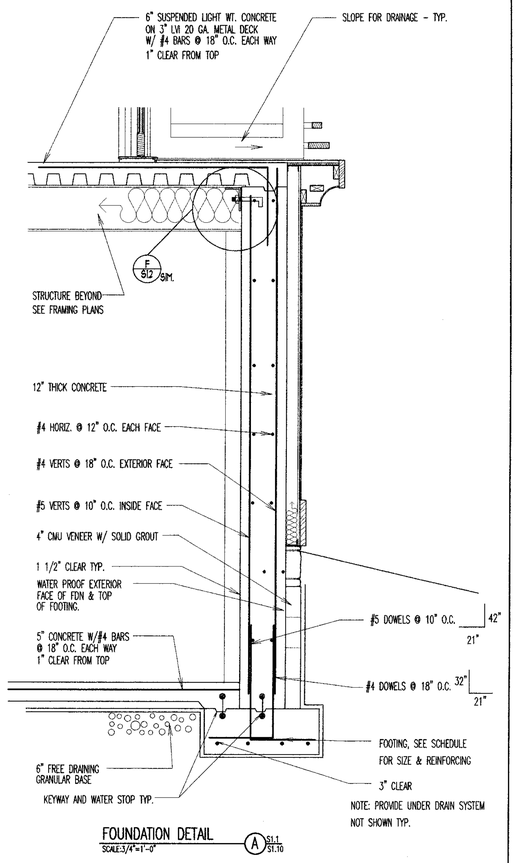
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SHEET NAME: CONSTRUCTION DETAILS

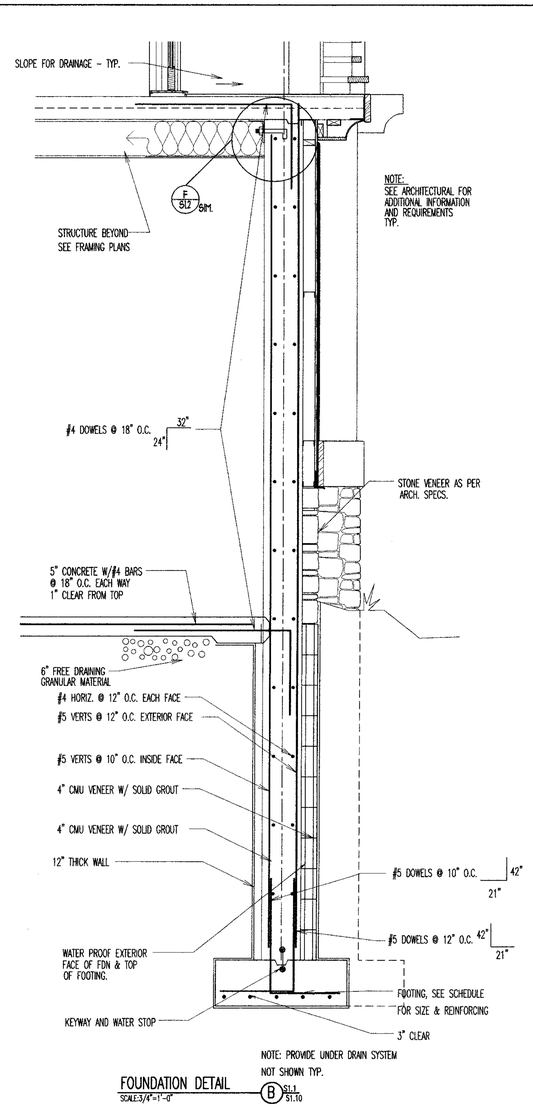
PROJECT: 9632I

DATE: FEBRUARY 6, 1998

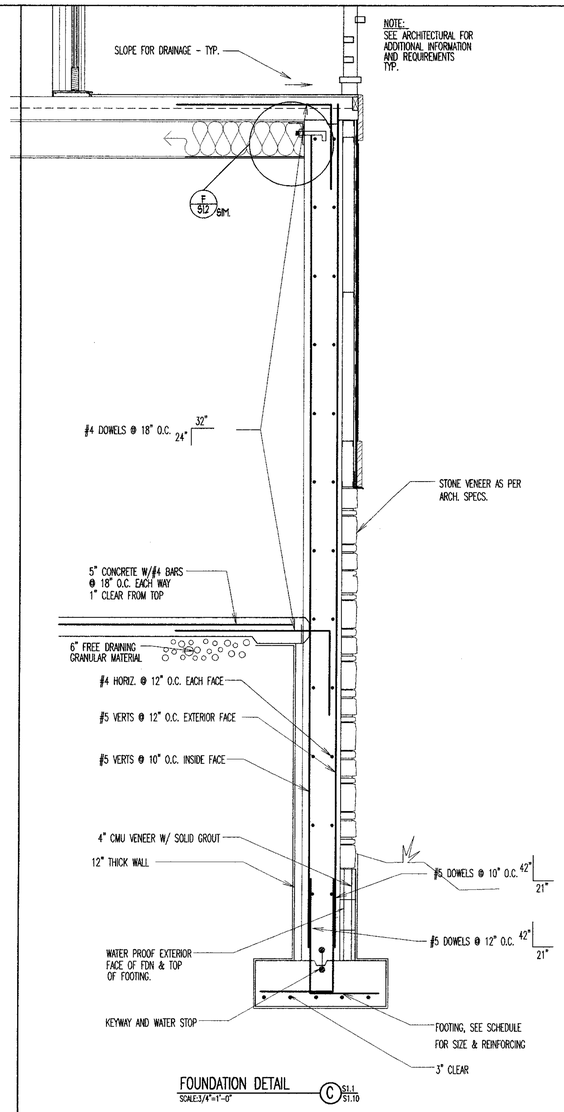
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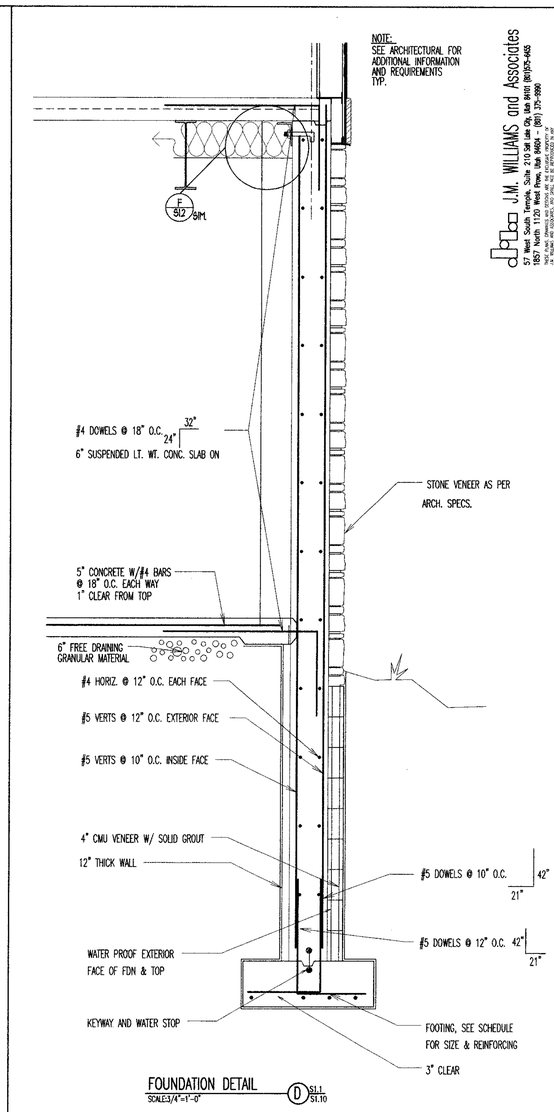
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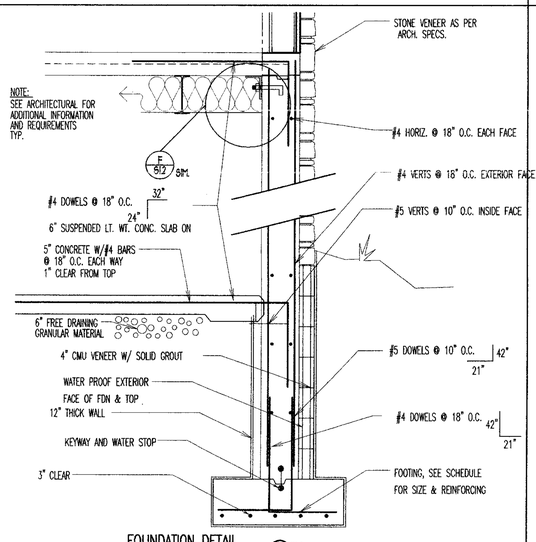
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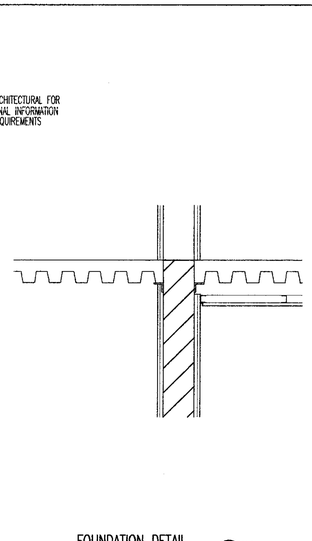
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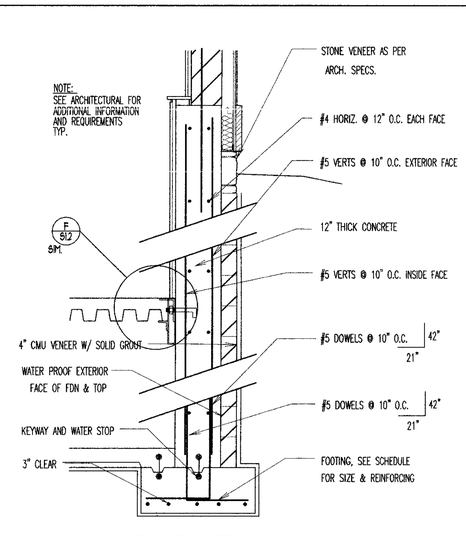
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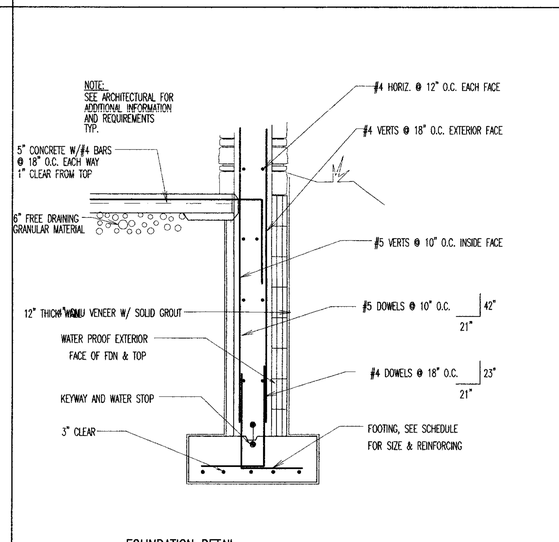
FOUNDATION DETAIL — SCALE:3/4"=1'-0" — E S1.1 S1.10



FOUNDATION DETAIL — SCALE:3/4"=1'-0" — F S1.1 S1.10



FOUNDATION DETAIL — SCALE:3/4"=1'-0" — G S1.1 S1.10



FOUNDATION DETAIL — SCALE:3/4"=1'-0" — H S1.1 S1.10

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)521-4455
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SHEET NUMBER: S1.10

SHEET NAME: CONSTRUCTION DETAILS

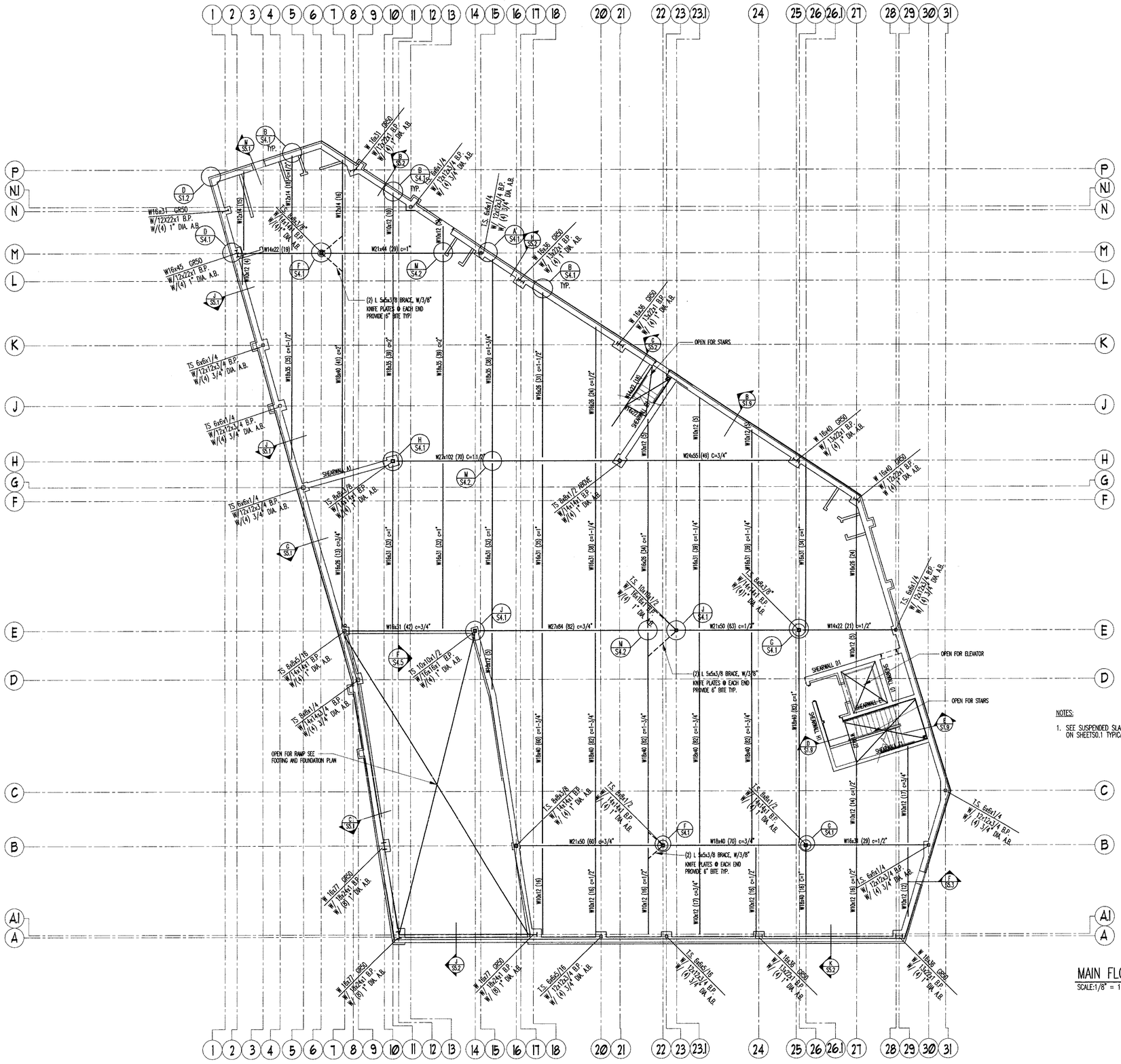
PROJECT: 9632I

DATE: ~~FEBRUARY 4, 1998~~ DEC 3 1998

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NOTES:

1. SEE SUSPENDED SLAB NOTES ON SHEETS0.1 TYPICAL

MAIN FLOOR FRAMING PLAN

SCALE:1/8" = 1'-0"

⚠1 REVISIONS: THIS PLAN HAS BEEN REVISED IN ITS ENTIRETY. APRIL 3, 1998

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THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
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SHEET NUMBER: S2.1

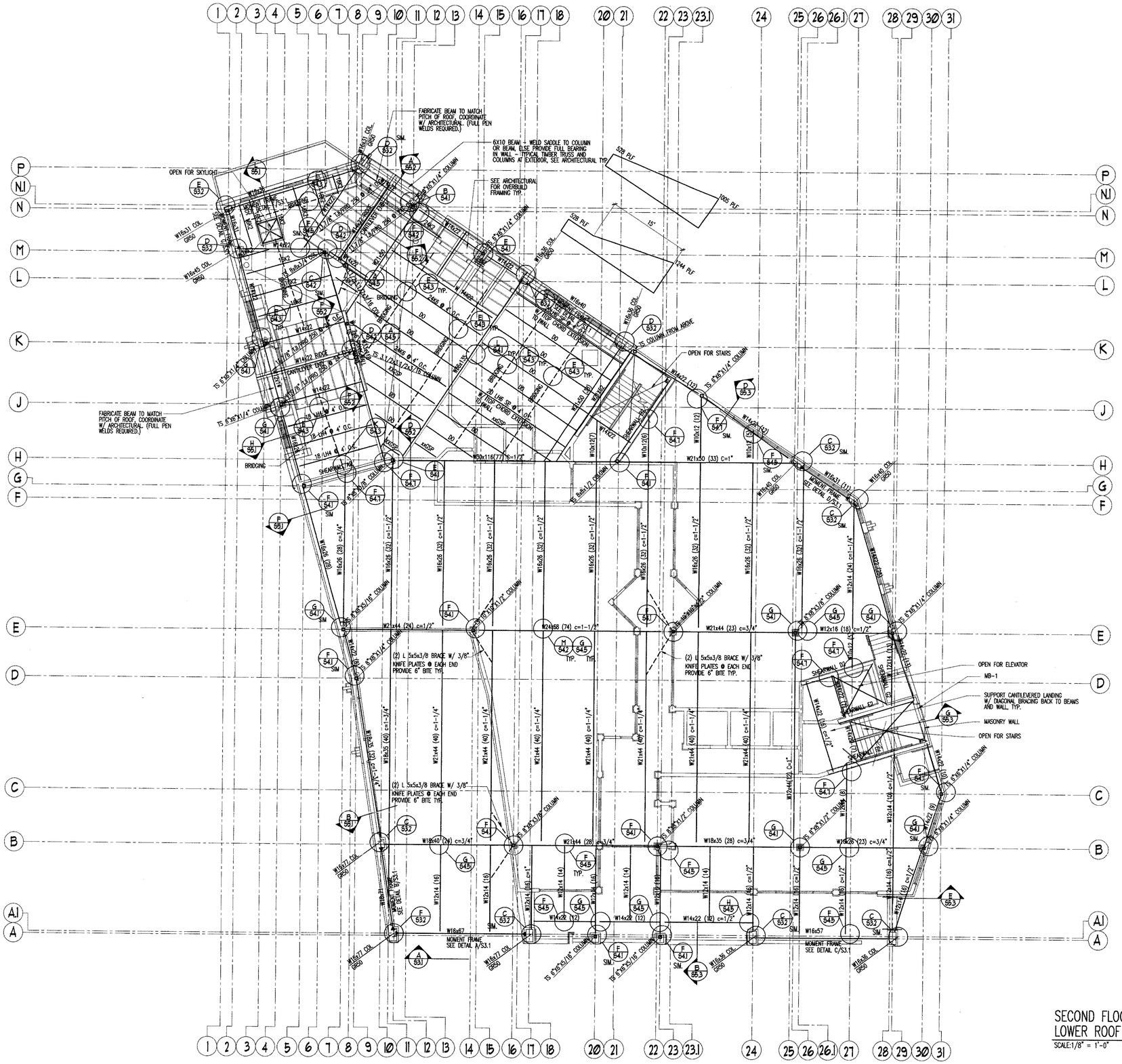
SHEET NAME: MAIN FLOOR FRAMING PLAN

PROJECT: 96321

DATE: APRIL, 3 1998

APPROVED DEC 16 1998 PARK CITY BUILDING INSPECTION

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FABRICATE BEAM TO MATCH PITCH OF ROOF, COORDINATE W/ ARCHITECTURAL. (FULL PEN WELDS REQUIRED.)
6X10 BEAM + WELD SADDLE TO COLUMN OR BEAM, ELSE PROVIDE FULL BEARING IN WALL - TYPICAL TIMBER TRUSS AND COLUMNS AT EXTERIOR, SEE ARCHITECTURAL TYP.
SEE ARCHITECTURAL FOR OVERBUILD FRAMING TYP.
OPEN FOR SKYLIGHT
OPEN FOR STAIRS
FABRICATE BEAM TO MATCH PITCH OF ROOF, COORDINATE W/ ARCHITECTURAL. (FULL PEN WELDS REQUIRED.)
BRIDGING
(2) L 5x5x3/8 BRACE W/ 3/8" KNIFE PLATES @ EACH END PROVIDE 6" BITE TYP.
MOMENT FRAME SEE DETAIL A/S3.1
MOMENT FRAME SEE DETAIL C/S3.1
OPEN FOR ELEVATOR
MB-1
SUPPORT CANTILEVERED LANDING W/ DIAGONAL BRACING BACK TO BEAMS AND WALL, TYP.
MASONRY WALL
OPEN FOR STAIRS
528 PLF
1005 PLF
1144 PLF
15'
W30x116(777) S=1/2"
W21x50 (33) C=1"
W24x68 (74) c=1-1/2"
W21x44 (24) c=1/2"
W21x44 (23) c=3/4"
W12x16 (18) c=1/2"
W18x35 (28) c=3/4"
W18x40 (26) c=3/4"
W16x26 (23) c=3/4"
W21x44 (28) c=3/4"
W16x26 (32) c=1/2"
W16x26 (32) c=1-1/2"
W16x26 (32) c=1-1/4"
W16x26 (32) c=3/4"
W18x35 (40) c=1-3/4"
W21x44 (40) c=1-1/4"
W12x14 (16)
W12x14 (19)
W12x14 (14)
W14x22 (10)
W14x22 (12)
W14x22 (8)
W14x22 (9)
W14x22 (18)
W14x22 (16)
W14x26 (12)
W14x22 (22) c=1/2"
W16x67
W16x57
W16x31 COL. GRID
W16x45 COL. GRID
W16x40 COL. GRID
W16x35 COL. GRID
W16x77 COL. GRID
W16x56 COL. GRID
W12x44 (24) c=1-1/4"
W12x44 (10) c=1/2"
W12x44 (8) c=1/2"
W12x44 (18) c=1/2"
W12x44 (16) c=1/2"
W12x44 (10) c=1/2"
W14x22 (10)
W14x22 (8)
W14x22 (9)
W14x22 (10)
W14x22 (16)
W14x22 (10)
W14x22 (10)
W14x22 (10

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JOIST LOAD DIAGRAMS

W1 = 290 PLF
W2 = 410 PLF
W3 = 335 PLF
W4 = 532 PLF
P1 = 3740 lb
P2 = 1930 lb

W1 = 580 PLF
W2 = 350 PLF
P1 = 4230 lb
P2 = 1690 lb

ROOF FRAMING PLAN

SCALE: 1/8" = 1'-0"

NOTES:

1: UPPER ROOF DECKING TO BE TYPE 1.5 B 20GA GALV. PROVIDE 3/4" DIA. PUDDLE WELDS WITH 36/7 WELD PATTERN AND SIDELAP FASTENERS @ 12" O.C.

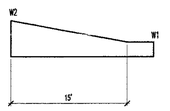
2: ALL "K" SERIES JOISTS AT THE UPPER ROOF TO HAVE A 5 INCH BEARING SHOE TO MATCH LH JOIST BEARING TYPICAL.

3: ALL JOISTS 40'-0" AND LONGER REQUIRE A ROW OF BOLTED BRIDGING TO BE IN PLACE BEFORE SLACKENING OF HOISTING LINES. – TYP.

4: SEE ROOF PLAN AND SECTIONS FOR OVERBUILD AREAS – TYPICAL

5: SEE SUSPENDED SLAB NOTES ON S0.1 FOR COMPOSITE CONCRETE FLOORS – TYP.

JOIST LOAD DIAGRAMS



W1 = 132 PLF
W2 = 311 PLF

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PARK CITY, UTAH 84060

SHEET NUMBER: S2.3

SHEET NAME: ROOF FRAMING PLAN

PROJECT: 96321

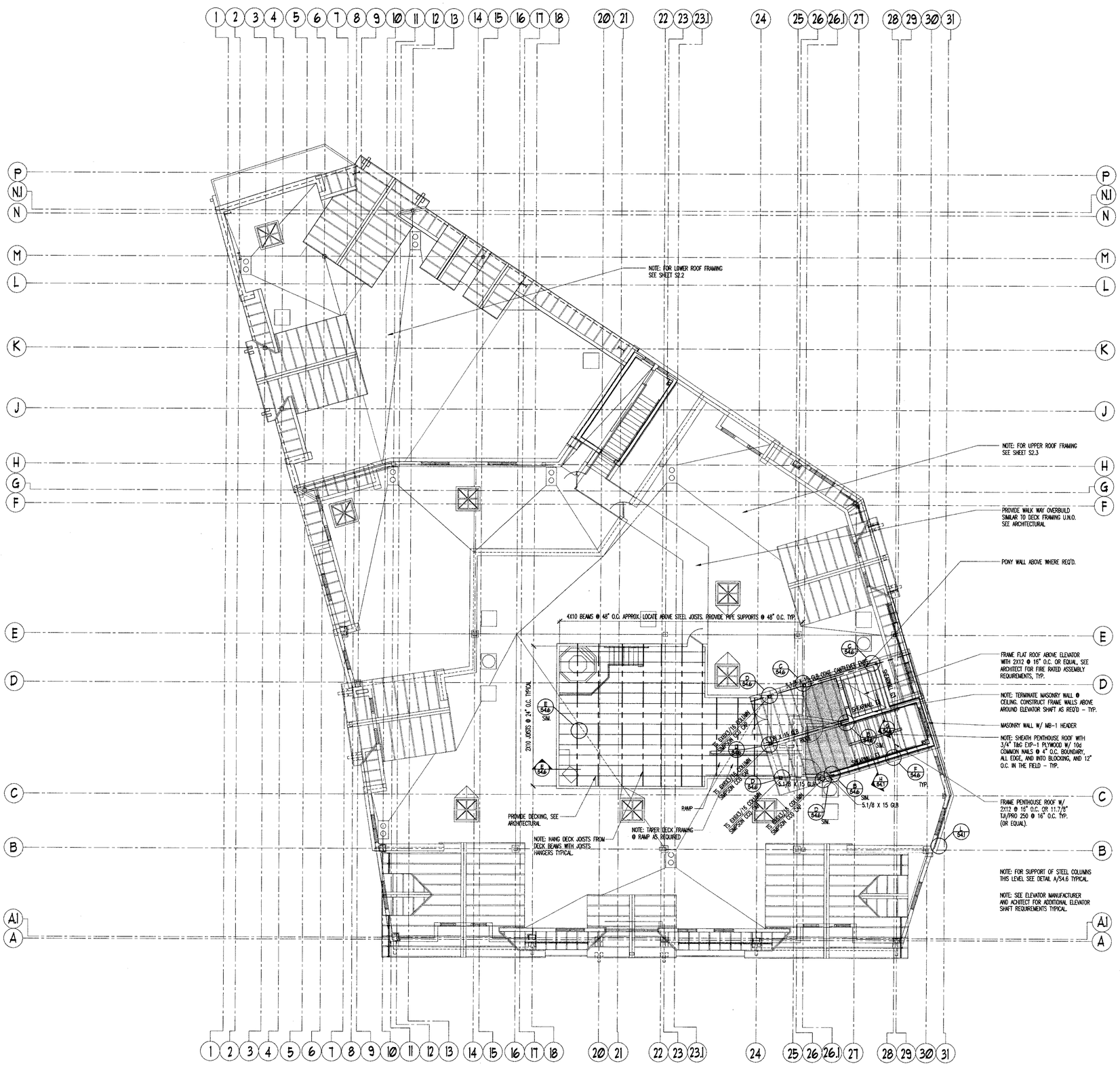
DATE: APRIL 3, 1998

REVISIONS: THIS PLAN HAS BEEN REVISED IN ITS ENTIRETY. APRIL 3, 1998.

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PENTHOUSE FRAMING PLAN
SCALE: 1/8" = 1'-0"

⚠ REVISIONS: THIS PLAN HAS BEEN REVISED IN ITS ENTIRETY. APRIL 3, 1998

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SHEET NUMBER: S2.4

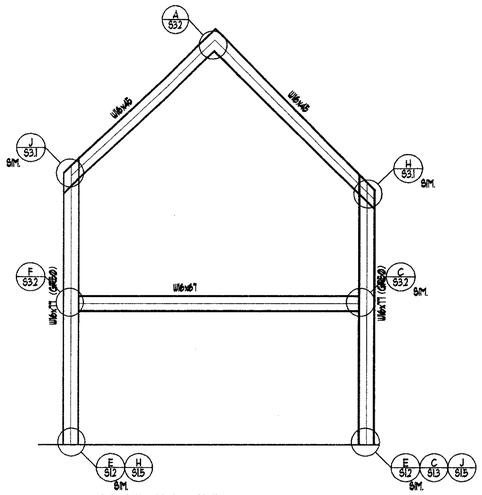
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PROJECT: 96321

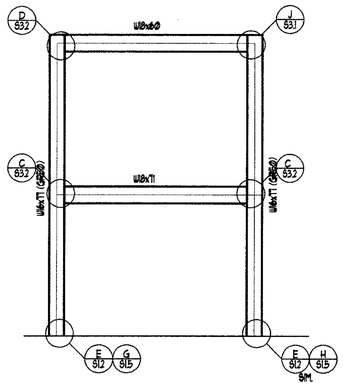
DATE: APRIL 3 1998

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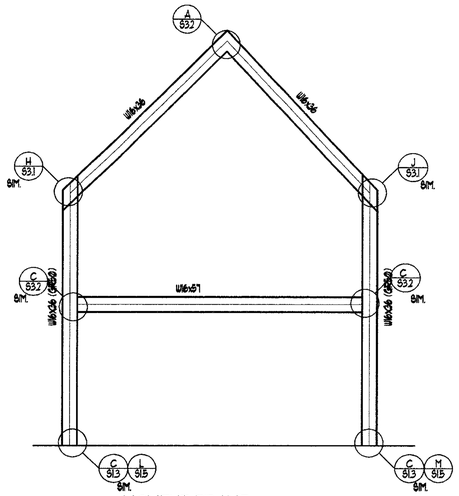
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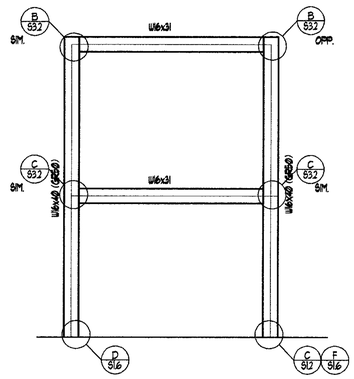
MOMENT FRAME A
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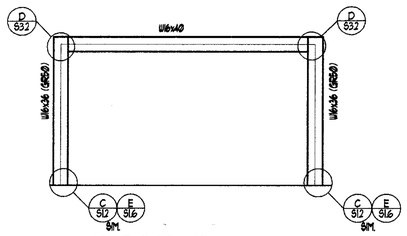
MOMENT FRAME B
SCALE:3/16"=1'-0"



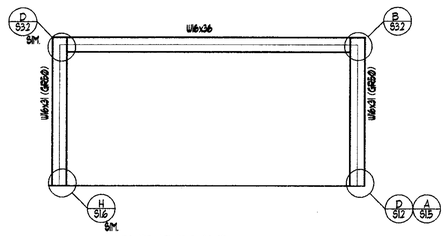
MOMENT FRAME C
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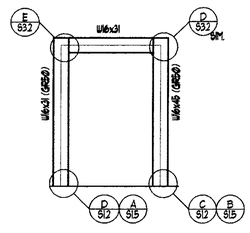
MOMENT FRAME D
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MOMENT FRAME E
SCALE:3/16"=1'-0"

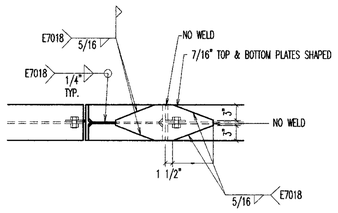


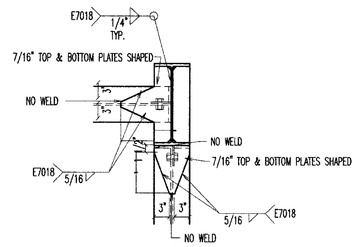
MOMENT FRAME F
SCALE:3/16"=1'-0"

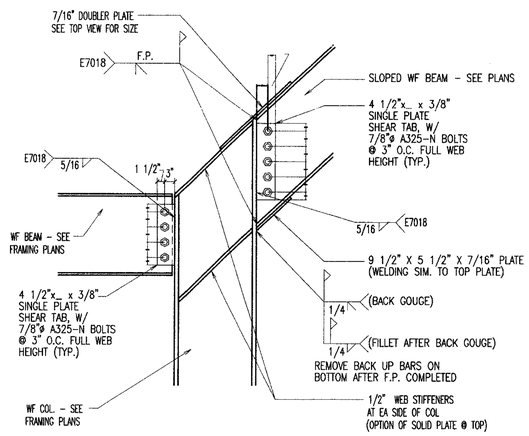


MOMENT FRAME G
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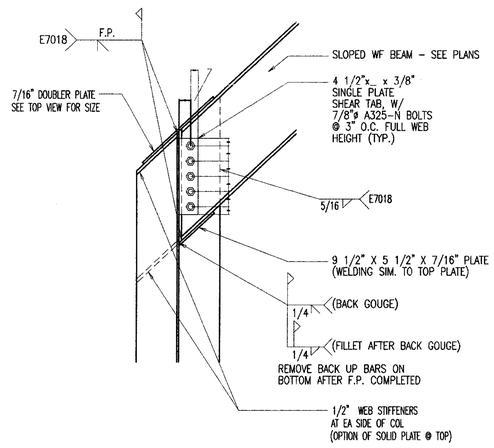
NOTE: CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS & ELEVATIONS PRIOR TO FABRICATIONS/ ERECTING MOMENT FRAMES







MOMENT FRAME CONNECTION H
SCALE: N.T.S.



MOMENT FRAME CONNECTION J
SCALE: N.T.S.

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

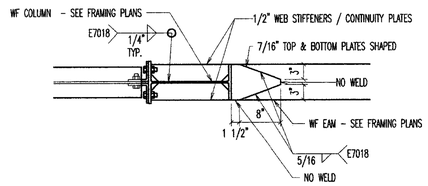
THE POISON CREEK DEVELOPMENT
255 HEBER AVENUE
PARK CITY, UTAH 84060

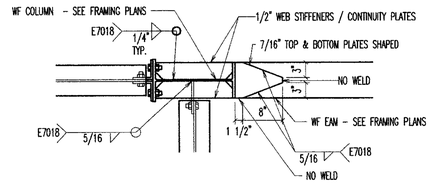
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SHEET NAME: MOMENT FRAMES
PROJECT: 96321
DATE: APRIL, 3 1998

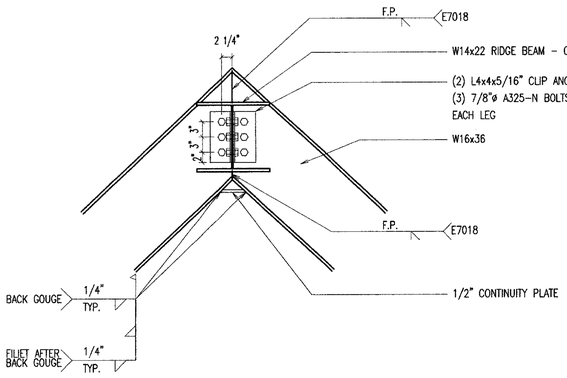
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DEC 1 8 1998
PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 801-531-1144 * FAX - 363-3167

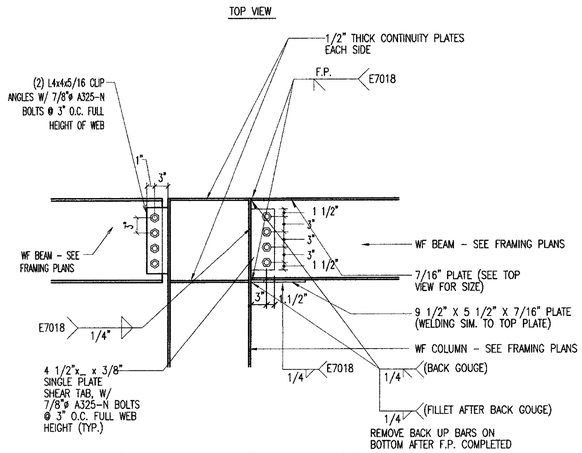
J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-6455
1857 North 1120 West Provo, Utah 84604 – (801) 375-9990
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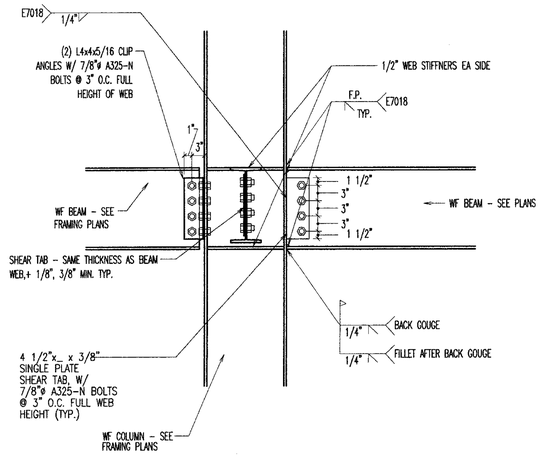




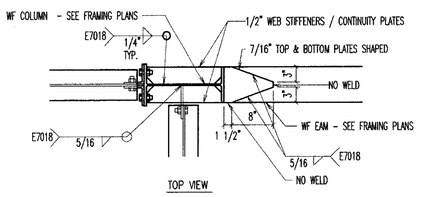
MOMENT FRAME CONNECTION (A)
SCALE: NTS



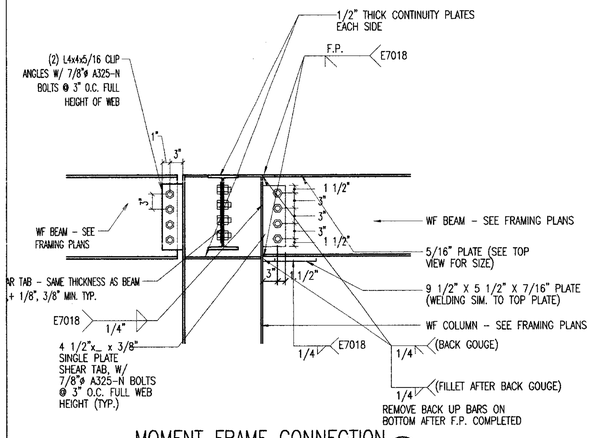
MOMENT FRAME CONNECTION (B)
SCALE: N.T.S.



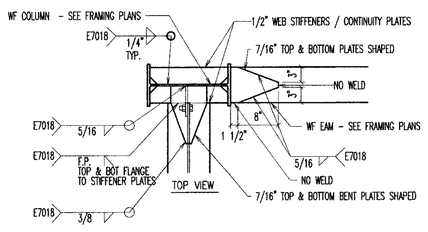
MOMENT FRAME CONNECTION (C)
SCALE: NTS



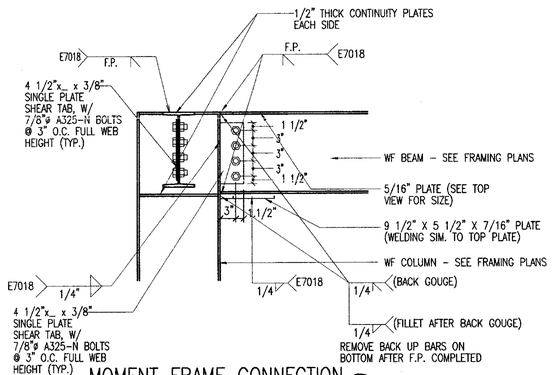
TOP VIEW



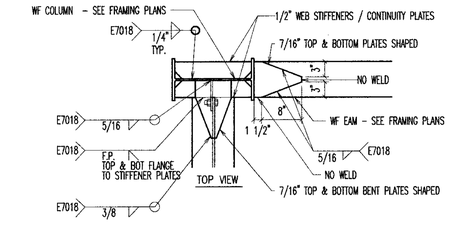
MOMENT FRAME CONNECTION (D)
SCALE: N.T.S.



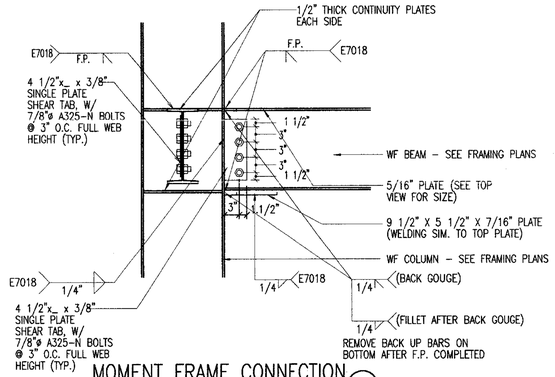
TOP VIEW



MOMENT FRAME CONNECTION (E)
SCALE: N.T.S.



TOP VIEW



MOMENT FRAME CONNECTION (F)
SCALE: N.T.S.

⚠1 REVISIONS: THIS PLAN HAS BEEN REVISED IN ITS ENTIRETY.
APRIL 3, 1998

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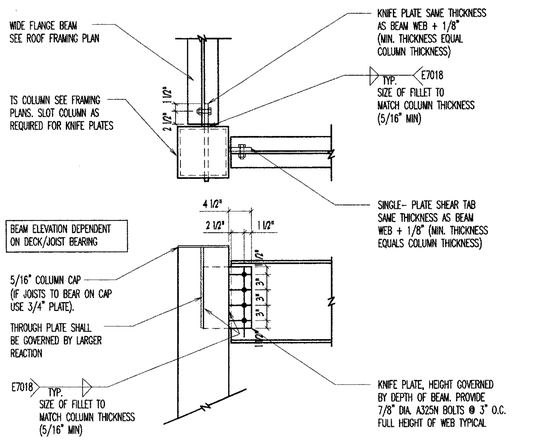
THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

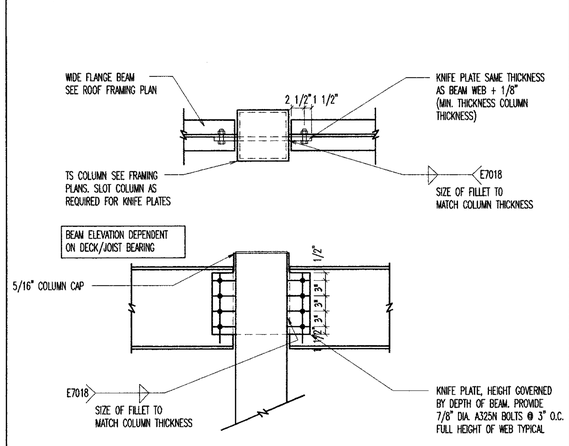
SHEET NUMBER: S3.2
SHEET NAME: CONSTRUCTION DETAILS
PROJECT: 96321
DATE: APRIL, 3 1998

APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

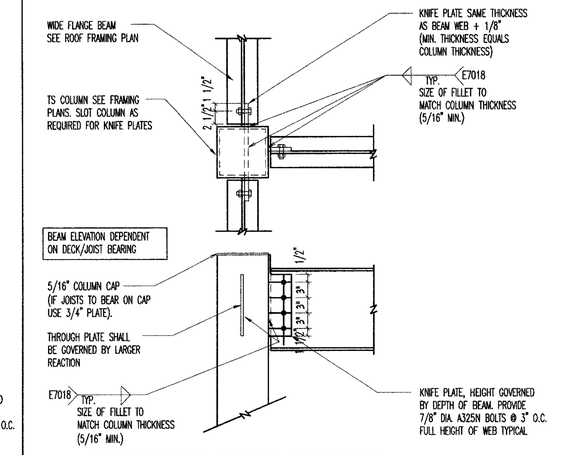
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 1801 – 531 – 1144 • FAX – 363 – 3132



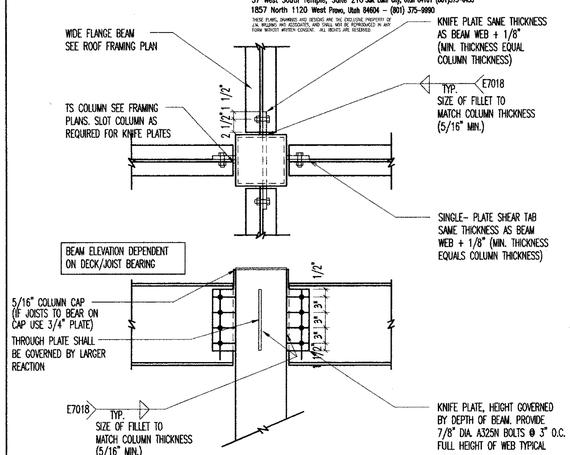
ROOF BEAM TO COLUMN CONNECTION — A — S2.1 S4.1
SCALE:1"=1'-0"



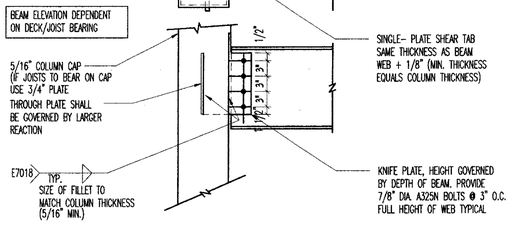
ROOF BEAM TO COLUMN CONNECTION — B — S2.1 S2.3 S4.1
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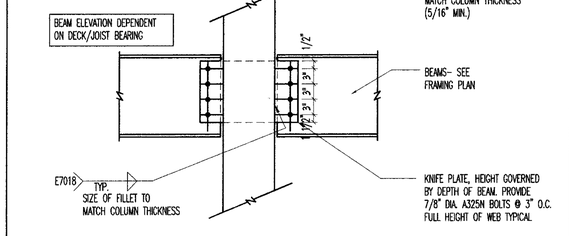
ROOF BEAM TO COLUMN CONNECTION — C — S2.2 S2.3 S4.1
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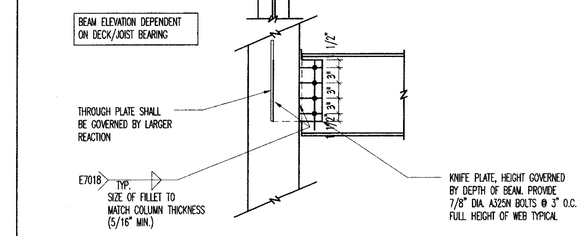
ROOF BEAM TO COLUMN CONNECTION — D — S2.1 S4.1
SCALE:1"=1'-0"



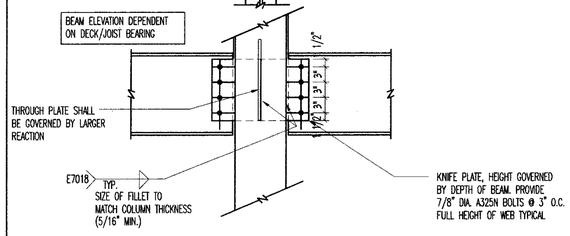
FLOOR BEAM TO COLUMN CONNECTION — E — S2.2 S4.1
SCALE:1"=1'-0"



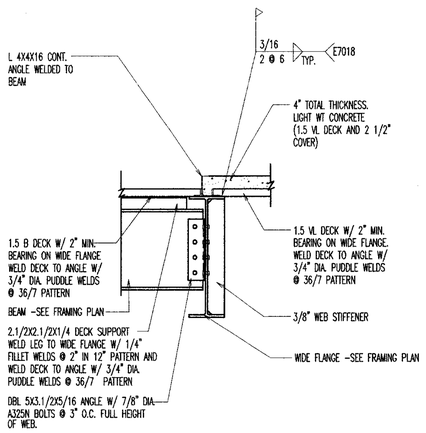
FLOOR BEAM TO COLUMN CONNECTION — F — S2.1 S2.2 S4.1
SCALE:1"=1'-0"



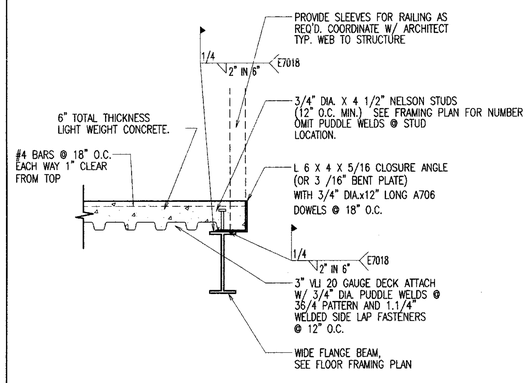
FLOOR BEAM TO COLUMN CONNECTION — G — S2.2 S4.1
SCALE:1"=1'-0"



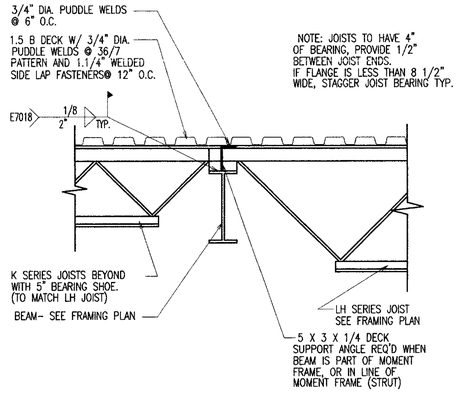
BEAM TO COLUMN CONNECTION — H — S2.1 S2.2 S4.1
SCALE:1"=1'-0"



CONNECTION DETAIL — J — S2.1 S4.1
SCALE:1"=1'-0"



EDGE WITH RAILING — K — S4.1
SCALE: 1" = 1'-0"



JOIST TO BEAM — L — S2.2 S4.1
SCALE: 1" = 1'-0"

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-6455
1857 North 1120 West Provo, Utah 84604 – (801) 375-9990

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ARCHITECTURE
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INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S4.1

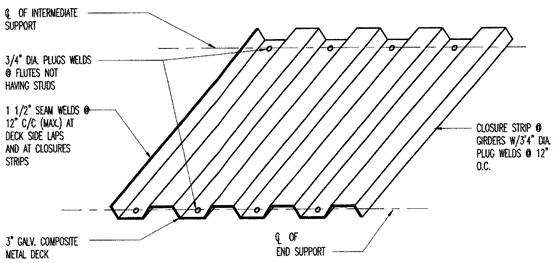
SHEET NAME: CONSTRUCTION DETAILS

PROJECT: 96321

DATE: APRIL, 3 1998

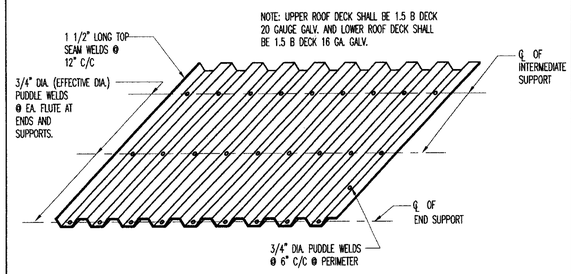
APPROVED DEC 18 1998 PARK CITY BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 801-531-1144 • FAX - 363-3



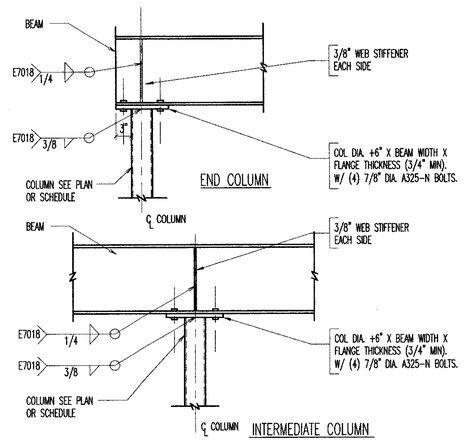
COMPOSITE DECK ATTACHMENT — A — S4.2

SCALE: N.T.S.



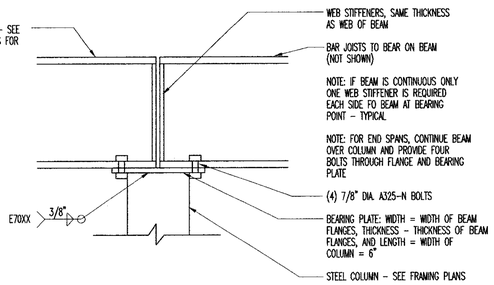
ROOF DECK ATTACHMENT — B — S4.2

SCALE: N.T.S.



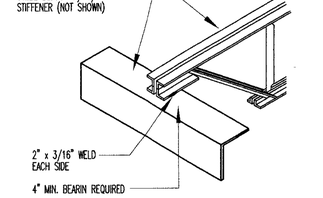
TYP. BEAM TO COLUMN CONNECTION FOR CONTINUOUS BEAMS — C — S2.3 S4.2

SCALE:1"=1'-0"



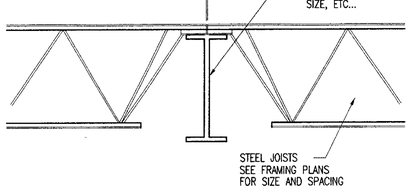
COLUMN/BEAM CONTINUOUS DETAIL — D — S2.2 S4.2

SCALE: N.T.S.



JOIST TO LEDGER — E — S4.2

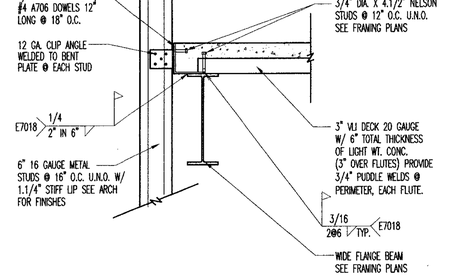
SCALE: N.T.S.



NOTE: JOISTS REQUIRE 4" INCHES OF BEARING EACH JOIST. IF BEAM FLANGE IS LESS THAN 8.1/2" INCHES, STAGGER JOISTS AS REQUIRED.

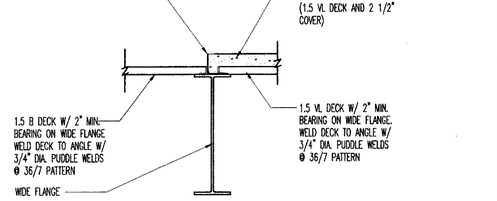
JOIST BEARING DETAIL — F — S4.2

SCALE:NTS



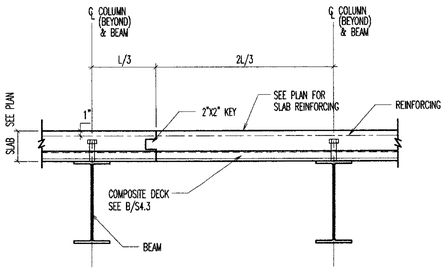
TYPICAL STUD ATTACHMENT — G — S4.2

SCALE: 1"=1'-0"



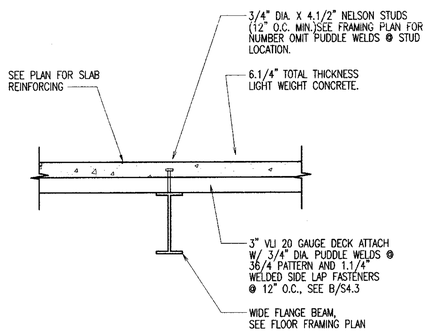
ROOF SLAB DECK TO DECK CONNECTION — H — S4.2

SCALE:1"=1'-0"



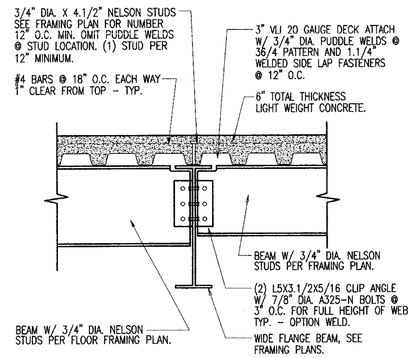
TYPICAL SECTION THRU COMPOSITE SLAB @ CONSTRUCTION JOINT — J — S4.2

SCALE:1"=1'-0"



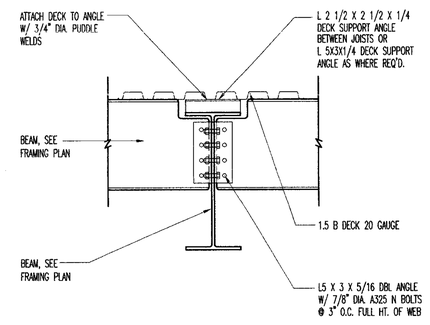
TYP. FLOOR DECK SECTION — K — S4.2

SCALE: 1" = 1'-0"



DECK SECTION — L — S4.2

SCALE:1"=1'-0"



BEAM TO BEAM — M — S2.1 S2.2 S4.2

SCALE: 1"=1'-0"

⚠1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-6455
1857 North 1120 West Provo, Utah 84604 - (801) 375-9990

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ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S4.2

SHEET NAME: CONSTRUCTION DETAILS

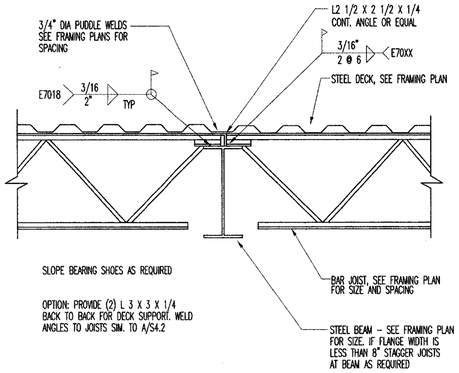
PROJECT: 96321

DATE: APRIL, 3 1998

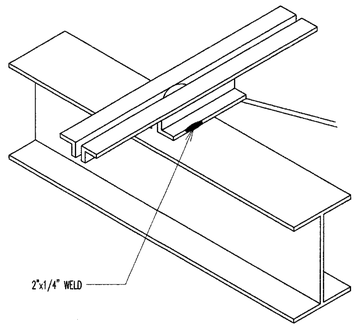
APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8001 - 531 - 1144 * FAX - 363 - 3132

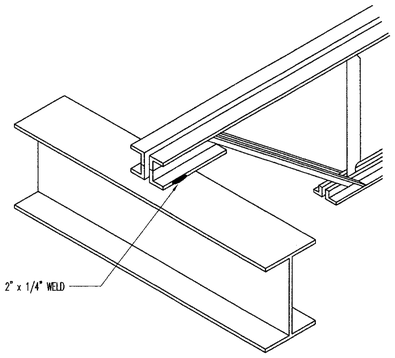
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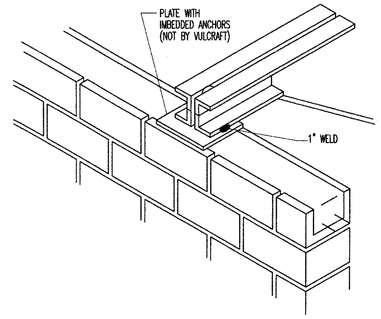
CONNECTION DETAIL — A — S2.3 S4.3
SCALE: 1" = 1'-0"



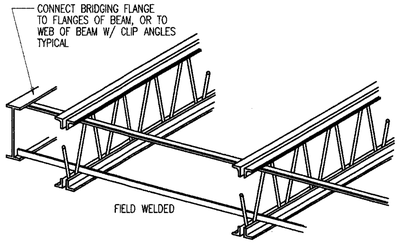
TOP CHORD EXTENSION — B — S2.2 S4.3
N.T.S.



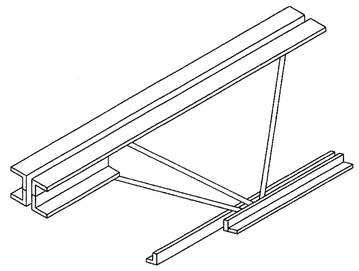
ANCHORAGE TO STEEL — C — S2.3 S4.3
N.T.S.



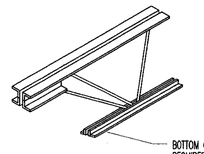
ANCHORAGE TO MASONRY — D — S2.3 S4.3
N.T.S.



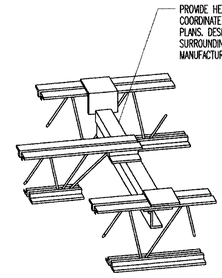
HORIZONTAL BRIDGING — E — S2.2 S2.3 S4.3
N.T.S.



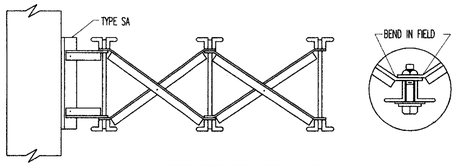
CEILING EXTENSION — F — S4.3
N.T.S.



BOTTOM CHORD STRUT — G — S4.3
N.T.S.

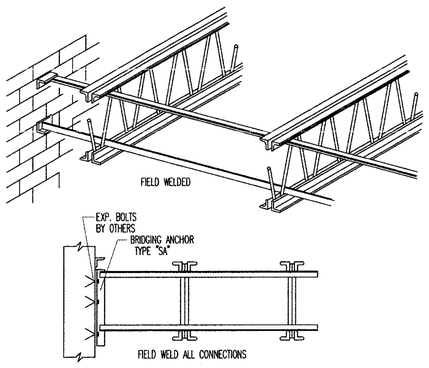


HEADER DETAIL — H — S4.3
N.T.S.



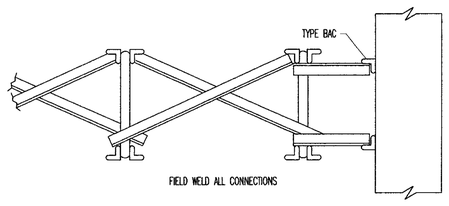
USE ONLY FOR ROW NEAREST THE MIDSPAN OF THE JOIST WHEN FOUR OR FIVE ROWS OF BRIDGING ARE REQUIRED. SEE K SERIES SPECIFICATIONS SECTION 5.4(C) AND SECTION 6.0. CROSS BRIDGING IS MORE EXPENSIVE TO INSTALL AND HAS NO ADVANTAGE OVER HORIZONTAL BRIDGING IN TRANSFERRING LOADS OR REDUCING VIBRATION. THE ONLY FUNCTION INTENDED FOR BRIDGING IS TO RETAIN THE JOIST IN ITS INSTALLED POSITION.

BOLTED CROSS BRIDGING — J — S2.3 S4.3
N.T.S.

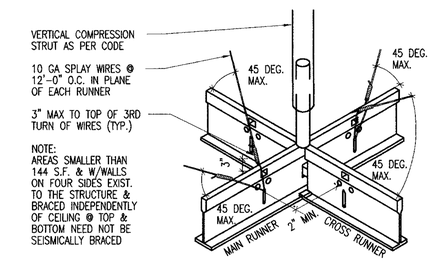


FOR THE PROPER USE OF HORIZONTAL BRIDGING REFER TO MANUFACTURER'S SPEC.

HORIZONTAL BRIDGING — K — S2.2 S4.3
N.T.S.



WELDED CROSS BRIDGING — L — S4.3
N.T.S.



SEISMIC CEILING BRACING — M — S4.3
N.T.S.

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

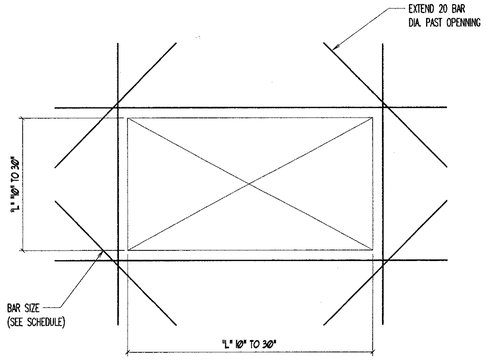
BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S4.3
SHEET NAME: CONSTRUCTION DETAILS
PROJECT: 96321
DATE: APRIL, 3 1998

APPROVED
DEC 3 4 1998
PARK CITY
BUILDING INSPECTION

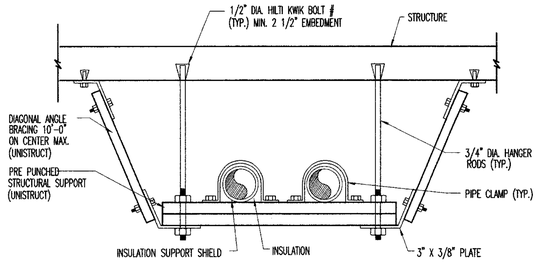


FLOOR OPENING REINFORCING PLAN

FLOOR OPENING REINFORCING SCHEDULE	
L *	REINFORCING
TO 10"	FORM OPENING TO EXCLUDE CONCRETE AND CUT DECK AFTER CONC. HAS ATTAINED 75% OF ITS DESIGN STRENGTHEN REBARS
10" TO 16"	2 - #5
10" TO 16"	2 - #5
16" TO 24"	2 - #6
24" TO 30"	2 - #7
OVER 30"	REQUIRES STRUCTURAL STEEL FRAME

* L- IS MEASURED AT RIGHT ANGLE TO FLOOR DECK SPAN

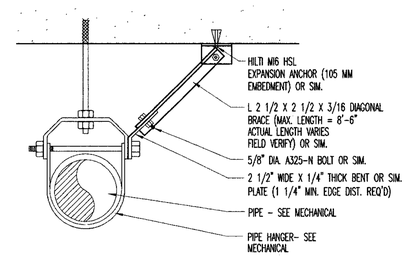
FLOOR OPENING REINFORCMENT SCHEDULE
SCALE:1"=1'-0" (A) S4.4



NOTE: PROVIDE ONLY FOR SUSPENDED PIPES 10" DIA. AND LARGER.

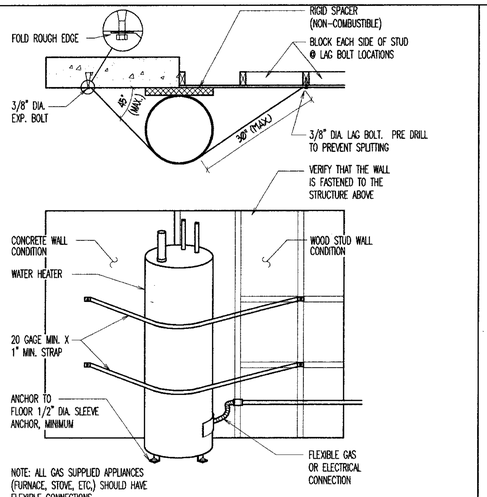
TYP. TRAPEZE DETAIL
SCALE: NTS (B) S4.4

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-9450
1857 North 1120 West Provo, Utah 84604 - (801) 375-9990
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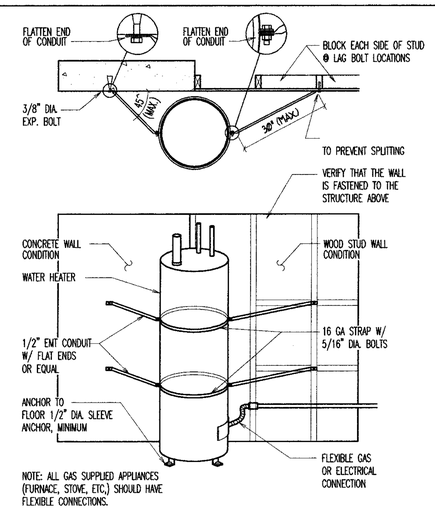
NOTE: PROVIDE ONLY FOR SUSPENDED PIPES 10" DIA. AND LARGER.

PIPE HANGER WITH BRACE
SCALE: NTS (C) S4.4



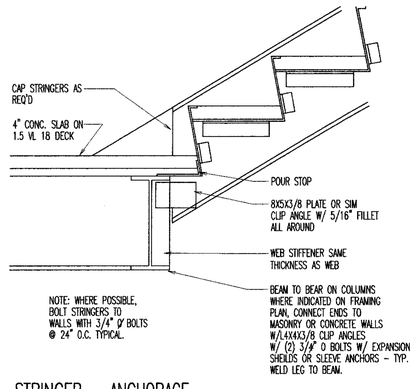
NOTE: ALL GAS SUPPLIED APPLIANCES (FURNACE, STOVE, ETC,) SHOULD HAVE FLEXIBLE CONNECTIONS.

"STRAP" BRACING OPTION DETAIL
SCALE: N.T.S. (D) S4.4



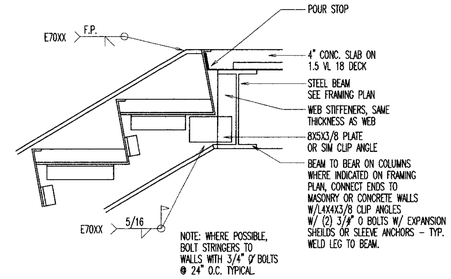
NOTE: ALL GAS SUPPLIED APPLIANCES (FURNACE, STOVE, ETC,) SHOULD HAVE FLEXIBLE CONNECTIONS.

"CONDUIT" BRACING OPTION DETAIL
SCALE: N.T.S. (E) S4.4



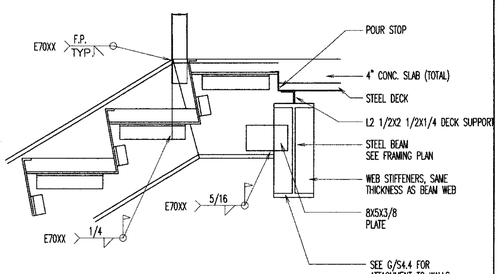
NOTE: WHERE POSSIBLE, BOLT STRINGERS TO WALLS WITH 3/4" Ø BOLTS @ 24" O.C. TYPICAL.

STRINGER ANCHORAGE
N.T.S. (F) S4.4

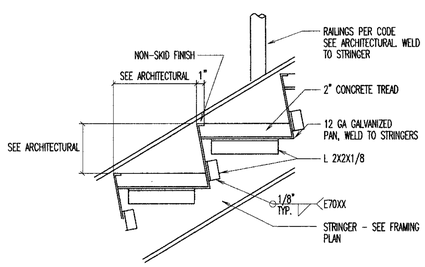


NOTE: WHERE POSSIBLE, BOLT STRINGERS TO WALLS WITH 3/4" Ø BOLTS @ 24" O.C. TYPICAL.

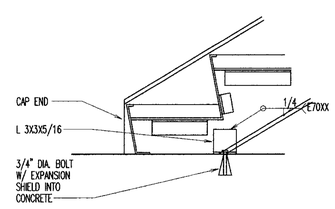
STRINGER ANCHORAGE
N.T.S. (G) S4.4



STRINGER ANCHORAGE
SCALE: N.T.S. (H) S4.4



STAIR DETAIL
SCALE: N.T.S. (J) S4.4



STRINGER ANCHORAGE
SCALE: N.T.S. (K) S4.4

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

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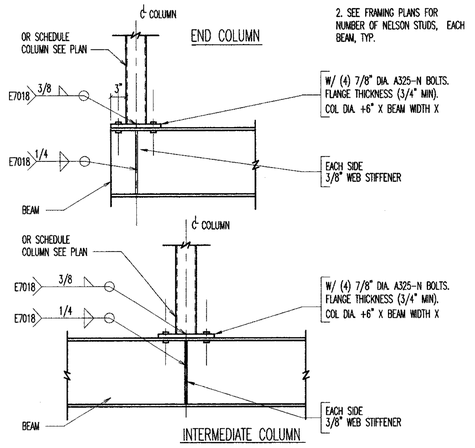
THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S4.4
SHEET NAME: CONSTRUCTION DETAILS
PROJECT: 96321
DATE: APRIL, 3 1998

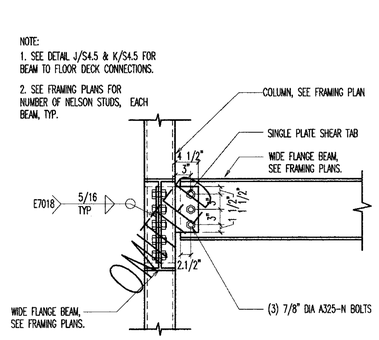
APPROVED
DEC 2 5 1998
PARK CITY BUILDING INSPECTION

5 2 E X C H A N G E P L A C E S A L T L A K E C I T Y , U T A H 8 4 1 1 1 8 0 1 - 5 3 1 - 1 1 4 4 * F A X - 3 6 3 - 3 1 3 2



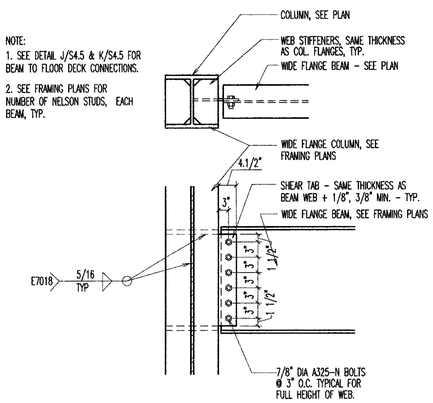
TYP. BEAM TO COLUMN CONNECTION FOR CONTINUOUS BEAMS

SCALE:1"=1'-0" (A) S4.5



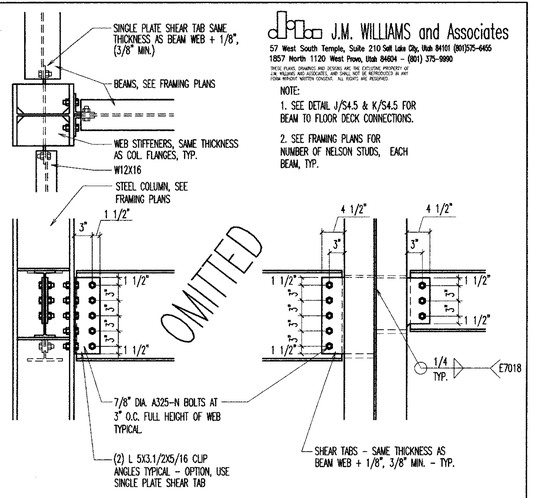
BEAM TO COLUMN DETAIL

SCALE:1"=1'-0" (B) S4.5



BEAM TO COLUMN DETAIL

SCALE:1"=1'-0" (C) S2.3 S4.5

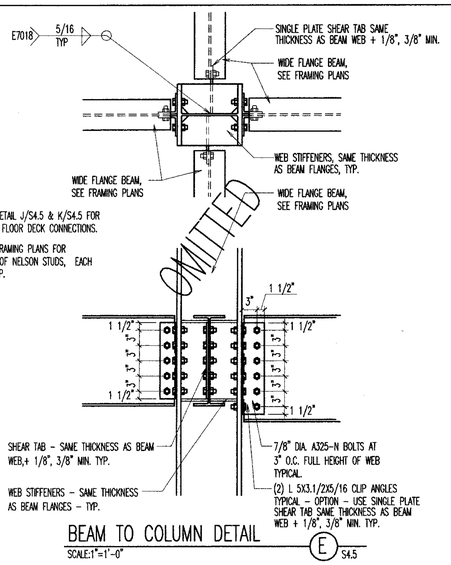


BEAM TO COLUMN DETAIL

SCALE:1"=1'-0" (D) S4.5

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-6455
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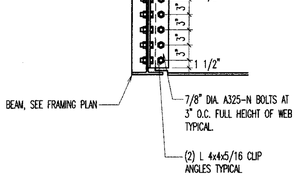
NOTE:
1. SEE DETAIL J/S4.5 & K/S4.5 FOR BEAM TO FLOOR DECK CONNECTIONS.
2. SEE FRAMING PLANS FOR NUMBER OF NELSON STUDS, EACH BEAM, TYP.



BEAM TO COLUMN DETAIL

SCALE:1"=1'-0" (E) S4.5

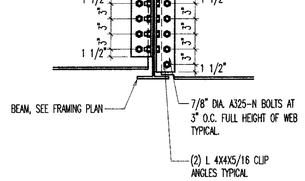
NOTE:
1. SEE DETAIL J/S4.5 & K/S4.5 FOR BEAM TO FLOOR DECK CONNECTIONS.
2. SEE FRAMING PLANS FOR NUMBER OF NELSON STUDS, EACH BEAM, TYP.



BEAM TO BEAM DETAIL

SCALE:1"=1'-0" (F) S2.1 S2.2 S2.3 S4.5

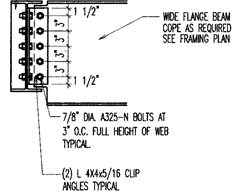
NOTE:
1. SEE DETAIL J/S4.5 & K/S4.5 FOR BEAM TO FLOOR DECK CONNECTIONS.
2. SEE FRAMING PLANS FOR NUMBER OF NELSON STUDS, EACH BEAM, TYP.



BEAM TO BEAM DETAIL

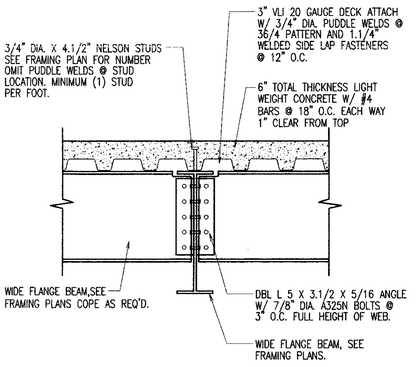
SCALE:1"=1'-0" (G) S2.2 S4.5

NOTE:
1. SEE DETAIL J/S4.5 & K/S4.5 FOR BEAM TO FLOOR DECK CONNECTIONS.
2. SEE FRAMING PLANS FOR NUMBER OF NELSON STUDS, EACH BEAM, TYP.



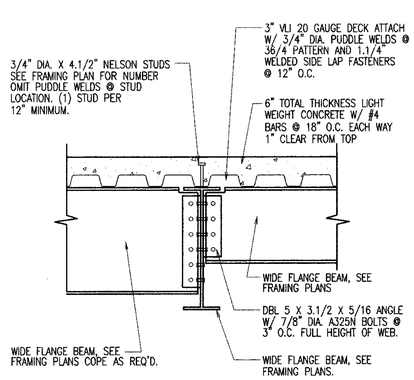
BEAM TO BEAM DETAIL

SCALE:1"=1'-0" (H) S2.2 S4.5



TYP. COMPOSITE DECK DETAIL

SCALE:1"=1'-0" (J) S4.5



TYP. COMPOSITE DECK DETAIL

SCALE:1"=1'-0" (K) S4.5

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

BABCOCK DESIGN GROUP

ARCHITECTURE

PLANNING

INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S4.5

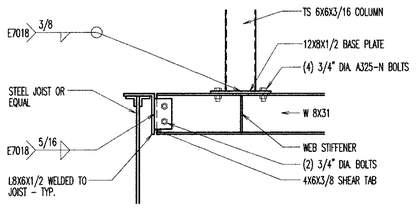
SHEET NAME: CONSTRUCTION DETAILS

PROJECT: 96321

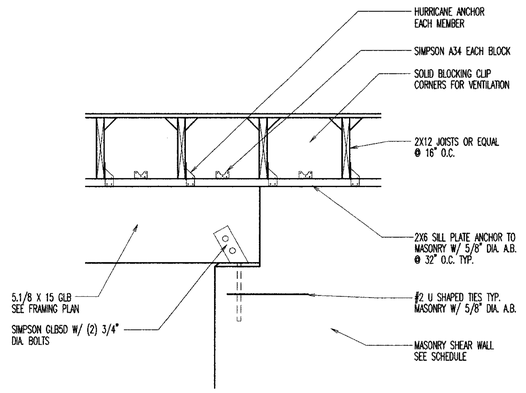
DATE: APRIL, 3 1998

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DEC 15 1998
BUILDING INSPECTION

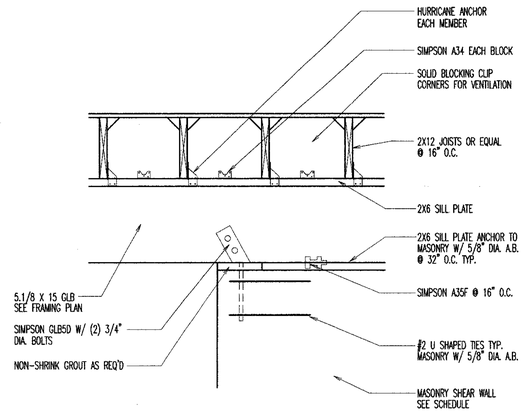
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 1801-531-1144 • FAX-363-3112



COLUMN SUPPORT DETAIL
SCALE:1"=1'-0" (A) S4.6

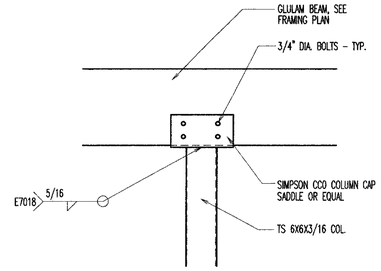


CONNECTION DETAIL
SCALE:1"=1'-0" (B) S4.6

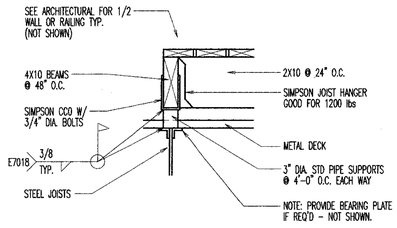


CONNECTION DETAIL
SCALE:1"=1'-0" (C) S4.6

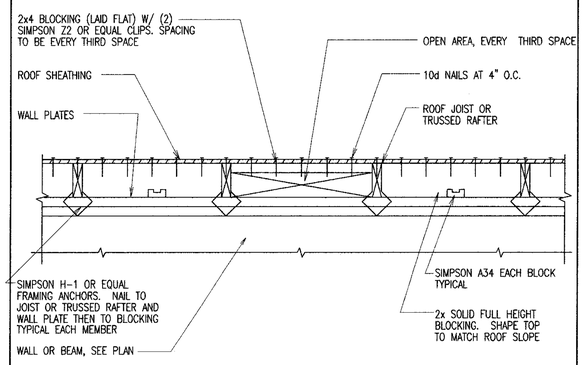
J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-9455
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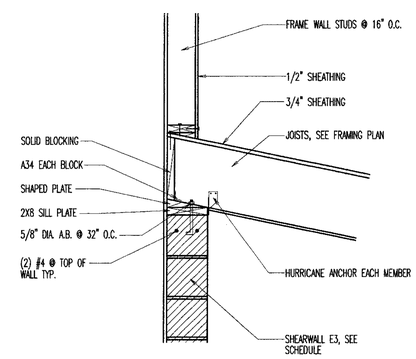
CONNECTION DETAIL
SCALE:1"=1'-0" (D) S4.6



DECK SUPPORT DETAIL
SCALE:1"=1'-0" (E) S4.6



SOLID BLOCKING & ANCHORING DETAIL
SCALE:1"=1'-0" (F) S4.6



CONNECTION DETAIL
SCALE:1"=1'-0" (G) S4.6

REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY
APRIL, 3 1998

BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S4.6
SHEET NAME: CONSTRUCTION DETAILS
PROJECT: 96321
DATE: APRIL, 3 1998

APPROVED
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PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8001 - 531 - 1144 * FAX - 363 - 3132

LINTEL SCHEDULE

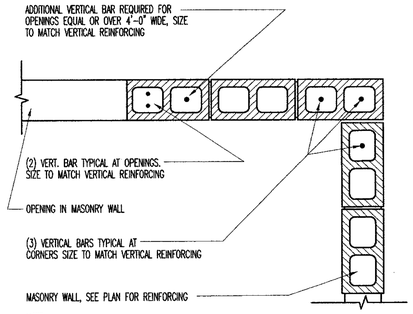
CLEAR OPENING	SIZE OF ANGLE
UP TO 5'-0"	3 1/2" X 3" X 1/4"
5'-1" TO 7'-0"	3 1/2" X 3 1/2" X 1/4"
7'-1" TO 9'-0"	5" X 3 1/2" X 1/4"
9'-1" TO 10'-0"	5" X 3 1/2" X 5/16"
10'-1" TO 11'-0"	5" X 3 1/2" X 3/8"
11'-1" TO 12'-0"	6" X 4" X 3/8"
12'-1" AND OVER	REQUIRES SPECIAL ANALYSIS



NOTE:

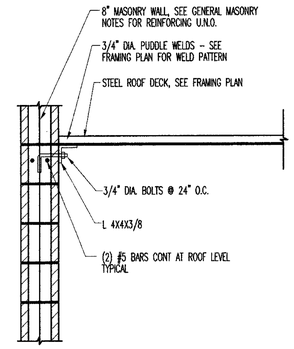
LINTELS CARRY MASONRY ONLY. WHERE FLOORS, ROOFS OR CONCENTRATED LOADS OCCUR, FURTHER ANALYSIS IS NECESSARY. PROVIDE 1" OF BEARING EACH END FOR EACH FOOT OF SPAN. MINIMUM BEARING OF 6" EACH SIDE OF OPENING. USE THIS SCHEDULE UNLESS NOTED OTHERWISE.

LINTEL SCHEDULE — A
NONE



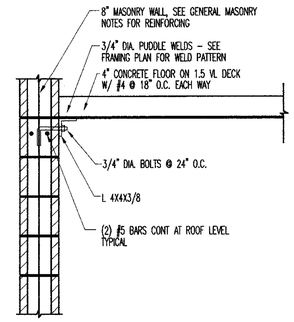
NOTE:
1. ALL VERTICAL BARS SHALL HAVE MATCHING DOWELS CAST INTO FOOTING OR FOUNDATION.
2. SEE ARCHITECTURAL DRAWINGS AND DETAIL FOR CONTROL JOINT LOCATIONS.
3. MINIMUM REINFORCING SHOWN.
4. SECURITY WALLS REQUIRE ADDITIONAL #4 BARS AT 8' O.C. EACH WAY.

STANDARD CORNER DETAIL — B
SCALE: 1" = 1'

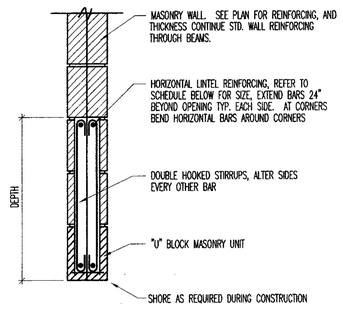


ROOF LEDGER DETAIL — C
SCALE: 1" = 1'-0"

J.M. WILLIAMS and Associates
57 West South Temple, Suite 210 Salt Lake City, Utah 84101 (801)575-9455
1857 North 1120 West Provo, Utah 84604 - (801) 375-9990
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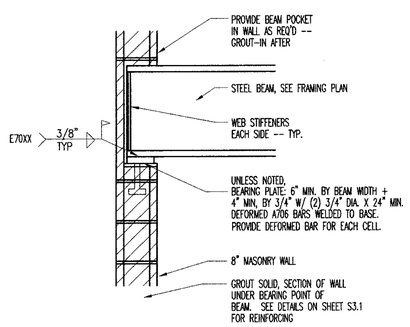
ROOF LEDGER DETAIL — D
SCALE: 1" = 1'-0"



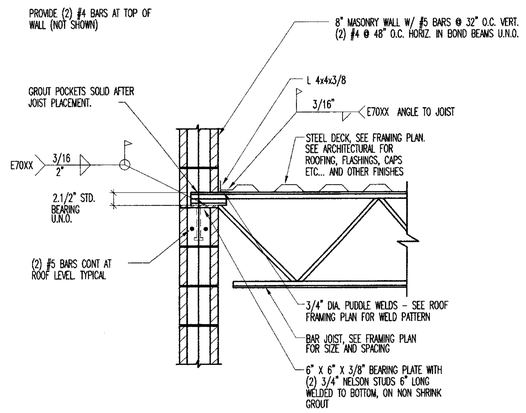
LINTEL LOCATION	HORIZ. REINFORCING	SIZE	STIRRUPS
MB-1	(2) #4 BARS CONT. T.& B.	8" X 24"	NONE

NOTES:
1. ALL HORIZONTAL REINFORCING SHALL EXTEND 24" MIN. BEYOND EDGE OF OPENING, INTO SUPPORT.
2. IF HORIZONTAL REINFORCING CANNOT EXTEND 24" BEYOND EDGE OF OPENING AS INDICATED ABOVE, PROVIDE STANDARD 90 DEG. HOOK AT ENDS.
3. DO NOT LAP BOTTOM STEEL AT CENTER SPAN, NOR TOP STEEL NEAR INTERIOR OR EXTERIOR SUPPORTS. ALL LAPS SHALL BE MADE IN THE SECTION OF THE WALL, AND NOT IN THE LINTEL.
4. SHORE OPENING AS REQUIRED.
5. USE "U" BLOCK SAME THICKNESS AS THE WALL, AS THE BOTTOM BLOCK OF THE LINTEL
6. ALL STANDARD WALL REINFORCING STEEL SHALL CONTINUE THROUGH THE LINTEL SECTION.
7. ALL LINTELS, AND 24" OF ADJACENT WALLS, SHALL BE GROUTED SOLID.
8. f'm = 2500 PSI, UNLESS NOTED OTHERWISE. REINFORCING STEEL = GRADE 60.
9. SPECIAL INSPECTION IS REQUIRED.
10. SEE ARCHITECTURAL SECTIONS FOR COMBINED BLOCK SIZES IN LINTEL BEAMS.

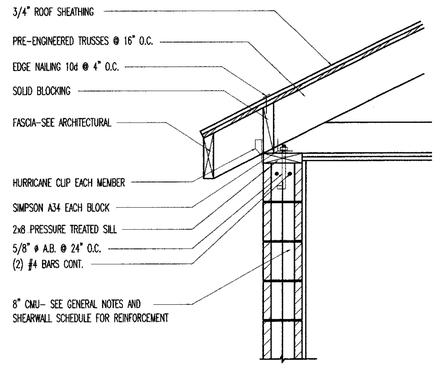
MASONRY LINTEL SCHED. — E
NONE



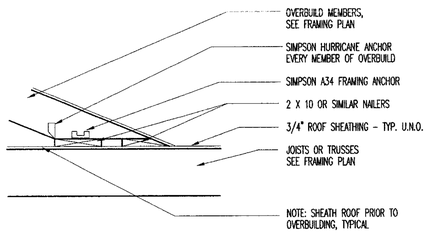
BEAM POCKET DETAIL — F (S2.2, S4.7)
N.T.S.



ROOF JOIST CONNECTION DETAIL — G (S2.2, S4.7)
SCALE: 1" = 1'-0"



ROOF JOIST CONNECTION DETAIL — H
SCALE: 1" = 1'-0"



OVERBUILD DETAIL — J (S2.4, S4.5)
SCALE: 1" = 1'-0"

REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

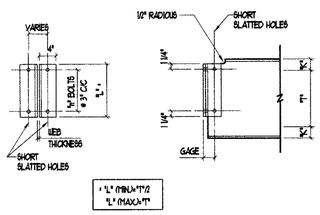
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S4.1
SHEET NAME: CONSTRUCTION DETAILS
PROJECT: 96321
DATE: APRIL, 3 1998

APPROVED
DEC 10 1998
PARK CITY BUILDING INSPECTION

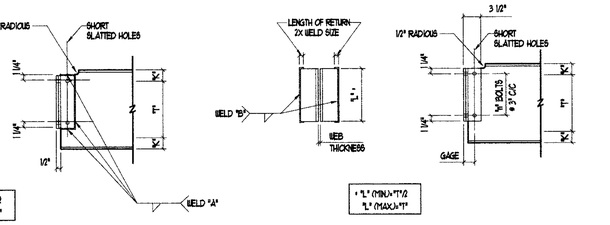
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8001-531-1144 * FAX - 363-3122

DOUBLE ANGLE CONNECTIONS



CASE I

CASE II



CASE III

3/4" DIAMETER A325 BOLTS W/ ⊥L -4" X 3 1/2"X 1/4" (a)														
		CASE I			CASE II				CASE II					
NUMBER OF BOLTS "n"	ANGLE LENGTH "L"	CAPACITY (KIPS)	MINIMUM BEAM (b) WEB THICKNESS		WELD "A" SIZE (f)	CAPACITY (KIPS)	MINIMUM BEAM (b) WEB THICKNESS		WELD "B" SIZE (f)	CAPACITY DUE TO WELD "B" (KIPS)	MINIMUM BEAM (c) WEB THICKNESS(g)		CAPACITY DUE TO WELD (KIPS)	MINIMUM BEAM (c) WEB THICKNESS	
			A36	A572-50			A36	A572-50			A36	A572-50		A36	A572-50
2	5 1/2"	26.5	0.291	0.234	3/16"	26.5	0.335	0.241	3/16"	9.8	0.062	0.045	26.5	0.291	0.234
3	8 1/2"	39.8	0.325	0.251	3/16"	39.8	0.325	0.234	3/16"	20.9	0.085	0.061	39.8	0.325	0.251
4	11 1/2"	53.0	0.331	0.261	3/16"	53.0	0.320	0.231	3/16"	34.6	0.104	0.075	53.0	0.331	0.261
5	14 1/2"	66.3	0.334	0.267	3/16"	66.3	0.317	0.229	3/16"	50.0	0.120	0.086	66.3	0.334	0.267
6	17 1/2"	79.5	0.336	0.271	3/16"	79.5	0.316	0.227	3/16"	66.6	0.132	0.095	79.5	0.336	0.271
7	20 1/2"	92.8	0.338	0.274	3/16"	92.8	0.314	0.226	3/16"	83.8	0.142	0.102	92.8	0.338	0.274
8	23 1/2"	106	0.339	0.277	3/16"	106	0.313	0.226	3/16"	101	0.150	0.108	106	0.339	0.277
9	26 1/2"	119	0.340	0.278	3/16"	119	0.313	0.225	3/16"	119	0.156	0.112	119	0.340	0.278
10	29 1/2"	133	0.341	0.280	3/16"	133	0.312	0.225	3/16"	133	0.156	0.112	133	0.341	0.280
7/8" DIAMETER A325 BOLTS W/ ⊥L -4" X 3 1/2"X 5/16" (a)														
		CASE I			CASE II				CASE II					
NUMBER OF BOLTS "n"	ANGLE LENGTH "L"	CAPACITY (KIPS)	MINIMUM BEAM (b) WEB THICKNESS		WELD "A" SIZE (f)	CAPACITY (KIPS)	MINIMUM BEAM (b) WEB THICKNESS		WELD "B" SIZE (f)	CAPACITY DUE TO WELD "B" (KIPS)	MINIMUM BEAM (c) WEB THICKNESS(g)		CAPACITY DUE TO WELD (KIPS)	MINIMUM BEAM (c) WEB THICKNESS	
			A36	A572-50			A36	A572-50			A36	A572-50		A36	A572-50
2	5 1/2"	36.1	0.409	0.321	1/4"	36.1	0.455	0.328	1/4"	13.1	0.082	0.059	36.1	0.409	0.321
3	8 1/2"	54.1	0.449	0.344	1/4"	54.1	0.442	0.318	1/4"	27.9	0.114	0.083	54.1	0.449	0.344
4	11 1/2"	72.2	0.472	0.357	1/4"	72.2	0.436	0.314	1/4"	46.1	0.139	0.100	72.2	0.472	0.357
5	14 1/2"	90.2	0.478	0.365	1/4"	90.2	0.432	0.311	1/4"	66.7	0.160	0.115	90.2	0.478	0.365
6	17 1/2"	108	0.482	0.370	1/4"	108	0.429	0.309	1/4"	88.8	0.176	0.127	108	0.482	0.370
7	20 1/2"	126	0.485	0.374	1/4"	126	0.428	0.308	1/4"	112	0.189	0.136	126	0.485	0.374
8	23 1/2"	144	0.487	0.377	1/4"	144	0.427	0.307	1/4"	135	0.200	0.144	144	0.487	0.377
9	26 1/2"	162	0.489	0.380	1/4"	162	0.425	0.306	1/4"	159	0.208	0.150	126	0.489	0.380
10	29 1/2"	180	0.490	0.382	1/4"	180	0.425	0.306	1/4"	180	0.212	0.153	180	0.490	0.382
1" DIAMETER A325 BOLTS W/ ⊥ -4" X 3 1/2"X 1/2" (a)														
		CASE I			CASE II				CASE II					
NUMBER OF BOLTS "n"	ANGLE LENGTH "L"	CAPACITY (KIPS)	MINIMUM BEAM (b) WEB THICKNESS		WELD "A" SIZE (f)	CAPACITY (KIPS)	MINIMUM BEAM (b) WEB THICKNESS		WELD "B" SIZE (f)	CAPACITY DUE TO WELD "B" (KIPS)	MINIMUM BEAM (c) WEB THICKNESS(g)		CAPACITY DUE TO WELD (KIPS)	MINIMUM BEAM (c) WEB THICKNESS	
			A36	A572-50			A36	A572-50			A36	A572-50		A36	A572-50
2	5 1/2"	47.1	0.542	0.423	3/8"	47.1	0.595	0.428	7/16"	22.8	0.144	0.104	47.1	0.595	0.428
3	8 1/2"	70.7	0.592	0.452	5/16"	70.7	0.571	0.416	7/16"	48.7	0.199	0.143	70.7	0.571	0.416
4	11 1/2"	94.2	0.621	0.468	5/16"	94.2	0.563	0.410	7/16"	80.1	0.244	0.175	94.2	0.563	0.410
5	14 1/2"	118	0.640	0.478	5/16"	118	0.564	0.406	7/16"	116	0.279	0.201	118	0.564	0.406
6	17 1/2"	141	0.653	0.485	5/16"	141	0.561	0.404	7/16"	141	0.280	0.202	141	0.561	0.404
7	20 1/2"	165	0.662	0.490	5/16"	165	0.559	0.402	7/16"	165	0.278	0.201	165	0.559	0.402
8	23 1/2"	188	0.670	0.494	5/16"	188	0.557	0.401	7/16"	188	0.278	0.200	188	0.557	0.401
9	26 1/2"	212	0.676	0.497	5/16"	212	0.556	0.400	7/16"	212	0.278	0.200	212	0.556	0.400
10	29 1/2"	236	0.678	0.500	5/16"	236	0.555	0.400	7/16"	236	0.277	0.200	236	0.555	0.400

NOT: THE ABOVE VALUES ARE BASED ON "CLASS "A" COATING (SLIP COEFFICIENT 0.33)

(a) FOR CASE II, L-4X3 MAY ALSO BE USED: AND FOR CASE III, L-3X3 1/2" (FOR VALUES OF L=5 1/2" THROUGH 11 1/2") MAY ALSO BE USED. ALL ANGLES ARE A36 MATERIAL.

(b) WHEN THE BEAM WEB THICKNESS IS LESS THAN THE MIN. MULTIPLY THE CONNECTION CAPACITY (KIPS) BY THE RATIO OF THE ACTUAL WEB THICKNESS TO THE TABULATED MIN. THICKNESS.

(C) WHEN THE MATERIAL THICKNESS OF THE SUPPORTING MEMBER IS LESS THAN THE MIN, MULTIPLY THE CONNECTION CAPACITY DUE TO WELD B (KIPS) BY THE RATIO OF THE RATIO WEB THICKNESS TO THE TABULATED MIN. THICKNESS.

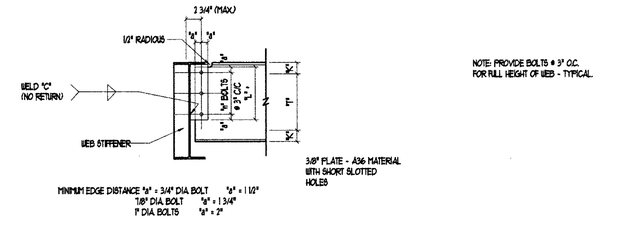
(D) WHEN THE MATERIAL THICKNESS OF THE SUPPORTING MEMBER IS LESS THAN THE MIN, MULTIPLY THE CONNECTION CAPACITY DUE TO BOLTS (KIPS) BY THE RATIO OF THE ACTUAL WEB THICKNESS TO THE TABULATED MIN. THICKNESS.

(E) CAPACITY OF CONNECTION IS THE LESSER OF CAPACITY DUE TO WELD "B" (KIPS) AND CAPACITY DUE TO BOLTS (KIPS).

(F) IF THE THICKNESS OF MATERIAL TO WHICH CONNECTION ANGLES ARE WELDED EXCEED THE LIMITS SET BY AISC SPECIFICATION SECTION 1.17.2 FOR WELD SIZES SPECIFIED, INCREASE THE WELD SIZE AS REQUIRED, BUT NOT TO EXCEED THE ANGLE THICKNESS.

(G) THE MINIMUM THICKNESS GIVEN IN THE TABLE ARE FOR ONE-SIDED CONNECTIONS ONLY, AS SHOWN IN THE DETAIL. SHOULD TWO MEMBERS FRAME INTO THE SUPPORTING MEMBER DIRECTLY OPPOSITE EACH OTHER, THE VALUES FOR MINIMUM THICKNESS GIVEN IN THE TABLE FOR EACH CONNECTION WOULD BE ADDITIVE, TO YIELD THE TOTAL MINIMUM THICKNESS OF THE SUPPORTING MEMBER.

SINGLE PLATE CONNECTIONS



NOTE: PROVIDE BOLTS @ 3" O.C. FOR FULL HEIGHT OF WEB - TYPICAL.

CASE I

3/4" DIAMETER A325 BOLTS					
NUMBER OF BOLTS "n"	PLATE LENGTH "L"	WELD "C" SIZE (a)	CAPACITY (KIPS)	MIN. THICKNESS OF SUPPORTING MEMBER (b) (c)	
				A36	A572-50
2	6"	3/16"	17.0	0.139	0.100
3	9"	3/16"	19.8	0.153	0.110
4	12"	3/16"	26.5	0.153	0.110
5	15"	3/16"	33.1	0.153	0.110
6	18"	3/16"	39.7	0.153	0.110
7	21"	3/16"	46.3	0.153	0.110
8	24"	3/16"	53.0	0.153	0.110
9	27"	3/16"	59.6	0.153	0.110
10	30"	3/16"	66.2	0.153	0.110
7/8" DIAMETER A325 BOLTS					
NUMBER OF BOLTS "n"	PLATE LENGTH "L"	WELD "C" SIZE (a)	CAPACITY (KIPS)	MIN. THICKNESS OF SUPPORTING MEMBER (b) (c)	
				A36	A572-50
2	6 1/2"	1/4"	17.2	0.184	0.132
3	9 1/2"	1/4"	27.0	0.198	0.142
4	12 1/2"	1/4"	36.0	0.200	0.144
5	15 1/2"	1/4"	45.1	0.201	0.145
6	18 1/2"	1/4"	54.1	0.203	0.146
7	21 1/2"	1/4"	63.1	0.204	0.147
8	24 1/2"	1/4"	72.1	0.204	0.147
9	27 1/2"	1/4"	81.1	0.205	0.147
10	30 1/2"	1/4"	90.2	0.205	0.148
7/8" DIAMETER A325 BOLTS					
NUMBER OF BOLTS "n"	PLATE LENGTH "L"	WELD "C" SIZE (a)	CAPACITY (KIPS)	MIN. THICKNESS OF SUPPORTING MEMBER (b) (c)	
				A36	A572-50
2	7"	5/16"	21.6	0.224	0.161
3	10"	5/16"	32.3	0.246	0.171
4	13"	5/16"	47.1	0.252	0.182
5	16"	5/16"	58.9	0.256	0.185
6	19"	5/16"	70.6	0.269	0.187
7	22"	5/16"	82.4	0.261	0.188
8	25"	5/16"	94.2	0.262	0.189
9	28"	5/16"	106	0.263	0.190
10	31"	5/16"	118	0.265	0.190

NOT: THE ABOVE VALUES ARE BASED ON "CLASS "A" COATING (SLIP COEFFICIENT 0.33)

(a) IF THE THICKNESS OF MATERIAL TO WHICH THE SINGLE PLATE IS WELDED EXCEEDS THE LIMITS SET BY AISC SPECIFICATIONS SECTION 1.17.2 FOR THE WELD SIZE SPECIFIED, INCREASE THE WELD SIZE AS REQUIRED, BUT NOT TO EXCEED THE PLATE THICKNESS OF 3/8".

(b) THE MINIMUM THICKENS GIVEN IN TABLE ARE FOR ONE-SIDED CONNECTIONS ONLY, AS SHOWN IN THE DETAIL. SHOULD TWO MEMBERS FRAME INTO THE SUPPORTING MEMBER DIRECTLY OPPOSITE EACH OTHER, THE VALUES FOR MINIMUM THICKNESS GIVEN IN THE TABLE FOR EACH CONNECTION WOULD BE ADDITIVE TO YIELD THE TOTAL MIN. THICKNESS OF THE SUPPORTING MEMBER.

(c) WHEN THE MINIMUM THICKNESS OF THE SUPPORTING MEMBER IS LESS THAN THE MINIMUM, MULTIPLY THE CONNECTION CAPACITY BY THE RATIO OF THE ACTUAL MATERIAL THICKNESS TO THE TABULATED MINIMUM THICKNESS.

NOTE:

THE TABLES DO NOT APPLY TO THE FOLLOWING MEMBER SIZES

W8*5 LARGER THAN OR EQUAL TO W10X28
W10*5 LARGER THAN OR EQUAL TO W10X39
W12*5 LARGER THAN OR EQUAL TO W12X30
W14*5 LARGER THAN OR EQUAL TO W14X30
W16*5 LARGER THAN OR EQUAL TO W16X36.1
W18*5 LARGER THAN OR EQUAL TO W18X76
W21*5 LARGER THAN OR EQUAL TO W21X122
W24*5 LARGER THAN OR EQUAL TO W24X104
W27*5 LARGER THAN OR EQUAL TO W27X146
W30*5 LARGER THAN OR EQUAL TO W30X173
W33*5 LARGER THAN OR EQUAL TO W33X201
W36*5 LARGER THAN OR EQUAL TO W36X230

BABCOCK DESIGN GROUP

ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S4.8

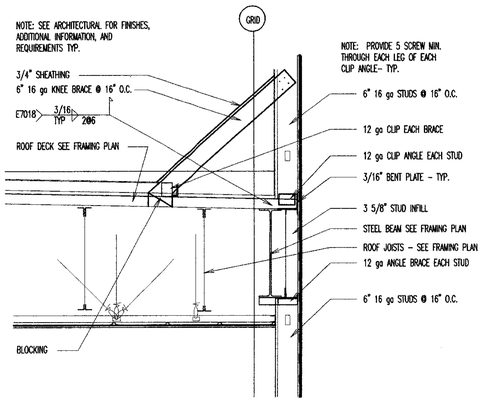
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PROJECT: 96321

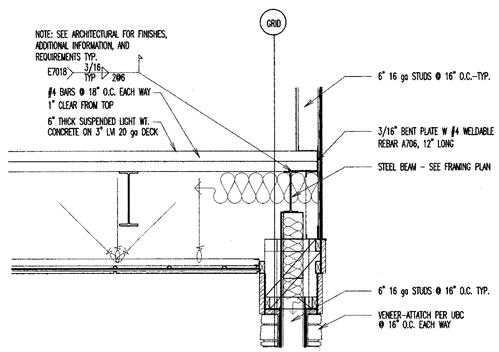
DATE: APRIL, 3 1998

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DEC 2 5 1998
SUMMIT COUNTY
BUILDING INSPECTION

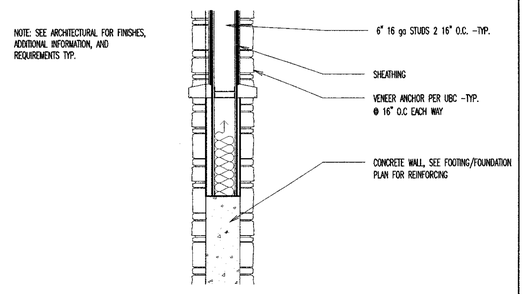
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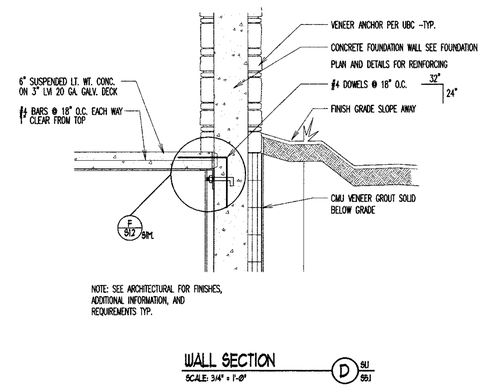
WALL SECTION A 6/S3 65.1
SCALE: 3/4" = 1'-0"



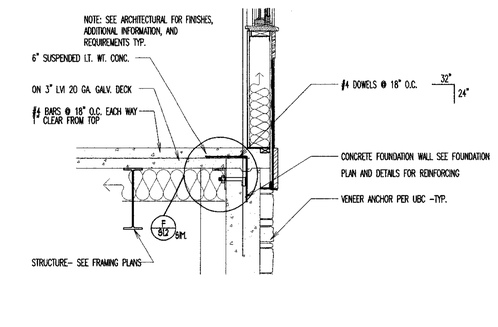
WALL SECTION B 6/S2 65.1
SCALE: 3/4" = 1'-0"



WALL SECTION C 6/S1 65.1
SCALE: 3/4" = 1'-0"



WALL SECTION D 6/S1 65.1
SCALE: 3/4" = 1'-0"



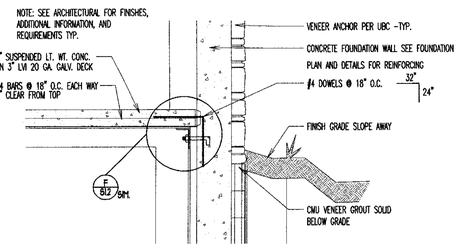
WALL SECTION E 6/S3 65.1
SCALE: 3/4" = 1'-0"

WALL SECTION F 6/S2 65.1
SCALE: 3/4" = 1'-0"

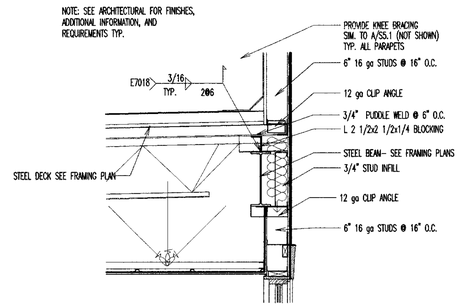
WALL SECTION G 6/S1 65.1
SCALE: 3/4" = 1'-0"

WALL SECTION H 6/S2 65.1
SCALE: 3/4" = 1'-0"

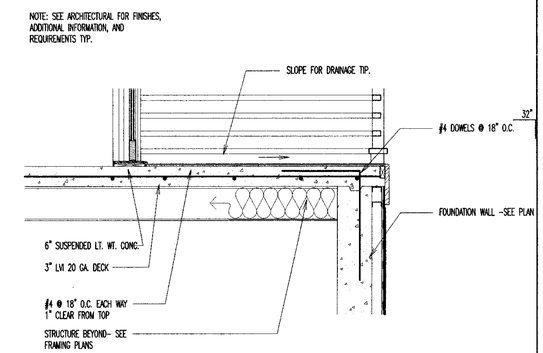
WALL SECTION J 6/S1 65.1
SCALE: 3/4" = 1'-0"



WALL SECTION K 6/S1 65.1
SCALE: 3/4" = 1'-0"



WALL SECTION L 6/S2 65.1
SCALE: 3/4" = 1'-0"



WALL SECTION M 6/S3 65.1
SCALE: 3/4" = 1'-0"

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: 65.1

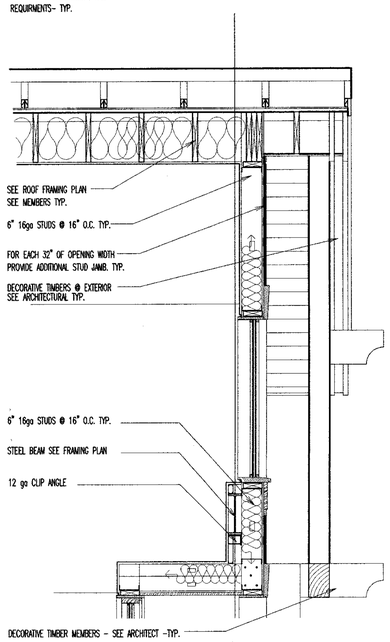
SHEET NAME: WALL SECTIONS

PROJECT: 96321

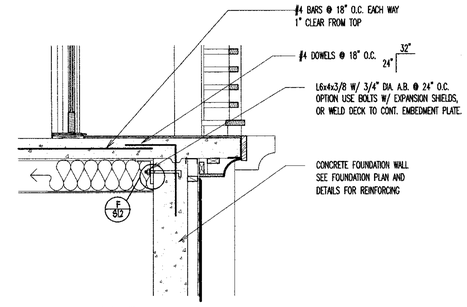
DATE: APRIL, 3 1998

APPROVED
DEC 1 8 1998
PARK CITY
BUILDING INSPECTOR

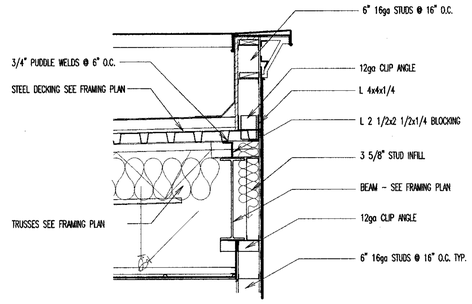
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8011 - 531 - 1144 * FAX - 363 - 3122



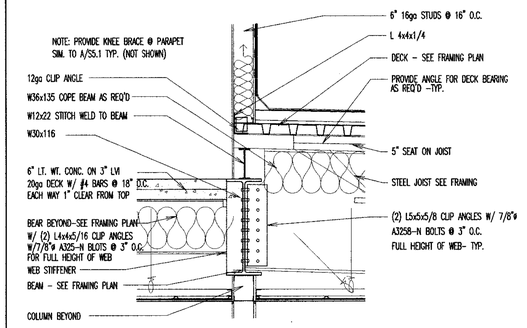
WALL SECTION A S2.1 S5.2
SCALE: 3/8" = 1'-0"



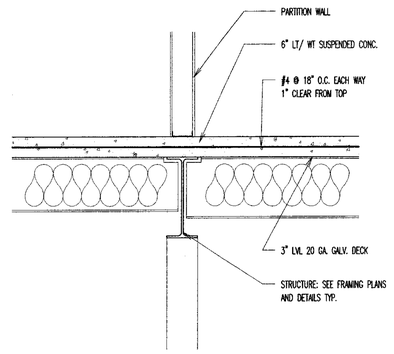
WALL SECTION B S2.1 S5.2
SCALE: 3/4" = 1'-0"



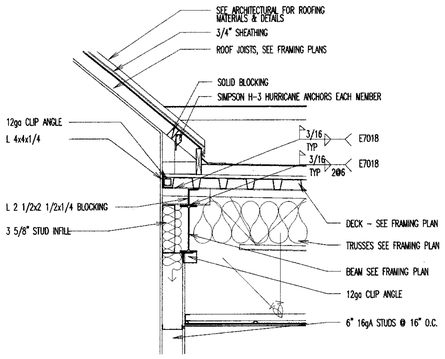
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SCALE: 3/4" = 1'-0"



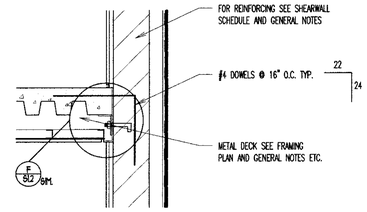
WALL SECTION D S2.2 S5.2
SCALE: 3/4" = 1'-0"



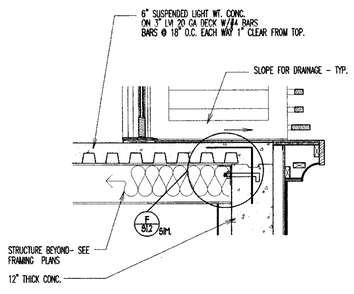
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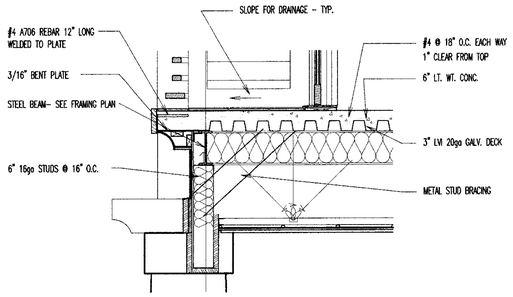
WALL SECTION F S2.2 S2.3 S5.2
SCALE: 3/8" = 1'-0"



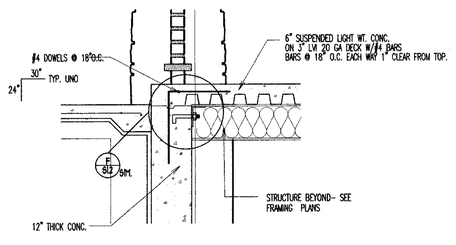
WALL SECTION G S2.1 S5.2
SCALE: 1/2" = 1'-0"



WALL SECTION H S2.1 S5.2
SCALE: 1/2" = 1'-0"



WALL SECTION J S2.1 S5.2
SCALE: 3/8" = 1'-0"



WALL SECTION K S2.1 S5.2
SCALE: 3/8" = 1'-0"

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S5.2

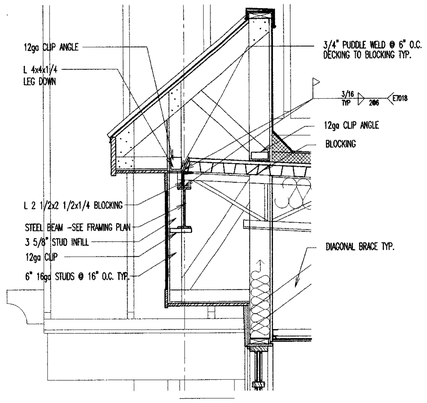
SHEET NAME: WALL SECTIONS

PROJECT: 96321

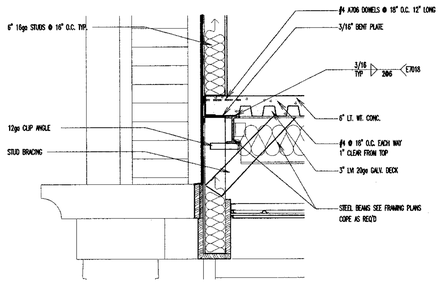
DATE: APRIL, 3 1998

APPROVED DEC 16 1998 PARK CITY BUILDING INSPECTION

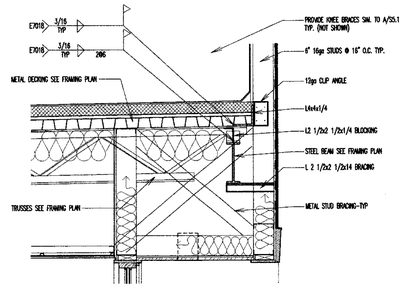
52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8011-531-1144 • FAX-363-3122



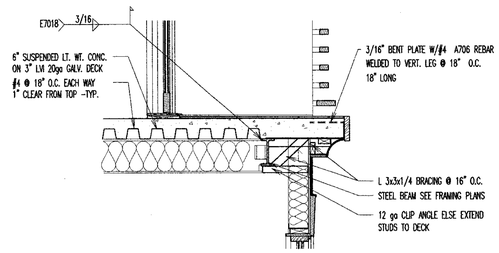
WALL SECTION
SCALE: 3/4" = 1'-0"
A S2.3 S5.3



WALL SECTION
SCALE: 3/4" = 1'-0"
B S2.2 S5.3

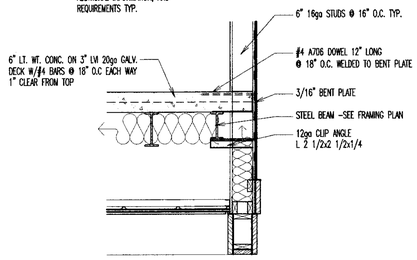


WALL SECTION
SCALE: 3/4" = 1'-0"
C S2.3 S5.3

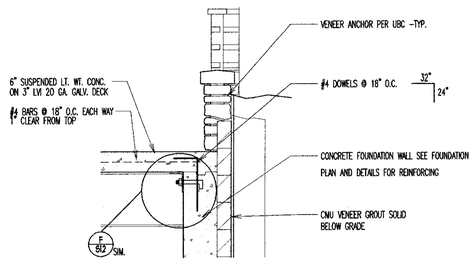


WALL SECTION
SCALE: 3/4" = 1'-0"
D S2.2 S5.3

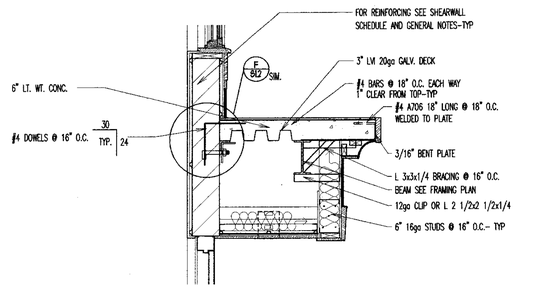
NOTE: SEE ARCHITECTURAL FOR FINISHES, ADDITIONAL INFORMATION, AND REQUIREMENTS TYP.



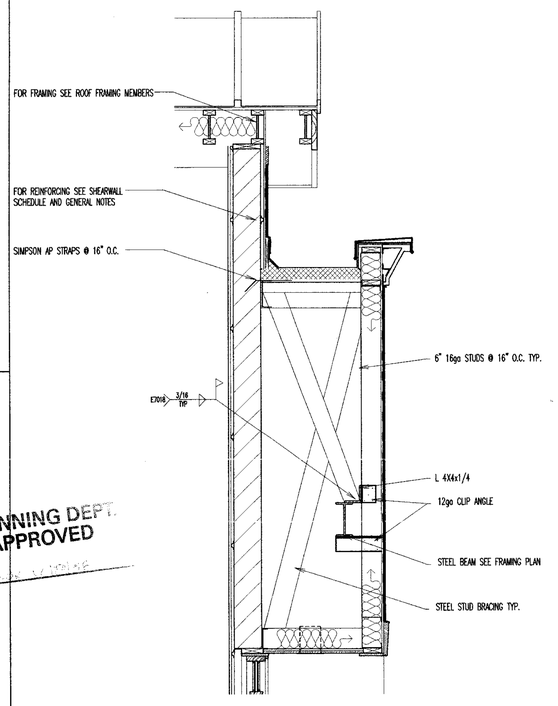
WALL SECTION
SCALE: 3/4" = 1'-0"
E S2.2 S5.3



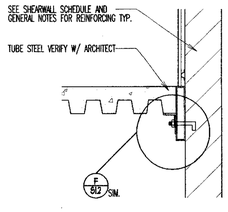
WALL SECTION
SCALE: 3/4" = 1'-0"
F S2.1 S5.3



WALL SECTION
SCALE: 3/4" = 1'-0"
G S2.2 S5.3



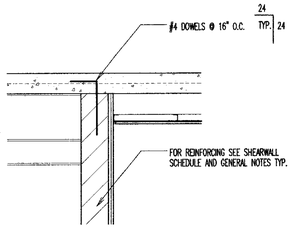
WALL SECTION
SCALE: 3/4" = 1'-0"
L S2.3 S5.3



WALL SECTION
SCALE: 1/2" = 1'-0"
H

OMITTED

WALL SECTION
SCALE: 3/4" = 1'-0"
J



WALL SECTION
SCALE: 3/4" = 1'-0"
K

PLANNING DEPT.
APPROVED
DATE

1 REVISIONS: THIS PLAN HAS BEEN REVISED IN IT'S ENTIRETY APRIL, 3 1998

BABCOCK DESIGN GROUP
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: S5.3

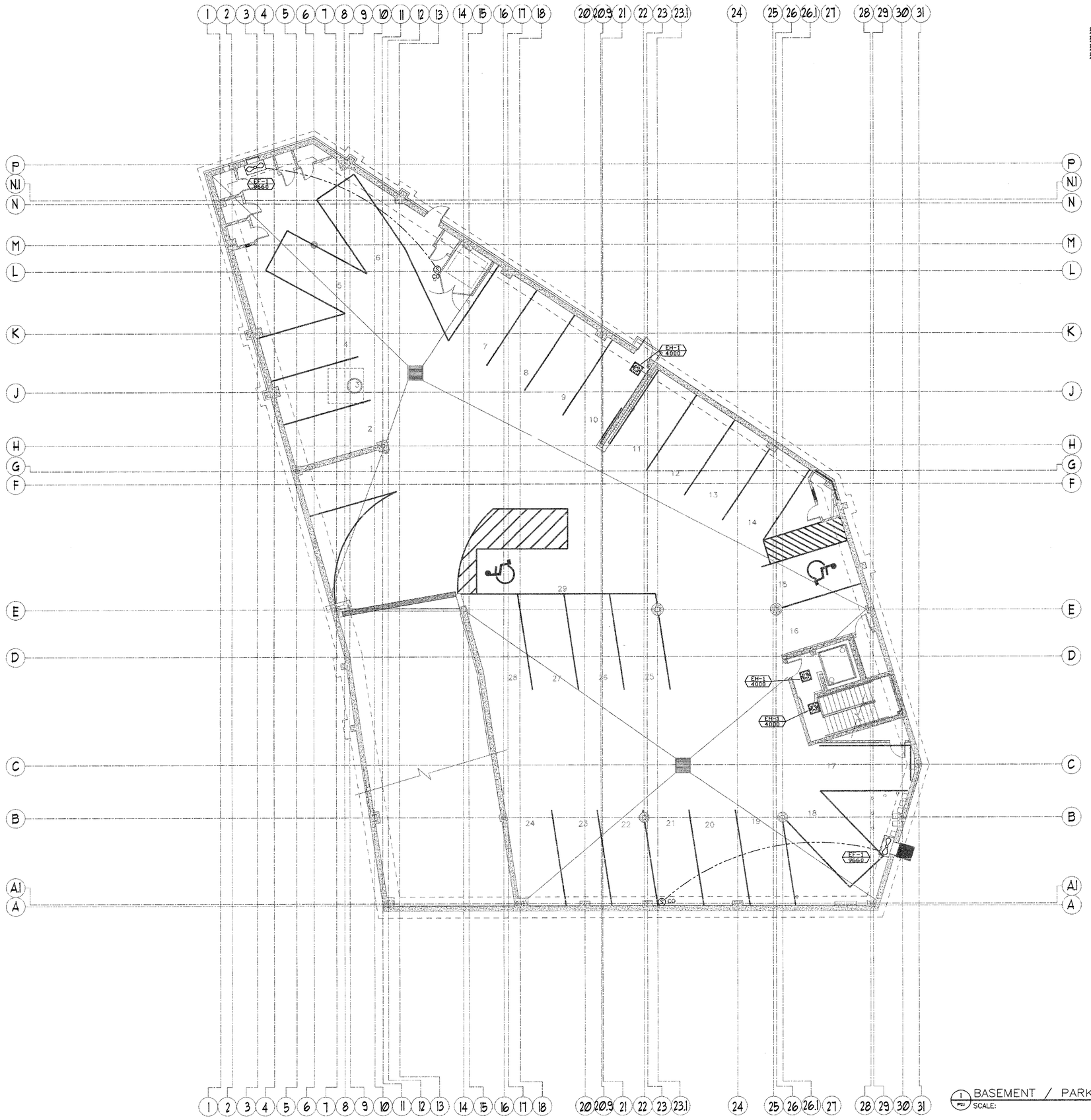
SHEET NAME: WALL SECTIONS

PROJECT: 96321

DATE: APRIL, 3 1998

APPROVED
DEC 2 1998
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 8011 - 531 - 1144 * FAX - 363 1322



1 BASEMENT / PARKING LEVEL —MECHANICAL—
P2.1 SCALE: 1/8" = 1'-0"

DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 281-4656 FAX (801) 281-4960
E-MAIL DRWEngineer@AOL.COM

REGISTERED PROFESSIONAL ENGINEER
No. 4805
DALE R. WILDE JR.
STATE OF UTAH

REVISIONS

1. REVISED FLOOR PLANS NOV. 20, 1998
2. PARK CITY REVIEW NOV. 20, 1998

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

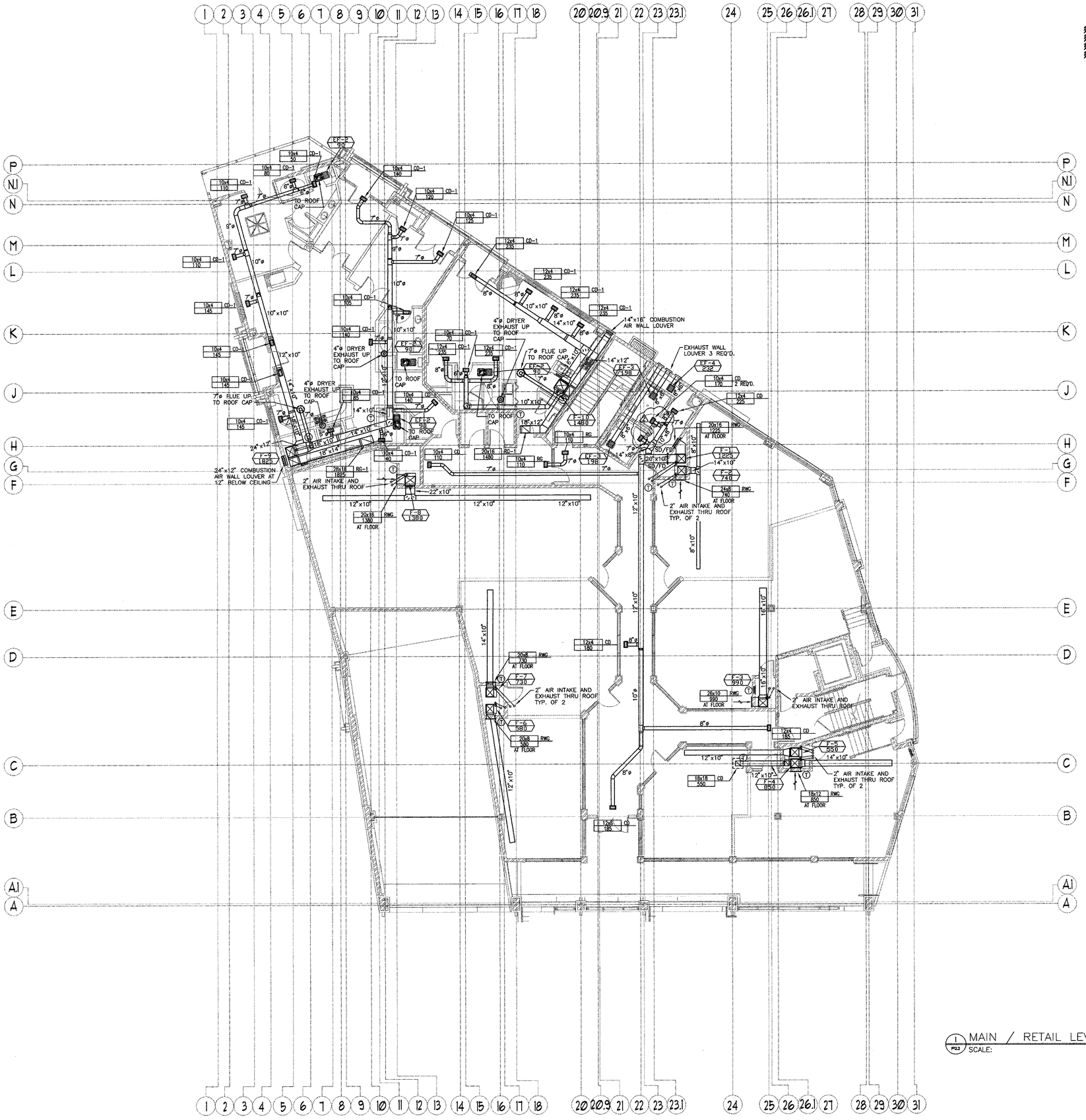
SHEET NUMBER: M2.1

SHEET NAME: BASEMENT / PARKING MECHANICAL

PROJECT NUMBER: 95015

DATE: JULY 27, 1998

APPROVED
DEC 2 8 1998
PARK CITY
BUILDING INSPECTION



1 MAIN / RETAIL LEVEL —MECHANICAL—
P22 SCALE: 1/8" = 1'-0"

DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4656 FAX (801) 261-4960
E-MAIL DRWEngnr@AOL.COM

REGISTERED PROFESSIONAL ENGINEER
No. 4805
DALE R. WILDE JR.
STATE OF UTAH

REVISIONS

1. REVISED FLOOR PLANS NOV. 20, 1998
2. PARK CITY REVIEW NOV. 20, 1998

2 GENERAL NOTES:

ALL SUPPLY AIR GRILLES, RETURN AIR GRILLES AND EXHAUST GRILLES PENATRATING THE FIRE RATED CEILING SHALL BE INSTALL WITH A SMOKE – FIRE DAMPER.

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

THE
POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: M2.2

SHEET NAME: MAIN / RETAIL MECHANICAL

PROJECT NUMBER: 95015

DATE: JULY 27, 1998

APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4656 FAX (801) 261-4980
E-MAIL DRWEngner@AOL.COM

REGISTERED PROFESSIONAL ENGINEER
No. 4805
DALE R. WILDE JR.
STATE OF UTAH

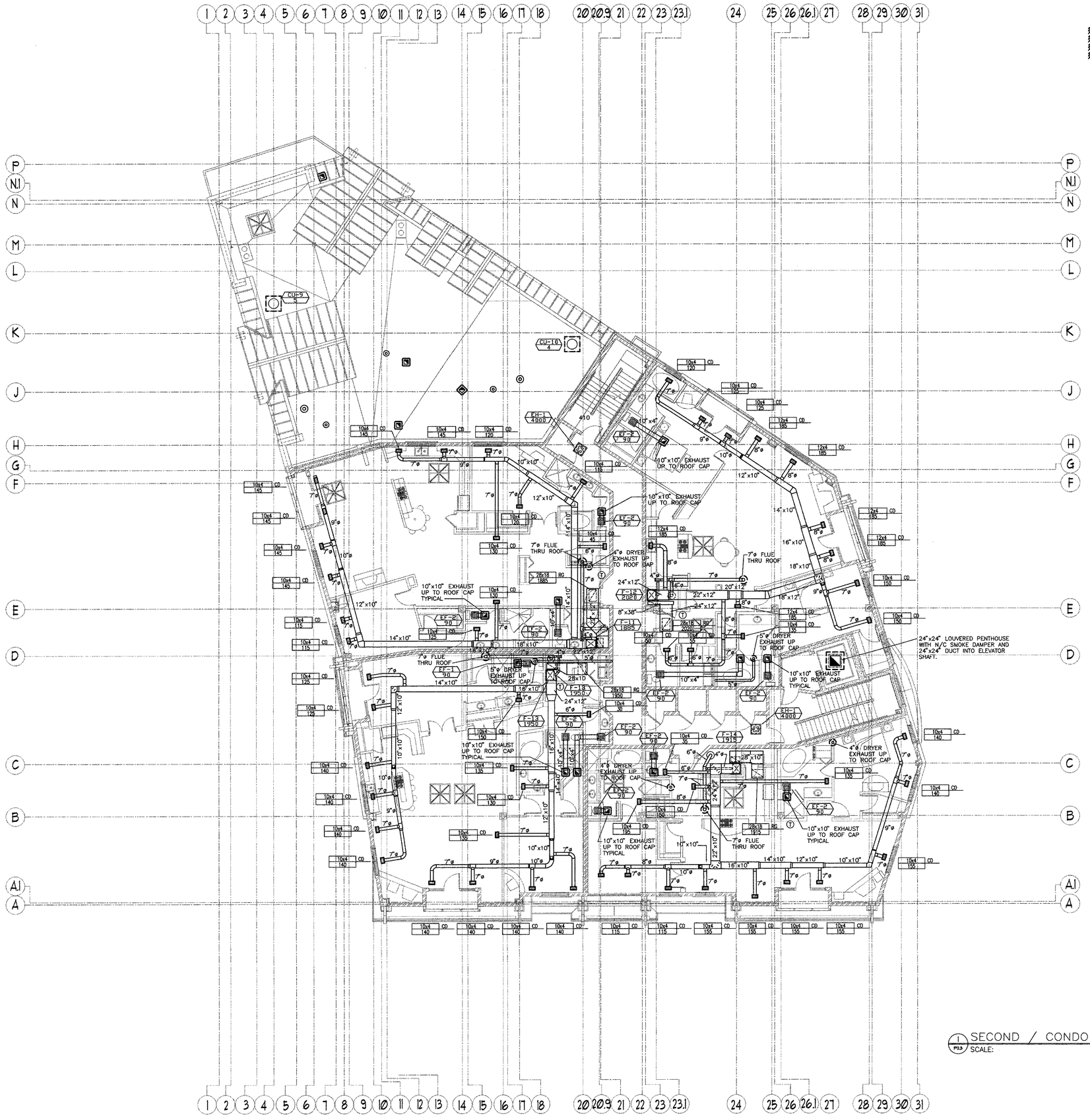
REVISIONS

1. REVISED FLOOR PLANS NOV. 20, 1998
2. PARK CITY REVIEW NOV. 20, 1998

2 GENERAL NOTES:

ALL SUPPLY AIR GRILLES, RETURN AIR GRILLES AND EXHAUST GRILLES PENATRATING THE FIRE RATED CEILING SHALL BE INSTALL WITH A SMOKE – FIRE DAMPER.

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS



2 / P23 SECOND / CONDO LEVEL –MECHANICAL–
SCALE: 1/8"=1'-0"

THE
POISON
CREEK
DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: M2.3

SHEET NAME: SECOND / CONDO MECHANICAL

PROJECT NUMBER: 95015

DATE: JULY 27, 1998

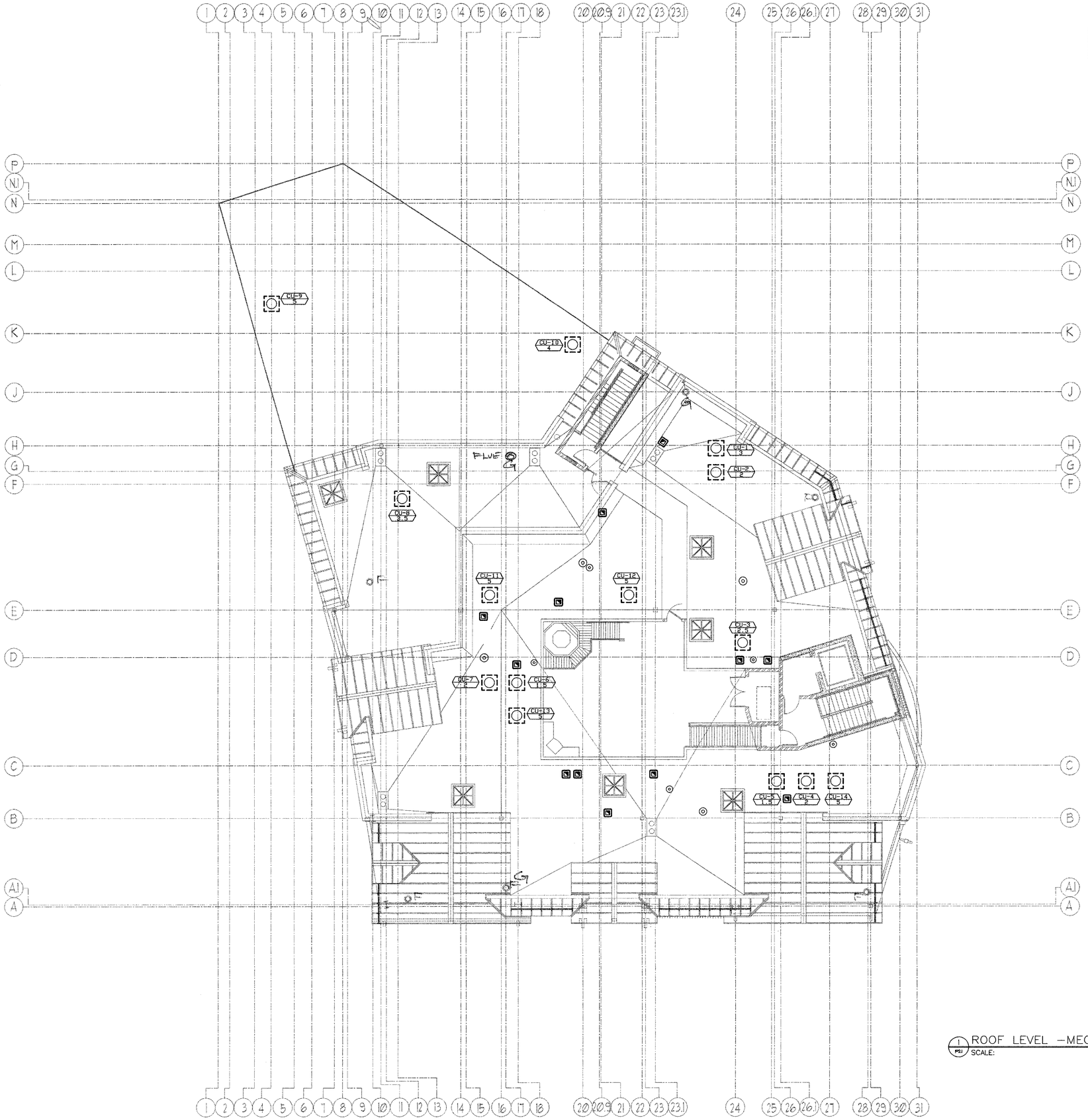
RECEIVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4856 FAX (801) 261-4900
E-MAIL DRWEngner@AOL.COM

REGISTERED PROFESSIONAL ENGINEER
No. 4805
DALE R. WILDE JR.
STATE OF UTAH

REVISIONS

1. REVISED FLOOR PLANS NOV. 20, 1998
2. PARK CITY REVIEW NOV. 20, 1998



1 ROOF LEVEL —MECHANICAL—
M2.1 SCALE: 1/8" = 1'-0"

TR Reviewed
Issue Permits as noted
All comments shall be addressed
prior to CO

PLANNING DEPT. APPROVED
DATE

BABCOCK DESIGN GROUP INC.
ARCHITECTURE
PLANNING
INTERIORS

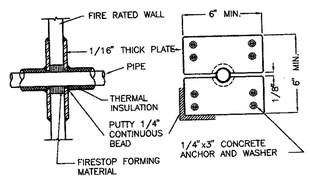
THE
POISON
CREEK
DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: M2.4
SHEET NAME: ROOF MECHANICAL
PROJECT NUMBER: 95015
DATE: JULY 27, 1998

APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-3132



⚠ *DETAIL* PIPE THRU FIRE RATED WALL

NOT TO SCALE

EQUIPMENT SCHEDULE

F-13 FURNACE
GAS FIRED, UP-FLOW — 120/60/1
100,000 BTUH INPUT — 3/4 H.P.
81,000 BTUH OUTPUT
80.10% A.F.U.E.
1950 CFM .5 ESP
167 LBS.

LENNOX: G23Q4/5-100
COMPLETE WITH
C24-65FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT

CU-13 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
57,500 BTUH COOLING — COMP. 26.9 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.9 FLA
45°F. SUCTION TEMP. — 35.5 M.C.A.
ARI 10.00 SEER
212 LBS.

LENNOX: HS29-651
COMPLETE WITH
L15-65-40 40' LINE SET
3/8" LIQUID LINE, 7/8" SUCTION LINE

F-14 FURNACE
GAS FIRED, UP-FLOW — 120/60/1
100,000 BTUH INPUT — 3/4 H.P.
81,000 BTUH OUTPUT
80.10% A.F.U.E.
1915 CFM .5 ESP
167 LBS.

LENNOX: G23Q4/5-100
COMPLETE WITH
C24-65FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT

CU-14 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
57,500 BTUH COOLING — COMP. 26.9 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.9 FLA
45°F. SUCTION TEMP. — 35.5 M.C.A.
ARI 10.00 SEER
212 LBS.

LENNOX: HS29-651
COMPLETE WITH
L15-65-40 40' LINE SET
3/8" LIQUID LINE, 7/8" SUCTION LINE

EF-1 EXHAUST FAN
WALL TYPE (GARAGE) — 120/60/1
9660 CFM AT .125 ESP — 1/2 H.P.
11.4 SONES
454 RPM
MAX. BHP .55
125 LBS.

COOK: 36XLW
COMPLETE WITH
OSHA WIRE GUARD
WALL COLLAR
HEAVY DUTY ALUM. GRAVITY SHUTTER
CARBON-MONOXIDE SENSOR

EF-2 EXHAUST FAN
CEILING TYPE — 120/60/1
90 CFM AT .125 ESP — 41 WATTS
1.1 SONES
1050 RPM
22 LBS.

COOK: GEMINI GC-220
COMPLETE WITH
RJ200 ROOF JACK
CONTROLLED BY LIGHT SWITCH

EF-3 EXHAUST FAN
CEILING TYPE — 120/60/1
193 CFM AT .125 ESP — 77 WATTS
3.3 SONES
1365 RPM
25 LBS.

COOK: GEMINI GC-320
COMPLETE WITH
WCG-2 WALL CAP
CONTROLLED BY LIGHT SWITCH

EF-4 EXHAUST FAN
CEILING TYPE — 120/60/1
232 CFM AT .125 ESP — 135 WATTS
4.4 SONES
1610 RPM
25 LBS.

COOK: GEMINI GC-340
COMPLETE WITH
WCG-2 WALL CAP
CONTROLLED BY LIGHT SWITCH

EH-1 ELECTRIC HEATER
CEILING TYPE — 208/60/1
13,652 BTUH — 4000 WATTS
40°F. TEMP RISE
SURFACE MOUNTED
75 LBS.

RAYWALL: 83RCH4
COMPLETE WITH
72 TAMPER PROOF BUILT-IN THERMOSTAT
DISCONNECT SWITCH

EQUIPMENT SCHEDULE

F-7 FURNACE (PULSE)
GAS FIRED, UP-FLOW — 120/60/1
60,000 BTUH INPUT — 1/2 H.P.
55,000 BTUH OUTPUT
94.30% A.F.U.E.
730 CFM .5 ESP
250 LBS.

LENNOX: G21V3-60
COMPLETE WITH
C24-21FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT
IN-LINE MUFFLER
CONCENTRIC VENT/INTAKE AIR ROOF TERMINATION KIT

CU-7 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
20,000 BTUH COOLING — COMP. 11.6 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.1 FLA
45°F. SUCTION TEMP. — 15.8 M.C.A.
ARI 10.90 SEER
204 LBS.

LENNOX: HS29-261
COMPLETE WITH
L15-41-40 40' LINE SET
3/8" LIQUID LINE, 3/4" SUCTION LINE

F-8 FURNACE (PULSE)
GAS FIRED, UP-FLOW — 120/60/1
60,000 BTUH INPUT — 1/2 H.P.
55,000 BTUH OUTPUT
94.30% A.F.U.E.
1380 CFM .5 ESP
250 LBS.

LENNOX: G21V3-60
COMPLETE WITH
C24-41FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT
IN-LINE MUFFLER
CONCENTRIC VENT/INTAKE AIR ROOF TERMINATION KIT

CU-8 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
34,000 BTUH COOLING — COMP. 16.2 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.1 FLA
45°F. SUCTION TEMP. — 21.4 M.C.A.
ARI 10.00 SEER
165 LBS.

LENNOX: HS29-411
COMPLETE WITH
L15-41-40 40' LINE SET
3/8" LIQUID LINE, 3/4" SUCTION LINE

F-9 FURNACE
GAS FIRED, UP-FLOW — 120/60/1
100,000 BTUH INPUT — 3/4 H.P.
81,000 BTUH OUTPUT
80.10% A.F.U.E.
1825 CFM .5 ESP
167 LBS.

LENNOX: G23Q4/5-100
COMPLETE WITH
C22-65FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT

CU-9 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
58,500 BTUH COOLING — COMP. 26.9 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.9 FLA
45°F. SUCTION TEMP. — 35.5 M.C.A.
ARI 10.0 SEER
212 LBS.

LENNOX: HS29-651
COMPLETE WITH
L15-65-40 40' LINE SET
3/8" LIQUID LINE, 7/8" SUCTION LINE

F-10 FURNACE
GAS FIRED, UP-FLOW — 120/60/1
100,000 BTUH INPUT — 1/2 H.P.
80,000 BTUH OUTPUT
80.70% A.F.U.E.
1480 CFM .5 ESP
143 LBS.

LENNOX: G23Q3/4-100
COMPLETE WITH
C24-51FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT

CU-10 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
46,000 BTUH COOLING — COMP. 23.4 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.9 FLA
45°F. SUCTION TEMP. — 31.2 M.C.A.
ARI 10.00 SEER
196 LBS.

LENNOX: HS29-511
COMPLETE WITH
L15-65-40 40' LINE SET
3/8" LIQUID LINE, 7/8" SUCTION LINE

F-11 FURNACE
GAS FIRED, UP-FLOW — 120/60/1
100,000 BTUH INPUT — 3/4 H.P.
81,000 BTUH OUTPUT
80.10% A.F.U.E.
1885 CFM .5 ESP
167 LBS.

LENNOX: G2304/5-100
COMPLETE WITH
C22-65FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT

CU-11 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
58,500 BTUH COOLING — COMP. 26.9 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.9 FLA
45°F. SUCTION TEMP. — 35.5 M.C.A.
ARI 10.00 SEER
212 LBS.

LENNOX: HS29-651
COMPLETE WITH
L15-65-40 40' LINE SET
3/8" LIQUID LINE, 7/8" SUCTION LINE

F-12 FURNACE
GAS FIRED, UP-FLOW — 120/60/1
100,000 BTUH INPUT — 3/4 H.P.
81,000 BTUH OUTPUT
80.10% A.F.U.E.
2020 CFM .5 ESP
167 LBS.

LENNOX: G2304/5-100
COMPLETE WITH
C24-65FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT

CU-12 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
57,500 BTUH COOLING — COMP. 26.9 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.9 FLA
45°F. SUCTION TEMP. — 35.5 M.C.A.
ARI 10.00 SEER
212 LBS.

LENNOX: HS29-651
COMPLETE WITH
L15-65-40 40' LINE SET
3/8" LIQUID LINE, 7/8" SUCTION LINE

EQUIPMENT SCHEDULE

F-1 FURNACE (PULSE)
GAS FIRED, UP-FLOW — 120/60/1
60,000 BTUH INPUT — 1/2 H.P.
55,000 BTUH OUTPUT
94.30% A.F.U.E.
1225 CFM .5 ESP
250 LBS.

LENNOX: G21V3-60
COMPLETE WITH
C24-31FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT
IN-LINE MUFFLER
CONCENTRIC VENT/INTAKE AIR ROOF TERMINATION KIT

CU-1 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
28,600 BTUH COOLING — COMP. 13.7 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.1 FLA
45°F. SUCTION TEMP. — 18.4 M.C.A.
ARI 10.00 SEER
157 LBS.

LENNOX: HS29-311
COMPLETE WITH
L15-31-40 40' LINE SET
5/16" LIQUID LINE, 3/4" SUCTION LINE

F-2 FURNACE (PULSE)
GAS FIRED, UP-FLOW — 120/60/1
60,000 BTUH INPUT — 1/2 H.P.
55,000 BTUH OUTPUT
94.30% A.F.U.E.
740 CFM .5 ESP
250 LBS.

LENNOX: G21V3-60
COMPLETE WITH
C24-21FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT
IN-LINE MUFFLER
CONCENTRIC VENT/INTAKE AIR ROOF TERMINATION KIT

CU-2 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
16,500 BTUH COOLING — COMP. 7.9 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.1 FLA
45°F. SUCTION TEMP. — 11.0 M.C.A.
ARI 10.00 SEER
146 LBS.

LENNOX: HS29-211
COMPLETE WITH
L15-21-40 40' LINE SET
5/16" LIQUID LINE, 5/8" SUCTION LINE

F-3 FURNACE (PULSE)
GAS FIRED, UP-FLOW — 120/60/1
60,000 BTUH INPUT — 1/2 H.P.
55,000 BTUH OUTPUT
94.30% A.F.U.E.
990 CFM .5 ESP
250 LBS.

LENNOX: G21V3-60
COMPLETE WITH
C26-26FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT
IN-LINE MUFFLER
CONCENTRIC VENT/INTAKE AIR ROOF TERMINATION KIT

CU-3 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
24,800 BTUH COOLING — COMP. 9.8 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.1 FLA
45°F. SUCTION TEMP. — 13.5 M.C.A.
ARI 11.2 SEER
148 LBS.

LENNOX: HS29-261
COMPLETE WITH
L15-21-40 40' LINE SET
5/16" LIQUID LINE, 5/8" SUCTION LINE

F-4 FURNACE (PULSE)
GAS FIRED, UP-FLOW — 120/60/1
60,000 BTUH INPUT — 1/2 H.P.
55,000 BTUH OUTPUT
94.30% A.F.U.E.
850 CFM .5 ESP
250 LBS.

LENNOX: G21V3-60
COMPLETE WITH
C24-21FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT
IN-LINE MUFFLER
CONCENTRIC VENT/INTAKE AIR ROOF TERMINATION KIT

CU-4 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
24,200 BTUH COOLING — COMP. 9.8 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.1 FLA
45°F. SUCTION TEMP. — 13.5 M.C.A.
ARI 11.00 SEER
148 LBS.

LENNOX: HS29-261
COMPLETE WITH
L15-21-40 40' LINE SET
5/16" LIQUID LINE, 5/8" SUCTION LINE

F-5 FURNACE (PULSE)
GAS FIRED, UP-FLOW — 120/60/1
60,000 BTUH INPUT — 1/2 H.P.
55,000 BTUH OUTPUT
94.30% A.F.U.E.
550 CFM .5 ESP
250 LBS.

LENNOX: G21V3-60
COMPLETE WITH
C24-21FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT
IN-LINE MUFFLER
CONCENTRIC VENT/INTAKE AIR ROOF TERMINATION KIT

CU-5 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
16,500 BTUH COOLING — COMP. 7.9 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.1 FLA
45°F. SUCTION TEMP. — 11.0 M.C.A.
ARI 10.00 SEER
146 LBS.

LENNOX: HS29-211
COMPLETE WITH
L15-21-40 40' LINE SET
5/16" LIQUID LINE, 5/8" SUCTION LINE

F-6 FURNACE (PULSE)
GAS FIRED, UP-FLOW — 120/60/1
60,000 BTUH INPUT — 1/2 H.P.
55,000 BTUH OUTPUT
94.30% A.F.U.E.
580 CFM .5 ESP
250 LBS.

LENNOX: G21V3-60
COMPLETE WITH
C24-21FC COOLING COIL
7-DAY PROGRAMMABLE THERMOSTAT
IN-LINE MUFFLER
CONCENTRIC VENT/INTAKE AIR ROOF TERMINATION KIT

CU-6 CONDENSING UNIT
ROOF MOUNTED — 208/60/1
16,500 BTUH COOLING — COMP. 7.9 RLA
95°F. AMBIENT AIR TEMP. — COND. 1.1 FLA
45°F. SUCTION TEMP. — 11.0 M.C.A.
ARI 10.00 SEER
146 LBS.

LENNOX: HS29-211
COMPLETE WITH
L15-21-40 40' LINE SET
5/16" LIQUID LINE, 5/8" SUCTION LINE

DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4656 FAX (801) 261-4960
E-MAIL DRWEngner@AOL.COM

REGISTERED PROFESSIONAL ENGINEER — No. 4805 DALE R. WILDE JR. — STATE OF UTAH

REVISIONS
⚠ REVISED FLOOR PLANS NOV. 20, 1998
⚠ PARK CITY REVIEW NOV. 20, 1998

GENERAL NOTES

COORDINATE ALL SUSPENDED EQUIPMENT WITH ARCHITECTURAL REFLECTED CEILING PLAN.

IT IS THE RESPONSIBILITY OF THE MECHANICAL CONTRACTOR TO COORDINATE HIS WORK WITH ALL OTHER TRADES.

COORDINATE ALL ROOF MOUNTED MECHANICAL EQUIPMENT WITH STRUCTURAL PLANS. THE MECHANICAL CONTRACTOR SHALL BE RESPONSIBLE FOR ADDITIONAL STRUCTURE REQUIRED TO SUPPORT THE EQUIPMENT IF EQUIPMENT WEIGHT AND DIMENSIONS EXCEED WHAT HAS BEEN SCHEDULED AND SHOWN ON THE DRAWINGS.

COORDINATE ALL ROOF PENETRATIONS WITH STRUCTURAL DRAWINGS.

ALL DUCT SIZES ARE CLEAR INSIDE DIMENSIONS. INCREASE SIZES AS REQUIRED FOR DUCT LINER.

ALL EQUIPMENT DESIGNED TO BE FIXED IN POSITION SHALL BE SECURELY FASTENED IN PLACE.

⚠ SPACES BETWEEN CONDUIT, OR DUCT AND SLEEVE THROUGH WALL OR FLOOR SHALL BE COMPLETELY STUFFED WITH 1 LB. PER CUBIC FOOT FIBERGLASS INSULATION TO CLOSE ALL INTERSTICES. SPACES TOO SMALL TO BE STUFFED SHALL BE CAULKED WITH OIL BASED CAULKING COMPOUND. AFTER STUFFING, ALL OPENINGS TO BE THROUGHLY TAPED WITH HEAVY PLASTIC OR BUTYL DUCT TAPE TO PREVENT SOUND PASSAGE.
ALL SPACES BETWEEN PIPES AND/OR DUCTS AND SLEEVES THROUGH FIRE WALLS, FIRE PARTITIONS, FLOORS, AND CEILINGS SHALL BE CAULKED WITH ONE INCH FILL OF 3M "FIRE BARRIER". CAULKING MUST BE ON BOTH SIDES OF FIRE RATED UNIT.

1991 U.B.C. Used

SYMBOL LEGEND

SYMBOL	DESCRIPTION
	SUPPLY AIR (S.A.)
	RETURN AIR (R.A.)
	TURNING VANES
MD	MANUAL DAMPER
FD	FIRE DAMPER
SD/FD	SMOKE / FIRE DAMPER

CALLOUTS

EF-6 / 600 — SYMBOL / CAPACITY — EQUIPMENT

F	FURNACE
CU	CONDENSING UNIT
EF	EXHAUST FAN
EBB	ELECTRIC BASEBOARD HEATER

9x9-1 / 175 — SIZE / TYPE / PATTERN / CFM — DIFFUSER OR GRILLE

CD	CEILING DIFFUSER
RG	RETURN GRILLE

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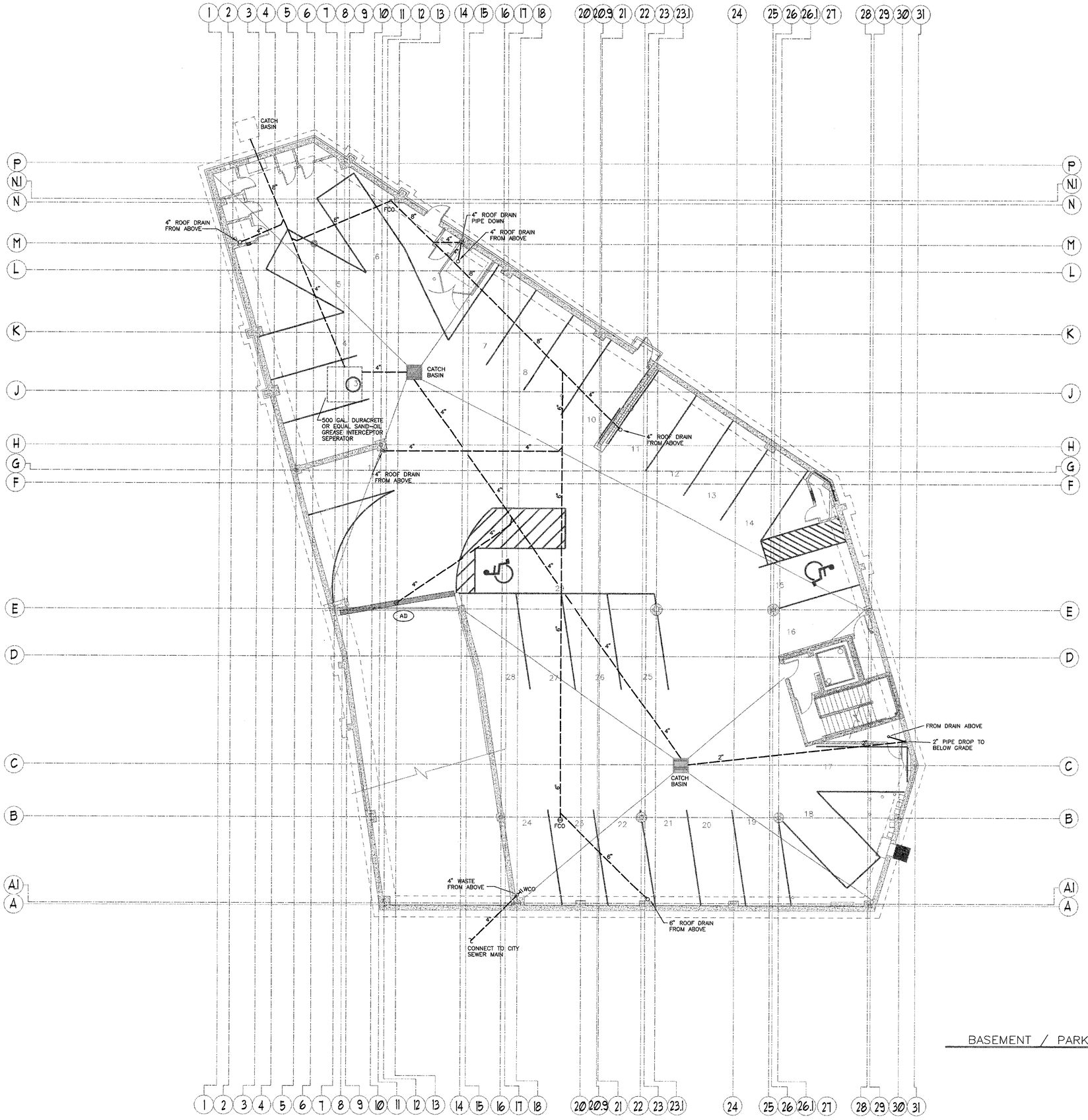
THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: M3.1
SHEET NAME: EQUIPMENT SCHEDULE
PROJECT NUMBER: 95015
DATE: JULY 27, 1998

APPROVED
DEC 16 1998
PARK CITY
BUILDING INSPECTION

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BASEMENT / PARKING LEVEL –PLUMBING–
1/8" = 1'–0"

DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4656 FAX (801) 561-4960
E-MAIL DRWEngnr@AOL.COM

REGISTERED PROFESSIONAL ENGINEER
No. 4805
DALE R. WILDE JR.
STATE OF UTAH

REVISIONS

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2. PARK CITY REVIEW NOV. 20, 1998

NOTE:

WATER CLOSETS TO BE OF 1.5 GPM MAX
SHOWER HEADS TO BE 2.5 GPM MAX

CONCEALED TRAP CONNECTIONS ARE TO BE GLUED/SOLDERED. ACCESS TO TRAPS WILL BE PROVIDED FOR SETMO TUBS & RATED WALLS W/ ACCESS PANEL. 1 hour rated prob WILL BE PROVIDED. NO ACCESS WILL BE THROUGH FACE OF TUB

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255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: P2.1

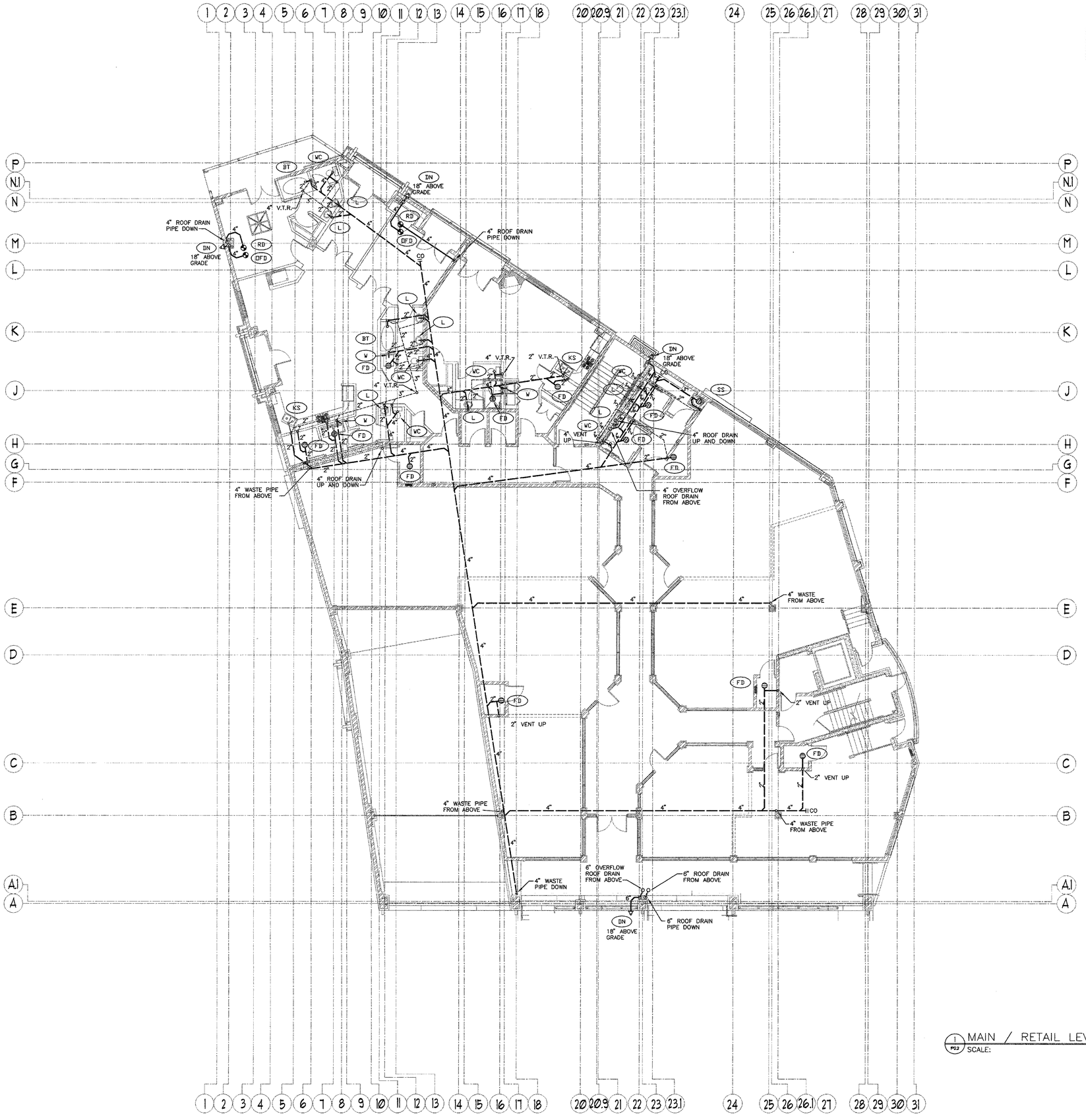
SHEET NAME: BASEMENT / PARKING WASTE PIPING

PROJECT NUMBER: 95015

DATE: JULY 27, 1998

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1 P2.2 MAIN / RETAIL LEVEL –PLUMBING–
SCALE: 1/8" = 1'-0"

DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4856 FAX (801) 261-4980
E-MAIL DRWEngnr@AOL.COM

REGISTERED PROFESSIONAL ENGINEER STATE OF UTAH
No. 4805
DALE R. WILDE JR.

REVISIONS
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2 PARK CITY REVIEW NOV. 20, 1998

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THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
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SHEET NUMBER: P2.2
SHEET NAME: MAIN / RETAIL WASTE PIPING
PROJECT NUMBER: 95015
DATE: JULY 27, 1998

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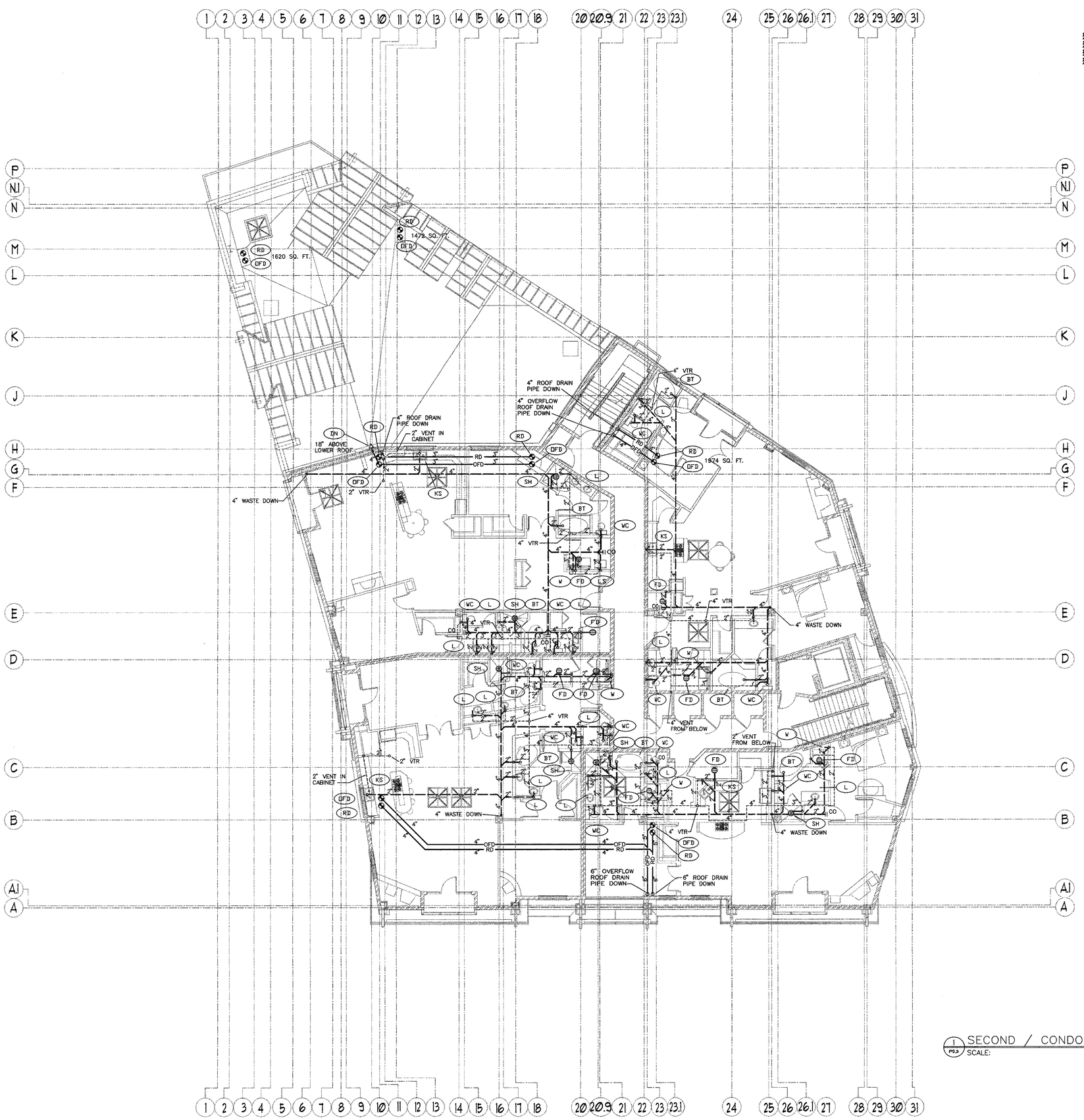
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CONSULTING ENGINEERS
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(801) 261-4656 FAX (801) 261-4660
E-MAIL DRWEngner@AOL.COM

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No. 4805
DALE R
WILDE JR.
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1. REVISED FLOOR PLANS NOV. 20, 1998
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1 / P2.3 SECOND / CONDO LEVEL –PLUMBING–
SCALE: 1/8"=1'-0"

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SHEET NUMBER: P2.3

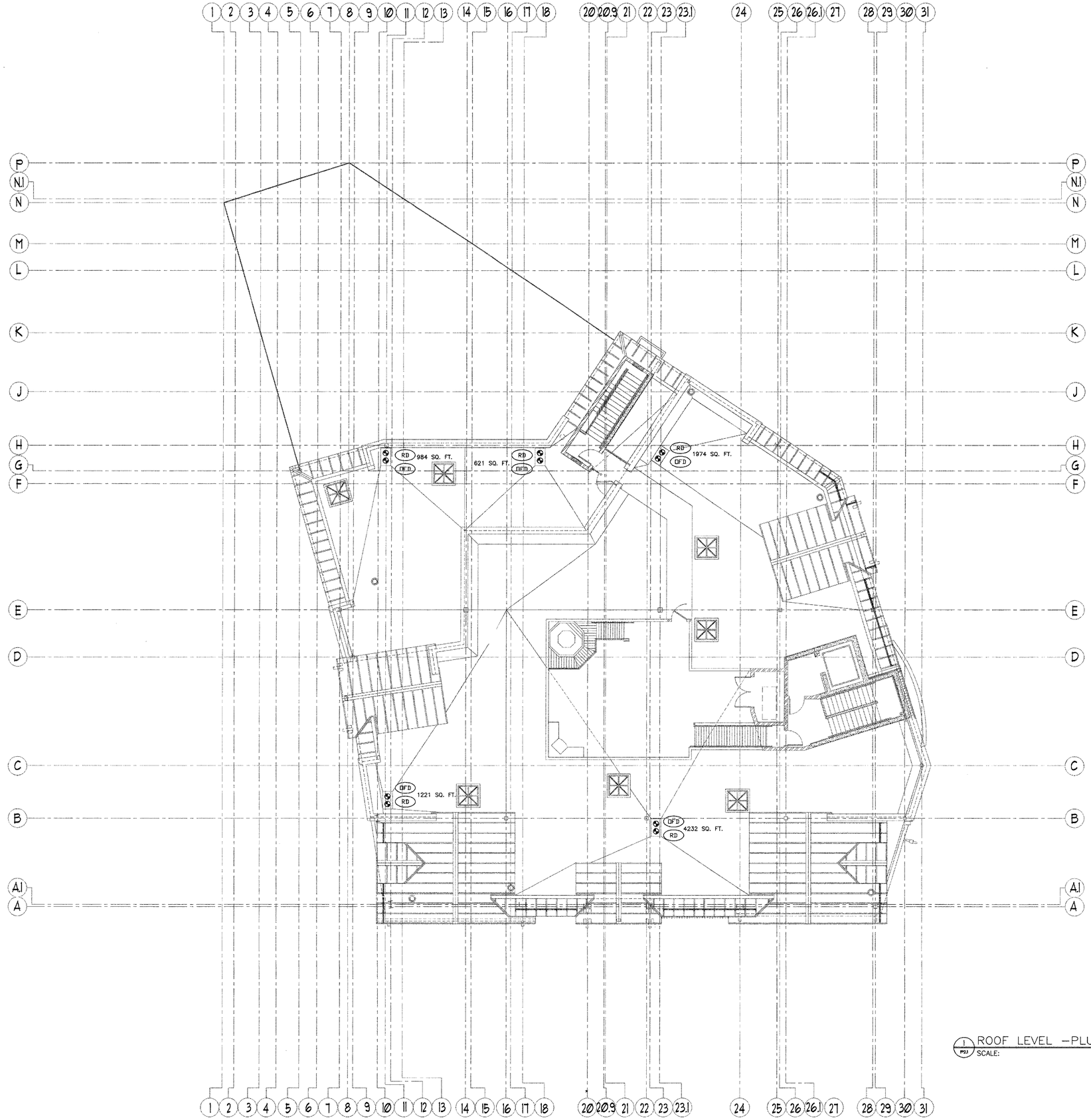
SHEET NAME: SECOND / CONDO WASTE PIPING

PROJECT NUMBER: 95015

DATE: JULY 27, 1998

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P2.1 ROOF LEVEL –PLUMBING–
SCALE: 1/8"=1'-0"

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CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4656 FAX (801) 261-4660
E-MAIL DRWEngner@AOL.COM

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No. 4805
DALE R.
WILDE JR.
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255 HEBER AVENUE
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SHEET NUMBER: P2.4

SHEET NAME: ROOF WASTE PIPING

PROJECT NUMBER: 95015

DATE: JULY 27, 1998

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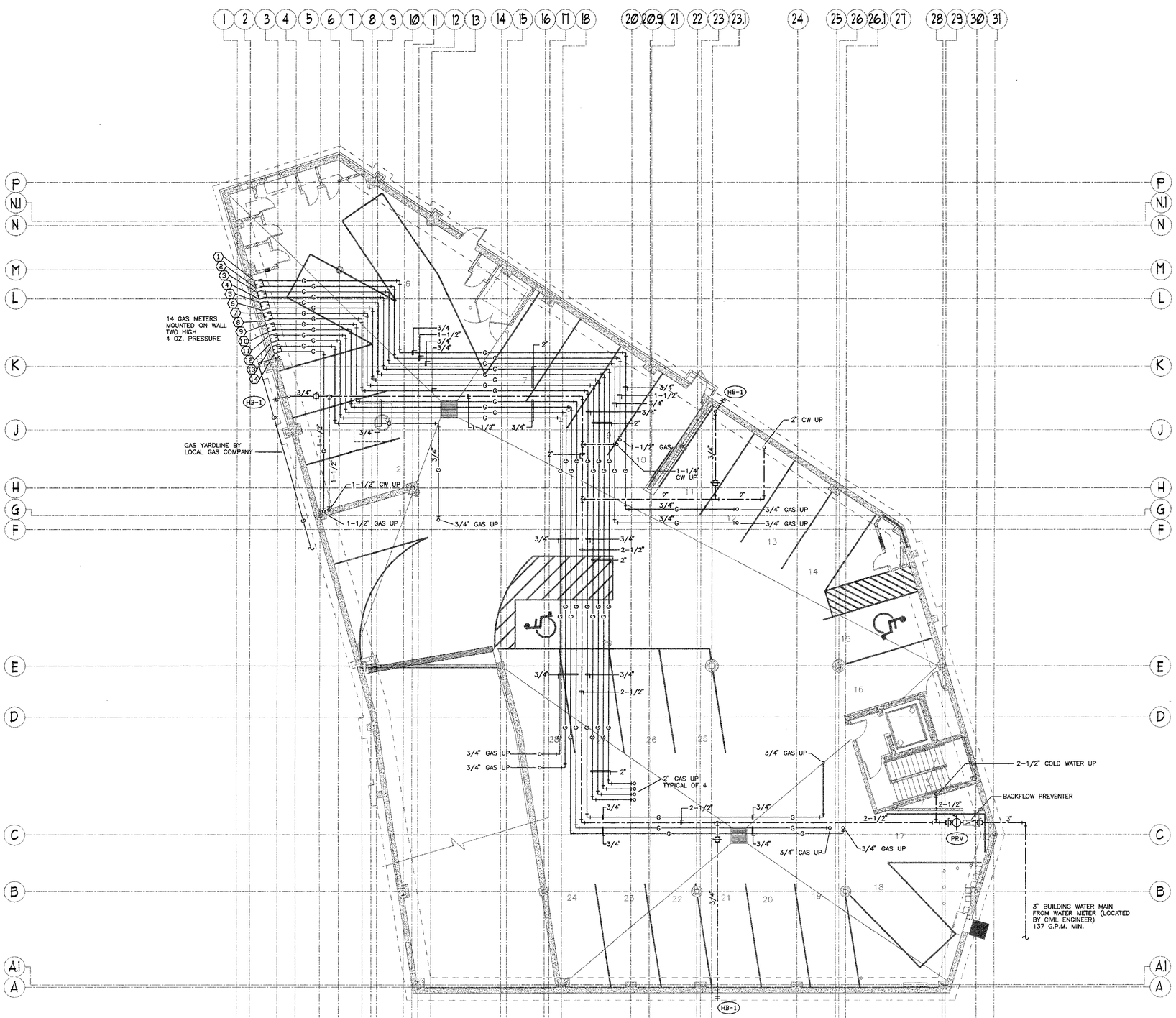
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CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4066 FAX (801) 261-4960
E-MAIL DRWEngner@AOL.COM

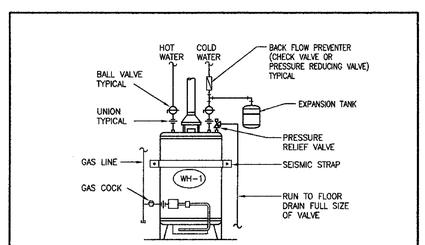
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GAS METERS			
KEYED NOTE	PIPE LENGTH	REQUIRED BTUH	PIPE SIZE
1	146'-0"	60,000 BTUH	3/4"
2	168'-0"	385,000 BTUH	1-1/2"
3	144'-0"	60,000 BTUH	3/4"
4	298'-0"	525,000 BTUH	2"
5	292'-0"	525,000 BTUH	2"
6	285'-0"	525,000 BTUH	2"
7	282'-0"	460,000 BTUH	2"
8	218'-0"	60,000 BTUH	3/4"
9	209'-0"	60,000 BTUH	3/4"
10	213'-0"	60,000 BTUH	3/4"
11	153'-0"	60,000 BTUH	3/4"
12	147'-0"	60,000 BTUH	3/4"
13	77'-0"	60,000 BTUH	3/4"
14	169'-0"	450,000 BTUH	1-1/2"



DETAIL WATER HEATER
SCALE: NONE

1 P2.1 BASEMENT / PARKING LEVEL —PLUMBING—
1/8"=1'-0"

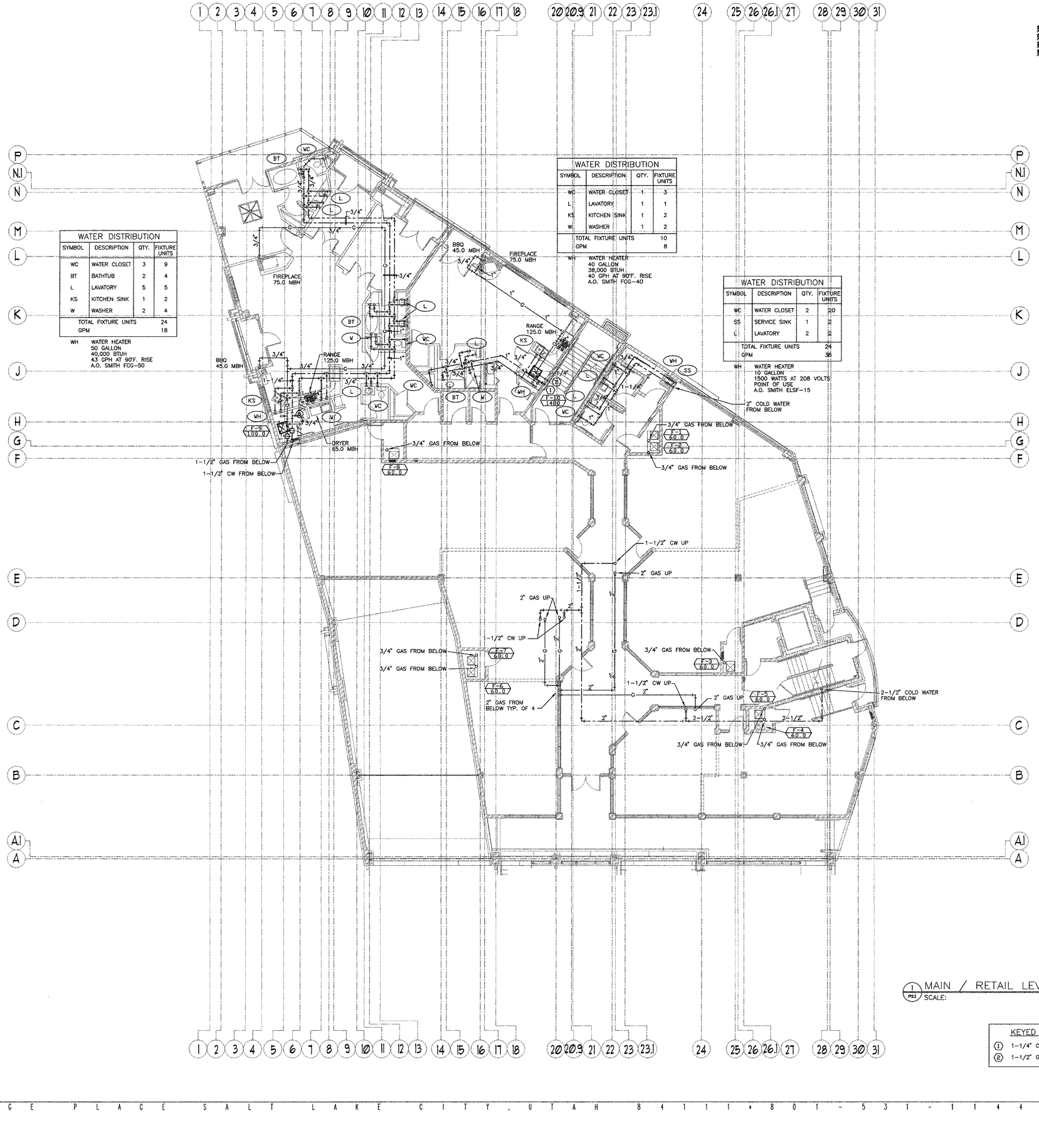
THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: P3.1
SHEET NAME: BASEMENT / PARKING WATER-GAS PIPING
PROJECT NUMBER: 95015
DATE: JULY 27, 1998

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CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4656 FAX (801) 261-4960
E-MAIL DRWEngner@AOL.COM

REGISTERED PROFESSIONAL ENGINEER
No. 4805
DALE R WILDE JR.
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1 REVISED FLOOR PLANS NOV. 20, 1998
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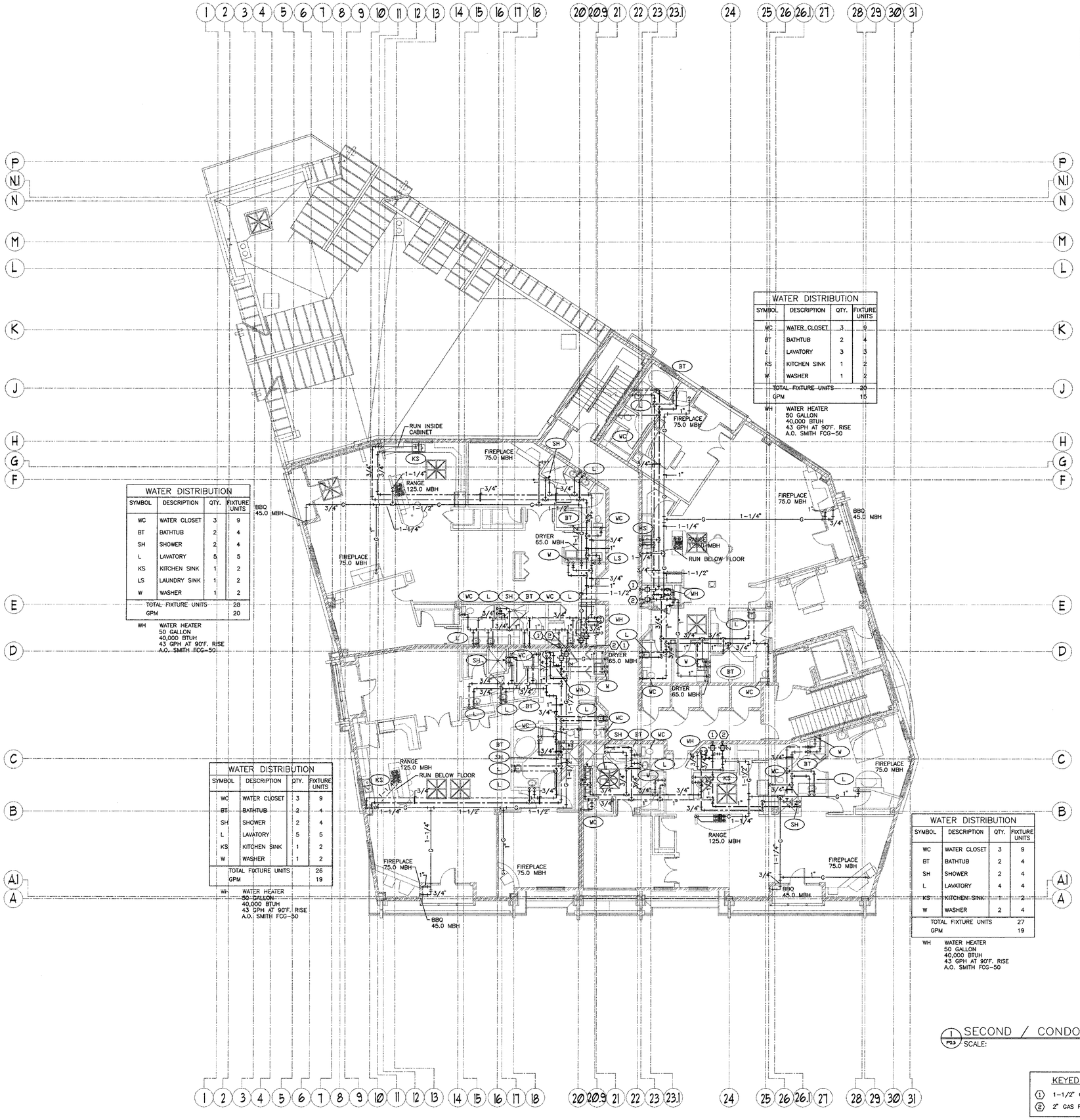
THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: P3.2
SHEET NAME: MAIN / RETAIL WATER-GAS PIPING
PROJECT NUMBER: 95015
DATE: JULY 27, 1998

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1 SECOND / CONDO LEVEL —PLUMBING—
P2.3 SCALE: 1/8"=1'-0"

KEYED NOTES
1 1-1/2" COLD WATER FROM BELOW
2 2" GAS FROM BELOW

DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4656 FAX (801) 261-4900
E-MAIL DRWEngner@AOL.COM

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No. 4805
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REVISIONS
1 REVISED FLOOR PLANS NOV. 20, 1998
2 PARK CITY REVIEW NOV. 20, 1998

BABCOCK DESIGN GROUP INC.
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THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: P3.3
SHEET NAME: SECOND / CONDO WATER-GAS PIPING
PROJECT NUMBER: 95015
DATE: JULY 27, 1998

APPROVED PARK CITY BUILDING INSPECTION

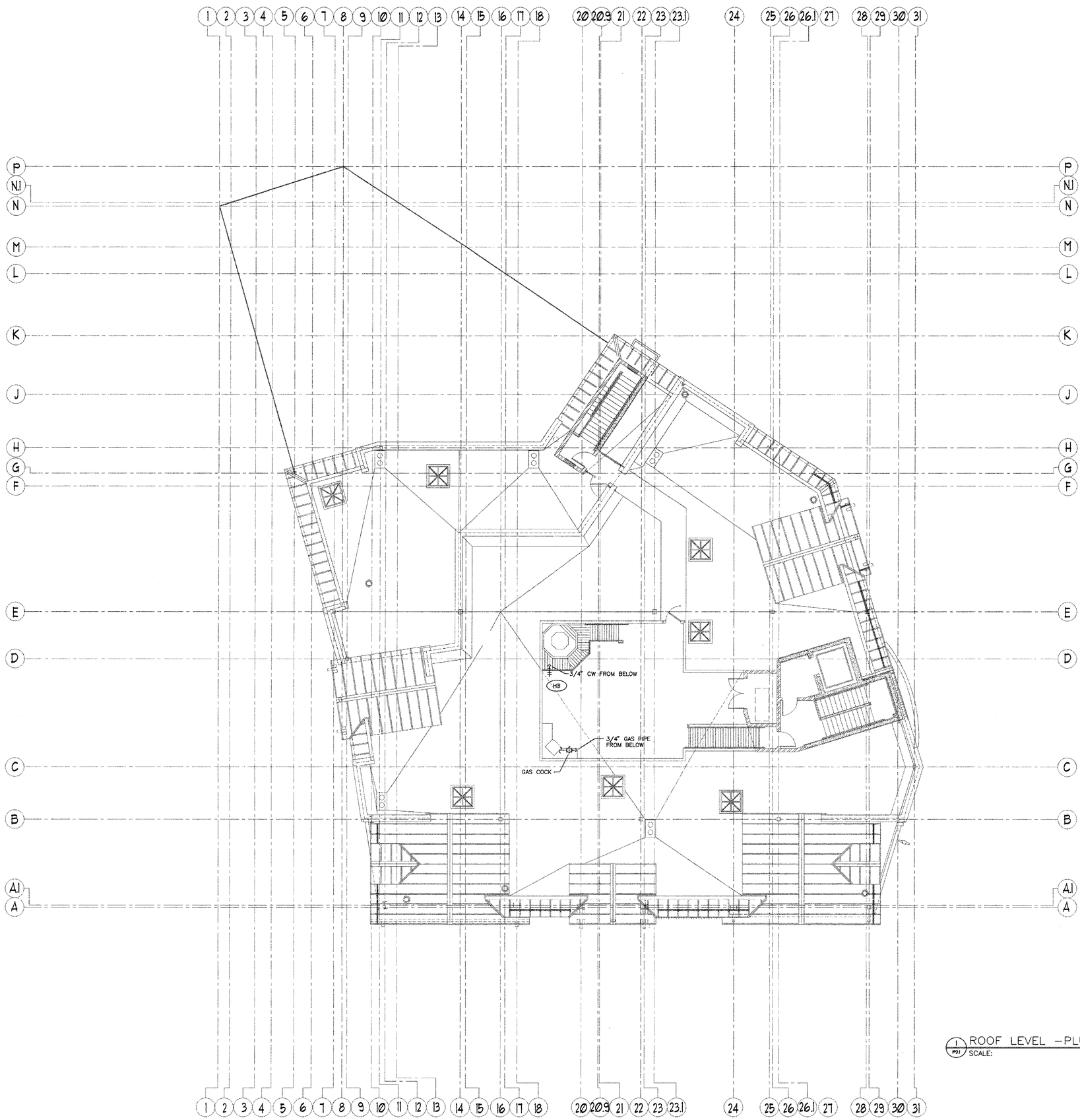
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DALE R. WILDE CO.
CONSULTING ENGINEERS
4444 So. 700 E. #105 SALT LAKE CITY, UTAH 84107
(801) 261-4856 FAX (801) 261-4900
E-MAIL DRWEngner@AOL.COM

REGISTERED PROFESSIONAL ENGINEER
No. 4805
DALE R.
WILDE JR.
STATE OF UTAH

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1 / P2.1 ROOF LEVEL –PLUMBING–
SCALE: 1/8" = 1'–0"

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INTERIORS

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POISON
CREEK
DEVELOPMENT

255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER:
P3.4

SHEET NAME:
ROOF
WATER–GAS PIPING

PROJECT NUMBER:
95015

DATE:
JULY 27, 1998

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PARK CITY
BUILDING INSPECTION

52 EXCHANGE PLACE SALT LAKE CITY, UTAH 84111 • 801-531-1144 • FAX 363-3...

HUNT ELECTRIC, INC.
DESIGN BUILD-SERVICES
2420 So 2570 W
SALT LAKE CITY, UTAH
84119
801-978-2600
(F)801-978-0304

ELECTRICAL

THE POISON CREEK DEVELOPMENT

255 HEBER AVENUE, PARK CITY UTAH

ELECTRICAL DRAWINGS

PLANNING DEPT.
APPROVED
DATE

access to jetted tub must be readily accessible and not through face of tub.

SHEET # AND DESCRIPTION

E-1	MAIN, RETAIL FLOOR POWER PLAN
E-2	MAIN, RETAIL FLOOR LIGHTING PLAN
E-2.1	MAIN, RETAIL FLOOR FIRE ALARM
E-3	MAIN, RETAIL FLOOR PHOTOMETRICS
E-4	SECOND LEVEL POWER PLAN
E-5	SECOND LEVEL LIGHTING PLAN
E-5.1	SECOND LEVEL FIRE ALARM
E-6	SEDOND LEVEL PHOTOMETRICS
E-7	PARKING GARAGE POWER PLAN
E-8	PARKING GARAGE LIGHTING PLAN
E-9	ROOF LEVEL POWER PLAN
E-10	ROOF LEVEL LIGHTING PLAN
E-11	ROOF LEVEL PHOTOMETRICS
E-12	PANEL SCHEDULE

Registered Professional Engineer
2871
RONALD E. TYLER
State of Utah

APPROVED
DEC 19 1996
PARK CITY
BUILDING INSPECTION



Dimensions
Type A+B units
- outlets 20" AFF
- switches 42" AFF

POWER LEGEND:

- $ SINGLE POLE SWITCH
- $3 THREE WAY SWITCH
- THREE WIRE RECEPTICLE
- DUPLEX RECEPTICLE
- GFI GFI PROTECTED RECEPTICLE
- TEL TELEPHONE WALL PLUG
- TV TV WALL JACK
- S SMOKE DETECTOR

- outlets 20" AFF
- switches 112" AFF

NORTH

MAIN_RETAIL_FLOOR

POWER PLAN

Professional Engineer 2871 RONALD E. TYLER State of Utah

REV. #	DATE	REVISION
A	8-7-98	PRIMARY SUBMITTAL
B	8-11-98	REVISED LIGHTING
C	8-17-98	REVISED ELECTRICAL
D	8-24-98	UPDATED ELECTRICAL
E	10-8-98	CLEAN UP DESIGN
F	11-16-98	STRUCTURAL CHANGES
G	11-18-98	CONDO 1 & 2 ARCH CHANGES

HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965

PROJECT NAME/ADRESS: POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	DRAWING TITLE: MAIN LEVEL
CHECKED BY:	CONSTRUCTION MANAGER: GREG CARVER		DRAWING # E-1 REV. # G
APPROVED BY:	PROJECT MANAGER: MARK PORTER		PROJECT # 3532
DESIGNER/ENGINEER:			FILE # PC/SA1589d

APPROVED
PARK CITY
BUILDING INSPECTION



LIGHTING LEGEND:

A	CEILING MNT.-KICHLER K-10862WH	K	SHOWER TRIM
B	6" RECESS-THOMAS PR751CX W/RM30 TRIM	L	BATH BAR-KICHLER K-5355
C	WALL WASH-THOMAS PR751CX W/RM48 TRIM	M	2 X 4 FLOUR-THOMAS FWL 240-ESB
D	PC OR KEYLESS-LEVITON 8887-C4	N	WALL MNT. FLOURESCENT-METALUX BEV-120
E	WALL MNT.-KICHLER K-9022WH	O	CANOPY LIGHT-LIGHTOLIER MP50W HPS
F	EXHAUST FAN	P	POST LIGHT-SPERO 50W HPS
G	EXIT LIGHT-EZ SNAP KSG-EP	Q	PENDANT-KICHLER K-2713 OB
H	EMERGENCY BUG-EYE-PRESCOLITE EDS2	R	SMOKE DETECTOR
J	HPS 50 WATT W/AL20K TRIM	DS	DOOR SWITCH
	KITCHEN CHANDELIER-KICHLER K-2335		

Dimensions
Type A+T3 units
- outlets 20" AFF
- Switches 42" AFF

NORTH

MAIN RETAIL FLOOR

LIGHTING PLAN

Licensed Professional Engineer 2871 RONALD E. WILCER State of Utah

REV. #	DATE	REVISION
A	8-7-98	PRIMARY SUBMITTAL
B	8-11-98	REVISED LIGHTING
C	8-17-98	REVISED ELECTRICAL
D	8-24-98	UPDATED ELECTRICAL
E	10-8-98	CLEAN UP DESIGN
F	11-16-98	STRUCTURAL CHANGES
G	11-18-98	CONDO 1 & 2 ARCH CHANGES

HUNT ELECTRIC, INC.
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965
DESIGN - BUILD SERVICES

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	
CHECKED BY:	CONSTRUCTION MANAGER: GREG CARVER		
APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

PROJECT NAME/ADRESS
POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWING TITLE: MAIN LEVEL	DRAWING #	REV. # G
PROJECT # 3532	FILE P:C/5015A91	

APPROVED
DEC 15 1998
PARK CITY INFRASTRUCTURE



FIRE ALARM LEGEND

F — FIRE ALARM PULL BOX

HORN/STROBE

NORTH

MAIN_RETAIL_FLOOR

FIRE ALARM

Professional Professional Engineer
2871
RONALD E. TYLER
State of Utah

REV. #	DATE	REVISION
A	8-7-98	PRIMARY SUBMITTAL
B	8-11-98	REVISED LIGHTING
C	8-17-98	REVISED ELECTRICAL
D	8-24-98	UPDATED ELECTRICAL
E	10-8-98	CLEAN UP DESIGN
F	11-16-98	STRUCTURAL CHANGES
G	11-18-98	CONDO 1 & 2 ARCH CHANGES

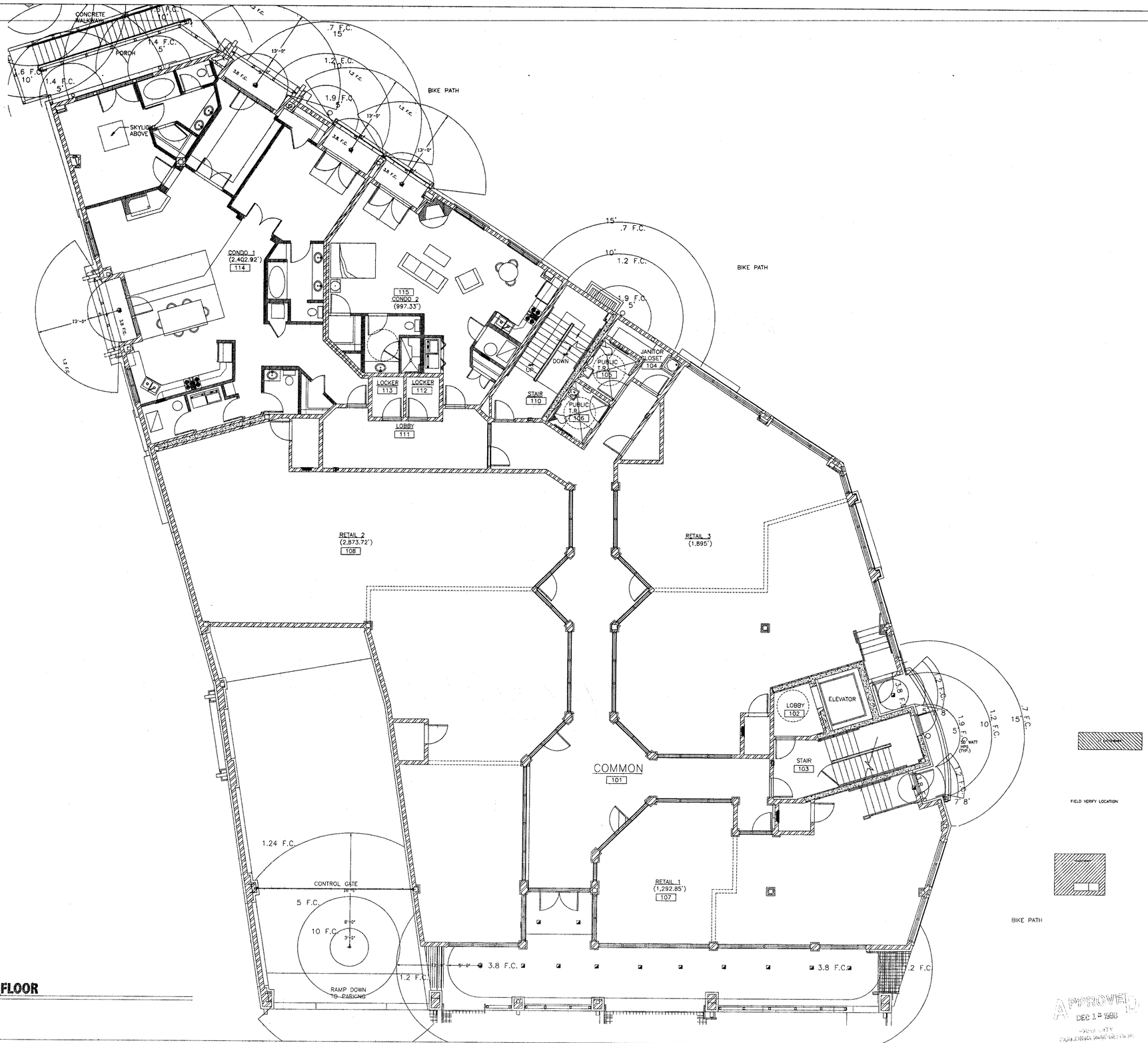
HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	
CHECKED BY:	CONSTRUCTION MANAGER: GREG CARVER		
APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

PROJECT NAME/ADRESS
POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWING TITLE: MAIN LEVEL	DRAWING #: F-2.1	REV. #: G
PROJECT #: 3532	FILE: PC/5015A91	

APPROVED
DEC 1 0 1998
PARK CITY
BUILDING INSPECTION



LIGHTING LEGEND:

A	CEILING MNT-KICHLER K-10862WH	K	SHOWER TRIM
B	6" RECESS-THOMAS PR75ICX W/RM30 TRIM	L	BATH BAR-KICHLER K-5355
C	WALL WASH-THOMAS PR75ICX W/RM48 TRIM	M	2 X 4 FLOUR.-THOMAS FWL 240-ESB
D	PC OR KEYLESS-LEVITON 6827-C4	N	WALL MNT FLOURESCENT-METALUX 3EV-120
E	WALL MNT-KICHLER K-9022WH	O	CANOPY LIGHT-LIGHTOLIER MP50W HPS
F	EXHAUST FAN	P	POST LIGHT-SPERO 50W HPS
G	EXIT LIGHT-EZ SNAP KSG-EP	Q	PENDANT-KICHLER K-2713 OB
H	EMERGENCY BUG-EYE-PRESCOLITE EDS2	R	SMOKE DETECTOR
J	HPS 50 WATT W/AL20K TRIM		
	KITHCHEN CHANDELIER-KICHLER K-2335		

NORTH

MAIN RETAIL FLOOR

PHOTOMETRIC PLAN

Registered Professional Engineer
2871
RONALD E. TYLER
State of Utah

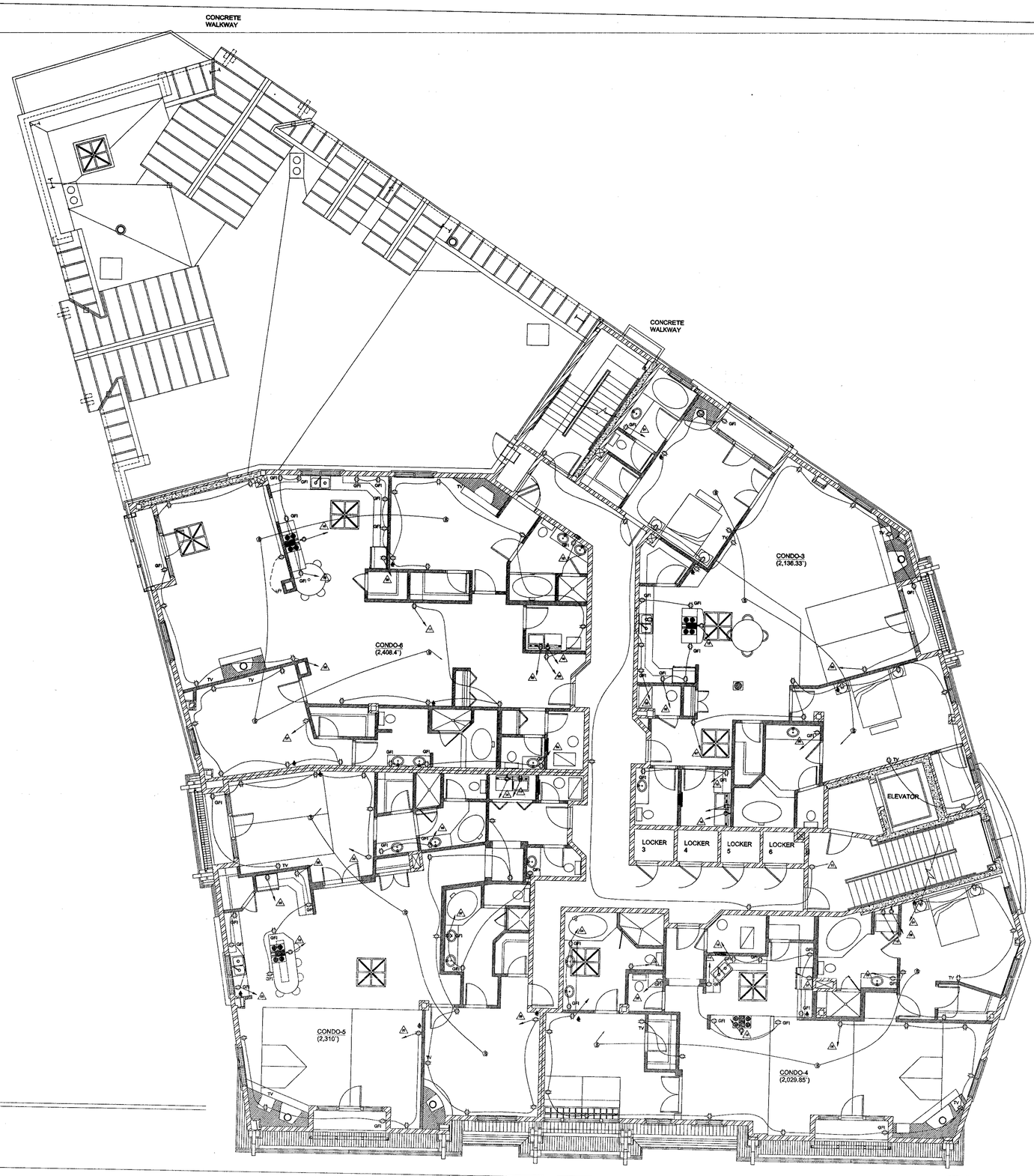
REV. #	DATE	REVISION
A	8-7-98	PRIMARY SUBMITTAL
B	8-11-98	REVISED LIGHTING
C	8-17-98	REVISED ELECTRICAL
D	8-24-98	UPDATED ELECTRICAL
E	10-8-98	CLEAN UP DESIGN
F	11-16-98	STRUCTURAL CHANGES
G	11-18-98	CONDO 1 & 2 ARCH CHANGES

HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965

PROJECT NAME/ADRESS: POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	DRAWING TITLE: MAIN LEVEL
CHECKED BY:	CONSTRUCTION MANAGER: GREG CARVER		DRAWING #: E-3
APPROVED BY:	PROJECT MANAGER: MARK PORTER		REV. #: G
DESIGNER/ENGINEER:			PROJECT #: 3532
			FILE: PC/5015A91

APPROVED
DEC 15 1998
PARK CITY
PLANNING DEPARTMENT



POWER LEGEND:

- SINGLE POLE SWITCH
- $_{3}$ THREE WAY SWITCH
- THREE WIRE RECEPTICLE
- DUPLEX RECEPTICLE
- $_{GFI}$ GFI PROTECTED RECEPTICLE
- $_{TEL}$ TELEPHONE WALL PLUG
- $_{TV}$ TV WALL JACK
- S SMOKE DETECTOR

Dimensions
Type A+B units
- outlets 20" AFF
- Switches 42" AFF

outlets 20" AFF
Switches 42" AFF

NORTH

SECOND_LEVEL

BERMED AREA

FIELD VERIFY LOCATION

APPROVED
DEC 15 1998
PARK CITY
BUILDING INSPECTION

POWER PLAN

Registered Professional Engineer
2871
RONALD E. FLETCHER
State of Utah

REV. #	DATE	REVISION
A	7-23-98	REVISED LIGHTING
B	8-11-98	REVISED LIGHTING
C	8-17-98	REVISED ELECTRICAL
D	8-24-98	UPDATED ELECTRICAL
E	10-7-98	CLEAN UP DESIGN
F	11-16-98	STRUCTURAL CHANGES
G	11-18-98	RE-CIRCUIT ACCORDING TO NEW DOORS

HUNT ELECTRIC, INC.
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965
DESIGN - BUILD SERVICES

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	
CHECKED BY:	CONSTRUCTION MANAGER: GREG CARVER		
APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

PROJECT NAME/ADRESS	POISON CREEK DEVELOPMENT 255 HEBER AVENUE, PARK CITY, UT
DRAWING TITLE	SECOND LEVEL
DRAWING #	E-4
REV. #	G
PROJECT #	3532
FILE	PC/5015A92



LIGHTING LEGEND:

A	CEILING MNT.-KICHLER K-10862WH	K	SHOWER TRIM
B	6" RECESS-THOMAS PR75ICX W/RM30 TRIM	L	BATH BAR-KICHLER K-9355
C	WALL WASH-THOMAS PR75ICX W/RM48 TRIM	M	2 X 4 FLOUR-THOMAS FWL 240-ESB
D	PC OR KEYLESS-LEVITON 8827-C4	N	WALL MNT. FLOURESCENT-METALUX 8EV-120
E	WALL MNT.-KICHLER K-9022WH	O	CANOPY LIGHT-LIGHTOLIER MP50W HPS
F	EXHAUST FAN	P	POST LIGHT-SPERO 50W HPS
G	EXIT LIGHT-EZ SNAP KSG-EP	Q	PENDANT-KICHLER K-2713 OB
H	EMERGENCY BUG-EYE-PRESCOLITE EBS2	R	SMOKE DETECTOR
J	HPS 50 WATT W/AL20K TRIM	DS	DOOR SWITCH
	KITCHEN CHANDELIER-KICHLER K-2335		

Dimensions
Type A+B units
- outlets 20" AFF
- switches 42" AFF

NORTH

SECOND_LEVEL

APPROVED
DEC 18 1998
PARK CITY
BUILDING INSPECTION

LIGHTING PLAN

Registered Professional Engineer
2871
RONALD E. BOWLEN
State of Utah

REV. #	DATE	REVISION
A	7-23-98	REVISED LIGHTING
B	8-11-98	REVISED LIGHTING
C	8-17-98	REVISED ELECTRICAL
D	8-24-98	UPDATED ELECTRICAL
E	10-7-98	CLEAN UP DESIGN
F	11-16-98	STRUCTURAL CHANGES
G	11-18-98	RE-CIRCUIT ACCORDING TO NEW DOORS

HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	
CHECKED BY:	CONSTRUCTION MANAGER: GREG CARVER		
APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

PROJECT NAME/ADRESS
POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWING TITLE	DRAWING #	REV. #
SECOND LEVEL	E-5	G
PROJECT #	FILE	
3532	PC/5015A92	



FIRE ALARM LEGEND

F FIRE ALARM PULL BOX

HORN/STROBE

NORTH

SECOND_LEVEL

FIELD VERIFY LOCATION

APPROVED
DEC 15 1998
PARK CITY
BUILDING INSPECTION

FIRE ALARM PLAN

Registered Professional Engineer
2871
RONALD T. TYLER
State of Utah

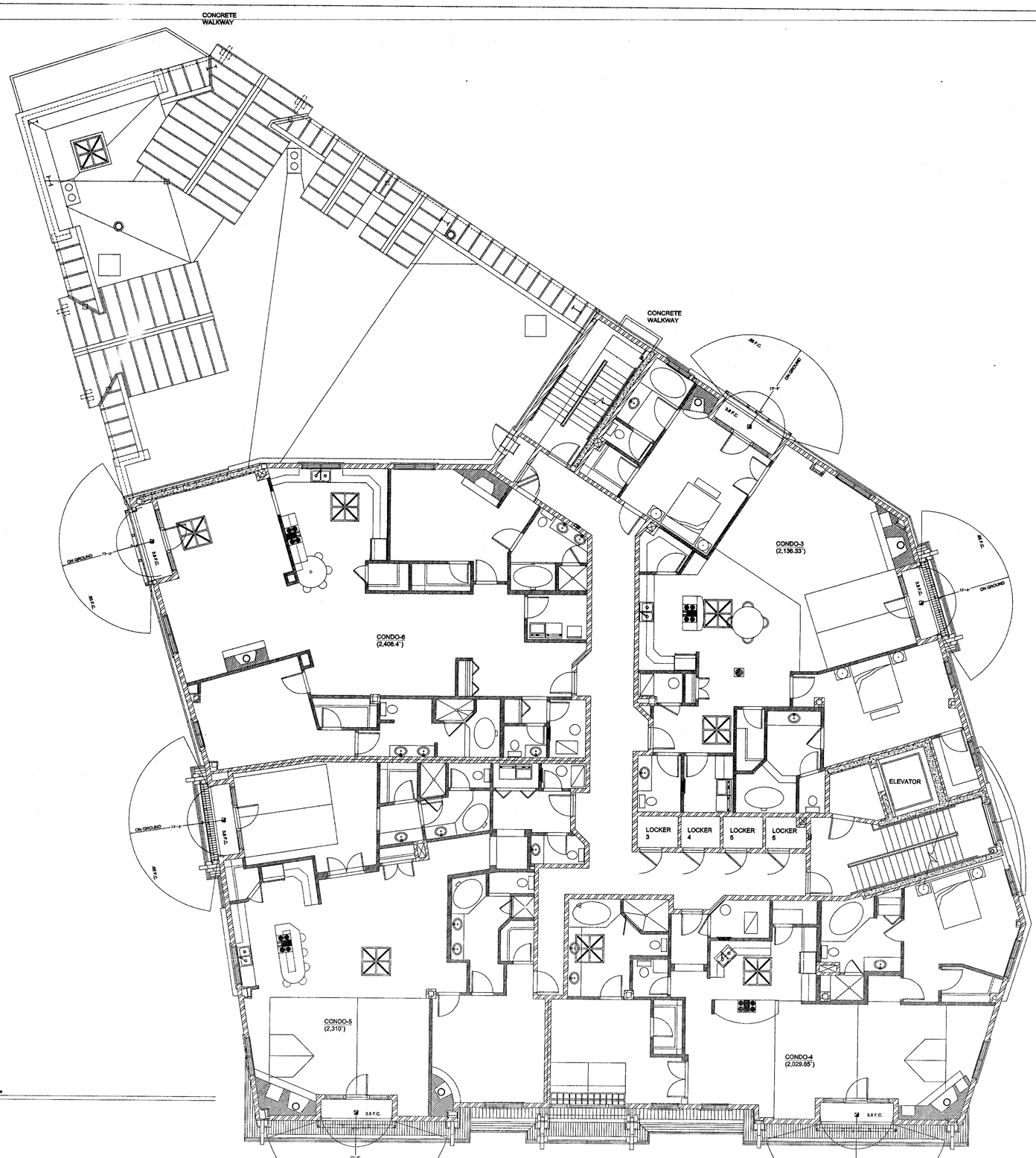
REV. #	DATE	REVISION
A	7-23-98	REVISED LIGHTING
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D	8-24-98	UPDATED ELECTRICAL
E	10-7-98	CLEAN UP DESIGN
F	11-16-98	STRUCTURAL CHANGES
G	11-18-98	RE-CIRCUIT ACCORDING TO NEW DOORS

HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	
CHECKED BY:	CONSTRUCTION MANAGER: GREG CARVER		
APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

PROJECT NAME/ADRESS: POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWING TITLE	DRAWING #	REV. #
SECOND LEVEL	E-5.1	G
PROJECT # 3532	FILE PC/5015A92	



LIGHTING LEGEND:

A	CEILING MNT.-KICHLER K-10882WH	K	SHOWER TRIM
B	6" RECESS-THOMAS PR75ICK W/RM30 TRIM	L	BATH BAR-KICHLER K-5355
C	WALL WASH-THOMAS PR75ICK W/RM48 TRIM	M	2 X 4 FLOUR-THOMAS FWL 240-ESB
D	PC OR KEYLESS-LEVITON 8827-C4	N	WALL MNT. FLOURESCENT-METALUX BEV-120
E	WALL MNT.-KICHLER K-9022WH	O	CANOPY LIGHT-LIGHTOLIER MP50W HPS
F	EXHAUST FAN	P	POST LIGHT-SPERO 50W HPS
G	EXIT LIGHT-EZ SNAP KSG-EP	Q	PENDANT-KICHLER K-2713 OB
H	EMERGENCY BUG-EYE-PRESCOLITE EDS2	R	SMOKE DETECTOR
J	HPS 50 WATT W/AL20K TRIM		
	KITCHEN CHANDELIER-KICHLER K-2335		

NORTH

SECOND_LEVEL

FIELD VERIFY LOCATION

APPROVED
DEC 16 1998
SALT LAKE CITY BUILDING INSPECTION

PHOTOMETRICS PLAN

Registered Professional Engineer
2871
RONALD E. TYLER
State of Utah

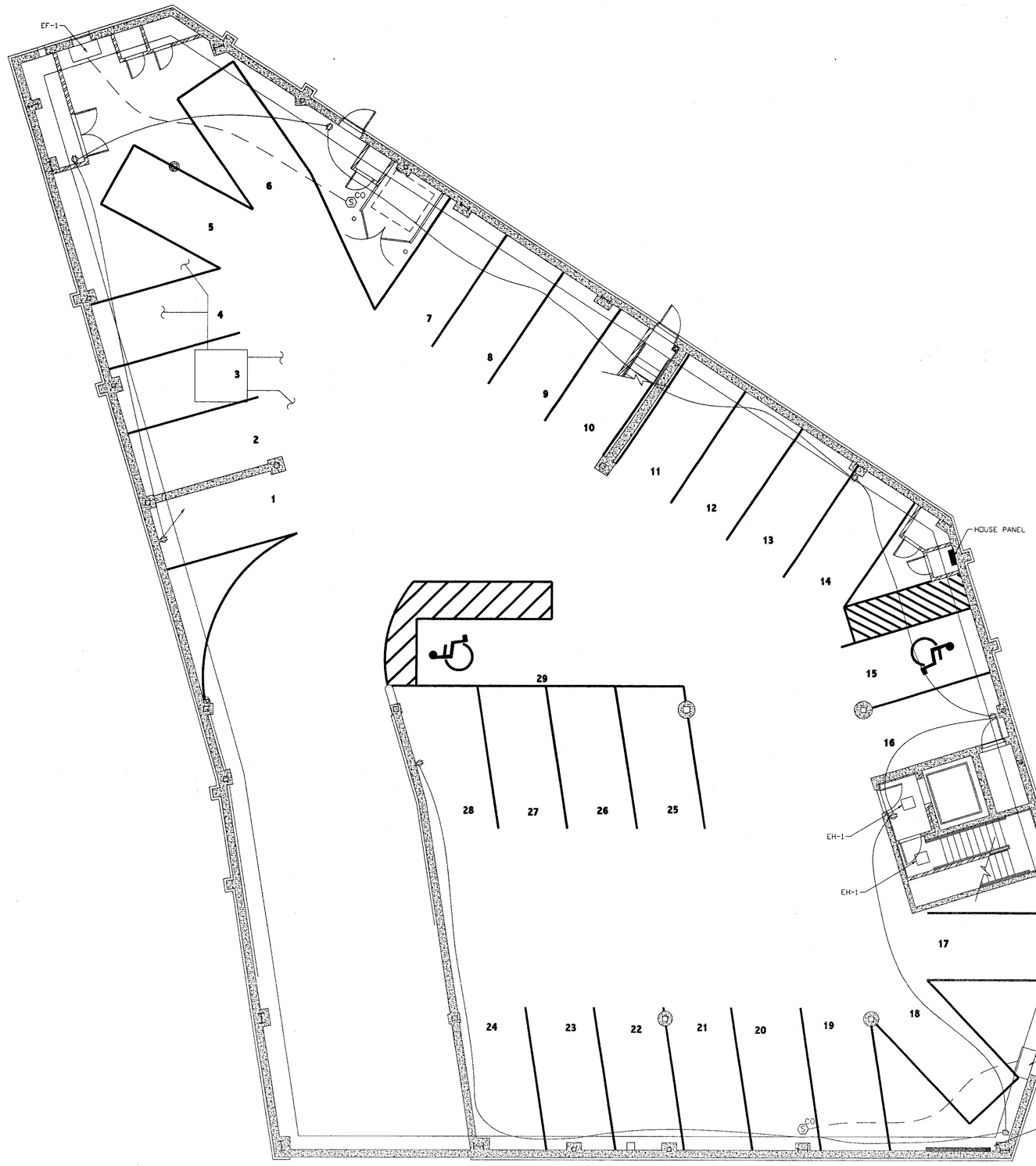
REV. #	DATE	REVISION
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C	8-17-98	REVISED ELECTRICAL
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E	10-7-98	CLEAN UP DESIGN
F	11-16-98	STRUCTURAL CHANGES
G	11-18-98	RE-CIRCUIT ACCORDING TO NEW DOORS

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APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

PROJECT NAME/ADRESS
POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWING TITLE	DRAWING #	REV. #
SECOND LEVEL	E-6	G
PROJECT # 3532	FILE PC/5015A92	



POWER LEGEND:

- $ SINGLE POLE SWITCH
- $3 THREE WAY SWITCH
- THREE WIRE RECEPTICLE
- DUPLEX RECEPTICLE
- GFI GFI PROTECTED RECEPTICLE
- TEL TELEPHONE WALL PLUG
- TV TV WALL JACK
- CO CO DETECTOR

APPROVED
DEC 15 1998
BUILDING INSPECTOR

POWER PLAN

Registered Professional Engineer
2871
RONALD E. TYLER
State of Utah

REV. #	DATE	REVISION
F	11-16-98	STRUCTURAL CHANGES

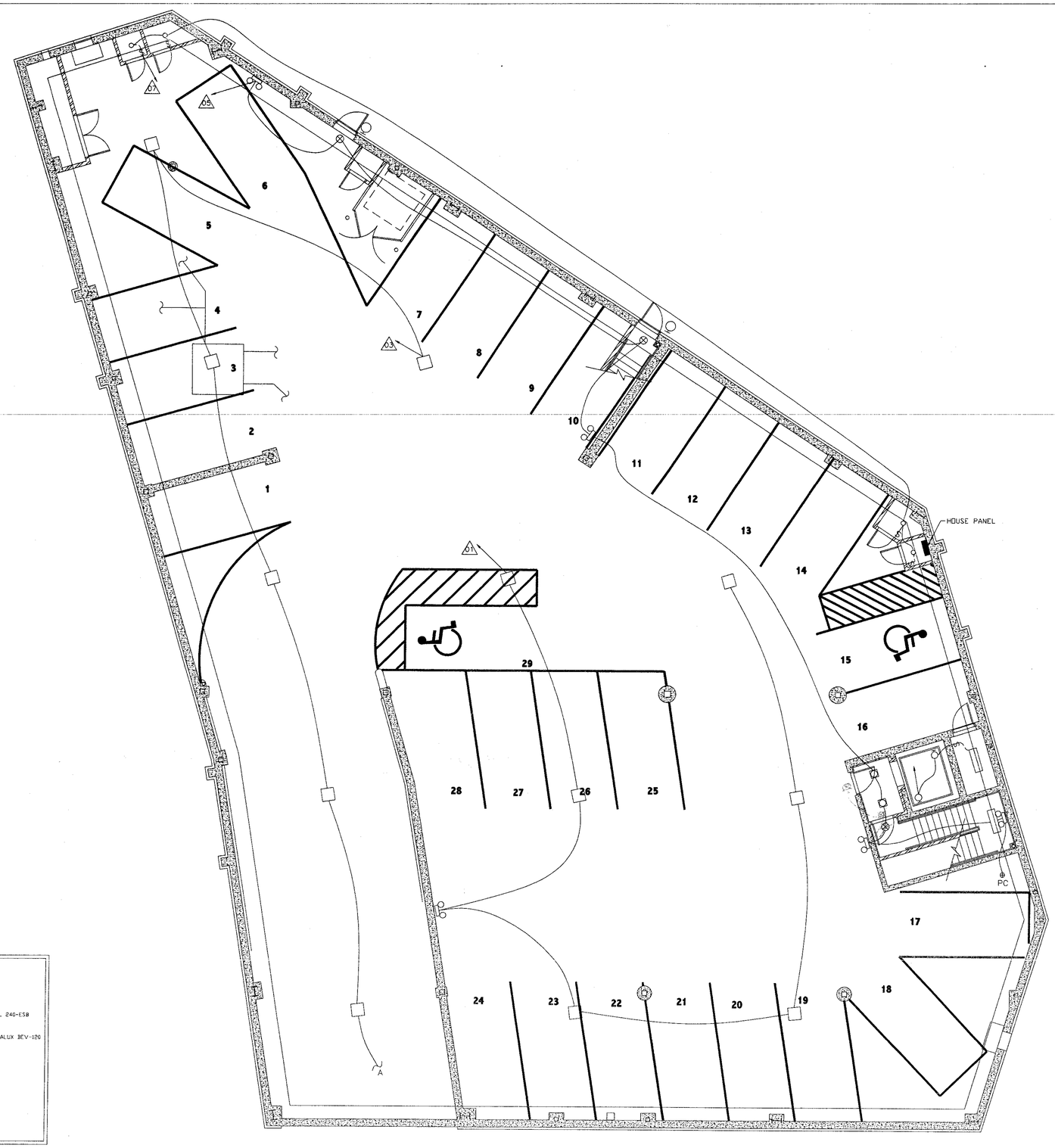
HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES

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DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98
CHECKED BY:	CONSTRUCTION MANAGER:	
APPROVED BY:	PROJECT MANAGER: MARK PORTER	
DESIGNER/ENGINEER:		

PROJECT NAME/ADRESS
POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWING TITLE	DRAWING #	REV. #
PARKING	E-7	F
PROJECT #	FILE	
3532	PC/HUNT PARK	



LIGHTING LEGEND:

A	CEILING MNT.-KICHLER K-10862WH	K	SHOWER TRIM
B	6" RECESS-THOMAS PR75ICX W/RM30 TRIM	L	BATH BAR-KICHLER K-5355
C	WALL WASH-THOMAS PR75ICX W/RM48 TRIM	M	2 X 4 FLOUR.-THOMAS FWL 240-ESB
D	PC DR KEYLESS-LEVITON 8827-C4	N	WALL MNT. FLOURESCENT-METALUX BEV-120
E	WALL MNT.-KICHLER K-9022WH	O	CANOPY LIGHT-LIGHTOLIER MP50W HPS
F	EXHAUST FAN	P	POST LIGHT-SPERO 50W HPS
G	EXIT LIGHT-EZ SNAP KSG-EP	Q	PENDANT-KICHLER K-2713 OB
H	EMERGENCY BUG-EYE-PRESCOLITE EDSE		
J	HPS 50 WATT W/ALPOK TRIM		
	KITHCHEN CHANDELIER-KICHLER K-2335		

APPROVED
DEC 1ST 1998
PARK CITY
BUILDING INSPECTOR

LIGHTING PLAN

Registered Professional Engineer
2871
RONALD E. TYLER
State of Utah

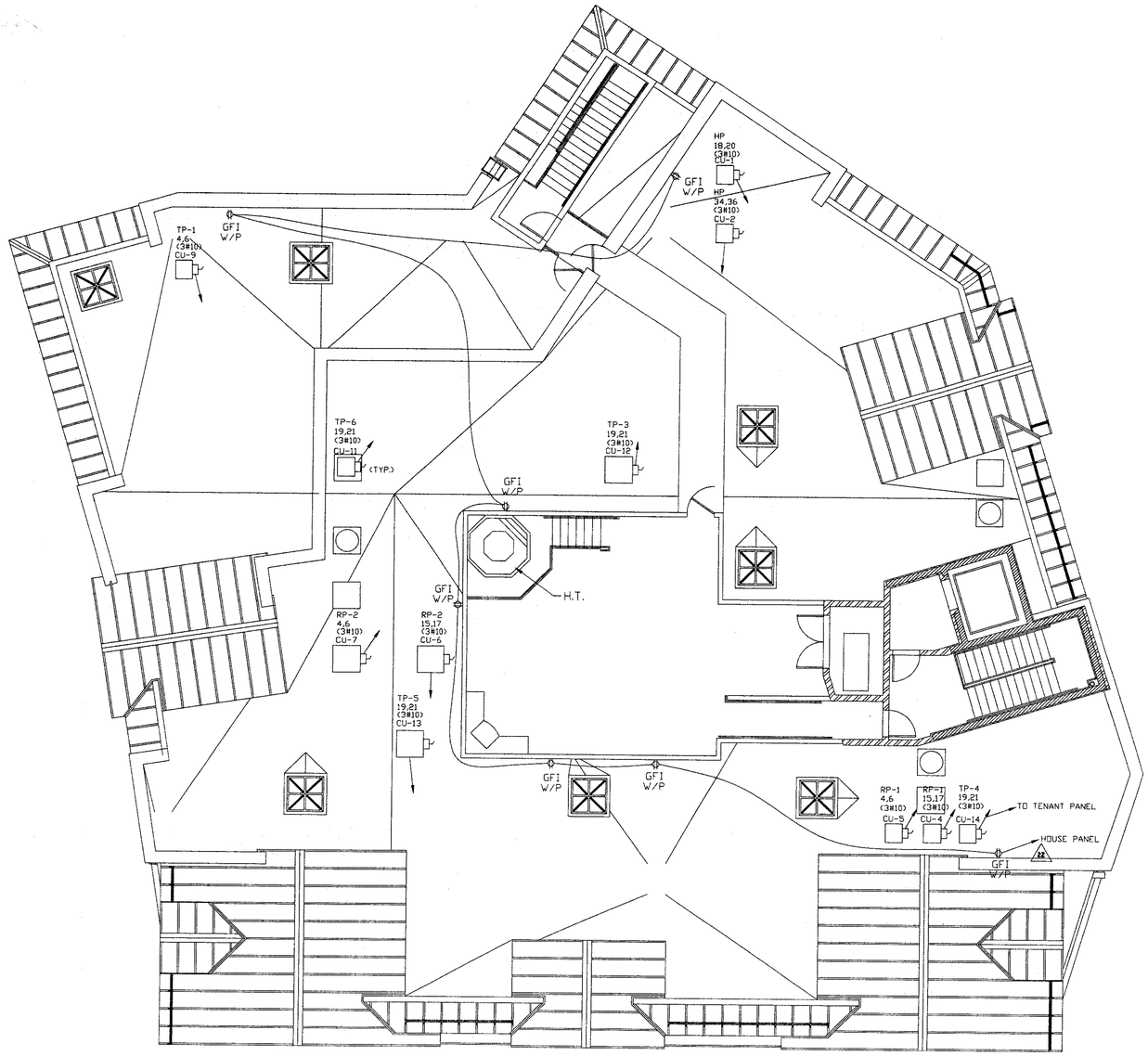
REV. #	DATE	REVISION
F	11-16-98	STRUCTURAL CHANGES

HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965

PROJECT NAME/ADRESS: POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	
CHECKED BY:	CONSTRUCTION MANAGER:		
APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

DRAWING TITLE: PARKING	DRAWING #: E-8	REV. #: F
PROJECT #: 3532	FILE: PC/HUNT PARK	



POWER LEGEND:

$	SINGLE POLE SWITCH
$3	THREE WAY SWITCH
	THREE WIRE RECEPTICLE
	DUPLEX RECEPTICLE
GFI	GFI PROTECTED RECEPTICLE
TEL	TELEPHONE WALL PLUG

APPROVED
DEC 1 8 1998
BUILDING INSPECTION

POWER PLAN

Registered Professional Engineer
2871
RONALD E. TYLER
State of Utah

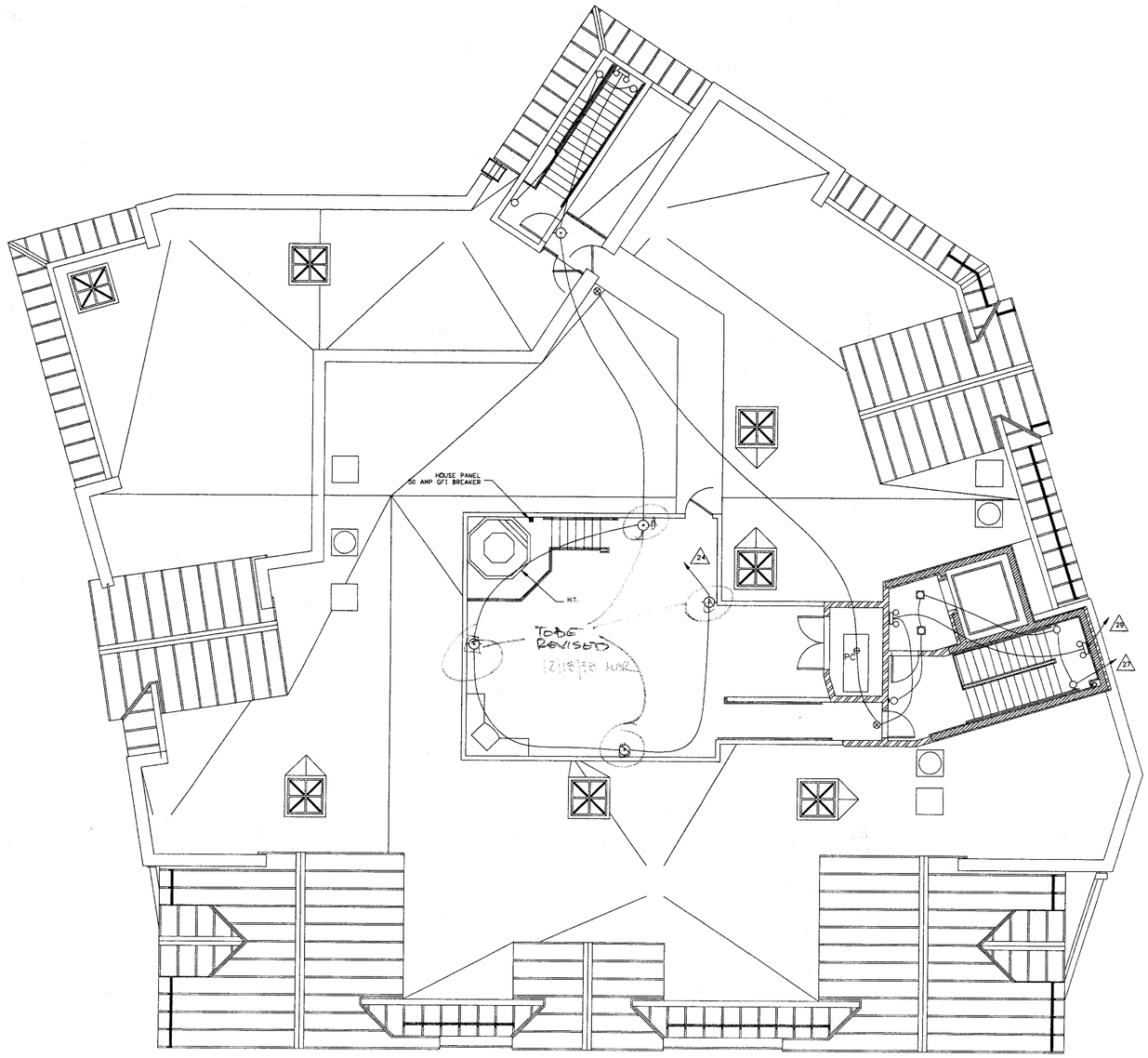
REV. #	DATE	REVISION
E	11-16-98	STRUCTURAL CHANGE

HUNT ELECTRIC, INC.
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CHECKED BY:	CONSTRUCTION MANAGER:		
APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

PROJECT NAME/ADRESS
POISON CREEK
DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWING TITLE	DRAWING #	REV. #
ROOF PLAN	E-9	E
PROJECT #	FILE	
3532	PC/HUNTROOF	



LIGHTING LEGEND:

A	CEILING MNT.-KICHLER K-10862WH	K	SHOWER TRIM
B	6" RECESS-THOMAS PR75ICX W/RM30 TRIM	L	BATH BAR-KICHLER K-5355
C	WALL WASH-THOMAS PR75ICX W/RM48 TRIM	M	2 X 4 FLOUR.-THOMAS FWL 240-ESB
D	PC OR KEYLESS-LEVITON 8827-C4	N	WALL MNT. FLOURESCENT-METALUX BEV-120
E	WALL MNT.-KICHLER K-9022WH	O	CANOPY LIGHT-LIGHTOLIER MP50W HPS
F	EXHAUST FAN	P	POST LIGHT-SPERO 50W HPS
G	EXIT LIGHT-EZ SNAP KSG-EP	Q	PENDANT-KICHLER K-2713 OB
H	EMERGENCY BUG-EYE-PRESCOLITE EDS2		
J	HPS 50 WATT W/AL20K TRIM		
	KITCHEN CHANDELIER-KICHLER K-2335		

LIGHTING PLAN

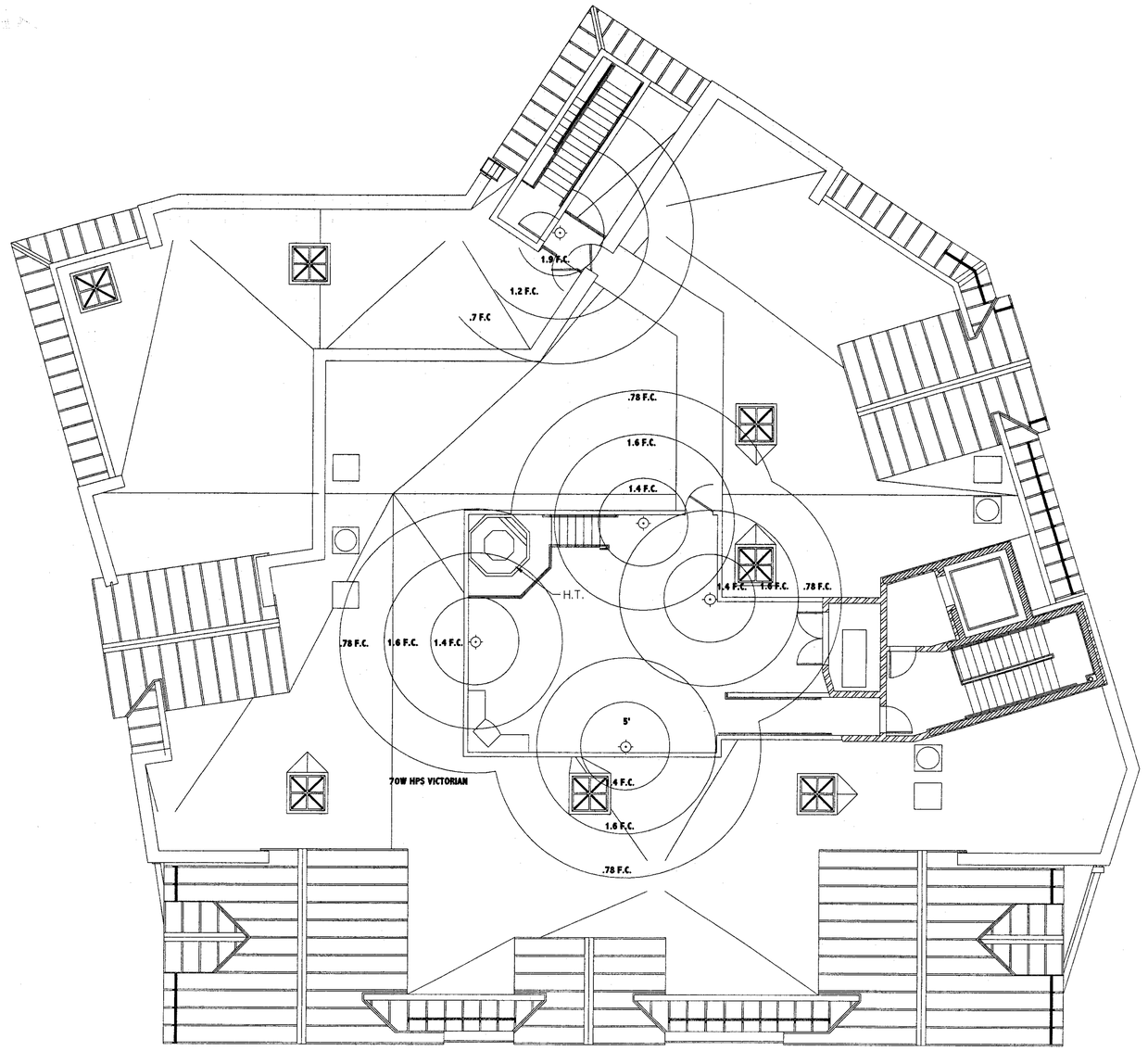
Registered Professional Engineer
2871
RONALD E. PORTER
State of Utah

REV. #	DATE	REVISION
E	11-16-98	STRUCTURAL CHANGE

HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES
2420 SOUTH 2570 WEST
SALT LAKE CITY, UTAH 84119
(801) 978-2600
FAX (801) 978-0304
TOLL FREE 1-800-584-6965

PROJECT NAME/ADRESS: POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	DRAWING TITLE	DRAWING #	REV. #
CHECKED BY:	CONSTRUCTION MANAGER:		ROOF PLAN	E-10	E
APPROVED BY:	PROJECT MANAGER: MARK PORTER		PROJECT #	FILE	
DESIGNER/ENGINEER:			3532	PC/HUNTROOF	



LIGHTING LEGEND:

A	CEILING MNT.-KICHLER K-10882WH	K	SHOWER TRIM
B	6" RECESS-THOMAS PR750CX W/RM30 TRIM	L	BATH BAR-KICHLER K-5355
C	WALL WASH-THOMAS PR751CX W/RM48 TRIM	M	2 X 4 FLOUR.-THOMAS FWL 240-ESB
D	PC DR KEYLESS-LEVITON 0827-C4	N	WALL MNT. FLOURESCENT-METALUX SEV-120
E	WALL MNT.-KICHLER K-9022WH	O	CANOPY LIGHT-LIGHTOLIER MP50W HPS
F	EXHAUST FAN	P	POST LIGHT-SPERO 50W HPS
G	EXIT LIGHT-EZ SNAP KSG-EP	Q	PENDANT-KICHLER K-2713 OB
H	EMERGENCY BUG-EYE-PRESCOLITE EDS2		
J	HPS 50 WATT W/ALBOK TRIM		
	KITHCHEN CHANDELIER-KICHLER K-2335		

APPROVED
DEC 1 5 1998
BUILDING INSPECTION

PHOTOMETRICS PLAN

Registered Professional Engineer
2871
RONALD E. TYLER
State of Utah

REV. #	DATE	REVISION
E	11-16-98	STRUCTURAL CHANGE

HUNT ELECTRIC, INC.
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PROJECT NAME/ADRESS
POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

DRAWN BY: RYAN COWLEY	SCALE: 5/32"=1'-0"	PRINT DATE: 11-20-98	
CHECKED BY:	CONSTRUCTION MANAGER:		
APPROVED BY:	PROJECT MANAGER: MARK PORTER		
DESIGNER/ENGINEER:			

DRAWING TITLE	DRAWING #	REV. #
ROOF PLAN	E-11	E
PROJECT #	FILE	
3532	PC/HUNTROOF	

PANEL 'HP' — MOUNTING: SURFACE FLUSH

LOCATION: ELECTRICAL ROOM — VOLTS: 120/208

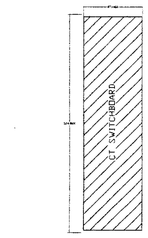
3 PHASE 4 WIRE FED FROM MDP

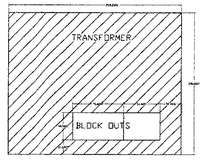
MAIN LUGS: 250 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	4400	85	3740
LIGHTS	9675	100	9675
C.O.	2750	75	2062
TOTAL	16825		15477

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
GARAGE		525		1	20	1	20	1		750		1ST FLR HALL
GARAGE		525		1	20	3	20	1		450		1ST FLR HALL
GARAGE EXIT/BU		750		1	20	5	20	1		450		1ST FLR EXIT/BU
GARAGE UTILITY		675		1	20	7	20	1		600		1ST FLR EXIT/BU
GARAGE RECEPT.			1080	1	20	9	20	1		525		1ST FLR ENTRY
2ND FLR HALL		750	1	20	11	20	1			375		1ST FLR ENTRY
ELEVATOR	FLR. V.		3	125	13	20	1			750		1ST FLR STAIRS
ELEVATOR	FLR. V.		3	125	15	20	1			525		OUTDOOR LIGHTS
ELEVATOR	FLR. V.		3	125	1817	30	2				4400	HVAC
ELEVATOR CONTROL	FLR. V.		1	20	19	30	2					HVAC
ELEVATOR PIT LIGHTS	FLR. V.		1	20	21	22	20	1	1080			ROOF RECEPTS.
2ND FLR ENTRY		600	1	20	23	24	30	2		375		ROOF LIGHTS
2ND FLR HALL		675	1	20	25	26	30	2				EH-1
2ND FLR STAIRS		450	1	20	27	28	30	2				EH-1
2ND FLR EXIT/BU		675	1	20	29	30	30	2				EH-1
EF-1			1	20	31	32	20	2				EH-1
HOT TUB			2	50	33	34	30	2				HVAC
HOT TUB			2	50	35	36	30	2				HVAC
SPACE					37	38						SPACE
SPACE					39	40						SPACE
SPACE					41	42						SPACE
SUBTOTALS	0	4875	1750						1000	4800	4400	
SUBTOTALS	4400	4800	1000									
GRAND TOTAL	9400	9675	2750									





TRANSFORMER PAD DETAIL

PANEL 'RP-1' — MOUNTING: SURFACE FLUSH

LOCATION: EAST WALL — VOLTS: 120/208

1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	4400	85	3740
LIGHTS	150	100	150
C.O.	600	75	450
TOTAL	5150		4340

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
LIGHTS		150		1	20	1	20	1	600			POWER
SPACE						3	30	2				HVAC
SPACE						5	30	2				HVAC
SPACE						7						SPACE
SPACE						9						SPACE
SPACE						11						SPACE
SPACE						13						SPACE
HVAC	4400			2	30	15						SPACE
HVAC	↓			2	30	17						SPACE
SPACE						19						SPACE
SPACE						21						SPACE
SPACE						23						SPACE
SUBTOTALS	4400	150	0						600	0	0	
SUBTOTALS	0	0	600									
GRAND TOTAL	4400	150	600									

PANEL 'RP-2' — MOUNTING: SURFACE FLUSH

LOCATION: UTILITY CLOSET — VOLTS: 120/208

1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	4400	85	3740
LIGHTS	375	100	375
C.O.	1050	75	787
TOTAL	5825		4902

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
LIGHTS		375		1	20	1	20	1	1050			POWER
SPACE						3	30	2				HVAC
SPACE						5	30	2				HVAC
SPACE						7						SPACE
SPACE						9						SPACE
SPACE						11						SPACE
SPACE						13						SPACE
HVAC	4400			2	30	15						SPACE
HVAC	↓			2	30	17						SPACE
SPACE						19						SPACE
SPACE						21						SPACE
SPACE						23						SPACE
SUBTOTALS	4400	375	0						1050	0	0	
SUBTOTALS	0	0	1050									
GRAND TOTAL	4400	375	1050									

PANEL 'RP-3' — MOUNTING: SURFACE FLUSH

LOCATION: UTILITY CLOSET — VOLTS: 120/208

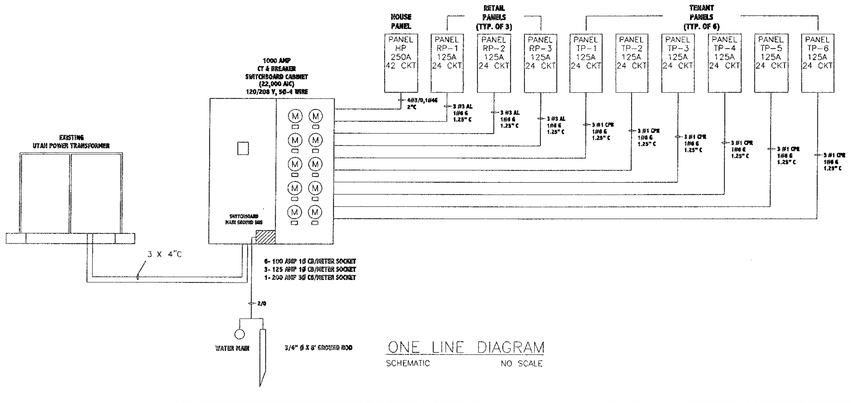
1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	4400	85	3740
LIGHTS	225	100	225
C.O.	600	75	450
TOTAL	5225		4415

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
LIGHTS		225		1	20	1	20	1	600			POWER
SPACE						3						SPACE
SPACE						5						SPACE
SPACE						7						SPACE
SPACE						9						SPACE
SPACE						11						SPACE
SPACE						13						SPACE
HVAC	4400			2	30	15						SPACE
HVAC	↓			2	30	17						SPACE
SPACE						19						SPACE
SPACE						21						SPACE
SPACE						23						SPACE
SUBTOTALS	4400	225	0						600	0	0	
SUBTOTALS	0	0	600									
GRAND TOTAL	4400	225	600									



ONE LINE DIAGRAM
SCHEMATIC NO SCALE

PANEL 'TP-1' — MOUNTING: SURFACE FLUSH

LOCATION: LAUNDRY — VOLTS: 120/208

1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	14950	85	12707
LIGHTS	2350	100	2350
C.O.	3300	75	2475
TOTAL	20600		17532

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
KITCHEN GFI			600	1	20	1	20	1	300			BATHROOM GFI
WASHING MACHINE/HALL	1000			1	20	3	20	1		500		HALL/LAUNDRY
KITCHEN GFI			1000	1	20	5	20	1			950	DISPOSAL/DISHWASHER
REFRIDGERATOR	1500			1	20	7	20	1		300		KITCHEN
BATHROOM GFI			150	1	20	9	20	1		450		LIVING ROOM
BATHROOM GFI			300	1	20	11	20	1		500		BEDROOM/BATH
BEDROOM			950	1	20	13	20	1		600		ENTRY/BEDROOM
RANGE	5000			2	30	15	16	36	2		3000	DRYER
RANGE	↓			2	30	17	18	30	2		↓	DRYER
HVAC	4400			2	30	19	20	20	1			HALL/BED
HVAC	↓			2	30	21	22	20	1			FURNACE
BEDROOM				1	20	23	24					SPACE
SUBTOTALS	11000	0	3000						300	2350	3950	
SUBTOTALS	3950	2350	300									
GRAND TOTAL	14950	2350	3300									

PANEL 'TP-2' — MOUNTING: SURFACE FLUSH

LOCATION: UTILITY CLOSET — VOLTS: 120/208

1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	11850	85	10072
LIGHTS	1425	100	1425
C.O.	2950	75	2212
TOTAL	16225		13709

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
BATHROOM GFI			150	1	20	1	20	1		300		ENTRY
REFRIDGERATOR	1500			1	20	3	20	1		450		LIVING ROOM
KITCHEN GFI			1000	1	20	5	20	1		300		KITCHEN
KITCHEN GFI			600	1	20	7	20	1			950	DISPOSAL/DISHWASHER
LIVING ROOM			600	1	20	9	20	1				FURNACE
LIVING ROOM			600	1	20	11	30	2				DRYER
BATHROOM		375		1	20	13						SPACE
RANGE	5000			2	30	15						SPACE
RANGE	↓			2	30	17						SPACE
HVAC	4400			2	30	19	20	20	1			KITCHEN/HALL
HVAC	↓			2	30	21	22	20	1			UTILITY CLOSET
SPACE						23	24					SPACE
SUBTOTALS	10900	375	2950						0	1050	950	
SUBTOTALS	950	1050	0									
GRAND TOTAL	11850	1425	2950									

PANEL 'TP-3' — MOUNTING: SURFACE FLUSH

LOCATION: LAUNDRY — VOLTS: 120/208

1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	13400	85	11390
LIGHTS	3775	100	3775
C.O.	3450	75	2587
TOTAL	20625		17752

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
BATHROOM GFI			150	1	20	1	20	1	600			BEDROOM
BEDROOM			950	1	20	3	20	1		600		BEDROOM
KITCHEN GFI			600	1	20	5	20	1		950		DISPOSAL/DISHWASHER
KITCHEN GFI			1000	1	20	7	20	1		750		KITCHEN
BATHROOM GFI			150	1	20	9	20	1		500		BATHROOM/LAUNDRY
						11	20	1		600		LIVING ROOM
WASHING MACHINE	1000			1	20	13	20	1		375		BEDROOM
RANGE	5000			2	30	15	30	2			3000	DRYER
RANGE	↓			2	30	17	30	2			↓	DRYER
HVAC	4400			2	30	19	20	20	1			FURNACE
HVAC	↓			2	30	21	22					SPACE
SPACE						23	24					SPACE
SUBTOTALS	10400	0	2850						600	3775	3000	
SUBTOTALS	3000	3775	600									
GRAND TOTAL	13400	3775	3450									

PANEL 'TP-4' — MOUNTING: SURFACE FLUSH

LOCATION: LAUNDRY ROOM — VOLTS: 120/208

1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	13350	85	11347
LIGHTS	2925	100	2925
C.O.	4900	75	3675
TOTAL	21175		17947

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
BEDROOM			900	1	20	1	20	1	600			BEDROOM
M BATHROOM GFI			750	1	20	3	20	1	300			BATHROOM GFI
LIVING ROOM			600	1	20	5	20	1		600		M. BEDROOM
REFR.			150	1	20	7	20	1		750		LIVING ROOM
WASHING MACHINE			1000	1	20	9	20	1			950	DISPOSAL/DISHWASHER
KITCHEN GFI			1000	1	20	11	20	1		600		KITCHEN
BATHROOM GFI			150	1	20	13	20	1		375		BATHROOM
RANGE	5000			2	30	15	16	36	2			KITCHEN GFI
RANGE	↓			2	30	17	18	30	2		3000	DRYER
HVAC	4400			2	30	19	20	36	2		↓	DRYER
HVAC	↓			2	30	21	22					SPACE
FURNACE				1	20	23	24					SPACE
SUBTOTALS	9400	0	4150						750	2925	3950	
SUBTOTALS	3950	2925	750									
GRAND TOTAL	13350	2925	4900									

PANEL 'TP-5' — MOUNTING: SURFACE FLUSH

LOCATION: UTILITY ROOM — VOLTS: 120/208

1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	13350	85	11347
LIGHTS	2452	100	2452
C.O.	3950	75	2962
TOTAL	19752		16761

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
KITCHEN/ENTRY			1500	1	20	1	20	1			950	DISPOSAL/DISHWASHER
KITCHEN/GFI			600	1	20	3	20	1		300		KITCHEN/ENTRY
KITCHEN			300	1	20	5	20	1		700		BATH/LAUNDRY/HALL
BATHROOM GFI			300	1	20	7	20	1		700		LIVING ROOM/KITCHEN
LIVING ROOM			600	1	20	9	16	20	1	500		LIVING ROOM
HALLWAY			500	1	20	11	12	20	1	525		BATH
BATHROOM GFI			150	1	20	13	14	30	2		3000	DRYER
RANGE	5000			2	30	15	16	36	2		↓	DRYER
RANGE	↓			2	30	17	18	20	1			FURNACE
HVAC	4400			2	30	19	20	20	1			LIVING ROOM
HVAC	↓			2	30	21	22	20	1			BED ROOM
REFER				1	20	23	24					SPACE
SUBTOTALS	9400	0	3950						0	2452	3950	
SUBTOTALS	3950	2452	0									
GRAND TOTAL	13350	2452	3950									

PANEL 'TP-6' — MOUNTING: SURFACE FLUSH

LOCATION: UTILITY CLOSET — VOLTS: 120/208

1 PHASE 3 WIRE FED FROM MDP

MAIN LUGS: 125 AMPS LUG SIZE

MAIN BREAKER: AMPS

	CONNECTED KW	% DIVERSITY	DEMAND KW
POWER	13350	85	11347
LIGHTS	2250	100	3600
C.O.	5100	75	12186
TOTAL	20700		27133

LOCATION	PWR	LTS	C.O.	P	A		A	P	C.O.	LTS	PWR	LOCATION
KITCHEN			1500	1	20	1	20	1	600			BEDROOM
KITCHEN/GFI			600	1	20	3	20	1	150			BATHROOM GFI
LIVING ROOM			600	1	20	5	20	1			950	DISPOSAL/DISHWASHER
BEDROOM			600	1	20	7	20	1		450		ENTRY
BEDROOM RECEP			600	1	20	9	20	1		600		KITCHEN
HALLWAY			750	1	20	11	12	20	1	600		BATHROOM
BATHROOM GFI			150	1	20	13	14	20	1	600		BEDROOM
RANGE	5000			2	30	15	16	30	2		3000	DRYER
RANGE	↓			2	30	17	18	30	2		↓	DRYER
HVAC	4400			2	30	19	20	20	1			FURNACE
HVAC	↓			2	30	21	22					SPACE
SPACE						23	24					SPACE
SUBTOTALS	9400	0	4350						750	2250	3950	
SUBTOTALS	3950	2250	750									
GRAND TOTAL	13350	2250	5100									

APPROVED
DEC 15 1998
BUILDING INSPECTION

Registered Professional Engineer
2871
RONALD E. TYLER
State of Utah

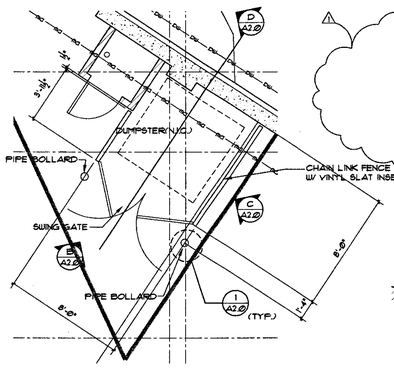
REV. No.	DATE	REVISION
A	8/3/98	PRIMARY SUBMITTAL
B	8-25-98	REVISED ELECTRICAL
C	11-16-98	NEW STRUCTURE

HUNT ELECTRIC, INC.
DESIGN - BUILD SERVICES
2420 SOUTH 2570 WEST
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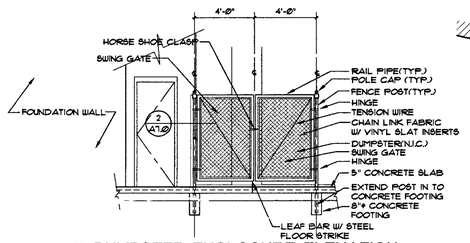
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CHECKED BY: — CONSTRUCTION MANAGER:
APPROVED BY: — PROJECT MANAGER: MARK PORTER
DESIGNER/ENGINEER:

PROJECT NAME/ADRESS
THE POISON CREEK DEVELOPMENT
255 HEBER AVENUE, PARK CITY, UT

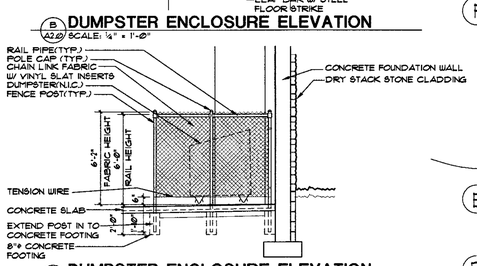
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PROJECT No.: 3532



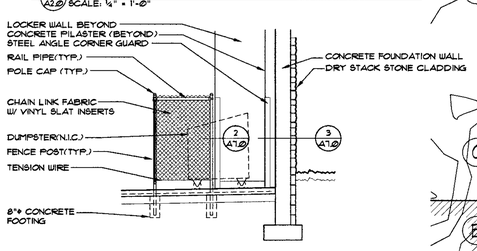
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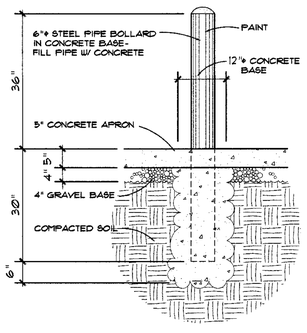
B/A2.0 **DUMPSTER ENCLOSURE ELEVATION**
SCALE: 1/4" = 1'-0"



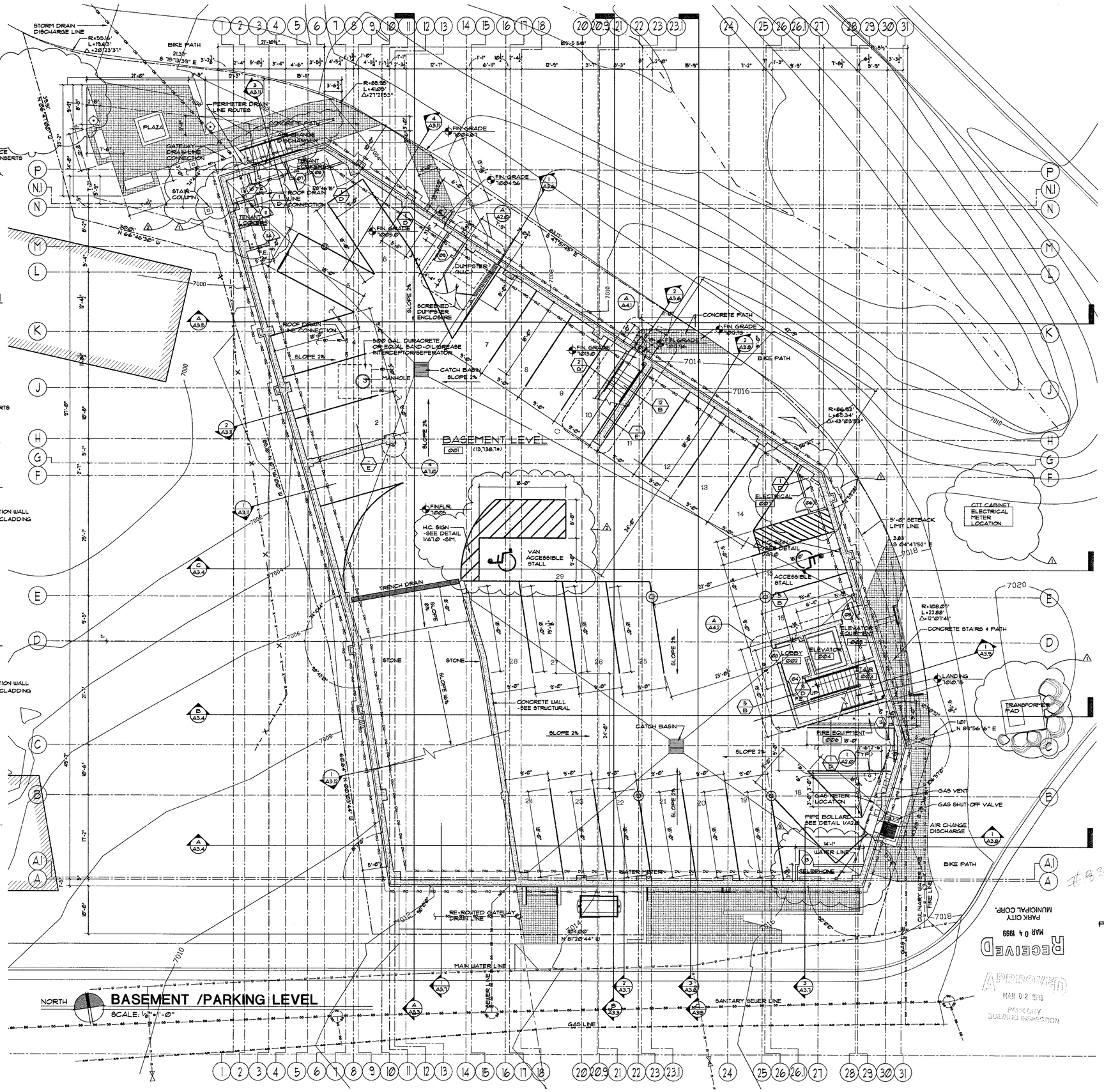
C/A2.0 **DUMPSTER ENCLOSURE ELEVATION**
SCALE: 1/4" = 1'-0"



D/A2.0 **DUMPSTER ENCLOSURE SECTION**
SCALE: 1/4" = 1'-0"



I/A2.0 **PIPE BOLLARD DETAIL**
SCALE: 3/4" = 1'-0"



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⚠ PARK CITY REVISION :11-12-98
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POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A2.0
SHEET NAME: BASEMENT FLOOR PLAN
PROJECT NUMBER: 98015
DATE: August 12,1998

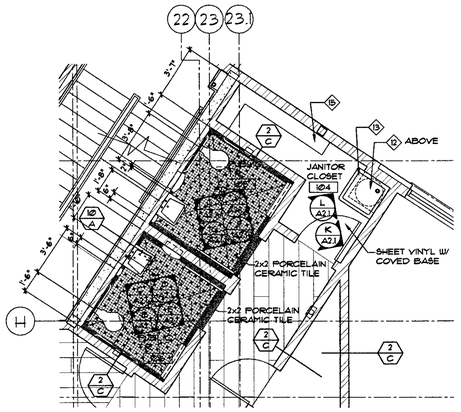
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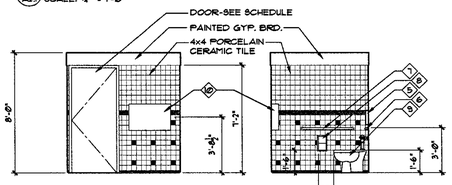
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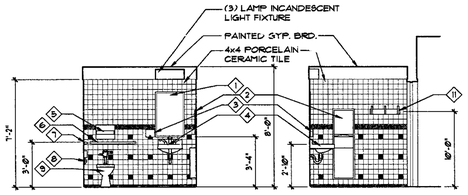


A/A2.1 **ENLARGED TOILET ROOM PLAN - MAIN LEVEL**
SCALE: ¼" = 1'-0"



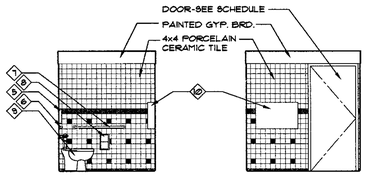
B/A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"

C/A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"



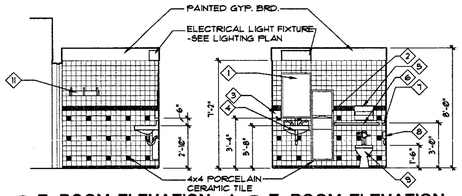
D/A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"

E/A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"



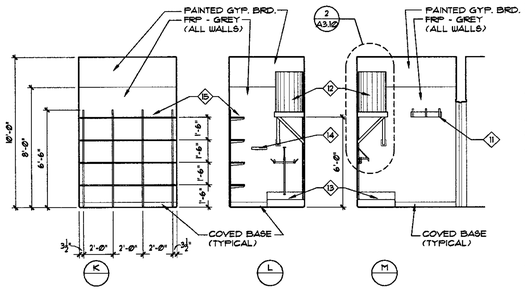
F/A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"

G/A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"



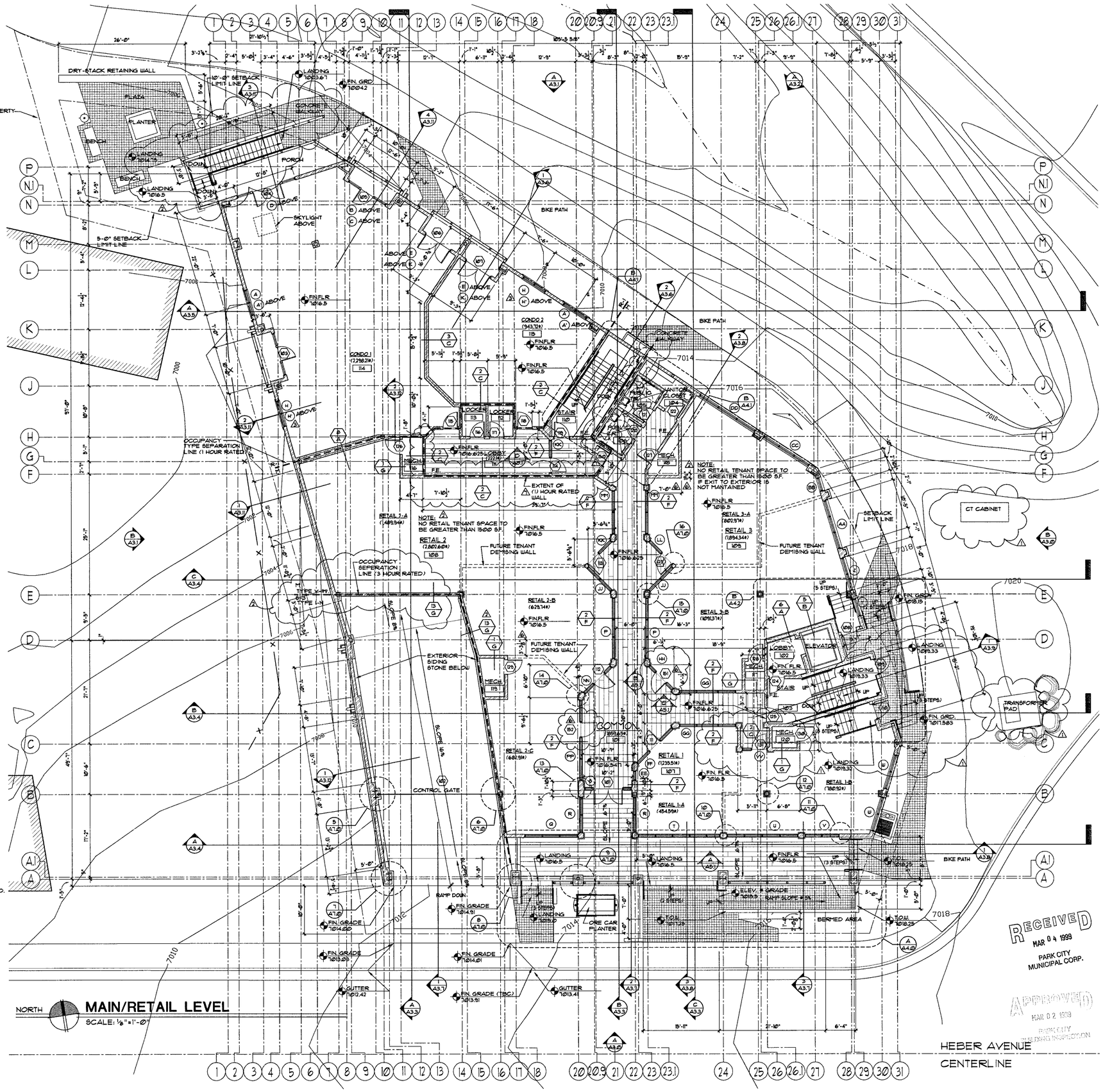
H/A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"

J/A2.1 **T. ROOM ELEVATION**
SCALE: ¼" = 1'-0"



J. R. ELEVATION
A/A2.1 SCALE: ¼" = 1'-0"

NOTE:
RUN A ¼"ø DRAIN LINE FROM OVERFLOW PAN TO MOP SINK



MAIN/RETAIL LEVEL
SCALE: ⅛" = 1'-0"

◇ TOILET ROOM FIXTURE SCHEDULE

1. MIRROR- BOBRICK B-290 24"W x 36"H
2. PAPER TOWEL DISPENSER/ WASTE RECEPTICLE- RECESSED BOBRICK CONTURA SERIES B-43944
3. LIQUID SOAP DISPENSER- RECESSED BOBRICK CONTURA SERIES B-4112
4. LAVATORY - COMMERCIAL WHITE PORCELAIN W/ LEVER OPERATORS -SEE PLUMBING PLANS
5. TOILET SEAT COVER DISPENSER- SURFACE MOUNTED BOBRICK CONTURA SERIES B-4221
6. 36" H.C. GRAB BAR- BOBRICK B-6206x36" SATIN FINISH
7. 42" H.C. GRAB BAR- BOBRICK B-6206x42" SATIN FINISH
8. TOILET PAPER DISPENSER - MULTI-ROLL RECESSED BOBRICK CONTURA SERIES B-4386
9. WATER CLOSET COMMERCIAL WHITE PORCELAIN, FLOOR MOUNTED FLUSH VALVE - SEE PLUMBING PLANS
10. DIAPER CHANGING TABLE SURFACE MOUNTED AMERICAN INFANT CARE PRODUCTS "DIAPER DECK"
11. COAT HOOK STRIP- BOBRICK B-232
12. WATER HEATER-ELECTRIC 6 GALLON - SEE PLUMBING PLANS
13. MOP SINK COMMERCIAL WHITE W/ MIXING STATION W/ SUPPORT ROD, HOSE CONNECTION & BUCKET HOOK
14. BROOM & MOP HOLDER BOBRICK B-333 x 24
15. SHELVES- ¾" PARTICLE BOARD W/ ROLLED EDGE 15" WIDE SPACING AS SHOWN BRACKET AND SUPPORTS AS ILLUSTRATED

TOILET /JANITOR GENERAL NOTES

1. PROVIDE CEMENTUOUS BACKER BOARD ON ALL TOILET ROOM WALLS THAT RECEIVE TILE.
2. PROVIDE 2x WOOD BLOCKING FOR ALL ACCESSORIES.
3. PROVIDE BULLNOSE TILE PIECE @ TOP OF TILE WALL
4. PROVIDE COVED TILE PIECE @ BOTTOM OF TILE WALL

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⚠ REVISION:1-27-99
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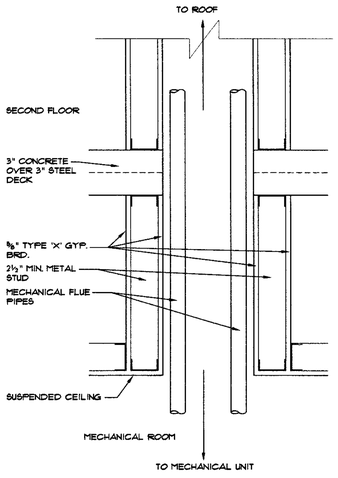
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POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A2.1
SHEET NAME: MAIN /RETAIL LEVEL FLOOR PLAN
PROJECT NUMBER: 95015
DATE: August 12, 1998

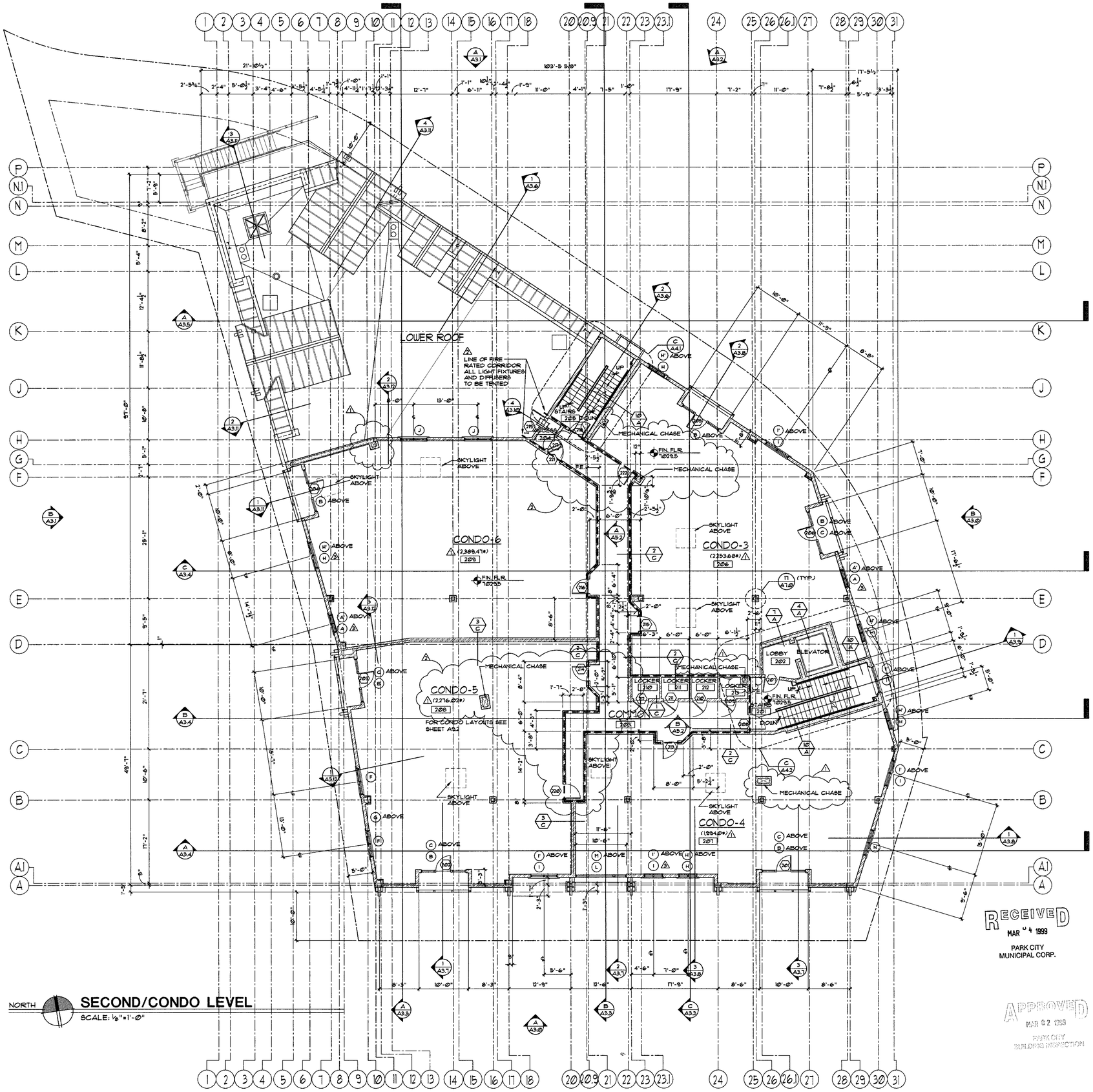
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⚠2 1/A22 MECH. CHASE SECTION

SCALE: ½" = 1'-0"



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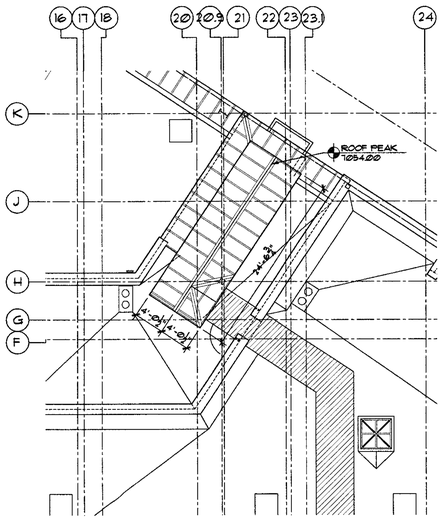
⚠2 PARK CITY REVISION 12-3-98
⚠2 PARK CITY REVISION 11-12-98
⚠ P.C./ ARCH. REVISION 11-3-98

POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

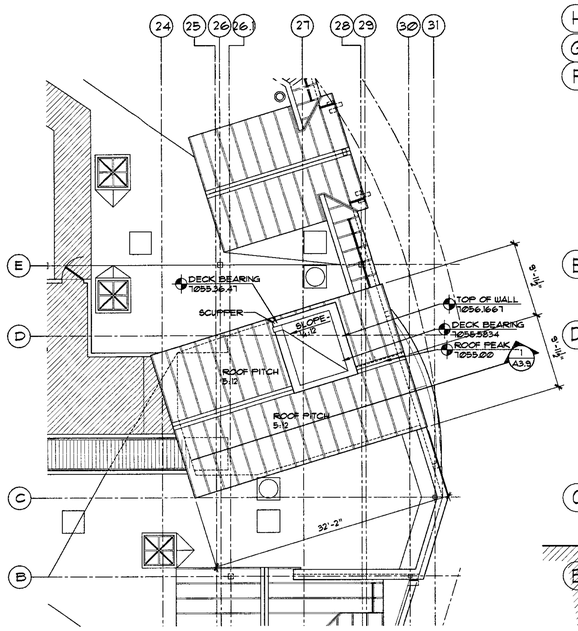
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SHEET NAME: SECOND/CONDO LEVEL FLOOR PLAN
PROJECT NUMBER: 95015
DATE: August 12, 1998

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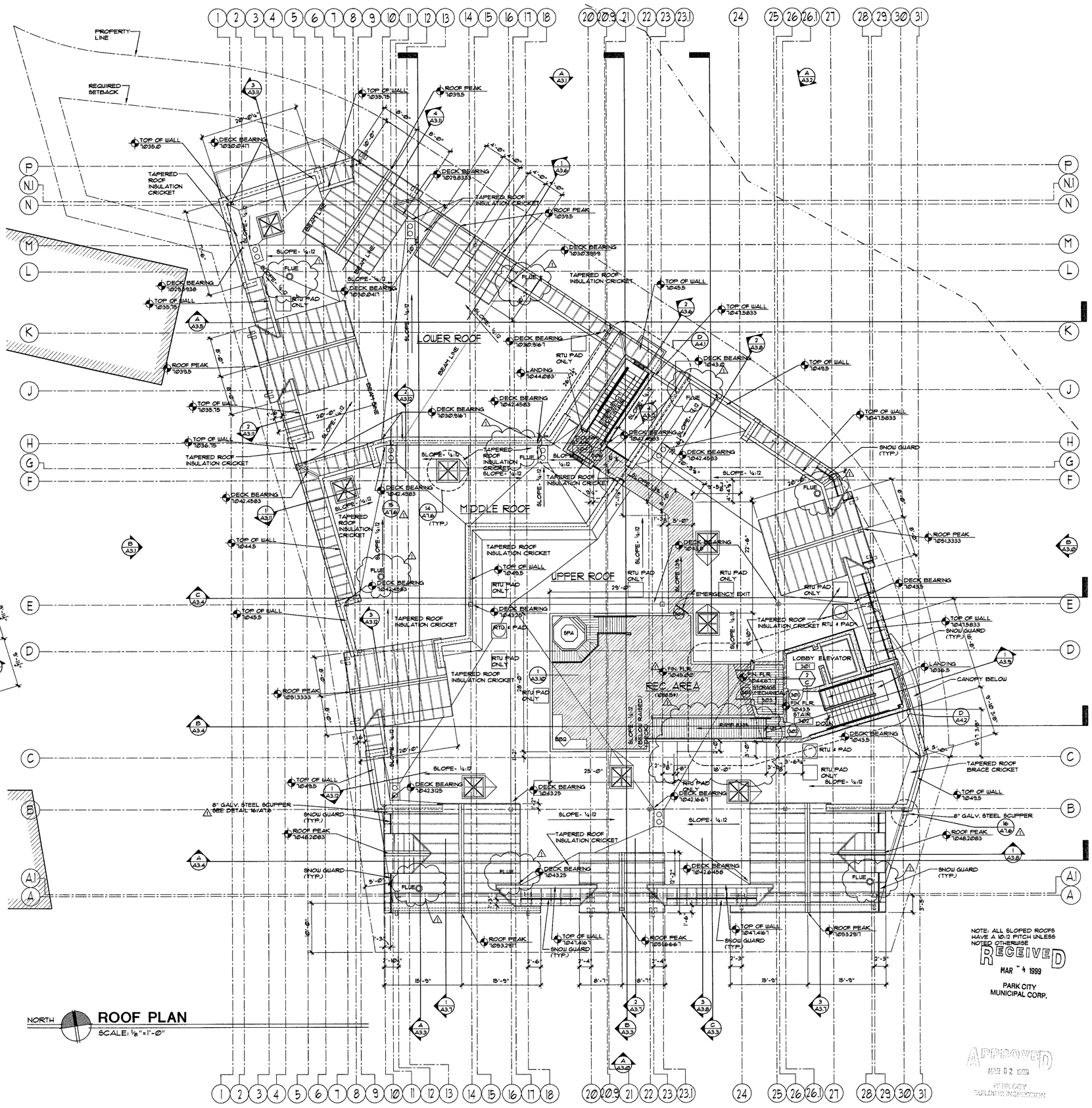
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A A2.3 **PARTIAL ROOF PLAN**
SCALE: 1/8" = 1'-0"



B A2.3 **PARTIAL ROOF PLAN**
SCALE: 1/8" = 1'-0"



NORTH **ROOF PLAN**
SCALE: 1/8"=1'-0"

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255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A2.3
SHEET NAME: ROOF PLAN
PROJECT NUMBER: 95015
DATE: August 12, 1998

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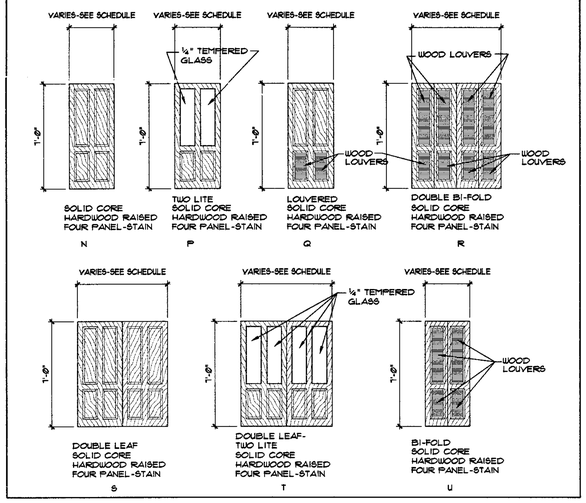
CONDOMINIUM DOOR SCHEDULE

DOOR NUMBER	DOOR SIZE	FIRE RATING	DOOR TYPE	DOOR FINISH	FRAME TYPE	FRAME FINISH	DETAIL HEAD	DETAIL JAMB	DETAIL OTHER	THRESHOLD	HARDWARE GROUP #	REMARKS	DOOR NUMBER
132	2'-8" x 7'-0"		N	STAIN	XX	STAIN		1/A9.1				PASSAGE	132
133	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	133
134	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	134
135	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	135
136	3'-0" x 7'-0"		N					1/A9.1				PASSAGE	136
137	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	137
138	5'-0" x 7'-0"		T					1/A9.1				PASSAGE	138
139	5'-0" x 7'-0"		T					1/A9.1				PASSAGE	139
140	NOT USED												140
141	NOT USED												141
142	5'-0" x 7'-0"		2-Q					1/A9.1				PASSAGE	142
143	NOT USED												143
144	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	144
145	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	145
146	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	146
147	4'-0" x 7'-0"		R					1/A9.1				PASSAGE	147
148	3'-4" x 7'-0"		S					1/A9.1				PASSAGE	148
149	2'-8" x 7'-0"		Q	STAIN	XX	STAIN		1/A9.1				PASSAGE	149

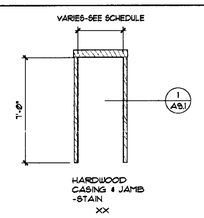
VERIFY WITH OWNER FOR THE 4 PREFERRED THRESHOLDS

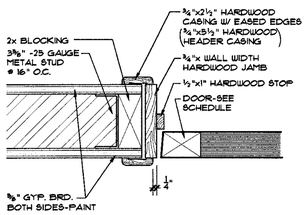
VARIES-SEE FINISH SCHEDULE FOR DIFFERENT FLOOR MATERIAL TYPES

CONDOMINIUM DOOR TYPES

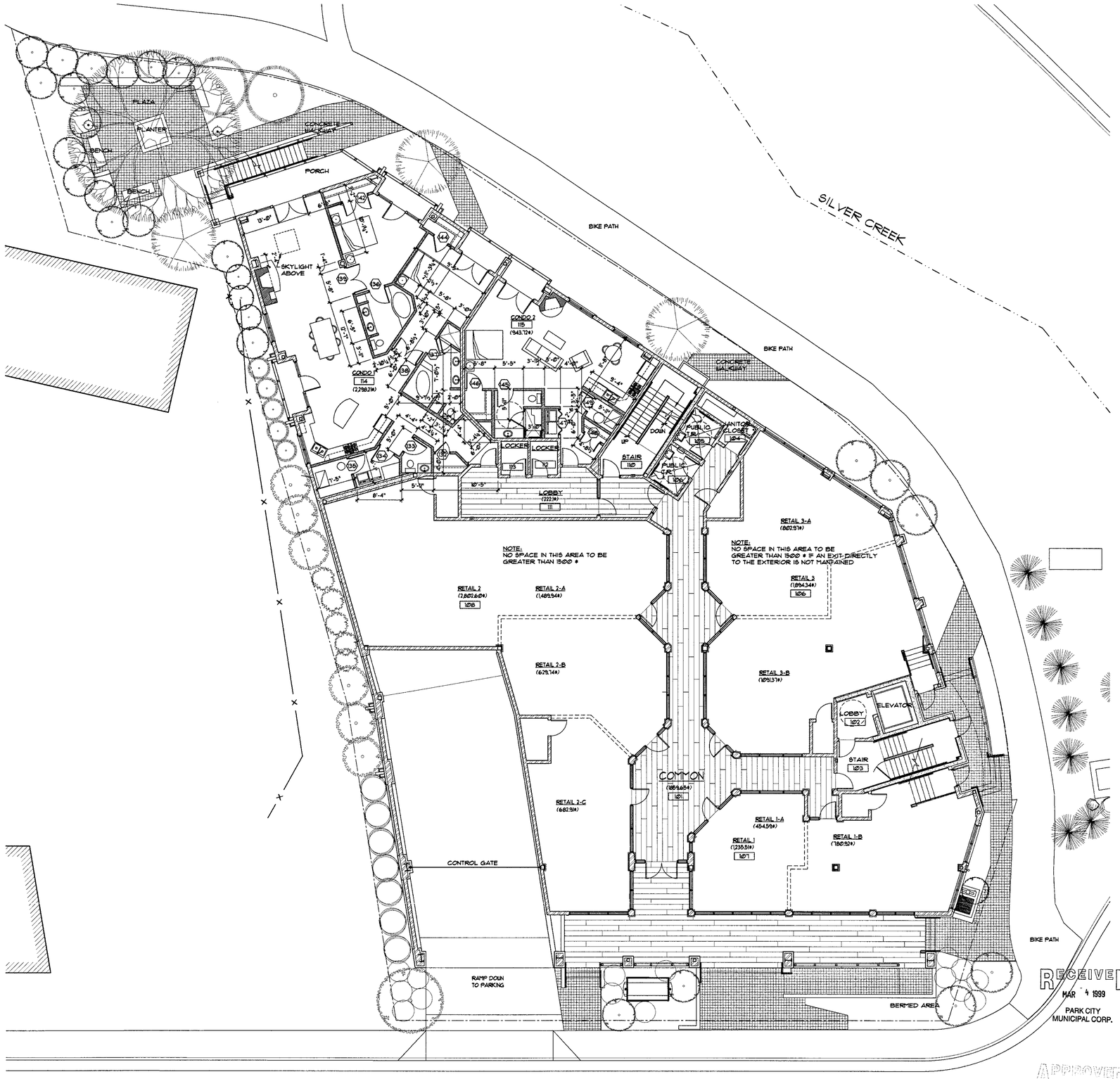


CONDOMINIUM FRAME TYPES





1 / A9.1 **DOOR JAMB DETAIL**
SCALE: 3" = 1'-0"



NORTH

MAIN/RETAIL LEVEL

SCALE: ⅛"=1'-0"

HEBER AVENUE

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POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A9.1

SHEET NAME: MAIN LEVEL CONDO PLANS

PROJECT NUMBER: 95015

DATE: August 12,1998

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CONDOMINIUM DOOR SCHEDULE

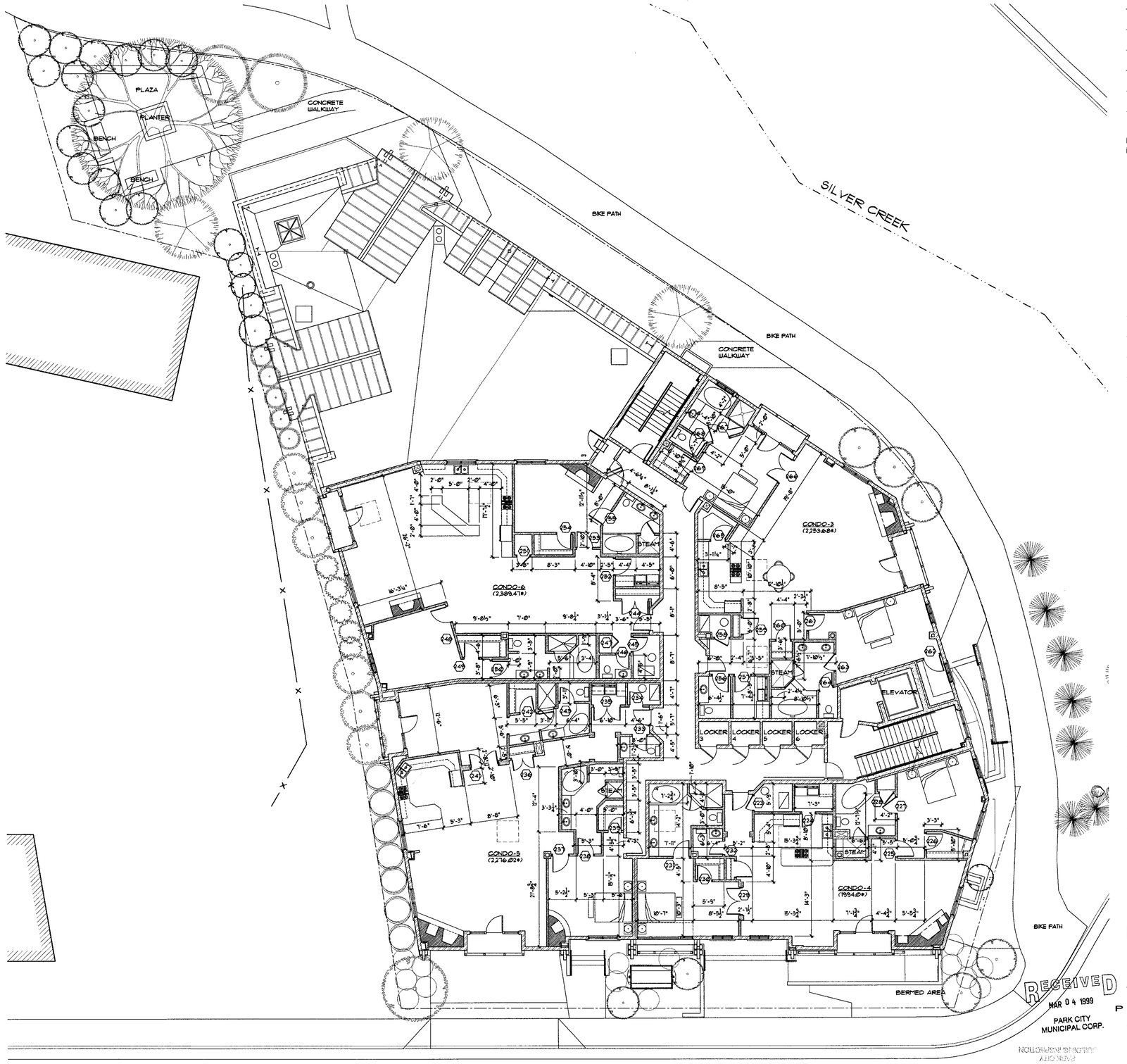
DOOR NUMBER	DOOR SIZE	FIRE RATING	DOOR TYPE	DOOR FINISH	FRAME TYPE	FRAME FINISH	DETAIL HEAD	DETAIL JAMB	DETAIL OTHER	THRESHOLD	HARDWARE GROUP	REMARKS	DOOR NUMBER
223	2'-8" x 7'-0"		Q					1/A9.1				LOCK	223
224	2'-6" x 7'-0"		Q					1/A9.1				PASSAGE	224
225	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	225
226	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	226
227	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	227
228	3'-4" x 7'-0"		N					1/A9.1					228
229	5'-0" x 7'-0"		T					1/A9.1				PRIVACY	229
230	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	230
231	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	231
232	2'-6" x 7'-0"		Q					1/A9.1				PRIVACY	232
233	2'-8" x 7'-0"		N					1/A9.1				PRIVACY	233
234	2'-6" x 7'-0"		Q					1/A9.1				LOCK	234
235	5'-0" x 7'-0"		Q					1/A9.1				PASSAGE	235
236	4'-0" x 7'-0"		(2)Q					1/A9.1				PASSAGE	236
237	3'-0" x 7'-0"		P					1/A9.1				PRIVACY	237
238	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	238
239	2'-6" x 7'-0"		Q					1/A9.1				PASSAGE	239
240	NOT USED	NOT USED	NOT USED		NOT USED		NOT USED	NOT USED		NOT USED	NOT USED	NOT USED	240
241	5'-0" x 7'-0"		T					1/A9.1				PRIVACY	241
242	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	242
243	2'-8" x 7'-0"		N					1/A9.1				PRIVACY	243
244	5'-0" x 7'-0"		(2)Q					1/A9.1				PASSAGE	244
245	2'-8" x 7'-0"		Q					1/A9.1				LOCK	245
246	2'-6" x 7'-0"		N					1/A9.1				PRIVACY	246
247	3'-4" x 7'-0"		U					1/A9.1					247
248	3'-0" x 7'-0"		P					1/A9.1				PRIVACY	248
249	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	249
250	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	250
251	2'-4" x 7'-0"		Q					1/A9.1				PASSAGE	251
252	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	252
253	3'-0" x 7'-0"		P					1/A9.1				PRIVACY	253
254	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	254
255	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	255
256	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	256
257	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	257
258	2'-8" x 7'-0"		Q					1/A9.1				LOCK	258
259	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	259
260	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	260
261	3'-0" x 7'-0"		P					1/A9.1				PRIVACY	261
262	3'-0" x 7'-0"		Q					1/A9.1				PASSAGE	262
263	3'-0" x 7'-0"		N					1/A9.1				PASSAGE	263
264	2'-6" x 7'-0"		N					1/A9.1				PRIVACY	264
265	2'-8" x 7'-0"		Q					1/A9.1				PASSAGE	265
266	5'-0" x 7'-0"		T					1/A9.1				PRIVACY	266
267	3'-0" x 7'-0"		N					1/A9.1				PASSAGE	267
268	3'-0" x 7'-0"		N					1/A9.1				PRIVACY	268
269	3'-0" x 7'-0"		Q	STAIN	XX	STAIN		1/A9.1				PASSAGE	269

VERIFY WITH OWNER FOR THE DIFFERENT FLOOR MATERIAL TYPES & PREFERRED THRESHOLDS

VERIFY WITH OWNER FOR THE DIFFERENT FLOOR MATERIAL TYPES & PREFERRED THRESHOLDS

VERIFY WITH OWNER FOR THE DIFFERENT FLOOR MATERIAL TYPES & PREFERRED THRESHOLDS

NOTE:
SEE SHEET A9.1 FOR DOOR AND FRAME TYPES



NORTH

SECOND LEVEL

SCALE: 1/8"=1'-Ø"

HEBER AVENUE

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POISON CREEK MERCANTILE
255 HEBER AVENUE
PARK CITY, UTAH 84060

SHEET NUMBER: A9.2

SHEET NAME: SECOND LEVEL CONDO PLANS

PROJECT NUMBER: 95015

DATE: August 12 1998

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Planning Commission
Staff Report

Subject: **6453 Silver Lake Drive**
Application: **PL-24-06225**
Author: **Jacob Klopfenstein, Planner I**
Date: **November 13, 2024**
Type of Item: **Plat Amendment**

Recommendation

The Applicant proposes a Plat Amendment for 6453 Silver Lake Drive to reflect existing conditions, which exceed the platted area of disturbance, and to increase the area of disturbance for an addition. Staff recommends the Planning Commission: (I) Review the Plat Amendment for 6453 Silver Lake Drive, (II) conduct a public hearing, and (III) consider approving the Plat Amendment, but only to reflect existing conditions, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Elizabeth Allen Martina Nelson, Applicant Representative
Location:	6453 Silver Lake Drive
Zoning District:	Residential Development
Adjacent Land Uses:	Single-Family Dwellings, Ski Trail Easements
Reason for Review:	The Planning Commission reviews and takes Final Action on Plat Amendments.[1]

LMC	Land Management Code
MPD	Master Planned Development
RD	Residential Development
SFD	Single-Family Dwelling
SLO	Sensitive Land Overlay

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

Summary

The Applicant proposes a Plat Amendment to increase the area of disturbance for the 17,408-square-foot (0.4 acre) Lot from 2,919 square feet to 6,486 square feet (an increase of 3,567 square feet) to reflect built conditions and to accommodate a future addition to the Single-Family Dwelling (SFD).

[1] LMC § 15-1-8.

6453 Silver Lake Drive is Lot 28 in the Evergreen Subdivision and is within the Deer Valley Master Planned Development (MPD). The SFD was constructed in 1991 and was approved to be built outside the platted area of disturbance shown on the Evergreen Subdivision First Amended Plat (Exhibit D).

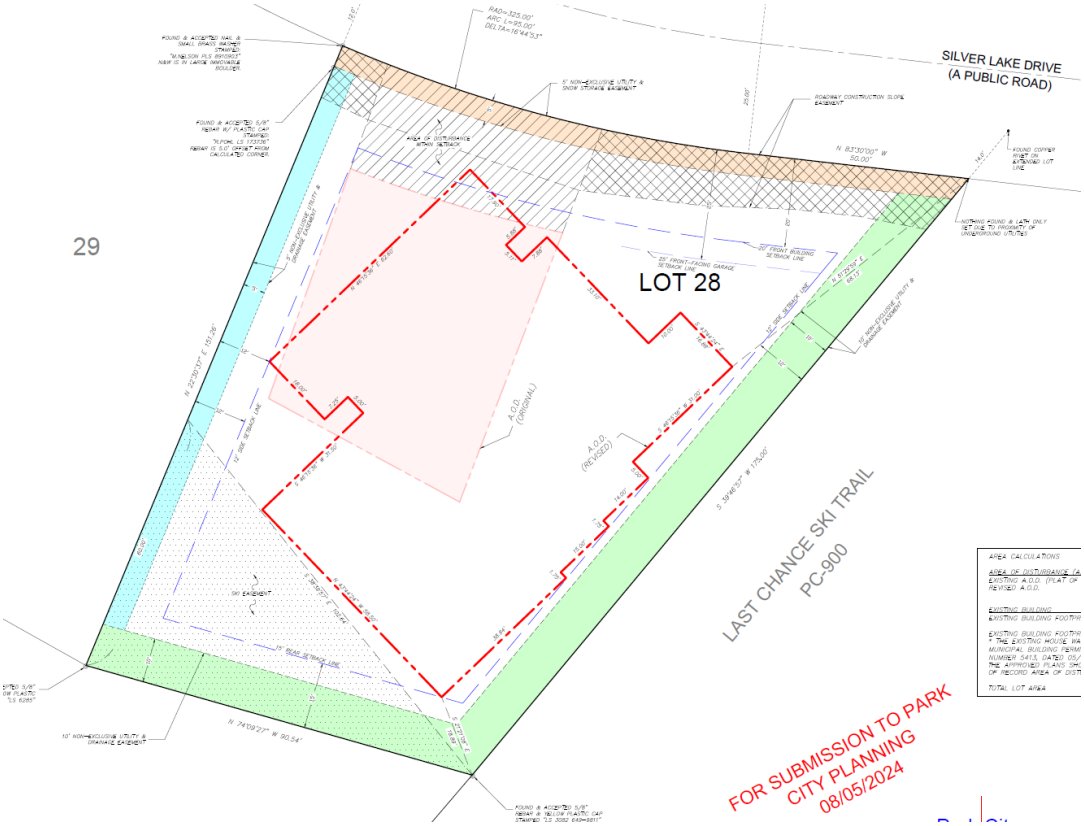


Figure 1: Applicant's proposed Plat Amendment for 6453 Silver Lake Drive. The area shaded in light pink represents the originally platted area of disturbance. The red dotted line represents the applicant's proposed area of disturbance, which accommodates the existing SFD and a proposed addition.



Figure 2: Front view of 6453 Silver Lake Drive.



Figure 3: Side view of 6453 Silver Lake Drive as viewed from the northwest. Red stakes mark the platted area of disturbance.

Background

The Evergreen Subdivision First Amended Plat created 36 Single-Family Lots and was recorded with the Summit County Recorder in May of 1988. The First Amended Plat establishes an area of disturbance for each Lot. Lot 28 (6453 Silver Lake Drive) includes an area of disturbance measuring approximately 50 feet wide and 55 feet long in the northwest portion of the Lot. A portion of the area of disturbance, measuring approximately 50 feet wide and 25 feet long, is located within the 25-foot Front Setback (indicated by the cross-hatched area in the photo below).

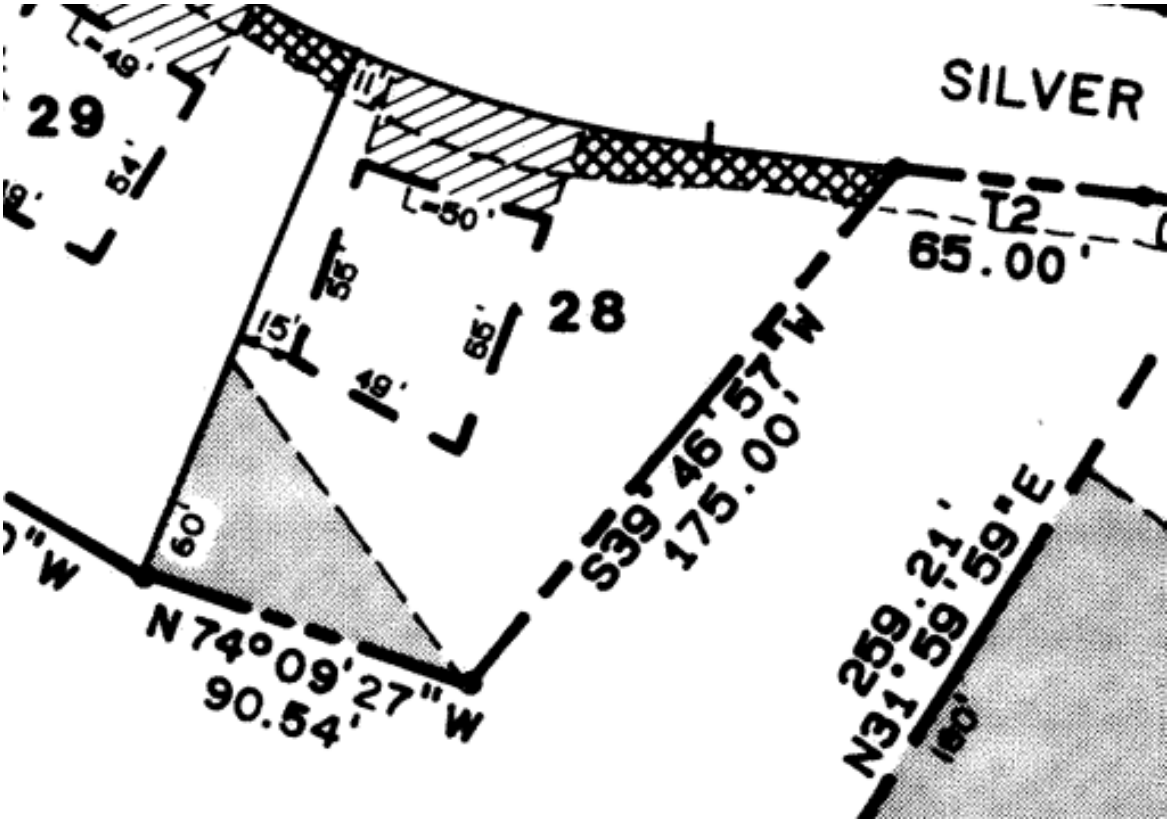


Figure 4: Excerpt from Evergreen Subdivision First Amended Plat showing area of disturbance on Lot 28 in the northwest portion of the Lot.

The SFD at 6453 Silver Lake Drive was approved through Building Permit #90-5116 in June 1990 and Permit #91-6008 in August 1991. Both permits approved construction of the SFD outside the platted area of disturbance.

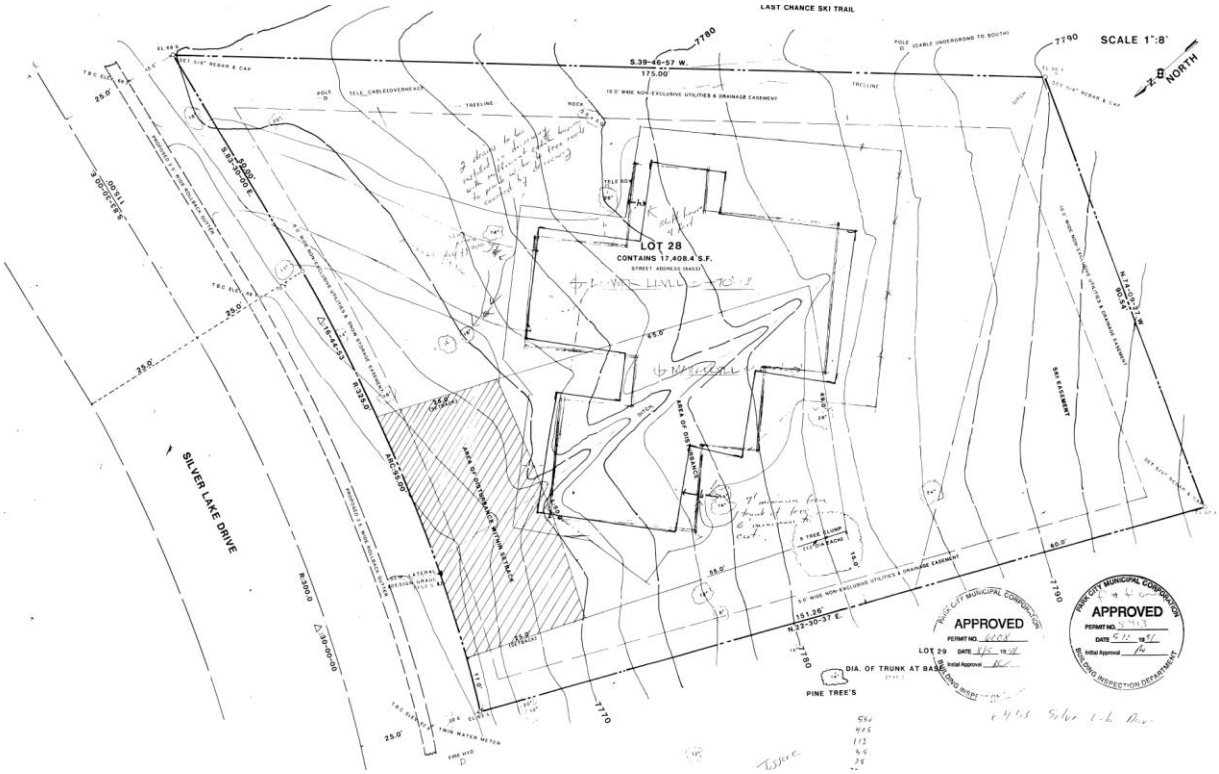


Figure 5: Excerpt from Building Permit #91-6008 approving construction of the SFD at 6453 Silver Lake Drive outside platted area of disturbance.

Building Permit records do not indicate why the SFD was approved outside of the platted area of disturbance. However, instructions written on Permit #90-5116 required retention of multiple existing trees on the property. The Applicant thinks the SFD may have been allowed to be built outside the platted area of disturbance to retain and protect the trees on the property.

Two areas of trees on the west side of the SFD that are marked on Building Permit #90-5116 for retention are not listed on the applicant's current existing conditions submittal (see Exhibit C, p. 10) and were removed at some point. Two areas of trees on the east side of the SFD that are marked on Building Permit #90-5116 for retention still exist at the site and would be impacted by the proposed expansion to the area of disturbance. An area of trees on the northwest portion of the Lot that are within the area of disturbance that lies within the Front Setback and is marked on Building Permit #90-5116 for retention would not be impacted by the Applicant's proposed expansion to the area of disturbance. Another area of trees on the north side of the SFD that is marked on Building Permit #90-5116 for retention would not be impacted by the Applicant's proposed expansion to the area of disturbance.



Figure 6: Notes written on Building Permit #90-5116 require retention of existing trees on the property at 6453 Silver Lake Drive.

SFDs on various other Lots within the Evergreen Subdivision were built outside the platted areas of disturbance:



Figure 7: Applicant's submittal showing platted area of disturbance (marked in red) overlaid with built conditions in the Evergreen Subdivision.

Ordinance No. 95-17 (Exhibit H), approved by City Council on April 27, 1995, amended the Evergreen Subdivision Plat to allow deviations to the area of disturbance to be reviewed and approved by the Evergreen Architectural Committee (see Exhibit E, Evergreen Subdivision Amendment to the Amended Plat). This ordinance defined the area of disturbance as representing "the boundary in which all building and associated construction disturbance shall occur" (see Exhibit H).

The Applicant has not been able to contact the Evergreen Architectural Committee, and it appears the committee disbanded sometime after 2021. While the Evergreen Subdivision Amendment allowed for the Evergreen Architectural Committee to approve deviations to the area of disturbance, it did not allow for the Committee to approve expansions of the area of disturbance. Property owners requesting an expansion to the area of disturbance have been required to complete a Plat Amendment. Pursuant to Land Management Code § 15-1-8, Plat Amendments, the expansion of the area of disturbance must be reviewed by the Planning Commission.

Two other lots in the Evergreen Subdivision completed Plat Amendments to expand the area of disturbance: Lot 2 of the Evergreen Subdivision, 7008 Silver Lake Drive (Meeting Packet, Item 6.E; Meeting Minutes, p. 19-26) and Lot 1 of the Evergreen Subdivision, 7058 Silver Lake Drive (City Council Meeting Packet, Item VI-3; Meeting Minutes, p. 7).

The applicant for 7058 Silver Lake Drive obtained approval from the Evergreen Architectural Committee in 2020 to adjust the platted area of disturbance. The applicant for 7008 Silver Lake Drive was not able to contact the Evergreen Architectural Committee earlier in 2024 and noted that the property did not have an HOA when the property owner purchased it.

Analysis

(I) The Plat Amendment proposal, as conditioned, complies with the requirements of the Residential Development (RD) Zoning District.

Pursuant to LMC § 15-2.13-2(A), SFDs are an allowed use within the RD Zoning District.

Pursuant to LMC § 15-2.13-3 and LMC § 15-2.13-4, the following Lot and Site Requirements and Building Height standards apply:

Requirement	Analysis of Proposal
Front Setback: 20 feet required, 25 feet for front-facing garages for Single-Family and Duplex Dwellings	**Condition of Approval recommended:** The existing SFD does not encroach in the required 20-foot Front Setback and maintains a minimum 21.6-foot Setback from the Front Property Line. The existing front-facing garage maintains a 32-foot, 6-inch Setback

	from the Front Property Line and does not encroach in the required 25-foot Setback for front-facing garages. Staff recommends Condition of Approval 1 requiring that new construction shall comply with RD Zoning District Lot and Site Requirements.
Side Setback: 12 feet required	**Complies:** The existing SFD does not encroach into the 12-foot Side Setback and maintains an 18-foot Setback on the east side of the Lot and a 24-foot Setback on the west side of the Lot. The proposed area of disturbance maintains a 12-foot Side Setback on each side of the Lot.
Rear Setback: 15 feet required	**Complies:** The existing SFD does not encroach into the 15-foot Rear Setback and maintains a minimum 45-foot Setback from the Rear Property Line. The proposed area of disturbance would maintain a minimum 15-foot Rear Setback and would not allow development within the ski easement.
Building Height: 28 feet maximum from Existing Grade, or 33 feet maximum from Existing Grade with a roof pitch of 4:12 or greater	**Condition of Approval recommended:** The existing SFD is approximately 39 feet, 8 inches from Existing Grade and includes a roof pitch of 5:12. This exceeds the maximum allowable Building Height in the RD Zoning District but was approved through Building Permit #91-6008. The April 25, 1991 edition of the LMC, which was in effect at the time of this Building Permit approval, stated that no building shall be erected to a height greater than 28 feet in the Residential Development Zone. Pursuant to LMC § 15-9-6(A), no Non-Complying Structure may be repaired, maintained, altered, or enlarged, unless such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure. Staff recommends Condition of Approval 2 requiring that the portions of the Single-Family Dwelling that exceed the RD Zoning District Building Height shall

	not be enlarged and requires that new construction comply with the RD Zoning District Building Height regulations.

(II) The proposed Plat Amendment complies, as conditioned, with the Sensitive Land Overlay (SLO) requirements outlined in LMC Chapter 15-2.21.

6453 Silver Lake Drive is within the SLO, and LMC § 15-2.21-3(A) requires applicants proposing development within the SLO to submit a sensitive lands analysis. However, the Deer Valley Resort 12th Amended Master Planned Development Permit Section E states that the density limitations of the SLO do not apply to Lots within the MPD because MPDs approved prior to the implementation of the SLO are considered vested in terms of density (Exhibit F). See Exhibit G for the Applicant's full sensitive lands analysis.

The Deer Valley MPD also states that site planning standards can be applied to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation, and building design standards do apply. These standards are presented below with analysis:

Requirement	Analysis of Proposal
Does not reduce vested density	**Complies:** Lot 28 of the Evergreen Subdivision is vested for one SFD. The Applicant does not propose reducing vested density. The existing SFD at 6453 Silver Lake Drive is proposed to remain.
Limits of disturbance	**Condition of Approval recommended:** Ordinance No. 95-17 (Exhibit H) defines the area of disturbance for the Evergreen Subdivision as representing "the boundary in which all building and associated construction disturbance shall occur." Staff recommends Condition of Approval 3 requiring all future construction to comply with the platted area of disturbance.
Vegetation	**Condition of Approval recommended:** The proposed expansion of the area of disturbance would impact at least two coniferous trees on the northeast side of the Lot. Building Permit #90-5116 indicated the trees in this area of the Lot should be retained. The applicant's preliminary design plans

	for the proposed SFD addition show a second garage on the northeast side of the Lot, which would likely require the trees to be removed. Staff recommends Condition of Approval 4 requiring any vegetation disturbed by construction to be replaced on site and requiring the applicant to seek Forestry Board approval if replacement on-site is not possible.
Building Design	**Conditions of Approval recommended:** Staff recommends Condition of Approval 1 requiring future construction to comply with all Front, Side, and Rear Setback requirements in effect at the time of Building Permit submittal. Staff recommends Condition of Approval 2 requiring that new construction shall comply with the Residential Development Zoning District Building Height regulations.

(III) The property includes easements that will not be impacted by the proposed Plat Amendment.

The southwest corner of the Lot at 6453 Silver Lake Drive includes a ski easement for the Deer Valley Last Chance trail. The applicant does not seek any changes to the ski easement.

Condition of Approval 7 prohibits any encroachments within the ski easement and any construction impacts to the ski easement.

The Lot also includes a 5-foot non-exclusive utility and drainage easement on the side Lot lines, as well as a 5-foot non-exclusive utility and snow storage easement along the front property line. The Applicant's proposed plat does not propose any changes to these easements on the Lot.

(IV) The Planning Commission must make a finding of Good Cause to approve the proposed Plat Amendment.

LMC § 15-7.1-6(C) requires the Planning Commission to find Good Cause to approve a Plat Amendment.

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."

No public street, Right-of-Way, or easement is vacated or amended with the proposed Plat Amendment.

Staff finds Good Cause to approve the Plat Amendment to reflect existing (built) conditions on the Lot. Amending the area of disturbance to reflect existing conditions promotes best planning practices by establishing an accurate record of the current Uses of the Site.

The Applicant requests the Planning Commission find further Good Cause to increase the platted area of disturbance 3,567 square feet to allow for a future addition to the SFD. See Exhibit C for the Applicant's full narrative regarding Good Cause.

Staff does not find Good Cause to approve the Plat Amendment to expand the platted area of disturbance beyond the built conditions of the Site to accommodate the applicant's proposed future addition to the Single-Family Dwelling.

Although the non-conforming height of the existing SFD was approved through Building Permit #91-6008, expanding the area of disturbance to accommodate the proposed future addition to the SFD does not resolve the non-conforming height of the existing SFD or mitigate the potential negative impacts of the existing SFD's non-conforming height.

(V) The Development Review Committee reviewed the proposal on September 3, 2024, and did not require Conditions of Approval.[2]

Department Review

The Planning Department and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on October 29, 2024. Staff mailed courtesy notice to property owners within 300 feet on October 30, 2024. The *Park Record* published courtesy notice on October 30, 2024.[3]

Public Input

Staff did not receive any public input at the time this report was published.

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[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

Alternatives

- The Planning Commission may approve the Plat Amendment to amend the platted area of disturbance to reflect existing conditions;
- The Planning Commission may deny the Plat Amendment and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain or uncertain.

Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Proposed Plat
Exhibit C: Applicant's Narrative and Supplemental Materials
Exhibit D: Evergreen Subdivision First Amended Plat
Exhibit E: Evergreen Subdivision Amendment to the Amended Plat
Exhibit F: Deer Valley Resort 12th Amended Master Planned Development Permit
Exhibit G: Sensitive Lands Analysis for 6453 Silver Lake Drive
Exhibit H: Ordinance No. 95-17

Planning Department

November 13, 2024

Martina Nelson
martina@pcsurveying.com

CC: Elizabeth Allen

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	6453 Silver Lake Drive
Zoning District:	Residential Development (RD)
Application:	Plat Amendment
Project Number:	PL-24-06225
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	November 13, 2024
Project Summary:	The Applicant Proposes a Plat Amendment to Revise the Platted Area of Disturbance to Reflect Existing Conditions and Accommodate a Future Addition to a Single-Family Dwelling in the Residential Development Zoning District.

Action Taken

On November 13, 2024, the Planning Commission conducted a public hearing and approved the Plat Amendment for 6453 Silver Lake Drive to amend the area of disturbance to reflect built conditions according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. 6453 Silver Lake Drive is a Single-Family Dwelling and is Lot 28 in the Evergreen Subdivision, which is within the Deer Valley Master Planned Development.
2. The applicant proposes a Plat Amendment to increase the platted area of disturbance on the Lot from 2,919 square feet to 6,486 square feet (an increase of 3,567 square feet) to reflect built conditions on the lot and to accommodate a future addition.

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3. The southwest corner of the Lot at 6453 Silver Lake Drive includes a ski easement for the Deer Valley Last Chance trail. The applicant does not seek any changes to the ski easement.
4. The Evergreen Subdivision First Amended Plat was recorded in May 1988 and established an area of disturbance for each Lot in the subdivision. Lot 28 includes an area of disturbance measuring approximately 50 feet wide and 55 feet long in the northwest portion of the Lot. A portion of this area of disturbance, measuring approximately 50 feet wide and 25 feet long, is located within the 25-foot Front Setback.
5. The Single-Family Dwelling at 6453 Silver Lake Drive was approved through Building Permit #90-5116 in June 1990 and Permit #91-6008 in August 1991. Both permits approved construction of the SFD outside the platted area of disturbance.
    a. Building Permit #90-5116 required retention of multiple existing trees on the property.
6. Ordinance No. 95-17, approved by City Council on April 27, 1995, amended the Evergreen Subdivision Plat to allow deviations to the area of disturbance to be reviewed and approved by the Evergreen Architectural Committee.
7. Ordinance No. 95-17 amended the Evergreen Subdivision Plat to add the following plat note: *"Note: The Area of Disturbance represents the boundary in which all building and associated construction disturbance shall occur. When the actual building footprint is established, the limits of construction disturbance shall be no greater than 15 feet beyond the foundation wall. The building footprint can shift within the Area of Disturbance. Driveway access to the Area of Disturbance shall be no wider than 20 feet. Deviations from the Area of Disturbance may and must be approved by the Evergreen Architectural Committee."*
8. The Applicant has not been able to contact the Evergreen Architectural Committee, and it appears the committee disbanded sometime after 2021.
9. Pursuant to Land Management Code (LMC) Section 15-1-8, Plat Amendments, proposals to expand platted areas of disturbance must be reviewed by the Planning Commission.
10. The Plat Amendment proposal, as conditioned, complies with the requirements of the Residential Development (RD) Zoning District.
    a. Pursuant to LMC § 15-2.13-2(A), Single-Family Dwellings are an allowed use within the RD Zoning District.

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b. No minimum or maximum home sizes are designated in the RD Zoning District.
c. A minimum 20-foot Front Setback is required in the RD Zoning District.
    i. The existing Single-Family Dwelling maintains a minimum 21.6-foot Setback from the Front Property Line.
    ii. The existing front-facing garage maintains a 32-foot, 6-inch Setback from the Front Property Line. Condition of Approval 1 requires new construction to comply with Residential Development Zoning District Lot and Site Requirements.
d. A minimum 12-foot Side Setback is required in the RD Zoning District.
    i. The existing Single-Family Dwelling maintains an 18-foot Setback on the east side of the Lot and a 24-foot Setback on the west side of the Lot.
e. A minimum 15-foot Rear Setback is required in the RD Zoning District.
    i. The existing Single-Family Dwelling maintains a minimum 45-foot Setback from the Rear Property Line.
f. The maximum Building Height within the RD Zoning District is 28 feet from Existing Grade, or 33 feet from Existing Grade with a roof pitch of 4:12 or greater.
    i. The existing dwelling is approximately 39 feet, 8 inches from Existing Grade and includes a roof pitch of 5:12. This height that exceeds the maximum allowable zone height was approved through Building Permit #91-6008.
    ii. The April 25, 1991 edition of the LMC, which was in effect when Building Permit #91-6008 was approved, stated that no building shall be erected to a height greater than 28 feet in the Residential Development Zone.
    iii. Pursuant to LMC Section 15-9-6(A), no Non-Complying Structure may be repaired, maintained, altered, or enlarged, unless such repair, maintenance, alteration, or enlargement shall neither create any new non-compliance nor shall increase the degree of the existing non-compliance of all or any part of such Structure.
    iv. Condition of Approval 2 requires that the portions of the Single-Family Dwelling that exceed the RD Zoning District Building Height shall not be enlarged and requires that new construction comply with the RD Zoning District Building Height regulations.

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11. The proposed Plat Amendment complies, as conditioned, with the Sensitive Land Overlay (SLO) requirements outlined in LMC Chapter 15-2.21.
    a. 6453 Silver Lake Drive is within the SLO, and LMC § 15-2.21-3(A) requires applicants proposing development within the SLO to submit a sensitive lands analysis.
    b. The Deer Valley Resort 12th Amended Master Planned Development Permit, Section E, states that the density limitations of the SLO do not apply to Lots within the MPD because MPDs approved prior to the implementation of the SLO are considered vested in terms of density.
    c. The Deer Valley MPD states that site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation, and building design standards do apply, pursuant to Section E of the Deer Valley Resort 12th Amended Master Planned Development Permit.
        i. The applicant does not propose reducing vested density. The existing Single-Family Dwelling at 6453 Silver Lake Drive is proposed to remain a Single-Family Dwelling.
        ii. Condition of Approval 3 requires future construction to comply with the platted area of disturbance.
        iii. Condition of Approval 4 requires any vegetation disturbed by construction to be replaced on site and requires the applicant to seek Forestry Board approval if replacement on-site is not possible.
        iv. Condition of Approval 1 requires new construction to comply with all requirements of Land Management Code Chapter 15-2.13 Residential Development Zoning District.
        v. Condition of Approval 2 requires that the portions of the Single-Family Dwelling that exceed Residential Development Zoning District Building Height shall not be enlarged, and that new construction shall comply with the Residential Development Zoning District Building Height regulations.
12. No public street, Right-of-Way, or easement is vacated or amended with the proposed Plat Amendment.
13. Land Management Code Section 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,

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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."

14. There is Good Cause to approve the Plat Amendment to amend the platted area of disturbance to reflect existing (built) conditions on the Lot. Amending the area of disturbance to reflect existing conditions promotes best planning practices by establishing an accurate record of the current Uses of the Site.
15. There is not Good Cause to approve the Plat Amendment to amend the platted area of disturbance beyond the built conditions to accommodate the applicant's proposed future addition. The proposed expanded area of disturbance does not resolve the non-conforming height of the existing structure or mitigate the potential negative impacts of the existing structure's non-conforming height.
16. The Development Review Committee reviewed the proposal on September 3, 2024 and did not require Conditions of Approval.
17. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on October 29, 2024. Staff mailed courtesy notice to property owners within 300 feet on October 30, 2024. The Park Record published courtesy notice on October 30, 2024.

Conclusions of Law

1. There is Good Cause for this Plat Amendment because it amends the area of disturbance to reflect built conditions.
2. The Plat Amendment is consistent with the Land Management Code, including LMC Chapter 15-2.13 Residential Development (RD) District, Chapter 15-2.13 Sensitive Land Overlay Zone (SLO) Regulations as it pertains to properties within the Deer Valley Master Planned Development, and § 15-7.1-3(B) Classification Of Subdivision – Plat Amendment.
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. New construction shall comply with all requirements of Land Management Code Chapter 15-2.13 Residential Development Zoning District.
2. The portions of the Single-Family Dwelling that exceed Residential Development Zoning District Building Height shall not be enlarged. New construction shall

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comply with the Residential Development Zoning District Building Height regulations.

3. All future construction on the Site shall comply with the platted area of disturbance.
4. Any vegetation disturbed by construction shall be replaced on site. The applicant shall seek Forestry Board approval if replacement of vegetation on-site is not possible.
5. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and these Conditions of Approval, prior to recordation of the plat.
6. The Applicant shall record this Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
7. Encroachments within the ski easement on the southwest corner of the Lot are prohibited. The ski easement shall not be impacted by future construction.

If you have questions or concerns regarding this Final Action Letter, please call (385) 481-2037 or email jacob.klopfenstein@parkcity.org.

Sincerely,

Sarah Hall, Chair
Planning Commission

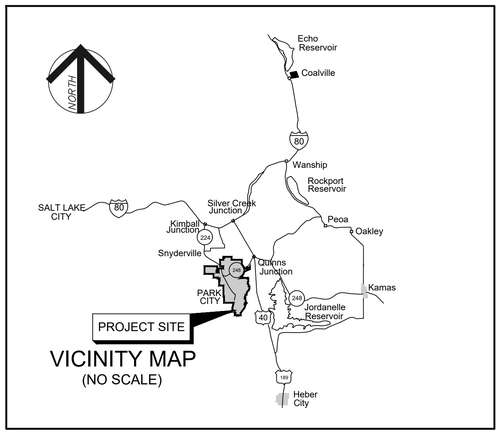
CC: Jacob Klopfenstein

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EVERGREEN LOT 28 THIRD AMENDED PLAT

LOT 28 OF THE AMENDED PLAT OF EVERGREEN SUBDIVISION LYING WITHIN THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN PARK CITY, SUMMIT COUNTY, UTAH

FOR SUBMISSION TO PARK CITY PLANNING 08/05/2024



VICINITY MAP
(NO SCALE)

LEGEND

AREA OF DISTURBANCE (ORIGINAL EVERGREEN PLAT OF RECORD.)

AREA OF DISTURBANCE (REVISED WITH THIS PLAT AMENDMENT)

SECTION CORNER TIE INFORMATION

21 / 22 — WEST QUARTER CORNER SECTION 22 T2S, R4E SLB&M

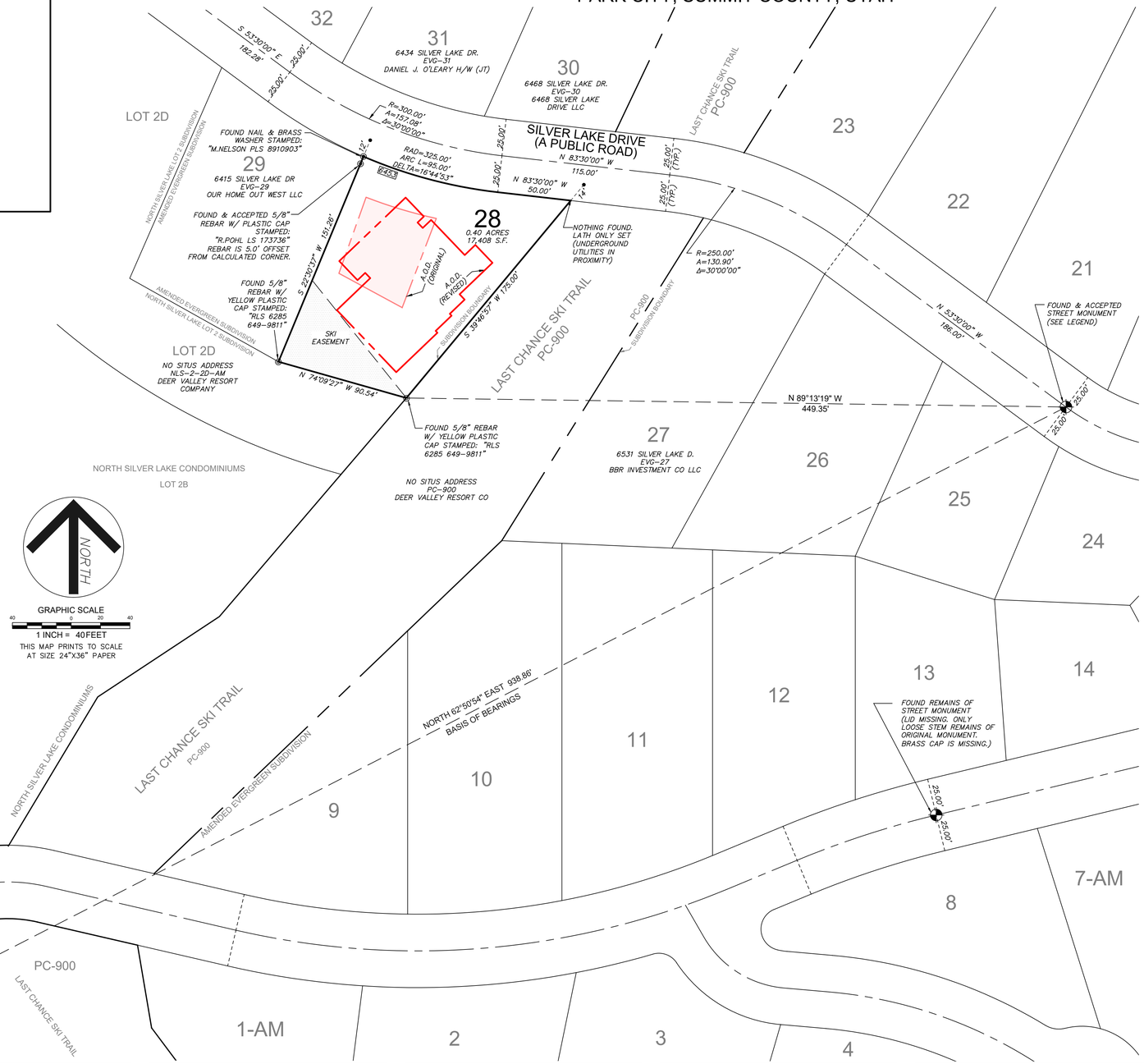
N 00°40'31" E

21 / 22 / 26 / 27 — SOUTHWEST CORNER SECTION 22, T2S, R4E SLB&M

N 37°52'44" E 2805.39'

STREET MONUMENT — PC-900

25.00' 25.00' — FOUND & ACCEPTED STREET MONUMENT (SEE SECTION TIE, LEFT)



PLAT NOTES

1. SEE RECORD OF SURVEY DATED 08/05/2024.
2. THIS PLAT IS SUBJECT TO THE CONDITIONS OF APPROVAL OF ORDINANCE 2024-_____.

LEGAL DESCRIPTION

LOT 28 OF THE AMENDED EVERGREEN SUBDIVISION, ON FILE AND OF RECORD AT THE SUMMIT COUNTY, UTAH RECORDER'S OFFICE, AND HEREAFTER TO BE KNOWN AS "EVERGREEN LOT 28 THIRD AMENDED PLAT."

CONTAINS 17,408 SQUARE FEET OR 0.40 ACRES.

CONTAINS 1 LOT.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT, ELIZABETH ALLEN ALSO KNOWN AS ELIZABTH MCCALEB ALLEN, THE UNDERSIGNED OWNER OF THE HEREIN DESCRIBED TRACT OF LAND, TO BE KNOWN HEREAFTER AS THE "EVERGREEN LOT 28 THIRD AMENDED PLAT", DO HEREBY CERTIFY THAT I HAVE CAUSED THIS PLAT TO BE PREPARED, AND DOES HEREBY CONSENT TO THE RECORDATION OF THIS PLAT.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET OUR HAND THIS _____ DAY OF _____, 20___.

_____
ELIZABETH ALLEN

ACKNOWLEDGMENT

STATE OF _____

COUNTY OF _____

ON THIS _____ DAY OF _____, 20___, _____, PERSONALLY APPEARED BEFORE ME, ELIZABETH ALLEN ALSO KNOWN AS ELIZABTH MCCALEB ALLEN, 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 THEY ARE THE LANDOWNERS, AND THAT SAID DOCUMENT WAS SIGNED BY THEM, AND THEY ACKNOWLEDGED TO ME THAT THEY EXECUTED THIS "EVERGREEN LOT 28 THIRD AMENDED PLAT."

SIGNATURE _____

A NOTARY PUBLIC COMMISSIONED IN _____

PRINTED NAME _____

RESIDING IN _____

MY COMMISSION EXPIRES: _____

COMMISSION NUMBER _____

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD LICENSE NUMBER 8910903 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT, I FURTHER CERTIFY THAT I HAVE COMPLETED A SURVEY AND HAVE REFERENCED A RECORD OF SURVEY MAP OF THE EXISTING PROPERTY BOUNDARIES IN ACCORDANCE WITH SECTION 17-23-17 AND HAVE VERIFIED THE BOUNDARY LOCATIONS AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT.

I DO FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNERS, I HAVE SUBDIVIDED SAID PROPERTY INTO LOTS AND STREETS, HEREAFTER TO BE KNOWN AS " EVERGREEN LOT 28 THIRD AMENDED PLAT".

PROFESSIONAL LAND SURVEYOR
No. 8910903
STATE OF UTAH
MARTINA NELSON

FOR SUBMISSION TO PARK CITY PLANNING 08/05/2024

AREA CALCULATIONS

AREA OF DISTURBANCE (A.O.D.)	SQUARE FEET
EXISTING A.O.D. (PLAT OF RECORD)	2919 S.F.
REVISED A.O.D.	6486 S.F.
EXISTING BUILDING	**SQUARE FEET**
EXISTING BUILDING FOOTPRINT (INCLUDING DECKS)	3462 S.F.
EXISTING BUILDING FOOTPRINT (BLDG ONLY)	2886 S.F. *
TOTAL LOT AREA	17,408 S.F. (0.40 AC.)

* THE EXISTING HOUSE WAS BUILT ACCORDING TO APPROVED PARK CITY MUNICIPAL BUILDING PERMIT NUMBER 6008, DATED 08/1991 AND PERMIT NUMBER 5413, DATED 05/1991.
THE APPROVED PLANS SHOW THE HOUSE AND DRIVEWAY OUTSIDE THE PLAT OF RECORD AREA OF DISTURBANCE.

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
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SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PARK CITY PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL & ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 20___.	APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS _____ DAY OF _____, 20___.	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 20___.	APPROVED AS TO FORM THIS _____ DAY OF _____, 20___.	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ___ DAY OF _____, 20___.	I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 20___	APPROVED THIS _____ DAY OF _____, 20___.	ENTRY NUMBER: _____ BOOK _____ PAGE: _____ STATE OF UTAH, COUNTY OF _____ DATE: _____ TIME: _____ FEE PAID: _____ RECORDED AND FILED AT THE REQUEST OF:
_____ S.B.W.R.D. REPRESENTATIVE	_____ PLANNING COMMISSION CHAIRMAN	_____ PARK CITY ENGINEER	_____ PARK CITY ATTORNEY	_____ PARK CITY MAYOR	_____ PARK CITY RECORDER	_____ BY: JEFF WARD, GIS DIRECTOR SUMMIT COUNTY GIS COORDINATOR	_____ COUNTY RECORDER:

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EVERGREEN LOT 28 THIRD AMENDED PLAT

LOT 28 OF THE AMENDED PLAT OF EVERGREEN SUBDIVISION
LYING WITHIN THE NORTHWEST QUARTER OF
SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

NORTH

GRAPHIC SCALE
10 0 5 10
1 INCH = 10 FEET
THIS MAP PRINTS TO SCALE
AT SIZE 24"X36" PAPER

LEGEND

- BUILDING SETBACK LINE
- AREA OF DISTURBANCE (ORIGINAL EVERGREEN PLAT OF RECORD.)
- AREA OF DISTURBANCE (REVISED WITH THIS PLAT AMENDMENT)
- ROAD CONSTRUCTION SLOPE EASEMENT (EVERGREEN PLAT OF RECORD)
- AREA OF DISTURBANCE WITHIN SETBACK (EVERGREEN PLAT OF RECORD)
- SKI EASEMENT
- 10' NON-EXCLUSIVE UTILITIES & DRAINAGE EASEMENT
- 5' NON-EXCLUSIVE UTILITIES & DRAINAGE EASEMENT
- 5' NON-EXCLUSIVE UTILITIES & SNOW STORAGE EASEMENT (ALONG FRONT LOT LINES)

30

29

SILVER LAKE DRIVE
(A PUBLIC ROAD)

FOUND COPPER RIVET ON EXTENDED LOT LINE

FOUND & ACCEPTED NAIL & SMALL BRASS WASHER STAMPED: "M.NELSON PLS 8910903" N&W IS IN LARGE IMMOVABLE BOULDER.

FOUND & ACCEPTED 5/8" REBAR W/ PLASTIC CAP STAMPED: "R.POHL LS 173736" REBAR IS 5.0' OFFSET FROM CALCULATED CORNER.

RAD=325.00'
ARC L=95.00'
DELTA=16°44'53"

5' NON-EXCLUSIVE UTILITY & SNOW STORAGE EASEMENT

ROADWAY CONSTRUCTION SLOPE EASEMENT

AREA OF DISTURBANCE WITHIN SETBACK

N 83°30'00" W
50.00'

FOUND COPPER RIVET ON EXTENDED LOT LINE

NOTHING FOUND & LATH ONLY SET DUE TO PROXIMITY OF UNDERGROUND UTILITIES

5' NON-EXCLUSIVE UTILITY & DRAINAGE EASEMENT

N 22°30'37" E 151.26'

25' FRONT-FACING GARAGE SETBACK LINE

20' FRONT BUILDING SETBACK LINE

LOT 28

N 46°15'36" E 62.60'

S 46°15'36" W 31.50'

A.O.D. (ORIGINAL)

A.O.D. (REVISED)

S 46°15'36" W 31.00'

N 51°29'59" E
68.13'

12' SIDE SETBACK LINE

10' NON-EXCLUSIVE UTILITY & DRAINAGE EASEMENT

S 39°46'57" W 175.00'

SKI EASEMENT

S 38°39'27" E 102.64'

N 43°44'14" W 38.50'

15' REAR SETBACK LINE

N 74°09'27" W 90.54'

S 21°21'05" E
18.89'

FOUND & ACCEPTED 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "LS 6285"

10' NON-EXCLUSIVE UTILITY & DRAINAGE EASEMENT

FOUND & ACCEPTED 5/8" REBAR & YELLOW PLASTIC CAP STAMPED "LS 3082 649-9811"

LOT 2D

LAST CHANCE SKI TRAIL
PC-900

AREA CALCULATIONS

AREA OF DISTURBANCE (A.O.D.)	SQUARE FEET
EXISTING A.O.D. (PLAT OF RECORD)	2919 S.F.
REVISED A.O.D.	6486 S.F.

EXISTING BUILDING	SQUARE FEET
EXISTING BUILDING FOOTPRINT (INCLUDING DECKS)	3462 S.F.
EXISTING BUILDING FOOTPRINT (BLDG ONLY)	2886 S.F. *

* THE EXISTING HOUSE WAS BUILT ACCORDING TO APPROVED PARK CITY MUNICIPAL BUILDING PERMIT NUMBER 6008, DATED 08/1991 AND PERMIT NUMBER 5413, DATED 05/1991.
THE APPROVED PLANS SHOW THE HOUSE AND DRIVEWAY OUTSIDE THE PLAT OF RECORD AREA OF DISTURBANCE.

TOTAL LOT AREA 17,408 S.F. (0.40 AC.)

FOR SUBMISSION TO PARK CITY PLANNING
08/05/2024

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

SHEET 2 OF 2
08/05/2024

RECORDED

ENTRY NUMBER: _____
BOOk _____ PAGE: _____
STATE OF UTAH, COUNTY OF _____
DATE: _____ TIME: _____
FEE PAID: _____
RECORDED AND FILED AT THE REQUEST OF:

_____
COUNTY RECORDER:

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Park City Surveying
P.O. Box 682993
Park City, UT 84068
(435)649-2918
(435)649-4637 fax

August 05, 2024

PLAT AMENDMENT
Lot 28 of the Amended Evergreen Subdivision
Site address: 6453 Silver Lake Dr. Park City, UT 84060
Summit County Parcel ID: EVG-28
Landowner: Ms. Elizabeth Allen

Purpose: To modify the Area of Disturbance envelope (AOD)

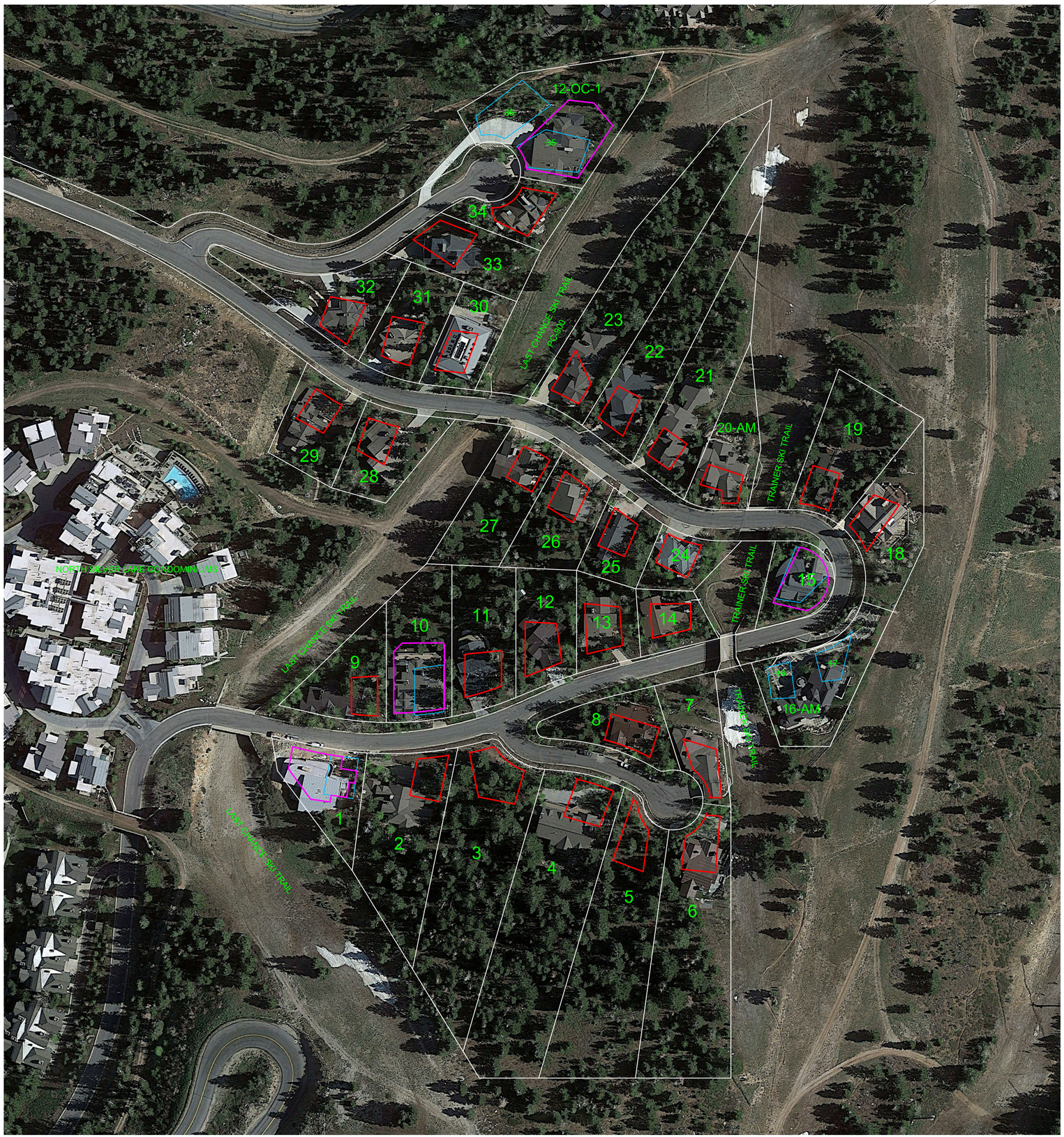
PROJECT DESCRIPTION
The purpose of this Plat Amendment is to enlarge the Area of Disturbance (AOD) envelope.
There is an existing house at this location.

There is Good Cause for this Plat Amendment:
1. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Plat Amendments.
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 of Approval, will not adversely affect the health, safety and welfare of the citizens of Park City.
4. No easements of record nor platted road rights-of-way will be altered or vacated with this Plat Amendment.
5. This Plat Amendment will not increase density.
6. This Plat Amendment is consistent with other Plat Amendments in Evergreen Subdivision.

Respectfully, and on behalf of landowner Elizabeht Allen,



Martina Nelson, P.L.S., Owner
Park City Surveying
martina@pcsurveying.com
Mobile 801-664-8099
Office 435-649-2918



EVERGREEN SUBDIVISION

AN EXHIBIT MAP SHOWING BUILT HOMES AND AREA OF DISTURBANCES PER PLATS OF RECORD

NORTH

GRAPHIC SCALE

80 0 40 80

1 INCH = 80FEET

THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

LEGEND

AREA OF DISTURBANCE (ORIGINAL EVERGREEN PLAT OF RECORD.)

AREA OF DISTURBANCE (REVISED WITH PRIOR PLAT AMENDMENT)

AREA OF DISTURBANCE (REMOVED WITH PRIOR PLAT AMENDMENT)

NARRATIVE

THIS MAP SHOWS THE AREAS OF DEVELOPMENT (AOD) PER THE ORIGINAL AMENDED EVERGREEN SUBDIVISION PLAT OF RECORD.

ENTRY 290308, RECORDED 05/17/1988.

SOME PLAT AMENDMENTS ON THE FOLLOWING LOTS HAVE GRAPHICALLY CHANGED THE AOD:

LOT 1
LOT 10
LOT 35–36

OTHER PLAT AMENDMENTS HAVE MODIFIED LOT BOUNDARIES AND/OR SKI EASEMENTS. NOT ALL PLAT AMENDMENTS SPEAK TO RECONFIGURING THE AOD ORIGINAL AMENDED EVERGREEN SUBDIVISION PLAT OF RECORD.

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435-649-2918
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THE INFORMATION CONTAINED HEREON CANNOT BE COPIED, DUPLICATED, OR COMMERCIALLY EXPLOITED IN WHOLE OR IN PART WITHOUT THE EXPRESSED WRITTEN PERMISSION OF PARK CITY SURVEYING.

SURVEYED BY: PCS
DRAFTED BY: MN
CHECKED BY: MN
DATE: AUGUST 05, 2024

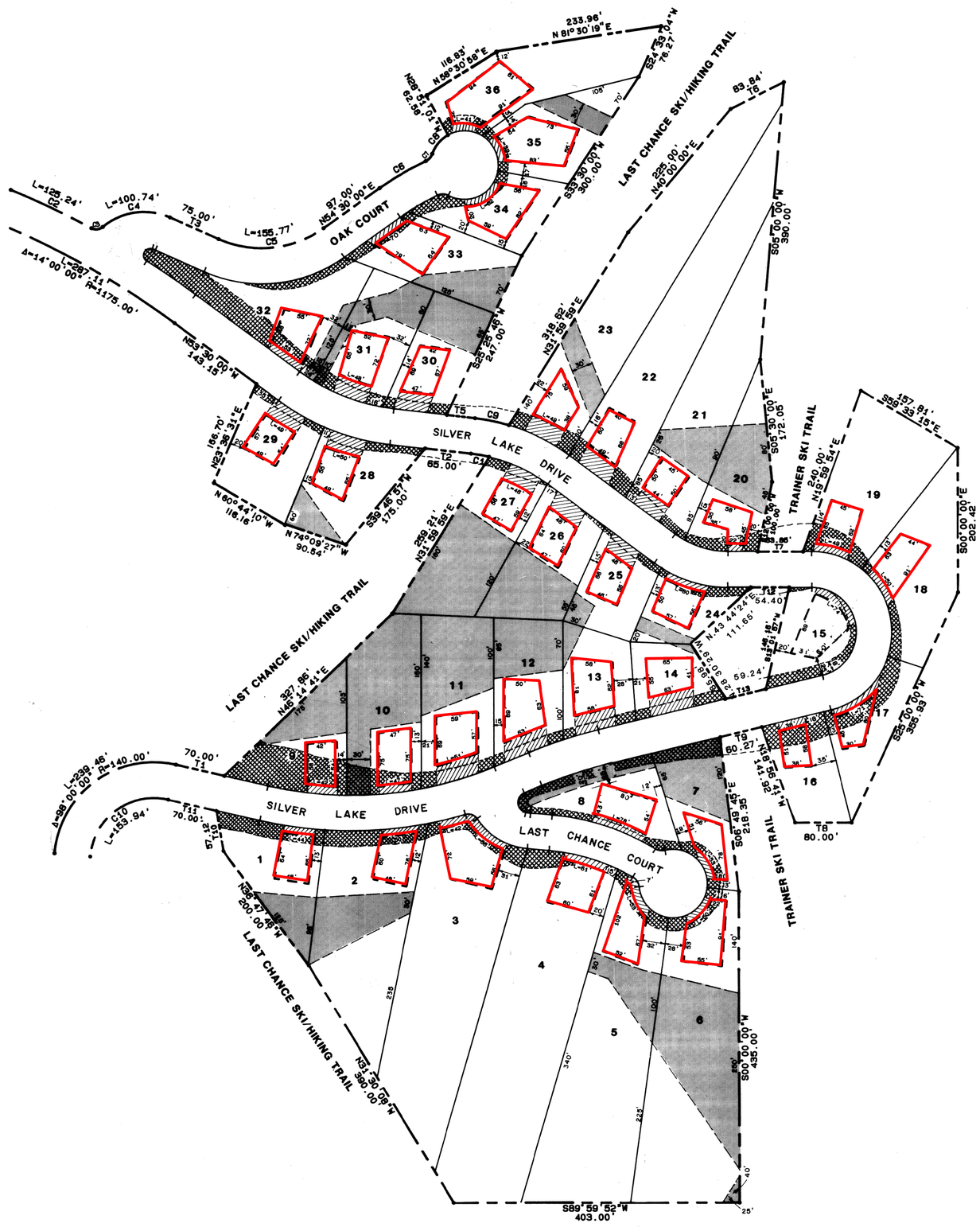
EVERGREEN SUBDIVISION
AREA OF DEVELOPMENT ENVELOPES

DWG: EVG - AOD W AERIAL.DWG

FOR: PCS

SHEET 1 OF 2

D:\Park City Surveying Dropbox\Park City Surveying Team Folder\ZDrive\S-T\Evergreen\Lots\Lot 28 PLAT AMENDMENT - E Allen\EVG - AOD w Aerial.dwg, 1, 8/6/2024 7:27:56 PM



EVERGREEN SUBDIVISION

AN EXHIBIT MAP SHOWING BUILT HOMES AND AREA OF DISTURBANCES PER PLATS OF RECORD

NORTH

GRAPHIC SCALE

80 0 40 80

1 INCH = 80FEET

THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

NARRATIVE

THIS MAP SHOWS THE AREAS OF DEVELOPMENT (AOD) PER THE ORIGINAL AMENDED EVERGREEN SUBDIVISION PLAT OF RECORD.

ENTRY 290308, RECORDED 05/17/1988.

THIS IS SHEET 2 OF 2 OF THE RECORDED PLAT.

OUTLINES IN RED ARE THE ORIGINAL AMENDED EVERGREEN SUBDIVISION AODs CALCULATED BY PARK CITY SURVEYING STAFF.

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SURVEYED BY: PCS
DRAFTED BY: MN
CHECKED BY: MN
DATE: AUGUST 05, 2024

EVERGREEN SUBDIVISION
AREA OF DEVELOPMENT ENVELOPES

DWG: EVG - AOD W AERIAL.DWG

FOR: PCS

SHEET 2 OF 2

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Park City, UT 84068
(435)649-2918
(435)649-4637 fax

August 05, 2024

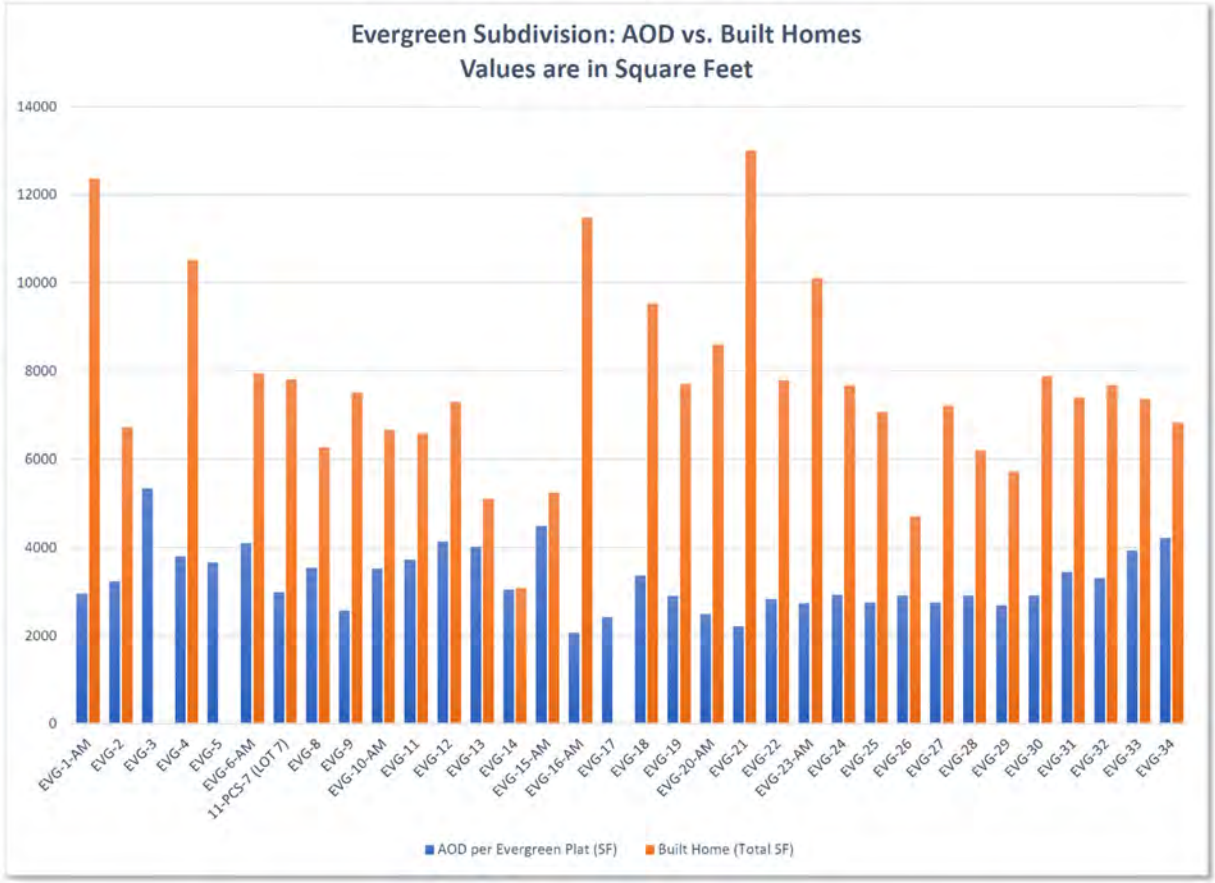
PLAT AMENDMENT
Lot 28 of the Amended Evergreen Subdivision
Site address: 6453 Silver Lake Dr. Park City, UT 84060
Summit County Parcel ID: EVG-28

REVIEW of AOD areas and prior Evergreen Plat Amendments

While we respect that each new Application to the city is reviewed on its own merits, we also considered these main elements in this Plat Amendment Application.

1. In our review of the Evergreen Subdivision, we found no houses built entirely within the Area of Disturbance (AOD) as shown on the Amended Evergreen Plat of record.

Here is a comparison of the *original AOD* per the Amended Evergreen Plat and the total SF of the *built homes*. We used the Summit County Assessor information. (Lots with no comparison are vacant lots.)



2. Park City Ordinance 2020-07 to create a Plat Amendment Entry 432561, recorded 06/30/1995, allows for the Evergreen Architectural Committee to review AOD deviations. This committee no longer exists. However, in that Ordinance, an ARC approval letter stated:

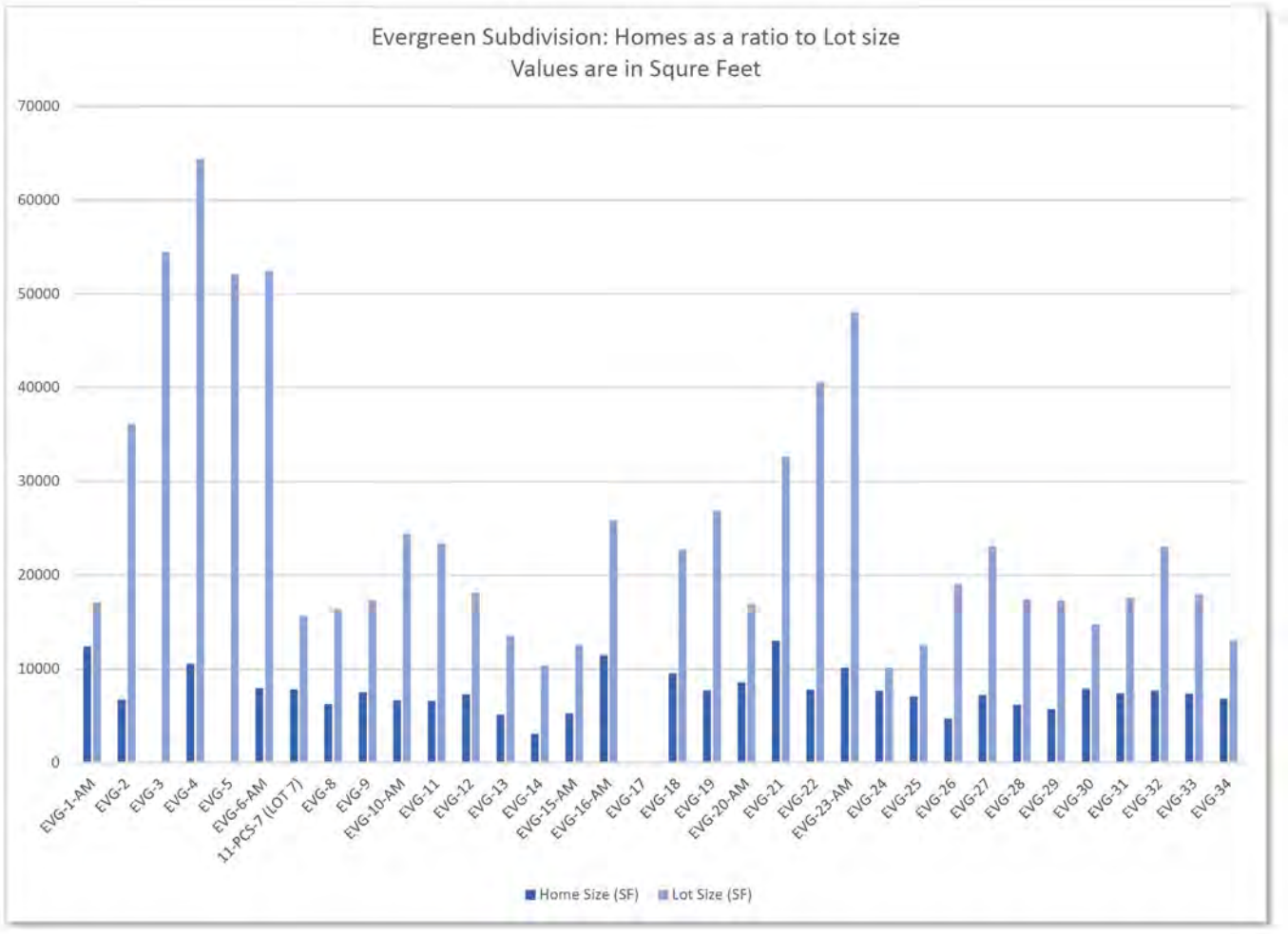
16. The approval letter requires the following two conditions of approval: (1) the building pad adjustment must not encroach upon the recorded ski easement; and (2) the proposed building pad must maintain all lot setbacks required by the Land Management Code.

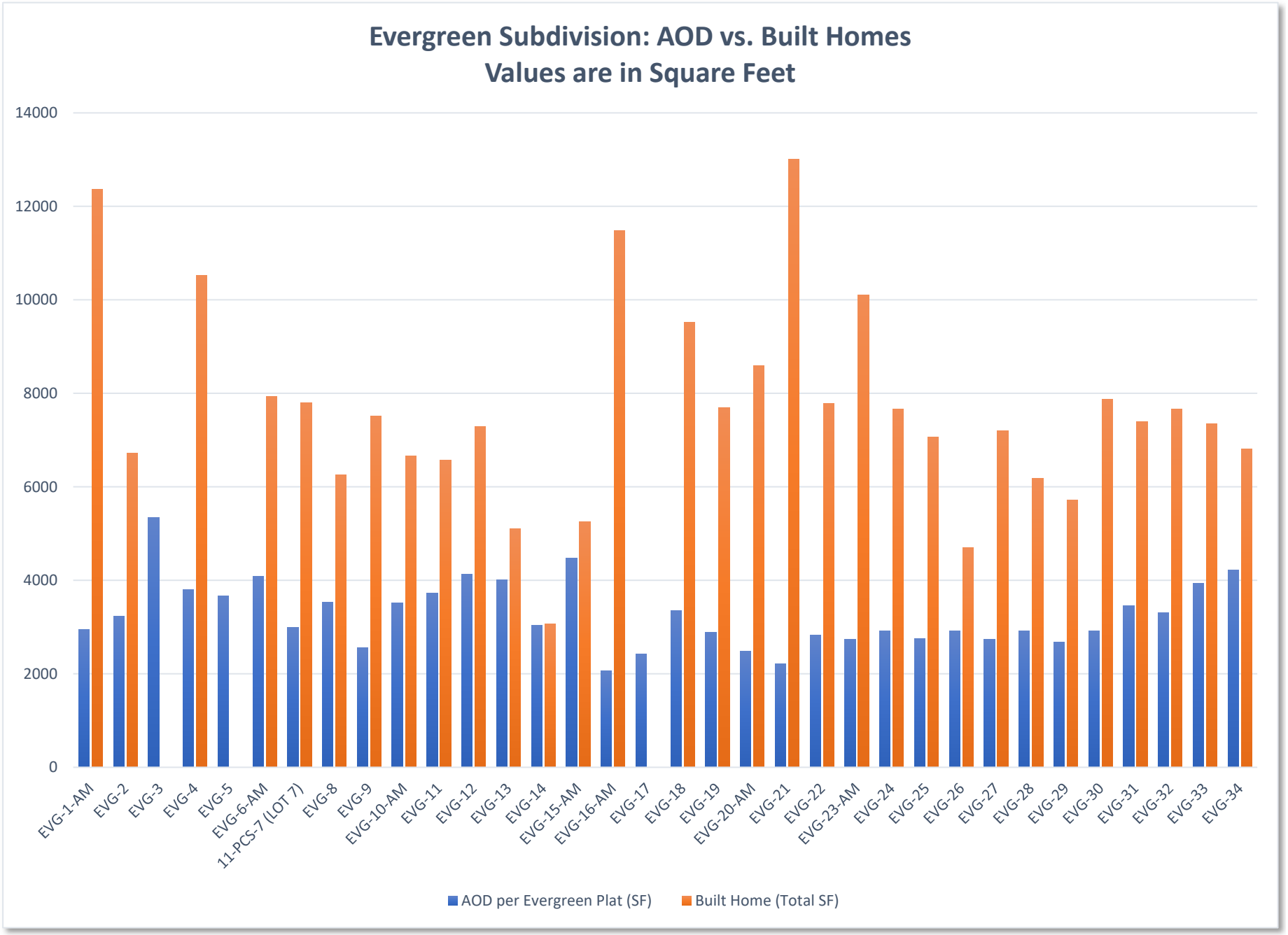
3. Prior Evergreen Plat Amendments provide direction regarding allowing larger AOD envelopes than shown on the original Amended Evergreen Plat. Many of these Plat Amendments occurred after houses were approved and built.

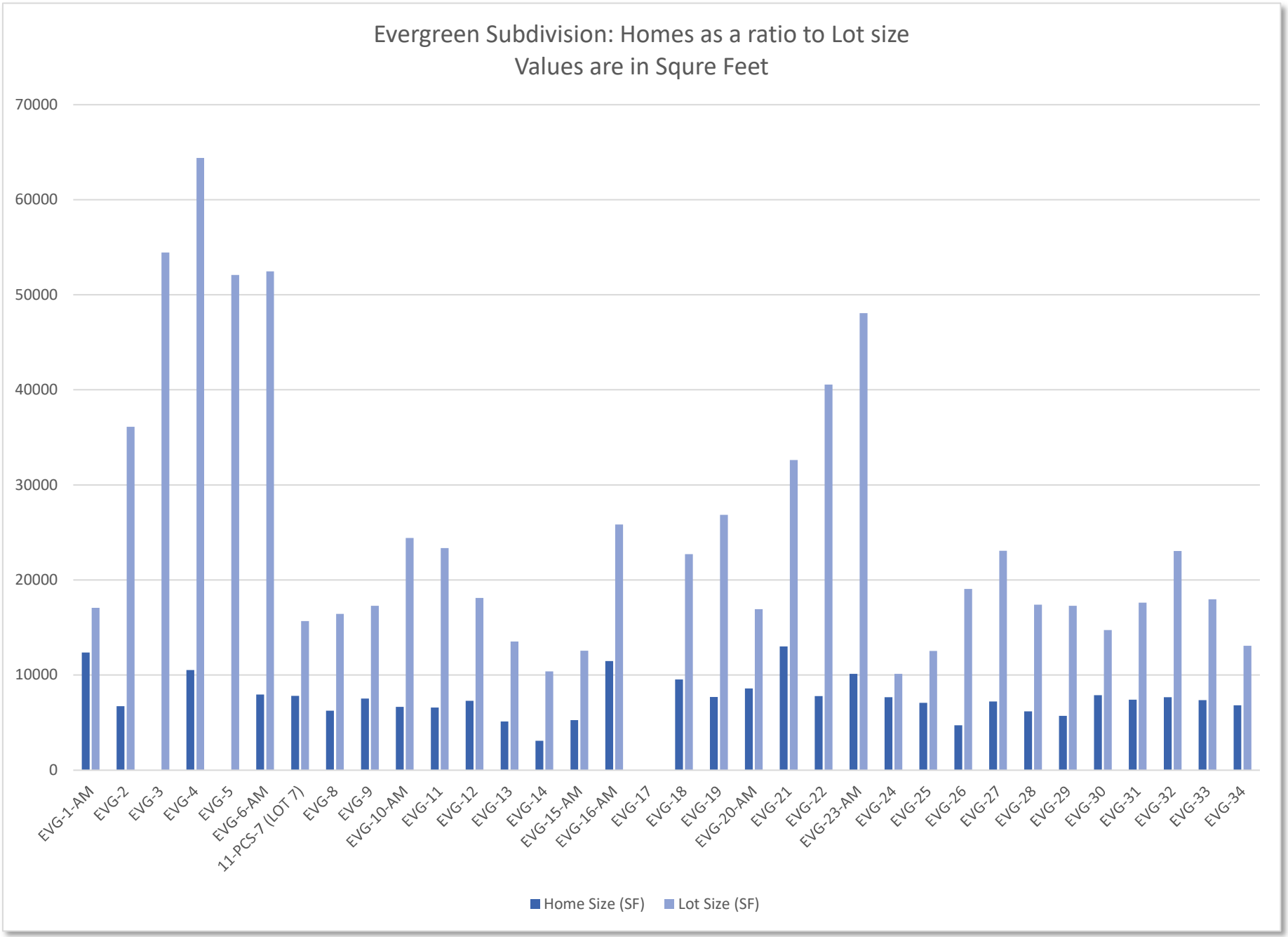
4. Approved by the Park City Planning Commission 04/10/2024, but not yet recorded, is a Plat Amendment on Lot 2. This Plat Amends the AOD from 3,756 SF to 10,566 SF. This change largely is to bring the built house into compliance with the AOD, and to allow for a small 585 SF addition.

5. Last, here is a comparison of Homes vs. Lot Size. While most if not all homes have been built larger than the AOD allows, there seems to be a reasonable ratio of homes to lot size.

Many of the larger lots have large areas of non-buildable ski easement areas. (Lots with no comparison are vacant lots or lots no longer existing after a Plat Amendment.)




Evergreen Subdivision: AOD vs. Built Homes
Values are in Square Feet
14000
12000
10000
8000
6000
4000
2000
0
EVG-1-AM
EVG-2
EVG-3
EVG-4
EVG-5
EVG-6-AM
11-PCS-7 (LOT 7)
EVG-8
EVG-9
EVG-10-AM
EVG-11
EVG-12
EVG-13
EVG-14
EVG-15-AM
EVG-16-AM
EVG-17
EVG-18
EVG-19
EVG-20-AM
EVG-21
EVG-22
EVG-23-AM
EVG-24
EVG-25
EVG-26
EVG-27
EVG-28
EVG-29
EVG-30
EVG-31
EVG-32
EVG-33
EVG-34
AOD per Evergreen Plat (SF)
Built Home (Total SF)


Evergreen Subdivision: Homes as a ratio to Lot size
Values are in Squre Feet
70000
60000
50000
40000
30000
20000
10000
0
EVG-1-AM
EVG-2
EVG-3
EVG-4
EVG-5
EVG-6-AM
11-PCS-7 (LOT 7)
EVG-8
EVG-9
EVG-10-AM
EVG-11
EVG-12
EVG-13
EVG-14
EVG-15-AM
EVG-16-AM
EVG-17
EVG-18
EVG-19
EVG-20-AM
EVG-21
EVG-22
EVG-23-AM
EVG-24
EVG-25
EVG-26
EVG-27
EVG-28
EVG-29
EVG-30
EVG-31
EVG-32
EVG-33
EVG-34
Home Size (SF)
Lot Size (SF)

RECORD OF SURVEY & EXISTING CONDITIONS MAP

LOT 28 OF THE AMENDED PLAT OF EVERGREEN LYING WITHIN THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST SALT LAKE BASE & MERIDIAN PARK CITY, SUMMIT COUNTY, UTAH

NARRATIVE:
THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARY LINES OF THE SUBJECT PROPERTY & TO LOCATE EXISTING CONDITIONS ON THE PROPERTY.

THIS SURVEY WAS REQUESTED BY THE CURRENT LANDOWNER, ELIZABETH ALLEN.

VERTICAL DATUM:
THE ELEVATION DATUM FOR THIS 2024 FIELD SURVEY IS USING THE SAME ASSUMED ELEVATION DATUM AS SURVEY S-7606, RECORDED 09/25/2012. THE REASON TO HOLD THIS ASSUMED DATUM IS TO MATCH THE ELEVATIONS OF THE EXISTING HOUSE AND LOT GROUND ELEVATIONS FROM THAT 2012 SURVEY.

FOR COMPARISON, HERE IS THE DIFFERENCE ON THE BENCHMARK SANITARY SEWER MANHOLE RIM.

SANITARY SEWER MANHOLE	LOT 28 (2012 SURVEY)	NAVD88 DATUM	DIFFERENCE
RIM ELEVATION	7766.4'	7764.8'	1.6'

NAVD 88 (NORTH AMERICAN VERTICAL DATUM)
VERTICAL N.G.S. BENCHMARK MONUMENT USED: CHISELED SQUARE 3.
PID LO0236
SUMMIT COUNTY, UTAH
USGS QUAD "PARK CITY EAST" (1955)
NAVD 88 ELEVATION (ORTHO): 6563.44'
THIS BENCHMARK IS ALONG THE RAIL TRAIL AND LIES WITHIN SUMMIT COUNTY PARCEL ID SS-64-A.

THIS SURVEY WAS GENERATED USING 2' (TWO FOOT) CONTOURS.

THE BASIS OF BEARINGS IS NORTH 62°50'54" EAST BETWEEN FOUND STREET MONUMENTS AS SHOWN HEREON. ALL BEARINGS AND DISTANCES SHOWN HEREON ARE THE EQUIVALENT OF RECORD, UNLESS NOTED.

EXISTING SURVEY MONUMENTS IN ADJACENT ROADWAYS AND LOTS WERE USED TO REESTABLISH THE PROPERTY CORNERS.

ALL FOUND PROPERTY MONUMENTS, STREET MONUMENTS, AND/OR PROPERTY LINE EXTENDED MONUMENTS ARE WITHIN 0.2' CALCULATED HORIZONTAL POSITION, UNLESS NOTED OTHERWISE.

ALL BEARINGS AND DISTANCES ON LOT LINES AND ROADWAY CENTERLINES ARE PER PLAT OF RECORD, UNLESS NOTED OTHERWISE.

SEE THE "AMENDED EVERGREEN SUBDIVISION" OF RECORD, ENTRY 290308, RECORDED 05/17/1988 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

AREAS OF DISTURBANCE (AOD) SHOWN HEREON IS PER THE SUBDIVISION PLAT OF RECORD.

EXISTING BUILDING LOCATION IS TO AS-BUILT LOCATION OF FINISHED SURFACES OF THE BUILDING WALL CORNERS. ACTUAL FOUNDATION LOCATION MAY DIFFER.

THE EXISTING HOUSE WAS BUILT ACCORDING TO APPROVED PARK CITY MUNICIPAL BUILDING PERMIT NUMBER 6008, DATED 08/1991 AND PERMIT NUMBER 5413, DATED 05/1991. THE APPROVED PLANS SHOW THE HOUSE AND DRIVEWAY OUTSIDE THE AREA OF DISTURBANCE.

RTK GPS AND ROBOTIC TOTAL STATION INSTRUMENTS WERE USED ON THIS SURVEY.

SURVEY COMPLETED: 06/17/2024.

SEE SAID OFFICIAL EVERGREEN AMENDED SUBDIVISION PLAT FOR ANY EASEMENTS, SETBACK REQUIREMENTS, BUILDING ENVELOPES AND BUILDING LOT RESTRICTIONS.
NOTE: OTHERS MAY APPLY.

ZONING: THIS PARCEL LIES WITHIN PARK CITY MUNICIPAL'S "RESIDENTIAL DENSITY" ZONE.
SOURCE: HTTPS://PARKCITY.MAPS.ARCGIS.COM/APPS/MAPVIEWER/INDEX.HTML?WEBMAP=AA328E9CFDFB4CBEBBE8A542ADDF9A03
SOURCE (REGULATIONS LMC 15-2.13)
HTTPS://PARKCITY.MUNICIPALCODEONLINE.COM/BOOK/PRINT?TYPE=ORDINANCES&NAME=15-2.13_ RESIDENTIAL_DEVELOPMENT_(RD)_DISTRICT
(RETRIEVED ON 02/27/2024 BY PARK CITY SURVEYING)

THE BUILDING REGULATIONS FOR THIS ZONE ARE AS FOLLOWS. THERE ARE EXCEPTIONS AND THE ZONE CODE SPECIFICS SHOULD BE REFERENCED.

SETBACK	DISTANCE
FRONT	20'
FRONT W/ FRONT FACING GARAGE	25'
SIDE	12'
REAR	15'
ALLOWABLE BUILDING HEIGHT	28'

THE OWNER OF THE PROPERTY SHOULD BE AWARE OF ANY ITEMS AFFECTING THE PROPERTY THAT MAY APPEAR IN A TITLE INSURANCE REPORT.

THE SURVEYOR HAS FOUND NO OBVIOUS EVIDENCE OF EASEMENTS, ENCROACHMENTS, OR ENCUMBRANCES ON THE PROPERTY SURVEYED, EXCEPT AS SHOWN HEREON.

EVIDENCE FOR THIS SURVEY WAS TAKEN FROM RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL FOUND EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

THIS SURVEY IS IN COMPLIANCE WITH GENERALLY ACCEPTED INDUSTRY STANDARDS OF ACCURACY IN THIS LOCALE.

LEGAL DESCRIPTION
LOT 28 OF AMENDED PLAT OF EVERGREEN, ON FILE AND OF RECORD AT THE SUMMIT COUNTY, UTAH RECORDER.

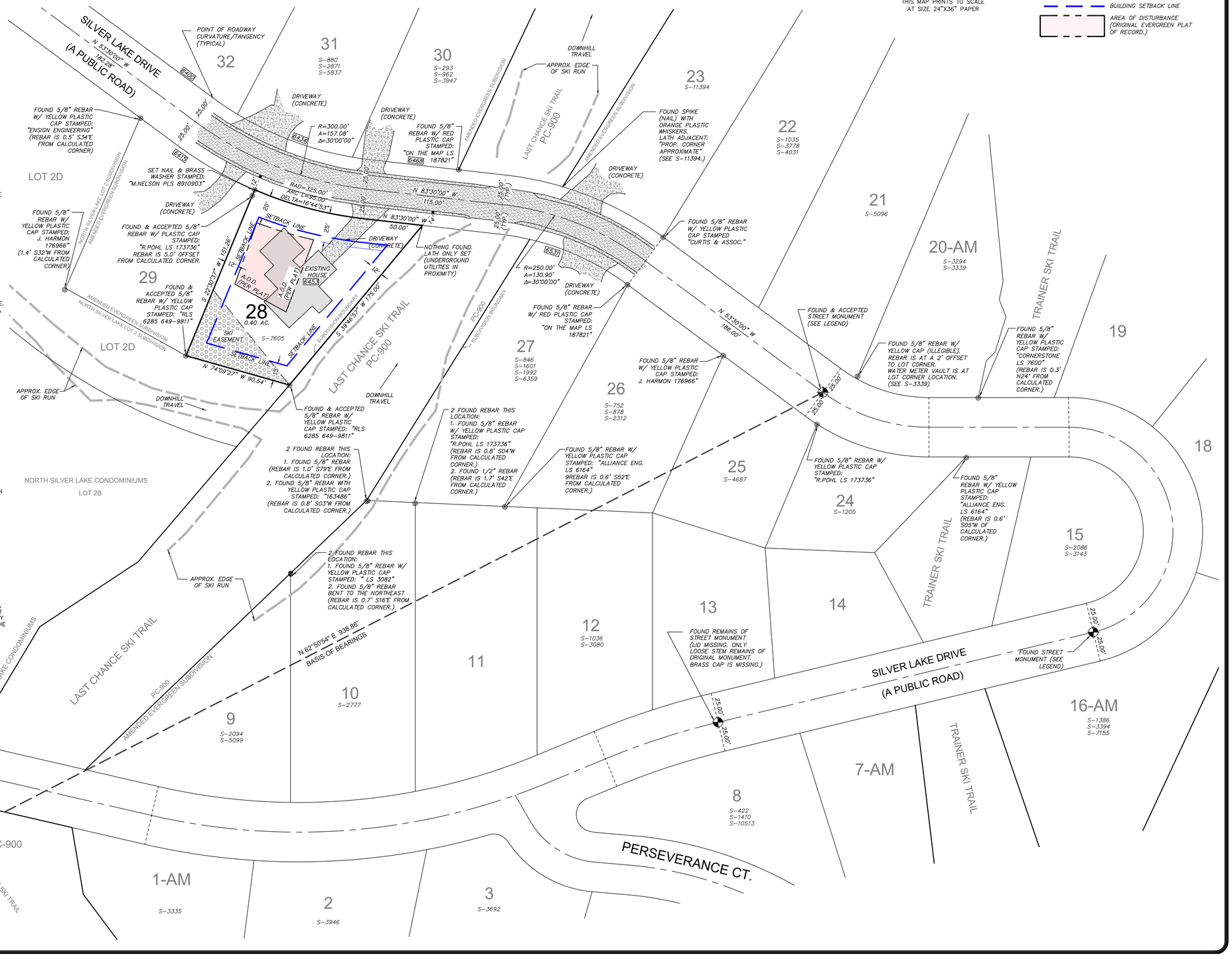
SEE ENTRY 290308, RECORDED 05/17/1988.

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR, AND THAT I HOLD LICENSE NUMBER 8910903, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND LAND SURVEYORS ACT; I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

PROFESSIONAL LAND SURVEYOR — No. 8910903 — MARTINA NELSON — 08/05/2024 — STATE OF UTAH

MARTINA NELSON
P.L.S. 8910903





LEGEND

- FOUND STREET MONUMENT: A BRASS CAP IN A CONCRETE BASE, ALL IN A ROUND STEEL CASING
- SET NAIL WITH SMALL BRASS WASHER STAMPED: "M.NELSON PLS 8910903"
- FOUND REBAR W/ CAP (AS DESCRIBED)
- SET METAL RIVET IN CURB
- 6453 ADDRESS
- S-1234 SURVEYS OF RECORD
- BUILDING SETBACK LINE
- AREA OF DISTURBANCE (ORIGINAL EVERGREEN PLAT OF RECORD.)

Park City Surveying
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Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

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SURVEYED BY: MN/AW
DRAFTED BY: MN
CHECKED BY: AW
DATE: AUGUST 05, 2024

RECORD OF SURVEY & EXISTING CONDITIONS MAP
LOT 28
AMENDED PLAT OF EVERGREEN SUBDIVISION

DWG: EVERGREEN 28 ROS-ASB 2024.dwg

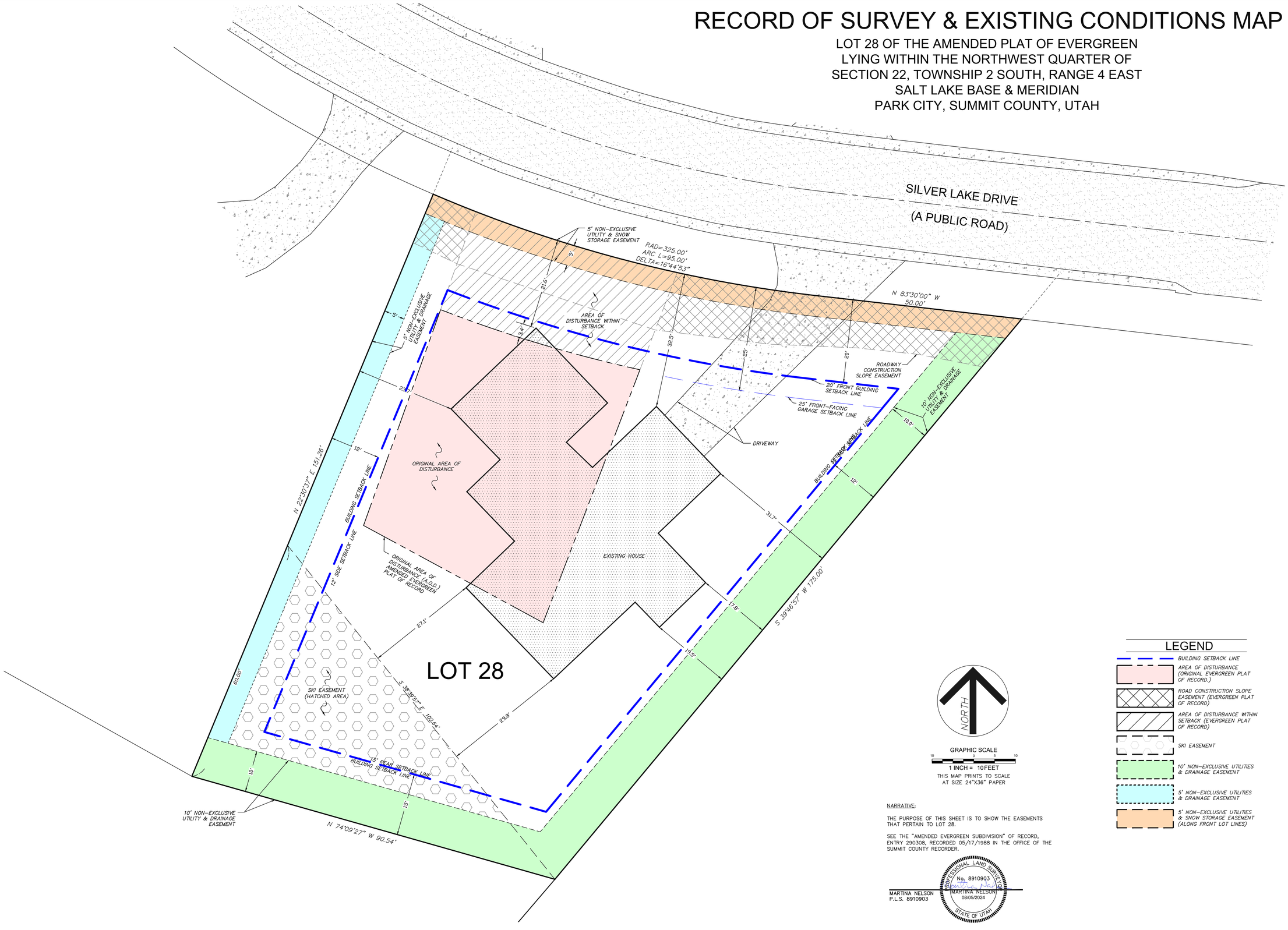
FOR: ELIZABETH ALLEN

SHEET 1 OF 3

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RECORD OF SURVEY & EXISTING CONDITIONS MAP

LOT 28 OF THE AMENDED PLAT OF EVERGREEN
LYING WITHIN THE NORTHWEST QUARTER OF
SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



NARRATIVE:

THE PURPOSE OF THIS SHEET IS TO SHOW THE EASEMENTS THAT PERTAIN TO LOT 28.

SEE THE "AMENDED EVERGREEN SUBDIVISION" OF RECORD, ENTRY 290308, RECORDED 05/17/1988 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

PROFESSIONAL LAND SURVEYOR
No. 8910903
MARTINA NELSON
08/05/2024
STATE OF UTAH

MARTINA NELSON
P.L.S. 8910903

LEGEND

- BUILDING SETBACK LINE
- AREA OF DISTURBANCE (ORIGINAL EVERGREEN PLAT OF RECORD.)
- ROAD CONSTRUCTION SLOPE EASEMENT (EVERGREEN PLAT OF RECORD)
- AREA OF DISTURBANCE WITHIN SETBACK (EVERGREEN PLAT OF RECORD)
- SKI EASEMENT
- 10' NON-EXCLUSIVE UTILITIES & DRAINAGE EASEMENT
- 5' NON-EXCLUSIVE UTILITIES & DRAINAGE EASEMENT
- 5' NON-EXCLUSIVE UTILITIES & SNOW STORAGE EASEMENT (ALONG FRONT LOT LINES)

Park City Surveying
PO Box 682993
Park City, UT 84068
435-649-2918
WWW.PARKCITYSURVEY.COM

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SURVEYED BY: MN/AW
DRAFTED BY: MN
CHECKED BY: AW
DATE: AUGUST 05, 2024

RECORD OF SURVEY & EXISTING CONDITIONS MAP
LOT 28
AMENDED PLAT OF EVERGREEN SUBDIVISION

FOR: ELIZABETH ALLEN

DWG: EVERGREEN 28 ROS-ASB 2024.dwg

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RECORD OF SURVEY & EXISTING CONDITIONS MAP

LOT 28 OF THE AMENDED PLAT OF EVERGREEN
LYING WITHIN THE NORTHWEST QUARTER OF
SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

NARRATIVE:

THE PURPOSE OF THIS SHEET IS TO SHOW THE EXISTING CONDITIONS.

CONTOURS SHOWN HEREON ARE AT 2' INTERVALS, WITH MAJOR CONTOURS AT 10' INTERVALS.

UNDERGROUND COMMUNICATIONS LINES WERE MARKED, BY OTHERS, BY UTAH 811. AS THE MARKS WERE VERY RECENT, WE FIELD LOCATED THEM AND SHOW THEM ON THIS SURVEY MAP.

UTAH 811 DESIGN MAP INFORMATION WAS RETRIEVED AS PART OF OUR SURVEY FOR LOT 28. FEEL FREE TO CONTACT PARK CITY SURVEYING FOR THIS USEFUL UNDERGROUND UTILITY MAPPING INFORMATION.

PROFESSIONAL LAND SURVEYOR
No. 8910903
MARTINA NELSON
08/05/2024
STATE OF UTAH

MARTINA NELSON
P.L.S. 8910903

ROOF RIDGE PEAKS SHOWN ARE AS VISIBLE FROM LOT 28. MORE ROOF PEAKS EXIST THAN THOSE SHOWN ON THIS MAP.

EXISTING HOUSE \6415 SILVER LAKE DR. EVG-29

FF (GARAGE): 7769.8'
RIDGE 7796.5'
RIDGE 7799.9'
RIDGE 7821.8'
FF: 7787.5'
RIDGE 7820.0'
7787.1'
RIDGE 7812.2'
FF: 7797.7'
WALK CONTINUES TO HOUSE

NORTH

GRAPHIC SCALE
10 0 5 10
1 INCH = 10FEET
THIS MAP PRINTS TO SCALE AT SIZE 24"X36" PAPER

CONCRETE DRIVEWAY
STORM DRAIN MANHOLE RIM ELEV: 7762.5'
BENCHMARK FOR LOT 28: SANITARY MANHOLE RIM ELEV: 7766.4'
FOUND 5/8" REBAR W/ RED PLASTIC CAP STAMPED: "ON THE MAP LS 187821"
SET NAIL & SMALL BRASS WASHER STAMPED: "M.NELSON PLS 8910903" SET IN LARGE IMMOVABLE BOULDER.
SET COPPER RIVET ON EXTENDED LOT LINE
FOUND & ACCEPTED 5/8" REBAR W/ PLASTIC CAP STAMPED: "R.POHL LS 173736" REBAR IS 5.0' OFFSET FROM CALCULATED CORNER.
5' NON-EXCLUSIVE UTILITY & SNOW STORAGE EASEMENT
RAD=325.00'
ARC L=95.00'
DELTA=16°44'53"
SILVER LAKE DRIVE
(A PUBLIC ROAD)
WATER MANHOLE RIM ELEV: 7771.0'
2.5' WIDE ROLLED CONCRETE CURB & GUTTER
N 83°30'00" W 50.00'
NOTHING FOUND & LATH ONLY SET DUE TO PROXIMITY OF UNDERGROUND UTILITIES
CONCRETE RETAINING WALL
28
6453
0.40 ACRES
17,408.40 SF (PLAT)
29
5' NON-EXCLUSIVE UTILITY DRAINAGE EASEMENT
LANDSCAPING/GRAVEL
STONE WALK
COLUMN
DECK (2ND STY.)
STEPS UP TO MAIN ENTRY
LANDSCAPE ROCKS
CONCRETE DRIVE
BOULDER (TYP.)
WILDLIFE STATUES
10' NON-EXCLUSIVE UTILITY & DRAINAGE EASEMENT
STACKED ROCK RETAINING WALL (TYP.)
1.5' DIA. WOOD POSTS
STEPS
DECK
FF (MAIN ENTRY): 7786.8'
FF (GARAGE): 7775.7'
ELEC. OUTLET (TYP.)
WILDLIFE STATUE
SETBACK LINE, BUILDING SETBACK LINE
APPROXIMATE EDGE OF SKI RUN
N 22°30'13" E 151.26'
BUILDING SETBACK LINE
AREA OF DISTURBANCE (PER ORIGINAL PLAT)
EXISTING HOUSE
FF (ONTO REAR STAIRS DOWN TO REAR YARD): 7790.7
FF (ONTO DECK): 7787.8'
S 39°46'57" W 175.00'
ROUND WOOD COLUMN (TYP)
HOT TUB
DECK SURFACE ELEV: 7787.6'
S 38°39'57" E 102.64'
SKI EASEMENT (HATCHED AREA)
UNDERGROUND COMMUNICATION UTILITIES (SEE NOTE IN NARRATIVE.)
N 74°09'27" W 90.54'
10' NON-EXCLUSIVE UTILITY & DRAINAGE EASEMENT
FOUND & ACCEPTED 5/8" REBAR W/ YELLOW PLASTIC CAP STAMPED: "LS 6285"
FOUND & ACCEPTED 5/8" REBAR & YELLOW PLASTIC CAP STAMPED "LS 3082 649-9811"
LAST CHANCE SKI TRAIL
PC-900

LEGEND

- SET NAIL WITH SMALL BRASS WASHER STAMPED: "M.NELSON PLS 8910903"
- FOUND REBAR W/ CAP (AS DESCRIBED)
- SET METAL RIVET IN CURB
- FIRE HYDRANT
- WATER VALVE
- WATER MANHOLE
- SANITARY SEWER MANHOLE
- STORM DRAIN MANHOLE
- CATCH BASIN
- UTILITY LATERAL
- WATER METER
- ELECTRIC METER
- ELECTRIC BOX/TRANSFORMER
- COMMUNICATIONS BOX
- SEWER CLEAN OUT
- OUTDOOR ELEC. OUTLET
- LAMP POST
- FLOOD LIGHT
- SAT. DISH
- IRRIGATION BOX
- GAS METER
- AC HVAC
- SIGN
- SETBACK LINE
- UTILITY POLE GUY WIRE
- 6453 ADDRESS
- 6500.0 EXISTING GROUND SPOT ELEVATION
- STACKED ROCK RETAINING WALL

TREE DIAMETER ANNOTATED TO EDGE OF DRIPLINE

- 5' CONIFEROUS TREE
- 5' DECIDUOUS TREE
- TREELINE

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SURVEYED BY: MN/AW
DRAFTED BY: MN
CHECKED BY: AW
DATE: AUGUST 05, 2024

RECORD OF SURVEY & EXISTING CONDITIONS MAP
LOT 28
AMENDED PLAT OF EVERGREEN SUBDIVISION

DWG: EVERGREEN 28 ROS-ASB 2024.dwg

FOR: ELIZABETH ALLEN

SHEET 3 OF 3

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SURVEYOR'S CERTIFICATE

I, James G. West, do hereby certify that I am a Registered Land Surveyor and that I hold Certificate No. 3082 as prescribed under the Laws of the State of Utah. I further certify that by authority of the owners, I have made a survey of the tract of land shown on this plat and described, and have subdivided said tract of land into lots and streets, hereafter to be known as Evergreen and that same has been correctly surveyed and staked on the ground as shown on this plat.

James G. West — May 14, 1988
James G. West — Date

NORTH

SCALE 1" : 100'

BOUNDARY DESCRIPTION

Beginning at a point which is North 1519.85 feet and East 830.77 feet from the southwest corner of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point being on the northerly right-of-way of Royal Street East as dedicated, said point also being on a 2275.83 foot radius curve to the left (center bears South 15° 34' 41" West 2275.83 feet of which the central angle is 00° 34' 52"); thence northwesterly along the arc of said curve and along said right-of-way 23.08 feet to a point on 797.95 foot radius curve to the right (center bears North 14° 59' 49" East 797.95 feet of which the central angle is 00° 08' 38"); thence northeasterly along said right-of-way of Royal Street East and along the arc of said curve 2.00 feet to a point on the northerly right-of-way of SILVER LAKE DRIVE the following eight calls being along said right-of-way;
1) thence North 20° 00' 00" East 15.00 feet to a point on a 95.00 foot radius curve to the right (center bears South 70° 00' 00" East 95.00 feet of which the central angle is 70° 00' 00");
2) thence northeasterly along the arc of said curve 116.06 feet to a point on a 200.17 foot radius curve to the left (center bears North 200.17 feet of which the central angle is 50° 00' 00");
3) thence northeasterly along the arc of said curve 174.68 feet;
4) thence North 40° 00' 00" East 59.61 feet to a point on a 499.69 foot radius curve to the left (center bears North 50° 00' 00" West 499.69 feet of which the central angle is 35° 00' 00");
5) thence northeasterly along the arc of said curve 305.24 feet;
6) thence North 05° 00' 00" East 285.00 feet to a point on a 140.00 foot radius curve to the left (center bears South 85° 00' 00" East 140.00 feet of which the central angle is 98° 00' 00");
7) thence northeasterly along the arc of said curve 239.46 feet;
8) thence South 77° 00' 00" East 70.00 feet;
thence North 46° 14' 41" East 327.87 feet;
thence North 32° 00' 00" East 259.20 feet to a point on the southerly right-of-way of SILVER LAKE DRIVE said point being on a 225.00 foot radius curve to left (center bears South 13° 10' 07" West 225.00 feet of which the central angle is 06° 40' 07") the following two calls being along said right-of-way;
1) thence northwesterly along the arc of said curve 26.19 feet;
2) thence North 83° 30' 00" West 65.00 feet;
thence South 39° 46' 57" West 175.00 feet;
thence North 74° 09' 21" West 90.54 feet; thence North 60° 44' 10" West 116.16 feet; thence North 23° 36' 31" East 156.70 feet, to a point on the southerly right-of-way of SILVER LAKE DRIVE the following nine calls being along said right-of-way;
1) thence North 53° 30' 00" West 143.15 feet to a point on a 1175.00 foot radius curve to the right (center bears South 36°30'00" West 1175.00 feet of which the central angle is 14°00'00");
2) thence northwesterly along the arc of said curve 287.11 feet;
3) thence North 67° 30' 00" West 178.98 feet to a point on a 265.00 foot radius to the left (center bears South 22° 30' 00" West 265.00 feet of which the central angle is 97° 30' 00");
4) thence southwesterly along the arc of said curve 450.95 feet;
5) thence South 15° 00' 00" West 378.08 feet to a point on a 475.00 foot radius curve to the left (center bears South 75° 00' 00" East 475.00 feet of which the central angle is 37° 00' 00");
6) thence southeasterly along the arc of said curve 306.74 feet;
7) thence South 22° 00' 00" East 428.60 feet to a point on a 95.00 foot radius curve to the right (center bears South 68° 00' 00" West 95.00 feet of which the central angle is 150° 15' 00");
8) thence southwesterly along the arc of said curve 249.12 feet;
9) thence North 51° 45' 00" West 12.86 feet to a point on the easterly right-of-way of ROYAL STREET as dedicated, said point also being on a 115.00 foot radius curve to the left (center bears North 38° 55' 50" West 115.00 feet of which the central angle is 25° 06' 43");
thence Northeasterly along the arc of said curve and said right-of-way 50.40 feet to a point on the northerly right-of-way of SILVER LAKE DRIVE the following eight calls being along said right-of-way:
1) thence South 51° 45' 00" East 12.63 feet to a point on a 45.00 foot radius curve to the left (center bears North 38° 15' 00" East 45.00 feet of which the central angle is 150° 15' 00");
2) thence northeasterly along the arc of said curve 118.00 feet;
3) thence North 22° 00' 00" West 428.60 feet to a point on a 525.00 foot radius curve to the right (center bears North 68° 00' 00" East 525.00 feet of which the central angle is 37° 00' 00");
4) thence northwesterly along the arc of said curve 339.03 feet;
5) thence North 15° 00' 00" East 378.08 feet to a point on a 315.00 foot radius curve to the right (center bears South 75° 00' 00" East 315.00 feet of which the central angle is 97° 30' 00");
6) thence northeasterly along the arc of said curve 536.03 feet;
7) thence South 67° 30' 00" East 178.98 feet to a point on a 1225.00 foot radius to the right (center bears South 22° 30' 00" West 1225.00 feet of which the central angle is 05° 51' 27");
8) thence southeasterly along the arc of said curve 125.24 feet to a point on the northerly right-of-way of Oak Court, said point also being on a 14.50 foot radius curve to the left (center bears North 28° 21' 27" East 14.50 feet of which the central angle is 68° 29' 28"), the following eight calls being along said northerly right-of-way;
1) thence northeasterly along the arc of said curve 17.33 feet to a point on a 90.00 foot radius curve to the right (center bears South 40° 08' 01" East 90.00 feet of which the central angle is 64° 08' 01");
2) thence northeasterly along the arc of said curve 100.74 feet;
3) thence South 66° 00' 00" East 75.00 feet to a point on a 150.00 foot radius curve to the left (center bears North 24° 00' 00" East 150.00 feet of which the central angle is 59° 30' 00");
4) thence northeasterly along the arc of said curve 155.77 feet;
5) thence North 54° 30' 00" East 97.00 feet to a point on a 400.00 foot radius curve to the right (center bears South 35° 30' 00" East 400.00 feet of which the central angle is 10° 46' 42");
6) thence northeasterly along the arc of said curve 75.25 feet to a point on a 17.50 foot radius curve to the left (center bears North 24° 43' 18" West 17.50 feet of which the central angle is 46° 01' 51");
7) thence northeasterly along the arc of said curve 14.06 feet to a point on a 400.00 foot radius curve to the right (center bears South 70° 45' 09" East 48.00 feet of which the central angle is 41° 54' 10");
8) thence northeasterly along the arc of said curve 35.10 feet; thence North 28° 51' 01" West 62.58 feet; thence North 58° 30' 58" East 116.83 feet;
Thence North 81° 30' 19" East 233.96 feet;
Thence South 24° 33' 04" West 76.27 feet;
thence South 33° 30' 00" West 300.00 feet;
thence South 25° 25' 46" West 247.00 feet to a point on the northerly right-of-way of Evergreen Drive, the following two calls being along said right-of-way;
1) thence South 83° 30' 00" East 40.00 feet to a point on a 275.00 foot radius curve to the right (center bears South 06° 30' 00" West 275.00 feet of which the central angle is 10° 11' 11");
2) thence southeasterly along the arc of said curve 48.89 feet;
thence North 32° 00' 00" East 318.62 feet;
thence North 43° 00' 00" East 225.00 feet;
thence North 63° 25' 24" East 83.84 feet;
thence South 05° 00' 00" West 390.00 feet;
thence South 05° 30' 00" East 172.05 feet;
thence South 12° 00' 00" West 100.00 feet to a point on the no.therly right-of-way of Evergreen Drive;
thence East 63.85 feet along said right-of-way; thence North 19° 59' 54" East 240.00 feet;
thence South 59° 33' 15" East 157.81 feet;
thence South 202.42 feet;
thence South 25° 00' 00" West 355.93 feet;
thence West 80.00 feet;
thence North 18° 56' 41" West 141.92 feet to a point on the southerly right-of-way of Evergreen Drive;
thence South 76° 30' 00" West 60.27 feet along said right-of-way;
thence South 06° 49' 45" East 218.35 feet;
thence South 435.00 feet;
thence South 89° 59' 52" West 403.00 feet;
thence North 31° 70' 08" West 390.00 feet;
thence North 36° 42' 46" West 200.00 feet;
thence North 09° 37' 00" West 57.12 feet to the southerly right-of-way of Evergreen Drive, the following eight calls being along said right-of-way:
1) thence North 77° 00' 00" West 70.00 feet to a point on a 90.00 foot radius curve to the left (center bears South 13° 00' 00" West 90.00 feet of which the central angle is 98° 00' 00");
2) thence southwesterly along the arc of said curve 153.94 feet;
3) thence South 05° 00' 00" West 285.00 feet to a point on a 549.69 foot radius curve to the right (center bears North 85° 00' 00" West 549.69 feet of which the central angle is 35° 00' 00");
4) thence southwesterly along the arc of said curve 335.79 feet;
5) thence South 40° 00' 00" West 59.61 feet to a point on a 250.17 foot radius curve to the right (center bears North 50° 00' 00" West 250.17 feet of which the central angle is 50° 00' 00");
6) thence southwesterly along the arc of said curve 218.32 feet to a point on a 45.00 foot radius curve to the left (center bears South 45.00 feet of which the central angle is 70° 00' 00");
7) thence southwesterly along the arc of said curve 54.98 feet;
8) thence South 20° 00' 00" West 11.14 feet ;o a point on the aforementioned northerly right-of-way of Royal Street East, said point also being on a 2275.83 foot radius curve to the left (center bears South 16° 12' 33" West 2275.83 feet of which the central angle is 00° 37' 52");
thence northwesterly along the arc of said curve and right-of-way 25.07 feet to the point of beginning.

Contains 27.89 acres, more or less.

Excepting therefrom the following parcel:

Beginning at a point which is North 2497.44 feet and East 2197.38 feet from the Southwest corner of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the northerly right-of-way line of Silver Lake Drive; thence North 28°30'29" West 85.975 feet; thence North 43°44'19" East 111.65 feet to a point on the southerly right-of-way line of Silver Lake Drive; thence East 54.40 feet along said right-of-way line; thence South 13°01'57" West 146.16 feet to a point on the northerly right-of-way line of Silver Lake Drive; thence South 76°30'00" West 59.24 feet along said right-of-way line to the point of beginning.

Contains 0.29 acres, more or less.

Total net acreage is 27.60 acres, more or less.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS: That Deer Valley Resort Company, a Utah Limited Partnership, the owner of the herein described tract of land, hereby causes the same to be divided into lots and streets, as set forth in the above plat, hereafter to be known as Evergreen, an amended subdivision, subject to the declaration of covenants, conditions and restrictions, and reservation of easements for Evergreen, an amended subdivision, which will be recorded in the offices of the County Recorder of Summit County, Utah, concurrently with the recording of this plat.

Also, the owner hereby dedicates to Park City Municipal Corporation, Snyderville Basin Sewer Improvement District, Park City Fire Protection District, and Summit County, a non-exclusive easement over the streets, driveways and utility easements shown on the this plat for the purpose of providing access for utility maintenances and to provide emergency services to said Evergreen.

EXECUTED this 16 day of MAY, 1988

DEER VALLEY RESORT COMPANY
BY ROYAL STREET OF UTAH, INC., General Partner

BY _____
Vice President

ACKNOWLEDGEMENT

STATE OF UTAH
COUNTY OF SUMMIT

On the 16th day of May, 1988, personally appeared before me Lawrence S. Stiers, who, being by me duly sworn, did say that he is the Vice President of Royal Street of Utah, Inc., a Utah Corporation, which is a General partner of Deer Valley Resort Company, a Utah Limited Partnership, and that the foregoing Owner's Dedication and Consent to Record was signed on behalf of said corporation and such general partner, and said Lawrence S. Stiers, duly acknowledged to me that this partnership executed the same.

Annis E. Woods
Notary Public
My Commission Expires 8-30-91
Residing at Park City, UT 84060

NOTARY PUBLIC ANNIS E. WOODS STATE OF UTAH

EAST 830.77'
EAST 1/4 COR. SEC. 21 T.2S., R.4E., S.L.B.&M. Alum. Cap
NORTH 1519.85'
N 00°00'31" E BASIS OF BEARING
SOUTHWEST COR. SEC. 22 T.2S., R.4E., S.L.B.&M. Brass Cap

SECTION TIE DETAIL

LEGEND

- 5/8" IRON ROD SET
- STREET MONUMENTS

CURVE DATA

NO.	DELTA	RADIUS	LENGTH
C1	0°34'52"	2275.83'	23.08'
C2	0°08'38"	797.95'	2.00'
C3	70°00'00"	95.00'	116.06'
C4	50°00'00"	200.17'	174.68'
C5	6°40'07"	225.00'	26.19'
C6	5°51'27"	1225.00'	125.24'
C7	150°15'00"	45.00'	118.00'
C8	98°00'00"	140.00'	239.46'
C9	68°29'28"	14.50'	17.33'
C10	64°08'01"	90.00'	100.74'
C11	59°30'00"	150.00'	155.77'
C12	10°46'42"	400.00'	75.25'
C13	46°01'51"	17.50'	14.06'
C14	41°54'10"	48.00'	35.10'
C15	60°52'09"	48.00'	50.99'
C16	35°00'00"	549.69'	335.79'
C17	7°49'51"	350.00'	47.84'
C18	63°43'50"	17.50'	16.41'
C19	8°04'31"	350.00'	12.68'
C20	98°00'00"	90.00'	153.94'
C21	98°00'00"	90.00'	153.94'
C22	0°37'52"	2275.83'	25.07'
C23	70°00'00"	70.00'	85.52'
C24	50°00'00"	685.00'	59.75'
C25	36°30'00"	150.00'	95.56'
C26	74°00'00"	85.00'	83.95'
C27	18°00'00"	378.00'	117.81'
C28	9°16'00"	575.00'	93.00'
C29	5°21'31"	575.00'	53.78'
C30	75°34'56"	14.50'	18.37'
C31	51°23'24"	95.00'	85.21'
C32	20°09'27"	285.00'	100.27'
C33	4°54'48"	285.00'	24.44'
C34	54°41'32"	17.50'	16.70'
C35	77°04'13"	48.00'	64.57'
C36	91°03'45"	48.00'	76.29'
C37	91°26'50"	48.00'	76.63'
C38	29°11'22"	48.00'	24.45'
C39	6°08'01"	347.52'	37.21'
C40	9°31'13"	45.00'	8.69'
C41	143°58'00"	14.50'	36.44'
C42	11°31'54"	615.00'	123.78'
C43	11°31'54"	525.00'	105.66'
C44	11°42'05"	525.00'	107.26'
C45	4°33'05"	660.00'	52.43'
C46	4°26'55"	660.00'	51.24'
C47	32°32'07"	175.00'	99.37'
C48	3°07'31"	275.00'	15.00'
C49	21°39'58"	275.00'	103.99'
C50	5°12'31"	275.00'	25.00'
C51	3°53'55"	1225.00'	83.36'
C52	6°44'21"	40.00'	4.70'
C53	16°44'53"	325.00'	95.00'
C54	13°15'07"	325.00'	75.17'
C55	3°57'53"	175.00'	12.11'
C56	23°19'53"	225.00'	91.62'
C57	29°09'58"	125.00'	63.63'
C58	7°20'02"	125.00'	16.00'
C59	19°48'48"	275.00'	95.10'
C60	38°33'07"	112.50'	75.70'
C61	164°39'54"	9.50'	27.30'

TANGENT DATA

NO.	BEARING	DISTANCE
T1	N00°00'00"E	15.00'
T2	N40°00'00"E	59.61'
T3	N83°30'00"W	65.00'
T4	N83°30'00"W	65.00'
T5	N61°45'00"E	12.63'
T6	S51°45'00"E	12.63'
T7	N83°30'00"W	65.00'
T8	N83°25'24"E	83.84'
T9	N90°00'00"W	63.85'
T10	N90°00'00"W	80.00'
T11	S76°30'00"W	60.27'
T12	N09°37'00"W	57.12'
T13	N77°00'00"W	70.00'
T14	S40°00'00"W	59.61'
T15	S20°00'00"W	11.14'
T16	N05°00'00"E	85.00'
T17	S83°30'00"E	40.00'
T18	N00°00'00"E	12.94'
T19	N40°00'00"E	59.61'
T20	N67°30'00"W	100.74'
T21	N51°45'00"W	9.99'
T22	S83°30'00"E	75.25'
T23	N40°00'00"E	15.00'
T24	S89°59'52"W	80.10'
T25	S83°22'18"E	45.41'
T26	S83°30'00"E	57.33'
T27	N67°30'00"E	52.00'
T28	N76°30'00"E	55.00'
T29	N76°30'00"E	51.51'
T30	N90°00'00"E	54.40'
T31	S83°30'00"W	59.24'
T32	N90°00'00"E	32.09'
T33	N85°00'00"W	31.00'
T34	N67°30'00"E	27.26'
T35	N83°30'00"W	50.00'
T36	N53°30'00"W	39.13'
T37	N90°00'00"E	67.20'
T38	N76°30'00"E	10.00'
T39	S71°58'13"E	51.58'
T40	N90°00'00"E	12.48'
T41	S85°00'00"E	31.00'
T42	S20°00'00"W	32.06'

NOTES

1. 10.0 FOOT WIDE NON-EXCLUSIVE UTILITIES AND DRAINAGE EASEMENT ALONG ALL SUBDIVISION BOUNDARY LINES AS SHOWN (UNLESS NOTED OTHERWISE).
2. 5.0 FOOT WIDE NON-EXCLUSIVE UTILITIES AND DRAINAGE EASEMENT ALONG ALL SIDE AND REAR LOT LINES AS SHOWN. (UNLESS NOTED OTHERWISE).
3. 5.0 FOOT WIDE NON-EXCLUSIVE UTILITIES AND SNOW STORAGE EASEMENT ALONG ALL FRONT LOT LINES AS SHOWN. (UNLESS NOTED OTHERWISE).
4. SEE SHEET 2 FOR ADDITIONAL EASEMENTS.
5. LOTS 19, 20, 21, 22, and 23 REQUIRE SEWER EJECTOR PUMPS.
6. EACH HOUSE MUST INSTALL AN INDIVIDUAL PRESSURE REDUCER VALVE.
7. SNOW PLOWING BY THE CITY MAY NOT OCCUR UNTIL CERTAIN CRITERIA ARE MET; REFER TO THE CONDITIONS OF PLANNING COMMISSION APPROVAL DATED OCTOBER 22, 1986.
8. THE SYMBOL [6893] INDICATES THE STREET ADDRESS FOR EACH LOT AS SHOWN.

EXISTING 20.00' WIDE CROSS-COUNTRY WATER LINE EASEMENT
EXISTING 20.00' WIDE CROSS-COUNTRY SANITARY SEWER EASEMENT
20' NON-EXCLUSIVE DRAINAGE & UTILITIES EASEMENT
EXIST. 25.00' WIDE WATER TRANSMISSION LINE EASEMENT
(SEE SECTION TIE DETAIL)
P.O.B.

AMERICAN FLAG SUBDIVISION
OAK COURT
LAST CHANCE SKI/HIKING TRAIL
TRAINER SKI TRAIL
SILVER LAKE DRIVE
ROYAL STREET
ROYAL STREET EAST

0.29 acres
EXCEPTION PARCEL

AMENDED PLAT
of
EVERGREEN
A SUBDIVISION LOCATED IN THE
SW. QUARTER OF SEC. 15 & THE N.W. QUARTER OF SEC. 22
T.2S., R.4E., S.L.B. & M.,
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 of 2

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF Park City CITY COUNCIL THIS 17th DAY OF May A.D. 1988 AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED

MAYOR

Anita L. Colotti
CITY RECORDER

CITY ENGINEER

APPROVED AND ACCEPTED BY THE Park City CITY ENGINEERING DEPARTMENT ON THIS 17TH DAY OF May A.D. 1988.

Otis W. DeHaan PE
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE Park City PLANNING COMMISSION ON THIS 17 DAY OF May A.D. 1988

Ruth D. Gezelius
CHAIRMAN

APPROVAL AS TO FORM

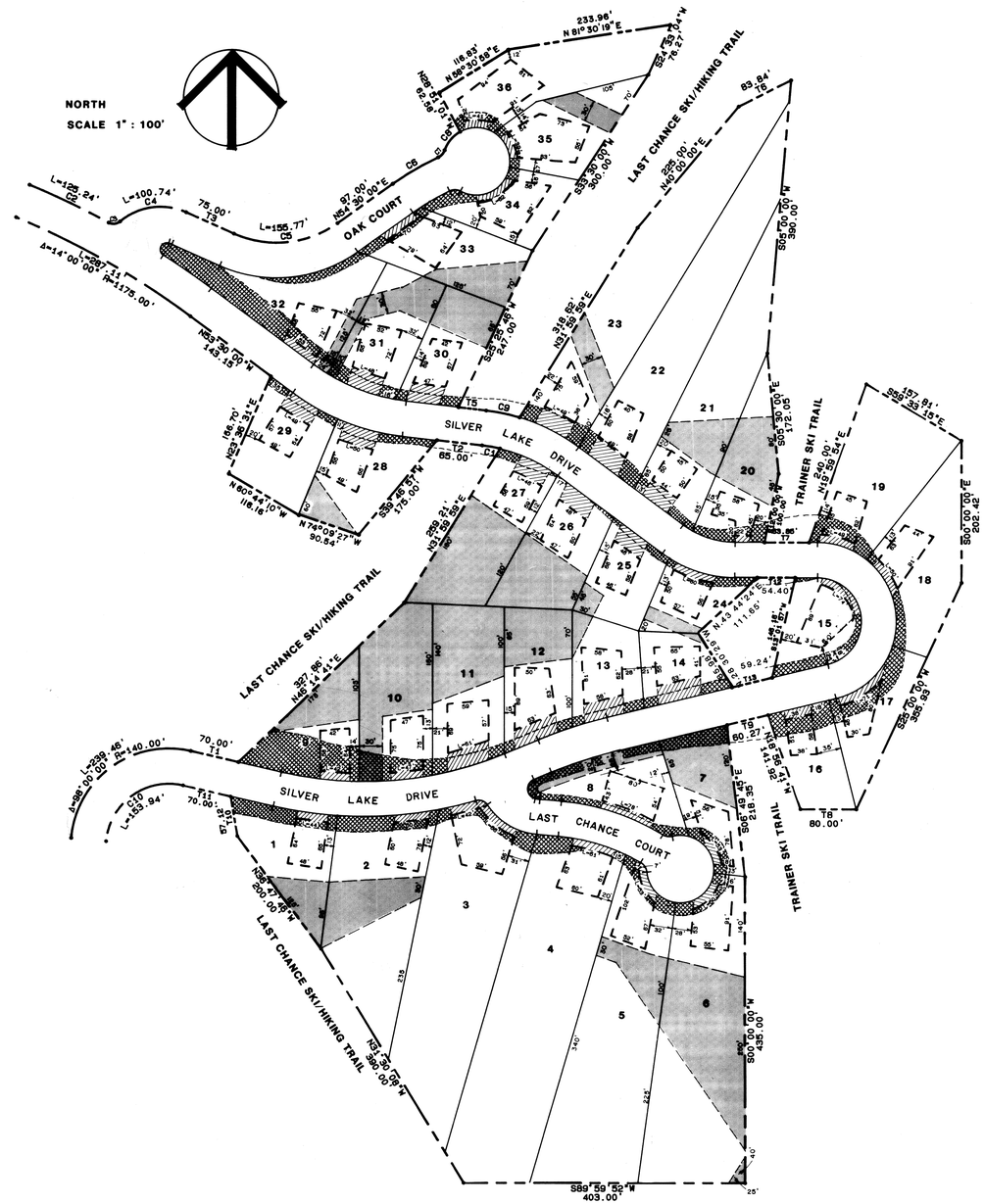
APPROVED AS TO FORM ON THIS 17th DAY OF May A.D. 1988.

James A. Carter
CITY ATTORNEY

RECORDED

Nº 250308
STATE OF UTAH. 5/17/88
COUNTY OF SUMMIT. TIME 3:38
RECORDED AND FILED AT THE REQUEST OF:
HIGH COUNTRY TITLE
58.00 FEES
Alan Spriggs COUNTY RECORDER

J.J.Johnson & Associates
Park Meadows Plaza,
Highway 248
Park City, Utah 84060
(801) 649-9811



CURVE DATA

NO.	DELTA	RADIUS	LENGTH
C1	6°40'07"	225.00'	26.19'
C2	5°51'27"	1225.00'	125.24'
C3	68°29'28"	14.50'	17.33'
C4	64°08'01"	90.00'	100.74'
C5	59°30'00"	150.00'	155.77'
C6	10°46'42"	400.00'	75.25'
C7	46°01'51"	17.50'	14.06'
C8	41°54'10"	48.00'	35.10'
C9	10°11'11"	275.00'	48.89'
C10	98°00'00"	90.00'	153.94'

TANGENT DATA

NO.	BEARING	DISTANCE
T1	S77°00'01"E	70.00'
T2	N83°30'01"W	65.00'
T3	S66°00'00"E	75.00'
T5	S83°29'59"E	40.00'
T6	N63°25'24"E	83.84'
T7	N90°00'00"E	63.85'
T8	N90°00'00"W	80.00'
T9	S76°30'00"W	60.27'
T10	N09°37'00"W	57.12'
T11	N77°00'00"W	70.00'
T12	N90°00'00"E	54.40'
T13	S76°30'00"W	59.24'

BUILDING SETBACKS

LOT NUMBER	REQUIRED FRONTYARD SETBACK
1	10'
2	10'
3	10'
4	10'
5	10'
6	10'
7	10'
8	10'
9	10'
10	10'
11	25'
12	25'
13	25'
14	25'
15	10'
16	10'
17	10'
18	10'
19	10'
20	10'
21	25'
22	25'
23	25'
24	10'
25	25'
26	25'
27	25'
28	25'
29	25'
30	25'
31	25'
32	10'
33	10'
34	10'
35	10'
36	10'

LEGEND

- 5/8 IRON ROD SET
- LOT LINE
- ROAD CONSTRUCTION SLOPE EASEMENT
- AREA OF DISTURBANCE WITHIN SETBACK
- SKI EASEMENT
- AREA OF DISTURBANCE (35' × 80' × 35' × 80')

AMENDED PLAT

of

EVERGREEN

SHEET 2 of 2

ENTRY # 290308
5-17-88
TIME 8:38

J.J.Johnson & Associates
Park Meadows Plaza,
Highway 248
Park City, Utah 84060
(801) 649-9811

EVERGREEN

NOTE:

THE AREA OF DISTURBANCE REPRESENTS THE BOUNDARY IN WHICH ALL BUILDING AND ASSOCIATED CONSTRUCTION DISTURBANCE SHALL OCCUR. WHEN THE ACTUAL BUILDING FOOTPRINT IS ESTABLISHED, THE LIMITS OF CONSTRUCTION DISTURBANCE SHALL BE NO GREATER THAN 15 FEET BEYOND THE FOUNDATION WALL. THE BUILDING FOOTPRINT CAN SHIFT WITHIN THE AREA OF DISTURBANCE. DRIVEWAY ACCESS TO THE AREA OF DISTURBANCE SHALL BE NO WIDER THAN 20 FEET. DEVIATIONS FROM THE AREA OF DISTURBANCE MAY AND MUST BE APPROVED BY THE EVERGREEN ARCHITECTURAL COMMITTEE.

AN AMENDMENT TO THE AMENDED PLAT
OF

EVERGREEN

A SUBDIVISION LOCATED IN THE SOUTHWEST QUARTER OF SECTION 15 AND THE NORTHWEST QUARTER OF SECTION 22, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN. PARK CITY, SUMMIT COUNTY, UTAH

ACCORDING TO THE AMENDED PLAT RECORDED ON 5/17/88 AS ENTRY NO. 290308 IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

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

CITY COUNCIL APPROVAL

PRESENTED TO THE PARK CITY COUNCIL THIS 27TH DAY OF APRIL A.D. 1995, AT WHICH TIME THIS RECORD OF SURVEY WAS APPROVED.

MAYOR

Linda L. Sheldon
CITY RECORDER

PARK CITY SUMMIT COUNTY UTAH CORPORATE SEAL MARCH 1884

CITY ENGINEER

APPROVED AND ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT ON THIS 10TH DAY OF MAY A.D. 1995.

Eric W. Ostberg, P.E.
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS 15TH DAY OF MAY A.D. 1995

CHAIRMAN

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 16TH DAY OF MAY A.D. 1995

CITY ATTORNEY

RECORDED

No. 432561
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF
Park City Municipal Corp
Date: 6-30-95
Time: 9:29 AM
Fee: N/C
FEES

Doreen M. Dunn - deputy
COUNTY RECORDER

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

FEE EXEMPT
UTAH CODE ANNOTATED § 11-13-102

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:

Parcel Designation	Authorized Dwelling Units
Northwest Multi-Family (Fawn grove)	80
North Entrance Multi-Family (Pinnacle)	40
North Hillside Multi-Family (Pinnacle)	46
Southwest Multi-Family (Aspenwood)	30
Southwest Multi-Family (Courchevel)	13.5
Northwest Hillside Multi-Family (Daystar)	24
South Entrance Multi-Family (Stonebridge)	50
South Multi-Family (Lakeside)	60
West Multi-Family (Pine Inn and Trails End)	40
Total	383.5

For purposes of determining densities on the parcels designated in this Subparagraph (1), a single family home or an apartment containing two bedrooms or more constituted a dwelling

Unit, a one-bedroom apartment constituted one-half of a dwelling Unit, and a hotel room or lodge room constituted one-half of a dwelling Unit. The parcels in this subparagraph have all been developed as of the date hereof.

(2) Insofar as all portions of the Project other than the nine parcels containing 383.5 dwelling Units identified in Subparagraph A. (1) above are concerned, an apartment Unit containing one bedroom or more shall constitute a dwelling Unit and a hotel room or lodge room shall constitute one-half of a dwelling Unit.

(3) If approved in advance by Commission and Permittee, the owner of any development parcel in the Project shall have the right to have the densities permitted on said development parcel calculated in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) or in accordance with the Unit Equivalent formula contained in Section 10.12 of the Code, as said Unit Equivalent formula may from time to time be amended or modified. In the event of election of an owner to utilize said Unit Equivalent formula and approval thereof by Commission and Permittee, the maximum number of Unit Equivalents which may be contained in the structures built upon said development parcel shall not exceed the permitted number of dwelling Units to be constructed thereon determined in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) and the number of Unit Equivalents as constructed on said development parcel shall for all purposes hereof be deemed the number of units constructed thereon. Approval of use of the Unit Equivalent formula by Commission and Permittee shall not, and cannot, alter or release any private land use covenants between the owner and Deer Valley, or others, concerning development of the property or the density permitted thereon.

(4) Insofar as the following portions of the Project are concerned, the authorized densities, permitted on the development parcels are required to be calculated in accordance with the Unit Equivalent Formula contained in Section 10.12 of the Code as said Unit Equivalent formula may from time to time be amended or modified:

Parcel Designation	Authorized Unit Equivalents
Snow Park Village	209.75
Total	209.75

B. **Unit Size**. Except for units with relation to which the owner elected or elects to or is required to utilize the Unit Equivalent formula, there shall be no size limitation for Units constructed on any parcel provided that following construction the parcel proposed to be developed contains a minimum of 60% open space and otherwise complies with MPD and all applicable zoning regulations.

C. **Development Parcel Designations**. Development parcel designations, prescribed densities, parcel sizes, building height limitations (the height limitation for each parcel will be determined by reference to the Code in effect at time of application for approval of the development of the parcel) and the status of development of the parcels as of the date hereof are reflected on Exhibit 1. Permittee shall have the right to develop a total of 2,110 residential Units (exclusive of employee housing Units) within the Project. Permittee shall have the right to develop 209.75 Unit Equivalents within the Snow Park Village, subject to the conditions and

requirements of the Park City Design Guidelines, the Deer Valley Design Guidelines, and the following:

(1) Conditional Use Review. Prior to the sale by Permittee of the Snow Park Village, Permittee shall submit a site-specific plan with relation to such parcel to the Commission requesting approval for construction on the parcel. In addition, the Permittee shall request the establishment of building site conditions with relation to the parcel. Accordingly, Permittee or persons acting on its behalf shall file with the Community Development Department of City a completed application form supported by the information set forth in Section 15-6 of the Code, as the same may be amended from time to time. The procedure for the approval or disapproval of any site-specific plan shall be based upon the provisions of this Permit and the conditional use criteria of the Code in effect on the date of application. Components of the Project, other than land development parcels, are listed on Exhibits 2 and 3.

D. Subdivision of Development Parcels. Prior to the sale of any individual lots on any parcel listed on Exhibit 1 developed for residential use as a "subdivision" as defined by the City subdivision ordinance and state statute, the party electing to establish a subdivision on said parcel shall comply with all applicable provisions of the City subdivision ordinance in effect at the time of application. The procedure for the approval or disapproval of any subdivision application shall be based upon the procedure provided in the City subdivision ordinance in effect at the time of application.

Prior to the filing of a record of survey map and declaration of condominium to establish a condominium on any parcel listed on Exhibit 1, the party electing to establish a condominium shall comply with all applicable provisions of any City condominium ordinance in effect at the time of application. The procedure for the approval or disapproval of any condominium shall be based upon the Utah Code and any City condominium ordinance in effect at the time of application.

E. Applicability of Sensitive Area Overlay Zone. For projects within the Deer Valley Large Scale Master Planned Development, the density limitations of the Sensitive Area Overlay Zone do not apply because Master Planned Developments approved prior to the adoption of the Sensitive Area Overlay Zone are vested in terms of density. Site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation protection, and building design standards do apply.

F. Relationship to National Standards. The provisions of the Code and any other applicable zoning and development ordinances including national standards with respect to engineering or building requirements as adopted by City, in effect in City on the date hereof, shall govern the development within the Project, except as otherwise provided herein.

G. Off-Street Parking. Parking required with relation to each portion of the Project shall be based upon Code as in effect at the time application for a building permit for such portion of the Project as is filed with City. For purposes of calculating required parking, the Project shall be deemed to be zoned Residential Development District (RD) Master Planned Developments (MPD). Parking for each separate development parcel in the Project shall be determined in accordance with the Code at the time of application for Conditional Use approval. Any additional parking shall not encroach into zoned open space.

If the capacity of the surface parking lots in the Snow Park Community is exceeded on 10% or more of the days during any single ski season the need for constructing additional parking in said area shall be reviewed by the Commission.

H. Commercial Space, Support Commercial, and Meeting Space. Exhibit 2 hereto lists commercial and support space allotted to the Project. The General Snow Park Commercial category is restricted in utilization within the Project to the following parcels in the Snow Park area:

Pine Inn Multi-Family Parcel
Snow Park Lodge Multi-Family Parcel (Black Diamond Lodge)
Snow Park Village (Combination of Snow Park Hotel Parcel and Snow Park Parking Area Parcel)
Snow Park Day Center Parcel

Utilization of portions of the General Snow Park Commercial category within any of the above listed parcels is subject to the specific approval of both Permittee and Commission.

In addition to the Exhibit 2 Commercial Space permitted in the Project, Support Commercial shall be permitted and used as defined in the Code, as amended, at the time of application.

I. Employee Housing. Permittee has been required to cause the development of 112 employee (affordable) housing units pursuant to prior editions of this Permit. Prior to the date of this Permit, Permittee has developed or caused to be developed units qualifying under the low and moderate income housing exception of the Code as follows:

Project Location	Number of Qualifying Units
A. Units in Deer Valley:	
Little Belle Manager Unit	1
Stag Lodge Manager Unit	1
Sterlingwood Manager Unit	1
Bald Eagle Caretaker Units	2
Mt. Cervin Manager Unit	1
Deer Valley Club Manager Unit	1
B. Units Other Than in Deer Valley:	
Parkside Apartments	42
Fireside Apartments / Condos	42
Washington Mill Apts.	8
Peace House	3
Aspen Villas / Silver Meadows (Participation)	9
Fawn grove Employee Unit	1
Total	112

Deer Valley shall be obligated to comply with all applicable ordinances of City relating to the creation and construction of employee housing, including ordinances that are adopted after the date of this Permit. Deer Valley will be given credit for the previously developed units

identified above when computing the employee housing obligation under applicable ordinances. The City acknowledges full satisfaction of Deer Valley's current obligation in the Employee Housing Agreement dated October 6, 1995 executed in conjunction with Deer Valley's contribution to the Silver Meadows project. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing employee / affordable housing units built by Deer Valley or persons acting on its behalf exceeds the number of units required by the new ordinance, credit shall be given against the ordinance imposed obligation, but in no event shall City be obligated to reimburse Deer Valley for any excess, or to permit the assignment of the excess to other parties with a similar employee housing requirement. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing units built by Deer Valley or those acting on its behalf falls short of the newly imposed ratio of employee units to conventional units, Deer Valley agrees to be bound by the provisions of the newly adopted ordinance; provided, however, that the new ordinance shall apply only to those Units on which site specific approval is granted after the adoption of the employee / affordable housing ordinance.

J. **Technical Reports**. Permittee shall submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by Commission as significant changes occur in those systems and as needed for specific project review as required by the Community Development Director and Public Works Director prior to density approval.

K. **Public Use of Ski Facilities**. Use of all ski facilities shall be open to the general public and shall not be restricted to owners of property located in Deer Valley or to members of any private club. Furthermore, all charges, fees and costs paid by the general public for the use of such facilities shall not exceed the charges, fees and costs paid by owners of property located in Deer Valley.

L. **Trails** .There are 4 types of trails in Deer Valley:

(1) Bicycle paths located within street rights-of-way;

(2) Pedestrian paths connecting parcels together within a community;

(3) Connecting paths connecting communities together; and

(4) Hiking trails to provide access to the mountain.

Bicycle paths shall be located within street rights-of-way dedicated to City and shall be operated and maintained by City as shown on the Deer Valley Trails Master Plan and the City Trails Master Plan.

Pedestrian paths shall be hard surfaced, a minimum of five feet wide, a maximum of six feet wide and built to public sidewalk specifications. These paths shall connect development parcels together and connect development parcels to commercial nodes. At the time of conditional use approval of a particular development parcel, the developer of said parcel shall provide a pedestrian path across said parcel connecting to the paths on the adjoining parcels. The location of these paths shall be determined by the parcel developer and by City staff with the Deer Valley Trails Master Plan used as a guide. The locations shall be modified as necessary to take into consideration topography and existing trails, and shall tie into the bus system which serves Deer Valley. These paths shall form a year-round system. Maintenance shall be the responsibility of the parcel owner. A 10 to 15 foot wide easement (easement size

shall be determined at the time of site specific conditional use approval) for each pedestrian path shall be dedicated to City and is required to be shown on the recorded plat for the applicable development parcel.

It is recognized by the parties that the property within the Deer Valley Resort is private property. Public access to ski runs is at the discretion of Permittee. Summer public access and non-destructive summer use which includes casual hiking on ski runs shall be allowed by Permittee subject to reasonable rules and regulations.

In the event that City in its sole discretion determines that City should hold any easements for hiking, City shall make a request that an easement be granted for any or all of the hiking trails that City desires to hold within or adjacent to ski runs shown on the Trails Master Plan. In the event that City obtains a formal agreement, City agrees to maintain such hiking trails, and Permittee will provide legal descriptions, signage and grant to City an easement (minimum of 10 feet to maximum of 15 feet wide) to maintain such hiking trails without hard surface and without winter maintenance. If City desires to upgrade the hiking trails beyond that which currently exists, City agrees to bear the cost of those improvements. The Trails Master Plan shall serve as a general guide in determining the final location of said hiking trails. In the event City obtains and holds formal easements for hiking trails, City shall indemnify and hold Permittee and its successors and assigns harmless from and against any loss, damage, injury or responsibility with relation to any such trail and any claims, demands or causes of action from any person resulting from injuries sustained while utilizing any hiking trails for which City has obtained and holds easements. Said public easement shall also be subject to such additional reasonable rules and regulations as Permittee deems appropriate to eliminate possible interference with the operation and maintenance of the ski resort, or in the interest of safety or security.

M. **Open Space**. With the exception of those parcels identified on Exhibit 1 and those areas and items listed on Exhibit 2 as "commercial and support space", all remaining property in the Project is hereby designated "landscaped open space" as that term is defined in the Code as presently in effect and shall remain substantially free from structures, roads and parking lots except as otherwise approved by City or permitted by the Code as presently in effect. The "landscaped open space" shall be maintained and operated by Permittee at Permittee's sole cost and expense.

N. **Fire Considerations**. All buildings or structures located within the Bald Eagle, Silver Lake, and North Silver Lake Communities shall be fire sprinkled in accordance with UBC 38-1-82.

O. **Water Improvements** .Permittee agrees that, as a condition of and concurrently with issuance to Permittee of a building permit for the construction of any buildings or structures comprising a portion of the Project, Permittee shall be obligated to agree in writing to construct and convey to City storage facilities, pumping facilities, and transmission lines, as agreed upon and approved by the Public Works Director and City Engineer at the time of issuance of said building permit, to the extent necessary to store and transmit culinary water, irrigation water, and water for fire flows to the buildings and structures covered by the building permit and to connect the same to the water system of City, and shall evidence to the satisfaction of City the ability of Permittee to comply with such agreements.

Permittee agrees that completion of the action required by this Section O with relation to any building or structure included in the Project shall be deemed a condition precedent to the

right to occupy and utilize the building or structure. Commission and Permittee agree that the general level of water facilities construction for the Project required by this Section O has been heretofore accomplished by Permittee.

The existing agreement relating to water rights and water facilities for Deer Valley development entered into November 17, 1988 between Permittee as "DVRC", Royal Street as "Royal Street", and City as "Park City" and the Deer Valley Water Facilities Improvement Agreement dated March 31, 1994 between City, Royal Street and Permittee (as "DVRC") and the Amendment to the 1994 Deer Valley Water Facilities Improvement Agreement dated May 12, 2006 between City as "Park City", Royal Street and Permittee (as "DVRC") are made a part of this Permit by reference.

P. **Sewer Considerations** .Although City has no responsibility for sewer approvals; the Snyderville Basin Sewer Improvement District has indicated the following with respect to sewerage in Deer Valley: Projected flow calculations are based on average wastewater flow from residential units and make no distinction regarding size. In other words, the Sewer District does not follow the "unit equivalent" concept as does City.

The Sewer District has previously reviewed both the Upper and Lower Deer Valley sewer systems and made the following comments: Upper System (American Flag / Silver Lake Community) - There are two sections of sewer within the American Flag Subdivision that limit upstream, new growth to approximately 325 additional residential units. There are several sections with only slightly greater capacity. This concern or limitation was eliminated by construction of a new sewer trunk line from Royal Street through the Westview Parcel in 1988. Lower System (Solamere, Queen Esther, Fawn grove) - A portion of the trunk sewer serving this area was replaced in 1985 to provide greater capacity for Hanover and Park Con projects as well as Deer Valley's. These three developers executed an agreement with the District which identified their anticipated development and the percentage of the cost they would fund to "reserve" capacity in the sewer system. Of the present sewer capacity of approximately 1385 units, Deer Valley has approximately 200 units available for future development. However, there are downstream sections of sewer that have less capacity than the new Deer Valley North Road sewer. This problem will be pursued with the developers as necessary.

Q. **Separability**. If any provision or provisions of this Permit shall be held or deemed to be, or shall, in fact, be illegal, inoperative, or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent, whatsoever.

R. **Term of Permit**. The term of this Permit is governed by the Twenty-Ninth Edition of the Land Management Code of Park City as revised as of April 1, 1993.

Approved this 30th day of November, 2016.

PARK CITY PLANNING COMMISSION

By _____

Planning Commission Chair

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
DEER VALLEY COMMUNITY					
Stonebridge & Boulder Creek Multi-Family	50	54	1	28	10.23
Aspenwood Multi-Family	30	30		28	9.21
Pine Inn & Trails End Multi-Family	40	45	1	35	8.52
In The Trees (South Multi-Family) Multi-Family	14	14		28-45	2.87
Black Diamond Lodge (Snow Park Lodge Multi-Family)	29	27		28-75	5.70
Courcheval Multi-Family	13.5	27	1	35	1.82
Daystar Multi-Family	24	24		28	9.84
Fawngrove Multi-Family	50	50		28	12.05
Chateaux Fawngrove Multi-Family	10.5	11	2	28	Incl
Bristlecone Multi-Family	20	20		28	Incl
Lakeside Multi-Family	60	60		28	6.49
Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks)	274	274		28	237.81
Pinnacle Multi-Family	86	86		28	36.80
Comstock Lodge (East Bench Multi-Family)	10.5	21	1	35	3.50
Red Stag Lodge	8.5	11	1	35	Incl
Powder Run Multi-Family	25	33	1	35	3.20
Wildflower (Deer Valley North Lot 1 Multi-Family)	11	14	1	28	1.04
Glenfiddich (Deer Valley North Lot 2 Multi-Family)	12	12		28	1.45
Chapparal (Deer Valley North Lot 3 Multi-Family)	15	20	1	28	1.44
Northeast Multi-Family:					12.65
Lodges @ Deer Valley	73.25	85	3	28-35	
Silver Baron Lodge	42.75	50	12	28-35	
Snow Park Village (Snow Park Hotel & Parking Sites)	209.75	0	4	28-45	14.93
Total Deer Valley Community	1108.75				
AMERICAN FLAG COMMUNITY					
American Flag Single Family	93	93		28	83.04
LaMaconnerie Multi-Family	15	15		28	6.19
Total American Flag Community	108				
NORTH SILVER LAKE COMMUNITY					
Westview Single Family	15	1		28	40.69
Evergreen Single Family	36	36		28	27.60
NSL Homesite Parcel #1	1	1		35	1.90
Belleterre Single Family	10	10		28	11.42
Bellevue Townhomes (NSL Subdivision Lot 1)	24	14	10	28	4.62
Bellemont Townhomes (NSL Subdivision Lots 2A and 2A-1)	18	12	10	28	3.75
NSL Subdivision Lot 2B	54	0		45	5.96
BelleArbor Townhomes (NSL Subdivision Lot 2C)	43	21	10	28-35	8.25
NSL Subdivision Lot 2D Open Space Lot	0	0	5	0	4.03
Total North Silver Lake Community	201				
SILVER LAKE COMMUNITY					
Stag Lodge Multi-Family	50	52	6	28-35	7.34
Cache Multi-Family	12	12		28	1.77
Sterlingwood Multi-Family	18	18		28-35	2.48
Deer Valley Club	20	30	1	28-45	1.53
Double Eagle (SL East Parcel 2 Multi-Family)	18	18		28-35	2.26
Stein Eriksen Lodge Multi-Family	66.75	65	11	28-35	10.86
Little Belle Multi-Family	20	20		28	3.66
Chateaux At Silver Lake Lot 23 Deer Valley Club Estates Subdivision)	65	78	1	28-45	3.24
Sterling Lodge (Lot 2 Silver Lake East Subdivision)	14	14		28-45	0.61
Royal Plaza Multi-Family (Silver Lake Village Lot A)	7.6215	13	1	59 (A)	0.48
Mt. Cervin Plaza Multi-Family (Silver Lake Village Lot B)	7.5	7		59 (A)	0.54
Inn at Silver Lake (Silver Lake Village Lot C)	10	8		59 (A)	0.50
Goldener Hirsch Inn (Silver Lake Village Lot D)	5.5785	18	1	59 (A)	0.35
Mt Cervin Multi-Family (Silver Lake Village Lot E)	16	15		59 (A)	0.53
Silver Lake Village Lot F	0	0		59 (A)	0.35
Silver Lake Village Lot G	0	0		59 (A)	0.38
Silver Lake Village Lot H	0	0		59 (A)	0.44
Silver Lake Village Lot I (combination of Silver Lake Village lots F, G, H)	34.4215	38	13,14,15	59 (A)	1.17
SL Knoll Condominiums	4	4		35	0.76
Knoll Estates Single Family	21	21		35	9.90
Black Bear Lodge (Lot 22 Deer Valley Club Estates Subdivision)	51	51		35	1.39
Knollheim Single Family	20	5	7	35	1.84
Alpen Rose Single Family	2	2		35	0.66
Silverbird Multi-Family	6	6		35	0.80
Ridge Multi-Family	24	24		35	2.34

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
Enclave Multi-Family	17	17		28-35	1.79
Twin Pines Multi-Family	8	8		28-35	1.33
Cottages Single Family	11	11		28	7.06
Alta Vista Subdivision	7	7		35	6.02
Woods Multi-Family	16	7	8	28-35	2.41
Trailside Multi-Family	9	9		28-35	1.46
Aspen Hollow Multi-Family	16	16		28-35	3.18
Ridgepoint Multi-Family	38	38		28-35	5.60
Total Silver Lake Community	614.8715				
BALD EAGLE COMMUNITY					
Bald Eagle Single Family	78	58	9	28	35.65
Total Bald Eagle Community	78				
TOTAL CONVENTIONAL UNITS	2110.6215				
EMPLOYEE HOUSING UNITS					
Little Belle	1				
Stag Lodge	1				
Sterlingwood	1				
Bald Eagle	2				
Mt. Cervin	1				
Deer Valley Club	1				
TOTAL EMPLOYEE HOUSING UNITS	7				

NOTES:
1. These projects have been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density than base permitted density.
2. One small unit was separately permitted in this project using .5 unit of density.
3. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (85) than base permitted density (73.25).
4. This parcel is required to use the Unit Equivalent Formula contained in Section 10.12 of the Code.
5. This parcel has been platted as open space, with the open space applying to the open space requirement of Lot 2B.
6. Two additional units were permitted in this project on land that was not a part of the Deer Valley MPD.
7. This parcel was originally permitted as 20 MF units but subsequently developed as 5 single family homesites.
8. This parcel was permitted as 16 units. Subsequently 9 of the unit development rights were acquired by the homeowners and dedicated as open space.
9. This parcel was originally permitted as a combination of single family and multi-family. The multi-family uses were converted to single family with a density reduction from 78 to 58 units.
10. The development density on these parcels is less than the original permitted density at the election of the developer.
11. The transfer of 1.75 Unit Equivalents to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on June 28, 2006.
12. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (50) than base permitted density (42.75). The transfer of 1 Unit Equivalent to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on March 23, 2011.
13. Prior to issuance of a building permit on Lot I, the Property owner shall submit an Historic Mine Waste report. If Historic Mine Waste is located on the site, a mitigation plan shall also be submitted compliant with the Park City Soils Boundary Ordinance.
14. Building on Lot I shall be designed to be broken into more than one volumetric mass above final grade, exhibiting both horizontal and vertical articulation. Common underground parking is permitted.
15. The transfer of 0.4215 UE from Lot D to Lot I was approved by Planning Commission on November 30, 2016.

A. Lots in the Silver Lake Village Subdivision have a development height limitation tied to a base elevation of 8122' with peak of roof not to exceed elevation 8186'.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 2
COMMERCIAL AND SUPPORT SPACE

LOCATION	RETAIL	RESTAURANT (3)	COMM'L OFFICES	ADMIN., SUPPORT & OTHER	TOTAL	TRANSFER TO RESIDENTIAL	DEVELOPED	REMAINING
SNOW PARK LODGE	13807	26958		85578	126343		126343	0
SNOW PARK TICKET SALES BUILDING				5112	5112		5112	0
SNOW PARK PLAZA BUILDING	3100		16000	4180	23280		23280	0
GENERAL SNOW PARK COMMERCIAL (1)	21890				21890		0	21890
SILVER LAKE LODGE	1200	29160		15790	46150		46150	0
EMPIRE LODGE (4)		22456		12544	35000		30453	4547
SILVER LAKE COMMUNITY (2)	27962		4265	12938	45165	1243	31954	11968
NORTH SILVER LAKE COMMUNITY	8000			6525	14525		0	14525
MAINTENANCE, WHSE, & SHOPS				31724	31724		31724	0
TOTAL	75959	78574	20265	174391	349189		295016	52930

NOTES:

(1) General Snow Park Commercial may only be utilized on certain parcels with approval of Commission and Permittee. 18110 square feet of General Snow Park Commercial has previously been allocated to and is included in totals for Snow Park Lodge.

(2) 10125 square feet of Silver Lake Community commercial has previously been allocated to and is included in totals for Silver Lake Lodge (1994 Silver Lake Lodge expansion 6990 sf and 1998 Silver Lake Lodge expansion 3135 sf).
Remainder of Silver Lake Community commercial consists of:

Developed Space:	
Royal Plaza	14312
Mt. Cervin Plaza	8080
Goldener Hirsch Inn	2062 (see note #5)
Chateaux at Silver Lake	7500
Total	31954
Transferred to Royal Plaza Residential	1243
Allocated but Undeveloped Space:	
Silver Lake Village Lot C	7000
Remainder Unallocated	4968
Total	45165

(3) Includes kitchen, receiving and storage.
(4) Maximum size of Empire Lodge is 35000 sf of which 30453 sf has been developed.
(5) Commercial uses on Silver Lake Village Lot D includes 2,062 sf as allocated from this Amended and Restated Large Scale MPD, plus support commercial uses.

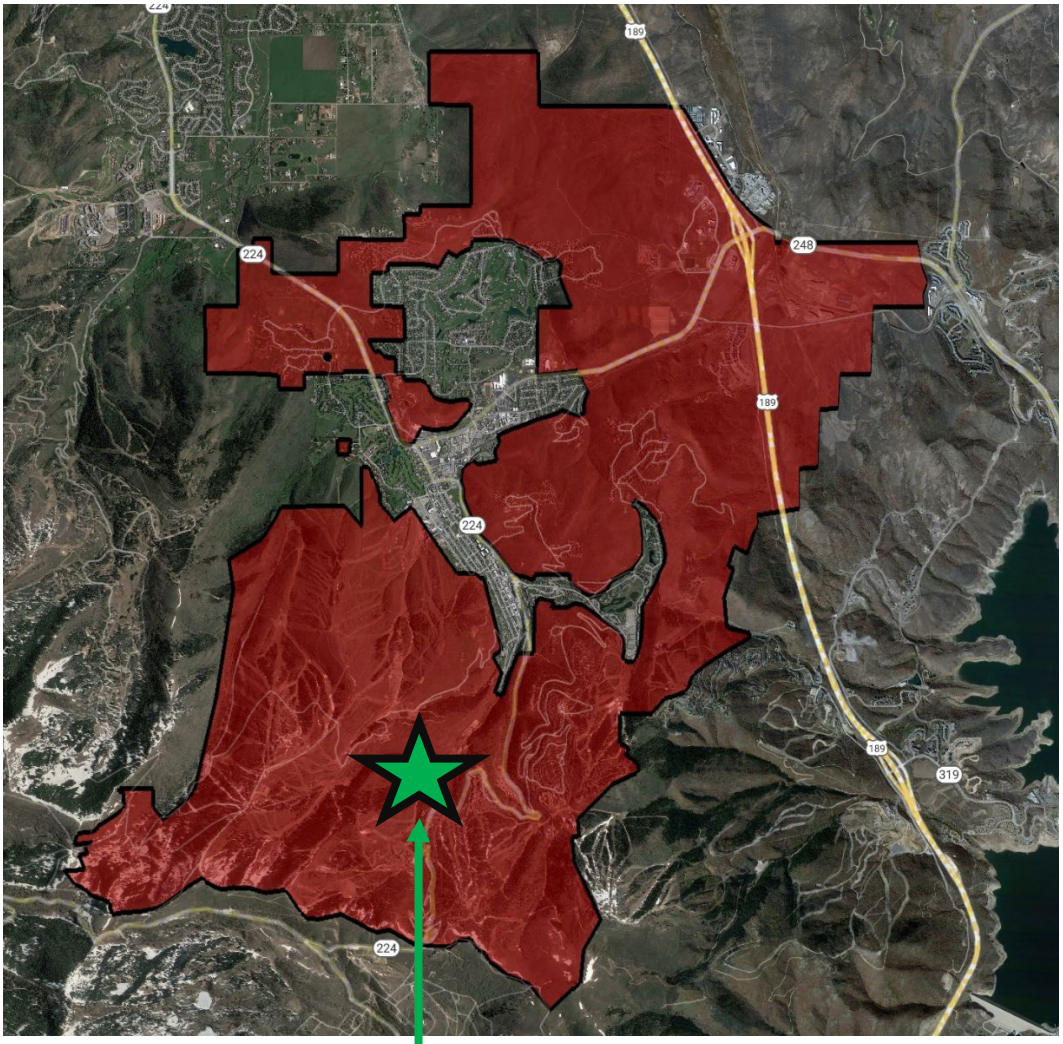
DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 3
OTHER PROJECT COMPONENTS

ITEM	WITHIN PARK CITY	OUTSIDE PARK CITY
SKI AREA (1)		
CHAIRLIFTS	15	5
GONDOLA		1
SKI TRAILS AND BOWLS	63	34
SNOWMAKING	X	X
SKI PATROL / UTILITY STATIONS:		
BALD EAGLE MTN.	X	
BALD MTN.	X	
FLAGSTAFF MTN.	X	
LITTLE BALDY		X
JORDANELLE BASE		X
EMPIRE CANYON	X	
AMENITIES		
SNOW PARK LAKES & MEADOWS	X	
SNOW PARK PARKING LOTS	X	
PEDESTRIAN TRAIL SYSTEM	X	X
MOUNTAIN BIKING TRAILS SYSTEM	X	X
SOLAMERE SWIM & TENNIS FACILITY	X	
SNOWSHOE TOMMYS CABIN	X	
CUSHINGS CABIN	X	
BIRDSEYE CABIN	X	
JORDANELLE BASE		X
SNOW PARK CONCERT AMPHITHEATRE	X	

(1) ADDITIONAL SKI AREA FACILITIES AS DEMAND DICTATES, SUBJECT TO PROVISIONS OF PARK CITY LAND MANAGEMENT CODE AND OTHER APPLICABLE JURISDICTIONS.

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P.O. Box 682993
Park City, UT 84068
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(435)649-4637 fax

Park City Municipal's Sensitive Lands Overlay
Municipal code 15-2.21-3



SITE

Source for this KML: Park City Municipal GIS staff.

This being an existing constructed subdivision with existing homes, streets, trails and ski runs, developer studies and reports were submitted as part of the preliminary and final approval of the subdivision. Therefore, an SLO analysis is not entirely needed. However, in the spirit of good faith, we are submitting an SLO analysis for this Plat Amendment.

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Chapter 2.21.3 Sensitive Lands Overlay Zone – Ordinance Provisions

PURPOSE: The purpose of the Sensitive Land overlay (SLO) is to:

A. Require dedicated open space in aesthetically and environmentally sensitive Areas

B. Encourage preservation of large expanses of open space and wildlife habitat

C. Cluster development while allowing a reasonable use of property

D. Prohibit development on ridge line areas, steep slopes, and wetlands

E. Protect and preserve Environmentally sensitive land.

(*Amended by Ord. No. 07-81)*

OVERLAY REVIEW PROCESS: The overlay review process has four primary steps:

1. SENSITIVE LAND ANALYSIS

Applicants for development within the SLO must identify the property's sensitive environmental and aesthetic areas such as steep slopes, ridge line areas, wetlands, stream corridors, wild land interface, and wildlife habitat areas and provide at time of application a sensitive land analysis.

2. APPLICATION OF OVERLAY ZONE REGULATIONS

Regulatory standards apply to the type of sensitive land delineated.

3. SITE DEVELOPMENT SUITABILITY DETERMINATION

Staff shall review the sensitive land analysis, apply the applicable sensitive land overlay regulations, Section 15-2.21-4 through 15-2.21-9, and shall prepare a report to the applicant and the Planning Commission identifying those areas suitable for development as developable land.

4. HARDSHIP RELIEF

If the Applicant demonstrates that the regulations PARK CITY MUNICIPAL CODE - TITLE 15 LMC, Chapter 2.21 Sensitive Land Overlay Zone (SLO) Regulations 15-2.21-2 would deny all reasonable use of the property, the Planning Commission may modify application of these regulations to provide the applicant reasonable use of the property.

(Amended by Ord. No. 07-81)

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SENSITIVE LAND ANALYSIS:

1. Visual Assessment

A visual assessment of the Property from Vantage Points designated by the Planning Department and identified by the Applicant with latitude and longitude coordinates, depicting conditions before and after the proposed Development, including the proposed location, size, design, landscaping, and other visual features of the project.

2. Slope/Topographic Map

A slope and topographic map based on a certified boundary survey depicting contours at an interval of five feet (5') or less. The map must highlight area of high geologic hazard, areas subject to land sliding, and all significant steep slopes in the following categories: greater than 15%, greater than 30%, and very steep slopes greater than 40%.

3. For properties with steep slopes or with very steep slopes within fifty feet (50') of the property, the following are also required:

SOIL INVESTIGATION REPORT. A soil investigation report, including but not limited to shrink-swell potential water table elevation, general soil classification and suitability for Development, erosion potential, hazardous material analysis, and potential frost action. The soils report shall indicate whether the property is 1) within the Prospector Soils Ordinance area and 2) within a Point Source water protection zone.

GEOTECHNICAL REPORT. A geotechnical report which must include the location of major geographic and geologic features, the depth of bedrock, structural features, folds, fractures, etc., and potential land slide and other high-hazard Areas such as mine shafts and avalanche paths.

ADDITIONAL SLOPE INFORMATION. A Slope/topographic map depicting contours at an interval of two feet (2').

4. Ridge Line Area

A map depicting all crests of hills and ridge line areas.

5. Vegetative Cover

A detailed map of vegetative cover, depicting the following: deciduous trees, coniferous trees, gamble oak or high shrub and sage, grassland, and agricultural crops.

The Planning Department may require a more detailed tree/ vegetation survey if the site has unusual or significant vegetation, stand of trees, or woodlands.

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6. Designated Entry Corridors and Vantage Points

Designated entry corridors and vantage points present within or adjacent to the site, including Utah highway-248 east of Wyatt Earp Way and Utah highway-224 north Holiday Ranch.

7. Wetlands

A map delineating all wetlands established by using the 1987 Federal Manual for identifying and Delineating Jurisdictional Wetlands, as amended. See Section 15-2.21-6.

8. Stream Corridors, Canals, and Irrigation Ditches

A map delineating all stream corridors, canals, and irrigation ditches, defined by the Ordinary High-Water Mark.

9. Wildlife Habitat Areas

A map depicting all wildlife habitat areas, as defined by the wildlife habitat report shall be provided by the applicant. The wildlife habitat report shall be prepared by a professional, qualified in the areas of ecology, wildlife biology, or other relevant disciplines.

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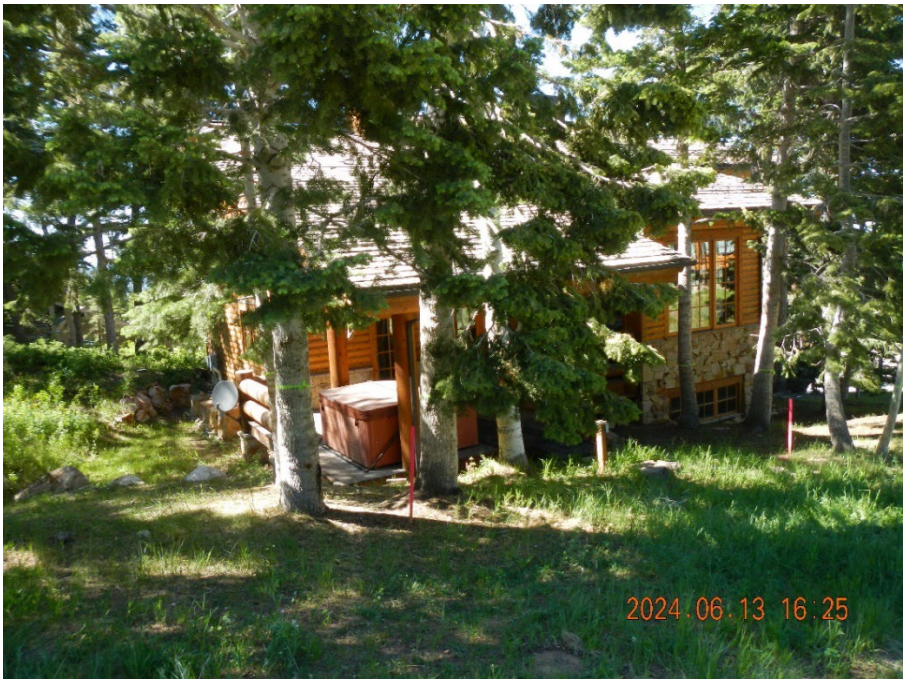
1. Visual Assessment

This is an existing conditions photo of the property showing trees and foliage covering the property. Additional photos are included in the Plat Amendment submittal documents.

Front of property



Rear of property



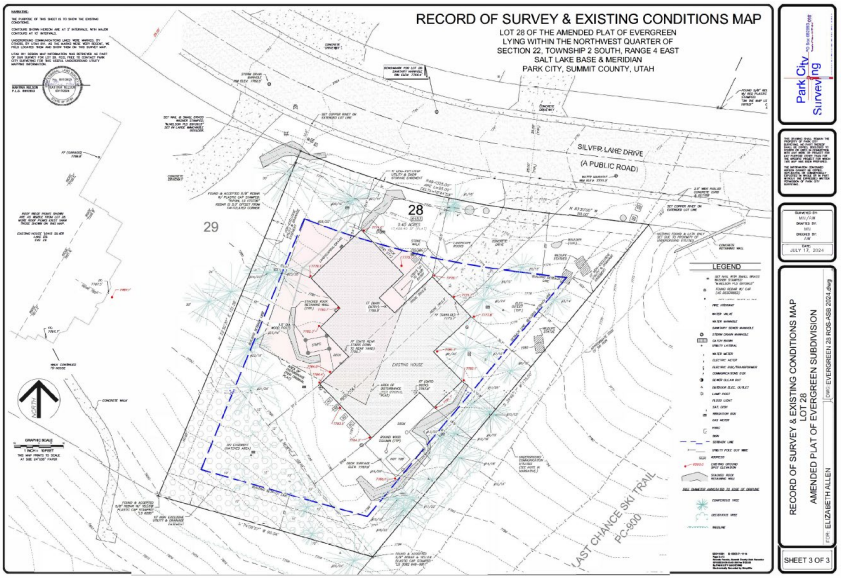
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2. SLOPE/TOPOGRAPHY MAPS

This property is adjacent to ski runs in the Deer Valley Resort. The full side Topography & Slope Analysis maps are included in the Plat Amendment submittal documents.

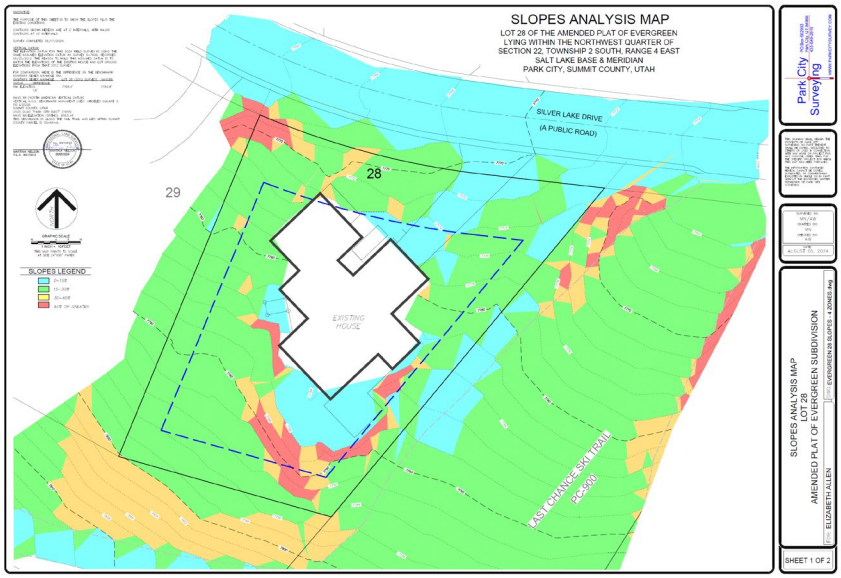
2a. BOUNDARY SURVEY & EXISTING CONDITIONS Map dated July 17, 2024.

This is page 3 of the 3-page survey.



2b. SLOPES ANALYSIS MAP dated 08/05/2024.

(Two-foot contours from field survey dated 07/17/2024.)
Except for the Southeast corner of Lot 28, the steep slopes on the property are man-made, likely having occurred during original construction.



See attached Appendix 1a & 1b for full maps.

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3. For properties with steep slopes or with very steep slopes within fifty feet (50') of the property, the following are also required:

SOIL INVESTIGATION REPORT. This being an existing constructed subdivision with existing homes, streets, trails and ski runs, a Soil Investigation Report was submitted as part of the preliminary and final approval of the subdivision. No additional soil information will be provided for this Plat Amendment request.

GEOTECHNICAL REPORT. This being an existing constructed subdivision with existing homes, streets, trails and ski runs, a Geotechnical Report was submitted as part of the preliminary and final approval of the subdivision. No additional Geotechnical studies are deemed necessary.

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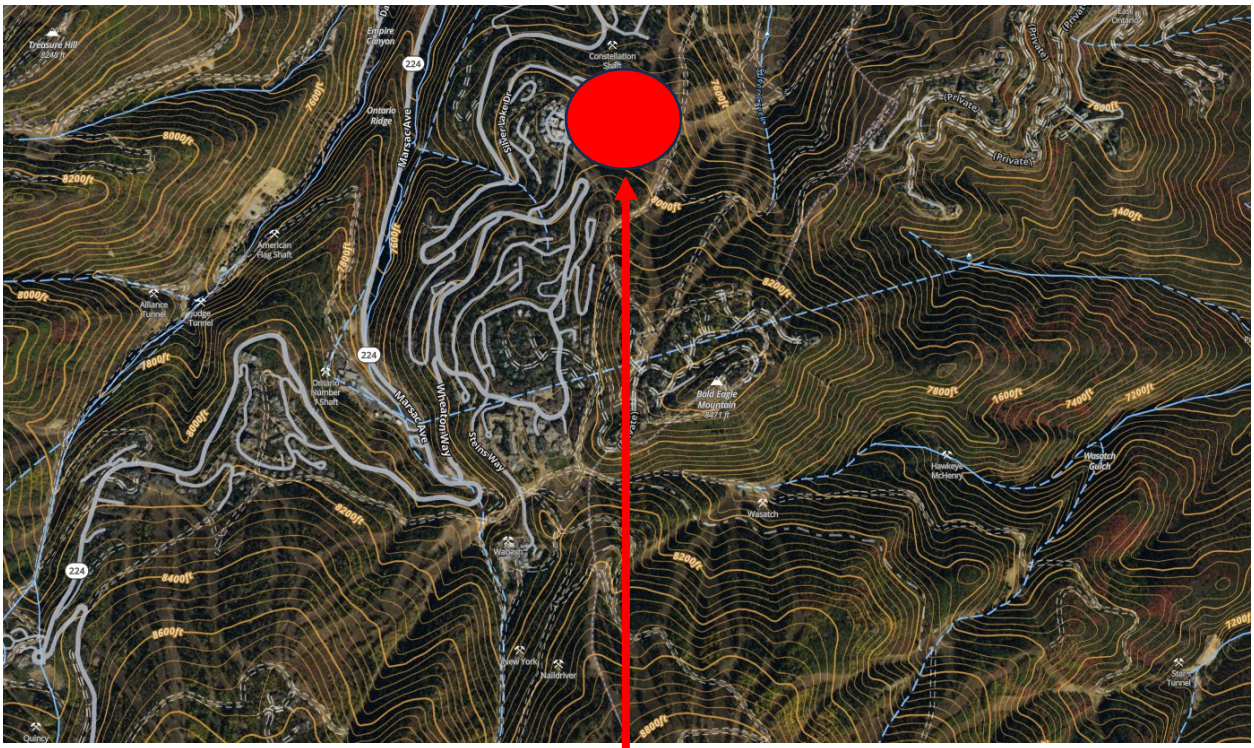
4. RIDGE LINE AREA

Evergreen Lot 28, as part of the existing Evergreen Subdivision, is not protruding, nor is it near any ridgelines and thus doesn't impact any ridgeline views. No additional ridgeline information is deemed necessary. The house was constructed in 1991 with a building permit issued by Park City.

A field survey was performed by Park City Surveying in the summer of 2024, and found the subject property exists between 7770 feet and 7810 feet.

For comparison, Bald Eagle Mountain is approximately 8471'
Source: https://raster.utah.gov/

The thin, blue dashed lines represent creeks/drainages on this map.



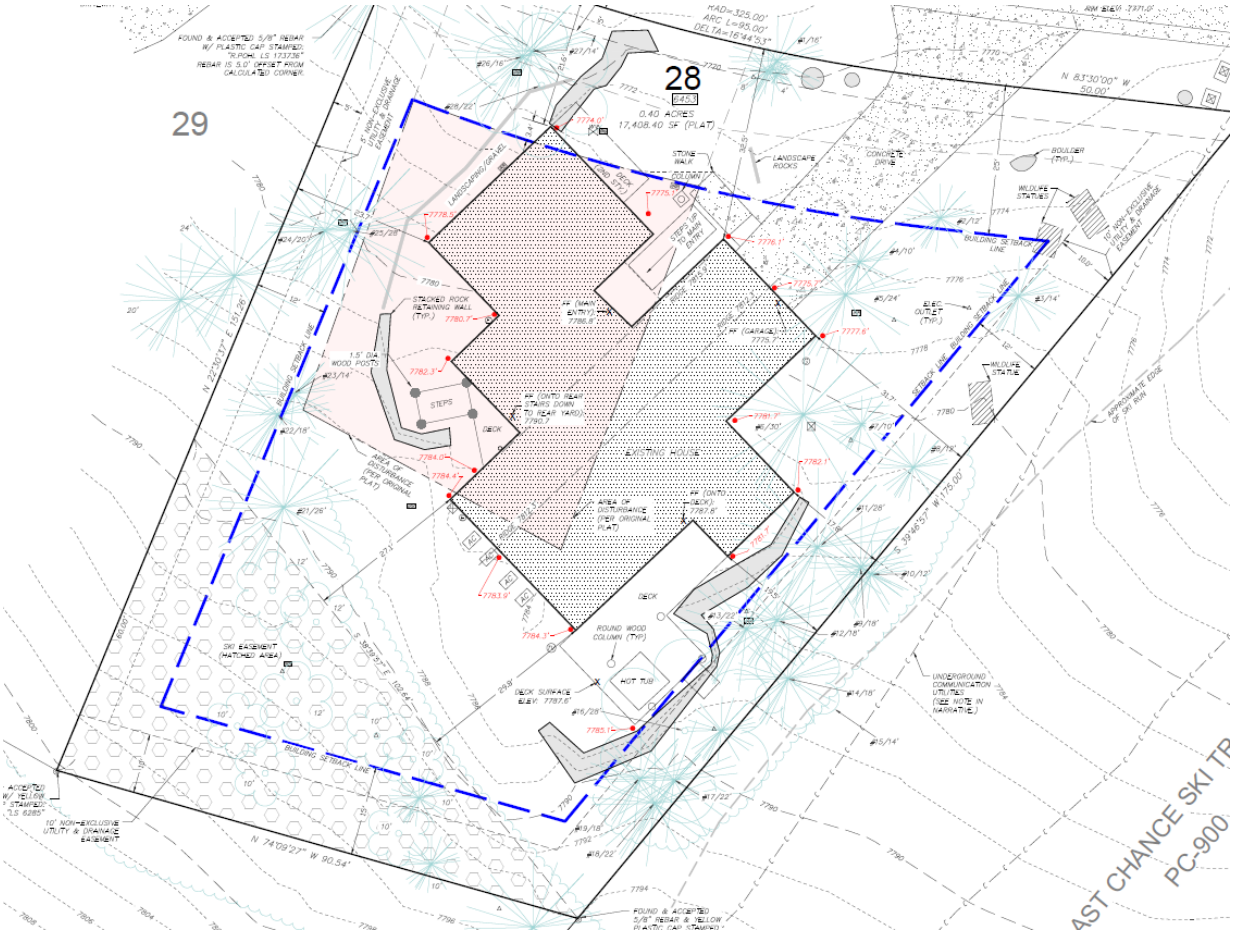
Source: https://webmap.onxmaps.com/hunt/map#14.24/40.62513/-111.48192

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5. VEGETATIVE COVER

This property is populated with deciduous and coniferous trees.

- Park City Surveying did an extensive field survey, physically locating individual trees within and adjacent to Lot 28. The method used was per Park City Municipal standard for SLO work, trees with a trunk of 6 inches or larger, measured at 4 ½ above the ground. The trees are labelled in the field and correspond to sheet 3 of the Field Survey Map.
- LMC 15-1-1 Definitions, definition:
  SIGNIFICANT VEGETATION. Includes all large trees six inches (6") in diameter or greater measured four and one-half feet (4.5') above the ground, all groves of small trees, and all clumps of oak or maple covering an Area fifty square feet (50 sq. ft.) or more measured at the drip line.
- Sheet 3 of 3 of the Existing Conditions Survey shows the tree locations.



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This Google Earth image shows Lot 28 in relationship to the surrounding homes, roadways and ski runs.



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6. DESIGNATED ENTRY CORRIDORS AND VANTAGE POINTS

Not Applicable.

This property is not near any of the designated Park City Municipal vantage points, including:

-McPolin Barn (3000 S.R. 224)
-Park City School District Campus
-Intersection of Main Street and Heber Avenue
-Park City Ski Area Base
-Snow Park Lodge
-Intersection of Thaynes Canyon Drive and S.R. 224/Park Avenue
-Park Meadows Golf Course Clubhouse
-S.R. 248 at the turn-out one quarter mile west from HWY 40
-S.R. 224, one-half mile south of the intersection with Ute Boulevard
-The intersection of S.R. 224 and Holiday Ranch Loop Road
-The intersection of Queen Esther Drive and Deer Valley Drive
-City Hall (445 Marsac Avenue)
-The roundabout at the Park City Hospital (900 Round Valley Drive)
-The intersection of the Rail Trail and Richardson Flat Road
-Additional Vantage Points established on a case-by-case basis for evaluation of project impacts on designated Ridge Line Areas

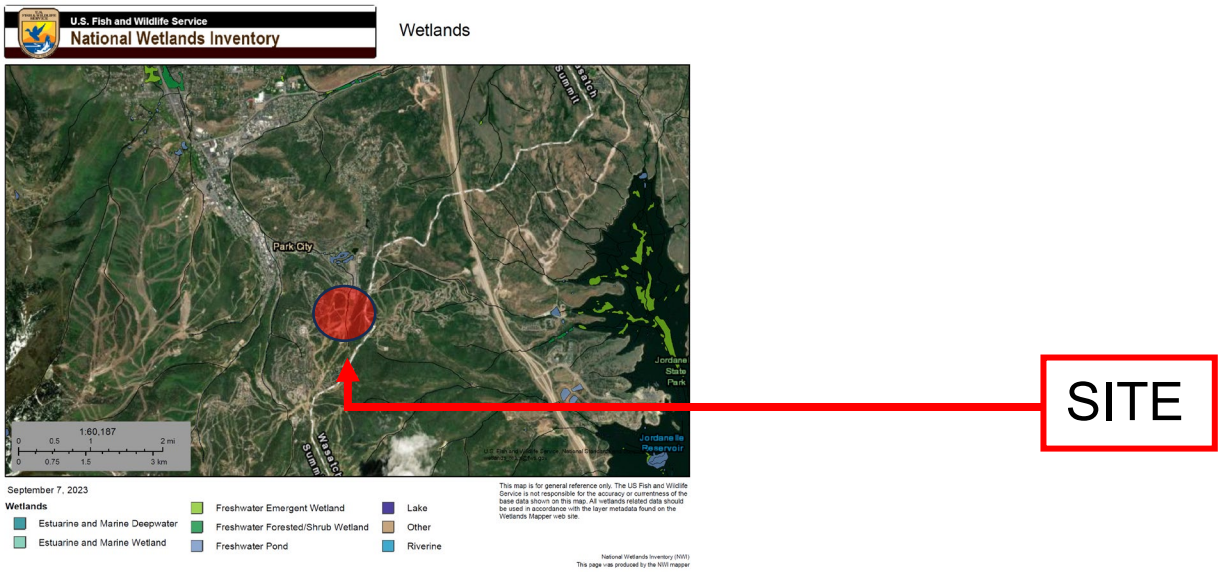
Source: LMC 15-2.21-3 (6)

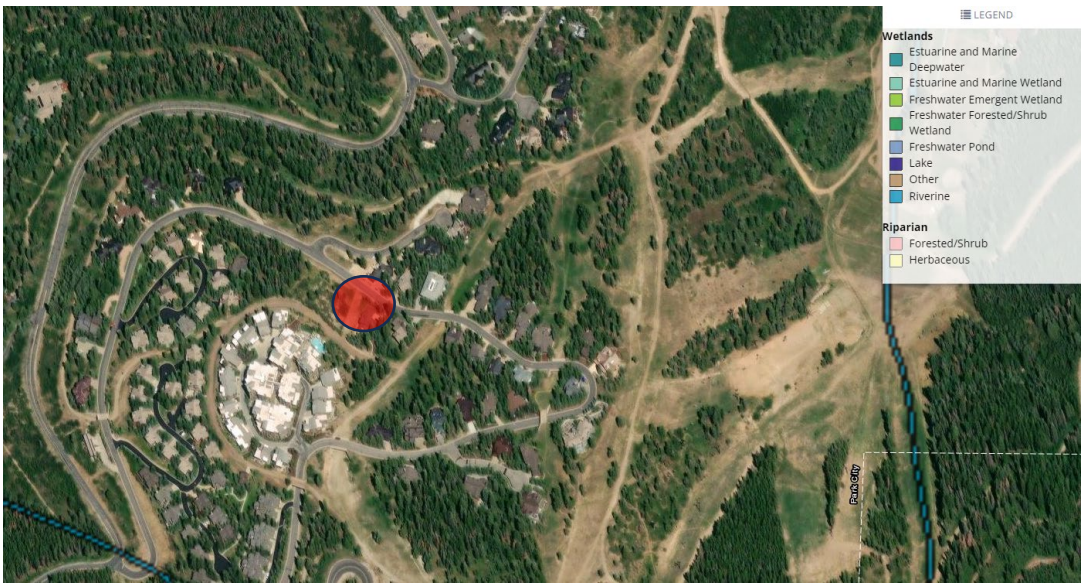
Park City Surveying
P.O. Box 682993
Park City, UT 84068
(435)649-2918
(435)649-4637 fax

7. WETLANDS

This property contains no known wetlands, using the US Fish & Wildlife's Wetlands Mapper tool. These maps are not official water delineation maps and are specifically used as a visual aide to assess whether the subject property is affected by any designated wetlands.

Evergreen Lot 28 is on the side of a mountain. Wetlands studies were provided as part of the Evergreen Subdivision preliminary and final applications and approvals. There are no wetlands in this area. No additional wetlands studies are deemed necessary for this plat amendment.





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8. STREAM CORRIDORS, CANALS, AND IRRIGATION DITCHES

See Wetland maps (previous page).

Subject property is not affected by any designated streams, canals, or irrigation ditches.

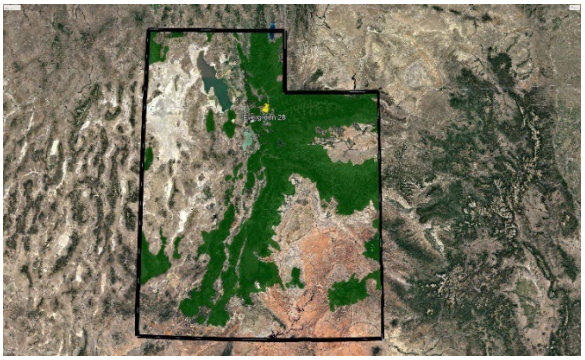
Park City Surveying
P.O. Box 682993
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(435)649-4637 fax

8. WILDLIFE HABITAT AREAS

Source: https://dwr-data-utahdnr.hub.arcgis.com/

Evergreen Lot 28 is part of an existing subdivision and has had all necessary wildlife habitat studies performed as part of the preliminary and final subdivision applications and approvals. There are no changes to the property that will affect existing wildlife in this area of Deer Valley. No additional wildlife studies are provided for this plat amendment. However, in the interest of transparency, below are wildlife habitat areas using State of Utah wildlife data.

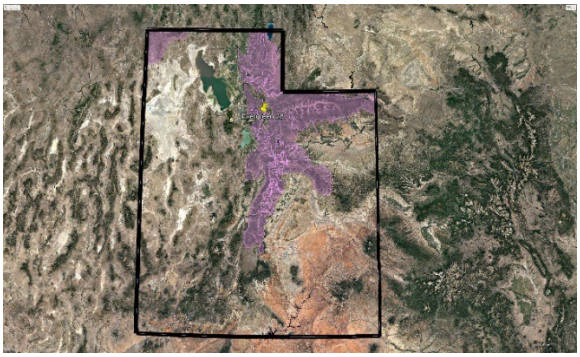
ELK HABITAT



A representation of Rocky Mountain elk current distribution, season of habitat use, and habitat value.

Rocky Mountain elk distribution, season of habitat use, and habitat values are determined by local wildlife biologist relying on observations, surveys, and radio/satellite data. For use in large-scale planning and reporting.

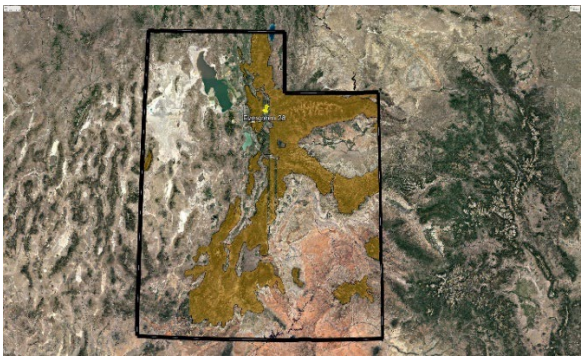
MOOSE HABITAT



A representation of moose current distribution, season of habitat use, and habitat value.

Moose distribution, season of habitat use, and habitat values are determined by local wildlife biologist relying on observations, surveys, and radio/satellite data and reporting.

BLACK BEAR HABITAT

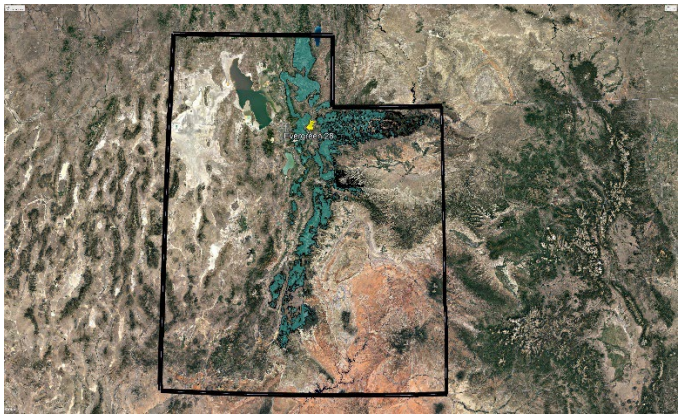


A representation of black bear current distribution, season of habitat use, and habitat value. This feature class has been simplified for web services.

Black bear distribution, season of habitat use, and habitat values are determined by local wildlife biologist relying on observations, surveys, and radio/satellite data. For use in large-scale planning and reporting.

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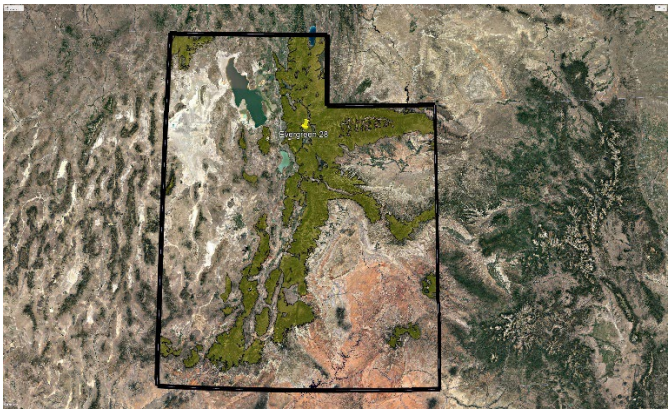
SNOWSHOE HARE HABITAT



A representation of snowshoe hare current distribution, season of habitat use, and habitat value. This feature class has been simplified for web services.

Snowshoe hare distribution, season of habitat use, and habitat values are determined by local wildlife biologist relying on observations, surveys, and radio/satellite data. For use in large-scale planning and reporting.

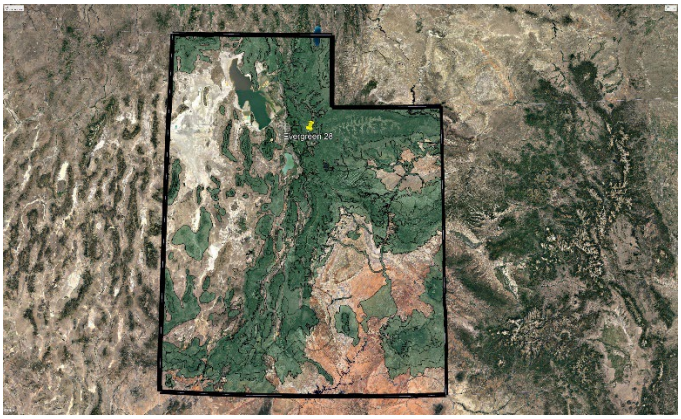
DUSKY GROUSE HABITAT



A representation of dusky grouse current distribution, season of habitat use, and habitat value. This feature class has been simplified for web services.

Dusky grouse distribution, season of habitat use, and habitat values are determined by local wildlife biologist relying on observations, surveys, and radio/satellite data. For use in large-scale planning and reporting.

MULE DEER HABITAT



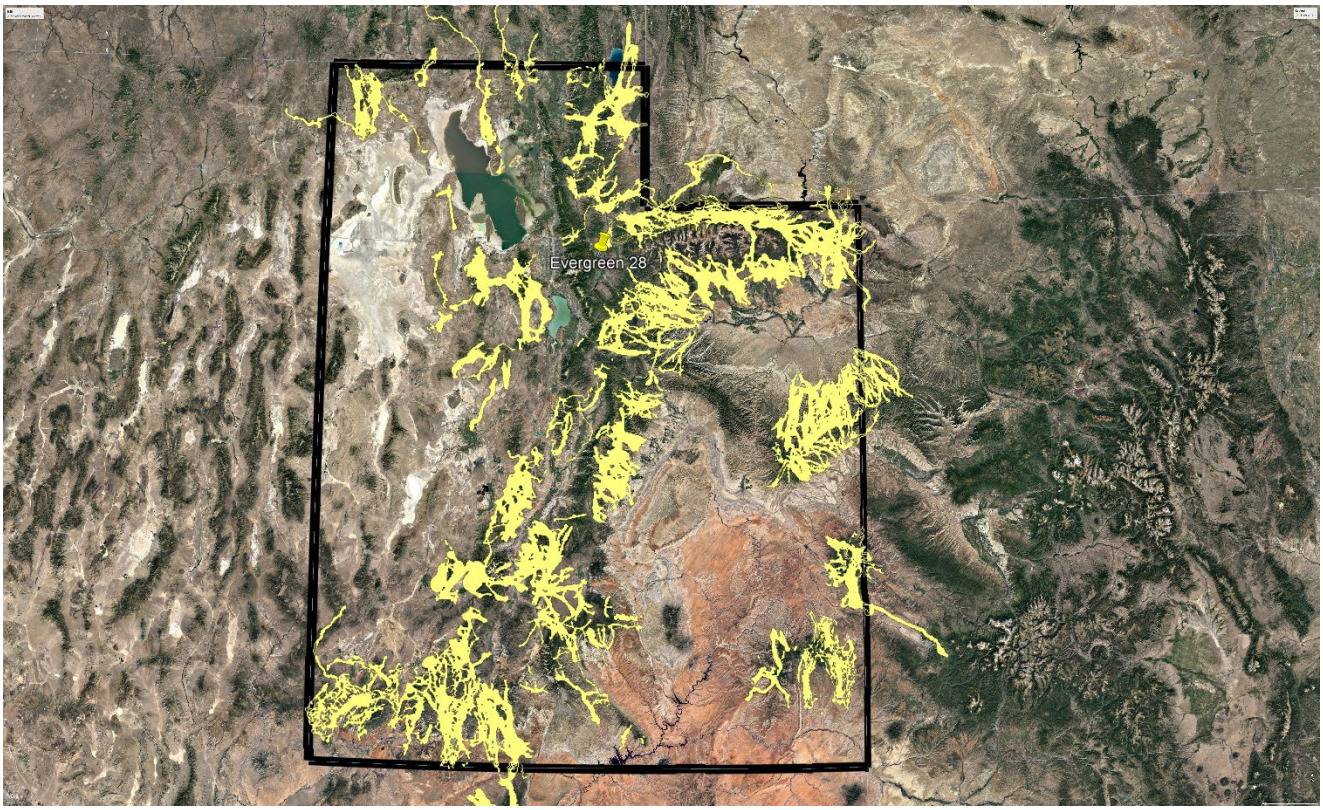
A representation of mule deer current distribution, season of habitat use, and habitat value. This feature class has been simplified for web services.

Mule deer distribution, season of habitat use, and habitat values are determined by local wildlife biologist relying on observations, surveys, and radio/satellite data. For use in large-scale planning and reporting.

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MIGRATION CORRIDORS

These data represent the DWR edited version of statistically based polygons derived from GPS collared data on animals migrating in Utah from 2016 - 2021. The GPS data were analyzed using the Brownian Bridge Movement Model (BBMM), which produced polygons based on an animal's movement path from data recorded at brief intervals. This model understands that location points are connected to each other in time.



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Additional Information and Study Requirements

1. Fire Protection Report

Evergreen Lot 28, as part of the existing Evergreen Subdivision, has had all necessary fire protection studies performed as part of the preliminary and final subdivision applications and approvals. No additional fire protection studies are deemed necessary for this plat amendment.

2. Hydrological Report

Evergreen Lot 28, as part of the existing Evergreen Subdivision, has had all necessary hydrological studies performed as part of the preliminary and final subdivision applications and approvals. No additional groundwater levels, drainage channels and systems or base flood elevation studies are deemed necessary for this plat amendment.

CONCLUSION

Since Evergreen Lot 28 is part of the existing Evergreen Subdivision, which is a fully approved and constructed subdivision, most of the items in this required Sensitive Lands Analysis were previously submitted as part of the preliminary and final approval applications or are not applicable for this proposed Plat Amendment process with Park City.

The house on the property was built in 1991 with a building permit issued by Park City. No additional findings as part of the proposed plat amendment contradict the original approvals for the subdivision.

Sincerely,



August 05, 2024

Martina Nelson, PLS
Park City Surveying
PO Box 682993
Park City, UT 84068

Email: martina@pcsurveying.com

Ordinance No. 95-17

AN ORDINANCE APPROVING A PLAT AMENDMENT TO THE EVERGREEN SUBDIVISION AREA OF DISTURBANCE IN PARK CITY, UTAH

WHEREAS, Park City, in cooperation with the Evergreen Subdivision Architectural Committee, petitioned the Planning Commission for approval of a plat amendment to the Evergreen Subdivision Area of Disturbance; and

WHEREAS, proper notice was sent and the Planning Commission held a public hearing to receive input on the proposed plat on March 22, 1995; and

WHEREAS, on March 22, 1995, the Planning Commission approved the plat amendment described below;

NOW, THEREFORE, BE IT ORDAINED, by the City Council of Park City, Utah as follows:

SECTION 1. CONCLUSIONS OF LAW. The City Council concludes that it is in the best interest of Park City to approve the plat amendment and neither the public nor any person will be materially injured by the proposed plat amendment.

SECTION 2. PLAT AMENDMENT APPROVAL. The Evergreen Subdivision Plat Area of Disturbance is hereby amended by adding the following language:

> **Note: The Area of Disturbance represents the boundary in which all building and associated construction disturbance shall occur. When the actual building footprint is established, the limits of construction disturbance shall be no greater than 15 feet beyond the foundation wall. The building footprint can shift within the Area of Disturbance. Driveway access to the Area of Disturbance shall be no wider than 20 feet. Deviations from the Area of Disturbance may and must be approved by the Evergreen Architectural Committee.**

SECTION 3. EFFECTIVE DATE. This Ordinance shall take effect immediately.

PASSED AND ADOPTED this 27th day of April, 1995.

PARK CITY MUNICIPAL CORPORATION

Mayor Bradley A. Olch

Attest:

Janet M. Scott, Deputy City Recorder

Approved as to form:

Mark D. Harrington, Asst. City Attorney

PARK CITY SUMMIT COUNTY UTAH
CORPORATE
Seal
MARCH 1, 1884

Planning Commission
Staff Report

Subject: **2250 Deer Valley Drive South**
Application: **PL-24-06258**
Author: **Virgil Lund, Planner II**
Date: **November 13, 2024**
Type of Item: **Amendment to the Flagstaff Development Agreement Technical Reports #5 and #13**

Recommendation

(I) Review and consider approving an Amendment to the Flagstaff Development Agreement Technical Report #5 *Open Space Management Plan* and #13 *Wildlife Management Plan*; (II) open a public hearing; and (III) consider approving the Amendments as shown in Exhibit A.

Description

Applicant:	Hannah Tyler, Deer Valley Resort Applicant's Representative: Jason Boal
Location:	Deer Valley Resort Open Space
Zoning District:	Recreation and Open Space, Sensitive Land Overlay
Adjacent Land Uses:	Recreation, Resort Open Space
Reason for Review:	The Planning Commission's May 22, 2024 approval of the Lift 7 Conditional Use Permit requires the Applicant to submit updated Flagstaff Development Agreement Technical Reports #5 and #13 for review by the Planning Commission prior to November 22, 2024.

CUP	Conditional Use Permit
DROS	Developed Recreation Open Space
LMC	Land Management Code
MPD	Master Planned Development
ROS	Recreation Open Space
SLO	Sensitive Land Overlay
UROS	Undeveloped Recreation Open Space

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

Summary

On May 22, 2024, the Planning Commission approved a Conditional Use Permit (CUP) for a new ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, a 375-square-foot top operator house, and 4.62 miles of

new ski runs at Deer Valley Resort (Staff Report, Minutes; Exhibit E: Final Action Letter).

The ski lift, bottom terminal and lift storage Building Pad, and ski runs are proposed on parcels within the Flagstaff/Empire Pass Master Planned Development (MPD) within the Recreation Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO). LMC § 15-2.21-7(B) *Development Approvals for Ski Area Construction and Expansion* within the SLO requires the Applicant to mitigate impacts in the SLO to the "Maximum Extent Feasible." The Applicant provided SLO materials as part of the CUP application. See the April 10, 2024 Staff Report for the SLO analysis for Lift 7.

The Planning Commission's approval of the CUP imposed Conditions of Approval to mitigate impacts on Sensitive Lands, including Open Space and wildlife habitat.

Condition of Approval 13 from the Lift 7 CUP Final Action Letter (Exhibit E) states:

> *"The Applicant must submit an application to amend Technical Report #5 Open Space Management Plan which shall include a substitution of the designated Undeveloped Recreation Open Space impacted by this application and adjustment of Developed Recreation Open Space Areas, with a minimum 111-acre replacement of the Undeveloped Recreation Open Space, and any proposed additional mitigation measures from the result of increased lift disturbance within Undeveloped Recreation Open Space. The Applicant shall submit the application to the Planning Department within three months of this Conditional Use Permit approval. Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of this Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission."*

Condition of Approval 26 from the Lift 7 CUP Final Action Letter states:

> *"The Applicant must submit a modification application to amend Technical Report #13 Wildlife Management Plan which shall include updated Wildlife Data. The Applicant shall submit a modification application to the Planning Department within three months of this Conditional Use Permit approval. The modification must be reviewed and approved by the Planning Commission within six months of the date of Planning Commission approval of this Conditional Use Permit."*

The Applicant's representative submitted the application to amend the Technical Reports on August 22, 2024. However, the Applicant's team was unavailable for the September Planning Commission meetings. While the Planning Commission must review the updated technical reports by November 22, 2024, the Commission may request additional information and extend the review if needed.

On August 22, 2024, the Applicant applied to amend Technical Reports #5 *Open Space Management Plan* and #13 *Wildlife Management Plan* and provided updated wildlife data to the Planning Department. The proposed amendments to the Technical Reports require compliance with the Flagstaff /Empire Pass Development Agreement, the Conditions of Approval required by the Planning Commission as part of the Lift 7 CUP, and the Land Management Code.

Background

On May 10, 1997, the City Council approved Ordinance No. 99-30 annexing approximately 1,750 acres in the Flagstaff Mountain/Empire Pass area into Park City. Pursuant to the Flagstaff/Empire Pass Master Planned Development (MPD) outlining development within the annexed area, the Applicant was required to submit 14 technical reports/studies to address utilities, impacts to wildlife, open space management, project phasing, and construction mitigation. In December of 2001, the Planning Commission approved the 14 technical reports. The Applicant's proposed ski lift 7 requires amendments to Technical Report #5 *Open Space Management Plan* and Technical Report #13 *Wildlife Management Plan*.

The goal of Technical Report #5 *Open Space Management Plan* is "to ensure the preservation and maintenance of Flagstaff Mountain's open space for public enjoyment and the protection of ecological values." The Open Space Management Plan characterizes two different types of Open Space within the Flagstaff Mountain Area: Undeveloped Recreation Open Space (UROS) and Developed Recreation Open Space (DROS).

"UROS may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Consequently, it is dominated by naturally occurring, unfragmented, stands of native vegetation…Where the main purpose of DROS is to provide year-round public recreation opportunities, UROS serves a wider variety of functions. In terms of recreation, UROS is typically used for backcountry skiing or snowshoeing in the winter and hiking or horseback riding in the summer. Some UROS contains trails suitable for mountain biking but only on a limited basis relative to DROS. In some areas, UROS is also important in maintaining scenic viewsheds and wildlife habits."

DROS "consists of areas served by ski lifts and contains a preponderance of graded and/or cut ski runs and summer trails. Typical vegetation consists of islands of native forest cover interlaced with ski trails that have been seeded with a limited variety of exotic grasses and forbs. These areas are designed for and receive the bulk of recreation use in the Plan Area…The general management objectives for DROS include maintaining high quality, safe, attractive, publicly accessible recreational facilities on a year-round basis."

The goal of Technical Report #13 *Wildlife Management Plan* is "to preserve wildlife habitat values within the [Flagstaff] Area by minimizing habitat loss and human/wildlife conflicts. The Wildlife Management Plan identifies existing wildlife species and habitat

that occur within the Flagstaff Mountain Area and establishes management guidelines to help maintain the biotic integrity of the area while ensuring the long-term attractiveness and marketability of the developments."

Three wildlife surveys were conducted in 1993, 1999, and 2000 which documented and described the various habitat types present in the Plan Area and provided lists of wildlife species observed in each of the identified habitats. The Wildlife Management Plan provides best management practices for these habitat areas.

The Applicant requests Planning Commission review and approval of the amended Flagstaff Development Agreement Technical Reports #5 and #13 pursuant to the Planning Commission's May 22, 2024 Lift 7 CUP approval. The Applicant submitted the following materials as part of the Amendment request:

- Amendment Report to Flagstaff Technical Report #5 and #13 (Exhibit A)
- Updated Wildlife Data for the Lift 7 Project Area and Best Management Practices (Exhibit B)

Analysis

(I) The updated Flagstaff Technical Report #5 *Open Space Management Plan* complies with the Planning Commission's Condition of Approval #13 and is consistent with the Flagstaff/Empire Pass MPD, the Goals and Objectives of the original Technical Report #5, and the SLO.

The existing DROS and UROS acres are outlined in the Open Space Management Plan. The map below shows the total UROS acres equal approximately 62,541 and the DROS equals approximately 130,000 acres.

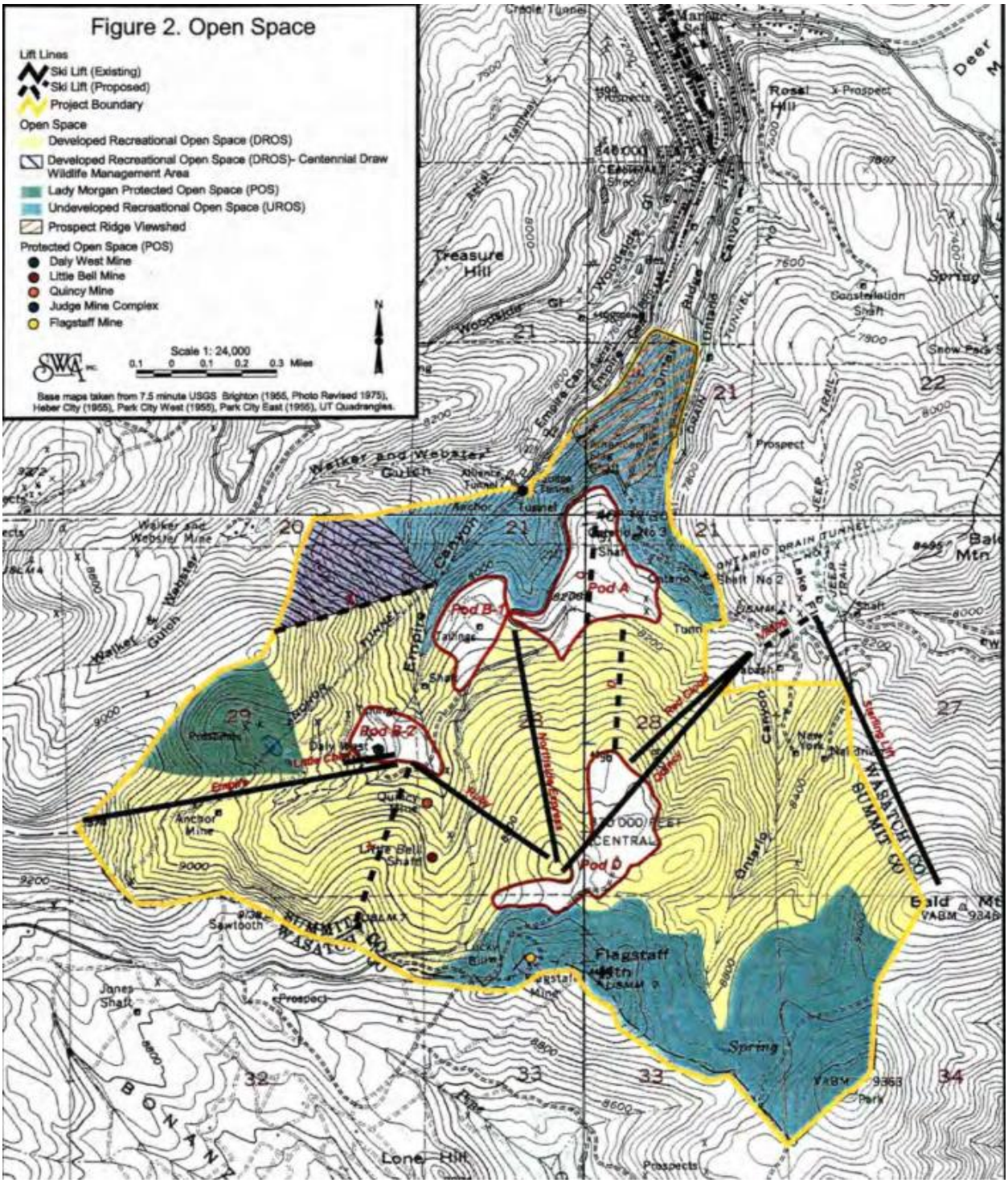


Figure 1: Existing UROS and DROS Map from the Open Space Management Plan

The Lift 7 CUP impacted approximately 111 acres of UROS. The Planning Commission required the applicant to replace the impacted 111 acres of UROS and exchange 111 acres of DROS to UROS:

> *"The Applicant must submit an application to amend Technical Report #5 Open Space Management Plan which shall include a substitution of the designated Undeveloped Recreation Open Space impacted by this application and adjustment of Developed Recreation Open Space Areas, with a minimum 111-acre replacement of the Undeveloped Recreation Open Space, and any proposed additional mitigation measures from the result of increased lift disturbance within Undeveloped Recreation Open Space. The Applicant shall submit the application to the Planning Department within three months of this Conditional Use Permit approval. Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of this Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission."*

The following map, provided by the Applicant, shows the locations of the 111-acre replacement of the UROS, divided into two areas: the West Exchange Area and the East Exchange Area. The West Exchange Area contains 51 acres while the East Exchange Area contains 60 acres.

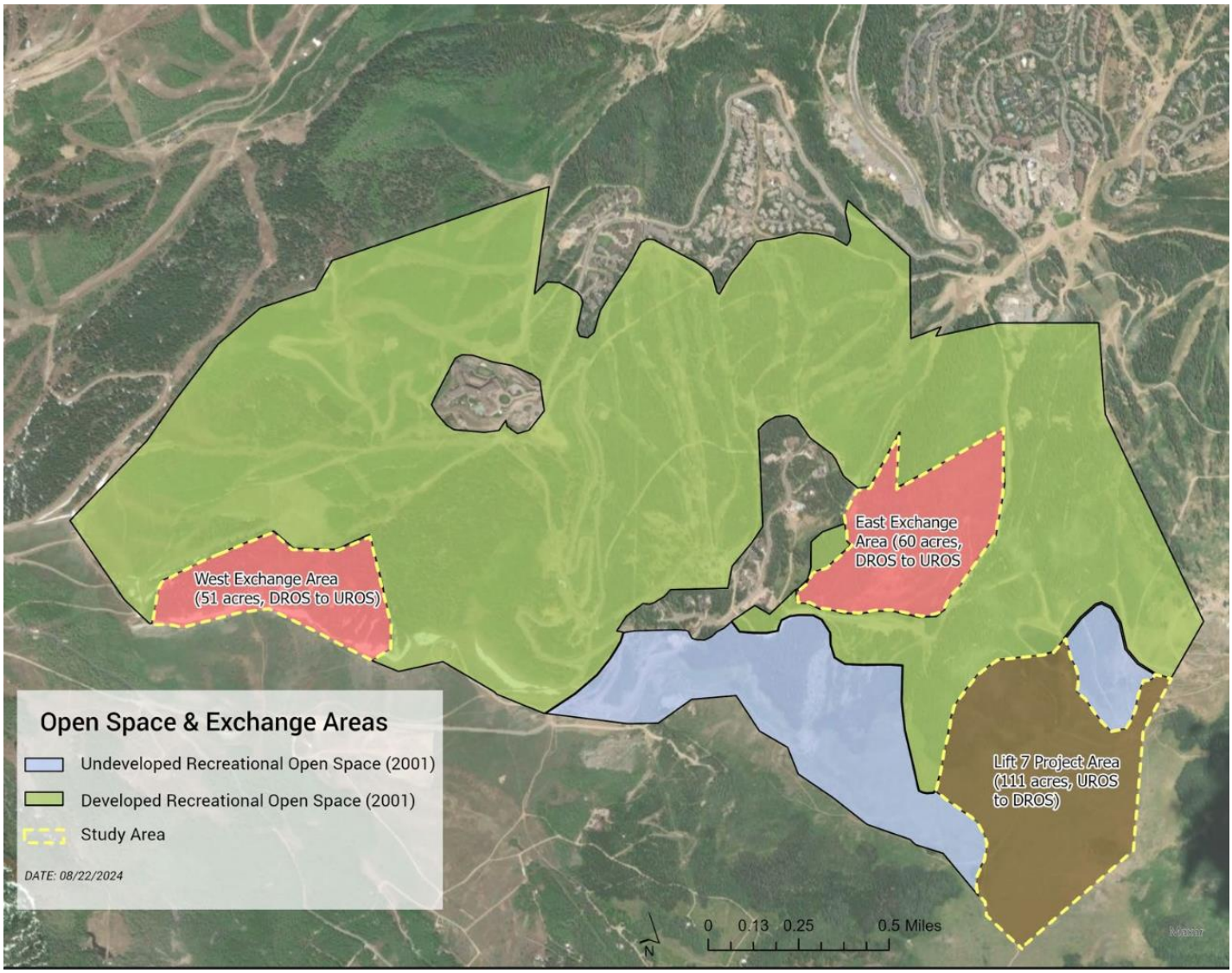


Figure 2: Applicant's Proposed 111-acre UROS Replacement Areas. Study Area refers to the Exchange Areas of UROS and DROS

The Planning Commission's Condition of Approval also included the following: Any proposed additional mitigation measures from the result of increased lift disturbance within the UROS converted to DROS

- Page 9 of the Applicant's Updated Technical Report outlines additional mitigation measures and best management practices:
    - Clearing of trees and forest areas be minimized to the maximum extent that is possible.
    - Limiting clearing within the Aspen and Coniferous Forest areas when possible.
    - Not removing older mature trees or dead standing snag trees that are utilized for nesting and foraging.
    - Replanting or seeding disturbed bare soil areas with native grasses, forbs, and shrubs to replace wildlife habitat as quickly as possible following grading

work.

- Clearing or “glading” of the shrub understory within the Aspen Forest habitat be limited to the greatest extent possible, while still allowing safe skiing. This understory should be left intact if possible.

The UROS acres that are proposed to be converted into UROS meet the characteristics of UROS. The following images show some of the DROS areas that are being converted into UROS:



Figure 3: Image Provided by the Applicant Showing the Daly Chutes and Empire Ski Lift and Runs West Exchange Area Conversion of DROS to UROS (51 acres)



Figure 4: Image Provided by the Applicant showing the East Exchange Area Conversion of DROS to UROS of 60 Acres (left of the Mountain Bike Trail)



Figure 5: Applicant's Photo Showing the East Exchange Area

The East and West Exchange areas are dominated by naturally occurring, unfragmented stands of native vegetation and Steep Slopes meeting the definition and characteristics of UROS. In the East and West exchange areas converting to UROS, there are no existing or proposed ski runs or accessory buildings. There is roughly three miles of mountain biking and hiking trails.

The purpose of the Sensitive Land Overlay (SLO) is to:

1. require dedicated Open Space in aesthetically and environmentally sensitive Areas;
2. encourage preservation of large expanses of Open Space and wildlife habitat;
3. cluster Development while allowing a reasonable use of Property;
4. prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands; and
5. protect and preserve environmentally sensitive land.[1]

The Applicant's updated Open Space Management Plan complies with the purpose of the SLO because it protects additional Open Space area within the Flagstaff Area by defining it as UROS, prohibits development on the on a designated ridgeline area and Steep Slopes, and encourages preservation of 111 acres of naturally occurring, unfragmented stands of native vegetation and wildlife habitat. The proposed UROS west exchange area is located along a designated ridgeline. The proposed UROS areas will protect the designated ridgelines from development and additional lift construction.

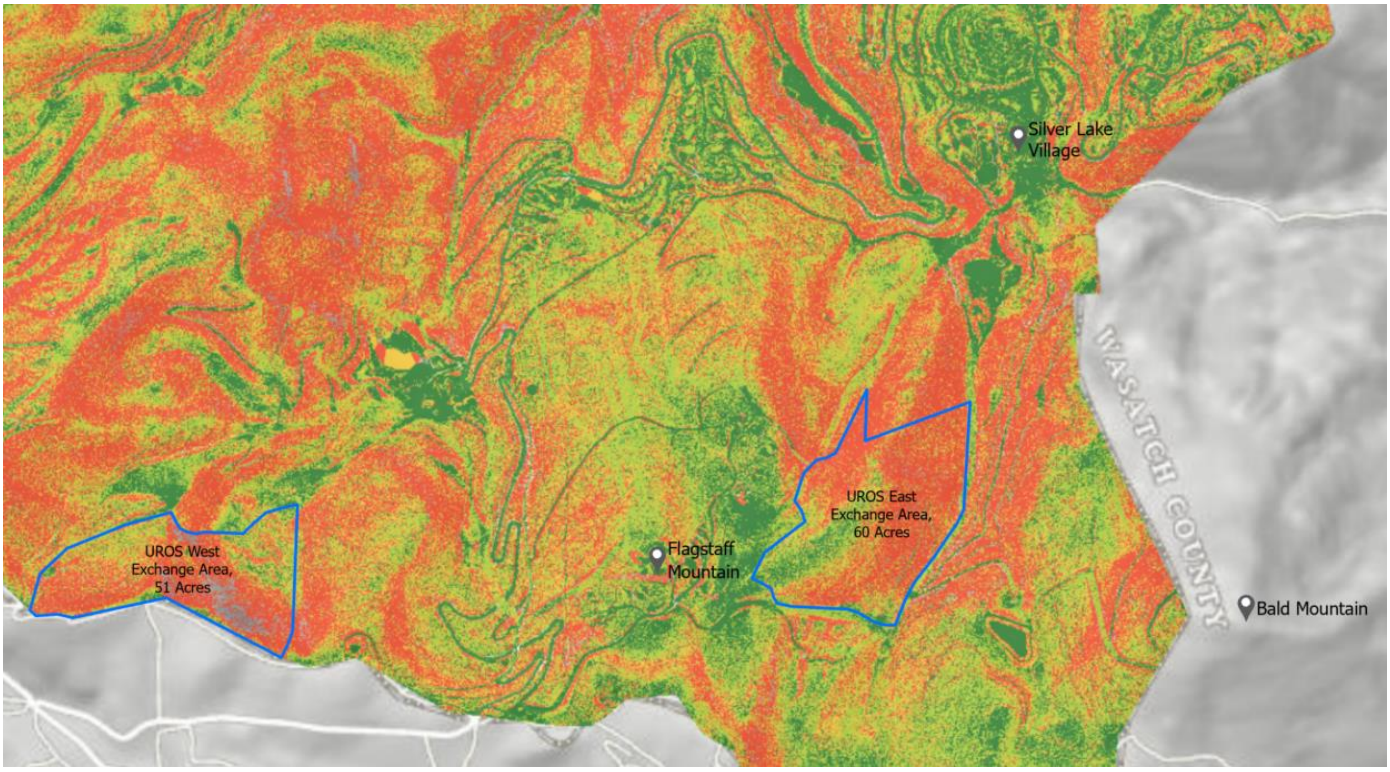


Figure 6: Map Created by Staff Using ArcGIS Showing Steep Slopes in Red

[1] LMC § 15-2.21-1

The Applicant's Sensitive Lands Analysis shows the proposed ski lift from the Vantage Points designated in LMC § 15-2.21-3(A)(6)

For photos illustrating the proposed ski lift from each designated Vantage Point, please see Exhibit F. The proposed ski lift is visible from one Vantage Point only. The top terminal of the ski lift will be visible from the Park Meadows Golf Course Clubhouse Vantage Point:



Figure 7: Park Meadows Vantage Point

Page Five from the Applicant's Amendment Report states the following: "Even though the existing DROS and UROS designated areas are equal total acreage, the Exchange Areas include more diverse landscapes including aspen forest and mixed aspen/conifer than the Lift 7 Project Area." Approximately 13 acres of Significant Vegetation were impacted by the Lift 7 CUP Project. The proposed east and west exchange areas contain approximately 70 acres of Significant Vegetation, classified as a mix between Aspen and Conifer trees.

Staff concludes that the updated amendment reports comply with the requirements of the Planning Commission's Conditions of Approval, the Flagstaff Master Planned Development, and the Sensitive Land Overlay.

(II) The Updated Technical Report #13 *Wildlife Management Plan* is consistent with the Flagstaff/Empire Pass MPD, the Goals and Objectives of the Original Technical Report #13 and the SLO.

According to the Planning Commission's Condition of Approval #26 and #27 from the Lift 7 CUP Final Action Letter, the updated Technical Report must:

- Include updated wildlife data

    - See Exhibit B for updated wildlife data and best management practices.
- If the updated Wildlife Management Plan identifies any additional species necessitating protection, the report shall include additional recommendations consistent with Conditions of Approval #16-#25 for such species

The Applicant's wildlife report states the following: "When compared to the previous wildlife resources evaluations (Original Wildlife Surveys from 1993, 1999, and 2000), and the State of Utah Division of Wildlife Resources maps and data available online; the Study Area appears relatively unchanged in regards to available habitat and ***no additional species necessitating protection were identified***... Overall the largest change since the previous studies is that the surrounding region and available habitats have become more fragmented as development and population growth infringe on areas that were once unfragmented blocks of native vegetation and mountain habitat."

The updated wildlife report concludes: "From a general wildlife habitat perspective, it is not unreasonable to swap the existing UROS Lift 7 Project Area for the existing DROS exchange Areas of equal size to offset the development…Converting the Lift 7 Project Area will result in some overall loss of Sagebrush Steppe and Aspen Forest habitat types, however, the redesignation of the existing DROS Exchange Areas into UROS will result in a net gain of Mixed Aspen/Conifer Forest and Mixed Conifer Habitat."

LMC § 15-2.21-8 outlines the requirements for Wildlife and Wildlife Habitat Protection in the SLO with staff's summary of the Applicant's Wildlife Report in *italics*:

1. **CONSTRUCTION TIMING**. Construction shall be organized and timed to minimize disturbance of Sensitive or Specially Valued Species occupying or using on-Site and adjacent natural Areas.

    The Applicant's wildlife report (p. 10) states the following regarding construction timing: "Any vegetation clearing within the migratory bird nesting season (April 1st – August 15th) should be preceded by a nest clearance survey. Native migratory birds are protected under the Migratory Bird Treaty Act of 1918. Taking of these bird species is prohibited. A taking includes active nest destruction or the abandonment of viable eggs or nestlings by the adult birds due to disturbance created by the project. We recommend that when working within the migratory bird nesting season that a clearance survey be performed on all areas scheduled to be cleared, no more than on week prior to the disturbance." See p. 10 of Exhibit A for a comprehensive summary regarding construction timing for the Lift 7 project.

2. **SENSITIVE AND SPECIALLY VALUED SPECIES**. If the Development Site contains or is within five hundred feet (500') of a natural Area or habitat Area, and the wildlife and habitat report show the existence of Sensitive or Specially Valued Species, the Development plans shall include provisions to ensure that any habitat

contained in any such natural Area shall not be disturbed or diminished, and to the Maximum Extent Feasible, such habitat shall be enhanced.

The April 10, 2024 Staff Report mentions the following: "The Utah Division of Wildlife Resources has compiled a list of all Sensitive and Specially Valued Species in the State of Utah. The Applicant's submitted analysis shows there are no Sensitive or Specially Valued species occupying or using on-Site and adjacent Areas where the proposed ski lift, ski runs, and associated facilities are proposed. Sensitive or Specially Valued Species includes Federally Threatened and Endangered Species; State of Utah Threatened and Endangered Species; State of Utah Species of Concern and animals and plants of special concern to the Park City Community as identified in the General Plan and in need of special protection."

Page 6 of the Applicant's Amendment Report states the following: "When compared to the previous wildlife resources evaluation and the State of Utah Division of Wildlife Resources maps and data available online; the Study area appears relatively unchanged in regards to available habitat and no additional species necessitating protection were identified. It is very likely the areas are still utilized by Elk, Snowshoe Hare, Coyote, Porcupine, and Bobcat. Moose are likely at a minimum, seasonally migrating through the Study Area, however, we did not see any sign that the area is used for Moose calving…Overall the largest change since the previous studies is that the surrounding region and available habitats have become more fragmented as development and population growth infringe on area that were one unfragmented blocks of native vegetation and mountain habitat."

3. **CONNECTIONS**. If the Development Site contains existing natural Areas that connect to other Off-Site natural Areas, to the Maximum Extent Feasible the Development plan shall preserve such natural Area connections. If natural Areas lie adjacent to the Development Site, but such natural Areas are not presently connected across the Development Site, then the Development plan shall, to the extent reasonably feasible, provide such connection. Such connections shall be designed and constructed to allow for the continuance of existing wildlife movement between natural Areas and to enhance the opportunity for the establishment of new connections for movement of wildlife.

The Applicant's Amendment Report (Exhibit A) and the updated Wildlife Data Report (Exhibit B) do not identify any natural Areas that connect to other Off-Site natural Areas, however, p. 6 of the Amendment Report mentions: "Converting the Lift 7 Project Area will result in some overall loss of Sagebrush Steppe and Aspen Forest habitat types, however, the redesignation of the existing DROS Exchange Areas into UROS will result in a net gain of Mixed Aspen/Conifer Forest and Mixed Conifer habitat." The proposed UROS areas contain Mixed Aspen/Conifer Forest that will increase the amount of habitat area for many species in the project area.

Condition of Approval #17 from the CUP Final Action Letter states the following regarding wildlife movement corridors and connections: "Fencing is prohibited and users of the project area must be directed away from wildlife movement corridors during the spring and fall migration periods."

Condition of Approval #19 from the CUP Final Action Letter: "To the Maximum Extent Feasible, the Applicant shall preserve any natural habitat Area connections. If natural Areas lie adjacent to the Development Site, but such natural Areas are not presently connected across the Development Site, then the Development plan shall, to the extent reasonably feasible, provide such connection. Such connections shall be designed and constructed to allow for the continuance of existing wildlife movement between natural Areas and to enhance the opportunity for the establishment of new connections for movement of wildlife."

4. **WILDLIFE CONFLICTS**. If wildlife that may create conflicts for future occupants of the Development are known to exist in Areas adjacent to or on the Development Site, then the Development plan must include provisions to minimize these conflicts to the extent reasonably feasible.

   The proposed UROS and DROS exchange helps to further prevent and mitigate wildlife conflicts. The proposed UROS acres contain steep slopes and dense coniferous and deciduous tree cover, making wildlife conflicts less likely with less human interaction possible. The acres proposed to be converted from UROS to DROS in the Lift 7 project area are low angle with existing ski runs and mountain bike trails traversing the area.

Department Review

The Planning Department, Executive Department, and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on October 30, 2024. Staff mailed courtesy notice to property owners within 300 feet on October 30, 2024. The *Park Record* published courtesy notice on October 30, 2024.[2]

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

- The Planning Commission may approve the addendum to Technical Reports #5 and #13 of the Amended and Restated Development Agreement for Flagstaff Mountain;

[2] LMC § 15-1-21

- The Planning Commission may deny the addendum to Technical Reports #5 and #13 of the Amended and Restated Development Agreement for Flagstaff Mountain and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Addendum to Flagstaff Technical Reports #5 and #13
Exhibit B: Updated Wildlife Data and Best Management Practices
Exhibit C: Technical Report #5 Open Space Management Plan
Exhibit D: Technical Report #13 Wildlife Management Plan
Exhibit E: PL-23-05938 CUP Final Action Letter Approving Lift 7
Exhibit F: Sensitive Lands Analysis, Vantage Points

Flagstaff Mountain Open Space (Exhibit 5) and Wildlife Management Plan (Exhibit 13) Update Amendment Report

August 22, 2024

Prepared by:

Logan Simpson
1755 S 4490 W Suite C
Salt Lake City, UT 84104

and

BIO-WEST, Inc.
1063 West 1400 North
Logan, Utah 84321

Prepared for:

Deer Valley Mountain Resort
2250 Deer Valley Dr.
Park City, UT 84060

Submitted to:

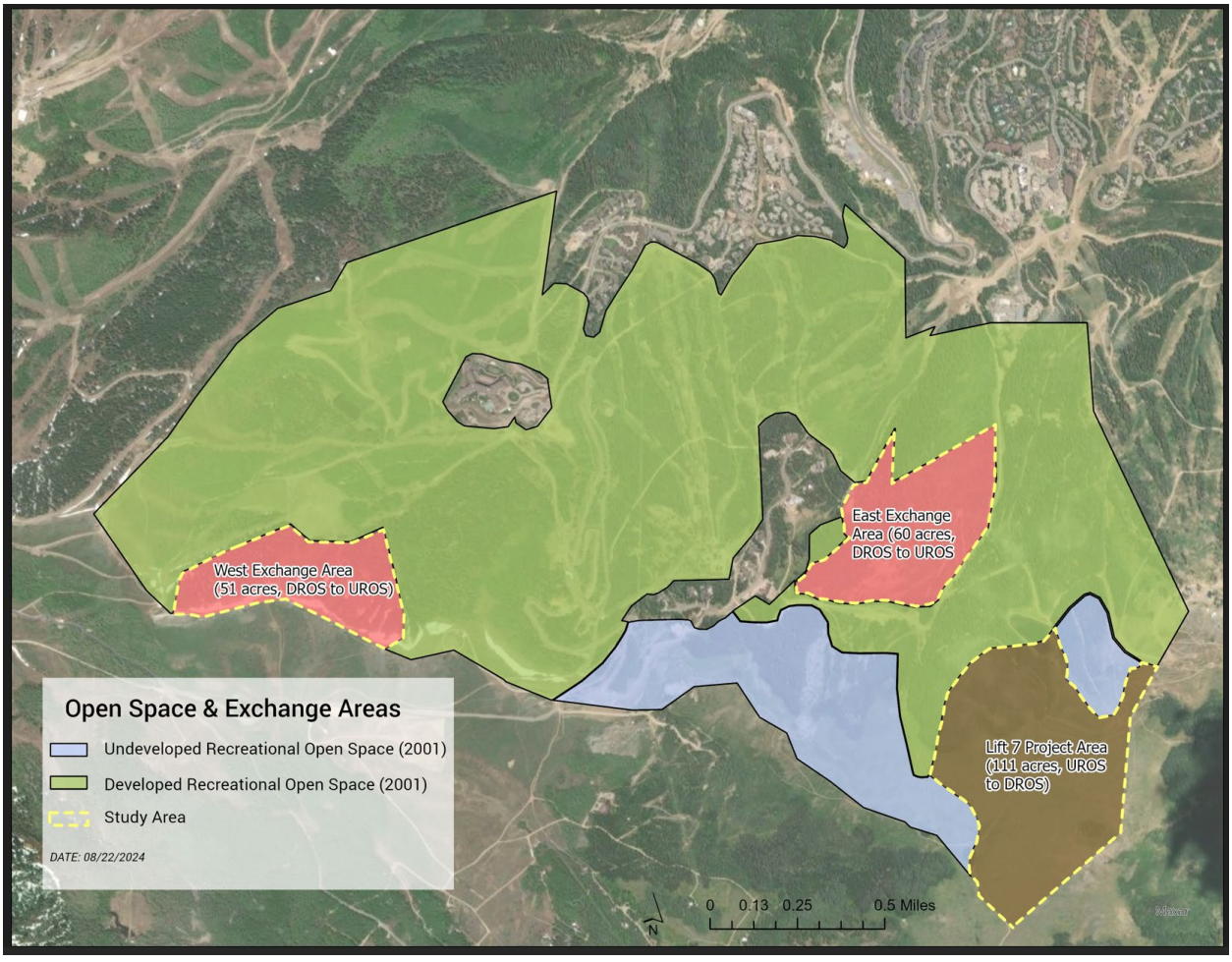
Park City Planning Commission
City Hall
445 Marsac Avenue
Park City, UT 84060

Background

Study Area

The Study Area, as depicted on Map 1, consists of the 51 acre - West Exchange Area, 60 acre - East Exchange Area (collectively defined as the "**Exchange Areas**" and the Lift 7 Project Area (each defined later). The analysis and recommendations in this Report apply only the land within the Study Area. The Study Area includes a total of 222 acres that are currently managed by Deer Valley Resort.

Map 1: Study Area (consisting of the Exchange Areas and Lift 7 Project Area)



Site and Plan History

The Flagstaff Development Agreement includes an Open Space Management Plan (Open Space Plan) and Wildlife Management Plan (Wildlife Plan) which were each revised and approved in 2001 as part of the Flagstaff Mountain Resort Large Scale Master Plan (Master Plan) for the development. The Open Space and Wildlife Plans guide management and uses of areas within the Flagstaff area, including the 222-acre Study Area amended with this Report. Since the Open Space and Wildlife Plans were approved in 2001, Deer Valley Resort has expanded lift and ski run services within the

Flagstaff area. Additionally, roughly 887 acres within and adjacent to the Open Space Plan boundaries were placed under conservation easement, known as the Empire East and West, and the Sunnyside Conservation Easements in 2002 and 2014.

The goals of the Open Space Plan include to "ensure the preservation and maintenance of Flagstaff Mountain's open space for public enjoyment and the protection of ecological values." The Open Space Plan designates Recreational Open Space and Protected Open Space. An analysis of recommendations for the Protected Open Space (all of which is located outside of the Study Area) is not included in this Report. The purpose of the Recreational Open Space is "to establish and preserve districts for land uses requiring large areas of undeveloped open land; permit, preserve, and encourage recreational use of these lands; and preserve and enhance environmentally sensitive lands such as wetlands, steep slopes, ridge lines, meadows, stream corridors, and forests." (Pg. 3) Recreational Open Space is divided into two categories: Undeveloped Recreational Open Space (UROS) and Developed Recreational Open Space (DROS). Many of the designated DROS areas have been developed with lifts, ski improvements, and ski runs as allowed in the Open Space Plan designation description. Among the DROS areas, 111 acres of the Study Area (identified as the Exchange Areas on Map 1) have continued to be maintained for its natural habitat, steep slopes, viewshed, and substantial vegetative covering.

Current DROS and UROS descriptions, as summarized from pages 3-4 in the Open Space Plan are as follows:

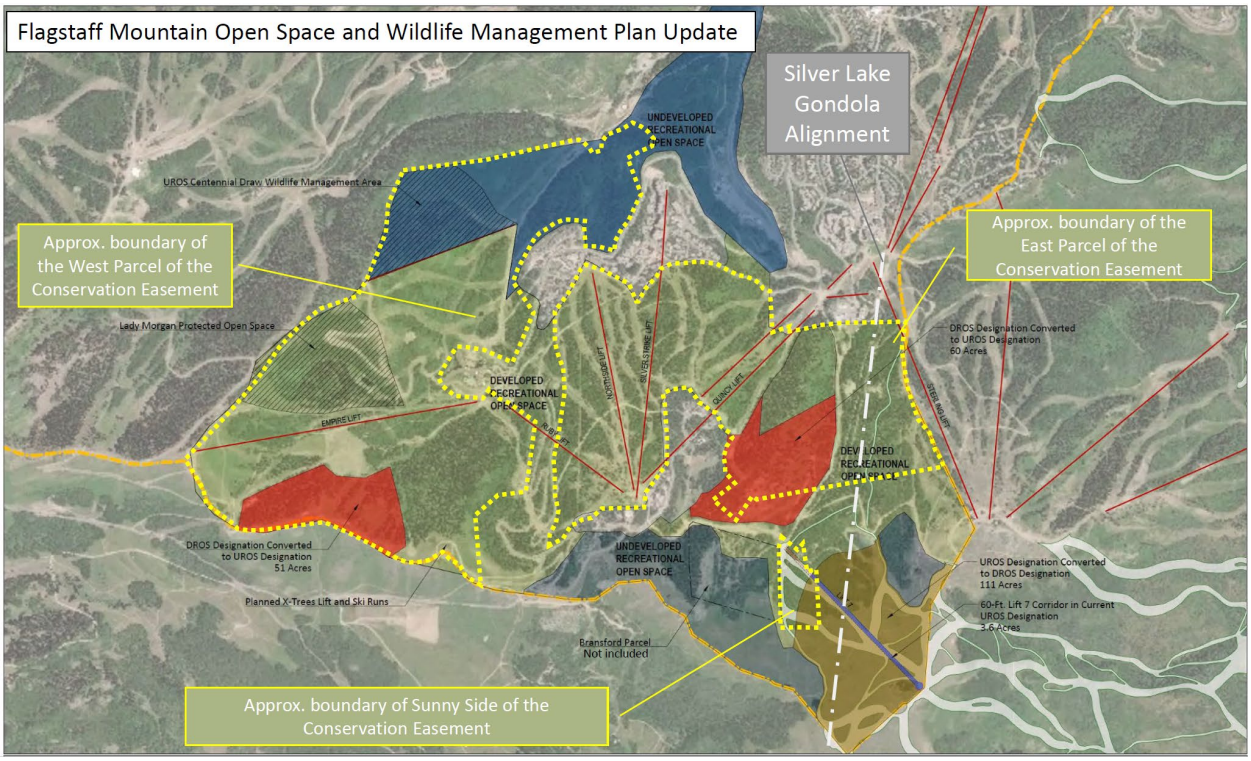
Developed Recreational Open Space (DROS) consists of areas served by ski lifts and contains a preponderance of graded and/or cut ski runs and summer trails. Typical vegetation consists of islands of native forest cover interlaced with ski trails that have been seeded with a limited variety of exotic grasses and forbs. These areas are designed for and receive the bulk of recreational use in the Plan Area. Some currently undeveloped areas have been proposed for ski lift/run development to occur over the next eight years. These areas have been identified as DROS for the purpose of this plan. One of these areas, Centennial Draw, is a known elk calving ground and, as such, is subject to special management considerations described in Section 4.2.2, below. The general management objectives for DROS include maintaining high quality, safe, attractive, publicly accessible recreational facilities on a year-round basis.

Undeveloped Recreational Open Space (UROS) may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Consequently, it is dominated by naturally occurring, unfragmented stands of native vegetation. Summer trails in UROS tend to either be remnants of the mining era or have developed from small, volunteer efforts, or from the repeated human use of existing game trails. Where the main purpose of DROS is to provide year-round public recreation opportunities, UROS serves a wider variety of functions. In terms of recreation, UROS is typically used for backcountry skiing or snowshoeing in the winter and hiking or horseback riding in the summer. Some UROS contains trails suitable for mountain biking but only on a limited basis relative to DROS. In some areas, UROS is also important in maintaining scenic viewsheds and wildlife habitats. The general management objectives for UROS are to continue to allow human access and use while maintaining the scenic qualities and habitat values of these areas.

Report Purpose

In May 2024, Deer Valley Resort received approval for Conditional Use Permit from the Park City Planning Commission related to a new ski lift and associated ski runs, to be located within the Lift 7 Project Area. The approval contained a condition to (1) convert the 111-acre Lift 7 Project Area from UROS to DROS and (2) convert the Exchange Areas, totaling 111-acres, from DROS to UROS. This acre-to-acre conversion was requested by the Park City Planning Commission on May 22, 2024, with a condition of approval to amend two exhibits to the Master Plan – specifically, Exhibit 5 the Open Space Plan, and Exhibit 13, the Wildlife Plan (including updates to the Wildlife Data). The Wildlife Analysis of this Report was conducted in July 2024 to address current wildlife data and best management practices within the Study Area.

Map 2: Proposed Areas for New Open Space Designation



Methodology

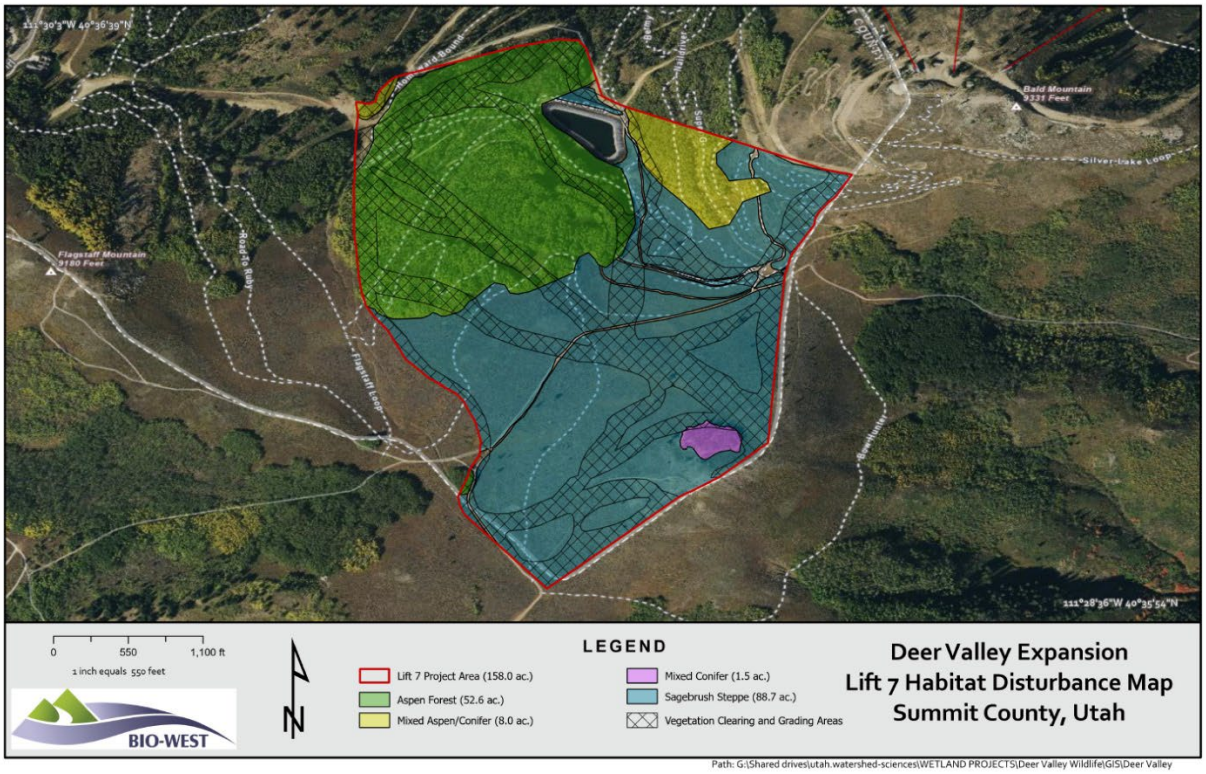
Wildlife Assessment

The existing habitat types were mapped using a combination of available remote sensing data and observations made in the field. The comparison of the two Exchange Areas, proposed for UROS designation and the Lift 7 Project Area, proposed for DROS designation, has been undertaken as a qualitative assessment and detailed natural resources inventories or species-specific studies were not undertaken as part of this exercise. These areas were evaluated in the past for wildlife resources as part of the Flagstaff Mountain Plan Area (Bio Resources 1993 & SWCA 1999 and 2000). BIO-WEST ecologists visited the Study Area on June 7 and July 17, 2024, and walked the entire

Study Area utilizing a grid pattern. Mr. Garrett Lang, the Deer Valley Director of Mountain Operations and Mr. Paul Hedman, a Deer Valley Department Manager, met with BIO-WEST personnel and assisted them with site access to the Study Area.

During the Study Area visits, the ecologists documented the vegetation communities and wildlife species observed, including sign (scat and tracks). The work was conducted from the Park Peak Summit, at an elevation of approximately 9,360 feet above mean sea level, down to the lowest end of the Study Area at an elevation of approximately 8,660 feet above mean sea level. The observed vegetation communities were summarized and classified as habitat types for native wildlife (see attached Habitat Disturbance Map, Map 3. More time was spent reviewing the areas proposed for complete removal of vegetation, topsoil, and grading within the Lift 7 Project Area, because those areas of habitat will be completely removed, and that habitat will be lost for native wildlife use until such time as the slopes are revegetated. Forest habitat in graded areas will be converted to grassland and shrubland habitat in perpetuity.

Map 3: Habitat Disturbance Map



Open Space Plan and Designation Assessment

Land use and environmental planners visited the Study Area on August 6, 2024, with Mr. Paul Hedman, the Deer Valley Lift Operation Manager. During the visit, the planners visited all three parts of the Study Area that are amended in this Report (namely, the East Exchange Area, West Exchange Area and Lift 7 Project Area) to observe current conditions including level of ski resort disturbance, vegetation cover, viewsheds, slopes, and adjacent land uses. The areas that are proposed to be

converted from DROS to UROS (the Exchange Areas) were difficult to access due to steep slopes, dense coniferous and deciduous tree cover. Overwhelmingly, these areas appear to be undisturbed by ski resort activity aside from single track trail and dirt access roads and wintertime use. On the contrary, the Lift 7 Project Area was observed to be lower angle slopes and have far less tree cover with predominantly contained tall grass and shrubland vegetation, with an abundance of mountain biking trails and road access improvements.

Findings

Open spaces are important ecological systems that provide a wide range of benefits to both wildlife and humans. By preserving these habitats, open space can play a crucial role in maintaining biodiversity. Trees and vegetation in open space help to maintain the quality and quantity of water resources by filtering pollutants and preventing soil erosion, as well as cleaning the atmosphere to maintain high air quality. Trees and other vegetation also absorb carbon dioxide from the atmosphere, which helps mitigate the impacts of climate change by reducing greenhouse gas emissions through carbon sequestration. Further, open space can provide an opportunity for people to learn about the environment, ecology, and wildlife, as well as responsible outdoor recreation and the history of the community.

The Study Area is characterized by its dense forests, high alpine scrubland, and rugged mountain ranges, making it a popular destination for outdoor recreation enthusiasts, both residents and visitors alike. The Lift 7 Project Area, which consist of 111-acres currently designated as UROS area, includes four distinct habitat types of Sagebrush Steppe, Aspen Forest, Mixed Aspen/Conifer Forest, and Mixed Conifer Forest in addition to a small segment of intermittent/ephemeral channel. An overwhelming majority of the parcel is made up of the Sagebrush Steppe habitat. The Sagebrush Steppe habitat offers quality habitat for a variety of sagebrush dependent bird species including the Brewer's Sparow (*Spizella breweri*) and Sage Thrasher (*Oreoscoptes montanus*). Observations within the Sagebrush Steppe indicate that the habitat is heavily used by Mule Deer (*Odocoileus hemionus*) and Uinta ground squirrel (*Urocitellus armatus*). Sagebrush Steppe habitat within the two Exchange Areas (currently designated as DROS area) is much more limited in comparison to the Lift 7 Project Area (currently designated as UROS area) , however the West Exchange Area does include areas of Sagebrush Steppe that could provide habitat for some of these Sagebrush specialist species.

Even though the existing DROS and UROS designated areas are equal total acreage, the Exchange Areas include more diverse landscapes including aspen forest and mixed aspen/conifer than the Lift 7 Project Area. In general, the two Exchange Areas include a similar variety of habitat types, but in varying conditions and quantities as the Lift 7 Project Area, generally resulting in a similar ecological benefit to the surrounding region if left undisturbed. The Lift 7 Project Area contains large areas of Sagebrush Steppe which are present in the two Exchange Areas, but in smaller areas interspersed within the Mixed Aspen/Conifer and Mixed Conifer forests of the Exchange Areas. These clearings contain a variety of low shrubby vegetation and tall grasses in addition to sagebrush. The clearings are surrounded by forest and provide quality foraging for small and large mammals in addition to valuable hunting grounds for birds of prey like the American Goshawk (*Accipiter atricapillus*) and smaller bug-catching birds such as swallows (*Hirundo* sp). The large

patches of quality snowshoe hare habitat are particularly important to the ecological value of the area, as the snowshoe hare is often viewed as a keystone species. Neither the Lift 7 Project Area or Exchange Areas contain habitat types that are considered inherently rare or unique within the mountains of Utah. However, both areas do contain native vegetated wildlife habitat types that are important for the native wildlife inhabiting the region.

Areas of Aspen Forest within the Lift 7 Project Area can be found in areas of higher soil moisture due to slope aspect or near the existing intermittent/ephemeral stream channel. The Aspen Forest provides quality habitat for a great diversity of wildlife and understory vegetation, particularly during times when the stream is flowing in the spring. The Exchange Areas are generally lacking Aspen Forest habitat, most likely due to the absence of stream channels to provide the necessary soil moisture; but there are several small patches of American Aspen (*Populus tremuloides*) present. As an alternative to the Aspen Forest habitat, the Exchange Areas contain larger areas of Mixed Aspen/Conifer Forest and Mixed Conifer which provide valuable ecological benefits. Mixed Aspen/Conifer Forest habitat is a transitional type of forest community that supports both Aspen and coniferous tree species such as Western White Pine (*Pinus monticola*), Engelmann Spruce (*Picea engelmannii*), Subalpine Fir (*Abies lasiocarpa*), and Doughlas Fir (*Pseudotsuga menziesii*), while Mixed Conifer Habitat contains a similar species composition with the exception of Aspen. The 111-acre Lift 7 Project Area includes several small, isolated patches of both Mixed Aspen/Conifer Forest and Mixed Conifer habitats, but the patches are isolated or fragmented by existing roads and trails which lowers the ecological benefit of the communities. The Exchange Areas contain much larger, dense areas of both habitat types that, if left undisturbed, provide valuable foraging and travel corridors for ungulates, nesting cavities or nesting trees for a variety of bird species, and habitat for small mammals such as the Snowshoe Hare (*Lepus americanus*) and American Red Squirrel (*Tamiasciurus hudsonicus*).

From a general wildlife habitat perspective, it is not unreasonable to swap the existing UROS Lift 7 Project Area for the existing DROS Exchange Areas of equal size to offset the development. Both areas contain significant forest stands (albeit of different sizes and types) and native vegetation habitats. Converting the Lift 7 Project Area will result in some overall loss of Sagebrush Steppe and Aspen Forest habitat types, however, the redesignation of the existing DROS Exchange Areas into UROS will result in a net gain of Mixed Aspen/Conifer Forest and Mixed Conifer habitat.

When compared to the previous wildlife resources evaluation (Flagstaff Mountain Plan Area), and the State of Utah Division of Wildlife Resources maps and data available online; the Study Area appears relatively unchanged in regards to available habitat and no additional species necessitating protection were identified. It is very likely the areas are still utilized by Elk, Snowshoe Hare, Coyote, Porcupine, and Bobcat. Moose are likely at a minimum, seasonally migrating through the Study Area, however, we did not see any sign that the area is used for Moose calving. Black bear could utilize the areas, however, we did not observe any sign of that species. The bird list from the previous study remains relatively unchanged with the additional species observed by BIO-WEST including Dusky Grouse, Barn Swallow, Common Raven, Northern Harrier, Rufous Hummingbird, Sage Thrasher, and Vesper Sparrow. Overall the largest change since the previous studies is that the surrounding region and available habitats have become more fragmented as development and

population growth infringe on areas that were once unfragmented blocks of native vegetation and mountain habitat.

Deer Valley will continue to have management responsibility for all DROS and UROS areas within the Study Area. The Exchange Areas includes steep ski runs and minimal bike and hiking trails. The West Exchange Area especially includes steep cliff edges. Substantial new ski run, lifts, and/or trails are not anticipated in the Exchange Areas at this time. Forest health management activities, such as removing hazard trees and noxious weeds, are still expected to occur. The proposed "X" Lift between the existing Ruby and Empire lifts, as shown in the Open Space Plan, would land to the east of the West Exchange Area. If developed it would be in the distant future as focus has shifted to the development to the east.

The Exchange Areas are primarily within the Empire Conservation Easement boundary. The Exchange Areas exhibit conservation values consistent with the conservation easement values including natural, scenic open space, and wildlife of great importance. The conservation easement identifies the property as appropriate for skiing, recreational, and other uses that is necessary to the operation of the Deer Valley Resort. These uses include the construction, development and operation of ski-related development and other allowed uses as provided by the Development Agreement for Flagstaff Mountain. For a comprehensive list of Reserved Rights per the Ski Area Easement, reference the recorded Conservation Easement (Ski Area) with Summit County Recorder's Office as instrument #643790.

The Study Area includes existing access roads and multiple developed mountain biking and hiking trails. According to Page 11 of the Open Space Plan "Deer Valley Resort has developed ski lifts and ski runs throughout the majority of the Plan Area. Two currently undeveloped areas, were proposed for ski lift and run development over the next eight years. Collectively, these areas fall under the category of DROS. Refer to Figure 2 (Appendix B) for a depiction of DROS within the Plan Area." The proposed conversion of the Lift 7 Project Area to DROS is consistent with adjacent development, including the Day Lodge next to Lift 7 at the top of Park Peak, which is under development in Wasatch County, and the planned gondola to come from Park Peak to Silver Lake Lodge, to the east of the East Exchange Area.

Amendments

The amendments to the Open Space Plan Exhibit 5 hereby include:

- Changes to the geographic boundaries (Map 4)
- Updated UROS and DROS definitions for the Study Area
- Best Practice Recommendations

The amendments to the Wildlife Plan Exhibit 13 hereby include:

- Best Practice Recommendations

Geographic Boundaries

The following ROS designations are made (Map 4):

- A total of 111 acres (two separate parcels shown on Map 4 as East Exchange Area and West Exchange Area) that are designated as DROS in the 2001 Open Space Plan to be changed to UROS.
- A total of 111 acres (shown on Map 4 as the Lift 7 Project Area) that are designated as UROS in the 2001 Open Space Plan to be changed to DROS.

Recommended Open Space Definitions

The Open Space designations within the Study Area are defined as:

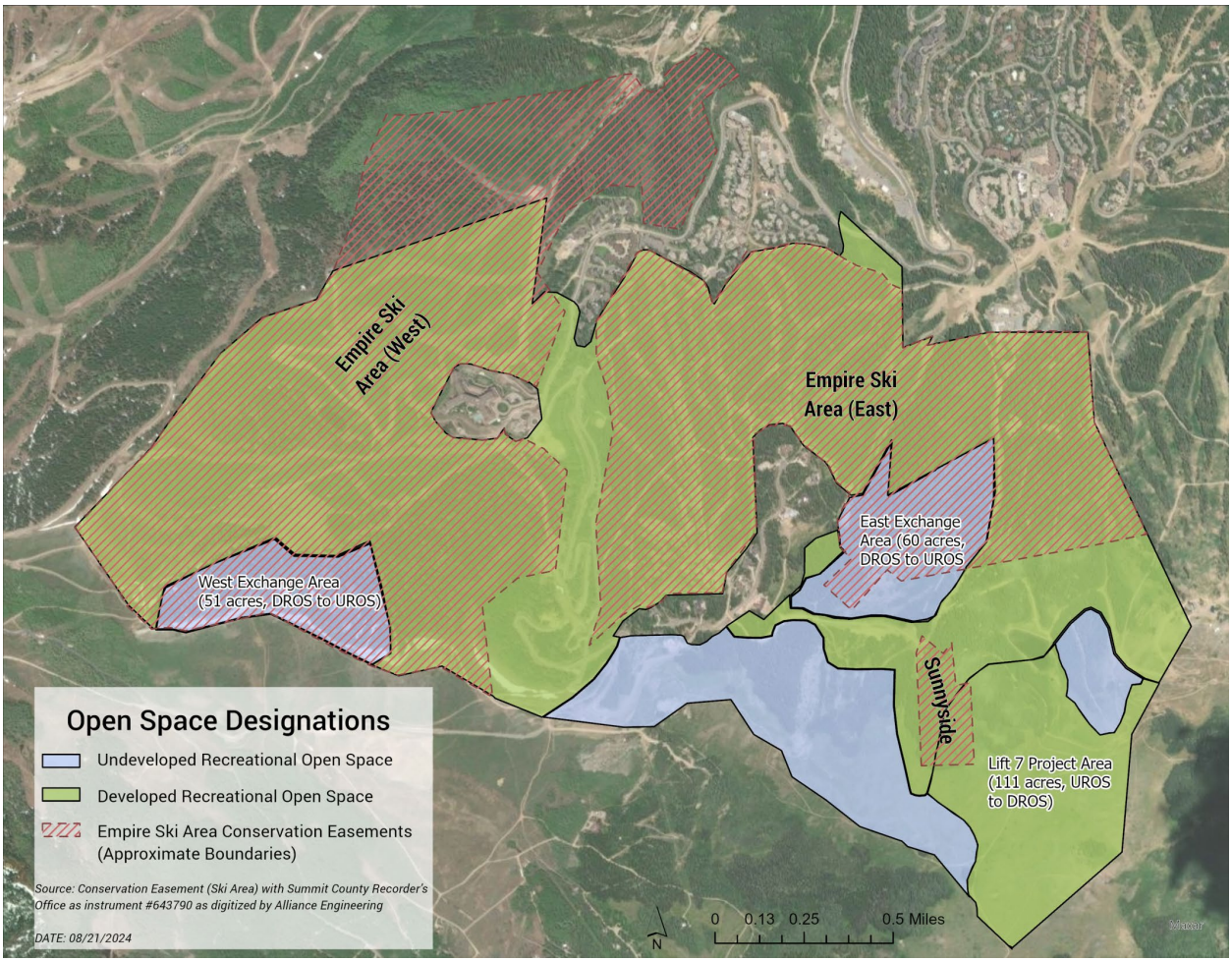
DROS, Updated

This landscape includes natural resources, forests, scenic viewsheds, unique geological features, and other types of wildlife habitats and corridors. While the emphasis is on resource enhancement, public access is provided through maintaining high quality, safe, attractive, publicly accessible recreational facilities on a year-round basis. This designation includes opportunities for nature-oriented, outdoor recreation, which includes multi-purpose trails and ski runs. Limited areas can be dedicated to facilities to support the passive recreation experience, such as services roads, parking areas, lifts and lift houses, environmental education/interpretive areas, picnic sites, and other visitor support facilities. The landscape is actively managed to limit noxious weeds, enhance forest health, reduce wildfire risks, especially within the wildland-urban interface, and manage the slope for recreational experiences.

UROS, Updated

Native vegetation cover remains largely intact and forest stands do not exhibit the high level of fragmentation characteristic of DROS. While these areas may contain a variety of hiking, biking, and equestrian trails and ski runs, these facilities do not dominate the character of the land. These areas have higher visual appeal and quality wildlife habitats relative to DROS. While these areas will continue to experience limited summer trail construction and maintenance, the overall character of UROS within the Plan Area is unlikely to experience substantive change over time. The landscape is actively managed to limit noxious weeds, enhance forest health, and reduce wildfire risks, especially within the wildland-urban interface. Some of these properties may be permanently designated or protected as open space through a conservation easement.

Map 4: Updated Open Space Area Designations



Recommended Best Management Practices

In order to minimize the wildlife impacts associated with the Lift 7 project, we recommend that the clearing of trees and forest areas be minimized to the maximum extent that is possible while still accomplishing the overall project goals. This includes limiting clearing within the Aspen and Coniferous Forest areas when possible. The forested habitats support the greatest wildlife diversity within the Study Area and should be preserved as much as is possible, while still allowing for accomplishment of project goals. If possible, we recommend not removing older mature trees or dead standing snag trees that are utilized for nesting and foraging. When land clearing and grading is required; we recommend replanting or seeding disturbed bare soil areas with native grasses, forbs, and shrubs to replace wildlife habitat as quickly as possible following grading work. We recommend that the clearing or "glading" of the shrub understory within the Aspen Forest habitat be limited to the greatest extent possible, while still allowing safe sking. The numerous species of berry producing plants in the understory are valuable wildlife food and cover. This understory should be left intact if possible.

Any vegetation clearing within the migratory bird nesting season (April 1st-August 15th) should be preceded by a nest clearance survey. Native migratory birds are protected under the Migratory Bird Treaty Act of 1918. Taking of these bird species is prohibited. A taking includes active nest destruction or the abandonment of viable eggs or nestlings by the adult birds due to disturbance created by the project. We recommend that when working within the migratory bird nesting season that a clearance survey be performed on all areas scheduled to be cleared, no more than one week prior to the disturbance. The nest clearance area should include the actual clearing and disturbance area and also a 300-foot buffer on either side of the clearing area but not extending beyond the edge of the actual Study Area. The buffer will ensure that no nesting bird species will abandon an active nest due to noise, dust, and other disturbance created by the project. If nesting bird species are located within the direct footprint of the clearing area then that area of the project will need to be avoided until the nesting birds have fledged and the nest is no longer active. If nesting bird species are located outside of the direct footprint of the clearing area but within the 300-foot buffer, a biologist should monitor those nests and determine if construction disturbance has the potential to cause nest abandonment. If the on-site biologist deems that nest abandonment is possible, then construction near that area will need to be stopped until the nesting birds have fledged and the nest is no longer active.

In addition to the Forest area habitats, we recommend all Sagebrush habitat, including the 300-foot buffer on either side of the clearing area but not extending beyond the edge of the actual Study Area, be surveyed for active nests, no more than one week prior to land clearing. The Sagebrush areas do not provide the same level of wildlife diversity found within the forested areas; however, for the species that are dependent on the Sagebrush habitat, the areas are valuable and critical for their survival. Surveying the areas for active nesting will ensure no taking of protected bird species will result from the clearing of the Sagebrush habitat or any disturbance related to this project. The exception to the nest clearance Study Areas would include those roadway areas that have already been cleared and graded.

The small stream feature, shown on Map 3, the Habitat Classification Map, is an important resource and wildlife are attracted to this water, so impacts to this feature should be avoided when possible. If the stream is protected from any sediment or runoff associated with the project it should not be negatively impacted by project work within the Study Area.

BIO-WEST Inc.
1063 West 1400 North
Logan, Utah
84321-2291
Ph: 435.752.4202
Fx: 435.752.0507
www.bio-west.com

Environmental Analysis and Permitting

Geology/ Hydrogeology and Remediation

Fisheries and Aquatic Ecology

GIS Planning and Analysis

Landscape Architecture and Environmental Planning

Vegetation Resources

Watershed Sciences

Wetland Resources

Wildlife Resources

July 2, 2024

Snell & Wilmer
Attention: Mr. Wade Budge
Gateway Tower West
15 West South Temple, Suite 1200
Salt Lake City, UT 84101-1547

Subject: Construction Access and Maintenance Roadway Segment Clearing and Construction, Wildlife Impact Assessment, Deer Valley Lift #7, Summit County, Utah

Dear Mr. Budge:

BIO-WEST, Inc. (BIO-WEST) was contracted to perform a wildlife habitat impact analysis for the proposed roadway within Summit County, Utah, that will be utilized for construction and maintenance of Lift #7. BIO-WEST has reviewed the available materials describing the Deer Valley, Lift #7 Expansion Project within Summit County, Utah, as well as the background materials describing wildlife habitat and management within the larger resort area and the future expansion of the resort area. This letter provides a professional opinion of the potential impacts to the native wildlife community that could result from proposed construction of the access and maintenance road for Lift #7 (survey area). It is our understanding that Deer Valley is proposing to begin the land clearing and construction of the access road later in the summer 2024. The proposed road will be a minimum of 30 feet in width with a maximum slope of 10%. Some segments of the planned roadway are already cleared of vegetation and/or are part of older existing segments of dirt two track roads.

METHODS

A two person BIO-WEST ecology team visited the survey area on June 7, 2024 and walked the entire proposed roadway disturbance alignment using a sub-meter accurate GPS unit to ensure accurate positioning on the ground. Mr. Garrett Lang, the Deer Valley Director of Mountain Operations met the BIO-WEST team and drove them up the mountain to a drop off point along the upper part of the survey area. The ecologists walked the remainder of the way up to the summit of Park Peak and then walked down the mountain along the entire survey area while documenting and mapping the primary habitat types. Vegetation was noted and wildlife species observed, including sign (scat and tracks), were documented. The work was conducted from the Park Peak Summit, at an elevation of approximately 9,360 feet above mean sea level, down to the lowest end of the survey area at an elevation of approximately 8,660 feet above mean sea level. In addition to reviewing the disturbance footprint of the roadway, BIO-WEST also reviewed a 500-foot buffer out on either side of the roadway footprint for wildlife habitat (**see attached Habitat Classification Map**). Impacts to wildlife from mechanical land clearing such as noise and vehicle traffic can create disturbance to wildlife outside of the direct land clearing area. The 500-foot buffer on each side of the disturbance area allows

for all habitat that has potential for project disturbance (including indirect) to be documented. The roadway alignment and buffer are hereafter also included when referring to the survey area.



Summit of Park Peak Facing North with Summit County (Photo Left) and Wasatch County (Photo Right) (June 7, 2024).

RESULTS

During the June 7, 2024 site visit, BIO-WEST personnel documented four distinct habitat types within the survey area. These habitats included Sagebrush Steppe, Aspen Forest, Mixed Aspen/Conifer Forest, and Mixed Conifer Forest. In addition, a small segment of intermittent/ephemeral stream channel was documented. Water was flowing within the stream channel segment at the time of the site visit; however, it does appear that the water dries up some time after all of the snow has completely melted (approximately mid-June). For purposes of this wildlife report we are describing the stream segment as an intermittent/ephemeral channel. Due to the small size of the stream segment, we are not describing this stream feature as a distinct habitat type and we did not perform any survey work for potential aquatic species. The stream feature is not designated as a direct disturbance area for the construction footprint of the road. It is our understanding that the Utah Department of Natural Resources, Division of Water Rights, has made a decision to **not** designate the portion of stream within the survey area as natural stream, and therefore; this stream channel would not fall under the regulatory jurisdiction of the State Division of Water Rights (*Rasmussen 2023*).



Intermittent/Ephemeral Stream Channel Within the Survey Area (June 7, 2024).

Sagebrush Steppe

The majority of the habitat identified within the survey area is composed of the Sagebrush Steppe habitat. The primary species that dominates this habitat is the Great Basin Sagebrush (*Artemesia tridentata*). Understory or lower plants found mixed within this community include the Prairie Sagewort (*Artemesia frigida*), Prairie Junegrass (*Koeleria macrantha*), Wax Currant (*Ribes cereum*), Sedges (*Carex* spp.), Yarrow (*Achillea millefolium*), grasses (*Poa* spp.), and Western Groundsel (*Senecio integerrimus*).

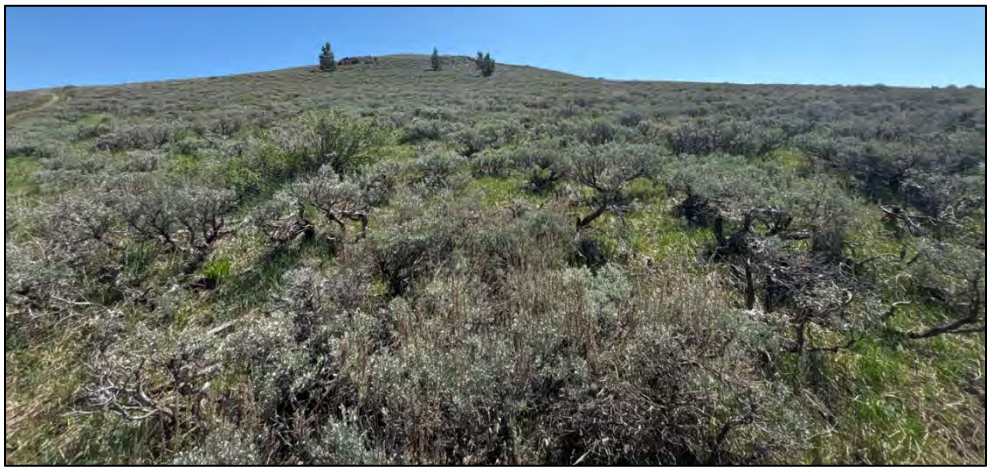


Photo of Sagebrush Steppe Habitat Surrounding Park Peak- Facing East, Park Peak in the Center of the Photo (June 7, 2024).

Wildlife observed within the Sagebrush Steppe habitat area reviewed included Mule Deer (*Odocoileus hemionus).* Significant amounts of Mule Deer scat or droppings were observed on the south slope of Park Peak, indicating that at some point during the year the deer are spending a considerable amount of time here. Large numbers of Uinta ground squirrels (*Urocitellus armatus*) are living within burrows throughout the Sagebrush Steppe habitat area. This habitat type is important for Sagebrush dependent nesting bird species such as the Brewer's Sparrow (*Spizella breweri*) and Sage Thrasher (*Oreoscoptes montanus*). These species were observed during the survey and they are very likely breeding and nesting within the Sagebrush Steppe Habitat type. Horned Larks (*Eremophilia alpestris*) and Lark Sparrows (*Chondestes grammacus*) were also observed utilizing this habitat type.



Two track that has been regraded through the Sagebrush Steppe Habitat (June 7, 2024).

Aspen Forest

The next most abundant habitat type that was identified within the survey area is the Aspen Forest. The dominant species is the American Aspen (*Populus tremuloides*). The Aspen Forest Habitat is primarily located on the northern end of the survey area with a few additional small pockets of this forest along the west central portion of the survey area. Aspen trees are typically indicative of higher soil moisture areas near streams and north facing mountain slopes. The Aspen Forest likely provides the highest diversity of native wildlife species within the survey area. In particular many species of native songbirds utilize the Aspen Forest for nesting and foraging. This includes numerous species of Warblers that migrate from the south to breed and nest in the Utah Mountains. The understory species identified within the Aspen Forest include Mountain Snowberry (*Symphoricarpos oreophilus*), Western Spring Beauty (*Claytonia lanceolota*), and Glacier lily (*Erythronium grandiflorum).* A complete list of bird species identified during the June 7, 2024 site visit is provided in the Table below. The majority of these species were observed in the Aspen Forest habitat.

Although not observed during the June 7, 2024 site visit, it is likely that Ruffed Grouse (*Bonasa umbellus*) and possibly Dusky Grouse (*Dendragapus obscurus*) are utilizing the Aspen Forest Habitat for breeding and nesting. These two species of Grouse are common in Utah's mountain habitats and are together often referred to as Forest Grouse. The habitat for these species consists of forested aspen and conifer habitats, shrublands, especially those with fruit or berry producing shrubs, riparian areas adjacent to stream beds, and transitional areas between fields and forests (*USU 2024*).

The Aspen Forest is likely utilized for cover and as a migration corridor for large mammals including Mule Deer, Rocky Mountain Elk *(Cervus elaphus)*, and possibly Moose (*Alces alces*). In addition to the large mammals utilizing this habitat it is likely the habitat is utilized by the Snowshoe Hare (*Lepus americanus*) for breeding and winter foraging habitat.



Aspen Forest Habitat within the Survey Area (June 7, 2024).

Bird Species Documented on June 7, 2024 Within the Survey Area

Common Name	Scientific Name
Brewer's Sparrow	*Spizella breweri*
Sage Thrasher	*Oreoscoptes montanus*
American Robin	*Turdus migratorius*
Lazuli Bunting	*Passerina amoena*
Horned Lark	*Eremophilia alpestris*
Warbling Vireo	*Vireo gilvus*
Spotted Towhee	*Pipilo maculatus*
Mountain Chickadee	*Poecille gambeli*
Western Tanager	*Piranga ludoviciana*
Northern Flicker	*Colaptes auratus*
Chipping Sparrow	*Spizella passerina*
Turkey Vulture	*Cathartes aura*
Hermit Thrush	*Catharus guttatus*
Green-tailed Towhee	*Pipilo chlorurus*
Western Wood-Peewee	*Contopus sordidulus*
Dark-eyed Junco	*Junco hyemalis*
Pine Siskin	*Spinus pinus*
House Wren	*Troglodytes aedon*
Fox Sparrow	*Passerella iliaca*
Broad-tailed Hummingbird	*Selasphorus platycercus*
Black-capped Chickadee	*Poecile atricapillus*
Red-breasted Nuthatch	*Sitta canadensis*
Tree Swallow	*Tachycineta bicolor*
Lark Sparrow	*Chondestes grammacus*
MacGillivray's Warbler	*Geothlypis tolmiei*
Orange-Crowned Warbler	*Vermivora celata*
Yellow-Rumped Warbler	*Setophaga coronata*

Species Presence and Identification Confirmed Via Sighting or Vocalization.

Mixed Aspen/Conifer Forest

The Mixed Aspen/Conifer Forest habitat is a transitional type forest community that supports both Aspen and coniferous tree species. Coniferous species found within this habitat type within the survey area include Western White Pine (*Pinus monticola*), Engelmann Spruce (*Picea engelmannii*), Subalpine Fir (*Abies lasiocarpa*), and Douglas Fir (*Pseudotsuga menziesii*). Within the survey area this habitat type is limited to the northern extent and is found on the east facing slopes. This community supports a high diversity of bird and mammal species similar to the Aspen Forest. Snowshoe Hare likely utilize this habitat. In addition, it is possible that American Goshawks could utilize this habitat *(Accipiter atricapillus).* It is our understanding that no additional impacts are planned in this habitat type so disturbance would be limited to heavy equipment noise up and down the existing road. Specific surveys would be required to determine the presence or absence of American Goshawks utilizing habitats within the survey area.



Mixed Aspen/Conifer Forest Habitat (Photo Left), Facing Northeast Down the Existing Construction Access Road and Ski Run (June 7, 2024).

Mixed Conifer Forest

The smallest habitat type identified within the survey area was the Mixed Conifer Forest. This habitat was limited to a 1.5-acre patch in the southeastern part of the survey area. This isolated patch of coniferous trees includes Western White Pine, Engelmann Spruce, Sub-Alpine Fir, and Douglas Fir. This densely forested patch provides valuable habitat for various species of nesting birds and for small mammals such as the Snowshoe Hare and the American Red Squirrel (*Tamiasciurus hudsonicus)*. This forest can also provide resting and cover habitat for larger mammals such as Mule Deer and Rocky Mountain Elk.



Mixed Conifer Forest, Facing West (June 7, 2024).

SUMMARY CONCLUSION AND RECOMMENDATIONS

Based on the June 7, 2024 site visit, the survey area is providing wildlife habitat for numerous native species. Wildlife documented utilizing the survey area include Mule Deer and Uintah Ground Squirrels,. Twenty-seven native species of birds were identified utilizing the survey area. Many of these bird species are likely breeding and nesting within the survey area. Other species that were not observed on June 7, 2024 but we feel are likely to occur within the survey area include Rocky Mountain Elk, Snowshoe Hare, Ruffed Grouse, Dusky Grouse, American Red Squirrels, and possibly Moose. We did not observe these species or sign of these species during our survey; however, they are known to utilize these habitat types and are commonly present in this region. It is possible that the American Goshawk is present within the habitats containing coniferous trees; however, specific surveys would be required to determine the presence or absence of this species. There are also likely numerous other species of wildlife utilizing the survey area that are not discussed in this report and were not identified or observed during our half day survey area visit. Most of these species would either be dormant or not present within the survey area during the winter ski months. The exception would be the Snowshoe Hare that would likely utilize the survey area throughout the winter months.

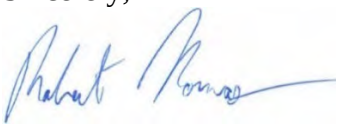
In order to minimize the wildlife impacts associated with the project, we recommend that the clearing of trees and forest areas be minimized to the maximum extent that is possible while still accomplishing the overall project goals. This includes limiting clearing within the Aspen and Coniferous Forest areas when possible. The forested habitats support the greatest wildlife diversity within the survey area and should be preserved as much as is possible, while still allowing for accomplishment of project goals. We understand that based on the project schedule, clearing for the road may be required within the migratory bird nesting season (April 1st-August 15th). Native migratory birds are protected under the Migratory Bird Treaty Act of 1918. Taking of these bird species is prohibited. A taking includes active nest destruction or the abandonment of viable eggs or nestlings by the adult birds due to disturbance created by the project. We recommend that when working within the migratory bird nesting season that a clearance survey be performed on all areas scheduled to be cleared, no more than one week prior to the disturbance. The nest clearance area should include the actual clearing and disturbance area and also a 300-foot buffer on either side of the clearing area (**See Attached Map**). The buffer will ensure that no nesting bird species will abandon an active nest due to noise, dust, and other disturbance created by the project. If nesting bird species are located within the direct footprint of the clearing area, then that area of the project will need to be avoided until the nestling birds have fledged and the nest is no longer active. If nesting bird species are located outside of the direct footprint of the clearing area, but within the 300-foot buffer, a biologist should monitor those nests and determine if construction disturbance has the potential to cause nest abandonment. If the on-site biologist deems that nest abandonment is possible, then construction near that area will need to be stopped until the nestling birds have fledged and the nest is no longer active.

In addition to the Forest area habitats, we recommend all Sagebrush habitat, including the 300-foot buffer on either side of the clearing area, be surveyed for active nests, no more than one week prior to land clearing. The Sagebrush areas do not provide the same level of wildlife diversity found within the forested areas; however, for the species that are dependent on the Sagebrush habitat, the areas are valuable and critical for their survival. Surveying the areas for active nesting will ensure no taking of protected bird species will result from the clearing of the Sagebrush habitat or any disturbance related to this project. The exception to the nest clearance survey areas would include those roadway areas that have already been cleared and graded.

The small stream feature is an important resource and wildlife are attracted to this water, so impacts to this feature should be avoided when possible. If the stream is protected from any sediment or runoff associated with the project it should not be negatively impacted by project work within the survey area.

Please feel free to contact me with any questions or comments you may have. I can be reached by phone at the office (435) 752-4202, by mobile phone (435) 890-9311, or by e-mail at bthomas@bio-west.com. We look forward to further assisting you with this project and helping to protect the valuable natural resources of the Deer Valley Resort property.

Sincerely,



Robert W. Thomas
Biologist/ Environmental Project Manager

Attachments:

Habitat Classification Map
Nest Clearance Map

References:

Rasmussen 2023
Rasmussen, Darren (Utah Division of Water Rights) Email to Zachary Alhamra (Alliance Engineering). : Lift 7 CUP & SLO - Stream Corridor Follow-up. November 6, 2023.

USU 2024
Utah State University Extension, Forest Grouse in the Fall. Chuck Carpenter III, Skyler Farnsworth, and David Dahlgren. https://wildlife.utah.gov/pdf/upland/forest_grouse_in_the_fall.pdf

111°30'14"W 40°36'43"N

Red Cloud Trl

Ontario Ln

Flagstaff Mountain
9180 Feet

Pinelton Rd

Road To Ruby

Flagstaff Loop

Home

Deer Camp

Ga-Trees

Bermy

Hailriver

Super G

Ontario Canyon

SUMMIT COUNTY

Bald Mountain
9331 Feet

Silver Lake Loop

Bow Hunter

Service Road Survey Area determined using a 500-foot buffer from each side of the proposed skiway/ service road alignment.

Hexagon 30cm Imagery 08/24/2018
AGRC WTMS Image Service
GCS: GCS WGS 1984

111°28'32"W 40°35'50"N

0 325 650 1,300 ft

1 inch equals 650 feet

N

BIO-WEST

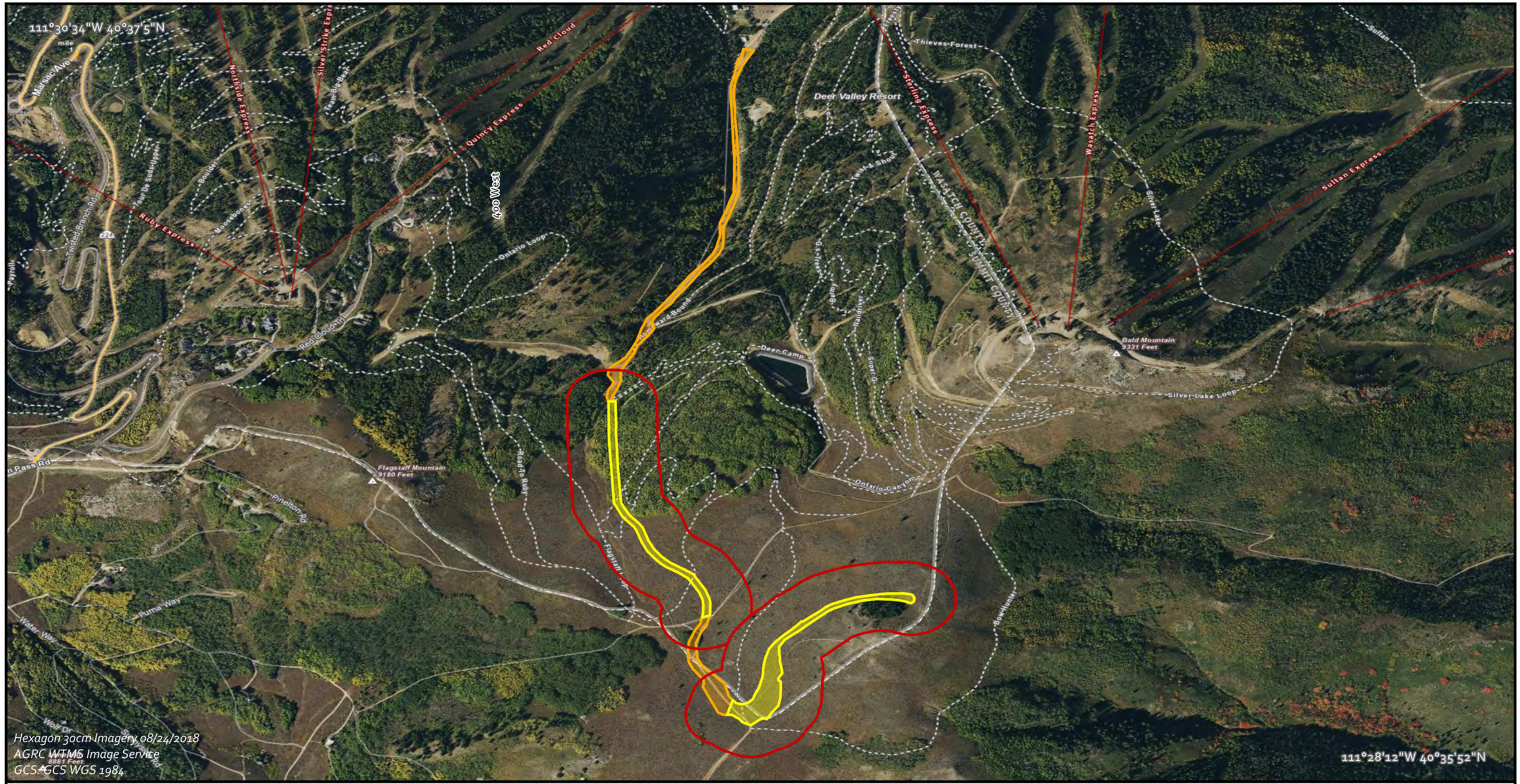
Legend

- Service Road Survey Area (163.8 acres)
- Aspen Forest (34.5 ac.)
- Mixed Aspen/Conifer (10.2 ac.)
- Mixed Conifer (1.5 ac.)
- Sagebrush Steppe (110.7 ac.)
- Intermittent / Ephemeral Channel (0.5 ac.)

Habitats surveyed by B. Thomas and P. McGuire on June 07, 2024. Habitat Classification Map Prepared by P. McGuire.

Deer Valley Expansion
Proposed Skiway/Service Road Expansion
Habitat Classification Map

Map Date 6/24/2024



0 1,250 2,500 ft

1 inch equals 900 feet

N

Habitats surveyed by B. Thomas and P. McGuire on June 07, 2024. Nest Clearance Map Prepared by P. McGuire

Nest Clearance Buffer (600 ft. Total)

Proposed Skiway/Service Road

Existing Road

New Alignment

Deer Valley Expansion
Proposed Skiway/Service Road
Nest Clearance Map

Map Date 6/24/2024



FLAGSTAFF MOUNTAIN RESORT

A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

OPEN SPACE MANAGEMENT PLAN

EXHIBIT 5

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

FLAGSTAFF MOUNTAIN RESORT

OPEN SPACE MANAGEMENT PLAN

Exhibit 5

May 2001
Revised and Approved December 2001

Prepared for

Flagstaff Mountain Partners
P. O. Box 1450
Park City, Utah 84060

Prepared by

SWCA, INC.
Environmental Consultants

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APPENDIX A **17**
Figure 1 Location of Project Area
Figure 2 Open Space

EXECUTIVE SUMMARY

This Open Space Management Plan outlines the goals and objectives of open space planning for the proposed Flagstaff Mountain Resort located in Park City, Summit County, Utah (Figure 1). It presents an inventory of existing conditions and describes other open space planning efforts in the surrounding region. The plan also describes the opportunities and constraints related to open space at Flagstaff Mountain Resort. These factors include the physiography, viewshed considerations, historic sites, wetlands, wildlife habitat, recreation, as well as the existing and proposed uses associated with various portions of the Plan Area.

This plan describes two types of open space present at Flagstaff Mountain Resort: Recreational Open Space (ROS) and Protected Open Space (POS). Recreational Open Space is further divided into Developed and Undeveloped Recreational Open Space (DROS and UROS, respectively). DROS consists of lands currently managed and likely to be owned and managed in the future by Deer Valley Resort for the purpose of lift-served downhill skiing. UROS comprises the portion of the Plan Area that has not been modified for this purpose but does contain a preponderance of hiking and/or mountain biking trails. Figure 2 shows the distribution of DROS and UROS within the Plan Area.

A special case of DROS occurs in an area proposed for future ski lift and run development. The Centennial Draw Wildlife Management Area (Figure 2) includes a known elk calving site in Deer Valley's Pod Z, proposed for development in 2008. This plan outlines certain development/management constraints designed to minimize potential impacts to elk in this area. A special case of UROS occurs on Prospect Ridge (Figure 2). This area has been identified as a sensitive viewshed for Old Town Park City. This plan outlines specific management practices designed to maintain the visual character (as specified in the Development Agreement) of this area.

Protected Open Space (POS) refers to portions of the Plan Area that will be preserved for their outstanding natural and/or cultural resource characteristics. To ensure the protection of its outstanding natural resource values, the Lady Morgan sub-watershed (Figure 2) has been designated POS. The wide variety of natural, undisturbed habitats in this sub-watershed confers a high degree of biological diversity to this area. Management prescriptions designed to maintain the unique characteristics and natural dynamics of Lady Morgan Pond are specified. Another type of POS within the Plan Area is associated with specific cultural resource sites. These include a number of mining sites considered sensitive due to their historic value, vulnerability to vandalism, and/or the hazard they pose to an uninformed public (Figure 2). Brief descriptions of these sites and why they qualify for POS are provided in this plan. More detailed management considerations for these sites are provided in the Flagstaff Mountain Resort Historic Preservation Plan (Exhibit 6 to this LSMPD).

1.0 INTRODUCTION

1.1 Flagstaff Mountain Resort

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPDs are programmatic in nature and subject to refinement at subsequent Master Plan Development (MPD) application and Condition Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at MPDs and CUPs stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

The Flagstaff Mountain Resort (Flagstaff Mountain) Plan Area is a 1,600-acre parcel of land located in the southwest corner of Summit County, Utah. Ranging from elevations of 7,800 to 9,000 feet above sea level, it forms the western portion of Deer Valley Resort, a four-season resort facility that specializes in alpine skiing in the winter; hiking, mountain biking, and horseback riding in the summer. Four distinct sites will be developed by Flagstaff Mountain Partners (FMP) as additional year-round residential communities within the boundary of the existing ski area. These sites, or development pods, are depicted along with the overall Plan Area in Figure 1. The proposed development pods include the Mountain Village area (Pods A and B-1), the Daly West area (Pod B-2), and the Northside Neighborhood (Pod D). These pods conform to those sites identified in the Annexation Resolution: Development Agreement for Flagstaff Mountain, Bonanza Flat, Richardson Flat, the 20-acre Quinn's Junction Parcel, and Iron Mountain (Park City Municipal Corporation Ordinance no. 99-30) hereafter referred to as the Development Agreement.

Within the Plan Area, native vegetation comprises a mosaic of quaking aspen and coniferous (primarily Engelmann spruce, subalpine fir, and Douglas fir) forests, Gambel oak, and mountain shrub communities. A few natural meadows occur in the area and are characterized by a variety of native grasses and wildflowers. Wet areas are dominated by willows, sedges, and rushes. Rock outcrops occur on the eastern boundary of Pod D and along the ridgeline at the head of Empire Canyon.

Some of the most notable features of the Plan Area are, however, of human origin. Large piles of mine waste rock, or overburden, are located in the Flagstaff Mountain Plan Area. These features consist predominantly of un-vegetated grayish-white crushed rock associated with the former Flagstaff, Little Bell, Quincy, Anchor, and Daly West Mines. Ski lifts and runs are another notable human-made feature of the Plan Area. Within the Flagstaff Mountain portion of Deer Valley Resort, there are six existing ski lifts and approximately 36 ski runs, many of which have been cut through forest stands, graded, and seeded with non-native grasses and forbs. Four additional lifts are currently planned for Flagstaff Mountain. One of these will serve the ski-in/ski-out

needs of Pod A, one will access existing terrain between the Red Cloud and Northside Lifts (Ski Pod D), and the other two (Ski Pods X and Z) will access new intermediate and advanced ski terrain in Empire Canyon.

1.2 Open Space Planning Goals and Objectives

The overall goal of this plan is to ensure the preservation and maintenance of Flagstaff Mountain's open space for public enjoyment and the protection of ecological values. There are two general types of open space in the Plan Area: Recreational Open Space (ROS) and Protected Open Space (POS). The purpose of ROS is to establish and preserve districts for land uses requiring large areas of undeveloped open land; permit, preserve, and encourage recreational use of these lands; and preserve and enhance environmentally sensitive lands such as wetlands, steep slopes, ridge lines, meadows, stream corridors, and forests.

The primary purpose of POS is to promote useable, public, non-improved, non-commercial, connected, and contiguous open space for community benefit; promote the preservation of undisturbed open lands; prohibit construction on ridge lines and steep slopes, or in wetlands, watersheds, and viewsheds; promote the preservation of historic sites; and preserve the vegetation and habitat of natural areas. More detailed descriptions of the Recreational and Protected Open Space classes are provided below.

Given that the Flagstaff Mountain Plan Area is largely contained within the boundaries of Deer Valley Resort, it should be apparent that ROS comprises the bulk of the Plan Area (approximately 1450 acres or 91 percent of the Plan Area). With this in mind, it should be noted that the entire Plan Area outside of the development pods is currently zoned as Recreational Open Space (ROS-MPD) under Park City's zoning ordinance. The areas proposed as Protected Open Space (POS) within this plan will be rezoned at the completion of the Mountain Village MPD. In addition the Centennial Draw (Ski Pod Z) area will also be zoned POS. The remaining ROS-MPD zone will be managed in accordance with the recommendations of this document.

To that end, there are two types of Recreational Open Space at Flagstaff Mountain: developed and undeveloped. Developed Recreational Open Space (DROS) consists of areas served by ski lifts and contains a preponderance of graded and/or cut ski runs and summer trails. Typical vegetation consists of islands of native forest cover interlaced with ski trails that have been seeded with a limited variety of exotic grasses and forbs. These areas are designed for and receive the bulk of recreational use in the Plan Area. Some currently undeveloped areas have been proposed for ski lift/run development to occur over the next eight years. These areas have been identified as DROS for the purpose of this plan. One of these areas, Centennial Draw, is a known elk calving ground and, as such, is subject to special management considerations described in Section 4.2.2, below. DROS comprises approximately 987 acres or 62 percent of the Plan Area (Figure 2). The general management objectives for DROS include

maintaining high quality, safe, attractive, publicly accessible recreational facilities on a year-round basis.

Undeveloped Recreational Open Space (UROS) may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Consequently, it is dominated by naturally occurring, unfragmented stands of native vegetation. Summer trails in UROS tend to either be remnants of the mining era or have developed from small, volunteer efforts, or from the repeated human use of existing game trails. Where the main purpose of DROS is to provide year-round public recreation opportunities, UROS serves a wider variety of functions. In terms of recreation, UROS is typically used for backcountry skiing or snowshoeing in the winter and hiking or horseback riding in the summer. Some UROS contains trails suitable for mountain biking but only on a limited basis relative to DROS. In some areas, UROS is also important in maintaining scenic viewsheds and wildlife habitats. There are two areas designated as UROS within Flagstaff Mountain Resort (Figure 2). Together, these areas comprise approximately 464 acres or 29 percent of the Plan Area. The general management objectives for UROS are to continue to allow human access and use while maintaining the scenic qualities and habitat values of these areas.

One type of Protected Open Space is so designated because it has outstanding and/or unique natural resource values. Accordingly, the management objective of these lands is to preserve and maintain the biological integrity of these resource values. Thus, while non-motorized winter recreational activities are permissible in and adjacent to designated POS, development of recreational facilities such as cut ski runs or developed summer trails are prohibited. Interpretive signage may be used in or adjacent to POS to help limit access, minimize disturbance, and inform the public of the importance of the area's natural resource values. Designated POS makes up approximately 66 acres or four percent of the Plan Area.

Another type of POS applies to certain cultural resource sites. Several of the Plan Area's historic mine buildings and associated structures are designated as POS. It should be noted, however, that this designation only applies to the historic structure and its immediate surroundings, not a substantial land area as in the case of natural resource POS. Accordingly, the acreages of these sites are not included in the figures presented above.

The management objective of cultural resource POS is to preserve and maintain the cultural integrity of a given site. These areas are typically adjacent to existing trails and many have been damaged as a result of this easy public access. Again, interpretive signage may be used in these areas to dissuade further disturbance, warn the public of the dangers associated with deteriorating buildings, and inform people about the context and importance of the site's cultural resource values.

2.0 INVENTORY OF EXISTING CONDITIONS & INFORMATION

2.1 Existing Conditions

At present, the majority of the Flagstaff Mountain Plan Area is considered open space–but it has not always been so. During the peak of the mining era, the Plan Area could more appropriately have been called an industrial zone. At that time, the area was almost completely deforested and characterized by high levels of human activity and the presence of large buildings and elaborate ore conveyances. Streams were diverted for use in the mining or milling process, there was frequent use of high explosives, and the large overburden piles that now characterize the area were created.

Following the mining era, the area reverted back to defacto open space and the forests began to regrow. During this time, many of the mine buildings and appurtenant facilities were destroyed or removed and the shafts and adits were sealed. The streams, while disturbed, were again allowed to make their way down Empire and Ontario Canyons.

With the creation of Deer Valley Resort in 1981, the focus shifted from natural rehabilitation to ski area development. Access roads were built (or restored from those created during the mining era), ski lifts were installed, runs were cut and graded, and the area once again became filled, at least on a seasonal basis, with people. Recreation continues to be the dominant use of the area today. Thus, while the Plan Area remains open space, much of this open space is characterized by the visual impacts of forest fragmentation associated with roads, lift alignments, and ski runs. Other areas, as yet undeveloped by the ski industry, are characterized by second-growth forest and other native habitats and remain essentially wild with vestiges of the bygone industrial era interspersed throughout. Many of these areas comprise important wildlife habitat, contain significant cultural resources, and/or are important components of the local viewshed. Because they contain few developed trails or other facilities, these areas provide an opportunity for solitude and wildlife study in close proximity to the developed areas of Park City and Deer Valley.

2.2 Regional Open Space Planning Efforts

2.2.1 Park City

The 11-member Citizens Open Space Advisory Committee (COSAC) was formed by the Park City Council in 1998 when Park City voters passed a $10 million bond issue to preserve open space in the area. In order to be considered for acquisition by COSAC, property must meet some of the following criteria:

- The land offers or protects a critical viewshed;
- The land directs or checks the location, timing, and pace of surrounding development;

- The land is contiguous with other open space parcels (i.e., it contributes to a "green belt" around the city);
- The land provides open space along Park City's entry corridors (SR 224 or SR 248).

In addition to fee simple acquisition of key properties, COSAC works with the owners of identified open spaces to enact legal easements and deed restrictions that will ensure the protection of the land in perpetuity. Any parcels obtained by COSAC will continue to remain undeveloped and will be dedicated to the public for scenic beauty, passive recreation, and continued access by non-motorized means.

2.2.2 Summit County

Summit County requires that, for any type of residential development project within the Snyderville Basin, a minimum of sixty percent of a parcel, inclusive of the developable and non-developable lands, must be reserved for open space whenever density is increased beyond the "base" zoned density described in the County's Development Potential Matrix.

Summit County mandates that, where required, open space within developments be located in areas that will protect the most important attributes of a site and the key focal points that are important qualities of the character of the area. These attributes may include scenic viewsheds, slopes that are less than 30 percent, significant wildlife habitat, agricultural lands and antiquities, open space corridors/connections through the development, and other such features. Modified open spaces such as ski trails and golf courses may be included in a development's open space calculation if they meet the County's objectives of preserving these attributes. Required parks may be included in the open space requirement. Open spaces should be contiguous within a development site and when feasible and appropriate, connect with open spaces on adjacent parcels.

Open spaces that are required to be set aside to meet the requirements of Summit County's open space policies shall be preserved in perpetuity. Preserving these areas may be accomplished either by conveying the parcel to the County, granting a conservation easement to the Utah Land Trust or another appropriate entity, conveying the parcel to a homeowner's association, recording a deed restriction to the benefit of the public to limit the use of the property, or an appropriate combination of the above.

2.2.3 Wasatch County

Wasatch County requires a minimum of 20 to 30 percent open space (depending on location) for each new subdivision that it approves for development. While this is the minimum required per County Code, larger percentages are typically pursued on a case by case basis. During the master planning process, Wasatch County typically solicits developers to donate significant tracts of land and/or create conservation easements to

ensure the preservation of open space as part of their development. The County also prohibits building on slopes greater than 30 percent and requires the creation of parks and other recreational areas (trails, etc.) as part of their master planning process.

2.2.4 Non-Profit Organizations

A variety of non-profit organizations including Utah Open Lands and its local affiliate, Conserving Our Open Lands (COOL), the Citizens Open Space Advisory Committee, and the Swaner Nature Preserve are actively involved in open space protection and planning in Summit County north of the Flagstaff Mountain Plan Area.

Utah Open Lands provides land owners with a variety of estate and tax-planning tools that have allowed this group to preserve more than 19,000 acres of open space in northern Utah. Under its "Historic Farms and Ranches Campaign," Utah Open Lands is currently negotiating the preservation of more than 12,000 acres of wildlife habitat, heritage, and ranch lands in western Summit County. In 1998, COOL formed to assist Utah Open Lands in raising money for the group's Summit County efforts. The money that COOL raises in Summit County is used within the county and will augment Utah Open Lands' Summit County land protection projects and educational programs.

The Swaner Nature Preserve was founded in 1993 as a 20-acre memorial park dedicated to Leland Swaner, a Summit County developer and rancher. The park now consists of nearly 940 acres of montane wetland, meadow, and sagebrush habitats in the heart of Snyderville Basin. The Preserve is currently pursuing acquisition of an additional 120 acres of land on its northeast corner following which it will commence planning the development of an education center and interpretive trail system.

3.0 OPPORTUNITIES & CONSTRAINTS

There are a variety of important physical, biological, and human factors that determine the primary purpose for a given piece of land within the Plan Area. These factors are often interrelated and overlapping in the opportunities and constraints they confer to that land. Physiography, viewsheds, historic sites, wetlands, wildlife habitat, recreation, existing and proposed uses comprise a few of these factors and are described in greater detail below.

3.1 Physiography

Much of the Plan Area consists of moderately steep, north-facing slopes that provide ideal opportunities for downhill skiing. Most of these areas have or will be developed by Deer Valley Resort for this purpose. As mentioned above, these areas are considered DROS.

Areas containing steep, rocky, and/or heavily vegetated south- or west-facing slopes as well as areas lying beyond practical lift-served terrain are less well-suited for alpine skiing and more appropriate for other forms of recreation such as hiking, biking, or horseback riding. These areas are designated UROS. Other amenities associated with designated UROS include the preservation of wildlife habitat and the protection of scenic viewsheds.

Areas characterized by relatively flat terrain are better suited for commercial and residential development. Accordingly, Development Pods A, B-1, B-2, and D are situated on flat or mildly sloping ground surrounded by recreational open space.

3.2 Viewsheds

An important consideration in whether and how to develop a given parcel is the effect the proposed development would have on views in the surrounding areas. Such visual impacts have been an issue with respect to development of Prospect Ridge, the northern portion of the Plan Area visible from downtown Park City. Preliminary visual impact analyses have been completed for the Mountain Village.

3.3 Historic Sites

There are several historic mine sites within the Flagstaff Mountain Plan Area. An historic preservation plan has been prepared for the Plan Area which provides an inventory of these sites and a detailed management plan outlining the interpretive opportunities as well as any legal or safety constraints associated with them.

3.4 Wetlands

Any development activities which result in the placement of dredge or fill material in over 0.10 acre of wetlands or other waters of the U.S. require notification of the Army Corps of Engineers and a permit under Section 404 of the Clean Water Act. A wetland delineation report has been prepared for the Plan Area by Natural Resources Consulting, Inc. and was submitted to the Army Corps' Utah Regulatory Office in February, 2000. While this report did identify a limited number of wetlands within the Plan Area, none of these were contained in areas planned for residential development. Given that the development pods contain no jurisdictional waters of the U.S., construction of Flagstaff Mountain Resort will have no significant effect on these resources. Wetlands were, however, identified in Centennial Draw, an area proposed for development as a ski pod (Pod Z) in 2008. Depending on the final design of this ski pod, the clearing and/or grading of ski runs in this area may require acquisition of a 404 permit.

3.5 Wildlife Habitat

Much of the Plan Area, particularly those areas that have not been developed for downhill skiing, provide high quality wildlife habitat. A variety of native vegetation types including aspen, conifer, and mixed forests, mountain shrublands, meadows, and wetlands provide habitat for a diversity of seasonal and year-round wildlife species. Opportunities for wildlife watching are one of the attractive amenities of the Flagstaff Mountain Plan Area for casual recreationists as well as future homeowners. Depending upon site-specific conditions, a desire to preserve and maintain wildlife habitat values within the Plan Area could constrain certain aspects of development. Please refer to the Wildlife Management Plan for more information on this important resource.

3.6 Recreation Access

During the winter, recreation consists primarily of alpine skiing and access is controlled by Deer Valley Resort (refer to Section 5.3, below). During the summer, recreation use consists of dispersed hiking, mountain biking, and horseback riding. Access to the property is open in the summer and recreationists are free to roam throughout the Plan Area, subject to rules and regulations established from time to time by Deer Valley Resort. A detailed assessment of recreation access, existing and future trails, and trail management may be found in the Trails Master Plan for Flagstaff Mountain Resort.

3.7 Existing Uses

With the exception of the recreational uses mentioned in Section 3.6, commercial uses are limited to snowmobile rentals during the winter and hiking and biking uses in the

summer. With the exception of snowmobile rentals (which are being discontinued as of the winter of 2001-2002), existing uses of the Plan Area will be preserved during and after development.

3.8 Proposed Uses

Beyond the proposed development pods, the Development Agreement gives Flagstaff the opportunity to develop a restaurant/club facility (AKA "Beno's Cabin") in the DROS. The facility is to be located within the ski terrain near to the Mountain Village. Proposed ski area expansion in the DROS area includes two ski pods (Pods X and Z) that will be developed over the next three to eight years, respectively. These proposed uses will provide additional skiing opportunities; however, they will also limit the distribution and abundance of forested wildlife habitats.

4.0 MASTER PLAN

4.1 Designated Recreational Open Space

4.1.1 Developed Recreational Open Space

Deer Valley Resort has developed ski lifts and ski runs throughout the majority of the Plan Area. Two currently undeveloped areas are proposed for ski lift and run development over the next eight years. Collectively, these areas fall under the category of DROS. Refer to Figure 2 (Appendix B) for a depiction of DROS within the Plan Area. Deer Valley will continue to have management responsibility for all DROS within the Plan Area.

4.1.1.1 Centennial Draw Wildlife Management Area

Centennial Draw, while part of DROS in proposed Ski Pod Z, has been identified as containing an elk calving area. Early planning efforts for the project identified this wildlife use and consequently provided for restrictions on ski run construction activities in Pod Z as set forth in the Development Agreement. In order to maintain the suitability of this site as a calving ground, the clearing and grading associated with the proposed ski run development will be minimized in the area delineated in Figure 2. The Development Agreement states that only two graded runs will be allowed in Pod Z. Forest thinning and other, limited vegetation removal may occur in the balance of Pod Z for skier safety and glade skiing. No more than two ski runs will be created in the delineated wildlife management area portion of this ski pod. In addition, Run 121 nearest the center of the drainage (north end of the ski pod) will be a gladed rather than conventionally cleared run. In order to preserve hiding cover for calves, no ground disturbance or removal of the shrub layer will be permitted in this area. Large tree islands containing suitably dense forest and shrub cover to hide calves will be maintained following lift development. Native herbaceous ground cover will be maintained in the cleared run. The process of approving the ski related development in this Pod and the balance of the project is an Administrative Conditional Use. Review of the ski related improvements shall require compliance with the goals and objectives of this plan.

While habitat conversion due to ski run development could reduce the extent of suitable calving habitat in Centennial Draw, as long as hiding cover is preserved elk should still use the site. A more important consideration during the calving period is human (and domestic dog) intrusion and disturbance. Elk calving can begin as early as April and extend into July. This area will, therefore, be closed to recreationists and their pets from the last day of skiing at the resort through June to minimize disturbance to calving elk.

4.1.2 Undeveloped Recreational Open Space

UROS forms the second largest type of open space within the Plan Area. While these areas may contain a variety of hiking, biking, and equestrian trails, these facilities do not dominate the character of the land. Native vegetation cover remains largely intact and forest stands do not exhibit the high level of fragmentation characteristic of DROS. Consequently, these areas tend to have greater visual appeal and higher quality wildlife habitats relative to DROS. While these areas will continue to experience summer trail construction and maintenance, the overall character of UROS within the Plan Area is unlikely to experience substantive change over time.

4.1.2.1 Prospect Ridge Viewshed

Prospect Ridge is considered a special area within the designated UROS (Figure 2). This area comprises a critical viewshed for Old Town Park City. Within 30 days of issuance of a MPD application or CUP Permit, FMP will grant to the City a conservation easement, with free public trail access (without encumbrances) over acreage located in this area contiguous with City-owned open space. This conservation easement will be to the reasonable satisfaction of the City and shall be first in priority in title.

4.2 Designated Protected Open Space

4.2.1 Lady Morgan Pond Area

With the exception of a few highly localized historic sites, the only designated POS parcel in the Plan Area is the Lady Morgan sub-watershed (Figure 2). This area contains the most extensive emergent marsh and depressional wet meadow habitats and the only natural pond within the Plan Area. It contains aspen, conifer, and mixed forest communities as well as mountain shrub habitats. This diversity of habitats provides for high species diversity within this area. Also, the dense forest cover in close proximity to open water indicates that this area has potential to be another important elk calving ground. Accordingly, evidence of deer and elk bedding down in mountain shrub habitat north of the pond was observed in July, 2000. Vegetation management in this area shall occur solely for the purposes of maintaining health and diversity. The high biological diversity associated with this area warrants its designation and rezoning as POS.

According to the Development Agreement, use of the Lady Morgan area will be restricted, by conservation easements acceptable to Park City and by signs and monitoring (if necessary), to skiing (without cutting runs, glading, or thinning trees) and daytime recreational hiking. While an old road grade cuts through the upper portion of the Lady Morgan POS, no additional summer trails will be developed in this area. No construction activity or motorized vehicle use of any kind shall be allowed in the Lady Morgan POS except as allowed, with City staff approval, for forestry and wetlands

management. Mountain biking trails currently skirt the area and will continue to do so in the future. Installation of interpretive facilities at the edge of the POS will help to inform the public of the importance of the Lady Morgan sub-watershed to the overall biodiversity of the Plan Area.

4.2.2 Flagstaff Mine

While the Flagstaff Mine Site does not contain any remaining structures, the importance of this site to the history of mining in Utah warrants its designation as POS. For a detailed history of this site and is historical significance refer to the Flagstaff Mountain Resort Historic Preservation Plan (HPP). Management of this site will simply consist of installing interpretive signage to inform the public of the mine's role in the history of Park City and mining in Utah.

4.2.3 Little Bell Mine Site

The Little Bell Mine Site contains an old ore bin with both historic and aesthetic importance. Consequently, this site is considered POS. For a detailed history of this site and a discussion of historic preservation concerns regarding the ore bin in particular, refer to the Flagstaff Mountain Resort HPP. Management of this site is expected to involve stabilization of the ore bin and installation of interpretive signage explaining the role of the ore bin in the mining process.

4.2.4 Quincy Mine Site

The Quincy Mine Site contains an old hoist and a boiler that were used when the area was being actively mined. Just as with the ore bin at the Little Bell mine, these features have both historic and aesthetic significance and warrant designation of this site as POS. For a detailed history of this site and a discussion of the hoist and the boiler, refer to the Flagstaff Mountain Resort HPP. Management of this site will involve installation of interpretive signage explaining the role of the hoist and boiler in the mining process and cautionary signage warning the public of dangers associated with the mine shaft which, though filled, appears to be subsiding.

4.2.5 Daly West Mine Site

The Daly West Mine is characterized by a large, rusted steel headframe. In addition to its historical and aesthetic importance, this headframe is still in operation and provides maintenance access to the Anchor Tunnel. Consequently, this site is considered POS. Detailed information on the Daly West Mine may be found in the Flagstaff Mountain Resort HPP. Management of this site will involve installation of interpretive signage discussing historical and current use of the headframe.

4.2.6 Judge Mine Complex

As defined for the purposes of this Open Space Plan, the Judge Mine Complex consists of the Judge Drain Tunnel, the Judge Mining & Smelting Company office building, the Judge Mining & Smelting Company explosives bunker, a wooden house, the remains of the Daly-Judge Mill, and the Judge aerial tramway towers. The historical and aesthetic importance of the office building, remaining rail tracks, and the explosives bunker and the huge industrial operation for which these and the other facilities are the only vestige warrant designation of this area as POS. Detailed information on the historical context of this site may be found in the Flagstaff Mountain Resort HPP. Detailed stabilization, restoration, and management actions are also provided in the HPP. These facilities, particularly the office building and wooden house, have been severely vandalized. Thus, at a minimum, management will include installation of interpretive and cautionary signage designed to educate the public on the historical importance of these facilities and foster a sense of stewardship in order to minimize future vandalism.

4.3 Phasing of Plan Implementation

According to the Development Agreement, all land outside of the development pods will be zoned as Recreation Open Space. Upon issuance of the first MPD or CUP for any portion of the Project, FMP and Deer Valley Resort will execute a conservation easement, for the benefit of the City and a third party conservation trust (or similar entity), to limit their use of the Flagstaff Mountain ski terrain to construction, development, and operation of ski and mountain bike lifts, ski and mountain bike runs and trails, one skier day lodge, and other similar winter and summer recreational uses and services. Such conservation easements will prohibit any hotel, lodging, residential, or commercial construction or use on ROS-zoned land in Flagstaff Mountain. Such conservation easement will be to the reasonable satisfaction of the City and shall be first in priority in title.

With respect to the Prospect Ridge Viewshed area (Figure 2), within 30 days of issuance of a subsequent MPD or CUP, FMP will grant to the City a conservation easement, with free public trail access and no encumbrances, over acreage located on Prospect Ridge contiguous with City-owned open space. Such conservation easement will be to the reasonable satisfaction of the City and shall be first in priority in title.

4.4 Management Authority

Deer Valley Resort has management authority and responsibility for all ROS and POS lands within the Plan Area. During development, FMP will be responsible for managing the development pods and any open space within these areas. Following development, the respective Homeowners Association will assume management authority for open space within the development pods.

5.0 RELATED PLANNING DOCUMENTS

5.1 Flagstaff Mountain Resort Trails Master Plan

The Trails Master Plan identifies existing and proposed hiking, biking, and equestrian trails within the Plan Area. It outlines trail management and use considerations and restrictions. The Trails Plan interfaces with this Open Space Plan where trails pass adjacent to or through the Lady Morgan POS and the Centennial Draw Wildlife Management Area.

5.2 Flagstaff Mountain Resort Wildlife Management Plan

The Wildlife Management Plan was prepared to facilitate the preservation of wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. This plan identifies existing wildlife species and habitats that occur within the Flagstaff Mountain Resort Plan Area, and establishes management guidelines to help maintain the biotic integrity of the area while ensuring the long-term attractiveness and marketability of the proposed developments.

5.3 Deer Valley Open Space Plan

Deer Valley Resort has developed its own Open Space Management Plan for the portion of the ski area within the Flagstaff Mountain Resort property. The Deer Valley plan is considered part of the overall plan presented here. There are six components to the Deer Valley plan: A) General, B) Ski Area Development, C) Winter Skiing Operations, D) Summer Trail Use, E) Commercial Snowmobile Operation, and F) Wasatch County Homeowner Winter Snowmobile Access.

Under the "General" component of this plan, all of the area outside of the identified development pods is designated as Recreational Open Space under the Park City Land Management Code and use of the land is subject to the restrictions of that zone. No later than the issuance of the first MPD or CUP for Pods A - D, United Park City Mining Company (UPK) and Deer Valley are required to execute a conservation easement to limit the use of the Flagstaff Mountain ski terrain to construction, development, and operation of ski and mountain bike lifts, ski and mountain bike runs and trails, a skier day lodge, and other similar winter and summer recreational uses and services. This conservation easement will prohibit any commercial or residential development or use on the ROS-zoned land included in the annexation.

Ski area development restrictions outlined in this plan include the following:

- Only two graded ski runs shall be allowed in Ski Pod Z, with thinning and other limited vegetation removal for skier safety and glade skiing.

- The Lady Morgan Springs area is restricted to skiing without cutting runs, glading, or thinning trees, and summer daytime hiking.

Winter skiing operations and maintenance are the responsibility of Deer Valley Resort. During the winter skiing season (including preparation and shutdown activities immediately before the seasonal opening and closing of the resort, respectively), public access to the ski area is at the discretion of Deer Valley and public use of the property is subject to the operating policies of Deer Valley Resort.

There are two provisions contained in this component of the plan:

- The ski facilities shall be open to the general public and use thereof shall not be restricted to owners of property located within the Deer Valley or Flagstaff Mountain Resort developments or to members of any private club.

- All charges, fees, and costs paid by the general public for the use of the resort facilities shall not exceed those paid by owners of property located within the two resort developments.

The summer trail use component of Deer Valley's Open Space Plan provides a Trails Master Plan for the area. This component of the plan is described in the Flagstaff Mountain Resort Trails Master Plan and the reader is referred to that plan for a more complete description of the summer trail use component.

Commercial snowmobile operations currently utilize a designated route through the Plan Area to access state and private lands outside of the control of Deer Valley Resort. This route conflicts with FMP development plans and will be terminated accordingly.

Deer Valley and UPK have historically cooperated with the Utah Department of Transportation (UDOT) in providing a base parking area and snowmobile route through the Deer Valley ski area for use by property owners in Wasatch County in accessing cabins and/or lots outside the boundaries of Deer Valley ski resort. This route is the same as that referred to under the commercial snowmobile operations section, above. While the parking area and trailhead will ultimately be relocated, Deer Valley and FMP will continue to work with UDOT in providing winter access to Wasatch County landowners.

APPENDIX A

FIGURES

Figure 1. Location of Project Area
Figure 2. Open Space

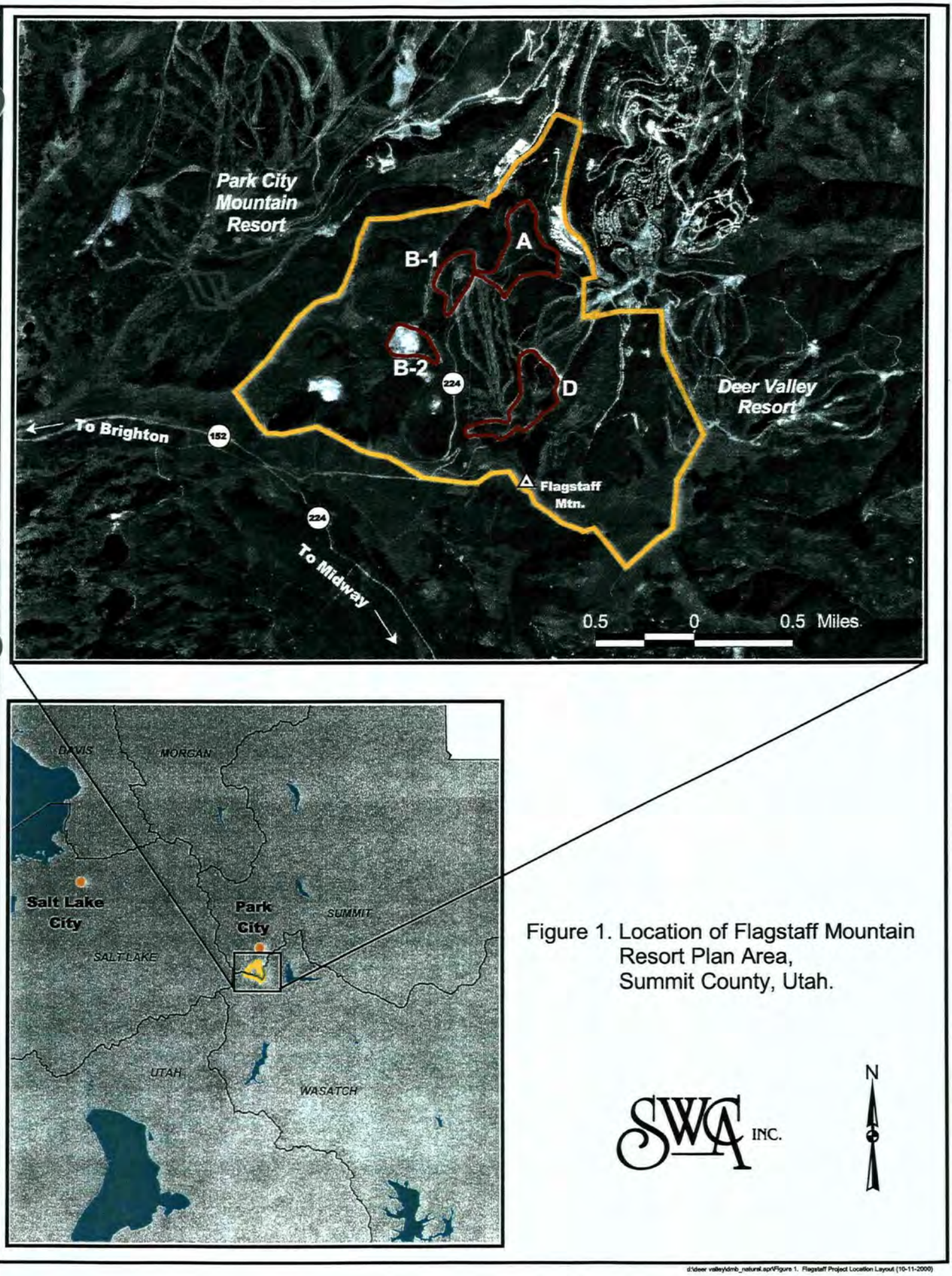
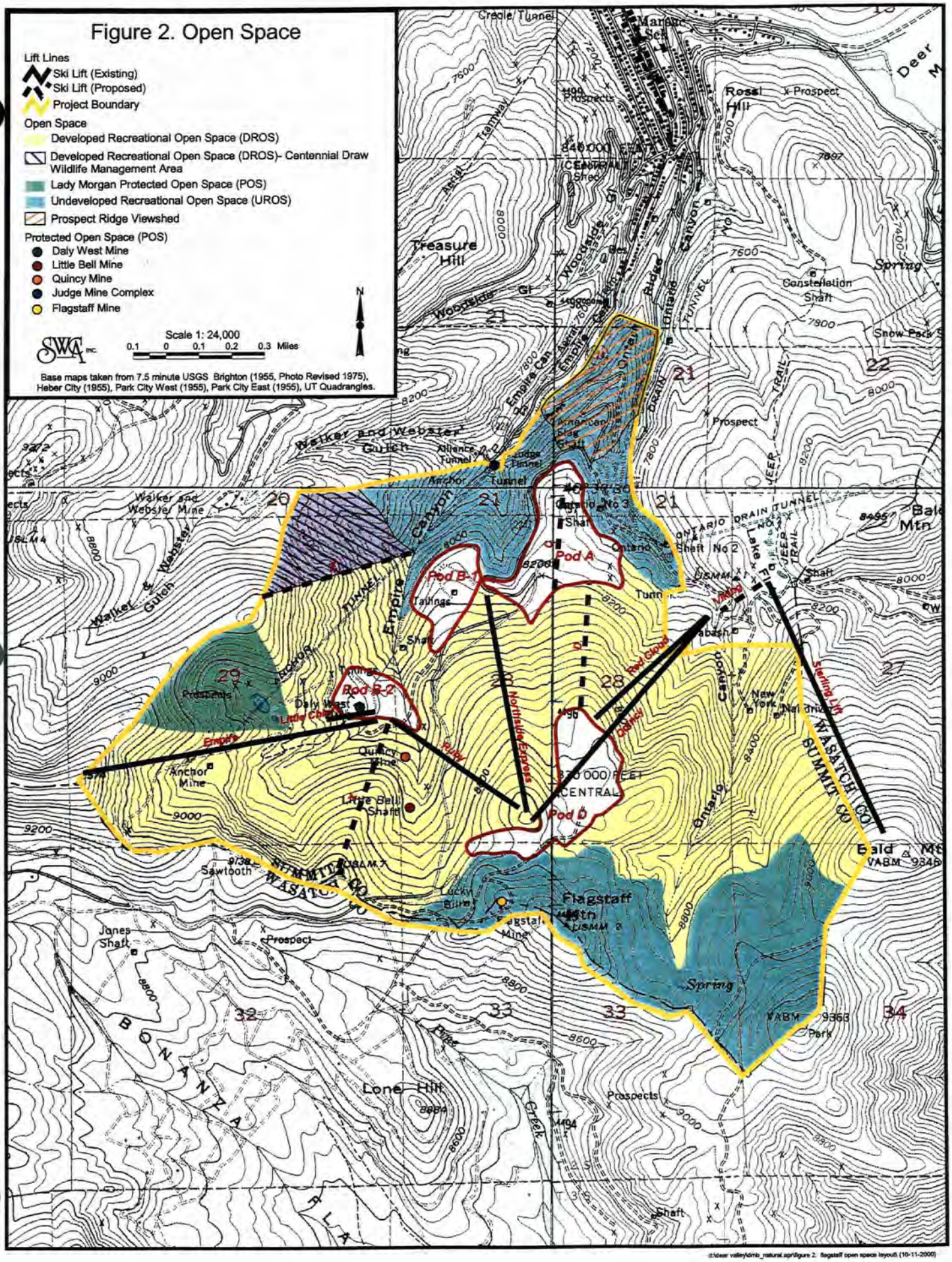


Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah.

SWCA INC.

d:\deer valley\dmb_natural.spr\Figure 1. Flagstaff Project Location Layout (10-11-2000)


Figure 2. Open Space
Lift Lines
Ski Lift (Existing)
Ski Lift (Proposed)
Project Boundary
Open Space
Developed Recreational Open Space (DROS)
Developed Recreational Open Space (DROS)- Centennial Draw Wildlife Management Area
Lady Morgan Protected Open Space (POS)
Undeveloped Recreational Open Space (UROS)
Prospect Ridge Viewshed
Protected Open Space (POS)
Daly West Mine
Little Bell Mine
Quincy Mine
Judge Mine Complex
Flagstaff Mine
Scale 1: 24,000
0.1 0 0.1 0.2 0.3 Miles
SWCA INC.
Base maps taken from 7.5 minute USGS Brighton (1955, Photo Revised 1975), Heber City (1955), Park City West (1955), Park City East (1955), UT Quadrangles.
Pod A
Pod B-1
Pod B-2
Pod b
Treasure Hill
Rossi Hill
Flagstaff Mtn
Lone Hill
Bald Mtn
Daly West Mine
Little Bell Shaft
Quincy Mine
Anchor Mine
Sawtooth
Jones Shaft
Constellation Shaft
Ontario No 3 Shaft
Ontario No 2 Shaft
Alliance Tunnel
Judge Tunnel
Anchor Tunnel
Walker and Webster Mine
Walker and Webster Gulch
Empire Canyon
Woodside Gulch
Ontario Drain Tunnel
Jackson Tunnel
Empire Tunnel
Ontario Tunnel
Red Cloud
Quincy
Ruby
Northside Express
Sterling Lift
Wasatch Co
Summit Co
Lake Park Jeep Trail
Creole Tunnel
Tramway
Prospects
Spring
Tailings
Bonanza Flat
Lake Creek
d:\clear valley\dmb_natural.apr\figure 2. flagstaff open space layouts (10-11-2000)



FLAGSTAFF MOUNTAIN RESORT

A PLANNED RESORT COMMUNITY
DEER VALLEY, UTAH

WILDLIFE MANAGEMENT PLAN

EXHIBIT 13

MAY 2001
REVISED AND APPROVED DECEMBER 2001

PREPARED FOR:
FLAGSTAFF MOUNTAIN PARTNERS
P.O. BOX 1450
PARK CITY, UTAH

WILDLIFE MANAGEMENT PLAN

FLAGSTAFF MOUNTAIN RESORT

EXHIBIT 13

Prepared for

Flagstaff Mountain Partners
P. O. Box 1450
Park City, Utah 84060

Prepared by

SWCA, INC.
Environmental Consultants

MAY 2001
(Revised and Approved December 2001)

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EXECUTIVE SUMMARY

The Flagstaff Mountain Resort Wildlife Management Plan describes the major habitat types that occur within the Plan Area (e.g., conifer, conifer/aspen, and aspen forests; mountain shrub herbaceous, willow/tall forb, and rock talus communities) and provides information on common wildlife species associated with these habitats.

There are no federally listed threatened and endangered species likely to occur in the Plan Area.

A discussion of human-wildlife interactions within the Plan Area describes past impacts associated with the mining era, current influences associated with ski area development and summer trail use, and future effects likely to result from increased recreation and the development of a new resort community.

Two sensitive wildlife areas, Lady Morgan and Centennial Draw, are described and delineated on Figure 2. A discussion of existing and desired future conditions for these two areas is also presented. Potential seasonal wildlife movement corridors are defined and shown on Figure 2.

General Plan Area-wide management prescriptions including minimizing human impacts and habitat fragmentation, vegetation management, forest cutting guidelines, speed limits, wetland protection, pet control, fencing, and nuisance wildlife and off-road vehicle prohibitions are presented. Management directions for the Lady Morgan and Centennial Draw Sensitive Wildlife Areas as well as for the semi-urban settings of the proposed development pods are also discussed. An appendix to the plan lists all wildlife observed in the Plan Area during field surveys conducted by Bio-Resources in 1993 and SWCA in 1999.

1.0 INTRODUCTION

This study is one of several reports that have been prepared to support the Flagstaff Mountain Resort's Large Scale Master Plan Development (LSMPD) application. As LSMPDs are programmatic in nature and subject to refinement at subsequent Master Planned Development (MPD) or Conditional Use Permit (CUP) stages, correspondingly, the contents of this report should be viewed as conceptual in nature and subject to change as specific plans are developed. Details developed at the MPD or CUP stage will not require a modification of this plan provided that they comply with the Goals and Objectives of this Plan.

1.1 Flagstaff Mountain Resort

The Flagstaff Mountain Resort (Flagstaff Mountain) Plan Area is a 1,600-acre parcel of land located in the southwest corner of Summit County, Utah. Ranging from elevations of 7,800 to 9,000 feet above sea level, it forms the western portion of Deer Valley Resort, a four-season resort facility that specializes in alpine skiing in the winter; hiking, mountain biking, and horseback riding in the summer. Flagstaff Mountain Partners (FMP) will develop four distinct sites as additional year-round residential communities within the boundary of the existing ski area. These sites, or development pods, are depicted along with the overall Plan Area in Figure 1. The proposed development pods include the Mountain Village area (Pods A and B-1), the Daly West area (Pod B-2), and the Northside Neighborhood (Pod D). These pods conform to those sites identified in the Annexation Resolution: Development Agreement for Flagstaff Mountain, Bonanza Flat, Richardson Flat, the 20-acre Quinn's Junction Parcel, and Iron Mountain (Park City Municipal Corporation Ordinance no. 99-30) hereafter referred to as the Development Agreement.

Within the Plan Area, native vegetation comprises a mosaic of quaking aspen and coniferous (primarily Engelmann spruce, subalpine fir, and Douglas fir) forests, Gambel oak, and mountain shrub communities. A few natural meadows occur in the area and are characterized by a variety of native grasses and wildflowers. Willows, sedges, and rushes dominate wet areas. Rock outcrops occur on the eastern boundary of Pod D and along the ridgeline at the head of Empire Canyon.

Some of the most notable features of the Plan Area are, however, of human origin. Large piles of mine waste rock, or overburden, are located in the Flagstaff Mountain Plan Area. These features consist predominantly of un-vegetated grayish-white crushed rock associated with the former Flagstaff, Little Bell, Quincy, Anchor, and Daly West Mines. Ski lifts and runs are another notable human-made feature of the Plan Area. Within the Flagstaff Mountain portion of Deer Valley Resort, there are six existing ski lifts and approximately 36 ski runs, many of which have been cut through forest

stands, graded, and seeded with non-native grasses and forbs. Four additional lifts are currently planned for Flagstaff Mountain. One of these will serve the ski in/ski out needs of Pod A, one will access existing terrain between the Red Cloud and Northside Lifts (Ski Pod D), and the other two (Ski Pods X and Z) will access new intermediate and advanced ski terrain in Empire Canyon.

1.2 Wildlife Management Goals and Objectives

The goal of this management plan is to preserve wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. This plan identifies existing wildlife species and habitats that occur within the Flagstaff Mountain Resort Plan Area, and establish management guidelines to help maintain the biotic integrity of the area while ensuring the long-term attractiveness and marketability of the proposed developments.

2.0 FLAGSTAFF MOUNTAIN WILDLIFE

2.1 Background

Three summer wildlife inventory surveys of the Plan Area have been conducted. Bio-Resources, Inc. undertook the first of these in June and July of 1993. The second survey was conducted by SWCA, Inc. Environmental Consultants in September of 1999 and was used to produce the Preliminary Biological Resources Report, Flagstaff Mountain Development (SWCA 2000). A third survey was conducted in June and July of 2000 by SWCA. These surveys documented and described the various habitat types present in the Plan Area and provided lists of wildlife species observed in each of the habitats.

While there are no federally listed threatened or endangered species likely to make substantive use of the Plan Area, SWCA has identified several sensitive or special status plant and animal species with potential to occur at Flagstaff Mountain.

2.2 Common Wildlife

The Flagstaff Mountain Plan Area is located in the Northern Utah Ecoregion. This ecoregion is characterized by a variety of topographic and climatic conditions providing habitat for numerous species of wildlife. Public forestlands adjacent to the Plan Area in the Wasatch and Uinta Mountains are known to contain an estimated 300 species of vertebrates including 67 species of mammals, 186 species of birds, 18 species of reptiles, 6 species of amphibians, and 23 species of fish. Typical large mammal species include elk, mule deer, coyote, bobcat, and mountain lion. Common small mammals are yellow-bellied marmot, American beaver, snowshoe hare, pika, northern pocket gopher, red squirrel, least chipmunk, and golden-mantled ground squirrel. Clark's nutcracker, Steller's jay, northern flicker, mountain chickadee, and red-breasted nuthatch are familiar bird species in the Wasatch Mountains. Reptiles and amphibians common to the region include the Great Basin gopher snake, wandering garter snake, and boreal chorus frog. A brief description of wildlife habitats and common wildlife species associated with these habitats is presented below. A map showing where these habitats occur within the Plan Area is provided in Figure 2. Figure 2 also depicts disturbed lands within the Plan Area. Disturbed ground comprises approximately 85 acres (five percent) of the Plan Area and consists primarily of mine waste rock piles, road scars, and other areas devoid of vegetation and wildlife habitat value.

Conifer

The conifer community is dominated by engelmann spruce and subalpine fir with white fir common in some locations. Douglas fir is a dominant species at lower elevations near the Judge Portal. Overall, the spruce/fir association is the most common upper montane forest type in the Wasatch Mountains. On more biologically productive sites

(i.e., sites with deeper, more fertile soils and good water availability), the shrub layer contains snowberry while the forb/grass layer commonly consists of englemann aster, aspen bluebell, fireweed, sticky geranium, and Colorado columbine. In areas characterized by a dense forest canopy, the groundcover consists primarily of duff and downed wood, with very little herbaceous plant material present. Within the Plan Area, conifer stands tend to be located on north and west-facing slopes. A large contiguous conifer stand is located on the north-facing slope just south of the Ruby and Empire Express Lift bases. Wildlife species most commonly found in coniferous forest include mountain chickadee, dark-eyed junco, ruby-crowned kinglet, American robin, hermit thrush, yellow-rumped warbler, pine siskin, red squirrel, porcupine, snowshoe hare, southern red-backed vole, and elk. Conifer habitats comprise approximately 128 acres or eight percent of the Plan Area.

Conifer/Aspen

The conifer/aspen community consists of a combination of aspen and conifers, with the conifers comprising over 50 percent of the over-story. In the absence of fire, succession will favor the gradual replacement of aspen by subalpine fir. As a result, this community typically succeeds to the conifer community. The groundcover is similar to that of the aspen/tall forb community, but tends to be sparser as a result of the higher tree density. The conifer/aspen community occurs around the Northside Neighborhood and in various other locations (e.g., Centennial Draw) within Empire Canyon. Wildlife species most commonly found in the conifer/aspen habitat type include a combination of those listed in the conifer and aspen, aspen/tall forb sections of this plan. Conifer/aspen habitats occur on approximately 491 acres or 30 percent of the Plan Area.

Aspen/Tall Forb

The aspen/tall forb community is dominated by quaking aspen. Scattered subalpine fir, and occasional engelmann spruce and white fir occur near transitional areas. Shrub cover includes mountain snowberry, mallow ninebark, and red and blue elderberries. Common herbaceous species in these communities include cow parsnip, which provides up to 100 percent groundcover in some places, western coneflower, Colorado columbine, Fendler meadowrue, sticky geranium, horsemint, and Jacob's ladder. Within the Plan Area, the aspen/tall forb vegetation type is most prevalent in upper Ontario Bowl, Prospect Ridge (including Pod A) and the east-facing slopes on the west side of Empire Canyon. American robin, house wren, mountain bluebird, warbling vireo, townsend's solitaire, least chipmunk, and elk frequent aspen stands. Aspen/tall forb habitats occupy approximately 439 acres or 27 percent of the Plan Area.

Mountain Shrub

The mountain shrub community occurs intermittently on dry, rocky slopes and ridgelines throughout the Plan Area. Dominant shrub species include snowberry, chokecherry, and mountain lover. Rock mountain ash, Gambel oak, mallow ninebark, Wood's rose, serviceberry, and sagebrush may be locally abundant. Common herbaceous species include a variety of native grasses, showy golden-eye, whorled buckwheat, and sticky geranium. Mammal species typically associated with mountain shrub habitat include the elk, mule deer, moose, and pika. Associated bird species include the American pipit, broad-tailed hummingbird, ruffed grouse, American robin, and white-crowned sparrow. Mountain shrub habitats comprise approximately 194 acres or 12 percent of the Plan Area.

Herbaceous

Within the Plan Area, the herbaceous cover type is generally comprised of two communities dominated by non-woody plant species: native herbaceous and seeded herbaceous. The native herbaceous community is further divided into three associations: tall forb, short forb, and graminoid. Figure 2 depicts the native and seeded herbaceous communities but does not differentiate between these three associations. The tall forb association occurs in open areas between aspen and conifer stands. This community appears to be relatively stable in the Wasatch Mountains and covers extensive areas. False hellebore, or skunk cabbage, is a common component within the wetter extremes of this community. Showy forbs including bluebells, glandular cinquefoil, lupine, Louisiana sagewort, Jacob's ladder, sticky geranium, scarlet paintbrush, fireweed, Engelmann aster, Colorado columbine, Fendler meadowrue, sulfur buckwheat, cow parsnip, duncecap larkspur, valerian, anise sweetroot, and numerous other wildflower species are common throughout.

The short forb association also occurs in open areas, but is generally found at higher elevations than the tall forb community described above. It is typically shorter in stature with sparser coverage. Some of the species that distinguish the short forb association from the taller type include scarlet gilia, stonecrop, mountain monardella, and lobeleaf groundsel. Other species that commonly occur on drier sites include yarrow, elkweed, whorled buckwheat, sulfur buckwheat, little sunflower, and various species of beardtongue. Graminoids may include slender wheat grass, western needle grass, mutton grass, spike fescue, and onion grass.

The graminoid association is similar to that described above and occurs where grasses and grass-like species are dominant and forbs form a relatively minor component of the overall species composition. Within this association, sedges may be locally dominant. An example of the sedge-dominated variant of this plant association may be found on a

northeast-facing hillslope in the southeast corner of the Plan Area. Overall, the native herbaceous habitat type covers approximately 137 acres or nine percent of the project area.

The seeded herbaceous community occurs where native vegetation types have been cleared to provide for open ski slopes. These areas are often dominated by introduced grass species including various cereal grains, timothy, smooth brome, and orchard grass. Forbs observed in seeded areas include yarrow, curly dock, an unidentified orange-flowered mustard, and varieties of California golden poppy. Various thistles and other undesirable plant species have become established along seeded ski trails and the sides of access roads. Seeded herbaceous habitats comprise approximately 181 acres or 11 percent of the Plan Area.

In the native herbaceous community type and, to a lesser extent, in the seeded type, commonly observed species include white-crowned sparrow, horned lark, mountain bluebird, American robin, American pipit, northern pocket gopher, montane vole, western jumping mouse, deer mouse, Uinta groundsquirrel, elk, mule deer, and yellow-bellied marmot.

Willow/Sedge

Within the Flagstaff Mountain Plan Area, the willow/sedge community covers a small area (approximately 0.3 acre) around Lady Morgan Pond. Willows approximately 10 feet in height form a discontinuous ring around the pond. Interspersed between the willows and extending downslope into the pond itself are a variety of sedges likely including beaked sedge, water sedge, and others. In the arid west, wetland and riparian area habitats often support a greater diversity of species per unit area than other habitat types. In particular, these habitats may harbor a variety of birds including MacGillivray's, Wilson's, and yellow warblers, and a number of sparrows including the song sparrow and Lincoln's sparrow. In alpine areas and wet meadows, American pipits may be locally common. Also commonly present are moose, elk, mule deer, and a variety of amphibians and invertebrates.

Rock/Talus

Non-vegetated areas including rock outcrops, and talus and scree slopes dominate this cover type. High elevation rock outcrop areas are habitat for some sensitive plants described in the section below. Other low-growing plants adapted to these harsh environments may occur in the crevices of rocks and in shallow soils associated with higher elevations. While there are no boulder or talus slopes *per se* within the Plan Area, rock outcrops occur on the east-facing slopes below Flagstaff Mountain on the eastern portion of the Northside Neighborhood area. Rock/talus habitats typically support yellow-bellied marmot, least chipmunk, pika, and white-crowned sparrow. Reptiles often associated with rock/talus habitat include the gopher snake and

wandering garter snake. Rock/talus habitats comprise approximately 15 acres (less than one percent) of the Plan Area.

2.3 Threatened, Endangered, and Sensitive (TES) Species

Two federally listed threatened and endangered species, the bald eagle (threatened) and the Canada lynx (endangered), have potential to occur within the Flagstaff Mountain Plan Area. The following state listed wildlife species of concern, many of which are also considered Forest Service sensitive species, also have potential to occur in the Flagstaff Mountain Plan Area: the American marten, northern flying squirrel, Townsend's big-eared bat, three-toed woodpecker, northern goshawk, smooth green snake, and boreal toad. While not on the state list, the flammulated owl is a Forest Service sensitive species known to occur in the Plan Area. Brief descriptions of these TES wildlife species are presented below.

Bald Eagle

The Bald Eagle is federally listed as a threatened species under the Endangered Species Act of 1973, as amended. This species has been proposed for de-listing in 2000. Bald Eagles typically construct large, conspicuous stick nests in sizeable trees, or on cliffs adjacent to streams or lakes supporting fish populations, which are capable of serving as this species' primary prey base. Secondary food sources include small mammals and birds. Four known nesting pairs of Bald Eagles currently exist within the State of Utah. There are no records of this species nesting or roosting in the Flagstaff Mountain Plan Area and this behavior is unlikely given the relative lack of water. Bald Eagles are thus only likely to occur within the Plan Area on a transitory basis during migration.

Canada Lynx

The Canada lynx became federally listed as endangered as of April 2000. This species occurs within northern boreal forests in association with its primary prey species, the snowshoe hare. Early successional forest stands characterized by high densities of shrubs and seedlings are optimal for hares and, subsequently, important hunting grounds for lynx. Large, contiguous stands of mature forest are used by lynx for denning, providing cover for kittens, and as travel corridors. Given that the forest stands within the Plan Area are relatively small and/or highly fragmented and snowshoe hare are uncommon, Flagstaff Mountain is unlikely to support Canada lynx. Furthermore, the lack of any documented lynx sightings in Utah for over 17 years suggests that this species has been extirpated from the region.

American Marten

American marten primarily utilize mature coniferous forest habitats between 8,000 and 13,000 feet elevation. These carnivores are generally associated with 30 percent or more canopy cover. Coarse woody debris, especially in the form of large-diameter tree boles, is an important habitat component for marten, providing thermal protection, access to subnivean spaces, and escape cover. Although there are tracts of mature coniferous forest habitat within the Plan Area, the capability of this habitat to support marten is questionable due to its highly fragmented condition.

Flying Squirrel

In the Intermountain West, the northern flying squirrel is typically associated with mature coniferous forests and riparian woodlands. Nests occur either inside tree cavities or on limbs where they are built of twigs, bark, and/or roots. According to the Utah Division of Wildlife Resources' (UDWR) Sensitive Species List, the northern flying squirrel is well distributed throughout forested riparian habitats in the mountain ranges of central and eastern Utah. Despite the lack of forested riparian habitats within the Plan Area, a flying squirrel was observed in the Centennial Draw area on July 10, 2000. The presence of a flying squirrel in this area suggests that this species may be common in other mesic, mixed forest stands at Flagstaff Mountain.

Townsend's big-eared bat

The Townsend's big-eared bat utilizes a variety of vegetation types in rocky, broken landscapes up to about 9,500 feet elevation. Vegetation types used include western shrubland, piñon/juniper woodland, oak woodland, and open montane forest. This species is typically associated with caves and abandoned mines and buildings for use as day roosts and winter residences. During summer, individuals may use cracks within cliffs as day roosts. This species typically forages over water, along the margins of vegetation, and over sagebrush. Suitable summer roosts likely occur in and adjacent to the Plan Area in the form of abandoned mine buildings. Suitable winter hibernacula may be present within and adjacent to the Plan Area in various abandoned mine shafts and adits located in the area.

Three-toed woodpecker

The three-toed woodpecker is a year-round resident primarily associated with mature and old growth spruce/fir and mixed forest types up to about 9,000 feet elevation. Given that they attract large populations of wood-boring insects, forest stands with extensive damage due to disturbance such as fire, storm, and/or avalanche, provide an important food source for the three-toed woodpecker. Other food sources utilized by the three-toed woodpecker include berries and some cambium and inner bark. The Forest Service has documented the presence of three-toed woodpeckers at Brighton,

approximately three miles west of Flagstaff Mountain. While this species could occur at Flagstaff Mountain on a sporadic basis during insect outbreaks in larger, contiguous conifer stands, species-specific surveys conducted by SWCA in June 2000 did not detect three-toed woodpeckers within the Plan Area.

Northern goshawk

Goshawks typically breed in mature stands of aspen, lodgepole pine, spruce/fir, or mixed forests at elevations of between 7,500 and 11,500 feet. Nesting areas are typically 20-25 acres in size. In southwestern spruce/fir forests, stands containing nests tend to be greater than 150 years old with moderately high densities of trees (35 trees per acre of 20 inches dbh) and an overstory canopy cover of at least 70 percent. Nest sites are also typically located on either north-facing slopes with gradients less than 60 percent, or in drainages or canyon bottoms protected by such slopes. Goshawks require water within 0.25 mile of the nest site and a given nest may be reused on successive years. The goshawk's preferred prey includes the American robin, blue grouse, hairy woodpecker, northern flicker, golden-mantled ground squirrel, chipmunk, and red squirrel. Goshawks are found throughout the neighboring Wasatch-Cache National Forest, including one pair which nests south of Brighton Circle in Big Cottonwood Canyon. This pair is known to use areas near Clayton Peak, Hidden Canyon, and the Guardsman Pass Road (Salt Lake County portion) for foraging. A stick nest found in the Bonanza Flat area (approximately one mile from the Plan Area) during wildlife surveys conducted approximately six years ago (Bio-Resources 1993), indicates the potential for goshawk to occur in the immediate vicinity of Flagstaff Mountain.

Flammulated Owl

The flammulated owl is listed as a sensitive species by Region 4 of the U.S. Forest Service (including Utah) but it is not federally threatened or endangered and generally does not receive any special consideration outside of National Forest System lands. Nevertheless, given the potential for this species to be added to the Utah State sensitive species list and/or be proposed for federal listing in the future, the potential for it to be affected by development of Flagstaff Mountain is being considered here. The flammulated owl's apparent preference for mature ponderosa pine, montane conifer, or aspen forests above approximately 7,000 feet (in Utah), and its general avoidance of cut over areas, suggests that the species may be largely dependent on mature and old-growth forest. Flammulated owl surveys were conducted in the Plan Area on June 21 and 22 and July 10, 2000. A single flammulated owl was detected in an aspen stand.

Smooth Green Snake

The smooth green snake typically inhabits meadows, grassy marshes, and moist grassy fields along forest edges. Although this species is known to occur in the Uinta

Mountains of northeastern Utah, its distribution is unclear. While there is potential for this species to occur in the Plan Area in sites such as the meadow in Northside Neighborhood, and the area around Lady Morgan Pond, there are no records of occurrence for this species in the area. No smooth green snakes were observed during field surveys conducted during the summer of 2000.

Boreal Toad

The boreal toad inhabits areas near springs, streams, meadows, or woodlands ranging from 7,500 to 12,000 feet elevation. Beaver ponds with abundant riparian vegetation are considered preferred habitat. Although suitable breeding habitat is present at Lady Morgan Pond, there are no records of occurrence for this species within the Plan Area. Surveys conducted for this species during the summer 2000 field season did not detect any boreal toads at Lady Morgan Pond.

2.4 Humans and Wildlife

2.4.1 Past Impacts

Several factors in human behavior and practice affected wildlife during the mining era. Most directly, there was a massive influx of people, vehicles, machinery, and associated noise. Most wildlife species, with the exception of those species, which have adapted to urban or semi-urban environments, deliberately avoid human contact. Thus, many animals moved away from the immediate area when miners moved in. The loud noise from mining explosions and machinery operations could be heard for quite a distance and undoubtedly frightened animals from the vicinity. In addition to noise disturbance, mining activities caused sedimentation of area streams. Increased turbidity and influx of heavy metals diminished water quality and impacted or even extirpated aquatic life in affected waters.

Deforestation was another direct result of mining activities and was a major source of habitat loss for cavity-nesting birds and small mammals, as well as a loss of adequate cover and associated understory for a variety of animals including deer, black bear, and others.

By the 1950's, the price of metals had dropped and the mining era came to a close. Miners left the mountains and the forest began to grow again. Along with this new growth, early successional species inhabited the mountain and surrounding areas.

2.4.2. Current Influences

Following the mining era, the alpine ski industry slowly started to become the primary developed land use in the area. Ski runs were cut through the young forest stands, lifts were installed, and resort establishments were built to offer amenities for vacationing

recreationists. Snowshoeing and cross-country skiing have become popular in the backcountry and snowmobiling is a popular winter pasttime. At Deer Valley Resort, facility operations began in the fall of 1981. Since then, this area has not only become a popular winter destination; summer recreationists such as hikers, mountain bikers, horseback riders, and wildlife and birding enthusiasts enjoy the area, as well. Each of these activities has added to the overall impact on wildlife in the area.

Habitat fragmentation and loss have resulted from cutting and grading roads, lift alignments, ski runs, and trails through forest stands. From an increase in noise to a decrease in habitat, the development of ski resorts and resort communities has pushed wildlife increasingly farther into the backcountry. As recreationists have expanded unauthorized trail systems (often by utilizing established game trails), certain forest-interior or otherwise sensitive wildlife species have been forced into more remote areas of the property or extirpated from the area altogether.

2.4.3. Future Influences

Each of the impacts described in the previous section will apply to new development within the Plan Area. However, given that the developed portion of Flagstaff Mountain Resort will be limited to 147 acres out of a total of approximately1600 acres (nine percent of the Plan Area), development of the resort itself will not result in extensive habitat fragmentation. While habitat conversion occurring within the development pods will likely cause an increase in adaptable, open habitat and edge-tolerant species and a localized decrease in forest-interior species, with proper management, negative impacts can be partially mitigated and positive effects may result.

Many species of wildlife may become habituated to human activity if it is consistent and non-threatening. This means wildlife species would be less likely to alter their natural behavior in response to people. This could potentially become dangerous for both animals and wildlife watchers. For this reason, it is imperative that backcountry users remain on established trail systems.

In the future, snowmobiling will no longer be allowed as a backcountry recreational activity within the Plan Area. This change in management will eliminate a substantial source of impacts to winter resident wildlife such as voles and other subnivean (under the snow) small mammals.

3.0 SENSITIVE WILDLIFE AREAS

Sensitive wildlife areas have been designated because they include habitats that are uncommon and/or necessary to support certain species. These areas are identified in Figure 2.

3.1 Lady Morgan Area

3.1.1 Existing Condition

Lady Morgan Pond is the only natural pond within the Plan Area. This open water/emergent marsh complex and surrounding watershed is considered sensitive because of its high plant, animal, and habitat diversity, and its overall uniqueness within the Flagstaff Mountain Plan Area. The Lady Morgan subwatershed contains aspen, conifer, and mixed forest communities, as well as mountain shrub, willow/tall forb, herbaceous, wet meadow, emergent marsh, and open water habitats. This habitat diversity allows for a high level of species diversity in this area. During a general wildlife survey on July 7, 2000, a variety of deer, elk, and moose sign, including bedding areas, were observed in mountain shrub habitat to the north of the pond. This evidence of bedding and the abundant forest cover adjacent to water suggest that this area may be an important calving/fawning area in the spring.

3.1.2 Desired Future Condition

The desired future condition of Lady Morgan Pond is to maintain the natural successional trajectory of the ecosystem. Over the next 20 years the pond will likely progress into an emergent marsh complex dominated by reeds and sedges. The marsh will eventually turn into a seasonally flooded depressional wet meadow. This transition will limit the water-associated species, which previously inhabited the Lady Morgan Pond area. However, the new meadow will provide habitat for species such as the white-crowned sparrow, meadow vole, and American pipit. Big game will also likely continue to use the area, particularly in the spring when open water is still present.

Previous management prescriptions made for the Lady Morgan area included dredging the pond, constructing a wildlife viewing area to the east of the pond, and placing three to five wood duck nesting boxes in the vicinity. These recommendations are not consistent with the desired future condition of the area because they disrupt the natural successional dynamics of this system. In addition, periodic dredging of the pond would be costly, labor intensive, and require a Section 404 permit from the U.S. Army Corps of Engineers Utah Regulatory Office.

3.2 Centennial Draw

3.2.1 Existing Condition

Centennial Draw contains closed canopy habitat comprised of the aspen/tall forb community on south-facing slopes and mixed forest stands on north-facing slopes. In 1993, Bio-Resources identified a portion of this area as elk calving habitat, and several deer were observed at the same location by SWCA in 1999. Evidence of deer bedding was observed by SWCA in mountain shrub-dominated opening in the aspen canopy in the upper right fork of Centennial Draw on July 7, 2000. This area also contains prime habitat for forest-interior bird species including the hermit thrush, and ruby-crowned kinglet (in mixed and coniferous stands), and the warbling vireo (in aspen stands). Several narrow trails currently wind through the trees offering summertime hiking and mountain biking opportunities. At present, winter use consists only of occasional back-country ski access along the north ridge.

3.2.2 Desired Future Condition

To the extent practicable, the desired future condition for Centennial Draw is to maintain closed canopy forest habitats and preserve the integrity of the elk calving area.

3.3 Potential Wildlife Movement Corridors

Wildlife movement corridors are areas that tend to be used by a large number of deer and/or elk and moose in their seasonal altitudinal migrations. These corridors are typically found in saddles along prominent ridgelines. Based on this criterion, four potential wildlife movement corridors have been identified and are depicted on Figure 2. With the exception of the potential movement corridor located where Guardsman Pass road crosses the Wasatch/Summit County line, none of these corridors would be directly affected by development of Flagstaff Mountain Resort.

4.0 MANAGEMENT

4.1 Management Authority

Two groups will have management authority for wildlife within the Plan Area. Within the development pods, the appropriate Homeowners' Association will deal with wildlife management issues. Outside of the development pods, Deer Valley Resort will be responsible for implementing the management prescriptions detailed below.

4.2 General Management Prescriptions

Wildlife Education

Minimizing human impacts to wildlife at Flagstaff Mountain will require a variety of approaches centered around public education. A combination of education, signs, and enforcement is the best method of control. An educated public is best obtained through outreach activities and the distribution of appropriate information. During the spring, summer, and fall seasons FMP will sponsor weekly talks and/or field trips by qualified naturalists. The goal of these talks will be to garner interest and a sense of stewardship in Flagstaff Mountain's abundant wildlife.

In addition, a "Living with Wildlife" brochure will be produced and any person(s) wishing to rent equipment or rent or purchase property within the area will be required to sign a statement that they have read, understand, and will abide by the rules for living with wildlife at Flagstaff Mountain Resort. The goal of this literature will be to educate and provide guidelines to the public regarding interaction with wild animals. The guide will include information on wildlife species known to occur in the area, their relative abundance, animals they are likely to encounter while utilizing the trail system, proper interaction behavior, preventative instruction and contact information for problem wildlife, and safety tips. It will also include the natural history and behavior patterns of animals commonly encountered (e.g., a cow moose will fiercely defend her young against any apparent threat including a curious visitor who decides to approach the young for a better view or photograph). These brochures along with posters presented at trailhead kiosks will help to ensure that appropriate wildlife information is disseminated throughout the various user groups. Wildlife notices and information will also be provided on Flagstaff Mountain Resort's Intranet system. In addition to providing detailed information on wildlife habitats and species present within the Plan Area, the Intranet will contain a variety of links to other pertinent web sites such as the Utah Division of Wildlife Resources and the Wasatch-Cache National Forest.

Interpretive signs are another form of outreach and will be combined with regulatory signs to control access in sensitive areas such as Lady Morgan Pond. Most outdoor recreationists tend to obey directions presented along a trail system. However, there is a small segment of the population that will disregard the posted requests and proceed

into protected wildlife areas. For this reason, enforcement is necessary. Deer Valley Resort currently uses bike patrols to respond to backcountry emergencies and enforce proper trail use. These patrollers will take on the additional task of ensuring that recreationists obey restrictions associated with protected wildlife areas.

Habitat Fragmentation

Any type of development that divides a large, continuous area of habitat may cause fragmentation. To the extent feasible, large habitat patches will be left intact and be separated from heavy human use areas by a buffer zone characterized by less intensive human uses. Where unavoidable, the effects of habitat fragmentation can be ameliorated by clearing vegetation in the fall and winter (rather than during the breeding/nesting season) and by providing suitable movement corridors. Where conventional (cleared and graded) ski runs are constructed through dense forest stands, large forest "islands" will be left to provide cover for forest-interior species as they cross these openings. These islands will help to maintain habitat connectivity while still allowing for a quality skiing experience.

It should be noted that the primary cause of habitat fragmentation within the Plan Area is associated with the clearing of lift alignments and construction of ski runs. Residential development will be limited to approximately 84 acres in Pods A, B-1 and B-2 and 63 acres in Pod D. This will minimize fragmentation by keeping the highest level of human use in the most developed areas and keeping less intensively used areas largely intact. Recreational open space will provide a buffer between these concentrated use areas and protected areas such as Lady Morgan Pond.

Wildlife Plantings

The term wildlife plantings refers to plant species used for revegetation with the intent of attracting wildlife. While this practice may be quite successful in attracting wildlife species to developed areas, many negative impacts may result including nuisance animals, dangerous animals, health risks for animals, safety concerns for people and animals, displeasing appearance of animal droppings and footprints, and property damage. Because of these risks, planting preferred forage species in and around development pods will be minimized. Wildlife plantings will, however, be used to mitigate project-related habitat loss by enhancing habitat in previously unattractive areas and encouraging wildlife use in open space well away from the development pods.

Soft Edge

Another method that will be used to minimize the impacts to wildlife associated with urban development will entail creating a gradual transition from natural landscape to urban environment, thereby creating a "soft edge." This practice will include planting

and/or maintaining native vegetation cover around the immediate perimeter of the development pods. Using native vegetation in these areas will make the development less aversive to wildlife without actively luring them into the area where they may become a problem.

Vehicle Speed and Road Signs

For the safety of people and wildlife, roads built in existing habitat will be designed for a maximum vehicle speed of 25 mph or less. These roads will have wildlife-crossing signs posted at regular intervals throughout their length.

Protection of Wetlands

Wetlands are critical habitat because many species depend entirely upon them for survival, and many more species are frequent or occasional users. In September,1993, the developer contracted with Natural Resources Consulting; Bio-Resources, Inc.; and Basin Hydrology to identify and delineate wetland areas within the Plan Area. Three wetland types were identified: forested riparian wetlands, scrub-shrub wetlands, and wet meadow wetlands. Forested riparian wetlands are located along the tributary that joins Empire Canyon from the east in the vicinity of the Judge Mine. The scrub-shrub wetlands occur in Centennial Draw and, to a limited extent, around Lady Morgan Pond. The scrub-shrub wetlands in Centennial Draw are discontinuous along the drainage and consist of patches of hydrophytic shrubs over a groundcover of hydrophytic herbaceous vegetation. Wet meadow wetlands are extensive around Lady Morgan Pond and occur in two other areas at Flagstaff Mountain. One of these areas is located near the mouth of Centennial Draw and the other occurs at the base of the Anchor Mine overburden. Any ground-disturbing activities (e.g., the grading of ski runs) slated to occur in these areas may require a Section 404 permit from the U.S. Army Corps of Engineers (ACOE) Utah Regulatory Office. The 404 permit process is sufficient to ensure that wetland wildlife habitat values are maintained during and after development of Flagstaff Mountain Resort. FMP will address these issues directly with the ACOE on an as-needed basis.

In addition to the areas identified as jurisdictional wetlands, several stream channels within the Plan Area qualify as waters of the United States due to the presence of a defined bed and bank. These jurisdictional waters occur in both Ontario and Empire Canyons. In Empire Canyon, these stream channels are interrupted by the Anchor, Little Bell, and Daly West Mine overburden piles but are continuous above and below these features. Any development activities resulting in impacts to these channels will require a state stream alteration permit issued through the Utah Division of Water Rights.

Hunting Policies

Hunting activities will not be permitted within the confines of Flagstaff Mountain Resort. Discharge of firearms is prohibited within the city limits of Park City, which encompasses the entire resort property. No archery hunting will be allowed. Nuisance and/or dangerous animals will be dealt with according to established Park City Police Department procedure. Should overpopulation of deer or elk become an issue, state management authorities will determine the best method of control.

Dog Policies

Unleashed dogs will not be permitted in the Plan Area. Unleashed dogs have the potential to harass wildlife and Park City ordinances require that dogs be leashed within city limits. Enforcement of this dog policy will be the responsibility of Park City and the Homeowners' Associations within development pods and of Park City and Deer Valley Resort in the remainder of the Plan Area.

Protection of Calving Areas

Based on the results of wildlife surveys within the Plan Area, there are two areas with potential to shelter calving elk. These areas include Lady Morgan Pond and Centennial Draw. Refer to Section 4.2 for management of these sensitive wildlife areas.

Revegetation of Disturbed Areas

There are several major mine overburden areas on the Flagstaff Mountain property. These areas will be dealt with in accordance with the Mine/Soil Hazard Mitigation Plan. Where feasible and appropriate, a mixture of native seed will be used to establish and stabilize the organic layer and attract wildlife. Native trees and wildlife plantings will be utilized for landscaping purposes and, if necessary for aesthetics, native vegetation having low forage or cover value to deer and elk will be used for landscaping along roadsides.

Perimeter Fencing

Perimeter fencing around individual properties (e.g., single family residential lots and multi-family parcels) will not be permitted as it may impede the natural movement of wildlife in and out of the Plan Area.

Nuisance Wildlife Control

At the urban/wildland interface, there are often conflicts between wildlife and people. Consequently, there is a broad range of potential nuisance wildlife situations. For example, raccoons, skunks, and even black bears may proliferate in areas where

garbage or other human-generated food sources become readily available. Deer and elk may become problematic when residential areas are landscaped with preferred forage. Bats and rodents may colonize buildings and European starlings often develop nests in cavities accessible from the exterior of buildings.

One method of nuisance wildlife control, which will be employed by the resort, will be to maintain adequate garbage collection facilities and enforce the proper use of these facilities. Uncovered garbage tends to attract wildlife and, in the course of feeding, refuse may be strewn across the property creating a displeasing appearance and attracting additional wildlife. Garbage-fed animals tend to lose their fear of humans and may become dangerous. Exercising garbage control will greatly reduce the incidences of nuisance wildlife. Due to the wide variety of potential nuisance wildlife situations, it is impossible to develop a contingency plan for every type of occurrence. There are individual contractors who specialize in removing problem wildlife. These individuals are specialists and have a great deal of knowledge regarding nuisance wildlife and methods of control. Wildlife control contractors will be utilized when and where they are necessary.

Off-Road Vehicles

The public within the Flagstaff Mountain Plan Area expressly forbids off-road vehicles from use. These include, but are not limited to, dirt bikes, ATV's, snowmobiles (with the exception of Wasatch County landowners winter access), and off-road vehicles. Residents and landowners are also included in this ban. The only exceptions are the use of off-road vehicles for routine maintenance, public safety, and mountain operations activities.

4.3 Management of Sensitive Wildlife Areas

4.3.1 Lady Morgan Pond

Clearing trees for downhill ski runs or developing summer trails through the Lady Morgan Pond area is prohibited. Spring and summer access will not be permitted due to the sensitivity of breeding and calving animals. Interpretive signage will be placed at the perimeter of this area indicating its biological/habitat value and prohibiting access during these times. Non-mechanized fall and winter access (e.g., hiking, downhill and cross-country skiing, snowshoeing, etc.) will be permitted, but only along the established loop trail on the south end of the pond. Mountain bikes will be prohibited from entering this area. Pets will be allowed in the Lady Morgan area only during the fall and winter and leash laws will be strictly enforced during this time.

4.3.2 Centennial Draw

Centennial Draw has been proposed for development as a portion of a ski pod (Pod Z) by Deer Valley Resort. Cutting and grading of ski runs through this area during the development of Pod Z will fragment forest habitat and reduce thermal and hiding cover for deer and elk. In order to maintain the suitability of this site as a calving ground, the clearing and grading associated with the proposed ski run development will be minimized in the area delineated in Figure 2. The Development Agreement states that only two graded runs will be allowed in Pod Z. Forest thinning and other, limited vegetation removal may occur in the balance of Pod Z for skier safety and glade skiing. No more than two ski runs will be created in the delineated wildlife management area portion of this ski pod. In addition, Run 121 nearest the center of the drainage (north end of ski pod) will be a gladed rather than conventionally cleared run. In order to preserve hiding cover for calves, no ground disturbance or removal of the shrub layer will be permitted in this area. Large tree islands containing suitably dense forest and shrub cover to hide calves will be maintained following lift development. Native herbaceous ground cover will be maintained in the cleared run.

While habitat conversion due to ski run development could reduce the extent of suitable calving habitat in Centennial Draw, as long as hiding cover is preserved elk should still use the site. A more important consideration during the calving period is human (and domestic dog) intrusion and disturbance. Elk calving can begin as early as April and extend into July. This area will therefore be closed to recreationists and their pets from the time of snowmelt through the end of the calving season each year. Given that this is an important recreation area that is crossed by a number of popular trails, it will be opened as soon as possible after a qualified wildlife biologist has confirmed that elk are no longer calving in the area. It is anticipated that, on average, these trails will be suitable for opening by the July 4 holiday. The above measures will help to ensure that the area retains at least some suitable habitat for calving elk and forest-interior bird species.

4.3.3 Potential Wildlife Movement Corridors

It is imperative that existing wildlife movement corridors continue to function in this capacity. Accordingly, habitat modifications should be minimized, fencing prohibited, and recreationists should be directed away from these areas in the spring and fall migration periods. It is critical that game trails remain intact as wildlife movement corridors and recreationists utilize only established back-country trails designed specifically for their use. Adherence to the established trail system will be encouraged through education, signs, and enforcement.

4.4 Management of Wildlife in Development Pods

Initial Loss of Habitat

The initial loss of habitat associated with clearing, grading, and construction within the development pods has the potential to impact sensitive wildlife species that currently utilize these areas (e.g., flammulated owl in Pod A). In order to minimize such impacts, the clearing of construction sites will be conducted in the fall, winter, and early spring, outside of the wildlife breeding/nesting season. When it is not feasible to clear vegetation during this period, pre-clearing surveys will be conducted by a qualified wildlife biologist to ensure that there are no sensitive species within a given project site. If sensitive species are present, appropriate measures, such as maintaining nest trees and a suitable buffer around them, will be taken to avoid impacts.

Urban Wildlife Considerations

Some species of animals have adapted to urban environments. Typical examples of this are the house sparrow, pigeon, American robin, European starling, black-capped chickadee, Steller's jay, raccoon, mule deer, and coyote. Some of these animals are popular and desirable while others are not. Regardless of general popularity, all of these animals will eventually become part of the overall wildlife picture at Flagstaff Mountain Resort.

Backyard feeders can bring tremendous benefits to local bird populations if regularly cleaned and stocked. However, this responsibility should not be taken lightly. Unsanitary conditions may promote bacterial growth, which can lead to death in several species of common backyard birds. Another consideration is regular stocking of the feeder. Wild birds become dependent upon backyard feeders during winter and once a feeding station is established, it must continue to supply the necessary feed or the birds may die of starvation. Coyotes and raccoons are both omnivorous and will be found near garbage. In the wild, both species tend to avoid human contact but may become bold in urban settings if food is made consistently available (see Nuisance Wildlife Control above).

Mule deer and elk may graze in backyards and feed on ornamental plantings, often to the frustration of the landowner. However, these animals are generally popular as viewing species and most people are excited to have them near their homes. In fact, some people will be so excited about seeing these large animals that they will deliberately entice them with food. This is an unacceptable practice and will not be allowed on the property. Just as with birdfeeders, deer and elk may become dependent on an artificial food source that is likely to disappear arbitrarily and/or impact the health of dependent animals.

5.0 RELATED PLANNING DOCUMENTS

5.1 Flagstaff Mountain Resort Open Space Management Plan

The Open Space Management Plan identifies two general types of open space designations within the Plan Area: Recreational Open Space (ROS) and Protected Open Space (POS). ROS is further divided into Developed and Undeveloped Recreational Open Space (DROS and UROS, respectively). POS also include historic sites susceptible to damage and/or posing safety hazards to unsuspecting individuals. The Open Space Plan overlaps the Wildlife Management plan in its designation of the Lady Morgan sub-watershed as Sensitive Land and its designation of Centennial Draw as a special wildlife management area within DROS (Future Ski Pod Z).

5.2 Flagstaff Mountain Resort Trails Master Plan

The Trails Master Plan identifies existing and proposed hiking, biking, and equestrian trails within the Plan Area. It outlines trail management and use considerations and restrictions. The Trails Plan interfaces with this Wildlife Management Plan where trails pass adjacent to or through the Lady Morgan and Centennial Draw Sensitive Wildlife Areas.

APPENDIX A

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)

Appendix A

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)			
Scientific Name	**Common Name**	**Habitat Associations***	**Relative Abundance****
Mammals			
Alces alces	Moose	C, CA, A, W	C
Canis latrans	Coyote	E	U
Cervus elaphus	Elk	CA, MSO, W	C
Erethizon dorsatum	Porcupine	C, CA	C
Eutamius minimus	Least chipmunk	C, CA, MSO	C
Lepus americanus	Snowshoe hare	C, CA, MSO	U
Lynx rufus	Bobcat	CA	R
Marmota flaviventris	Yellow-bellied marmot	RT	U
Microtus spp.	Vole	C, CA, A, MSO, H, W	R
Neotoma cinerea	Bushytail woodrat	RT	U
Odocoileus hemionus	Mule deer	E	A
Procyon lotor	Racoon	W	U
Spermophilus armatus	Uinta ground squirrel	MSO	C
Tamiasciurus hudsonicus	Red squirrel or chickaree	C, CA	A
Ursus americanus	Black bear	MSO	R
Birds			
Accipiter cooperii	Cooper's hawk	E	U
Bonasa umbellus	Ruffed grouse	CA	R
Buteo jamaicensis	Red-tailed hawk	E	C
Carduelis pinus	Pine siskin	C, CA, A, MSO	C

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)			
Scientific Name	**Common Name**	**Habitat Associations***	**Relative Abundance****
Carpodacus cassinii	Cassin's finch	MSO	U
Catharus guttatus	Hermit thrush	C, CA, A	A
Colaptes auratus	Northern flicker	C, CA, A, MSO	A
Contopus sordidulus	Western wood peewee	CA, A	C
Contopus borealis	Olive-sided flycatcher	C, CA	U
Cyanocitta stelleri	Steller's jay	C, CA, MSO	C
Dendroica coronata	Yellow-rumped warbler	CA, A, MSO	C
Empidonax oberholseri	Dusky flycatcher	A	U
Euphagus cyanocephalus	Brewer's blackbird	MSO	R
Junco hyemalis	Dark-eyed junco	C, CA, A, MSO, W	A
Melospiza melodia	Song sparrow	W	R
Myadestes townsendi	Townsend's solitaire	A	R
Nucifraga columbiana	Clark's nutcracker	CA	R
Oporornis tolmiei	MacGillivray's warbler	CA, A, MSO	C
Parus atricapillus	Black-capped chickadee	A, MSO	U
Parus gambeli	Mountain chickadee	C, CA, A	A
Passerina amoena	Lazuli bunting	W	R
Pheucticus melanocephalus	Black-headed grosbeak	C, CA, A	C
Pica pica	Black-billed magpie	RT	C
Pipilo chlorurus	Green-tailed towhee	CA, A, MSO	C
Piranga ludoviciana	Western tanager	A, MSO	U

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)			
Scientific Name	**Common Name**	**Habitat Associations***	**Relative Abundance****
Selasphorus platycercus	Broad-tailed hummingbird	CA, A, MSO, H	C
Sitta canadensis	Red-breasted nuthatch	C, CA, A	A
Spizella passerina	Chipping sparrow	C, CA, A, MSO, W	A
Spizella breweri	Brewer's sparrow	MSO	C
Tachycineta thalassina	Violet-green swallow	CA, A, MSO	U
Tachycineta bicolor	Tree swallow	CA	R
Troglodytes aedon	House wren	A, MSO	U
Carduelis tristis	American goldfinch	MSO	C
Cathartes aura	Turkey vulture	E	U
Certhia americana	Brown creeper	C	C
Dendroica townsendi	Townsend's warbler	C	R
Picoides villosus	Hairy woodpecker	C, CA, A	U
Pinicola enucleator	Pine grosbeak	C	U
Regulus satrapa	Golden-crowned kinglet	C	U
Falco mexicanus	Prairie falcon	MSO	R
Actitus macularia	Spotted sandpiper	W	R
Sphyrapicus nuchalis	Red-naped sapsucker	CA, A	U
Sialia currucoides	Mountain bluebird	MSO	U
Vermivora celata	Orange-crowned warbler	CA, A, MSO	C
Molothrus ater	Brown-headed cowbird	MSO	U
Loxia curvirostra	Red crossbill	CA	A
Cocothraustes	Evening grosbeak	C, CA	U

Wildlife Species/Sign Observed Within The Flagstaff Mountain Plan Area (Bio-Resources 1993, SWCA 1999 & 2000)			
Scientific Name	**Common Name**	**Habitat Associations***	**Relative Abundance****
Turdus migratorius	American robin	E	A
Vireo gilvus	Warbling vireo	CA, A	A

**Key to habitat types: C = conifer; CA = conifer/aspen; A = aspen, aspen/tall forb; MSO = mountain shrub, mountain shrub/oak; H = herbaceous; W = willow/tall forb, wetland pond/wet meadow; RT = rock/talus; and E = every habitat type.*
***Relative Abundance: A = abundant, C = common; U = uncommon; and R = rare.*

APPENDIX B

Figures

Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah
Figure 2. Wildlife Habitats
Figure 3. Sensitive Wildlife Areas

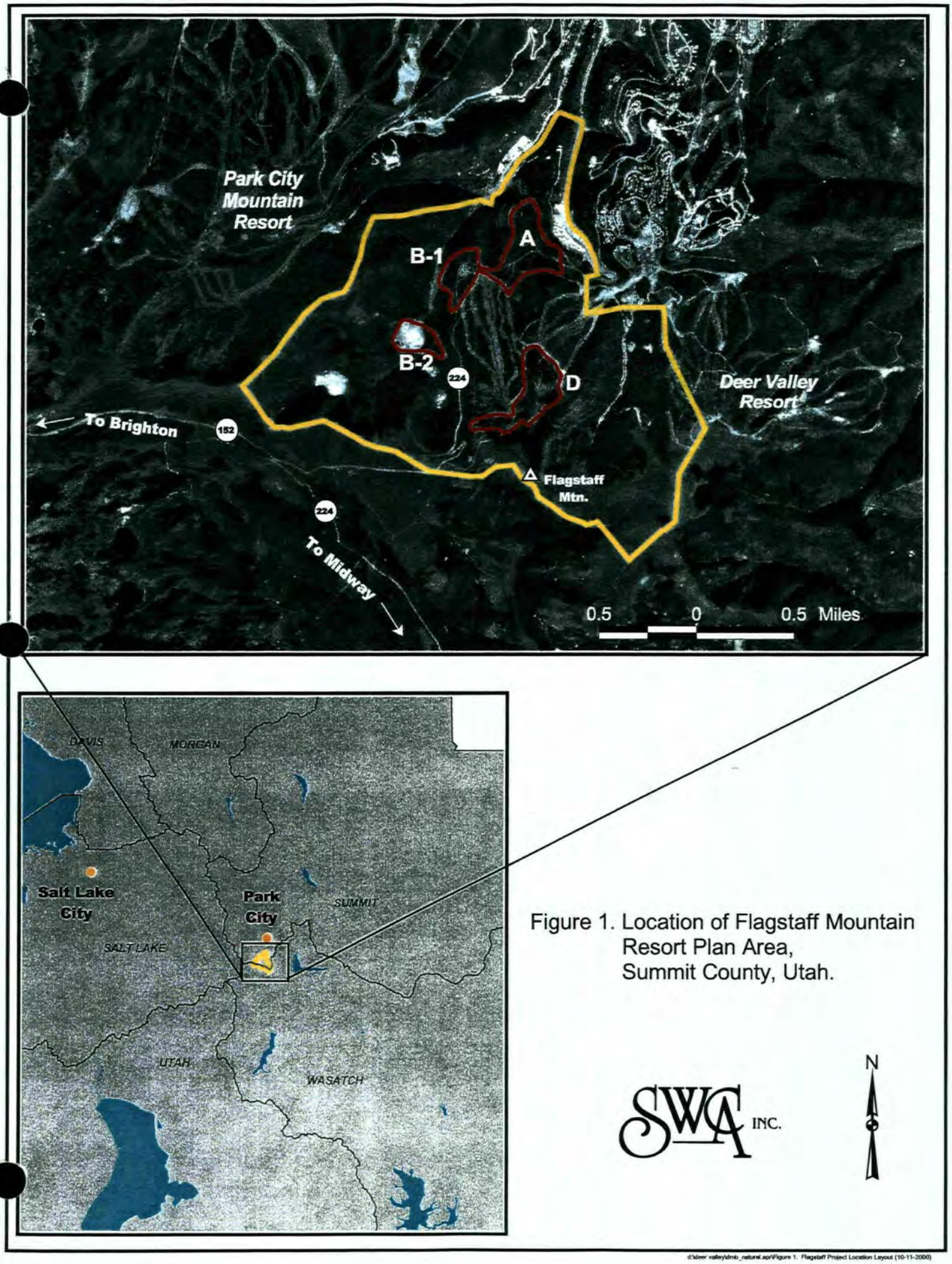
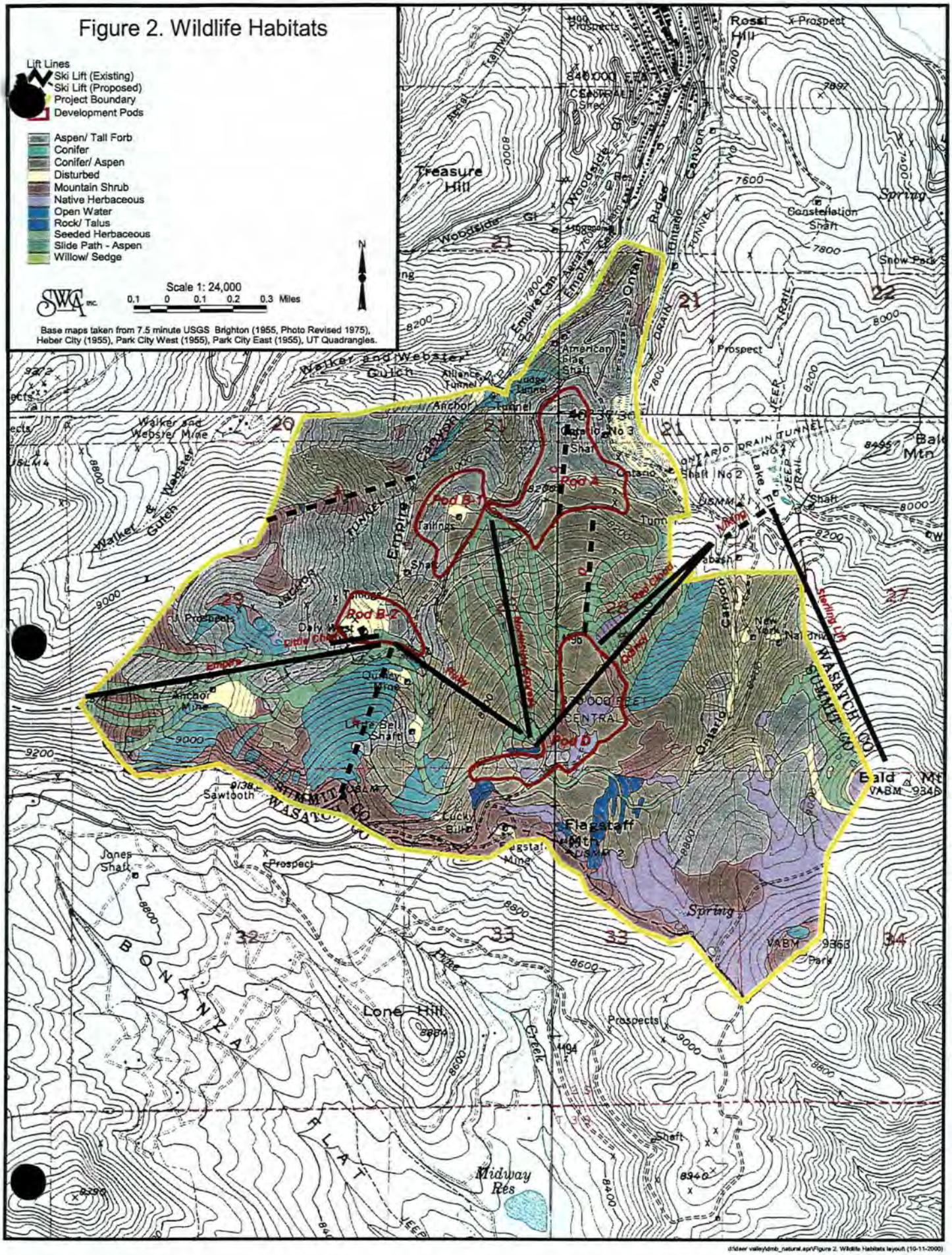
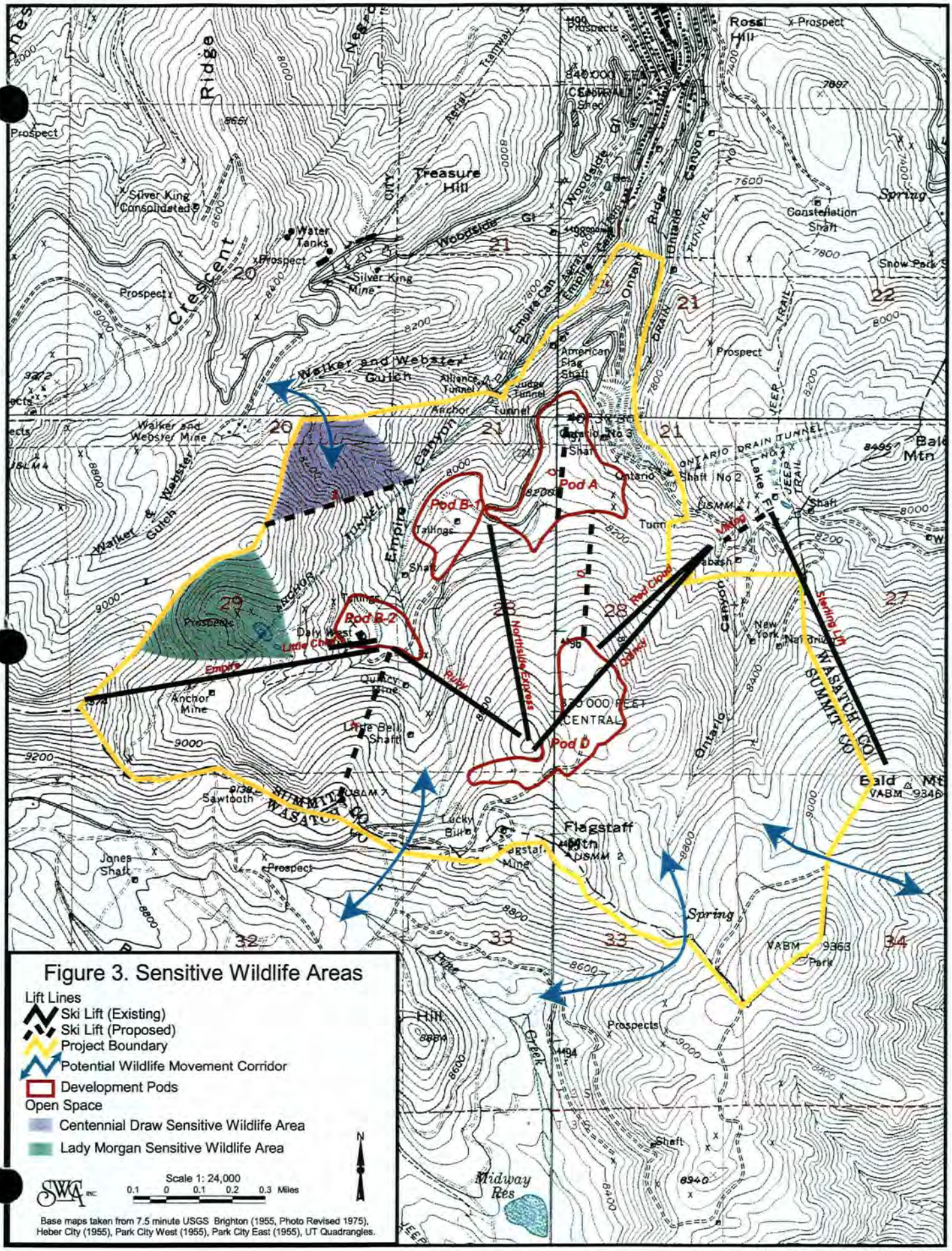


Figure 1. Location of Flagstaff Mountain Resort Plan Area, Summit County, Utah.

d:\deer valley\dmb_natural.apr\Figure 1. Flagstaff Project Location Layout (10-11-2000)


Figure 2. Wildlife Habitats
Lift Lines
Ski Lift (Existing)
Ski Lift (Proposed)
Project Boundary
Development Pods
Aspen/ Tall Forb
Conifer
Conifer/ Aspen
Disturbed
Mountain Shrub
Native Herbaceous
Open Water
Rock/ Talus
Seeded Herbaceous
Slide Path - Aspen
Willow/ Sedge
Scale 1: 24,000
0.1 0 0.1 0.2 0.3 Miles
N
SWCA Inc.
Base maps taken from 7.5 minute USGS Brighton (1955, Photo Revised 1975), Heber City (1955), Park City West (1955), Park City East (1955), UT Quadrangles.
Pod A
Pod B-1
Pod B-2
Pod B
Pod C
Treasure Hill
Rossi Hill
Flagstaff Mtn
Lone Hill
Bald Mt
Empire Canyon
Walker & Webster Gulch
Ontario
Anchor
Sawtooth
Daly West
Little Chief
Quincy Mine
Lake Bell
Jones Shaft
Constellation Shaft
Ontario No 3 Shaft
Ontario Shaft No 2
Ontario Drain Tunnel No 2
Empire Canyon Tunnel
Woodside Gulch
Woodside Ridge
Bonanza Flat
Midway Res
Lake Flat
Sterling Lift
Wasatch 60
Summit 60
Spring
Prospect
Tailings
Mining
Shaft
Prospects
Park
Creek
Ridge
Trail
Jeep Trail
Aerial Tramway
Alliance Tunnel
Anchor Tunnel
Daly Chief Tunnel
Ontario Tunnel
Empire Canyon Aerial Tramway
Woodside Gulch Aerial Tramway
Ontario Drain Tunnel
Lake Flat Jeep Trail
Bismarck Tunnel
Wabash Mining
New York Mining
Central
Sawtooth
Lucky Bill
Flagstaff Mine
Jones Shaft
Anchor Mine
Walker & Webster Mine
Daly West Mine
Little Chief Mine
Ontario Mine
Lake Bell Shaft
Ontario Shaft No 3
Constellation Shaft
American Flag Shaft
Shaft
Tailings
Tunnel
Prospect
Spring


Pod A
Pod B-1
Pod B-2
Pod D
Treasure Hill
Flagstaff Mtn
Bald Mt
Spring
Midway Res
Walker and Webster Gulch
Empire Canyon
Ontario Canyon
Woodside Gl
Crescent Ridge
Silver King Consolidated
Silver King Mine
Walker and Webster Mine
Anchor Mine
Daly West
Little Chief
Quincy Mine
Large Bell Shaft
Jones Shaft
Sawtooth
Lucky Bill
Flagstaff Mine
Ontario No 2 Shaft
Ontario No 3 Shaft
American Flag Shaft
Constellation Shaft
Red Cloud
Sterling Lift
Wasatch Co Summit Co
Empire Tunnel
Anchor Tunnel
Judge Tunnel
Alliance Tunnel
Ontario Drain Tunnel
Lake Flat Jeep Trail
Aerial Tramway
Empire Can Aerial Tramway
Northside Express
Ruby
Daly
Prospect
Tailings
Shaft
Water Tanks
Ross Hill
Snow Park
Park
Creek
Hill
Prospects
Figure 3. Sensitive Wildlife Areas
Lift Lines
Ski Lift (Existing)
Ski Lift (Proposed)
Project Boundary
Potential Wildlife Movement Corridor
Development Pods
Open Space
Centennial Draw Sensitive Wildlife Area
Lady Morgan Sensitive Wildlife Area
N
Scale 1: 24,000
0.1 0 0.1 0.2 0.3 Miles
SWCA INC
Base maps taken from 7.5 minute USGS Brighton (1955, Photo Revised 1975), Heber City (1955), Park City West (1955), Park City East (1955), UT Quadrangles.
d:\deer valley\dmb_natural.apr\Figure 3. Flagstaff Wildlife layout (10-11-2000)

PARK CITY
1884
Planning Department

May 22, 2024

Deer Valley Resort
2250 Deer Valley Drive South
Park City, Utah 84060

CC: Hannah Tyler

NOTICE OF PLANNING COMMISSION ACTION

Description

Address:	Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, PCA-S-81-A
Zoning District:	Recreation Open Space and Sensitive Land Overlay
Application:	Conditional Use Permit
Project Number:	PL-23-05938
Action:	APPROVED WITH CONDITIONS (See Below)
Date of Final Action:	May 22, 2024
Project Summary:	The Applicant proposes to install a new ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, a 375-square-foot operator house and 4.62 miles of new ski runs in the Recreation and Open Space Zoning District and Sensitive Land Overlay.

Action Taken
On May 22, 2024, the Planning Commission conducted a public hearing and approved the new ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, a 375-square-foot top terminal operator house, and 4.62 miles of new ski runs according to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. The Site includes Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A and is within the Recreation and Open Space (ROS) Zoning District and Sensitive Land Overlay (SLO).

2. The new ski runs, ski lift with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, and 375-square-foot top terminal operator house are proposed to be constructed on Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A in the Upper Deer Valley neighborhood of the General Plan, the Recreation and Open Space Zoning District, and the Sensitive Land Overlay.
3. A Grant of Conservation Easement, Amendment to Grant of Conservation Easement (Ski Area), and Deed of Conservation Easement Agreement are recorded for these Parcels.
4. Parcels PCA-S-98-R, PCA-S-85, PCA-S-85-D, and PCA-S-81-A are within the Flagstaff/Empire Pass Development Agreement.
5. Ski lifts included in the Flagstaff/Empire Pass Development Agreement Deer Valley Ski Area Master Plan require an Administrative Conditional Use Permit with Planning Director Final Action.
6. The proposed ski lift and ski runs are not in the Deer Valley Ski Area Master Plan and therefore require a Conditional Use Permit and Planning Commission Final Action pursuant to Land Management Code (LMC) § 15-2.7-2(C)(8).
7. The proposed lift storage building requires Planning Commission review of a Conditional Use Permit pursuant to LMC § 15-2.27-2(C)(14) for Ski-Related Accessory Buildings greater than 600 square feet proposed within the ROS Zoning District.
8. The Applicant proposes constructing approximately 4.62 miles of ski runs.
9. The Applicant proposes the ski lift and ski runs to increase beginner ski terrain at the resort.
10. On March 1, 2024, Planning staff issued a complete application notice to the Applicant for the Conditional Use Permit.
11. On April 15, 2024, the Planning Commission and City staff participated in a Site Visit to see the proposed project area. The Applicant provided a tour showing the proposed lift alignment and ski runs from three separate vantage points: West- Flagstaff Mountain, East- Bald Mountain, and the proposed bottom terminal and lift storage building.
12. The application as conditioned complies with LMC Chapter 15-2.7 ROS Zoning District as follows:
    a. The proposed ski lift, ski runs, and lift storage Building Pad provide additional recreational opportunities for residents and visitors of Park City – especially for beginner skiers.

    b. Setbacks

i. The ski lift, ski runs, lift storage Building Pad, and 375-square-foot operator house, are proposed to be constructed on metes-and- bounds Parcels leased by Deer Valley Resort.
ii. The ski lift bottom terminal and lift storage Building Pad are proposed to be constructed adjacent to Parcel PCA-S-79C, which is excluded from Deer Valley Resort's lease and is under separate ownership.
iii. The ski lift bottom terminal and lift storage Building Pad must meet at least a 25-foot Setback from Parcel PCA-S-79-C. The Applicant exceeds this requirement, and the proposed ski lift and terminal building are set back 90 feet from Parcel PCA-S-79-C.
iv. The top ski lift terminal and 375-square-foot operator house maintain a 61-foot Setback from the nearest property line.

c. Vegetation Protection
   i. LMC § 15-2.7-6 requires the Applicant to protect Significant Vegetation during construction within the ROS Zoning District. Significant Vegetation includes large trees six inches in diameter or greater measured four and one-half feet above the ground, groves of smaller trees, or clumps of oak and maple covering an Area fifty square feet or more measured at the drip line.
d. ROS Zoning District Height
   i. In the ROS Zoning District, no Structure may be erected to a height greater than twenty-eight feet from Existing Grade.
   ii. The applicant proposes installing 10 ski lift towers.
   iii. The ski lift towers range in height as follows:
      - Tower 1 – 19.54 feet (complies with ROS height).
      - Tower 2 – 33.01 feet (exceeds ROS height by 5.01 feet).
      - Tower 3 – 46.33 feet (exceeds ROS height by 18.33 feet).
      - Tower 4 – 52.87 feet (exceeds ROS height by 24.87 feet).
      - Tower 5 – 46.31 feet (exceeds ROS height by 18.31 feet).
      - Tower 6 – 49.59 feet (exceeds ROS height by 21.59 feet).
      - Tower 7 – 39.75 feet (exceeds ROS height by 11.75 feet).
      - Tower 8 – 46.31 feet (exceeds ROS height by 18.31

feet).

- Tower 9 – 36.29 feet (exceeds ROS height by 8.29 feet). Tower 10 – 29.72 feet (exceeds ROS height by 1.72 feet).

iv. The bottom terminal reaches a height of approximately 22 feet from Existing Grade, and the top terminal reaches a height of approximately 24 feet from Existing Grade.

v. LMC § 15-2.7-4(A)(4) states ski lifts within the ROS Zoning District may extend above the maximum Height subject to a visual analysis and administrative approval by the Planning Director.

vi. On March 29, 2024, the Planning Director approved the proposed lift tower heights, pending Planning Commission approval of the top terminal and Lift Tower 10 within a Ridge Line Area.

13. The application as conditioned complies with LMC Chapter 15-2.21 SLO:

a. LMC § 15-2.21-2(A) requires Applicants proposing construction within the SLO to submit a Sensitive Lands Analysis, including sensitive environmental and aesthetic Areas such as Steep Slopes, Ridge Line Areas, Crest of Hills, wetlands, Stream Corridors, Wildland interface, and wildland habitat Areas. The Applicant submitted a Sensitive Lands Analysis prepared by Alliance Engineering.

b. Additionally, LMC § 15-2.21-3(A)(3) requires a Soils Investigation Report and Geotechnical Report. The Applicant submitted a Geotechnical Investigation prepared by AGEC Applied GeoTech, dated November 17, 2023.

c. Sensitive Land Overlay Evaluation for Ski Area Construction and Expansion:

i. LMC § 15-2.21-7 establishes Sensitive Land Regulations for Ski Area Construction and Expansion within the SLO. LMC § 15-2.21-7(A) requires the following: "The Developer must submit a plan detailing the location, alignment, and scope of the undertaking. If the Planning Director determines that the project may have significant visual and environmental impacts, a consultation meeting will be scheduled. No Development shall occur until after the consultation meeting

and any required approvals have been granted."

ii. Since submittal, the Applicant has modified the proposed ski lift to comply with the ROS Zoning District setbacks.

d. Steep Slopes: The proposed ski lift does not cover a topographic Area at least twenty-five feet vertically upslope or downslope and fifty feet horizontally and is not within fifty feet of Very Steep Slopes. The average slope for the length of the ski lift and the proposed ski runs are between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope.

e. Ridge Line Area Protection:

i. The Applicant's Sensitive Lands Analysis shows the proposed ski lift from the Vantage Points designated in LMC § 15-2.21-3(A)(6). The proposed ski lift is visible from one Vantage Point only. The top terminal of the ski lift will be visible from the Park Meadows Golf Course Clubhouse Vantage Point.

ii. The Applicant states: "The top terminal of Lift 7 will be situated on the ridge line that separates Wasatch and Summit Counties at an elevation of approximately 9285'. While sitting on a ridge line, this structure will only be visible from one of the Park City's Designated Vantage Points (Vantage Point "G": Park Meadows Golf Course Clubhouse) and will not be placed directly onto the peak. Given that the proposed Lift 7 will be a vital piece of infrastructure in the terrain expansion efforts to improve the recreational opportunities and experiences offered by Deer Valley Ski Resort, it's [sic] construction shall be to great public benefit. Furthermore, there are numerous examples of existing ski area chairlifts in the Park City area that appear in greater prominence from the Designated Vantage Points than the proposed lift 7."

iii. LMC § 15-2.21-7(B), Development Approvals for Ski Area Construction and Expansion within the SLO, requires the Applicant to mitigate impacts to the "Maximum Extent Feasible." LMC § 15-15-1 defines "Maximum Extent Feasible" as the maximum mitigation where no prudent, practical and

feasible alternative exists to completely mitigate the adverse impact. Economic considerations may be taken into account but shall not be the overriding factor in determining "Maximum Extent Feasible."

iv. From Vantage Points within Park City, there are ski lifts visible within Ridge Line Areas. The proposed ski lift will be minimally visible from the Park Meadows Golf Course Clubhouse Vantage Point, which is approximately four map miles north of the proposed ski lift. However, the Planning Commission may require a Condition of Approval establishing a minimum required distance from the Ridge Line Area.

f. Wetlands and Stream Protection

i. According to the Applicant's Sensitive Lands Analysis, the Utah Department of Environmental Quality data does not identify any wetlands within the area proposed for the ski lift and ski runs. However, the Utah Department of Environmental Quality identifies an intermittent or ephemeral stream channel.

ii. On November 6, 2023, Daren Rasmussen, an Environmental Scientist – Dam Safety & Stream Alterations with the Utah Department of Natural Resources Division of Water Rights outlines the designated stream channel as a natural stream and therefore will not require special permitting for stream alteration.

iii. LMC § 15-2.21-6(F) establishes a minimum of fifty feet outward from the Ordinary High Water Mark in the SLO for streams

g. Wildlife and Wildlife Habitat Protection

i. LMC § 15-2.21-8 establishes the intent of the Wildlife and Wildlife Habitat Protection to "promote, preserve, and enhance wildlife and wildlife habitat Areas in and around Park City, and to protect them from adverse effects and potentially irreversible impacts." The LMC explains further: "If the Development Site contains or is within five hundred feet (500') of a natural Area or habitat Area, and the wildlife and

habitat report show the existence of Sensitive or Specially Valued Species, the Development plans shall include provisions to ensure that any habitat contained in any such natural Area shall not be disturbed or diminished, and to the Maximum Extent Feasible, such habitat shall be enhanced."

ii. Technical Report #13 from the Flagstaff Development Agreement outlines that "there are no federally listed threatened or endangered species likely to make substantive use of the Plan Area." The proposed ski lift is not located within a Sensitive Wildlife Area as designated on Appendix B of Technical Report #13.

iii. The Utah Division of Wildlife Resources has compiled a list of all Sensitive and Specially Valued Species in the State of Utah. The Applicant submitted analysis to show there are no Sensitive or Specially Valued species occupying or using on-Site and adjacent Areas where the proposed ski lift, ski runs, and associated facilities are proposed. Sensitive or Specially Valued Species includes Federally Threatened and Endangered Species; State of Utah Threatened and Endangered Species; State of Utah Species of Concern and animals and plants of special concern to the Park City Community as identified in the General Plan and in need of special protection.

iv. The Flagstaff Development Agreement Technical Report #13 "Wildlife Management Plan" describes the major habitat types that occur within the Plan Area and provides information on common wildlife species that have the potential to occur within these habitats. The goal of the Wildlife Management Plan is to preserve wildlife habitat values within the Plan Area by minimizing habitat loss and human/wildlife conflicts. There are no federally threatened or endangered species likely to occur in the Plan Area. The proposed Lift 7 is located near a potential wildlife movement corridor.

v. The Wildlife Management Plan explains "It should be noted that the primary cause of habitat fragmentation within the Plan Area is associated with the clearing of lift alignments

and construction of ski runs. It is imperative that existing wildlife movement corridors continue to function in this capacity. Accordingly, habitat modifications should be minimized, fencing prohibited, and recreationists should be directed away from these areas in the spring and fall migration periods." Staff recommends Conditions of Approval to mitigate any potential wildlife corridor impacts.

h. Preserve the Natural Character of the Sensitive Lands, Revegetate, and Establish Permanent Erosion Control Measures.
    i. The Applicant included a vegetative cover evaluation in their Sensitive Land Analysis submittal.
    ii. On March 14, 2024, the Forestry Board approved the removal of Significant Vegetation for the proposed ski lift, ski runs, terminal building and lift storage building, and 375-square-foot operator house with the following Condition of Approval: The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal to the proposed area of disturbance.

14. The application, as conditioned, complies with the Flagstaff Mountain Development Agreement Technical Reports
    a. Several technical reports were prepared as part of the Flagstaff Development Agreement and are relevant to the development of the proposed Lift 7.
        i. Technical Report #5 "Open Space Management Plan" details objectives, goals, and strategies for the Open Space areas that are not located within any of the designated development pods. The overall goal of the Open Space Management Plan is to ensure the preservation and maintenance of Flagstaff Mountain's open space for public enjoyment and the protection of ecological values. The proposed project area for Lift 7 is in an area designated as Recreational Open Space (ROS). The purpose of ROS is to establish and preserve districts for land uses requiring large areas of undeveloped open land; permit, preserve, and encourage recreational use of these lands; and preserve and enhance environmentally

sensitive lands such as wetlands, steep slopes, ridge lines, meadows, stream corridors, and forests.

ii. According to the Flagstaff Development Agreement, all land outside of the development pods was zoned as Recreation Open Space. Upon issuance of the first MPD or CUP for any portion of the Project, Deer Valley Resort executed a conservation easement for the benefit of the City and a third party conservation trust, to limit the use of Flagstaff Mountain to construction, development, and operation of ski lifts, ski runs, one skier day lodge, and other similar winter and summer recreational uses and services

iii. The Open Space Management Plan classifies two separate types of ROS. Developed Recreational Open Space (DROS), and Undeveloped Recreational Open Space (UROS). The proposed Lift 7 project area is located within UROS. Undeveloped Recreational Open Space (UROS) may be skied in the winter and typically contains some summer trails, but it has not been heavily modified for these purposes. Where the main purpose of DROS is to provide year-round public recreation opportunities, UROS serves a wider variety of functions. The general management objectives for UROS are to continue to allow human access and use while maintaining the scenic qualities and habitat values of these areas.

iv. The Open Space Management Plan further clarifies the goals and objectives of ROS: "Much of the Plan Area consists of moderately steep, north-facing slopes that provide ideal opportunities for downhill skiing. Most of these areas have or will be developed by Deer Valley Resort for this purpose. As mentioned above, these areas are considered DROS. Areas containing steep, rocky, and/or heavily vegetated south- or west-facing slopes as well as areas lying beyond practical lift-served terrain are less well-suited for alpine skiing and more appropriate for other forms of recreation such as hiking, biking, or horseback riding. These areas are designated UROS. Other amenities associated with designated UROS

include the preservation of wildlife habitat and the protection of scenic viewsheds."

v. "UROS forms the second largest type of open space within the Plan Area. While these areas may contain a variety of hiking, biking, and equestrian trails, these facilities do not dominate the character of the land. Native vegetation cover remains largely intact and forest stands do not exhibit the high level of fragmentation characteristic of DROS. Consequently, these areas tend to have greater visual appeal and higher quality wildlife habitats relative to DROS. While these areas will continue to experience summer trail construction and maintenance, the overall character of UROS within the Plan Area is unlikely to experience substantive change over time."

vi. Staff recommends a Condition of Approval which requires separate review and approval of an amendment to the Open Space Management Plan by the Planning Commission.

b. Technical Report #8 "Trails Master Plan" outlines the goals and objectives of trails planning for the Flagstaff Mountain area. The goal of the Trails Master Plan is to establish guidelines to maintain and enhance public access and provide quality public recreation opportunities for hikers, mountain-bikers, and equestrians. Staff recommends Conditions of Approval to comply with the Trails Master Plan.

c. Technical Report #12 "Drainage Study" outlines the methodology and criteria to be used to design the drainage structures and systems for the Flagstaff Mountain Area. Staff recommends a Condition of Approval for ski runs to comply with the Drainage Study technical report.

d. Technical Report #15 "Construction Mitigation Plan" outlines specific measures to mitigate the impacts of infrastructure construction associated with the Resort.

15. The application as conditioned complies with LMC § 15-4-18 Passenger Tramways and Ski Base Facilities as follows:

a. Ownership

i. The Applicant owns or controls the Liftway necessary to construct and operate the Passenger Tramway. For the purpose of this section, ownership or control is established if the Applicant can demonstrate that he has title to the Property being crossed by the Liftway, or an easement over that Property, or options to acquire the Property or an easement or a leasehold interest in the Property, or an option to acquire a leasehold, of at least fifteen (15) years duration.
ii. The Applicant (Deer Valley Resort Company, LLC) has an existing lease with the property owner (BLX LEASE 2 LLC) for 105 years, commencing on August 24, 2023 and expiring on August 23, 2128.

b. Width
   i. The Liftway shall extend a distance of at least ten feet (10') outward from the vertical plane established by the outermost surface of the Passenger Tramway, which generally is the outside edge of the chair or passenger compartment, on each side of the tramway's course excluding base and terminal Structures. Width is computed in this manner, rather than measuring from the center line of the Passenger Tramway or the cable in order to provide a minimum clearance of ten feet (10') on each side of the Liftway regardless of the configuration of the passenger-carrying elements.
   ii. The Applicant has proposed a 15' foot clearance on either side of the lift and therefore complies with this requirement.

c. Base or Terminal Facilities
   i. The Passenger Tramway must be constructed without the installation of base or terminal facilities within the HR-1 or HRL zones. Mid-loading and unloading points are allowed in the HR-1 and HRL zones.
   ii. The proposed ski lift, base terminals, lift storage building, and accessory structures are within the ROS Zoning District.

d. Crossing of Public Roads
   i. The Applicant must show that all components of the Passenger Tramway and any components of the Liftway, such as safety netting provide a minimum clearance of eighteen feet (18') over major roads and fourteen feet (14') over residential Streets. In addition, the Applicant must show compliance or the ability to comply with any safety or height restrictions, which might be imposed by any governmental agency having jurisdiction over public roads crossed by the Liftway.

ii. There is no required mitigation, the proposed ski lift will not cross any public roads or ROW.

e. Utility Clearance
   i. The Applicant must show all portions of the Passenger Tramway including any associated safety netting constructed with it provides a minimum clearance of ten feet (10') over any wires or utility line which it crosses, and that the Applicant has complied with or has the ability to comply with safety restrictions or regulations imposed by utilities having possession or control over wires that tramway crosses over.
   ii. No required mitigation, the proposed ski lift, associated lift terminals, and ski runs will not cross over any existing utilities.

f. Parking and Traffic Plans
   i. The Applicant must present a parking, traffic, and transportation plan pertaining to the Passenger Tramway for review and approval by the Planning Commission. The plan must address at least the following considerations: auto, bus, and pedestrian traffic, which could be generated by the Passenger Tramway, the impacts of this traffic on the adjoining landowners and the neighborhood in general, parking demand created by the Passenger Tramway and how that parking would be provided.
   ii. The traffic and parking plan may be included in the neighborhood impact analysis. The parking requirements and impacts of a Passenger Tramway will vary within the zones depending upon the location and the ability of the Applicant to make use of existing public and private parking facilities; therefore, no specific requirement has been set. The Applicant is expected to show workable means of dealing with the traffic generated by the Passenger Tramway construction and operation, including such regulations as resident parking permits, Off-Site traffic controls and facilities, or similar means for controlling traffic and minimizing Off-Site impacts on adjoining Properties.
   iii. The Applicant has stated: "The proposed Ski Lift will circulate skiers on the new beginner ski runs. The new Ski Lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals

and the proposed Ski Lift infrastructure."

iv. While the Applicant states the new ski lift is intended for beginner skiers already at the resort, staff recommends Conditions of Approval regarding the overall parking and traffic mitigations required for the Snow Park Area. The Applicant has a pending Master Planned Development amendment application before the Planning Commission for the Snow Park parking lot development and parking and traffic evaluation will be key in the Planning Commission's review of that project. Pending Final Action on the Snow Park project, staff recommends Conditions of Approval to address parking and traffic mitigation in the meantime.

v. The *Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit*, dated November 30, 2016, includes the following: Paragraph G, Off-Street Parking: *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*.

vi. This provision has been included in the Deer Valley approvals since 1993 when the Seventh Development Agreement was completed. Since 1993, Deer Valley constructed temporary parking for the 2002 Winter Olympics and after the Olympics, the resort converted the additional parking area into a snowmaking pond.

vii. Deer Valley provides parking within the Snow Park area in two ways: 1,340 on-site parking spaces in five lots, as approved by the Planning Commission; up to 142 parking spaces on Deer Valley Drive not to exceed 10% of the operating days (averaging 13 to 14 days per season), as approved by the City Council.

viii. Deer Valley exceeded parking overflow allowances during the 2018-2019 ski season. On August 14, 2019, the Planning Commission conducted a work session to discuss parking in the Snow Park area. The report includes the following: Surface parking lot capacity at that time provided approximately 1,250 spaces; during the 2018-2019 ski season there was considerable traffic and congestion; an average of 80 vehicles parked along Deer Valley Drive, creating conflicts with City buses and pedestrians.

ix. As part of an August 14, 2019 work session, the Planning Commission approved an expansion of parking lot 5 to create an additional 90 parking spaces and encouraged the applicant to

collaborate with the City to mitigate additional impacts. In November of 2019, the Planning Director approved an Administrative Permit for the construction of the 90 parking space addition to lot 5.

x. On December 19, 2019, the City Council discussed resort overflow parking on Deer Valley Drive in a work session and authorized a temporary parking program that allowed the resort up to 142 on-street parking spaces not to exceed 10% of the operating days.

xi. The Applicant provides reports to the City outlining compliance. As of March 8, 2024, the Applicant's last report, Deer Valley has not exceeded overflow parking days this year.

xii. To further mitigate traffic and parking impacts in the Snow Park area, on October 5, 2023, the Transit team presented a staff communication to City Council outlining winter transit service from Richardson Flat Park & Ride to Snow Park. On November 1, 2023, Deer Valley entered into an agreement with the City to pay $150,000 toward the cost of running a direct bus route from Richardson Flat Park & Ride to Snow Park during the 2023-2024 winter season. Transit service was offered from December 10, 2023 through March 30, 2024 in 20-minute intervals from 6:00 AM through 6:00 PM.

g. Liftway Setback

i. The minimum Setback between the outermost surface of Structure of the Liftway and any existing dwelling shall be ten feet (10'), in addition to the width of the Liftway itself. This Setback may be waived with the written consent of the Owner of the affected dwelling, which consent shall be in a form suitable for recording with the County Recorder.

ii. There are no existing dwellings or Structures within the proposed Liftway. The nearest Structure is approximately 0.35 miles away from the bottom terminal and lift storage building. The nearest Structure is approximately 0.5 miles away from the top terminal.

h. State Regulation

i. Any Passenger Tramway constructed under a Conditional Use permit is subject to safety regulation by the Passenger Tramway Safety Committee of the State Department of Transportation. The Applicant is expected to involve the State in the planning process to the extent necessary to inform the Commission of State requirements in order to avoid the imposition of inconsistent requirements by the State and the Planning Commission.

ii. Condition of Approval 4 requires the Applicant to work with the Tramway Board for final approval consistent with the standard state review authority review process.

i. Public Purpose Served
   i. The Planning Commission must find that the construction and operation of the tramway serves the overall community interest by accomplishing or furthering community goals such as reducing traffic congestion and volume between the downtown Area and the base facilities of the ski resorts, mitigating the demand for, parking in the Historic District, and that adequate controls on noise, mechanical equipment, smoking and safety aspects of the tramway have been provided to mitigate the effects of the Passenger Tramway on adjoining Properties.
   ii. According to the Applicant: "The initiative aligns seamlessly with the objectives outlined in the Park City General Plan (2014). Specifically, it contributes to Objective 10A, aimed at enhancing the competitiveness of Park City as a world-class, multi-season destination resort community through the expansion of year-round recreational events. Furthermore, it supports Objective 11A, emphasizing the importance of allowing primary resorts to evolve within the tourism industry, thus ensuring sustained relevance and attractiveness to visitors. Finally, as per Section K of the 12th Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016, access to Lift 7 remains accessible to all users of the resort, further underlining its inclusive and community-oriented nature. This underscores Deer Valley's commitment to providing enhanced recreational opportunities while maintaining alignment with established regulatory frameworks and long-term development objectives."

j. Status of Land Within Liftway
   i. Owners of Lots or other land, which is burdened by the easement for the Liftway are entitled to count the land within the Liftway for calculation of open space for improvement of that Property. Normal Setback and Side Yard requirements apply from the Lot Line or Property boundary.
   ii. There are no other property owners who will be affected by the proposed Liftway.

k. Structures Within Liftway
   i. Structures may be constructed within the Liftway, subject to the terms of the easement agreement between the Lot Owner and the owner of the Liftway.

ii. No Structures are proposed to be constructed within the Liftway.

l. Preservation of Historic Structures

i. It is the policy of the City to protect and preserve Historic Structures within the City. The Applicant for the Passenger Tramway must provide a study, which catalogues any Structures within the Liftway easement and identifies their Historic value, and indicates whether the Structure will be removed to accommodate the tram.

ii. There are no Historic Structures or Historic Mine Sites within the proposed project area.

16. The proposal, as conditioned, complies with the Conditional Use Permit criteria outlined in LMC § 15-1-10(E)

a. Size and Location of Site

i. The proposed ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, 375-square-foot operator house and 4.62 miles of new ski runs are located within the existing Deer Valley Resort ski area and will increase beginner ski terrain on the upper portion of the mountain. The proposed lift is similar in size and dimensions of the exiting lifts in the resort and is in an appropriate location on the mountain to connect to the future Deer Valley East Village expansion area. The proposed lift will help distribute skiers on the mountain.

b. Traffic

i. The City's adopted Traffic Impact Study Guidelines require a Traffic Impact Study when a land use generates 25 or more net new vehicle trips during the weekday AM or PM peak hour.

ii. The Applicant states: "The proposed ski sift will circulate skiers on the new beginner ski runs. The new ski lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals and the proposed Ski Lift infrastructure."

c. Utility Capacity

i. As part of the ski improvements, the Applicant proposes installing a snowmaking line and power line.

ii. The proposed ski lift, associated lift terminals and storage building and ski runs do not cross existing utilities. The Development Review Committee reviewed the Application on December 5, 2023, and does not require additional Conditions of Approval.

d. Emergency Vehicle Access
   i. The Park City Fire District reviewed this Application on December 5, 2023, and confirmed the proposal conforms with their requirements.

e. Parking
   i. LMC § 15-3-6 "Parking Ratio Requirements For Specific Land Use Categories" does not outline any specific Off-Street Parking requirements for ski lifts.
   ii. Parking for Deer Valley resort is regulated by the Twelfth Amended and Restated Large Scale Master Planned Development Permit. The Deer Valley MPD Permit states the following: "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. 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." The MPD permit continues: "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 construction additional parking in said area shall be reviewed by the Commission."
   iii. The Applicant has stated: "The proposed Ski Lift will circulate skiers on the new beginner ski runs. The new Ski Lift will not move skiers to or from any base area skier portal (current Deer Valley or expanded terrain), rather, this is a circulator Ski Lift that will move skiers within the newly created beginner terrain pod near Park Peak. Those skiers can choose to ski back to the various skier portals or other Ski Lift infrastructure. All of this is to say that no parking, traffic, or transportation plan is required because there is no direct connection between the various base area skier portals and the proposed Ski Lift infrastructure."

f. Internal Vehicular and Pedestrian Circulation System
   i. The proposed ski lift will help improve the circulation and distribution of beginner skiers throughout the resort. The proposed location of the lift located between Flagstaff Mountain and Bald Mountain gives beginner skiers additional area on the mountain to

ski. The additional 4.62 miles of ski run helps distribute the number of skiers on the mountain.

g. Fencing, Screening, and Landscaping
    i. The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal to the proposed area of disturbance.

h. Building Mass, Bulk, and Orientation
    i. The proposed ski lift (Lift 7) with a bottom terminal and lift storage Building Pad not to exceed 13,543 square feet, 375-square-foot operator house and 4.62 miles of new ski runs are appropriate in size and scale. The Structures comply with the ROS Zoning District Height and Setbacks. The Planning Director determined the ski lift towers may exceed ROS Zoning District Height pursuant to LMC § 15-2.7-4(A)(4).

i. Useable Open Space
    i. The proposed ski lift will increase the amount of recreational open space for beginner skiers at Deer Valley Resort.

j. Signs and Lighting
    i. The lights proposed for the ski lift are emergency lights and utility lighting that is consistent with current ski lift infrastructure.
    ii. Condition of Approval 6 states that all Outdoor Lighting must be down-directed, fully shielded, with bulbs 3,000 degrees Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation
    iii. No signs are proposed or approved as part of this CUP Application.

k. Physical Design and Compatibility with Surrounding Structures
    i. The proposed ski lift will be similar in design to the existing ski lifts in Deer Valley Resort. The proposed lift will be 0.56 miles long and the towers will range in height from 19 feet to 52 feet. The lift will be manufactured by Doppelmayr.
    ii. The proposed materials for the ski lift will be constructed with materials similar to other standard ski lifts across the resort and painted with colors to match the existing Deer Valley ski lifts. The ski lift towers will be constructed of steel and painted green consistent with the existing Deer Valley lift towers. The bottom and

top terminals will be of the same aesthetic as the existing Deer Valley lift terminals.

l. Noise, Vibration, Steam, or Other Mechanical Factors
    i. The proposed ski lift will be 70 to 80 decibels, typical for ski lifts. It will not be located near any existing residences (the proposed ski lift is located 0.35 miles away from the nearest residence), and it must comply with the City Noise Ordinance in Chapter 6-3.
    ii. The ski lift bottom terminal and terminal building are proposed to be constructed adjacent to Parcel PCA-S-79C, which is excluded from Deer Valley Resort's lease and is under separate ownership. The ski lift bottom terminal must meet at least a 25-foot Setback from Parcel PCA-S-79-C. The Applicant exceeds this requirement and the proposed ski lift and terminal building are set back 90 feet from Parcel PCA-S-79-C.

m. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas
    i. There is an existing service road through Ontario Canyon that will serve as access for the construction of the new lift. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift.
    ii. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the construction dumpster. The construction site shall be cleaned prior to the end of each workday.

n. Expected Ownership and Management
    i. The parcels are owned by BLX Lease, LLC and BLX Lease 2, LLC and are being leased by Deer Valley Resort. BLX Lease has given written permission for the construction of the proposed ski lift. The Applicant (Deer Valley Resort Company, LLC) has an existing lease with the property owner (BLX LEASE 2 LLC) for 105 years, commencing on August 24, 2023 and expiring on August 23, 2128.

o. Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site
    i. See above sections for analysis of Steep Slopes. The Sustainability Department reviewed the proposal on March 6, 2024, and confirmed the project area is not within the Park City Soils Ordinance. The proposed ski lift does not cover a topographic Area at least twenty-five feet vertically upslope or

downslope and fifty feet horizontally and is not within fifty feet of Very Steep Slopes. The average slope for the length of the ski lift and the proposed ski runs are between 15 and 30 percent. LMC § 15-2.21-4(B) exempts ski slopes from the limitation of a 3 to 1 slope

p. Reviewed for consistency with the goals and objectives of the Park City General Plan
    i. The project is proposed within the Upper Deer Valley Neighborhood of the General Plan, home to resort-oriented development, surrounded by open space.
    ii. The proposed ski lift, ski runs, terminal building, and 375-square-foot operator house align with Goals 9, 10, and 11 outlined in the Park City General Plan. Goal 9 of the Geneal Plan states: "Park City will continue to provide unparallel parks and recreation opportunities for residents and visitors."
    iii. Goal 10 of the General Plan is to "provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community." Objective 10A of the General Plan is to "remain competitive as a world-class, multi-season, destination resort community by increasing year-round recreation events and demand for resort support services, such as hotels and restaurants."
    iv. Goal 11 of the General Plan is to "Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience." Objective 11A of the General Plan states the "vibrancy of Park City's resorts is essential to the success of resort support businesses. The City must provide flexibility to allow the primary resorts to evolve with the tourism industry, increase occupancy rates year round, and create more demand for the resort support industries throughout the City."

17. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on March 27, 2024.
18. Staff mailed courtesy notice to property owners within 300 feet on March 27, 2024.
19. The Park Record published courtesy notice on March 27, 2024.
20. On April 10, 2024, the Planning Commission reviewed the proposal, opened a public hearing, requested a site visit, and continued the public hearing to April

24, 2024.

21. On April 15, 2024, the Planning Commission and City staff participated in a site visit to see the proposed project area. The Applicant provided a tour to show the proposed lift alignment and ski runs from three separate vantage points: West-Flagstaff Mountain, East- Bald Mountain, and the proposed bottom terminal and lift storage building footprint.
22. On April 24, 2024, the Planning Commission reviewed the proposal, held a public hearing, requested additional information, and continued the public hearing to May 8, 2024.
23. On May 8, 2024, the Planning Commission opened a public hearing and continued the public hearing to May 22, 2024, to allow the Applicant time to gather additional information.

Conclusions of Law

1. The proposed ski lift, ski runs, and accessory structures comply with the Land Management Code requirements pursuant to Chapter 15-2.7 *Recreation and Open Space Zoning District,* Chapter 15-2.21 *Sensitive Land Overlay*, Section 15-4-*18 Passenger Tramways and Ski Base Facilities*, and Section 15-1-10*, Conditional Use Review Process*.
2. The use will be compatible with surrounding Structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. Final buildings plans and construction details shall reflect substantial compliance with the final plans dated March 19, 2024, submitted to the Planning Department and reviewed May 22, 2024, by the Planning Commission.
2. The Applicant is responsible for notifying the Planning Department prior to making any changes to the approved plans. 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 prior to construction.
3. The project is subject to safety regulation by the Passenger Ropeway Safety Committee of the Utah State Department of Transportation. The Applicant must work with the Safety Committee for final approval consistent with the standard state review authority review process prior to submitting a Building Permit.

4. The Applicant is responsible for the removal of dead and dying Significant Vegetation in an area equal in square footage to the proposed areas of disturbance.
5. All Outdoor Lighting must be down-directed, fully shielded, with bulbs 3,000 degrees Kelvin or less. A fully shielded light is installed in such a manner that all light emitted either directly from the bulb, or indirectly by reflection or refraction, is below the horizontal plane through the fixture's lowest light-emitting part. The top and sides of a Fully Shielded fixture are made of completely opaque material such that light only escapes through the bottom of the fixture. Final lighting details shall show compliance with this condition and shall be reviewed by the Planning Staff prior to installation.
6. The operation of the ski lift must comply with the City Noise Ordinance found in Chapter 6-3.
7. The Applicant shall retain the minimum fifty-foot Setback for the natural stream.
8. The finish surface of ski runs shall be graded with a three-foot maximum topsoil and native soils.
9. The Applicant shall install erosion control blankets on all slopes steeper than 2:1.
10. The Applicant is responsible for providing trash and recycling areas during construction and operation of the ski lift. The construction site must be maintained in a neat manner. Trash and other debris may not accumulate outside the construction dumpster. The construction site shall be cleaned prior to the end of each workday.
11. Pending approval of the Snow Park Master Planned Development, the Applicant shall submit an annual report that provides an overview of overflow on-street parking to the Planning Commission no later than May 31. The Planning Commission retains authority to add Conditions of Approval if future traffic and parking mitigation is required.
12. The annual report and Planning Commission review shall continue until the Transportation Demand Management and Parking Management Plan are updated, reviewed, and approved by the Planning Commission through the Snow Park Master Planned Development amendment, or other Planning Commission approval. If Deer Valley fails to secure off-site parking and winter bus service prior to the 2024-2025 ski season and on an annual basis, Deer Valley shall obtain Planning Commission approval for an amendment their Parking Management Plan pursuant to Paragraph G of the Deer Valley Resort

Twelfth Amended and Restated Large Scale Master Planned Development Permit, dated November 30, 2016.

13. The Applicant must submit an application to amend Technical Report #5 Open Space Management Plan which shall include a substitution of the designated Undeveloped Recreation Open Space impacted by this application and adjustment of Developed Recreation Open Space Areas, with a minimum 111-acre replacement of the Undeveloped Recreation Open Space, and any proposed additional mitigation measures from the result of increased lift disturbance within Undeveloped Recreation Open Space. The Applicant shall submit the application to the Planning Department within three months of this Conditional Use Permit approval. Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of this Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission.
14. Any trails or portions of trails that must be closed as a result of development will be rerouted prior to their closure. Thus, trail continuity will be maintained during and after construction. Where and when feasible, temporary trail detours will be established to maintain trail continuity during closures.
15. The Applicant must submit a temporary trail alignment for all re-routed public trails to be reviewed and approved by the Trails and Open Space department prior to construction.
16. Silt fencing will be placed at the toe of fill slopes to control erosion during construction. Erosion control will consist of re-vegetating all exposed ski run surfaces including cut and fill slopes. Where appropriate, ditches will be placed to protect cut slopes. Lined channels may be used to convey runoff along ski runs and trails depending on design conditions. Erosion control blankets will be placed as necessary.
17. Fencing is prohibited and users of the project area must be directed away from the wildlife movement corridors during the spring and fall migration periods.
18. Construction must be organized and timed to minimize the disturbance of wildlife habitat areas.
19. To the Maximum Extent Feasible, the Applicant shall preserve any natural habitat Area connections. If natural Areas lie adjacent to the Development Site, but such natural Areas are not presently connected across the Development Site, then the Development plan shall, to the extent reasonably feasible, provide such connection. Such connections shall be designed and constructed to allow for the continuance of existing wildlife movement between natural Areas and to enhance the opportunity for the establishment of new connections for movement of wildlife.
20. If wildlife that may create conflicts for future occupants of the Development are known to exist in Areas adjacent to or on the Development Site, then the

Development plan must include provisions to minimize these conflicts to the extent reasonably feasible.

21. A nest clearance for all migratory birds shall be performed if land clearing is required during the nesting season.
22. Signage and warnings to hikers and bikers must be installed advising of moose activity. If adult cow moose with calves are utilizing the project area then a buffer zone around those animals should be blocked from human activity including closing trails and preventing hiking, biking and construction activity until the animals are no longer in the area.
23. Any areas where Mule Deer are giving birth to and raising fawns within the project area shall be blocked off to all human activity.
24. If Elk with calves are observed or if large herds of Elk are utilizing a particular part of the project area, then that area must be closed off to human activity such as hiking and biking and construction until those animals are no longer present.
25. The Applicant must conduct an additional site visit and habitat assessment with a wildlife consultant for further mitigation and management considerations to be refined following the snow melt. The Applicant and the wildlife consultant shall submit their findings and plans for review and approval by Planning staff prior to issuance of a Building Permit.
26. The Applicant must submit a modification application to amend Technical Report #13 Wildlife Management Plan which shall include updated Wildlife Data. The Applicant shall submit a modification application to the Planning Department within three months of this Conditional Use Permit approval. The modification must be reviewed and approved by the Planning Commission within six months of the date of Planning Commission approval of this Conditional Use Permit.
27. If the updated Wildlife Management Plan Technical Report #13 identifies any additional species necessitating protection, the report shall include additional recommendations consistent with Conditions of Approval #16-#25 for such species.
28. The Applicant must submit a Construction Mitigation Plan that complies with all applicable Park City Construction Mitigation Guidelines, at the time of Building Permit submittal.
29. The Building Pad shall not exceed 13,543 square feet and the Building Footprint shall not exceed 8,446 square feet, as demonstrated in the Concept Floor Plan dated February 28, 2024, and reviewed by the Planning Commission on May 22, 2024. The Applicant shall return to the Planning Commission for Conditional Use Permit review and approval for the ski related accessory building.

PARK CITY
1884
Planning Department

If you have questions or concerns regarding this Final Action Letter, please call 385-481-2036 or email virgil.lund@parkcity.org

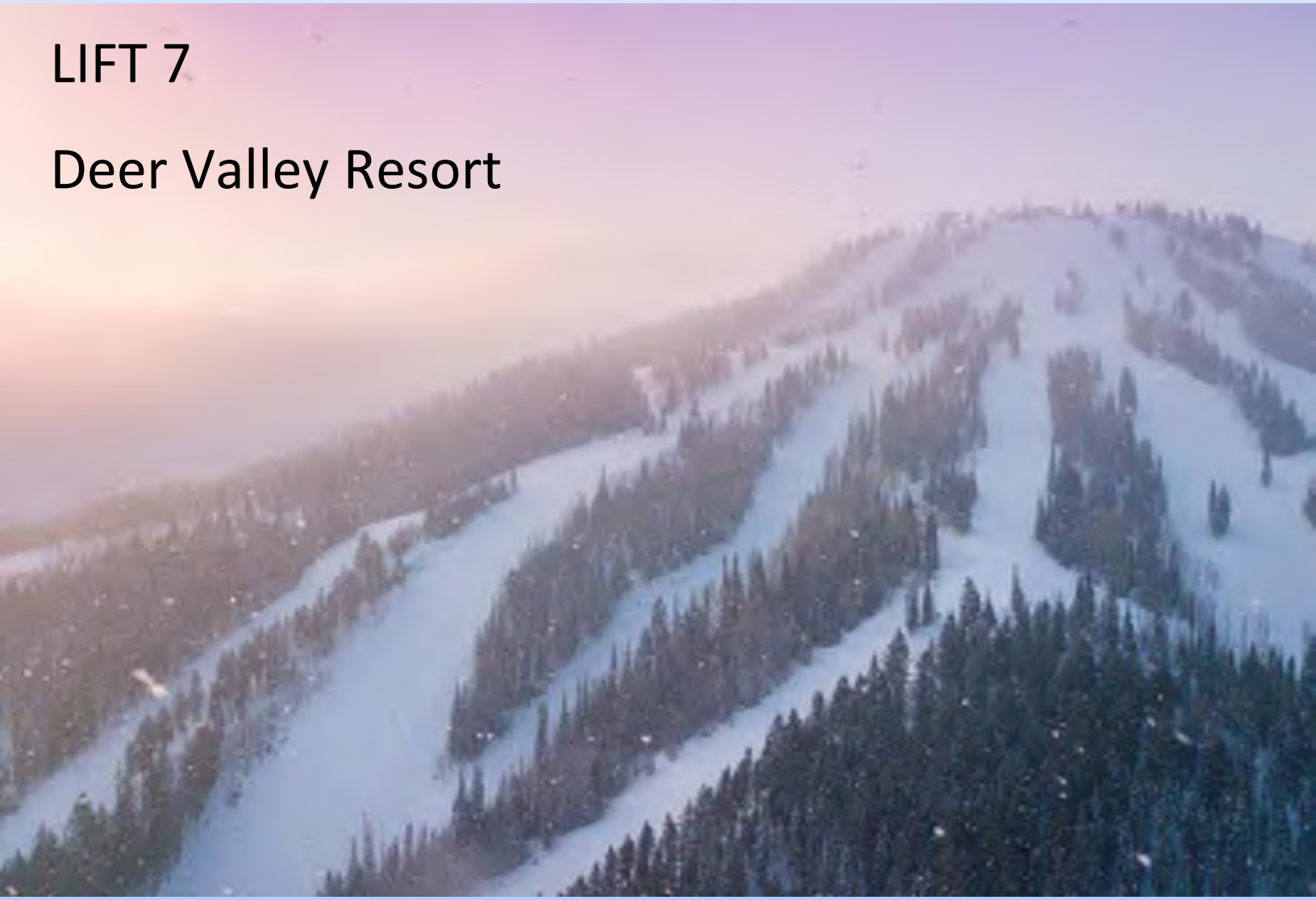
Sincerely,

Sarah Hall
Planning Commission Chair

CC: Virgil Lund, Project Planner

LIFT 7

Deer Valley Resort



SENSITIVE LAND OVERLAY ZONE – ORDINANCE PROVISIONS

PREPARED IN ACCORDANCE WITH PARK CITY LAND MANAGEMENT CODE

BY ZACHARY ALHAMRA

ALLIANCE-ENGR.COM

1. VISUAL ASSESSMENT (INCLUDE ITEM 5 – DESIGNATED VANTAGE POINTS)

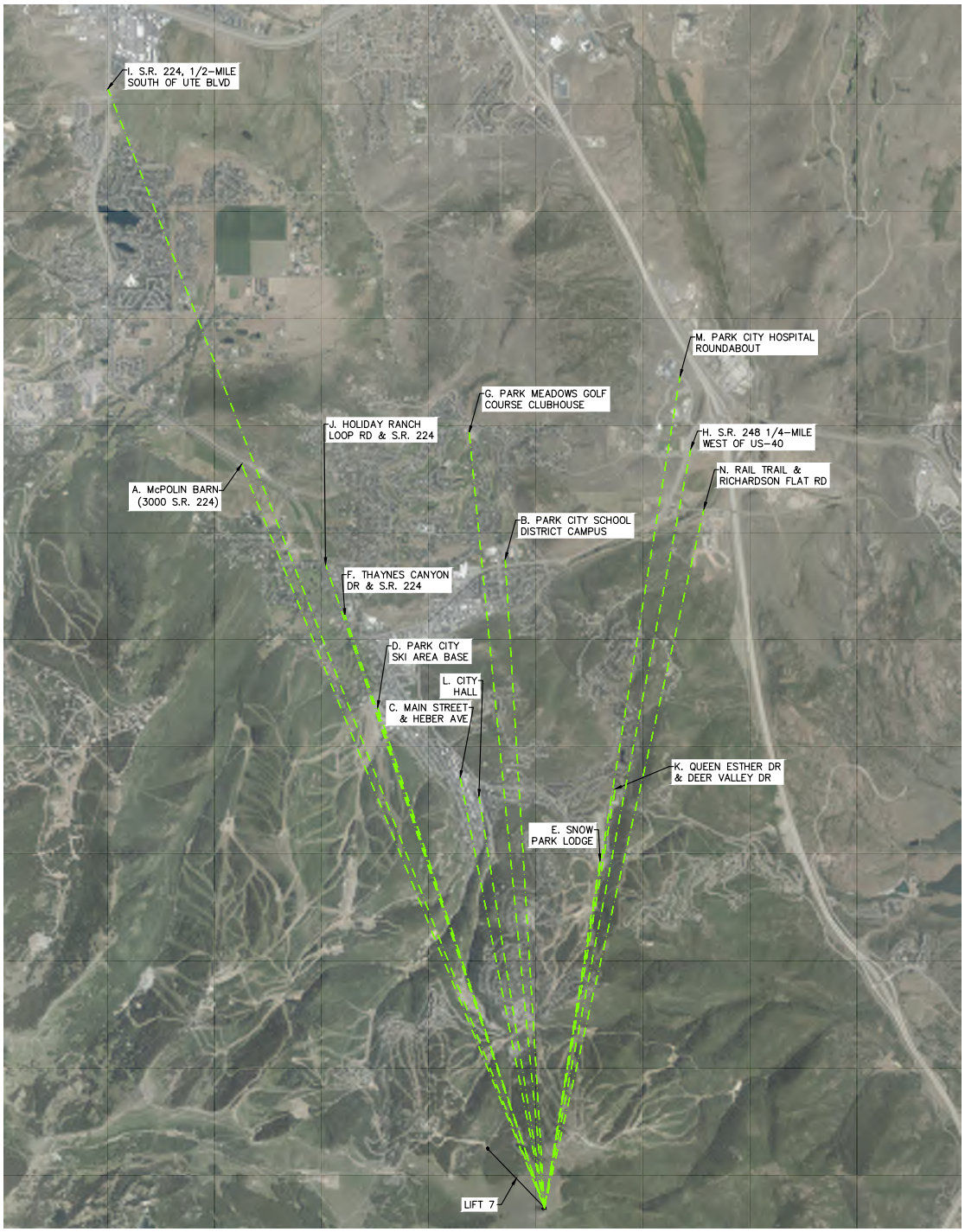


FIGURE 1: MAP OF DESIGNATED VANTAGE POINT

Vantage Point “A”: McPolin Barn (3000 S.R. 224)



Vantage Point “B”: Park City School District Campus



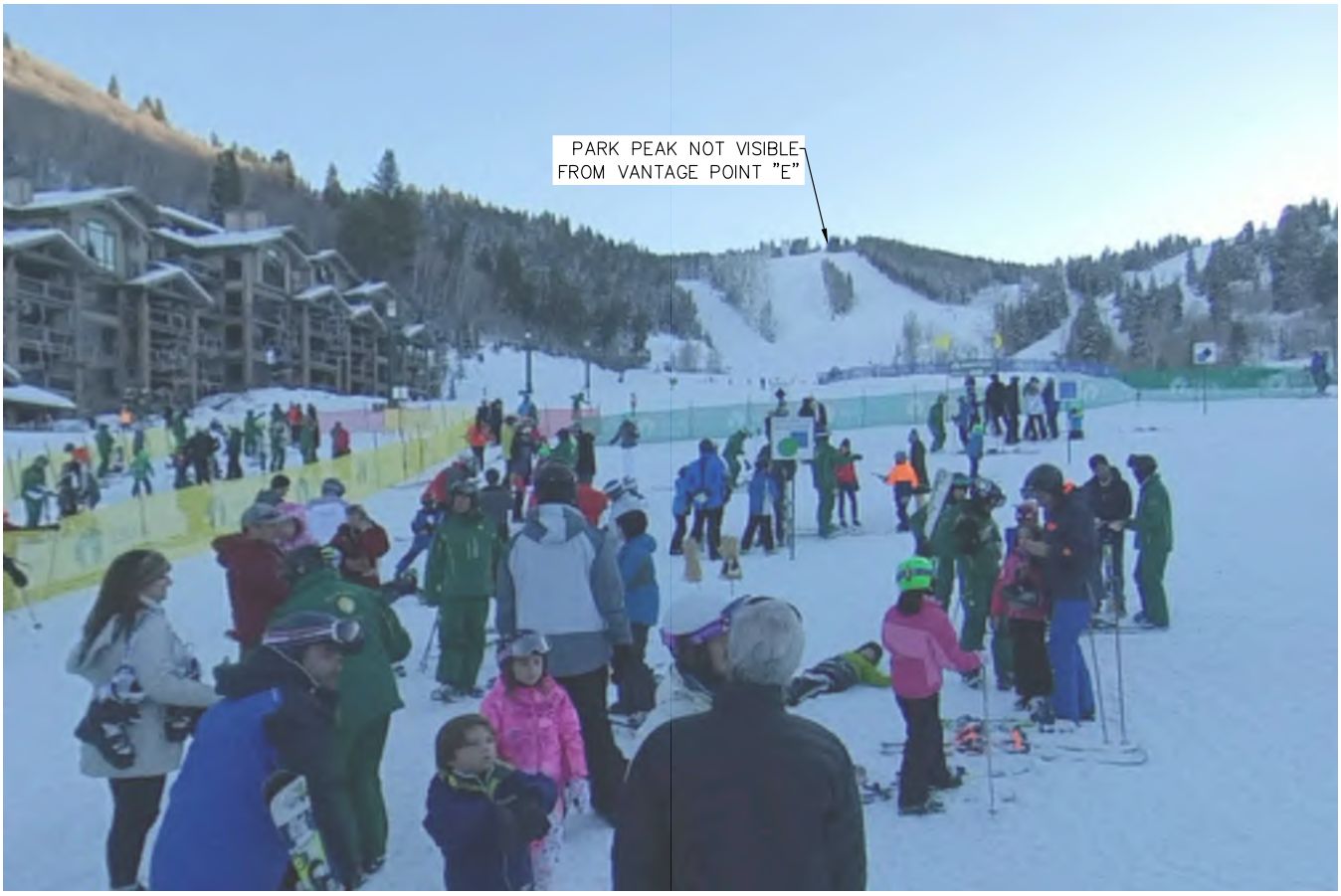
Vantage Point “C”: Intersection of Main Street and Heber Avenue



Vantage Point “D”: Park City Ski Area Base



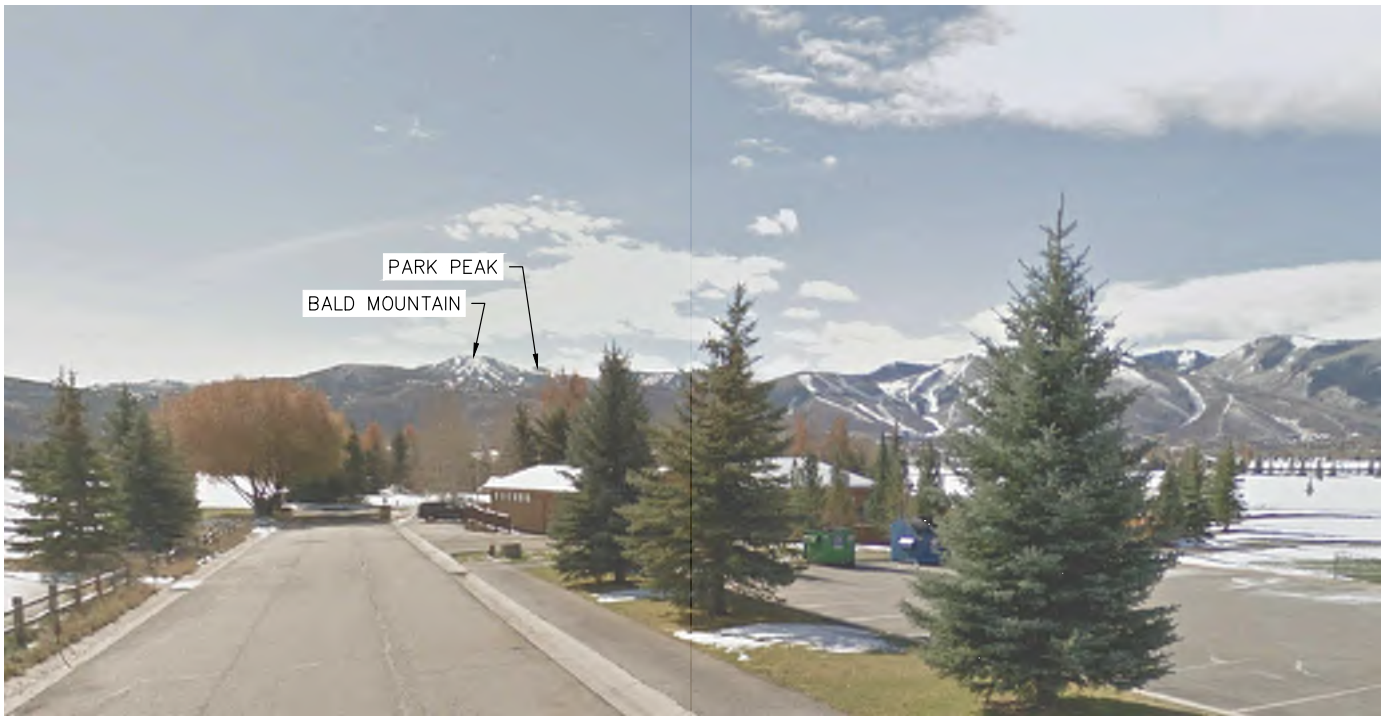
Vantage Point "E": Snow Park Lodge



Vantage Point "F": Intersection of Thaynes Canyon Drive and S.R. 224/Park Avenue



Vantage Point “G”: Park Meadows Golf Course Clubhouse



Vantage Point “H”: S.R. 248 at the turn-out one quarter mile west from HWY 40



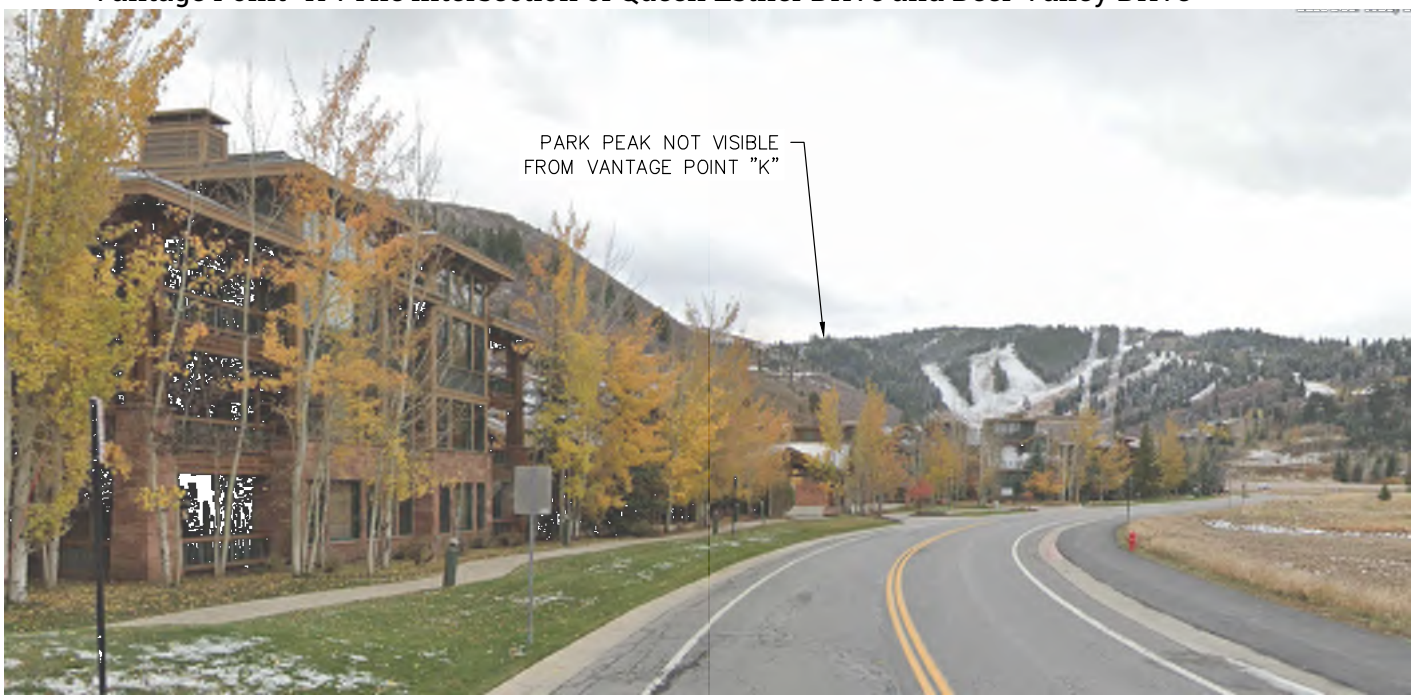
Vantage Point "I": S.R. 224, one-half mile south of the intersection with Ute Boulevard



Vantage Point "J": The intersection of S.R. 224 and Holiday Ranch Loop Road



Vantage Point "K": The intersection of Queen Esther Drive and Deer Valley Drive



Vantage Point "L": City Hall (445 Marsac Avenue)



Vantage Point “M”: The roundabout at the Park City Hospital (900 Round Valley Drive)



Vantage Point “N”: The intersection of the Rail Trail and Richardson Flat Road



Planning Commission
Staff Report

Subject: Snow Park Village
Application: PL-21-04767 - Master Planned Development
PL-21-04811 - Conditional Use Permit
PL-22-05168 - Subdivision
Author: Rebecca Ward, Planning Director
Date: November 13, 2024
Type of Item: Public Hearing

Public comment may be provided in public hearings or submitted to the Planning Department: alexander.barton@parkcity.org. The application's return to the Planning Commission is governed by administrative review standards. Substantive feedback on the pending application should not be directed to individual Commissioners nor by ex parte contacts (speaking to a Commissioner outside of public meetings). The applicant and community members should avoid calling, emailing, texting, or talking to individual Commissioners about the application except at designated public hearings.

Recommendation

(I) Review and provide input on Snow Park Village regarding project phasing and construction mitigation, (II) open a public hearing, and (III) continue the public hearing to December 11, 2024.

Project Review

- September 11, 2024 – Applicant presentation of updated plans (Packet, Work Session Item 5.A; Audio).
- October 9, 2024 – Transportation background (Packet, Item 5.E; Audio).
- October 30, 2024 – Transportation discussion (Packet, Item 4.A; Audio).
- December 11, 2024 – Transportation discussion follow-up, in-depth review of Phase I, and potential Final Action or continuation to January 22, 2025.
- January 22, 2025 – Transportation discussion follow-up, in-depth review of Phase I, and potential Final Action or continuation.
- The Planning Commission may schedule additional meetings in 2025.

Description

Applicant:	Deer Valley Resort Company Deer Valley Development Company Hannah Tyler, Applicant Representative
Location:	2250 Deer Valley Drive
Zoning District:	Residential Development

Adjacent Land Uses:	Multi-Unit Dwellings Deer Valley Resort
Reason for Review:	The Planning Commission conducts a public hearing and takes Final Action on commercial Subdivision Plats, Conditional Use Permits, and Master Planned Developments pursuant to Land Management Code Section 15-1-8.

Summary

Snow Park Village is part of the Deer Valley Master Planned Development (Deer Valley MPD) and includes 209.75 Residential Unit Equivalents (419,500 square feet), 21,890 square feet of commercial and support space, and accessory, residential accessory, support commercial, and meeting space uses (Exhibit A – *Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit*). The Applicant submitted a Subdivision, Conditional Use Permit (CUP), and MPD application to construct the project and develop Snow Park Village in two phases:

- Phase I: 1,971 parking spaces in a three-level partially underground parking structure, an underground transit hub, and road, utility, and pedestrian and pathway improvements.
- Phase II: vertical development.

The Applicant's plans, dated October 24, 2024, are attached as Exhibit B.

Background

Please see the October 9, 2024 Staff Report for the Deer Valley MPD and Snow Park Village background.

Analysis

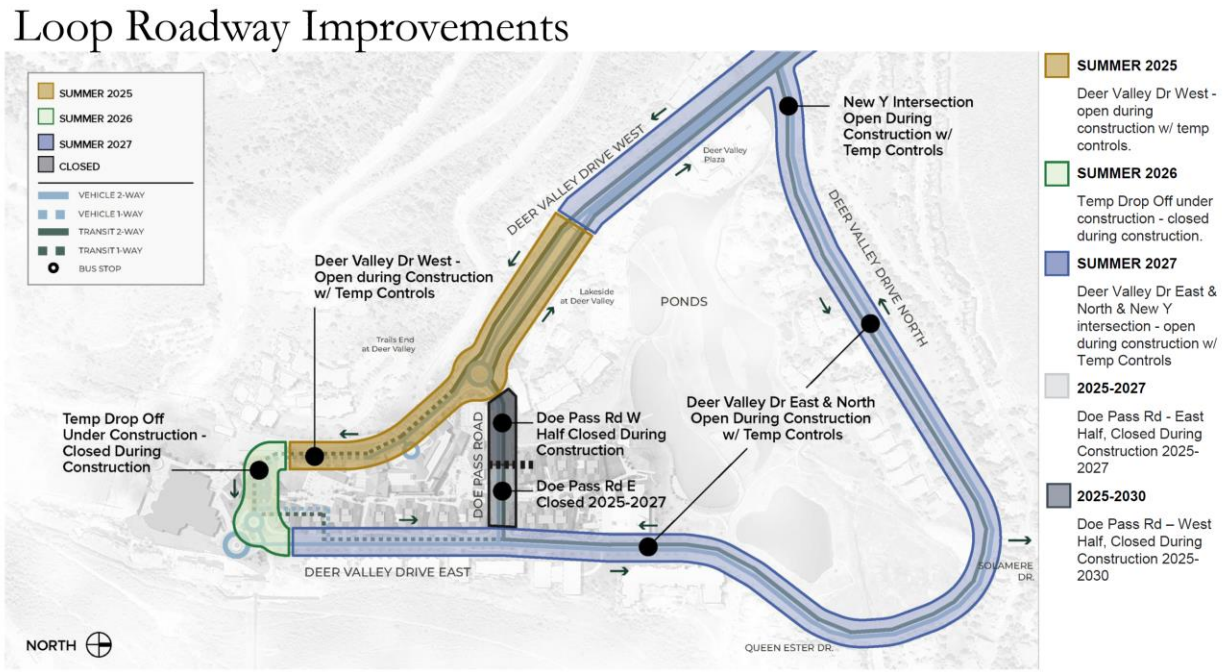
(I) The Applicant proposes a five-year timeline to construct Snow Park Village while ski operations within the Snow Park Base area continue and submitted a construction mitigation plan.

Ongoing construction over five years requires careful coordination. While construction mitigation plans are generally not required until building permit submittal, as a condition of approval to Resolution No. 24-2023, the Applicant must:

> ". . . . amend the current MPD permit, subdivision plat(s), and CUP application(s) with a proposed 13th Master Plan Development Permit. The new MPD shall include the following mitigation measures . . . .
>
> - Construction mitigation plans will maintain temporary public access and regulate permitted times for truck trips to minimize soil hauling resulting from excavation. If soil removal results from environmental/mining activities, Park City will use reasonable efforts to support [Deer Valley Resort] mitigation plans to minimize off-site hauling, including exploring a

potential code amendment to reduce impacts or to facilitate efficient and safe development . . . .”

Circulation, Traffic, Transit, and Parking During Construction
The Applicant proposes phased roadway improvements during construction. At times, access points will be impacted, as described below:

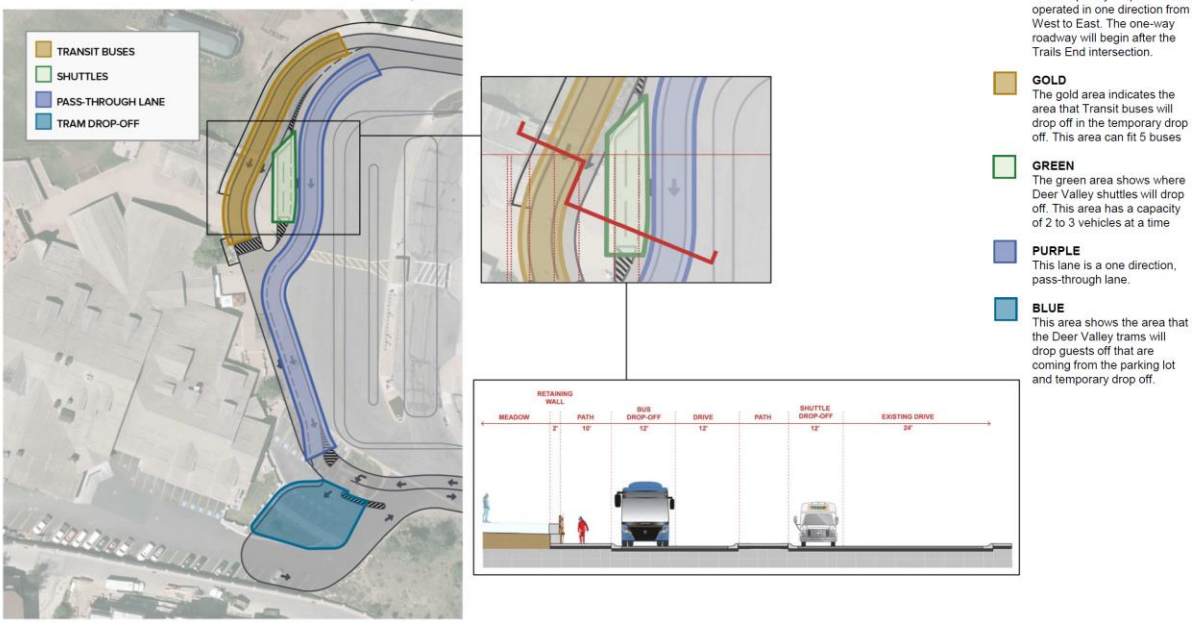


The *Snow Park Village Temporary Drop-Off Analysis Memorandum* (Fehr & Peers Memorandum) outlines circulation during construction (Exhibit D). The Fehr & Peers Memorandum concludes that “during the construction the full loop will be closed to day-skier personal vehicle traffic. During the most intensive phase of construction, which will last from May 2026 through April 2027, private vehicle skier and ski school drop off will occur at Lots 5/6 Deer Valley Drive East where private Deer Valley trams will transport skiers to the Snow Park Lodge. Agency buses (Park City Transit and High Valley Transit) will be able to drop skiers off directly at the Snow Park Lodge by driving on Deer Valley Drive West, while skiers wishing to park must go left at the Y-intersection (Deer Valley Drive West/Deer Valley Drive East) to Lot 5/6 which will accommodate approximately 400 parking stalls.”

As a result, the Applicant proposes a new temporary drop-off area during certain construction seasons, accommodating transit, shuttles, and tram drop-off until the transit facility is completed in the summer of 2028. The Fehr & Peers Memorandum estimates that 250 vehicles will use the private vehicle pick up/drop off area and proposes Deer Valley staff assistance to ensure efficient traffic flow to reduce pick-up/drop-off times, with a mean dwell time of 90 seconds for vehicles and a mean dwell time of 120 seconds for transit vehicles.

TEMPORARY DROP-OFF

November 2026 - May 2028



TEMPORARY DROP-OFF
The temporary drop-off will be operated in one direction from West to East. The one-way roadway will begin after the Trails End intersection.

GOLD
The gold area indicates the area that Transit buses will drop off in the temporary drop off. This area can fit 5 buses

GREEN
The green area shows where Deer Valley shuttles will drop off. This area has a capacity of 2 to 3 vehicles at a time

PURPLE
This lane is a one direction, pass-through lane.

BLUE
This area shows the area that the Deer Valley trams will drop guests off that are coming from the parking lot and temporary drop off.

The Applicant also proposes a temporary drop-off location within lots 5 and 6 during the 2026-2028 ski seasons to accommodate up to ten vehicles:

TEMPORARY DROP-OFF LOT 5/6

November 2026 - May 2028



Construction Mitigation Plan
Buildings and Building Regulations are outlined in Municipal Code of Park City (MCPC) Title 11. MCPC Section 11-1-1 defines "construction mitigation plan" as a plan submitted to the Chief Building Official that includes mitigation details on site specific projects. The Community Development Department approves construction mitigation plans, but because of the City Council's additional requirements, the Planning Commission may provide additional input as part of its MPD review.

Please see Exhibit C for the Applicant's draft construction mitigation plan.

MCPC Section 11-14-4 requires the following in a construction mitigation plan:

1. Hours and days of operation, including daily construction start and finish times.
2. A parking plan, including construction vehicle parking, delivery vehicles, and large equipment parking.
3. Proposed delivery locations and routes, including concrete. Deliveries may be regulated to reduce noise, parking, or access issues.
    - To reduce delivery trips to the construction site, stockpiling of materials on or near the site may be required.
4. Construction phasing.
5. Trash management and recycling.
6. Control of dust and mud on streets.
7. Compliance with the City's Noise Ordinance in MCPC Chapter 6-3.
8. Grading and excavation.
9. Erosion control practices.
10. Construction sign requirements.

Each standard is outlined below, including Planning, Engineering, Building, Transportation, Parking, Special Events, and Park City Fire District review. Staff recommends conditions of approval in red. The Planning Commission should review and provide input on the proposed conditions of approval.

1. **Hours and days of operation, including daily construction start and finish times.**

MCPC Section 11-14-6(A) establishes time limitations for construction work, including: 7:00 AM and 9:00 PM Monday through Saturday and 9:00 AM through 6:00 PM on Sunday. Delivery outside of construction work hours is prohibited.

The Applicant proposes construction hours from 7:00 AM to 4:30 PM, Monday through Saturday, and no construction during Christmas to New Year's week, during the Sundance Film Festival, Presidents Day, or other federal holidays.

MCPC Section 11-14-6(A) states that the Building Official may further reduce the hours or days of work for special events or as other circumstances may reasonably warrant. Staff requested the Applicant provide a plan regarding the end of construction at 4:30

PM and the overlap with peak traffic during the winter season. The Applicant responded as follows:

"The General Contractor and construction employee hours will be scheduled to avoid conflicts with peak skier end of day traffic. Typical Saturday construction work hours will be reduced from the typical weekday hours. Additional information will be provided with the full logistics plans included with the Building Permit submission."

The Fehr & Peers Memorandum analyzes traffic during construction based on approximately 400 parking spaces in lot 5 for Phase I in addition to the 250 drop-off vehicles during peak times and concludes the following for peak AM traffic:

Table 2: MOT Conditions AM Peak Hour Level of Service

Intersection			Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive West/Deer Valley Drive East	AM	NB Through	26	C	10	B
			SB Left	12	B		
			WB Left	24	C		

Notes:
Bold text indicates LOS and delay operating below acceptable threshold.
1. This represents the approach LOS and delay (seconds/vehicle).
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

Table 3 below shows the 95th percentile queues for the MOT conditions AM peak hours where it is observed that only one of the queues exceeds its storage lane:

- Deer Valley Drive West/Deer Valley Drive East: The southbound left turn registered a 95th percentile queue length of 350 feet versus a storage length of 120 feet. This queueing occasionally backs up past the left-hand turn lane into the general southbound traffic but does not exceed the storage length of the general southbound lane or extend past Mellow Mountain Road.

The longest 95th percentile queue lengths for each approach in MOT conditions are shown in **Figure 1**. The bus pick-up/drop-off area saw no queues under the expected number of buses and assumed dwell times as well as the roadway configuration which allows for buses to experience free-flow traffic.

Figure 2, **Figure 3**, and **Figure 4** illustrate the queues at the Transit Center, Y-intersection, and Pick-up / Drop-off area in Lot 5/6 as modeled by the VISSIM microsimulation.

The Fehr & Peers Memorandum concludes the following for peak PM traffic:

Table 3: Mitigated MOT Conditions AM Peak Hour 95th Percentile Queue Lengths

Intersection		Movement		95th Percentile Queue Lengths[1] (feet)
ID	Location			AM Peak Hour
1	Deer Valley Drive West/Deer Valley Drive East	Northbound	Through	50
			Right Turn	50
		Southbound	Left Turn	350
			Through	50
		Westbound	Left Turn	150
			Right Turn	150
2	Temporary Pick-up / Drop-off	Entrance	-	125
		Exit	-	325

Notes:
1. 95th percentile queue lengths measured from VISSIM simulation in accordance with UDOT traffic analysis guidelines. Rounded up to nearest 25 feet.

Source: Fehr & Peers.

Staff requests the Fehr & Peers Memorandum be updated to include the number of vehicles generated for construction employees, construction vehicles, and construction deliveries, as well as traffic generated by proposed increased transit service and temporary tram service, to demonstrate acceptable Levels of Service, especially during peak times. Additionally, staff recommends a Condition of Approval:

1. The compliance representative shall report to the Building Department daily, including information on construction hours and delivery times.

2. A parking plan, including construction vehicle parking, delivery vehicles, and large equipment parking.

MCPC Section 11-14-6(B) states construction vehicle parking is prohibited from blocking reasonable public and safety vehicle access along streets and sidewalks. Additionally, the Applicant must submit a plan outlining construction vehicle parking and temporary parking for delivery vehicles and large equipment parking.

Parking Plan

The Applicant proposes parking at the Snow Park Base and offsite for the 2025 through 2028 ski seasons. Upon completing the first portion of the structured parking, 1,044 parking spaces will be available at the Snow Park Base in 2028.

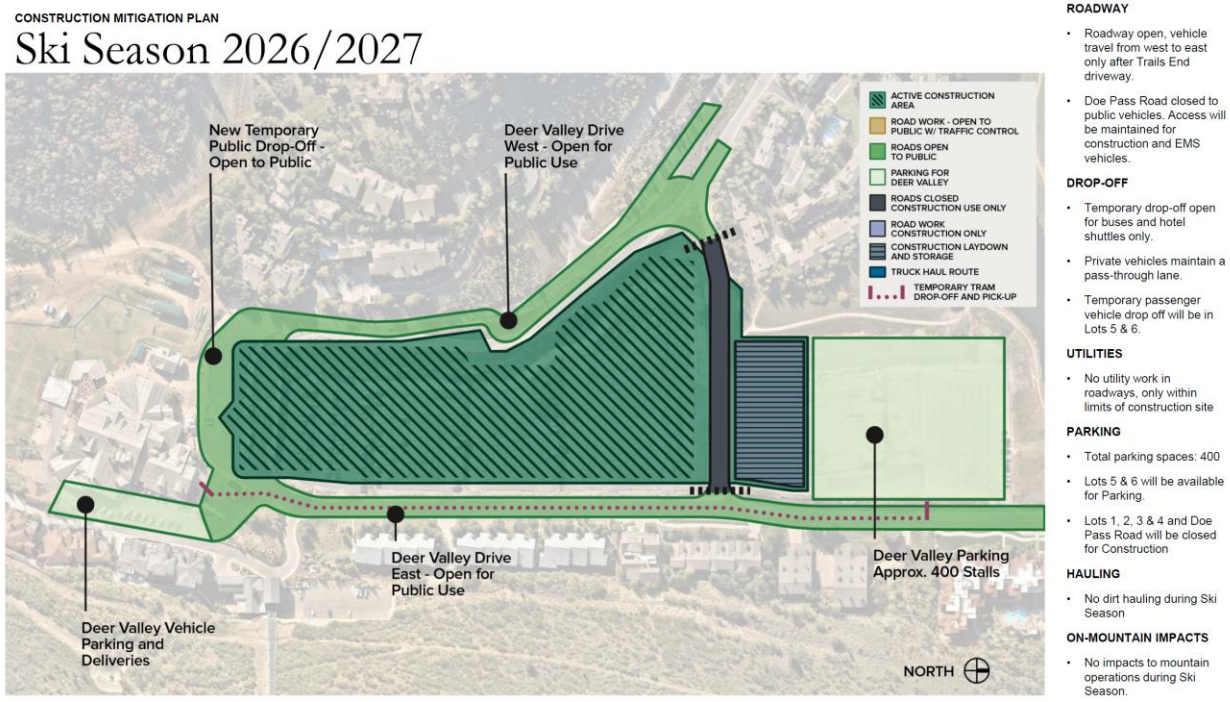
The Applicant's construction mitigation plan reserves the following Snow Park Base

parking during each ski season:

Snow Park Village Parking During Construction:

2025-2026 Ski Season	712 parking spaces in Lots 1, 2, 5, and 6
2026-2027 Ski Season	400 parking spaces in Lots 4 and 6
2027-2028 Ski Season	690 parking spaces in a portion of the Phase I parking structure

During the 2026-2027, 2027-2028, and 2028-2029 ski seasons, the Applicant proposes a temporary tram drop-off and pick-up to take day skiers from lots 5 and 6 to the Snow Park Base:



The Applicant identified two offsite parking areas: Richardson Flat and Jordanelle State Park.

Parking – Offsite

Ski Seasons: 2025/2026, 2026/2027, 2027/2028

1. RICHARDSON FLAT PARK & RIDE

Deer Valley intends to utilize Richardson Flat Park & Ride for a portion of off-site parking during construction each year. This parking will include:

- Employees
- Guests
- Construction workers

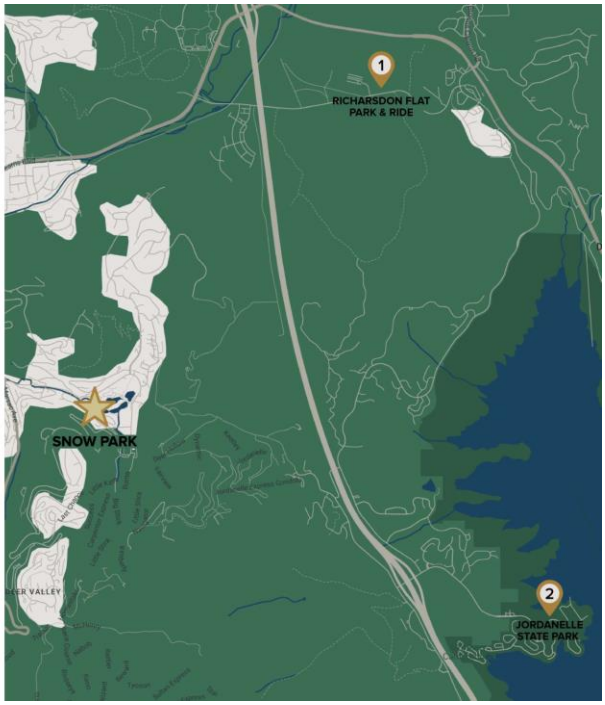
Deer Valley will continue to work with our partners at the City to evaluate the number of parking stalls that can be used each year.

2. JORDANELLE STATE PARK

Deer Valley will also utilize the Jordanelle State Park parking lots for a portion of off-site parking during construction each year. This parking will include:

- Employees
- Guests

Deer Valley will provide private shuttles from Jordanelle State Park to Deer Valley East Village and Snow Park Lodge.



The Applicant proposes parking at Richardson Flat on a first-come, first-served basis in collaboration with the City and increasing the frequency of the Deer Valley Express route from Richardson Flat to the Snow Park Base during construction. The Applicant also proposes 208 parking spaces at Jordanelle State Park with Deer Valley operating shuttles from Jordanelle State Park to Deer Valley East Village.

The Applicant submitted the following regarding their plan to provide updates on parking and travel to the Snow Park Base during construction:

COMMUNICATION MECHANISMS

Consistent communication of construction impacts to the community, guests, and staff through our owned channels, including website , social media, and email newsletters. In addition to earned & paid media placements, town halls and supporting direct outreach to specific communities being impacted.

Staff requested the Applicant provide additional information on employee parking, as well as the plan to dissuade day skiers from driving to the Snow Park Base in the hopes of finding a parking space during construction. Staff recommends the following conditions of approval:

2. The Applicant shall collaborate with the City to increase the frequency of the Deer Valley Express route from Richardson Flat to the Snow Park Base during construction and shall contribute financially (annually) in a manner commensurate with the amount of additional public transit necessary and as determined by the City's Transportation Director.

3. During the 2025-2027 winters, or until the parking structure is complete, or whichever date is later, the Applicant shall create and manage a paid parking reservation system for the Snow Park Base.

4. Prior to submitting a building permit application, the Applicant shall submit an employee parking plan that requires employee and visitor carpooling, and other alternatives to parking at the Snow Park Base area. The Building Official shall approve the plan prior to building permit approval.

5. Parking on Deer Valley Drive and public rights-of-way is prohibited. The Applicant shall install temporary signs prohibiting day skier parking in surrounding residential areas and help monitor these areas to ensure day skiers do not circulate surrounding residential areas for parking.

Construction Vehicle Parking

The Applicant states construction employees will park at the Richardson Flat lot and take public transit to the Snow Park Base area. Staff recommends the following condition of approval:

6. Prior to submitting a building permit application, the Applicant shall submit a construction employee parking plan that outlines the number of parking spaces at the Snow Park Base reserved for construction workers. The plan shall describe the number of anticipated construction workers in each construction phase, the number of construction vehicles accommodated on the construction site, and the plan to require construction employees to park offsite and adequate accommodations for construction employees and their equipment.

7. Construction employee parking outside of the approved building permit limits of disturbance area or in a location not explicitly approved through the employee parking plan is prohibited.

Delivery Vehicle Parking

The Applicant shows an area for construction laydown and storage but will be required to show delivery vehicle circulation and parking during each phase of construction, outlined in more detail in Subsection (3) below.

Large Vehicle Parking

Staff recommends the following:

8. Prior to submitting a building permit application, the Applicant shall submit a plan showing large vehicle parking required at each phase of construction, as well as the allocated area for the large vehicle parking. The plan shall include information on general contractor responsibility to notify all large vehicles of the parking restrictions and requirements. The plan shall be approved by Chief Building Official prior to building permit.

9. Any onsite fuel tanks must have secondary containment approved by the Environmental Coordinator.

10. A construction compliance representative shall be appointed and shall report to the Building Department daily, including safety specifications for equipment.

11. Large vehicle parking is prohibited in areas open to the public.

12. Large vehicle parking is prohibited within rights-of-way.

13. The job site shall have the oversight of a full-time project supervisor who will be responsible for inspecting all trucks and drivers to ensure that only approved equipment and drivers will be operating construction vehicles/equipment. The job site supervisor will be in direct communication with City inspection and code enforcement staff to monitor the job.

3. **Proposed delivery locations and routes, including concrete. Deliveries may be regulated to reduce noise, parking, or access issues.**
    - **To reduce delivery trips to the construction site, stockpiling of materials on or near the site may be required.**

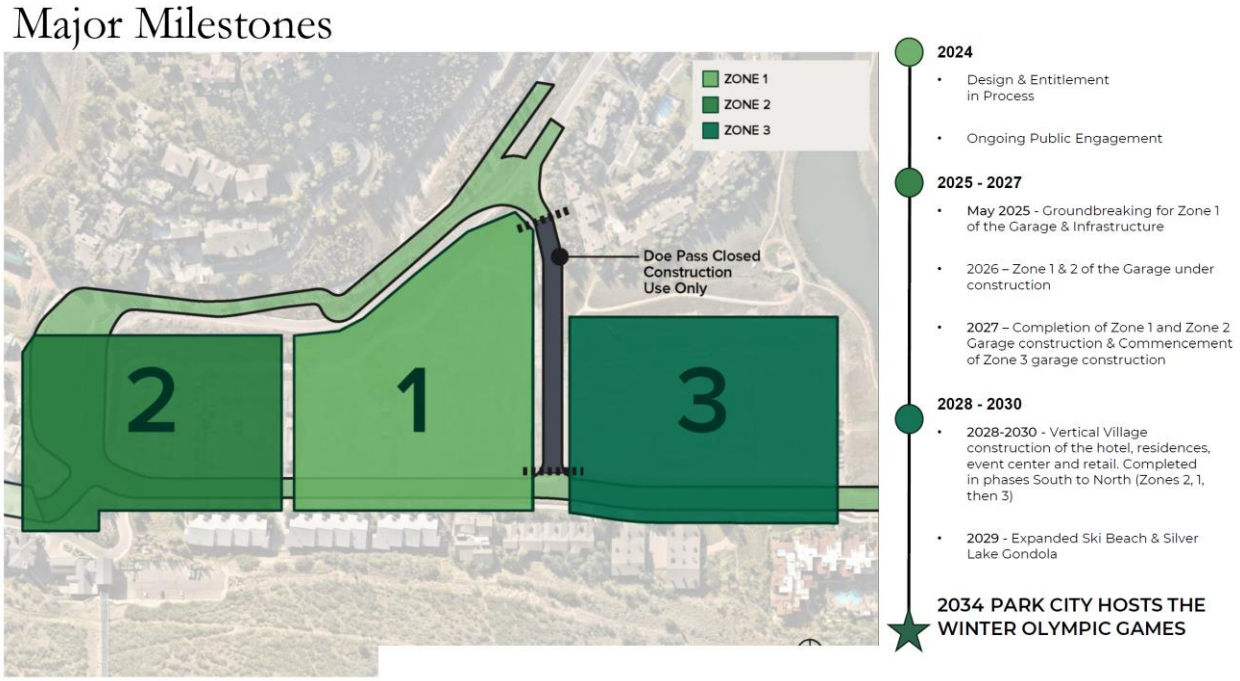
MCPC Section 11-14-4(C) requires details regarding delivery locations and routes for the construction mitigation plan. Time limitations may be imposed on the delivery of construction materials and supplies, including concrete, if deliveries will cause unreasonable noise, parking, or access issues. To reduce the number of delivery trips to the construction site, the stockpiling of materials on or near the site may be required. As a result, staff recommends:

14. The Applicant shall submit a plan regarding construction materials and supplies, including the possibility of stockpiling materials on or near the site to reduce the number of delivery trips to the construction site. At least 72 hours prior to a large delivery or concrete pour, the contractor shall notify impacted properties along the trucking route to ensure awareness of the work. Flaggers must be stationed at any point where construction traffic will merge with day-to-day traffic.

15. Deliveries are prohibited outside of approved construction work hours unless otherwise approved by the Chief Building Official.

4. Construction phasing.

As part of an MPD review, Land Management Code (LMC) Section 15-6-4(I) requires the Planning Commission to approve a Development Agreement that includes a specific project phasing plan. The Applicant proposes constructing the Snow Park Village over a five-year period:



Additionally, MCPC Section 11-14-6(D) requires the Applicant to demonstrate the construction phasing considers traffic circulation, weather, construction parking, and material staging challenges. Where necessary, the Community Development Department and Building Officials have the authority to phase projects as necessary to ensure efficient, timely, and safe construction.

The Applicant proposes construction Phase I, including 1,971 parking spaces in a three-level partially underground parking structure, throughout 2025 - 2027 and Phase II, including vertical development, throughout 2028 - 2030.

Staff recommends the following:

16. Prior to submitting a building permit application, the Applicant shall submit a plan regarding the scope and phasing of utility, roadway, and parking structure construction and completion.

5. **Trash management and recycling.**

MCPC Section 11-14-5(E) requires the Applicant to obtain and maintain containers of suitable size and design to hold and confine trash, scraps, and other construction related refuse created or accumulated on the site. The container must be closed until transferred to a landfill.

17. The Applicant's construction mitigation plan shall include a recycling and waste management plan which targets diversion of 75% of the waste materials generated from all phases of construction, by weight, from the landfill. This includes structural wood, concrete, and asphalt.

6. **Control of dust and mud on streets.**

MCPC Section 11-14-5(F) requires the Applicant to establish a program for the control of dust and other airborne debris. The Applicant must present a plan that eliminates the tracking of mud on streets and the program shall require daily removal of any mud on streets.

18. The Applicant shall submit a plan for the installation and maintenance of a truck wash on the construction site within the Limits of Disturbance to control dust and mud. The plan shall include the characteristics of the site, including gravel and drainage and must be approved by the Building Department prior to building permit submittal.

19. The Applicant shall provide a detailed plan for street sweeping.

7. **Compliance with the City's Noise Ordinance in MCPC Chapter 6-3.**

MCPC Section 11-14-5(G) requires the Applicant to comply with the City's Noise Ordinance. The City's Noise Ordinance in MCPC Section 6-3-8(G) requires the following for construction work in the Residential development Zoning District:

". . . it shall be unlawful for any person to perform or cause to be performed, any construction work on any construction site under [their] control or at which [they] are employed between the hours of 10 p.m. and 7 a.m. of the following day, or before 9 a.m. on Sundays."

MCPC Section 6-3-8(G) then provides an exception: *"[t]he Building Official or City Engineer may authorize extended hours for construction operations or procedures which, by their nature, require continuous operation, or modify or waive the hours of work for or on projects in generally isolated areas where the extended hours do not impact upon adjoining property occupants."* Staff recommends:

20. A construction compliance representative shall be appointed and shall report to the Building Department daily, including a decibel reading report when required by the Chief Building Official.

21. Except for emergencies, requests for exceptions to the noise regulations in MCPC Section 6-3-8(G) should be made at least one working day in advance or they may be denied.

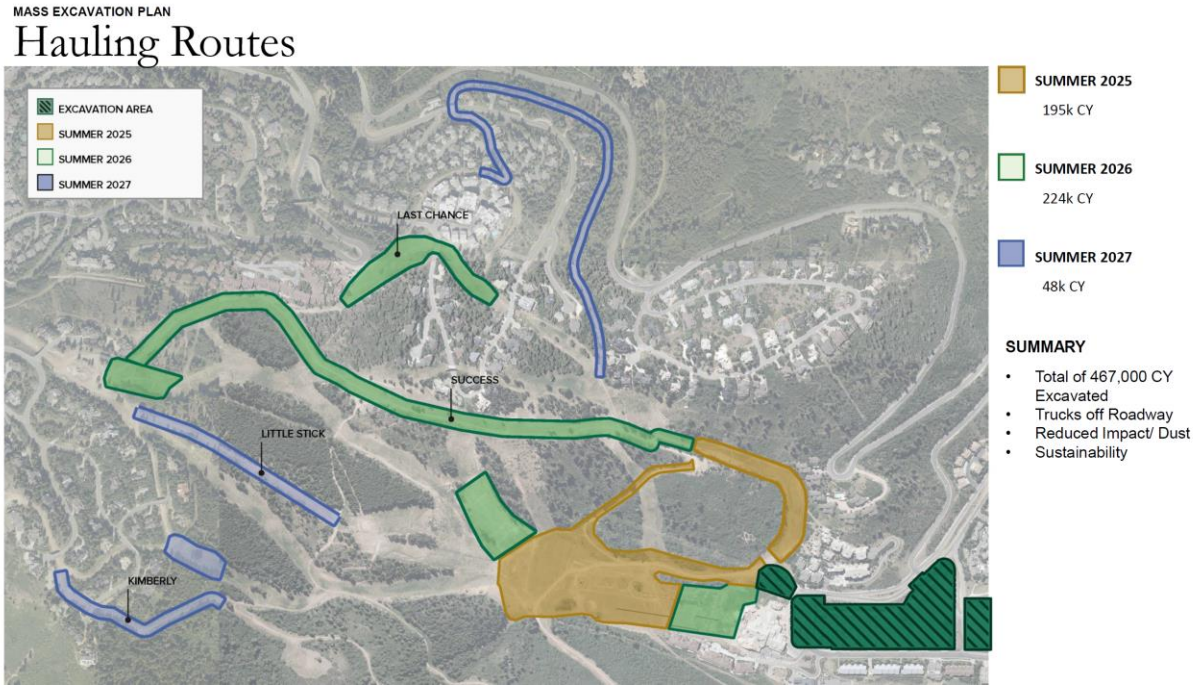
8. Grading and excavation.

MCPC Section 11-14-5(H) requires the Applicant to establish a detailed plan for truck hauling involved in the grading and excavation, with restrictions on trucking routes and hours of operation to mitigate adverse impacts from such operations. The destination and total cubic yards of excavation material must be noted.

The Applicant estimates they will excavate 467,000 cubic yards for the construction of Snow Park Village with 195,000 cubic yards in 2025, 224,000 cubic yards in 2026, and 48,000 cubic yards in 2027, and proposes hauling the excavated soil within the Snow Park ski area.

As noted above, Resolution No. 24-2023 requires the Applicant to "minimize soil hauling resulting from excavation. If soil removal results from environmental/mining activities, Park City will use reasonable efforts to support [the Applicant's] mitigation plans to minimize off-site hauling . . ."

The Applicant's proposed hauling routes are highlighted below:



Staff recommends the following Conditions of Approval:

22. At the time of building permit submittal, a geotechnical report, grading and drainage plans, and compaction and erosion control plans will be required. The Applicant shall provide a noise management plan for trucks proposed to go uphill for excavation and hauling. A construction compliance representative shall be appointed and shall report to the Building Department daily, including reports of regular inspections for dump trucks and hauling equipment.

23. Inspections of the hauling sites are required at the end of each construction season.

9. Erosion control practices.

MCPC Section 11-14-5(I) requires the Applicant to comply with the City's implemented Storm Management Plan and Best Management Practices to control erosion and offsite migration of soils. The purpose of the erosion control plan is to protect the City's water quality.

24. A storm water management plan (SWPPP) shall be obtained and followed pursuant to the requirements of the state, including a concrete truck washout area and erosion control protections.

25. The storm water management plan shall address installation of slit fences or straw bales within drainage channels, minimal soil disturbance within drainage areas, blown straw media within the drainage, detention basis, and retention ponds.

10. Construction sign requirements.

MCPC Section 11-14-5(J) requires a sign indicating the name of the party responsible for the construction project to be posted in locations where the sign is readable from the street to the construction site. The sign shall not exceed 12 square feet in size, six feet in height, and shall not exceed a letter type of four inches.

26. Construction signage and area protection must be provided in multiple locations along the Limits of Disturbance fencing and shall include (1) the name, address, and phone number of the contractor, (2) the name, address, and phone number of the person responsible for the project, and (3) the phone number of party to call in case of emergency.

Park City Transit requires Conditions of Approval.

To ensure transit services to the Snow Park Base during all phases of construction, the Transportation Planning Director requires the following conditions:

27. In the summer of 2025, the Applicant shall provide transit priority through the construction area to maintain schedules.

28. In the Summer of 2026, the Applicant shall provide a location for transit turnaround,

due to limited access to the Snow Park Base. A temporary transit turnaround and terminal shall be provided at one of the following locations: Deer Valley Drive East or West close to the Snow Park Base, in which a shuttle would be required to provide service along the unserved route, or Deer Valley Drive East at the designated parking lot in which shuttles would be required to provide service to the Snow Park Base as well as along Deer Valley Drive West.

29. Additional shuttles can be provided by the Applicant or the City (on a cost per hour basis). Should the Applicant provide additional transit or shuttle services, they would be required to operate over the normal service span and remain open to the public.

30. During the winter of 2026-2027, a shuttle will be required to transport along Deer Valley Drive East to the Snow Park Base.

31. During the summer of 2027, the Applicant shall prioritize transit through the construction area to maintain schedules.

32. During the summer of 2027, the winter of 2027-2028, the summer of 2028, the winter of 2028-2029, and the summer of 2029, the Applicant shall provide shuttle service to transport along Deer Valley Drive East to the Snow Park Base that operates over the normal service span and is open to the public.

The Park City Fire District requires Conditions of Approval.

33. All portions of the Snow Park Lodge must be within 150 feet of a fire vehicle access road at all times.

34. Access to the entrance to Royal Street must be maintained throughout the project.

35. Access around Snow Park Lodge must be maintained through the summer of 2028

36. Temporary traffic lighting is acceptable during non-working hours and when traffic is at a minimum (i.e., not during events and concerts). During working hours and events, traffic control must be accomplished via flaggers or another plan must be in place that will give priority to emergency vehicles.

37. The Park City Fire District will require emergency plans as part of the building permit review. Those plans must detail how access will be maintained for emergency vehicles.

Department Review

The Planning Department and City Attorney's Office reviewed this report.

Public Notice

Staff posted notice to the property on August 28, 2024. Staff mailed courtesy notice to property owners within 300 feet on August 28, 2024. Staff published notice on the City's website and the Utah Public Notice website on August 24, 2024, September 28, 2024,

October 12, 2024, and October 30, 2024. The *Park Record* published courtesy notice on August 24, 2024, September 28, 2024, October 12, 2024, and October 30, 2024.[1]

Public Input

Public input is attached as Exhibit E.

Exhibits

A: Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit
B: Snow Park Village Submission Package dated October 24, 2024
C: Draft Construction Mitigation Plan
D: Fehr & Peers Snow Park Village Temporary Drop-Off Analysis Memorandum
E: Public Input

[1] LMC § 15-1-21

FEE EXEMPT
UTAH CODE ANNOTATED § 11-13-102

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:

Parcel Designation	Authorized Dwelling Units
Northwest Multi-Family (Fawn grove)	80
North Entrance Multi-Family (Pinnacle)	40
North Hillside Multi-Family (Pinnacle)	46
Southwest Multi-Family (Aspenwood)	30
Southwest Multi-Family (Courchevel)	13.5
Northwest Hillside Multi-Family (Daystar)	24
South Entrance Multi-Family (Stonebridge)	50
South Multi-Family (Lakeside)	60
West Multi-Family (Pine Inn and Trails End)	40
Total	383.5

For purposes of determining densities on the parcels designated in this Subparagraph (1), a single family home or an apartment containing two bedrooms or more constituted a dwelling

Unit, a one-bedroom apartment constituted one-half of a dwelling Unit, and a hotel room or lodge room constituted one-half of a dwelling Unit. The parcels in this subparagraph have all been developed as of the date hereof.

(2) Insofar as all portions of the Project other than the nine parcels containing 383.5 dwelling Units identified in Subparagraph A. (1) above are concerned, an apartment Unit containing one bedroom or more shall constitute a dwelling Unit and a hotel room or lodge room shall constitute one-half of a dwelling Unit.

(3) If approved in advance by Commission and Permittee, the owner of any development parcel in the Project shall have the right to have the densities permitted on said development parcel calculated in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) or in accordance with the Unit Equivalent formula contained in Section 10.12 of the Code, as said Unit Equivalent formula may from time to time be amended or modified. In the event of election of an owner to utilize said Unit Equivalent formula and approval thereof by Commission and Permittee, the maximum number of Unit Equivalents which may be contained in the structures built upon said development parcel shall not exceed the permitted number of dwelling Units to be constructed thereon determined in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) and the number of Unit Equivalents as constructed on said development parcel shall for all purposes hereof be deemed the number of units constructed thereon. Approval of use of the Unit Equivalent formula by Commission and Permittee shall not, and cannot, alter or release any private land use covenants between the owner and Deer Valley, or others, concerning development of the property or the density permitted thereon.

(4) Insofar as the following portions of the Project are concerned, the authorized densities, permitted on the development parcels are required to be calculated in accordance with the Unit Equivalent Formula contained in Section 10.12 of the Code as said Unit Equivalent formula may from time to time be amended or modified:

Parcel Designation	Authorized Unit Equivalents
Snow Park Village	209.75
Total	209.75

B. **Unit Size**. Except for units with relation to which the owner elected or elects to or is required to utilize the Unit Equivalent formula, there shall be no size limitation for Units constructed on any parcel provided that following construction the parcel proposed to be developed contains a minimum of 60% open space and otherwise complies with MPD and all applicable zoning regulations.

C. **Development Parcel Designations**. Development parcel designations, prescribed densities, parcel sizes, building height limitations (the height limitation for each parcel will be determined by reference to the Code in effect at time of application for approval of the development of the parcel) and the status of development of the parcels as of the date hereof are reflected on Exhibit 1. Permittee shall have the right to develop a total of 2,110 residential Units (exclusive of employee housing Units) within the Project. Permittee shall have the right to develop 209.75 Unit Equivalents within the Snow Park Village, subject to the conditions and

requirements of the Park City Design Guidelines, the Deer Valley Design Guidelines, and the following:

(1) Conditional Use Review. Prior to the sale by Permittee of the Snow Park Village, Permittee shall submit a site-specific plan with relation to such parcel to the Commission requesting approval for construction on the parcel. In addition, the Permittee shall request the establishment of building site conditions with relation to the parcel. Accordingly, Permittee or persons acting on its behalf shall file with the Community Development Department of City a completed application form supported by the information set forth in Section 15-6 of the Code, as the same may be amended from time to time. The procedure for the approval or disapproval of any site-specific plan shall be based upon the provisions of this Permit and the conditional use criteria of the Code in effect on the date of application. Components of the Project, other than land development parcels, are listed on Exhibits 2 and 3.

D. Subdivision of Development Parcels. Prior to the sale of any individual lots on any parcel listed on Exhibit 1 developed for residential use as a "subdivision" as defined by the City subdivision ordinance and state statute, the party electing to establish a subdivision on said parcel shall comply with all applicable provisions of the City subdivision ordinance in effect at the time of application. The procedure for the approval or disapproval of any subdivision application shall be based upon the procedure provided in the City subdivision ordinance in effect at the time of application.

Prior to the filing of a record of survey map and declaration of condominium to establish a condominium on any parcel listed on Exhibit 1, the party electing to establish a condominium shall comply with all applicable provisions of any City condominium ordinance in effect at the time of application. The procedure for the approval or disapproval of any condominium shall be based upon the Utah Code and any City condominium ordinance in effect at the time of application.

E. Applicability of Sensitive Area Overlay Zone. For projects within the Deer Valley Large Scale Master Planned Development, the density limitations of the Sensitive Area Overlay Zone do not apply because Master Planned Developments approved prior to the adoption of the Sensitive Area Overlay Zone are vested in terms of density. Site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation protection, and building design standards do apply.

F. Relationship to National Standards. The provisions of the Code and any other applicable zoning and development ordinances including national standards with respect to engineering or building requirements as adopted by City, in effect in City on the date hereof, shall govern the development within the Project, except as otherwise provided herein.

G. Off-Street Parking. Parking required with relation to each portion of the Project shall be based upon Code as in effect at the time application for a building permit for such portion of the Project as is filed with City. For purposes of calculating required parking, the Project shall be deemed to be zoned Residential Development District (RD) Master Planned Developments (MPD). Parking for each separate development parcel in the Project shall be determined in accordance with the Code at the time of application for Conditional Use approval. Any additional parking shall not encroach into zoned open space.

If the capacity of the surface parking lots in the Snow Park Community is exceeded on 10% or more of the days during any single ski season the need for constructing additional parking in said area shall be reviewed by the Commission.

H. Commercial Space, Support Commercial, and Meeting Space. Exhibit 2 hereto lists commercial and support space allotted to the Project. The General Snow Park Commercial category is restricted in utilization within the Project to the following parcels in the Snow Park area:

Pine Inn Multi-Family Parcel
Snow Park Lodge Multi-Family Parcel (Black Diamond Lodge)
Snow Park Village (Combination of Snow Park Hotel Parcel and Snow Park Parking Area Parcel)
Snow Park Day Center Parcel

Utilization of portions of the General Snow Park Commercial category within any of the above listed parcels is subject to the specific approval of both Permittee and Commission.

In addition to the Exhibit 2 Commercial Space permitted in the Project, Support Commercial shall be permitted and used as defined in the Code, as amended, at the time of application.

I. Employee Housing. Permittee has been required to cause the development of 112 employee (affordable) housing units pursuant to prior editions of this Permit. Prior to the date of this Permit, Permittee has developed or caused to be developed units qualifying under the low and moderate income housing exception of the Code as follows:

Project Location	Number of Qualifying Units
A. Units in Deer Valley:	
Little Belle Manager Unit	1
Stag Lodge Manager Unit	1
Sterlingwood Manager Unit	1
Bald Eagle Caretaker Units	2
Mt. Cervin Manager Unit	1
Deer Valley Club Manager Unit	1
B. Units Other Than in Deer Valley:	
Parkside Apartments	42
Fireside Apartments / Condos	42
Washington Mill Apts.	8
Peace House	3
Aspen Villas / Silver Meadows (Participation)	9
Fawn grove Employee Unit	1
Total	112

Deer Valley shall be obligated to comply with all applicable ordinances of City relating to the creation and construction of employee housing, including ordinances that are adopted after the date of this Permit. Deer Valley will be given credit for the previously developed units

identified above when computing the employee housing obligation under applicable ordinances. The City acknowledges full satisfaction of Deer Valley's current obligation in the Employee Housing Agreement dated October 6, 1995 executed in conjunction with Deer Valley's contribution to the Silver Meadows project. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing employee / affordable housing units built by Deer Valley or persons acting on its behalf exceeds the number of units required by the new ordinance, credit shall be given against the ordinance imposed obligation, but in no event shall City be obligated to reimburse Deer Valley for any excess, or to permit the assignment of the excess to other parties with a similar employee housing requirement. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing units built by Deer Valley or those acting on its behalf falls short of the newly imposed ratio of employee units to conventional units, Deer Valley agrees to be bound by the provisions of the newly adopted ordinance; provided, however, that the new ordinance shall apply only to those Units on which site specific approval is granted after the adoption of the employee / affordable housing ordinance.

J. **Technical Reports**. Permittee shall submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by Commission as significant changes occur in those systems and as needed for specific project review as required by the Community Development Director and Public Works Director prior to density approval.

K. **Public Use of Ski Facilities**. Use of all ski facilities shall be open to the general public and shall not be restricted to owners of property located in Deer Valley or to members of any private club. Furthermore, all charges, fees and costs paid by the general public for the use of such facilities shall not exceed the charges, fees and costs paid by owners of property located in Deer Valley.

L. **Trails** .There are 4 types of trails in Deer Valley:

(1) Bicycle paths located within street rights-of-way;

(2) Pedestrian paths connecting parcels together within a community;

(3) Connecting paths connecting communities together; and

(4) Hiking trails to provide access to the mountain.

Bicycle paths shall be located within street rights-of-way dedicated to City and shall be operated and maintained by City as shown on the Deer Valley Trails Master Plan and the City Trails Master Plan.

Pedestrian paths shall be hard surfaced, a minimum of five feet wide, a maximum of six feet wide and built to public sidewalk specifications. These paths shall connect development parcels together and connect development parcels to commercial nodes. At the time of conditional use approval of a particular development parcel, the developer of said parcel shall provide a pedestrian path across said parcel connecting to the paths on the adjoining parcels. The location of these paths shall be determined by the parcel developer and by City staff with the Deer Valley Trails Master Plan used as a guide. The locations shall be modified as necessary to take into consideration topography and existing trails, and shall tie into the bus system which serves Deer Valley. These paths shall form a year-round system. Maintenance shall be the responsibility of the parcel owner. A 10 to 15 foot wide easement (easement size

shall be determined at the time of site specific conditional use approval) for each pedestrian path shall be dedicated to City and is required to be shown on the recorded plat for the applicable development parcel.

It is recognized by the parties that the property within the Deer Valley Resort is private property. Public access to ski runs is at the discretion of Permittee. Summer public access and non-destructive summer use which includes casual hiking on ski runs shall be allowed by Permittee subject to reasonable rules and regulations.

In the event that City in its sole discretion determines that City should hold any easements for hiking, City shall make a request that an easement be granted for any or all of the hiking trails that City desires to hold within or adjacent to ski runs shown on the Trails Master Plan. In the event that City obtains a formal agreement, City agrees to maintain such hiking trails, and Permittee will provide legal descriptions, signage and grant to City an easement (minimum of 10 feet to maximum of 15 feet wide) to maintain such hiking trails without hard surface and without winter maintenance. If City desires to upgrade the hiking trails beyond that which currently exists, City agrees to bear the cost of those improvements. The Trails Master Plan shall serve as a general guide in determining the final location of said hiking trails. In the event City obtains and holds formal easements for hiking trails, City shall indemnify and hold Permittee and its successors and assigns harmless from and against any loss, damage, injury or responsibility with relation to any such trail and any claims, demands or causes of action from any person resulting from injuries sustained while utilizing any hiking trails for which City has obtained and holds easements. Said public easement shall also be subject to such additional reasonable rules and regulations as Permittee deems appropriate to eliminate possible interference with the operation and maintenance of the ski resort, or in the interest of safety or security.

M. **Open Space**. With the exception of those parcels identified on Exhibit 1 and those areas and items listed on Exhibit 2 as "commercial and support space", all remaining property in the Project is hereby designated "landscaped open space" as that term is defined in the Code as presently in effect and shall remain substantially free from structures, roads and parking lots except as otherwise approved by City or permitted by the Code as presently in effect. The "landscaped open space" shall be maintained and operated by Permittee at Permittee's sole cost and expense.

N. **Fire Considerations**. All buildings or structures located within the Bald Eagle, Silver Lake, and North Silver Lake Communities shall be fire sprinkled in accordance with UBC 38-1-82.

O. **Water Improvements** .Permittee agrees that, as a condition of and concurrently with issuance to Permittee of a building permit for the construction of any buildings or structures comprising a portion of the Project, Permittee shall be obligated to agree in writing to construct and convey to City storage facilities, pumping facilities, and transmission lines, as agreed upon and approved by the Public Works Director and City Engineer at the time of issuance of said building permit, to the extent necessary to store and transmit culinary water, irrigation water, and water for fire flows to the buildings and structures covered by the building permit and to connect the same to the water system of City, and shall evidence to the satisfaction of City the ability of Permittee to comply with such agreements.

Permittee agrees that completion of the action required by this Section O with relation to any building or structure included in the Project shall be deemed a condition precedent to the

right to occupy and utilize the building or structure. Commission and Permittee agree that the general level of water facilities construction for the Project required by this Section O has been heretofore accomplished by Permittee.

The existing agreement relating to water rights and water facilities for Deer Valley development entered into November 17, 1988 between Permittee as "DVRC", Royal Street as "Royal Street", and City as "Park City" and the Deer Valley Water Facilities Improvement Agreement dated March 31, 1994 between City, Royal Street and Permittee (as "DVRC") and the Amendment to the 1994 Deer Valley Water Facilities Improvement Agreement dated May 12, 2006 between City as "Park City", Royal Street and Permittee (as "DVRC") are made a part of this Permit by reference.

P. **Sewer Considerations** .Although City has no responsibility for sewer approvals; the Snyderville Basin Sewer Improvement District has indicated the following with respect to sewerage in Deer Valley: Projected flow calculations are based on average wastewater flow from residential units and make no distinction regarding size. In other words, the Sewer District does not follow the "unit equivalent" concept as does City.

The Sewer District has previously reviewed both the Upper and Lower Deer Valley sewer systems and made the following comments: Upper System (American Flag / Silver Lake Community) - There are two sections of sewer within the American Flag Subdivision that limit upstream, new growth to approximately 325 additional residential units. There are several sections with only slightly greater capacity. This concern or limitation was eliminated by construction of a new sewer trunk line from Royal Street through the Westview Parcel in 1988. Lower System (Solamere, Queen Esther, Fawn grove) - A portion of the trunk sewer serving this area was replaced in 1985 to provide greater capacity for Hanover and Park Con projects as well as Deer Valley's. These three developers executed an agreement with the District which identified their anticipated development and the percentage of the cost they would fund to "reserve" capacity in the sewer system. Of the present sewer capacity of approximately 1385 units, Deer Valley has approximately 200 units available for future development. However, there are downstream sections of sewer that have less capacity than the new Deer Valley North Road sewer. This problem will be pursued with the developers as necessary.

Q. **Separability**. If any provision or provisions of this Permit shall be held or deemed to be, or shall, in fact, be illegal, inoperative, or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent, whatsoever.

R. **Term of Permit**. The term of this Permit is governed by the Twenty-Ninth Edition of the Land Management Code of Park City as revised as of April 1, 1993.

Approved this 30th day of November, 2016.

PARK CITY PLANNING COMMISSION

By _____

Planning Commission Chair

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
DEER VALLEY COMMUNITY					
Stonebridge & Boulder Creek Multi-Family	50	54	1	28	10.23
Aspenwood Multi-Family	30	30		28	9.21
Pine Inn & Trails End Multi-Family	40	45	1	35	8.52
In The Trees (South Multi-Family) Multi-Family	14	14		28-45	2.87
Black Diamond Lodge (Snow Park Lodge Multi-Family)	29	27		28-75	5.70
Courcheval Multi-Family	13.5	27	1	35	1.82
Daystar Multi-Family	24	24		28	9.84
Fawngrove Multi-Family	50	50		28	12.05
Chateaux Fawngrove Multi-Family	10.5	11	2	28	Incl
Bristlecone Multi-Family	20	20		28	Incl
Lakeside Multi-Family	60	60		28	6.49
Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks)	274	274		28	237.81
Pinnacle Multi-Family	86	86		28	36.80
Comstock Lodge (East Bench Multi-Family)	10.5	21	1	35	3.50
Red Stag Lodge	8.5	11	1	35	Incl
Powder Run Multi-Family	25	33	1	35	3.20
Wildflower (Deer Valley North Lot 1 Multi-Family)	11	14	1	28	1.04
Glenfiddich (Deer Valley North Lot 2 Multi-Family)	12	12		28	1.45
Chapparal (Deer Valley North Lot 3 Multi-Family)	15	20	1	28	1.44
Northeast Multi-Family:					12.65
Lodges @ Deer Valley	73.25	85	3	28-35	
Silver Baron Lodge	42.75	50	12	28-35	
Snow Park Village (Snow Park Hotel & Parking Sites)	209.75	0	4	28-45	14.93
Total Deer Valley Community	1108.75				
AMERICAN FLAG COMMUNITY					
American Flag Single Family	93	93		28	83.04
LaMaconnerie Multi-Family	15	15		28	6.19
Total American Flag Community	108				
NORTH SILVER LAKE COMMUNITY					
Westview Single Family	15	1		28	40.69
Evergreen Single Family	36	36		28	27.60
NSL Homesite Parcel #1	1	1		35	1.90
Belleterre Single Family	10	10		28	11.42
Bellevue Townhomes (NSL Subdivision Lot 1)	24	14	10	28	4.62
Bellemont Townhomes (NSL Subdivision Lots 2A and 2A-1)	18	12	10	28	3.75
NSL Subdivision Lot 2B	54	0		45	5.96
BelleArbor Townhomes (NSL Subdivision Lot 2C)	43	21	10	28-35	8.25
NSL Subdivision Lot 2D Open Space Lot	0	0	5	0	4.03
Total North Silver Lake Community	201				
SILVER LAKE COMMUNITY					
Stag Lodge Multi-Family	50	52	6	28-35	7.34
Cache Multi-Family	12	12		28	1.77
Sterlingwood Multi-Family	18	18		28-35	2.48
Deer Valley Club	20	30	1	28-45	1.53
Double Eagle (SL East Parcel 2 Multi-Family)	18	18		28-35	2.26
Stein Eriksen Lodge Multi-Family	66.75	65	11	28-35	10.86
Little Belle Multi-Family	20	20		28	3.66
Chateaux At Silver Lake Lot 23 Deer Valley Club Estates Subdivision)	65	78	1	28-45	3.24
Sterling Lodge (Lot 2 Silver Lake East Subdivision)	14	14		28-45	0.61
Royal Plaza Multi-Family (Silver Lake Village Lot A)	7.6215	13	1	59 (A)	0.48
Mt. Cervin Plaza Multi-Family (Silver Lake Village Lot B)	7.5	7		59 (A)	0.54
Inn at Silver Lake (Silver Lake Village Lot C)	10	8		59 (A)	0.50
Goldener Hirsch Inn (Silver Lake Village Lot D)	5.5785	18	1	59 (A)	0.35
Mt Cervin Multi-Family (Silver Lake Village Lot E)	16	15		59 (A)	0.53
Silver Lake Village Lot F	0	0		59 (A)	0.35
Silver Lake Village Lot G	0	0		59 (A)	0.38
Silver Lake Village Lot H	0	0		59 (A)	0.44
Silver Lake Village Lot I (combination of Silver Lake Village lots F, G, H)	34.4215	38	13,14,15	59 (A)	1.17
SL Knoll Condominiums	4	4		35	0.76
Knoll Estates Single Family	21	21		35	9.90
Black Bear Lodge (Lot 22 Deer Valley Club Estates Subdivision)	51	51		35	1.39
Knollheim Single Family	20	5	7	35	1.84
Alpen Rose Single Family	2	2		35	0.66
Silverbird Multi-Family	6	6		35	0.80
Ridge Multi-Family	24	24		35	2.34

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
Enclave Multi-Family	17	17		28-35	1.79
Twin Pines Multi-Family	8	8		28-35	1.33
Cottages Single Family	11	11		28	7.06
Alta Vista Subdivision	7	7		35	6.02
Woods Multi-Family	16	7	8	28-35	2.41
Trailside Multi-Family	9	9		28-35	1.46
Aspen Hollow Multi-Family	16	16		28-35	3.18
Ridgepoint Multi-Family	38	38		28-35	5.60
Total Silver Lake Community	614.8715				
BALD EAGLE COMMUNITY					
Bald Eagle Single Family	78	58	9	28	35.65
Total Bald Eagle Community	78				
TOTAL CONVENTIONAL UNITS	2110.6215				
EMPLOYEE HOUSING UNITS					
Little Belle	1				
Stag Lodge	1				
Sterlingwood	1				
Bald Eagle	2				
Mt. Cervin	1				
Deer Valley Club	1				
TOTAL EMPLOYEE HOUSING UNITS	7				

NOTES:
1. These projects have been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density than base permitted density.
2. One small unit was separately permitted in this project using .5 unit of density.
3. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (85) than base permitted density (73.25).
4. This parcel is required to use the Unit Equivalent Formula contained in Section 10.12 of the Code.
5. This parcel has been platted as open space, with the open space applying to the open space requirement of Lot 2B.
6. Two additional units were permitted in this project on land that was not a part of the Deer Valley MPD.
7. This parcel was originally permitted as 20 MF units but subsequently developed as 5 single family homesites.
8. This parcel was permitted as 16 units. Subsequently 9 of the unit development rights were acquired by the homeowners and dedicated as open space.
9. This parcel was originally permitted as a combination of single family and multi-family. The multi-family uses were converted to single family with a density reduction from 78 to 58 units.
10. The development density on these parcels is less than the original permitted density at the election of the developer.
11. The transfer of 1.75 Unit Equivalents to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on June 28, 2006.
12. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (50) than base permitted density (42.75). The transfer of 1 Unit Equivalent to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on March 23, 2011.
13. Prior to issuance of a building permit on Lot I, the Property owner shall submit an Historic Mine Waste report. If Historic Mine Waste is located on the site, a mitigation plan shall also be submitted compliant with the Park City Soils Boundary Ordinance.
14. Building on Lot I shall be designed to be broken into more than one volumetric mass above final grade, exhibiting both horizontal and vertical articulation. Common underground parking is permitted.
15. The transfer of 0.4215 UE from Lot D to Lot I was approved by Planning Commission on November 30, 2016.

A. Lots in the Silver Lake Village Subdivision have a development height limitation tied to a base elevation of 8122' with peak of roof not to exceed elevation 8186'.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 2
COMMERCIAL AND SUPPORT SPACE

LOCATION	RETAIL	RESTAURANT (3)	COMM'L OFFICES	ADMIN., SUPPORT & OTHER	TOTAL	TRANSFER TO RESIDENTIAL	DEVELOPED	REMAINING
SNOW PARK LODGE	13807	26958		85578	126343		126343	0
SNOW PARK TICKET SALES BUILDING				5112	5112		5112	0
SNOW PARK PLAZA BUILDING	3100		16000	4180	23280		23280	0
GENERAL SNOW PARK COMMERCIAL (1)	21890				21890		0	21890
SILVER LAKE LODGE	1200	29160		15790	46150		46150	0
EMPIRE LODGE (4)		22456		12544	35000		30453	4547
SILVER LAKE COMMUNITY (2)	27962		4265	12938	45165	1243	31954	11968
NORTH SILVER LAKE COMMUNITY	8000			6525	14525		0	14525
MAINTENANCE, WHSE, & SHOPS				31724	31724		31724	0
TOTAL	75959	78574	20265	174391	349189		295016	52930

NOTES:

(1) General Snow Park Commercial may only be utilized on certain parcels with approval of Commission and Permittee. 18110 square feet of General Snow Park Commercial has previously been allocated to and is included in totals for Snow Park Lodge.

(2) 10125 square feet of Silver Lake Community commercial has previously been allocated to and is included in totals for Silver Lake Lodge (1994 Silver Lake Lodge expansion 6990 sf and 1998 Silver Lake Lodge expansion 3135 sf).
Remainder of Silver Lake Community commercial consists of:

Developed Space:		
Royal Plaza	14312	
Mt. Cervin Plaza	8080	
Goldener Hirsch Inn	2062	(see note #5)
Chateaux at Silver Lake	7500	
Total	31954	
Transferred to Royal Plaza Residential	1243	
Allocated but Undeveloped Space:		
Silver Lake Village Lot C	7000	
Remainder Unallocated	4968	
Total	45165	

(3) Includes kitchen, receiving and storage.
(4) Maximum size of Empire Lodge is 35000 sf of which 30453 sf has been developed.
(5) Commercial uses on Silver Lake Village Lot D includes 2,062 sf as allocated from this Amended and Restated Large Scale MPD, plus support commercial uses.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 3
OTHER PROJECT COMPONENTS

ITEM	WITHIN PARK CITY	OUTSIDE PARK CITY
SKI AREA (1)		
CHAIRLIFTS	15	5
GONDOLA		1
SKI TRAILS AND BOWLS	63	34
SNOWMAKING	X	X
SKI PATROL / UTILITY STATIONS:		
BALD EAGLE MTN.	X	
BALD MTN.	X	
FLAGSTAFF MTN.	X	
LITTLE BALDY		X
JORDANELLE BASE		X
EMPIRE CANYON	X	
AMENITIES		
SNOW PARK LAKES & MEADOWS	X	
SNOW PARK PARKING LOTS	X	
PEDESTRIAN TRAIL SYSTEM	X	X
MOUNTAIN BIKING TRAILS SYSTEM	X	X
SOLAMERE SWIM & TENNIS FACILITY	X	
SNOWSHOE TOMMYS CABIN	X	
CUSHINGS CABIN	X	
BIRDSEYE CABIN	X	
JORDANELLE BASE		X
SNOW PARK CONCERT AMPHITHEATRE	X	

(1) ADDITIONAL SKI AREA FACILITIES AS DEMAND DICTATES, SUBJECT TO PROVISIONS OF PARK CITY LAND MANAGEMENT CODE AND OTHER APPLICABLE JURISDICTIONS.

SNOW PARK VILLAGE

DEER VALLEY RESORT

PARKING STRUCTURE CUP APPLICATION EXHIBITS

OCTOBER 24, 2024 - REV 04

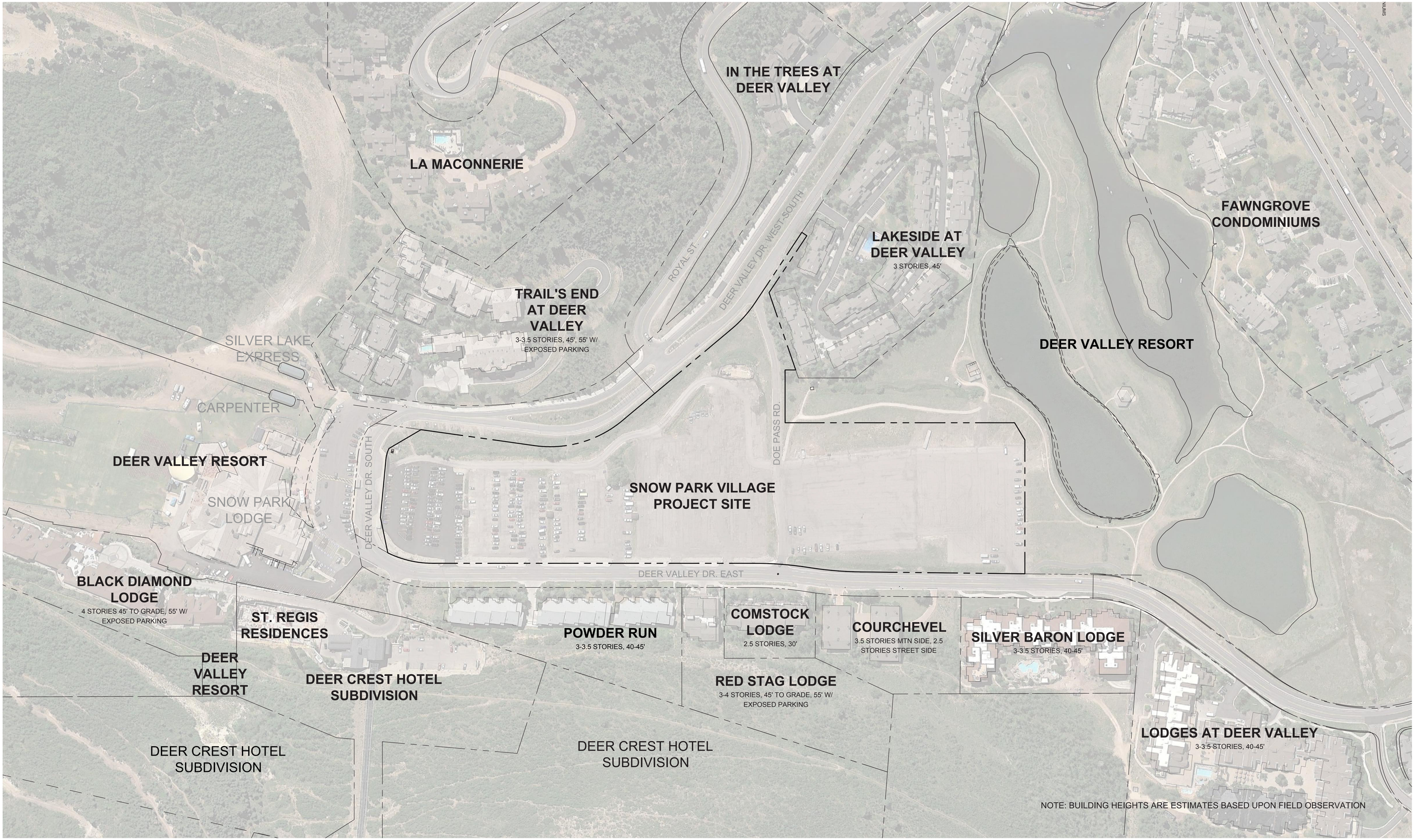
Exhibit 1	Project Location
Exhibit 2	Existing Conditions / Adjacent Parcels
Exhibit 3	ALTA / ACSM Land Title Survey_REV 01
Exhibit 4	ALTA Survey with Aerial
Exhibit 5	Slope Map
Exhibit 6	Existing Conditions and Topography
Exhibit 7	Context Circulation Plan_REV 02, REV 03
Exhibit 8	Drop-off Circulation Plan_REV 02, REV 03
Exhibit 9	Site Circulation & Mobility Plan_REV 02, REV 03
Exhibit 10A-1OC	Pedestrian Circulation & Mobility Plan_REV 02, REV 03
Exhibit 10D	Pedestrian Vertical Circulation & Garage_REV 02, REV 03
Exhibit 11	Emergency Vehicle Circulation_REV 02, REV 03
Exhibit 12A	Development Data Summary_Rev 02, REV 03, REV 04
Exhibit 12B	Development Data Summary_Rev 02
Exhibit 13A-13D	Parking Garage, Transit Center, Ski School & Floor Plans_REV 02, REV 03
Exhibit 14	Transit Center Drop-Off Plans_REV 02, REV 03
Exhibit 15	Civil Transit Drop-Off Plans_REV 02, REV 03
Exhibit 16	Garage Exterior Material Palette Concept, REV 03, REV 04
Exhibit 17	Garage Roof Top Plan, REV 03
Exhibit 18	Site/Building Sections - Key Plan, REV 03
Exhibit 19	Site/Building Sections & Height Compliance, REV 03
Exhibit 20A-20C	Site/Building Elevation_REV 02, REV 03
Exhibit 21	1955 USGS Topography
Exhibit 22	Natural Grade Approval
Exhibit 23A-B	Open Space Plan & Snow Storage_REV 02, REV 03
Exhibit 24	Civil Site Plan - Plat & Right of Way_REV 02, REV 03
Exhibit 25	Civil Site Plan - Roads_REV 02, REV 03

Exhibit 27	Civil Site Plan - P2_REV 02, REV 03
Exhibit 28	Civil Site Plan - P1_REV 02, REV 03
Exhibit 29A-29G	Civil Site Plan - Neighborhood and Access - Road Design_REV 02, REV 03
Exhibit 30	Civil Site Plan - Wayfinding_REV 02, REV 03
Exhibit 31	Civil Site Plan - Utilities_REV 02, REV 03
Exhibit 32	Civil Site Plan - Grading Plan_REV 02, REV 03
Exhibit 33	Civil Site Plan - Overall Site Key Plan_REV 02, REV 03
Exhibit 34	Civil Site Plan - Trails End Plan and Profile
Exhibit 35	Civil Site Plan - Deer Valley West - Plan and Profile 1_REV 02, REV 03
Exhibit 36	Civil Site Plan - Deer Valley West - Plan and Profile 2_REV 02, REV 03
Exhibit 37	Civil Site Plan - Deer Valley West - Plan and Profile 3_REV 02, REV 03
Exhibit 38	Civil Site Plan - Doe Pass Drive - Plan and Profile_REV 02, REV 03
Exhibit 39	Civil Site Plan - Deer Valley East - Plan and Profile 1_REV 02, REV 03
Exhibit 40	Civil Site Plan - Deer Valley East - Plan and Profile 2_REV 02, REV 03
Exhibit 41	Civil Site Plan - Deer Valley East - Plan and Profile 3_REV 02, REV 03



N

DEER VALLEY® | skylab | Snow Park Village | Exhibit 1: **Project Location**



DEER VALLEY® | skylab | Snow Park Village

Exhibit 2: **Existing Conditions / Adjacent Parcels**

0 100 200 Feet

N

Exhibit 3: **ALTA / ACSM Land Title Survey**

SURVEYOR'S CERTIFICATE

PROFESSIONAL LAND SURVEYOR — No. 4857264 MICHAEL DEMKOWICZ — STATE OF UTAH

To Deer Valley Resort Company, LLC, a Utah limited liability company, High Country Title and Stewart Title Guaranty Company:

This is to certify that this map or plat and the survey on which it is based were made in accordance with 2016 Minimum Standard Detail Requirements for ALTA/NSPS Land Title Surveys, jointly established and adopted by ALTA and NSPS, and includes Items 1, 4, 8, 11, 16 and 17 of Table A thereof.

6/25/19
Date

Michael Demkowicz, No. 4857264

LEGAL DESCRIPTION

Beginning at a point which is South 1418.41 feet and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (basis of bearing being South 00°30'11" West from the East quarter corner of said Section 16 to the Southeast corner of said Section 16); said point also being on the Westerly right-of-way line of Deer Valley Drive East Section "B" as recorded in the Summit County Recorder's Office as Entry No. 188988; and running thence along said right-of-way line, South 00°40'00" West 408.76 feet to a point on a 878.16 foot radius curve to the right (center bears North 89°20'00" West 878.16 feet); thence Southwesterly along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point on a 870.52 foot radius curve to the left (center bears South 81°00'57" East 870.52 feet); thence Southwesterly along the arc of said curve 136.50 feet through a central angle of 08°59'03" to a point of tangency; thence South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West 249.90 feet); thence along the arc of said curve and continuing along said Westerly right-of-way of Deer Valley Drive East Section "B" 114.84 feet through a central angle of 26°19'46" to the Northerly line of the Dedication Parcel as recorded in the Summit County Recorder's Office in Book 924 at Page 274; thence departing from said right-of-way and continuing along said Dedication Parcel South 78°14'07" West 89.60 feet; thence North 84°36'26" West 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears North 5°23'34" East 80.00 feet); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence North 30°26'41" West 92.29 feet to a point on the East right-of-way line of the Deer Valley Drive South Section "D" plat as recorded in the Summit County Recorder's Office, Entry No. 188987; thence along said right-of-way North 08°00'00" East 284.85 feet to the point on a 280.00 foot radius curve to the left (center bears North 82°00'00" West 280.00 feet); thence along the arc of said curve 234.57 feet through a central angle of 48°00'00"; thence North 40°00'00" West 104.22 feet to a point on the Easterly right-of-way line of the Deer Valley Road Section "C"; thence along said right-of-way North 40°00'00" West 249.01 feet to a point on a 308.50 foot radius curve to the left (center bears South 50°00'00" West 308.53 feet); thence along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence North 56°25'40" West 209.15 feet; thence leaving said right-of-way North 33°34'20" East 15.00 feet; thence South 56°25'40" East 169.67 feet; thence North 71°00'00" East 203.15 feet; thence South 26.31 feet; thence East 131.21 feet; thence North 569.98 feet; thence North 59°04'00" East 49.70 feet; thence East 332.69 feet to the point of beginning.

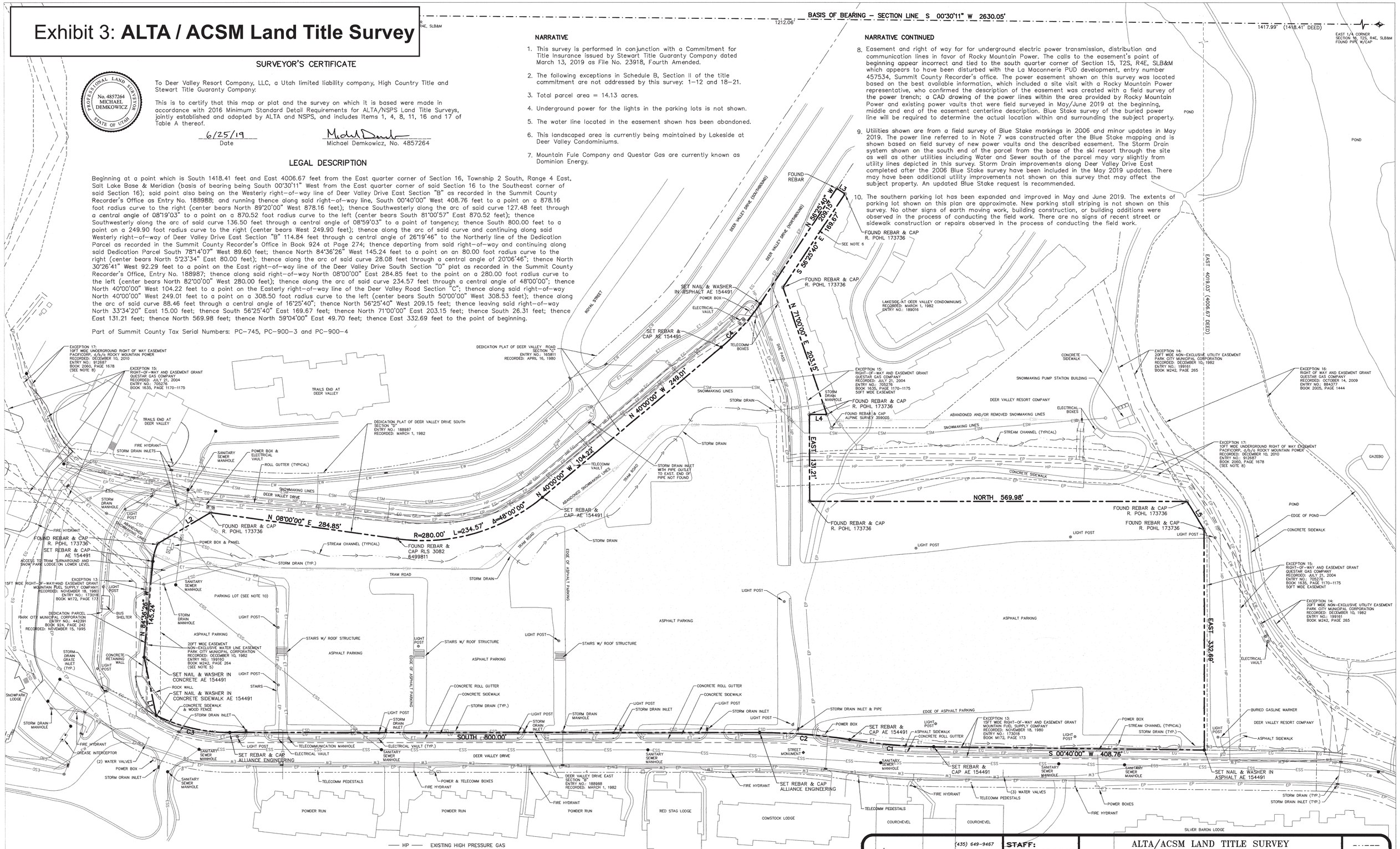
Part of Summit County Tax Serial Numbers: PC-745, PC-900-3 and PC-900-4

NARRATIVE

1. This survey is performed in conjunction with a Commitment for Title Insurance issued by Stewart Title Guaranty Company dated March 13, 2019 as File No. 23918, Fourth Amended.
2. The following exceptions in Schedule B, Section II of the title commitment are not addressed by this survey: 1–12 and 18–21.
3. Total parcel area = 14.13 acres.
4. Underground power for the lights in the parking lots is not shown.
5. The water line located in the easement shown has been abandoned.
6. This landscaped area is currently being maintained by Lakeside at Deer Valley Condominiums.
7. Mountain Fule Company and Questar Gas are currently known as Dominion Energy.

NARRATIVE CONTINUED

8. Easement and right of way for for underground electric power transmission, distribution and communication lines in favor of Rocky Mountain Power. The calls to the easement's point of beginning appear incorrect and tied to the south quarter corner of Section 15, T2S, R4E, SLB&M which appears to have been disturbed with the La Maconnerie PUD development, entry number 457534, Summit County Recorder's office. The power easement shown on this survey was located based on the best available information, which included a site visit with a Rocky Mountain Power representative, who confirmed the description of the easement was created with a field survey of the power trench; a CAD drawing of the power lines within the area provided by Rocky Mountain Power and existing power vaults that were field surveyed in May/June 2019 at the beginning, middle and end of the easement centerline description. Blue Stake survey of the buried power line will be required to determine the actual location within and surrounding the subject property.
9. Utilities shown are from a field survey of Blue Stake markings in 2006 and minor updates in May 2019. The power line referred to in Note 7 was constructed after the Blue Stake mapping and is shown based on field survey of new power vaults and the described easement. The Storm Drain system shown on the south end of the parcel from the base of the ski resort through the site as well as other utilities including Water and Sewer south of the parcel may vary slightly from utility lines depicted in this survey. Storm Drain improvements along Deer Valley Drive East completed after the 2006 Blue Stake survey have been included in the May 2019 updates. There may have been additional utility improvements not shown on this survey that may affect the subject property. An updated Blue Stake request is recommended.
10. The southern parking lot has been expanded and improved in May and June 2019. The extents of parking lot shown on this plan are approximate. New parking stall striping is not shown on this survey. No other signs of earth moving work, building construction, or building additions were observed in the process of conducting the field work. There are no signs of record street or sidewalk construction or repairs observed in the process of conducting the field work.



LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 78°14'07" W	89.60
L2	N 30°26'41" W	92.29
L3	N 33°34'20" E	15.00
L4	S 00°00'00" E	26.31
L5	N 59°04'00" E	49.70

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16	127.48	8°19'03"
C2	870.52	136.50	8°59'03"
C3	249.90	114.84	26°19'46"
C4	308.53	88.46	16°25'40"

HP — EXISTING HIGH PRESSURE GAS
EG — EXISTING GAS
EP — EXISTING POWER
ET — EXISTING TELECOMMUNICATIONS
EW — EXISTING WATER
ESS — EXISTING SANITARY SEWER
ESD — EXISTING STORM DRAIN
ESM — EXISTING SNOW MAKING

LEGEND
● Set monument as noted
○ Found monument as noted

60' 0 60' 120'

Alliance Engineering Inc.
(435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF: MICHAEL DEMKOWICZ, MARSHALL KING, JASON WYNN

DATE: 6/25/19

ALTA/ACSM LAND TITLE SURVEY
SNOW PARK VILLAGE PARCEL

FOR: DEER VALLEY RESORT
JOB NO.: 11-01-19
FILE: X:\SnowParkVillage\dwg\srv\srvy2019\110119snowparkALTA\110119.dwg

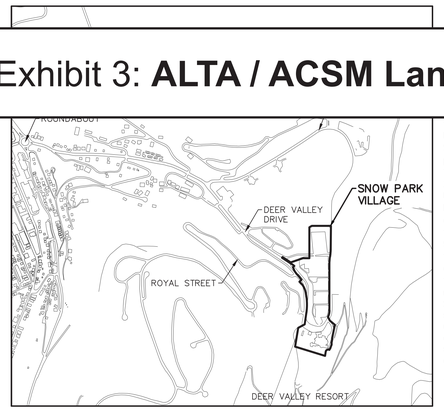
Exhibit 3: **ALTA / ACSM Land Title Survey**

LEGAL DESCRIPTION

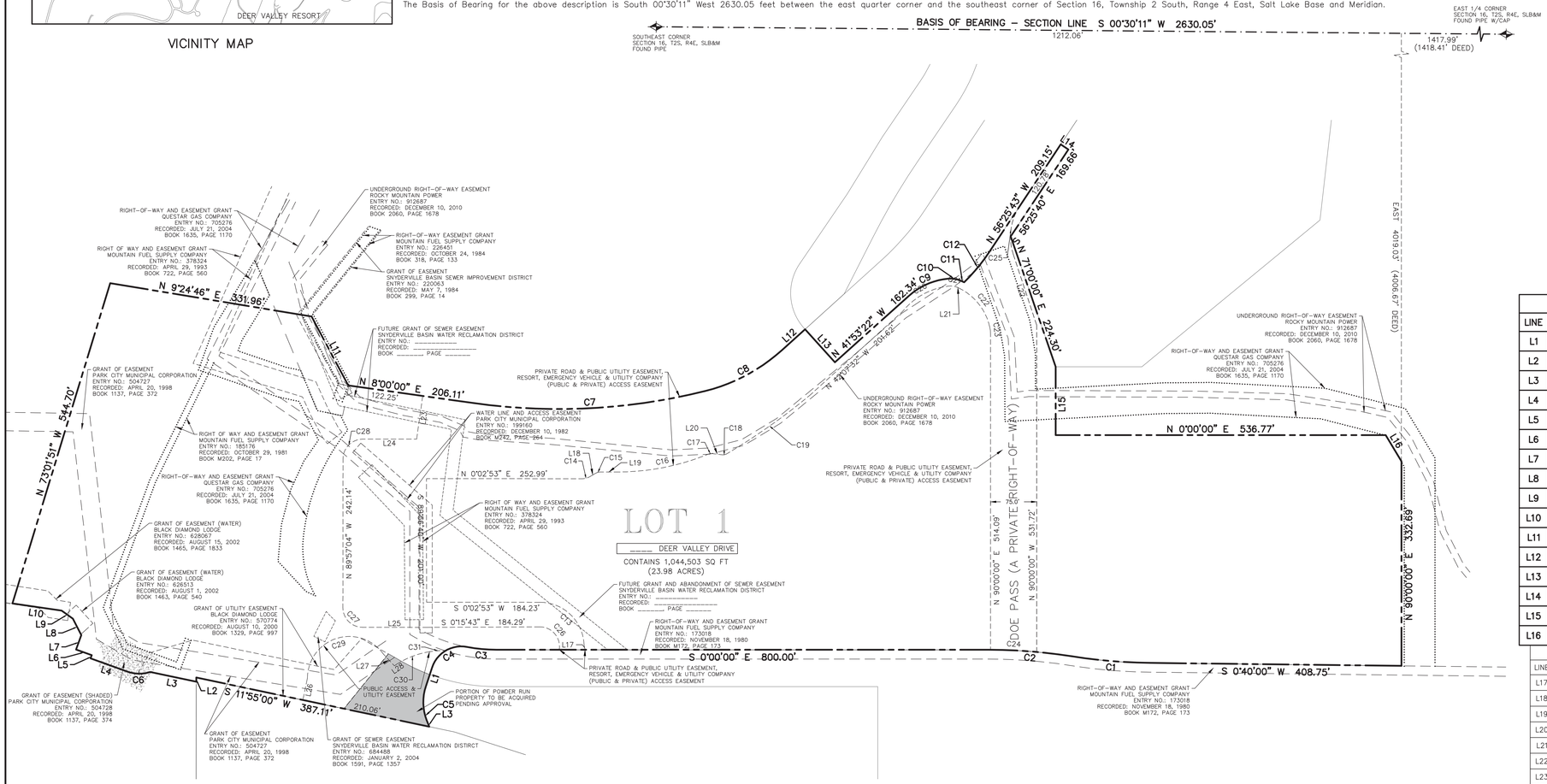
...er of Section 15 and the northeast quarter of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

...st 1417.99 feet and East 4019.03 feet from the east quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the west ...B", recorded March 1, 1982, as Entry No. 188988 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the west right-of-way of Deer Valley Drive East ...outh 00°40'00" West 408.75 feet to a point on a curve to the right having a radius of 878.16 feet, of which the radius point bears North 89°20'00" West; thence 2) along the arc of said ...8°19'03" to a point of reverse curve to the left having a radius of 870.52 feet, of which the radius point bears South 81°00'57" East; thence 3) along the arc of said curve 136.50 feet through ...300.00 feet to a point on a curve to the right having a radius of 249.90 feet, of which the radius point bears West; thence 5) along the arc of said curve 114.84 feet through a central angle ...5 feet to the southwesterly corner of Powder Run Condominiums, recorded November 1, 1985, as Entry No. 241128 in the Office of the Recorder, Summit County, Utah; thence coincident with the southerly boundary of Powder Run Condominiums South 51°00'00" East 114.86 feet to the west boundary of Deer Crest Hotel Subdivision Plat, recorded May 16, 2005, as Entry No. 736261 in the Office of the Recorder, Summit County, Utah; thence coincident with the Deer Crest Hotel Subdivision Plat the following two (2) courses: 1) South 11°55'00" West 245.62 feet; thence 2) South 89°56'57" East 6.84 feet to the west boundary of Black Diamond Subdivision recorded September 18, 2000, as Entry No. 573025 in the Office of the Recorder, Summit County, Utah; thence coincident with the west boundary of Black Diamond Subdivision the following nine (9) courses: 1) South 11°55'00" West 76.60 feet to a point on a non tangent curve to the right having a radius of 59.50 feet, of which the radius point bears South 72°39'30" West; thence 2) along the arc of said curve 38.67 feet through a central angle of 37°14'08"; thence 3) South 19°53'38" West 62.78 feet; thence 4) North 70°06'22" West 5.50 feet; thence 5) South 19°53'38" West 27.00 feet; thence 6) North 70°06'22" West 25.00 feet; thence 7) South 62°39'43" West 30.00 feet; thence 8) South 35°56'44" West 22.53 feet; thence 9) South 08°18'18" West 80.89 feet to the south boundary of that certain Special Warranty Deed recorded August 6, 2021, as Entry No. 1170158 in Book 2683 at Page 1822 in the Office of the Recorder, Summit County, Utah; thence coincident with the south and west boundaries the following two (2) courses: 1) North 73°01'51" West 544.70 feet; thence 2) North 09°24'46" East 331.96 feet to the southernmost point of Trail's End at Deer Valley, recorded March 18, 2009, as Entry No. 867530 in the Office of the Recorder, Summit County, Utah; thence coincident with the south boundary of Trail's End at Deer Valley North 62°00'00" East 127.02 feet (record 127.00 feet) to the southwesterly corner of Deer Valley Drive South Section "D", recorded March 1, 1982, as Entry No. 188987 in the Office of the Recorder, Summit County, Utah, said point also being the southeasterly corner of the aforementioned Trail's End at Deer Valley; thence coincident with the westerly right-of-way of Deer Valley Drive South Section "D" and Trail's End at Deer Valley the following four (4) courses: 1) North 08°00'00" East 206.11 feet to a point on a curve to the left having a radius of 988.10 feet, of which the radius point bears North 82°00'00" West; thence 2) along the arc of said curve 379.40 feet through a central angle of 22°00'00" to a point of compound curve to the left having a radius of 290.00 feet, of which the radius point bears South 76°00'00" West; thence 3) along the arc of said curve 142.26 feet through a central angle of 28°06'26"; thence 4) North 42°06'26" West 21.90 feet; thence continuing North 42°06'26" West 29.08 feet coincident with the easterly boundary of Trail's End at Deer Valley to the easternmost point of the Dedication Plat of Lake Flat Road, Section "A" (also known as Royal Street), recorded April 16, 1980, as Entry No. 165813 in the Office of the Recorder, Summit County, Utah; thence North 47°53'34" East 47.72 feet; thence North 41°44'02" West 70.59 feet to a point on a curve to the right having a radius of 247.00 feet, of which the radius point bears North 48°15'58" East; thence along the arc of said curve 100.21 feet through a central angle of 23°14'46"; thence North 18°29'16" West 81.14 feet to the northerly right-of-way of the Dedication Plat of Deer Valley Road Section "C", recorded April 16, 1980, as Entry No. 165811 in the Office of the Recorder, Summit County, Utah; thence coincident with the northerly right-of-way of Deer Valley Road Section "C" North 56°25'40" West 206.59 feet to the southerly boundary of Lakeside at Deer Valley Condominiums, recorded March 1, 1982, as Entry No. 189016 in the Office of the Recorder, Summit County, Utah; thence coincident with the southerly boundary of Lakeside at Deer Valley Condominiums the following three (3) courses: 1) North 33°34'20" East 15.00 feet; thence 2) South 56°25'40" East 169.66 feet; thence 3) North 71°00'00" East 224.30 feet, and the easterly 21.16 feet of the aforementioned third course also being coincident with the northerly boundary of that certain Special Warranty Deed recorded August 6, 2021, as Entry No. 1170159 in Book 2683 at Page 1827 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed East 111.20 feet to the boundary of that certain Special Warranty Deed recorded July 1, 2021, as Entry No. 1167578 in Book 2676 at Page 1205 in the Office of the Recorder, Summit County, Utah; thence coincident with said Special Warranty Deed the following three (3) courses: 1) North 536.77 feet; thence 2) North 59°04'00" East 49.70 feet; thence 3) East 332.69 feet to the point of beginning.

The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.



VICINITY MAP



SURVEYOR'S CERTIFICATE

No. 4857264 MICHAEL DEMKOWICZ — PROFESSIONAL LAND SURVEYOR — STATE OF UTAH

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah. I further certify that by authority of the owner, I have made a survey of the land shown on this plat and described hereon, and have divided said land into lots, hereafter to be known as SNOW PARK VILLAGE and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL 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 lots and a public right-of-way, together with easements as set forth to be hereafter known as SNOW PARK VILLAGE and does hereby dedicate for the perpetual use of the public the areas shown on this plat as intended for public use, reserving unto the aforementioned owner a perpetual air space easement for the installation of a bridge or other improvement over Doe Pass and allowing aerial connection between Lot 1 and Lot 2. 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 the 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 shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2024.

Deer Valley Development Company, a Delaware corporation

By: _____

Its: _____

ACKNOWLEDGMENT

STATE OF _____)

:ss.

COUNTY OF _____)

On this _____ day of _____ 2024, _____ 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 is the president of Deer Valley Development Company, a Delaware corporation, and that said document was signed by him on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed SNOW PARK VILLAGE.

By: _____
Notary Public

_____
Printed Name

Residing in: _____

My commission expires: _____

Commission No. _____

NOTES

1. This plat is subject to the Conditions of Approval in Ordinance 2024_____.

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	S 71°45'39" E	32.36'
L2	S 89°56'57" E	6.84'
L3	S 11°55'00" W	76.60'
L4	S 19°53'38" W	62.78'
L5	N 70°06'22" W	5.50'
L6	S 19°53'38" W	27.00'
L7	N 70°06'22" W	25.00'
L8	S 62°39'43" W	30.00'
L9	S 35°56'44" W	22.53'
L10	S 8°18'18" W	80.89'
L11	N 62°00'00" E	127.02'
L12	N 42°06'26" W	50.98'
L13	N 47°53'34" E	72.38'
L14	N 33°34'20" E	15.00'
L15	N 90°00'00" E	111.20'
L16	N 59°04'00" E	49.70'

LINE TABLE		
LINE	DIRECTION	LENGTH
L17	S 77°50'26" W	7.37'
L18	N 29°57'07" W	11.28'
L19	N 0°02'53" E	27.56'
L20	N 6°54'25" E	15.57'
L21	N 27°10'31" E	1.32'
L22	S 71°42'24" W	121.44'
L23	N 82°00'00" W	71.00'
L24	N 0°00'00" E	87.68'
L25	S 0°02'47" W	104.00'
L26	N 78°05'00" W	36.15'
L27	N 46°47'14" E	25.77'
L28	N 35°15'36" W	4.51'

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16'	127.48'	8°19'03"
C2	870.52'	136.50'	8°59'03"
C3	249.90'	47.96'	10°59'42"
C4	50.00'	72.22'	82°45'21"
C5	82.13'	62.85'	43°50'56"
C6	59.50'	38.67'	37°14'08"
C7	988.10'	379.40'	22°00'00"
C8	290.00'	142.26'	28°06'26"
C9	109.50'	70.13'	36°41'49"
C10	42.50'	20.34'	27°25'29"
C11	89.50'	65.03'	12°04'40"
C12	308.50'	65.03'	12°04'40"

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C13	72.00'	111.09'	88°24'13"
C14	25.00'	13.09'	30°00'00"
C15	15.00'	7.85'	30°00'00"
C16	389.00'	151.23'	22°16'28"
C17	15.00'	7.63'	29°08'01"
C18	12.50'	6.86'	31°26'06"
C19	1033.52'	168.34'	9°19'57"
C20	112.81'	87.76'	44°34'21"
C21	30.50'	14.60'	27°25'29"
C22	92.99'	84.98'	52°21'34"
C23	50.00'	10.93'	12°31'21"
C24	887.81'	75.11'	4°50'51"
C25	89.97'	81.45'	51°51'56"
C26	31.99'	55.52'	99°25'10"
C27	32.00'	50.27'	90°00'09"
C28	32.00'	50.24'	89°57'04"
C29	68.00'	172.27'	145°09'01"
C30	139.59'	57.52'	23°36'34"
C31	166.00'	27.21'	9°23'30"

100' 0 100' 200'

SNOW PARK VILLAGE

LOCATED IN THE SOUTHEAST QUARTER OF SECTION 15
THE NORTHEAST QUARTER OF SECTION 22
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

435-649-9467
ALLIANCE ENGINEERING
CONSULTING ENGINEERS | LAND PLANNERS | SURVEYORS
P.O. Box 2664 | 2700 West Homestead Road
Suite 50, 60 | Park City, Utah 84098

SHEET 1 OF 1

5/31/2024 JOB NO.: 11-1-19 FILE: X:\SnowParkVillage\dwg\srv\plat2019\110119-option2 -June 2024.dwg

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION	ENGINEER'S CERTIFICATE	APPROVAL AS TO FORM	COUNCIL APPROVAL AND ACCEPTANCE	CERTIFICATE OF ATTEST	PUBLIC SAFETY ANSWERING POINT APPROVAL	RECORDED
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2024	RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2024	I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2024	APPROVED AS TO FORM THIS _____ DAY OF _____, 2024	APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2024	I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2024	APPROVED THIS _____ DAY OF _____, 2024	STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____
BY _____ ENGINEERING DEPARTMENT	BY _____ CHAIR	BY _____ PARK CITY ENGINEER	BY _____ PARK CITY ATTORNEY	BY _____ MAYOR	BY _____ PARK CITY RECORDER	BY _____ SUMMIT COUNTY GIS COORDINATOR	_____ FEE _____ RECORDER
							TIME _____ DATE _____ ENTRY NO. _____

Exhibit 4: **ALTA Survey w/ Aerial**

BOUNDARY DESCRIPTION

and East 4006.67 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian (basis of bearing being South 00°30'11" West from the East quarter corner of said Section 16) to the Southeast corner of said Section 16); said point also being on the Westerly right-of-way line of Deer Valley Drive East Section "B" as recorded in the Summit County Recorder's Office as Entry No. 188988; and running thence along said right-of-way line, South 00°40'00" West 408.76 feet to a point on a 878.16 foot radius curve to the right (center bears North 89°20'00" West 878.16 feet); thence Southwesterly along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point on a 870.52 foot radius curve to the left (center bears South 81°00'57" East 870.52 feet); thence Southwesterly along the arc of said curve 136.50 feet through a central angle of 08°59'03" to a point of tangency; thence South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West 249.90 feet); thence along the arc of said curve and continuing along said Westerly right-of-way of Deer Valley Drive East Section "B" 114.84 feet through a central angle of 26°19'46" to the Northerly line of the Dedication Parcel as recorded in the Summit County Recorder's Office in Book 924 at Page 274; thence departing from said right-of-way and continuing along said Dedication Parcel South 78°14'07" West 89.60 feet; thence North 84°36'26" West 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears North 5°23'34" East 80.00 feet); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence North 30°26'41" West 92.29 feet to a point on the East right-of-way line of the Deer Valley Drive South Section "D" plat as recorded in the Summit County Recorder's Office, Entry No. 188987; thence along said right-of-way North 08°00'00" East 284.85 feet to the point on a 280.00 foot radius curve to the left (center bears North 82°00'00" West 280.00 feet); thence along the arc of said curve 234.57 feet through a central angle of 48°00'00"; thence North 40°00'00" West 104.22 feet to a point on the Easterly right-of-way line of the Deer Valley Road Section "C"; thence along said right-of-way North 40°00'00" West 249.01 feet to a point on a 308.50 foot radius curve to the left (center bears South 50°00'00" West 308.50 feet); thence along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence North 56°25'40" West 209.15 feet; thence leaving said right-of-way North 33°34'20" East 15.00 feet; thence South 56°25'40" East 169.67 feet; thence North 71°00'00" East 203.15 feet; thence South 26.31 feet; thence East 131.21 feet; thence North 569.98 feet; thence North 59°04'00" East 49.70 feet; thence East 332.69 feet to the point of beginning.

Part of Summit County Tax Serial Numbers: PC-745, PC-900-3 and PC-900-4

LINE TABLE		
LINE	BEARING	DISTANCE
L1	S 78°14'07" W	89.60
L2	N 30°26'41" W	92.29
L3	N 33°34'20" E	15.00
L4	S 00°00'00" E	26.31
L5	N 59°04'00" E	49.70

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	878.16	127.48	8°19'03"
C2	870.52	136.50	8°59'03"
C3	249.90	114.84	26°19'46"
C4	308.53	88.46	16°25'40"

HP —— EXISTING HIGH PRESSURE GAS
EG —— EXISTING GAS
EP —— EXISTING POWER
ET —— EXISTING TELECOMMUNICATIONS
EW —— EXISTING WATER
ESS —— EXISTING SANITARY SEWER
ESD —— EXISTING STORM DRAIN
ESM —— EXISTING SNOW MAKING

LEGEND

- Set monument as noted
- Found monument as noted

60' 0 60' 120'

PROFESSIONAL LAND SURVEYOR No. 4857264 MICHAEL DEMKOWICZ 10/17/19 STATE OF UTAH

(435) 649-9467
Alliance Engineering, Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
JASON WYNN

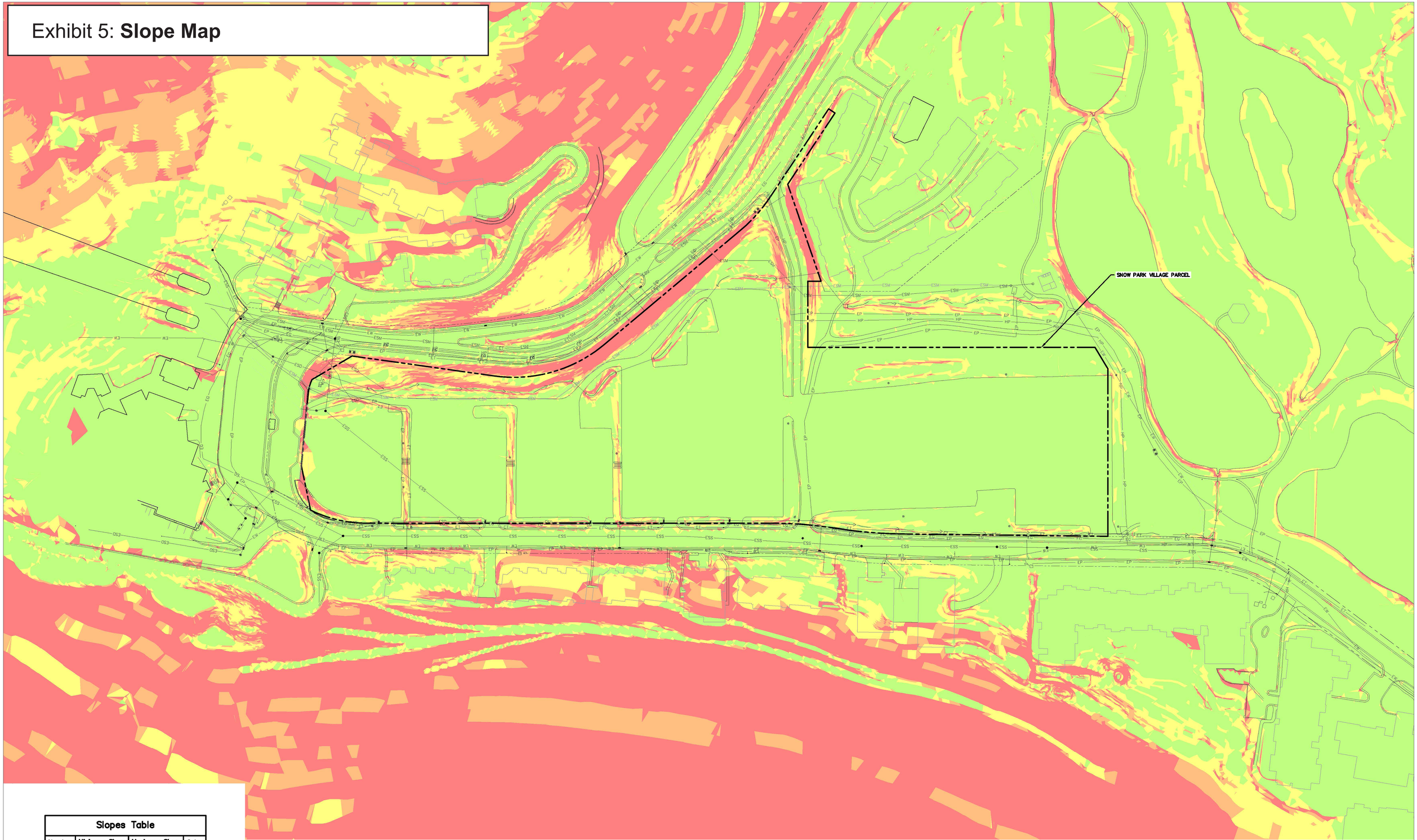
DATE: 10/17/19

ALTA SURVEY EXHIBIT WITH AERIAL
SNOW PARK VILLAGE PARCEL

FOR: DEER VALLEY RESORT
JOB NO.: 11-01-19
FILE: X:\SnowParkVillage\dwg\srv\srvy2019\110119snowparkALTA\110119.dwg

SHEET 1 OF 1

Exhibit 5: **Slope Map**



Slopes Table			
Number	Minimum Slope	Maximum Slope	Color
1	0%	15%	
2	15%	30%	
3	30%	40%	
4	40%	Vertical	

80' 0 80' 160'

(435) 649-9467
Alliance Engineering Inc
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

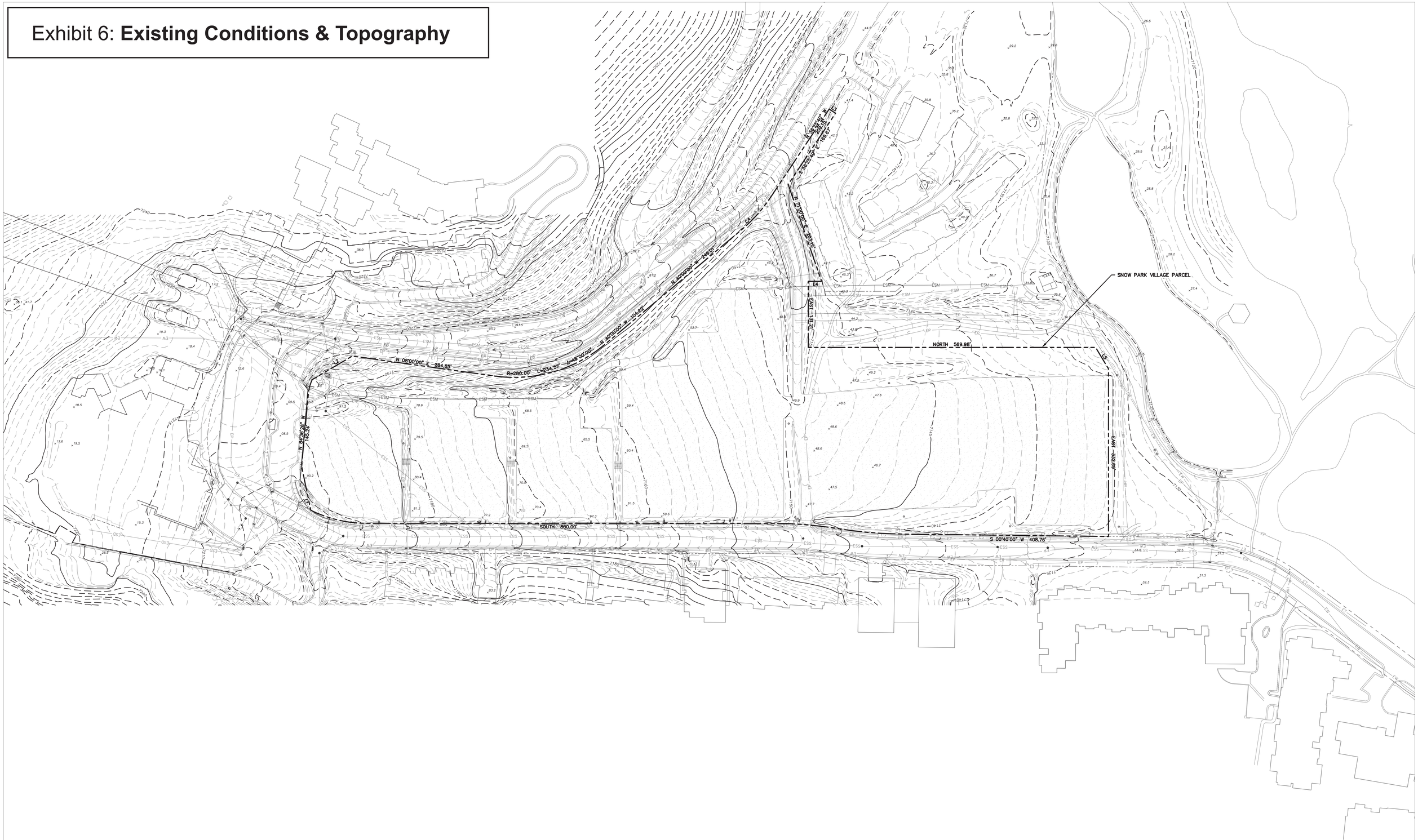
STAFF:
MICHAEL DEMKOWICZ
STEVE MILLER

DATE: 10/18/19

DEER VALLEY SNOW PARK
SLOPE MAP
2007 AERAL TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo EG Slope Map.dwg

Exhibit 6: **Existing Conditions & Topography**



LEGEND:

2007 AERIAL CONTOURS

2007 SPOT ELEVATION

DEER VALLEY®

skylab

Snow Park Village

80' 0 80' 160'

(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

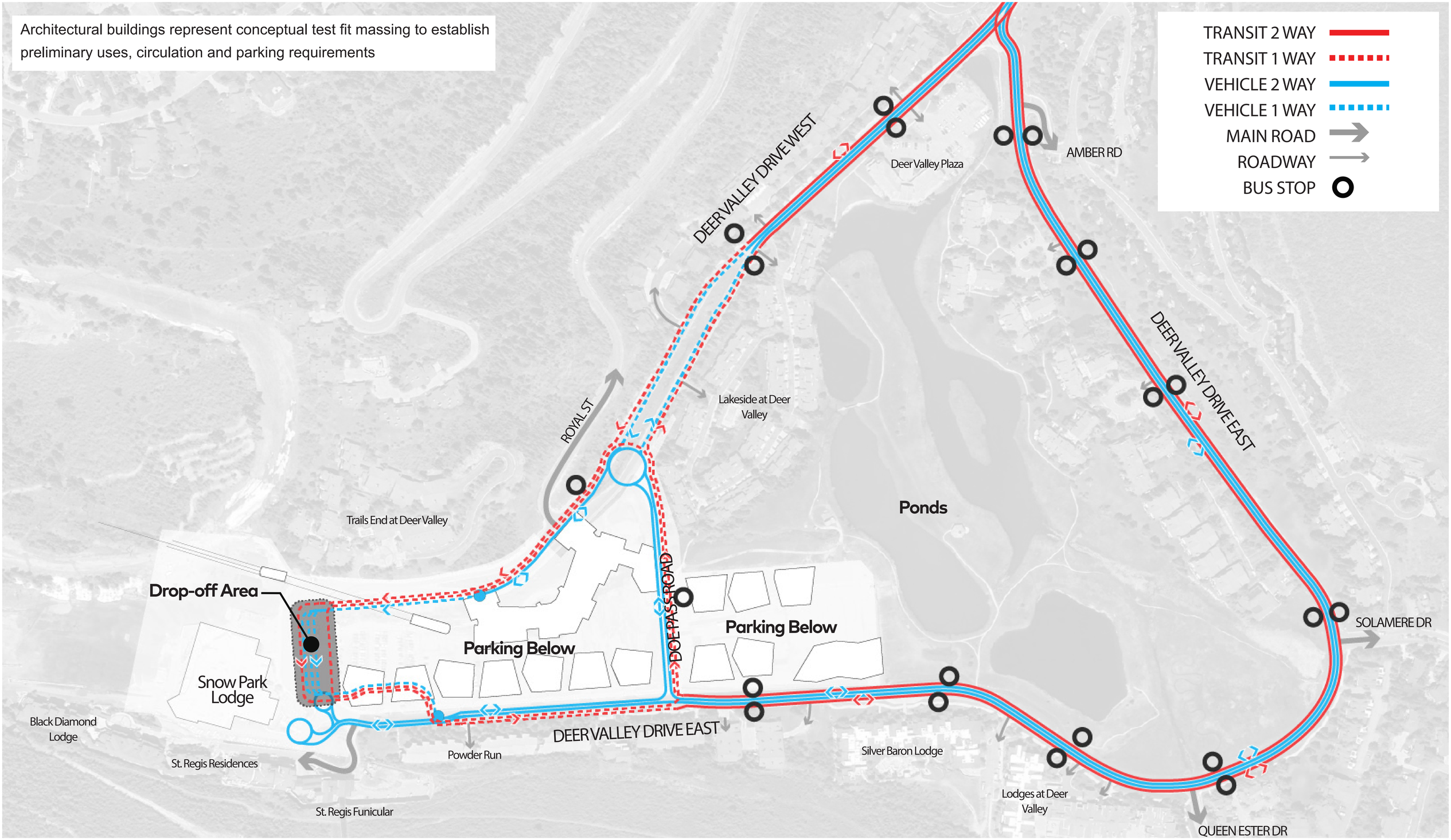
STAFF: MICHAEL DEMKOWICZ
STEVE MILLER

DATE: 10/18/19

DEER VALLEY SNOW PARK
EXISTING CONDITIONS
2007 AERIAL TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo EG.dwg

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

Transit one way 1 loop through DV Drive West, Drop-Off, DV Drive East, to Doe Pass Rd.

Passenger Vehicle traffic changes from 2 way to 1 way for drop-off loop

Passenger Vehicle traffic changes from 1 way to 2 way for Ski School drop- off and exiting/parking options

TRANSIT 2 WAY
TRANSIT 1 WAY
VEHICLE 2 WAY
VEHICLE 1 WAY
MAIN ROAD
ROADWAY
BUS STOP

Deer Valley Plaza

DEER VALLEY DRIVE WEST

DOE PASS ROAD

Drop-off Area

Parking Below

Parking Below

Parking Below

Snow Park Lodge

Ski School Drop off

DEER VALLEY DRIVE EAST

Powder Run

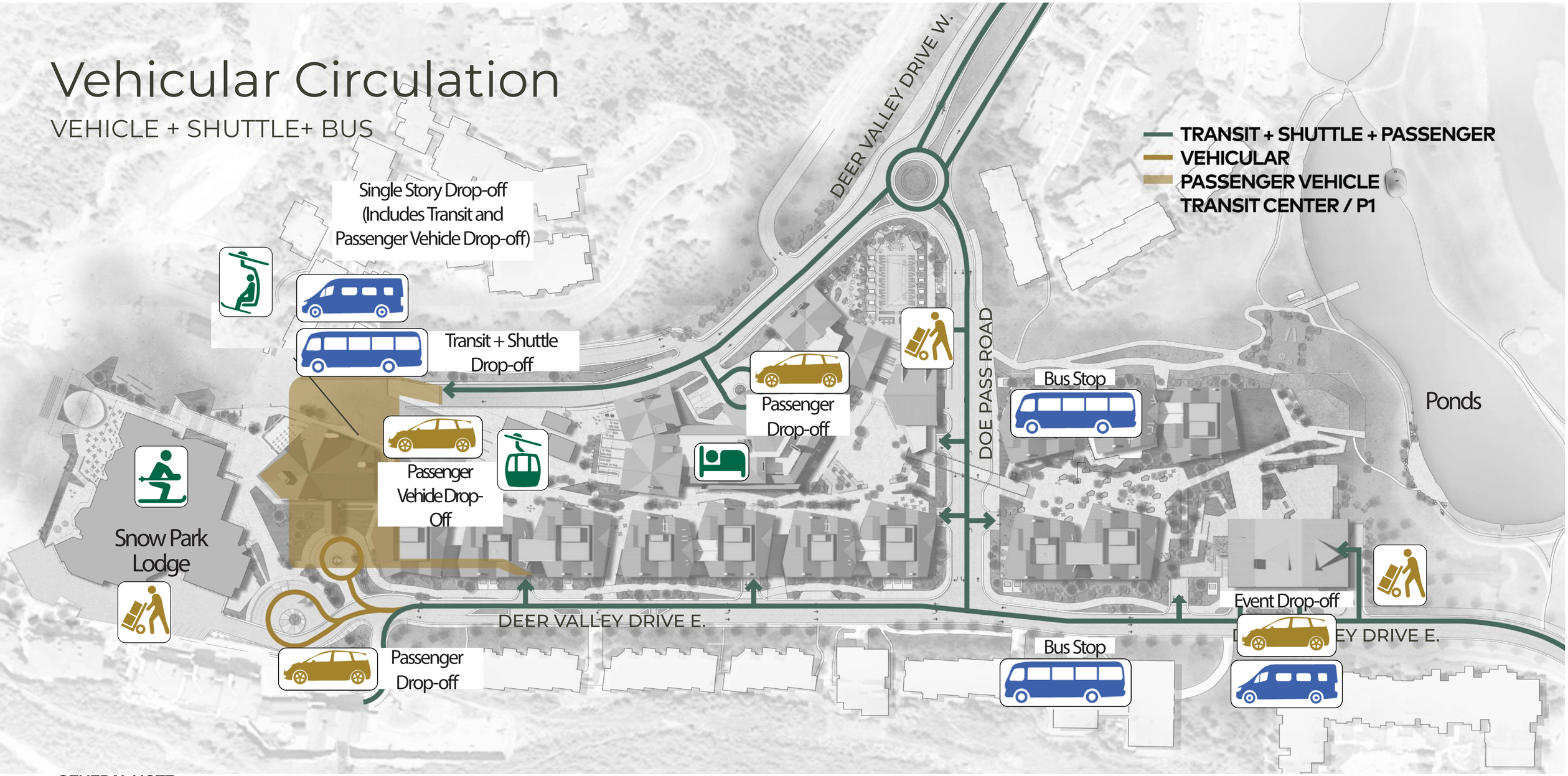
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Exhibit 8: **Drop-off Overall Circulation Plan**

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

Vehicular Circulation

VEHICLE + SHUTTLE+ BUS

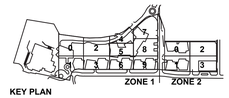


GENERAL NOTE

EXHIBIT TO SHOW DIAGRAMATIC SITE TRANSPORTATION CIRCULATION. REFERENCE CIVIL EXHIBIT SHEETS FOR ROAD DESIGN, GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP CONFIGURATIONS, TYP.

Exhibit 10A: **Pedestrian Circulation & Mobility Plan**





KEY PLAN

ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1825 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (903) 224-9656
gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
29045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

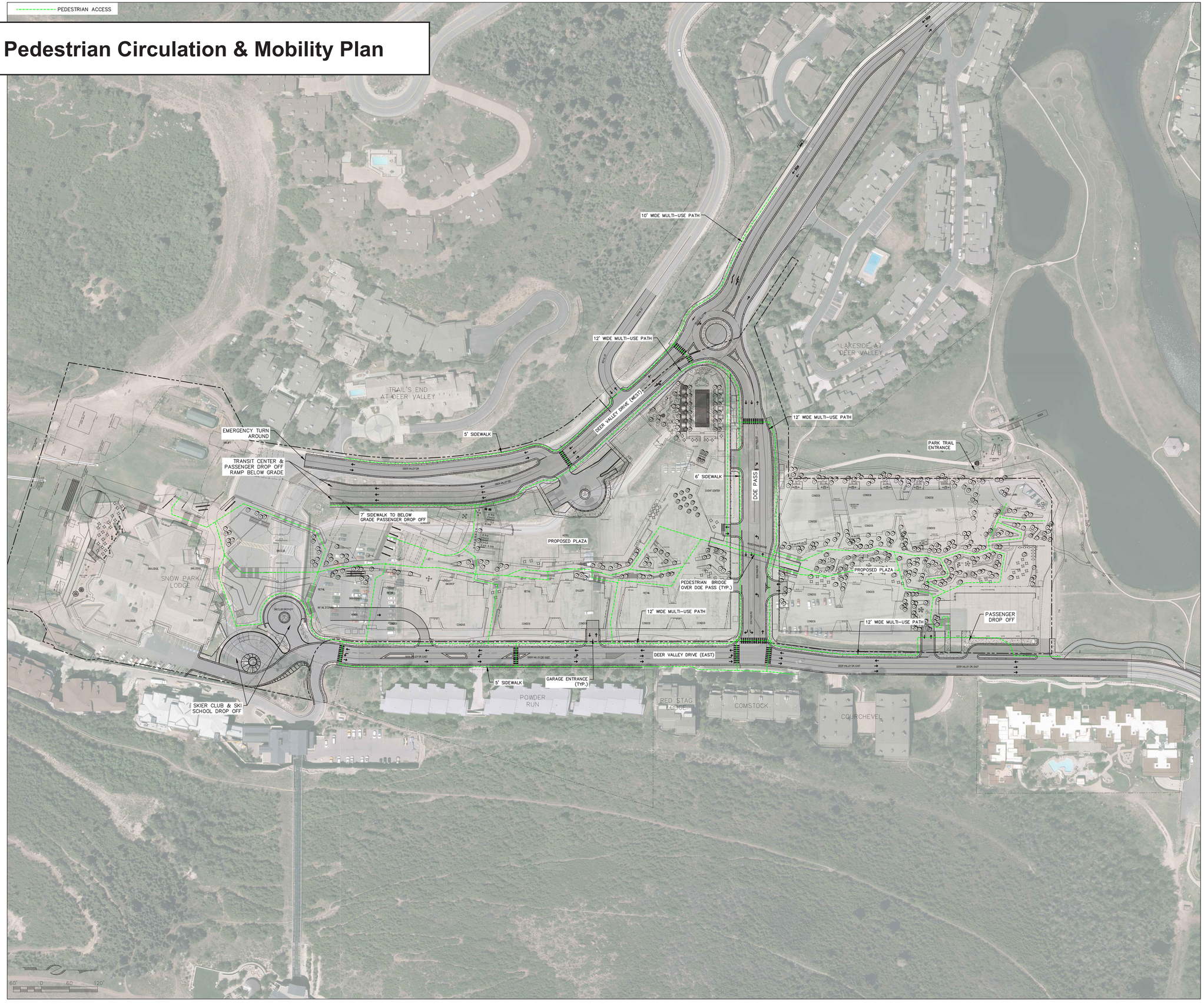
REVISION

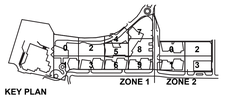
NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-4

Exhibit 10B: **Pedestrian Circulation & Mobility Plan**





KEY PLAN

ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
1025 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (503) 224-9656
gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

REVISION

NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-5

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

LEGEND

- PEDESTRIAN PATHS
- MULTI USE PATHS
- VILLAGE PLAZA

Existing Trails

DEER VALLEY DRIVE WEST

DEER VALLEY DRIVE EAST

DOE PASS RD

TRAILS END RD.

TRANSIT HUB ENTRY

SETBACK

Snow Park Lodge

Pedestrian Plaza

Pedestrian Plaza

Pedestrian Bridge

Pedestrian Plaza

Bus Stop

Bus Stop

Ponds

Event Drop-off

Passenger Drop-off

Multi-use Paths

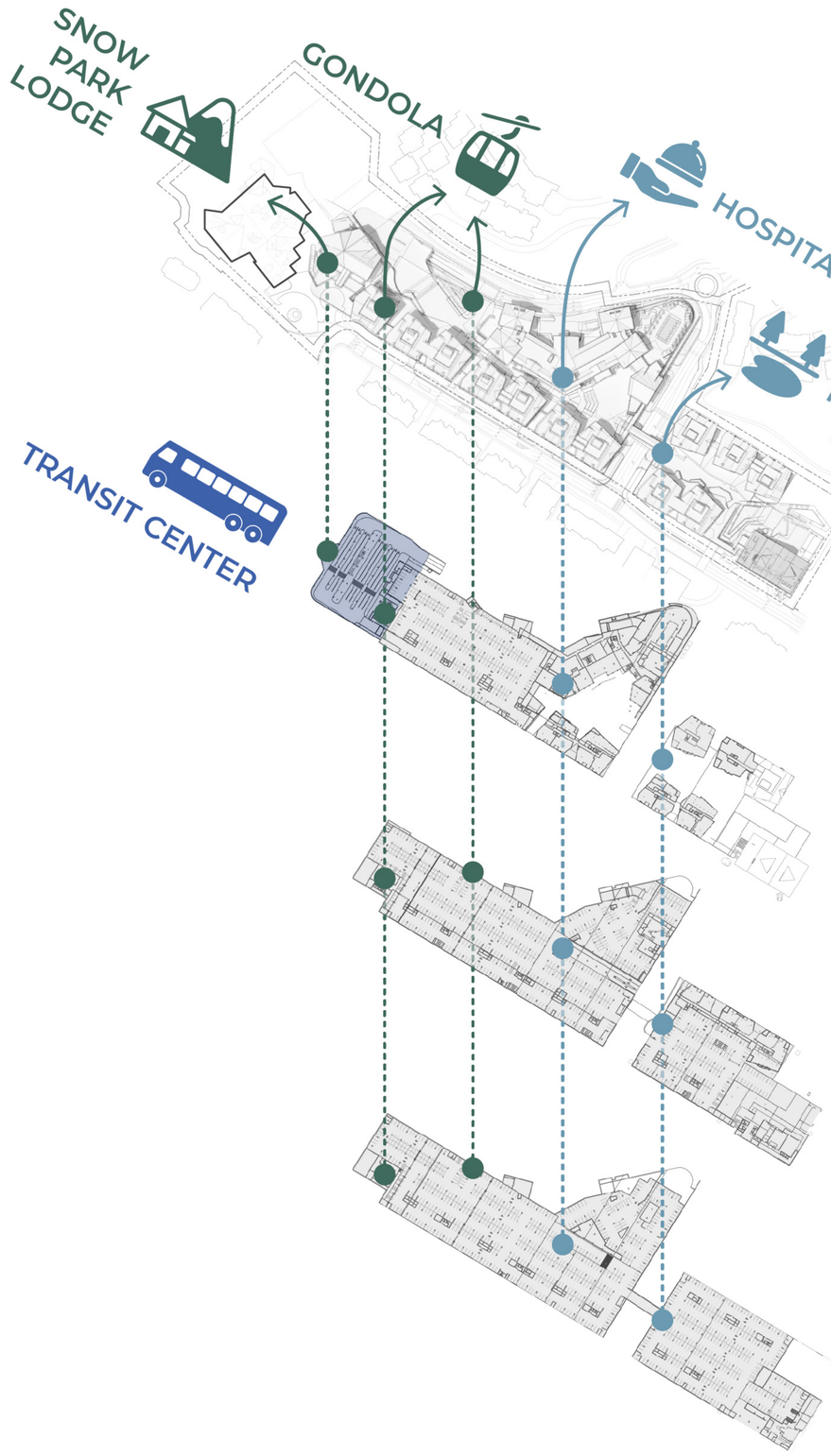
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Snow Park Village

Exhibit 10C: **Pedestrian Circulation & Mobility Plan**

Diagram use: to represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



L0 VILLAGE PLAZA LEVEL

P1 UPPER LEVEL PARKING

P2 MIDDLE LEVEL PARKING

P3 LOWER LEVEL PARKING

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

LEGEND

- EMERGENCY SERVICE ACCESS ROUTES
- SUMMER EMERGENCY ROUTE

DEER VALLEY DRIVE WEST

DOE PASS RD

SETBACK

TRAILS END RD

HUB ENTRY

AMOURE PATH / FIRE ACCESS ROAD

Ponds

Snow Park Lodge

Fire Lane

Event Drop-off

DEER VALLEY DRIVE EAST

DEER VALLEY DRIVE EAST

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Exhibit 11: **Emergency Vehicle Circulation**

DEVELOPMENT NUMBERS

PARKING NUMBERS

Program	Day Skier	Residential	Event	Hotel	Commercial	TOTAL	Notes
Gross Level P1					284	284	
Gross Level P2	439	181	13	120		753	
Gross Level P3	922		12			934	
Gross Overall	1,361	181	25	120	284	1,971	

Requiremetns by PROGRAM by LEVEL							
ADA Required							per IBC table 1106.1
ADA Required P1					7	7	
ADA Required P2	9	6	1	5		21	
ADA Required P3	19		1			20	
						48	dispersed

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1					75	75	
EV Required P2	89	65	8	57		219	
EV Required P3	139		7			146	
						440	total = EV ready + EV Charger

Requirements by GROSS by LEVEL							
ADA Required	n/a	n/a	n/a	n/a	n/a		per IBC table 1106.1
ADA Required P1						7	
ADA Required P2						16	
ADA Required P3						19	
						42	centralized per level

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1						75	
EV Required P2						121	number shown counts both
EV Required P3						139	requirements
						335	total = EV ready + EV Charger

Requirements by GROSS OVERALL							
ADA Required	n/a	n/a	n/a	n/a	n/a		per IBC table 1106.1
ADA Required P1							
ADA Required P2							
ADA Required P3							
						30	centralized on P2, north & south

EV Ready Required							50% first 100, 5% remaining
EV Charger Required							5% of total
EV Required P1							
EV Required P2							
EV Required P3							
Total: 1,971						243	total = EV ready + EV Charger

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

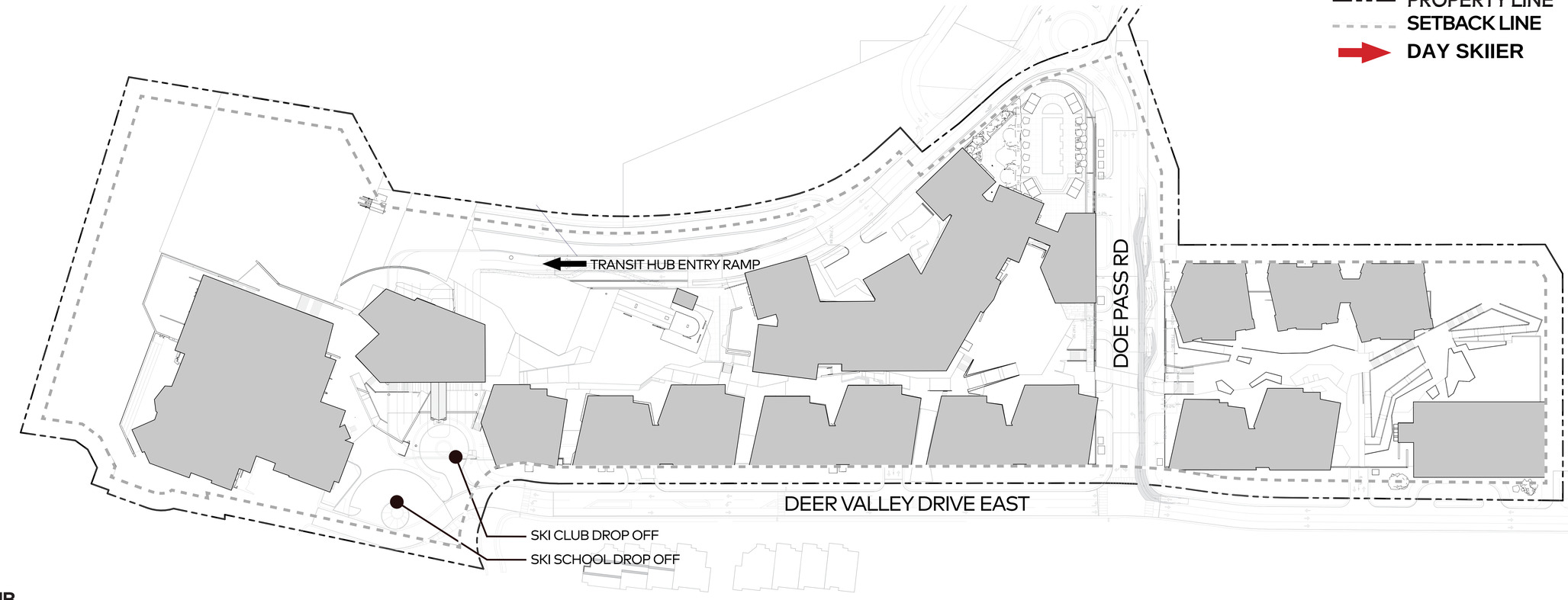
LEGEND

RESIDENTIAL/ RESORT ACCESSORY

PROPERTY LINE

SETBACK LINE

DAY SKIIER



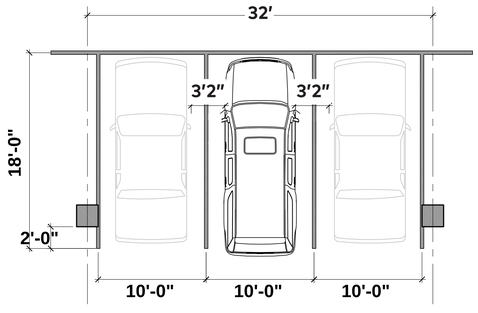
SITE PLAN

0' 20' 50' 100' 250'

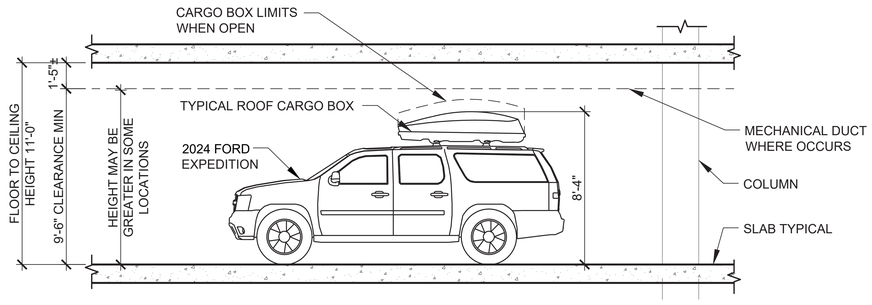
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

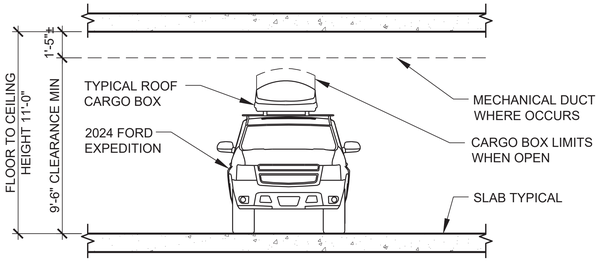
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

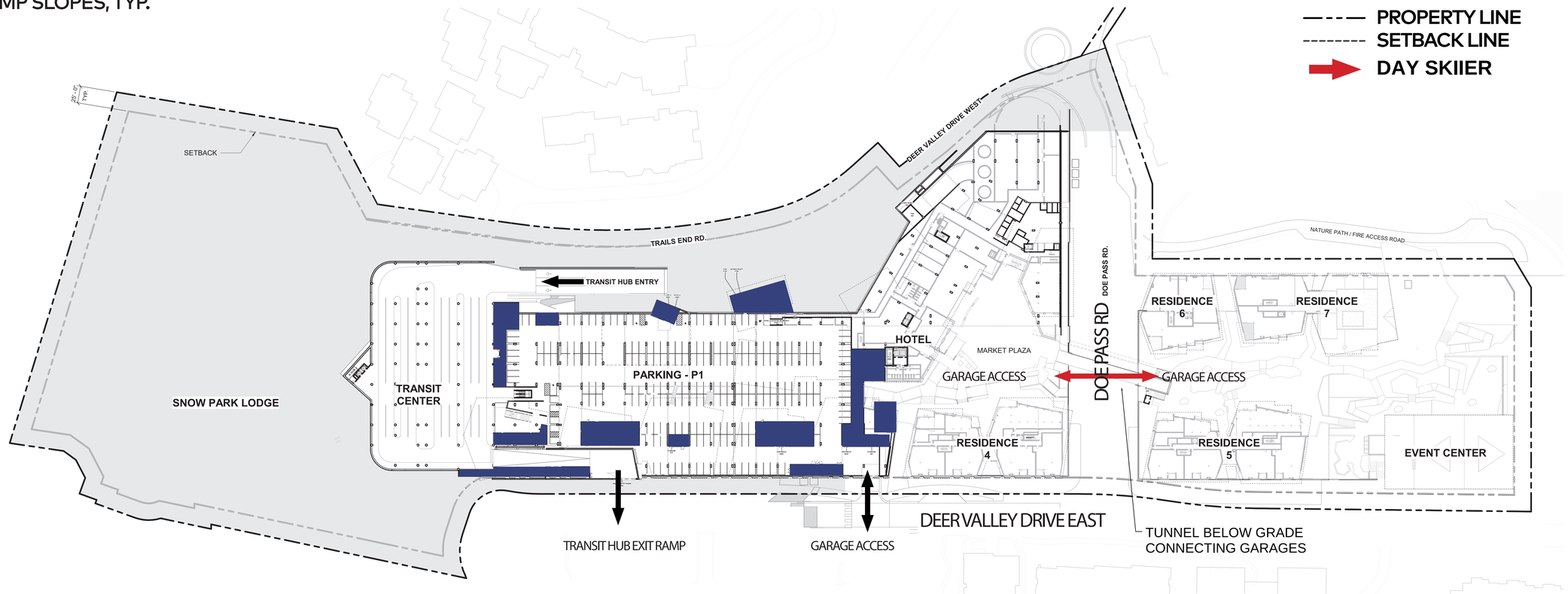
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 3992 SF
- PROPERTY LINE
- SETBACK LINE
- DAY SKIIER



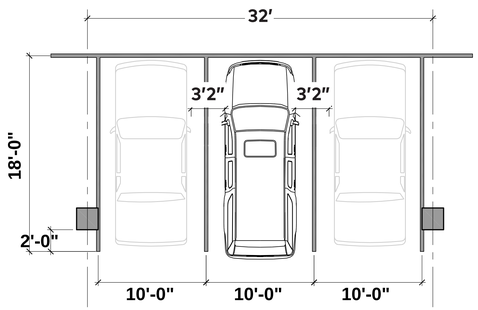
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

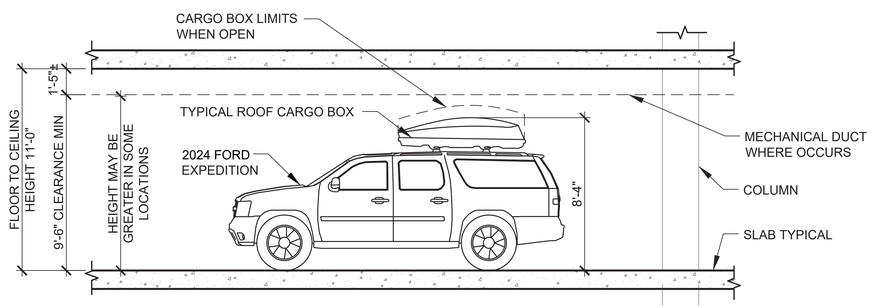
PARKING PLAN_LEVEL_P1 - 7170.3'

0 20 40 100 200

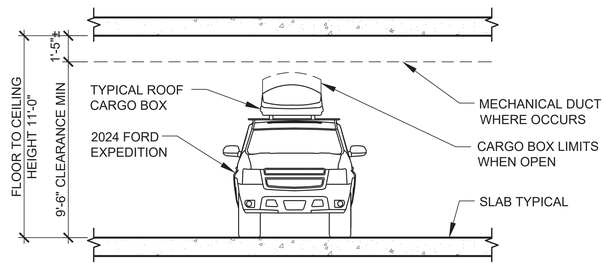
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

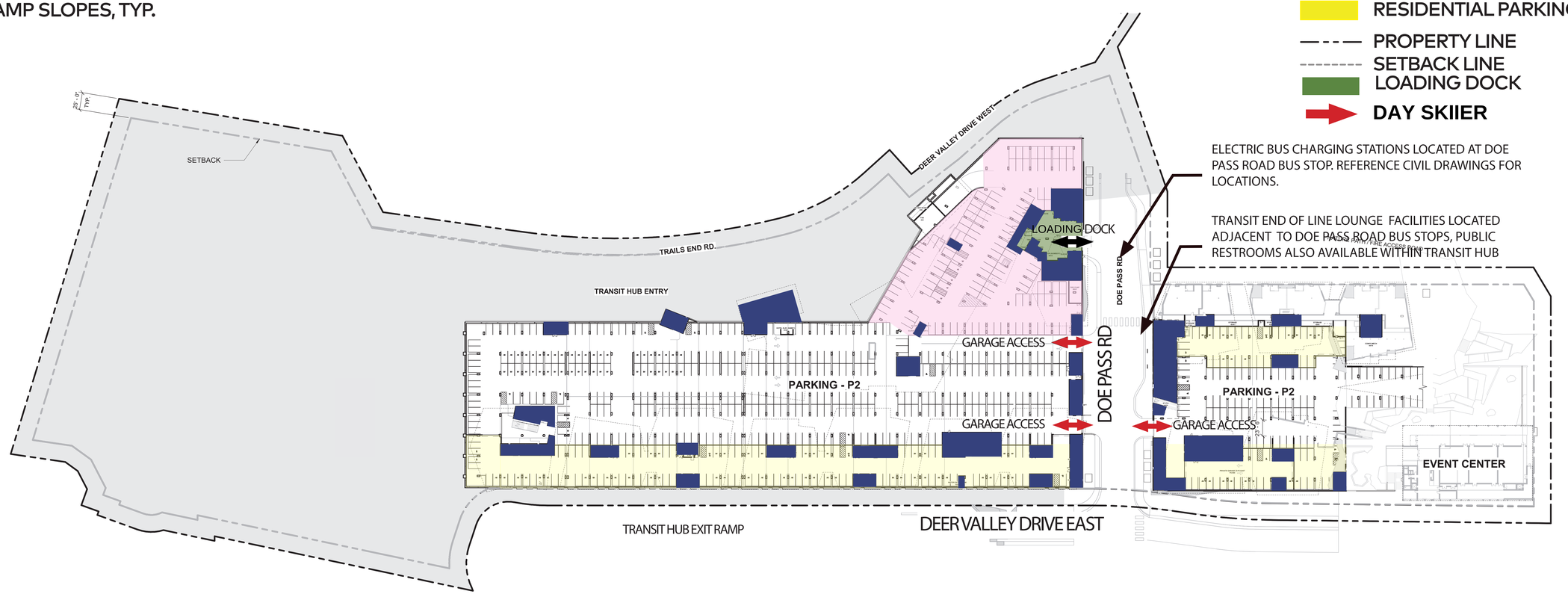
REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 14,769 SF
- HOTEL PARKING
- RESIDENTIAL PARKING
- PROPERTY LINE
- SETBACK LINE
- LOADING DOCK
- DAY SKIIER

ELECTRIC BUS CHARGING STATIONS LOCATED AT DOE PASS ROAD BUS STOP. REFERENCE CIVIL DRAWINGS FOR LOCATIONS.

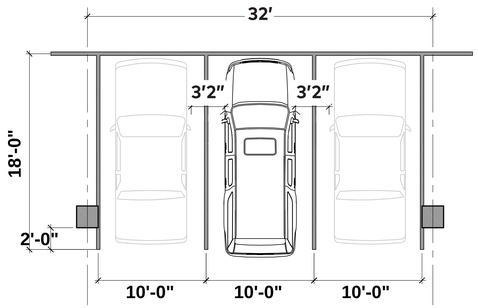
TRANSIT END OF LINE LOUNGE FACILITIES LOCATED ADJACENT TO DOE PASS ROAD BUS STOPS, PUBLIC RESTROOMS ALSO AVAILABLE WITHIN TRANSIT HUB



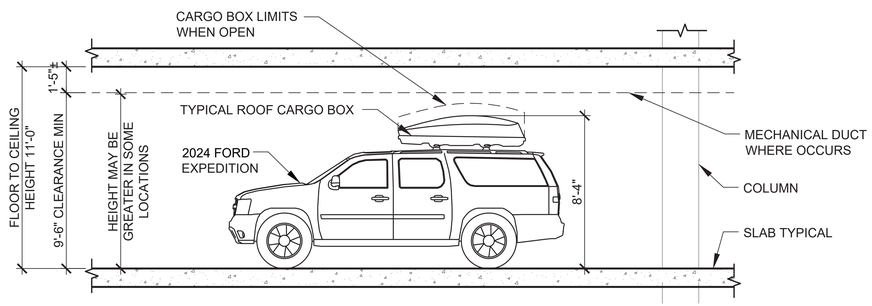
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

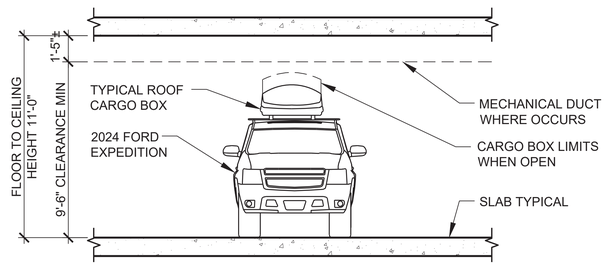
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP



PARKING STALL SECTION TYP

PARKING PLAN_LEVEL_P2 - 7147.5'

0 20 40 100 200

N

DEER VALLEY | skylab | Snow Park Village | Exhibit 13C: **Parking Garage & Floor Plans_P2**

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTE

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.

LEGEND

- RESIDENTIAL/ RESORT ACCESSORY 34,731 SF
- PROPERTY LINE
- SETBACK LINE
- LOADING DOCK
- DAY SKIIER



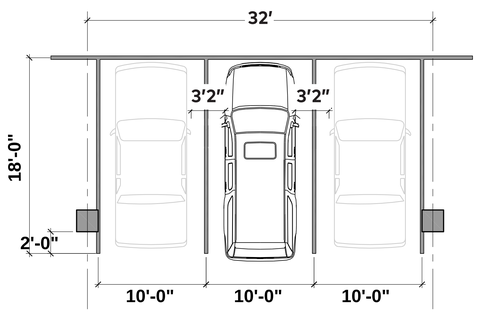
TRANSIT HUB

MINIMUM HEIGHT CLEARANCES TO ALL OBSTRUCTIONS WITHING TRANSIT HUB TO BE 13'-6" CLEAR, CEILING HEIGHT 11'-0"

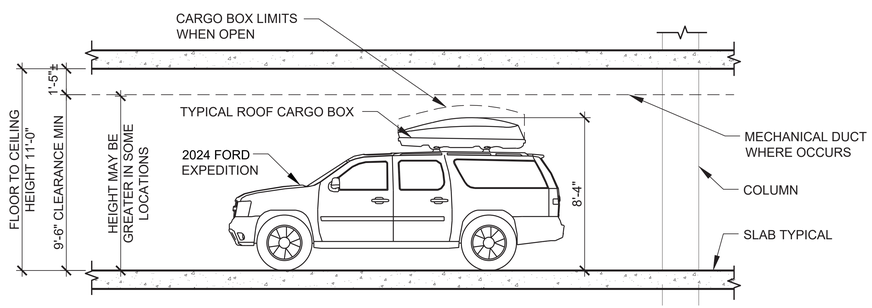
PARKING PLAN_LEVEL_P3 - 7135.5'

0 20 40 100 200

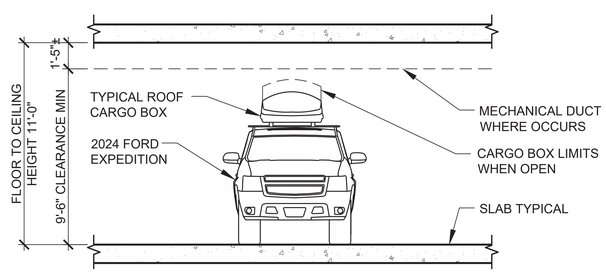
PARKING GARAGE



PARKING STALL PLAN TYP



PARKING STALL SECTION TYP

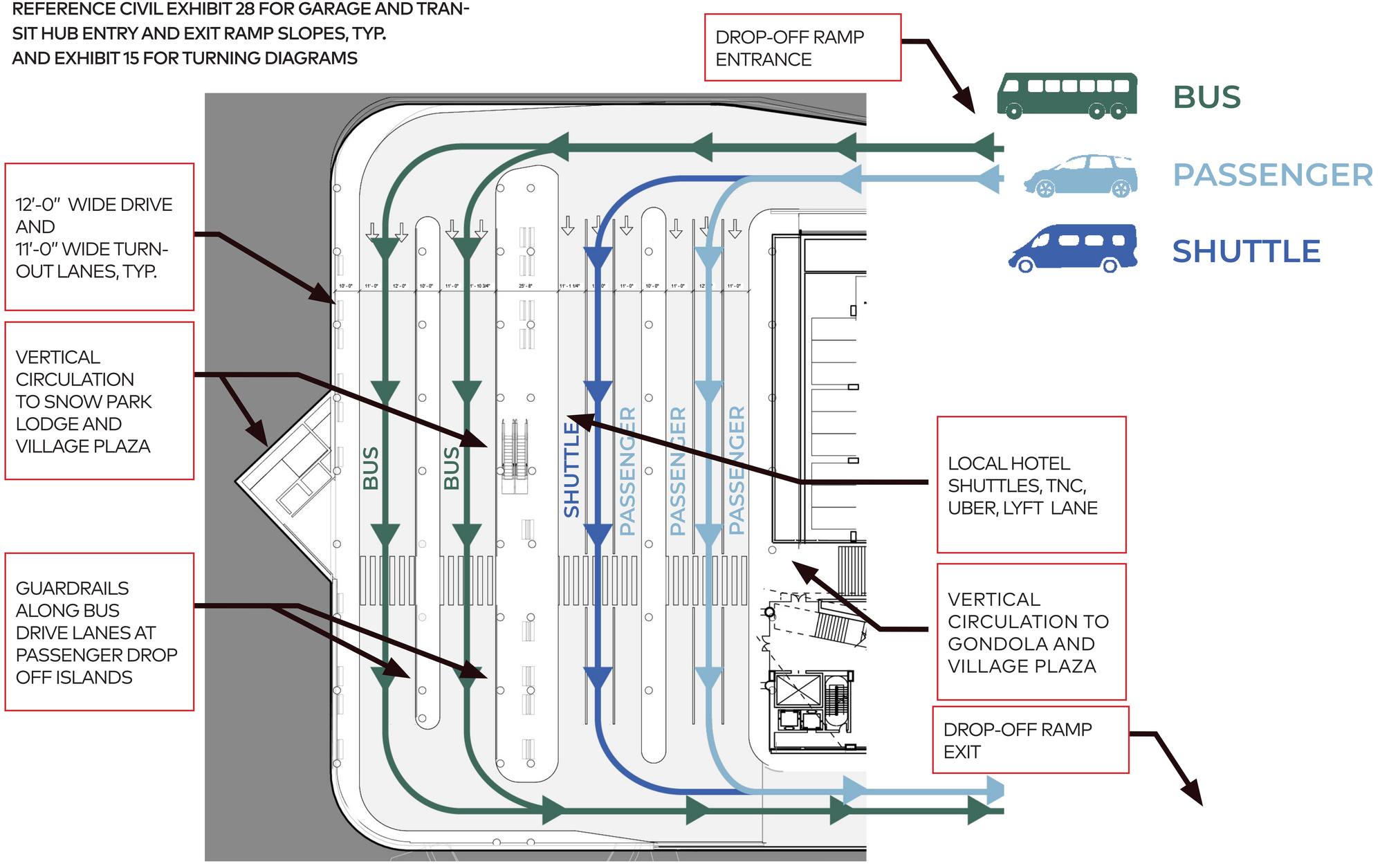


PARKING STALL SECTION TYP

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

GENERAL NOTES

REFERENCE CIVIL EXHIBIT 28 FOR GARAGE AND TRANSIT HUB ENTRY AND EXIT RAMP SLOPES, TYP.
AND EXHIBIT 15 FOR TURNING DIAGRAMS



TRANSIT HUB

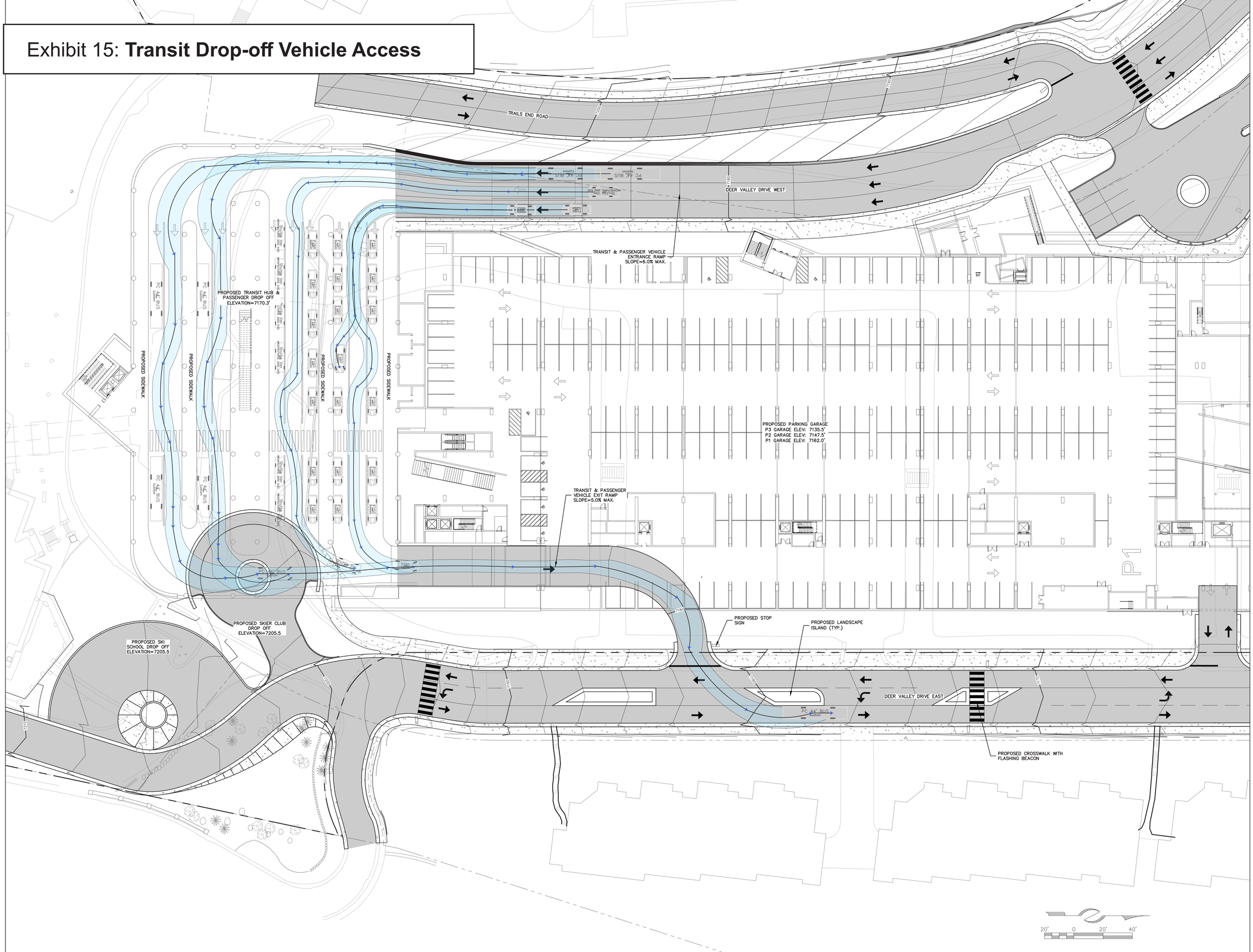
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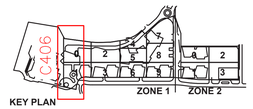
TRANSIT DROP-OFF_LEVEL P1 - 7170.3'

0 20 40 100

N

Exhibit 15: **Transit Drop-off Vehicle Access**





KEY PLAN

ALLIANCE ENGINEERING

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PORTLAND, OR 97209

OFFICE 503 525 9315
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1120 NW Couch St.
Ste. 300
Portland, OR 97209

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

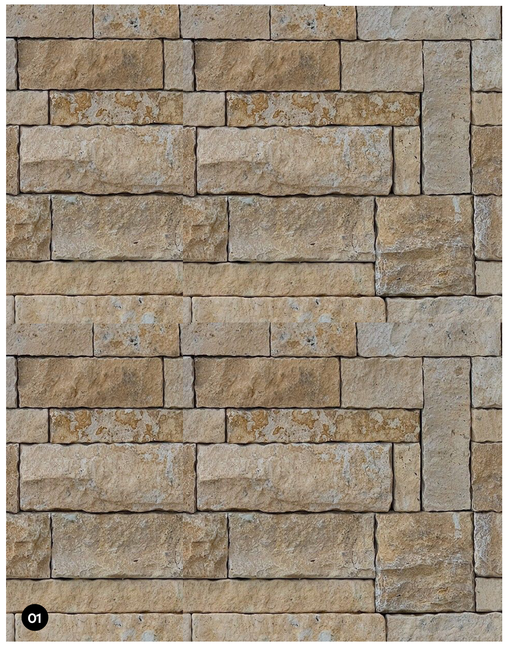
REVISION

NOT FOR CONSTRUCTION

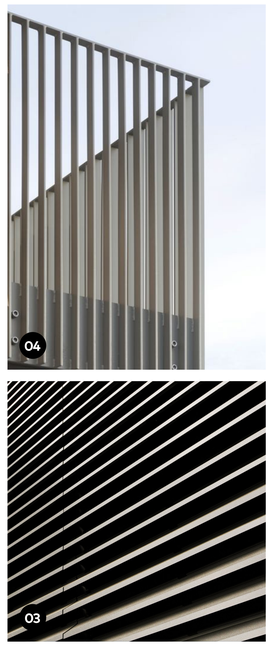
SHEET
TRANSIT HUB AUTO TURN

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

Note: exact color of materials and stone coursing is subject to change





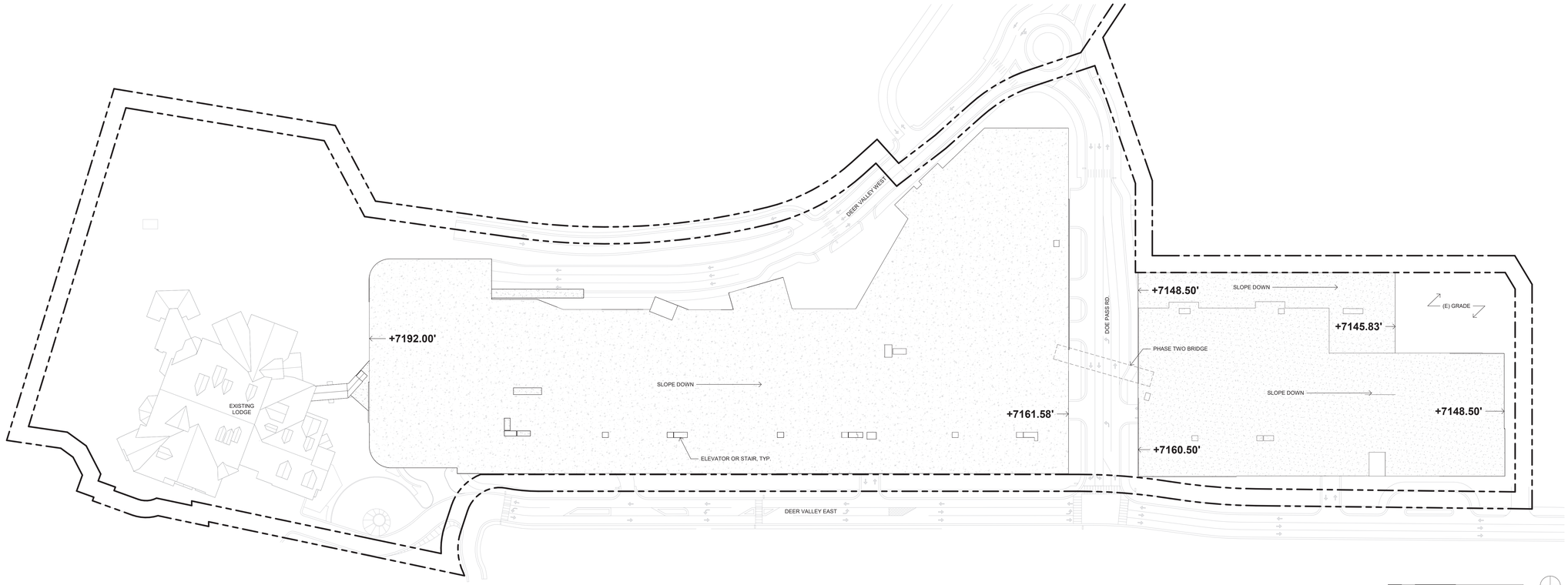






01_STACKED STONE CLADDING
02_PAINTED METAL PANEL
03_LOUVERS
04_PAINTED METAL GUARDRAILS
05_SMOOTH CONCRETE BASE
06_ACCESS DOORS

Exhibit 17: **Parking Garage_Podium Roof Top**



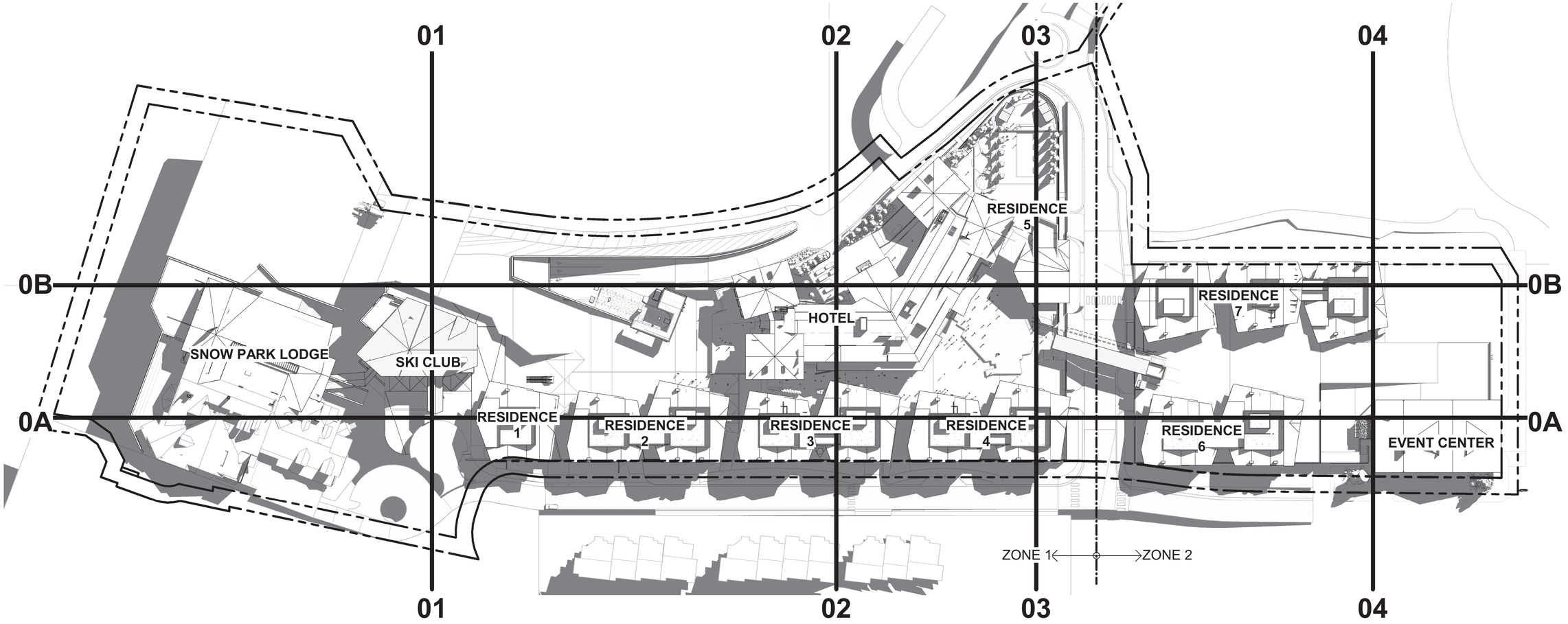
PARKING GARAGE_PODIUM ROOF TOP

0 20 40 100 200

DEER VALLEY® | skylab | Snow Park Village

N

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



DEER VALLEY®

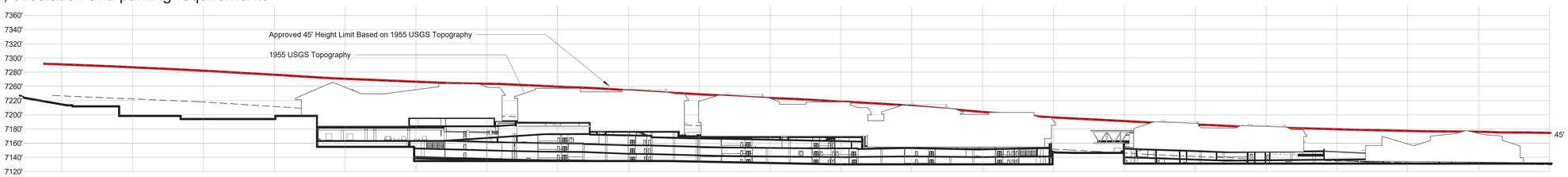
skylab

Snow Park Village

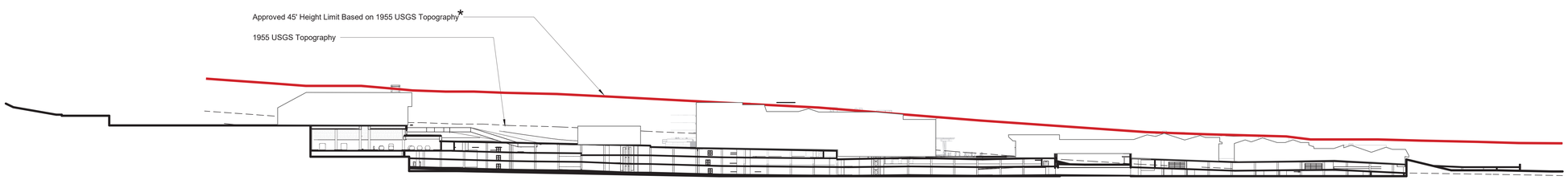
Exhibit 18: **Site/Building Sections Key Plan**

N

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

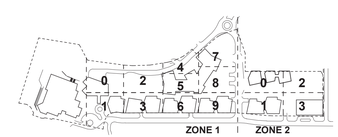


NS SITE SECTION - HEIGHT COMPLIANCE B
1" = 80'-0"
0B

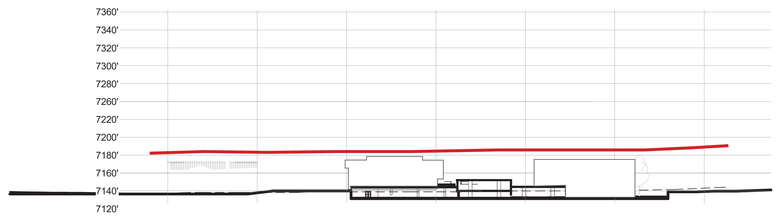


NS SITE SECTION - HEIGHT COMPLIANCE A
1" = 80'-0"
0A

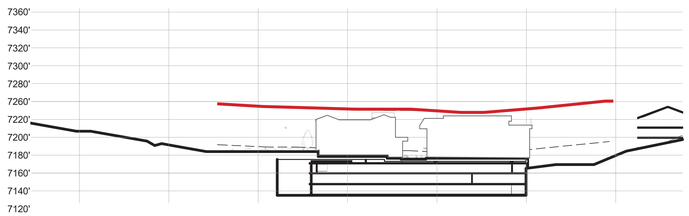
*All buildings have been designed to be incompliance within the 45' hegiht limit set forth in the designated guidelines. Any building above the 45' height limit line is in compliance with the allowable roof variance up to 50'.



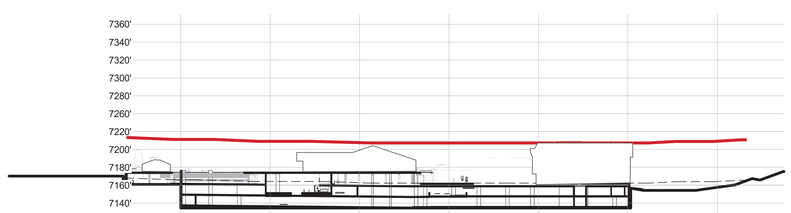
KEY PLAN



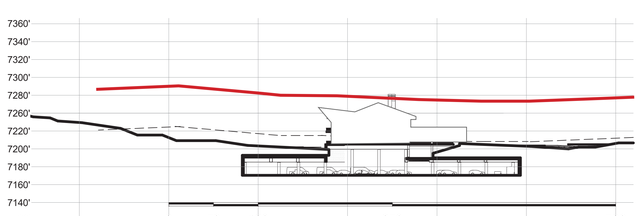
EW SITE SECTION - HEIGHT COMPLIANCE 04
1" = 80'-0"
04



EW SITE SECTION - HEIGHT COMPLIANCE 02
1" = 80'-0"
02



EW SITE SECTION - HEIGHT COMPLIANCE 03
1" = 80'-0"
03



EW SITE SECTION - HEIGHT COMPLIANCE 01
1" = 80'-0"
01

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ARCHITECTURE
INTERIOR DESIGN
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PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
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Tel. (503) 224-9656
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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
SEPTEMBER 20, 2024

ISSUANCE
100% DD - MASS EXSHORING

REVISION

NOT FOR CONSTRUCTION

SHEET
PROJECT HEIGHT STUDY SECTIONS

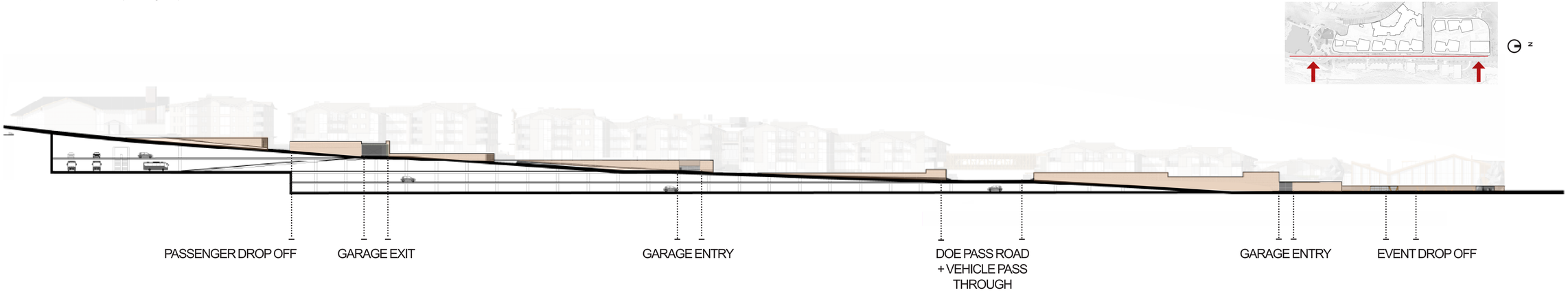
0' 50' 100' 250' 500'

CUP 15

FOR REFERENCE ONLY

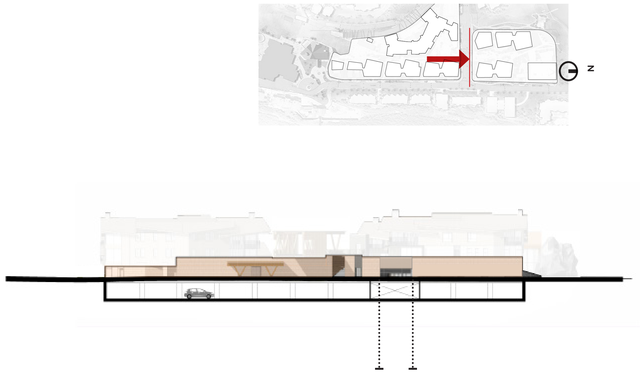
Building Elevation_East

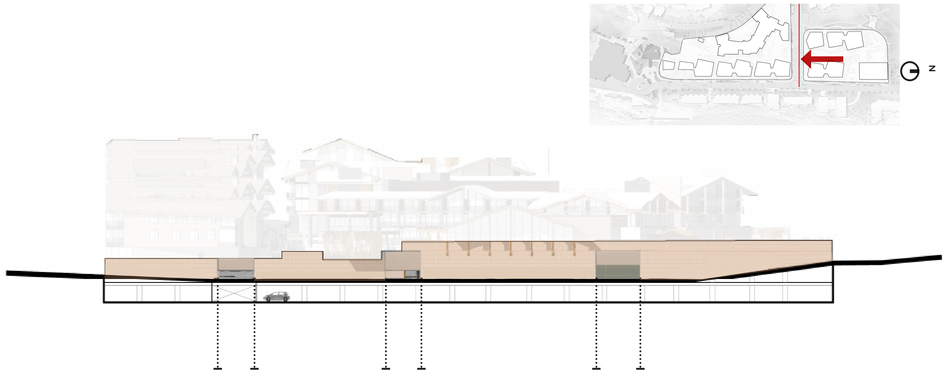
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



Building Elevations_Doe Pass Road

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



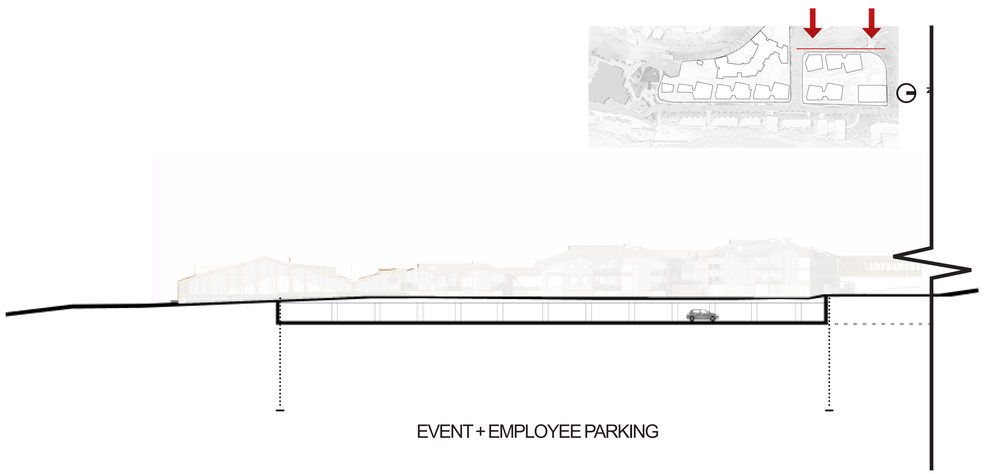


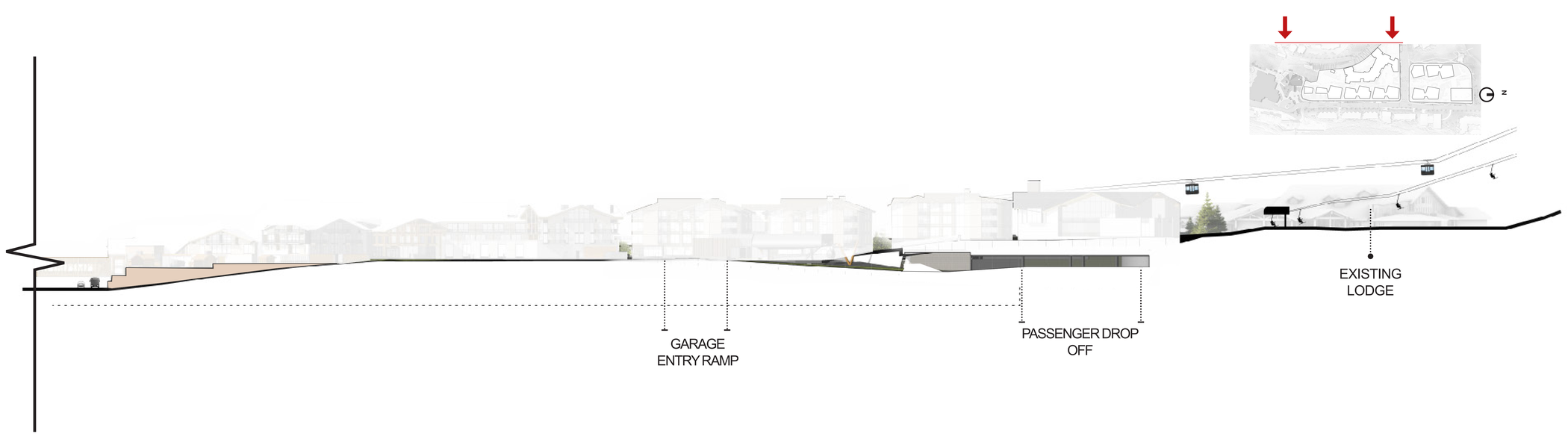
GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevations_West

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



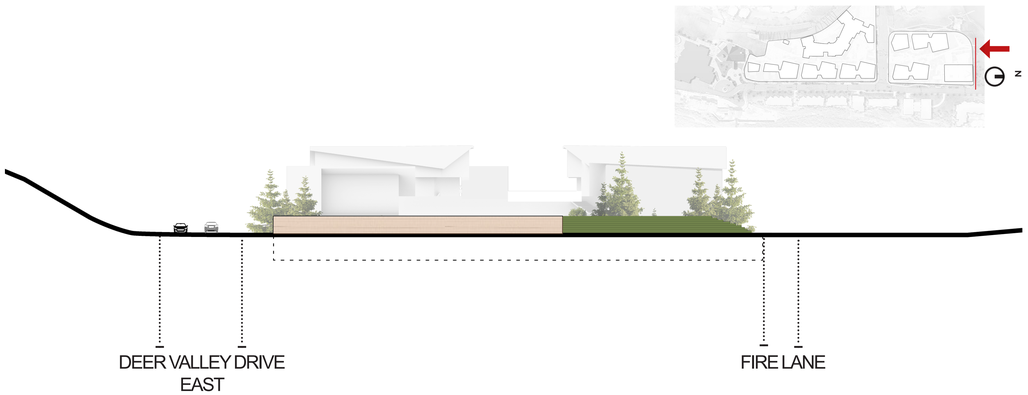


GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Building Elevation_North

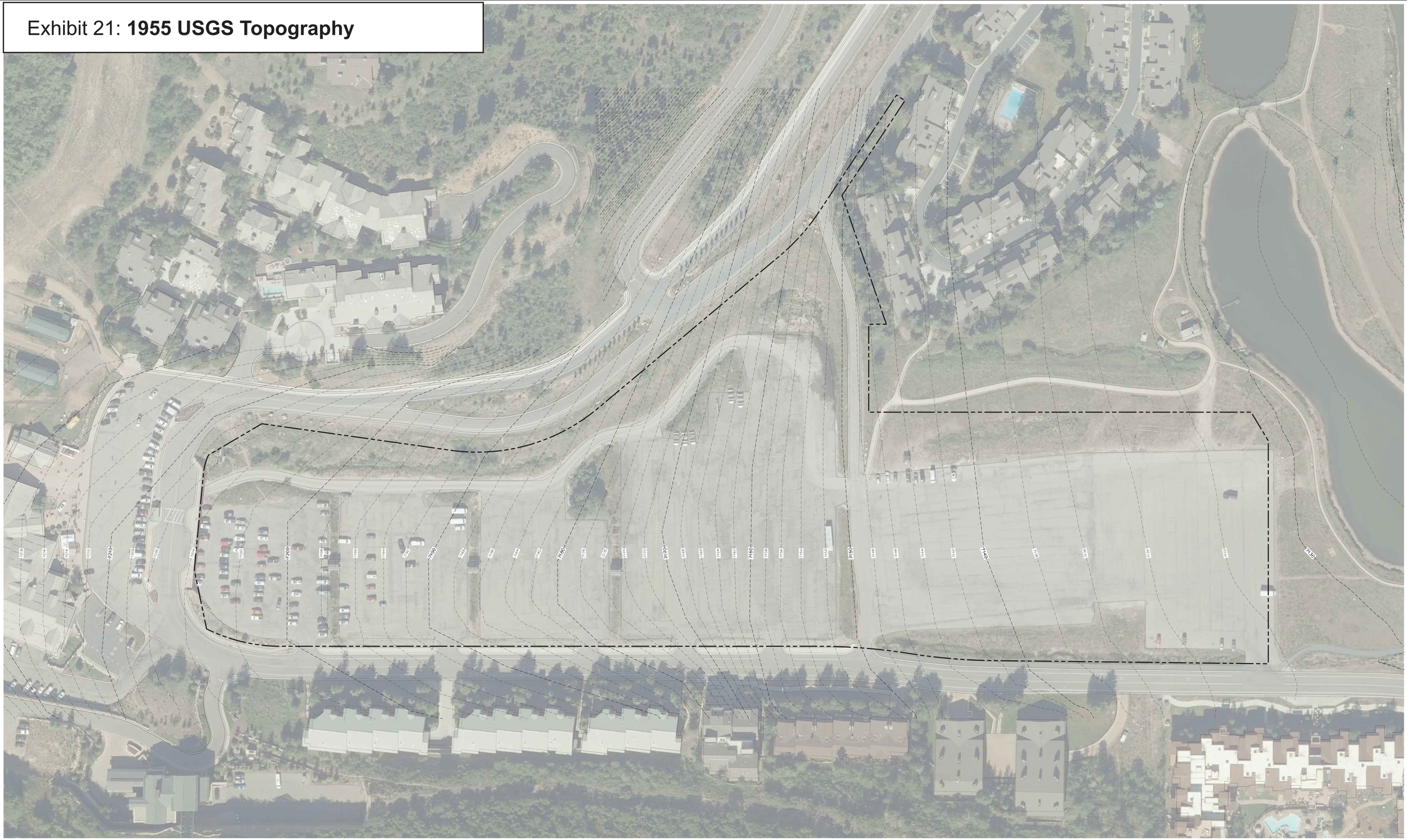
Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



GENERAL NOTES

EXTERIOR GARAGE WALL HEIGHTS VARY ALONG ADJACENT GRADES. GARAGE WALL HEIGHTS NOT TO EXCEED 45'-0" ABOVE APPROVED GRADE DETERMINATION. REFERENCE EXHIBITS 21 & 22.

Exhibit 21: **1955 USGS Topography**



60' 0 60' 120'

PROFESSIONAL LAND SURVEYOR
No. 4857264
MICHAEL DEMKOWICZ
1/7/21
STATE OF UTAH

(435) 649-9467
Alliance Engineering Inc.
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
DUSTIN CARRISH

DATE: 1/7/2021

DEER VALLEY SNOW PARK DEVELOPMENT
1955 USGS
TOPOGRAPHY

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\Snowpark Topo-updated

February 19, 2021

NOTICE OF PLANNING DIRECTOR DETERMINATION

Property Address: 2250 Deer Valley Drive S
Description: Planning Director Determination of Natural Grade
Date of Action: February 19, 2021
Permit Number: PL-20-04708

ACTION TAKEN BY PLANNING DIRECTOR:
On November 12, 2020, Applicant Bryan Elliot submitted a request for a Planning Director Determination of Natural Grade for the site (Snow Park Village development site). This information was supplemented on January 15, 20201 see Attachment 1.

Natural Grade is defined in Land Management Code (LMC) 15-15-2 as,

> *"The Grade of the surface of the land prior to any Development Activity or any other man-made disturbance or Grading. The Planning Department shall estimate the Natural Grade, if not readily apparent, by reference elevations at points where the disturbed Area appears to meet the undisturbed portions of the Property. The estimated Natural Grade shall tie into the elevation and Slopes of adjoining Properties without creating a need for a new retaining wall, abrupt differences in the visual Slope and elevation of the land, or redirecting the flow of run-off water."*

Due to previous grading of the site, the grade of the Snow Park surface parking lots has been altered to create a more level parking field. The Applicant has prepared a proposed interpolated grade analysis that is based on Existing Conditions (as of 2007), perimeter historical (Natural) contours, and pre-development 1955 USGS topography.

A site visit was made by the Planning Department on December 16, 2020.

Based on the site visit, and the Applicant's submittal, the Planning Director has determined that the southern section of the parking lots closer to the Snow Park Lodge were excavated (cut), and the norther section of the parking lots closer to the ponds were filled, in order to create a more level parking area.

Based on the information submitted, the Planning Director has determined that the methodology used to determine interpolated Natural Grade, including page 6 of 2007 Aerial and 1995 USGS Topography Section, appears sound, and is based on a digital contour model, stamped and signed by Michael Demkowicz, Professional Land Surveyor.

As you have correctly noted, Exhibit 1 of the 12th Amended and Restated MPD notes that the height of the Snow Park Village parcel is 28-45 feet.

Please let me know if you have any questions.

Sincerely,

Gretchen Milliken

Planning Director

The Planning Director based this determination on the following Findings of Facts:

Findings of Fact:
1. The Site is located at 2250 Deer Valley Drive South
2. The Site is within the Residential Development (RD) Zoning District and the Deer Valley Resort MPD.
3. Planning Staff conducted a Site Visit on December 16, 2020.
4. Per the Staff's Site Visit and information submitted on November 12, 2020, and supplemented on January 15, 2021, the Planning Director has determined the proposed Natural Grade Analysis (see Attachment 1) is complete and appears sound. This includes information stamped and signed by Michael Demkowicz, Professional Land Surveyor, dated 1/7/21, in order to determine the Building Height Envelope.

If you have any questions regarding this determination, please don't hesitate to contact the Planning Department at 435-615-5060.

Sincerely,

Gretchen Milliken

Planning Director

CC: Alexandra Ananth, Senior Planner
Mark Harrington, City Attorney

Attachment 1 – Applicant's Proposal

LEGEND

SITE AREA

OPEN SPACE PROVIDED

SNOW STORAGE ZONE

SNOW MELT - VEHICUAR ZONE



Site Total- 24.3 Acres

Site Without Buiding Footprint - 18.1 Acres

Green Area - 14.92 Acres

Blue Area - Snow Storage - 0.64 Acres

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Snow Park Village

Exhibit 23A **Open Space Plan & Snow Storage**



SNOW MELT AREA TAKE-OFF:

- LODGE SNOW MELT SQ FOOTAGE: 17,920 SQ. FT.
- VILLAGE SNOW MELT SQ FOOTAGE: 98,510 SQ. FT.
- HOTEL SNOW MELT SQ FOOTAGE: 25,837 SQ. FT.
- VEHICLE SNOW MELT SQ FOOTAGE: 19,768 SQ. FT.

TOTAL SNOW MELT: 162,035 SQ. FT.

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Exhibit 24: **Civil Site Plan_Plat & Right of Way**

LEGEND:

LOT 1 BOUNDARY

IN THE TREES AT DEER VALLEY

ROYAL STREET

LAKESIDE AT DEER VALLEY

TRAIL'S END AT DEER VALLEY

DEER VALLEY RESORT

SNOW PARK LODGE

BLACK DIAMOND

DEER CREST HOTEL SUBDIVISION (ST. REGIS)

POWDER RUN

RED STAG LODGE

COMSTOCK

COURCHEVEL

SILVER BARON LODGE AT DEER VALLEY

120' 0 120' 240'

REGISTERED PROFESSIONAL ENGINEER
No. 4857264
MICHAEL DEMKOWICZ
10/03/2024
STATE OF UTAH

ALLIANCE ENGINEERING
P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE

DATE: 10/03/2024

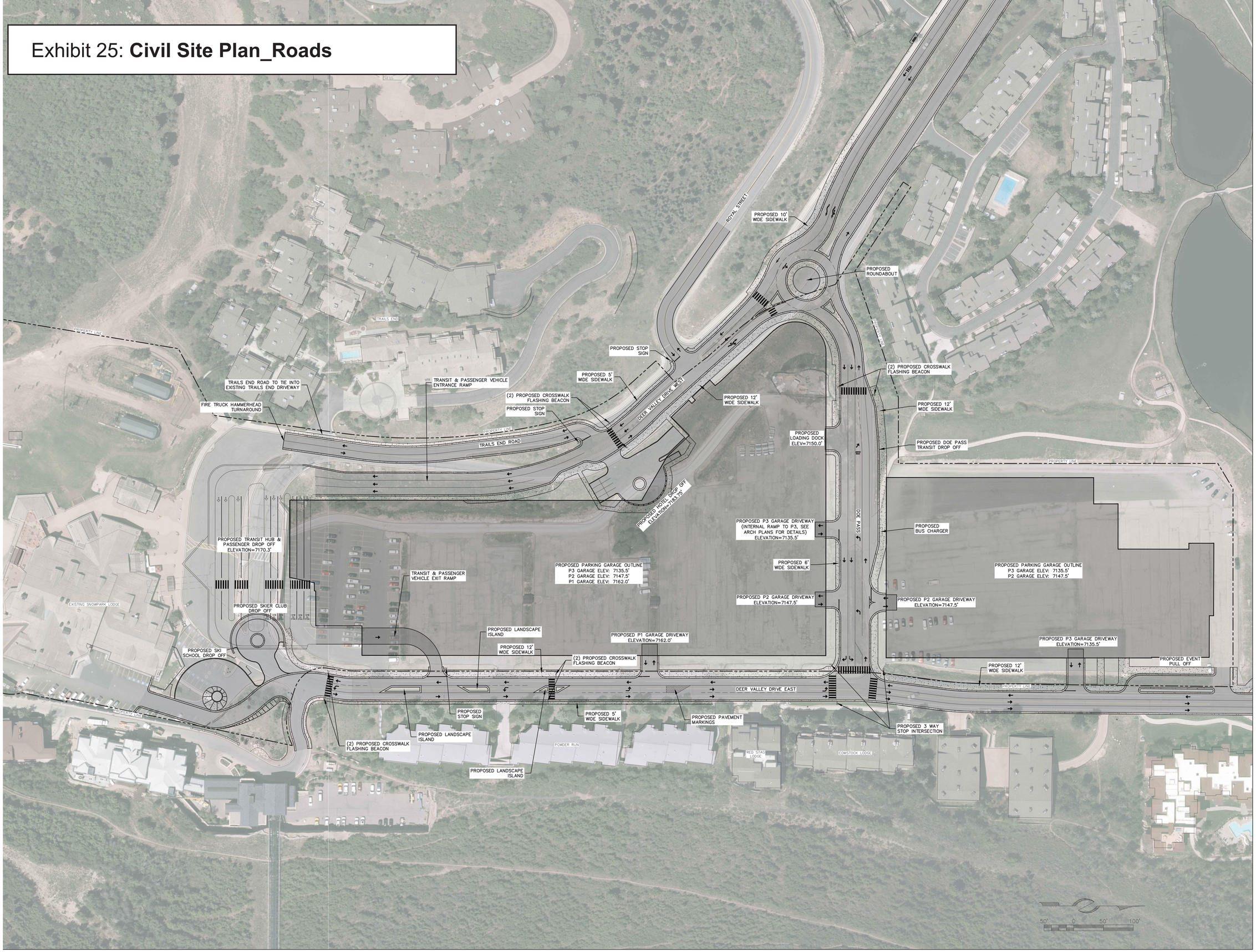
DEER VALLEY RESORT
SNOW PARK VILLAGE

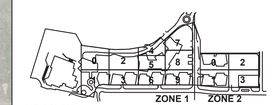
SUBDIVISION PLAT & RIGHT OF WAY EXHIBIT

FOR: DEER VALLEY RESORT
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\SP Development\110119snowparkALTA-civil.dwg

SHEET 20

Exhibit 25: **Civil Site Plan_Roads**





KEY PLAN

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INTERIOR DESIGN
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PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

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1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (503) 224-9656
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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3RD, 2024

ISSUANCE
100% DD - PODIUM

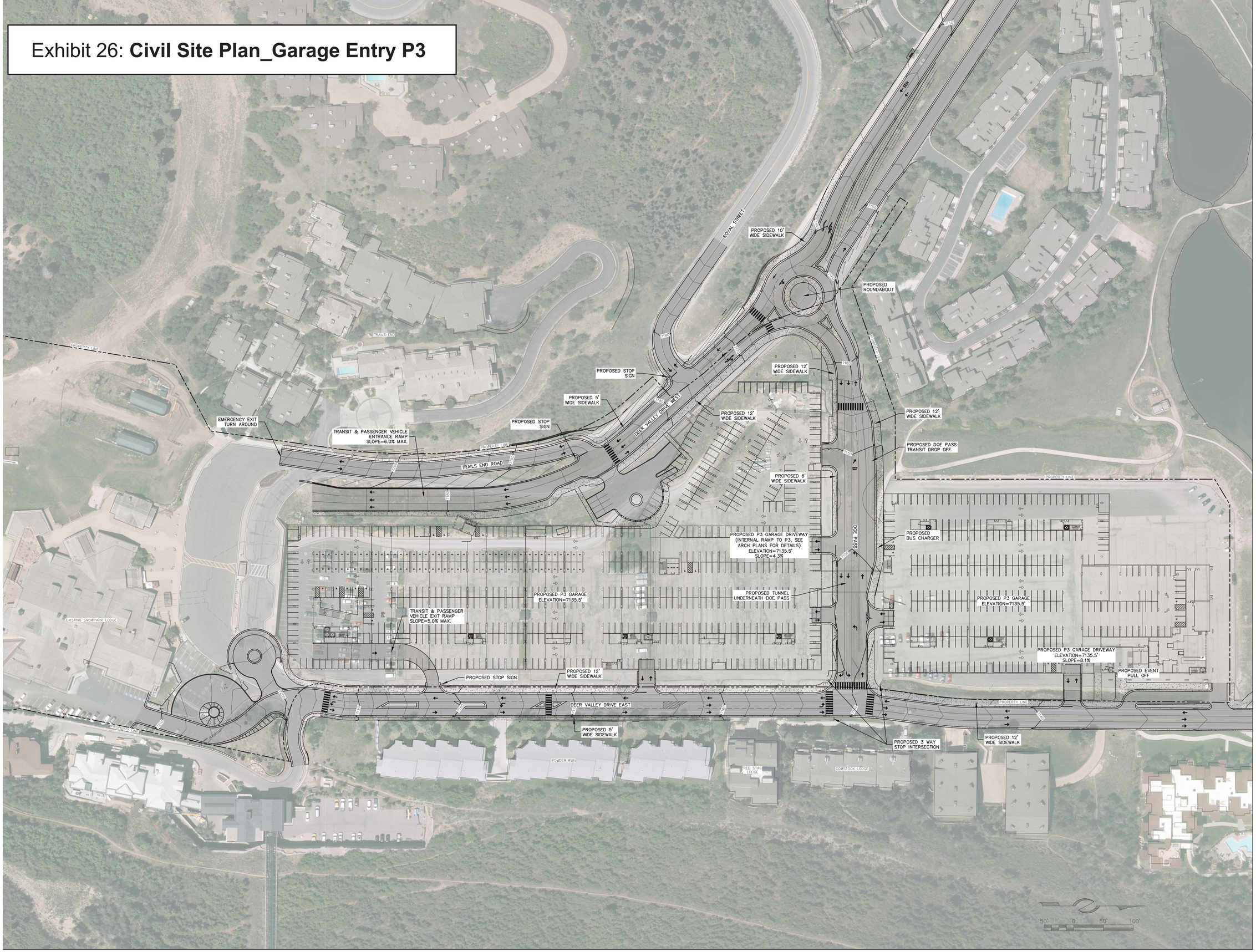
REVISION

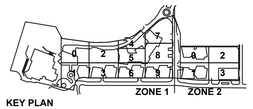
NOT FOR CONSTRUCTION

SHEET
OVERALL SITE PLAN

C201

Exhibit 26: **Civil Site Plan_Garage Entry P3**





KEY PLAN

ALLIANCE ENGINEERING

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INTERIOR DESIGN
1026 NW VAUGHN STREET
PORTLAND, OR 97209

OFFICE 503 525 9315
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GBD Architects, Incorporated
1120 NW Couch St.
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Portland, OR 97209

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gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3RD, 2024

ISSUANCE
100% DD - PODIUM

REVISION

NOT FOR CONSTRUCTION

SHEET
P3 GARAGE LEVEL PLAN

C202

Exhibit 27: **Civil Site Plan_Garage Entry P2**

PROPOSED 10' WIDE SIDEWALK
ROYAL STREET
PROPOSED ROUNDABOUT
PROPOSED 12' WIDE SIDEWALK
PROPOSED STOP SIGN
PROPOSED 5' WIDE SIDEWALK
DEER VALLEY DRIVE WEST
PROPOSED 12' WIDE SIDEWALK
PROPOSED 12' WIDE SIDEWALK
EMERGENCY EXIT TURN AROUND
TRANSIT & PASSENGER VEHICLE ENTRANCE RAMP SLOPE=6.0% MAX.
PROPOSED STOP SIGN
PROPOSED LOADING DOCK ELEV=7150.0' SLOPE=1.9%
PROPOSED DOE PASS TRANSIT DROP OFF
TRAILS END
TRAILS END ROAD
PROPERTY LINE
PROPOSED P2 GARAGE DRIVEWAY ELEVATION=7147.5' SLOPE=1.1%
DOE PASS
PROPOSED BUS CHARGER
PROPOSED 8' WIDE SIDEWALK
PROPOSED P2 GARAGE ELEVATION=7147.5'
PROPOSED P2 GARAGE ELEVATION=7147.5'
TRANSIT & PASSENGER VEHICLE EXIT RAMP SLOPE=5.0% MAX.
PROPOSED P2 GARAGE DRIVEWAY ELEVATION=7147.5' SLOPE=6.5%
PROPOSED P2 GARAGE DRIVEWAY ELEVATION=7147.5' SLOPE=6.0%
EXISTING SNOWPARK LODGE
PROPOSED STOP SIGN
PROPOSED 12' WIDE SIDEWALK
DEER VALLEY DRIVE EAST
PROPOSED 5' WIDE SIDEWALK
PROPOSED 3 WAY STOP INTERSECTION
PROPOSED 12' WIDE SIDEWALK
POWDER RUN
RED STAG LODGE
COMSTOCK LODGE
50' 0 50' 100'

KEY PLAN
ZONE 1 ZONE 2

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skylab
ARCHITECTURE
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PORTLAND, OR 97209
OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD
GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209
Tel. (503) 224-9656
gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3RD, 2024

ISSUANCE
100% DD - PODIUM

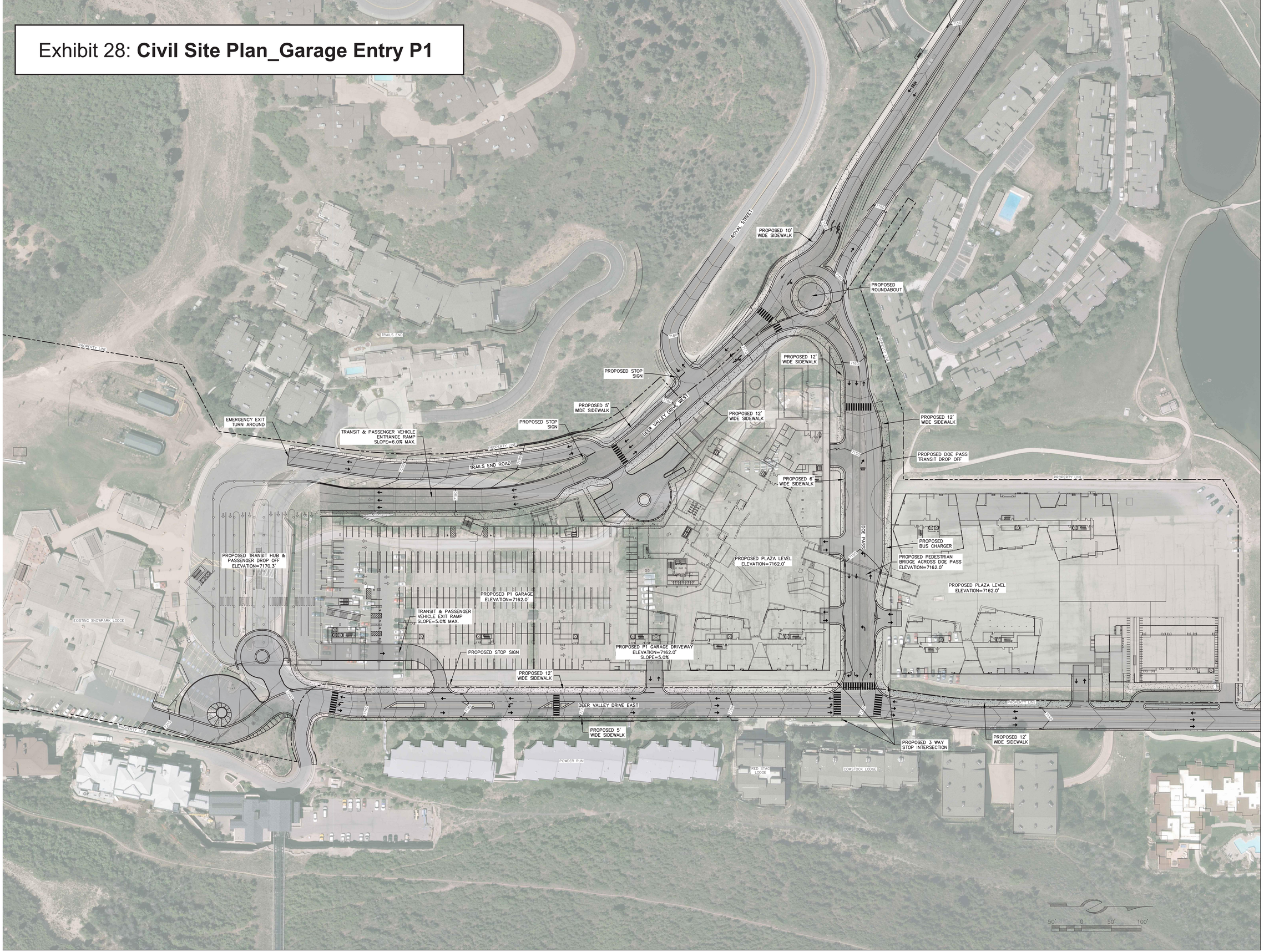
REVISION

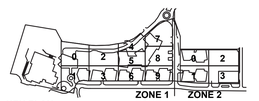
NOT FOR CONSTRUCTION

SHEET
P2 GARAGE LEVEL PLAN

C203

Exhibit 28: **Civil Site Plan_Garage Entry P1**





KEY PLAN

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DATE
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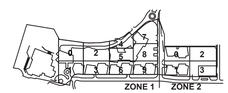
NOT FOR CONSTRUCTION

SHEET
P1 GARAGE LEVEL PLAN

C204

Exhibit 29A: **Civil Site Plan_Neighborhood & Access - Roads**





KEY PLAN

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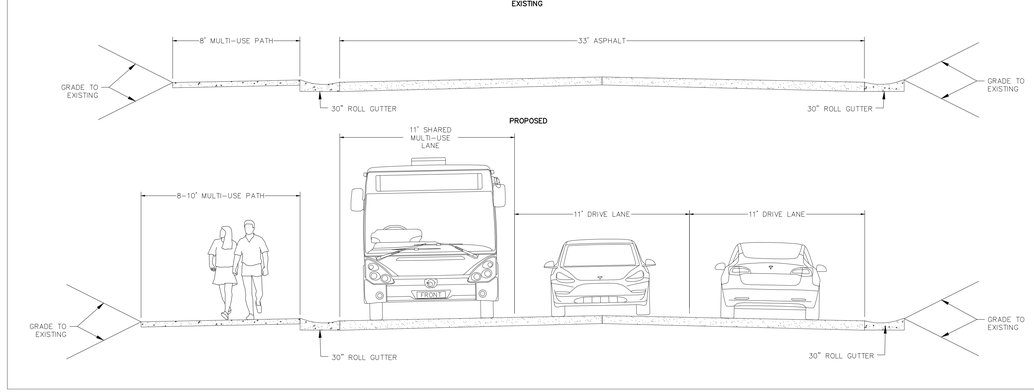
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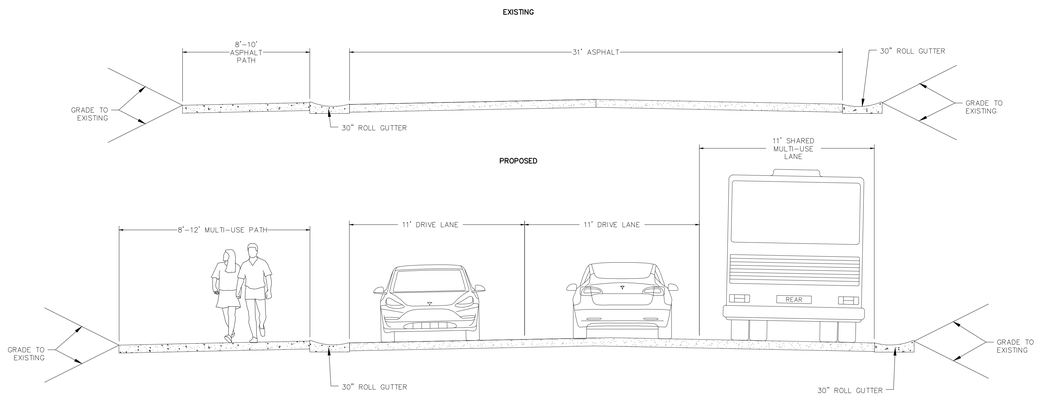
SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

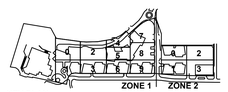
EX-1

1. DEER VALLEY DRIVE WEST



2. DEER VALLEY DRIVE EAST





KEY PLAN

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Tel. (503) 224-9656
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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
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PROJECT #
23045

DATE
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ISSUANCE
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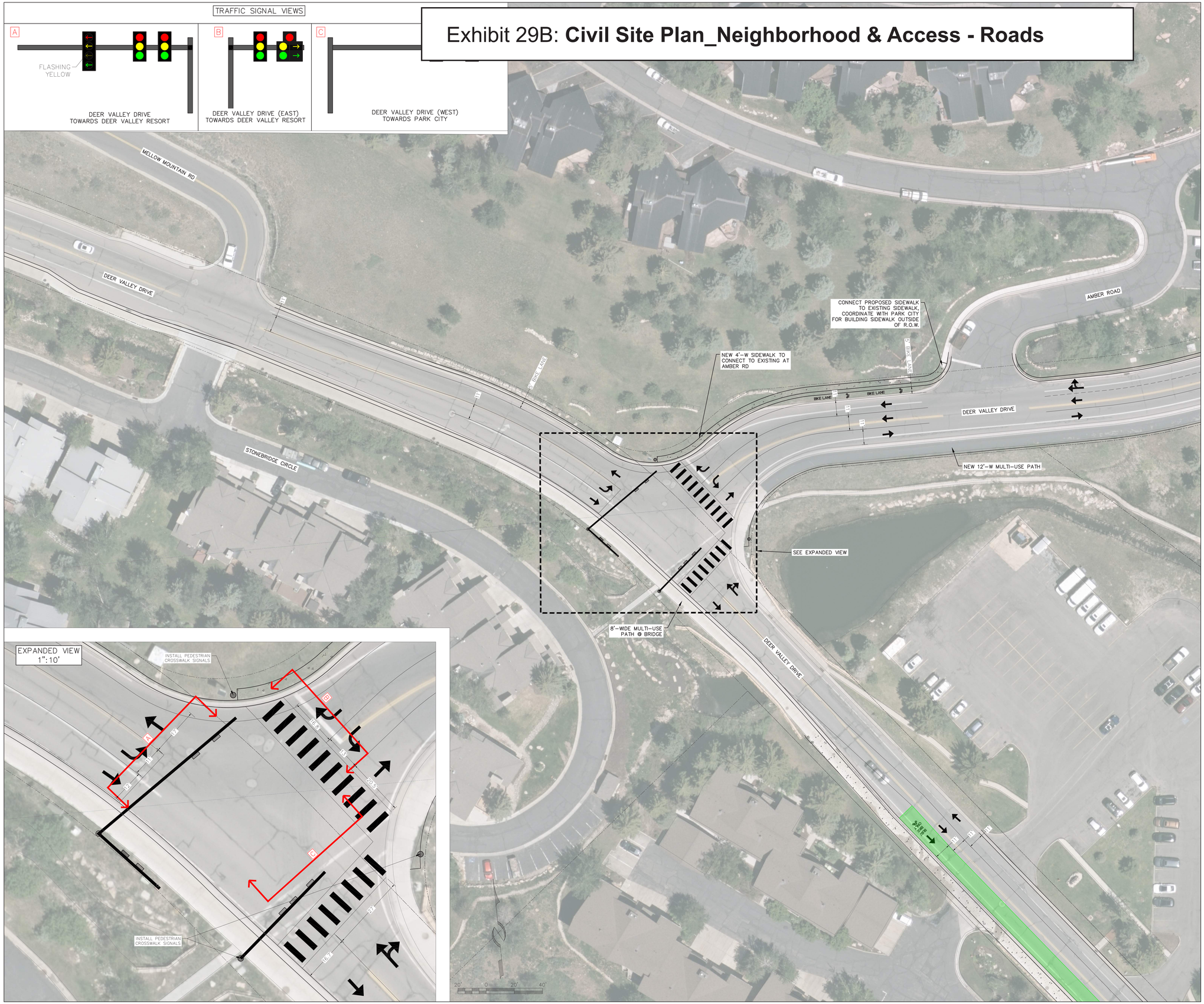
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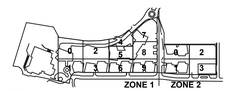
NOT FOR CONSTRUCTION

SHEET
SNOW PARK DEER VALLEY CROSS SECTIONS

EX-1.1

Exhibit 29B: **Civil Site Plan_Neighborhood & Access - Roads**





KEY PLAN

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SKYLABARCHITECTURE.COM

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Ste. 300
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DATE
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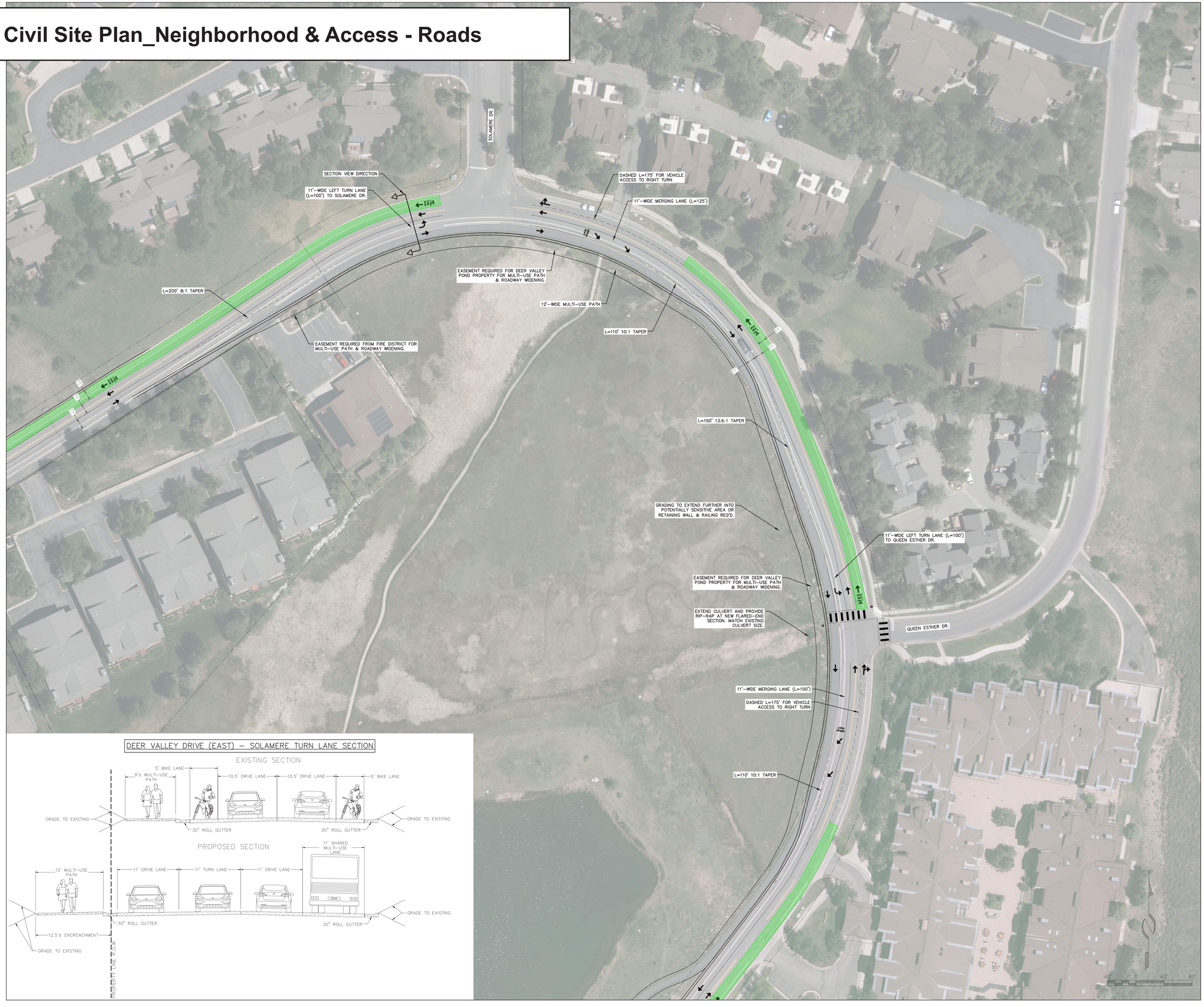
REVISION

NOT FOR CONSTRUCTION

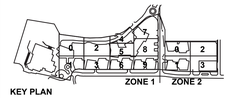
SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-2

Exhibit 29C: **Civil Site Plan_Neighborhood & Access - Roads**



DEER VALLEY DRIVE (EAST) – SOLAMERE TURN LANE SECTION



KEY PLAN

ALLIANCE ENGINEERING

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INTERIOR DESIGN
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PORTLAND, OR 97209

OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209

Tel. (503) 224-9656
gbdarchitects.com

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DATE
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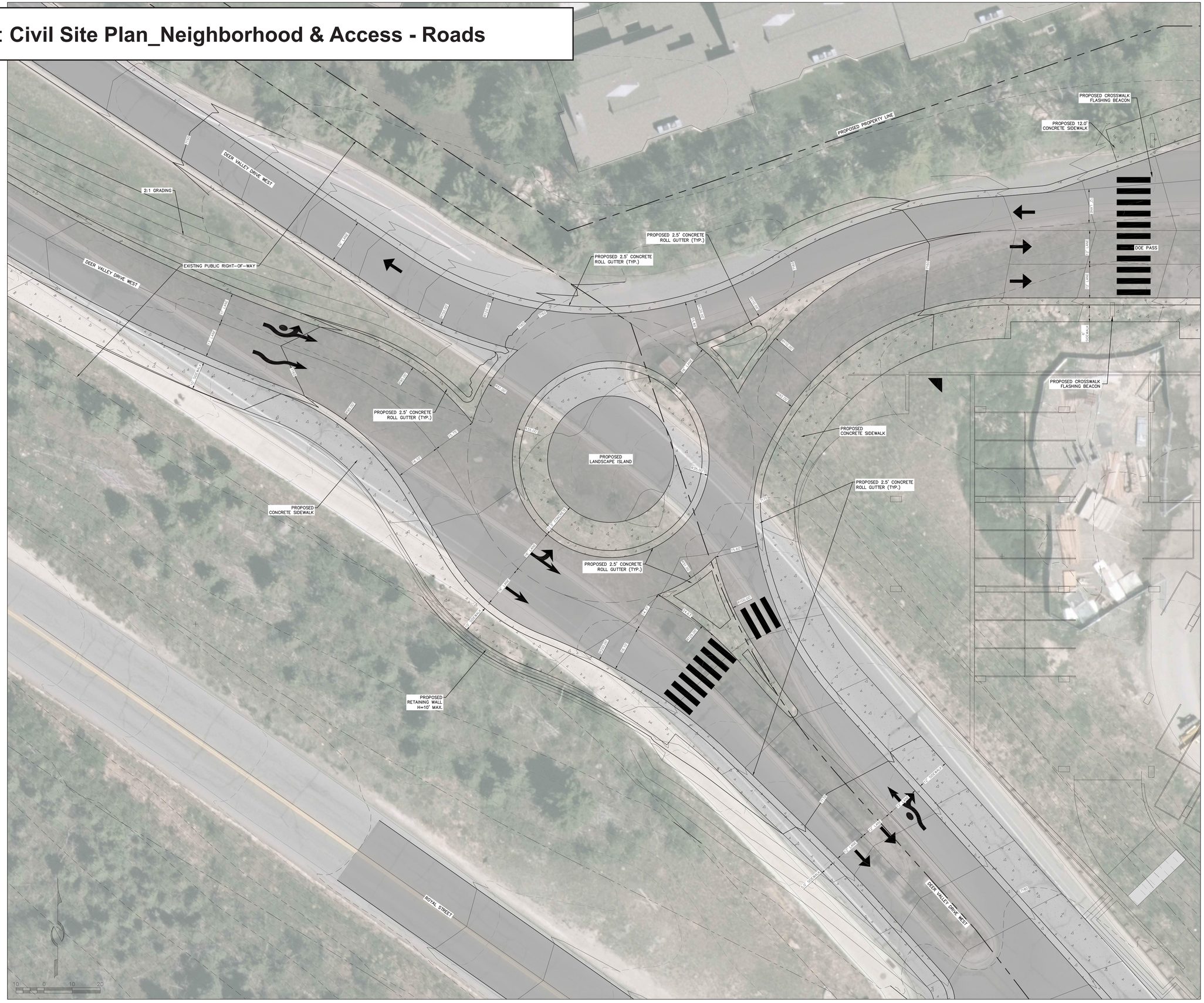
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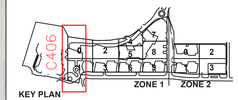
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SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-3

Exhibit 29D: **Civil Site Plan_Neighborhood & Access - Roads**





KEY PLAN

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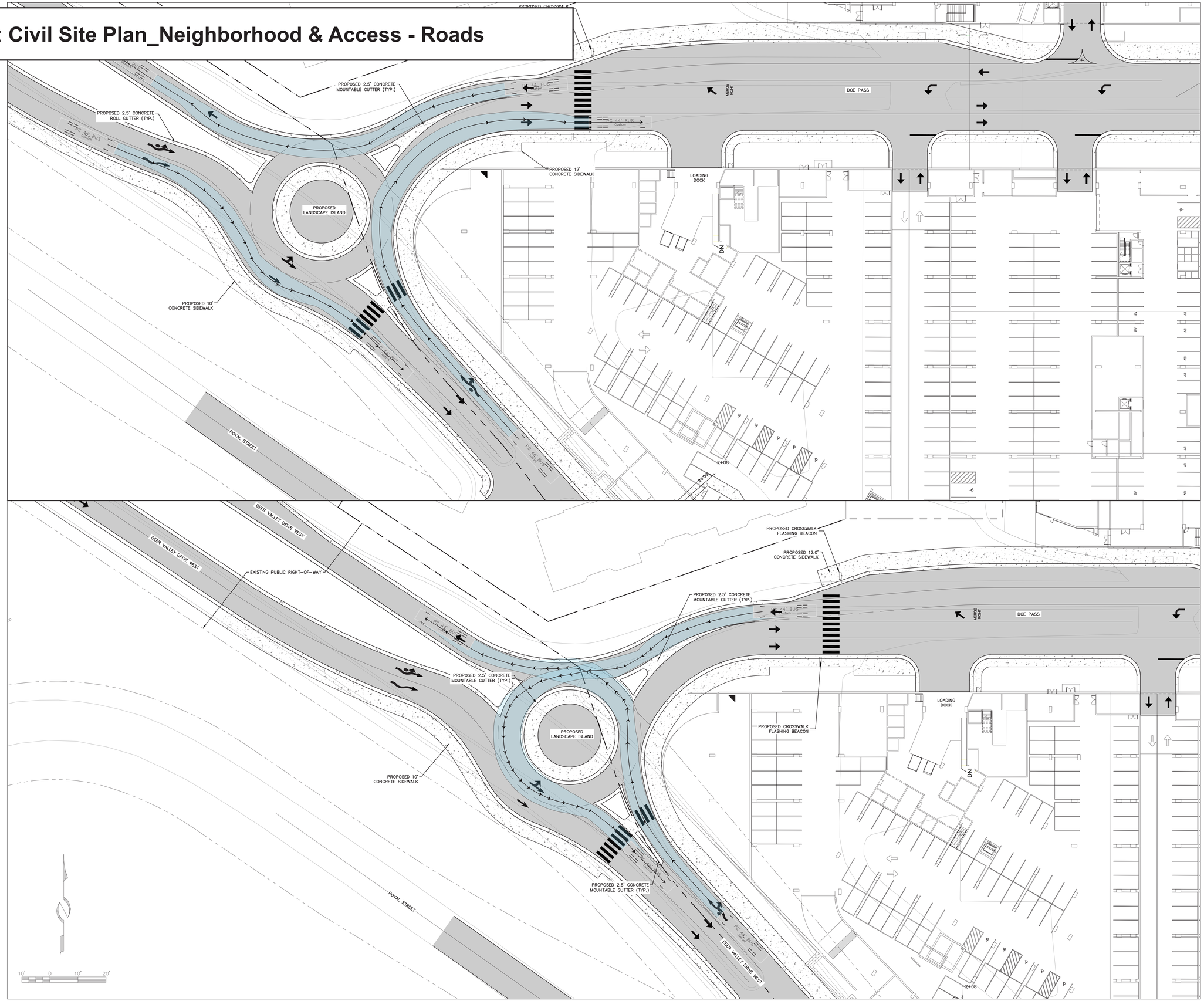
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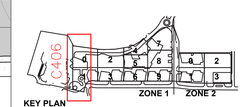
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SHEET
PLAN AND PROFILE

C408

Exhibit 29E: **Civil Site Plan_Neighborhood & Access - Roads**





KEY PLAN

ALLIANCE ENGINEERING

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ARCHITECTURE INTERIOR DESIGN
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OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

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DEER VALLEY SNOW PARK VILLAGE

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PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

REVISION

NOT FOR CONSTRUCTION

SHEET
ROUNDABOUT AUTO TURN EXHIBIT

C409

Exhibit 29F: **Civil Site Plan_Neighborhood & Access - Roads**

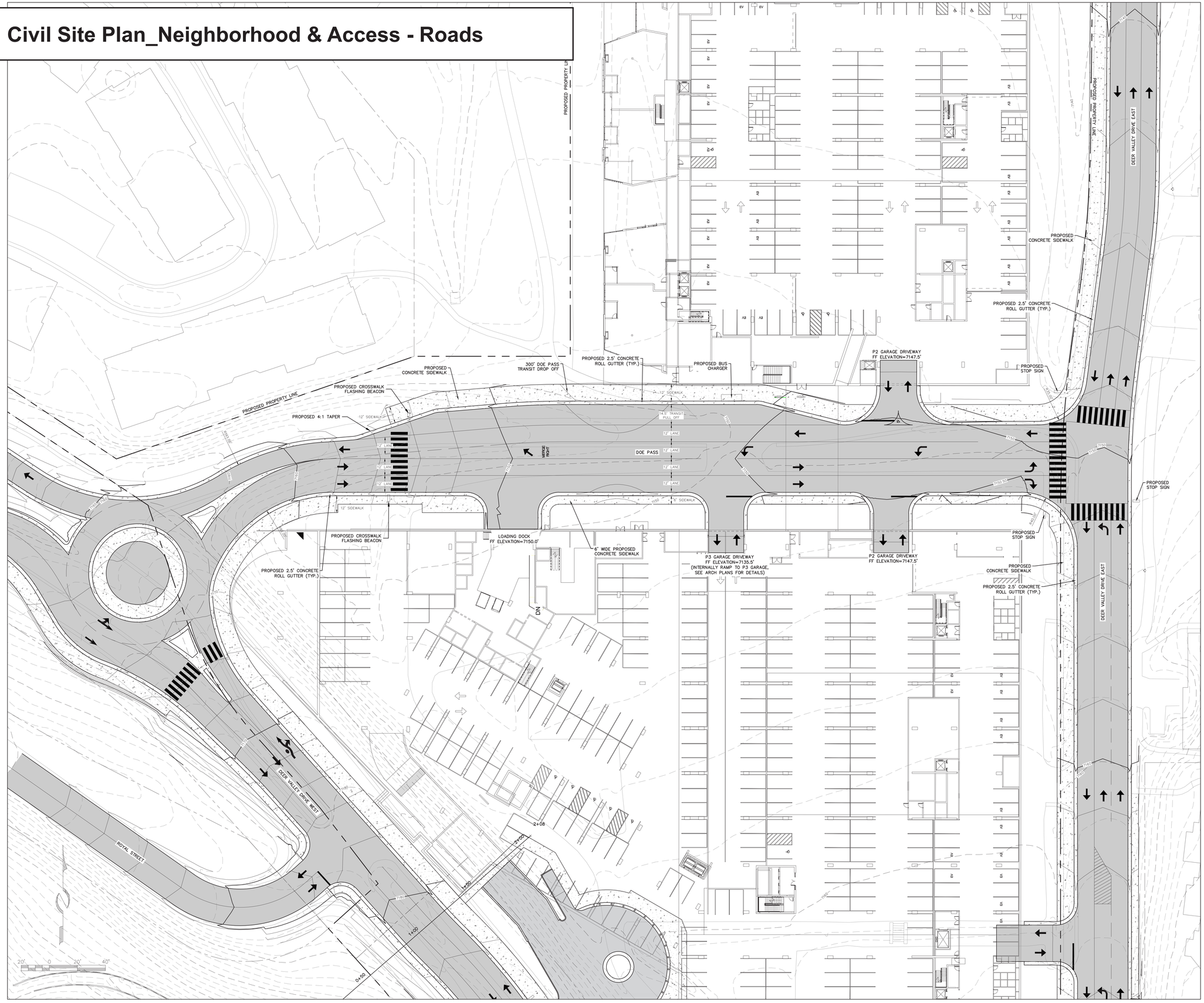
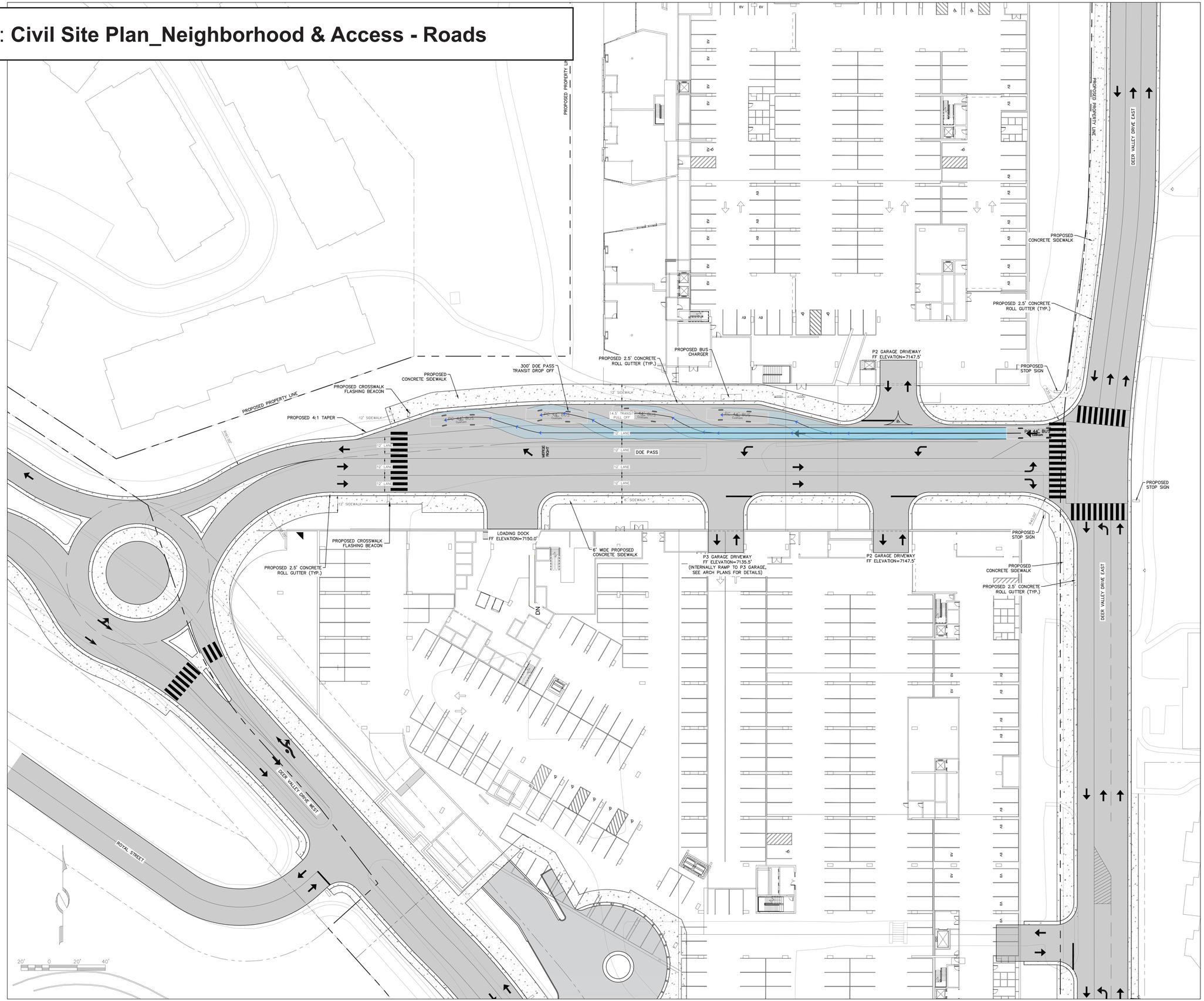
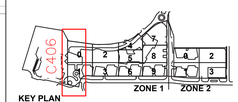

PROPOSED PROPERTY LINE
PROPOSED CROSSWALK FLASHING BEACON
PROPOSED CONCRETE SIDEWALK
300' DOE PASS TRANSIT DROP OFF
PROPOSED 2.5' CONCRETE ROLL GUTTER (TYP.)
PROPOSED BUS CHARGER
P2 GARAGE DRIVEWAY FF ELEVATION=7147.5'
PROPOSED STOP SIGN
PROPOSED 4:1 TAPER
12' SIDEWALK
14.5' TRANSIT PULL OFF
12' LANE
DOE PASS
MERGE RIGHT
6' SIDEWALK
PROPOSED CONCRETE SIDEWALK
PROPOSED 2.5' CONCRETE ROLL GUTTER (TYP.)
LOADING DOCK FF ELEVATION=7150.0'
6' WIDE PROPOSED CONCRETE SIDEWALK
P3 GARAGE DRIVEWAY FF ELEVATION=7135.5' (INTERNALLY RAMP TO P3 GARAGE, SEE ARCH PLANS FOR DETAILS)
P2 GARAGE DRIVEWAY FF ELEVATION=7147.5'
PROPOSED STOP SIGN
PROPOSED CONCRETE SIDEWALK
PROPOSED 2.5' CONCRETE ROLL GUTTER (TYP.)
DEER VALLEY DRIVE EAST
DEER VALLEY DRIVE WEST
ROYAL STREET
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Exhibit 29G: **Civil Site Plan_Neighborhood & Access - Roads**





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PORTLAND, OR 97209

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PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
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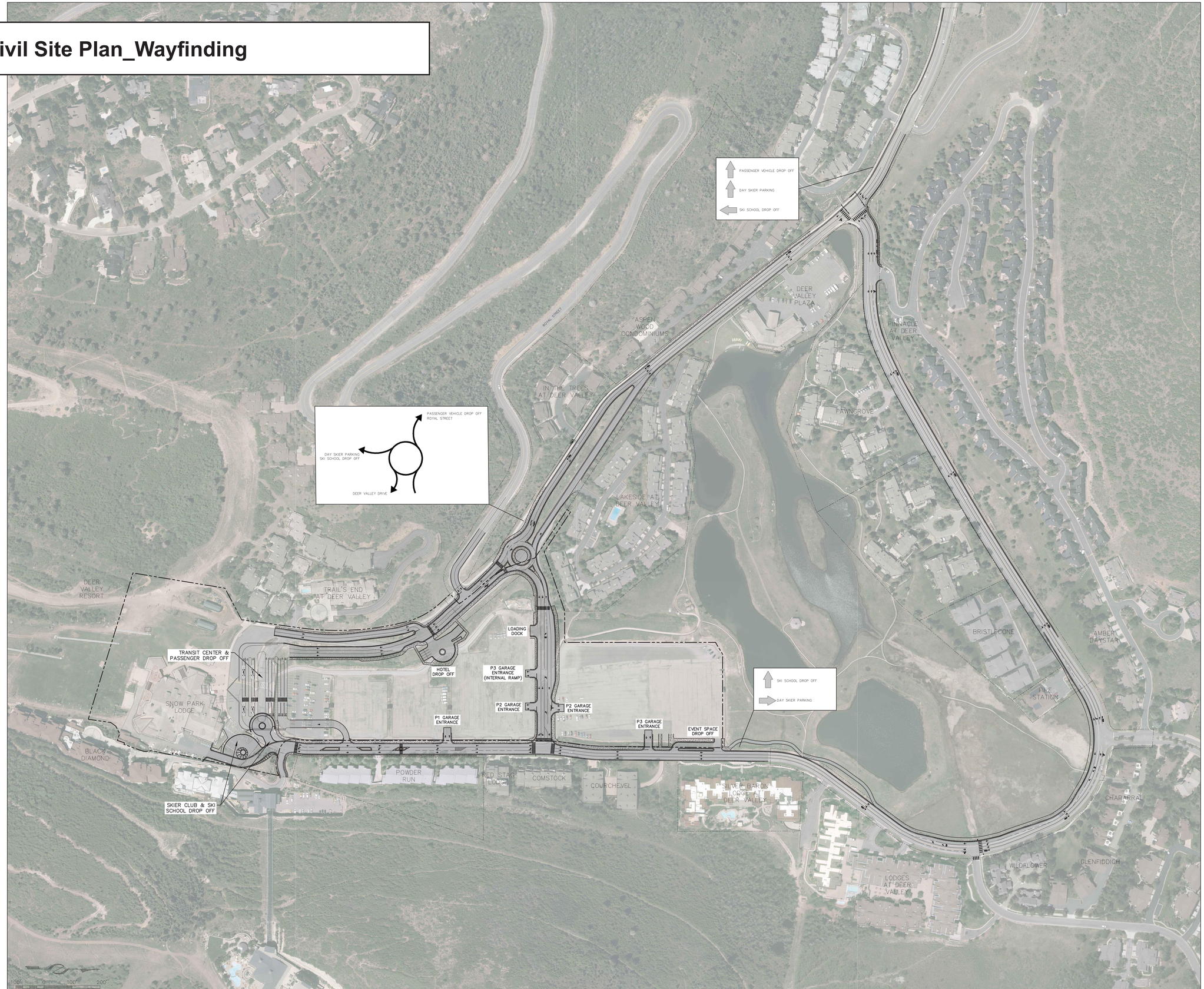
REVISION

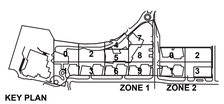
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SHEET
DOE PASS AUTO TURN EXHIBIT

C411

Exhibit 30 **Civil Site Plan_Wayfinding**





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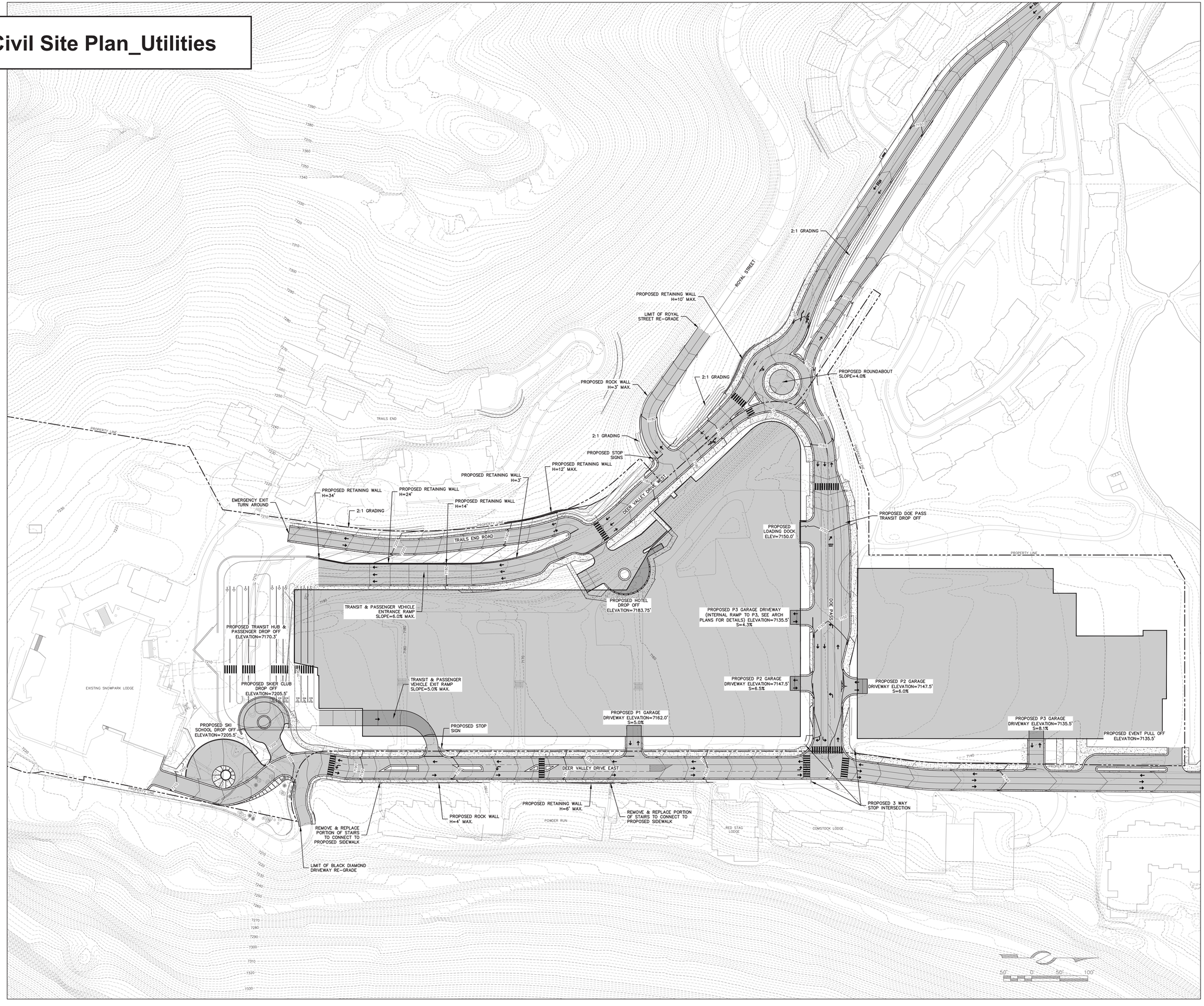
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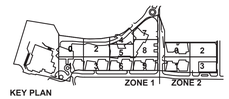
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SHEET
SNOW PARK DEER VALLEY ACCESS EXHIBITS

EX-6

Exhibit 31: **Civil Site Plan_Utilities**





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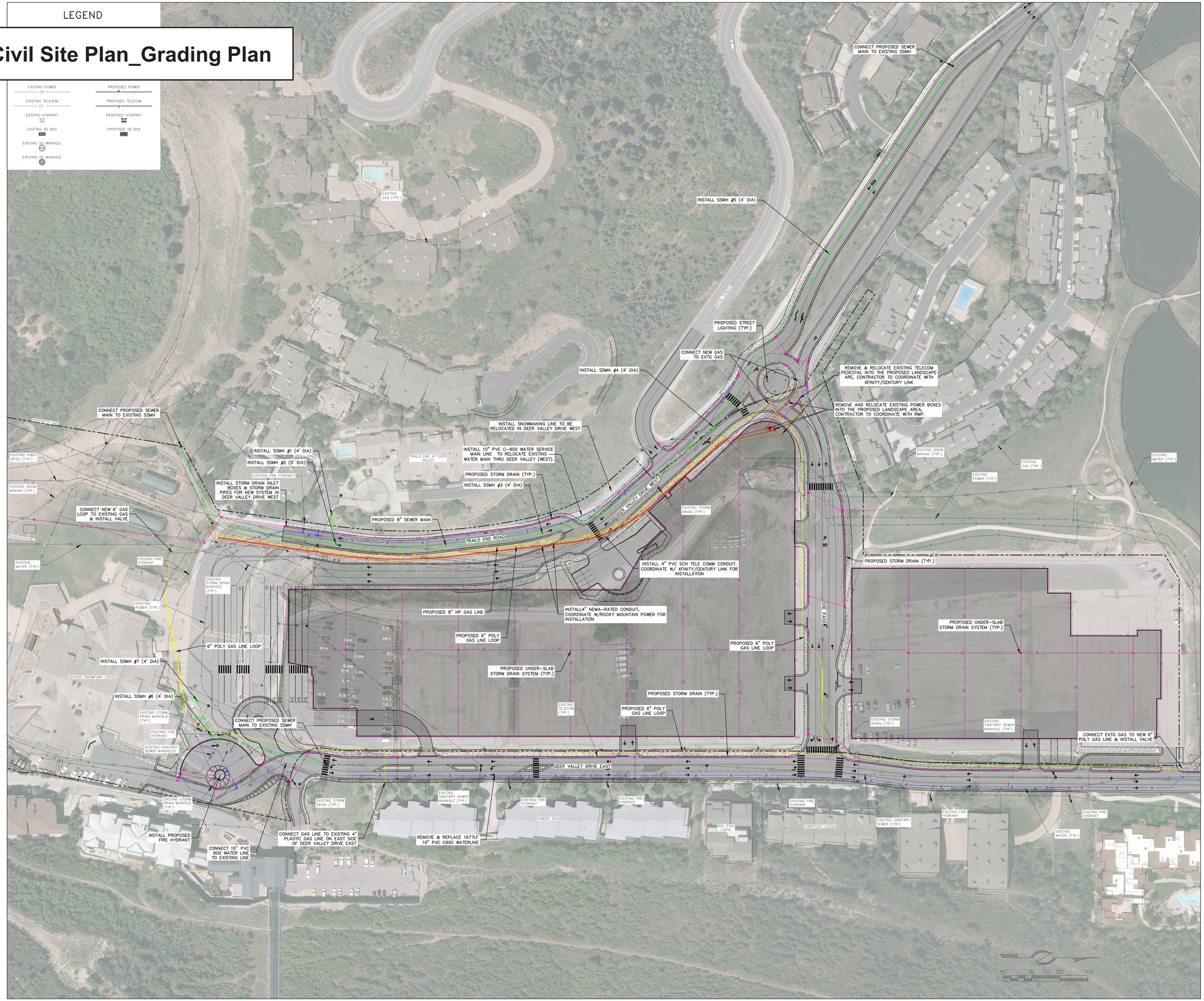
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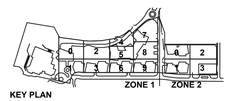
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SHEET
OVERALL GRADING PLAN

C205

Exhibit 32: **Civil Site Plan_Grading Plan**





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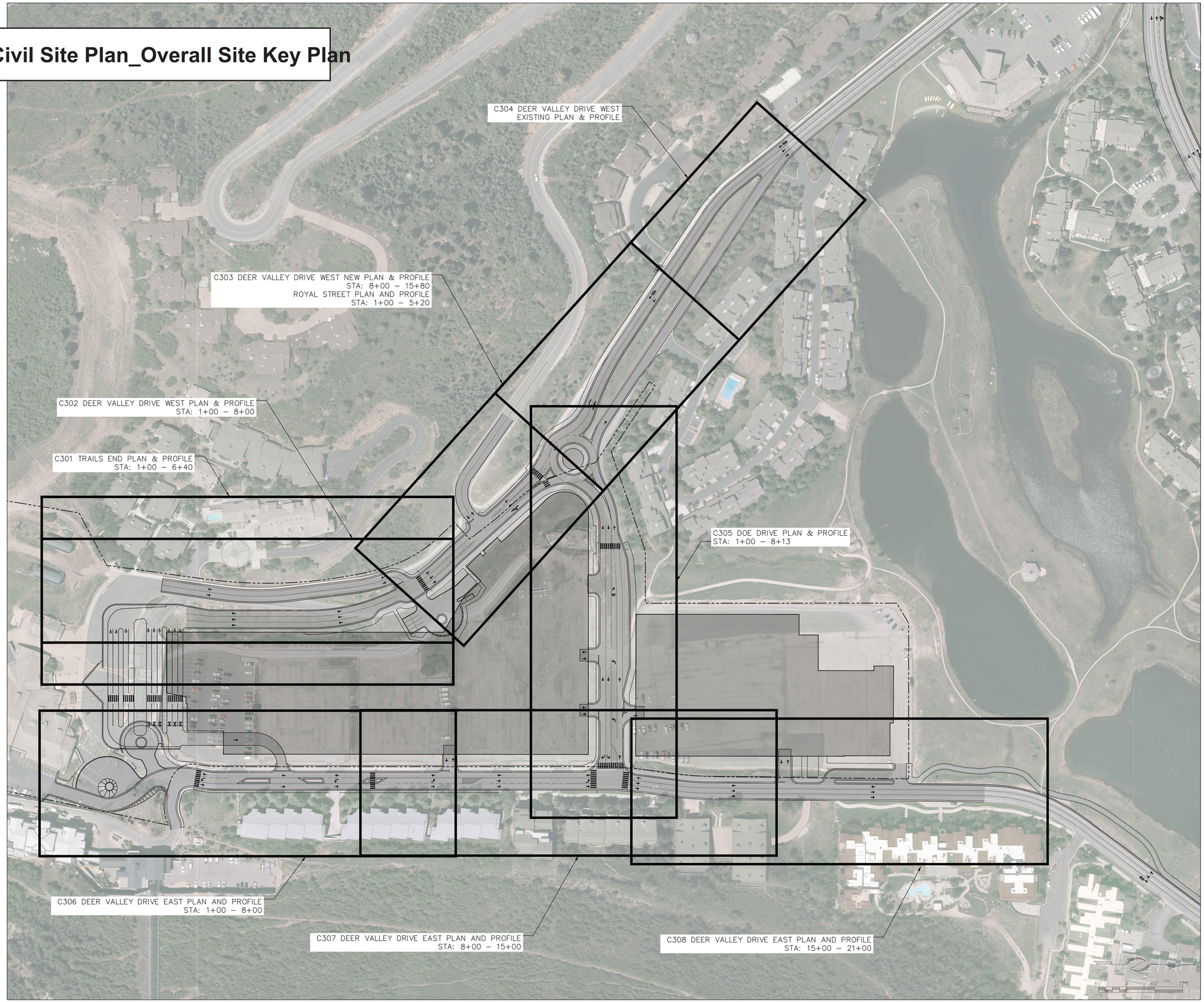
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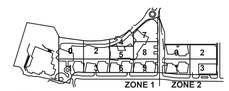
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SHEET
OVERALL UTILITY PLAN

C206

Exhibit 33: **Civil Site Plan_Overall Site Key Plan**





KEY PLAN

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PORTLAND, OR 97209

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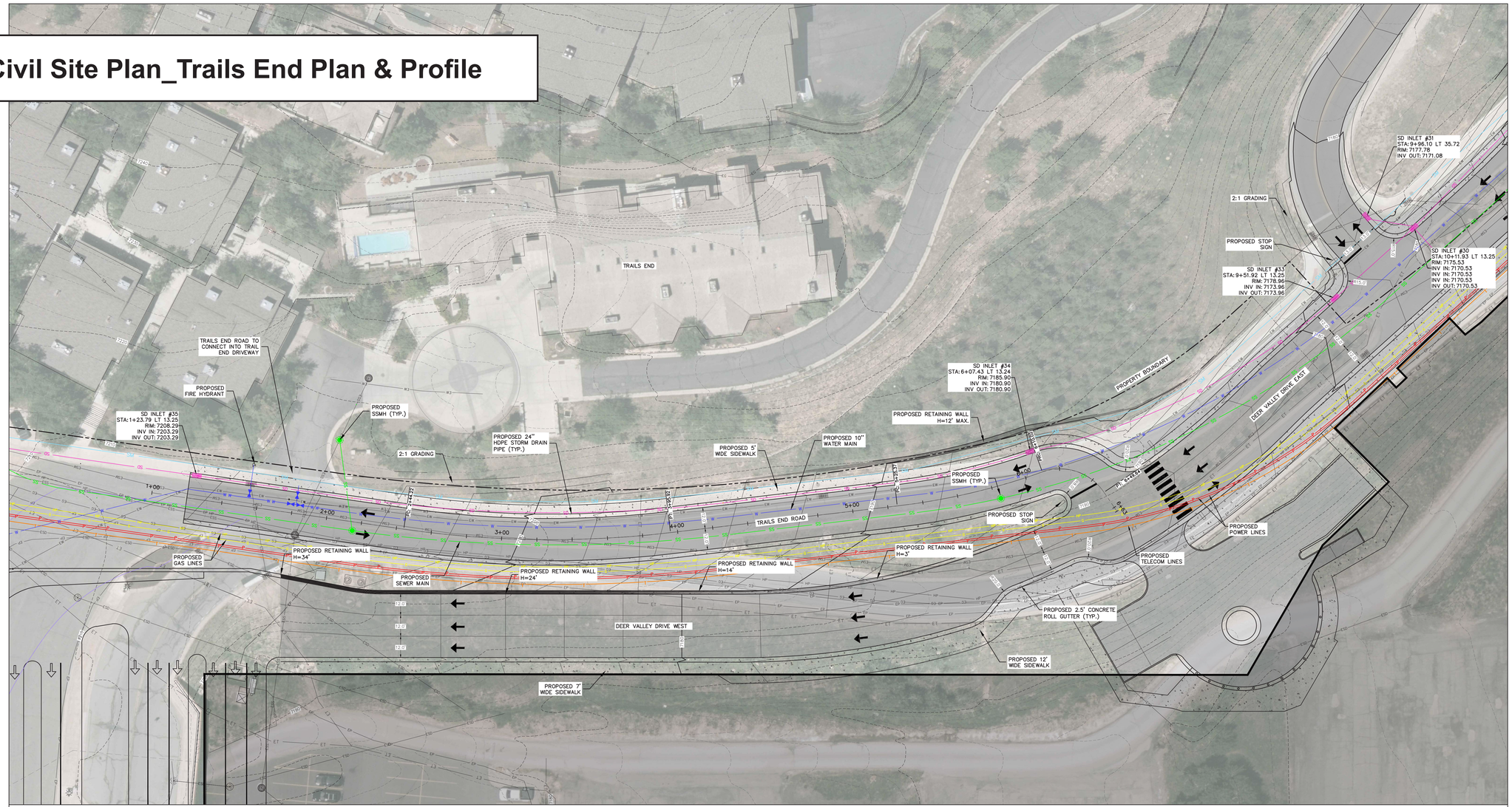
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SHEET
SITE OVERVIEW PLAN

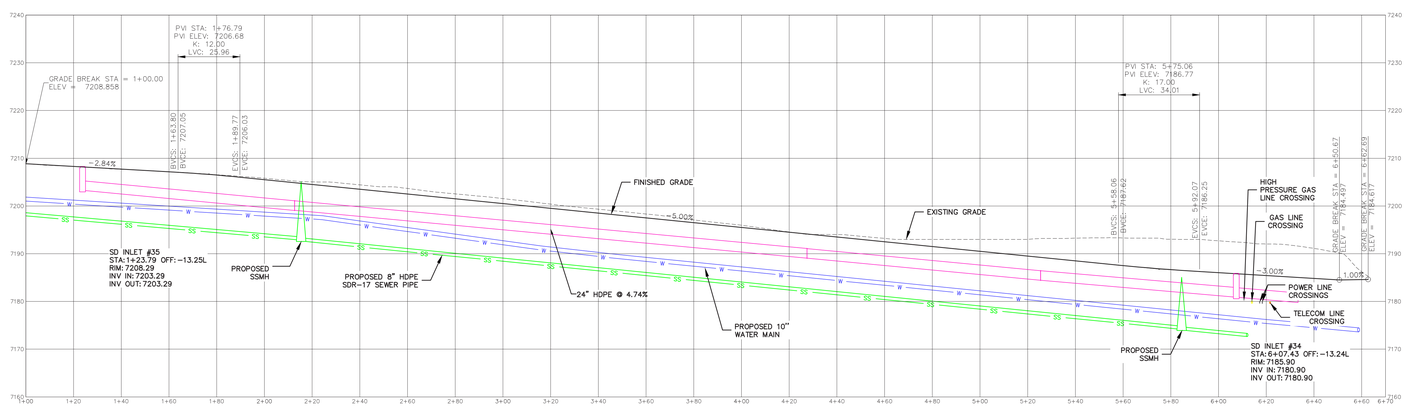
C300

Exhibit 34: **Civil Site Plan_Trails End Plan & Profile**

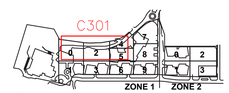


20' 0 20' 40'

TRAILS END – PLAN VIEW



TRAILS END – PROFILE VIEW



KEY PLAN

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PORTLAND, OR 97209

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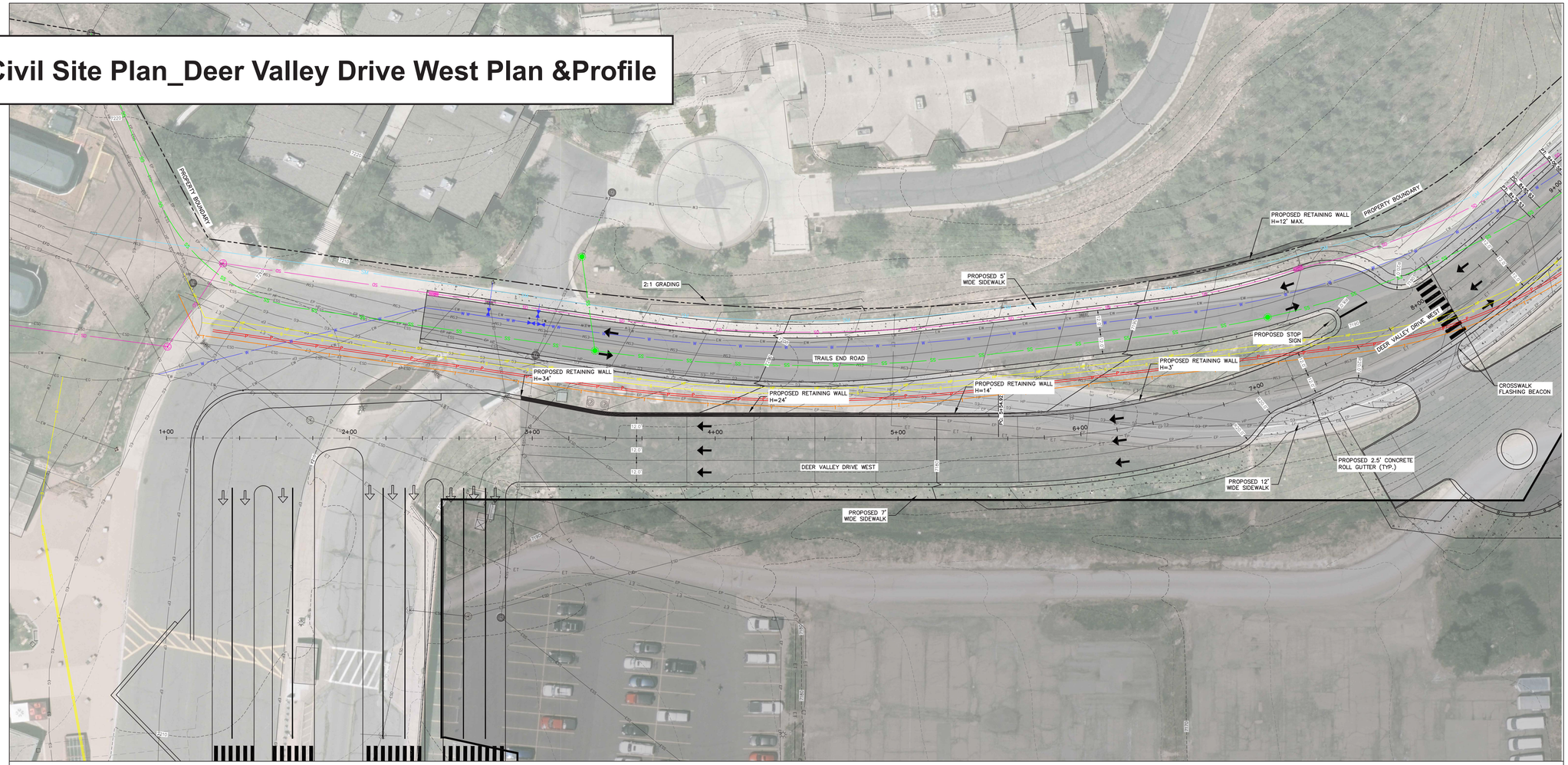
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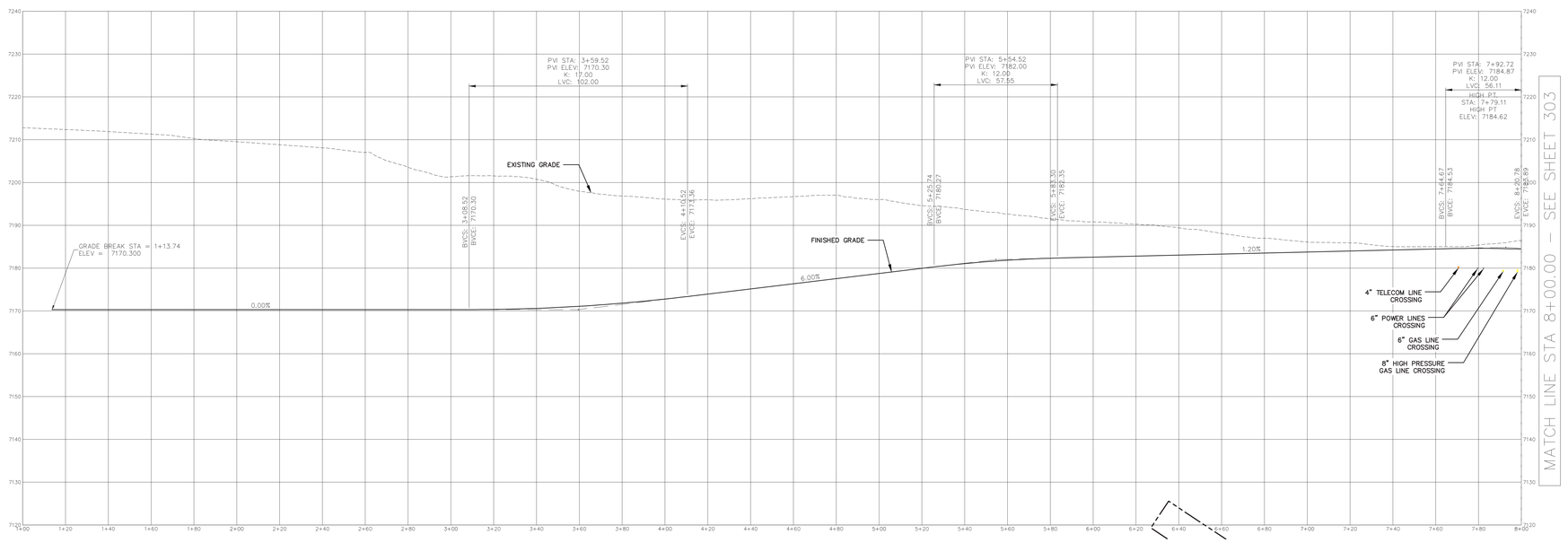
SHEET
PLAN AND PROFILE

C301

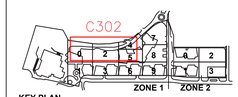
Exhibit 35: **Civil Site Plan_Deer Valley Drive West Plan &Profile**



DEER VALLEY DRIVE WEST – PLAN VIEW



DEER VALLEY DRIVE WEST – PROFILE VIEW



KEY PLAN

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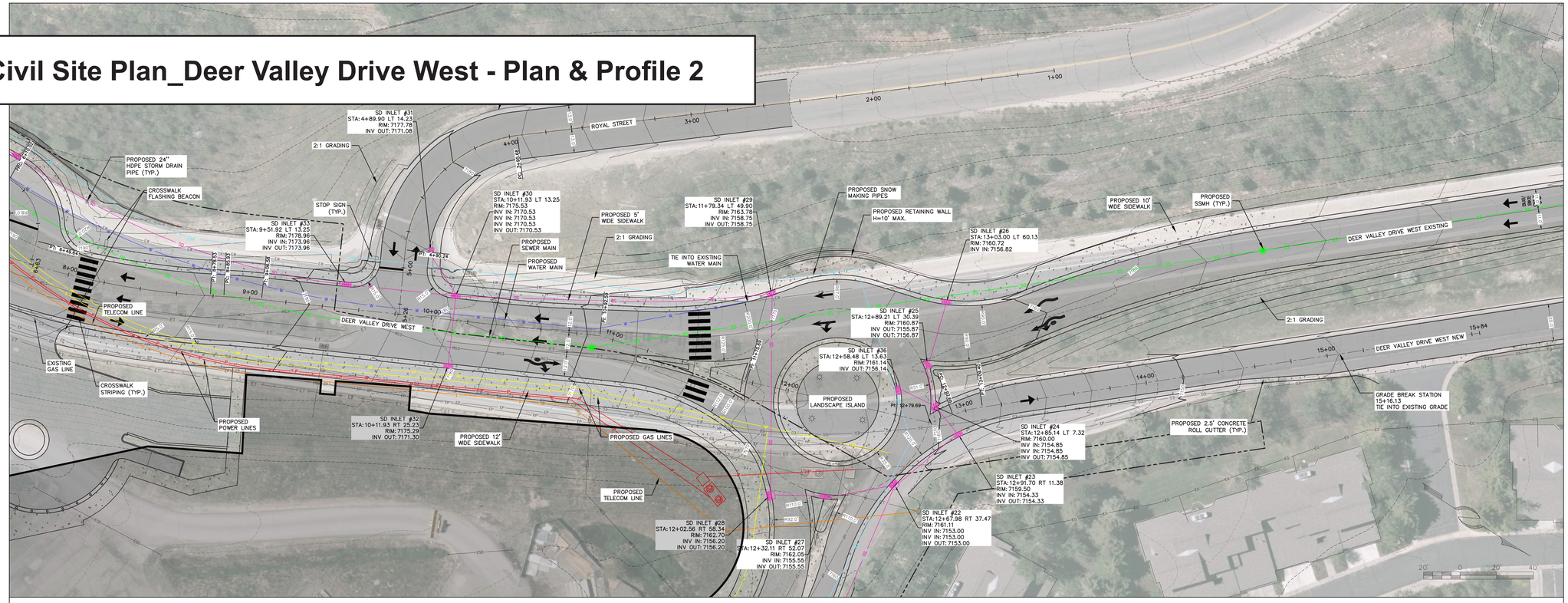
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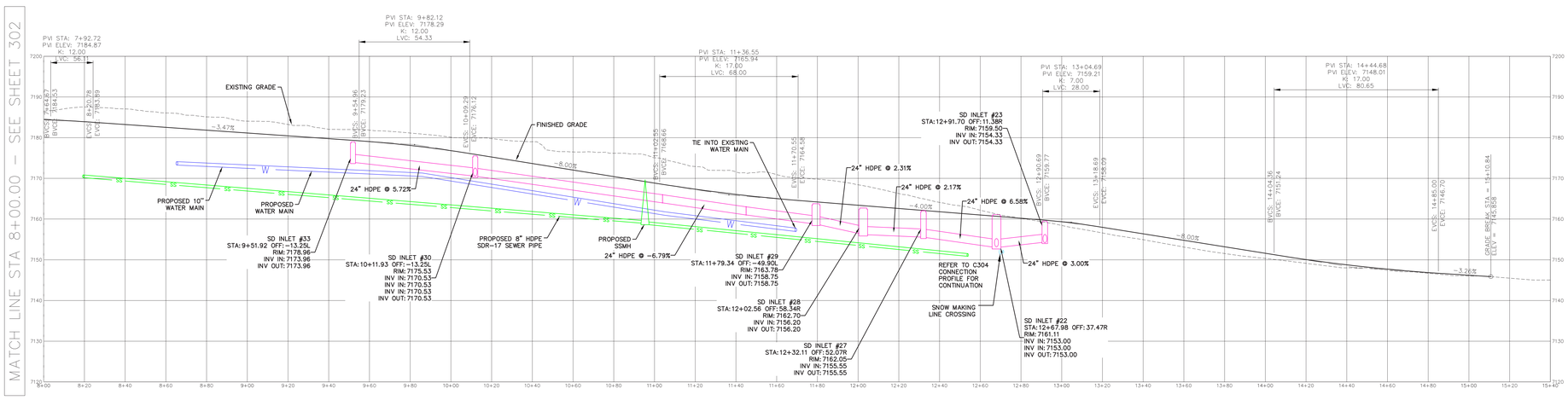
SHEET
PLAN AND PROFILE

C302

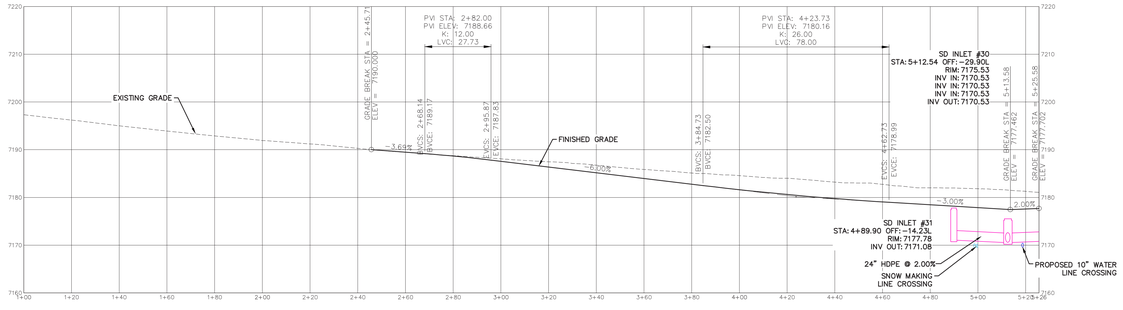
Exhibit 36: **Civil Site Plan_Deer Valley Drive West - Plan & Profile 2**



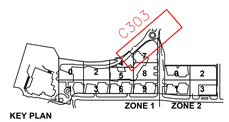
DEER VALLEY DRIVE WEST – PLAN VIEW



DEER VALLEY DRIVE WEST – PROFILE VIEW



ROYAL STREET – PROFILE VIEW



KEY PLAN

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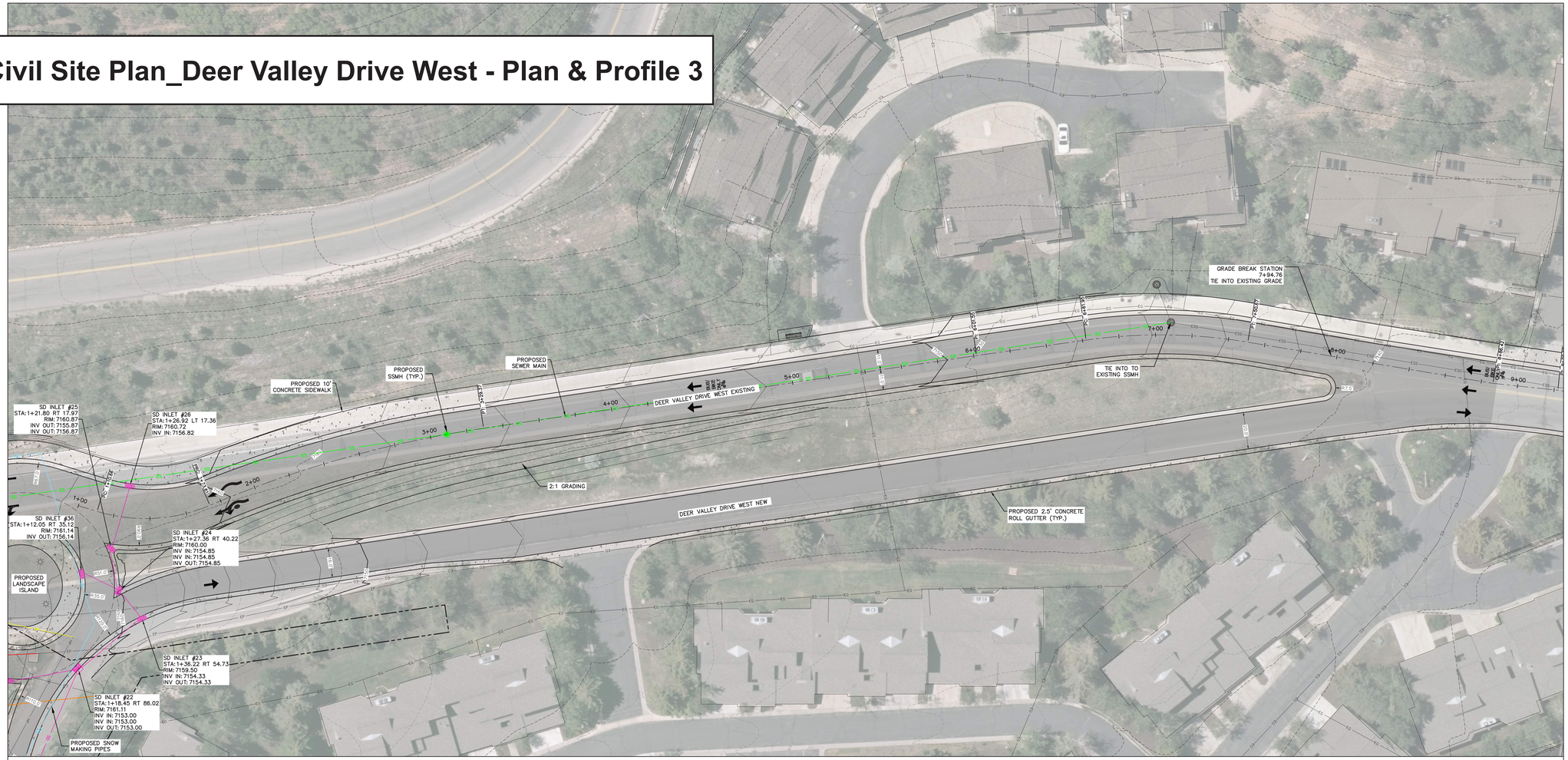
REVISION

NOT FOR CONSTRUCTION

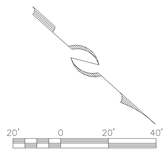
SHEET
PLAN AND PROFILE

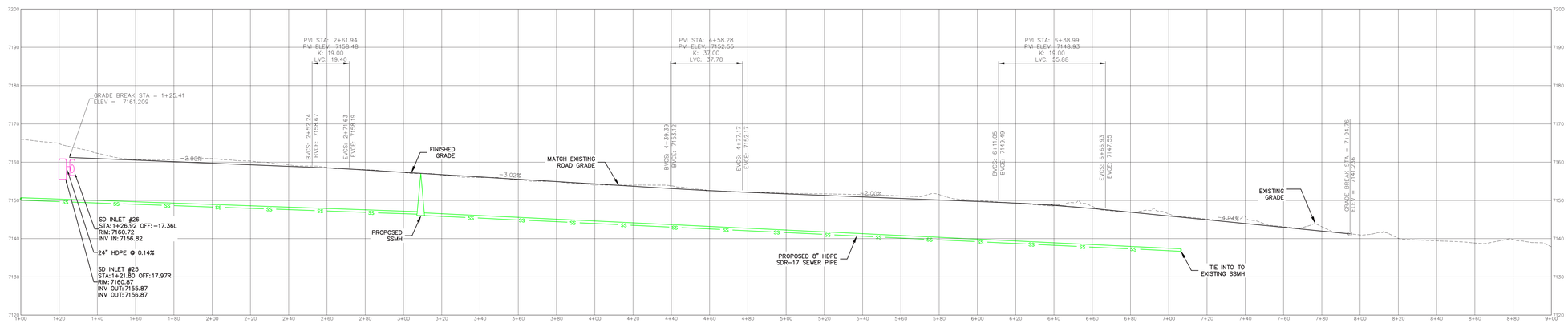
C303

Exhibit 37: **Civil Site Plan_Deer Valley Drive West - Plan & Profile 3**

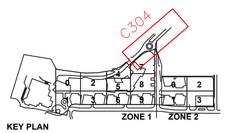


DEER VALLEY DRIVE WEST EXISTING – PLAN VIEW





DEER VALLEY DRIVE WEST EXISTING – PROFILE VIEW



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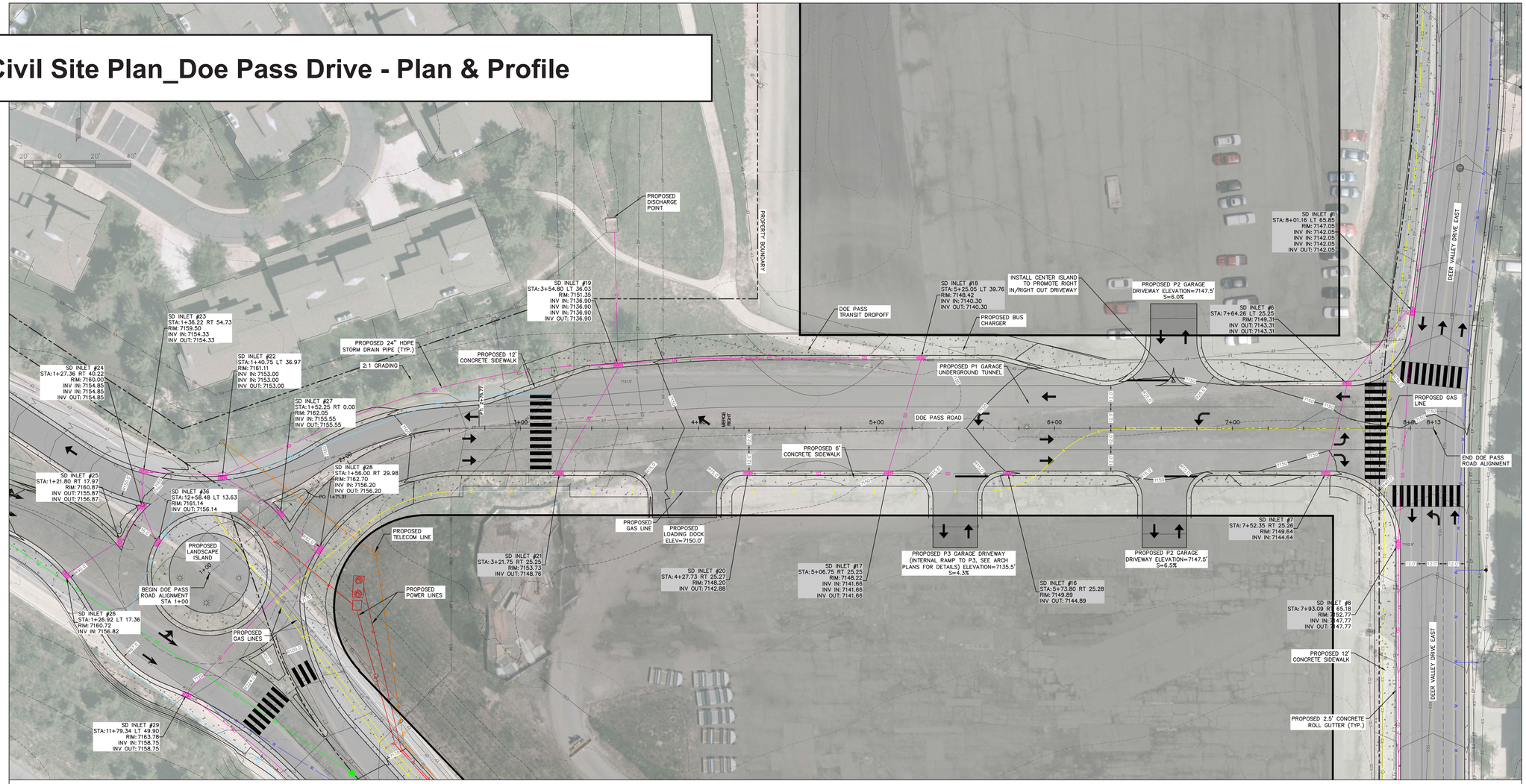
REVISION

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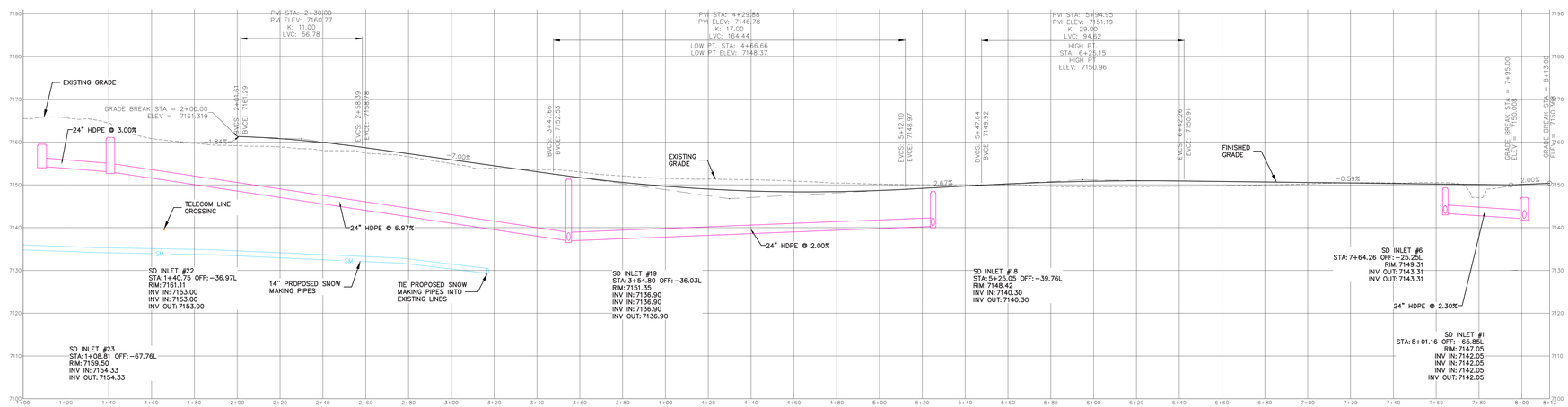
SHEET
PLAN AND PROFILE

C304

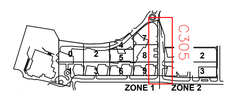
Exhibit 38: **Civil Site Plan_Doe Pass Drive - Plan & Profile**



DOE PASS DRIVE – PLAN VIEW



DOE PASS DRIVE – PROFILE VIEW



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PORTLAND, OR 97209
OFFICE 503 525 9315
SKYLABARCHITECTURE.COM

GBD
GBD Architects, Incorporated
1120 NW Couch St.
Ste. 300
Portland, OR 97209
Tel. (503) 224-9656
gbdarchitects.com

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DEER VALLEY SNOW PARK VILLAGE

ADDRESS
2250 Deer Valley Drive S
Park City UT 84060

PROJECT #
23045

DATE
OCTOBER 3, 2024

ISSUANCE
100% DD - PODIUM

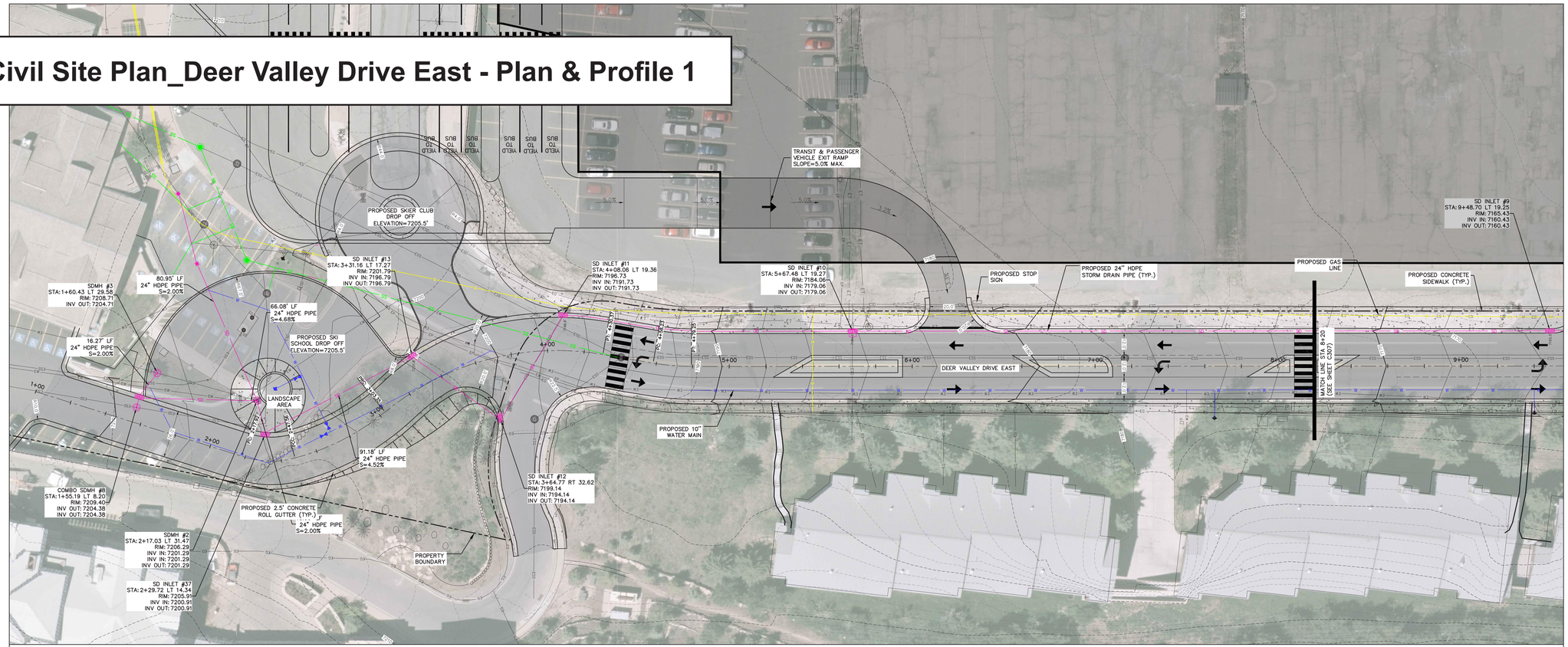
REVISION

NOT FOR CONSTRUCTION

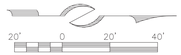
SHEET
PLAN AND PROFILE

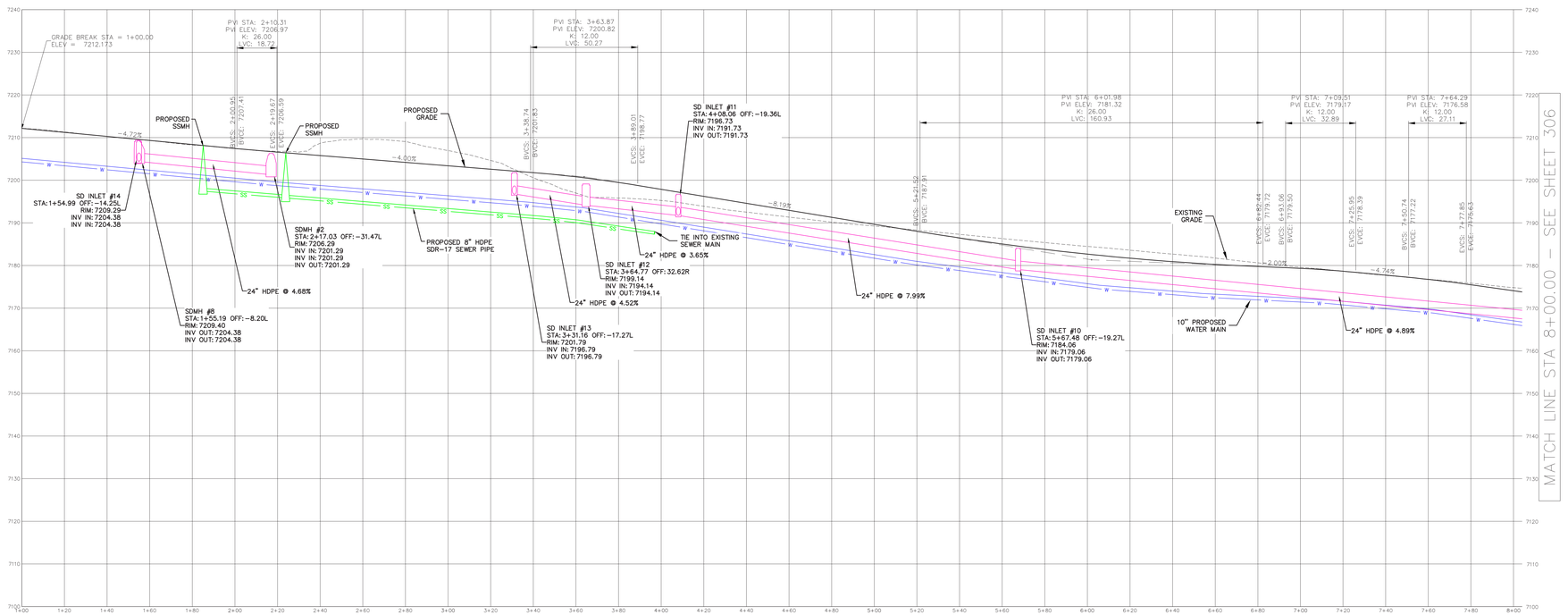
C305

Exhibit 39: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 1**

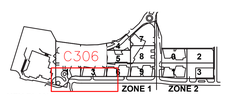


DEER VALLEY DRIVE EAST – PLAN VIEW





DEER VALLEY DRIVE EAST – PROFILE VIEW



KEY PLAN

ALLIANCE ENGINEERING

P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50, PARK CITY, UT 84098 | 435-649-9467

skylab GBD

ARCHITECTURE
INTERIOR DESIGN
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PORTLAND, OR 97209

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SKYLABARCHITECTURE.COM

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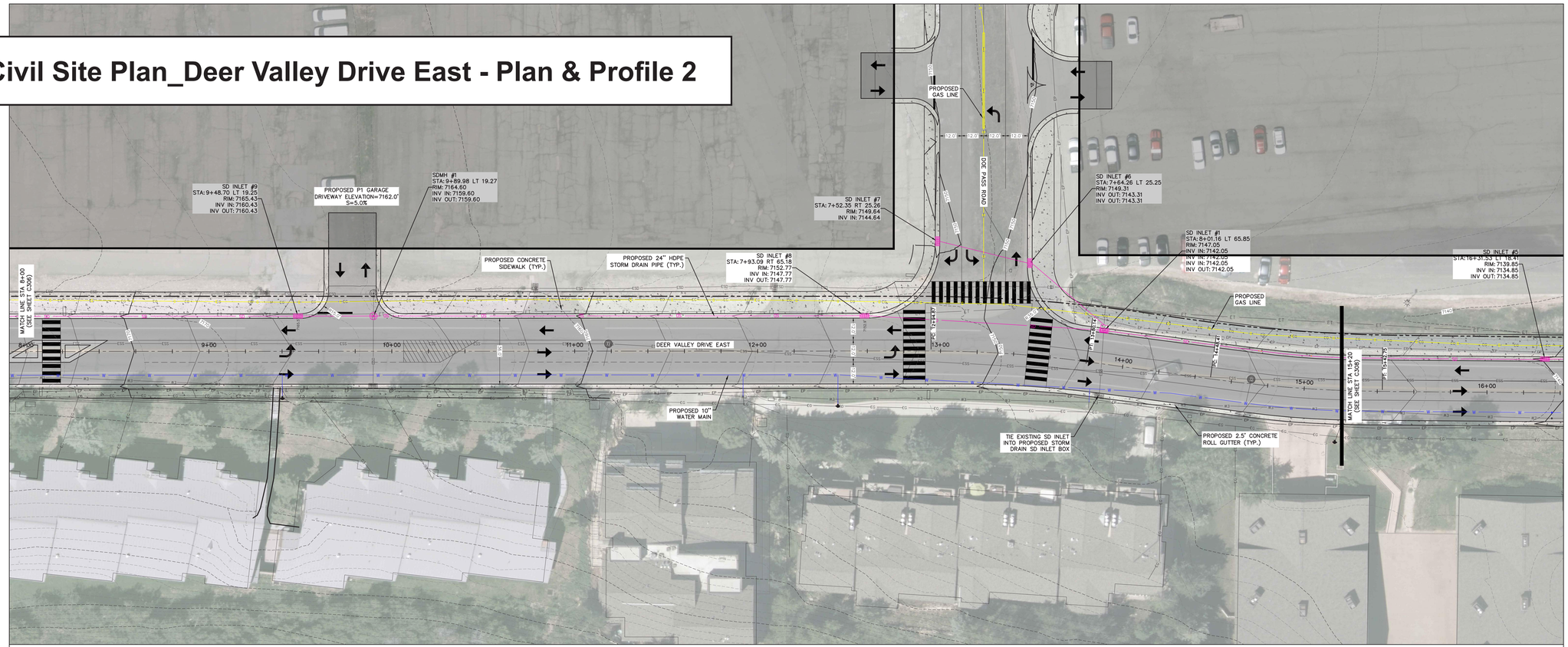
REVISION

NOT FOR CONSTRUCTION

SHEET
PLAN AND PROFILE

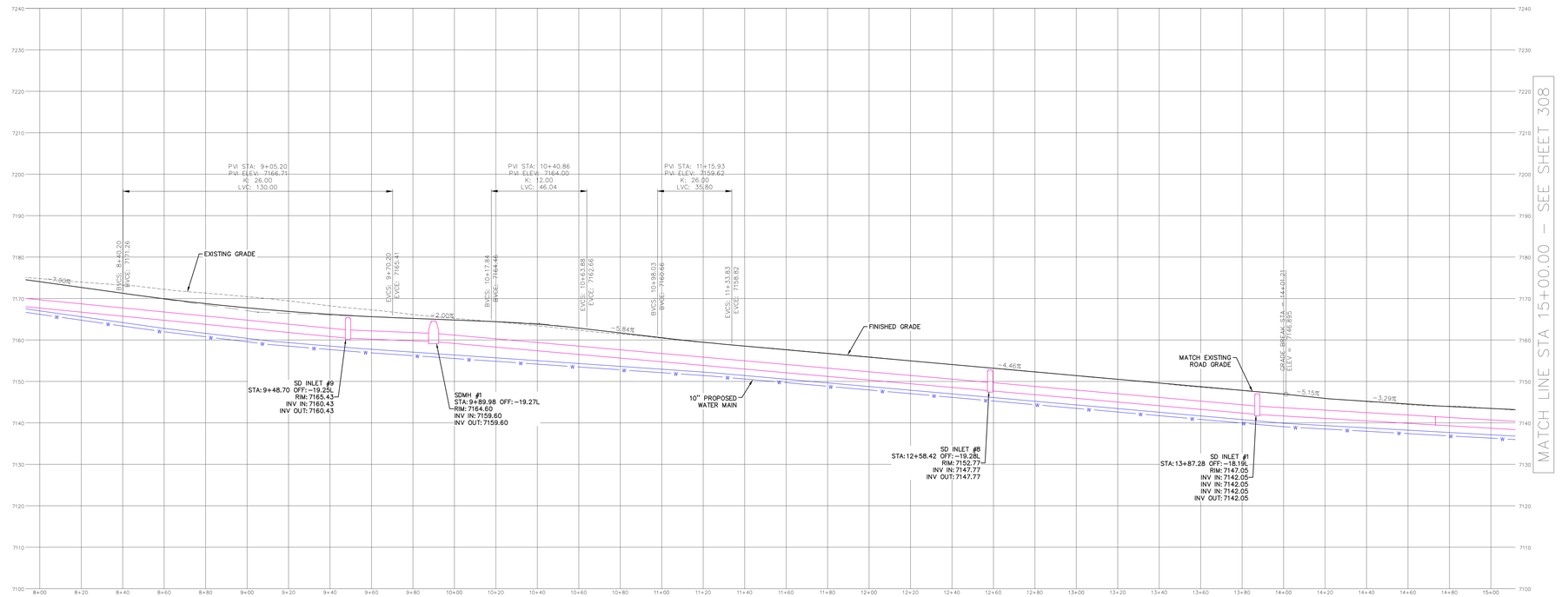
C306

Exhibit 40: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 2**

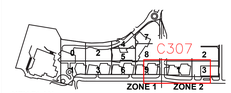


20' 0 20' 40'

DEER VALLEY DRIVE EAST – PLAN VIEW



DEER VALLEY DRIVE EAST – PROFILE VIEW



KEY PLAN

ALLIANCE ENGINEERING

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PARK CITY, UT 84098 | 435-649-9467

skylab ARCHITECTURE
INTERIOR DESIGN
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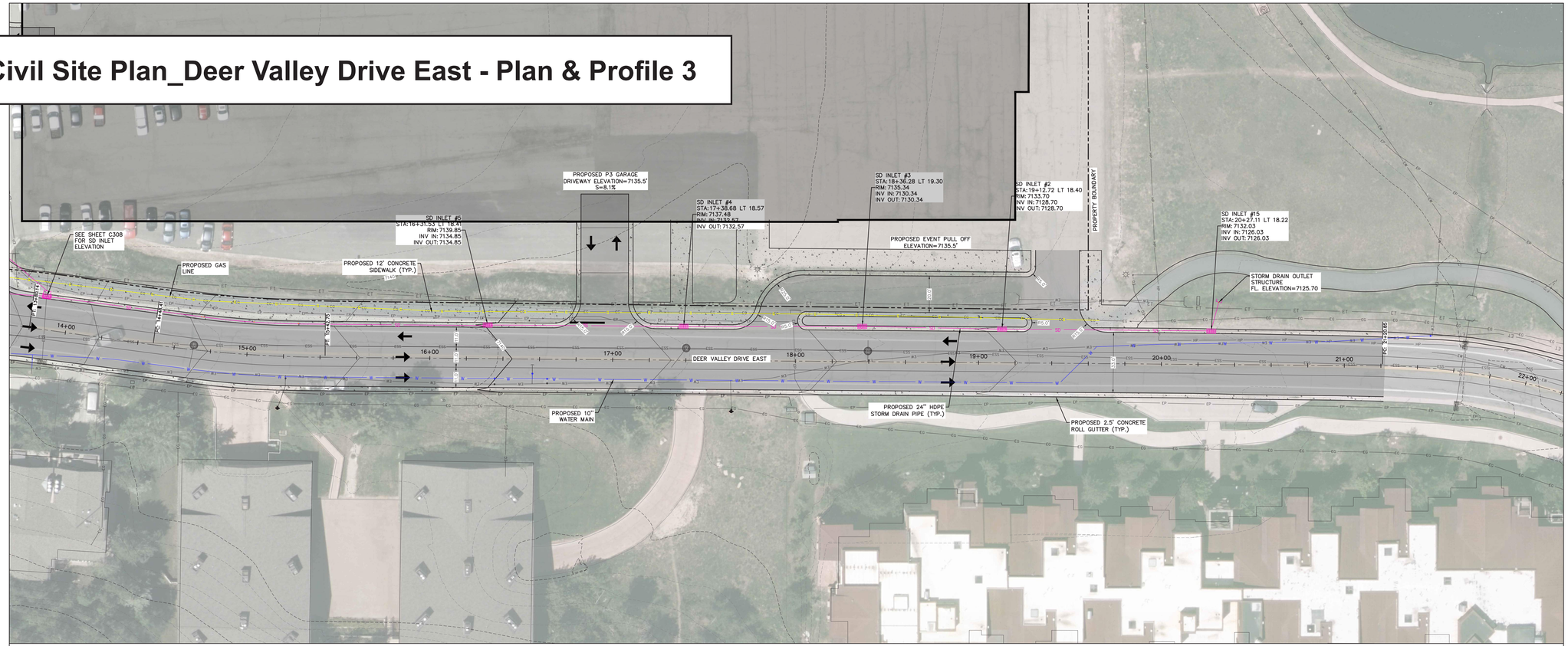
REVISION

NOT FOR CONSTRUCTION

SHEET
PLAN AND PROFILE

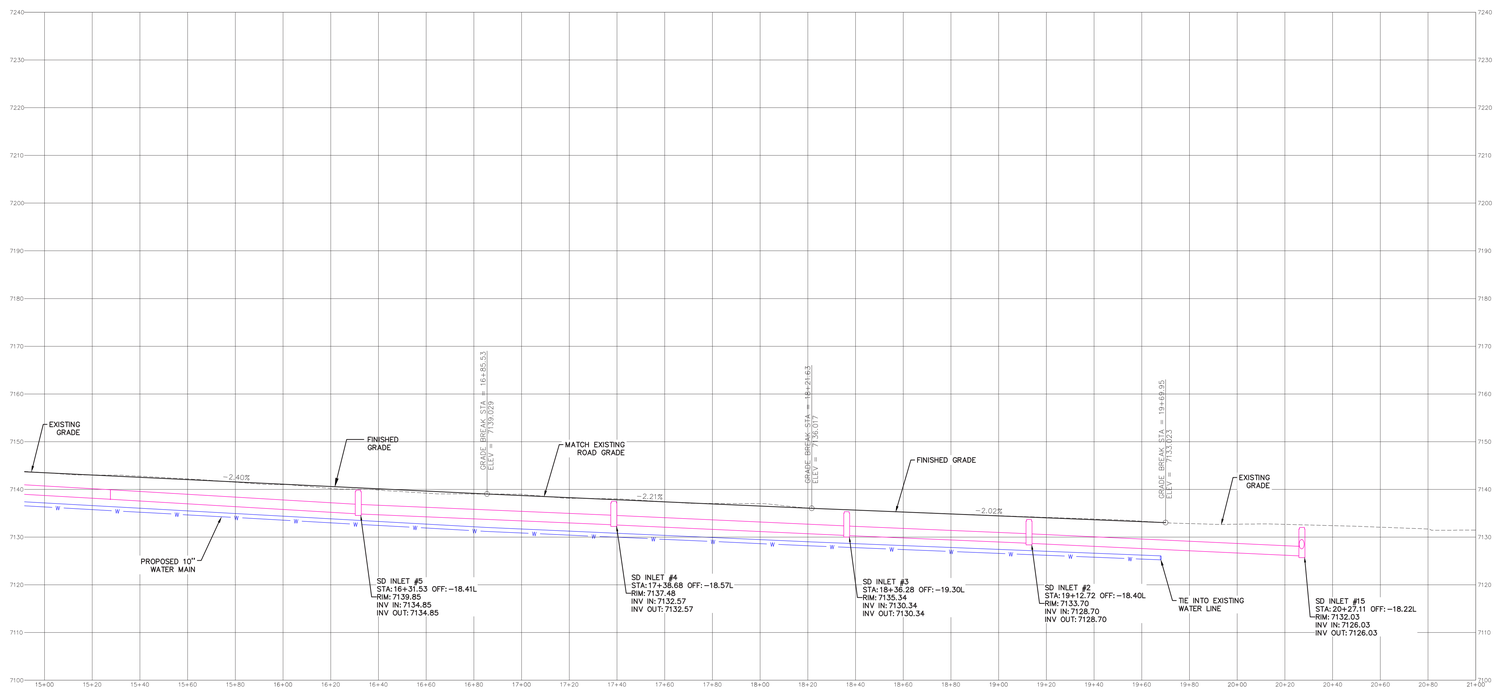
C307

Exhibit 41: **Civil Site Plan_Deer Valley Drive East - Plan & Profile 3**

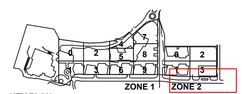


20' 0 20' 40'

DEER VALLEY DRIVE EAST – PLAN VIEW



DEER VALLEY DRIVE EAST – PROFILE VIEW



KEY PLAN

C308

ALLIANCE ENGINEERING

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Park City UT 84060

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OCTOBER 3, 2024

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REVISION

NOT FOR CONSTRUCTION

SHEET
PLAN AND PROFILE

C308



Snow Park Village

Construction Mitigation Plan

November 6, 2024

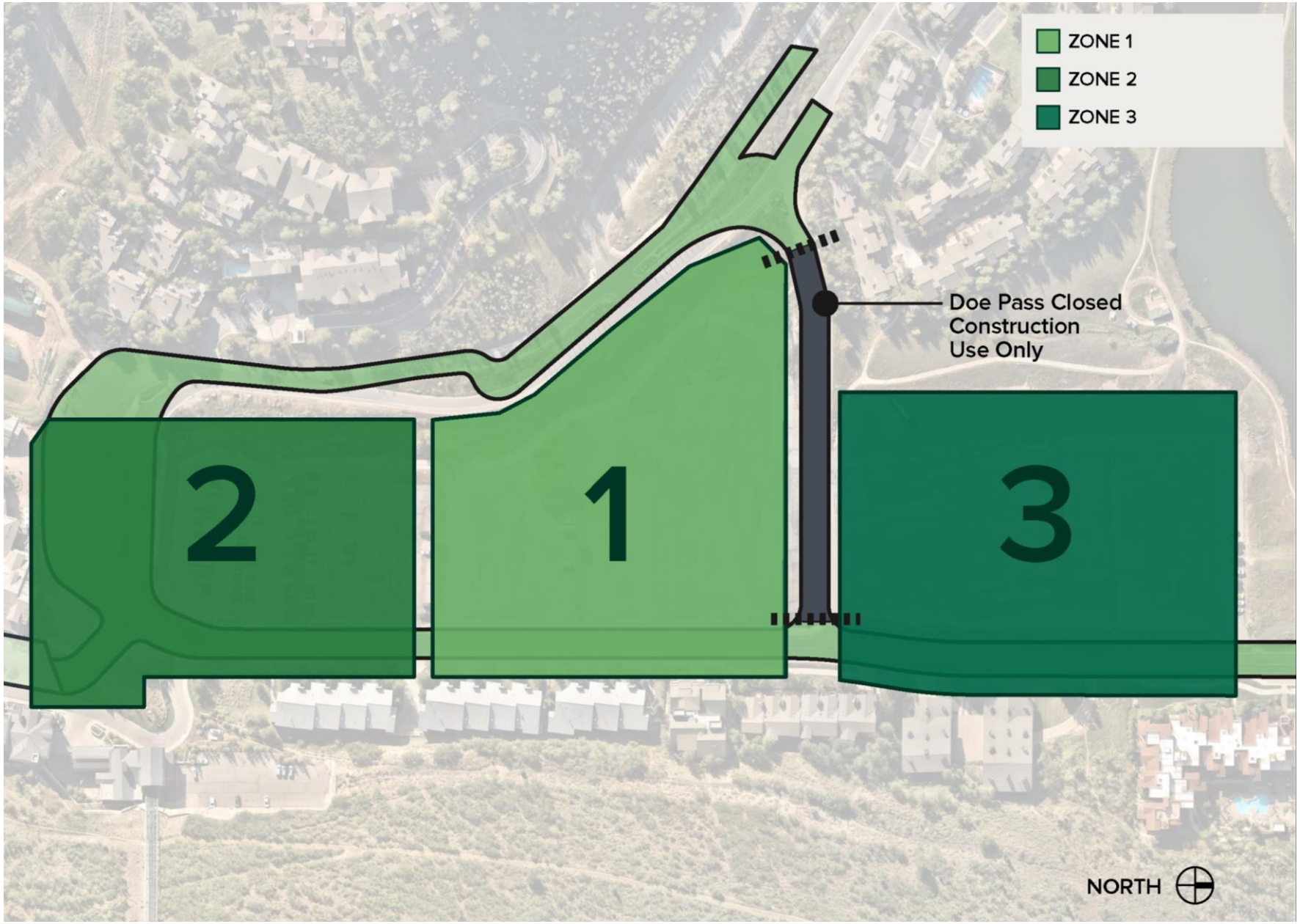
01

Construction Mitigation Plan + Phasing



CONSTRUCTION MITIGATION PLAN TIMELINE

Major Milestones



2024

- Design & Entitlement in Process
- Ongoing Public Engagement

2025 - 2027

- **May 2025** - Groundbreaking for Zone 1 of the Garage & Infrastructure
- 2026 – Zone 1 & 2 of the Garage under construction
- **2027** – Completion of Zone 1 and Zone 2 Garage construction & Commencement of Zone 3 garage construction

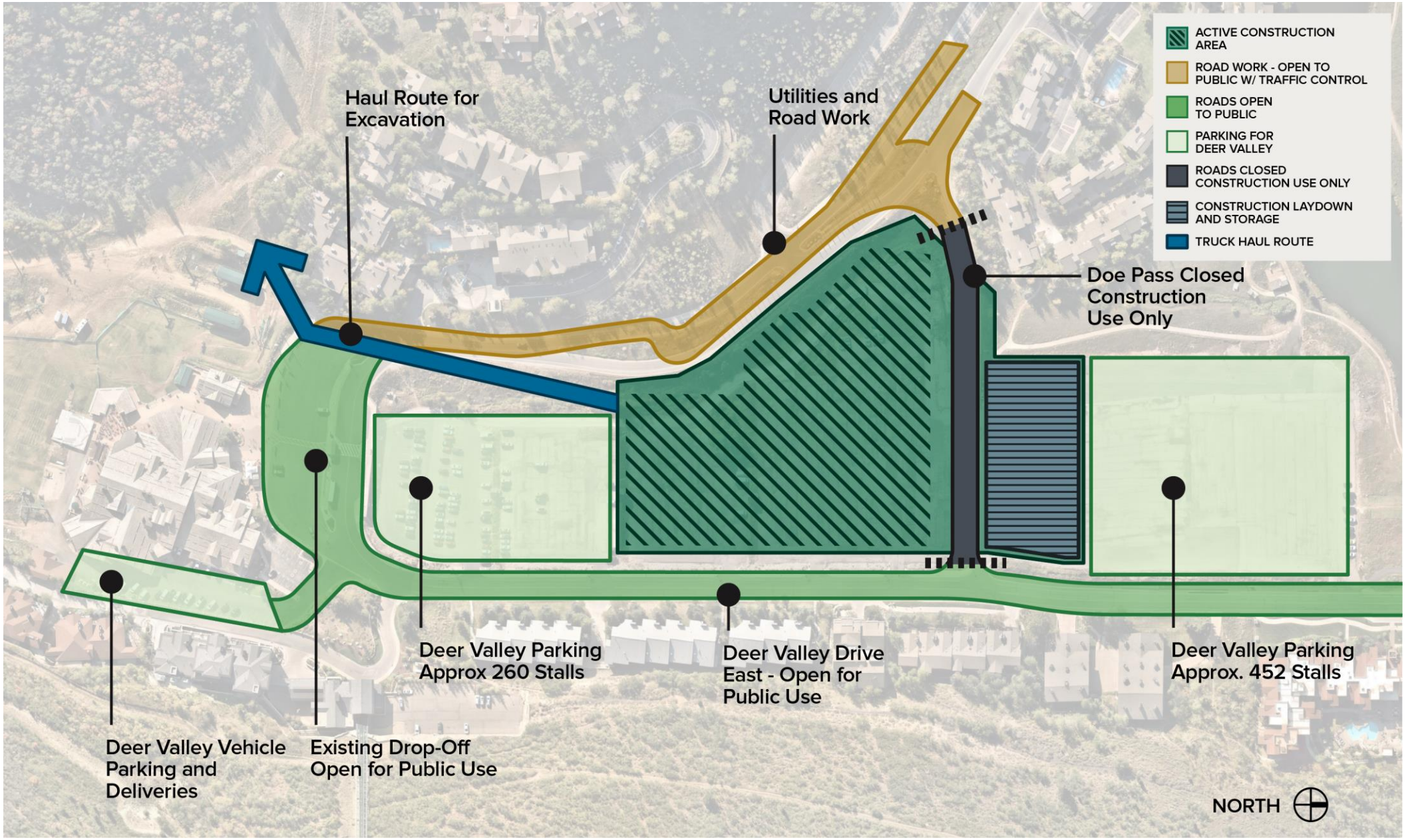
2028 - 2030

- **2028-2030** - Vertical Village construction of the hotel, residences, event center and retail. Completed in phases South to North (Zones 2, 1, then 3)
- **2029** - Expanded Ski Beach & Silver Lake Gondola

2034 PARK CITY HOSTS THE WINTER OLYMPIC GAMES

CONSTRUCTION MITIGATION PLAN

Summer 2025



ROADWAY

- Roadwork will be on Deer Valley Drive West. Access will be maintained while roadway is under construction.
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- The existing drop-off will be open as is for public use.
- Bus Routes not anticipated to be disrupted along the loop.

UTILITIES

- Significant utility work will be in process along Deer Valley Drive West, including replacement of the main Sanitary Line from the Y in.
- Specifics will be provided as work is further sequenced.

PARKING

- Total parking spaces: 712
- Lots 1, 2, 5 & 6 will be available for Parking.
- Lots 3 & 4 and Doe Pass Road will be closed for construction

HAULING

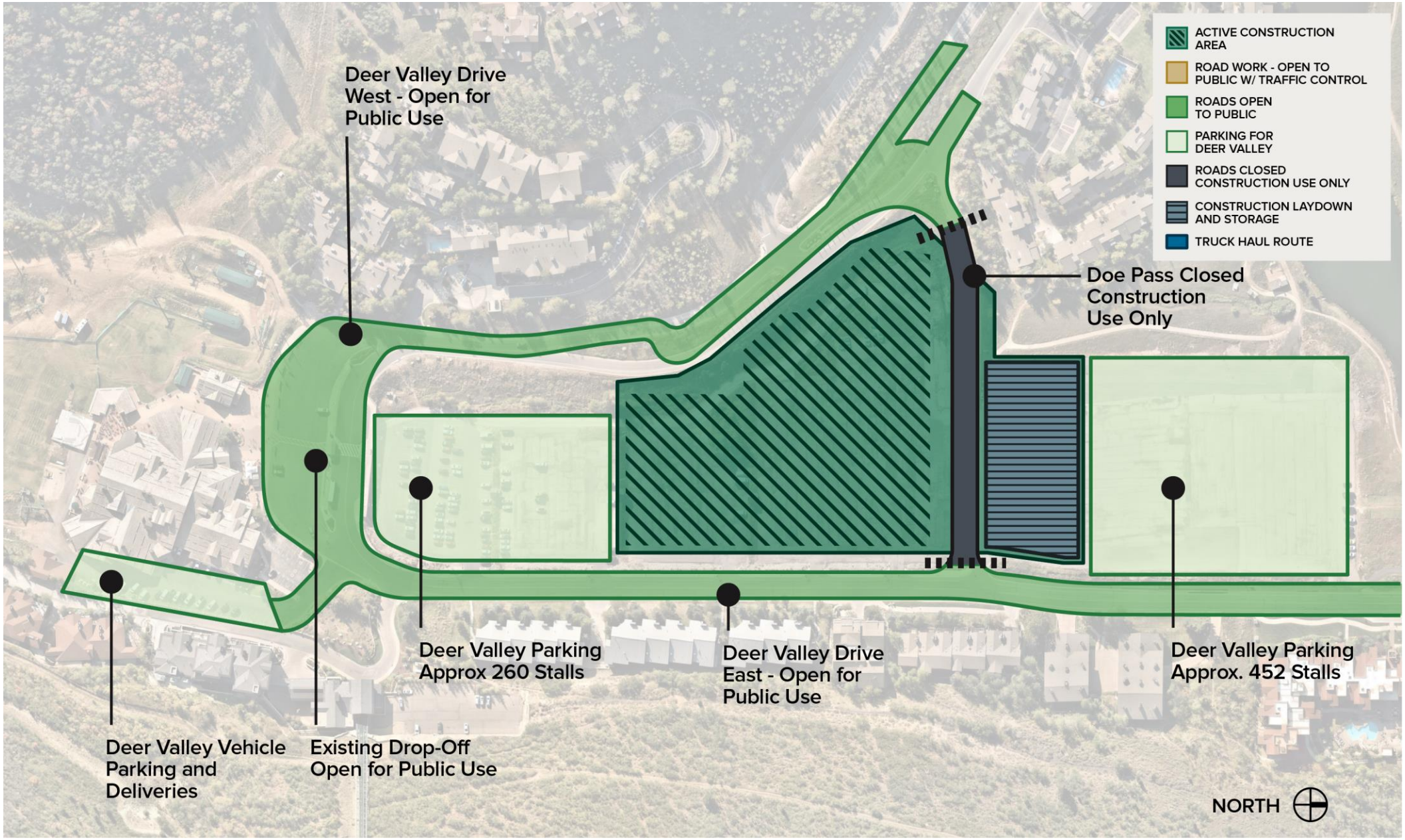
- Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

CONSTRUCTION MITIGATION PLAN

Ski Season 2025/2026



ROADWAY

- All roadways open during ski season. No roadway construction activities
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- The existing drop-off will be open as is for public use.
- Bus Routes not anticipated to be disrupted along the Loop.

UTILITIES

- No utility work in roadways during Ski Season.

PARKING

- Total parking spaces: 712
- Lots 1, 2, 5 & 6 will be available for Parking.
- Lots 3 & 4 and Doe Pass Road will be closed for Construction

HAULING

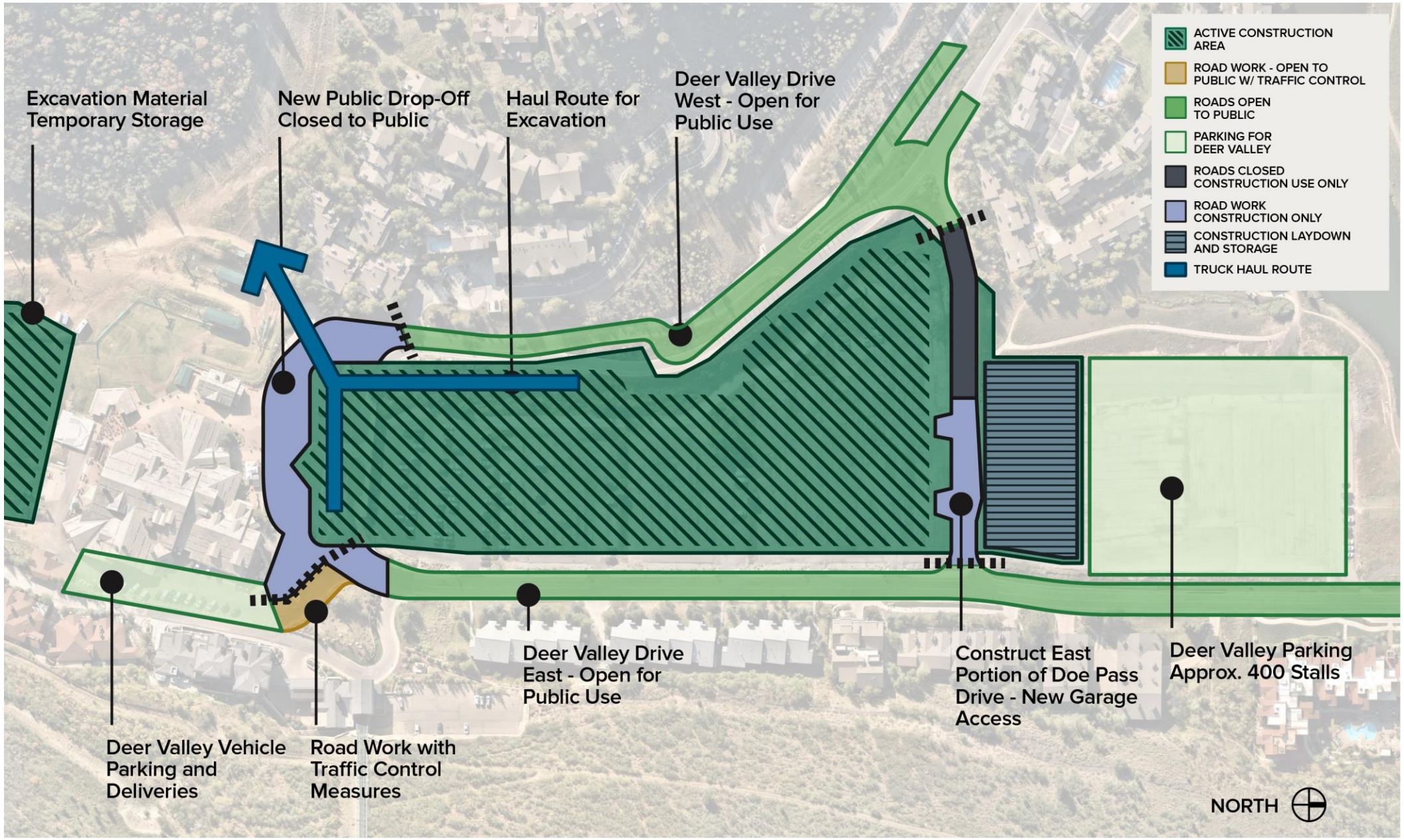
- No dirt hauling during Ski Season

ON-MOUNTAIN IMPACTS

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

Summer 2026



ROADWAY

- •Temporary drop-off zone near Snow Park Lodge will be under construction. Roadway will terminate in either direction at dashed black line. Traffic will not be able to continuously travel around loop. Deer Valley will have access to turnarounds on either side of the road, but discourage vehicles from traveling to those dead ends with signage at convenient turn around points.
- •Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- •Temporary drop-off under construction

UTILITIES

- •Utility work will take place only in construction zones.

PARKING

- •Total parking spaces: 400
- •Lots 5 & 6 will be available for Parking.
- •Lots 1, 2, 3 & 4 and Doe Pass Road will be closed for Construction

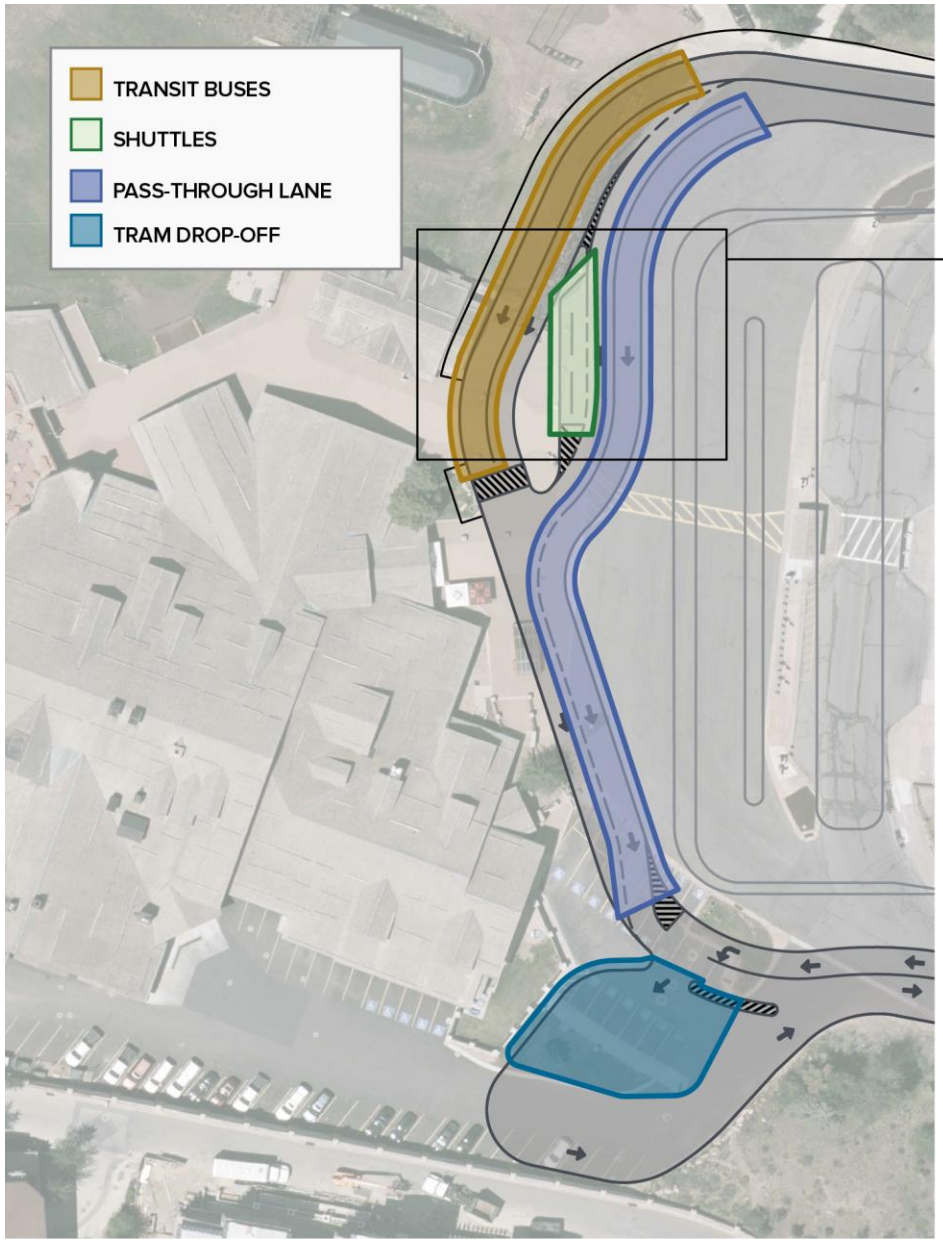
HAULING

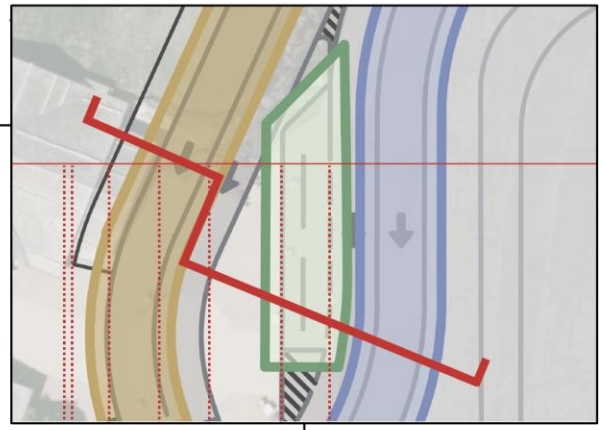
- •Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

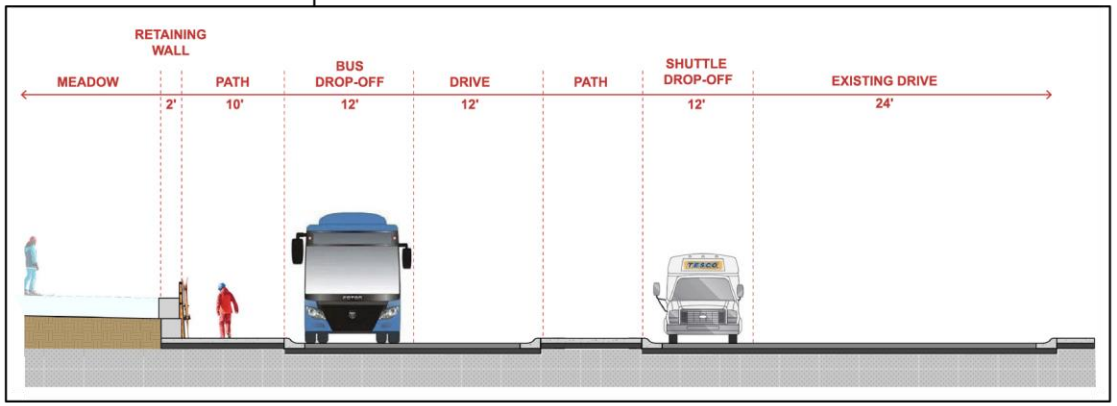
ON-MOUNTAIN IMPACTS

- •Deer Valley will work to limit any impacts to on-mountain activities. No summer concerts will be hosted.

November 2026 - May 2028







TEMPORARY DROP-OFF
The temporary drop-off will be operated in one direction from West to East. The one-way roadway will begin after the Trails End intersection.

GOLD
The gold area indicates the area that Transit buses will drop off in the temporary drop off. This area can fit 5 buses

GREEN
The green area shows where Deer Valley shuttles will drop off. This area has a capacity of 2 to 3 vehicles at a time

PURPLE
This lane is a one direction, pass-through lane.

BLUE
This area shows the area that the Deer Valley trams will drop guests off that are coming from the parking lot and temporary drop off.

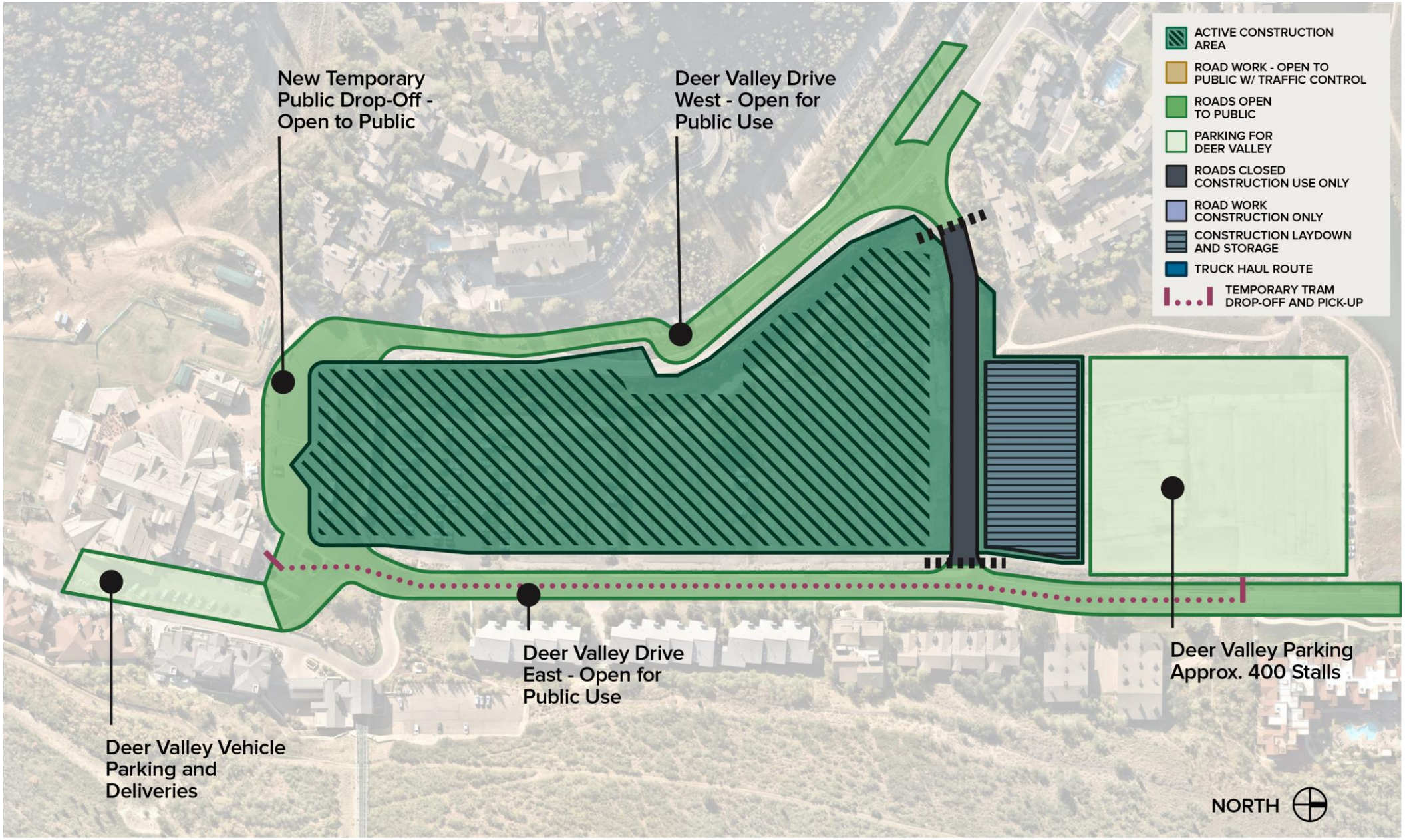
TEMPORARY DROP-OFF LOT 5/6

November 2026 - May 2028



CONSTRUCTION MITIGATION PLAN

Ski Season 2026/2027



ROADWAY

- Roadway open, vehicle travel from west to east only after Trails End driveway.
- Doe Pass Road closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.
- Temporary passenger vehicle drop off will be in Lots 5 & 6.

UTILITIES

- No utility work in roadways, only within limits of construction site

PARKING

- Total parking spaces: 400
- Lots 5 & 6 will be available for Parking.
- Lots 1, 2, 3 & 4 and Doe Pass Road will be closed for Construction

HAULING

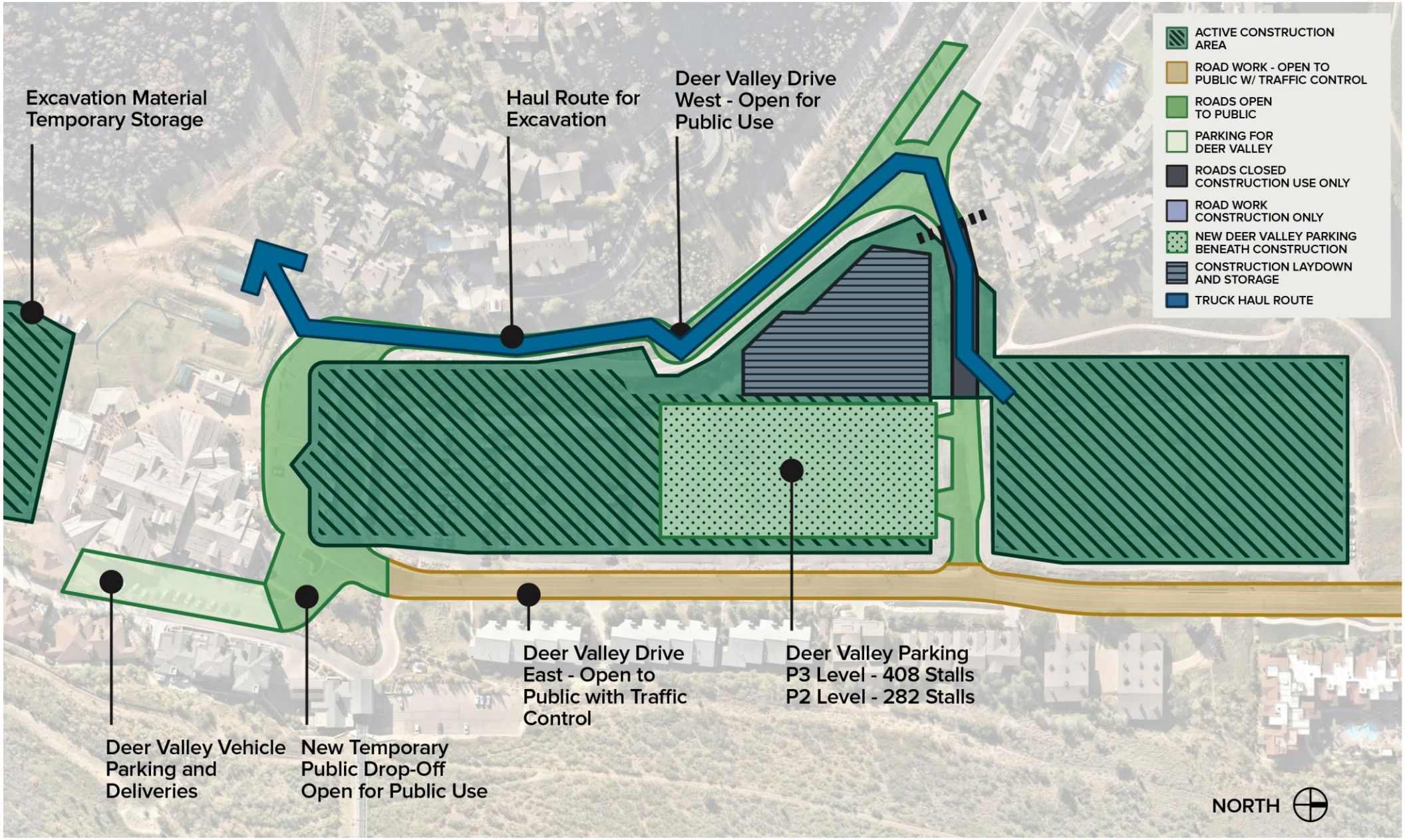
- No dirt hauling during Ski Season

ON-MOUNTAIN IMPACTS

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

Summer 2027



ROADWAY

- Roadwork will be on Deer Valley Drive East and at Y intersection. Access will be maintained while roadway is under construction.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.

UTILITIES

- Utility work on Deer Valley Drive East and North, with temporary traffic control measures in place.

PARKING

- Total parking spaces: 690
- Parking garage and Doe Pass Road will be partially open.
- Lots 5 & 6 will be closed for construction

HAULING

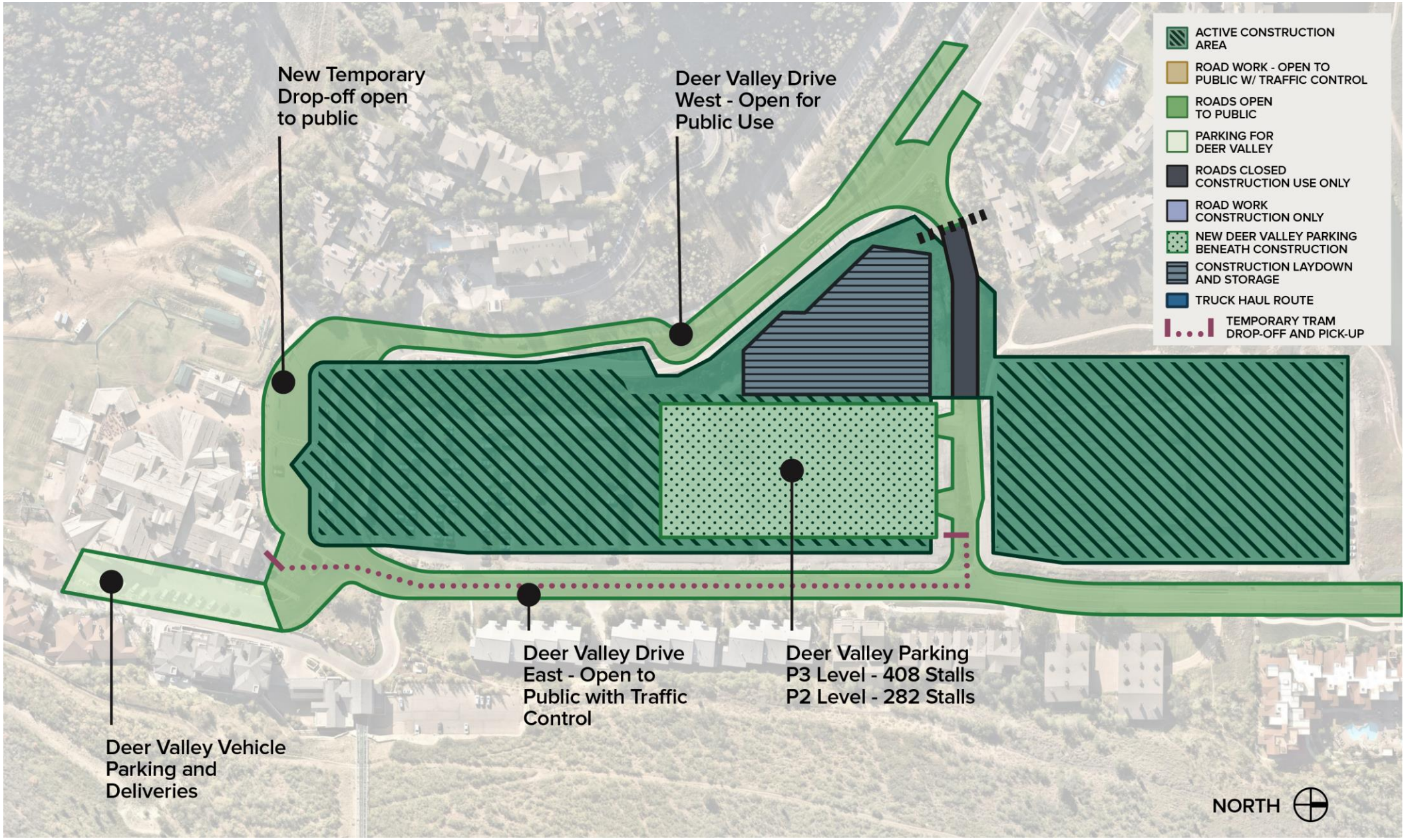
- Excavated dirt will be hauled onto the mountain diverting trucks through Park City.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities. No summer concerts will be hosted.

CONSTRUCTION MITIGATION PLAN

Ski Season 2027-2028



ROADWAY

- Roadway open, vehicle travel from west to east only after Trails End driveway.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- Temporary drop-off open for buses and hotel shuttles only.
- Private vehicles maintain a pass-through lane.

UTILITIES

- No utility work in roadways. Only within limits of construction.

PARKING

- Total parking spaces: 690
- Parking garage and Doe Pass Road will be partially open.
- Lots 5 & 6 will be closed for construction

HAULING

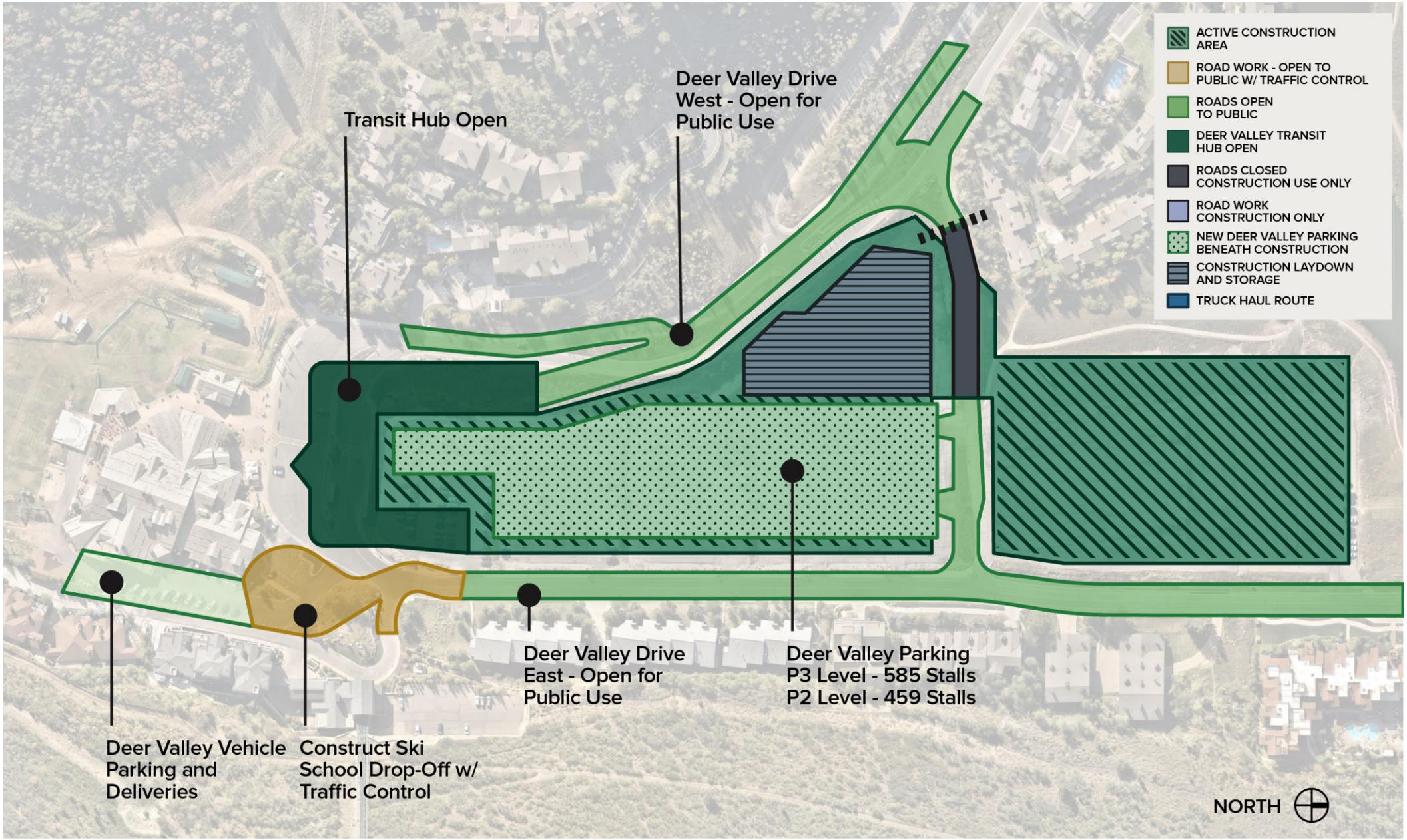
- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

Summer 2028



ROADWAY

- Roadwork will be on Deer Valley Drive East towards the south end.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- Minimal utility work, only within the ski school drop-off area, with traffic control measures.

PARKING

- Total parking spaces: 1,044
- Parking garage and Doe Pass Road will be partially open.

HAULING

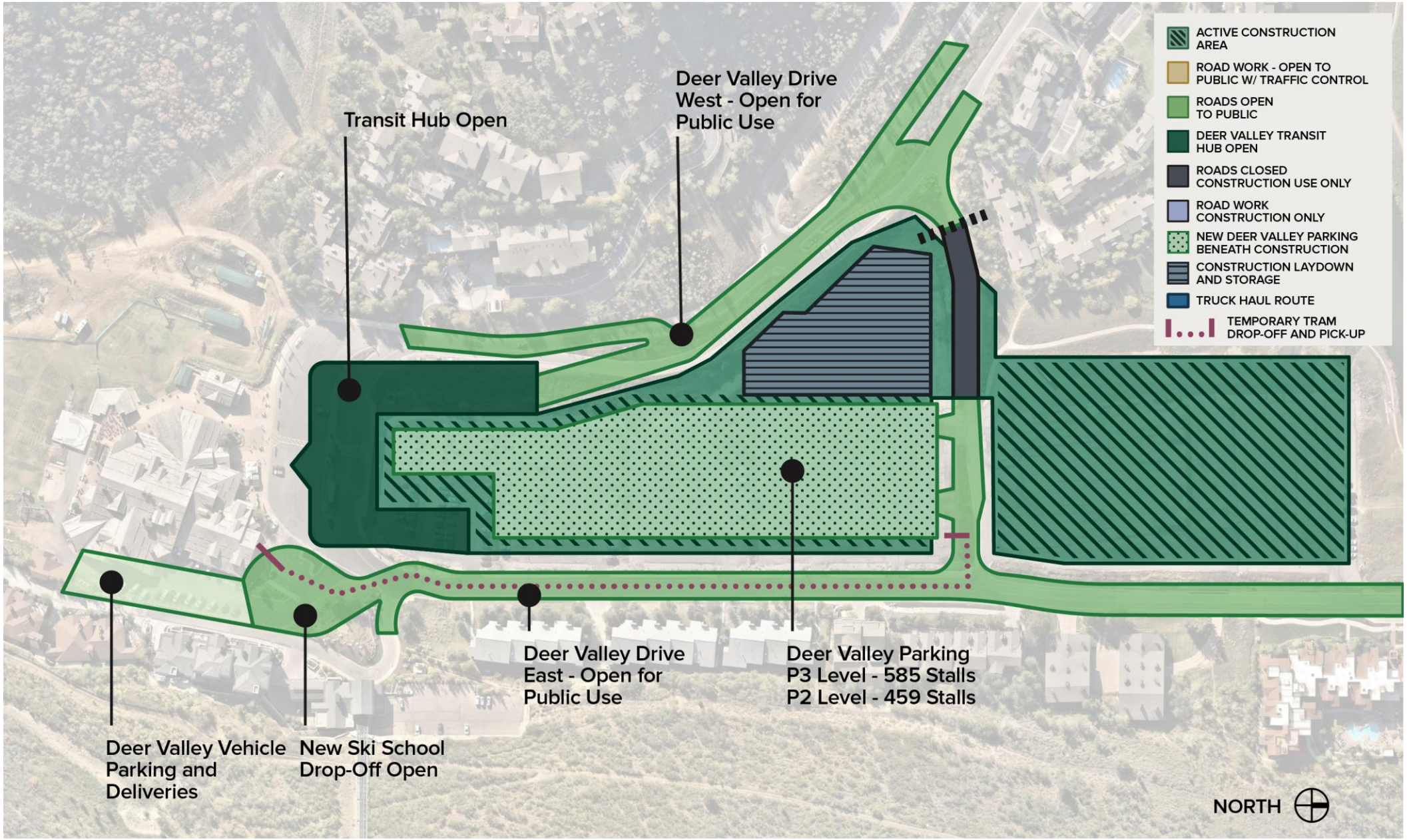
- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

CONSTRUCTION MITIGATION PLAN

Ski Season 2028-2029



ROADWAY

- Roadway open, new circulation pattern in effect.
- Doe Pass Road partially closed to public vehicles. Access will be maintained for construction and EMS vehicles.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- No utility work in the roadways.

PARKING

- Total parking spaces: 1,044
- Parking garage and Doe Pass Road will be partially open.

HAULING

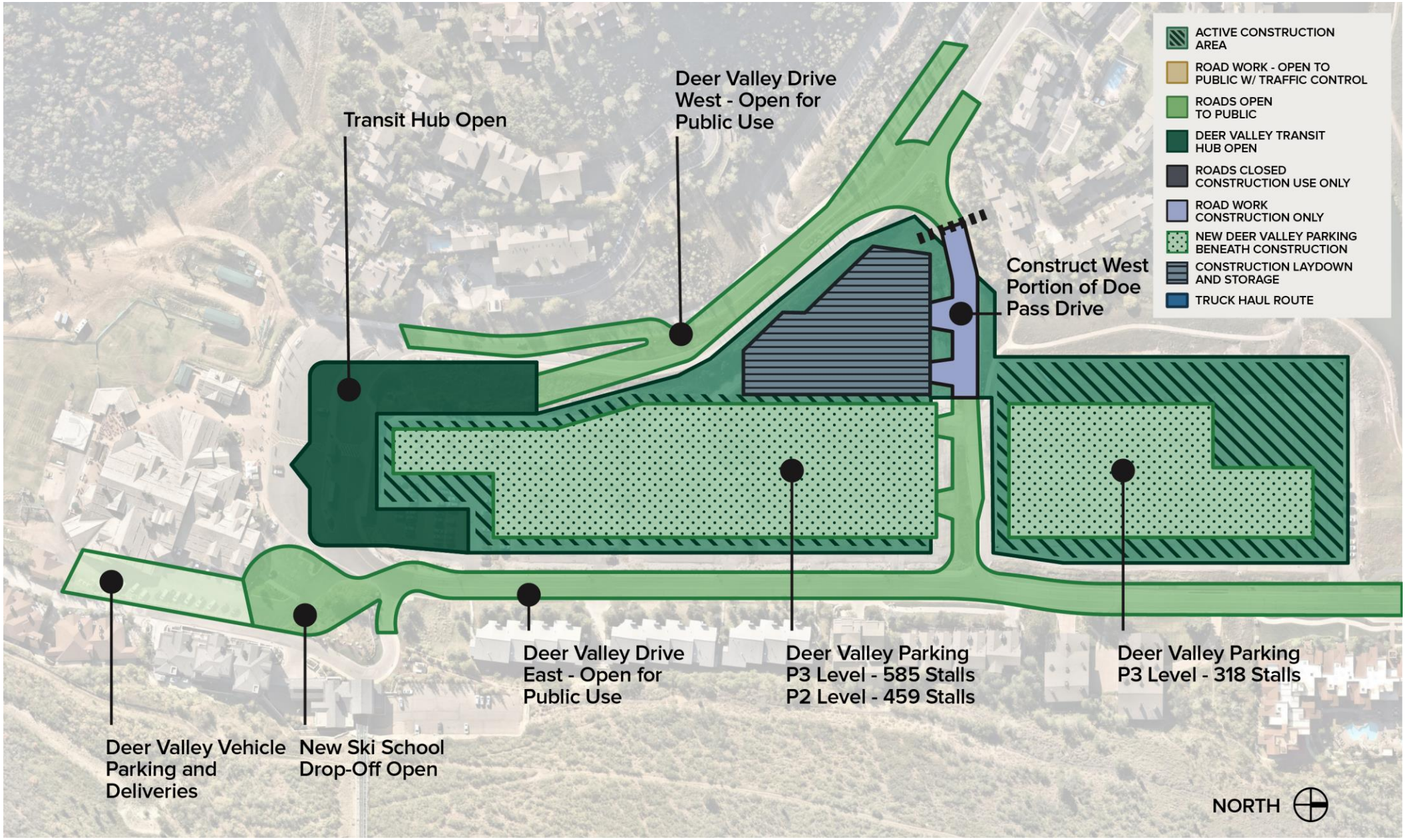
- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- No impacts to mountain operations during Ski Season.

CONSTRUCTION MITIGATION PLAN

Summer 2029



ROADWAY

- Roadway open, new circulation pattern in effect.
- Portion of Doe Pass Road under construction.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- No utility work in the roadways.

PARKING

- Total parking spaces: 1,362
- Parking garage and Doe Pass Road will be partially open.

HAULING

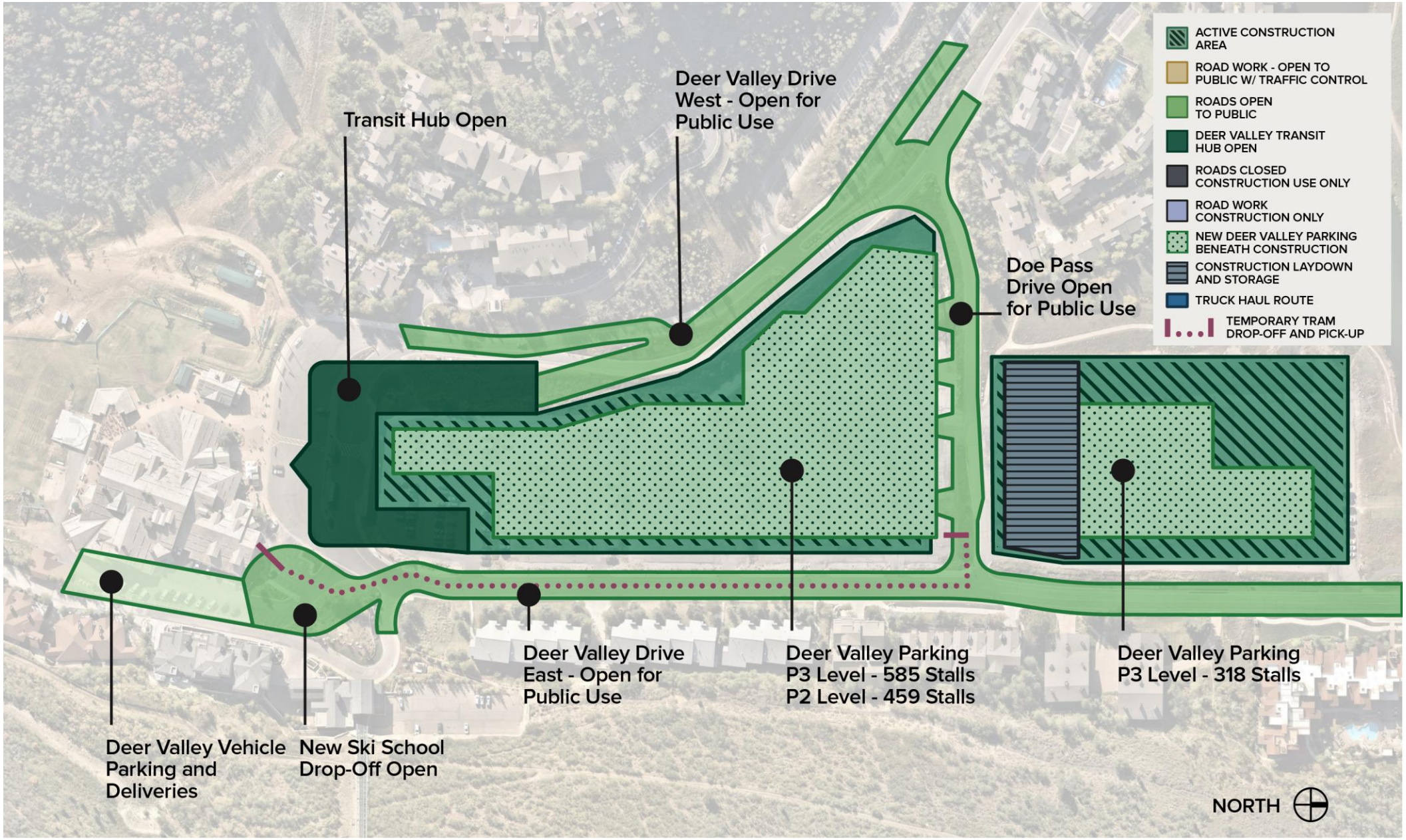
- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

CONSTRUCTION MITIGATION PLAN

Ski Season 2029-2030



ROADWAY

- Roadway open, new circulation pattern in effect.
- Doe Pass Road fully open.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- No utility work to take place during this time

PARKING

- Total parking spaces: 1,362
- Parking garage will be partially open.

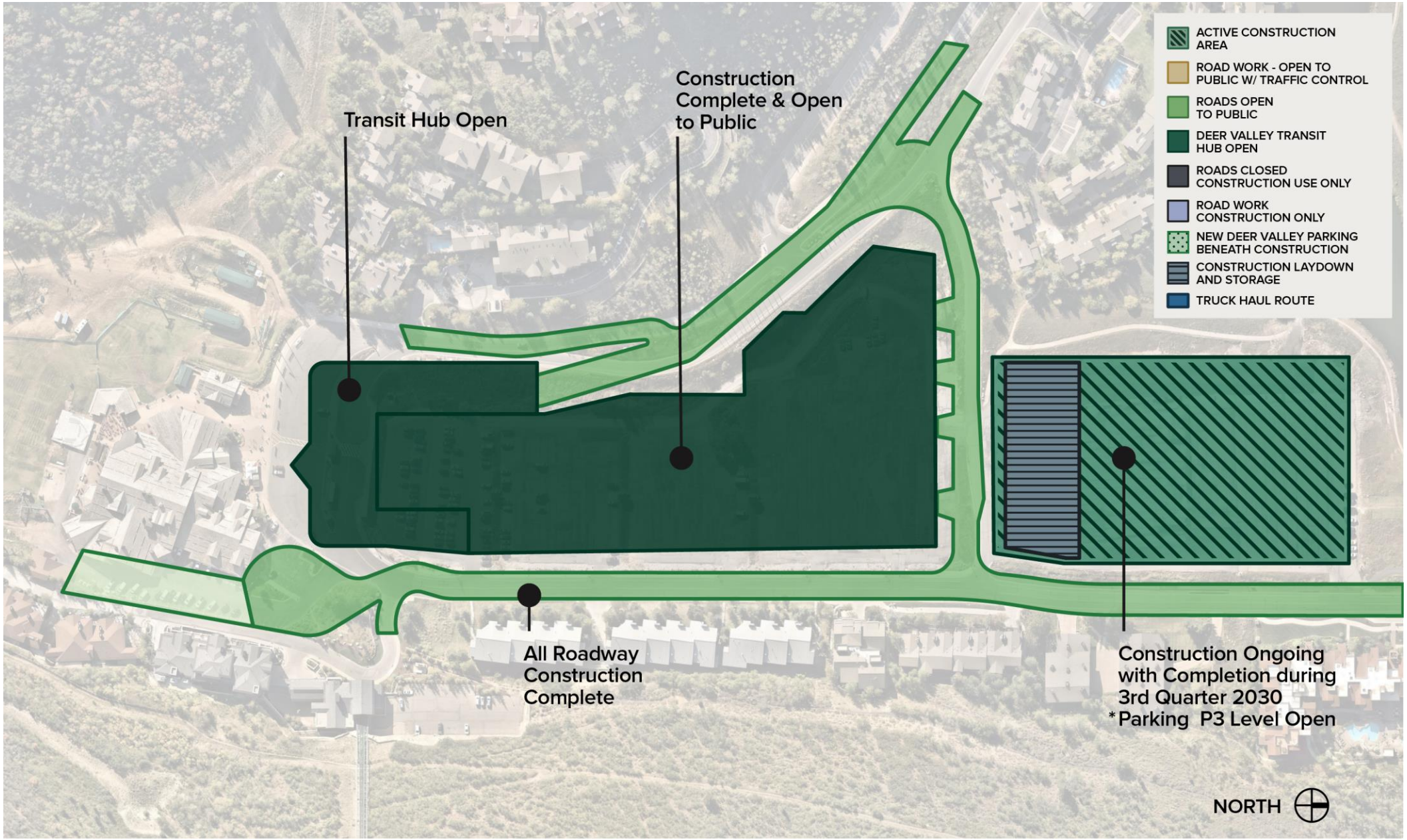
HAULING

- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

Summer 2030



ROADWAY

- Roadway open, new circulation pattern in effect.
- Doe Pass Road fully open.

DROP-OFF

- New Transit Center will be open to public.

UTILITIES

- No utility work to take place during this time.

PARKING

- Total parking spaces: 1,971
- Parking garage fully open.

HAULING

- Hauling for project finished.

ON-MOUNTAIN IMPACTS

- Deer Valley will work to limit any impacts to on-mountain activities.

02

Off-site Parking



Parking – Offsite

Ski Seasons: 2025/2026, 2026/2027, 2027/2028

1. RICHARDSON FLAT PARK & RIDE

Deer Valley intends to utilize Richardson Flat Park & Ride for a portion of off-site parking during construction each year. This parking will include:

- Employees
- Guests
- Construction workers

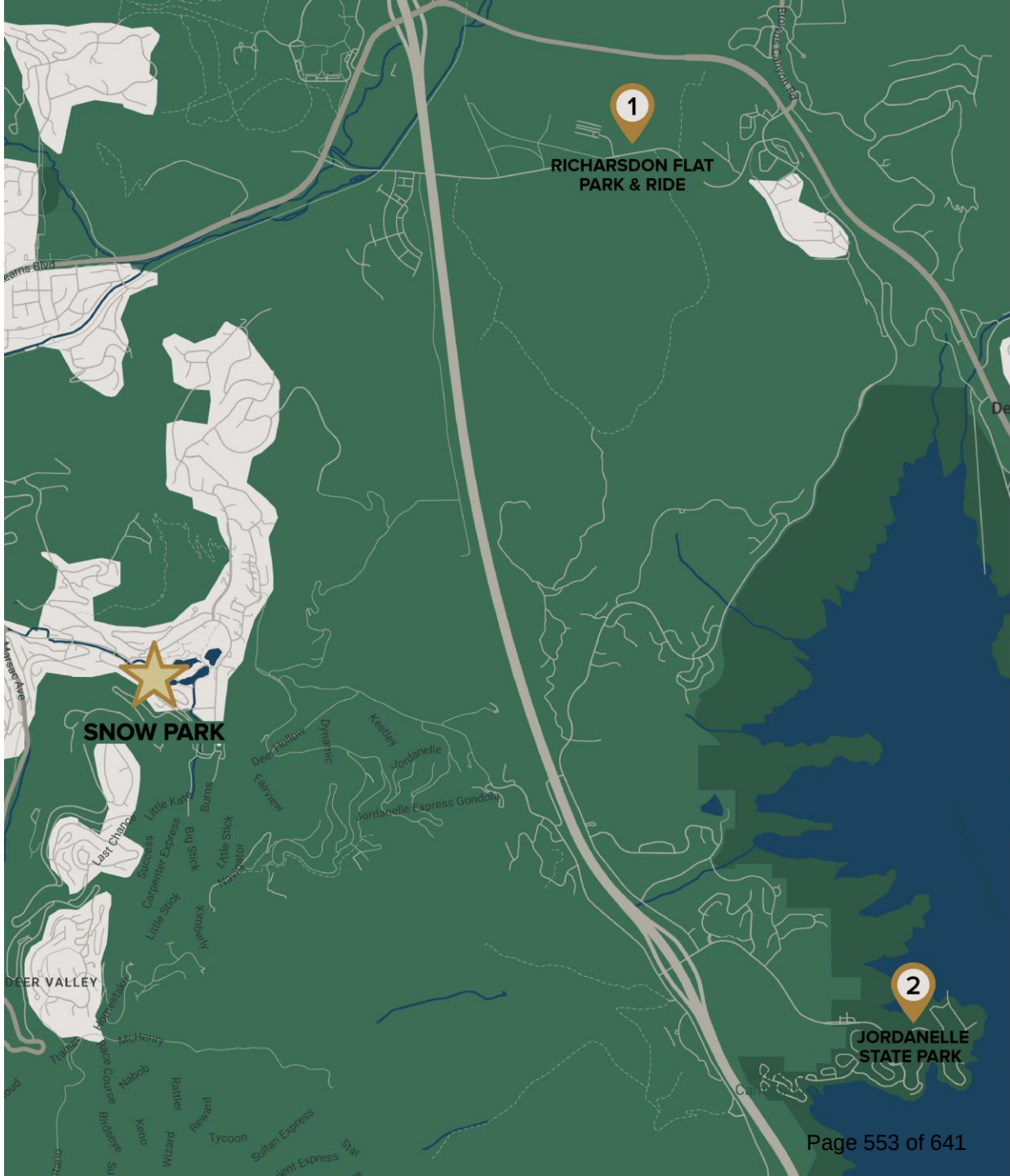
Deer Valley will continue to work with our partners at the City to evaluate the number of parking stalls that can be used each year.

2. JORDANELLE STATE PARK

Deer Valley will also utilize the Jordanelle State Park parking lots for a portion of off-site parking during construction each year. This parking will include:

- Employees
- Guests

Deer Valley will provide private shuttles from Jordanelle State Park to Deer Valley East Village and Snow Park Lodge.

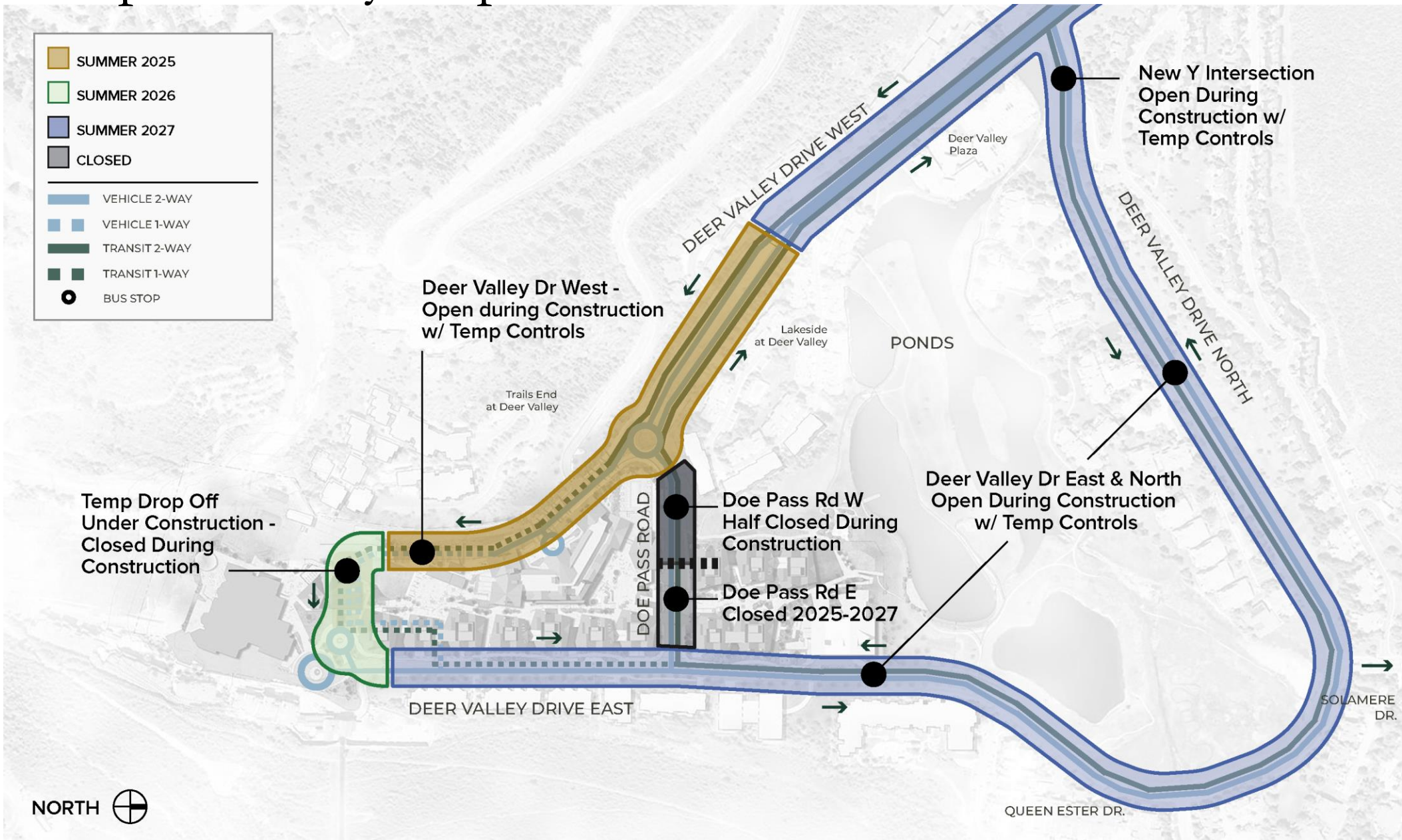


03

Roadway Improvements



Loop Roadway Improvements



SUMMER 2025

Deer Valley Dr West - open during construction w/ temp controls.

SUMMER 2026

Temp Drop Off under construction - closed during construction.

SUMMER 2027

Deer Valley Dr East & North & New Y intersection - open during construction w/ Temp Controls

2025-2027

Doe Pass Rd - East Half, Closed During Construction 2025-2027

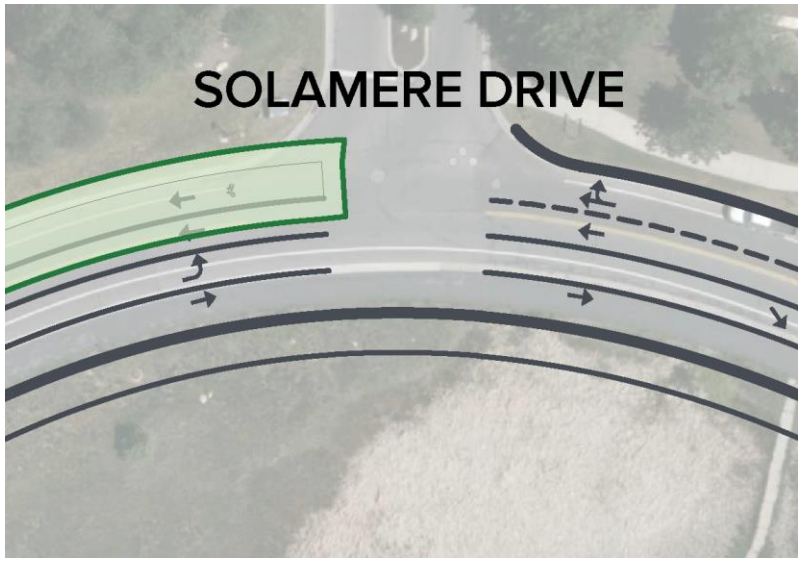
2025-2030

Doe Pass Rd – West Half, Closed During Construction 2025-2030

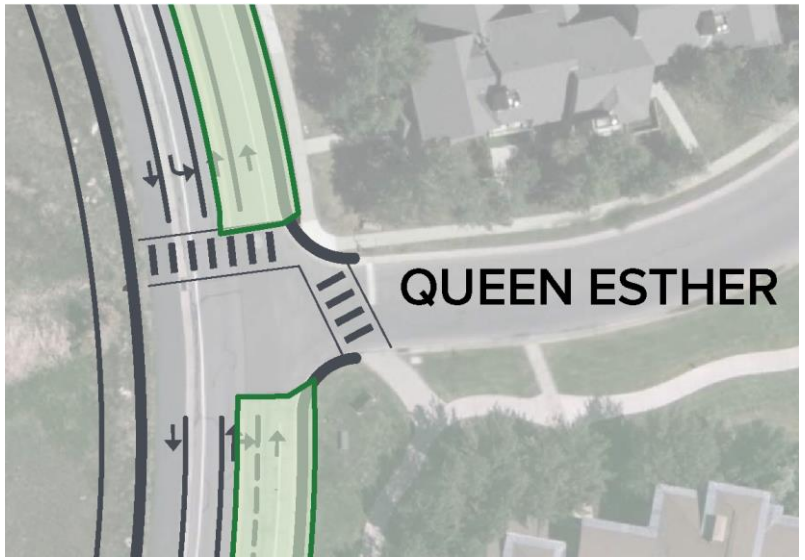
Intersections

The Snow Park Village project includes road improvements on the Loop Road, Solamere Drive and Queen Esther intersections, and traffic signal at Y Intersection.

- **A traffic control plan will be developed and will consist of the following measures: reducing the two-lane road to one lane during construction (when required), shift** traffic lanes to one side, using temporary traffic signals and flaggers, and necessary signage and traffic cones. This setup will allow us to safely manage the new road work and allowing **continuous access to adjacent properties and roads**.
- This work will be scheduled during the off-season, from May to October 2027. **Each intersection will take 8-12 weeks to be completed** and we will phase them sequentially to avoid impacting more than one intersection at a time.









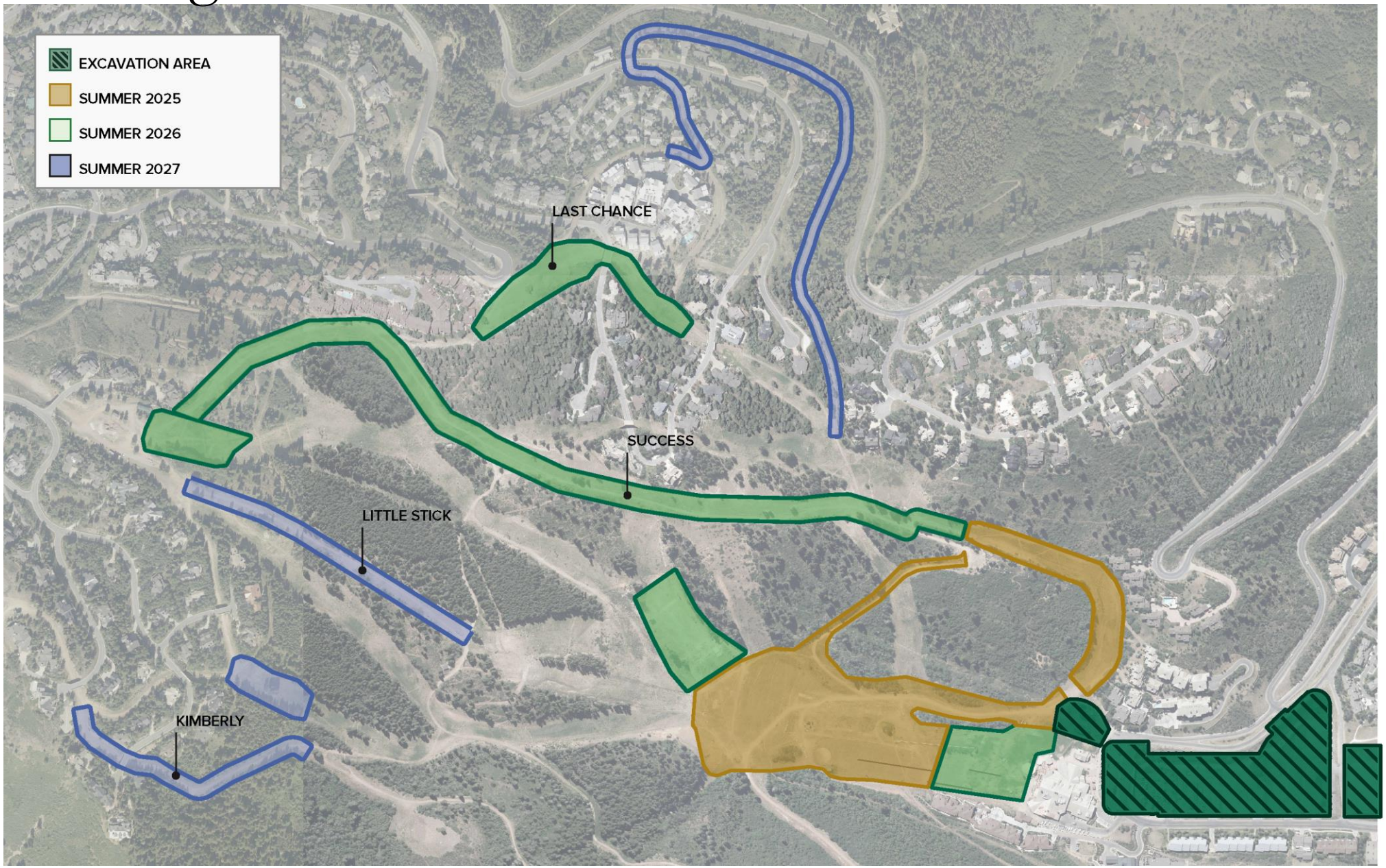
04

Excavation & Hauling



MASS EXCAVATION PLAN

Hauling Routes



SUMMER 2025

195k CY

SUMMER 2026

224k CY

SUMMER 2027

48k CY

SUMMARY

- Total of 467,000 CY Excavated
- Trucks off Roadway
- Reduced Impact/ Dust
- Sustainability

05

General Conditions



Construction Requirements

HOURS OF OPERATION

In compliance with Park City requirements, construction hours of operation will generally be 7am to 4:30pm, 6 days per week, Monday through Saturday. Holidays during Christmas to NY Week, Sundance week and Presidents Day, as well as other federal holidays will be observed.

TRAFFIC CONTROL PLANS

Traffic Control Plans will be developed with temporary control measures implemented to maintain access to all neighborhood communities. These will be communicated to stakeholders on a frequent basis.

NOISE MITIGATION PLANS

Construction activities will comply with Park City's Noise Ordinance requirements and noise mitigation plans will be developed. The General Contractor will also monitor and record decibel readings daily.

COMMUNICATION MECHANISMS

Consistent communication of construction impacts to the community, guests, and staff through our owned channels, including website , social media, and email newsletters. In addition to earned & paid media placements, town halls and supporting direct outreach to specific communities being impacted.



Snow Park Village



FEHR PEERS

Memorandum

Date: November 8, 2024

To: Hannah Tyler, Deer Valley Resort

From: Fehr & Peers

Subject: Snow Park Village Temporary Drop-off Analysis

UT24-2512

Introduction

The purpose of this memorandum is to document the traffic analysis conducted for the temporary drop-off at Snow Park and the transfer plan in Lot 5/6 during the critical two year period of reconstruction. Currently, the area operates as a loop system where cars and buses are able to drop off skiers at the base of Snow Park Lodge. However, during the construction the full loop will be closed to day-skier personal vehicle traffic. During the most intensive phase of construction, which will last from May 2026 through April 2027, private vehicle skier and ski school drop off will occur at Lots 5/6 Deer Valley Drive East where private Deer Valley trams will transport skiers to the Snow Park Lodge. Agency buses (Park City Transit and High Valley Transit) will be able to drop skiers off directly at the Snow Park Lodge by driving on Deer Valley Drive West, while skiers wishing to park must go left at the Y-intersection (Deer Valley Dr West / Deer Valley Drive East) to Lot 5/6 which will accommodate approximately 400 parking stalls.

Assumptions

A series of assumptions were made in collaboration with Deer Valley Resort staff and through the utilization of data collected by Walker Consultants:

1. All roadway work (i.e. roundabout at Deer Valley Drive West / Doe Pass Road, SML, and signal at the Y-intersection) is complete, except for the garage accesses on Doe Pass Road and Deer Valley Drive East.
2. Using data from 02/10/2024, 254 non-vehicles came through the drop off area during peak hour (8:30-9:30 AM) under current conditions.
    a. Modeled 250 vehicles in VISSIM given the practice of rounding to the nearest 10.

i. It is assumed that 250 vehicles are on the higher end given new traffic patterns which incentivize against utilizing the private vehicle pick-off/drop-off area.

3. Dwell times for private vehicle pick up/drop off will have a mean of 90 seconds while agency buses will have a mean of 120 seconds. This is likely shorter than current conditions, assuming increased Deer Valley staff assistance to ensure efficient traffic flow with reduced pick up/drop off space.
4. The number of agency buses per hour will increase by about 7 buses, from 18 to 25, through a decrease in headways.
5. The exact management of the 400 stalls in Lot 5 is unknown at this time. Peaking characteristics may change due to different parking management styles.

Analysis Methodology

Level of Service (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 1** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 7th Edition (HCM 7) methodology was used in this study to remain consistent with "state of the practice" professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections, the LOS is provided for the overall intersection (weighted average of all approach delays). For this study, the traffic simulation software VISSIM was used to simulate complex intersection operations.

Table 1: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections
		Avg. Delay (sec/veh)[1]	Avg. Delay (sec/veh)[2]
A	*Free Flow / Insignificant Delay* Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0
B	*Stable Operations / Minimum Delays* Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0
C	*Stable Operations / Acceptable Delays* Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0
D	*Approaching Unstable Flows / Tolerable Delays* Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0
E	*Unstable Operations / Significant Delays Can Occur* Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0
F	*Forced, Unpredictable Flows / Excessive Delays* Unacceptable progression with forced or breakdown of operating conditions.	> 80.0 or v/c > 1	> 50.0 or v/c > 1

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
2. Worst movement LOS and delay (seconds/vehicle) only.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 7th Edition*.

Analysis Results

Using VISSIM microsimulation software and the HCM 7 delay thresholds described in the *Analysis Methodology* section of this memorandum, the MOT conditions AM peak hour LOS was computed for the Y-intersection. The results of this analysis are reported in **Table 2** (see Appendix for the detailed LOS report).

As shown in **Table 2**, the study intersection operates at LOS A (LOS D or greater is considered acceptable per Park City standards) overall for the AM peak hour with none of the movements failing with an LOS below D.

Table 2: MOT Conditions AM Peak Hour Level of Service

Intersection			Worst Movement[1]			Overall Intersection[2]	
ID	Location	Period	Movement[3]	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive West/Deer Valley Drive East	AM	NB Through	26	C	10	B
			SB Left	12	B		
			WB Left	24	C		

Notes:
Bold text indicates LOS and delay operating below acceptable threshold.
1. This represents the approach LOS and delay (seconds/vehicle).
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
Source: Fehr & Peers.

Table 3 below shows the 95th percentile queues for the MOT conditions AM peak hours where it is observed that only one of the queues exceeds its storage lane:

- Deer Valley Drive West/Deer Valley Drive East: The southbound left turn registered a 95th percentile queue length of 350 feet versus a storage length of 120 feet. This queueing occasionally backs up past the left-hand turn lane into the general southbound traffic but does not exceed the storage length of the general southbound lane or extend past Mellow Mountain Road.

The longest 95th percentile queue lengths for each approach in MOT conditions are shown in **Figure 1**. The bus pick-up/drop-off area saw no queues under the expected number of buses and assumed dwell times as well as the roadway configuration which allows for buses to experience free-flow traffic.

Figure 2, **Figure 3**, and **Figure 4** illustrate the queues at the Transit Center, Y-intersection, and Pick-up / Drop-off area in Lot 5/6 as modeled by the VISSIM microsimulation.

Table 3: Mitigated MOT Conditions AM Peak Hour 95th Percentile Queue Lengths

Intersection		Movement		95th Percentile Queue Lengths[1] (feet)
ID	Location			AM Peak Hour
1	Deer Valley Drive West/Deer Valley Drive East	Northbound	Through	50
			Right Turn	50
		Southbound	Left Turn	350
			Through	50
		Westbound	Left Turn	150
			Right Turn	150
2	Temporary Pick-up / Drop-off	Entrance	-	125
		Exit	-	325

Notes:
1. 95th percentile queue lengths measured from VISSIM simulation in accordance with UDOT traffic analysis guidelines. Rounded up to nearest 25 feet.

Source: Fehr & Peers.

Figure 1: MOT Conditions AM Peak Hour 95th Percentile Queue Lengths

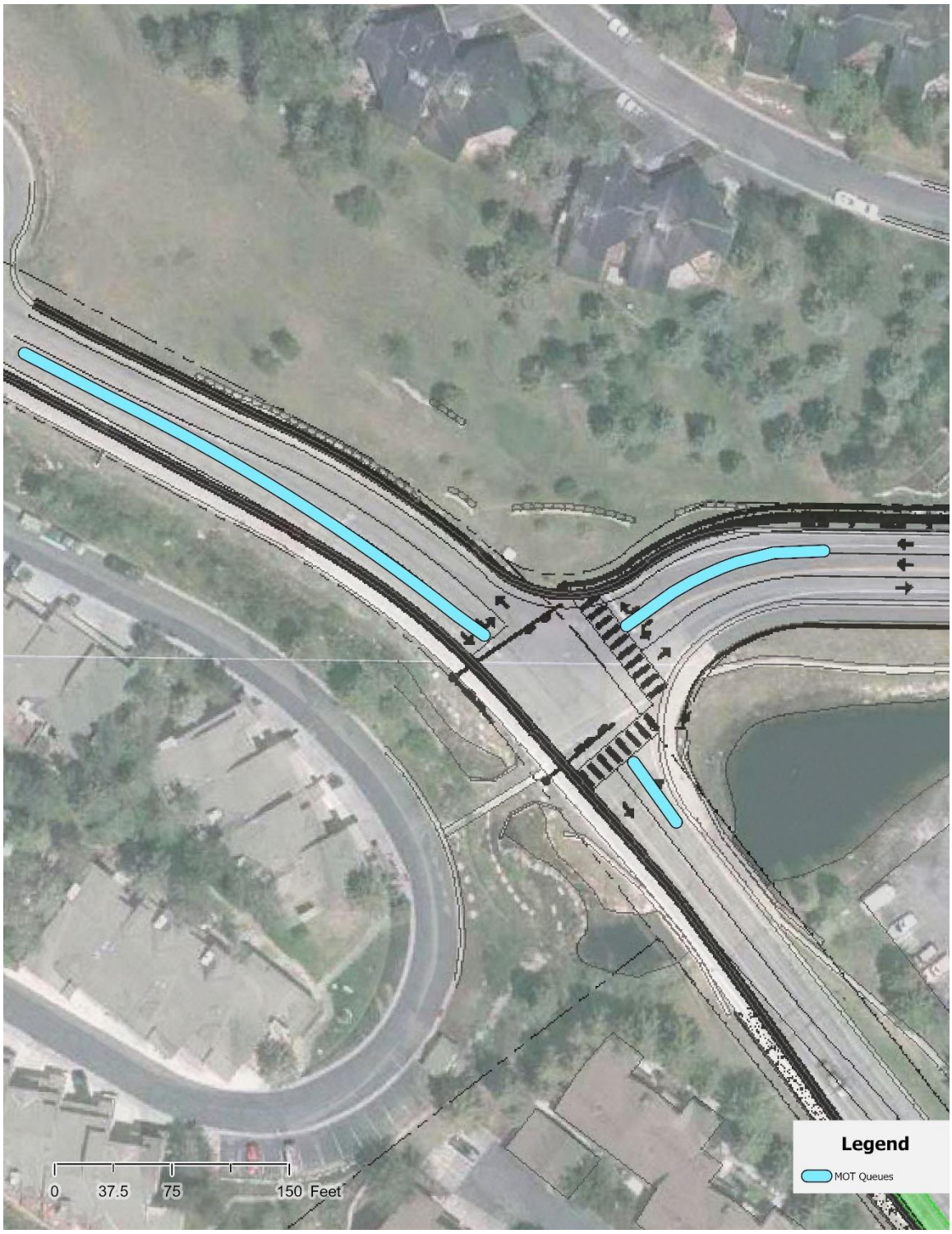


Figure 2: VISSIM Transit Hub Queues

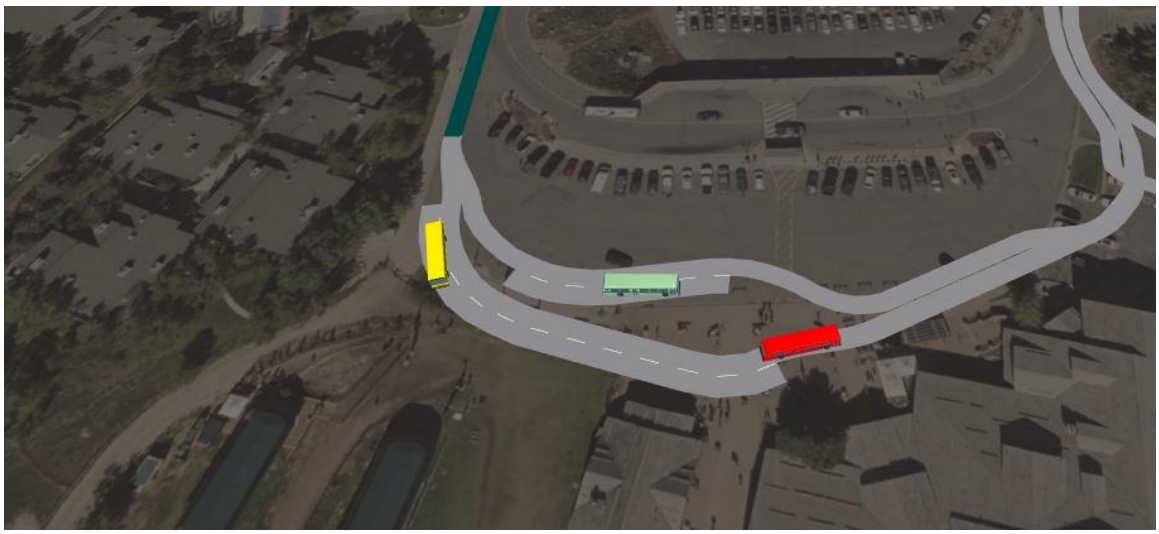


Figure 3: VISSIM Y-Intersection Queues



Figure 4: VISSIM Pick-up / Drop-off Queues



Wayfinding

During the temporary changes in routing due to construction, several wayfinding signs should be utilized. Deer Valley works in collaboration with Park City Municipal Corporation who currently maintains variable messaging signs (VMS) at SR-224 and SR-248, and also the Marsac Roundabout to display whether parking is full. In the case that it is, visitors will be able to exit on the highway or loop around the roundabout and back towards off-site parking. **Figure 5** illustrates suggested signage leading up the Y-intersection while **Figure 6** illustrates suggested signage after the Y-intersection.

- Deer Valley Drive: two signs facing southbound
    - Pointing those in private vehicles, looking for ski-school and skier pick-up / drop-off as well as day skier parking, to the left and agency buses to the right

        - The first of the two signs will be placed 300 feet from the Y-intersection, allowing vehicles traveling 20 mph approximately 10 seconds, in free flow traffic conditions, before they must make their decision.[1]
        - The second sign is suggested to be placed right on the corner of the Y-intersection to reiterate which direction each type of visitor is meant to travel in.
- Deer Valley Drive West: one sign facing southbound
    - This sign is suggested to be placed immediately after the Y-intersection where private vehicles will be informed that from this point on, only agency buses are allowed. This gives private vehicles the opportunity to turn around in Deer Valley Plaza.
- Deer Valley Drive East: one sign facing southbound
    - This sign is suggested to be placed 300 feet before the general parking entrance to inform those who are looking to park to take the first right turn and those who are utilizing pick-up / drop-off facilities to continue on Deer Valley Drive East and take the second right

[1] Manual on Uniform Traffic Control Devices standards call for decision point signs to be placed 200 feet for lower speeds (30 mph or less) and 200 – 500 feet for higher speeds, depending on the complexity of the decision required.

Figure 5: Proposed Wayfinding Signage, Before the Y Intersection

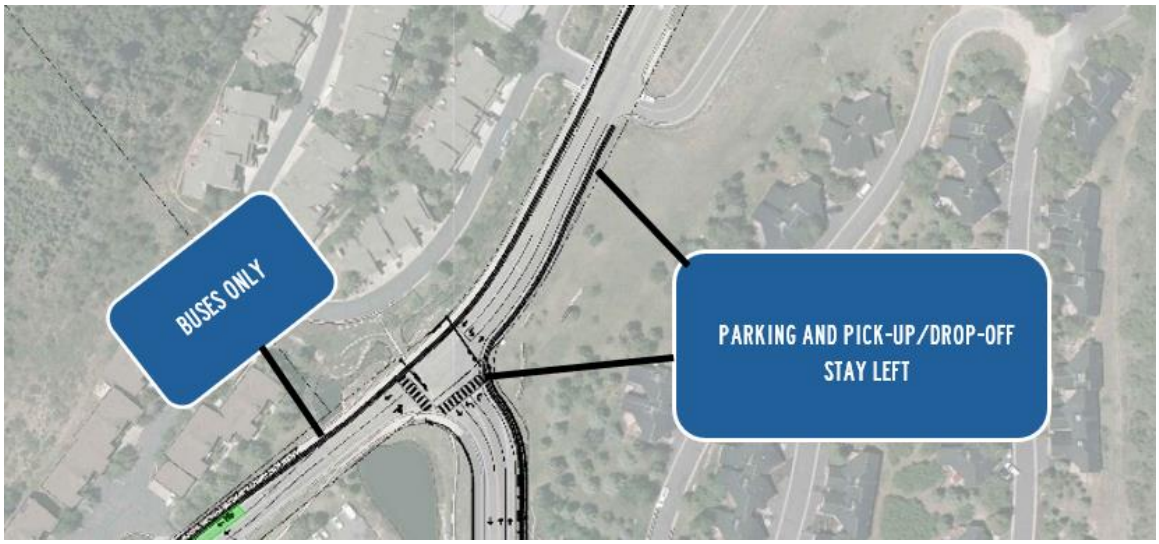


Figure 6: Proposed Wayfinding Signage, After the Y Intersection



Conclusion

This study analyzed the MOT conditions for Phase I of the Snow Park Village construction in which the day skier and ski school pick-up/drop-off is temporarily moved to Lot 5/6 with those looking to park routed along Deer Valley Drive East to Lot 5 where there is a significant reduction in parking stalls.

Under these traffic and roadway conditions, the analysis results estimate that the LOS of the entire Y-intersection, as well as all individual movements are within an acceptable LOS (LOS D or greater) with the proposed signal in place. Further, minimal queueing occurs during this phase of construction with only one leg (Deer Valley Drive West/Deer Valley Drive East in the southbound direction's left turn lane) exceeding its respective storage length.

Overall, the transit pick-up/drop-off is expected to operate efficiently and while temporary pick-up/drop-off is tight due to lot size constraints, it is expected to operate efficiently with effective management from Deer Valley staff. Further, the assumed management of the available parking stalls in Lot 5 by Deer Valley, traffic at the Y-Intersection is also expected to operate efficiently. Thus, the MOT conditions result in acceptable levels of traffic operations as outlined in this analysis.

10.2.2024

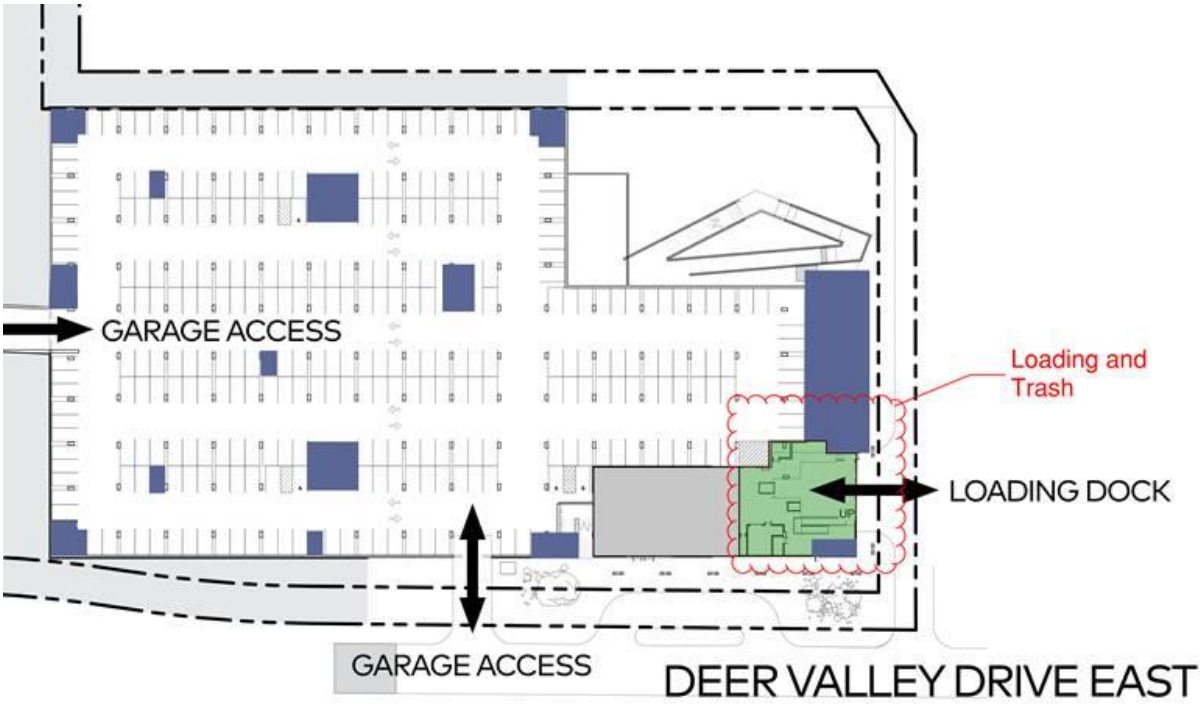
I am the owner of [REDACTED]
While I am supportive of the project I do have a concern regarding the loading and trash area at the north end of the project.

Below are two snap shots from the August 08, 2024 submittal:

- I believe this area is intended to serve for both loading/unloading and trash pickup.
- With the floor to ceiling heights shown there will not be enough head height for box trucks or trash trucks to be able to pull into the parking garage.
- Therefore all of this activity will need to be done in the open.
- This will be a situation not unlike the back of any big box store with regards to truck parking/idling, noise from air brakes the dumping of the trash bins, smells from truck diesel exhaust and trash along with the visual impact of all of the before mentioned.
- This will be the first view of the project as you approach from the north along Deer Valley Drive East.
- It will also negatively impact all of the activities that take place all day long in the meadow / ponds and surrounding trails.

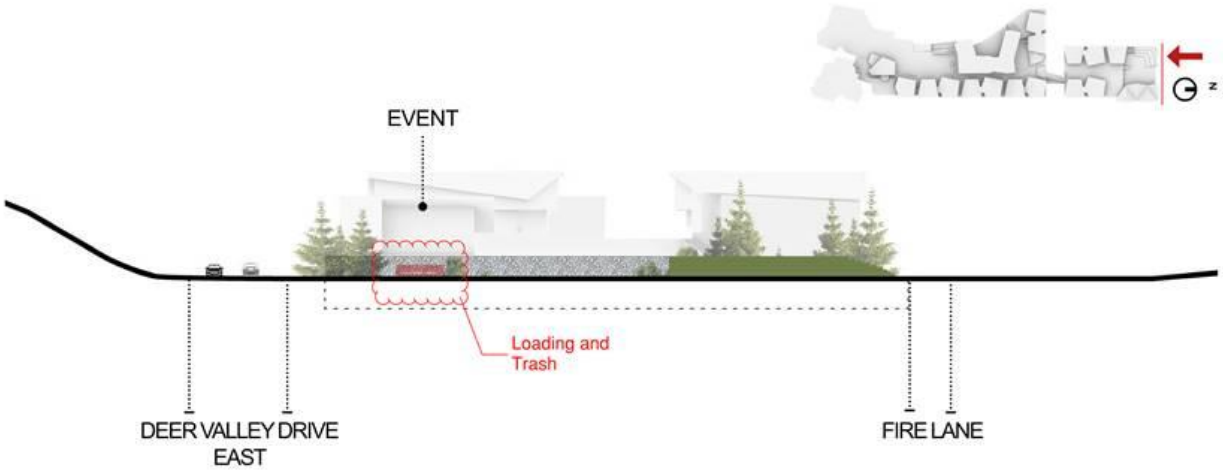
As I mentioned I am generally supportive of the project but there clearly needs to be more thought put into the north edge.
As it currently stands it seems that the north edge is being treated as the “Back of Store” and not the prominent edge that it will be to residents and visitors alike.

I would be happy to discuss Cell [REDACTED]
Thanks,
K



Building Elevation_North

Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements



Kevin Crook | President

Kevin L. Crook
Architect
Inc
PLANNING + ARCHITECTURE

10.7.2024

I'm the owner of a townhome located at [REDACTED], Park City. I've been following the plans for the Snow Park Development. I'm concerned about the current proposal of installing a traffic signal at the Y. My windows overlook Deer Valley Drive. Currently on ski days, especially in the afternoon, traffic is very congested on DVD. A signal I fear would create significant additional congestion as cars stop and wait for the light to change aggravating noise for residences and creating safety issues of "stop and go" traffic, especially if traffic backs up to the existing roundabout near the bus terminal. I believe a roundabout at the Y would be a better choice. This would allow for continuous traffic flow through the Y and complement the existing and proposed roundabouts on DVD. Please consider a roundabout instead of a signal at the Y.

Best regards,

Rob Funsten

10.8.2024

I am an owner at the Fawngrove Condominiums on Deer Valley Dr N. I have reviewed the Planning Commision Agenda for October 9th. The Exhibit A attachment for the Snow Park presentation, sheets 41-43 (Exhibits 29A-29C) shows the Deer Valley Dr East proposal (note this should correctly read Deer Valley Dr North). There is a proposal to expand the sidewalk adjacent to our property to 12' from the existing 8'. The 4' addition is in the direction of Fawngrove, where there is only 35'-40' to the nearest buildings. In contrast, it is over 200' to the Pinnacles buildings across the street and up the hill.

Drawing 29C shows a possible Easement required along the Fire Department and Bristlecone properties next door to us but also says the roadway could be reconfigured within the existing Right of Way (ROW). This ROW statement is not shown in Exhibit 29A which is the area along our property.

The City has 60 feet of ROW along Deer Valley Dr N, currently using 44' for the road, shoulders, gutters, and existing 8' sidewalk, leaving 16' of ROW remaining. 12-15' of that is on the north side of the road towards Pinnacles and 3-4' remain on the south side of the road towards Fawngrove.

I am highly opposed to the expansion of the sidewalk closer to the Fawngrove property. With the third lane added for the multi-use bus lane and bicycle lane, there is no need to expand the sidewalk from 8' to 12'. There is also plenty of ROW on the north side of the road that can be used for expansion if needed. I have talked to many Fawngrove owners and they are in agreement.

Please add this objection to your public record.

Thank you,

Tom Miller

10.9.2024

Planning Commission and Planning Department,

My name is Kim Tessiatore and I am the President of the Powder Run at Deer Valley Owners Association. I was planning on making this statement at the Public Hearing that just closed. I have commented numerous times in the past and have never been asked to provide my last name on my Zoom profile. I attempted to change my profile as fast as possible when the announcement was made, but the Public Hearing was closed before I could finalize the change. I suspect I am not the only one in this position based on the number of people who participated online, yet only one online participant was promoted.

Thank you for reading my comment below and please consider making this request to Deer Valley so that our concern may be addressed at the October 30th Special Meeting and Public Hearing.

Powder Run is a 33-unit complex located along Deer Valley Drive East, just north of Snow Park Lodge and directly across the street from the parking lots that will become the new base area. Arguably the property most impacted by the newest rendition of the proposed development. We agree that the Snow Park development is a generational opportunity; however, we believe that Deer Valley and the City are prioritizing expediency over developing a plan that is best for Powder Run, the Lower Deer Valley Community and all guests of Deer Valley.

We started meeting with Deer Valley in March as soon as the new proposal was unveiled. We have expressed our apprehensions regarding the increased traffic flow on Deer Valley Drive East in the area between Doe Pass and the ski school drop off. We are specifically worried about all bus, shuttle, and skier drop-off traffic funneling into a single exit from the transit center which will all need to take a left turn onto Deer Valley Drive East directly in front of Powder Run's Building A and approximately 150 feet from our driveway. We feel this adds substantial safety concerns, presents a noise and light nuisance, and significantly impairs reasonable and safe egress from our only driveway.

Rather than opposing the plan, we have proposed a solution to Deer Valley which would reverse the flow of bus traffic to a clockwise pattern. In our proposed plan, the buses would turn left at the signalized Y intersection and follow the loop which would allow for buses to be turning right into the transit center, allow the passengers to depart in the transit center closer to the vertical circulation, and turn right flowing smoothly back out of the complex. The drop-off traffic could continue to arrive via Deer Valley Drive West, and could flow directly into the parking structure where the majority of the drop traffic will be heading, thus eliminating street traffic. Please note, the buses would be making a right turn underground and would not have any impact on residential property. It would also reduce the amount of pedestrian/transit interaction. In addition, all of the communities along the Deer Valley loop would have bus traffic on the outside lanes and allow for right turns from driveways without competing bus traffic. We believe this solution can improve safety, reduce the nuisance to everyone on the loop, and improve traffic flow while saving Deer Valley construction costs.

We urge the Planning Commission to encourage Deer Valley and the City to study this solution that could improve the proposed development for the Lower Deer Valley residents, Deer Valley patrons, improve pedestrian flow within the village and generate cost savings for the development.

Kind regards,

Kim Tessiatore

Powder Run at Deer Valley Owners Association

10.9.2024

It is my understanding that the city council is considering a proposed expansion of the sidewalks in front of the Fawngrove property. As owners of Fawngrove unit [REDACTED], we would like to register our opposition to that course of action. We recognize that the expansion of the Snow Park development entails accommodations in order to enhance access. But we don't believe expanding the sidewalk on the Fawngrove side of Deer Valley Dr is the best course of action. Expanding on the other side of the street would be less obtrusive to homeowners and would also accommodate the bus stops on that side of the street which currently are pressed right up to the edge of the road.

Thank you for your consideration.

Sincerely,

Steve and Karen Pecota

10.14.2024

Dear Planning Commision,

We (Roya and Brad Baldridge) are residents of Comstock lodge

[REDACTED]

We would like our comments to be part of the public record.

We are very happy with the new changes to the snow park development plans; specifically moving the transit center underground and closer to the lifts.

While we are in support of snow park development, there are a couple of issues that are concerning and we would like to ask for your evaluation.

1) The Comstock lodge driveway lines up just to the south of the new four lane Doe pass. Current plan is to have a three way stop intersection at Doe Pass and Deer Valley Drive East. The proposed configuration will make it almost impossible for us to turn left out of our community driveway. We would suggest consideration of a roundabout similar to the one at Deer Valley Dr. West as an alternative option. Or requesting a Deer Valley employee (green jacket) designated to the location, this option is not as desirable since their availability is not guaranteed.

2) The traffic study done for this project shows currently there are multiple intersections with **Level Of Service (LOS)** that Fail (designated as **F**).

Exhibit B October 2, 2024 Traffic Impact study: page 22

1) Deer Valley Dr. West/ Doe pass road

2) Deer Valley Dr. West to Deer Valley Dr East

3) Deer Valley Dr. East/Doe pass road

All three of these failed intersections are in front of our home/community and will adversely impact our access. Please strongly consider mandating reducing the number of cars accessing the Snow Park area. Alternative modes of transport system, airport shuttle, community shuttle and buses may greatly help.

Thank you for your consideration.

Roya and Brad Baldridge

10.17.2024

I wanted to reach out to you to let you know that - as an owner of a condo in the Fawngrove community, I am opposed to the expansion of the sidewalk on the south side of Deer Valley Drive North from the current 8' to the 12' width that is considered as part of the Snow Park Development plan.

Overall, I am also extremely concerned by the substantial increase in car traffic on Deer Valley Dr N given that - as we have seen over the last few years - the current traffic during the winter season & peak hours is already bad.

Thank you for listening.

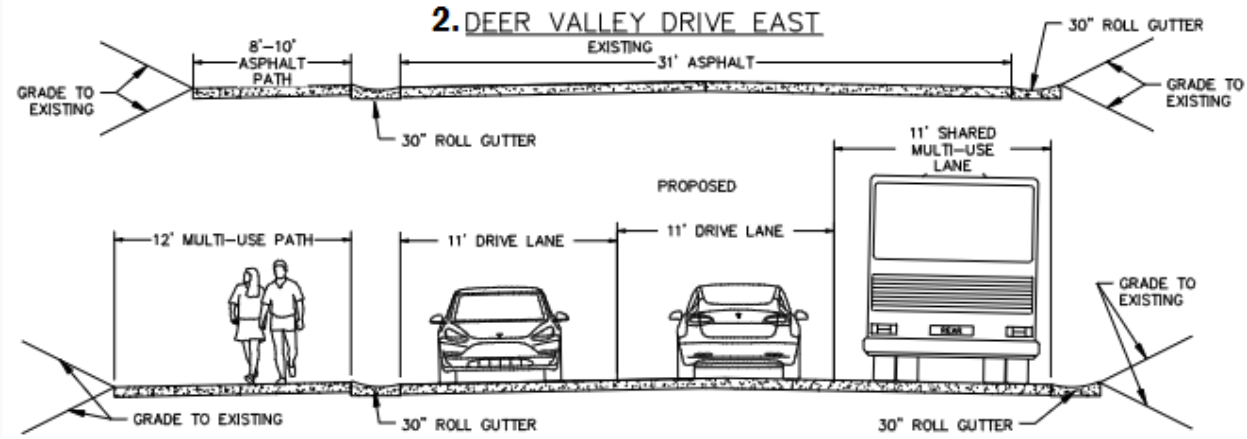
Best,

JP Maheu

Fawngrove Condo owner

10.22.2024

I write this correspondence to you regarding the planned modifications to Deer Valley Drive North under the Snow Park Development (“SPD”) proposal. I specifically want to address the proposed modifications to the sidewalk and street as illustrated in the Snow Park presentation agenda, item 5E, Exhibit A, Exhibits 29A, cross-section drawing 2. Here is a copy of the plan that concerns me:



It appears that SPD, and maybe the City, want to expand the sidewalk from 8-10' to 12'. I am the owner of 1400 Deer Valley Drive North, unit 1400 of Fawngrove condos. My condo is the closest structure to the street, so insofar as impact on property owners along this street is concerned, I would be the one most impacted if this proposal were approved. I am already very close to the street and my privacy is compromised under the current conditions and expanding the width of the sidewalk by an additional 4' would be a virtual taking of my right to privacy and the quiet enjoyment of my property. I emplore you to NOT approve this widening of the sidewalk. It is just not necessary to accommodate pedestrian traffic, even if the number of residents and guests walking that area were to double or even triple. I am there regularly, I see the foot traffic, and it is clear that widening the sidewalk is not necessary.

Finally, I call to your attention my additional concern regarding the projected increase in vehicular traffic on Deer Valley Drive North. I realize that this plan is probably going to be approved in some form, but I ask that you insist that SPD pay for and install landscaping and or fencing along the south side of the street from the point where Deer Valley Drive North turns east off Deer Valley Drive, to the first entrance into the Fawngrove condos to help abate vehicle lights at night and vehicle noise all the time in that area. At night, lights from vehicles coming up that slope and curving slightly to the left shine into my condo and actually up into the bedroom windows on the second floor of my unit. And the noise is always there, and it will, no doubt, increase dramatically during construction and completion of the project. Addressing the vehicle noise/lights problem and not expanding the width of the sidewalk would obviate my concerns with the Plan.

Thanks for your consideration of my concerns.

Jack Waddey **I** Partner
Reg. Pat. Attorney

10.27.2024

I hope this message finds you well. My name is Drew Moffitt, and I am an owner at Fawngrove. I am writing to express my concerns regarding the proposed expansion of the walkways and roadway towards the Fawngrove HOA, given the roadways already close proximity to our property and the potential impact on residents and the immediate surroundings.

Instead, I propose that the expansion extend northward toward Pinnacle Dr. Expanding in this direction would likely cause less disruption to all property owners on the Deer Valley Loop, as the Pinnacle

properties are situated further from the roadway and are elevated on the hillside, creating a natural buffer. This approach would minimize the impact on residents in both areas while accommodating the necessary expansion.

Thank you for considering this feedback as part of the community's input on the project. Please feel free to reach out if you have any questions or require further clarification on these suggestions.

Sincerely,
Drew Moffitt

10.28.2024

At the October 9 meeting there was discussion of the options for either a traffic circle or traffic signal for the "Y" at the beginning of the loop. A traffic signal certainly is the better option for two reasons. This is superior for pedestrian crossing, particularly for those accessing the Deer Valley café. It also would generate gaps in the flow, at least for westbound traffic on Deer Valley Drive between the "Y" and the Marsac circle. That would at least partially ameliorate traffic problems along this section.

A great deal of attention has been given traffic circulation in the loop, relative to that in the section of Deer Valley Drive between the Marsac circle and the "Y". This stretch is something of a bottleneck. Deer Valley Drive below the traffic circle is two lanes in each direction, as effectively is the loop, since you can go around the loop in either direction. The section of Deer Valley Dr. between the circle and the "Y", however, is only one lane in either direction. The only data in the traffic report relating to the section between the traffic circle and the "Y", is from the intersection of Mellow Mountain Rd. and Deer Valley Drive, which is almost at the "Y". It does not properly take into account the traffic along this whole section including that which is not headed towards the Snow Park base. A more relevant site for analysis would be the intersection of Rossie Hill Dr., Sunnyside, and Deer Valley Dr.. These two streets joining Deer Valley Dr. see more traffic than the Mellow Mountain intersection. They are the primary way in and out for the neighborhoods on either side of Deer Valley Dr.. As I have observed from my home on the upper section of Rossie Hill Dr., most of the traffic ultimately going up or down Mellow Mountain Rd., turns and uses the bottom section of Sunnyside, rather than the bottom section of Mellow Mountain. Since I use the intersection of Rossie Hill Dr. and Deer Valley Dr. going to and from my residence, I know it can be challenging at times to make turns onto Deer Valley Dr.. This is the same for Sunnyside, opposite Rossie Hill, not to mention for the numerous driveways entering Deer Valley Dr. in this section. The analysis needs to take into account all the traffic along the section of Deer Valley Dr. between the traffic circle and the "Y", including the impact of the traffic associated with the multi-year construction project. Controlling it needs to be included in the overall circulation plan.

David Live

10.28.2024

Hello

I would ask that these questions/requests be made part of the public record for the 10/30/24 special planning meeting.

1. Will the developer rebuild and maintain the existing paths around the ponds (including the internal paths that connect the ponds) to allow for local residents to safely enjoy the new amenities during the summer and winter.

2. What is being planned to control noise at the event drop off area that also is noted as a delivery drop off area.

3. What are the plans to maintain dust and debris during the construction portion of the project?

4. Will all external sides of the buildings be landscaped and designed for aesthetically pleasing views for all residents?

5. How will lighting be managed in the complex to reduce unnecessary lighting that will impact the local residents' evening sky.

6. Is any consideration being made for the preservation of local wildlife that enjoy the pond area (Moose, Osprey, Bald Eagle)?

Thanks

Jason Horst

10.29.2024

Please include this email letter in the public record

Planning Commissioners,

As longtime full-time residents of the Sunspot condominiums located at 625 Deer Valley Drive, we would like to submit the following comments for the upcoming meeting on Oct. 30.

Based on our location, right on Deer Valley Drive, across from Rossie Hill and between the Mellow Mountain and Sunnyside turn offs, we are intimately familiar with the traffic issues between Old Town and Snow Park. We plan for backups throughout the ski season (never attempting to head towards Old Town between 3:30-6:00) and during special events in the summer months. We experience the unrelenting construction and delivery vehicle traffic. We inhale dangerous levels of CO2 from the traffic backups. We watch bikes and pedestrians attempt to avoid the vehicles and we're concerned about public safety.

We understand these issues and have chosen to live with them over the past 20 years. However, based on the reports compiled for the Snow Park Project, we understand that delays and traffic issues - especially at the DV/Marsac Circle and Mellow Mountain - may increase more than twofold. The Daily Trip Generation numbers, of which we've seen many iterations and will continue to change as the project develops, tell an unsustainable story.

We strongly oppose adding a light at the Y which will only increase backups along Deer Valley Drive. Adding a light that will operate 24/7 will add to the start/stop traffic at all times not just during peak ski season days. We aren't traffic engineers, but we've experienced the effectiveness of the roundabout at the Marsac/DV intersection. Roundabouts reduce emissions, the sound of engine brakes, and improve traffic flow. We would support the addition of a roundabout at the Y interchange.

We also oppose the addition of a third lane around the loop. This third lane will only increase traffic at choke points like the Y when the lanes go from three to two. Pedestrians and bikes will have to navigate more lanes of traffic and what we have left of a neighborhood will start to feel like a freeway.

We appreciate the opportunity to provide our comments and will continue to do so throughout this public process.

With regards,

Scott and Rachel Sahlman

10.29.2024

Dear Planning Team,

We are longtime skiers of Deer Valley and recently purchased a condo on Deer Valley Drive and in addition have another residence near Quinns Junction. We would like to see Snow Park become a destination "Village" keeping in mind places like Whistler and more of a European model.

We would hate to see it become a modern flashy non mountain environment. We think that the flash could be left to Deer Valley East and Snow Park have its own unique identity. Unique from Main Street as well. The one stop idea like Whistler where you park for a week and never use your car again. Or, better yet use public transportation/uber to and from airport then use Free bus to get to and from Main Street, Park City, Canyons and Deer Valley East or gondolas if available after ski hours.

Thank you for your consideration of our ideas,

Charlene and Malcolm Rankin

10.29.2024

Dear Planning Commissioners,

Your duty is to ensure that Deer Valley's Master Planned Development (MPD) and Conditional Use Permit (CUP) applications fully comply with Ordinance No. 2023-56 and Resolution No. 24-2023, which outline the Conditions of Approval stipulated by City Council in exchange for vacating 2.62 acres of public roadway along Deer Valley Drive.

ORDINANCE NO. 2023-56

One condition within the Private Public Partnership (PPP) Summary, dated November 30, 2023, is a 20% reduction in day skier parking from existing conditions. On December 6, 2023, Park City Municipal published a FAQ stating:

"Is there a 20% reduction in day skier parking proposed? On peak days, Deer Valley parks approximately 1,700 day skier vehicles. The proposed partnership would limit day skier vehicles to 1,360 in the future — a 20% decrease from current peak day conditions."

Despite PTL challenging these numbers in public comments, City Manager Matt Dias reiterated them at the December 14, 2023 City Council meeting where the PPP and the Right of Way (ROW) vacation were awarded. However, these numbers are incorrect. The five parking lots at the base of Deer Valley

currently have 1,340 parking spaces. Additionally, in December 2019, City Council authorized a temporary parking program permitting up to 142 on-street spaces during peak days. Therefore, existing conditions include a total of 1,482 authorized spaces for both day-skiers and employees.

The Staff Report drafted for the recent October 9th Planning Commission meeting acknowledged the correct numbers initially but then erroneously stated that the Snow Park Area has around 1,700 parking spaces at peak. This error is significant and must be corrected. Historical evidence supports a total of 1,482 spaces including a December 19, 2022 Planning Commission Staff Report that confirms these figures: "Deer Valley currently has 1,340 parking stalls in the surface parking lots north and south of Doe Pass Road. With the addition of 142 on-street parking stalls, this equates to 1,482 day skier and employee parking stalls today."

In Staff Reports related to the Snow Park development and issued prior to December 2023 when no parking reduction was sought, 1,500 day-skier parking stalls was the number used to ensure sufficient parking for day skiers and employees in the proposed garages. You'll recall in 2022, Deer Valley introduced a 20% parking reduction. Accordingly, parking was reduced to 1,200 stalls. See Table below from the December 19, 2022 Meeting package.

Projected Future Demand By Use

Use	Existing	Parking Required By Code	Estimated Future Demand with 20% Reduction
Deer Valley Resort Day Skier & Employee	1,350	1,500	1,200
Event Center	0	251	201
Commercial	0	107	86
Subtotal	**1,350**	**1,858**	**1,487**
Residential	0	198	158
Hotel	0	206	165
Subtotal	**0**	**404**	**323**
Total	**1,350**	**2,262**	**1,810**

Fehr and Peers confirms the lower number of existing stalls in its Snow Park Village Transportation Analysis dated April 2023. Table 7, page 37, Footnote 10 reads: "The rates for day skiers were derived by calculating the number of existing vehicles with the available 1,350 stalls." After Deer Valley withdrew the parking reduction they initially proposed in 2022, Table 7 added an additional 150 day skier parking stalls for a total of 1,500 day skier parking stalls. The modified Transportation Analysis presented in April 2023 confirmed a total of 1,500 day skier stalls.

On the off chance City Manager Dias included ADA and executive parking in his calculation of existing conditions, those only add 62 spaces, nowhere near the 1,700. Thus, 1,482 spaces are the baseline, and a 20% reduction equates to 1,186 parking spaces that must be enforced.

According to the October 9 Staff Report, City Council approved Ordinance No. 2023-56 in part due to the reduction in day skier parking. However, the current plans show 1,361 day skier parking spaces (885 on level 1 and 476 on level 2), representing only an 8.9% reduction.

Park City's Transportation Plan Master Update aims to reduce vehicle trips by 20%. You'll recall PTL suggested repeatedly that a condition of approval for the ROW be that Deer Valley Resort reduce overall traffic on Bonanza and Deer Valley Drives by 20%. 8.9% does not come close to community or Park City Municipal goals and staff and Planning Commission must hold Deer Valley to the 1,186 day skier spaces permitted.

Resolution No. 24-2023

On December 14, 2023, the City Council approved Resolution No. 24-2023, outlining a Letter of Intent for the public-private partnership." In terms of Snow Park Village MPD and CUP review, only 1,360 spaces may be designated for day skier use and another 611 spaces the Applicant is requesting for new uses are prohibited from day skier parking. This is to reduce vehicle trips. Yet, in the application before you, 250 of the 611 spaces prohibited from day skier parking are designated "ski club" parking spaces. Ski club members will use these spaces for parking when they ski. If we consider another existing ski club – 1981 Club at Silver Lake – we know many members are locals and that dedicated parking is a membership perk. The same will be true of the new ski club at Snow Park where membership includes parking directly at the base on P1/Level 3. This amounts to more day skier parking and violates the 1,186 total spaces Deer Valley is allowed per legitimate application of Ordinance No. 2023-56.

Deer Valley's current plans effectively increase day skier parking from 1,482 to 1,611 spaces (1,361 day skier spaces + 250 ski club spaces). This contradicts the Conditions of Approval for the ROW vacation and fails to further Park City's traffic reduction goals.

CONCLUSION

I support the Snow Park base development, provided it complies with the Land Management Code (LMC) and Conditions of Approval. However, the current plans increase day skier parking and do not align with Park City's goals or the ROW vacation conditions. Planning Commission must ensure accurate parking analysis and reductions. It is vital to enforce existing conditions and demand sufficient mitigations to ensure the development will be done responsibly.

Thank you for your consideration.

Sincerely,

Allison D Keenan

10.29.2024

I live full time in the Oaks in lower Deer Valley at [REDACTED].

Our traffic situation is barely tenable during high volume ski days, as we have only one way out of our community that largely relies on two lane roads. The planning commission has a choice: either add lanes to 248 around the high school, and add lanes to Bonanza and Deer Valley Drive on all the portions where there are currently only 2 lanes, OR, refuse to allow a single additional vehicle, or a single additional parking spot, in the Snow Park project that is in excess of what you are legally required to

allow. Absent that, you will be creating another Paradise California type situation where we are all one brush fire away from a horrific disaster.

Bill Bloomfield

10.30.2024

Dear Park City Planning Commission:

We live full time in the Oaks in lower Deer Valley at [REDACTED]. Our traffic situation is barely tenable during high volume ski days, as our community relies solely on two lane roads to exit until you reach the traffic circle. I understand from the current Alterra proposal that this will clearly worsen with thousands of units being created.

To manage this, the planning commission has a choice: Either add lanes to 248 around the high school AND add lanes to Bonanza and Deer Valley Drive on all the portions where there are currently only 2 lanes, OR, refuse to allow a single additional vehicle, or a single additional parking spot, in the Snow Park project that is in excess of what you are legally required to allow. Absent that, you will be creating another Paradise California (fatal fire) type situation where we are all one brush fire away from a horrific disaster.

Thank you in advance for your serious consideration of this serious threat. (Not to mention the significant traffic headaches for full time residents.)

Regards,

Susan S. Bloomfield

10.30.2024

User comment: Dear Planning Commission, Please include these comments in the public record.

The Snow Park Development evolved in some win/win ways for Deer Valley and our community. One example of a win/win is the modification of development plans to use tunneling to continue to provide the drop-off area our community loves. Thank you to Deer Valley and City Hall for implementing a solution recommended by the Protect the Loop community organization. Protect the Loop priorities were based on surveying our community for feedback on the development. This is a prime example of community engagement making a difference. We still have the difficult challenge of increasing traffic due to the development.

I live in the Rossie Hill neighborhood. According to the Fehr & Peers October Traffic Study, the intersections impacting my home are already not acceptable at an E level of service and will decline to F in 2040. The analysis from the Fehr & Peers study about his decline is outlined in a portion of their traffic study below.

1.4 Study Results In the Plus Project Conditions (2030 and 2040), seven of nine study intersections, with recommended mitigations in place, meet the Park City LOS standards. The two intersections that do not meet Park City LOS standards are Mellow Mountain Rd / Deer Valley Dr and Deer Valley Dr / Marsac Ave, both of which are failing in the PM peak hour. The Mellow Mountain Rd / Deer Valley Dr LOS E and F, under 2030 and 2040 Plus Project Conditions respectively, are a result of high volumes leaving the Resort

in the PM peak hour making it hard to turn out from Mellow Mountain Road. The Deer Valley Dr / Marsac Ave roundabout fails currently and under all analyzed scenarios given high traffic volumes exiting various ski resorts and moving in and out of downtown Park City. As a result, potential mitigations at the Deer Valley Drive / Marsac Avenue roundabout were not analyzed as part of this study.

However, at the time of this writing, the Utah Department of Transportation (UDOT) is conducting a traffic and safety study at the roundabout. The Rossie Hill and Deer Valley Drive intersection which services the Rossie Hill neighborhood is located between Mellow Mountain, which is below the "Y", and the Marsac Ave roundabout. Mellow Mountain and the Marsac Ave roundabout intersections are currently LOS E and will decline to LOS F in 2040.

While I support the overall development, I do not believe our neighborhood should shoulder such a large negative impact from the increase in traffic. I am requesting a mitigation solution which will improve our ability to exit Rossie Hill Drive to move on to Deer Valley Drive. Somehow even though I live .75 of a mile from Deer Valley, the intersection which impacts my neighborhood is below the "Y" and failing LOS mitigation strategies have not yet been explored.

In a positive development, there are some solutions offered which will improve the LOS for other intersections. One example of a LOS improvement is below from the Fehr & Peers analysis. 1.6 Improvements to Existing Conditions 4. Improvements to the geometric configurations for Queen Esther Dr and Solamere Dr which will increase LOS from a B to an A for traffic flows in and out of neighborhoods in these areas.

Questions:

1. Can we find a solution to improve the LOS to a passing grade on Deer Valley Drive from the "Y" to the roundabout? The current development plan analyzed by Fehr & Peers shows the LOS moving from E to F.

2. Can we explore a mitigation solution which improves our "geometric configurations" to help with egress moving from Rossie Hill Drive on to Deer Valley Drive? Beyond the specific intersection issue I am highlighting above, I want to discuss exploring additional ways to reduce the number of cars driving to Snow Park. We can potentially impact how employees arrive to the resort. This includes the existing Deer Valley resort employees as well as all the new employees needed to support the additional lodging, restaurants and retail stores. I also want to share an idea to increase the utilization of the current bus system for residents and skiers staying in Park City.

Traffic mitigation ideas:

1. Shuttles/buses for all Heber Valley employees which capture the employees in Heber so they are not driving on highway 40 and 248 to get to work. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

2. Shuttles and/or buses from Salt Lake City to Deer Valley. Let's eliminate the number of employees needing to drive up I-80 and 224. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

3. Deer Valley employees living in Park City should be incorporated into our local shuttle and/or bus services. The shuttles/buses need to be scheduled at appropriate times for the start and end of their shifts.

4. A specific request for Deer Valley at the transit center is to develop a lounge-like atmosphere with a large lounge area with free lockers. Deer Valley provides exceptional free ski storage. A similar free locker option available as soon as you enter the transit station will encourage both locals and other guests to use the bus to get to Deer Valley. How many people do you know who drive to Deer Valley just so they can change into their ski boots in the parking lot?

Pedestrian Safety: We currently and in the future need painted directions on the sidewalk and the bike lanes designating one area for bikes and one area for pedestrians. People who rent electric bikes regularly make me jump out of the way while they ride their electric bike at a high rate of speed on the sidewalk.

Shared Managed Lane: I do support a shared managed lane which begins on Deer Valley Loop and connects all the way to highway 80 and highway 40. Until we figure out how to connect the SML to other parts of Park City, I do not support the SML. The SML would only decrease the travel time of buses around the loop by a small amount of time and will not encourage greater use of the bus by locals or visitors.

I appreciate this opportunity to share my thoughts regarding the current Snow Park Development Plan. Thank you, Allison Kitching Portico Condos (Rossie Hill Neighborhood) 84060

11.4.2024

I would like to provide you with another update to provide to the Planning Commission. I attended the October 30 meeting and probably wasn't clear on what I was trying to express. I spoke with Michael Demkowicz and he clarified most of my concerns but wanted to ensure that this is documented. An action item was taken by someone on the Deer Valley team but I don't recall his name.

I have attended every Snow Park presentation and in the last one on September 12th, I noticed something I hadn’t seen yet. This is shown in Exhibit 29A of the October 9 presentation. There was a defined expansion of the sidewalk from 8 ft to 12ft. The 12 ft sidewalk was new to me. I saw in the latest proposal from October 24th, Exhibit 29A it was changed to state 8-12’ which is what the dimension is for the existing sidewalk size. Exhibit 29B, however, still states there will be a new 12’ wide multi-use path.

As I expressed to Michael, our property line per our survey map butts up against the existing sidewalk which is currently between 8 and 9 ft wide. The existing road and sidewalk system is 44-45’ wide from the edge of the sidewalk to the far end of the north roll gutter. This includes two 11 ft paved road lanes, two 4½ ft shoulders, and two 30” roll gutters. The City has a 60 ft Right of Way along Deer Valley Drive so they have about 15' left to develop if they choose rather than taking property from Fawngrove. We have had owners complain about the noise and lights from traffic shining directly into their Units so moving closer towards Fawngrove will only make this worse. The nearest property across the street from Fawngrove is 90 ft away and up a hill so it wouldn’t be affected by traffic lights and noise as much as we would.

MIchael told me that they no longer intend to expand the sidewalk onto Fawngrove property. They will be developing the other side of the road. I would like to see written confirmation and a revised drawing of this.

We also discussed the bus stops on the north side of Deer Valley Dr N (westbound direction towards the Y). I actually met Michael and the DV team on the bus home from skiing last year and showed him what I meant. He got off the bus with me to look. He actually brought it up when I spoke with him last week. In order to add safe areas for commuters to stand, that side of the road will need to be expanded because it currently has no proper bus stops and is extremely dangerous. People have to stand on the shoulder to wait for the bus and during the winter, the shoulder gets covered by snow banks several feet tall forcing them to stand on 3-4 feet snow banks to wait for the bus. I have attached a photo I took from three years ago, not the big snowfall year. Since buses normally stop at the white line, people get dropped off with children and ski gear where they have to stand in the snow within inches of the bus as it departs. I have been in contact with several different people from Park City departments over the past three years and have not received final confirmation that this will be changed. I was told last year that the City has many locations that need bus stops and they may not be able to get to Deer Valley bus stops until 2024. As much as we need them, this shouldn't start until the roadway expansion is approved and there is a definitive plan.

The Fawngrove owners I have heard from do not believe expansion of the sidewalk along Deer Valley Dr North is necessary. It has worked fine for years with the existing size without having to expand closer to Fawngrove buildings. Most people I see riding east along Deer Valley Drive North prefer to use the shoulder of the road when there are pedestrians on the sidewalk. With the third multipurpose lane, this leaves even more room on the road for bicycles. When I ride my bike, I use the road to avoid frightening people I approach from behind or making pedestrians move over to make room for me. If the City still feels the road needs expansion, there is much more space on the other side of the road and bus stops can be added at the same time.

My two priorities then are:

1. I oppose any expansion of the sidewalk onto Fawngrove property when there is ample right of way on the other side of the road. I do not believe the sidewalk needs to be expanded at all.
2. Proper bus stops are required along the westbound lanes of Deer Valley Drive North. These should not be added until the full dimensions of the road expansion have been determined and approved.

Thank you for your attention to this.

Tom Miller

84060

MILLER | HARRISON
LAWYERS

CALEB O. ANDREWS
UTAH BAR NO. 17511
OFFICE: (385) 831-7356
caleb@millerharrisonlaw.com
ADMITTED TO PRACTICE IN UTAH

October 9, 2024

Park City Planning Commission
445 Marsac Ave
Park City, UT 84060
planning@parkcity.org
(435) 615-5060

Re: ***Intersection Stoplight – Stonebridge Townhomes Association – Deer Valley Development Discussions***

Dear Park City Planning Commission,

My office represents Stonebridge Townhomes Association ("Association"), a local homeowners association in Park City, Utah. As you are aware, Deer Valley Resort ("Resort") intends to develop a workforce housing project ("Project") at or near 1555 Lower Iron Horse Loop Road (See Exhibit "A"). The Park City Planning Commission ("PCPC") has had ongoing discussions with the Resort regarding the Project. One of the expected consequences of the Project is increased traffic. Notably, Bonanza Drive is already one of the busiest roads in Park City. Additionally, it suffers from year-round backups during rush hours.

The Association is aware of plans to install a stoplight at the intersection of Deer Valley Drive and Sunnyside Drive (See Exhibit "A", designated in red). The Association has only one road for street access, located at the intersection shared by Stonebridge Circle, Mellow Mountain Road, and Deer Valley Drive (the "Entrance") (See Exhibit "A", designated in green). Currently, the afternoon and evening rush make left turns out of Stonebridge Circle virtually impossible. The proposed stoplight is anticipated to only increase the risk of traffic congestion around Stonebridge Circle, which is the sole entrance/exit to the Association.

Subsequently, the Association proposes solutions to alleviate the traffic around the Entrance. First, the Association requests that the Entrance be designated as a "Keep Clear" area of the road. "Keep Clear" markings on the road are used to clear designated sections so vehicles can enter and exit. These markings are beneficial to stop vehicles from blocking

the intersection and make it easier for vehicles to enter and exit side roads. As the Entrance it the only street access to and from the Association, it must remain unobstructed at all periods of the day. Examples of “Keep clear markings are below”:





In addition, the Association also proposes adding a “Keep Clear” or a “No Stopping Any Time” sign to further emphasize the importance of keeping the Entrance accessible. The signs will designate the area even in low visibility conditions, including during times which snow and ice that may cover the roadway markings. Examples of possible signage on the side of the road are below:







Without traffic improvements, the congestion during rush hour and ski season will worsen at the Entrance. The addition of these road markings and/or signage would preserve both the time and safety of homeowners and skiers alike. It is the Association’s hope that by working collaboratively with the Planning Commission during future development, we can find workable solutions for all. Please feel free to contact me directly if you have any questions or concerns. Thank you for your attention to this matter.

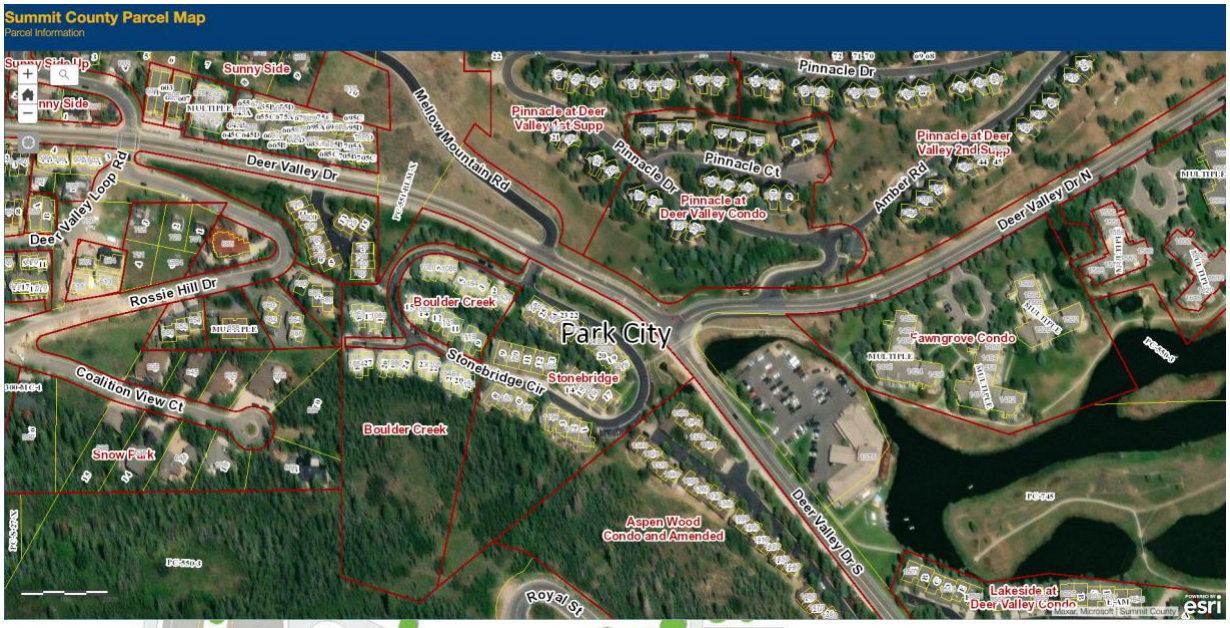
Respectfully,

MILLER HARRISON LLC

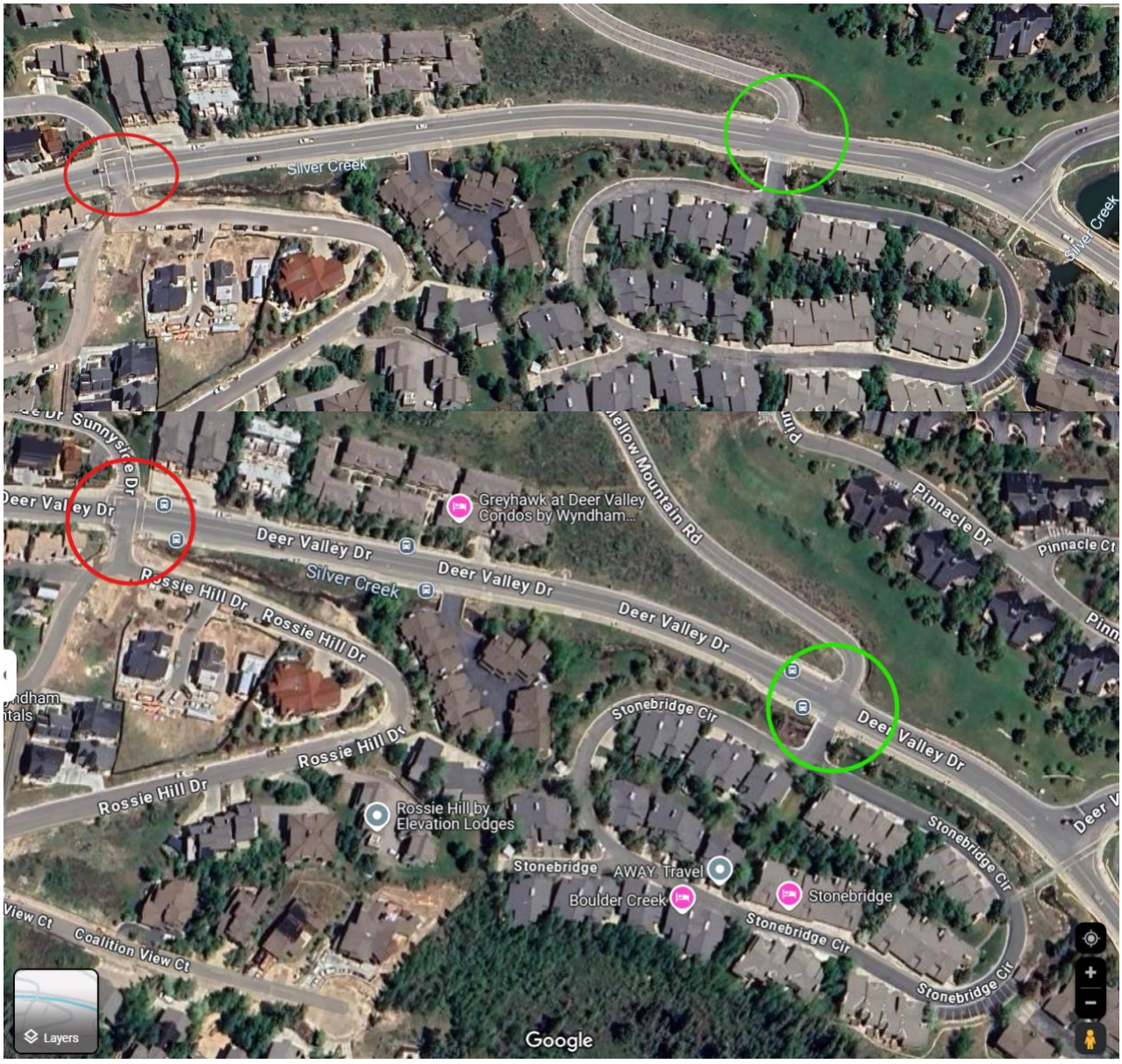
/s/ Caleb O. Andrews
Attorney at Law

EXHIBIT “A”

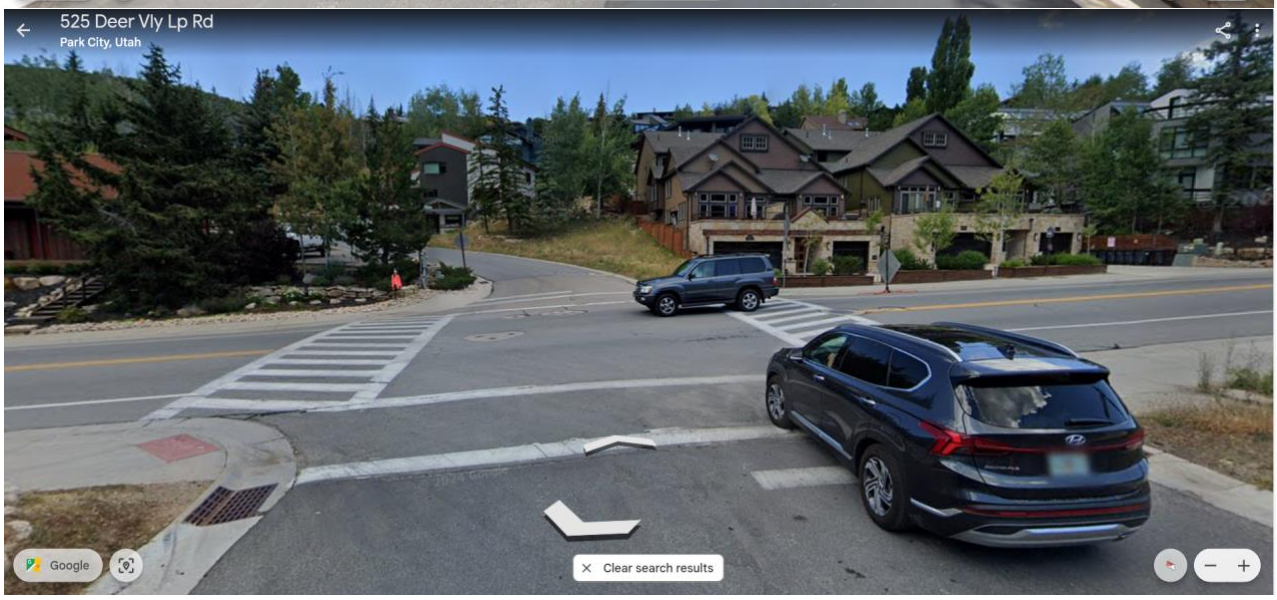
(Photos)


Summit County Parcel Map
Parcel Information
Sunny Side
Deer Valley Dr.
Deer Valley Loop Rd
Rossie Hill Dr
Coalition View Ct
Snow Park
Mellow Mountain Rd
Pinnacle at Deer Valley 1st Supp
Pinnacle Dr
Pinnacle Ct
Pinnacle at Deer Valley Condo
Pinnacle at Deer Valley 2nd Supp
Amber Rd
Deer Valley Dr N
Boulder Creek
Park City
Stonebridge Cir
Stonebridge
Fawngrove Condo
Aspen Wood Condo and Amended
Deer Valley Dr S
Royal St
Lakeside at Deer Valley Condo
esri


HISTORIC UNION PACIFIC RAIL TRAIL
PROPERTY BOUNDARY
SILVER CREEK
NATURAL SETTING
TRASH ENCLOSURE TRANSFORMER
10'-0"
CREEK SIDE PLAZA
RESIDENT COMMONS
BONANZA DR.
P.M. SUN
20'-0"
ENTRY PLAZA
LANDSCAPE BUFFER
20'-0"
30'-0"
RESIDENT GREEN
LOWER IRON HORSE LOOP RD.
PUBLIC ACCESS EASEMENT
ZONING SETBACK
A.M. SUN
EXISTING UTILITY BOXES


Silver Creek
Silver Creek
Deer Valley Dr
Greyhawk at Deer Valley Condos by Wyndham...
Deer Valley Dr
Silver Creek
Deer Valley Dr
Deer Valley Dr
Rossie Hill Dr
Rossie Hill Dr
Yellow Mountain Rd
Pinnacle Dr
Pinnacle Ct
Stonebridge Cir
Deer Valley Dr
Rossie Hill Dr
Rossie Hill Dr
Rossie Hill by Elevation Lodges
Stonebridge
AWAY. Travel
Boulder Creek
Stonebridge
Stonebridge Cir
Stonebridge Cir
Stonebridge Cir
Coalition View Ct
Layers
Google


Stonebridge Cir
Park City, Utah
Google
Clear search results


525 Deer Vly Lp Rd
Park City, Utah
Google
Clear search results

Park City Planning Commission

c/o AlexanderBarton@parkcity.org

As a commercial real estate broker for over 50 years and owner of an appraisal company, I believe I have extensive knowledge of real estate in general and specifically the impact of easements on property value. The proposed widening of the existing pedestrian/bicycle path will without question have a significant negative impact upon those Fawngrove properties abutting the easement. Although easier and certainly less expensive to expand the path on the Fawngrove side rather than the Pinnacle side, it is without question because of the set back of the Pinnacle properties, there would be a negligible impact on Pinnacle property values. I urge you to reconsider the location of the widening. Although I am owner in Fawngrove and have been for almost 20 years, I am not impacted by this proprosed widening as my unit is adjacent to the pond.

I would like to add that as a Real estate broker licensed in Delaware, Maryland, New Jersey and Pennsylvania and having worked in various municipalities in each of those states, I have never encountered approvals granted by the various municipalities that did not sunset after a period of time. It is my understanding that approvals granted the Snow Park development occurred 40+ years ago. I find it incomprehensible that those approvals are still enforceable. Circumstances impacting development approvals such as demographics, traffic patterns, etc. can dramatically alter over a period of time which is why approvals do not survive without a termination date. Snow Park is a classic example of why the density previously approved should be reduced significantly. Although I am not suggesting that for potential legal reasons that significant modifications be made, I am suggesting that future approvals be structured so that construction must commence within a certain time frame.

Respectfully Submitted



W. Duncan Patterson CCIM

October 29, 2024 | 7:46 p.m.

Dear Planning Commissioners and Planning Staff,

I am submitting the attached letter and documents prior to the October 30 Special Planning Commission meeting for your review. Please make sure these are included in the public record. Thank you.

Allison D Keenan

Lower Deer Valley Resident, 84060

Dear Planning Commissioners,

Deer Valley proposes to develop the Snow Park Village in two phases:

> Phase I - underground parking; transit hub; road, utility and pedestrian improvements
> Phase II – hotel; residential units; commercial and support space

Without knowing Phase 2 land uses, it is impossible to calculate daily trip generation and evaluate parking requirements per the LMC. Commissioner Suesser noted this at the October 9 meeting.

Daily trip generation is the foundation of Fehr & Peers' estimation of additional daily traffic to and from Snow Park, as well as peak traffic and the viability of intersections. However, three different Fehr & Peers reports (attached) over three years reflect disproportionate and unsupported changes in trip generation numbers. Changes in daily trip generation resulting from Snow Park redevelopment must be clearly defined. This can only be done with accurate land uses.

First and foremost, we need an accurate baseline of current daily trips so we can assess the impact of the additional daily trips from the proposed development. The numbers of existing trips have changed from the October 2022 Fehr & Peers analysis to the 2024 analysis. In fact, AM Saturday Peak Hour trips have increased from 1,050 to 1,370 – a 30% increase. PM Saturday Peak Hour trips have increased from 1,420 to 1,510 – a 6% increase. Based on the current trip generation calculations, the new development will increase Saturday Peak Hour AM traffic by 3.6% (1,370 trips in 2024 to 1,420 trips) and increase Saturday Peak Hour PM Traffic by 15.2% (1,510 trips in 2024 to 1,740 trips).

July 2022 – This table confirms **2,276** additional daily trips based on an application that reduced parking to 1,800 parking spaces total including parking for 143 Multifamily Low-Rise Housing Units and 193 Resort Hotel Units.

April 2023 - Deer Valley withdrew their request for reduced parking late in 2022, and a revised Snow Park Village Trip Generation analysis done in April 2023 stipulated **3,616** additional daily trips. The table also confirms an additional 150 day skier parking stalls was added to existing base parking of approximately 1,350 stalls. (There are actually 1,340 stalls in the existing lots.) Meanwhile, pursuant to feedback from WCG and Planning Commissioners regarding the difficulty in getting people out of cars, significant reductions were applied to assumptions on the percentage of those who would bike, walk, or use transit. Likely all of these factors contributed to the more than 50% increase in new daily trips Fehr & Peers stipulated in 2023.

July 2024 - The latest Fehr & Peers analysis shows 1,971 total parking spaces which is more than the 1,800 cited in the July 2022 report. Yet the new daily trips number is reduced by more than 63% to **834**. The only supports Fehr & Peers offers for its massive reduction in daily trip generation are undetermined changes in land use and a mistaken reduction in day skier/staff parking. Please see the attached file showing trip generation for 2022, 2023 and 2024.

In the 2022 and 2023 Fehr & Peers reports, land uses were notably different from what is proposed in 2024. Yet no final application for Phase II with land uses has been submitted. Multifamily housing was 143 units in 2022 and 2023 and now reduced in 2024 to 100 units. Resort Hotel was 193 rooms in prior reports and is 120 rooms in 2024. These changes in land

uses result in 1,109 fewer gross daily trips. If this is inaccurate, additional daily trips could be understated by more than 200%.

My previous email detailed contradictions in parking numbers. Contradictions and errors persist in the 2024 report and further cloud understanding. The 2024 report cites a 340 stall reduction to day skier/staff parking. But there are currently 1,482 spaces available on peak days, and the current proposal stipulates 1,361 day skier/staff spaces. That equates to a reduction of 121 stalls, not 340. Inserting the correct number on this line alone results in 657 additional daily trips and a 178% increase to daily trips generated by the proposed development over what is currently included by Fehr & Peers.

Between potential changes to land uses that have yet to be confirmed and parking numbers, additional daily trips could be 2,600 rather than 834. It is imperative that the Planning Commission know land uses are determined and parking calculations are correct. Without proper information and accurate data, daily trip generation could be 3 times what is currently included in the Fehr & Peers 2024 report.

It must be noted that the repeated references in Fehr & Peers reports, staff reports, and general dialogue to “Day Skier/Staff Parking” are misleading. Deer Valley has not submitted employee parking plans for executives and/or other staff, but regularly states that employees (including ski school instructors) will not be permitted to park at Snow Park and instead have to rely on transit. If employees shall be permitted to park at Snow Park, Deer Valley must disclose where and how many at a time. If employees shall be forced to park remotely, that must be disclosed as well in order to calculate for the peak period traffic increases that will result when existing employee parking is converted to day skier parking.

In conclusion, I’d like to reiterate two points:

1) It is imperative that land uses are confirmed and stipulated as a part of the Phase I application.
2) Parking reductions must be based on the actual current day skier and staff parking (these are not the same) of 1,482 spaces on peak days, and future allowances for employee parking must be specified.

Every traffic metric for the development is determined by trip generation numbers.

As always, I support the development rights of Deer Valley, but approvals cannot be granted where numbers and assumptions remain incorrect. Traffic ramifications must be transparent so they can be mitigated properly. The Planning Commission must find that the project addresses and mitigates traffic in order to issue a CUP for the proposed development. Thank you.

Sincerely,

Allison D Keenan

Table 6: Snow Park Village Trip Generation

Land Use[1]	Number of Units	Unit Type	Rate[2]	Daily Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[9]	Trips Entering	Trips Exiting	**New Daily Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	8.14	1,164	50%	50%	4.6%	3.0%	-	1.9%	-	527	527	**1,054**
(330) - Resort Hotel	193	Rooms	6.27	1,210	50%	50%	4.6%	3.0%	15.0%	1.9%	-	457	457	**914**
(820) - Shopping Center	25.9	1,000 Sq. Ft	46.12	1,195	50%	50%	4.6%	3.0%	15.0%	-	90.0%	47	47	**94**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	9.10	281	50%	50%	4.6%	3.0%	15.0%	1.9%	-	107	107	**214**
Net Weekday Trips				**3,850**								**1,138**	**1,138**	**2,276**
Land Use[1]	Number of Units	Unit Type	Rate[2]	AM Peak Hour Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[8]	Trips Entering	Trips Exiting	**New AM Peak Hour Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	0.46	66	23%	77%	5.6%	1.9%	-	3.7%	-	14	45	**59**
(330) - Resort Hotel	193	Rooms	0.41	79	72%	28%	5.6%	1.9%	15.0%	3.7%	-	43	17	**60**
(820) - Shopping Center	25.9	1,000 Sq. Ft	0.94	24	62%	38%	5.6%	1.9%	15.0%	-	96.2%	1	1	**2**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.76	54	62%	38%	5.6%	1.9%	15.0%	3.7%	-	25	16	**41**
Net Saturday AM Peak Hour Trips				**224**								**83**	**79**	**162**
Land Use[1]	Number of Units	Unit Type	Rate[2]	PM Peak Hour Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[8]	Trips Entering	Trips Exiting	**New PM Peak Hour Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	0.70	100	60%	40%	3.4%	2.9%	-	10.6%	-	50	34	**84**
(330) - Resort Hotel	193	Rooms	0.70	135	43%	57%	3.4%	2.9%	15.0%	10.6%	-	40	53	**93**
(820) - Shopping Center	25.9	1,000 Sq. Ft	4.50	117	52%	48%	3.4%	2.9%	15.0%	-	96.2%	2	2	**4**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.07	33	52%	48%	3.4%	2.9%	15.0%	10.6%	-	12	11	**23**
Net Saturday PM Peak Hour Trips				**385**								**104**	**100**	**204**

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 10th Edition Trip Generation Manual (ITE Manual)

2. ITE Trip Generation Rates. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan.

3. Traffic Generated by the development according to trip generation rates provided in the ITE Manual (custom rates for Hotel).

4. Percentage of trips Entering and Exiting the development according to the ITE Manual.

5. Percentage of trips that shift to active transportation or transit modes based on data collected by U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

6. Percentage of trips that are captured internally to the site based on rates published in ITE Manual.

7. Percentage of trips that shift to transit due to parking costs based on Fehr & Peers's Parking Cost Tool. The tool estimates close to 20%; 15% assumed for conservative results.

8. Percentage of trips that are captured internally to the site for retail/restaurant based on Squaw Valley winter overnight visitor survey conducted in 2011, for weekend AM and PM peak hours.

9. Daily retail/restaurant internal capture percentage was assumed to be lower than AM and PM peak hours due to employees, which daily travel patterns are not as affected as much as peak hours.

Source: Fehr & Peers

Table 7: Snow Park Village Trip Generation

Land Use[1]	Number of Units	Unit Type	Rate[2]	Daily Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[9]	Trips Entering	Trips Exiting	**New Daily Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	8.14	1,164	50%	50%	2.3%	1.5%	-	1.9%	-	549	549	**1,098**
(330) - Resort Hotel	193	Rooms	6.27	1,210	50%	50%	2.3%	1.5%	7.5%	1.9%	-	526	526	**1,052**
(820) - Shopping Center	25.9	1,000 Sq. Ft	46.12	1,195	50%	50%	2.3%	1.5%	7.5%	-	90.0%	53	53	**106**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	9.10	281	50%	50%	2.3%	1.5%	7.5%	1.9%	-	123	123	**246**
Day Skiers[10]	150	Stalls	7.42	1,113	50%	50%	-	-	-	-	-	557	557	**1,114**
Net Weekday Trips				**4,963**								**1,808**	**1,808**	**3,616**
Land Use[1]	Number of Units	Unit Type	Rate[2]	AM Peak Hour Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[8]	Trips Entering	Trips Exiting	**New AM Peak Hour Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	0.46	66	23%	77%	2.8%	1.0%	-	3.7%	-	15	47	**62**
(330) - Resort Hotel	193	Rooms	0.41	79	72%	28%	2.8%	1.0%	7.5%	3.7%	-	49	19	**68**
(820) - Shopping Center	25.9	1,000 Sq. Ft	0.94	24	62%	38%	2.8%	1.0%	7.5%	-	96.2%	1	1	**2**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.76	54	62%	38%	2.8%	1.0%	7.5%	3.7%	-	29	18	**47**
Day Skiers[10]	150	Stalls	0.54	82	100%	0%	-	-	-	-	-	82	0	**82**
Net Saturday AM Peak Hour Trips				**306**								**176**	**85**	**261**
Land Use[1]	Number of Units	Unit Type	Rate[2]	PM Peak Hour Trip Generation[3]	% Entering[4]	% Exiting[4]	% Walk/ Bike[5]	% Transit[5]	% Paid Parking[7]	% Internal Capture[6]	% Resort Int. Capt.[8]	Trips Entering	Trips Exiting	**New PM Peak Hour Trips**
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	0.70	100	60%	40%	1.7%	1.5%	-	10.6%	-	52	35	**87**
(330) - Resort Hotel	193	Rooms	0.70	135	43%	57%	1.7%	1.5%	7.5%	10.6%	-	46	61	**107**
(820) - Shopping Center	25.9	1,000 Sq. Ft	4.50	117	52%	48%	1.7%	1.5%	7.5%	-	96.2%	3	2	**5**
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.07	33	52%	48%	1.7%	1.5%	7.5%	10.6%	-	14	13	**27**
Day Skiers[10]	150	Stalls	0.64	96	0%	100%	-	-	-	-	-	0	96	**96**
Net Saturday PM Peak Hour Trips				**481**								**115**	**207**	**322**

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 10th Edition Trip Generation Manual (ITE Manual)

2. ITE Trip Generation Rates. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan. Day skier rates calculated from existing vehicles/stalls.

3. Traffic Generated by the development according to trip generation rates provided in the ITE Manual (custom rates for Hotel).

4. Percentage of trips Entering and Exiting the development according to the ITE Manual.

5. Percentage of trips that shift to active transportation or transit modes based on data collected by U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

6. Percentage of trips that are captured internally to the site based on rates published in ITE Manual.

7. Percentage of trips that shift to transit due to parking costs based on Fehr & Peers's Parking Cost Tool. The tool estimates close to 20%; 7.5% assumed for conservative results.

8. Percentage of trips that are captured internally to the site for retail/restaurant based on Squaw Valley winter overnight visitor survey conducted in 2011, for weekend AM and PM peak hours.

9. Daily retail/restaurant internal capture percentage was assumed to be lower than AM and PM peak hours due to employees, which daily travel patterns are not as affected as much as peak hours.

10. Day skiers not included in ITE. The rates for day skiers were derived by calculating the number of existing vehicles with the available 1350 existing stalls.

Source: Fehr & Peers

Table 5: Snow Park Village Trip Generation

Land Use[1, 2]	Number of New Units	Unit Type	Rate[2]	Gross Daily Trips	Percent Internal to Retail[3]	% Retail Trips from Pass-by Skiers[4]	Retail Internal Capture	Gross Daily Trips with Internal Capture	% Entering	% Exiting	% Walk/Bike[5]	% Transit[5]	Trips Entering	Trips Exiting	New Daily Trips
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	4.55	455	25%	n/a	-114	341	50%	50%	3.0%	5.0%	157	157	**314**
(822) Strip Retail Plaza	30	1000 sq. ft.	54.45	1,634		67%	-1,396	237	50%	50%	3.0%	5.0%	110	110	**220**
Resort Hotel	120	Rooms	6.27	752	25%	n/a	-188	564	50%	50%			283	283	**566**
Event Center (Afternoon/Evening Event)	250	Attendees	-	254	0%	n/a	0	254	50%	50%	-	-	127	127	**254**
Deer Valley Club Parking	250	Stalls	2.00	500		n/a	0	500	50%	50%	-	-	250	250	**500**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	3.00	-1,020		n/a	0	-1,020	50%	50%	-	-	-510	-510	**-1,020**
Net Saturday Daily Trips				**2,575**			**-1,698**	**877**					**417**	**417**	**834**
Land Use[1]	**Number of New Units**	**Unit Type**	**Rate[2]**	**Gross AM Peak Hour Trips**	**Percent Internal to Retail[3]**	**% Retail Trips from Pass-by Skiers[4]**	**Retail Internal Capture**	**Gross AM Peak Hour Trips with Internal Capture**	**% Entering**	**% Exiting**	**% Walk/Bike[5]**	**% Transit[5]**	**Trips Entering**	**Trips Exiting**	**New AM Peak Hour Trips**
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	0.40	40	25%	n/a	-10	30	24%	76%	3.0%	5.0%	7	21	**28**
(822) Strip Retail Plaza	30	1000 sq. ft.	2.36	71		20%	-36	34	60%	40%	3.0%	5.0%	19	13	**32**
Resort Hotel	120	Rooms	0.41	49	25%	n/a	-12	37	72%	28%			27	11	**38**
Event Center (Afternoon/Evening Event)	250	Attendees	-	0	0%	n/a	0	0	-	-	-	-	0	0	**0**
Deer Valley Club Parking	250	Stalls	0.33	82		n/a	0	82	100%	0%	-	-	82	0	**82**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	0.49	-167		n/a	0	-167	100%	0%	-	-	-167	0	**-167**
Net Saturday AM Peak Hour Trips				**75**		n/a	**-59**	**17**					**-32**	**45**	**13**
Land Use[1]	**Number of New Units**	**Unit Type**	**Rate[2]**	**Gross PM Peak Hour Trips**	**Percent Internal to Retail[3]**	**% Retail Trips from Pass-by Skiers[4]**	**Retail Internal Capture**	**Gross PM Peak Hour Trips with Internal Capture**	**% Entering**	**% Exiting**	**% Walk/Bike[5]**	**% Transit[5]**	**Trips Entering**	**Trips Exiting**	**New PM Peak Hour Trips**
(220) - Multifamily Housing (Low-Rise)	100	Dwelling Unit	0.51	51	25%	n/a	-13	38	63%	37%	3.0%	5.0%	23	14	**37**
(822) Strip Retail Plaza	30	1000 sq. ft.	6.59	198		50%	-133	65	50%	50%	3.0%	5.0%	30	30	**60**
Resort Hotel	120	Rooms	0.70	84	25%	n/a	-21	63	43%	57%			28	36	**64**
Event Center (Afternoon/Evening Event)	250	Attendees	-	96	0%	n/a	0	96	81%	19%	-	-	78	19	**97**
Deer Valley Club Parking	250	Stalls	0.19	47		n/a	0	47	0%	100%	-	-	0	47	**47**
Net Reduction in Day Skier / Staff Parking	-340	Stalls	0.28	-95		n/a	0	-95	0%	100%	-	-	0	-96	**-96**
Net Saturday PM Peak Hour Trips				**380**		n/a	**-166**	**214**					**159**	**50**	**209**

Notes:

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 11th Edition Trip Generation Manual (ITE Manual), 2021.
2. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan. Event Center was estimated based on an evening event with 250 attendees and mode-split assumptions and actual event observations. Day skier trips estimated from existing vehicles and AM and PM peak period characteristics. Refer to report text for details on derivation of trip rates for custom land use trip generation applications.
3. Represents the proportion of condo or hotel trips that are internalized with retail uses.
4. This represents the percentage of retail trips that are comprised by individuals (e.g., skiers, employees, visitors, etc.) who visit the store en route to chair lifts, returning to vehicle after skiing, etc.
5. Percentage of trips that shift to walking, biking, or transit based on existing ridership levels, transit service quality, MXD+ estimates of external walk/bike trips. Note that adjustments not applied for custom estimated uses including resort hotel (non-auto travel already built into trip rates), event center (custom approach taken), and Deer Valley Club Parking (vehicle trips by definition).

Source: Fehr & Peers, 2024.

Snow Park Development Trip Generation

Year		Parking Spaces	Gross Daily Trips	Adjustments - Day Skier Parking (3)	Adjusted Gross Daily Trips	Reductions due to Walk, Bike, Transit & Internal Capture	% Reduction (4)	New Daily Trips	New AM Peak Hour Trips	New PM Peak Hour Trips
2022	20% Overall Parking Reduction - Day Skier Parking 1200	1,800	3,850	-	3,850	(1,574)	41%	2,276	162	204
2023	Fully Parked per LMC - Day Skier Parking 1500	2,236	3,850	1,113	4,963	(1,347)	27%	3,616	261	322
2024	New Submission - Change in Land Uses, Day Skier Parking 1,360	1,971	3,595	(1,020)	2,575	(1,741)	68%	834	13	209

(1) The Land Uses were the same in the 2022 and 2023 applications.
(2) The 2024 application reduced the number of mutli-family residences and hotel rooms. Retail increased and the recreational community center changed to an event center and a ski club.
(3) In 2022 & 2023, 1350 base day skier stalls was assumed. 1340 stalls exist in the current lots. Trips were added in 2023 to arrive at 1500 day skier stalls. In 2024, adustments should not have been made to reduce day skier parking if the current base stalls are 1340 in the lots.
(4) WCG asked for a reduction in walk, bike, transit and internal capture in 2023 as it is difficult to change habits. These amounts increased again in the 2024 Fehr Peers Analysis. What has changed?
Land uses determine trip generation estimates so these must be determined to have accurate numbers.

October 29, 2024 | 5:18 p.m.

Dear Planning Commission members:

Please see the attached letter from American Flag HOA regarding the Deer Valley Resort MPD and CUP. Please include this email and attached letter as part of the record for the application(s).

Thank you.

Robert E. Boone III

October 29, 2024

Park City Planning Commission
City Hall
445 Marsac Avenue
Park City, UT 84060
planning@parkcity.org

Re: Snow Park Village Base Area Master Planned Development Permit and Phase I Conditional Use Permit – October 30, 2024 Special Planning Commission Meeting

Dear Planning Commission Members:

On behalf of American Flag HOA ("AF HOA"), I write to provide our residents' comments on the Deer Valley Resort's ("DVR") Snow Park Village Base Area Master Planned Development Permit and Phase I Conditional Use Permit (the "DV Project"), which will the subject of the October 30, 2024 Special Planning Commission Meeting.

At the outset, note that although AF HOA is still challenging the City Council's right of way ("ROW") vacation decision (the "ROW Vacation") in the court system, AF HOA is not opposed to development of the Snow Park Base Area, as long as the DV Project is designed and developed so that critical issues, such as traffic, access and skier migration, are adequately addressed.

The October 2024 traffic analysis provided by Fehr Peers ("FP") raises significant questions regarding the traffic circulation plan for the DV Project to which there must be concrete answers before any such traffic design and circulation plan are approved. As described in more detail below, such questions involve the reduction in parking spaces, trip generation calculations, and the unsatisfactory levels of service for critical intersections.

At the end of the day, the existing traffic situation on peak ski days (67 of them this past winter) is unacceptable and must be remedied. Building the DV Project will exacerbate the existing unacceptable traffic congestion. No one has proposed a viable solution yet. Not even the 20% reduction agreed to by the City with DVR as a condition of the ROW Vacation and part of the Park City / Deer Valley Proposed Public-Private Partnership Agreement ("PPPA") will sufficiently mitigate traffic and solve the traffic problem.

AF HOA believes the only way to sufficiently reduce traffic is to further reduce the number of day-skier parking in the Snow Park Base Area. Simply put, fewer parking spaces means less vehicles coming into and out of Deer Valley.

Parking Spaces

The City Council's December 2023 approval of the ROW Vacation requires a 20% parking reduction from "existing conditions." The basis for that requirement is the City's desire to reduce existing traffic by 20% on peak ski days under Park City's Transportation Demand Management plan ("TDM") adopted in 2016.

The PPPA Summary posted by the City on its website on November 30, 2023 states that the mitigation measures to be included in an updated MPD application and final Subdivision Plat include: "A reduction in day skier parking by 20% compared to existing conditions.

The Letter of Intent regarding PPPA states: "Parking for all of Snow Park shall be limited to 1,971 parking spaces, including the eventual construction of Phase 3 on the current Lot 5 parking lot. Only 1,360 parking spaces may be designated for day skier use. The remaining 611 parking spaces are designated for hotel, residential, dining, retail, entertainment, and commercial uses, and prohibited for day skier parking. Paid parking shall be implemented as part of TDM."

Ordinance 2023-56 states the same requirements.[1]

The FP October 2024 Traffic Study, p. 50, states:

> **10.1 Parking Supply**
> The greater Snow Park area currently has, at peak, around 1,700 parking spaces. As a result of a recent agreement with the City, the will be a 20% reduction of day skier spaces after the Snow Park project is constructed. This results in 340 fewer day skier spaces for a new total of 1,360. The new land uses such as the hotel and Event Barn at Snow Park will require parking. The amount allocated to these other uses is 611 spaces, for a total of 1,971 spaces for the overall project.
> There will be three levels of structured, controlled parking.
> - Level 1 consists of 885 day-skier spaces and 37 spaces for the event barn for a total of 922 spaces.

[1] The 20% parking reduction should be based on the current number of parking spaces in the DVR Snow Park lots, which is 1,340. The parking reduction should not be based on inclusion of the number of street parking spaces along Deer Valley Drive East ("DV Dr. East") (142 spaces total) because those spaces exist under a temporary permit and the spaces are not located on DVR property. Based on 1,340 parking spaces, a 20% reduction equals 1,072 parking spaces. Even if the parking reduction is based on the 1,482 total spaces in the DVR lots and along DV Drive East, a 20% reduction would equal 1,185 spaces. Thus, the City failed to actually negotiate a true 20% parking reduction as part of the PPPA with DVR.

- Level 2 consists of 476 day-skier spaces, 13 event barn, 119 hotel, and 160 spaces for the condominium parking for a total of 768 spaces.
- Level 3 consists of 250 ski club spaces and 20 condominium spaces for a total of 280 spaces.

The sum of parking stalls across the three levels is 1,971.

However, DVR's plan does not comply with the reduced parking requirement because there really isn't a 20% parking reduction in day skier parking.

Under the new plan, there will be 1,361 "day skier parking" designated spaces, plus 250 ski club parking spaces, which will be occupied by day skiers who are ski club members, for a total of 1,611 day skier parking spaces. Let's not kid ourselves that the ski club member spaces should not be counted toward the day skier allotment. Indeed, the spaces are designated for use by a ski club. 1,611 spaces is an INCREASE in day skier parking spaces by 9% over the current day skier capacity, and an 18.5% increase over the day skier capacity limit imposed as a condition of the ROW vacation. And those numbers do not include street parking along DV Drive East. If street parking is allowed along DV Drive East, there will be 1,753 day skier spaces, which is 393 spaces more than allowed. That represents a 29% increase over the limit, and an 18.3% increase over current conditions. Those numbers do not include street parking along other streets in the DV neighborhoods with unrestricted parking.

What does this mean? It means that traffic will increase significantly over what exists today. Traffic will be worse, not better, and that does not include traffic generated by the land use referenced in the FP study.

We also note that DVR has not provided any details about employee parking or overflow parking plans, which could further increase traffic significantly.

Trip Generation

The FP October 2024 Traffic Study, p. 21, acknowledges that: "the ski resort will be the primary generator of traffic."

FP did not count trips for non-hotel guests patronizing the hotel ("generated trips were not estimated for the food & beverage, meeting space/ballroom, and spa"). Those trips need to counted because they could be significant. The hotel will promote its facilities to non-guests. Hotel guests will invite locals and non-locals not staying at the hotel to the hotel.

FP's trip generation assumptions for the proposed hotel are based on 2018 data from the Canyons project. But the Canyons is a different animal from DVR. The Canyons has less amenities than the proposed DV Project. And the Canyons has a lower parking lot that reduces the trip generation count to the Canyons base.

The FP daily trip generation numbers don't add up and the FP analyses are inconsistent. In the 2022 application with a 20% reduction in parking to 1,800 parking spaces, weekday daily trip generation was 2,276 additional trips, or a multiple of 1.26 additional trips per parking space. In the 2023 application with full parking at 2,262 stalls, weekday daily trip generation was 3,616 additional trips, or a multiple of 1.6 additional trips per parking space. The 2024 transportation study with 1,971 parking spaces has only 834 additional weekday daily trips, or a multiple of 0.42 additional trips per parking space. The 834 additional daily trips is essentially 1/3 of the additional daily trip generation count under the 2022 application that had 10% fewer parking spaces.

The FP October 2024 trip generation analysis includes a trip reduction count based on a 340 day skier parking spaces reduction (1700 to 1360). This results in a decrease in estimated daily trips by 1,020. This is inaccurate because the actual reduction in day skier/staff parking is only 122 stalls. Thus, the FP report understates additional daily trips by at least 657.

FP also made new assumptions without data to support those assumptions. For instance, FP assumed the daily trip rate for ski club parking that is 1/3 less than day-skier parking. FP also assumed, again without any factual basis, that only 50% of guests attending events during PM peak hours will drive into Deer Valley; that 25% of event guests will already be staying at the hotel; and another 25% of event guests will take public transit or shuttles. These assumptions are not conservative, as FP claims.

New daily trips may be understated almost two-fold, if not more. If these numbers are incorrect, the peak traffic projections and the viability of the intersections after the project is completed are also incorrect.

Furthermore, land uses such as the number of residences and hotel rooms will not be finalized until Phase II of DVR's application. This could substantially change trip generation numbers.

Level of Service (LOS)

Per the FP October 2024 traffic study, 6 of 9 analyzed intersections have an unacceptable LOS of "F" based on existing average peak conditions over three weekends (Saturdays) in February 2024. The highest number of vehicles (trips) through any of the 9 intersections was 950 in the AM, and that was at the Y intersection of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West ("the Y"). At the Y, 600 cars took DV Dr. West, and 350 cars took DV Dr. East. In the PM, 500 cars exited the DV area by taking DV Dr. West, and 420 cars exited taking DV Dr. East. So, 97% of the cars arriving during AM peak hours leave during PM peak hours.

Table 3 and the FP study pp. 12-14 substantiate the traffic jam that occurs during evening peak hours where traffic is backed up from the roundabout through the Y and along DV Dr. West past Doe Pass Rd., and along DV Dr. East past Solamere and Queen Esther. The study fails to include data on the straight away wait time at those intersections but that wait time likely is the same as it is for Amber Rd. and DV Dr. East (229 seconds). Those intersections likely have a LOS of F. So, Table 3 does not give an accurate picture of the traffic situation; it is more dire than reflected in Table 3.

If, as mentioned above, the trip generation calculations are understated, then the LOS for these intersections will be worse than projected in this latest FP study.

The Solution – Drastic Reduction is Parking Spaces

The only way to reduce traffic is to significantly reduce the number of day skier parking spaces (and that includes ski club parking spaces).

Day skier parking should be limited to the number of spaces that will ensure that all intersections in the traffic circulation plan sustain a Level C or better rating during peak ski days. If the DVR and this City are truly committed to developing a "world class" ski resort, then the DV Project design needs to be configured to achieve such LOS ratings. The day skier parking space number needs to be determined by a third-party traffic engineering consulting firm with no interest in the DV Project, and no prior connections to any interested parties (DVR, the City and the public).

The total number of spaces (day skier and other designations) in the proposed parking garage also needs to be reduced. That will save DVR considerable construction costs. That also will minimize the number of non-day skier designated parking spaces in which day skiers might can improperly park. We all know that day skiers will park in spaces designated for other uses, and it is impractical for DVR to police that, and DVR won't effectively police that.

Need for a Roundabout at Royal St. / Deer Valley Drive West Intersection

The traffic circulation plan needs to include a roundabout at the intersection of Royal St. and DV Drive West. Many upper DV residents need to leave Deer Valley in the morning peak traffic hours to go to work or run errands. That requires a left turn at the bottom of Royal St. onto DV Drive West. Currently, it is difficult to make that left turn with just one lane of oncoming traffic headed towards Snow Park Lodge. Under DVR's proposed plan, there will be two lanes of such oncoming traffic. That traffic will include all buses and shuttles headed to the new underground transit center. Currently 50% or more of buses and shuttles take DV Drive East to get to Snow Park. The increased traffic will make it even more difficult for upper DV residents to make a left turn at the bottom of Royal St.

A roundabout is the best solution. Roundabouts are the most efficient means to keep traffic moving. However, DVR says there is not enough right-of-way to build a roundabout at that intersection. That is not true. DVR easily can build a roundabout using its property. A roundabout is feasible, and there is plenty of area for a roundabout. It is just a matter of moving dirt and costs. DVR might need to regrade the area around the intersection and/or modify the location of its proposed hotel (move it further away from DV Drive West and/or modify the footprint for hotel pool area). But DVR can easily do these things to greatly improve traffic circulation at this intersection.

We hope that the Planning Commission takes seriously the above input and truly tests the analyses and proposed design plans submitted in connection with DVR's application to make sure that the serious traffic issues, which impact all of Park City, are properly addressed.

Sincerely,



Robert E. Boone III
President, American Flag HOA

Planning Commission
Staff Report

Subject: **Accessory Uses in Master Planned Developments**
Author: **Rebecca Ward, Planning Director**
Date: **November 13, 2024**
Type of Item: **Legislative**

Recommendation

(I) Review the pending ordinance outlining Land Management Code amendments regarding Accessory Uses in Master Planned Developments, (II) consider the recommendations of the Accessory Uses in Master Planned Developments Task Force, (III) open a public hearing, and (IV) consider forwarding a recommendation for City Council's consideration.

Background

On April 12, 2023, the Planning Commission unanimously forwarded a positive recommendation to the City Council for amendments to the Land Management Code (LMC) related to Accessory Uses in Master Planned Developments (MPDs) (Planning Commission Packet, Item 6.F; Minutes, p. 18).

The proposed amendments:

- **Updated Support Commercial Uses, those uses oriented toward the internal circulation of a development to serve residents or users**
  - Limited signage and marketing to interior spaces
  - Shifted meeting spaces to a Use rather than a bonus
  - Limited to a Hotel
  - Captured affordable housing obligations for employees generated
  - Established a maximum square footage
  - Prohibited Conventional Chain Businesses
- **Clarified Residential Accessory Uses, those back-of-house uses and administration facilities for residents of Nightly Rental condominiums or hotels**
  - Limited these to functional spaces and defined these spaces
  - Added Child Care Facilities and extra bike storage to allowed exceptions
- **Refined Resort Accessory Uses, back-of-house uses and accessory uses**
  - Captured affordable housing obligations and parking and traffic impacts
  - Removed uses required for business operations like administration
  - Removed terms like "instruction facilities" that could be broadly interpreted
- Tied Resort Support Commercial Uses to approved Master Planned Developments in the Recreation and Open Space Zoning District to align with other Zoning Districts.

The City Council conducted several public hearings on the proposed amendments:

- April 27, 2023 (Packet, New Business Item 3; Minutes, p. 18)
- June 12, 2023 (Packet, Old Business Item 1; Minutes, p. 2)
- August 22, 2023 (Packet, Old Business Item 1; Minutes, p. 9)
- September 28, 2023 (Packet, Old Business Item 2; Minutes, p. 7)

On September 28, 2023, the City Council unanimously denied the proposed ordinance and a majority of Councilmembers requested the formation of a task force—appointed by the Mayor—to review the proposed amendments and to address the following questions:

> (1) What is the purpose of the amendments?
> (2) What are the financial implications?
> (3) What type of development do the amendments incentivize/disincentivize?
> (4) What is the purpose of the footnote connecting Resort Support Commercial to an approved Master Planned Development? (Minutes, p. 7)

The Mayor formed an eight-member task force:

- Alexandra Horst, Vail Resorts
- Doug Clyde, private planning practitioner and 30 years in ski resort operation and management
- Brianna Callaway, local resident with Google Fiber
- Molly Wilden, Lisman Studio
- Chris Conabee, Summit County Planning Commissioner and local real estate developer
- Jan Wilking, former Park City Councilmember and commercial real estate broker
- Gary Crandall, local resident and real estate developer
- Rick Shand, Planning Commission liaison

The task force met on December 7, 2023, January 18, 2024, February 22, 2024, and April 3, 2024, and drafted a memo outlining their responses to the Council's four questions, as well as recommendations (Exhibit B).

On July 10, 2024, the task force memo was provided to the Planning Commission (Packet, Item 3.B; Minutes, p. 3).

On July 11, 2024, the City Council requested staff issue a pending ordinance regarding Accessory Uses in Master Planned Developments to establish a six-month period for further review and discussion and requested the Planning Commission review the task force recommendations and forward a recommendation for City Council consideration (Minutes, p. 4). On July 12, 2024, staff issued the pending ordinance, which contained the original amendments recommended by the Planning Commission. The draft ordinance attached as Exhibit A remains as originally drafted. The pending ordinance expires on January 8, 2025.

On August 14, 2024, and September 11, 2024, the Planning Commission discussed the

proposed amendments, heard from the task force, and conducted public hearings on the pending ordinance. Please see the staff reports, exhibits, and minutes linked below for additional project background:

- August 14, 2024 Packet, Item 6.E; Minutes, p. 33
- September 11, 2024 Packet, Item 6.E; Minutes, p. 43

On September 11, the Planning Commission requested further discussion on the following:

> (I) The definition and distinction between *Hotel* and *Nightly Rental Condominiums*
> (II) Long-term enforcement
> (III) The 5,000-square-foot Support Commercial cap
> (IV) The footnote in the Recreation and Open Space Zoning District requiring Resort Support Commercial to be reviewed as part of an approved MPD

The Analysis Section below outlines these topics based on the September 11 input from the Planning Commission and discussion with the project liaisons, Commissioners Suesser and Sigg.

Analysis

(I) The Planning Commission identified an opportunity to update Land Management Code definitions to distinguish Hotels, Hotel Condominiums, and Nightly Rental Condominiums (Residential Condominium Projects that may allow Nightly Rentals but do not operate like a Hotel or Hotel Condominium).

LMC Section 15-6-8 establishes Accessory Uses for MPDs that propose a Hotel or Nightly Rental Condominium. Nightly Rental Condominium is not a clearly defined term in the LMC. Hotels and Nightly Rental Condominiums qualify for a 5% Support Commercial and 5% meeting space allowance that does not count against project Unit Equivalents (total square footage), intended to serve guests on site and not to draw visitors from offsite. The 5% allowance is based on the project's total floor area. If an Applicant does not use all or a portion of the 5% meeting space allowance, the square footage can be shifted to Support Commercial use for up to 10% of the total floor area.

Through the review of MPDs, the Planning Commission identified an opportunity to clarify the type of project that fits within the Hotel definition. Some Applicants proposing residential condominiums that may allow for Nightly Rentals but do not operate as a Hotel were requesting additional square footage allowances for Support Commercial and meeting space, adding to the overall project density. Because the project did not operate like a Hotel some Support Commercial and meeting space uses that were originally approved to serve guests on site were opened to the public over time, without capturing employees generated in the affordable housing project obligations or consideration of traffic generated and increased parking demand.

The Planning Commission's original recommended code amendments attached as the

pending ordinance (Exhibit A) clarified that the Support Commercial bonus was only for Hotels or Hotel Condominiums—individually owned condominium units in a building that was operated like a Hotel—and not for residential condominium projects that may allow Nightly Rentals but are not operated like a Hotel. Additionally, the Planning Commission recommended removing the meeting space allowance. This did not eliminate the possibility of meeting space, but rather shifted the use to a Private Event Facility, requiring inclusion of meeting spaces in the total project Unit Equivalents, affordable housing obligations, parking requirements, and traffic counts.

The original amendments recommended by the Planning Commission are below:

C. **SUPPORT COMMERCIAL WITHIN [~~RESIDENTIAL MASTER PLANNED DEVELOPMENTS~~ HOTELS]**. [~~Within a Hotel or Nightly Rental condominium project, the~~] The Floor Area of Support Commercial Uses [~~uses~~] may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents or 5,000 square feet in total, whichever is lesser. Conventional Chain Businesses are prohibited as Support Commercial Use. Signage for Support Commercial Uses is limited to interior spaces. Marketing for Support Commercial Uses is limited to primary Uses on Site. [~~Any unused Support Commercial floor area may be utilized for meeting space Uses.~~] Support Commercial shall be included in Affordable Housing obligations and calculations subject to Housing Resolution No. 05-2021, as amended.

D. [~~**MEETING SPACE**. Within a Hotel or Condominium project, Floor Area of meeting space may not exceed five percent (5%) of the total Floor Area of the approved residential unit equivalents. Any unused meeting space floor area may be utilized for support commercial uses within a Hotel or Nightly Rental Condominium project.~~]

On September 11, 2024, the Planning Commission requested further discussion and revisions to the LMC definition of *Hotel* to distinguish Hotels and Hotel Condominiums intended for and operated like a Hotel for transient use with Support Commercial and meeting space for guests on site and Residential Condominium Projects intended for residential use with the possibility of individual residents offering their unit as a Nightly Rental in a building that is not operated like a Hotel.

LMC Section 15-15-1 currently defines *Hotel* as follows:

HOTEL/MOTEL. A Building containing sleeping rooms for the occupancy of guests for compensation on a nightly basis that includes accessory facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or other facilities and activities customarily associated with Hotels, such as concierge services, shuttle services, room service, and daily maid service. Hotel/Motel does not include Nightly Rental Condominium projects without restaurants, bars, spas, and on-site check-in lobbies. Lockout Units or Bed and Breakfast Inns and Boarding Houses are not Hotels. Hotels are considered a lodging Use and ownership of units may be by a condominium or timeshare instrument Hotel rooms may include a Lockout as part of the Unit.

1. **Hotel, Major**. A Hotel with more than fifteen (15) Hotel Rooms.
2. **Hotel, Minor**. A Hotel, Motel, with fewer than sixteen (16) Hotel Rooms.

In the last discussion, the Planning Commission found the reference to Nightly Rental Condominium within the *Hotel* definition lacked the desired level of specificity: "Hotel/Motel does not include Nightly Rental Condominium projects without restaurants, bars, spas, and on-site check-in lobbies."

Potential revisions to the recommended LMC amendments could include the following:

Revising the *Hotel* definition to include *Hotel Condominium* and remove the term *Nightly Rental Condominium*:

HOTEL/HOTEL CONDOMINIUM/MOTEL. A Building containing sleeping rooms for the occupancy of guests for compensation on a nightly basis that includes accessory facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or other facilities and activities customarily associated with Hotels, such as concierge services, shuttle services, room service, and daily maid service. [~~Hotel/Motel does not include Nightly Rental Condominium projects without restaurants, bars, spas, and on-site check-in lobbies.~~] Lockout Units or Bed and Breakfast Inns and Boarding Houses are not Hotels. Hotels are considered a lodging Use and ownership of units may be by a condominium or timeshare instrument. Hotel rooms may include a Lockout as part of the Unit.

Creating a new *Residential Condominium Project* definition:

RESIDENTIAL CONDOMINIUM PROJECT. A condominium project for Residential Use and not for Hotel or Hotel Condominium Use.

LMC Section 15-15-1 defines *Residential Use* and this definition would require amendments as follows:

RESIDENTIAL USE. Uses and project that consist primarily of activities that are residential in nature [~~that may include other support Uses, such as support commercial, but~~] where the primary Use is for human habitation and associated activities. Residential Use includes occupancy of a dwelling as living quarters [~~and all associated Uses,~~] but not including temporary Structures such as tents, railroad cars, trailers, or similar units.

With clarifications to definitions, LMC Section 15-6-8(B) and (C) could be updated to

apply Support Commercial and meeting space allowances to Hotels and Hotel Condominiums only. LMC Section 15-6-8(E) could be updated to limit Residential Condominium Projects to Residential Accessory Uses only, as originally recommended by the Planning Commission:

RESIDENTIAL ACCESSORY USES. Residential Accessory Uses do not require the use of Unit Equivalents:

- Mechanical rooms and shafts limited to electrical, heating, ventilation, plumbing, and air conditioning equipment and ductwork necessary for the operation of the Building
- Laundry facilities
- Employee facilities related to the operation of the property
- Hallways and circulation
- Elevators and stairways
- Child Care Facilities
- Enclosed Bicycle Storage that exceeds the requirements of Section 15-3-9

(II) Long-term enforcement is needed to ensure projects approved with Accessory Use allowances are operated as intended at the time of MPD review.

If the Planning Commission is supportive of the LMC definition amendments outlined in Section (I) above, long-term enforcement could be addressed through the following MPD provisions:

Update Master Planned Development application submittal requirements.

The Master Planned Development application requires Applicants to provide information on the occupancy type, including whether units will be owner occupied, leased, or Nightly Rentals. The application submittal materials could be updated to require Applicants proposing residential units to clarify upfront if the project will fall under the definition of Hotel, Hotel Condominium, or Residential Condominium Project. This provides the information at the time of application staff and the Planning Commission need to clarify the project review.

Clarify project ownership and operation in Development Agreements.

LMC Section 15-6-4(I) requires a Development Agreement for approved MPDs. The Development Agreement must include the form of ownership anticipated for the project. This requirement could be amended to clarify that when Hotels or Hotel Condominiums are approved with Support Commercial and meeting space allowances intended for guests of the project, the Planning Commission could require not only the form of ownership, but the operation of the project, to be outlined in the Development Agreement. As a result, Planning Commission review would be required if the project were proposed to transition to operate like a Residential Condominium Project or to open Support Commercial or meeting space uses to the public. This change would require amending LMC Section 15-6-4(I) *Development Agreement* as follows:

. . . . the form of ownership [~~anticipated~~] and operation of [~~for~~] the project . . .

Update the required Master Planned Development Findings of Fact and Conclusions of Law.

LMC Section 15-6-6 outlines 16 findings the Planning Commission must make before approving an MPD. A 17th finding could be added to include the proposed ownership, management of the project, and whether residential units are Hotel units, Hotel Condominium units, or Residential Condominium Project units. This would require the Applicant to demonstrate to the Planning Commission the intended long-term operations as part of the MPD review.

(III) Updating the definitions and requiring Applicants to identify whether their project is a Hotel, Hotel Condominium, or Residential Condominium project at the time of application, and updating the Development Agreement and Master Planned Development required findings to outline long-term project management may be an alternate approach that achieves the same outcome the Planning Commission sought when establishing a 5,000-square-foot cap on Support Commercial uses.

The Planning Commission's original recommendation to establish a 5,000-square-foot cap on Support Commercial uses was to address the challenges of Residential Condominium Projects that did not operate like a Hotel or Hotel Condominium. If the distinction between the project types is addressed through the proposals outlined in Sections (I) and (II), then the Planning Commission could consider removing the 5,000-square-foot cap.

(IV) The pending ordinance includes a footnote requiring Resort Support Commercial Uses to be associated with a Master Planned Development in the Recreation and Open Space Zoning District. This could be removed if Resort Support Commercial Uses are retained as a Conditional Use Permit with Planning Commission review.

There is only one type of accessory use applicable to resorts outlined in the MPD regulations in LMC Section 15-6-8: Resort Accessory Uses for winter and summer resort operations, considered typical back of house uses. Resort Accessory Uses are allowed without the use of Unit Equivalents and include things like public restrooms, employee facilities, and Child Care Facilities.

Resort Support Commercial Uses, on the other hand, are not addressed in the MPD code. Rather, *Resort Support Commercial Uses* is a defined term in LMC Section 15-15-1 and is established in Zoning District Use tables. Resort Support Commercial Uses (retail, business, service establishment, professional offices, and other enterprises that include commerce and/or trade and the buying and selling of goods and services) are distinct from Resort Accessory Uses.

Resort Support Commercial Uses can be within the Recreation and Open Space, Residential Development, Residential Development Medium, Regional Commercial Overlay, General Commercial, and Light Industrial Zoning Districts. All Zoning Districts establish Resort Support Commercial as a Conditional Use, requiring Planning Commission review, and include a footnote stating the Resort Support Commercial must be approved as part of an MPD except for the Recreation and Open Space, General Commercial, and Light Industrial Zoning Districts.

The pending ordinance, as drafted, shifts the Resort Support Commercial Uses from "Allowed" to "Conditional" in the General Commercial and Light Industrial Zoning Districts, triggering Planning Commission review. The pending ordinance also includes a footnote to these same Zoning Districts, including the Recreation and Open Space Zoning District, to limit Resort Support Commercial Uses to those established through an MPD approval.

However, another avenue could be to leave Resort Support Commercial Uses within the Recreation and Open Space Zoning District as a Conditional Use, allowing for future project reviews through a standalone Conditional Use Permit, which would still require Planning Commission review, but without limiting future Resort Support Commercial Uses to those allocated in MPDs.

Exhibits

A: Pending Ordinance
B: Task Force Recommendations, May 22, 2024
C: Task Force Recommendations, November 4, 2024

Pending Ordinance

AN ORDINANCE AMENDING LAND MANAGEMENT CODE SECTION 15-6-8 *UNIT EQUIVALENTS* AND SECTION 15-15-1 *DEFINITIONS* REGARDING SUPPORT COMMERCIAL AND RESIDENTIAL AND RESORT ACCESSORY USES FOR MASTER PLANNED DEVELOPMENTS AND SECTIONS 15-2.7-2 *USES* FOR THE RECREATION AND OPEN SPACE ZONING DISTRICT, 15-2.18-2 *USES* FOR THE GENERAL COMMERCIAL ZONING DISTRICT, AND 15-2.19-2 *USES* FOR THE LIGHT INDUSTRIAL ZONING DISTRICT TO CLARIFY RESORT SUPPORT COMMERCIAL IS ALLOWED WHEN APPROVED AS PART OF A MASTER PLANNED DEVELOPMENT

WHEREAS, the Land Management Code implements the goals and policies of the General Plan in part to protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the historic character, and the unique mountain town community;

WHEREAS, the Land Management Code promotes the general health, safety, and welfare of the present and future inhabitants, businesses, and visitors of the City;

WHEREAS, the Land Management Code outlines allowances for Support Commercial Uses and exempts certain Residential and Resort Accessory Uses from counting toward the total Unit Equivalents within a Master Planned Development; these Accessory Uses are intended to provide services and support uses for patrons, employees, and residents within the development, and not for the general public;

WHEREAS, the Accessory Use exemptions from Unit Equivalents presents challenges for Master Planned Development review because they may result in increased mass and bulk of a project and over time, and uses intended for patrons, employees, and residents on site may be opened to the general public without mitigating impacts like increased traffic and parking, and without contributing to affordable housing obligations;

WHEREAS, on July 12, 2024, staff publicly noticed this Pending Ordinance to initiate this process and on August 14, 2024, the Planning Commission conducted the first public hearing.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. AMEND MUNICIPAL CODE OF PARK CITY TITLE 15 LAND MANAGEMENT CODE. The recitals are incorporated herein as findings of fact. Municipal Code of Park City Title 15 Land Management Code Section 15-6-8 *Unit Equivalents*, Section 15-15-1 *Definitions*, Section 15-2.7-2 *Uses* for the Recreation and Open Space Zoning District; Section 15-2.18-2 *Uses* for the General Commercial

Zoning District; and Section 15-2.19-2 *Uses* for the Light Industrial Zoning District are hereby amended as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS __th day of _____ 2024.

PARK CITY MUNICIPAL CORPORATION

_____
Nann Worel, Mayor

Attest:

_____
City Recorder

Approved as to form:

_____
City Attorney's Office

Attachment 1

15-6-8 Unit Equivalents

Density of Development is a factor of both the Use and size of Structures built within a project. In order to allow for, and to encourage, a variety of unit configurations, Density shall be calculated on the basis of Unit Equivalents. Unless otherwise stipulated, one (1) Unit Equivalent equates to one (1) single family Lot, 2,000 square feet of Multi-Family Dwelling floor area, or 1,000 square feet of commercial or office floor area. A duplex Lot equates to two (2) Unit Equivalents, unless otherwise stipulated by the Master Planned Development (MPD). The MPD may stipulate maximum Building Footprint and/or maximum floor area for single family and duplex Lots. Residential Unit Equivalents for Multi-Family Dwellings shall be calculated on the basis of one (1) Unit Equivalent per 2,000 square feet and portions of Unit Equivalents for additional square feet above or below 2,000. For example: 2,460 square feet of a multi-family unit shall count as 1.23 Unit Equivalents.

Affordable Housing units required as part of the MPD approval, and constructed on Site do not count towards the residential Unit Equivalents of the Master Plan. Required ADA units do not count towards the residential Unit Equivalents.

~~[Support Uses and accessory meeting space use Unit Equivalents as outlined in Section 15-6-8(C) and (D) below.]~~

A. **CALCULATING RESIDENTIAL UNIT SQUARE FOOTAGE**. Unit square footage shall be measured from the interior of the exterior unit walls. All bathrooms, halls, closets, storage and utility rooms within a unit will be included in the calculation for square footage. ~~[Exterior hallways, common circulation and hotel use areas, such as lobbies, elevators, storage, and other similar Areas, will not be included.]~~

Common outdoor facilities, such as pools, spas, recreation facilities, ice-skating rinks, decks, porches, etc. do not require the Use of Unit Equivalents.

B. **LOCKOUTS**. For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit.

C. **SUPPORT COMMERCIAL WITHIN [~~RESIDENTIAL MASTER PLANNED DEVELOPMENTS~~ HOTELS]**. [~~Within a Hotel or Nightly Rental condominium project, the~~] The Floor Area of Support Commercial Uses [~~uses~~] may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents or 5,000 square feet in total, whichever is less. Conventional Chain Businesses are prohibited as Support Commercial Use. Signage for Support Commercial Uses is limited to interior spaces. Marketing for Support Commercial Uses is limited to primary Uses on Site. [~~Any unused Support Commercial floor area may be utilized for meeting space Uses.~~] Support Commercial shall be included in Affordable Housing obligations and calculations subject to Housing Resolution No. 05-2021, as amended.

D. **[~~MEETING SPACE~~**. ~~Within a Hotel or Condominium project, Floor Area of meeting space may not exceed five percent (5%) of the total Floor Area of the approved residential unit equivalents. Any unused meeting space floor area may be utilized for support commercial uses within a Hotel or Nightly Rental Condominium project.~~]

E. **COMMERCIAL UNIT EQUIVALENTS**. Commercial spaces, approved as a part of a Master Planned Development, shall be calculated on the basis of one (1) Unit Equivalent per 1000 square feet of Net Leasable Floor Area, exclusive of

common corridors, for each part of a 1,000 square foot interval. For example: 2,460 square feet of commercial Area shall count as 2.46 Unit Equivalents.

F. **RESIDENTIAL ACCESSORY USES**. [~~Residential Accessory Uses include typical back of house uses and administration facilities that are for the benefit of the residents of a commercial Residential Use, such as a Hotel or Nightly Rental Condominium project and that are common to the residential project and are not located within any individual Residential unit.~~] Residential Accessory Uses do not require the use of Unit Equivalents [~~and include, but are not limited to, such Uses as~~]:

[~~Ski/Equipment lockers~~

~~Lobbies~~

~~Registration~~

~~Concierge~~

~~Bell stand/luggage storage~~

~~Maintenance Areas~~]

Mechanical rooms and shafts limited to electrical, heating, ventilation, plumbing, and air conditioning equipment and ductwork necessary for the operation of the Building

Laundry facilities [~~and storage~~]

Employee facilities related to the operation of the property

[~~Common pools, saunas and hot tubs, and exercise areas not open to the public~~

~~Telephone Areas~~

~~Guest business centers~~

~~Public restrooms~~

~~Administrative offices~~]

Hallways and circulation

Elevators and stairways

Child Care Facilities

Enclosed Bicycle Storage that exceeds the requirements of Section 15-3-9

G. **RESORT ACCESSORY USES**. The following Uses are considered accessory for the operation of a resort for winter and summer operations. These Uses are [~~considered typical back of house uses and are~~] incidental to and customarily found in connection with the principal Use or Building and are operated for the convenience of the Owners, occupants, employees, customers, or visitors to the principal resort Use. Accessory Uses associated with an approved summer or winter resort do not require the Use of a Unit Equivalent, but shall be included in the Affordable Housing obligations and calculations subject to Housing Resolution No. 05-2021, as amended, and shall be calculated as part of the parking demand requirements and traffic impact studies. These Uses and square footages require Planning Commission review and approval. Resort Accessory Uses may include[~~, but are not limited to, such Uses as~~]:

~~[Information]~~

~~[Lost and found]~~

First Aid Mountain patrol

[~~Administration~~]

Maintenance ~~[and storage]~~ facilities

Emergency medical facilities

~~[Public lockers]~~

Public restrooms

Employee restrooms, employee locker rooms, and employee break rooms~~[, and employee dining areas]~~

~~[Ski school/day care facilities]~~ Employee and public Child Care Facilities

~~[Instruction facilities]~~

~~[Ticket sales]~~

Equipment/ski check

Circulation and hallways for these Resort Accessory Uses

HISTORY

Adopted by Ord. 02-07 on 5/23/2002

Amended by Ord. 06-22 on 4/27/2006

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 10-14 on 4/15/2010

Amended by Ord. 11-05 on 1/27/2011

15-2.7-2 Uses

Uses in the ROS District are limited to the following:

A. **ALLOWED USES**.

1. Conservation Activity

2. Food Truck Locations[4]

B. **ADMINISTRATIVE CONDITIONAL USES**[1].

1. Trail and Trailhead Improvement

2. Outdoor Recreation Equipment
3. Essential Municipal Public Utility Use, Service, or Structure, less than 600 sq. ft.
4. Accessory Building, less than 600 sq. ft.
5. Ski-related Accessory Building, less than 600 sq. ft.
6. Parking Area or Structure with four (4) or fewer spaces
7. Outdoor Event, Outdoor Music
8. Temporary Construction Improvement
9. Raising, grazing of horses
10. Raising, grazing of livestock
11. Anemometer and Anemometer Towers

C. **CONDITIONAL USES**.

1. Agriculture
2. Recreational Outdoor and Trail Lighting
3. Recreation Facility, Private[5]
4. Recreation Facility, Public
5. Recreation Facility, Commercial
6. Golf Course
7. Passenger Tramway Station and Ski Base Facility
8. Ski Tow Rope, Ski Lift, Ski Run and Ski Bridge
9. Recreational Sports Field
10. Skating Rink
11. Skateboard Park

12. Public and Quasi-Public Institution, Church, and School, Park, Plaza, Structure for Public Assembly, greater than 600 sq. ft.
13. Essential Municipal Public Utility Use, Facility, Service, and Structure, greater than 600 sq. ft.
14. Accessory Building, greater than 600 sq. ft.
15. Ski-Related Accessory Building, greater than 600 sq. ft.
16. Child Care Center
17. Commercial Stable, Riding Academy
18. Vehicle Control Gates[2]
19. Resort Support, Commercial[6]
20. Cemetery
21. Parking Area or Structure with five (5) or more spaces
22. Telecommunications Antenna[3]
23. Mines and Mine Exploration
24. Plant and Nursery stock products and sales
25. Fences greater than six feet (6') in height from Final Grade.
26. Small Wind Energy Systems

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

[1]Subject to an Administrative Conditional Use permit and/or Master Festival license review process. Master Festivals are temporary in nature. All related temporary Structures are restricted to specific time frames and shall be removed at the expiration of the Master Festival permit.

[2]See Section 15-4-19 for specific review criteria for gates

[3]Subject to Section 15-4-14, Telecommunications

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

[5]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas

[6] Subject to provisions of Chapter 15-6 and Master Planned Development approval

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 04-08 on 3/4/2004

Amended by Ord. 09-10 on 3/5/2009

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2022-16 on 5/26/2022

15-2.18-2 Uses

Uses in the GC District are limited to the following:

A. **ALLOWED USES**.

1. Secondary Living Quarters
2. Lockout Unit[1]
3. Accessory Apartment[2]
4. Nightly Rental
5. Home Occupation
6. Child Care, In-Home Babysitting[3]
7. Child Care, Family[3]
8. Child Care, Family Group[3]
9. Child Care Center[3]

10. Accessory Building and Use
11. Conservation Activity
12. Agriculture
13. Plant and Nursery Stock production and sales
14. Bed and Breakfast Inn
15. Boarding House, Hostel
16. Hotel, Minor
17. Hotel, Major
18. Office, General
19. Office, Moderate Intensive
20. Office, Intensive
21. Office and Clinic, Medical and Veterinary Clinic
22. Financial Institution without a drive-up window
23. [~~Commercial, Resort Support~~]
24. Retail and Service Commercial, Minor
25. Retail and Service Commercial, Personal Improvement
26. Retail and Service Commercial, Major
27. Cafe or Deli
28. Restaurant, General
29. Hospital, Limited Care Facility
30. Parking Area or Structure with four (4) or fewer spaces
31. Parking Area or Structure with five (5) or more spaces
32. Food Truck Location[10]

B. **CONDITIONAL USES**.

1. Single Family Dwelling
2. Duplex Dwelling
3. Triplex Dwelling
4. Multi-Unit Dwelling
5. Group Care Facility
6. Public and Quasi-Public Institution, Church, and School
7. Essential Municipal Public Utility Use, Facility, Service, and Structure
8. Telecommunication Antenna[4]
9. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter[5]
10. Timeshare Project and Conversion
11. Timeshare Sales Office, off-site within an enclosed Building
12. Private Residence Club Project and Conversion[8]
13. Financial Institution with a Drive-up Window[6]
14. Retail and Service Commercial with Outdoor Storage
15. Retail and Service Commercial, Auto Related
16. Transportation Service
17. Retail Drive-Up Window[6]
18. Gasoline Service Station
19. Restaurant and Cafe, Outdoor Dining[7]
20. Restaurant, Drive-up Window[6]
21. Outdoor Event[7]
22. Bar

23. Sexually Oriented Businesses[8]
24. Hospital, General
25. Light Industrial Manufacturing and Assembly
26. Temporary Improvement[7]
27. Passenger Tramway and Ski Base Facility
28. Ski tow rope, ski lift, ski run, and ski bridge
29. Commercial Parking Lot or Structure
30. Recreation Facility, Public
31. Recreation Facility, Commercial
32. Recreation Facility, Private[9]
33. Indoor Entertainment Facility
34. Heliport
35. Temporary Sales Trailer in conjunction with an active Building permit for the Site.[8]
36. Fences greater than six feet (6') in height from Final Grade[7]
37. Household Pet, Boarding[7]
38. Household Pet, Daycare[7]
39. Household Pet, Grooming[7]
40. Dwelling Unit, Fractional Use[11]
41. Commercial, Resort Support[12]

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

[1]Nightly rental of Lockout Units requires Conditional Use permit.

[2]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[3]See Section 15-4-9, Child Care and Child Care Facilities.

[4]See Section 15-4-14, Telecommunication Facilities.

[5]See Section 15-4-13, Placement of Satellite Receiving Antennas.

[6]See Section 15-2.18-6 for Drive-Up Window review.

[7]Requires an Administrative Conditional Use permit.

[8]See Section 15-4-16 for additional criteria.

[9]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[10]The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval letter.

[11]Requires an Administrative Letter. See Section 15-4-23, Dwelling Unit, Fractional Use.

[12] Subject to provisions of Chapter 15-6 and Master Planned Development approval

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 04-39 on 9/23/2004

Amended by Ord. 06-76 on 11/9/2006

Amended by Ord. 14-57 on 11/20/2014

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2020-45 on 10/1/2020

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

Amended by Ord. 2022-21 on 10/27/2022

15-2.19-2 Uses

Uses in the LI District are limited to the following:

A. **ALLOWED USES**.

1. Secondary Living Quarters
2. Accessory Apartment[1]
3. Nightly Rental
4. Home Occupation
5. Child Care, In-Home Babysitting[2]
6. Child Care, Family[2]
7. Child Care, Family Group[2]
8. Child Care Center[2]
9. Agriculture
10. Plant and Nursery Stock
11. Office, General
12. Office, Moderate Intensive
13. Office, Intensive
14. Financial Institution without drive-up window
15. Retail and Service Commercial, Minor
16. Retail and Service Commercial, Personal Improvement
17. Retail and Service Commercial, Major
18. [~~Commercial, Resort Support~~]
19. Hospital, Limited Care
20. Parking Area or Structure with four (4) or fewer spaces
21. Food Truck Location[8]

B. **CONDITIONAL USES**.

1. Multi-Unit Dwelling

2. Group Care Facility
3. Child Care Center[2]
4. Public and Quasi-Public Institution, Church, and School
5. Essential Municipal Public Utility Use, Facility, Service, and Structure
6. Telecommunication Antenna[3]
7. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter[4]
8. Accessory Building and Use
9. Raising, grazing of horses
10. Bed and Breakfast Inn
11. Boarding House, Hostel
12. Hotel, Minor
13. Private Residence Club Project and Conversion[6]
14. Office and Clinic, Medical and Veterinary Clinic
15. Financial Institutions with Drive-Up Window[5]
16. Retail and Service Commercial with Outdoor Storage
17. Retail and Service Commercial, Auto-Related
18. Transportation Services
19. Retail Drive-Up Window[5]
20. Gasoline Service Station
21. Café or Deli
22. Restaurant, General
23. Restaurant, Outdoor Dining
24. Restaurant, Drive-Up Window[5]

25. Outdoor Event[6]
26. Bar
27. Hospital, General
28. Light Industrial Manufacturing and Assembly Facility
29. Parking Area or Structure with five (5) or more spaces
30. Temporary Improvement[6]
31. Passenger Tramway Station and Ski Base Facility
32. Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge
33. Recreation Facility, Public
34. Recreation Facility, Commercial
35. Recreation Facility, Private[7]
36. Entertainment Facility, Indoor
37. Commercial Stables, Riding Academy
38. Heliports
39. Commercial Parking Lot or Structure
40. Temporary Sales Office, in conjunction with an active Building permit.
41. Fences and Walls greater than six feet (6') in height from Final Grade[6]
42. Household Pet, Boarding[6]
43. Household Pet, Daycare[6]
44. Household Pet, Grooming[6]
45. Commercial, Resort Support[9]

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

[1]Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

[2]See Section 15-4-9, Child Care and Child Care Facilities.

[3]See Section 15-4-14, Telecommunication Facilities.

[4]See Section 15-4-13, Placement of Satellite Receiving Antennas.

[5]See Section 15-2.19-8, Criteria for Drive-Up Windows.

[6]Subject to an Administrative Conditional Use permit.

[7]See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

[8]The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval letter.

[9] Subject to provisions of Chapter 15-6 and Master Planned Development approval

HISTORY

Adopted by Ord. 00-51 on 9/21/2000

Amended by Ord. 04-39 on 9/23/2004

Amended by Ord. 06-76 on 11/9/2006

Amended by Ord. 14-57 on 11/20/2014

Amended by Ord. 2018-55 on 10/23/2018

Amended by Ord. 2020-45 on 10/1/2020

Amended by Ord. 2021-51 on 12/16/2021

Amended by Ord. 2022-08 on 4/28/2022

15-15-1 Definitions

. . . .

~~**[Commercial Use, Resort Support**. A Commercial Use that is clearly incidental to, and customarily found in connection with, the principal resort Use, and which is operated~~

~~and maintained for the benefit or convenience of the Owner, occupants, employees, customers of, or visitors to, the principal Use.]~~

. . . .

Executive Summary

Introduction

On September 28, 2023 the Park City Council requested a task force be formed to review Draft Ordinance No. 2023-17 after public feedback and answer four questions:

(1) What is the purpose of the amendments?
(2) What are the financial implications?
(3) What type of development do the amendments incentivize/disincentive?
(4) What is the purpose of the footnote connecting Resort Support Commercial to approved Master Planned Developments?

A committee of community members from various backgrounds was formed to recommend revisions.

Overall Notes:

(1) What is the purpose of the amendments?

It appears that the amendments were a way to reduce and define MPD usage of commercial, meeting space and resort support space.

(2) What are the financial implications?

The Committee believes the current code is beneficial as written. The Committee feels that the current MPD allocation of 5% Commercial and 5% Meeting Space has served the community well in reducing traffic and creating needed ancillary space for businesses to service Master Planned Developments. In the past, the Planning Commision and Council have used a combination of the two usages to allow MPDs more flexibility in rightsizing commercial. The Committee supports the discretion for increasing commercial from meeting space (and vice versa) up to 10%. The Committee believes these uses reduce traffic and provide value for MPDs.

(3) What type of development do the amendments incentivize/disincentive?

The Committee believes the amendments incentivized those who wish to minimize growth of commercial within MPDs and disincentivized resort operations. The Committee found that the code was written to support resort development and suggests that the MPD code is not the correct way to control future resort growth. The Committee found that resort growth should be supported so local resorts can remain competitive nationally and internationally.

(4) What is the purpose of the footnote connecting Resort Support Commercial to approved Master Planned Developments?

The Committee found that the purpose of the footnote was to attempt to apply consistent standards across all different zoning districts and the inclusion of the footnote effectively undermined the distinctive nature of each district.

Findings

These findings summarize the recommendations of the committee.

- Leave the current code as is prior to the recommendations originally proposed by the Planning Department with a few exceptions:

    1. Define “resort accessory use” and add to the master planned development (MPD) code.

        a. The Committee found that resort operations such as ski school, dining, and back of house are support functions for a viable skier experience.

    2. Clarification as it relates to affordable housing and traffic.

        a. Update “Residential Accessory Uses” to include: child care facilities and enclosed bike storage.
        b. Update “Resort Accessory Uses” to include: public and employee child care facilities.
        c. Keep affordable housing clarification in the MPD process.
        d. The process for reviewing traffic impacts is being updated with the assistance of Lisa Wise Consulting. This will create consistent guidelines for use by the Planning Commission and City.
            i. The committee consensus was that traffic reviews should be done without bias and enforced through the MPD and subsequent Planning Commission reviews.

- What is the purpose of the footnote connecting Resort Support Commercial to approved Master Planned Developments?

    1. Recommend removal of Footnote 6 from Section 15-2.7-2 of Draft Ordinance No. 2023-17.
    2. Recommended that the definition of “resort support commercial” should be clarified.

- General Findings:
    a. The existing Code works.
    b. Major changes to the existing code would result in increased traffic and potential devaluation of the resort guest experience.

c. The following uses should be added to Resort Accessory Use;
    i. Child care
    ii. Affordable housing
    iii. Dining
    iv. Ski school
    v. Bike storage
d. Latitude for increases above 5% but limited to 10% for commercial usage and meeting space should be at the discretion of the Planning Commision and Council as each project will have differing needs to accommodate guests based on locality (for example, Empire Pass vs. Old Town).

Master Planned Developments Accessory Uses Task Force

November 4, 2024

Park City Planning Commission and Park City Council
445 Marsac Avenue
Park City, Utah 84060

Dear Members of the Planning Commission and Council,

Subject: MPD Accessory Uses Task Force Findings

We hope this letter finds you well. As members of the MPD Accessory Uses Task Force, we are writing to you to address our unanimous findings that we believe are critical for the continued growth and sustainability of Park City.

In November of last year, the Mayor and City Council formed a task force made up of a diverse group of professionals from varying backgrounds. The assignment was to analyze the potential impacts of the proposed amendments to the Park City Land Management Code regarding MPD accessory uses and recommend revisions.

Through the course of meetings, discussions, and presentations, the Task Force came to the unanimous conclusion that the current code is beneficial as written. Our complete findings are listed below;

MPD Accessory Uses Task Force Findings

I. **Leave most of the current code as is prior to the recommendations originally proposed by the Planning Department.**

II. **Remove Footnote 6 from Section 15-2.7-2 of Draft Ordinance No.2023-17.**
We believe the purpose of the footnote was to attempt to apply consistent standards across all different zoning districts and the inclusion of the footnote effectively undermined the distinctive nature of each district.

III. **Clarify the definition of "resort support commercial."**

IV. **Reject any major changes to the existing code, which would result in increased traffic and potential devaluation of the resort guest experience.**
We support past Planning Commission and Council discretion for increasing commercial from meeting space (and vice versa) up to 10%, which is critical for neighborhood specific outcomes that will provide services and mitigate traffic impacts of future development and annexations.

V. **Add the following uses to Resort Accessory Use: Childcare, Affordable Housing, Dining, Ski School, and Bike Storage.**
The LMC was written to support resort development, not control future resort growth. We believe the amendments disincentivize resort operations and the problems associated with growth in the forms of traffic, noise, and resources will be exacerbated by the amendments. In contrast, resort growth should be supported so local resorts can remain competitive nationally and internationally.

VI. **Support the current code providing latitude for increases above 5% but limited to 10% for commercial usage and meeting space.**
The MPD allocation of 5% Commercial and 5% Meeting Space has served the community well in reducing traffic and creating needed ancillary space for businesses to service MPDs. Successful examples of MPD commercial usage include helping secure Sundance at Silver Star and mitigating traffic down Marsac with the Montage, as well as providing much needed support commercial in large-scale community projects.

Thank you for your attention to our findings. We look forward to your support and collaboration in making Park City an even better place for all its residents and visitors. Please feel free to contact any of us should you have questions or require further discussion.

Sincerely,

Brianna Callaway	Doug Clyde	Christopher M. Conabee
Gary Crandall	Alexandra Horst	Molly Louthan
Rick Shand	Jan Wilking	